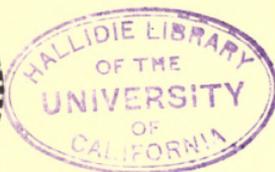
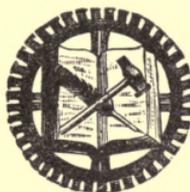


STANDARD
POLYPHASE APPARATUS
AND
SYSTEMS.

BY
MAURICE A. OUDIN, M. S.
Mem. Am. Ins. E. E.

*WITH MANY PHOTO-REPRODUCTIONS,
DIAGRAMS AND TABLES*



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PREFACE TO THE THIRD EDITION.

THE publication of a third edition of this little work has enabled the writer to bring it up to date. While the applications of polyphase working have extended enormously since the first appearance of the book, there has been but little deviation from the methods laid down therein as standard.

The three-phase system has been found to be almost universally applicable. It has largely replaced the two-phase and to a still greater extent the monocyclic system.

Marked features of the recent development of electrical manufactures are the increased size of generators and of power consuming machinery, and the creation of new devices for their control. The most progressive engineering work of the day is that of switchboard design.

JANUARY, 1902.

CONTENTS.

CHAPTER	PAGE
I. DEFINITIONS OF ALTERNATING-CURRENT TERMS . . .	1
II. GENERATORS	17
III. GENERATORS (<i>Concluded</i>)	37
IV. INDUCTION MOTORS	63
V. SYNCHRONOUS MOTORS	94
VI. ROTARY CONVERTERS	109
VII. STATIC TRANSFORMERS	125
VIII. STATION EQUIPMENT AND GENERAL APPARATUS . .	145
IX. TWO-PHASE SYSTEM	180
X. THREE-PHASE SYSTEM	194
XI. MONOCYCLIC SYSTEM	212
XII. CHOICE OF FREQUENCY	224
XIII. RELATIVE WEIGHTS OF COPPER FOR VARIOUS SYSTEMS,	231
XIV. CALCULATION OF TRANSMISSION LINES	238
<i>Appendix</i> — THE STANDARDIZATION OF GENERATORS, MOTORS AND TRANSFORMERS	261



STANDARD POLYPHASE APPARATUS AND SYSTEMS.

CHAPTER I.

INTRODUCTORY.

DEFINITIONS OF ALTERNATING-CURRENT TERMS.

Alternating Currents.— On account of the limitation imposed by the space of this book, mathematical demonstrations of alternating-current phenomena have been omitted in the following pages, and the chapter will be found to consist mainly of elementary explanations and statements which partake of the nature of definitions. It is hoped that these definitions will be found useful in aiding the uninformed reader to obtain a clearer understanding of the principles underlying polyphase apparatus and methods. For a more comprehensive treatment of alternating-current phenomena, the reader is referred to the many works on the subject.

The alternating-current generator was one of the earliest applications of the principles of induction. Unlike the current from the direct-current generator, which came at a later date, the alternating current rapidly changes its value and direction, the fluctuations being periodical. Such a current reaches a maximum in one sense, de-

clines to zero, reverses, and then attains a maximum in the other sense, as often as the pressure of the generator follows this variation. This variation of current, or of pressure in its simplest and ideal form, follows the law of simple harmonic motion, and may be represented by the projection of a point moving in a circle, with a constant velocity, upon a perpendicular diameter.

The development of this motion and its application to the variation of the current or the induced pressure of an ideal alternating-current generator is illustrated in Fig. 1. The point P on the circle is considered as moving with a

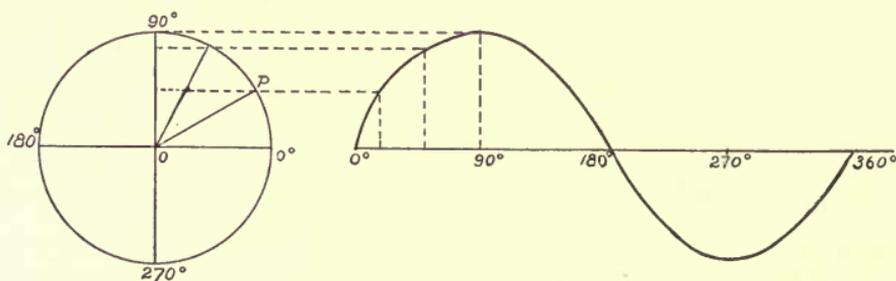


Fig. 1.

constant velocity. Its projection on the diameter is the value of the pressure at any instant of time. The circle represents a complete revolution or cycle of change of current or pressure. The straight line to the right is the development of the circle expressed in degrees, 360 of which constitute one complete period. On this line the instantaneous values of the current or the pressure derived from the projection of P are plotted. It is seen that a line drawn through these points, obtained for the complete revolution, gives a sine-curve.

On account of the irregular magnetic field, in practice few alternating-current generators give rise to pressures

following a simple sine-law. The departure from a sine-curve is not so great, in the majority of alternating-current generators, but that, for purposes of most commercial calculations, their electro-motive forces can be considered as simple harmonic quantities.

The formula for the flow of current in an alternating system of conductors is, in its general form, similar to that used for determining the flow in a direct-current system. It differs from Ohm's law only in the introduction of certain factors, which, however, may become so complex as to conceal the simple quantities of the equation, resistance and *E.M.F.* The value of these factors depends on three well-known properties of a conductor. These are:

1. Inductance.
2. Capacity.
3. Virtual Resistance.

Inductance. — The magnetic field, surrounding a circuit through which a current is flowing, exerts no influence on the circuit in the case of a direct current of constant value. In the case of an alternating current it is of far greater practical importance, and gives rise to a variety of phenomena. The magnetic flux then varies periodically with, and in the same manner as, the current and *E.M.F.* The setting up of this magnetic flux — or lines of force, as they are sometimes called — produces an *E.M.F.* in the circuit, in opposition to the induced *E.M.F.* This counter *E.M.F.*, or *E.M.F.* of self-induction, is stronger when the magnetic flux is changing most rapidly; therefore arriving at a maximum, 90° , later than the flux and the current producing the flux. The result of this counter *E.M.F.* is that, when

an external *E.M.F.* is applied, the current does not immediately attain its maximum, and, when the *E.M.F.* is withdrawn, the current persists for awhile. The current reaches its maximum later in point of time than the *E.M.F.*, — i.e., is always lagging behind the *E.M.F.* It would seem as if a current of electricity possessed a quality of the nature of the inertia of matter.

The strength of this flux, or the induction as Faraday called it, is determined by the current. The extent to which a given flux affects a circuit in a non-magnetic medium — i.e., the magnitude of the counter *E.M.F.* — depends solely upon the geometry of the circuit. If the circuit is wound in a coil, or so arranged that in the periodic variation of the flux the same lines of force encircle more than one portion of the conductor, the counter *E.M.F.* will be increased.

That constant quality of a circuit which determines its inductive effects is called inductance. The inductance may be either self or mutual inductance, according as the circuit is isolated or acted on by an adjacent circuit, also carrying a current. Inductance is frequently called the co-efficient of induction. The symbol *L* is used to designate self-inductance, — the unit of measurement of which is the henry.

Capacity. — Like inductance, the capacity of a circuit depends upon its geometry and its surroundings. It is the quality which a conductor possesses of being able to hold a quantity of electricity. A combination of conductors or conducting surfaces, advantageously placed to hold the greatest possible quantity of electricity, is called a condenser. All insulated lines act more or less like condensers. The charging or discharging current of a

condenser is greatest when the rate of change of effective pressure is greatest ; that is, when the *E.M.F.* is at zero at the moment of passing from negative to positive, or *vice versa*. The effect of capacity, then, is opposite to the effect of inductance, and may neutralize it, or even overcome it, when existing in the same circuit. In a circuit having capacity, the current may lead the *E.M.F.* in phase. Fig. 2 shows the lead produced by capacity. The curve *V* represents the curve of *E.M.F.*, and *I* the current curve leading the *E.M.F.* The unit of measurement of capacity is the farad, and is usually represented by the symbol *K*.

Impressed E.M.F. — The more frequently an alternating current is reversed, the less time is there available for it to reach the value it would have in a direct-current system. To drive this maxi-

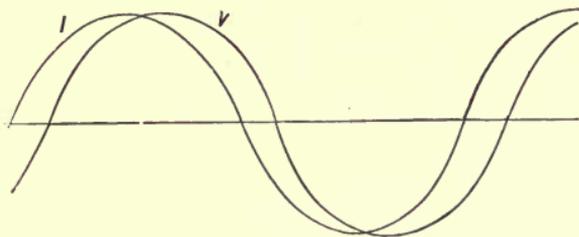


Fig. 2.

imum current through an alternating system of conductors having inductance, requires a greater *E.M.F.* than is needed in a direct-current system to produce this same current. The inductance of a circuit, as explained, determines the counter *E.M.F.* ; and it must be overcome by an added amount to the *E.M.F.* required to produce the same current in a direct-current system. The name of impressed *E.M.F.* has been given to this resultant. The counter *E.M.F.* acts at right angles to the current, and is greatest when the current is reversing its sign, or when the rate of change of the lines of force is greatest. The values and

direction of the impressed *E.M.F.* and its components may be considered in a diagram. In Fig. 3 the impressed *E.M.F.* is shown as the hypotenuse of a right-angled triangle. That component of the *E.M.F.* which would drive the same current through a circuit without inductance, being necessarily in phase with the current, is shown as lagging behind the impressed *E.M.F.* by an angle, Φ , and by a length equal to its magnitude. In quadrature with the component is the *E.M.F.* of self-induction, the magnitude of which determines the length of the line in the diagram.

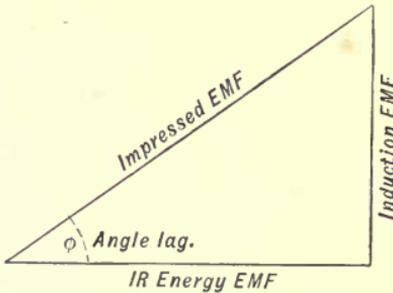


Fig. 3.

The magnitude of the impressed *E.M.F.* is then readily found. The name of energy *E.M.F.* has been given to that component in phase with the current, and which is effective in doing any work in a circuit. As all the quantities in the diagram must follow

the law of simple harmonic motion, the curve of self-inductive *E.M.F.* will be shown in the same way as the curve of impressed *E.M.F.* The effect of this inductive component, in increasing the impressed volts needed to cause a given current to flow, is shown in Fig. 4. The curve *RI* represents the energy component of the impressed *E.M.F.* which would drive the current if there were no inductance. It is equal in value to the product of the current and the resistance. In quadrature with it, is the inductive *E.M.F.*, designated by the curve pLI , p being equal to $2\pi N$, where N is the number of complete cycles per second, and L the inductance. This is the component required to offset the effect of the inductance. By adding the ordi-

nates of the two curves, we obtain a third curve, V , also following the sine-curve law. This is the curve of the

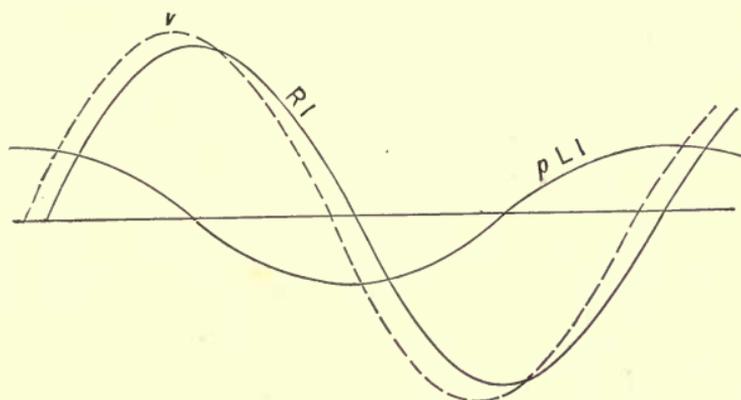


Fig. 4.

impressed *E.M.F.* required to produce the given current in this particular circuit.

Impedance; Reactance.—(Impedance is the total opposition in a circuit to the flow of current.) It determines the maximum current that can flow with a given impressed *E.M.F.* It is made up of a resistance component and another component to which the name of reactance has been given. The relations of resistance, reactance, and impedance are shown in Fig.

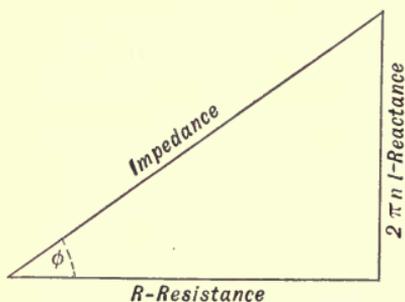


Fig. 5.

5. As there may be energy losses external to a circuit, and yet dependent on that circuit, which require a flow of current that cannot be determined by a calculation based upon the ohmic resistance alone, it is not correct to designate the resistance component as the ohmic resistance. Such losses are those

due to hysteresis in transformers and iron cores, which have the effect of a small transformer interposed in the circuit. This component of impedance is termed energy resistance, and the other, reactance which has sometimes been called the inductive resistance.

Reactance is the effect of self-induction expressed in ohms. It becomes prominent in lines of large cross-section. The relative value of reactance to resistance can be reduced by selecting a number of conductors of small areas having a combined equal resistance. For instance,

when for one No. 000 wire two No. 1 wires are substituted, the resistance will remain the same, but the reactance will be almost halved.

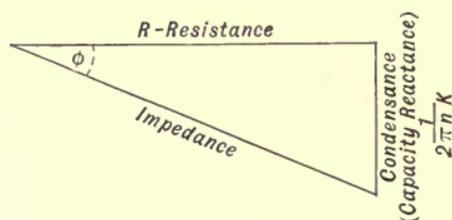


Fig. 6.

When capacity is introduced into the circuit, the current may lead in phase. Fig. 6 illustrates the effect of capacity on the circuit. The reactance due to capacity, or condensance as it is designated, acts in the opposite direction to the reactance of inductance. The impedance in Fig. 6 is the resultant of the resistance and the capacity reactance. When capacity and inductance are both present, the impedance is the resultant of the resistance component and a component equal to the difference between the numerical values of the condensance and reactance. In Fig. 7 the magnetic reactance is laid off above the line of resistance and in quadrature with it. The capacity reactance, or condensance, is represented as having a greater numerical value, and acting in opposing direction. The resultant impedance is readily found. When the inductance is equal

to the capacity, the current is in phase with the impressed volts, and follows Ohm's law.

In aerial conductors of low resistance, the reactance is often prominent, and the distribution of *E.M.F.* may be seriously affected by it. It becomes important, then, in selecting conductors for transmission lines, that those of large cross-section, and correspondingly low resistance, be avoided as much as possible, except in special cases, as, for instance, in the employment of rotary converters supplied by its own set of conductors, where some reactance may be desirable.

Virtual Resistance. — If the cross-section of a conductor carrying an alternating current is resolved into many elements, it will

be seen that the internal portions are subject to greater inductive effects than the elements nearer the surface. The outer streams of current suffer less opposition, and reach a maximum sooner than those centrally located. In large conductors, carrying heavy currents of high frequency, there may not only be no current flowing in the central portion of the conductor, but a condition may exist where a current will flow in the opposite direction. The central core is then not only valueless as a conductor, but had better be omitted.

As a result of the reduction of the effective cross-section of a conductor carrying an alternating current, the resistance is increased, and slightly less current will flow than would if the specific resistance and the inductance of the wire are alone considered. This increment of resistance

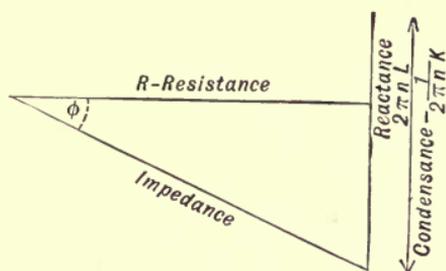


Fig. 7.

of a conductor is called its virtual resistance. The phenomenon is also called the skin effect.

The best shape for conductors of large cross-section, carrying heavy alternating currents, is that of a tube or flat strip.

In common practice the sizes of wire and the rapidity of current reversals are not such as to appreciably produce this effect. The ratio of the resistance of a conductor carrying an alternating current, to its resistance when a direct current is flowing, can be readily computed for different sizes of conductors and reversals of current.

In Fig. 8 the ordinates represent the product of area and cycles per second. Corresponding factors for the virtual or apparent resistance of cylindrical copper conductors are read off the horizontal scale. The ordinate for the factor for a conductor of any other non-magnetic metal is the product of the ratio of its conductivity to that of copper, and the sectional area times the frequency. In the case of magnetic materials, especially iron, the factor for the virtual resistance is greater than that in the curve.

Energy in a Circuit. — The work done in a circuit will always be some product of the current and the quantities in phase with it. In a direct-current system the product of measured volts and amperes will give the energy of the circuit. In an alternating-current system the product of the measured amperes, and the component of impressed *E.M.F.* in phase with the current, — i.e., the energy *E.M.F.*, — will give the energy. The component of *E.M.F.* in quadrature with the current — i.e., the induction component — drives a wattless current, and consequently adds nothing to the energy of the circuit. The product of the impressed *E.M.F.* and the current will be easily understood to give too large results. This product is the

apparent watts of the circuit. The error in calculating the power by the measured amperes and volts will depend upon the extent of the displacement in phase of the impressed *E.M.F.* and the current, or the angle of the lag, usually denoted as Φ . The energy in the circuit can be

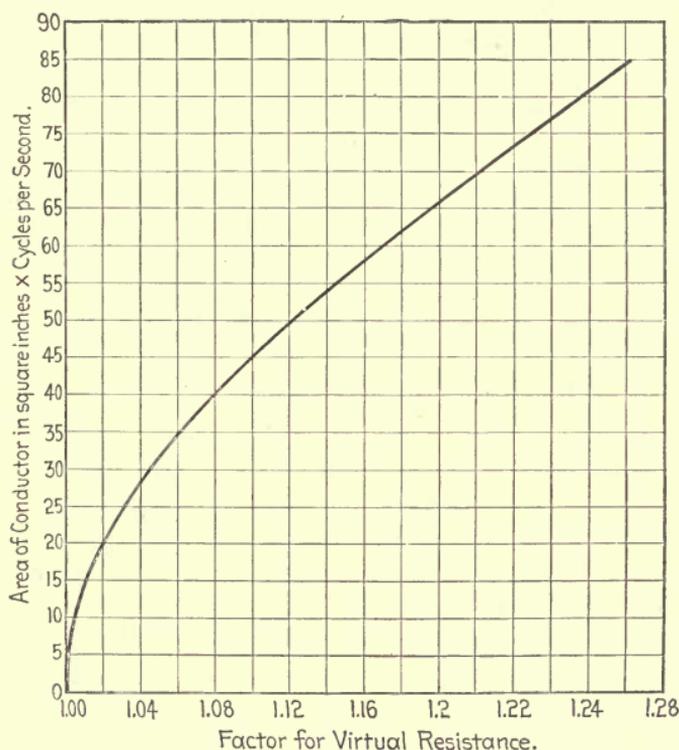


Fig. 8.

found by multiplying the product of volts and amperes by the cosine of this angle of lag.

Power Factor — Induction Factor. — The ratio of the true watts in the circuit, as measured by an indicating wattmeter, to the apparent watts, — the volt-amperes, — is called the power factor. The power factor is useful in determining the true energy in a circuit when the apparent

energy is known, the resistance when the impedance is known, the energy volts when the total impressed volts are given, and the energy current when the total current is known.

The quantities in quadrature with the energy values of current and *E.M.F.*, and with the resistance, may be determined in the same way, from the resultants by a multiplier or factor, called the induction factor. As the power factor is proportional to the energy quantities, and the induction factor to the components in quadrature with them, it follows that the former must be numerically equal to the cosine, and the latter to the sine of the lag angle. Accordingly, a table of cosines and sines for all angles will give the corresponding power and induction factors.

Wattless Current. — The component of the total current in quadrature with the energy current is called the wattless current. It should be understood that the current and other quantities of a circuit are resolved into components for the sake of a better understanding of the phenomena taking place in the circuit. There is actually but one current flowing, as there is but one *E.M.F.*, in any one part of a circuit. The presence of reactance, either in the transmission circuit or in the apparatus connected to it, increases the lag-angle, and consequently the wattless current. This component does no work in a circuit, but increases the total current, and thereby the heating of conductors. The wattless current required to balance the reactance may become sufficiently great to practically tax the full capacity of generators and of conductors, although very little energy is being generated or transmitted. If it were possible to have conductors without resistance, a true wattless current could then, in fact, actually exist in

an alternating-current circuit. In such a case the total current would be in quadrature with the impressed *E.M.F.*, and the circuit would give back as much energy as it received, the sum being zero.

Relative Values. — Designating the current as *I*, resistance as *R*, reactance as *S*, and impedance as *U*, from what has preceded, the following relations will be understood :

1. The reactance } = $\frac{\text{Induction } E.M.F. \text{ consumed in line}}{I}$.
of a line, *S*, }
2. The impedance, *U*, = $\frac{\text{Impressed } E.M.F. \text{ consumed in line}}{I}$.
3. The energy component of *E.M.F.* consumed by the resistance, *R*, of a conductor is *IR*, and is in phase with the current.
4. The inductive component of *E.M.F.* consumed by the reactance, *S*, of a conductor is *IS*, and is in quadrature with the current.
5. The impressed *E.M.F.* consumed by the impedance, *U*, of a conductor, is *IU*.
5. The energy loss in a conductor is I^2R , and depends on the current and resistance only.

Voltage Drop Dependent on Load Characteristic. — The *E.M.F.* consumed by the impedance, *IU*, does not represent the voltage drop in a conductor, as it is usually out of phase with the impressed *E.M.F.* as well as with the current. This voltage drop, as will be shown, can be anything between *IR* and *IU*. It will depend upon the difference in phase between the current and the impressed *E.M.F.*, or the lag angle, and can be determined when the power factor is known. In Figs. 9 to 14, let *OE'* be the *E.M.F.* at the receiving end of a transmission line. For various

power factors at the receiving end of the line, there will be corresponding phase differences, ϕ . Let OI be the current out of phase with the *E.M.F.* by ϕ . IU , IR , and IS have the relations heretofore assigned to them, IR being in phase with OI , and IS in quadrature with OI . Where these quantities are small relatively to the impressed *E.M.F.*, as they usually are in practice, the drop

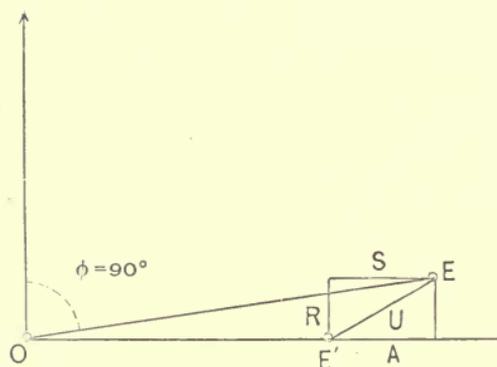


Fig. 9.

of voltage is IA , equal to $OE - OE'$, OE being equal to the generator voltage, A the apparent resistance of the line.

Assume a given *E.M.F.* at the end of the line, and a constant resistance and reactance. If the phase displacement ϕ , or what is the same, if the power factor of the receiving system, is varied, the triangle of electromotive forces will revolve around E' as a center. The projection of IU , or its components, upon the *E.M.F.* will give the voltage drop. With a lag angle of 90° (Fig. 9), the drop of voltage is due to the reactance alone. As the lag angle decreases, the drop IA becomes less than the impressed *E.M.F.* consumed in the line IU until it reaches 60° (Fig. 10), when with the given values of IU and IS the drop is seen to be equal to the

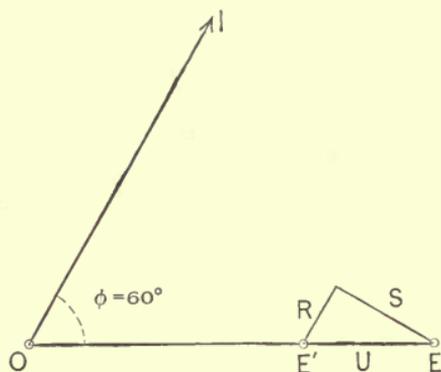


Fig. 10.

impedance IU , and has the greatest value it can have. As the phase displacement grows less, the effect of the reactance decreases until $\phi = 0$ (Fig. 11), when the drop is due to resistance alone, a case of a non-inductive load.

If capacity effect is now introduced into the line by the use of long cables, over excited synchronous motors, and rotary converters, or of condensers, the phase displacement ϕ becomes negative. Up to 30° the projection of the reactance is in opposition to the projection of the impedance, i.e., negative (Fig. 12),

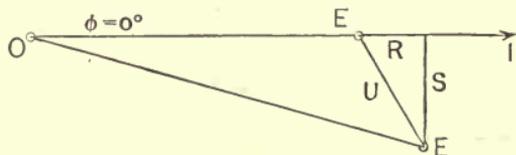


Fig. 11.

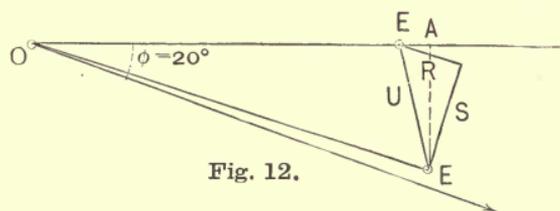


Fig. 12.

and as a result the drop IA is less than the resistance drop. Finally, at 30° (Fig. 13) there is no drop of voltage in the

line; for the reactance raises the voltage as much as the resistance lowers it, and the line apparently has no resistance. As the phase displacement increases, the voltage at the receiving end becomes higher than the generator $E.M.F.$, due to the predominating effect of the capacity reactance over the resistance.

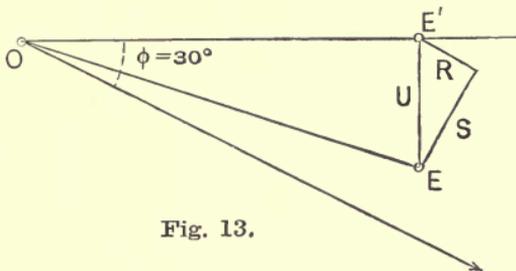


Fig. 13.

This is the greatest at 90° (Fig. 14). For the sake of simplicity we have assumed in the foregoing that the projection of E determines the apparent resistance.

CHAPTER II.

GENERATORS.

Elementary Forms. — The simplest form of polyphase generator consists of two single-phase alternators coupled together on one shaft in such a manner that the electromotive forces at the terminals of the armature conductors arrive at a maximum 90° , or one-fourth of a period, apart. The currents from this machine are said to have a two-phase relationship. An arrangement of three such armatures, with similar coils one-third of a pole arc, or 60

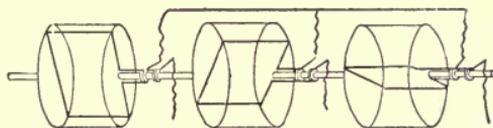


Fig. 15.

electrical degrees, apart, will generate three-phase currents. Fig. 15 illustrates the armature connections of an ideal three-phase unit, made up of three single-phase alternators arranged in this manner.

This combination of two or more independent alternators, forming one polyphase unit, facilitates the regulation of the circuits in case of unbalancing, as the fields (not shown in the diagram) are separate. This form of generator is not commercially manufactured, as it is naturally expensive. Being made up of smaller machines, the cost

would be greater than that of a single unit of the same output. Polyphase generators are smaller, and consequently cheaper to build, than single-phase alternators of the same capacity. Most types of polyphase generators have one field and one armature, with as many sets of windings as there are phases. Irregularities in the voltage of the different phases — if any exist — must be overcome in some other manner than by a variation of the field strength. In some inductor types of generators, this regulation is obtained by varying the number of armature turns in the unbalanced phase.

The principles of construction and operation of single-phase generators apply equally well to polyphase machines. The requirements of recent alternating-current practice, involving the transmission and utilization of power to an extent that has completely overshadowed the purely lighting branch of the art, have necessitated vast improvements in machinery and methods. Not the least improvement has been in polyphase generators.

Revolving Armature Type.—A type of alternating-current generator at one time commonly employed in the United States is that in which the armature is the moving member. For some time past in Europe, and more recently in this country, another type has come into almost universal use, a type in which the armature is stationary, and the field structure is the revolving part. All modern generators, including what is known as the inductor generator, are modifications of either the revolving armature or the stationary armature type.

Fig. 16 illustrates a standard form of belt-driven generator of the revolving armature construction. The frame has graceful, dignified lines, the bearings form-

ing one casting with the lower yoke and base. The pole-pieces project inwardly from the frame, and are made up

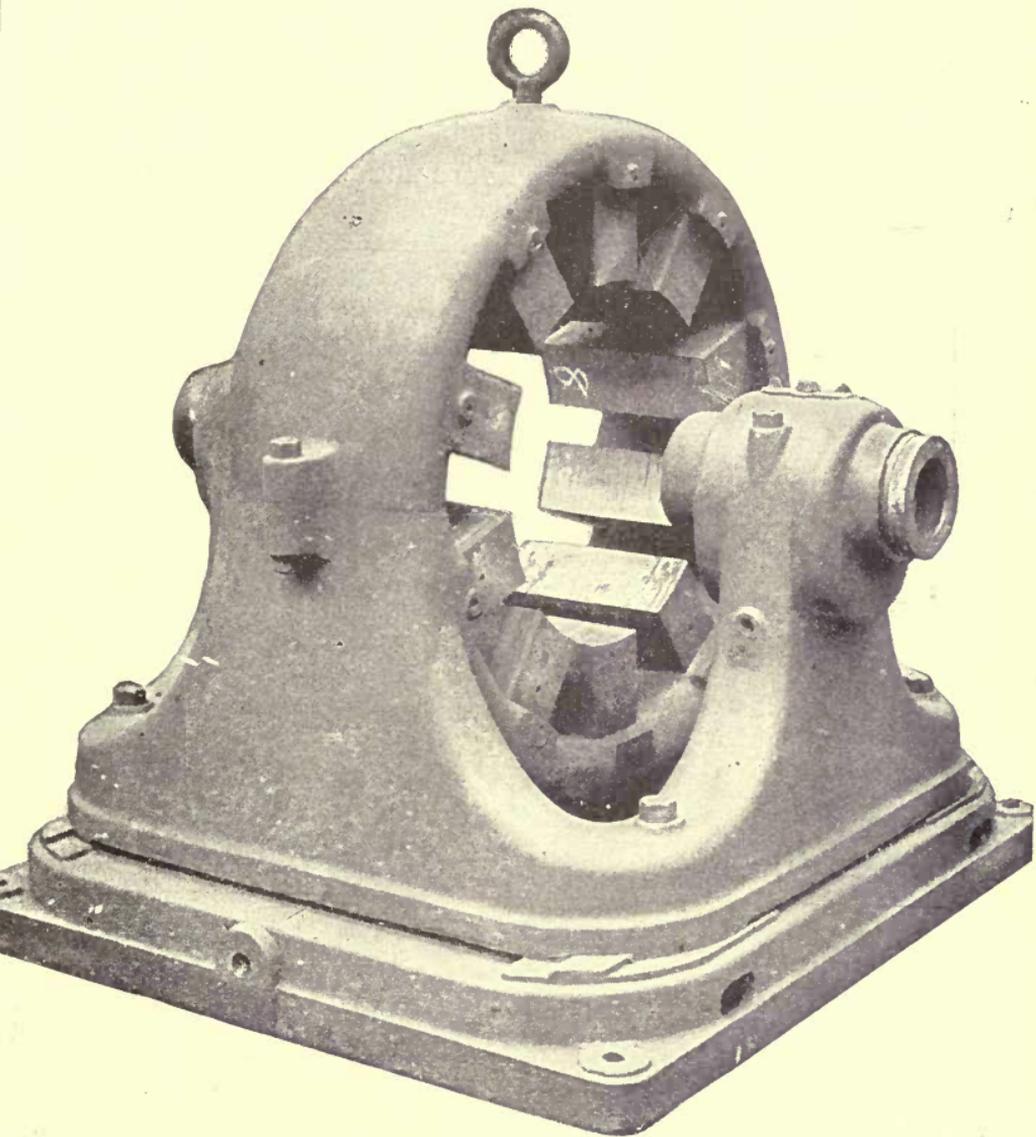


Fig. 16.

of steel laminations cast into the yoke. The field coils are wound upon insulated spools, and are removable. When

these generators are built for automatic compounding, two field windings, one for the separate and one for the self-exciting current, are required. The armature is of the iron-clad type, and is built up of laminations, slotted to admit the coils. These are usually machine-wound, and held firmly in place by seasoned wedges of wood. This armature winding construction, and the finished core and shields of an arma-

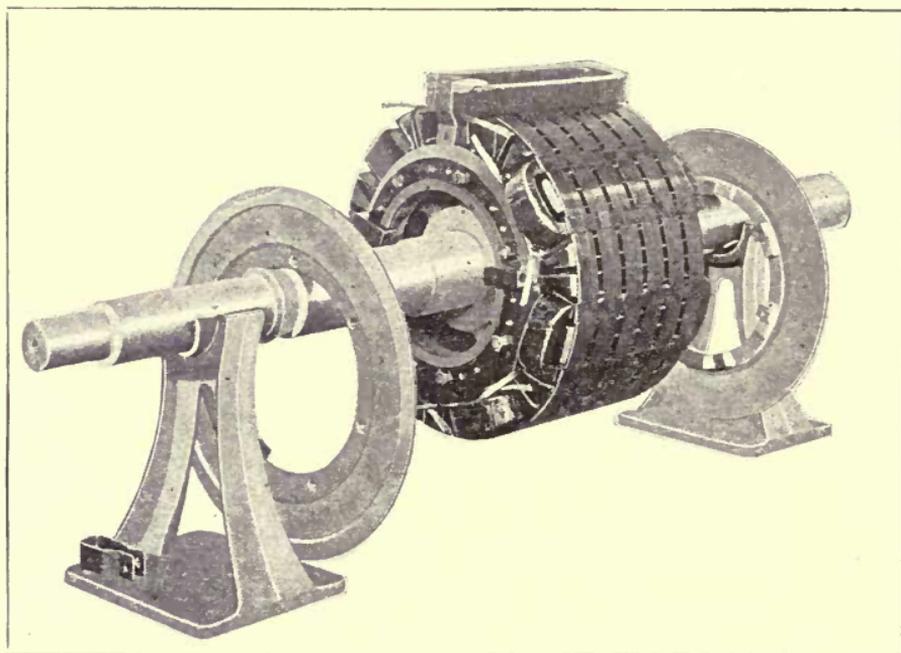


Fig. 17.

ture, are shown in Fig. 17. An injury to the insulation, from lightning or other causes, is usually limited to one or a few adjacent coils, which can be easily replaced without disturbing the rest of the winding. All the standard belted polyphase generators of the revolving armature type conform to the general lines of the generator shown in Fig. 16. Generators of an output

greater than 200 K.W. are usually provided with a third, or outboard, bearing to sustain the weight of the pulley and strain of the belt. Generators of 500 K.W., and over, are almost invariably built for direct connection to either engine or water-wheel. If built for connection to the former, the base is ordinarily omitted, while generators for coupling to water-wheels are provided with base and two bearings, and in small sizes are self-contained as a rule, the base and two bearings comprising one casting. When-

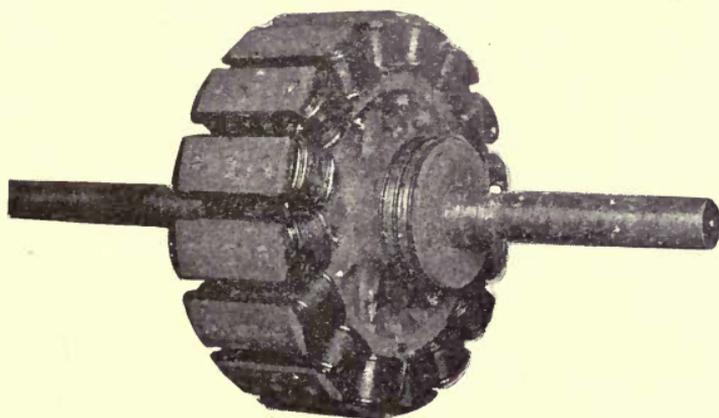


Fig. 18.

ever possible, a generator, irrespective of its size, should be direct-connected, on account of saving of space and of belt losses.

Revolving Field Type.—The revolving field type of generator is one of a number of forms of the stationary armature machine. The rotating member, or field, consists of a heavy cast-steel wheel, into which are bolted or keyed pole-pieces, projecting radially outward. These are usually built up of laminated sheet-iron. Fig. 18 illustrates a rotating field magnet of a 200 K. W. generator.

The laminated construction prevents formation of eddy currents, which would occur if the pole-pieces were solid castings. The coils are wound on spools, placed on the poles, and held in place by the pole-tips. The field coils on large machines are made of a single spiral of strip-copper, wound on edge. Fig. 19 shows the construction of the field-spools of a 750 K.W. generator. On small machines wire is used. The revolving field acts like a fan, forcing the air cutwardly through the

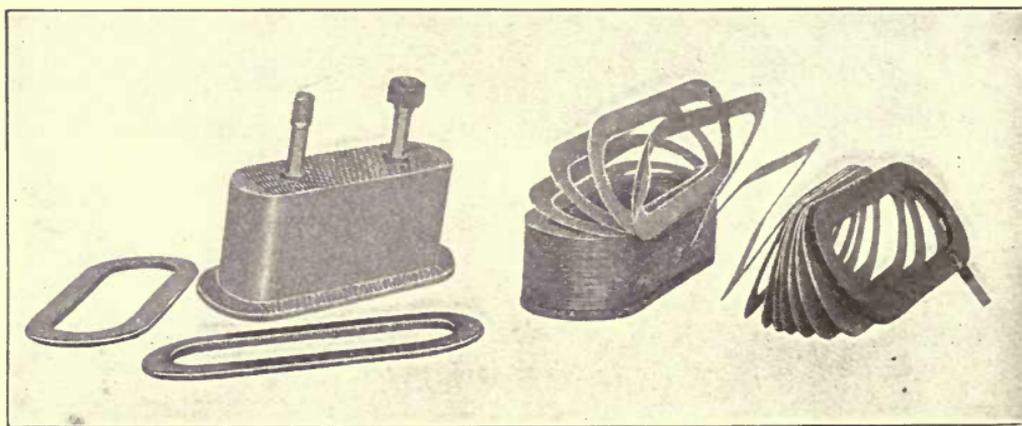


Fig. 19.

openings between the armature laminations. The shields of the circular armature structure prevent undue loss through the windage of the revolving field. Direct current for excitation is carried to the field by means of a small two-ring cast-iron or copper collector, equipped with carbon brushes, requiring practically no attention in operation.

The stationary armature consists of a circular cast-iron frame or spider, inside of which are dove-tailed sheet-iron disks, with slots to receive the coils. Ventilating

spaces are left between laminations, through which the air flows rapidly when the generator is running. Fig. 20 shows the construction of a stationary wire wound three-phase armature of 750 K.W. capacity.

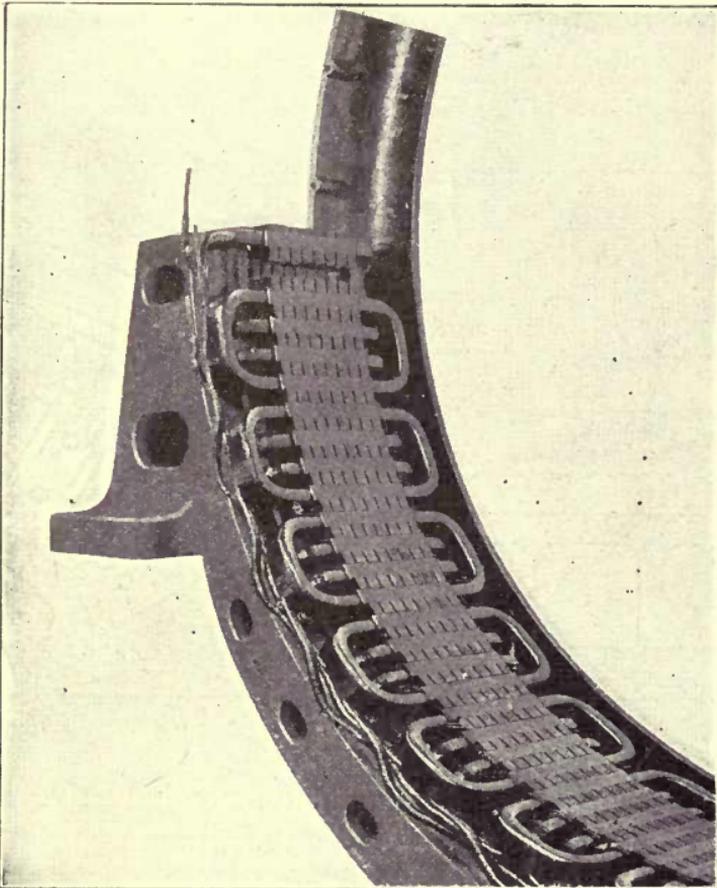


Fig. 20.

Fig. 21 is a sectional view of the field and armature of a typical revolving field three-phase generator. The relation of the magnetic circuit to the armature coils is clearly shown.

The generator shown in Fig. 22 is one of a number installed near Redlands, Cal. It has 20 poles, and runs at 300 *R.P.M.*, giving a current of 50 cycles. The driving-power of each generator is supplied by Pelton water-wheels, keyed to the shaft, and mounted and housed on the generator base, as indicated. The machine is wound for 750 volts, no load, and generates in each branch 525 amperes. The commercial efficiency at full load is

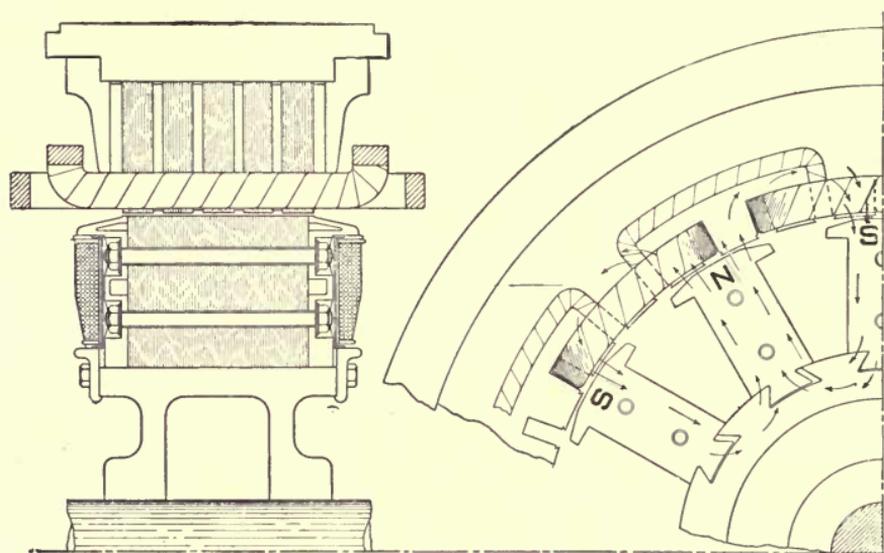


Fig. 21.

95.6 per cent. The regulation on non-inductive load is 7.1 per cent. The cut shows the armature, slid along on its base to permit ready inspection of the field and other parts.

