

method of drawing the diagrams to the same pressure and volume scale is on the whole as good as any that has been devised. This method, however, gives us a broken saturation curve, as will be seen by referring to Fig. 4 which gives the combined diagrams from the Sibley College experimental engine, yet, on the whole, it seems to be the only method of

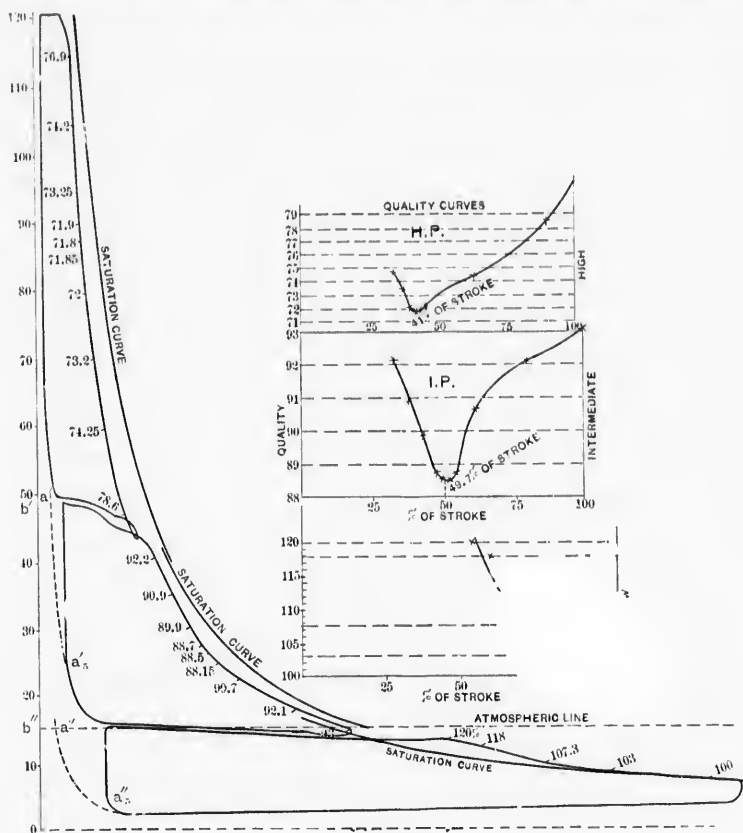


FIG. 4.

representing the diagrams which is general in its nature. It is true that very much smoother expansion curves are obtained for the combined diagrams which, for some cases, may more fairly represent the condition of the engine by combining the diagrams in such a manner that continuous reference curves are obtained either hyperbolic or in the form of the saturation