12 CYLINDER PROPORTIONS FOR COMPOUND ENGINES.

Proceeding in the same manner with Fig. 1, representing the high pressure cylinder, and what has just been said about the intermediate cylinder applies to this equally as well. From a study of the curves of Fig. 6, as representing the performance of the high pressure cylinder at the various points of cut-off under the same conditions as to condensation that were assumed in Figs. 4 and 5, and keeping in mind that unlike the low cylinder no practical difficulty exists as to its size, we may with confidence select B_{i} , as a point of cut-off that promises approximately the best results that may be obtained from this cylinder.



We have now established the expansion curves that we desire to produce in each cylinder, and to prevent confusion Figs. 7, 8 and 9 represent diagrams from the three cylinders, in which only the desired expansion curves appear.

So far, in this investigation, no attention has been paid to the compression curves further than to state at the beginning that the compression curves shown are full compression curves, which entirely fill the clearance spaces by compression, and rise without interruption to the initial pressure of the diagrams. Under no condition can these curves be the most economical,