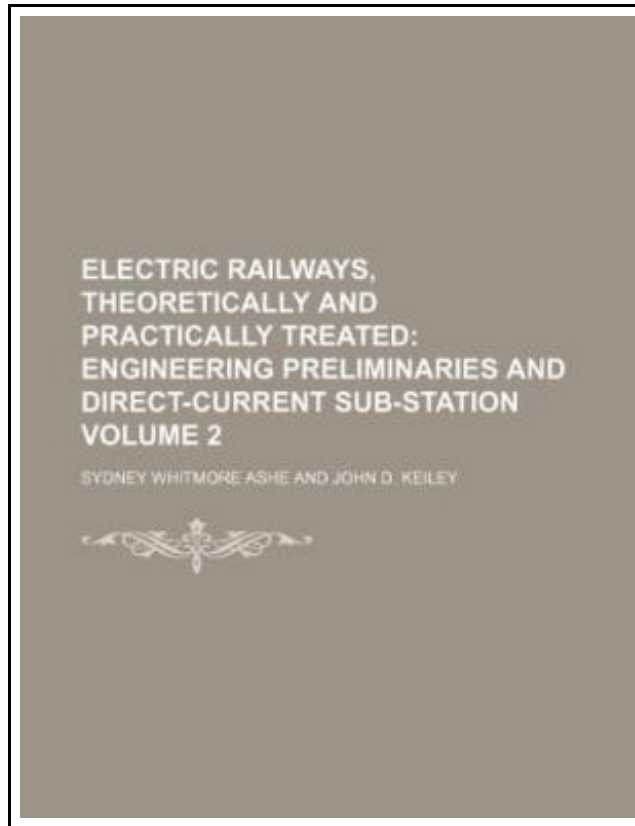


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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1907 Excerpt: .converters, and a quick and steady operator. Three methods are usually employed for starting converters, namely: A. Starting from the direct-current side. B. Starting by means of a small direct-connected induction motor. C. Starting from the alternating-current side. Method A. The converter in this case is started as an ordinary shunt motor, receiving its current either from a shunt-wound generator or from the direct-current bus-bar. A double-throw switch is usually provided so that the converter may receive current from either source. Ordinarily, when started by current from a shunt-wound generator about two minutes are required to start, to synchronize, and to connect to the bus-bar a 1500-kw. converter. In emergency cases the machine is started by current from the direct-current bus-bar, and only a minute and a half is required to place it in service. The advantages of method A are the rapidity of starting, the smallness of first cost, since it requires but one starting set for all the converters, and the slight expense of maintenance. The disadvantages of the method consist in a small factor of reliability and the possibility of a heavy surging of current during the process of synchronizing. The latter disadvantage, however, may be obviated by the use of a simple modification of the switch-gear, devised by Mr. H. G. Stott. This device is now used in connection with the Interborough Rapid Transit Company s equipments. It consists in closing a local storage-battery through the tripping coil of the circuit-breaker of...



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