

to maintain the temperature of a car the same as in a building if the piping is properly placed in the cars. I will probably take this matter up later on as I am not in a position now to discuss it.

Mr. MacNicol,—

Mr. Chairman, I do not know why I should not make an excuse like the other speakers, as I am just as much entitled to it as they are.

No doubt the car heating question is a very serious one. For a long time it seems to have been impossible or impracticable to devise a proper means of heating and ventilating coaches. If you get in a car probably there are only a dozen people. You go a few stations down the line and a number of people get on and the car begins to get warm. The heat of their bodies and their breath makes it hot. Later on they get off and by the time that coach is at the next station you are looking for your overcoat. It seems to be a hard matter to get a system to cover all these difficulties.

The system which Mr. Parker has spoken about to-night is applying the heat at a lower point. There is one point which I do not get clear. It is how you regulate the heat going into the car. I presume it is by a diaphragm. By our present system we apply the heat at the highest point and drop it down to the lowest. If I can get this explained I believe it will help us out some.

Mr. Parker, Jr.,—

The method of regulating the amount of steam being drawn from the train line is controlled by the Regulating Valve. When the radiating pipes are filled with steam the Regulator Valve is forced to seat and will not admit any steam until the pressure in the radiating pipes is reduced. Then it will allow just sufficient steam to enter the apparatus to again equalize the pressure. By this method you have the same pressure throughout all the cars in the train. Our apparatus is entirely self regulating. It does not require any attention until arrival at terminal, whereas with the other systems of heating it is the common practice to open the blow-off valve, periodically, to make sure that the condensation is being released. This is not good practice as a great deal of steam is wasted each time the blow-off valve is so manipulated. With the "Parker System" there will be no manipulation of the Trap necessary as cars equipped with this system have run in regular service in eight and ten car trains over divisions varying from 100 to 300 miles without once changing the position of the Trap or re-adjusting any part of the apparatus, and during this time no condensation was