Fig. 23 shows a Ganz & Co. 80 K.W. revolving field generator. The armature winding used in this machine is in the form of spools bolted to the outer ring. This arrangement has the advantage of accessibility for inspection and repair. The field construction is practically the

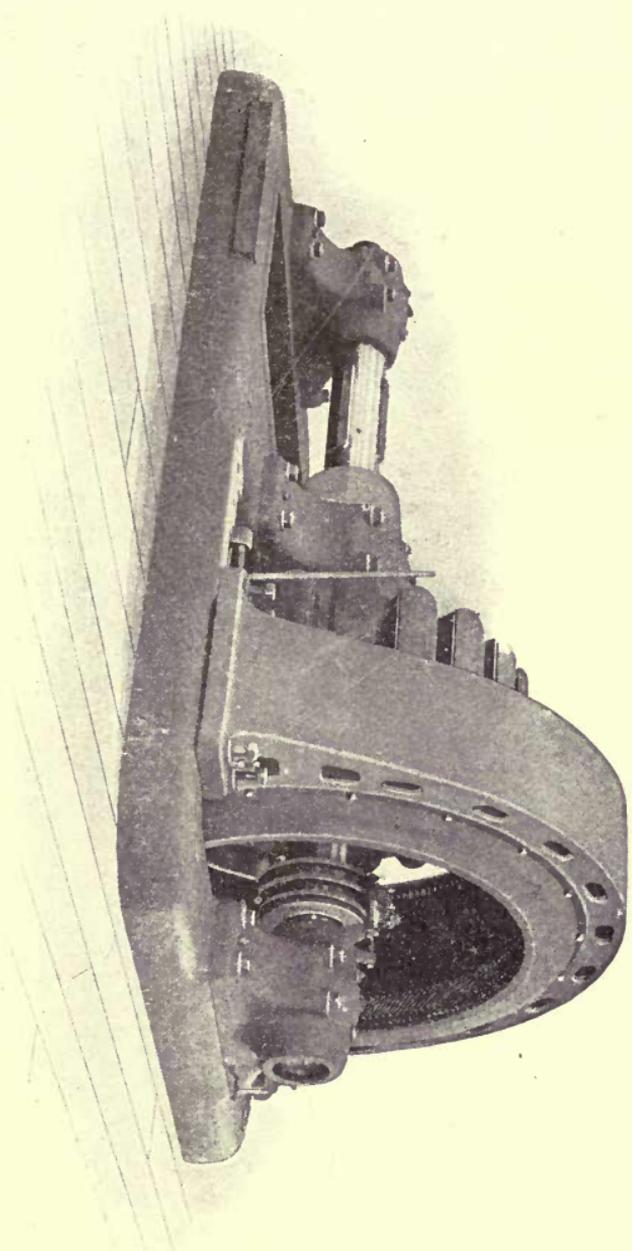


Fig. 22.

same as that of the generator described above. It is claimed that these machines have a moderate armature reaction, and at the same time, when short-circuited, will

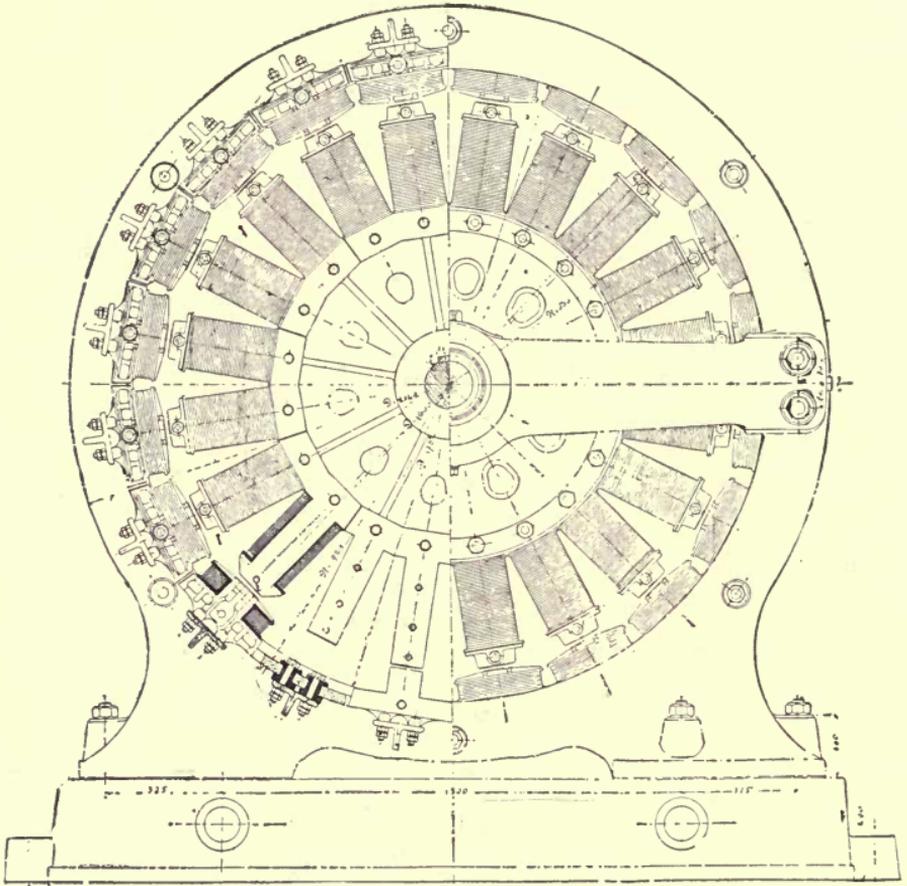


Fig. 23.

not deliver more than two and one-half times the normal full-load current.

Another form of the stationary armature type of generator is one in which the field winding is a single coil. The exciting coil is wound on a bobbin, occupying a

channel on the periphery of a cast-iron wheel. Two steel rims are bolted to this, the laminations being formed into poles. This is one of the original forms of polyphase generators; and this construction, which has considerable merit, was adopted, in the early days of power transmission apparatus, by European manufacturers.

Inductor Type. — Another modification of the stationary armature type is the inductor machine, manufactured to some extent abroad by Mordey, Thury, and the Allgemeine Elektricitats Gesellschaft, and in this country chiefly by the Stanley Electric Company. The distinguishing characteristic of this type is, that any one set of armature coils, or portion of the armature conductors, is subjected to a magnetic flux of one polarity only. The magnetism fluctuates from zero to maximum, and back again, and does not reverse its sign. Most generators of this type have both fixed armature and fixed field-windings, the only moving part being the inductor, — a laminated iron core, with polar projections. The exciting winding, wound into an annular coil, is sometimes placed centrally on the internal surface of the armature spider, embracing the revolving element, as in the Stanley machine. This is usually a ring of iron, with a double row of laminated polar projections. In some machines, notably those made by Thury abroad and by the Warren Company of Sandusky, Ohio, and the Westinghouse Company, the armature has a single set of coils, and the inductor is provided with a single row of laminations. The annular exciting coil may be part of the revolving element, and revolve with it.

Reference to Fig. 24 will show the general arrangement of the magnetic circuit of the Stanley inductor generator.

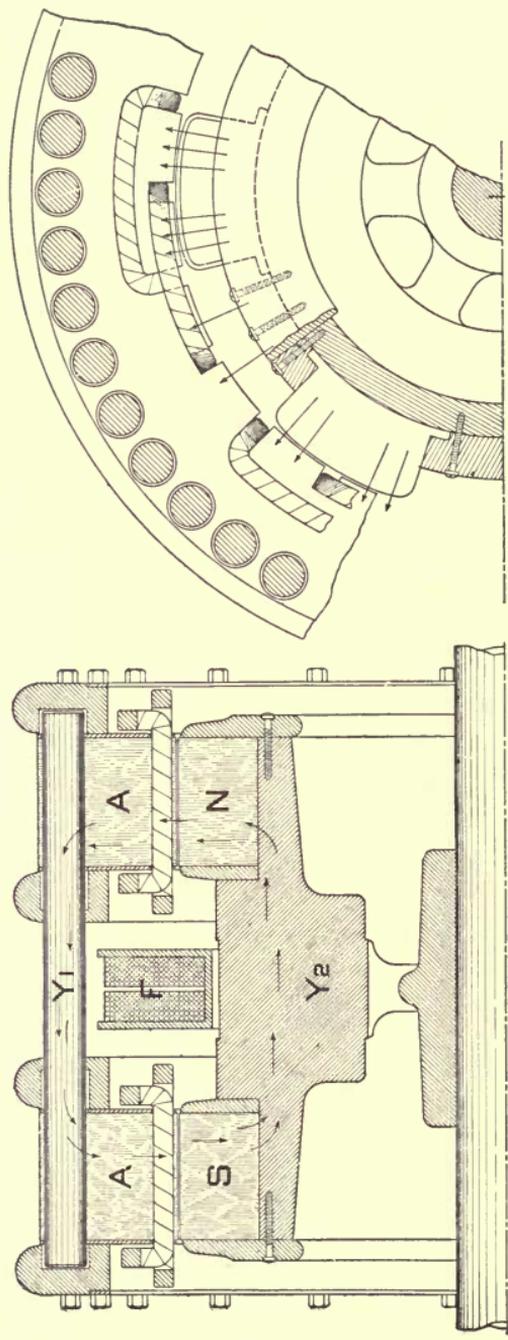


Fig. 24.

The annular field coil, F , is surrounded by the magnetic circuit, made up of the laminated cores AA , the armature yoke Y_1 , and the laminated poles N and S , and the field yoke Y_2 . The armature windings, consisting of two complete sets, are laid in grooves in the armature cores in a manner similar to the revolving field-machine. It will be seen that the North and South poles do not alternate, but the magnetic flux simply pulsates in one direction. Only one-half of each turn of the armature winding is in an active field at one time, the other half of the coil being between the poles in an inactive field. The *E.M.F.* generated is one-half as great as it would be if the polarity of the flux were reversed. In order to obtain a given *E.M.F.* with the inductor type of machine, either the armature windings or the total magnetic flux must be doubled. The essential characteristics, therefore, of an inductor generator are a rather high density of the magnetic circuit, and a short air gap, the latter in order to reduce the magnetic leakage to a minimum. The stationary element of the Stanley inductor machine consists of two series windings, forming two separate armatures. The currents in the coils are usually in quadrature with each other, thus giving a two-phase current. A three-phase relationship can be established by means of a symmetrical three-phase winding, or by making one set of coils with .86 the number of turns of the other, and connecting the end to the middle of the larger coil. By the theory of the resultant of electromotive forces, the currents in the three circuits will be equal, and the impulses will follow one another at intervals of 60° . Fig. 25 shows a 600-K.W. Stanley inductor generator.

Fig. 26 shows a sectional view along the shaft of an

inductor generator manufactured by the Warren Electric Manufacturing Company. *GG* is the frame, or spider, of

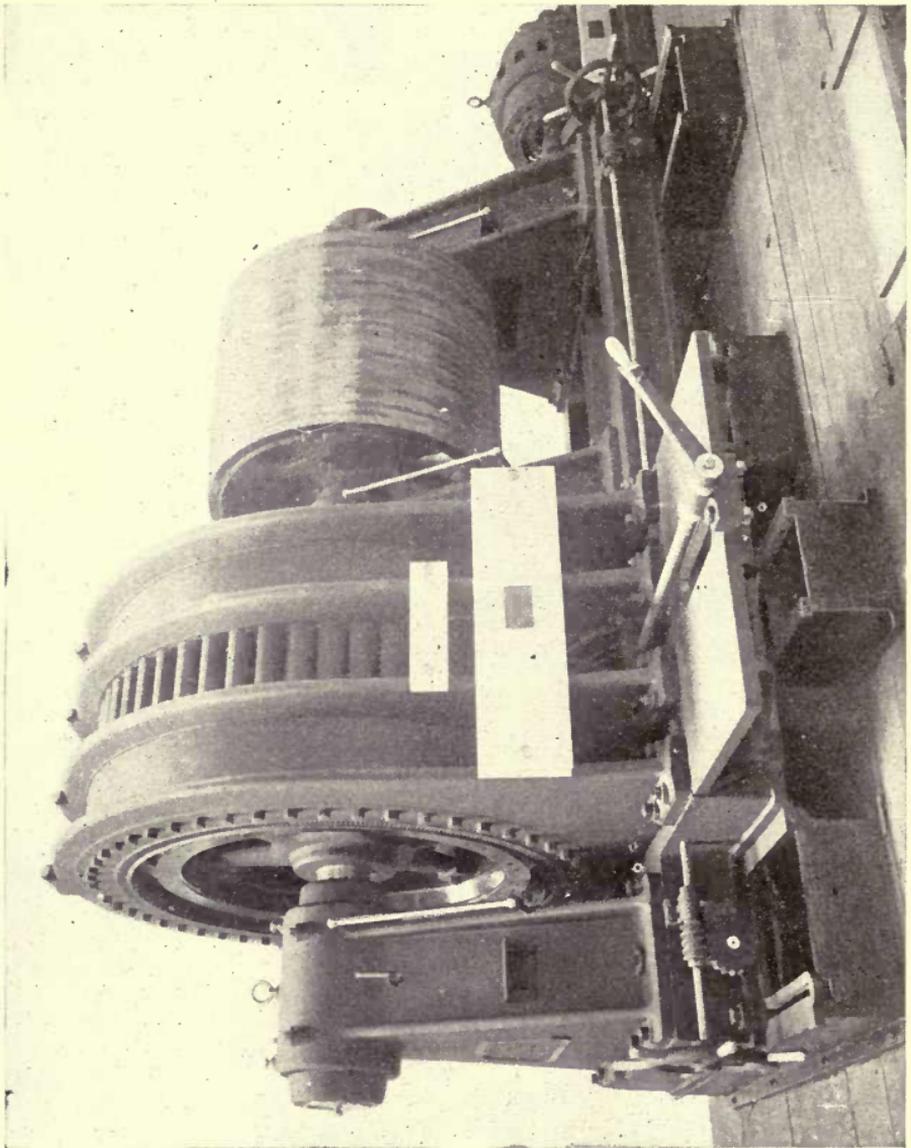


Fig. 25.

the stationary armature, into which are dovetailed the laminated polar projections *AA*. *CC* are the armature

coils surrounding the poles. The revolving element is made up of the spider *H* carrying the laminated polar projections *DD*. *F* is a single magnetizing coil. The magnetic circuit is from *G*, through *A*, to *D*, and thence from *H* to *G*. It will be seen that there are two air gaps, one between *A* and *D*, and the other between *G* and *H*. As in all inductor generators, the magnetism pulsates only, and the revolving polar projections have one polarity.

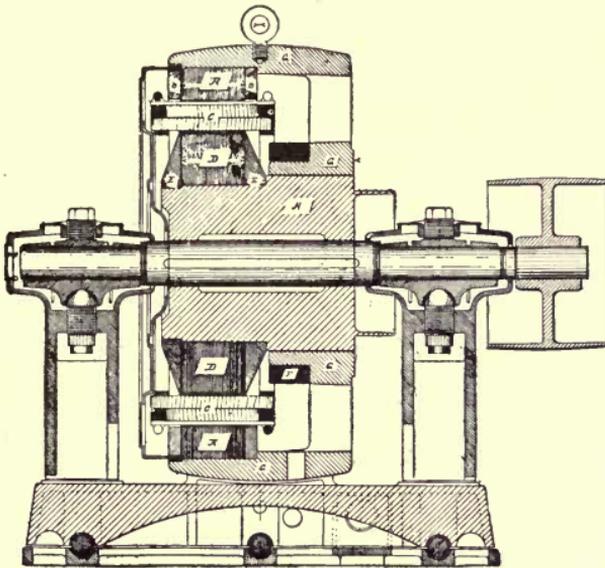


Fig. 26.

The type of generator, with revolving armature, is confined to a general power and lighting distribution where only a moderate voltage is required. Machines of this type are cheap to build. They can be automatically compounded, without any complication of parts, which is not the case in the revolving field or inductor generator.

This construction is not suitable for high or for low voltages, on account of the difficulties of insulating the

collector rings in the first case, and of collecting a large current in the second case.

The stationary armature can be easily insulated to withstand a testing pressure of over 30,000 volts; and, as no collecting device is required, currents of any volume can be cared for.

Generators with stationary armatures are now wound for pressures up to 20,000 volts, but it is doubtful whether it is economical or advisable to wind them for more than 15,000 volts.

Armature Windings. — For details of windings of generator armatures, the reader is referred to more comprehensive works on the subject. The armature windings of polyphase generators are composed of two or more groups of single-phase windings suitably connected to give the desired phase relations. The armature windings of modern alternators are laid in slots or grooves, below the surface of the armature punchings. The shape and number of the slots have a material effect upon the performance

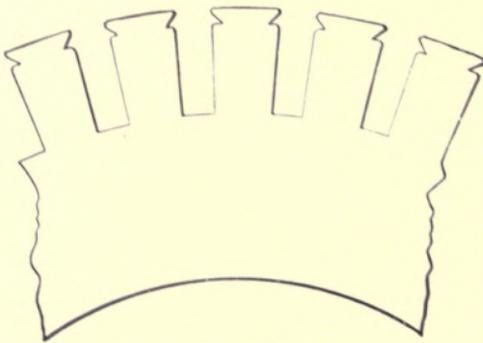


Fig. 27.

of a generator, as we will proceed to show. The old-fashioned iron-clad armature had one coil for each pole, or pair of poles, laid in deep slots. On account of this grouping of the conductors into a coil of many turns, this generator possessed high armature reaction, and could be short-circuited with no bad effects. This construction is sometimes carried out in those modern polyphase genera-

tor possessed high armature reaction, and could be short-circuited with no bad effects. This construction is sometimes carried out in those modern polyphase genera-

tors whose armatures have one slot for each phase and each pole, and are called unitooth machines. Thus the armature of an eight-pole two-phase generator has 8 coils; a three-phase generator of the same number of poles has 12 groups of conductors. The shape of the armature punchings of a 12-pole unitooth three-phase generator is shown in Fig. 27. Sometimes the laminations have circular holes instead of slots. The advantage of safety, in case of short circuits, is a doubtful one, as most plants are provided with protective devices which render a short circuit more inconvenient than dangerous. Armature reaction deforming the wave-shape of the *E.M.F.*, and high inductance, requiring large exciting currents at full load, are often characteristic of the unitooth winding. As will be shown, these generators can be designed so as in a great measure to overcome these objections.

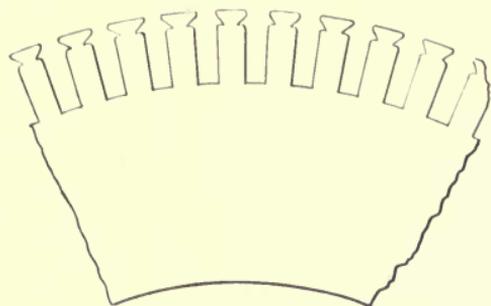


Fig. 28.

Many modern polyphase armatures have two or three slots per pole per phase. The slots are open, which, with the distributed form of winding, gives a very low inductance (Fig. 28). This necessitates only a slight increase of exciting current at full load. Generators with multi-tooth armatures are most suitable for long-distance transmission, where step-up transformers are employed. The regulation is good, and the wave-shape approaches a sine-curve,—the best shape for this work, as it reduces the possibility of resonance, or rise of voltage, at a distant

point in the transmission circuit, above that at the generating end.

The various connections of generator armature windings will be found explained in chapters on polyphase systems.

Electromotive Force. — The drop at the terminals of a direct-current generator, as the output is increased, is principally due to the armature resistance and reaction. In alternators the IR drop is generally not so prominent as that due to inductance and to armature reaction. The counter *E.M.F.* of self-induction lowers the terminal pressure, and armature reaction by opposing its flux to the field magnetism reduces the effective number of lines of force, passing through the armature conductors, with the like result.

The inductance of unitooth armatures can be lessened by widening the opening of the slots, which, at the same time, increases the resistance to the magnetic flux, — i.e., the reluctance of the air gap. As inductance varies, directly, with the square of the number of turns, by using fewer turns per slot and more slots, — in other words, the

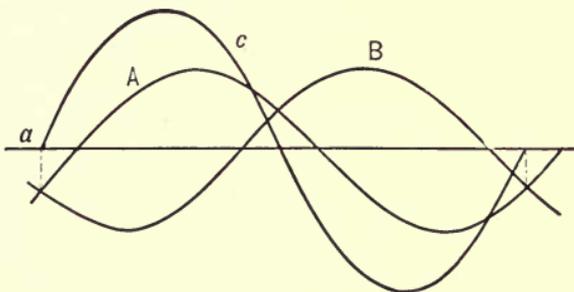


Fig. 29.

distributed form of winding, — this property can be much reduced, without sacrificing efficiency, or increasing the cost of the generator.

Armature reaction is greatest when the load is inductive, as then the current lags behind the *E.M.F.*, and brings the maximum armature magnetism in the most favorable position for

demagnetizing the field. The distributed winding minimizes the evil effect of a lagging current. As armature

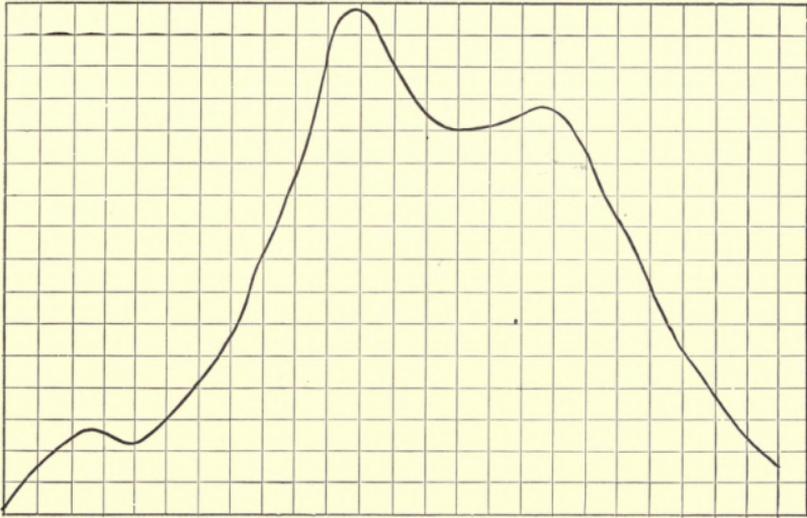


Fig. 30.

reaction produces a distortion of the field, a curve of *E.M.F.*, that may be a sine-curve at no load, will often

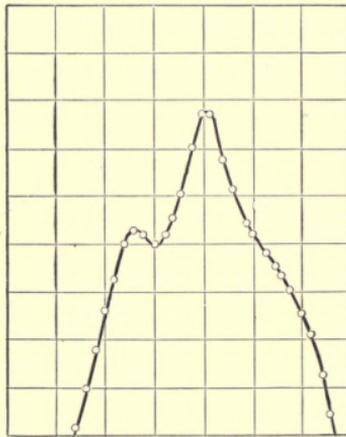


Fig. 31.

depart widely from this form when the generator is loaded. The distortion of the wave-shape in unitooth machines may

be overcome, in great part, by careful shaping of the pole pieces.

While the armature reaction, due to a lagging current, lowers the terminal *E.M.F.* of a generator, a leading current may have the opposite effect, by adding its flux to that of the field.

The relation between the induced *E.M.F.* in the armature windings and the terminal *E.M.F.* of a three-phase machine is shown in Fig. 29. Curves *A* and *B* represent the voltages measured between the common center and end of the armature coils. Curve *C*, formed by uniting these *Y* electromotive forces, is the Δ *E.M.F.* or pressure between the terminals of the armature coils, and therefore the measured line voltage. In this way, if the line voltage is found to be 1,732 volts, the voltage of any conductor with respect to the common center is $\frac{1,732}{\sqrt{3}} = 1,000$.

The *Y E.M.F.* of a standard three-phase unitooth machine under full load is shown in Fig. 30.

The "delta" *E.M.F.*, or curve of pressure between any two of the line wires under the above condition of load, is shown in Fig. 31. This last curve can be readily obtained by uniting the *Y* curves for any particular condition of load, displaced 60° .

CHAPTER III.

GENERATORS (CONCLUDED).

Field Excitation and Compounding. — The voltage of a generator may be maintained uniform, under all normal conditions of load, by varying the strength of the field excitation. For local lighting and power distribution where the circuits have fairly equal loads, an automatic or compounding arrangement, as it is called, is generally desirable. The same results are obtained, in a measure, by using generators of good regulation and proper frequency, and sufficient line-copper to keep the loss down to within a very few per cent. Generators of greater capacity than 300 K.W. are not, as a rule, automatically compounded. Generators for long-distance transmission work are also without this device; for, besides being usually of large capacity, and operating in parallel, they are required to take care of heavy voltage drops in the transmission apparatus, and of pressure variations due to gradually changing loads. These voltage changes can best be overcome by hand regulation of the field excitation.

One method for producing automatic compounding by variation of the field excitation requires two sets of field windings, — a shunt winding for the current from an outside source, and a series winding for the current obtained from the commutation of the alternating currents

of the various phases. The connections of a three-phase generator with composite field windings is shown in Fig. 32. A three-part commutator rectifies the currents from each of the three-phase circuits, so that unbalancing in any one line has a minimum effect on the regulation. The rotating shunt is practically the common center of the coil, giving a current in the series field, due

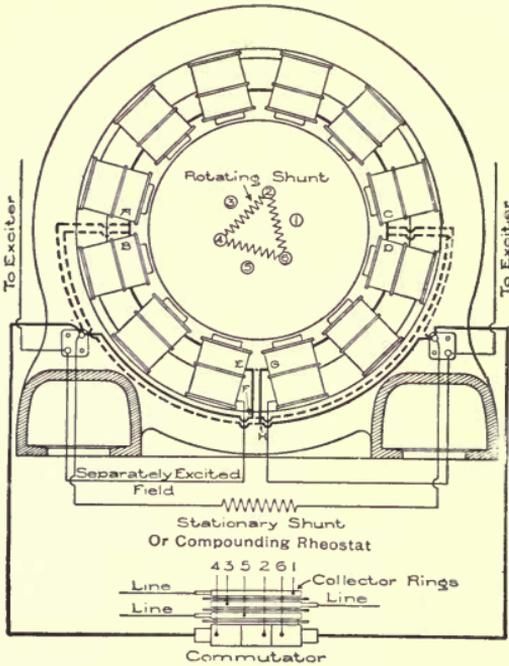


Fig. 32.

to about 1 per cent of the terminal voltage. The stationary shunt is adjustable, and can be varied for loads of different power factors. It also serves to prevent sparking at the commutator. The connections of the monocyclic generator are similar, except that the commutator rectifies the current of the main circuit only. In another polyphase generator (Fig. 33),

the low potential current for the series field is derived from a series transformer within the armature. All phases are represented in the primary. The compounding field current depends upon the sum of the currents flowing in the circuits supplied by the armature.

The demagnetizing effect, and consequent reduction of voltage, due to a load of poor power factor, has been ex-

plained. A generator so loaded requires a greater field excitation than when running on non-inductive load. The comparative voltages with loads of varying power-factor, and the same excitation is shown in Fig. 35. Curve *a* is the compounding when lights are the chief load, and *b* the curve when the load consists chiefly of motors.

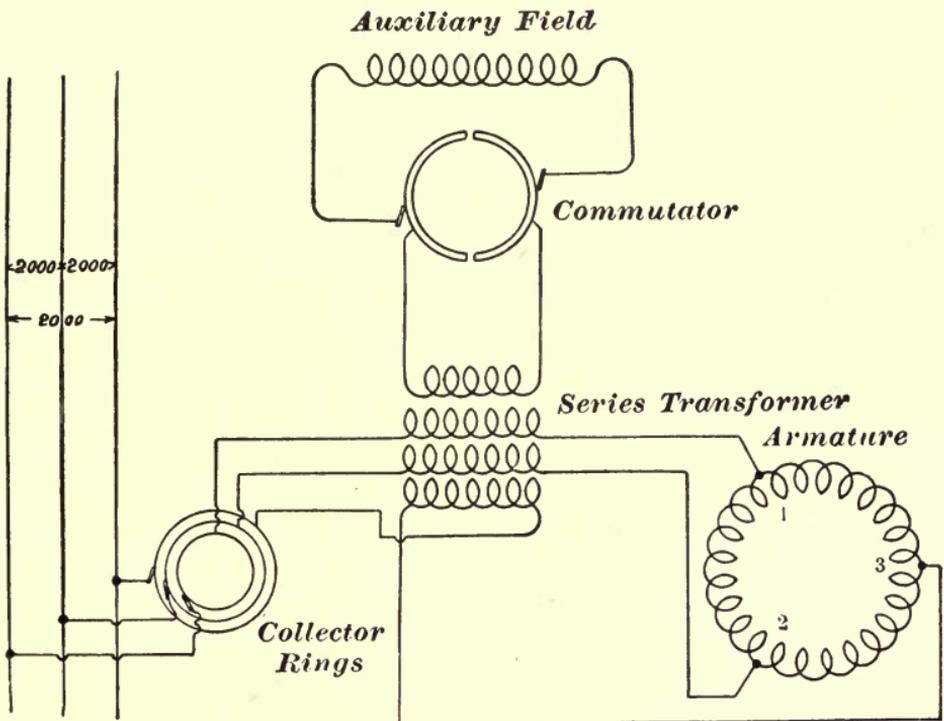


Fig. 33.

It will be seen that a generator properly over-compounded for a night load of lamps will not give the proper voltage for a day load of motors. The stationary shunt in Fig. 32 will then have to be adjusted for the varying character of the load. The compensated and mono-cyclic generators are exceptions, in that this adjustment

is not necessary, as will be shown later. Automatic compounding may also be attained by variation of the current in the shunt windings alone. In this method the exciter *E.M.F.* is varied by an arrangement of solenoids and magnetic plungers, acting on the exciter rheostat.

The energy required to excite the fields of good commercial generators on a non-inductive load varies from about 1 per cent, in the case of generators of 500 K.W. capacity and over, to 2, and sometimes 3, per cent in

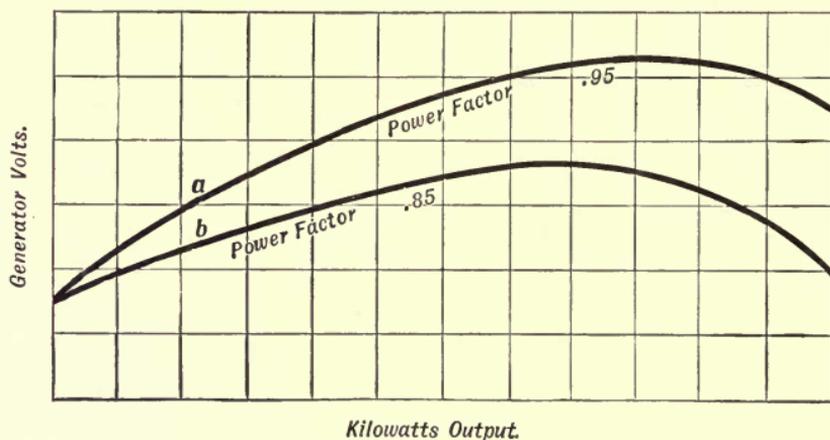


Fig. 34.

smaller machines. The dynamo supplying the separate exciting current must, of course, be of greater capacity when the alternating generator is non-compounded, and does not furnish a portion of the exciting current.

The exciting dynamos are often driven from a pulley on the shaft of the alternating generator. In large water-power plants the best practice is to drive the exciters from separate water-wheels, and in steam plants from separate engines when starting up and then by motors. By this method any variation in the generator speed is without effect on the exciting current.

An alternator containing some novel features has recently been brought out, to which the name of "Compensated" alternator has been given. This machine has the appearance and all the characteristics of the revolving field type, and embodies a new method of compounding, by which the potential for all variations and degrees of inductive and non-inductive load are automatically adjusted. The means by which this result is accomplished are as follows: the exciter is on the same shaft with the alternator revolving field, and has the same number of poles, or is geared in such relationship to the revolving field that the

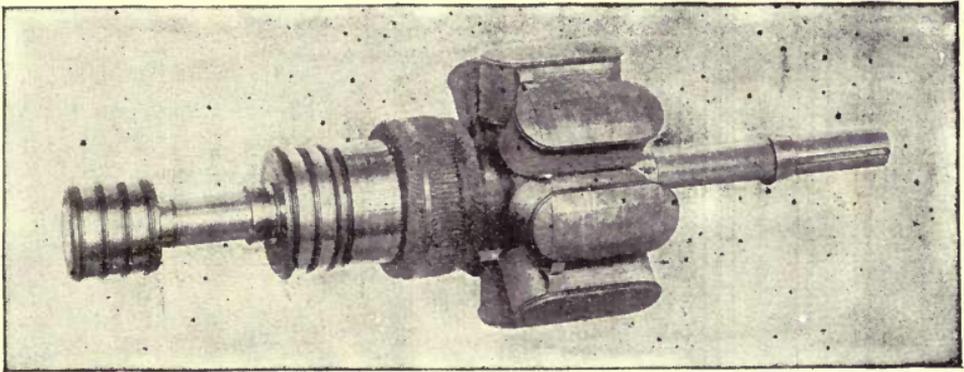


Fig. 35.

two operate synchronously. In addition to the exciter commutator and the pair of collector rings which deliver current to the field of the alternator, the shaft carries three collector rings (see Fig. 35), which are connected to taps in the exciter winding in the same manner as collector rings are connected to the winding of rotary converters. The current passes to the collector rings from one or several series transformers inserted in the main alternator circuit, which circuit, passing through the exciter armature, reacts magnetically upon the exciter field, in proportion to the strength and to the phase relation of the main

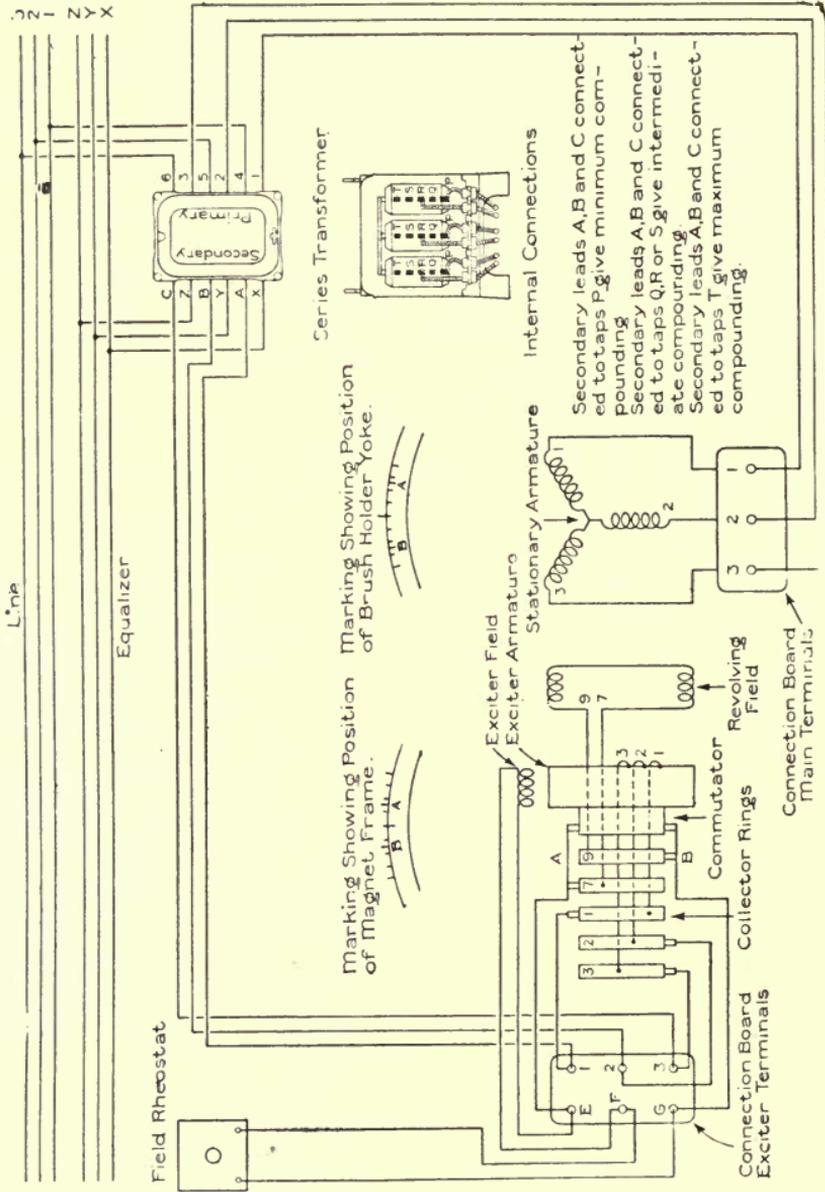


Fig. 36.

alternating current. Consequently the magnetic field, and hence the voltage of the exciter, are due to the combined effect of the exciter shunt field and the magnetic effect of the alternating current ; and therefore the exciter vol-

tage rises not only as the non-inductive load increases, but also with additions of inductive load. The connections between the armatures of the two machines are such that the polarities induced in the exciter armature are somewhat ahead of the exciter-field magnetism, but yet assist the field magnets. The result is that with increasing main current, the current passing through exciter armature strengthens the exciter fields, and thereby the fields of the generator. If the current lags, as under an inductive load, the magnetization produced by the alternating current in the armature comes more nearly in phase with the exciter magnetism, thus strengthening the field more with a given line current. The connections of a three-phase machine of this design are shown in Fig. 36.

Regulation.—Inherent regulation is defined in four or five different ways; but the now commonly accepted definition is the percentage rise of the voltage when full non-inductive load is thrown off, the generator speed and the field excitation remaining constant. From what has been said in connection with armature windings, it follows that, as a rule, generators with unitooth armatures will not have as good a regulation as the multitooth type. However, good regulation in these machines can be obtained at a slight sacrifice of efficiency, or by using more copper in the construction of the generator, and thus increasing its cost, or by the use of a high magnetic saturation of the iron. A certain three-phase unitooth machine of large output gave a regulation of $6\frac{1}{4}$ per cent, from full load to 10 per cent of the load. The same generator, when the load in one circuit was reduced 50 per cent, did not rise in voltage more than $5\frac{1}{2}$ per cent; and with no load on one of the circuits, the others being fully loaded, the greatest varia-

tion was 8 per cent. The standard belt-driven machines of the unitooth construction regulate within 8 per cent, which is close enough for satisfactory results to be obtained, even without automatic compounding. Generators of the multitooth construction require less compounding. The standard belt-driven machines of this type have a regulation of 6 per cent or thereabouts.

On inductive loads the regulation, of course, is not so good. The generator mentioned above as having a non-inductive regulation of $6\frac{1}{4}$ per cent, will require nearly 1,200 more ampere turns in the field to give full-load voltage when it is supplying current to motors, the power factor of the circuit being 80 per cent. The regulation under these conditions is about 16 per cent. These results are immensely superior to those obtained with the old iron-clad alternators, which often required 30 to 50 per cent increase in exciting current on non-inductive loads to maintain constant pressure.

The construction, resulting in poor regulation, is sometimes used in generators designed for special purposes; for instance, in alternating arc lighting where a constant current is required. Generators of a high inherent regulation are sometimes used in certain kinds of electric smelting, where a constant watt output is required. The process is started at a certain voltage; and, as the resistance decreases, the voltage falls in inverse ratio to the increase of current.

Efficiency and Losses. — Fig. 37 gives the efficiency curves of a 750 K.W. three-phase generator, and shows the individual losses in the machine. It will be noted that the highest efficiency is reached a little above full load, the losses being only about $5\frac{1}{2}$ per cent of the total out-

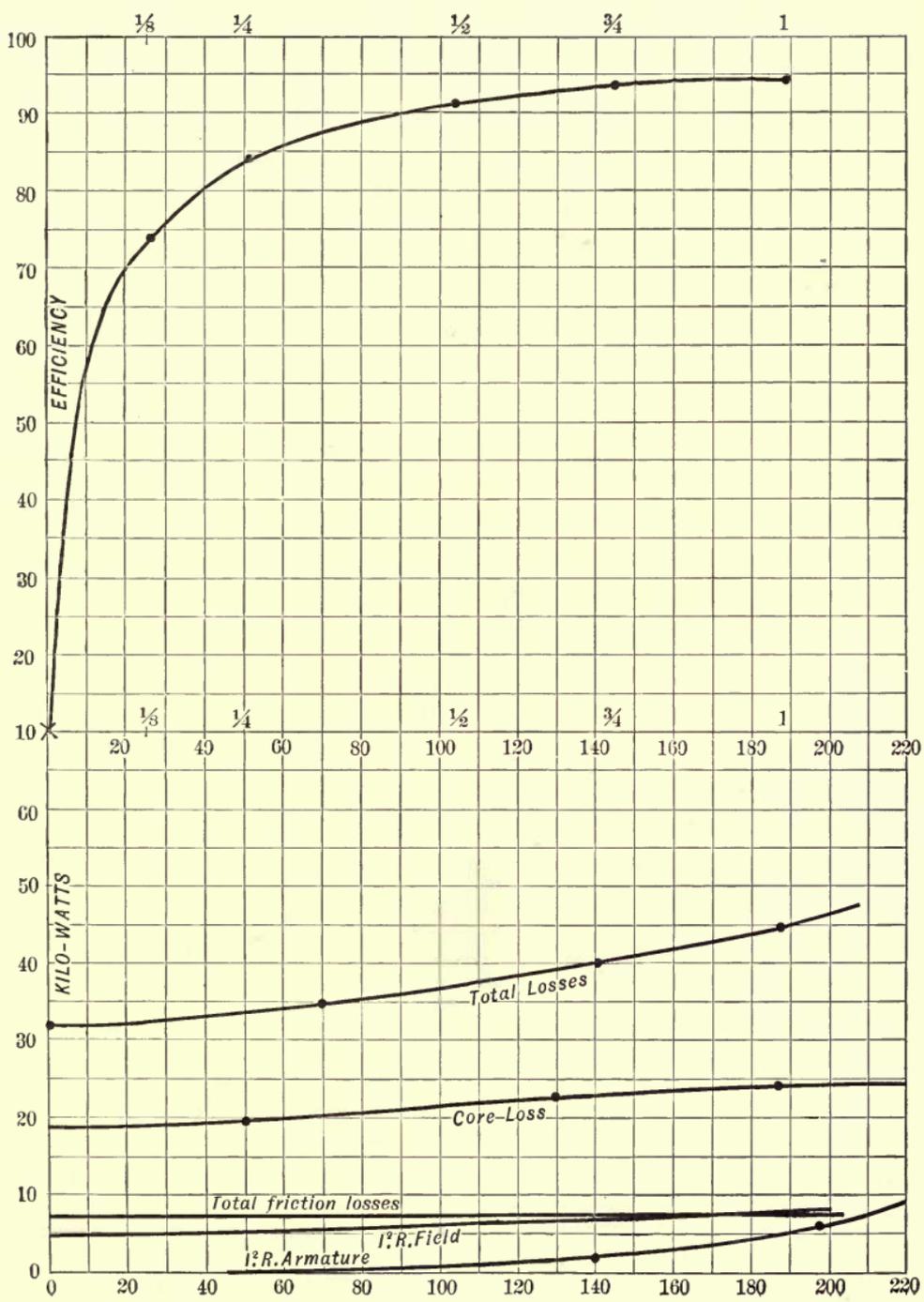


Fig. 37.

put. The efficiency at half load, 91 per cent, is most excellent. The friction loss is mainly due to two bearings, and is constant at about 1 per cent for all loads. The I^2R . loss in the field varies little from no to full load, showing that the generator is easy to regulate. The core loss varies from 19 K.W., at no load, to 24 K.W., at full load. Generators for engine connection will have an apparently higher efficiency, especially at light loads, as the friction losses are, as a rule, reduced by the omission of all bearing losses, these being considered as among the engine losses.

The efficiencies of generators, as usually given, do not include the losses in the exciter. As the exciter efficiency is from 80 to 90 per cent, and the field loss about 1 per cent, the reduction of the generator efficiency due to this source will seldom be greater than .2 per cent.

Power Factor. — Manufacturers' statements as to regulation and temperature of generators are usually given on the basis of 100% power factor; i.e., 100% energy load. Generators are constructed with reference to operation at the full rated current and voltage; i.e., voltampere output, at power factors as low as 80% (80% energy load). When operating at lower than 100% power factor, the regulation is not as good. The regulation of standard alternators for rated voltampere output, 80% power factor, is approximately: —

25%	in cases where it is stated as 10% at 100% P.F.
22%	“ “ “ “ “ “ 8% “ “ “
18%	“ “ “ “ “ “ 6% “ “ “

The commercial efficiency of the average generator is about 1% less for the 80% power-factor load than for the 100% power-factor load, both rated in voltamperes.

The result of operating at lower-power factor is to increase the heating of the field coils due to the greater excitation required. This increase at 80% power factor is about 5 degrees C. The temperatures as given for 100% power factor are applicable to all parts of the several machines except to the field coils in the case of revolving field machines.

Speed. — As the frequency of an alternating-current generator, with a given number of revolutions per minute, determines its number of poles, it follows that a high-frequency generator, operating at a normal speed of from, say, 300 to 600 *R.P.M.*, requires numerous poles. The old-style alternators of moderate output, and of frequencies of 125 to 133 cycles, ran at from 1,500 to 2,000 revolutions, and had 10 to 8 poles. To maintain this high frequency, and reduce the speed, thereby increasing the number of poles, results in an expensive and inefficient machine. A much better machine, having a speed of 300 or 600 revolutions, is obtained by reducing the poles to 24, or 12, giving a frequency of 60 cycles. The majority of polyphase belt-driven generators in actual operation are wound for 60 cycles. Standard belt-driven generators of this frequency have the following number of poles and speeds for the respective outputs :

<u>K.W.</u>	<u>POLES.</u>	<u>R.P.M.</u>
50	8	900
75	8	900
100	8	900
100	10	720
150	12	600
250	16	450
500	24	300

The alternating-current generator is far from being like a direct-current machine, — a flexible piece of apparatus in respect to speed. The speed cannot be altered more than 10 per cent either way from that for which it was designed, without appreciably affecting the constants of the generator and the apparatus to which the generator is supplying current.

Parallel Running. — In modern alternating-current plants of large capacity, especially long-distance power transmission plants, parallel operation is necessary in order to effect a reduction in the number of circuits and transmission lines. Other advantages are economy, simplicity, and reliability of operation. Polyphase generators, as now designed, can be operated in multiple without any difficulty.

The principal requirement in the generators is that they shall have a moderate armature impedance and a uniform air gap. Too small an impedance permits an excessive exchange of current with slight inequality of the field excitation of the machine, and a dangerous flow if the generators are connected up when they are not quite in step. Generators having a large armature impedance will operate in parallel; but, owing to the small synchronizing current that can be exchanged, the condition is not stable, and the generators are liable to alternately lead in speed or "hunt." When a number of generators are to be run in parallel the excitation of each one should be separately adjusted to give the same current, otherwise there will be an exchange of current.

