

from the engine will approximate very closely to those of Figs. 7, 8 and 9, except as they may be slightly modified by cylinder condensation. Where steam-jackets are used the loss by cylinder condensation after cut-off in high-pressure cylinder is largely restored by heat from the jackets, so that frequently no allowance need be made in the ratios of cylinders for this loss. With unjacketed cylinders a progressive deficiency will appear in each successive diagram of the system as compared with

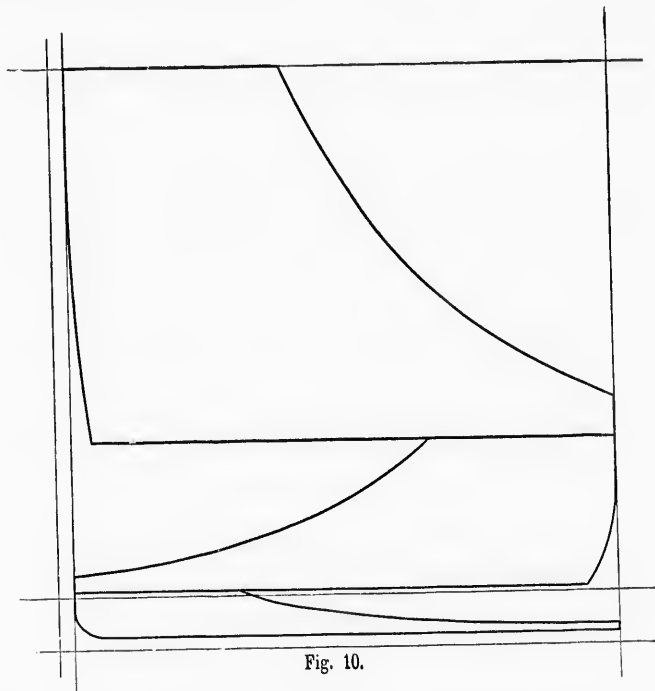


Fig. 10.

the theoretical diagrams, unless an allowance is made in the cylinder ratios to compensate for the progressive loss occasioned by condensation in the cylinders.

Continuing the study of the diagrams of Figs. 7, 8 and 9, the same diagrams appear in Fig. 10, reduced to the scale of the high-pressure diagram, and in Fig. 11 they are reduced in length to correspond with the respective cylinder ratios, thus representing the total expansion referred to the low-pressure cylinder.