

The other question I wish to ask is : Why they prefer two auxiliary reservoirs in addition to reservoirs already in use, in preference to a large one ?

Mr. Brown,—

In answer to Mr. Black's first question, can state that it is possible under some conditions for wheels to pick up, but experience with the higher braking power shows that, even though wheel sliding does occur in some parts of train, the other brakes are doing such a tremendous amount of holding that the sliding wheels do not travel far enough to do damage. As an illustration can state that most mechanical men with the introduction of the high speed brake anticipated a great deal of trouble from wheel sliding, but long experience shows that this difficulty never materialized.

Respecting Mr. Black's second question I only suggested as a matter of convenience the placing of the supplementary reservoir volume in two units upon the car. There is no reason, however, why this volume could not be located upon the car in one unit if desirable.

The Chairman,—

I understand we have Mr. L. C. Ord of the Canadian Northern Railway with us. Perhaps that gentleman would like to ask a question.

Mr. Ord,—

Mr. President and gentlemen, I thank you for asking me to speak on the subject, but after Mr. Brown's interesting discourse I do not think there is room for any of us to add to it. I have watched with interest and have seen the Westinghouse people meet each failure or trouble with improved types of apparatus in the past, and I must say it is wonderful when I note the progress described by Mr. Brown to-night. This brake, which is far more serviceable on long freight trains than is the older types, is equally more serviceable on heavy mountain grades; meeting, in fact, all conditions. I wish to thank Mr. Brown myself for having had the pleasure of listening to one of the best and most instructive lectures I have ever heard.

The Chairman,—

We have present with us Mr. McCabe of the Toronto Electric Railway Co., and would be glad to hear from him.