The requirements of the prime mover are uniform speed and uniform angular rotation. In belt-driven generators the pulleys must all have the same dimensions. The belts must be watched to see that they do not slip. These two

points must be especially observed in generators driven from the same shaft. The speed regulation of engines operating direct-connected alternators in parallel is discussed in the following section. Water-wheels have an absolutely uniform angular rotation, and are the best prime movers for parallel running.

Synchronism of two polyphase generators is determined by some form of phase indicator. The commonest arrangement consists of two transformers, the primaries of which are connected to each generator, care being taken that the connections are made to similar phases. The secondaries are connected in series with one or two lamps in circuit. The machines are in synchronism when the lamps cease to glow. They may then be thrown in parallel by the main switches. With composite field machines the commutators must be connected by an equalizer to place the series windings in multiple. The connections and station instruments required for the process of throwing generators in parallel, and operating them continuously, as used extensively in this country, are shown in Fig. 38.

It does not follow that, because one phase of a polyphase circuit is synchronized, the other phases are ready for parallel connection. It is quite important that when a number of machines are first installed for operating in parallel, the connections should correspond throughout in all the machines. The circuits can be tested out, for proper connection, by means of two sets of phase lamps.

In the diagram (Fig. 39) temporary transformers are shown connected to a different phase of the circuit than that in which are the permanent lamps. Connection should first be made with the outside blades, as shown by the dotted lines, to prove that the two sets of lamps

will operate together. By the separate connections of the temporary transformers, it can be ascertained if the machines are properly connected to the synchronizing

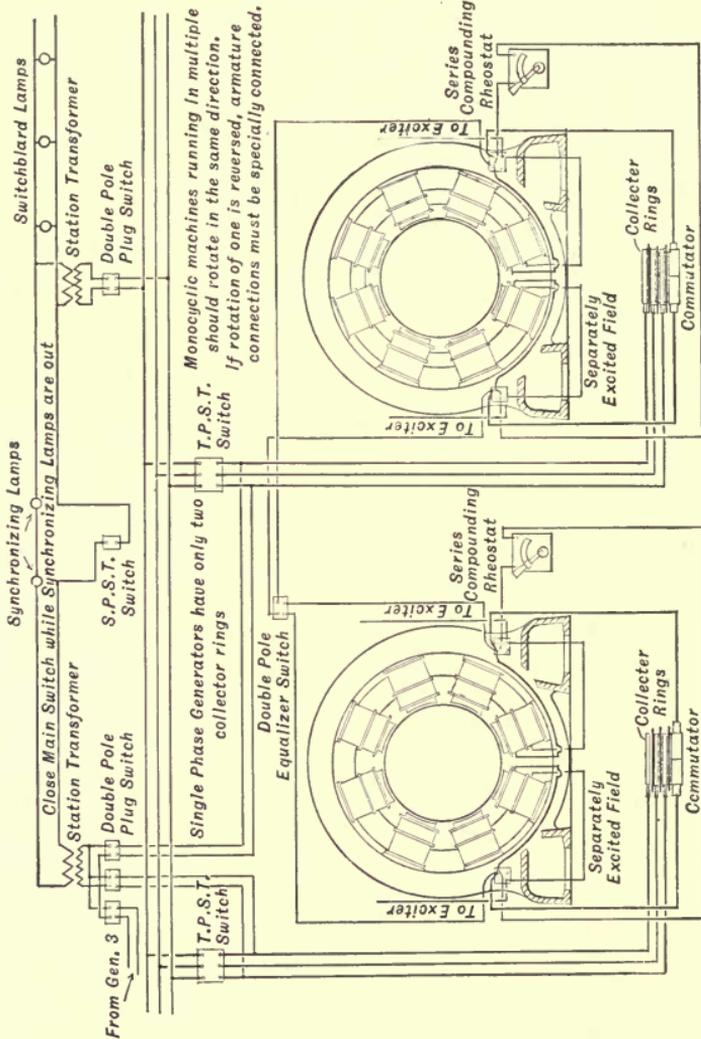


Fig. 38.

switches. The connections are correct when both sets of lamps are simultaneously dark.

Speed Regulation of Engines. — Steam-engines intended for direct connection to alternators, which supply current

to rotary converters or synchronous motors, or are operated in parallel, should be designed to have an angular rotation as nearly uniform as possible. Otherwise the oscillations in the relative motions of the generators or of the generators and the synchronous apparatus may produce an excessive exchange of currents.

The amount of deviation from the position of absolutely uniform angular speed permissible for satisfactory work depends upon a number of conditions. It is effected by the design of the generator and rather more by the difficulties of operating synchronous apparatus. For the majority of cases an allowable angular variation of $2\frac{1}{2}^\circ$ in phase from the mean will produce excellent results. This means that in engines direct connected to alternators of $2n$ poles, the position of each revolving part should not

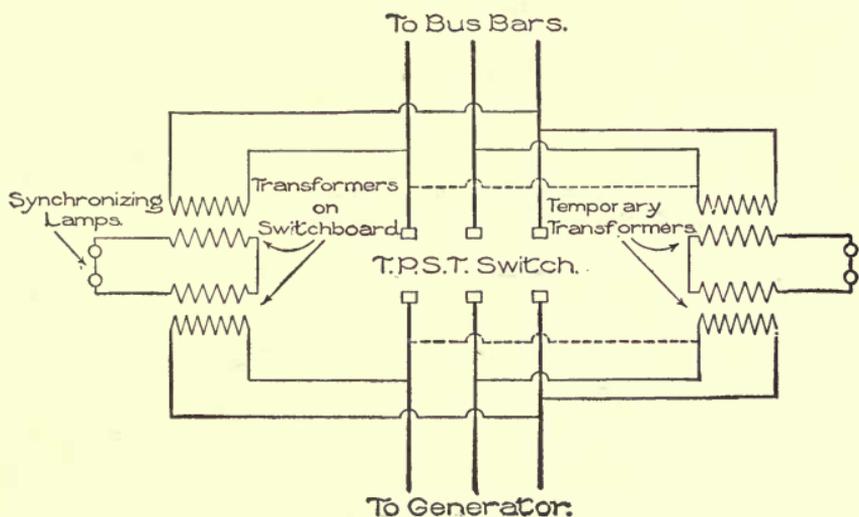


Fig. 39.

differ more than $\frac{2\frac{1}{2}^\circ}{n}$ in circumference from the position it would have at absolutely uniform rotation. Thus, in 40 polar alternators, the maximum deviation from the posi-

tion of uniform rotation for parallel operation would be $\frac{2\frac{1}{2}}{20}$ or $\frac{1}{8}$ degrees of circumference for each unit.

The above expresses the regulation of the engine as a deviation in position from that of absolutely uniform rotation in degrees of total circumference measured for example on the circumference of the fly-wheel or revolving member of the direct-connected alternator.

Single cylinder or tandem compound engines cannot as a rule give as good results as engines whose cranks are quartering.

The difficulty of parallel operation of alternators is not often due to the cyclic irregularity of the turning moment of the prime mover, which, by changing the frequency during each revolution, may cause hunting of synchronous apparatus. Nor has the design of the alternators any material influence upon their successful parallel running. Mr. W. L. R. Emmet was the first to demonstrate that successful parallel working could be obtained if the prime movers were fitted with anti-hunting governors. The impulses due to changes of load are emphasized by freely acting governors which tend to overrun or hunt. The cure is in the use of dash-pots which will retard for a brief period any motion of the valve mechanism, but will yield to continued pressure.

Methods of Driving Generators. — The mechanical coupling of a generator to the prime mover is determined mainly by the size of the generator and the type and speed of the prime mover. Polyphase units up to 200 K.W. are usually belted, unless the prime mover consists of a water-wheel of high speed, or special conditions favor direct connection to an engine. The mechanical arrangement of

the generator parts is shown by Fig. 40. The yoke rests on, and is sometimes an integral part of, the bedplate, which also supports two bearings. The pulley is overhung.

The method of belt-driving larger units is shown in Fig. 41. The bedplate is extended, and carries a third or outboard bearing which partly relieves the inner bearing of the belt strain and the weight of the pulley.

Generators designed for water-wheel connection are usually provided with bedplate, shaft and two bearings. These machines are self-contained for the more perfect alignment of the bearings. Fig. 42 illustrates the general arrangement of generators of 500 K.W. capacity and above. A half-coupling is provided, which is machined to a close fit with the other half furnished with the water-wheel.

Generators for direct connection to engines are built without bedplate, shaft, or bearings. The yoke rests on a thin iron soleplate supported by a suitable foundation. The engine bearing serves also for the inner bearing of the generator. The outboard bearing rests on a separate cap. It is usually furnished with the engine, and is of a design uniform with the inner bearing. The engine shaft extended carries the revolving element of the electrical unit (Fig. 43).

Polyphase generators above 500 K.W. should preferably be direct-coupled to the prime mover. The method of driving large generators by belts or ropes necessitates a large extension of the base, and a heavy pulley, and is mechanically awkward. This method of driving may be used in exceptional cases, as, for instance, in connection with a wheel plant already installed, operating under a very low head at a low speed. The increased cost of

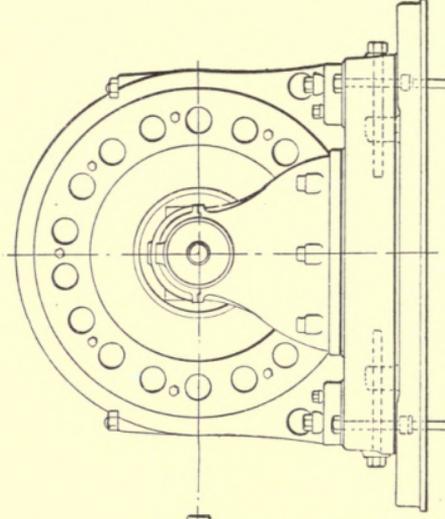
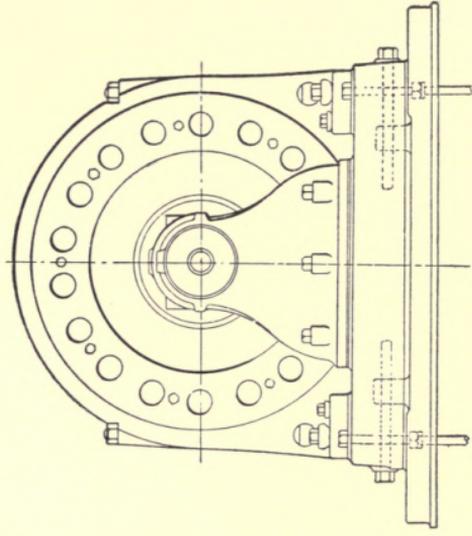


Fig. 40.

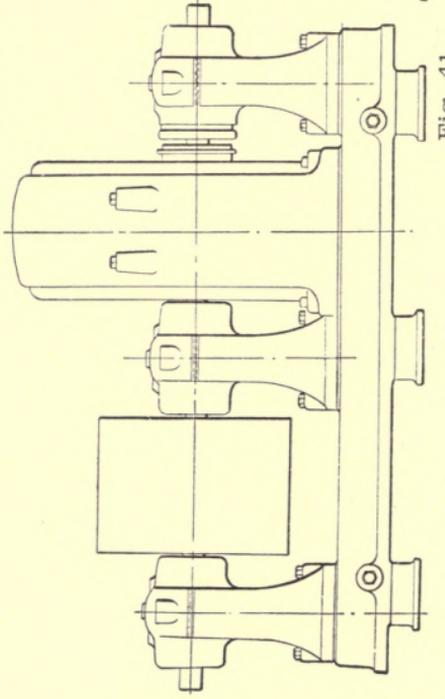
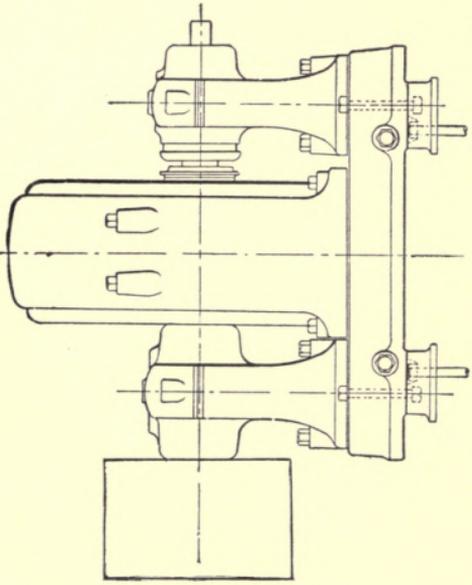


Fig. 41.

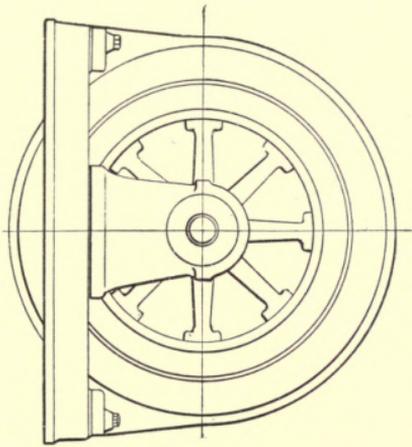


Fig. 42.

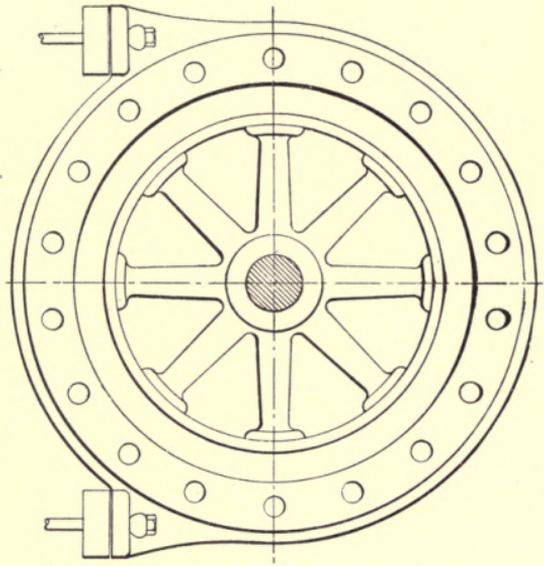
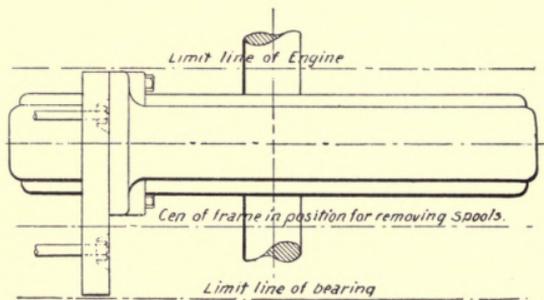
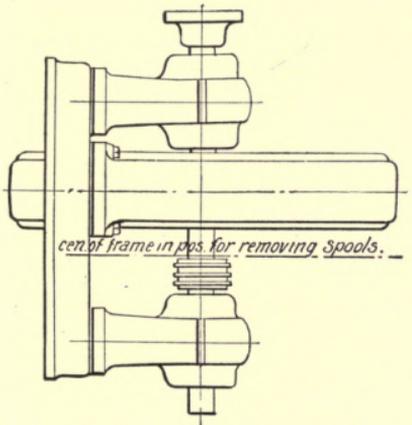


Fig. 43.



extended shaft, outboard bearing, and pulley will go far towards offsetting the increased cost of a slower speed generator, for direct connection, which does not require these parts.

Polyphase generators are direct-connected to water-wheels, either by a vertical or by a horizontal shaft. Very few generators in this country run from vertical turbines. The notable exceptions are the large generators at Niagara Falls, and those in the station of the Portland General Electric Company at Oregon City, Oregon. The advantages of the vertical connection lie in the saving of floor-space, requiring a smaller power-house, and in more responsive wheel regulation. The shafting is out of sight, the revolving parts reduced to a minimum, and the effect, as a whole, most pleasing. The disadvantages are, the increased cost, and a possible mechanical difficulty in supporting the vertical shaft, weighted with the revolving electrical and hydraulic parts. The European practice is to almost exclusively employ the vertical generator in connection with vertical water-wheels.

Horizontal generators, for direct coupling to turbines, are usually so constructed that the lower frame forms one part of, or rests on, a base, which also supports the two standards. Sometimes, as shown in Fig. 22, an extension and third bearing is used, the water-wheel, properly housed, taking the place of the pulley. Such an arrangement is peculiarly adapted for use with impact wheels. This construction is used in the power plants of the Big Cottonwood Electric Company, the Pioneer Electric Company, Ogden, Utah, and the Southern California Power Company, Redlands, Cal. Perfect and permanent alignment of bearings is obtained by this construction.

A typical Westinghouse two-phase generator of the revolving armature type, for direct connection to water-

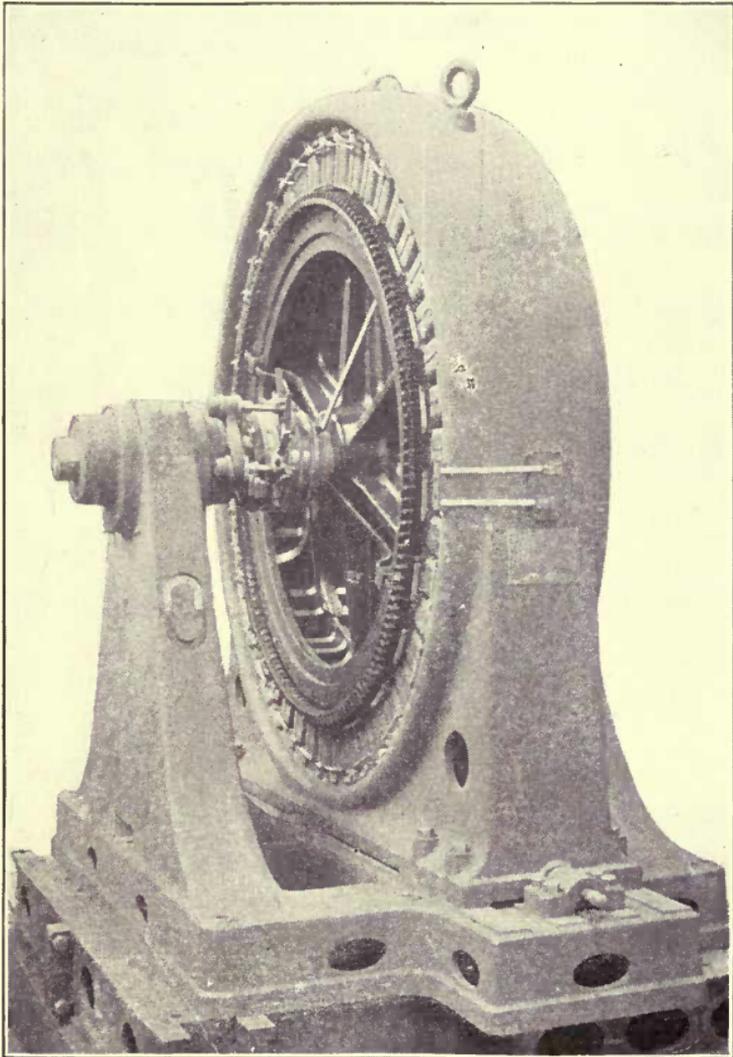


Fig. 44.

wheels, is illustrated in Fig. 44. Where engines are direct-connected to polyphase generators, it is customary for the electrical manufacturers to furnish the machine without

shaft, base, or bearings. For the same speed, therefore, engine-driven generators are cheaper than those driven by water-wheels. It must not be forgotten, however, that engine speeds are limited by a number of conditions, while

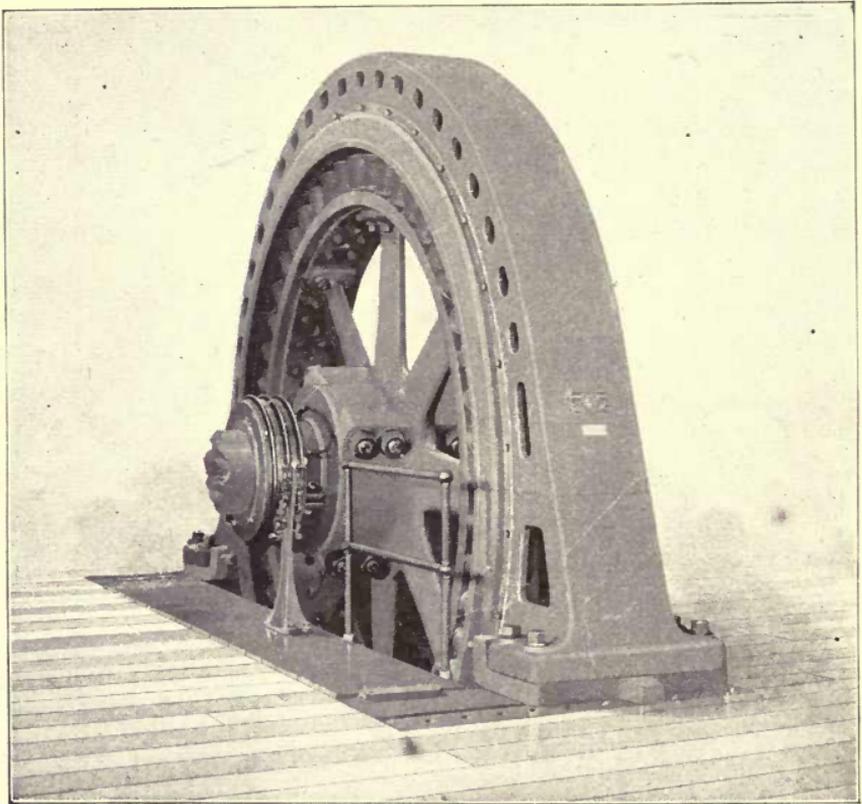


Fig. 45.

water-wheels are practically limited in speed only by the head obtainable.

Fig. 45 illustrates a three-phase generator of 1,200 H.P. capacity, direct-connected to an engine running at 94 *R.P.M.*

This generator is direct-coupled to a Corliss type of

engine of 1,300 indicated H.P., running at 94 revolutions. It has 32 poles, and gives a current at 5,000 volts and a frequency of 25 cycles. The armature windings consist of 96 coils, three for each pole, or two slots per phase per pole. The windings are *Y* connected. The field coils are flat strip-copper, 1 in. by $\frac{1}{16}$ in., wound on edge, and insulated by intervening layers of paper. As the exciting current has a pressure of not greater than 120 volts, the potential at the terminals of each field spool is about four volts. The efficiency of the generator is $95\frac{1}{2}$ per cent at full load, $94\frac{1}{2}$ per cent at three-quarter load, $92\frac{1}{2}$ per cent at half load, and 87 per cent at quarter load. The regulation on non-inductive load is 6 per cent, and the exciting current about 120 amperes.

Engine-driven generators are sometimes constructed with their field magnets built out as integral parts of the engine fly-wheel, they with their windings being fastened to the external periphery. These machines are known as Fly-wheel Alternators. The largest machines of this type yet constructed were designed by the Westinghouse Co. for the Manhattan Railway Co. of New York. They have a nominal rating of 5000 K.W. with 50% overload capacity, height 42 feet, diameter of revolving part about 32 feet, weight 185 tons. The revolving field construction consists of a steel hub to which are built a dovetailed annular roll of steel web plates which form the driving spider. The field poles and rim are built up with overlapped plates of thin sheet steel, the length of each plate being equal to 2 poles. The plates are dovetailed into the driving spider, and the rim and poles with their steel end plates are separately bolted together. In the body of the field poles at intervals of about 3 inches ventilated spaces or ducts are

provided. These spaces extend inward to the laminated steel rim of the fly-wheel to large openings in the cast-iron driving rim. The ventilating ducts in the revolving field register with corresponding ducts in the external stationary armature. The field-pole tips are beveled at the edges to produce a magnetic distribution of such a form that with a star type of 3-phase winding the *E.M.F.* wave will be practically a sine wave at no load. The speed is 75 *R.P.M.*, poles 40, frequency 25. The field requires 225 amperes at 200 volts when the machine is delivering its rated current at 11,000 volts on a non-inductive load. About 15% more current is required when the armature delivers its full rated output at normal voltage to a circuit having a power factor of 90%. The regulation is such that if load of 263 amperes per phase, 11,000 volts, and with 100% power factor be thrown off, the potential will rise not more than 6%; field excitation and speed remaining constant. It is calculated on non-inductive load, that the efficiency will range from 90% at quarter load to 96½% at full load, mechanical friction not being included.

Conditions Affecting Cost. — From what has preceded, it will be easily understood that the first factor in determining the cost of a polyphase generator of a given capacity and conditions of operation is its speed. The initial voltage is another factor, and likewise the efficiency and the regulation. A generator wound for a high voltage may, under certain conditions of proportion and design, cost more to construct than a low voltage machine of same characteristics, together with its step-up transformers. A

generator of high efficiency can be built at a reasonable cost, but at the expense of some regulation. The same generator may have better regulation at the sacrifice of efficiency, and cost no more. To obtain both these con-

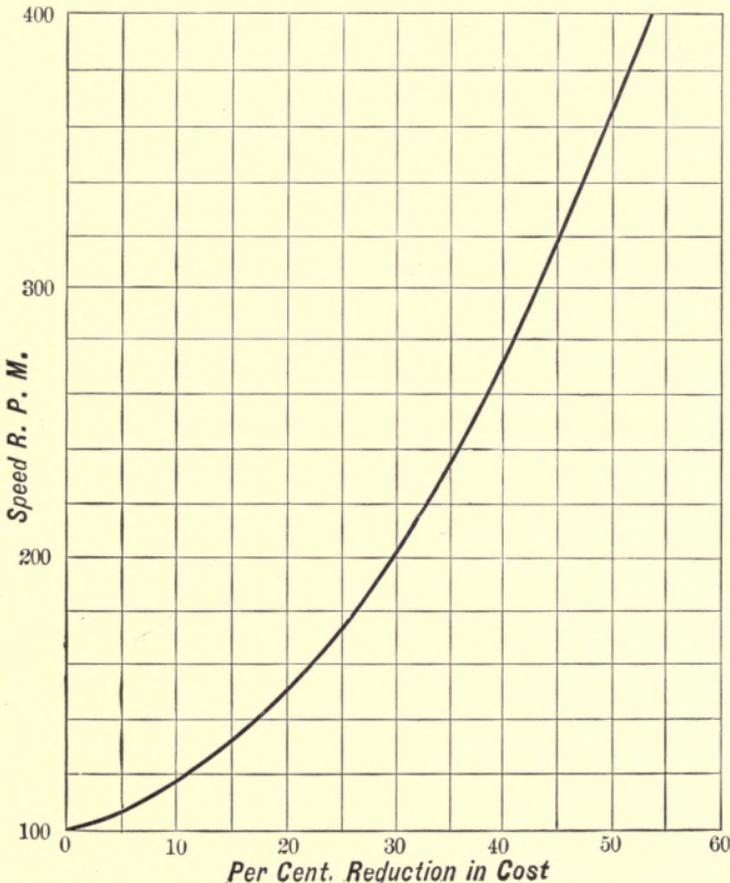


Fig. 46.

stants, in an eminent degree, requires a liberal use of copper and iron, and results in an expensive machine.

The frequency of the current for which a generator is designed is another determining factor in the cost. With a given speed, changing the frequency alters the number

of poles; correspondingly, a reduction in the number of poles cheapens a generator. Less exciting copper is needed; for, while the polar cross-section is unchanged, the average length of turn is less. The number of operations in manufacture and handling are also considerably reduced. The effect of change of frequency on the cost is most noticeable in very slow-speed direct-connected units. Take the case of a 133 cycle generator, direct-connected to an engine, running at approximately 300 revolutions per minute. To give the proper frequency, it must have 52 poles. By reducing the frequency to 40 cycles, 16 poles are needed. It must not be forgotten, however, that lowering the frequency of any piece of alternating apparatus necessitates an increase in the iron of the magnetic circuit. Iron, however, is cheap as compared with copper and price of labor. Of course, the proportionate saving is not so noticeable in high speeds, nor when the generators are belt-driven, or provided with parts that remain the same irrespective of the frequency.

Fig. 46 shows, in an approximate degree, the relative reduction in cost with increasing speed. In using this curve for comparison of costs, it must be kept in mind that it is approximately correct only, and applies to generators of the same type, frequency, general constants, and conditions of operation.

CHAPTER IV.

INDUCTION MOTORS.

Principles of Operation. — The induction motor can be compared to a direct-current shunt motor, the essential difference being that the armature or working current of the shunt motor is led into it by brushes, while the working current of the induction motor is an induced or transformer current. The windings of the induction motor, connected to the supplying circuit, besides carrying the exciting current, have the additional function of supplying the transformer current. The induction motor is thus seen to combine the principles of operation of both a motor and a transformer. Rotation may be considered as being produced by the revolving member following a shifting magnetic field which is the resultant of two or more alternating fields differing in phase. The explanation of the working of the induction motor by reference to the rotating magnetic field alone, however, is apt to mislead and to hide its true functions.

The two elements of an induction motor are preferably designated as primary and secondary, and sometimes as field and armature. Either may be indifferently the rotor or stator.

When running without load, the rotor speed is very closely that of the rotating field, and there is a very small current induced in the secondary. The magnetic

pull of this current on the field produces a feeble torque. The current, taken by the primary member, or field, is then composed of the magnetizing current and that required for overcoming magnetic and mechanical friction. As the power factor is low at light loads, being not more than 15 or 20 per cent in most commercial motors, the energy supplied is not much greater than that consumed by a shunt motor of the same capacity.

When running under load, the speed of the revolving element falls away from that of synchronism, and the *E.M.F.* and working current induced by the relative cutting of the lines of force, increase with the difference in speeds. The pull of this increased current on the field produces a powerful torque. The departure from the speed of synchronism is called the "slip," and, within certain limits, is proportional to the total secondary resistance.

To insure high efficiency and good regulation, the resistance of the shunt motor armature must be kept as low as practicable. For the same reason, the windings of the secondary of the induction motor should have a low resistance.

Methods of Starting Motors. — On connecting an induction motor to its supplying circuit, there is an excessive rush of current, which can be prevented only by the use of some device external to the motor windings proper. There are a number of such arrangements for reducing the starting current of motors. Two of these are extensively used in this country, and will be described. The others are of less commercial importance.

The first, and probably most common device, consists essentially of a variable resistance, which can be cut in or out of circuit with the secondary winding. When the

secondary element is the rotor, this resistance often occupies a space within the armature spider. It may be of copper strips, or — as is usually the case — of iron cast into a compact grid form, having a number of contact points. The whole of this resistance is in series with the secondary winding at starting. As the motor attains speed, a circular short-circuiting switch, mounted in a ring encircling the shaft, is pushed centrally by a lever, thus cutting out the resistance in as many successive steps as there are contact points. Motors provided with this starting device are usually designed to start with a torque ranging from 75 to 150 per cent of full-load torque. This motor has the desirable characteristic that the current is very nearly proportional to the torque from starting to full-load speed.

In some motors of European make, an external rheostat is used to cut down the induced current. When the secondary revolves, collector rings are required to convey the induced current to the rheostat. When the primary is the revolving element, collector rings are also needed to supply the main current to the motor.

A water rheostat is sometimes employed abroad, by means of which the induced current is varied, its strength varying with the depth to which the plates are immersed. With this device, the current taken by the motor is closely proportional to the torque, from starting to full-load speed.

The second method of starting induction motors consists in reducing the impressed volts by the use of some form of reactance or of compensator coils, or of resistance in the main circuit. A compensator is the most efficient means of cutting down the voltage, and the most generally employed, one coil being required for each phase.

The connections of a Westinghouse two-phase motor and starting device are shown in Fig. 47. The starter consists of two coils, sometimes called auto-converters or compensators, one in each phase. Each coil is arranged to give a number of different starting-voltages to suit different conditions of operation. Fig. 48 shows the connections of this starting device in detail. The switch is down for starting the motor, and after speed has been reached, is thrown up to its running position, thereby cut-

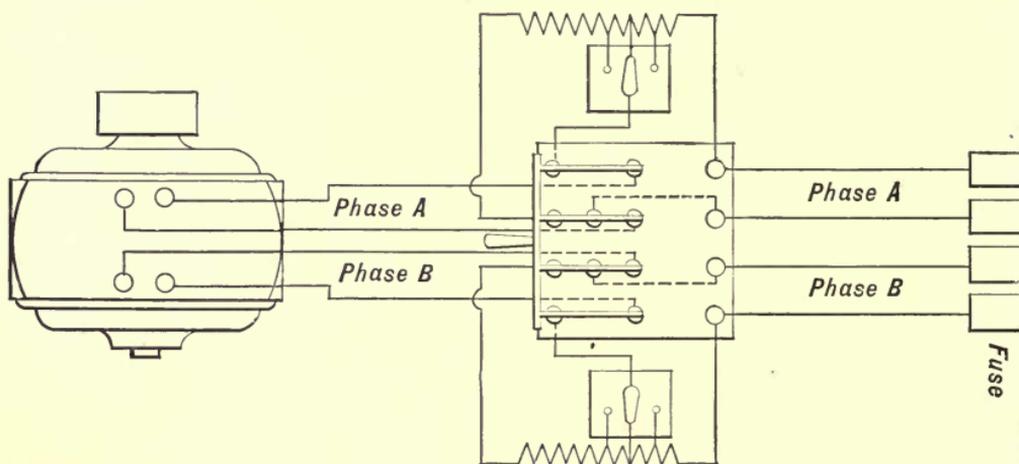


Fig. 47.

ting out the compensator. By this arrangement the motor can be started at a distance. Connections can be made from 1 to either 2, 3, or 4, giving three different starting electromotive forces and starting torques. The maximum *E.M.F.* and torque are obtained by connecting 1 and 4; for minimum *E.M.F.*, 1 and 2 are connected. The connections of a starting compensator for a three-phase motor, as made by the General Electric Company, is shown in Fig. 49. As in the two-phase starter, there is a coil in each phase, with a number of taps. These compensator

starters, for use with motors of 15 H.P. and under, have three taps with voltages 40 per cent, 60 per cent, and 80 per cent of running full-load voltage. Compensators for motors above 15 H.P. have four taps, giving voltages 40 per cent, 58 per cent, 70 per cent, and 85 per cent of running full-load voltage.

Induction motors which are put in operation by the first method, may be designated as the variable resistance-in-armature type. They frequently have a higher self-induction, and require more copper and less iron.

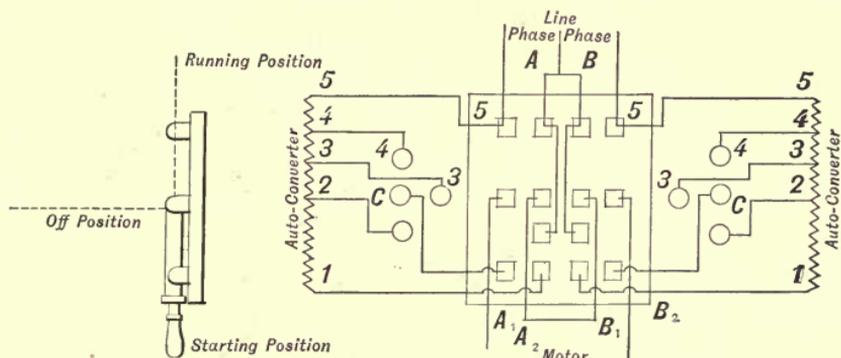


Fig. 48.

secondary winding is definite and polar. Motors which are used with the compensator starter may be designated as the compensator or short-circuited-armature type. They are proportioned so that the primary and secondary have a low self-induction. They contain a minimum amount of copper and a considerable amount of iron in the magnetic circuit, and a short air-gap. Their distinctive feature is the short-circuited armature, which is usually of the squirrel-cage construction.

In starting an induction motor with variable secondary resistance, precaution must be taken that the resistance

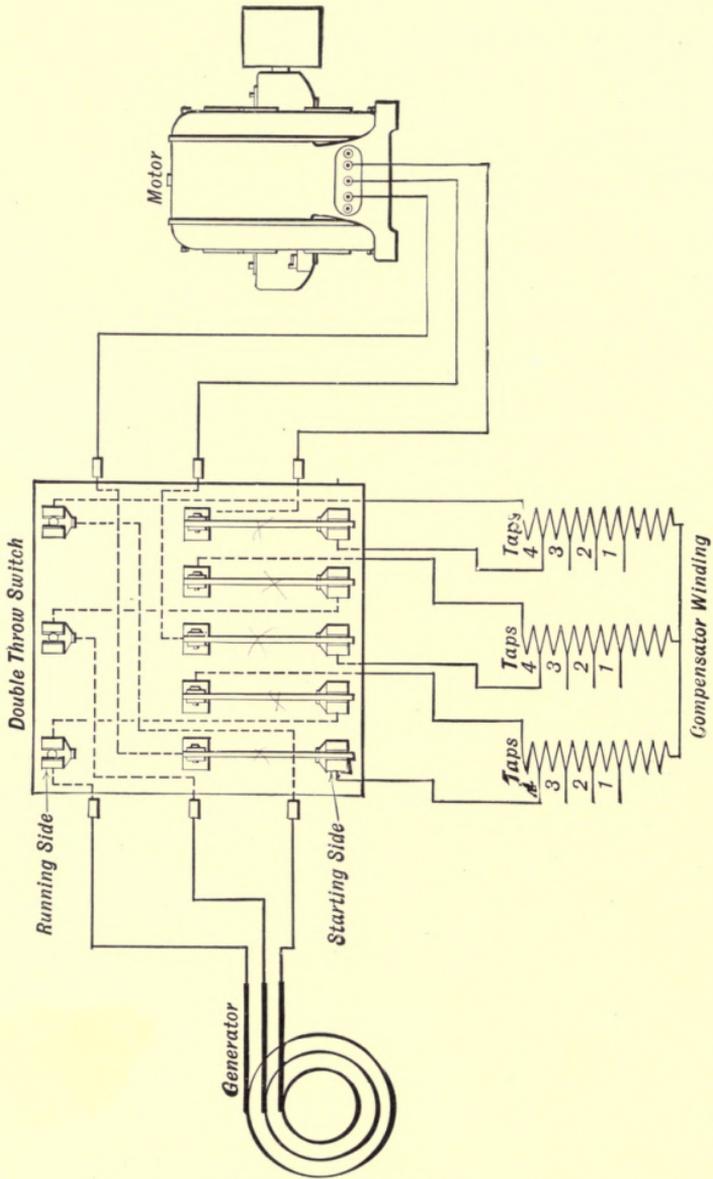


Fig. 49.

is all in, otherwise the flow of current may overheat the motor or overload the lines. The armature lever should be pulled out as far as it will go ; then the line switch may be closed, and, finally, the short-circuiting switch may be slowly closed. The motor should be handled at starting to reach full speed in about fifteen seconds. As the secondary resistance is of a capacity only to start the motor, it never should be left in circuit or used to regulate the speed of the motor. The motor is shut down by reversing the operations of starting.

As the drop in a good transformer on a lighting load is within 3 per cent, and on an inductive load, as motors, seldom less than 5 per cent, it is advisable to always use separate transformers for lights and for motors. The exception to this rule is in a secondary system of distribution, where the motor load is a proportionately small part of the entire load.

Induction motors are sometimes started by being connected directly to the supplying circuit without the use of any form of starting device. Such a motor will, of course, take a large starting current. This can be kept down by making the resistance of the armature conductors rather high, and by confining the motor to work requiring a small starting torque. A motor started in this way should not be used on circuits where the effect of a large starting current on the potential regulation of the system is of importance.

A three-phase induction motor is reversed by changing any two of the leads, and a two-phase by changing the two leads of either phase.

Construction of Primary and Secondary. — The simple and substantial construction of the induction motor is one of its chief advantages, resulting in a minimum cost of

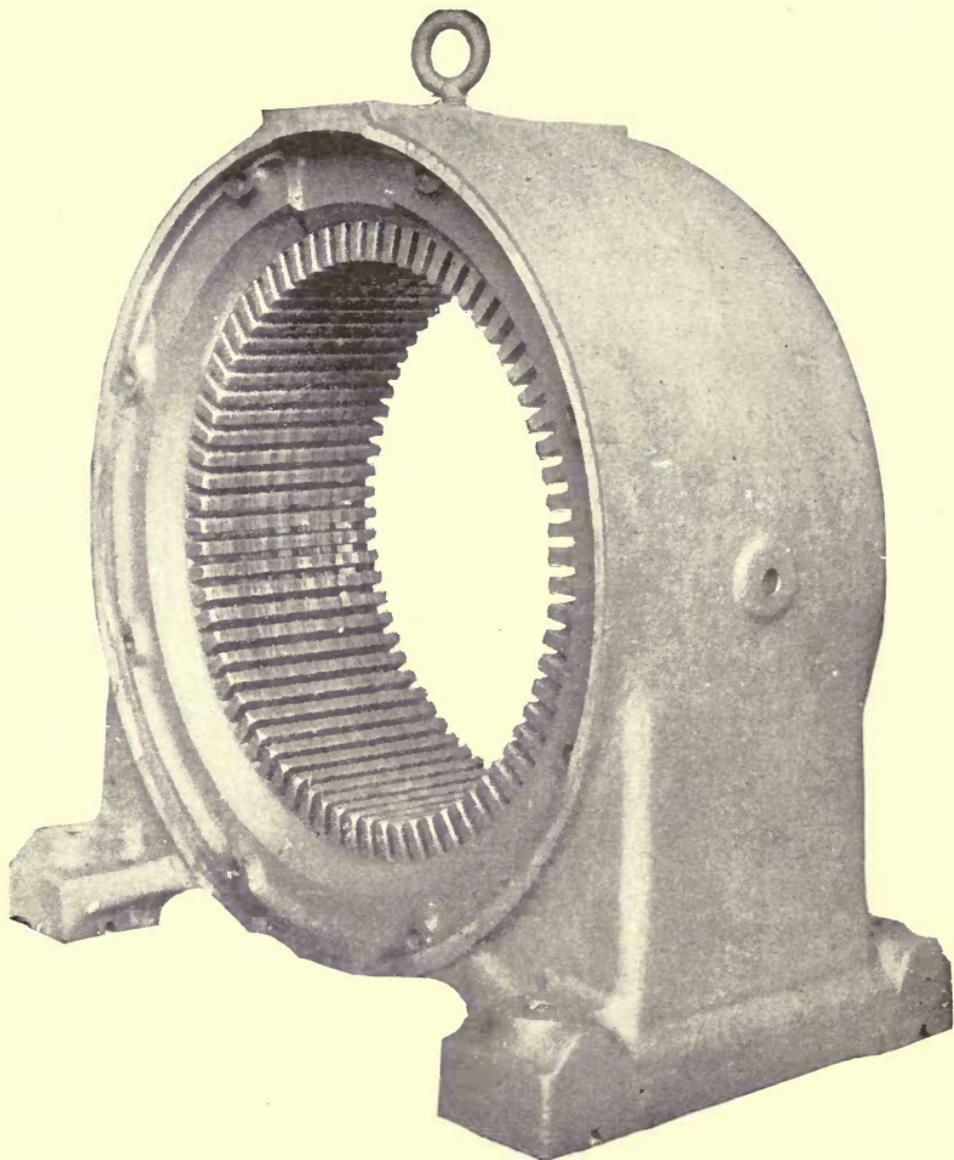


Fig. 50.

maintenance and attendance. While either element may be the rotor, by far the larger number of commercial motors are now constructed with a fixed primary and with a rotor secondary.

The fixed primary may be likened to an inverted armature. It is built up of slotted laminations mounted on a cast-iron spider. The coils are imbedded in the slots. Fig. 50 illustrates a Westinghouse primary or field ready

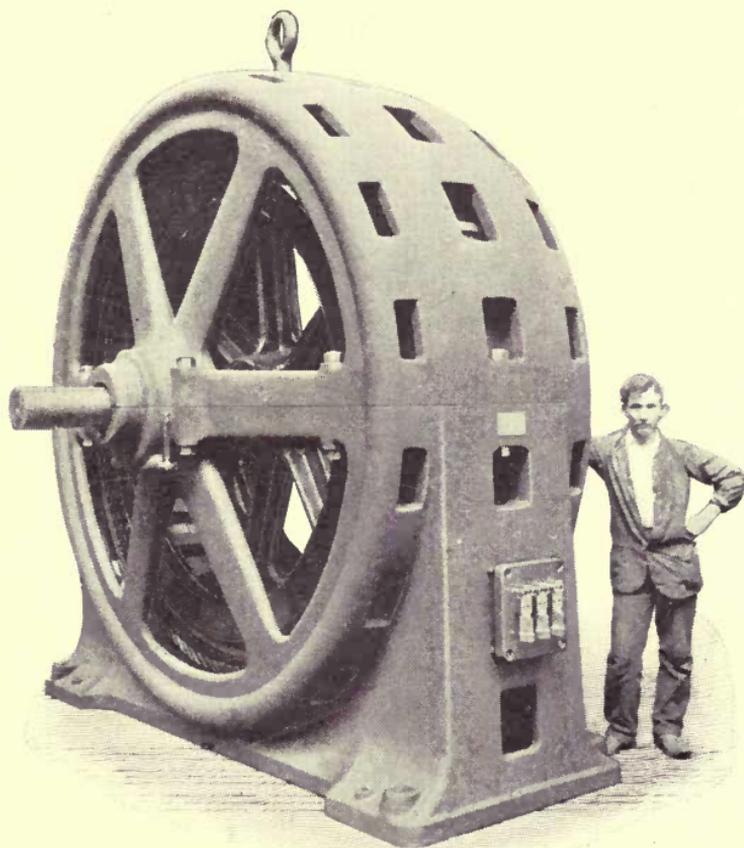


Fig. 51.

to receive its conductors. These stationary windings are usually protected from mechanical injury by end shields, which frequently support the bearings. The Westinghouse Company employ this form of construction in even

the largest sizes, as illustrated in Fig. 51, which represents a 500 H.P. motor.

