Mr. Lewkowicz,—

The combination lever moves the valve just twice the lap and the lead.

Mr. Wickson,—

In this case suppose the engine is at dead centre, as shown in this diagram, by the position of the main crank. So far as this side of the engine is concerned it is now in a position to go either forward or backward. If the link block is raised or lowered there will be no movement of the valve, since the link block travels in the arc of this circle with a radius equal to the length of the radius arm. Since the link is the same radius, there will be, as mentioned, no movement to the valve, the block simply moving up and down the link.

You must remember, however, that on the other side of the engine the main crank is either on its top or bottom quarter and the eccentric either full forward or full back, thus having the link at an angle to the full extent of its travel in one direction. When the link block is moved up or down since the link is on an angle, the valve immediately moves either backward or forward, opening the forward or back port as the case may be, which determines the forward or backward motion of the engine. As soon as the engine moves, the crank on this side comes off the dead centre and the link begins to move, when, of course, the whole valve motion comes into play.

Mr. Lewkowicz,—

I would like to move that a vote of thanks be tendered to Mr. Wickson for the very able manner in which he has read and discussed this paper; also to Mr. Duguid for the trouble he has taken in preparing same.

Seconded by Mr. Wright. Carried.

Chairman,—

I have great pleasure in tendering you the hearty vote of thanks of this Club for the very able manner in which you have handled this paper and the discussion to-night. The vote of thanks is also extended to Mr. Duguid for his care and attention in preparing the paper and we greatly regret his inability to be with us to-night.

Mr. Wickson,—

I thank you very much for the hearty vote of thanks and am very sorry that Mr. Duguid was unable to be present, as