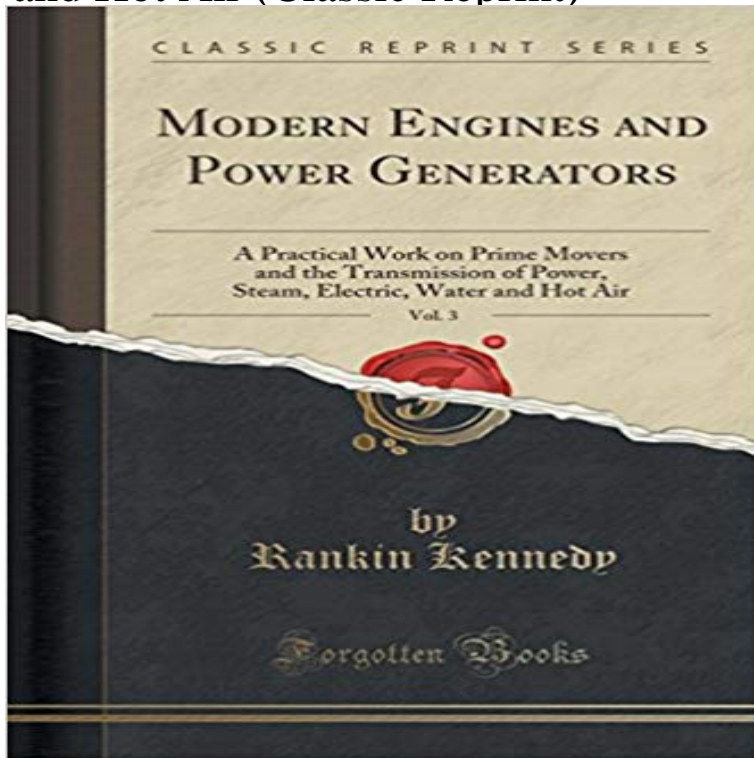


## Modern Engines and Power Generators, Vol. 3: A Practical Work on Prime Movers and the Transmission of Power, Steam, Electric, Water and Hot Air (Classic Reprint)



Excerpt from Modern Engines and Power Generators, Vol. 3: A Practical Work on Prime Movers and the Transmission of Power, Steam, Electric, Water and Hot Air. This Volume is descriptive of prime movers on road vehicles - steam, oil, and petrol, with some further reference to the coming prime mover, the hot air or gas turbine. The chief developments in prime movers for road vehicles and for small boats have been in the direction of improved internal combustion reciprocating engines, mostly of that class employing petrol fuel, and not of great powers. The petrol-electric system has been adopted on one railway in a tentative way, and has much in its favour. It is a system worthy of more attention for road vehicles, as offering a satisfactory substitute for the complications introduced by mechanical gearing. For speed control, reversing and differential gear, mechanical devices must be inefficient, noisy, and in course of time develop slackness. The turbine has not come forward in road or rail traction, the principal drawback being the inefficiency of all turbines working non-condensing; a very high vacuum being required for any approach to satisfactory efficiency. The application of internal combustion engines to small boats, mostly for sporting and pleasure purposes, has grown to some extent; but no serious attempts to solve the many problems arising in the question of applying internal combustion engines to marine propulsion have been made. It is evident that small engines using petrol or oil as fuel are out of the question for commercial purposes, and that coal of cheap quality must be used as the fuel in large vessels. This points to gas engines working with producer gas. For heavy road traction probably the same system can be applied. Coal, however, in a road vehicle does not constitute a large item in the expenses; as may be seen on page 182, it amounts to about 20 percent, of the

total. The petrol and oil engines on road vehicles are rapidly nearing finality in design of reciprocating types. There is not much room for further developments in autocar piston and cylinder prime movers. Some few small improvements in engines are referred to, especially that in the direction of constructing a valveless gas engine for working with producer or furnace gases. This Volume concludes the descriptions and treatment of internal combustion engines for traction, stationary and portable purposes. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at [www.forgottenbooks.com](http://www.forgottenbooks.com) This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged copy. In rare cases, an imperfection in the original, such as a blemish or missing page, may be replicated in our edition. We do, however, repair the vast majority of imperfections successfully; any imperfections that remain are intentionally left to preserve the state of such historical works.

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