

# The Canadian Engineer

WEEKLY

ESTABLISHED 1893

VOL. 17.

TORONTO, CANADA, AUGUST 20th, 1909.

No. 8

## The Canadian Engineer

ESTABLISHED 1893.

Issued Weekly in the interests of the  
CIVIL, MECHANICAL, STRUCTURAL, ELECTRICAL, MARINE AND  
MINING ENGINEER, THE SURVEYOR, THE  
MANUFACTURER, AND THE  
CONTRACTOR.

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Present Terms of Subscription, payable in advance:

Canada and Great Britain:		United States and other Countries:	
One Year	\$3.00	One Year	\$3.50
Six Months	1.75	Six Months	2.00
Three Months	1.00	Three Months	1.25

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Changes of advertisement copy should reach the Head Office by 10 a. m.  
Monday preceding the date of publication, except the first issue of the month for  
which changes of copy should be received at least two weeks prior to publication date.

PRINTED AT THE OFFICE OF THE MONETARY TIMES PRINTING Co.,  
LIMITED, TORONTO, CANADA.

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Copy and cuts for changes of advertisements must  
be in our hands by the Monday preceding date of  
issue. If proofs are to be submitted, changes should  
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When advertisers fail to comply with these conditions,  
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### RAILWAY SIGNALLING.

In recent issues of our journal we have been fortunate in securing for publication a few articles on Railway Signalling. These articles have outlined modern methods of protection, and in some cases emphasized the necessity for such protection.

Two kinds of protection are most urgent. First, the public require protection against their own thoughtless acts; and second, the travelling public require protection against the mistakes and carelessness of railway employees. It is to the protection of the second class that the term "Railway Signalling" has become more definitely attached.

A study of the railway accidents in Canada leaves the impression that the public require more protection against their own carelessness than against the mistakes of employees. Three times as many people are killed when trespassing on the track than in all other railway accidents combined. The deadly highway crossing, the open switch, the neglected semaphore and the "I forgot," all combined, cannot tell such a tale of death as does the total of killed when trespassing.

We hear a loud call for subways and viaducts, but if we would encourage and assist the railways in enforcing a "No-trespassing-allowed" law it would be very much more to the point. To secure the enforcement of such a law, more educational work will have to be done, just as it requires much campaigning to prevent people from attempting to board or alight from moving street cars and railway carriages.

Railway signalling is a new art—an art becoming more highly developed and more successful in its application daily. In Canada, we have given the matter but little attention. But public opinion is demanding a higher degree of safety, and railroad officials see the possibility of lessening the loss to rolling stock, decreasing the running time and adding to the safety of employees and passengers by adopting the best methods of signalling and train control.

The number of devices offered for this work is legion. Each week sees one or more new devices patented for which all sorts of ridiculous claims are made, but the useless and unpractical are soon weeded out—a good example of the survival of the fittest.

All the systems devised fall into some one of the following classes: Systems worked without track circuits; systems controlled by track circuits complete in each block; systems with track circuits covering the division.

The perfect system is not yet invented, but signal engineers are improving the practical systems, adding to their knowledge and experience, and they and their inventions are more anxiously sought after.

### A DEPARTMENT OF IRRIGATION.

The closing session of the Western Canada Irrigation Convention was marked by the adoption of a number of important resolutions—resolutions which were a sort of confession of faith of the leaders in irrigation work in the three Western Provinces.

That Alberta needed an agricultural college they were certain, and that the college should be located in the irrigation belt was their dearest wish.