## Modern Power Gas Producer Practice and Applications: A Practical Treatise Dealing With the Gasification of Various Classes of Fuels by the Pressure and Suction Systems of Producer (Classic Reprint)

Horace Allen

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Excerpt from Modern Power Gas Producer Practice and Applications: A Practical Treatise Dealing With the Gasification of Various Classes of Fuels by the Pressure and Suction Systems of Producer

During the last decade the demand for power gas has been very greatly increased through the development of the internal combustion engine. From an engine capable of developing 200 H.P. being considered large, we now find gas-driven engines are being manufactured up to 5,000 H.P. capacity.

In the other direction, the field held by the smaller type of gas engine using illuminating gas has been encroached upon by the invention of the suction producer.

For the large power engines the cost of fuel becomes an important factor, so that while for moderate sized engines anthracite and coke are much more economical than illuminating gas, the new conditions require a still cheaper source of heat, such as gasified slack bituminous coal. Further, to permit of gas power being employed in the propulsion of vessels making long voyages, it will be necessary to devise a producer which will be capable of dealing with the various classes of fuel obtainable at different ports.

The Author's aim has been to define the ruling principles of the gasification of fuel, and describe the developed practical commercial types of producers. Besides this, by describing the most recent inventions, and the claims made by the inventors, it was the intention of the writer to place before the reader the problems which are occupying the minds of designers.

The Mond system of gasification of bituminous coal and recovery of by-products, as applied for the distribution of power and heating gas from a central station at Dudley Port, has, according to the Directors Report for the year 1907, succeeded in obtaining by-products equivalent in value to 70 percent of the cost of the fuel, and 62 per cent for the gas on coal gasified during the year, costing £10, 158 16s. 5d., a result which will be improved upon as the local firms take up the further application of the gas for their various purposes.

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