

marks of Mr. Brown, and I think they have met with the approbation of everybody present. The new style triple valve is not an old thing with us on the C.P.R. Perhaps Mr. Dale, who is connected with the C.P.R., and who is used to handling air brakes, might wish to ask something about this question.

Mr. Dale,—

Mr. President and gentlemen : I am sure I listened with a great deal of pleasure to the discourse this evening. The new triple valve is something new to me. I am, of course, pretty well conversed with the old action triple valve, yet there are features in this new one which I would like to study up very closely before I would wish to ask any questions. I always go on the line, that nothing is right that is not worth criticism. I think we have a subject before us to-night which is well worth criticism. There is one question, however, which was asked to-night regarding the working of the new automatic triple valve, that of putting two auxiliary reservoirs on a car instead of one large one ; I am not quite clear on this. I am sorry I did not get hold of some of this new work before this, so that I could ask more critical questions, but in future if I have the pleasure of attending any more of this club's meetings, I shall certainly prepare myself for this work.

Mr. Brown,—

I fear I have not made myself clear on the matter of arrangement of supplementary reservoir volume. As before stated, there are two ways of obtaining the graduated release feature on passenger trains, one by the use of the extra pipe line known as the "control line," and the other by the use of supplementary reservoirs under each car. As steam railways already have two air pipe lines on their passenger trains, they do not care to apply the third line, and instead prefer the supplementary reservoir scheme which accomplishes the same result.

About the retarded release feature belonging to the freight triple valve and the experiments our President referred to made recently in Buffalo, I witnessed the same tests made with a 50-car train. In one instance the brakes were applied fully with a service application, and at a very slow speed brakes were released and engine given steam before rear brakes had opportunity to release. Where this was done and new triple valves in use the draft gear strains were reduced to 34,000 lbs. as compared with 169,000 lbs., when old triples were used under similar conditions.