### Transactions of the Manchester Geological and Mining Society Volume 29 (Paperback)



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#### Reviews

Undoubtedly, this is actually the greatest job by any author. This can be for those who statte there was not a worthy of studying. I am delighted to inform you that this is actually the greatest publication i actually have read within my very own daily life and could be he greatest book for ever. (Perry Reinger)

# TRANSACTIONS OF THE MANCHESTER GEOLOGICAL AND MINING SOCIETY VOLUME 29 (PAPERBACK)



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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. 1905 Excerpt: . working cost comprizes chiefly coal, wages and management. Coal is naturally a very important item. The internal combustion-engine has been often quoted as the solution of the problem; if it does diminish the coal-bill, that is its only excuse for existence, for the economy of the up-to-date large turbine-set is so high, that under ordinary conditions even this diminution is not great. A really considerable saving can only be obtained by using the ammonia-recovery process, and selling the sulphate as a set-off to the coal-bill; but such a plant is not a very desirable adjunct to a 10,000 volts supply-station. The arguments against the utilization of the gas-engine are chiefly constructional ones, the floor-space required for a 2,000 horsepower two-cycle gas-engine, without any auxiliary apparatus, being about 2,800 square feet; a Curtis turbine of the same capacity need only have 120 square feet, say, an area of 50 feet square as against 11 feet square: but 2,000 horsepower for a power-company is a smallish set, 8,000 horsepower being more like the useful standard size. Xo gas-engine of such a size has yet been constructed, and, if it were, it would be a horrible enormity. The time may come when the long-dreamed-of gasturbine will become an accomplished fact: this will, of course, greatly change matters, and then steam may find a serious rival in the internalcombustion engine. Another objection to the gas-engine is that its angular velocity is not sufficiently constant, and, upon perfectly-even turning, a...

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