This motor is wound for three-phase current at 60 cycles and 400 volts. It has 36 poles, running, therefore, at 200 *R.P.M.* The secondary has a squirrel-cage winding, bar wound as is the primary. The starting torque is two and one-fourth times the full-load rated torque. The drop in speed from no to full load is 4 per cent. The power factor at full load is given as 93 per cent. The dimensions are :

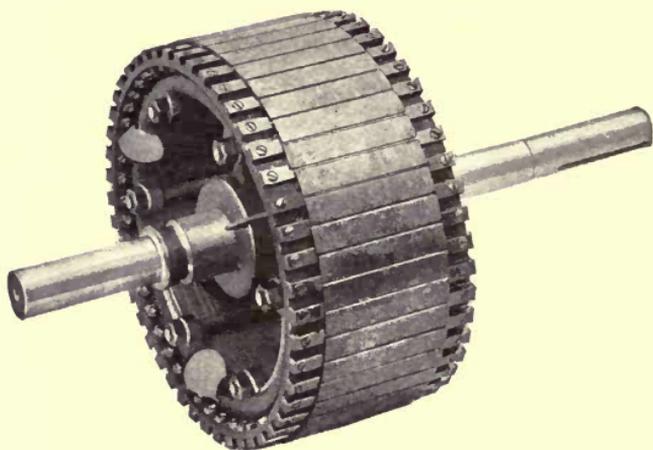


Fig. 52.

Height, 10 feet 3 inches ; floor space occupied, 9 feet 6 inches by 3 feet 6 inches ; diameter at air-gap, 7 feet. The total weight is 42,000 pounds. This motor is direct-coupled to a line shaft, driving a mill in Mexico.

The rotor armature of the standard form of motor has a laminated slotted structure similar to the primary. In motors of the variable resistance type, the secondary has a definite series of coil windings, corresponding to the polar windings of the primary. Motors of the short-circuited type are generally wound with copper bars laid in the slots

and connected at both ends by short-circuiting metal rings. Secondaries of this construction are termed squirrel-cage armatures. Fig. 52 shows an armature wound in the manner described and illustrative of this type.

In the Stanley Company's motor (Fig. 53) the field is stationary. There are, in reality, two fields and two arma-

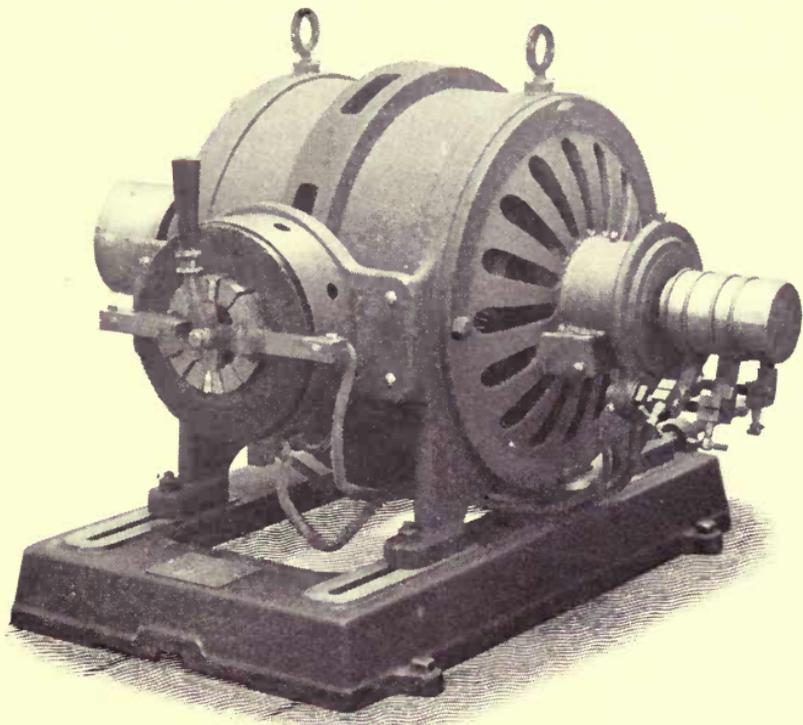


Fig. 53.

tures. The secondary windings are connected so that the wire lying under the field poles on one armature is in series with the wire lying between the poles on the other. The field coils are staggered, each half alternately playing the part of a motor and transformer.

Starting Torque and Current. — At normal voltage cer-

tain types of motors possessing a moderate secondary resistance,—as, for instance, a motor of the variable resistance type, with the resistance cut out,— will have a small starting torque due to the reaction of the excessive induced secondary current, on the primary. The starting current consumed by the motor will likewise be excessive. At

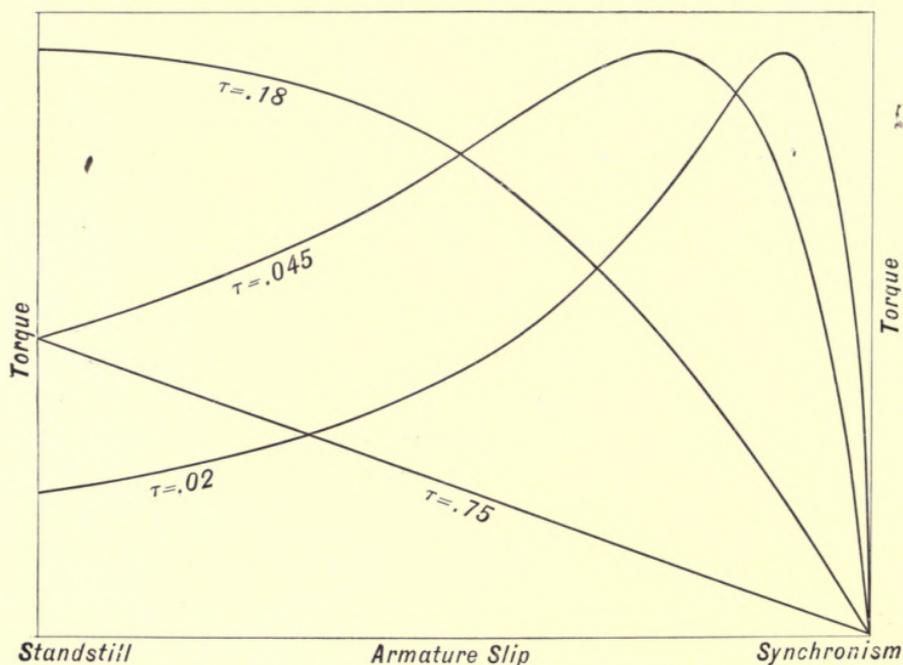


Fig. 54.

nearly synchronous speed such a motor will have a powerful torque. By increasing the secondary resistance, the starting torque is raised until a critical resistance is reached, beyond which point the starting torque decreases.

The starting torque of an induction motor is also dependent upon the potential applied at its terminals. The starting current is reduced by lowering the voltage, but at the sacrifice of the torque at starting, which varies as the square of the volts.

An inspection of the curves in Fig. 54 will show how the starting torque is influenced by varying the secondary resistance. The secondary winding of the motor is assumed to have a fixed resistance of .02 ohms. At starting, a variable resistance is connected in series, making a total of .18 ohms. The corresponding torque is about .25 pounds, or 150 per cent of full-load torque. When the motor reaches about 50 per cent of synchronism, part of

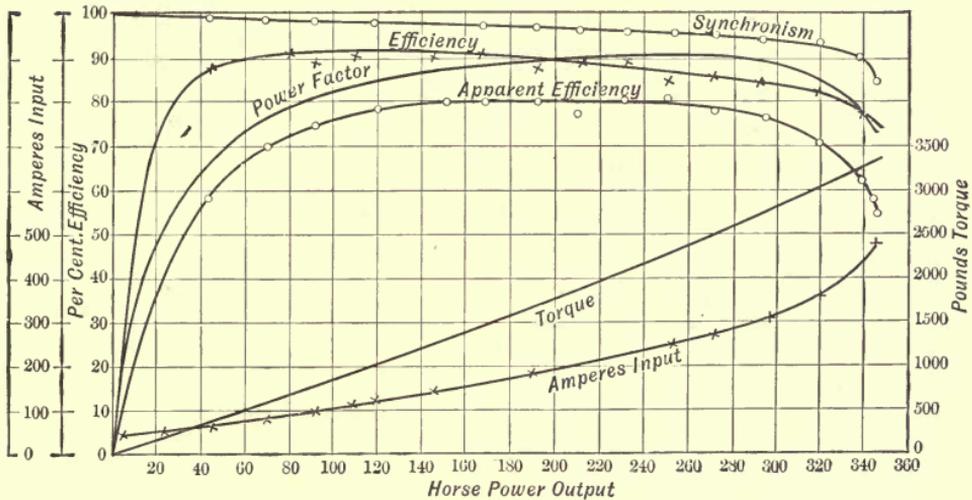


Fig. 55.

the resistance is cut out, making the total .045 ohms. The torque now increases until about 85 per cent of synchronous speed is reached, when it begins to drop. At this point the remaining resistance is short-circuited, leaving only the resistance of the secondary. The torque, due to this resistance, .02 ohms, reaches its maximum at about 90 per cent of synchronism. The starting torque, with a secondary resistance of .02 ohms, is about seven pounds. The starting torque, due to a resistance of .75 ohms, is less

than when the total secondary resistance is .18 ohms, being only 16 pounds. The current in the primary of such a motor at all speeds will be nearly proportional to the torque developed. At the moment of cutting out the successive resistances, the current will momentarily increase in strength. It can be readily seen that, by using a sufficient number of resistance steps, the motor could be brought up to speed with uniform torque and current. When the motor is taxed beyond its capacity, its torque and speed rapidly diminish and a large current will flow. This break-down point is determined by the design of the motor, and is fixed at from 50 to 100 per cent greater than the rated load. The working point of such a motor is on the descending portion of the power curve, at about two-thirds of the maximum output. Curves of torque and amperes input at all loads, of a 175 H.P. motor, are given in Fig. 55.

The magnetizing current which is characteristic of most alternating-current apparatus, such as transformers, induction motors, etc., has the effect of increasing the full-load current and putting a greater demand on transformers, line, and generators. The total current is greater than that actually required in supplying the losses and doing the work of the motor. The ratio of this working or energy current to the total current gives the power factor.

As the starting current of the motor, with short-circuited armature, is reduced by lowering the voltage, it follows that, for the same starting torque as that developed by the variable resistance type, the current will be considerably greater.

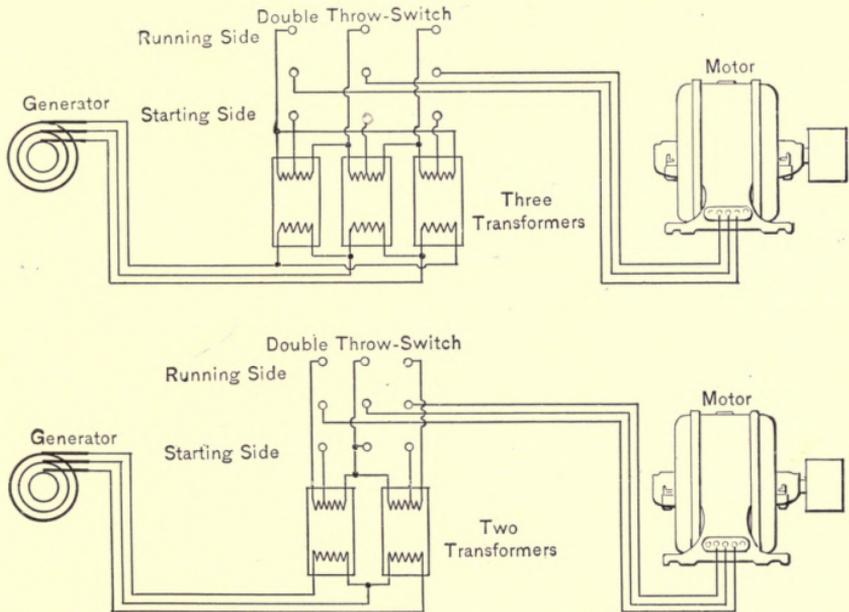
The line starting current and the torque of some makes of motors with short-circuited armatures, expressed in percentages of full load, are about as follows : —

The local current between the compensator and motor will be greater than the line starting current, as its poten-

E.M.F.	STARTING CURRENT.	STARTING TORQUE.
40%	112%	32%
60%	250%	72%
80%	450%	128%
100%	700%	200%

tial is lower. The action of the compensator is similar to that of a transformer.

By increasing the resistance of the armature of these



Figs. 56 and 57.

motors, the starting current for the same torque is decreased; but the result is a loss of efficiency, which may be as great as 2 or 3 per cent.

Where transformers are used for individual motors, or where several motors are located close to, and operated

from, a bank of transformers, it is sometimes practical to bring out taps from the secondary winding, and use a double throw motor switch, thereby making provision for starting the motor at low voltage, and saving the cost of a compensator. The connections of such an arrangement are shown in Fig. 56 and Fig. 57.

Motors of the variable-resistance type have a special range of usefulness when operated from circuits requiring good regulation such as is demanded in central station work. They are desirable for service where the motors are apt to run considerably underloaded.

The short-circuited type is to be recommended for power circuits, and when the motors must be started from a distance and simplicity of operation is of moment. It is adapted for service, calling for low starting efforts and constant full load, and is especially advantageous when the motors are apt to run overloaded, or on circuits of varying voltage. It is not adapted for lighting circuits, where good regulation is important, unless the current at starting is small when compared with the capacity of feeders and generators. Fig. 58 represents a 75 H.P., three-phase motor of this type, made by the General Electric Company.

Speed Regulation.— Absolutely synchronous speed is never attained in an induction motor, as some slip is required to furnish the current consumed by the light-load losses. Under increasing load, the speed will fall away from synchronism until the break-down point is reached, and if the motor is not relieved of its load, it will come to a standstill. The current will then be at its maximum. The fall in speed from that at light load to that at normal rated load will vary in some types of induction motors from $1\frac{1}{2}$ per cent, as in motors of 100 H.P., to

3 per cent, as in smaller motors. Motors constructed with high and fixed secondary resistances may drop in speed as much as 9 per cent.

The complaint has been made against the induction motor that it is an inflexible piece of apparatus in respect to regulation of speed. It is quite true that wide variations of speed are obtained in modern motors only at the expense of efficiency and increased cost of construction.

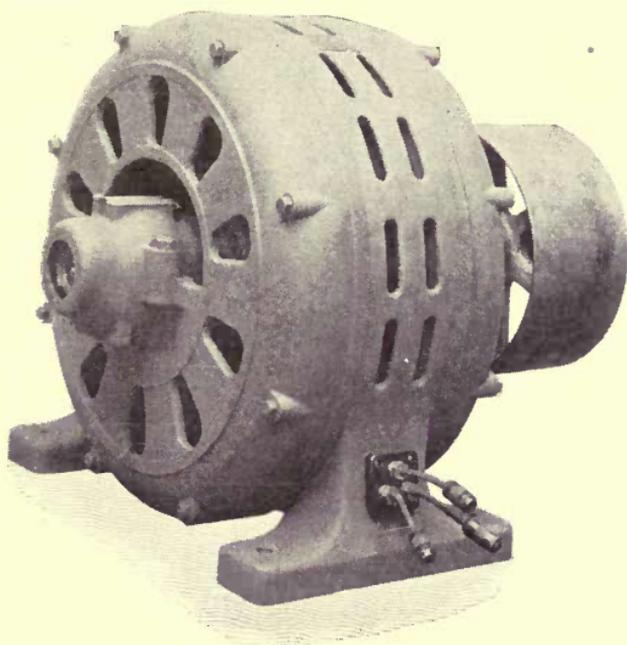


Fig. 58.

There are a number of methods of obtaining a variation of speed in an induction motor.

The method now most employed is that by rheostatic control. A resistance is intercalated in the secondary circuit, which can be varied by short successive steps. The range of speed usually demanded of a variable speed induction motor does not permit the use of the small

resistance, such as is used in starting in some designs of motor, and which is located within the rotor armature. An external rheostat is required, of sufficient size to dissipate a considerable amount of energy. Fig. 59 shows the connections of a three-phase motor and of a rheostatic controller for variable speeds. Collector rings, as shown, must be added to motors having revolving secondaries for electrically connecting the windings and external resistance.

The main line is shown as passing through the control-

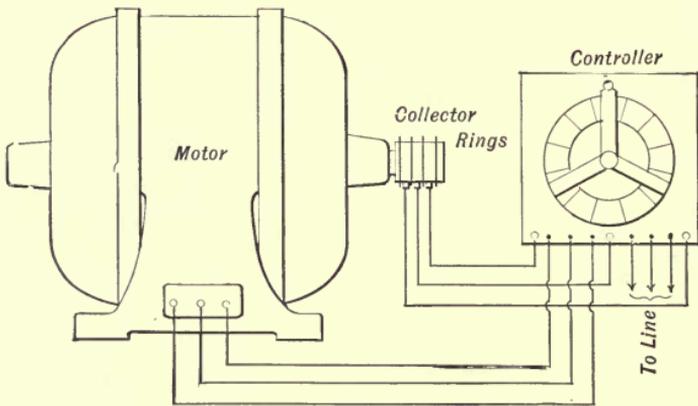


Fig. 59.

ler. By this arrangement the circuit is closed simultaneously with the commencement of the operation of cutting out the resistance. In large motors the controller is separate from the resistance, being connected to it by cables. It is in appearance similar to the well-known street-car controller, and, like it, is reversible.

When two motors are employed together in the same class of service, as for instance in polyphase railway work, the speed may be reduced one-half and less by the method of concatenated or tandem control. This method consists

in feeding the secondary of one motor which is connected to the supply circuit direct to the primary of the second motor. The motors are not necessarily of the same construction, but must be provided with collector rings and brushes. The secondary current of the first motor furnishes power to the second motor instead of being dissipated in a rheostat, thus directly increasing the efficiency

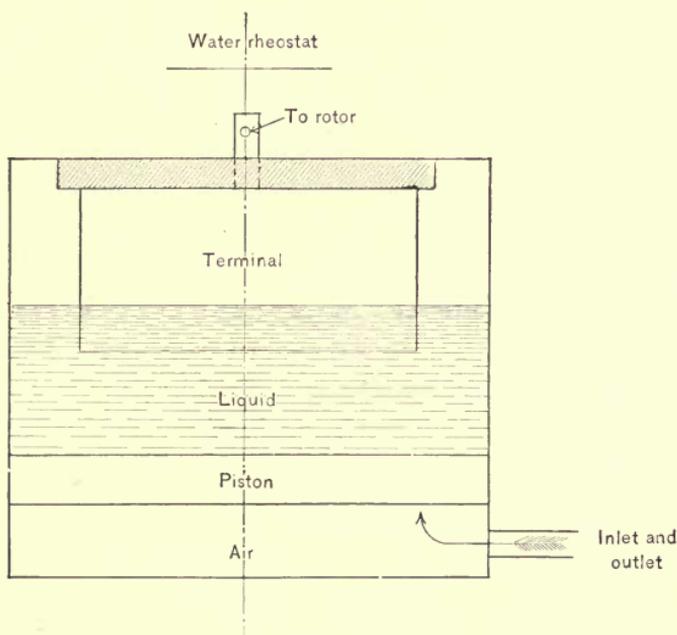


Fig. 60.

of the first motor. The secondary current of the second motor is regulated by a resistance in circuit. A speed lower than half is obtained by increasing this resistance. A higher speed is obtained by connecting the motors in parallel on the supply circuit with their secondaries feeding into regulating resistances. The tandem method of control lowers the power factor of the first motor and, thereby,

its torque. The speed-controlling mechanism is quite complicated.

A water rheostat for varying the secondary resistance, and, correspondingly, the speed, of the motor, is used by Ganz & Co. in a three-phase railway plant in Northern Italy. The general form of this rheostat is shown in Fig. 60. Compressed air is admitted below the bottom of the tank, raising it, and thus increasing the depth of immersion of the metal plates.

The speed of an induction motor can also be controlled by changing the impressed volts at the motor. This method requires the use of an external reactance or a compensator, and a motor possessing a high fixed armature resistance.

The controller and compensator are usually separate. By a sufficient number of taps in the latter, connected by cables to the controller, a graduated variation of the impressed volts is obtained, and a corresponding variation in speed.

Another method of controlling the speed is by changing the number of poles. When a variety of speeds is required, this method is complicated, requiring, in addition to a compensator, an elaborate switching device. It is objectionable also, as the motor can only run at full, one-half, and one-quarter speed, and at no intermediate speeds. This method has been successfully employed in cases where half speed and half full-load torque are required.

An investigation of the relative efficiencies and power factors of induction motors of 10 H.P. output, equipped with the rheostatic and with the potential, variable speed-controlling devices, gives the approximate results shown in the following table :

SPEED.	METHOD OF CONTROL.	EFFICIENCY.	P. F.	AP. EF.
Full	{ Rheostatic	83	86	72
	{ Potential	83	86	72
Half	{ Rheostatic	41.5	86	36
	{ Potential	36	57	20.5
Quarter .	{ Rheostatic	21	86	18
	{ Potential	16	48	7.7

The torque is assumed to be constant at all speeds.

In practice it will be found that, in order to give the best all-round results, the motor for potential control will have a lower efficiency at full speed than the motor built for rheostatic speed control.

The motor with rheostatic control shows the same power factor at all speeds.

The potential control gives a lower power factor and efficiency at all but full speed.

The motor controlled by change of poles will be found to be the most efficient for half and quarter speeds, and has the highest power factor except at quarter speeds.

Of the commercial methods of obtaining speed variation, that by potential control is inferior to the rheostatic control in point of efficiency. The drawback to the rheostatic method is that the motor requires collector rings.

Frequency. — Induction motors of frequencies of from 25 to 60 cycles, as constructed at the present time, have somewhat better power factors and efficiencies than higher frequency motors. Motors of a frequency of 125 cycles or thereabouts are seldom built in sizes above 20 H.P. Motors of this frequency being somewhat difficult of construction on account of the small air gap

required and the greater number of poles, are not cheaper than 25 cycle or 60 cycle motors of corresponding sizes, as might be expected. The reverse holds good with lower frequencies, 60 cycle motors costing less to build than motors of 25 cycles.

Twenty-five cycle motors have the disadvantage that on account of difficulties in the winding construction, the speeds are practically limited to 750, 500, 375, and 300 *R.P.M.* The bipolar motor, running at 1,500 revolutions, is limited to the smallest sizes. The slow speeds of 300 and 375 revolutions make the motor, unless it be one of great capacity, an expensive piece of apparatus. These conditions limit the average practical speed of 25 cycle motors, of sizes from 5 H.P. to 75 H.P., to 750 revolutions.

Frequencies of 35 to 40 cycles are more desirable for the average conditions of motor work, as they permit a much greater range of commercial speeds.

The frequency of 60 cycles likewise permits the construction of motors with a wide range of speed, and which are comparatively cheap to build throughout the entire list.

Voltage. — Induction motors should not be run at lower voltages than that for which they are designed, as the output varies with the square of the voltage. For instance, if the volts at the motor are 10 per cent lower than normal, a motor which has a maximum output of 30 per cent greater than the full-load output will give only $\frac{(90)^2}{100} \times 130 = 105$ per cent of its rated output. The margin is too close for continuous work, as it will not take care of any sudden fluctuation of load or unusual drop in the line. The output of the motor, on a higher voltage circuit than

that for which it is designed, will be increased, and the current likewise, especially at light loads. Within ordinary variation of voltages, the power factor and efficiency at full load remain practically unchanged.

In laying out the wiring of a motor which takes a heavy starting current, allowance should be made for this momentary current; otherwise the impressed volts may drop below the point where the motor will start.

Motors with stationary fields could be wound for fairly high voltage, but for the distributed form of winding required to keep down self-induction, the space necessary for high insulation being occupied by the conductor. Standard American motors below 50 H.P. are not wound above 550 volts. It is considered practical to wind larger motors up to 3,000 volts. European makers, on the other hand, build motors of 10 H.P. to 30 H.P. for pressures of 500 to 2,000 volts, motors of 50 H.P. for 3,000 volts, and those of 75 H.P. and larger for 5,000 volts.

Power Factor — Efficiency. — It has been seen that the ratio of the energy current of a motor, or the current required in supplying its losses and doing the work to the total current consumed, gives the power factor. The product of the power factor and the actual efficiency of an induction motor gives the apparent efficiency. This last quantity determines the capacity of transformers and generators required for supplying current to the motors. As has been seen, the influence of the power factor extends back in the chain of transmission with greater effect on the supplying circuit, necessitating, in the case of a poor power factor, on account of its inductive effects, an additional increase in the capacity of the transmission lines. For this reason, it is usually of importance that induction

motors be designed to give the highest possible power factor. Where the generating power is expensive, it is sometimes of more importance to use motors of higher efficiency than those of high power factor. Under all circumstances, however, it is desirable to have the apparent efficiency of the motors as high as possible.

The power factors of standard commercial induction motors of American manufacture vary at full load from .75 to .92, depending upon the size and frequency of the motor. The efficiencies range from .80 to .92. The apparent efficiencies in motors above 5 H.P. output will be found, as a rule, not less than .75. This means that the transformer, supplying current to induction motors of average sizes, must have a capacity of 1 K.W. for every horse-power output of the motors.

The following table gives approximate capacities of standard transformers that should be used with two-phase and three-phase induction motors :

H. P. CAPACITY MOTOR.	THREE-PHASE.		TWO-PHASE.
	2 TRANSFORMERS.	3 TRANSFORMERS.	2 TRANSFORMERS.
1	.6 K.W.	.5 K.W.	.6 K.W.
2	1. " "	.1 " "	1. " "
3	2. " "	1.5 " "	1.5 " "
5	3. " "	2. " "	3. " "
7½	4. " "	2.5 " "	4. " "
10	5. " "	3.5 " "	5. " "
15	7.5 " "	5. " "	7.5 " "
20	10. " "	7.5 " "	10. " "
30	15. " "	10. " "	15. " "
50	25. " "	15. " "	25. " "
75		25. " "	35. " "
100		30. " "	45. " "

The efficiency of commercial induction motors can be somewhat increased by not sparing iron and copper, as the losses of an induction motor are of the same kind as those of a generator, consisting of copper loss, hysteresis loss, and friction loss.

The power factor can be bettered by reducing the air gap and iron density, and thereby lowering the magnetizing or "wattless" current. To do this, however, and retain high efficiency, increases the cost of the motor, and it then becomes a question whether the increased advantages are worth the extra expense. Mechanical considerations limit the clearance between field and armature. Fig. 55 shows the curves of efficiency, power factor, and apparent efficiency, as well as torque and ampere input of a 175 H.P. motor. At full load the efficiency is 91 per cent, the power factor .88, and the apparent efficiency 80 per cent. The efficiency at half load is as good as that at full load; and at one-quarter load, the efficiency is still well up, being 85 per cent. The break-down point is at over twice full load. The power factor is highest at about 260 H.P., being over 91 per cent.

In many cases it is desirable to design motors so that their maximum efficiency occurs at about three-quarters load. This is especially desirable for shop work, where the driving motors are called upon intermittently to give full load, the average demand being 15 per cent to 30 per cent less than the load for which they are rated.

The efficiency of a 10 H.P., 60 cycle motor with short-circuited armature is shown in Fig. 61, and also, for comparison, the curves of a variable resistance type having high inductance. The efficiency of the variable resistance motor is the higher at all loads under full load, after

which the other motor is ahead. The break-down point of the latter motor is over 200 per cent of full load.

Condensers.—Condensers are used to improve the power factor of circuits supplying current to motors by making the motors take current in proportion to the loads. The motors themselves are not improved, but the wattless current is offset by the leading current supplied by the

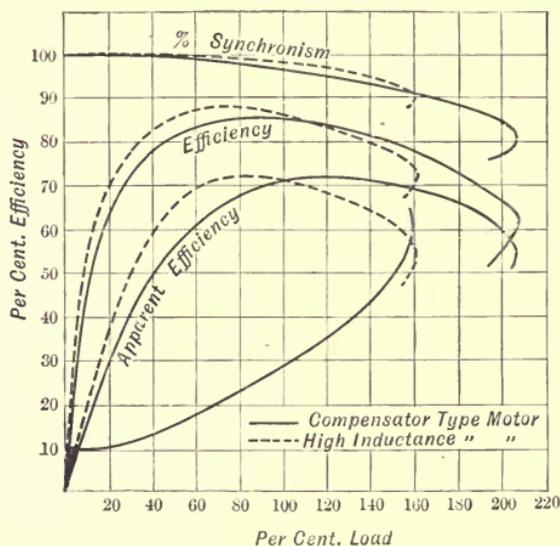


Fig. 61.

condensers, and its pernicious influence confined to the local circuit between the condenser and the motor. Fig. 62 shows the apparent efficiency of a Stanley two-phase motor with and without a condenser, and Fig. 63 the connection of motor and condensers.

The condenser consists of numerous thin sheet conductors, separated by still thinner dielectrics, the whole electrically connected to form two conductors. As the size of the condenser increases rapidly with a low frequency

and voltage, it is best adapted for circuits of over 100 cycles, and when motors are used for not less than 500 volt circuits.

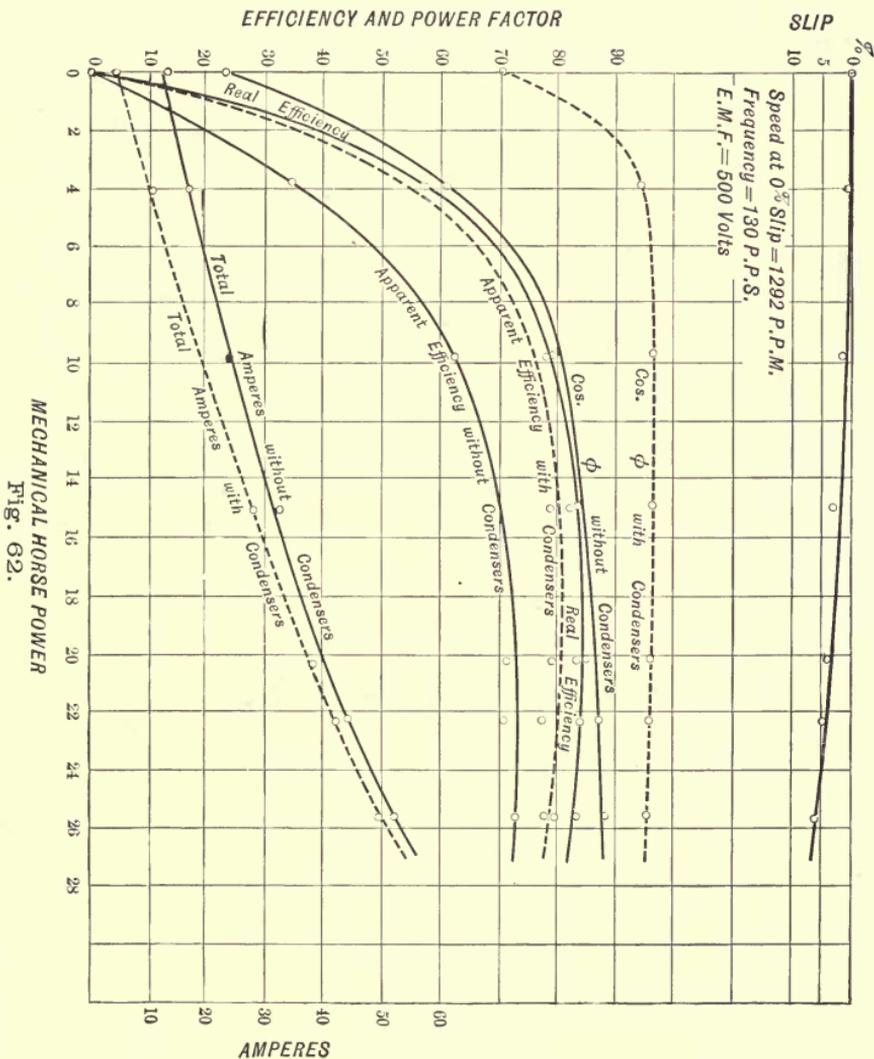


Fig. 62.

Single-Phase Motors. — Single-phase induction motors have only recently been commercially introduced on a large scale. They have the characteristic form of poly-

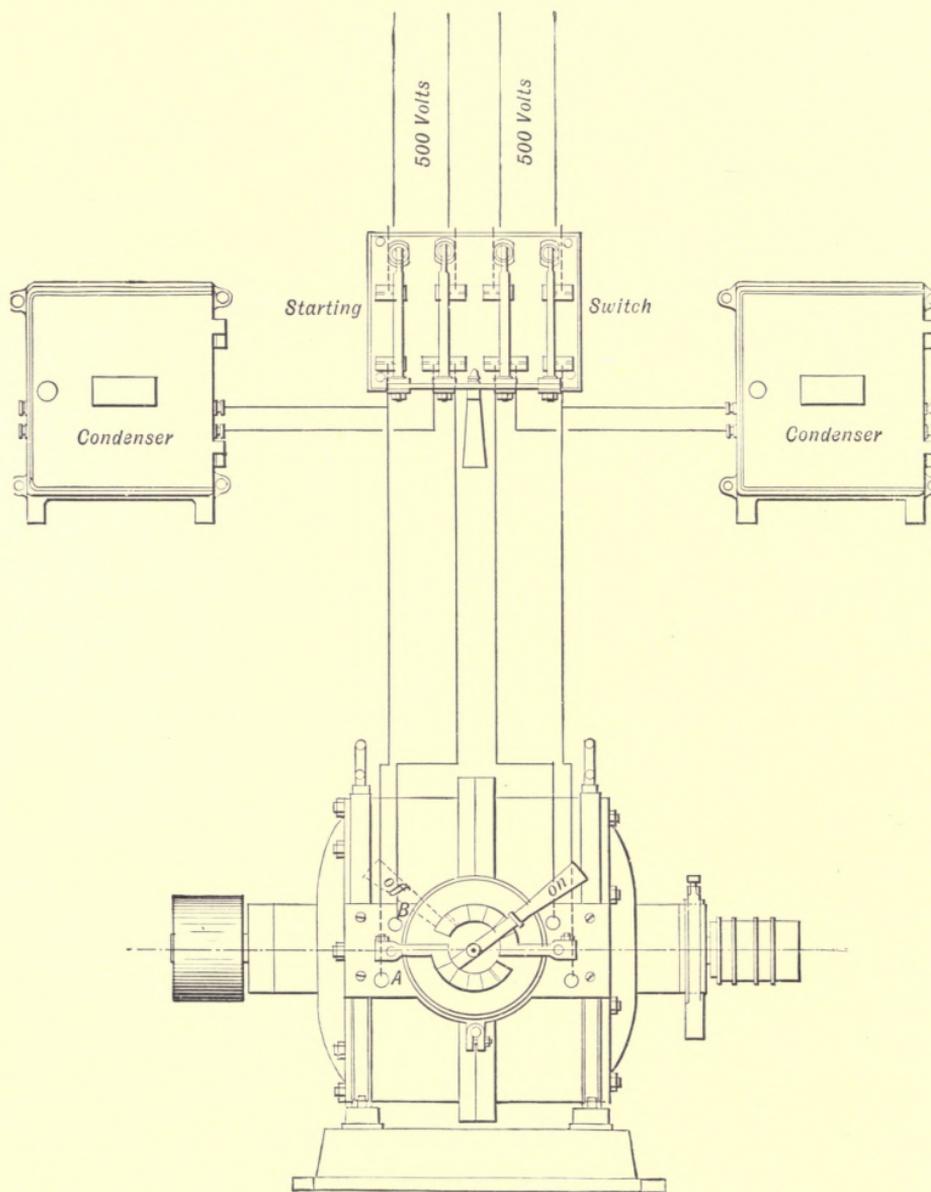


Fig. 63.

phase motors. As the flow of energy in the single-phase system is not continuous, as in a polyphase system, their capacity is less than a polyphase motor of same dimensions. In respect to torque, power factor and efficiency, even the best commercial motors are not so good as polyphase motors. An external starting arrangement, sometimes called a "phase-splitter," is sometimes used with these motors, for artificially producing a torque sufficient to enable them to start from rest under a partial load.

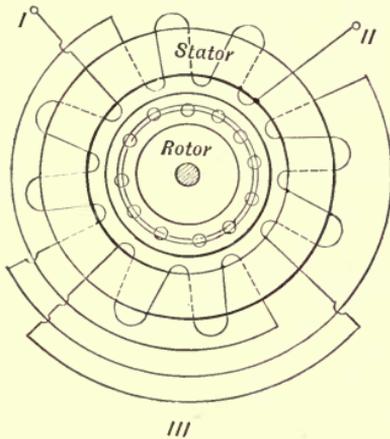


Fig. 64.

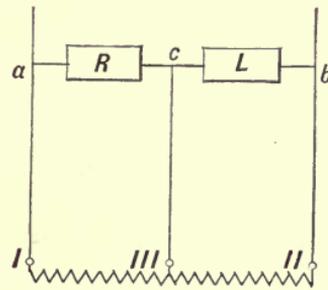


Fig. 65.

The winding of a two-pole, single-phase motor is shown in Fig. 64. It has a two-phase, interlinked winding, the common terminals being at III. If two currents, having a difference in phase, are introduced, the dead point common to all single-phase motors will be overcome, and the armature will revolve. The displaced phase is produced by a combined resistance and impedance coil, the outline connections of which are shown in Fig. 65. *a* and *b* are the main leads; *c* is a lead to the common terminal of the motor two-phase winding. *R* is a resistance and *L* a choking coil. The current passing through *R* will differ in

phase from that flowing through L , and the motor will start, when the switch is thrown, with a torque dependent upon the phase difference. The maximum torque will be developed when the currents are 90° apart. This, of course, cannot be obtained with this device. By replacing the resistance by a condenser, a phase difference of 90° or over can be obtained, with a correspondingly increased torque, and a decreased starting current. When the motor reaches speed, the starting coils are cut out, and it then runs as a single-phase motor.

The usual form of motor is provided with a starting device that gives half-load torque at about 150 per cent of full-load current. Full load torque may be obtained at somewhat over twice full-load current, by a special starting device. The advantage of the single-phase induction motor over the single-phase synchronous motor lies principally in the fact that the latter motor is liable to be thrown out of step by any fluctuation in the generator speed. The synchronous motor is fairly efficient, and has a power factor of nearly unity, but the current at starting is quite out of proportion to the torque.

A three-phase induction motor will give about 40 per cent of its output when used single-phase. A two-phase motor will give 50 per cent of its two-phase rating under the same conditions. The same motors can be rewound as single-phase motors, and will then have an output of over 75 per cent of their former rating. The unaltered two-phase and three-phase motors can, however, be made to yield, on a single-phase circuit, about 75 per cent of their rating by increasing the voltage 30 per cent above that for which they are wound.

In Fig. 66 is shown the connections of a Wagner

Electric Company's self-starting, single-phase motor. In starting, the armature and field are connected in series. On attaining full speed, this connection is automatically broken by a governing device within the armature. Simultaneously, the armature is short-circuited on itself, and the

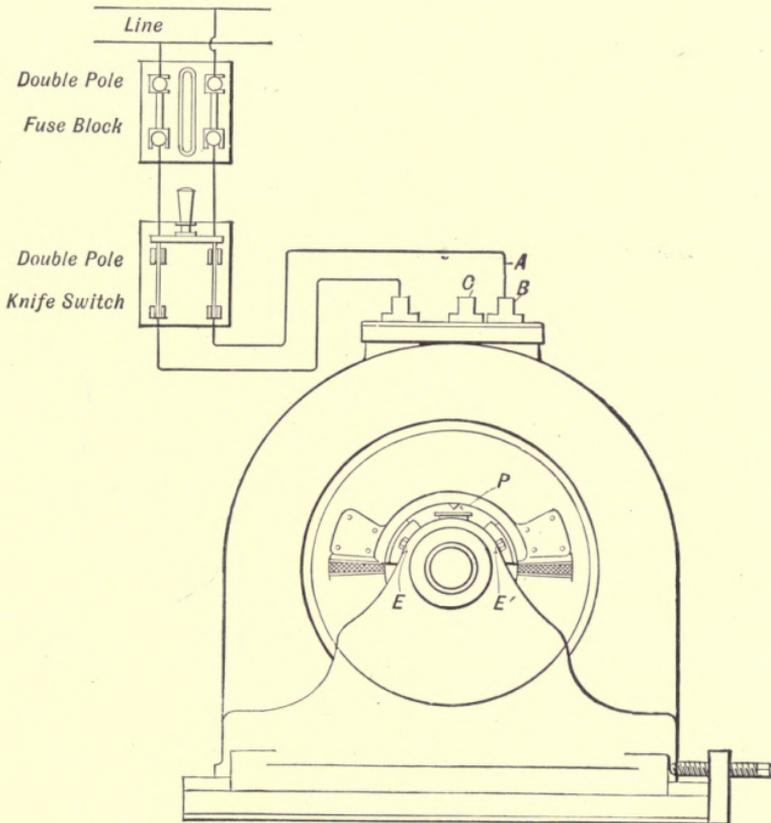


Fig. 66.

field remains connected across the line. The motor then operates as a simple induction motor.

As seen in the diagram, no external starting device is required, there being only two wires from the mains to the motor. The third binding post, C, is for use in case the voltage of the supplying circuit is low, being connected to the supplying circuit at starting only.

CHAPTER V.

SYNCHRONOUS MOTORS.

General.—Any alternating-current generator, with little or no change, can be used as a synchronous motor. Electrically and mechanically the motor resembles the corresponding generator, and must be provided with the same station equipment, including some source of exciting current. The synchronous motor, especially in units of large output, possesses a number of features which makes its use at times preferable to that of the induction motor. Besides the advantage of an unvarying speed at all loads, the power factor can be altered at will by changing the exciting current and made equal to unity at any load. The current can even be made leading, to offset a lagging current in other parts of the system. The synchronous motor, especially at low speeds, is cheaper to build than the induction motor, and its efficiency, as a rule, will be found to be higher.

As a partial offset to these advantages, the synchronous motor is not adapted for use where a large starting torque or frequent starting of the load is necessary. It does not admit of independent speed regulation. It also has the disadvantage of requiring certain station appliances and an exciting current. Another objection to the synchronous motor is its tendency to hunt. It requires skillful and intelligent attention.

Speed. — The speed of the synchronous motor is not necessarily the generator speed, but a speed which, multiplied by the number of poles, gives a product equal to the generator alternations. A motor, with twice as many poles as the generator, will have half its speed, or *vice versa*. As load is thrown on the synchronous motor, there is a lag in the relative positions of armature winding and pole face, or retardation of the armature. The effective counter *E.M.F.* is thereby reduced, which gives rise to a larger flow of current.

The motor speed is independent of the voltage and cannot be altered except by changing the generator speed. It is important therefore that the regulation of the prime mover be as perfect as possible, both in the number of revolutions per minute and in the angular speed; otherwise, as the fly-wheel capacity of the motor armature is sufficient to absorb considerable energy without changing its speed, fluctuating currents will pass between generator and motor, reducing the motor capacity, and producing bad regulation.

Torque and Output. — A synchronous motor at starting acts somewhat as an induction motor. Consequently any variation of its proportions, such as the shape of the pole pieces, armature reaction, and nature of the winding, — i. e., distributed or unitooth, — affects its starting torque. The starting torque may vary from nothing to 20 or 30 per cent of full-load running torque, depending upon the motor design. When once in motion, the motor will rapidly attain synchronous speed. Polyphase motors, as usually constructed, will carry four to five times full load. If further loaded, they fall out of synchronism, and can be brought up to speed by being relieved of the load. Single-phase synchronous motors have dead points, and will not start from rest; monocyclic generators used as motors

develop too feeble a torque to start, and may be regarded as single-phase motors in their action at starting, and when running under load. It is necessary to use some extraneous source of power to start single-phase motors, and bring them up to speed. This is usually effected by an alternating-current motor. In some cases where a direct-current source of power is available, the exciter may be used as a starting motor.

The limit to the torque and output of a synchronous motor is dependent mainly upon the terminal voltage. Under rated voltage the margin of most motors, before the break-down point is reached, is sufficient to enable them to stand a heavy overload. Variation of the speed of the prime mover will reduce the maximum output.

Voltage.—The relation of impressed volts to the maximum output is the same in synchronous as in induction motors, the output and the starting torque varying within certain limits as the square of the volts. It is essential, therefore, that the pressure be kept at the rated voltage of the motor; otherwise the motor may not start at all, particularly if it consumes an excessive starting current.

