

The CHAIRMAN: It is under Exhibit "G".

Mr. GRAY: You are working on the London Terminal now?

Sir HENRY THORNTON: Mr. Hungerford can give you an answer to that question, or Mr. BROWN.

Mr. BROWN: We are working on the grade separations.

Mr. HUNGERFORD: We are building two subways at the present time.

Hon. Mr. EULER: You have a million and a half for grade crossings by subways.

The CHAIRMAN: That is on the second page, down about ten items.

Mr. GRAY: I would like to find that out. I would like to know what is included in this year's estimate for London?

Mr. HUNGERFORD: I do not think we have it. It will be included in this million and a half.

Mr. GRAY: Does it include a new station for the City of London?

Mr. HUNGERFORD: No, not this year.

Mr. GRAY: I was hoping you were working westward, and would start at Hamilton and London and be in Sarnia next year?

Mr. HUNGERFORD: We are looking in that direction.

Mr. MACMILLAN: Starting at the top of that page, "Belleville Division, Hornepayne Division. Oakville Sub-division," there is new steel being laid amounting to about \$640,000?

Sir HENRY THORNTON: That is right.

Mr. MACMILLAN: Is the old steel inadequate?

Sir HENRY THORNTON: What has happened is this: we made a careful investigation, which is still in progress, of the internal fissures in our steel rail on fast passenger lines through what is known as the Sperry Detector car. That is a car which, by an electrical process, registers concealed defects in the head of the rail. Sometimes in rolling a rail, or after it is in use, internal fractures or fissures will be detected which cannot be detected in any superficial examination of the rail. The railways generally have employed a device known as the Sperry Detector car, which, by an electrical device—there is no good of my explaining it, because it is highly technical—indicates where those defects are to be found. Well, we ran that car between Montreal and Toronto over our present one hundred pound rail, and we found a surprising number of hidden defects. Now, those defects do not always result in a wreck, but they are potential causes of wrecks.

Mr. CANTLEY: Maybe.

Sir HENRY THORNTON: Maybe. So that, having regard to that condition, we decided that in the interests of safety and good maintenance, we should commence relaying that rail, which is now one hundred pound rail, and replacing it with one hundred and thirty pound rail. That is in accordance with the practice of the best railways. In fact, many other railways are going much further, and, I think, are laying rail as high as one hundred and seventy pounds to the yard.

Mr. HUNGERFORD: Yes, that is true in a few instances.

Sir HENRY THORNTON: Now, there is also an economy which results from the heavier rail in that it reduces the cost of maintenance. The more rigid the steel; the more nearly it comes up to requirements of constantly increasing axle loads, the greater economy; so that, having regard for both economy and safety of traffic, our officers decided, and I was fully in accordance myself, being something of an engineer, that that should be done, and that represents the reason why we are renewing the rail to which you have referred.