

Windsor and London on from 5 to 15 pounds. If a car is cold you have got to heat it, and of course it takes more steam at the start. However, we do away with the escaping steam around the train which is dangerous to the travelling public and employees and prevents the carmen from making a proper inspection which if there be any thing wrong may result in disaster.

With the drip system we damage our cars and injure the braking power because the Traps are dripping on the braking apparatus, and that is a pretty dangerous thing, also a very expensive thing. Then again take the outside of the cars which have the "No Drip" system, there is a great deal of difference. There are cars equipped with the "No Drip" system running on several roads which after a year's service were found to be in better condition, from outside appearance, than cars equipped with the drip system which had only been three months out of the shop.

By being enabled to reduce the pressure in the train line a great saving is effected.

On the New York New Haven and Hartford R. R. the pressure was reduced from 60 pounds to 25 pounds and during two heating seasons only two out of five hose bags were replaced.

On the Western Division of the Grand Trunk the Master Mechanic claimed he felt justified in setting the reducing valves at 25 pounds on the locomotives running on trains equipped with the "No Drip" system.

On the Grand Trunk there was a train of five cars and a Pullman run from Toronto to North Bay carrying a pressure of 15 pounds to Allandale, and from there on to North Bay 20 pounds pressure was carried. The outside temperature was down to zero.

By admitting the steam at the lowest point we are doing what every man's mother does, sets the fire under the kettle and not on the lid.

I am running a train as conductor, and am not a mechanic, but if we can control the heat there is no difficulty in controlling the ventilation.

Mr. Ross,—

I am a better listener than I am a talker. I must admit that I am very well pleased with the paper read by Mr. Parker and the remarks made by Mr. Parker, Sr. I know we have had difficulties, and as Mr. Duguid says, we shut the steam off some going up a hill. Also many times we look back and see, as we think, the steam being wasted. If we can heat the train on a lower pressure it will be a great advantage to the engineer, the coal pile and to the company. I am not well enough posted to speak any further on the subject