

Mr. McIntosh,—

The remarks made this evening in regard to the matter of brake shoes have been very interesting and no doubt beneficial to those interested in railways, whether it be electric or steam, and I cannot say there are any new points which I can introduce for discussion.

The Grand Trunk Railway Co. have on different occasions tested various kinds of brake shoes on their engines in order to improve conditions, but advantages gained by introducing brake shoes of hard metal have always been gained at the expense of the brake by increasing the distance in which the stop was made. The advantages gained by the use of hard shoes are certainly worthy of consideration, but are not the advantages lost by the use of these hard shoes, also worthy of deep consideration. There is no doubt about the decrease in expense, both in brake shoe wear and tire turning by the use of the hard shoe, and there is also no doubt of the extra distance it requires for to make the stop in by using these hard shoes, and sometimes the short distance stop will more than repay the extra brake shoe and tire expense and possibly be the means of preventing loss of life. Engineers object to the solid steel shoe on account of the flange which forms on either side of it, hugging the wheel when the brakes are released, causing breakage to bolts and loss of shoes; also extra strain on brake rigging and extra heating of tires. The common gray iron brake shoe causes considerable expense by repeated renewals, but it gives the desired results in regard to stopping the train, and while shoes of a harder nature have the advantage of reducing the tire groove. Still this advantage should not be given preference to distance when the real point of view is stopping that which is in motion.

Chairman,—

No doubt we have all benefited by the discussion which has taken place to-night and I trust that we will have many more evenings devoted to the "Question Box," as the time of adjournment is near at hand I might say that we have one more duty to perform to-night, that is, the appointment of a nominating Committee of five, according to Section 10, of the By-laws, who shall present at the next annual meeting nominees for each office to be filled. I therefore declare the meeting open to receive nominees.

Nomination have taken place the following gentlemen were nominated:—

Messrs. G. Baldwin, J. W. McLintock, E. D. Bly, A. G. McLellan, J. J. Fletcher.

It was then moved by Mr. Acton Burrows and seconded by Mr. C. A. Jefferis that these gentlemen be elected.—Carried.