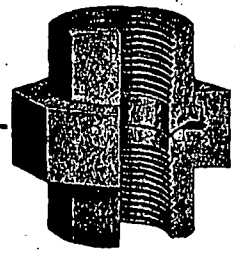

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WITH OUR READERS

Continued from page 216

able. Thus a conversion becomes increasingly costly as it progresses. This criticism, I may add, is not based on theory but experience.

Where a large supply of surplus steam is available, heaters and accumulators can be employed with advantage, but such a plant hardly falls under the heading of a conversion. Alternatively, where an existing steam plant can be so divided before leaving the boilerhouse as to permit of one section being converted to high-temperature water for space heating, the other section remaining on steam for processing, each section being controlled independently, the resultant savings may justify the expenditure. But, generally speaking, to justify claims for substantial savings by the use of high-temperature water, it must be selected at the medium in the design stage.

I trust I may be forgiven for criticizing your article adversely, but I do feel that American engineers have something to learn from English and Continental practice. The larger the plant, the more apparent are the advantages of high-temperature water, and since the system is not yet widely accepted in America, vast opportunities exist for developing new projects in preference to *advocating conversions.*

London, England — C. L. Kempton, *Managing Director, The Hobdell Engrg Co, Ltd*

DIESEL-GOVERNORS

Continued from page 73

head centrifugal force and spring force. To reach a new balance, engine speed must change.

Suppose we reduce spring force by turning speed-adjusting screw, Fig. 5, to raise speeder plug and reduce spring compression. For the reduced spring force to balance flyweight centrifugal force in same vertical position of the flyweights as before, less centrifugal force is needed. This means less engine speed is needed. So reducing spring force causes engine to run at lower speed when carrying the same load as before.

Increasing spring force raises engine speed for the same load because more centrifugal force is needed to balance the spring.

Many governors use an independent spring for adjusting speed. Any spring that resists flyweight force affects engine speed at which the governor forces balance. The independent spring, usually outside the governor, is generally "softer" than the speeder spring to permit fine adjustment of speed. Future articles will discuss many other phases of engine governing.

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3/4	1	1	1	1½	1½	2	2	2½	2½	3	3
1	1	1	1	1½	1½	2	2½	2½	3	3	3
1½	1	1	1½	1½	2	2	2½	2½	3	3	3
2	1	1	1½	1½	2	2½	2½	3	3	3	3½
2½	1	1	1½	1½	2	2½	2½	3	3	3½	3½
3	1	1	1½	2	2	2½	3	3	3½	4	4
3½	1	1	1½	2	2	2½	3	3	3½	4	4
4	1½	1½	1½	2	2	2½	3	3	3½	4	4
5	1½	1½	1½	2	2	2½	3	3½	3½	4	4½
6	1½	1½	1½	2	2	2½	3	3½	4	4	4½
8	1½	1½	1½	2	2½	3	3	3½	4	4½	5
10	1½	1½	1½	2	2½	3	3	3½	4	4½	5
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