Synchronous motors can be wound for the same voltage as the corresponding generators. Standard motors of 100 H.P. and over, of the revolving armature type, are wound for potentials up to 3,400 volts. Motors of the stationary armature type can be safely wound for potentials as high as 7,000 volts, in sizes from 100 to 500 K.W.; motors of larger capacity can be wound for 15,000 volts. Motors of the revolving field type, as ordinarily proportioned, have a somewhat greater starting torque than those of the revolving armature type, on account of the greater arc covered by the pole face.

Methods of Starting. — When a large torque is required to turn over the load, as in the case of mill machinery or long lines of shafting and belting, a friction clutch must be used. This permits the load to be gradually thrown on the motor after it reaches synchronism. The clutch may be mounted on the motor base extended, an extra standard being required for this purpose; or the motor may be belted to a line shaft on which there is a coupling. This is the cheaper and more usual method. Fig. 67 shows a 500 H.P. motor, built with extended base, carrying a clutch and driving pulley. In selecting a coupling for this class of work, one of ample proportions should be used, as it must start the load gradually, without exceeding the breakdown point of the motor, and without overheating.

The operations in starting a synchronous motor are about as follows: First, the main switch is closed and the motor with its fields unexcited will start with a small torque due to the induced currents in the pole pieces, and soon speed up to almost synchronism. The current from the exciter, which is either belted to or mounted on the motor shaft, can now be switched into the fields, and the motor will be brought up to synchronism. The full load can then safely be thrown on the motor by the friction clutch, if one is used.

The current taken at starting may be anything from 150 per cent of full-load current to several times normal current, being limited by the resistance and self-induction of the armature windings, i. e., its impedance. This excessive starting current, as it is of an inductive character, may cause a large drop in the line, and disarrange the voltage of the entire system.

If the motor takes a large proportion of the generator

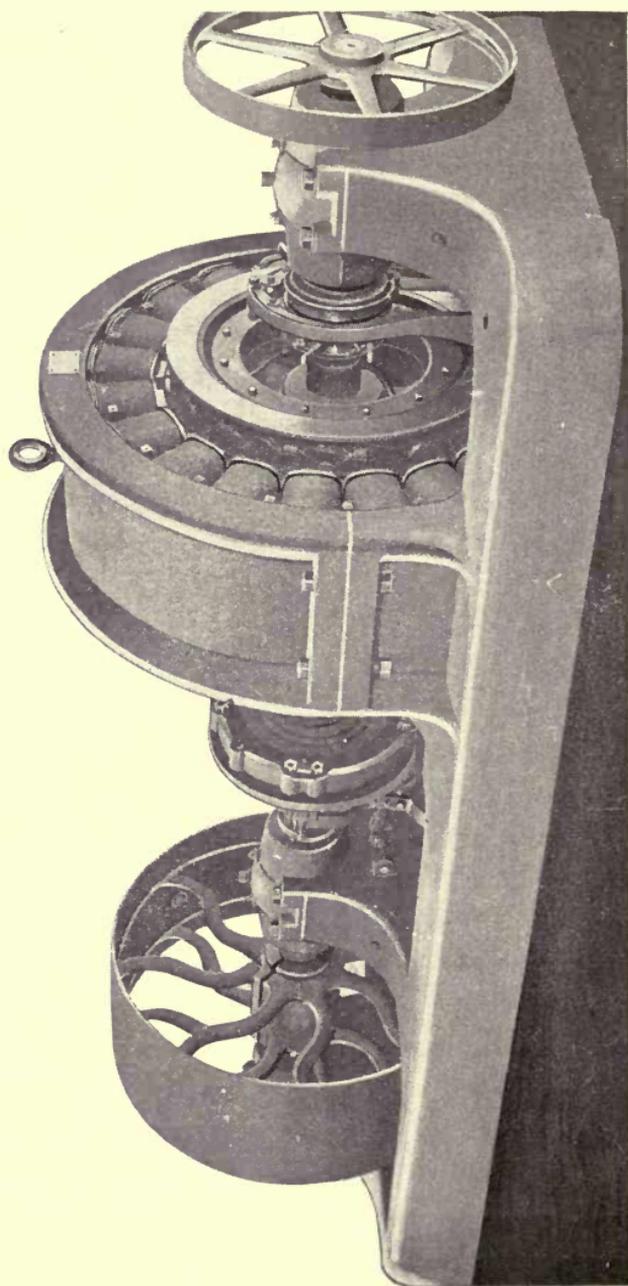


Fig. 67.

output, or is used in connection with lights, and started and stopped at frequent intervals, some other means should be employed to reduce the current. This can be done, as in the case of the induction motor, by the use of a resistance, a reactance, or a compensator in the main circuit, or by a small starting motor. A compensator starter, like that shown in Fig. 68,

is sometimes used. This particular starting device closely resembles the compensator starter for three-phase induction motors, shown in Fig. 49. It is provided with three taps, giving voltages 40 per cent, 50 per cent, and 60 per cent of running full-load volt-

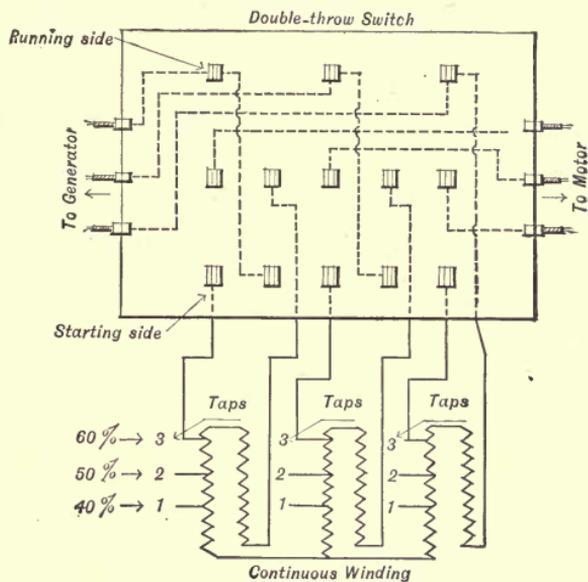


Fig. 68.

age. With 50 per cent of the impressed volts, the synchronous motor, when properly proportioned, will take, at starting, a current equal to about full-load current, and start with a torque about 15 per cent of the full-load running torque. The operation of this starting device is plainly indicated. The triple pole switch is down at the moment of starting, and, when nearly synchronous speed is reached, is thrown up to the running side.

A starting motor, of the induction type, is the best means of reducing the current at starting. The current

taken by this small motor cannot seriously affect the voltage of the circuit. This method should be employed when the motor is started frequently, or when a low starting current is essential to preserve good regulation. A starting motor, one-tenth the capacity of the synchronous motor, will usually be found of sufficient size to meet all average conditions. When an auxiliary motor is used, the synchronous motor must both be brought up to slightly above synchronous speed, and the speed of the motor *E.M.F.* brought into opposition with the generator *E.M.F.* Fig. 69 shows a 1000 H.P. two-phase motor with induction motor starter.

Many forms of self-starting synchronous motors have been devised for use on single-phase circuits. Most of these are provided with a commutator for self-excitation, and a starting device. A commutator, in series with the field winding, rectifies the current at the instant the main armature current is in phase for producing a slight torque. When the motor reaches speed, the commutator is cut out. One of these types is the single-phase motor made by the Fort Wayne Company, which embodies a modification of this construction. The main current is first thrown on a continuous current winding connected to a commutator, and laid over the alternating-current winding on the armature, which is connected to collector rings. When the motor reaches synchronism, the main current is switched into the alternating-current winding, and the field circuit closed on the starting winding through the commutator.

In starting a synchronous motor, difficulty is sometimes encountered in the high voltage induced in the fields by the armature current. This is overcome in the revolving field type of motor by using an exciting current of low potential, — sometimes as low as 50 volts, and in the re-

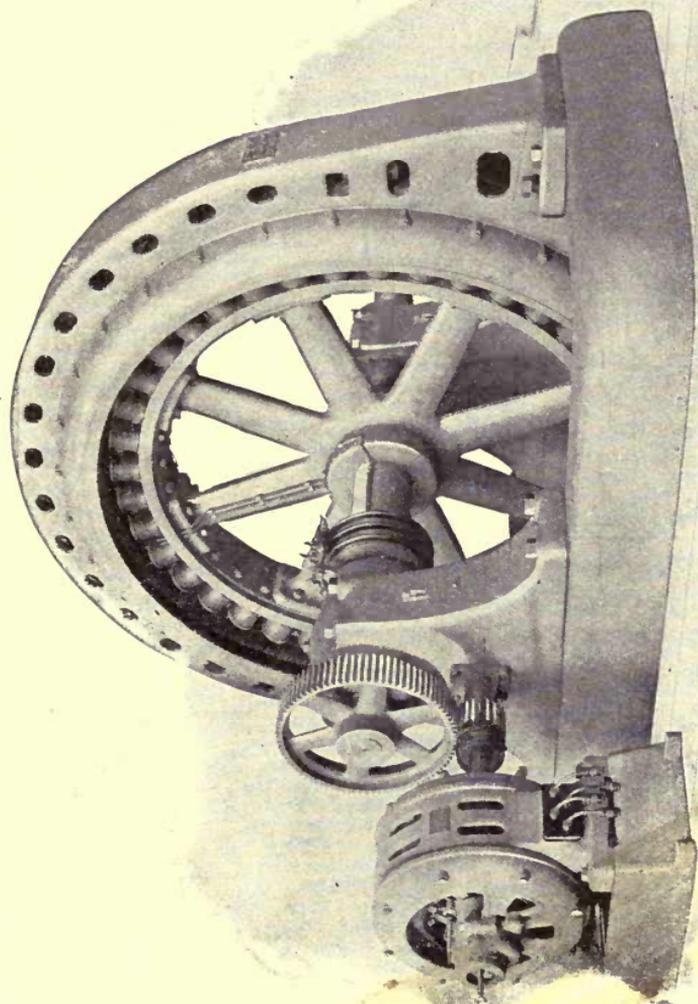


Fig. 69.

volving armature type by breaking up the fields into a number of parts, or by open-circuiting each field spool, as shown in Fig. 70. Leads from each spool are brought out to convenient switches on the motor frame. The motor is started with these open. When synchronism is reached the switches are closed, thus putting the field coils in series, and throwing them in circuit with the exciter.

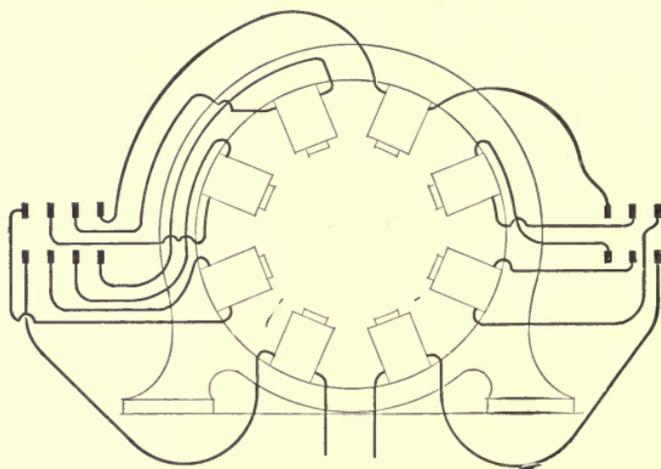


Fig. 70.

Field Excitation.—An increase of the field excitation of the synchronous motor will cause a corresponding increase in the *E.M.F.* generated in the motor. By properly proportioning the field excitation, this *E.M.F.* of the motor can be made considerably greater than the impressed volts at the motor terminals. It will be seen that an opposite condition exists from that when the induced *E.M.F.* is small, due to a small exciting current. In the first case, the phase of the current will be found to be in advance of the impressed volts, and in the second case, to be lagging behind. It follows, then, that for any condition of load of the synchronous motor, by simply changing the strength

of the exciting current, the armature current can be made lagging, in phase with, or in advance of, the impressed *E.M.F.* In other words, the amount of current consumed by the motor depends upon the field excitation.

The effect upon the armature current, produced by varying the field excitation, is shown by the curves in Fig. 71. Up to a certain point, as the excitation is increased, the armature current is lagging, and decreases. Further increase of the exciting current causes the armature to consume more

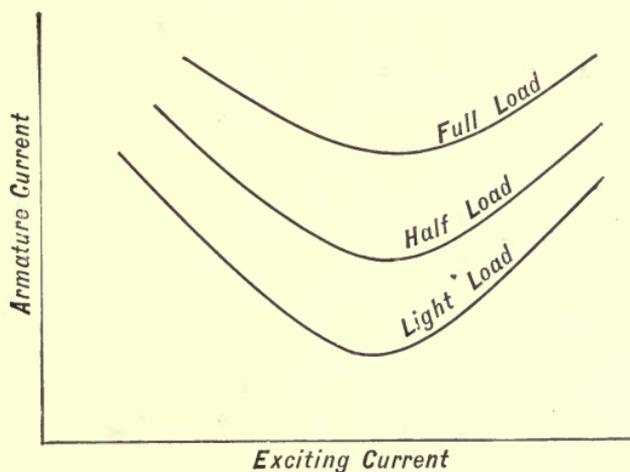


Fig. 71.

current, which is now leading. There is one value of the exciting current for which the armature current is a minimum. In motors of good regulation this value varies but slightly with different loads.

The result obtained from this property of the synchronous motor, of producing at will any displacement of phase between current and *E.M.F.*, is the possibility of annulling the reactance due to the inductance of the line, and at the same time of compensating for a certain amount of lagging current due to inductive loads in other parts of the circuit.

When over-excited, the synchronous motor acts like a great condenser. It will take care of a total current made up of energy and wattless components, to an extent equal to its rated ampere output.

Synchronous motors of the polyphase type are separately excited. No series winding or automatic compounding is required.

Exciting Current and Exciters for Standard Polyphase Generators and Synchronous Motors.

GENERATOR OR MOTOR. RATING K. W.	25-60 CYCLES.		EXCITER CAPACITY.
	SEPARATE EXCITING CURRENT.	VOLTAGE.	
50- { Generator . .	6	125	1½ K.W.
	Motor	10	2 K.W. to 2½ K.W.
75- { Generator . .	8	125	2 K.W. to 2½ K.W.
	Motor	13	2½ K.W.
100- { Generator . .	10	125	2½ K.W.
	Motor	15	2½ K.W.
150- { Generator . .	12	125	2½ K.W.
	Motor	20	3½ K.W. to 4½ K.W.
250- { Generator . .	19	125	4½ K.W.
	Motor	32	7½ K.W.

When generators provided with automatic compounding are converted into synchronous motors, it will be found that increased separate excitation is required; since the series fields are necessarily omitted in the motor. The standard exciters usually furnished with generators under 250 K.W. capacity must, as a rule, be replaced by the next larger sizes. The preceding table gives the average separate exciting current required by standard polyphase generators and motors of moderate output, power factor

being taken as unity. The exciter capacities given are sufficient to take care of inductive conditions. The exciters should have more capacity than is actually required, as they are the weakest part of the system, and should not be taxed to their full capacity. In a station where several synchronous motors or generators are used, it is customary to install two exciting dynamos, each one of which has capacity to furnish sufficient excitation for all machines.

Power Factor.—The maximum efficiency of the motor and circuit exists when the current and *E.M.F.* supplied to the motor are in phase, — i.e., when the power factor is unity. This is also a condition of minimum current, and the drop in the line is that due to ohmic resistance only. When the current is in advance of, or lagging behind the impressed volts, the power factor is less than unity. It is possible, as we have seen, to suitably proportion the exciting current of a synchronous motor, so that its power factor may be unity at any load. In this way a low power factor of the supplying circuit, due to induction motors, may be raised any amount.

On account of armature reaction, a motor, which has its excitation adjusted to give a power factor of unity at full load, will take a leading current, and have a power factor less than 100 per cent at all points below full load. For the average case, it will be found most desirable to so excite the motor fields that the minimum current and highest power factor are reached at about average load. The power factor will be leading at lighter, and lagging at greater, loads. Except in the case of synchronous motors of abnormally bad design, the power factor, with properly excited fields, will have a high value over a wide range of load. Even motors with considerable armature reaction will have only a slightly drooping curve of power factor.

Motors which, as generators, would have excellent inherent regulation, — i.e., small armature reaction and self-induction, — can be made to have, with one adjustment of the field, practically 100 per cent power factor at all but light loads. The advantage of a more uniform power factor in such motors is offset by their instability during voltage fluctuations. Some self-induction is desirable in order to prevent exchange of current between motor and lines when the impressed volts vary, as often happens in power transmissions. In selecting a synchronous motor, therefore, preference should be given to that one which, as a generator, would not have very close inherent regulation. Machines, of not such good regulation, have, as a rule, a higher efficiency, and take less starting current.

To predetermine the proper field strength which will give the maximum condition of efficiency, it is necessary to know the conditions of the system, — the reactance of the generator and line, the average load and its power factor, and the characteristics of the motor. Each case is a problem by itself, and must be judged by the special conditions affecting it.

A synchronous motor will take no more than its rated amperes without overheating, whatever the phase relation of current and *E.M.F.* may be. If the inductive load at the receiving end is large, as compared with the motor load, the synchronous motor may prove inadequate to carry its own load, and appreciably annul the inductive effects.

It will be found that, for every load and every power factor, there is a synchronous motor capacity which will make the efficiency of the system a maximum. Mr. E. J. Berg has calculated the influence of synchronous motors upon the efficiency of alternating systems. Fig. 72 shows

the different efficiencies of a transmission of a constant current of 200 amperes when a synchronous motor of 50, 100, or 150 K.W. is running as a compensator at the receiving end, which is assumed to have varying power

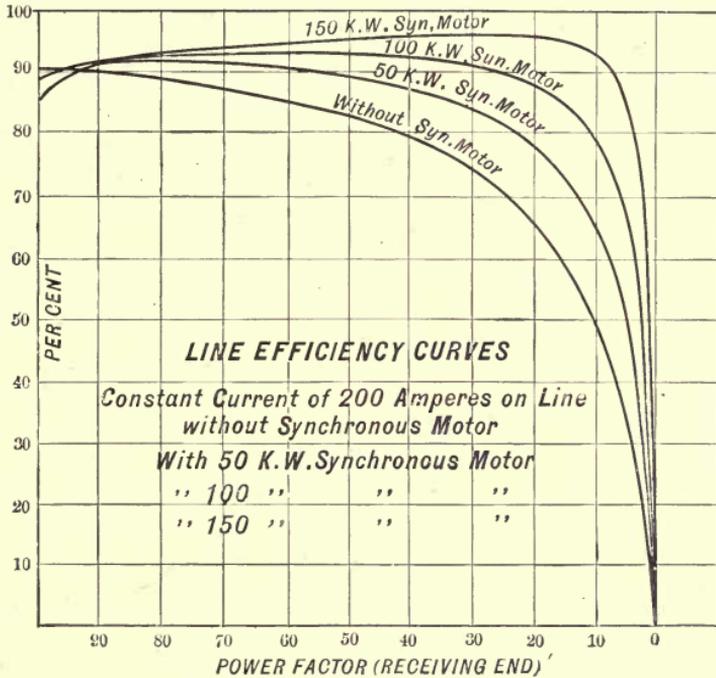


Fig. 72.

factors. The circuit is supposed to have the following constants :—

- Current = 200 amperes.
- Resistance = .52 ohms.
- Reactance = 1.45 ohms.
- Voltage at motor = 1000.

It will be noticed that, as the power factor diminishes at the receiving end, the line efficiency is increased by using the larger synchronous motors — i.e., will transmit a great

amount of energy for the same loss. The line efficiency is greatest when using the 150 K.W. motor at all power factors below 87. The line efficiency is improved by entirely dispensing with the motors when the power factor is greater than 95. The leading current of the motors is then in excess of the lagging current of the receiving circuit, thereby increasing the total current, or when maintaining a constant current, as in the present case, decreasing the energy current — i.e., the amount of power that can be transmitted over the lines with the conditions as given.

Instability. — When a number of synchronous motors are running at the end of a long transmission line it is sometimes found that a condition of instability exists, especially during load variations. This is shown by an interchange of synchronizing current. This difficulty may in part be overcome by under exciting the motor fields, which gives a lagging armature current.

The instability or “hunting” of synchronous motors may also be caused by the periodic variation in the angular velocity of the prime mover. The permissible limits of angular variation have been fixed principally because of the effect on the operation of synchronous apparatus of changes in frequency of the supply current during each revolution of the generator. Any disturbance distorting the motor-field flux, thereby pulling ahead or retarding the revolving element, will increase the tendency to hunt. This tendency is more noticeable in motors of high voltage when designed with armatures having few slots. It may be reduced by various forms of anti-hunting devices, such as short-circuited bars piercing the pole pieces, or by copper rings surrounding the poles, or, better still, by copper or heavy aluminum bridges between adjacent poles.

CHAPTER VI.

ROTARY CONVERTERS.

General. — Any direct-current generator can be used as a rotary converter by tapping the armature windings at particular points and connecting the leads to collector rings. Direct current can be taken from the brushes of the machine at the commutator end, if an alternating current is supplied to the collector, or *vice versa*. If connections are made with the armature at points differing from each other by 180 electrical degrees, the machine becomes a single-phase rotary converter ; while connections at points 90° apart will give a two-phase relationship. Connections made at points 120 electrical degrees apart permit the use of the machine on three-phase circuits.

The output of such a machine is increased when used as a rotary converter. This is partly due to the absence of armature reaction. The direct current flowing out may be said to neutralize the armature reaction of the alternating current flowing in. Again, at certain positions of the armature, the current flows through the shortest possible path from collector to commutator. When used as a motor, taking current from either the direct or alternating current end, a rotary will heat more for the same current input than when used solely for the conversion of the current.

While a direct-current generator may be made into a rotary converter in the manner described, it is not desir-

able to do so, on account of the low frequency which such a machine will have. It does not follow, moreover, that the direct-current generator will fulfil the conditions of successful commercial operation. On the contrary, it is probable that, without some change in the proportioning of parts and windings, such a rotary converter would be a failure.

As usually designed, rotary converters vary but little in mechanical construction and in general appearance from direct-current generators. Fig. 73 illustrates a 400 K.W. Westinghouse converter. This machine as shown is provided with an induction-starting motor, which is used when the converter is started from the alternating-current end, and, like the similar motor in a synchronous motor, reduces the starting current. No pulley is provided, unless it is intended to operate the rotary as a double-end generator or as a motor. The armature is usually of large diameter, to give efficient ventilation. That of a 600 K.W. rotary, recently built, has the high peripheral speed of 7,500 feet per minute.

Connections. — A number of connections of the alternating end of rotary converters are diagrammatically shown in Figs. 74 to 78. Fig. 74 is a single-phase arrangement. The armature windings are tapped at two opposite points, and leads are brought out to two collector rings. The connections for three-phase rotary converters are shown in Fig. 75. The three collector rings are connected to three points in the armature, 120° apart. Fig. 76 illustrates the usual method of making connections for a two-phase rotary converter. These are the simple connections of bipolar machines. In multipolar rotary converters, the collector rings are connected to as many points of the armature as

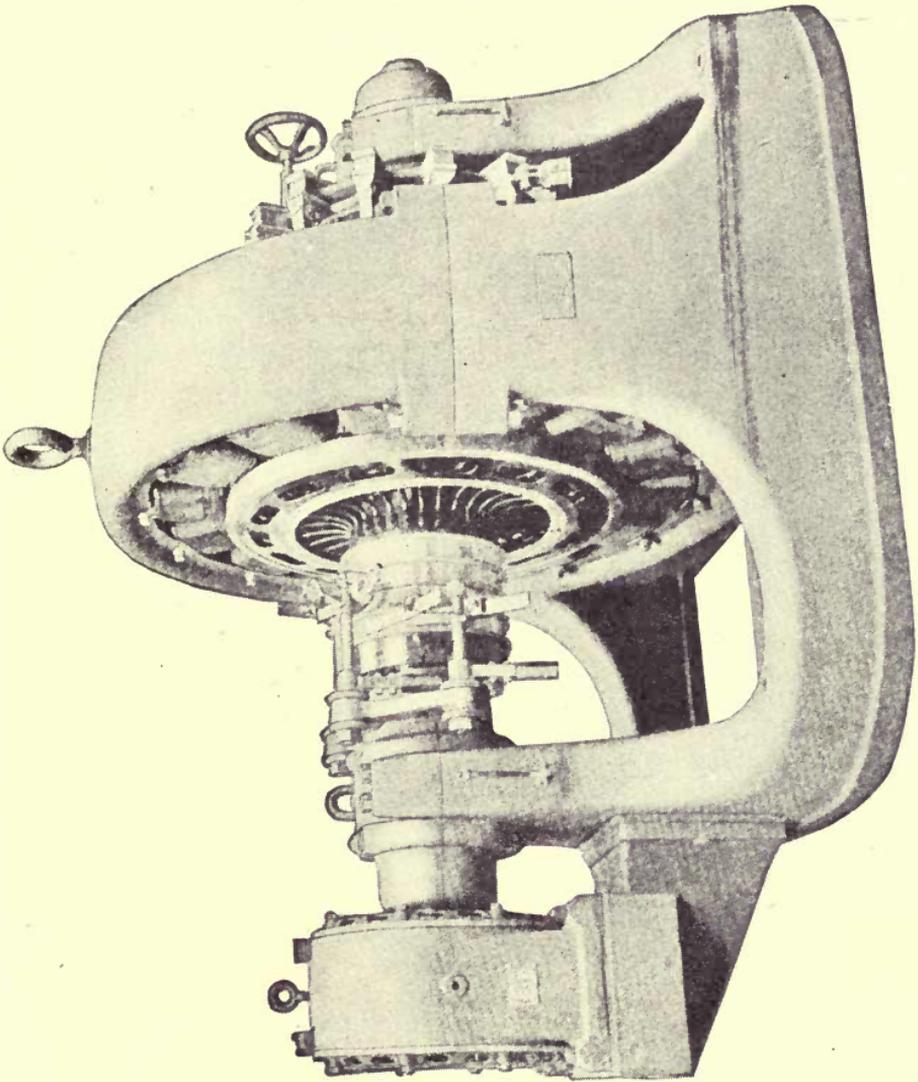


Fig. 78.

there are pairs of poles, — i.e., the connections must be duplicated for each 360 electrical degrees of the machine. Fig. 77 shows the connections of a four-pole single-phase rotary. The two pairs of leads run from points of the armature winding, 180 electrical degrees apart.

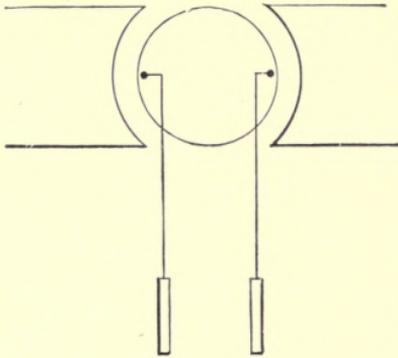


Fig. 74.

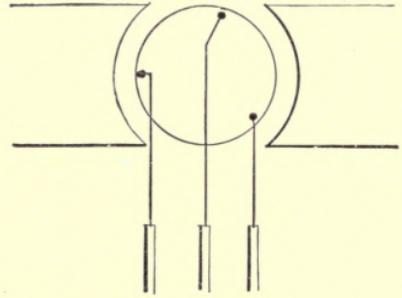


Fig. 75.

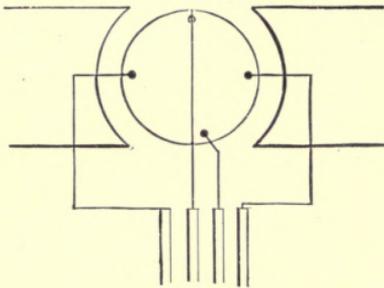


Fig. 76.

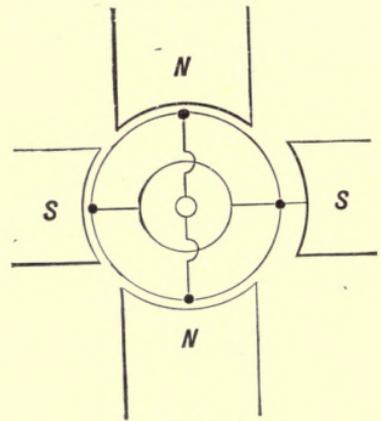


Fig. 77.

It has been noticed that the increased output of a machine, when used as a rotary converter, is partly due to some of the current passing directly from collectors to commutator. The output can be made still greater by increasing the number of collector rings and connections. For instance, a three-phase arrangement can be made with

six collector rings, as in Fig. 75, and a two-phase, with eight collector rings. In the three-phase arrangement, the phases are not interlinked at the collector rings.

Ratio of Alternating to Direct-Current Voltage.—The voltage of the alternating current of a rotary converter is always less than that of the direct-current end, the value of which is equal to the crest of the *E.M.F.* wave, while the alternating pressure is rated by the mean effective value. The natural *E.M.F.*

of a direct-current generator is alternating in character, and is rectified by the commutator when the impulses are at their maximum. The measured or effective value of this unrectified *E.M.F.* is

$$\frac{1}{\sqrt{2}} = .707 \text{ of the } E.M.F., \text{ at}$$

the commutator brushes.

This is the relation between the alternating and direct volts of a single-phase and of a two-phase rotary converter. From the nature of the three-phase system of electro-motive forces, the ratio of voltages in a three-phase rotary converter is

$$\frac{\sqrt{3}}{2\sqrt{2}} = .613 \text{ of the direct current } E.M.F.$$

The ratio of voltage for any particular converter cannot be appreciably varied.

The theoretical ratios are not always found in practice, due to a variety of causes, the main ones being the departure of the generator voltage from a true sine-wave, affecting the mean value of the alternating *E.M.F.*, the drop in the machine, which may be 1 or 2 per cent, the position of the direct current brushes on the commutator, the excita-

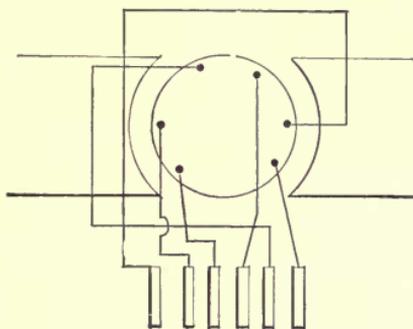


Fig. 78.

tion, the ratio of pole arc to pitch, and the conditions of operation.

As the direct current voltage at the commutator brushes, neglecting the ohmic drop in the converter, is equal to the maximum instantaneous voltage at the collector rings, a flat top wave gives a higher ratio, i.e., lower direct current voltage, and a peaked wave a lower ratio, i.e., higher direct current voltage with the same impressed voltage. Further, the shape of the *E.M.F.* wave impressed by the generator upon the converter is modified by the counter *E.M.F.* wave of the converter. A short pole arc of the converter, producing a flat top counter *E.M.F.* wave, here tends to lower the direct current, and a long pole arc tends to raise the direct current voltage at the same impressed alternating voltage.

A bad or trailing position of the brushes from the neutral point increases the ratio, the variation in extreme cases amounting to several per cent.

Over excitation may reduce the ratio one or two per cent, while with under excitation, i.e., lagging current, the ratio may be increased the same amount.

Under average conditions of full load operation the standard types of converters have ratios about as below:—

Percentage pole arc :		50%	67%	74%	80%
Three-phase,	{ 550-volt,	67	63	62	61.5
	{ 250-volt,	67.5	63.5	62.5	62
	{ 125-volt,	68	63.8	63	62.5
Two-phase,	{ 550-volt,	78	73.5	72.5	72
	{ 250-volt,	79	74	73	72.5
	{ 125-volt,	79.5	74.5	73.5	73

In the normal operation of the converter, i.e., when furnishing direct current, the ohmic drop reduces the direct current voltage. When run as an inverted converter, i.e., when delivering alternating current, — direct current being fed to the brushes, — the drop is on the alternating side ; consequently the ratio of a converter is lower when run inverted.

For preliminary calculations where the data of operation are not known, the following ratios may be used with most standard converters, — for two-phase, 74 ; for three-phase, 64.5. It is customary to make allowance for the departure from the normal ratio, which will be found in the actual operation of rotary converters, the extent of which cannot always be predetermined, by using transformers with taps in the secondary windings, permitting a voltage change of about 5%.

Six-phase Converters. — The greater the number of equidistant points at which the armature winding is tapped, the more direct is the path from the alternating current collector rings to the commutator, and consequently the less the heating of the windings. For this reason a two-phase converter of given dimensions has a greater capacity than a three-phase and a six-phase a still greater output. The increased capacity of a six-phase converter over a three-phase may be as much as 40 to 50 per cent. In addition to the cheaper cost of manufacture for the same output, a six-phase converter has the advantage of superior commutation. Its synchronizing power is also greater.

The ratios of conversion of six-phase converters depending on the method of connecting the secondaries of the supplying transformers will be the same as those for either

two-phase or three-phase machines. The transformers are provided with secondaries divided into two separate windings, and permit the six-phase arrangement from three-

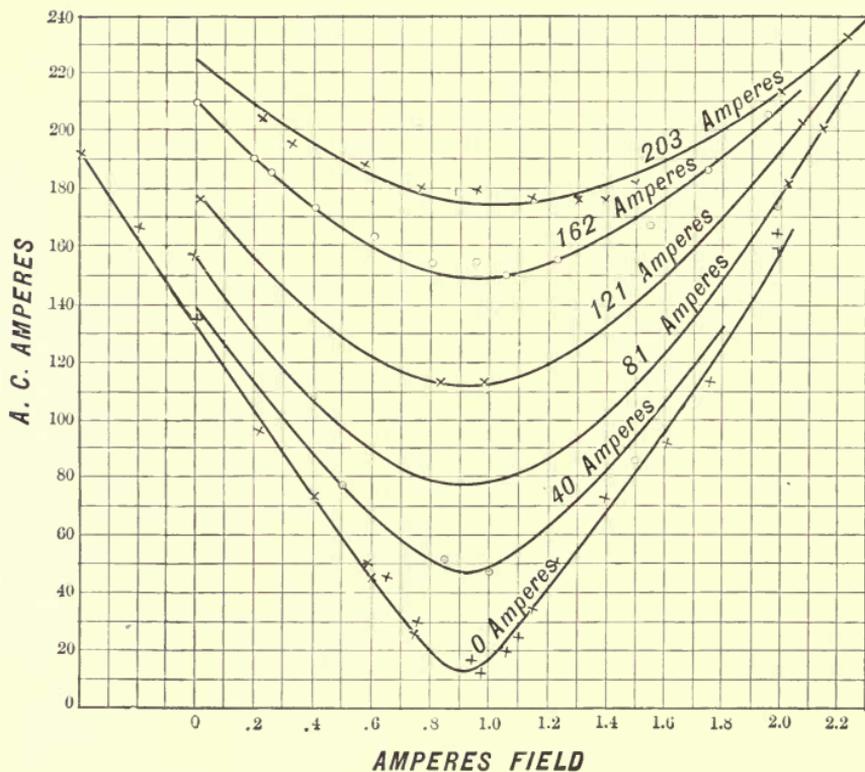


Fig. 79.

phase currents, as is explained in the chapter on three-phase systems.

Types of Converters determined by Field Excitation.—Rotary converters may be either separately excited or have both series and separate field excitation,—i.e., be shunt or compound wound. A third type is sometimes constructed, which has neither separately nor series excited

fields, but in which the magnetic field is induced by the armature current. This type is known as the "Induction" converter, and has the characteristic of an induction motor, of a lagging current at all loads. It runs, however, at a synchronous speed.

The current for the separately excited fields is usually supplied from the direct-current end, so no exciter is required. The shunt-wound rotary can be made to give

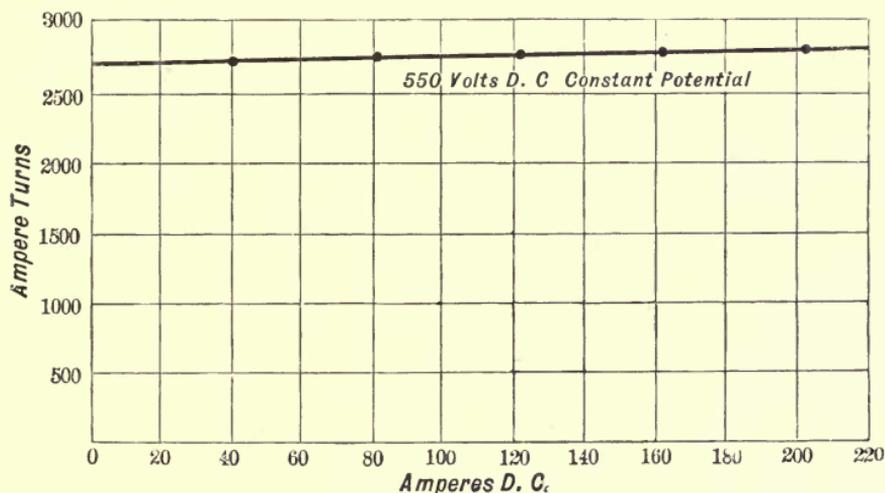


Fig. 80

any power factor, either leading or lagging, by over or under exciting the fields. The power factor will remain practically constant for all loads. This property is graphically shown in Fig. 79. Each curve represents the variation in the current input at the alternating end, for varying field strengths at different loads, of a 100 K.W. rotary converter. The field strength for minimum current, or 100 per cent power factor, is 9.2 amperes at no load, and 9.55 amperes at full load of 182 amperes, proving that the armature reaction is very slight.

Fig. 80 shows, in another way, the insignificance of the armature reaction. The ampere turns at no load are 2,700, and at full load 2,790, an increase of about 3 per cent.

The shunt-wound converter is particularly adapted for large installations where load fluctuations are gradual, and good regulation and constant power factor are of importance.

Compound-wound converters are used to advantage, as will be shown, for supplying current to fluctuating circuits, as in railway service, and in cases where it is necessary to maintain constant or increasing voltage with increasing load. Various combinations of field excitations are possible, and more or less prominence can be given the shunt or series windings, as may be required.

Limit of Frequency. — While 60 cycle rotary converters of a capacity as great as 500 K.W. have been built, the greatest success, up to the present time, has undoubtedly been obtained by using a frequency of approximately 40 cycles and under. The limit of frequency of a rotary converter is due solely to mechanical reasons. In designing a machine for a given number of alternations, the problem is to keep the peripheral speed of the commutator within practical limits. Too high a peripheral speed will cause the commutator segments to buckle, through the action of centrifugal force. A reduction in the diameter of the commutator, on the other hand, may reduce the width of the segments below the lowest limit fixed by experience with commutator construction and operation. The voltage and output will determine the general dimensions of the commutator. Take the case of a 600 K.W., 550 volt, 60 cycle rotary converter, the speed of which, on account of its size, is limited to, say, 600 *R.P.M.* The number of poles would be twelve. The peripheral speed of the com-

mutator being limited, the circumference is at once fixed. The average volts per bar being also limited, the total number of segments is determined. In a 40 cycle rotary recently constructed, the average voltage between segments was limited to $13\frac{1}{4}$ volts, and the commutator speed to 4,500 feet per minute. If we apply this data to the 60 cycle rotary, we have the following :

Number of segments between poles = $550 \div 13\frac{1}{4} = 41$

Total number of segments = 12 (number of poles) \times 41 = 492

That circumference of the commutator which will keep the peripheral speed within the limits set—i.e., 4,500 feet per minute—is 90", thus allowing only .18", for the width of each segment. For mechanical reasons this width is less than can be used. It will be seen that, unless the speed of the rotary can be increased, thus permitting a lesser number of poles, or the peripheral speed of the commutator can be increased, permitting a larger circumference, and consequently wider segments, the difficulty can only be overcome by using a double commutator. This, however, involves a complication of collector rings and connections, and the current must be commuted twice and the commutator losses doubled. This rotary could be built with one commutator, if wound for 110 volts or thereabouts. The general statement may be made that, for frequencies over 35 to 40 cycles, it is more difficult to build rotaries for high voltage than for low voltage,—i.e. for, say, 550 volts,—than for 100 to 200 volts, but not such a difficult problem to wind a converter of under 35 cycles for the higher voltage.

Regulation of Voltage by Field Excitation.—Like the synchronous motor, the rotary converter can be used to

annul self-induction of the line and the results of poor power factors of other parts of the system. For purposes of automatic compounding, the shunt-wound rotary converter is useless on account of its constant power factor. The compound rotary, however, fulfils the exact conditions required for overcoming the drop in line, and thereby maintaining constant voltage at the direct-current end, or for raising the alternating voltage with increasing load, and, thereby, the direct-current voltage. This regulation can be effected without any change in the generator excitation simply by varying the phase relationship of current and volts.

As an illustration of the use of this valuable feature of a rotary converter, let us take the case of a generator, with constant field excitation, supplying current to a converter for street railway service, over transmission lines having a reactance and resistance. The voltage drop is still further increased at full load by the reactance of generator and converter.

The compound field of the rotary is proportioned so that at no load it is underexcited. The *E.M.F.* of the rotary is then considerably less than the impressed *E.M.F.*, and current in the line is made lagging. The *E.M.F.* of self-induction is thereby increased so that the voltage of the system is cut down, giving a voltage at the collector rings corresponding to the 500 volts direct current.

As the load increases, the excitation is increased by the series fields, thereby increasing the rotary *E.M.F.*, and at some intermediate point bringing current and *E.M.F.* in phase. The drop of voltage is then due to resistance only. At full load the converter is overexcited, and the rotary *E.M.F.* is greater than the impressed. The current

is then leading, and the voltage is actually higher at the converter than at the generator. In this way the pressure at the commutator of the rotary is made 550 volts.

The excitation can be adjusted so as to maintain constant voltage at the commutator brushes, the automatic regulation taking care of line and converter drop only.

For any particular over-compounding or compensation of voltage drop, a certain amount of self-induction must be present in the system. The best results in compounding are obtained when the rotary is operated from its own independent circuit, and when generator, line, and converter are carefully adjusted for the compounding required. This adjustment not infrequently includes an artificial reactance such as a choking coil.

A graphical demonstration of the variation of voltage due to power factors, both lagging and leading, is given in Chapter I.

Power Factor.—The power factor of the compound-wound rotary converter excited for unit power factor at full load is not so good at light loads. The power factor of the shunt-wound converter we have seen is the same at all loads. The induction type has a variable power factor which is not so good as that of the compound rotary.

A variation of the reactance in the supplying circuit will change the curve of power factor for various loads. This is due to the fact that the field excitation must be increased, or reduced, as the case may be, in order to maintain a 100 per cent power factor at any predetermined percentage of load. To obtain 10 per cent over-compounding, the fields of the compound rotary converter are excited to give a power factor of unity at usually $\frac{3}{4}$ load; and when it is desired to maintain a constant voltage at

the commutator, the fields are ordinarily adjusted to give this power factor at full load. Mr. E. J. Berg, who has given much study to the practical application of these principles, has calculated some power-factor curves which illustrate the amount of reactance necessary to effect a compounding of the direct current in a rotary converter to which current is supplied by its own transmission line. In Fig. 81, curve 2 is the curve of power factor of a series-wound rotary when excited to have a power factor of unity

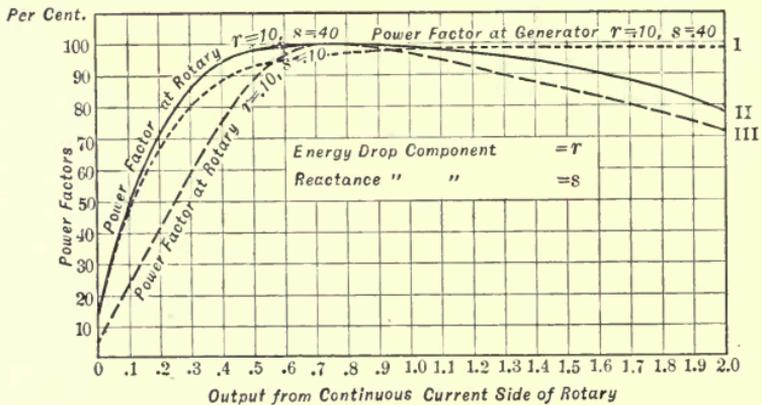


Fig. 81.

at $\frac{3}{4}$ load. The reactance of the generator, line, and converter is assumed as 40 per cent; the resistance as 10 per cent; the generator excitation is also assumed as constant under these conditions. The power factor at full load is $98\frac{1}{2}$ per cent; at $\frac{3}{4}$ load, 100 per cent; $\frac{1}{2}$ load, $97\frac{1}{2}$ per cent; $\frac{1}{4}$ load, 79 per cent; and at $\frac{1}{10}$ load, 47 per cent. Mr. Berg then assumes that, instead of constant field excitation of the generator, the terminal voltage is kept constant. This would correspond to a case where the rotary transmission lines were fed from the station bus-bars. The total reactance of the system is then reduced by that of the

generator, becoming 10 per cent. Curve 3 shows the power factor at all loads for these conditions. It is necessary to reduce the excitation in order to maintain the power factor unity at $\frac{3}{4}$ load. The power factor is much lower at other loads, and the condition of operation is by no means as satisfactory as before. The plant can be made so by introducing in the line an external reactance equal to the generator reactance. This may be any form of a choking coil. The power-factor curves at the generator terminals, with the former constants, are plotted in the figure as curve 1.

