

GREAT WESTERN
RAILWAY.

1875 LIST OF GWR
LOCOMOTIVES,

OFFICIAL

CANADA

CUSTOMS

REORT.

R E P O R T
OF THE
MECHANICAL SUPERINTENDENT.

MECHANICAL DEPARTMENT,
Hamilton, 20th September, 1854.

*To the President and Directors
of the Great Western Railway.*

GENTLEMEN,—

In presenting my Report for the seven months ending 31st July, 1854, I beg to remark as follows :—

The stock of Engines is generally in good working order with the following exceptions, viz :—

*The Canada.
Niagara.
London,*

which require a thorough repair, they having been for many months before the Line was opened, employed in the construction of the Line, and subsequently in hauling the heavy Freight Trains. I have arranged that these Engines shall at once be thoroughly repaired so as to be available for the Autumn and Spring Traffic.

The repairs of Engines generally have been heavy, owing partly to the breaking of several Tender Axles, which were made of bad material; partly to the number of casualties occasioned by Cattle straying on to the Track when first opened; and partly to other breakages occasioned by the comparatively incomplete state of the Line at its first opening. The following Engines have from the above cause, been subject to heavy

repairs, much new work has been done to them, and I consider them now to be stronger and more substantial than they were at first, viz :—

The Ontario,
Kent,
Gazelle,
Samson,
Chatham,
and Oxford.

The following Engines have also received considerable repairs, viz :—

The Canada.
Norfolk,
Brant,
Middlesex,
Essex.

they are now, with the exception of the *Canada*, in good working order having had various improvements introduced, and been strengthened in many parts.

The *Jupiter* was damaged by Fire at St. George's, when the Engine House there was burnt, through carelessness of the man in charge.

Our ordinary working expenses have necessarily been heavy, owing to the above and other reasons, viz :—the unballasted state of the road during the breaking up of the frost, rendering the Track uneven—the unfinished condition of the Water Stations, Engine Houses, and Workshops, and the want of proper machinery and convenience for doing the work economically. There has also been great difficulty in getting workmen. The great sickness of this past summer has materially increased the cost of labor. We are now supplied with various new machinery and in a few weeks I expect to have it all running, and the shops in a condition to do any work that may be required.

Two of the heavy Freight Engines ordered from Messrs. Slaughter & Co., are now on the line, and the others have arrived at Montreal. With these additions to the present stock, I hope to meet all the requirements of the winter traffic.

The total cost of working Engines inclusive of repairs has been 1s. 3¼d., currency, per mile, equal to about 1s. st'g.

The number of miles run by Engines during the seven months was 246,668.

The mileage of Engines on traffic account now averages about 11,000 per week.

The cost of maintaining and repairing cars has also been heavy arising from the following causes :—

The uneven
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 usc.

The unevenness of the Track on the frost breaking up.

From bad material and workmanship.

From faulty construction.

From accidents arising from Cattle, being on the track and the breaking of bad Tender Axles, and

From the high prices of materials and labor.

We have had on an average six First Class Passenger Cars out of thirty, under repair daily. The repairs done have been expensive, amounting in some cases almost to renewals, but the whole stock I consider is improved. The Freight and Platform Cars have from the same causes, been a source of great expense; nearly all the Iron work has had to be renewed or repaired; but the Cars are on the whole in better condition than when they were delivered to the Company.

I have reason to expect that the expenses of the Car Department will in future be less in proportion to the miles run and the number of Cars in use.

I am, Gentlemen,

Your Obedient Servant,

W. BOWMAN.

Mechanical Superintendent.

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GREAT WESTERN RAILWAY.

REPORT (2)

OF

THE DIRECTORS

OF THE

GREAT WESTERN RAILWAY

OF CANADA;

TO BE PRESENTED TO THE SHAREHOLDERS
ON FRIDAY, SEPT. 29TH, 1854.

WITH A STATEMENT OF ACCOUNTS,
&c. &c. &c.

