

- Fig. 22—M-2 triple valve (section).  
 “ 24—M-2 triple valve, release position.  
 “ 25—M-2 triple valve, in service position.  
 “ 26—M-2 triple valve, in service lap position.  
 “ 27—M-2 triple valve, in release lap position.  
 “ 28—M-2 triple valve, emergency position.  
 “ 15—Diagram of cylinder pressures, comparing old and new equipments.  
 “ 17—Diagram showing results of rapid re-applications comparing old and new equipment.  
 “ 23—Diagram of A.M.R. electric brake equipment.  
 “ 37—L-1-A triple, emergency position.  
 “ 38—L-2 triple valve in section.  
 “ —L triple valve.  
 “ 41—L-2 triple in service position.  
 “ 42—L-2 triple valve, service lap position.  
 “ 43—Triple valve in graduated release lap position.  
 “ 44—L-2 triple valve in emergency position.  
 “ 16—Diagram showing rapidity of recharging auxiliary reservoirs, comparing old and new equipment.

The Chairman,—

I am sure, gentlemen, you have listened with a great deal of interest to Mr. Brown's discourse, and it is too bad we cannot publish all that has been said by this able lecturer. To describe the different movements of the triple valve takes considerable time, and it is almost impossible to do it on paper. Without us having the advantage of seeing the different cuts, which has been shown to us on the screen, we would not have understood Mr. Brown's paper so well. We have a number of air brake men with us to-night, whom we shall be pleased to hear from in connection with this paper, and I am sure Mr. Brown will be pleased to answer any questions anyone wishes to ask him. I take much pleasure in calling upon Mr. Black,

Mr. Black,—

Mr. President and gentlemen : I have listened with pleasure and interest to the remarks of Mr. Brown, and am sure that all present have enjoyed the lecture to-night. In looking around I see quite a number here who are not directly interested either in steam or electric railways, and I therefore would not wish to open a long discussion on the air brake, but it certainly demonstrates to us that the Westinghouse people are determined to meet every requirement. There are one or two points in connection with this matter I would like to ask Mr. Brown. One is : How they are able to retain 85 lbs. brake pressure before coming to a stop without doing damage to the wheels ?