

THE RAILWAY & SHIPPING WORLD,

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The Canadian Roadmasters' Association.
The Canadian Ticket Agents' Association.
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Investigation of Railway Accidents.

(Continued from page 257.)

the future, no power is given to the Board of Trade, or any other authority, to compel any railway company to adopt such recommendations. This omission is sometimes criticized as a defect in the Act, but it is not really so. The moral effect of the publication of the report with the criticisms of the company's methods is great, and it seldom happens that a company refuses to adopt, or at least to test the recommendations made by the officer who held the enquiry. If, however, the company is of opinion that the suggestions of the officer are not likely to be useful, or are for any reason inexpedient, the company is at liberty to reject them, the responsibility of so doing resting on it. The effect of this latitude is to give the company discretion in the matter, and to enable the Act of Parliament to be administered without undue interference.

An important Act was passed in 1889, putting on the Board of Trade the duty of calling upon all railway companies throughout

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the United Kingdom to adopt upon all lines carrying passengers the system of block working; to interlock points and signals, and to fit all trains carrying passengers with "continuous brakes." A reasonable time was allowed to the companies in which to comply, and the work is now practically complete. In respect of block working and interlocking, therefore, the lines of the United Kingdom are far ahead of those of any other country, and a marked diminution of accidents, particularly of collisions, has resulted from this cause. The use of the electric staff or electric tablet for single line working, which practically combines the principle of block working with the use of the ordinary train staff, is held to be a compliance with the Act. If, however, the ordinary train staff is used in conjunction with train "tickets," then block instruments have to be provided in addition. When the line is of such small importance that the traffic can be handled by one engine in steam, block instruments are, of course, not required. The effect of the regulations is that single lines as well as double lines in Great Britain are worked with a remarkable immunity from accident, and head-on collisions are almost unknown.

In addition to the Acts of Parliament safe-