

per car in labour, so that you will see there is no radical changes necessary in the piping of the car. You simply take off the old trap and the admission valve and put the new valves and traps in the same place where the other ones were. With the small expenditure of \$5.00 in labour you cannot have a man around a car very long.

Chairman,—

I have a great deal of pleasure in calling upon the inventor of this system, Mr. Parker, Sr., because he is not only the inventor of this system, but is a practical railroad man.

Mr. Parker, Sr.,—

Mr. Chairman, this is like helping the other fellow out. That was my son who read the paper, and he has expressed my opinion on the subject. Of course there are some questions asked and some things which are not very clear to the inexperienced man. That is where the trouble comes in. Now if we could only see eye to eye, we would not have so much trouble.

Engineers have considerable to do with the proper heating of coaches. They will reduce the steam or shut off the reducing valve, entirely. Often he will have a pressure of forty or fifty pounds, but on looking back will see the "white stuff" and will reduce it to 20 or 30 pounds. I do not know whether any Superintendent or Master Mechanic is here to-night, but you know when the engineer does that with the drip system and has, say, 40 pounds on the head end of ten cars, it is hard to say how much you have on the rear end. If you have a common angle valve or automatic valve open, it will certainly greatly reduce the pressure the farther back you go in the train. By the engineer reducing the pressure on the head end, he gets the brakeman or conductor into trouble and they get five days. I only wish that the trainmaster who gives the brakemen sixty days was here to-night so that I could explain the difficulty to him.

I do not wish to take up your time, but I might mention this incident. Four cars were picked up at Flint, Mich., to be taken to Detroit. Those four cars were what we call "Deadheads," and were not going to be used. The engine was not steaming very well and in order to assist the engineer, the steam was not turned into these cars. The Supply Valves were shut down and the Blow Off Valves opened. Upon arrival at the terminal the head end cars were properly blown out, also the train line, these four "Deadhead" cars were not blown out as they had not been working steam, but owing to the leaky valves the small amount of steam thus admitted quickly condensed and drained to the trap in a very cool