The power factors of an induction converter of 600 K.W. capacity are as follows :

Full load	91 per cent
$\frac{3}{4}$ load	87 per cent
$\frac{1}{2}$ load	77 per cent

Starting of Rotary Converters. — Self-starting rotary converters are set in operation by introducing either alternating current to the collector rings, or direct current to the commutator. When starting from the alternating-current end, the fields should not be excited. The starting current in a well-designed rotary is rarely more than 50 per cent greater than normal full-load current. This can of course be reduced by the same means employed in the starting of synchronous motors. The rotary converter is started from the direct-current end in the same way as a shunt-wound direct-current motor. The fields should be fully excited, and there should be a resistance in series with the armature when the motor switch is closed. Failure to excite the field may cause the rotary to race like any shunt motor. Converters are also frequently started by auxiliary motors. (See fig. 73).

Rotary converters can be run in parallel either on the direct-current or the alternating-current ends. When two or more rotaries are to be run together, they can be brought into synchronism by the same method as in the practice with alternating-current generators. After the main switch is closed, the field switch is then closed, if the rotary has been started from the alternating-current end. When started from the direct-current end the machine is synchronized; then the field switch, which supplied excitation for starting, is opened, and finally the switch, supplying its own field, is closed.

In starting a self-exciting or shunt-wound rotary from the alternating side, there is no way of telling whether the polarity will be positive or negative. This difficulty may be overcome by separately exciting the machines.

Equalizers must always be used with compound type of rotary converters. The equalizing switch should be closed before the machines are thrown together, as then the rotary will always maintain the same polarity at the commutator brushes; otherwise, if the series field predominates, the current may be so far in advance as to reverse the polarity.

Hunting. — The hunting of rotary converters is caused by the same conditions that similarly affect synchronous motors. Variation in the turning moment of the prime movers, short circuits, sudden changes of load, especially on interconnecting high resistance lines, defective design of the converters, are all factors which affect the stability of converters. The hunting tendency increases with the frequency. At 25 cycles, stability may be readily obtained. At 60 cycles converters require careful adjustment to local conditions and skillful attention.

CHAPTER VII.

STATIC TRANSFORMERS.

Polyphase Transformers. — Transformers for use on polyphase circuits may be either of a compound type, wound polyphase, or plain single-phase. Polyphase transformers usually have as many magnetic circuits as there are phases, the flux in which follows the same course as the flow of current in the corresponding conductor mesh. The iron, therefore, is used to better advantage than in separate single-phase transformers, and less is required for the same output. The two-phase transformer is sometimes made with three magnetic circuits and connected on the three-wire, two-phase system. Fig. 82 shows a three-phase transformer, with its case removed, made by the Siemens-Halske Company.

American engineers for the most part use an appropriate combination of single-phase transformers for all the commercial polyphase systems. Aside from the simpler construction and greater flexibility of the single-phase type, this arrangement has the advantage of not being rendered entirely inoperative by damage to one transformer. The advantage of this arrangement is offset by its greater cost. A three-phase three-part transformer can with proper construction be made equal to the single phase combination in respect to continuity of operation.

The growing application of electricity to the transmis-

sion of power over long distances, and the increasing size of electrical units, has necessitated a change in transformer construction. The radiating surface of a transformer increases as the square of its linear dimensions, while its mass varies as the cube of the dimensions. For this reason transformers of a certain type of moderate sizes easily remain cool by self-radiation, but, if made of greater capacities, would burn out unless cooled by some artificial means.

The ordinary lighting transformer is cooled by being immersed in oil. The heat generated in the coils and the

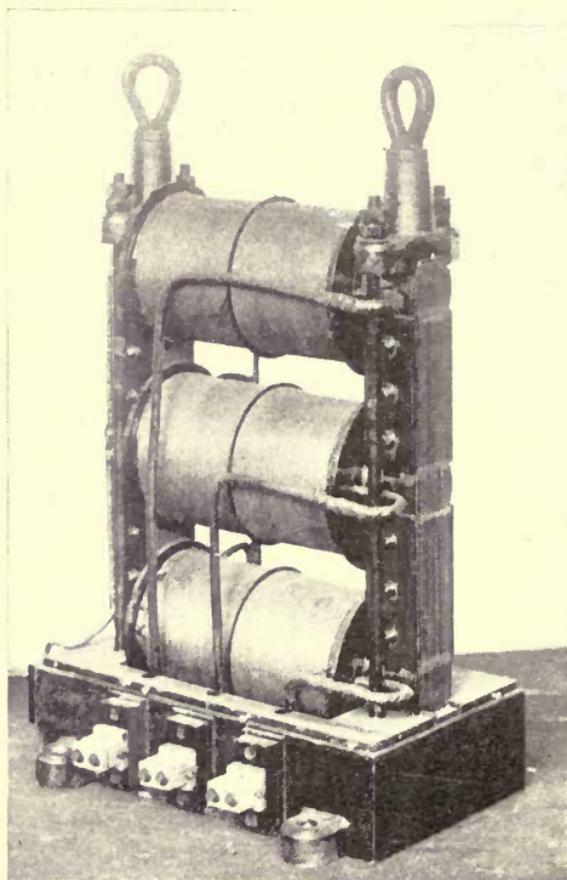


Fig. 82.

iron easily finds its way to the iron casing, and is thence dissipated by radiation. Transformers of this type are rarely built of larger size than 50 to 75 K.W. Transformers of greater capacity must have some special means

of getting rid of the heat generated within them. A number of methods are employed for cooling transformers, but all may be classed under the headings of self-cooled and of artificially cooled transformers. It will be more satisfactory, however, to describe the various types under their trade, and at the same time descriptive, names.

Self-Cooled Oil Transformers. — The ordinary lighting transformer is of the self-cooling type. The magnetic cir-

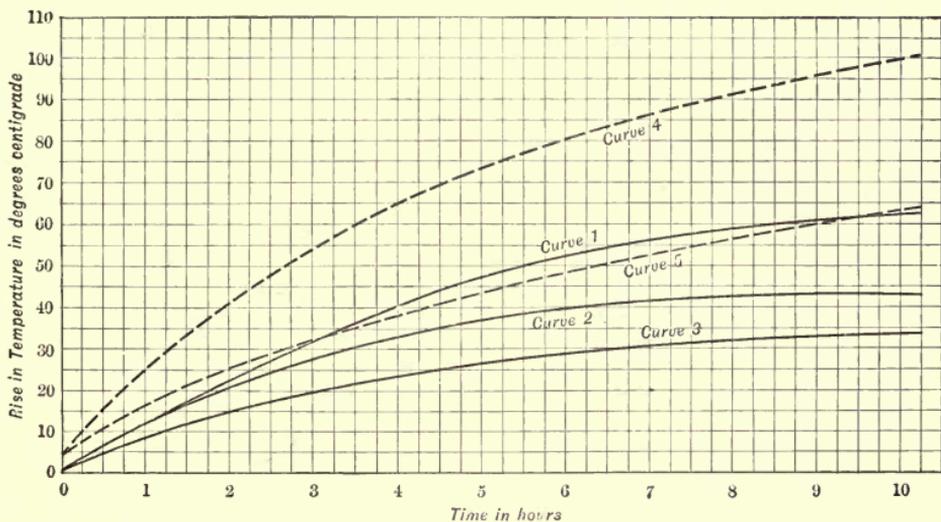
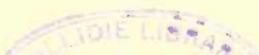


Fig. 83.

cuit is usually a plain rectangle of interlaced strips of iron, permitting a simple form of winding. The insulation between primary and secondary is tested to 10,000 volts alternating. A twofold advantage is gained by immersing these transformers in oil: First, the temperature is reduced by offering a ready means of escape for the heat; second, punctures in insulation are immediately repaired by the inflow of the oil.

The reduction of temperature by the use of oil is shown in Fig. 83. Curve 1 gives the rise in temperature of a



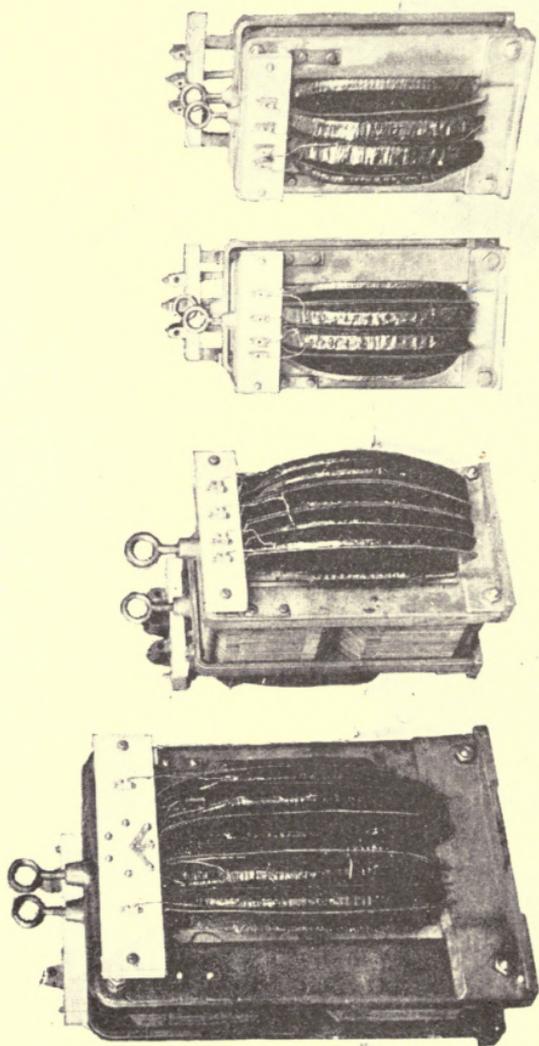


Fig. 84.

transformer not submerged in oil, as determined by the increase of resistance method. Curve 2 shows the temperature of the transformer immersed in oil. Curve 3 is the temperature of the oil. Curve 4 is the temperature of the windings of another transformer of poorer design. Curve 5 shows the temperature of the same as determined by thermometer. This last curve does not give the true heating, for the thermometer cannot reach the inaccessible portions of the transformer. These transformers cannot be wound for higher potentials than 3,000 volts, without a serious loss in capacity, as the copper must be sacrificed for the increased thickness of insulating material required.

Transformers of the self-cooling oil type for high voltages and for power service are modified, to facilitate the dissipation of the heat which, in the larger sizes, could not be radiated without some special arrangement.

Fig. 84 illustrates a number of this type, as made by the Westinghouse Electric Company, with the cases removed. The windings are divided into a number of coils which, as will be seen, are spread apart at the ends, thus presenting a large surface to the oil. The heat generated in the iron and in the coils, is readily communicated to the oil. The heated fluid rises, flows to the top, and down the sides of the case, which is deeply ribbed, thus presenting a large surface to the air. In this way the internal heat of the transformer finds its way to the external surface, and is thence radiated into space.

A 300 K.W. transformer of this type, manufactured by the Wagner Electric Company, is shown in Fig. 85. This transformer is unusually interesting, from the fact that it is wound for 40,000 volts, and is one of a number in daily use in the power-house, and the substation of the

Telluride Power Transmission Company. The transmission is from Provo to Mercur, Utah, the distance being nearly

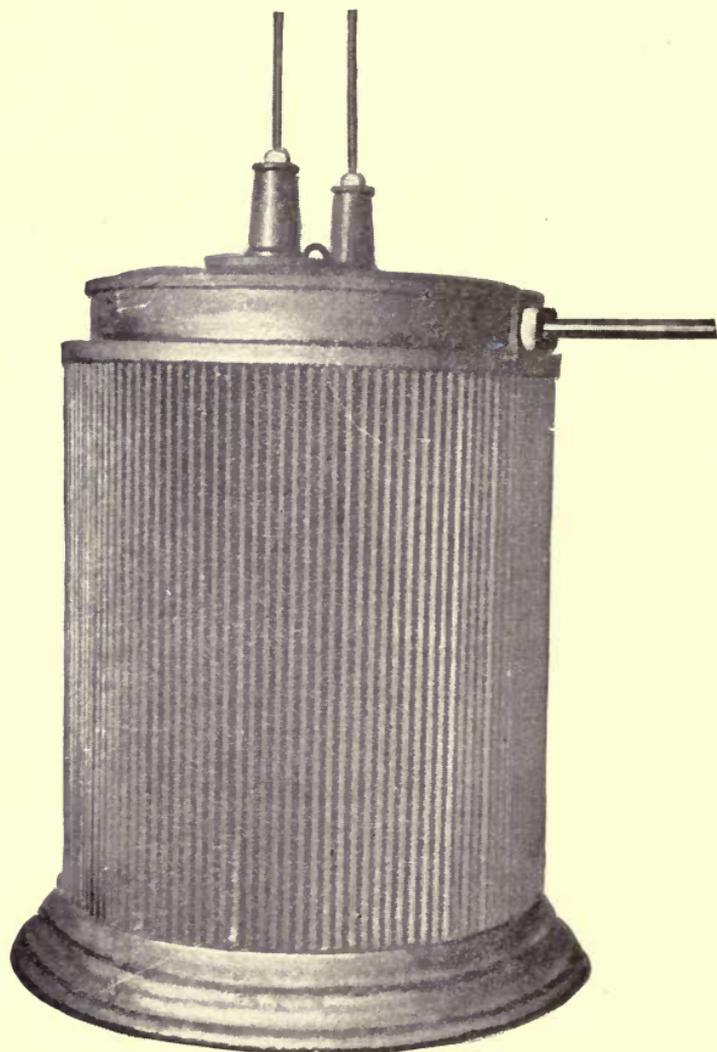


Fig. 85.

forty miles. The generator current of 700 volts is raised to 40,000 volts, and reduced, at the receiving end, to a suitable voltage for supplying motors and lights, principally

for mining operations. The essential features of the self-cooled oil transformers, when designed for power service, are a liberal proportioning of the mechanical parts, and a deeply corrugated iron case. The first feature produces a rapid convection of the internal heat, and facilitates a rapid

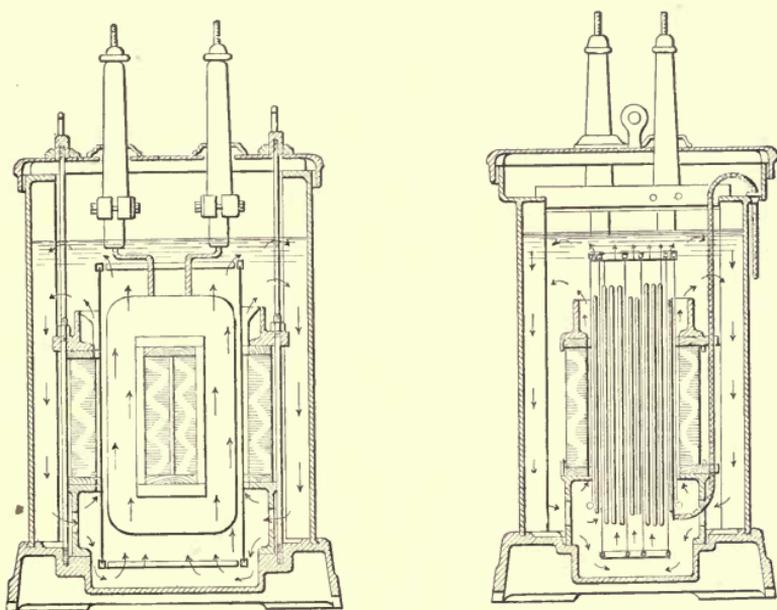


Fig. 86.

oil circulation. By means of the latter feature, the external radiating surface is two or three times greater than that which a plain case would have.

A section of a self-cooled oil transformer for 40,000 volts is shown in Fig. 86. Liberal spacing between the windings and the laminations permit a rapid circulation of the oil.

Water-Cooled Oil Transformers.—When provided with some artificial method of cooling the oil, these transformers

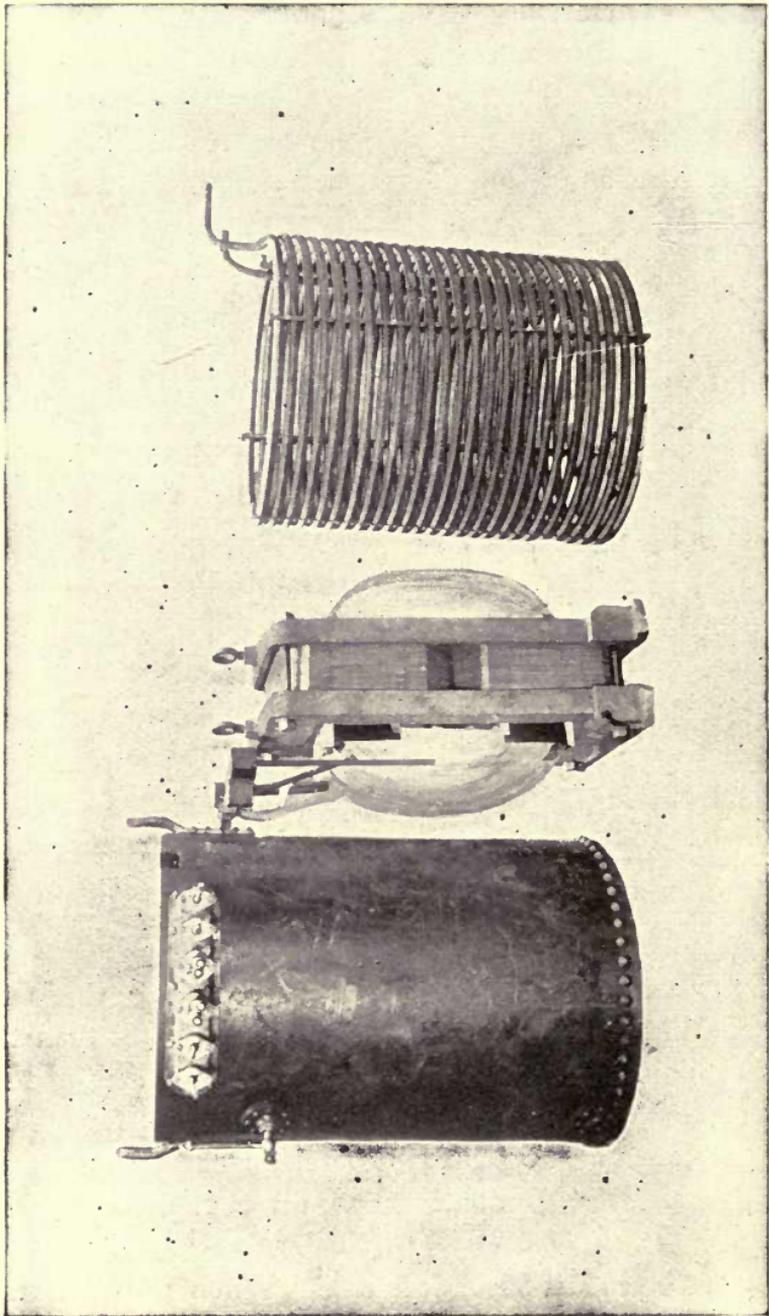


Fig. 87

are smaller and cheaper to build than those dependent for cooling upon natural radiation. There are a number of methods of cooling such transformers; one of these is by circulating cold water in a worm or system of pipes surrounding the transformer (Fig. 87); another method of

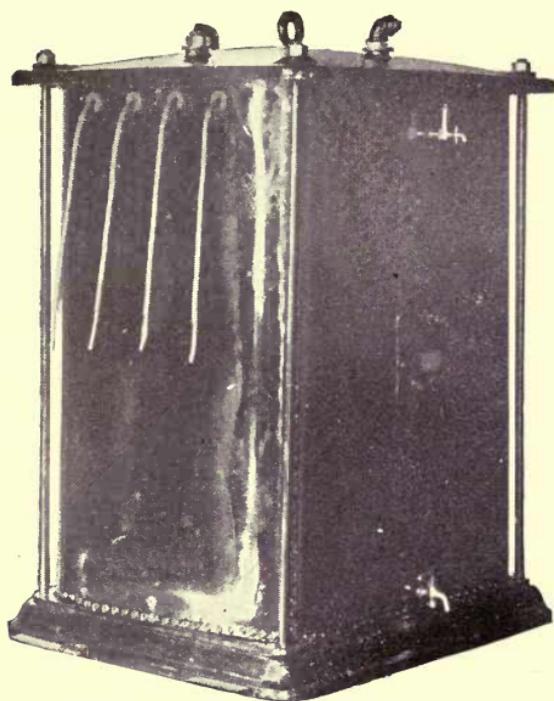


Fig. 88.

cooling is by drawing off the oil, cooling it, and pumping it back, the operation being continuous. A 1,000 H.P. oil-cooled transformer is in daily use by the Carbide Manufacturing Company, Niagara Falls. A motor, pump, and system of oil-tanks for circulating and cooling the oil are used to control the temperature of the transformer. The oil is forced upward through spaces left around and between the coils, overflows at the top, and passes down over the outside of the iron laminations.

In still another transformer the windings are cooled by the circulation of water in flat, thin ducts, interposed between the windings. One form of this transformer of low secondary voltage has flat copper tubes for the secondary winding, through which cold water is circu-

lated. The primary windings are placed between the secondaries, so that the water circulation in the latter keeps both windings at a low temperature.

The transformer is incased in a circular iron tank, with solid base, and filled with oil. The province of the oil is to cool the iron laminations, and also to prevent the condensation of moisture from the air on the cold windings.

Another form of oil transformer is cooled by means of a water jacket, surrounding the case containing the trans-

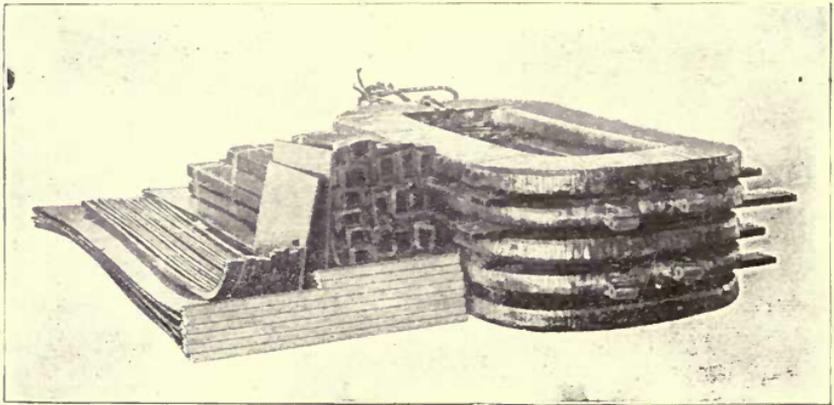


Fig. 89.

former proper. Fig. 88 shows a Wagner transformer of this type. The case is completely channelled by water passages. A low water pressure of 10 or 15 pounds is sufficient for all ordinary requirements of service.

Some outside source of power is required to operate the cooling devices, which slightly reduces the total efficiency of the transformation. The water coil may be conveniently supplied by water mains, or, in the case of a water-power transmission, by the water under head.

Air-Blast Transformers. — In this transformer the cooling is effected by means of a forced current of air circulating through the windings and core.

The primary and secondary coils are separately wound on formers and insulated, and then assembled in groups (Fig. 89), the coils being intermingled. The groups are

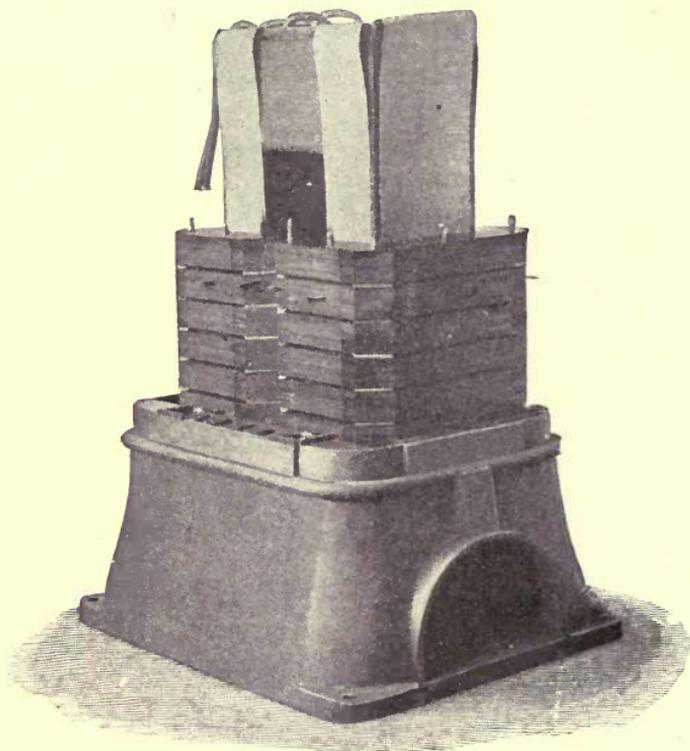


Fig. 90.

assembled in the form of a case, being separated from one another by vertical air spaces. The iron case is then built up around the windings (Fig. 90), the laminations being horizontally spaced at frequent intervals.

It is evident that this construction permits the most complete ventilation, as the very heart of the transformer

is reached by the blast of air. The flow of air is controlled by means of two dampers, one of which is located at the top of the transformer, regulating the air between the windings; the other is on the side of the frame, and controls the flow of air through the core. Fig. 91 shows the arrangement of iron and copper parts and ventilating ducts; and Fig. 92 a completed transformer in its frame.

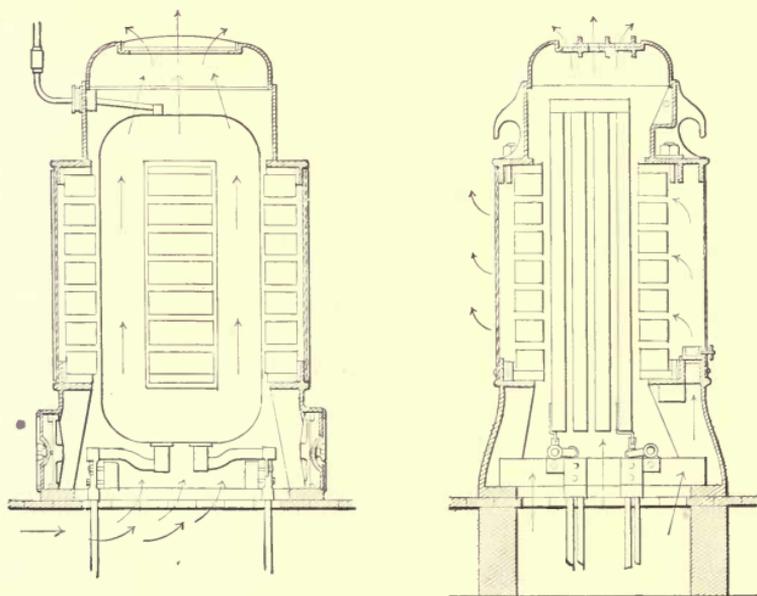


Fig. 91.

The apparatus for finishing the air blast consists of a blower, and is usually operated by a motor, the air being delivered to the transformer by means of a flue. The volume of air required for cooling purposes varies with the number, size, and efficiency of the transformers.

The following table gives the volume and pressure of air required for transformers of various sizes, of the average efficiency.

TOTAL K. W. OF TRANSFORMERS.	K. W. SIZE OF TRANSFORMER UNITS.	SIZE OF BLOWER.	SPEED OF BLOWER.	OUTPUT BLOWER CU. FT. PER MIN.	OUNCE PRESSURE PER SQ. IN.	CU. FT. AIR REQUIRED PER TRANSFORMER.	H. P. TO DRIVE BLOWER.
300	50	40"	375	1,800	.30	250	.25
900	100	50"	350	3,200	.40	350	.60
1,800	200	60"	325	5,900	.50	600	1.10
2,700	300	70"	310	8,800	.60	850	2.25
4,500	500	80"	310	13,000	.80	1,300	4.25
6,750	750	90"	295	17,600	.90	1,800	6.75
7,500	1,250	100"	280	23,600	1.	3,000	12.

From the table it will be seen that the power consumed in cooling the transformers is less than .1 of 1 per cent of the output of the transformers. If the transformers have an efficiency of 97.5 per cent at full load, the total efficiency of transformation is reduced to 97.4 per cent by the use of the air blast — a perfectly negligible quantity.

In case of damage to the cooling arrangement, the transformers can operate for a few hours without the air blast. It is desirable, however, to always provide this apparatus in duplicate.

The material protecting the primary and second coils and the windings from the case, has for the same thickness a considerably greater insulating property than oil or air.

Operation of Air-Blast Transformers. — When transformers of this type are run in groups or “banked” together, care should be take that the air enters each transformer at the same pressure, otherwise the transformers will heat unequally. This can be accomplished by having the flue from the blower to the transformer of such area that the velocity of the air will not exceed 200 feet per minute.

The most desirable installation of the transformer is over a closed chamber of sufficient size to admit inspection of the windings. Unequal pressure in different transformers

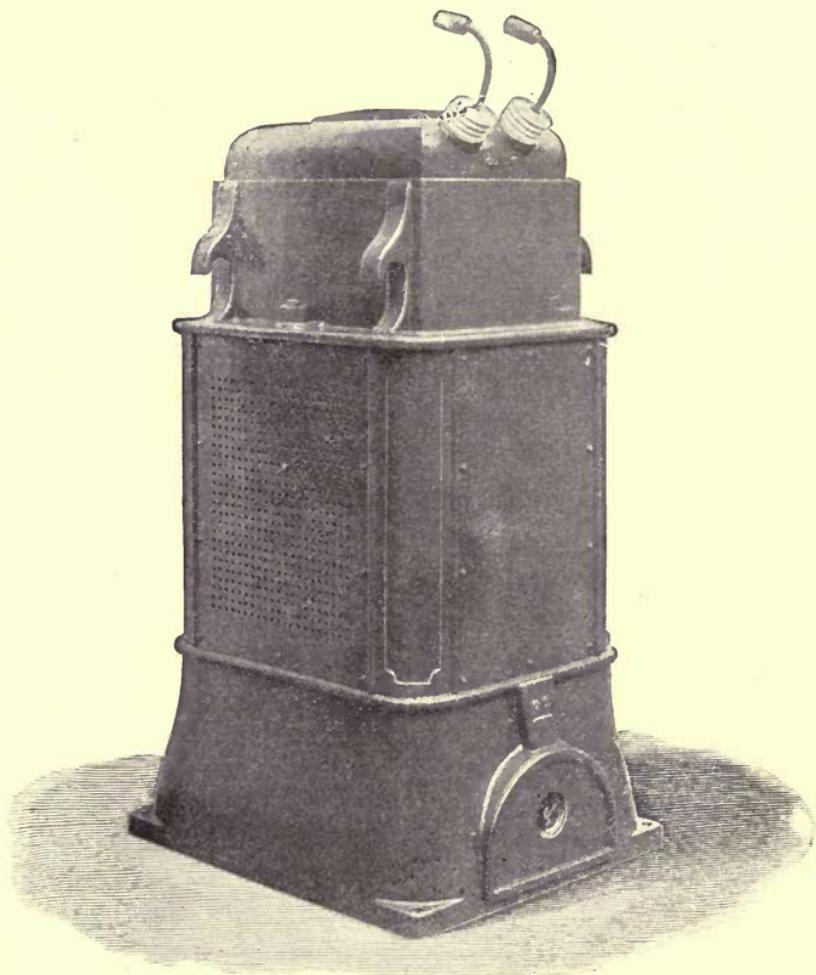


Fig. 92.

may be compensated for by means of the two dampers. The temperature of the outgoing air affords a ready means of determining the proper amount of air to be admitted to each

transformer. The air supply is sufficient, if, at full load, it does not heat more than 20° Centigrade above the surrounding atmosphere.

Transformers of different capacities, or even of the same capacity, should not be operated in parallel unless they have the same electrical constants; otherwise, the load will be unequally divided. Parallel connections should

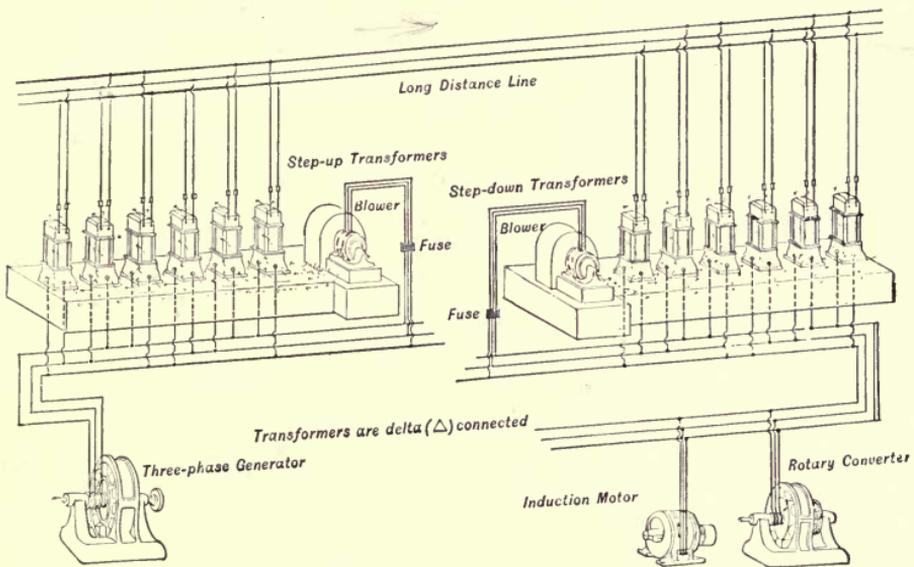


Fig. 93.

have the least possible resistance for the same reason. Fig. 93 shows the installation and connections of air-blast transformers in a long-distance power transmission.

Natural-Draft Transformers.—Transformers of this type are self-cooled by a natural circulation of air. Fig. 94 shows a transformer without its case. They are designed to have very large radiating surfaces, compared with their capacity. As usually constructed, the windings are on the

outside of the core, instead of being surrounded by it. Every facility is, therefore, present for the radiation of heat from the coils. The transformer is mounted upon a solid foundation, and then covered with a corrugated sheet-iron cylinder, provided with bottom openings and a ventilating roof. This construction allows a free and natural circulation of air through the casing and around the transformer. These transformers are built for 10,000 volts or 15,000 volts, and of capacities from 5 to 50 K.W. They are, as might be expected, more expensive than either oil or air-blast transformers. They have the compensating advantages of not requiring any artificial cooling device.

Efficiency and Losses.

— The characteristic efficiency curve of a well-designed transformer shows a high efficiency at all but very light loads. In Fig. 95 the efficiency of a 250 K. W., 60 cycle transformer does

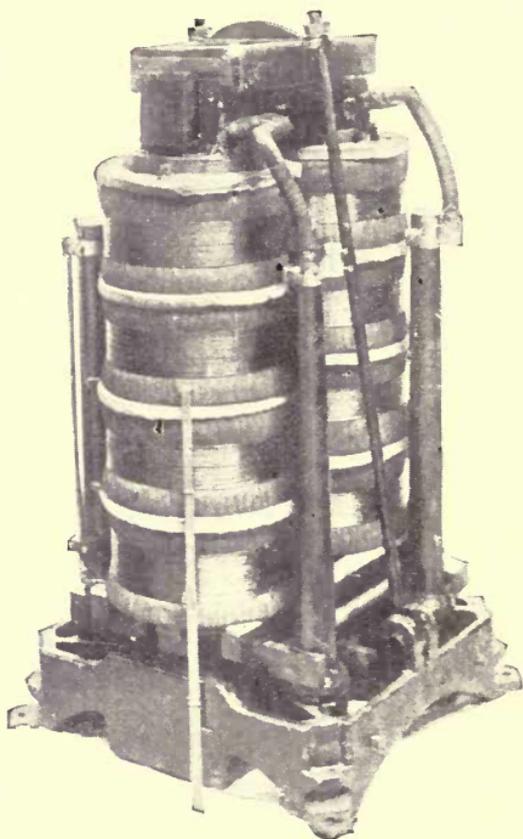


Fig. 94.

not fall below 90 per cent from $\frac{1}{4}$ load to about $\frac{1}{10}$ load. Good efficiency, at light loads, is a valuable feature.

especially in motor and lighting transformers, where the average load rarely makes a demand of more than one-half of the transformer capacity. The efficiencies of the 250 K.W., taken from the curve, are as follows :

$\frac{1}{10}$ load	87 per cent
$\frac{1}{4}$ load	94.6 per cent
$\frac{1}{2}$ load	97 per cent
$\frac{3}{4}$ load	97.7 per cent
full load	98 per cent
$1\frac{1}{4}$ load	98.1 per cent

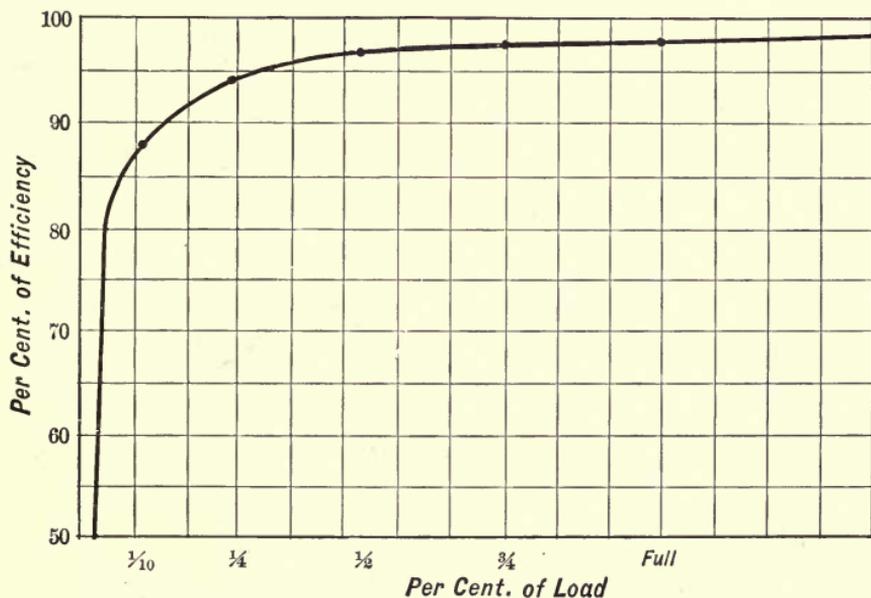


Fig. 95.

The losses in a transformer consist only of copper and iron losses. The former vary with the load, while the iron or core losses remain about the same for all loads. It is necessary, therefore, in order to obtain good efficiency at light loads, to reduce the core losses to a minimum. Judging from the shape of the curve in Fig. 95, the core

loss must be small. This is shown to be the case in Fig. 96, which gives the watts lost in the iron of the same transformer, and also the corresponding exciting current. At full voltage, the exciting current is 2.3 amperes, and the core loss 3,380 watts, or $1\frac{1}{4}$ per cent of the full-load input of the transformer. The exciting current being a lagging current does not, of course, represent a corresponding waste of energy. The loss in the copper conductors is only $\frac{3}{4}$ of 1 per cent. By reducing the amount of copper in both primary and secondary coil, say, one-half, we obtain a proportionately increased loss in the copper, or a reduction in the efficiency of transformer from 98 per cent to approximately 97.5 per cent. But the total cost of the transformer is thereby decreased from 10 to 20 per cent.

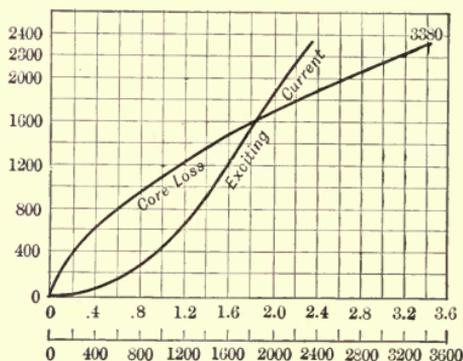


Fig. 96.

It is not always wise to select the more efficient transformer, especially in water-power transmissions, where the chief item in the cost of delivered power is the interest on the plant, nor in plants where there is not a demand for every horse-power developed. As an illustration, take the case of a power transmission of 1,000 H.P. using the cheaper transformer, which has an efficiency of 97.5 per cent. The power delivered is about 1 per cent, or 10 H.P., less than with the more efficient step-up and -down transformers. If a market were found for every horse-power transmitted at, say \$30 per H.P. per year, the loss in reve-

nue to the power company would be \$300 a year. As a partial offset, there would be the interest on the difference in the first cost of the transformers. Few water-power transmissions, however, are run at their full capacity. When such is the case, the power company is usually warranted in buying the expensive transformer. In the transmission of steam-generated power, fuel is generally the most important single factor in the make-up of the total

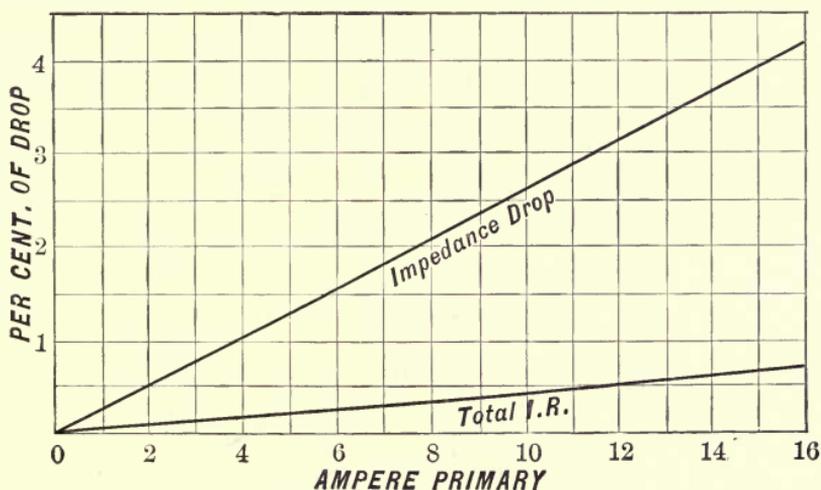


Fig. 97.

cost of power, and, as a rule, the most efficient transforming devices should be used.

Regulation.—Regulation in a transformer is the percentage drop of secondary voltage from no load to full load, the primary voltage remaining constant. Good regulation is more desirable in a transformer than in a generator, as there is no means in the former apparatus of compounding for the voltage drop. On a non-inductive load, the regulation is equal to the *I.R.* drop of the secondary. On an inductive load, the regulation is the drop due to the result-

ant of the ohmic and inductive components of resistance. The regulation in this case is the same as the impedance. Fig. 97 shows the *I.R.* and the impedance drop of a 250 K.W., 60-cycle transformer. The impedance curve is obtained by short-circuiting the secondary, which gives the most inductive condition of operation, and measuring the voltage drop from no load to full load. The non-inductive regulation is seen to be .7 of 1 per cent, and regulation on full inductive load 4.29 per cent.

Change of Ratio of Transformation.—Variations in voltage are sometimes necessary, as for instance in the use of rotary converters where the direct current *E.M.F.* must be varied over a wide range. This variation is usually obtained by a corresponding variation in the *E.M.F.* of the alternating current. In such cases the transformers are so constructed that the ratio of primary to secondary turns may be changed. This is accomplished by bringing out loops from the windings and connecting them to a regulating dial, so arranged that the *E.M.F.* may be gradually varied by moving from one loop to another.

CHAPTER VIII.

STATION EQUIPMENT AND GENERAL
APPARATUS.

Control of Alternating Current Apparatus. — The rapid introduction of generators of extremely large output, and the increasing use of currents at high pressures, have completely revolutionized within the past few years the switchboard equipment of main- and sub-stations. In large installations, the effects of short circuits would be most disastrous, and the utmost precaution must be taken against their occurrence and also to ensure the continuity of the service. In large polyphase plants the factor of safety is increased by a subdivision of the feeders, busses, and even of the different phases. By the use of barriers, individual brick compartments and fireproof construction, the effects of a short circuit, however heavy, are localized, and cannot materially influence the system elsewhere. This subdivision of the channels of current transmission has been made effective by the perfection of the oil circuit-breaker and switch. This device will be described below, as well as the general arrangement of panels required for the control, measurement and protection of electrical power plants.

Marble is the material of which high-tension switchboards are made. Slate is not suitable for pressure greater than 600 volts, on account of its liability to current leakage, due to the presence of metallic veins. The

instruments are mounted on the face of the panel, the electrical connections for the appliances being made behind the panel. Separate panels are connected electrically by copper tie-bars, uniting the bus-bars at the back. They are connected mechanically by bolts through the angle-iron frame behind the board.

In the selection of instruments for a switchboard, a liberal excess allowance should be made. For instance, the range of the ammeters should exceed the nominal rating of the generators at least 50 per cent. The voltmeters should have the same conservative rating. All switches, connections, bus-bars, and terminals should be designed to carry full-load current continuously without appreciable heating.

In station wiring, cables carrying high potential currents should be separated as much as possible, and if unarmored must be supported by insulators. The insulating material covering the cable may be weakened by the production of ozone, and in such cases grounded metal supports invite short circuits. The lead armor of cables should be grounded, and where a cable joins an overhead line, lightning arresters should be installed.

It is customary to flare the ends of armored cables to a bell shape. By so doing, the surface leakage is decreased, and a sudden change of electrostatic field is avoided which would in time break down the cable insulation.

The flare of the cable armor should be gradual and without sharp edges. The bell is filled with an insulating compound, and the conductor protected by a mica tube leading below the compound.

