

Mr. Parker,—

We do not rely upon the trainmen to adjust it. It operates automatically.

Mr. Armer,—

The paper on steam heating of cars has been very interesting to me and very instructive, but I have had no experience with this car heating and would rather ask questions than discuss the paper. I would like to ask Mr. Parker, supposing a train leaves the city here and the temperature outside is, say, freezing and you probably go 100 miles and the temperature goes down to 30 below zero. Have you got your regulating valve now at the same tension? Supposing the temperature went down this 30 degrees, how would you take care of it?

Mr. Parker,—

That all depends upon the amount of steam you speak of. You would not expect to carry the same pressure for 60 degrees as you would for freezing point. There is no spring in the Regulator Valve. It is simply a disc and at 30 degrees below zero you would have to increase the pressure.

Mr. Armer,—

Who would increase the pressure?

Mr. Parker, Jr.,—

The engineer.

Mr. Armer,—

That would give you an increased pressure in the cars and give you more heat?

Mr. Parker, Jr.,—

Yes. If you have 10 pounds pressure in starting out and you have 20 degrees of frost, and it drops to 30 degrees below zero you would have to increase the pressure, but that is because you are condensing more steam. The car would heat up almost as much with a low pressure as with a high pressure, but it would be condensing more steam in the latter case.

Mr. McRae,—

I would like to ask a question; with the present equipment on the coaches, generally speaking, what would be the amount of alterations necessary to introduce this system?

Mr. Parker,—

All necessary alterations would be done for less than \$5.00