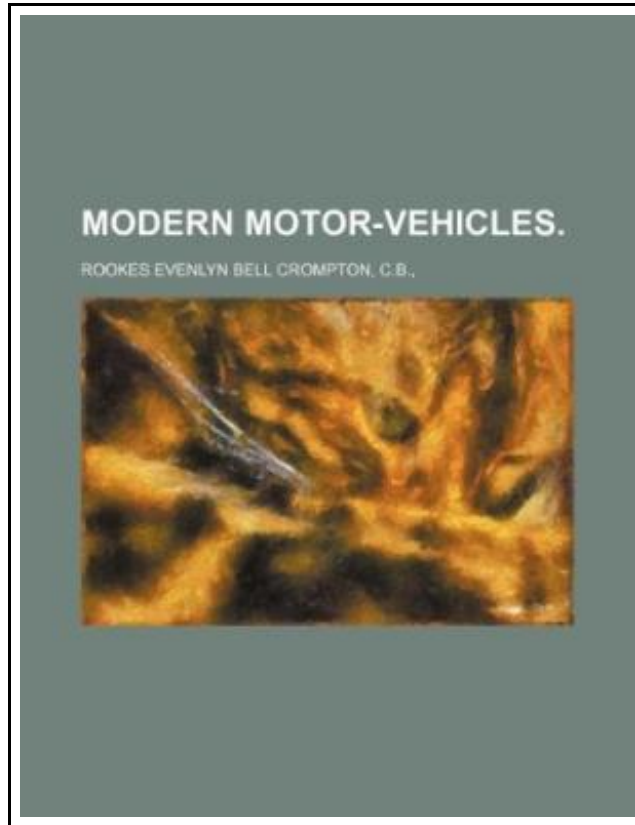


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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1907 Excerpt: .rather difficult to understand; it would be better if it were stated that that was the vaporizing temperature, the fuel being gasolene. The temperature of the fuel before it was supplied to the generator was probably about 60. The temperature of the steam was shown to be at the boiler 353 of superheat, and at the engine 285 of superheat. The exhaust temperature, 288, seemed to be higher than the engine temperature initially. It would probably be better to show the initial temperature on the same scale as the exhaust temperature. The cut-off was stated to be at three-fourths of the stroke, and the very low consumption of fuel and water seemed particularly astonishing in view of that late cut-off. The Author. The Author pointed out that the engine was a compound engine, the cut-off being in the first cylinder only. Mr. clarkson. Mr. Clarkson considered that that fact ought to have been stated, because otherwise there appeared to be a drop of 407 by expanding only 33 per cent. The fact of its being a compound engine altered the matter; he thought it would be fair to say the total ratio of expansion was 3 or 4, or whatever it happened to be. He did not think there was the least difficulty in obtaining tests quite equal to that from a steam-engine using highly superheated steam, and the possible limit of economy in that direction had not yet been reached. The employment of mushroom valves...



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