Switchboards for Power Transmission. — When step-up transformers are used, the switchboard of the generating

sition is divided into a low- and a high-tension equipment. In the former are usually included a panel for each generator, a panel for each exciter, an exciter feeder panel, a total-load panel and oil circuit-breaker panels for the mani-

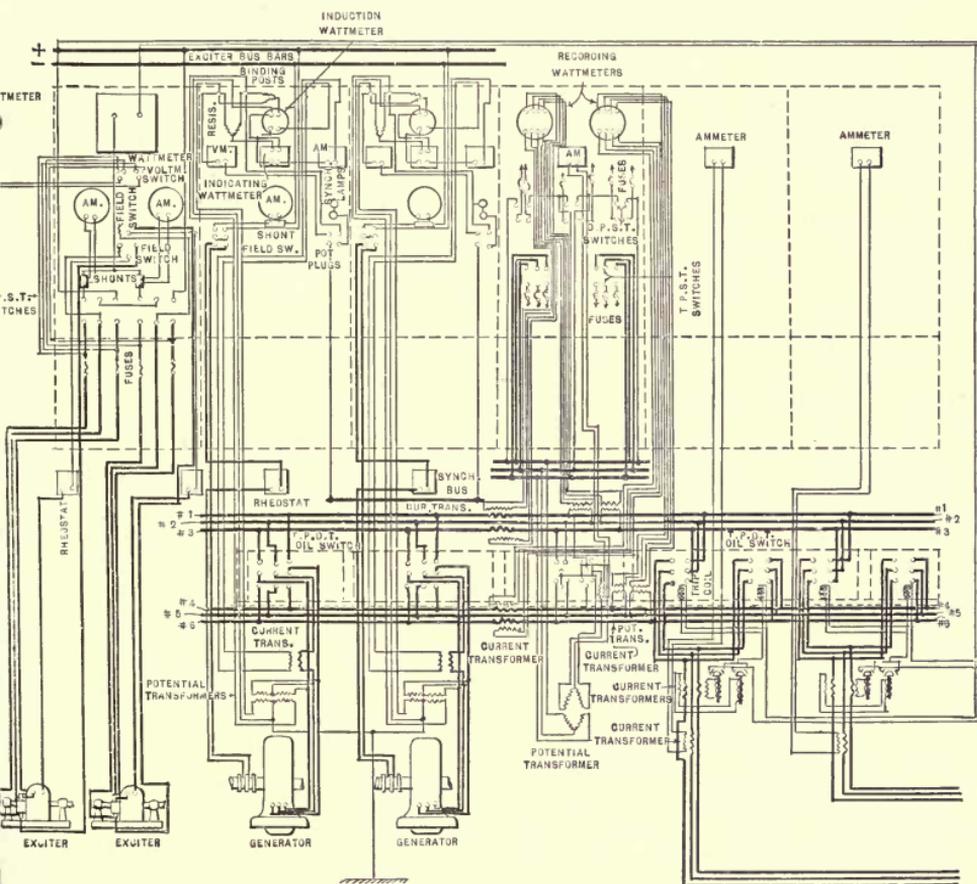


Fig. 98.

pulation of the bus-bars. Sometimes the exciter and exciter feeder panels are combined into one panel. Fig. 98 shows the connections of the low-tension board for a plant consisting at present of two large three-phase generators having an initial pressure of 2,000 volts. Each

generator panel has mounted in front volt and ampere meters, indicating and induction voltmeters, the mechanism for operating a field rheostat and a triple-pole, double-throw oil switch, and also the synchronizing devices. On the rear of the board are mounted current and potential transformers for the measuring instruments. By means of the oil switches the generator may be thrown on either set of bus-bars. The connections and instruments on the exciter panels are plainly shown.

The total-load panel contains recording wattmeters of capacities equal to the total station load, an ammeter, and the wiring and switches for local power and lighting supply.

The oil switches on the remaining panels are in reality automatic circuit breakers, but can be hand operated, thus permitting a number of combinations of the generator and bus-bar connections.

The high-tension division of the switchboard for the same plant is shown in Fig. 99. The arrangement of oil circuit breakers and switches which are now characteristic of polyphase plants is clearly shown. The oil switches on the transformer panels are hand operated. The feeder panels are provided with overload relay oil circuit-breakers, which also can be hand tripped. The high-tension parts of the board here considered are constructed for a line voltage of 30,000.

The secondary circuit of all current and the neutral of potential transformers should be grounded. If the current transformer is mounted on an insulated support, the frame of the transformer should be grounded. It is customary to use double or twisted conductor for the secondary circuits of both current and potential transformers.

The connections and arrangement of generator station panels for a typical polyphase railway plant are given in Fig. 100. The generators, which may have an initial pressure of 6,600 or 13,200 volts, feed direct into the high-tension lines. A double protection against short cir-

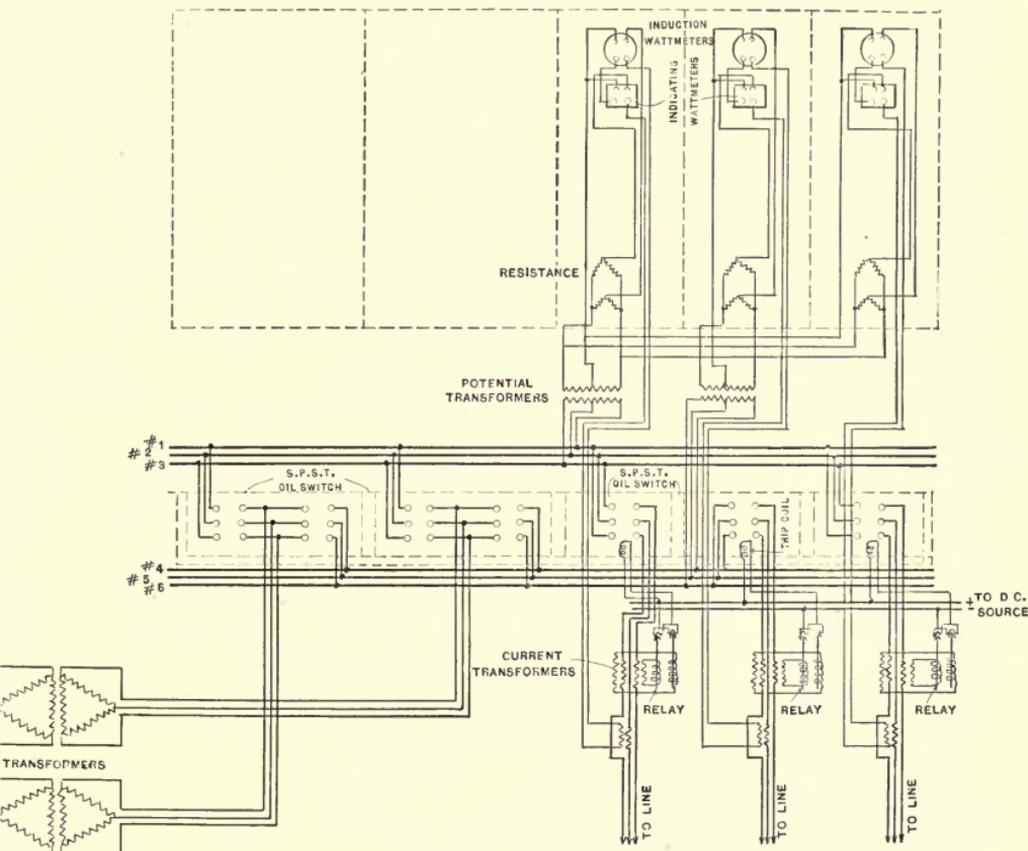


Fig. 99.

cuits consists of the non-automatic oil switch on the generator panel and the automatic switch on the line panel. The other panels are an exciter and an exciter feeder panel. An additional panel is of course required for each additional exciter, and also for each additional generator.

The sub-station lay-out is shown in Fig. 101. The high-tension lines are tied to the bus-bars of the A.C.

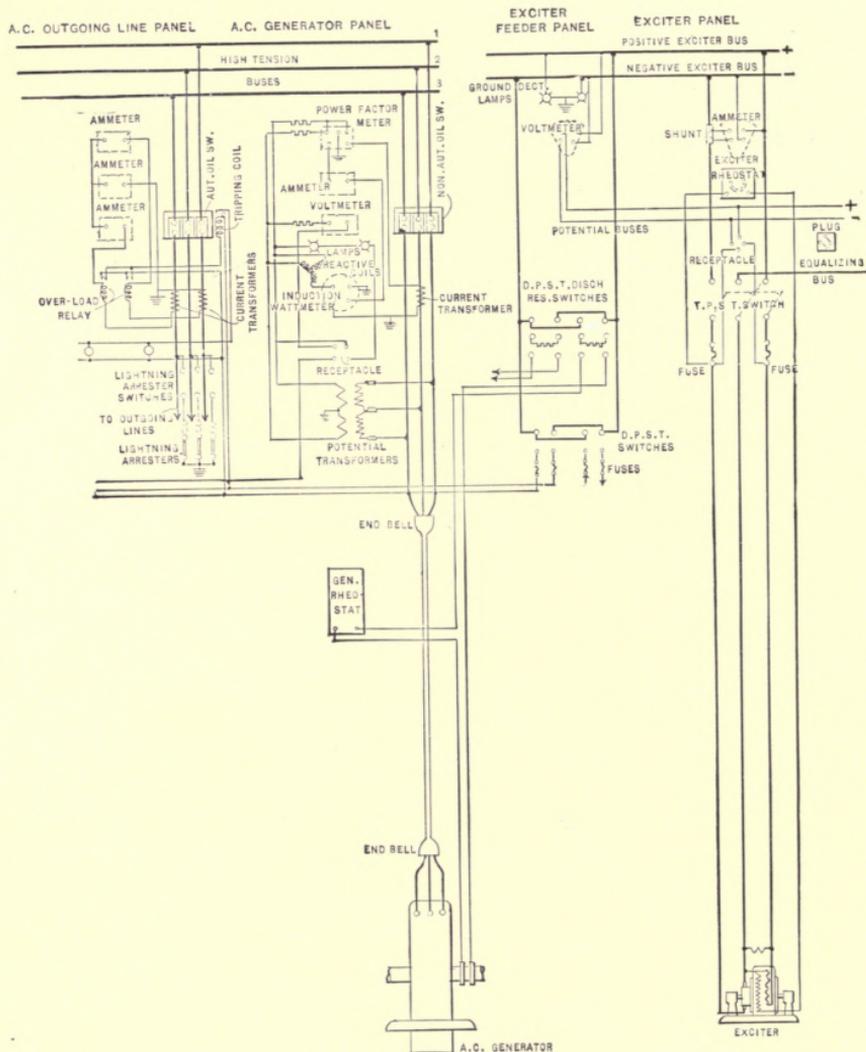


Fig. 100.

converter panel. The main transformers are connected to the busses by automatic oil switches. The T.P. D.T. switch between the transformers and converter is mounted

on a small panel, and is used for starting the converter from half-voltage secondaries, the connections of which are shown. The other panels are the D.C. converter and D.C. feeder panels, the connections of, and instruments belonging to, which are shown in the diagram.

The general arrangement of the switchboard apparatus

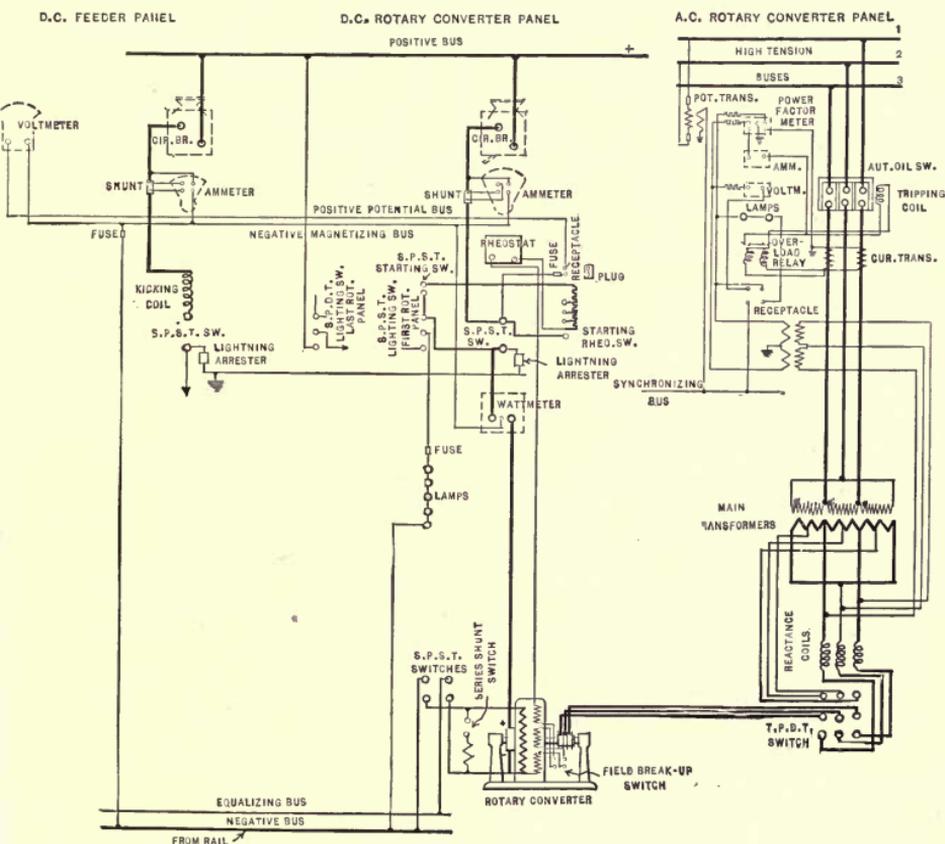


Fig. 101.

for the control of the new Niagara plant, includes an operating board, feeder and generator switches, two sets of bus-bars, and recording wattmeter panels. The operating board is placed upon a gallery located centrally with respect to, the power-house floor.

Oil switches are placed in two lines, back to back, located on the floor centrally with respect to the group of six alternators.

The bus-bars are located in a cable subway under the line of oil switches. Recording feeder and wattmeter panels are placed in the office of the Superintendent.

The operating board at present consists of 12 feeder panels, one exciter panel, one inter-connected and six generator panels. The generating panels contain, in addition to the usual measuring and indicating instruments, one generator oil switch with overload time limit relay, and two generator selector oil switches.

The feeder panels contain measuring and indicating instruments, and also two feeder oil switches with time limit relay.

The oil break switches for generator and feeder control are of the four-pole, single-throw, oil-break type, electrically operated. Each switch is capable of carrying 3750 K.W. at 2,200 volts, two-phase, without excessive heating, and can break the circuit at this load. The two sets of bus-bars are placed on insulating supports in fire-proof compartments.

High-Tension Switches and Circuit Breakers. — The necessity of at times disconnecting transmission lines from sources of electric power, both under load and on short circuit, in stations of large capacity, has caused to be developed various types of switching mechanism. The best-known types of switches for the purpose are, first, switches which break the circuit in the open air; second, switches which break the circuit in a confined air space; third, switches which break the circuit in oil.

Fig. 102 gives the outline of a typical open-air switch.

The one shown is designed for interrupting a circuit of 100 amperes and 20,000 volts. Tests have demonstrated that the open-air switch is not suited as a circuit breaker under load. The arc sometimes holds, and if the head room is insufficient may give rise to trouble. On extremely high-voltage circuits the switch should not be

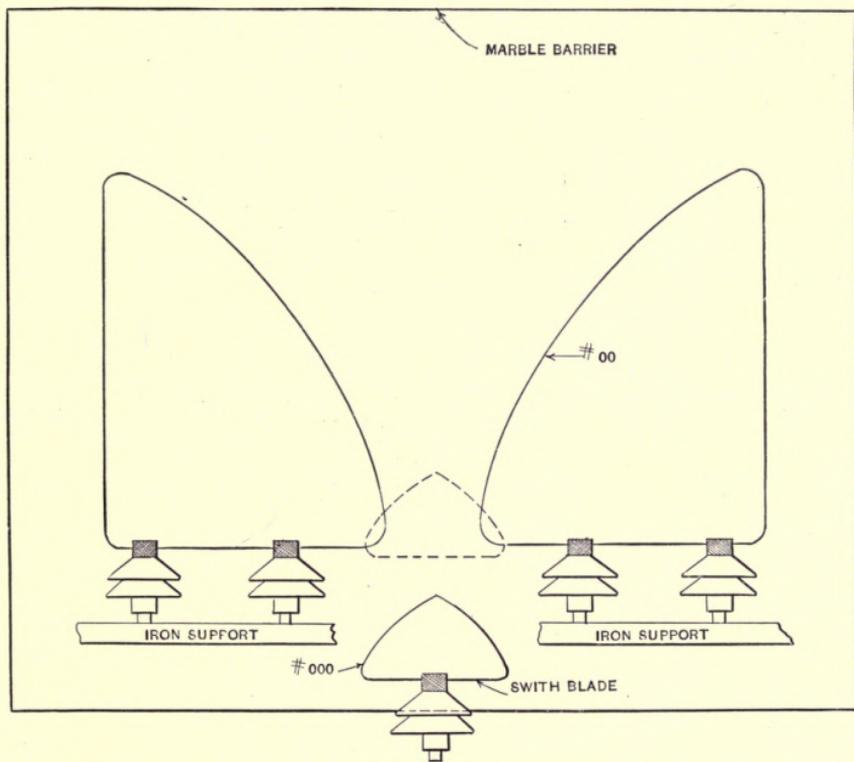


Fig. 102.

used, as at 40,000 volts the arc has been known to flare up from the goat horns to a very considerable distance.

One form of the expulsion or inclosed-air switch is shown in the cut, Fig. 103. This is a three-phase switch with a double break in each phase. The U-shaped rods

make contact at the top clamps. The circuit may be automatically or hand tripped by suitable mechanism on the back of the board. The break takes place in the tubes, which are of fiber. The rods are forced down at great speed by the gases of the arc, and caught by the dash-pot.

Within its capacity, this switch is much more reliable than the open-air type. It is not adapted for extremely high voltages. It has been used with success on circuits of 25,000 volts.

Switches which break the circuit in oil are now employed in this country almost to the exclusion of other types. When properly constructed, they are unfailing in their action, even on short circuits at potentials as high as 40,000 volts. The switch in its simplest form consists of one or more sets of contacts which are made or broken under oil contained in a surrounding vessel.

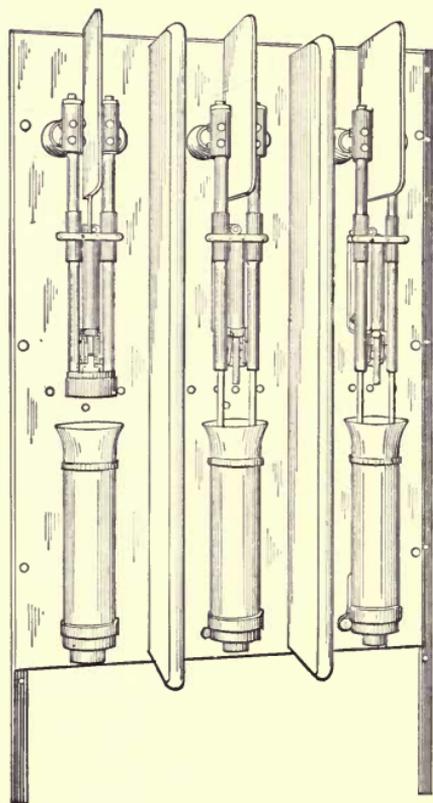


Fig. 103.

A typical three-pole oil-break switch, with oil tank removed, is shown in Fig. 104. Each pole is seen to have two breaks. This switch has opened, with entire success, circuits of 1300 K. V. A. at 25,000 volts.

For generating and sub-stations of very large capacity,

the oil switch is constructed to break each phase in a separate compartment or cell. A two-phase switch of this form consists of four single-phase double-pole switches or elements, and a three-phase consists of three such ele-

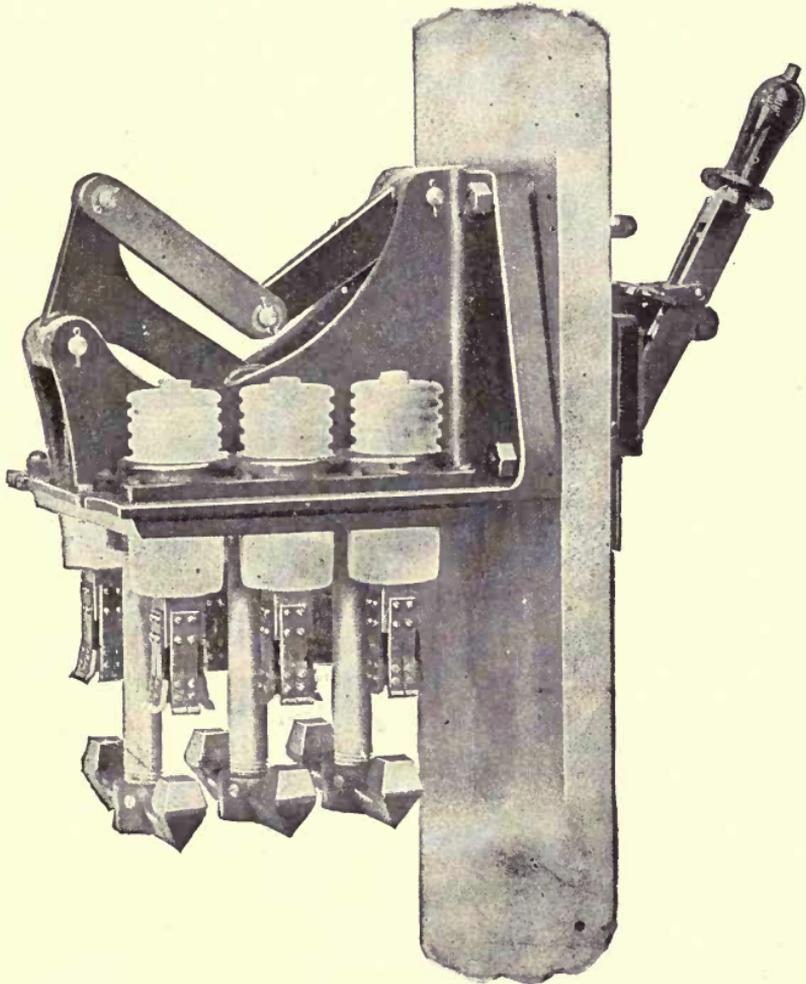


Fig. 104.

ments, — all, however, making or breaking contact simultaneously. In addition to the single-phase elements which are supported on a platform, the switch is provided with a top operating mechanism.

The general view of an electrically operated switch of this form, with brick partitions removed, is shown in Fig. 105. The internal connections of a single element are shown in outline in Fig. 106.

Each single-phase element consists of two metal cylin-

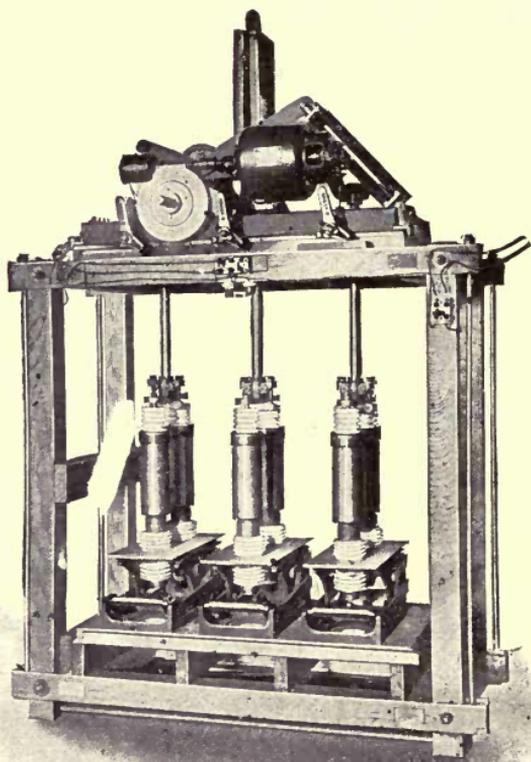


Fig. 105.

ders which contain the oil and contacts. The incoming lead is attached to one cylinder, and the outgoing of the same phase to the other. Two copper rods joined by a metallic cross-head slide through an insulating sleeve, and make contact at the bottom of the cylinders when closing

the circuit. The switch may be operated by compressed air or by a motor. When electrically operated, the motor drives a worm gear, which transmits the motion to a crank and cross-head, through a friction clutch. At both ends of the stroke, the cross-head compresses a spring which, as soon as the crank passes the center line, instantly throws

the cross-head to an open or closed position, depending upon whether the switch was at the time open or closed. The cross-head and contact rods are connected together by wooden rods which provide for the mechanical movement of the contacts, and also thoroughly insulate the different poles. The motor is controlled by means of a single-pole, double-throw, hand-operated switch, one throw being used to open the switch, the other to close it. There

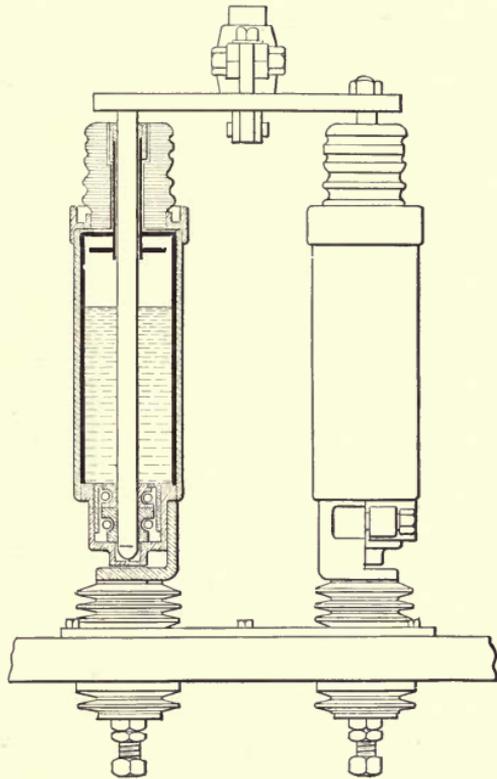


Fig. 106.

is also an automatic switch on the top mechanism, whose function is to automatically open the motor circuit. When the hand-operated switch is thrown, the motor starts, and runs until the crank rotates to a nearly vertical position; then the automatic switch opens the motor circuit, and lights a lamp which informs the switchboard attendant that

the switch has operated. The three phases are broken or closed simultaneously. When the three sets of U-shaped conductors are lifted, the circuit is broken under oil at two points in each phase, or at six points in each three-phase switch. The movement of the rods is 17 inches in the larger form of this switch.

By separating each element of the switch by brick and soapstone partitions, a burn-out in one cell cannot be communicated to an adjacent cell.

Careful selection of a suitable grade of oil should be made. A light, clear, mineral oil of low flashing point, supplied by the switch manufacturers alone, should be used.

Renewal of the oil, of course, is necessary, depending on the extent of the carbonizing. No fixed rule can be given. In general, new oil is not required oftener than once in three months, and in most cases not oftener than once a year, where the switch works on circuits of 10,000 or lower volts.

On connecting a source of electrical power to a line containing inductance and capacity, an oscillation is set up in the system. This will be the case irrespective of the type of connecting device. On disconnecting the generator on the line from its load, the arc will hold for a number of half waves. It has been found that with air switches of all types, the break is accompanied by oscillating currents which may be of excessive voltage, endangering the insulation of line and apparatus. A short circuit in a system where considerable energy may be stored, due to the inductance and capacity, when interrupted by an air switch may produce destructive effects.

The oil switch on account of the gradual break permits the stored energy to discharge itself without high-voltage

oscillations. This is an invaluable feature, and, with the absolute safety and effectiveness of the device, marks the oil switch as one of the most important developments in the art of recent years.

The various types of switches described above may be either operated by the hand of the attendant or provided with suitable mechanism for automatic operation.

When the tripping mechanism becomes an integral part of the switch, it has been proposed to call the switch a circuit breaker. This is really a distinction without much difference. All the switches when automatically arranged may be considered as coming within the meaning of the expression "circuit breakers."

The fuse has been practically discarded in favor of the automatic switch for extremely high-tension work of large magnitude.

For the protection of generators and translating apparatus against destruction under a heavy overload or a short circuit disconnecting devices must be made to operate automatically.

The types of switches already described, especially the oil type, can be made into automatic circuit breakers by the addition of magnetically controlled triggers, which can be tripped by what are known as relays.

The relays may be designed to immediately respond to an overload or short circuit; the same as a fuse or to operate the switch only after a predetermined and adjustable length of time from the beginning of the overload, the switch remaining unaffected, if the overload continues for a less interval than this predetermined time.

A form of relay is also used which acts only when the current enters the station in the wrong direction over the line.

Lightning Protection.—There is no problem with which the electrical engineer has to deal, that presents greater difficulties in the way of a positive solution, than that of lightning protection. The uncertainty among the highest authorities as to the exact nature of lightning phenomena is partly accountable for this state of affairs. The oscillatory character of a direct lightning stroke has been established beyond a doubt, but experience with lightning effects would indicate that some of the disruptive discharges act mainly in one direction. For this reason no one single device can be depended on to protect electrical apparatus from all kinds of lightning phenomena. In other words, there is not, and cannot be, a universal lightning arrester. The discharge current from any system of conductors, produced by the various phenomena, can be described under three general heads :

1st. — The direct discharge due to the transmission lines being in the direct path of the lightning stroke.

2d. — The cumulative discharge, due to a gradual and sometimes enormous rise of potential from a changing electrostatic condition of the atmosphere.

3d. — The secondary discharge due to secondary currents induced in the lines by parallel lightning strokes.

There are other kinds of lightning discharges from transmission lines, which partake, more or less, of the character of the above, but do not differ greatly in their effects.

Provision for the protection of the station apparatus should be made, not only in the station itself, but along the transmission lines as well. The means usually employed for protecting the lines, consist of guard wires outside of the conductors, or even of one guard wire strung

at the top of the pole. It is better to ground this wire at every fourth or fifth pole. In long-distance transmissions, it is also well to install, every ten miles or so, line arresters, similar to those used in the station. The guard wires protect the conductors from the direct lightning stroke, by discharge to the ground. They also have a dampening

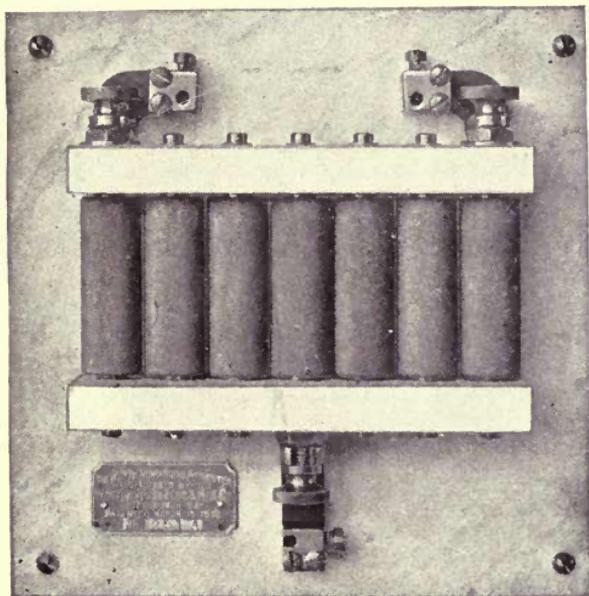


Fig. 107.

effect on the secondary induced currents, and those due to a change of the electrostatic equilibrium.

Commercial Lightning Arresters. — From the foregoing, it will be understood that there is a good deal yet to be learned about the most suitable form of lightning protection for alternating current apparatus. Nevertheless, experience has narrowed down the many ancient devices to one type of arrester, i.e., an arrester composed of a number of metal balls or cylinders, separated by short air gaps.

Fig. 107 shows one of this class, devised by Mr. Wurts of the Westinghouse Company. It is seen to consist of seven cylinders, each one inch in diameter and three inches long, and separated by spaces $\frac{1}{64}$ of an inch. The particular arrester shown is of the double-pole type, and designed for alternating circuits of 1,000 volts. When the discharge takes place simulta-

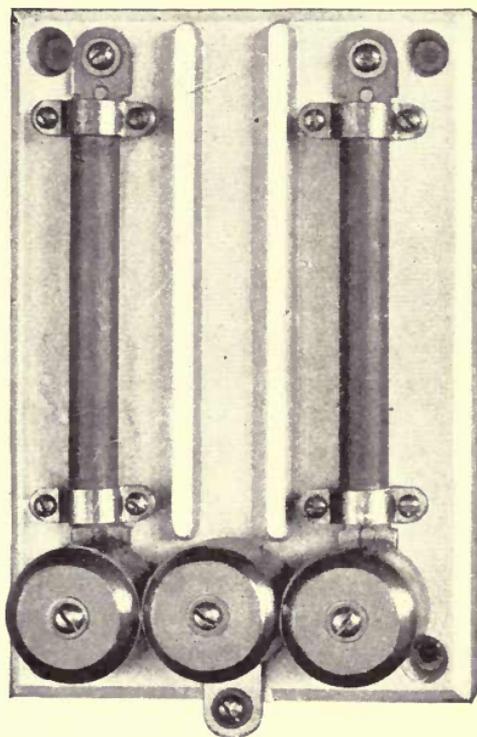


Fig. 108.

neously from two separate conductors, a short circuit would follow, if the arc were not immediately interrupted. It is found, with the arrester described, that the flash is instantaneous, and is not followed by an arc. The passage of the static discharge through the arrester is evidenced by burns or pit-marks on the cylinder surfaces. These can be rotated on their axes, in order to bring fresh surfaces opposite each other.

Another form of this lightning arrester is shown in Fig. 108. This device, made by the General Electric Company consists of a combination of short metal cylinders and a graphite resistance. The single-pole arrester for 1,000 volts has one spark gap of $\frac{3}{64}$ of an inch, separating two metal cylinders two inches in diameter

and two inches long. A non-inductive graphite resistance is placed in series with the ground wire. The 2,000-volt single-pole arrester has three cylinders and two air gaps of approximately $\frac{3}{64}$ of an inch each, and a graphite resistance.

The arrester first described is made of an alloy of zinc and antimony, and will operate with better results than when the cylinders are made of copper. The last-described arresters have bronze cylinders. The arc-extinguishing action of these arresters is dependent mainly upon the cooling effect of large metal masses, and not materially upon the kind of metal. This cooling effect is increased by the introduction of the non-inductive resistance, which, even in the event of the formation of an arc of short circuit, would materially limit the volume of current. The reversal of the alternating current itself extinguishes the arc, in the absence of vapor, which cannot arise from the chilled metal surfaces. This is proved by the fact that a lightning arrester, which will not short-circuit on 3,400 volts alternating, will hold an arc on 500 volts direct current.

Installing Lightning Arresters.—The principle on which a lightning arrester is selected for any particular voltage is, that it must be the weakest spot in the line. The voltage required to jump all the air spaces should be less than that which will puncture the insulation of the apparatus to be protected. The proper number of gaps for different voltages can be determined by experiment with plants in actual operation. It has been ascertained by tests at Niagara that, for 11,000 volts, 14 air gaps of $\frac{1}{32}$ inch in connection with carbon resistances, afford full protection with a margin of safety. Circuits above 2,000 volts

are protected by standard 2,000-volt arresters placed in series.

Fig. 109 shows the connections and method of installing the *G.E.* arrester for 10,000-volt circuits.

Lightning arresters for potentials above 20,000 volts should be divided into two or more sections connected in series, each section consisting of a small number of units

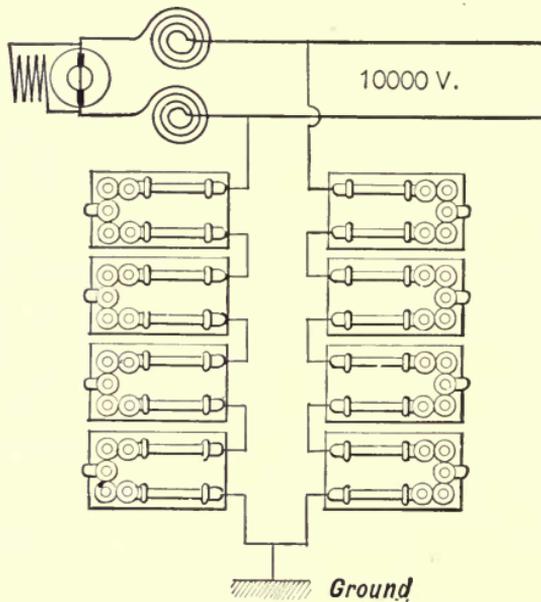


Fig. 109.

well insulated from the wall. Although this arrangement requires a little more space, it affords additional security.

The oscillatory character of the lightning discharge gives rise to great self-induction in the circuit. It would seem as if a choking coil placed between the arrester and the electrical apparatus would offer such resistance to the discharge as to force it, under all conditions, through the arrester, and thence to the ground. In actual service it

has been found that the choking coil does not always offer this resistance, and for this reason its usefulness has been questioned.

The uncertainty of action of one choking coil in the circuit is no proof of its inefficiency. There is good reason to believe that this oscillatory discharge has a wave-like motion, with maxima and minima points. If the arrester happens to be placed at a point of interference — a nodal

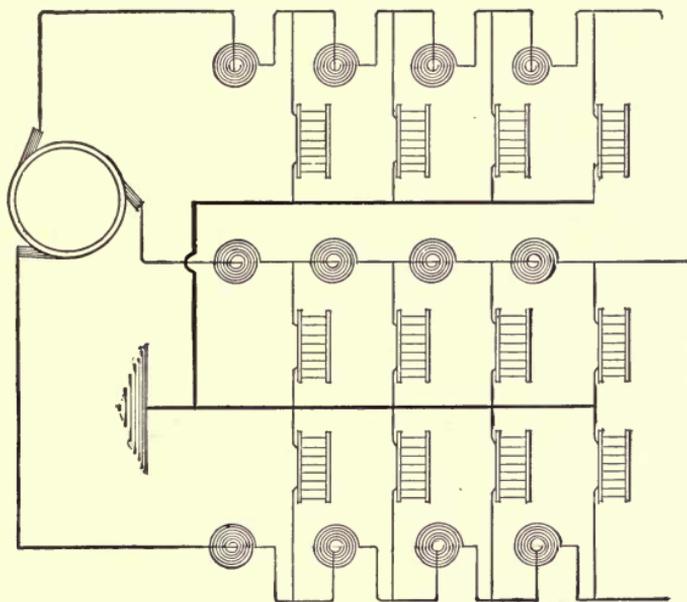


Fig. 110.

point — the coil cannot force the discharge through the arrester. This difficulty may be overcome by the use of a series of coils and arresters, arranged as illustrated in Fig. 110. This shows one end of a 2,000-volt, three-phase system of conductors. The choking-coil may be made by winding 150 feet of the line wire into a coil, the inside diameter of which is not less than 15 inches.

The grounding of lightning arresters must be most carefully made, as upon attention to this depends the reliability

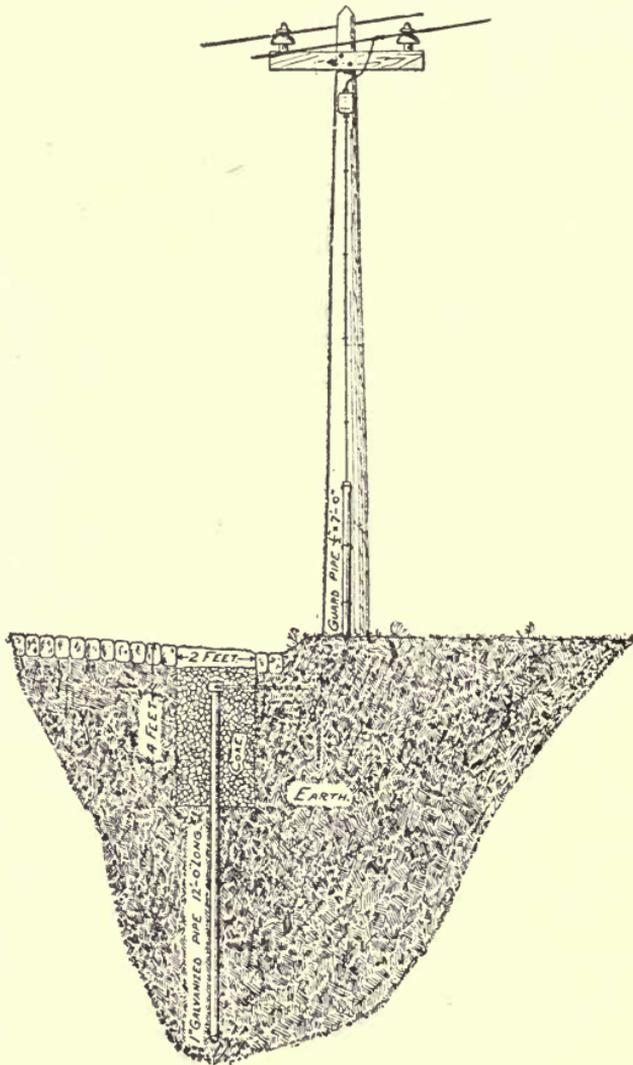


Fig. 111.

of the working of the arresters. The connections to ground and line should be made by short, straight wires

of not less than No. 4 size. A metal plate, or long pipe, should serve as the ground terminal, embedded in coke, or sunk in damp ground if possible. Fig. 111 illustrates a very effective method of grounding a line arrester. It is better to use a ground plate with station arresters.

Synchronizing Devices. — The ordinary method of determining whether two alternating generators are in parallel, is by the use of two transformers and lamps, as described in Chapter III. This is an excellent and effective method, and is reliable under almost all conditions. A special device, called the acoustic synchronizer, is sometimes used. This consists of two electro-magnets, actuating two inclosed diaphragms by currents from the machines to be synchronized. When the generators are out of phase, the instrument gives out a loud pulsating note, which grows feebler as synchronism is approached. The acoustic synchronizer, while accurate, is not vigorous in its action, especially in noisy stations and on circuits of low frequency. An instrument called the synchronoscope has been developed for low-frequency circuits, by the Westinghouse Company. This apparatus is similar in appearance to a round-dial voltmeter or ammeter. When no current flows between the machines, the needle stands at zero. When there is a phase difference, a slight current flows around a magnet, which deflects the needle.

Insulators. — On transmission lines, conveying currents at potentials of 10,000 volts, or thereabouts, and over, it is common practice to employ porcelain insulators. Glass is generally used, and has been found most satisfactory as an insulating line material for potentials lower than 10,000 volts.

Line insulators for heavy service, such as high-tension

transmission of power, should, in an eminent degree, possess two qualities :

- 1st. — Thorough insulation under all conditions of operation.
- 2d. — Great mechanical strength.

When formed into large masses, porcelain is supposed to be superior to glass in both these respects. Glass is an almost absolute non-conductor of electricity, but is said to be hygroscopic, i.e., condenses water on its surface from the atmosphere, and thus allows a leakage of the current. When massive, glass is somewhat difficult to anneal, and hence is not always as strong mechanically as desirable.

Porcelain for insulators should be thoroughly vitrified and homogeneous. The material should be absolutely non-absorbent of moisture, and sufficient to insulate the line even without the surface glazing. Poor porcelain can easily be detected by the appearance of the fracture, and its porous quality by soaking in red ink. Well-vitrified porcelain will show no signs of ink when washed; the poor material will readily absorb it. An inch thickness of porous porcelain will be punctured by 10,000 volts, while the same thickness of vitrified material has failed to break down under a pressure of over 100,000 volts. Only the general character of porcelain insulators can be determined in this rough manner. To determine the actual insulating strength, each insulator should be submitted to a high potential test.

This test is best made by placing a number of insulators inverted in a metal pan, filled with a brine solution to the depth of two inches. The brine also fills the pin-holes. In each pin-hole is placed a metal rod. All the rods are connected to one terminal of a high-potential circuit, and the

pan to the other. The testing pressure used is generally about 40,000 volts for 25,000 volts service. When the circuit is closed, the defective insulators are punctured, and are manifested by a shower of bright sparks. Fig. 112 shows a high-tension porcelain insulator mounted on its iron pier by cement. This insulator is tested at 60,000 volts, and is used on a 30,000-volt transmission in India. It is $8\frac{1}{4}$ inches in height, $6\frac{3}{4}$ inches in diameter, and weighs 7 pounds.

While porcelain is a superior material for insulators, its much greater cost than glass is a serious drawback. Experience in their manufacture has largely overcome the difficulty of properly annealing large glass insulators. In dry climates, the hygroscopic property of glass is practically *nil*.

Under such conditions it would seem as if glass insulators would be entirely satisfactory, even for the highest voltages that may be commercially employed. They have been successfully used for very high voltages, — notably in the Provo transmission, which employs 40,000 volts. The insulator known as the Provo type is illustrated in Fig. 113. It is a triple petticoat insulator, having a diameter of 7 inches and a height of 6 inches. It weighs 4 lbs. 7 oz.