HAMILTON, C. W.,

PRINTED AT THE "BANNER" OFFICE.

1854.

way to the eastern markets, throughout the year, has already tended largely to increase the productions of the country, and this will certainly be still further increased when the reciprocity treaty between this Province and the United States comes into full operation.

In connection with the question of the construction of a double line say between Hamilton and London, a distance of 75 miles, it may be remarked that such a proceeding would not only afford great facilities for the transport of the productions of the country to the eastern markets, but would also have the effect, by affording greater safety and dispatch, of adding to the through traffic which it must be remembered forms so large an item in this Company's receipts. During the past six months the proportion has stood as follows:—

	Local.	Through.	Total.
Passengers and Sundries.....	£66,929	76,458	143,287
Freight, &c.....	34,306	17,026	51,332
	£101,235	93,484	194,719

These figures show, that promising and important as is the local traffic of the Great Western Railway which passes through some of the richest parts of Western Canada, that without the aid of the through American traffic, the profits of the Company would be materially diminished. It may also be remarked as bearing upon the proposals made by some parties for new lines of Railway, that no line in Canada is likely at present to be profitable without through traffic, and it is hardly possible, with a continuous line of Railway in operation round the American or south shore of Lake Erie, that a much greater proportionate amount of through traffic would be diverted into Canada than is now accommodated by the Great Western Railway.

Since the last half yearly meeting, the Directors have received a further grant of Provincial Debentures, to the amount of £200,000 sterling, one half of which has been disposed of in London, and the other half is now in course of transmission there. The Shareholders will doubtless remember that these Bonds bear 6 per cent. interest, and are redeemable by an annual payment of 3 per cent. on the whole amount which will accomplish their liquidation within twenty years. The total sum now obtained from Government amounts to £700,000 sterling, and a still further application was forwarded a few weeks ago for £70,000, to which the Company is understood to be legally entitled under the Main Trunk

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Guarantee Act. Government engineers made a rigid inspection of the line in all its details, previous to granting the last Debentures.

The necessity of completing the unfinished portion of the line, and of providing the rolling stock indispensable to carry on the traffic, has obliged the Directors to make use of the whole of the traffic receipts during the past half year. The state of monetary affairs has prevented the raising of the amount required to replace the sum borrowed from revenue, and also what is still necessary to finish and stock the line, and the Directors are therefore at present unable to advise the payment of the dividend which has been earned. They hope, however, that by the aid of the expected further advance of Provincial Debentures, and such other resources as the Company may be enabled to command, that the payment of a dividend, at the rate of 6 per cent. per annum may be hereafter arranged, and they therefore recommend that a decision upon this matter be postponed for the present.

It has been already stated that the Hamilton and Toronto Railway will be shortly completed, and it may be well, therefore, to recall attention to the position occupied by that Company. It will be recollected that at a meeting of English Shareholders held in London on the 10th May, 1853, it was determined to take a lease of the Hamilton and Toronto line, at a rent of six per cent. upon its cost, together with an equal participation in any dividends earned by the Great Western beyond that amount. The contract for the construction of the Toronto line, leaves an extension of about a mile and a half to make to form a connection with the Grand Trunk Railway at Toronto. The necessary amount of Rolling Stock and Station buildings will also have to be provided. These several items will probably require this Company to expend about £100,000 cy.

The Sarnia Branch, which, it was mentioned in the last Report, had been suspended, remains so at the present time, the agreement with the Contractors giving the Company the right to order the prosecution of the work at any time prior to the 1st January, 1856, without altering the terms of the existing contract.

The question of the provisional agreement made with the Galt and Guelph Company, for a lease of their line, referred to in the Report of June, 1854, will be submitted for the decision of the Shareholders at the present meeting.

An application to Parliament for powers to increase the Company's capital, and for other purposes as mentioned in the last report, was postponed with many other similar measures at the adjournment of