

I would like to hear from some of the steam men present on this subject.

Mr. Wickens,—

I would like to say one thing more as regards my idea of having snow troubles in connection with the operation of the electric locomotive. It is not on the straight track, but where cuts are drifted up that the locomotive will have trouble. If we can make a dash with the steam locomotive and back out, we are all right. If you can do that with the electric locomotive you also would be all right. However, I am not prepared to say whether this is possible. The point I had in mind was not the snow on a straight line, but in cuts that the electric locomotive would have trouble.

Chairman,—

What is there that a steam locomotive can do in an emergency, that an electric locomotive cannot do?

Mr. Wickens,—

Personally, I am in favor of the electric locomotive.

Mr. Armer,—

I am not in a position to speak on this matter having had no experience in running locomotives in actual service, but would like to ask, how you would proceed when you get the electric locomotive off the track in a snow drift. Can you get it back on the track without any extra assistance?

Chairman,—

The replacers will give you contact if all wheels are off. An ordinary chain thrown from some part of the frame work over the rail will give you all the contact you require to operate your motors.

Mr. Armer,—

On the steam locomotive you could use the replacers and back on, but with the electric locomotive you may be too far away from the rails to get connection with the trolley wire.

Chairman,—

There is hardly a possibility of your getting to far away from the track that you cannot make special arrangements to get on again. As long as you can reach the current you can turn the wheels of the electric locomotive. You can put a wire on the trolley by the aid of a wooden pole, and turn the wheels just as well as though you had steam. Then again