

Editorial

GRADE SEPARATION IN HAMILTON.

As a result of the recent decision of the Supreme Court that the Board of Railway Commissioners had not the power by virtue of the Railway Act to order the Toronto, Hamilton and Buffalo Railway to unite with the Grand Trunk Railway and the proposed Canadian Northern Railway to use a common right-of-way and union station in the city of Hamilton, the question of grade separation at once presents itself.

For several years an agitation has been on foot in Hamilton against the present location of the T. H. & B. in the southern and residential section of the city. A common right-of-way scheme was presented to the railways by the city, the G.T.R. and C.N.R. signifying their willingness to consider it, but the T. H. & B. refusing to do so. Then the city went ahead with the preparation of plans and estimates for diverting the latter's track, and applied to the Railway Commission for an order. The question as to whether the Board had power to order the T. H. & B. to remove its tracks from Hunter Street, was subsequently taken to the Supreme Court for a decision. According to it, the Board of Railway Commissioners has not the power, on an application from the city, to make an order directing the T. H. & B. to divert its line from its present location to some other location.

Failing in this, matters stand largely as outlined in *The Canadian Engineer* for September 4th, 1913. Doubtless the depression plan will be taken up forthwith. A plan developed by the city, provides for depressing the tracks of the T. H. & B. at an estimated cost of \$1,200,000, in addition to \$310,000 land damages. Another depression plan, prepared by Westinghouse, Church, Kerr and Company, and submitted by the railway company, entails an estimated cost of \$2,940,000, exclusive of land damages. The same company estimates the cost of elevating the tracks at \$760,000. In view, however, of the fact that a portion of the present line is already depressed at the western entrance into the city, a depression scheme will, in all probability, be given early consideration.

PRESERVING ENGINEERING LITERATURE.

The value to the engineer of a library of technical information is so universally recognized in all the branches of the profession that none can contest the arguments in favor of the establishment of such by the individual or the organization of which he forms a part. Everyone is aware that accurate information is as essential to the success of engineering work as a compass is to navigation. In its investigation, design and construction, there must be no empiricism or loose approximations. As one writer has said, information is as necessary a tool in engineering enterprises as the mallet and chisel are in the work of an artisan. Besides, through the medium of print one acquires a knowledge of what others are doing and how—as valuable an asset in a profession as in a competitive business.

With the close of the half year, some weekly engineering journals complete another addition to their standardized volumes, and the thought is in order of im-

mediately binding them for preservation and for facilitating reference when occasion requires. The practice of preserving copies for the purpose of having them bound at the end of the half year is one which should be encouraged and its importance emphasized. Requests from readers for back copies to complete volumes are frequent, and it is regrettable that occasionally these requests cannot be complied with owing to the particular issues being out of print. The result is that the volume is either left unbound or bound in an incomplete state. The wisdom of having a place for each journal and of keeping every copy in its place is evident. Now is the time to begin.

It is not the best thing to do to clip articles from journals for the purpose of filing them. While space on the book-shelf may be saved, and articles on like subjects may be kept together in a single file, it is, in the long run, a waste of time, besides destroying the value of the copy itself. In cases of miscellaneous periodicals which contain, only occasionally, articles of value to the engineer, such a procedure may be advisable, but for the regular engineering and technical journals it is an inefficient method.

One cannot foretell whether articles that are thereby being destroyed, will not attain equal or greater value at some future time than those that are being preserved. No one is so proficient in prophecy as to clearly define what should or need not be clipped for future use. One's range of interests is apt to expand or change entirely as time goes on.

Taking it for granted, therefore, that an engineering journal is not to be read like a newspaper and carelessly thrown aside, there are several important points to keep in mind: When the weekly copy arrives, look it over carefully; examine the index page; clip it (and it only), as suggested in our issue of June 4th. Then place the copy with the previous issues, returning it there whenever it is taken from its place and referred to. When July 1st or January 1st comes round, call in the bookbinder.

HIGHWAY ENGINEERING IN GREAT BRITAIN.

With the advent of mechanically propelled traffic, which has multiplied at a great rate in England during the last ten years, and the discovery that such traffic is highly destructive to road surfaces, especially to those made in waterbound macadam, a serious problem has arisen as to what is an economical form of road paving which is suitable for carrying the new form of traffic. For it is admitted by all English road engineers that waterbound macadam is incapable of withstanding heavy motor propelled traffic, while for light motor traffic it is not economical. On rural main roads its life may, however, be extended by sealing the surface against attritive and weather action by coating it with tar or some tar compounds which have been introduced by commercial firms. Each year, therefore, in most highway districts in England the area of waterbound macadam roads which is protected by a surface dressing of tar is extended and—it is safe to prophecy—that within a measurable number of years waterbound macadam will have disappeared from main roads in England.