A novel insulator, embodying the insulating properties

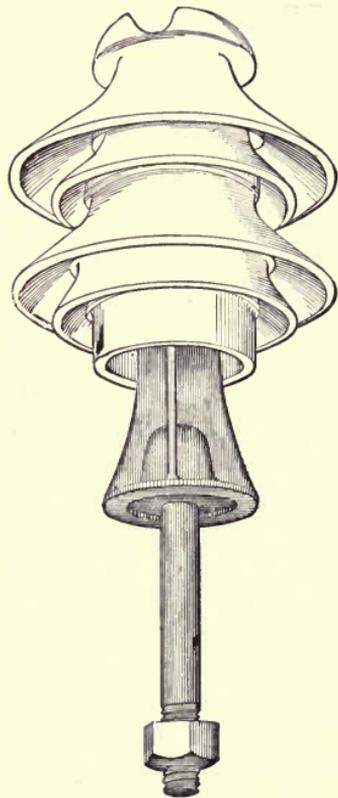


Fig. 112.



Fig. 113.

of glass and the non-hygroscopic property of porcelain, has recently been brought out. This insulator consists of a porcelain body and an inner glass sheath, containing the screw pin-hole. Oil insulators for transmission lines have entirely dropped out of use in the United States.

Pressure Regulators. — One form of regulator, for varying the pressure of an alternating current circuit, may be likened to an induction motor with its armature blocked so as to remain stationary, but which at the same time is capable of being placed in various positions, thereby changing the mutual induction of the coils. As ordinarily constructed, the regulator consists of what corresponds to the field and to the armature of an induction motor. A hollow cylindrical structure built of laminated iron is provided, on its interior surface, with four slots, in which are placed two coils at right angles to each other. Inside of these coils a movable laminated core is placed, in such a manner that its position can be changed with respect to the field. The winding of the primary or field is connected across the lines. While in the induction motor, the armature, or secondary winding, is short-circuited upon itself, in the regulator the armature or secondary winding is connected in series with the circuit so as to add its voltage to, or subtract it from, that of the line, according to its relative position in regard to the primary winding. Since the regulator has some self-induction, and requires magnetizing current, the maximum possible boosting obtainable is about 10 per cent less than the minimum reducing effect. The arrangement and the connections of this regulator can be seen in diagram Fig. 114.

Another type of regulator, built on the same lines, is sometimes constructed to take care of all the branches of

a two- or three-phase circuit. The regulator described enables the voltage of a circuit to be raised and lowered without change of connections, and adjustments of pressure are obtained by imperceptible degrees.

The Stillwell regulator is another form of apparatus for

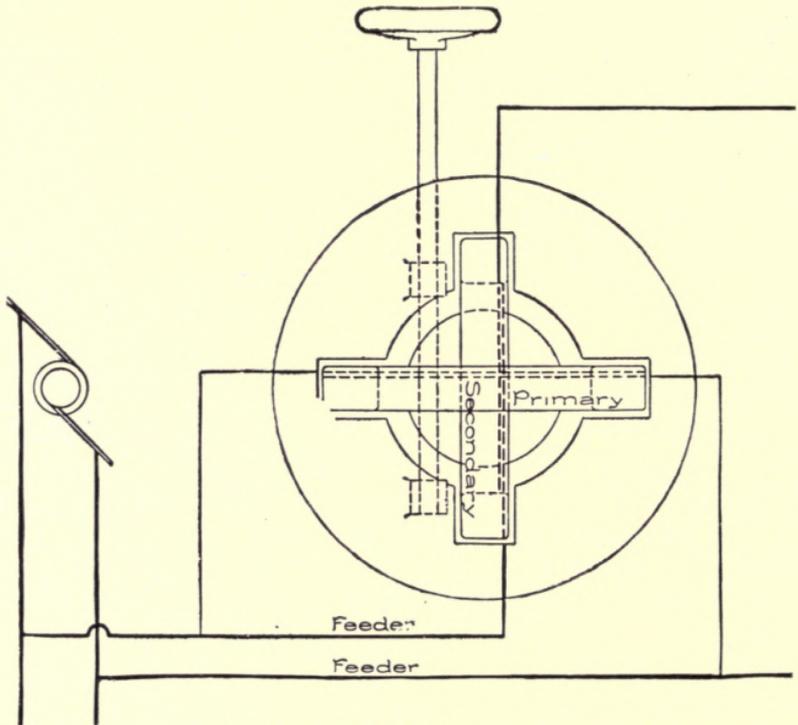


Fig. 114.

raising or lowering the pressure in feeder wires. It is a transformer, the primary of which is connected across the circuit and the secondary of which is in series with the feeder whose voltage is to be regulated. The cut (Fig. 115) shows the internal connections of this regulator. The secondary is divided into a number of coils, which can be inserted or removed from the circuit, according to the

amount of variation of voltage desired. A reversing switch is provided, so that the *E.M.F.* generated in the regulator can be either added to or subtracted from the pressure of the feeder.

Some of the important uses to which pressure regulators

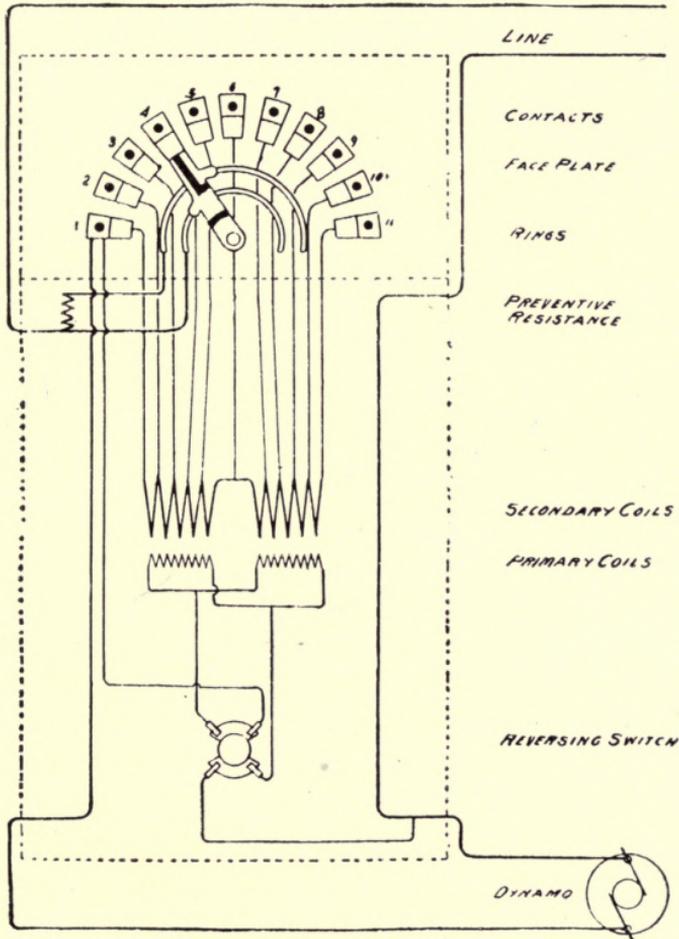


Fig. 115.

can be put are the following : For regulating the voltage of alternating-current feeders ; for equalizing voltage on unbalanced polyphase circuits ; as dimmers for theaters ;

as regulators for series-alternating circuits, either for arc or incandescent lights.

The rating in watts is the product of the secondary current in amperes, by the boosting capacity in volts.

Automatic Regulators. — Automatic regulators are employed for the regulation of both the dynamo potential and that of separate feeders. The scope of these two methods is quite different. In some cases one would be desirable and in other cases the other, while in many cases it might be desirable to use both. Both methods have been developed to a state where the correction for variation of voltage is very quick, and by their use excellent lighting service is being obtained from systems which would otherwise be quite irregular through variations of speed or load. In some plants the voltage of the generating station is held constant by an automatic field regulator, and variations in different lines are taken care of by hand-feeder regulators, while in other cases the voltage at the station is allowed to vary through its natural range by changes of load, and the regulation on different feeders is taken care of by automatic feeder regulators. If the speed is reasonably steady they will give much quicker and better automatic regulation than can possibly be obtained by any other means. In water-driven plants, or other cases where speed variations are troublesome, it may be desirable to use automatic field regulators. The automatic feeder regulator is intended to take care of variations on individual feeders, and is consequently useful in stations whether the bus-bar voltage is steady or not. It can do the work of adjustment better and more quickly than any station attendant, and can be made to operate in connection with a compensating device by which a desired pressure at the end of the feeder will

be automatically maintained. By the use of such regulators good lighting service can be obtained from circuits carrying railway load or which are for other reasons subjected to variations which without regulators would be troublesome.

Compensators for Alternating-Current Circuits.— This instrument permits the adjustment of the potential of a circuit at the station, so that, notwithstanding variations in load and consequent loss or drop in the line, the potential at the terminals of the consuming apparatus remains constant. The action of the compensator is to reduce the indication of the voltmeter in proportion to the main current. By proper adjustment this reduction can be made equal to the drop in the circuit.

In principle and construction the compensator is a transformer which has an adjustable number of turns which is connected in series with the supply circuit. The secondary also of an adjustable number of turns is connected with the voltmeter. Increasing current due to increasing load affects the voltmeter in such a manner as to require increased current through the main voltmeter solenoid in order to give the same resultant pull on the core, i.e., the same reading.

The connections of a compensator invented by Mr. Ralph Mershon with accompanying transformer and voltmeter are shown in Fig. 116. The instrument is also made to compensate for inductive as well as ohmic drop.

Rectifiers.— A rectifier is a device for changing an alternating current into a direct current, and is intended mainly for the operation of series arc lamps. The apparatus usually consists of a constant-current transformer, giving constant alternating current at all loads, and a

rectifying device which runs in synchronism with the alternating, and converts the constant alternating current into a direct current, but more or less pulsating.

At light loads the rectifier has an idle current of nearly 100 per cent of full-load current, and at full load a low power-factor. For polyphase circuits, therefore, to avoid

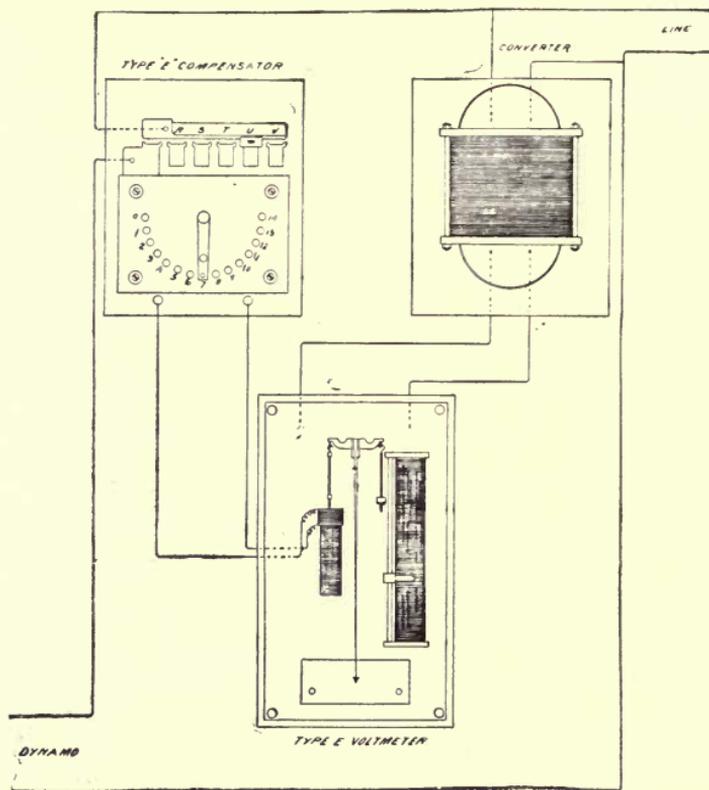


Fig. 116.

unbalancing of the phases, the rectifier should preferably be of polyphase design.

Frequency Changer. — In alternating-current plants, employing a low frequency, there is sometimes a need for a limited amount of current of a higher frequency. For

instance, in 25 and 40 cycle installations, incandescent and arc lighting may be required. To meet such cases a frequency of 60 cycles, or any other number of cycles suitable for lighting, may be obtained economically and cheaply by means of a frequency changer. This is essentially an induction motor, the armature of which is rotated by a synchronous motor in a direction usually opposite to its natural rotation. The lower frequency current is fed to the primary or field, and the current at the higher frequency is taken out of the secondary or armature by means of collector rings. The frequency and voltage of the output will depend on the speed of the secondary, and will be the algebraic sum of the current pulsations in both members. If the secondary is run at rated speed, but in opposition to its natural rotation, the frequency will be twice that of the normal current, or if run at one-half speed in its natural direction, the frequency will be one-half the normal. To change a frequency of 40 cycles to 60 cycles, the secondary would be run at one-half speed in an opposite direction, while to obtain 60 cycles from a 25-cycle current, the secondary would run nearly two and one-half times the rated speed in an opposite direction.

The capacity of the driving-motor end of the frequency changer bears the same proportion to the total output that the increase in frequency bears to the final frequency. The secondary of the frequency changer proper must equal the output. The capacity of the primary has the same proportion to the total output that the initial frequency has to the final frequency. As an illustration, — a 100 K.W. frequency changer, primary 40 cycles, secondary 60 cycles, would be composed as follows: A 40 cycle synchronous motor, capacity 33 K.W., speed 600 *R.P.M.*, direct-con-

ned to the secondary, capacity 100 K.W. Primary capacity would be 66 K.W. The primary would be four polar. The natural speed of the secondary would be 1,200 *R.P.M.* By driving it at a speed of 600 *R.P.M.* in the opposite direction to its natural rotation, the number of reversals will be that due to an equivalent speed of 1,800 *R.P.M.*, or 60 cycles. For the sake of illustration, the capacities

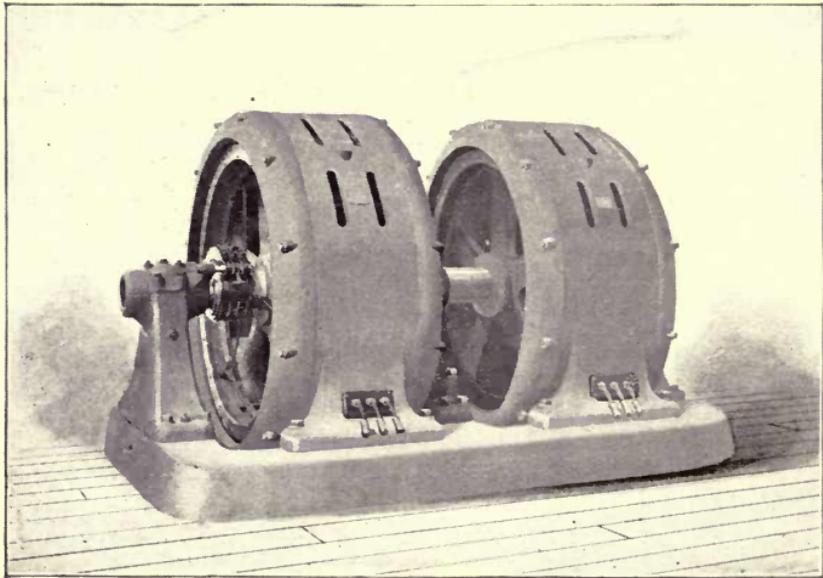


Fig. 117.

as given above are on the assumption of a 100 per cent efficiency, which, of course, is an impossibility. Fig. 117 depicts the general form of this apparatus.

Motor Generators. — A motor generator for alternating current work consists of an induction or synchronous motor driving a generator. The motor is usually mounted on the same base and direct connected to the generator.

It may perform the functions of a frequency changer, in

which case the generator, of course, is of the alternating current type, or it may be used in place of a rotary converter, the generator then delivering a direct current. Although more expensive and less efficient than a rotary converter, the motor generator has the advantage of not always requiring step-down transformers. It is self-regulating, and is not materially affected by potential fluctuations of the transmission lines.

The induction motor set possesses one great advantage over the synchronous motor set, in that it is entirely free from any tendency to hunt. This condition of instability is most apparent in the case of motor generators operating at the ends of long-distance transmission lines. The cures for this trouble have already been described.

CHAPTER IX.

TWO-PHASE SYSTEM.

Polyphase Systems and Combinations.—Any arrangement of conductors, carrying two or more single-phase alternating currents, definitely related to one another in point of time, constitutes a polyphase system. The systems commonly employed for the generation and distribution of power by polyphase currents are the two-phase, three-phase, and a third, a combination of a single-phase and polyphase conductor arrangement, called the monocyclic system.

Polyphase currents are usually produced by alternators, the armatures of which are so wound that the electromotive forces at the terminals correspond to the number of phases, and arrive at a maximum in a fixed and definite relation to one another.

In the two-phase system the two electro-motive forces and currents are 90° , or one-fourth of a cycle, apart. The relations of the curves to each other, and their instantaneous values, can be seen from the development of the diagram of single harmonic motion (Fig. 118). The maximum of one wave occurs when the value of the other is zero. If the pressure in any one of the coils Oa or Ob is 1, the pressure between the ends ab is $\sqrt{2} = 1.414$.

The windings of a polyphase machine may be combined in a number of ways, each affecting the relation of the

electro-motive forces of the outside conductors, as shown in Figs. 119 to 123. These diagrammatically represent the coils of a two-phase machine, in which the electro-

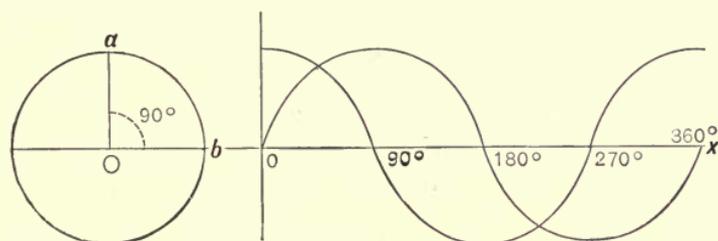


Fig. 118.

motive forces may be considered as being either generated or absorbed. In Fig. 119 all the coils are in series, forming a continuous winding, tapped at four points. This arrangement is known as an interlinked winding. Leads 1 and 2 constitute the circuit of one phase, and 3 and 4 that of the second phase. The *E.M.F.* between the wires of different phases is $1.4 \div 2$ times that between leads of the same phase. In Fig.

120 the windings of each phase are separate. This arrangement can be made interlinked by joining the two circuits where they cross, thus forming a common centre, as shown in Fig. 121.

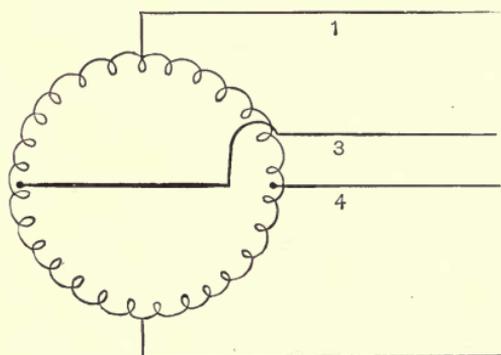


Fig. 119.

The relation of *E.M.F.* is the same as in Fig. 120. The grouping of coils, shown in Fig. 120, may also be made interlinked by joining leads 4 and 2 (Fig. 122), which become a common return for 1

and 3. The *E.M.F.* between the two outgoing wires is 1.4 times that between each outgoing wire and the common return.

The windings of interlinked systems are classed according to their connections as "Ring," or "Star." Figs. 119 and 121 respectively, show the ring and star connections of the two-phase system.

In the three-phase system, the ring and star connections

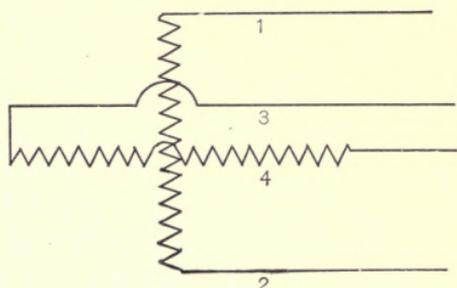


Fig. 120.

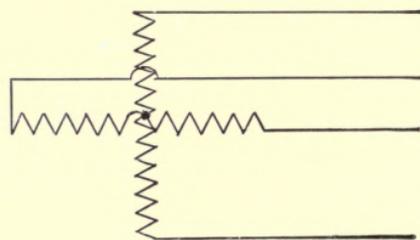


Fig. 121.

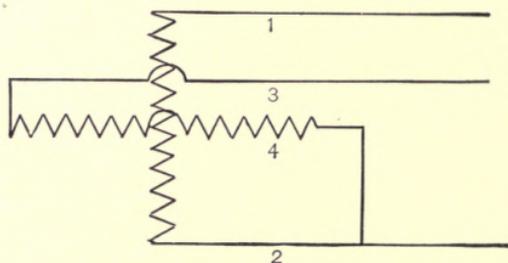


Fig. 122.

are usually designated as Y and Δ (Delta), from their resemblance to these symbols.

The winding connections of most commercial two-phase machines are interlinked. Fig. 123 shows the connections of a Westinghouse two-phase 2,000 volt generator. Connections are made to the winding at four points.

The current in the circuit 1-3 is 90° apart from, or in

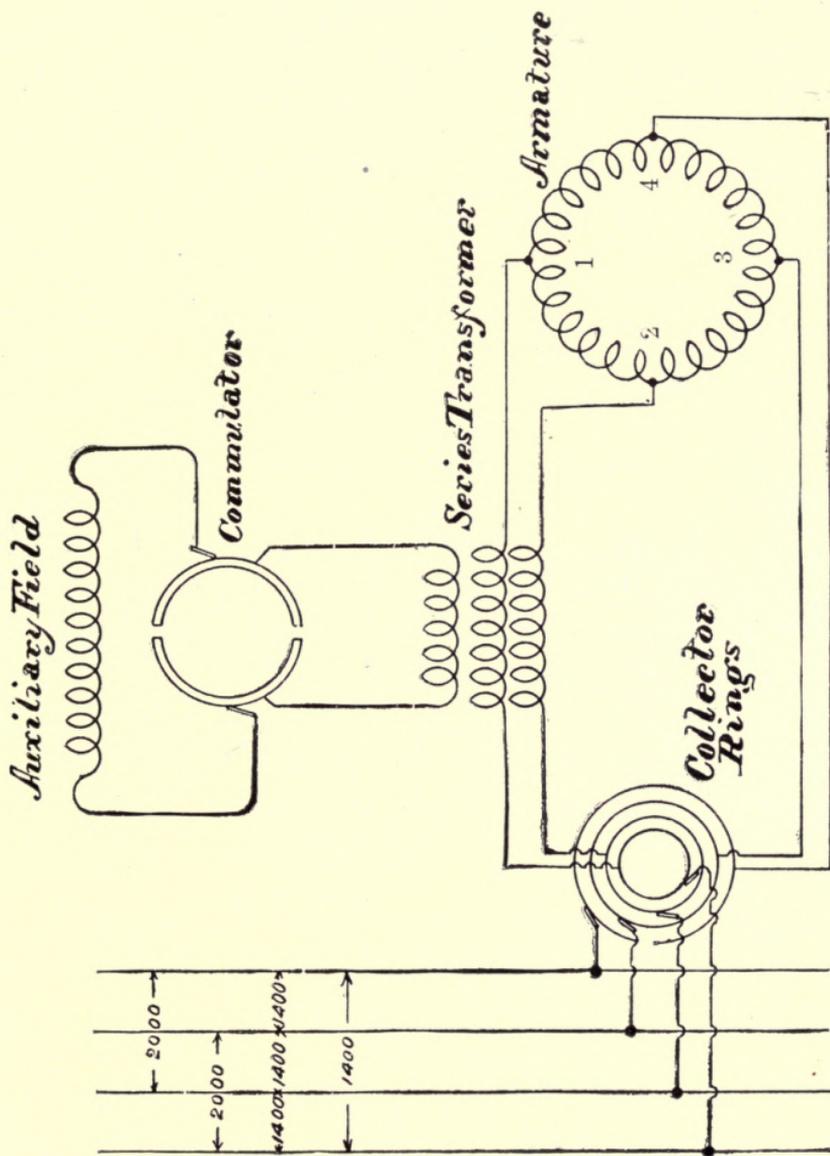


Fig. 123.

quadrature with, the current in the circuit 2-4. The *E.M.F.* existing between any two adjacent terminals is 1,400 volts. If the *E.M.F.* is raised or lowered, the same proportions hold; and for a 1,000 volt machine, the electro-motive forces are respectively 1,000 and 700 volts.

No matter what the arrangement of the winding may be in a polyphase machine, whether the coils are inter-linked, or separately grouped, ring or star connected, the principles of action are the same, and the characteristic polyphase results are equally present.

Polyphase systems have two desirable features: First, the supply of power is continuous and uniform, thus increasing the capacity of apparatus, and in some systems,

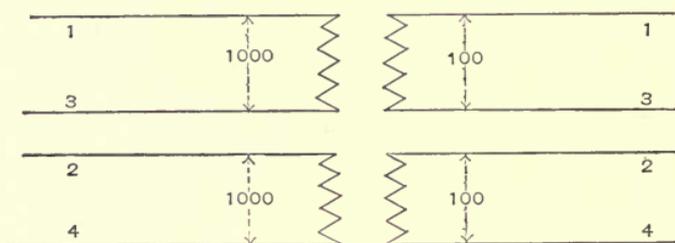


Fig. 124.

that of transmission conductors; and, second, the use of revolving types of induction apparatus is permitted, which do not require any form of moving contacts.

Transformer Connections.—A number of combinations of two-phase circuits can be made by suitably arranging transformers with due regard to the generator windings. Fig. 124 shows the connections commonly used for lighting and transmission of power. The arrangement consists of two single-phase transformers, the phases being separated in both primary and secondary. Two of the secondary leads are sometimes joined (Fig. 125), making a

common return for the other wires. The two circuits being 90° apart, the voltage between 1 and 4 is $\sqrt{2}$ times that between the outside wires and the common return. This arrangement is best adapted for supplying current of minimum potential to apparatus in the vicinity of the transformers. It is more frequently used in connection with motors operating from the secondaries of the transformers.

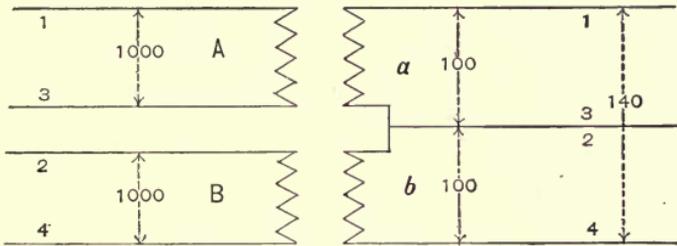


Fig. 125.

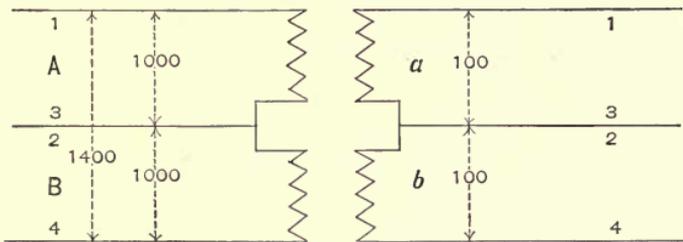


Fig. 126.

Fig. 126 shows another arrangement of transformers where the common return is used on both primary and secondary. As will be explained farther on, this connection is permissible only when the power of the two circuits is consumed by one unit, or when both sides of the system are balanced.

Two-Phase to Three-Phase.—It is possible, by a combination of two transformers, to change one polyphase system into any other polyphase system. The transformation

from two-phase to three-phase, or *vice versa*, is effected by proportioning the windings, as shown in Fig. 127. One transformer is wound with a ratio of transformation of 1,000 to 100; the other with a ratio of 1,000 to 86.7. The secondary of this transformer is connected to the middle of the secondary winding of the first.

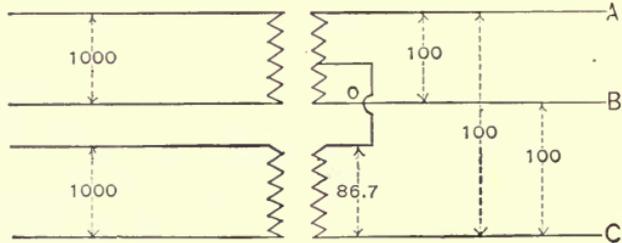


Fig. 127.

represents the secondary volts from *A* to *B* in one transformer. At right angles to *AB* the line *CO* represents, in direction and

quantity, the pressure *O* to *C* of the second transformer. From the properties of the triangle it follows that, at the terminals *A*, *B*, *C*, three equal pressures will exist, each differing from the others by 60°, and giving rise to a three-phase current.

For this transformation on a small scale, it is customary to use standard transformers, the main transformer having a ratio of 10 to 1, and the teaser a ratio of 9 to 1.

The current in the winding *OC*, being a resultant of the other two phases, is greater than if the change to three-phase were not made; and, consequently, for the same heating, necessitates more transformer capacity. Only one transformer, the teaser, need be of greater output. The increase

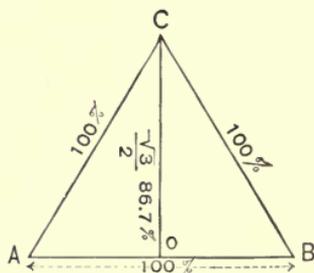


Fig. 128.

is in the secondary, being 15 per cent, or about 4 per cent of the total transformer capacity. If the transformers are interchangeable, the excess capacity required in the two transformers is over 12 per cent. The secondary of each interchangeable transformer has two taps, giving 50 per cent and 86.7 per cent of the full voltage, so that either transformer can serve as the teaser, or supplementary one, by using the proper terminals.

In the long-distance transmission of power the generators are sometimes wound two-phase, and the secondary

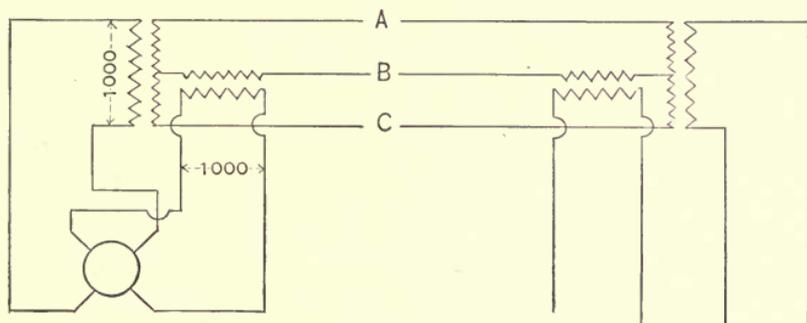


Fig. 129.

distribution at the receiving end is likewise by the two-phase system, while on account of the saving in copper the transmission is by the three-phase system. Such is the arrangement of the apparatus at the generating end of the Niagara-Buffalo plant. The distribution in Buffalo, however, is mainly by the three-phase system. Fig. 129 shows the transformer connections for changing two-phase to three-phase and back again.

Two-Phase Four-Wire System. — This system consists of two separate circuits, derived from two independent armature windings in quadrature with each other, or from a continuous armature winding tapped at four equidistant

points. The practical application of this system is illustrated in Fig. 130. Each of the two generators A and B delivers two-phase currents of low potential to the step-up transformers RT, RT', RT'', RT''' , through the switchboard D . The transmission lines L, L', L'', L''' , receive and transmit current, at a high pressure, to a substation conveniently located with reference to the districts where lights and motors are to be supplied. The high-potential current is here reduced by the transformers LT, LT', LT'', LT''' , to a commercial pressure suitable for local distribution, through the switchboard F . Beginning at the right of the figure, the first four-wire system is used to supply alternating current to the rotary converter, which, in turn, delivers direct current at 500 volts to a trolley line operating the street-car systems K . The second circuit supplies the motors M, M', M'', M''' , either of the synchronous or induction type. The next four-wire system is divided into two distinct circuits, supplying current to incandescent lamps through the transformers b, b', B'', B''' . The next circuit supplies current for arc lighting through a rotary converter. Another rotary converter is operated from the last circuit, and delivers low-voltage current for electrolytic purposes. The rotary converters in practice are supplied with transformers, not shown in the diagram, which deliver, at the rotary terminals, an alternating current of the proper voltage.

The two single circuits must be balanced as nearly as possible, and for this purpose the four wires must be carried through the same district to be supplied with power or light. In order to obtain economy in copper in a secondary system of distribution, it is desirable to use three-wire mains. In the two-phase four-wire system, where

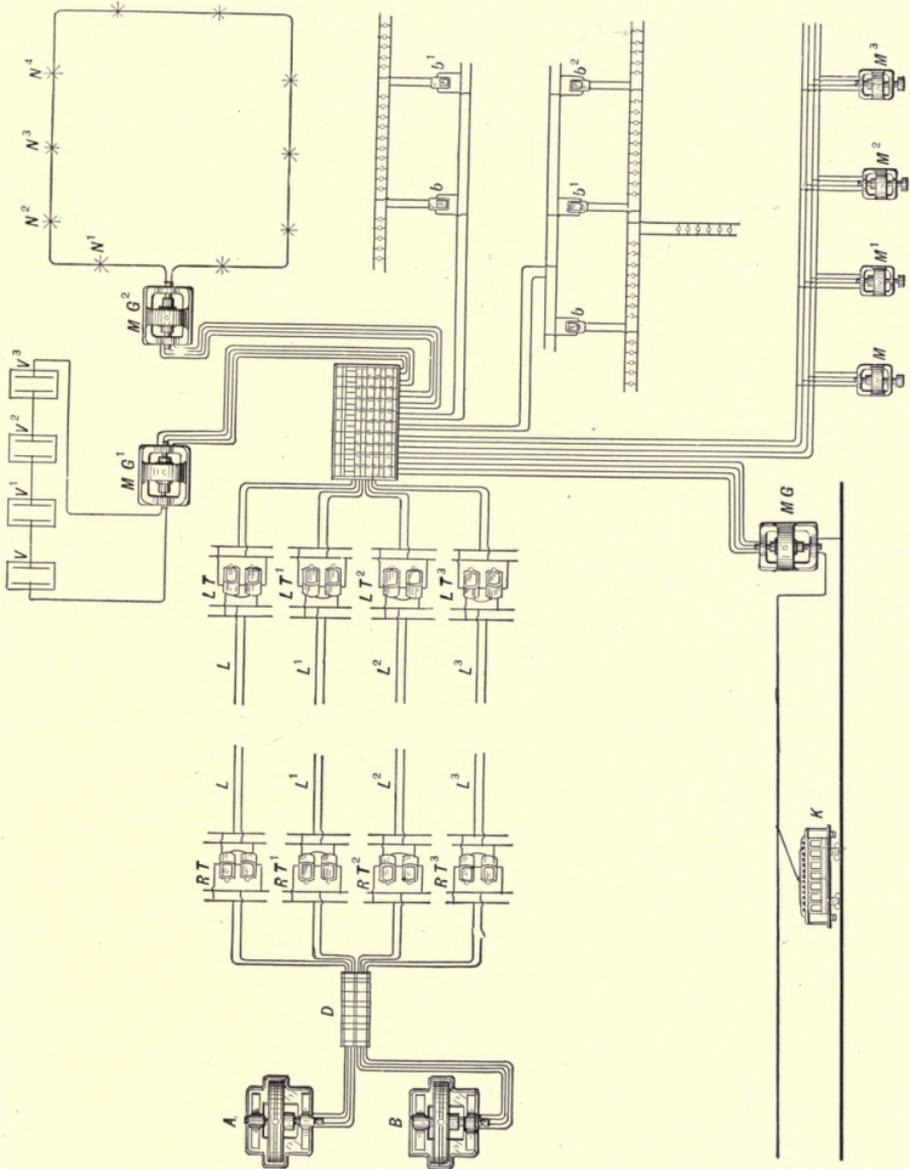


Fig. 130.

motors are to be supplied, the two independent three-wire circuits must be brought together, making six wires in all.

The measurement of power by this system is obtained by the use of a wattmeter inserted in each circuit, as in a single-phase system. The sum of the two readings gives

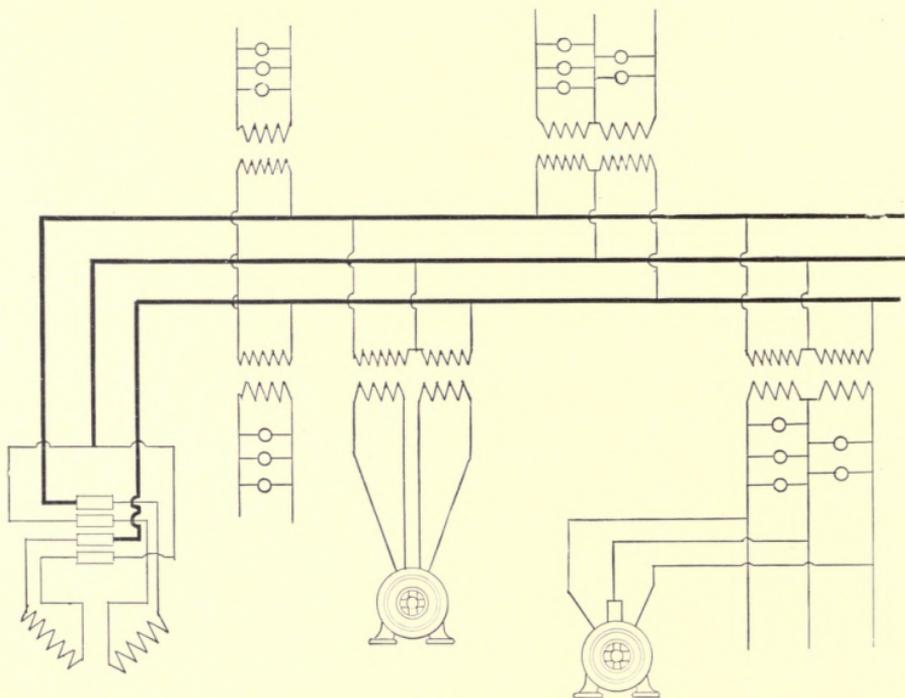


Fig. 131.

the total power supplied. In a balanced system, twice the reading of one wattmeter will give the power.

Two-Phase Three-Wire System. — By joining any two conductors in the four-wire system, a common return is made for the two circuits. This arrangement of circuits is called the two-phase three-wire system. As previously shown, the pressure between the common conductor and

the others is 42 per cent higher than that which existed before. With a given load and insulation strain, the common conductor must be made larger in proportion, in order to keep the loss the same.

The general application of this system is shown in Fig. 131. Two terminals of the generator coils are united; and the three leads, forming an interconnected two-phase system, are run to wherever motors and lights are to be supplied. When motors are used, connection is made directly with the main leads, or, if the motors are wound for low voltage, connection is made through two transformers. The motors, which are of the ordinary two-phase type, may have their terminals connected either on the three-wire or four-wire system.

Where lights are supplied, the transformers may be connected singly to only one circuit, or in pairs on two circuits, with a common return. In practice, it is essential that both phases be equally loaded.

In this arrangement of conductors there is an unbalancing of both sides of the system on an inductive load, which exists, even though the energy load is equally divided. This unbalancing is due to the fact that the *E.M.F.* of self-induction in one side of the system is in phase with the effective *E.M.F.* in the other side, thus distorting the uniform current-distribution in both circuits.

The distribution of currents and electromotive forces in the three conductors in the single-phase three-wire, the three-phase and the two-phase three-wire system, is shown in the following table. The figures are the results of experiments to determine the self-induction of underground tubes.

175 FEET 250,000 C.M. EDISON 3 CONDUCTORS, MAIN TUBE.	AMPERES IN CONDUCTORS.			VOLTS BETWEEN CONDUCTORS.												WATTS LOST IN LINE GOVERNING CAPACITY OF TUBE.
	a	b	c	AT FEEDING POINT.			AT END OF LINE.									
				60 CYCLES			125 CYCLES.									
				a & b	b & c	a & c	a & b	b & c	a & c	a & b	b & c	a & c				
400	0	400	100	100	200	97	97	194	96.6	96.6	193.2	2,400				
462	462	462	100	100	100	94	94	84	93.4	93.4	93.4	4,800				
400	566	400	100	100	142	90	97	134	87.	99.	136.	4,800				

The single-phase and the three-phase systems give equal drops, but the induction unbalancing of the two-phase three-wire system is beyond the range of practical operation. These results were obtained with low-tension systems and moderate drops. The unbalancing effect is much greater with higher voltage and drops. The four-wire two-phase system would, of course, show no such unbalancing.

CHAPTER X.

THREE-PHASE SYSTEM.

Curves of E.M.F. — The *E.M.F.* impulses in a three-phase system follow one another at intervals of 60° . The instantaneous values and the relation of the phases, developed from the diagram of simple harmonic motion, are shown in Fig. 132. The curves *Oa*, *Ob*, *Oc*, represent the electromotive forces produced by three sets of generator coils. If the distance from *O* to *a*, *b*, and *c*, be taken equal to 1, it

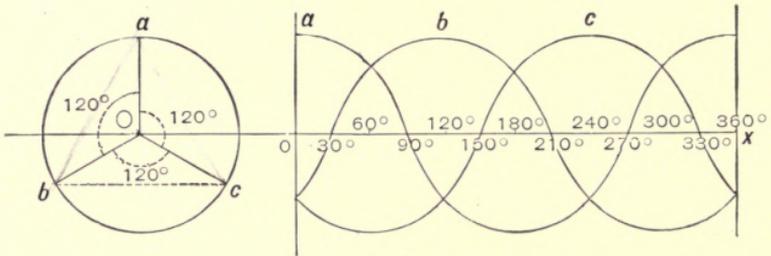


Fig. 132.

follows from the diagram that the lines joining *a*, *b*, and *c* are equal to $\sqrt{3} = 1.732$. That is, the pressure between the ends of any two of the generator coils in a three-phase system is 1.732 times that between the common juncture *O* and the terminals of the coils.

It will be seen from the diagram that each one of the coils successively serves as a return for the other two, and that the algebraic sum of the currents in the system is

zero. The three-phase system may be resolved into three single circuits, with a common or grounded return. The sum of the currents being zero, no current will flow in the return conductor, and it may be dispensed with. The system then becomes the ordinary *Y*-connected arrangement.

Transformer Combinations. — The ring and the star connections of three-phase windings, — whether of armature in

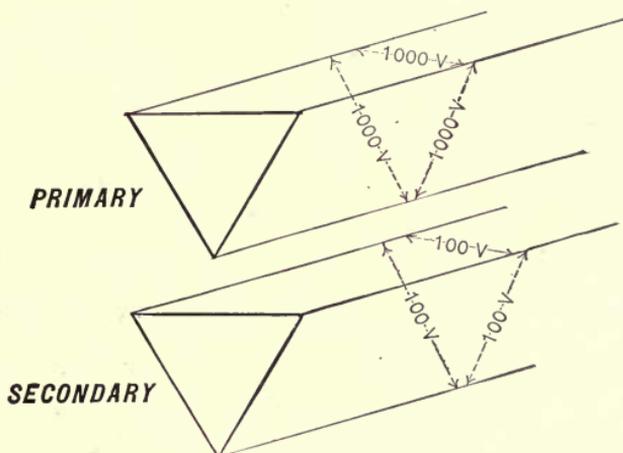


Fig. 133.

which the electromotive forces are induced, or transformer, or motor in which the electromotive forces are absorbed, — are designated by the symbols Δ and Y respectively. Figs. 133 to 137 illustrate the various three-phase combinations of single-phase transformers in practical operation. Fig. 133 shows Δ connection of both primary and secondary terminals of transformers, having a ratio of 10 to 1. Fig. 134 shows three transformers, Y connected in both windings. The ratio of pressures between any two corresponding terminals in primary and secondary are the same as in the Δ arrangement. The individual transformers

thus connected have fewer turns for the same voltage than when Δ connected, and thus this arrangement is suitable for very high line-pressures. Fig. 135 shows a combination of Δ and Y connection, the primaries of the transformers being

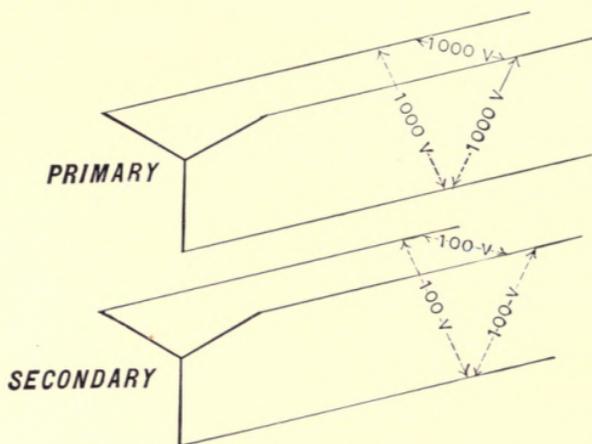


Fig. 134.

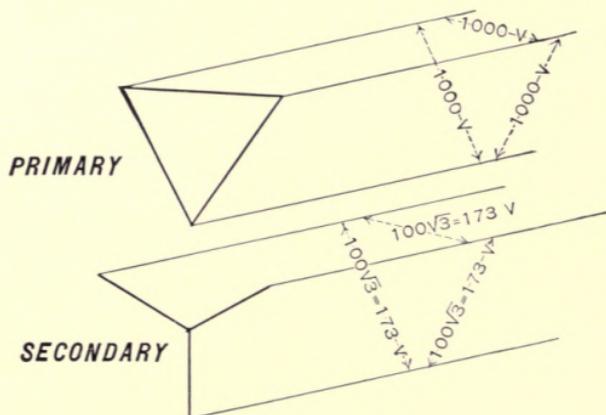


Fig. 135.

connected Δ , while the secondaries are connected Y . A fourth wire may be led from the common centre of the three secondaries. The pressure between this neutral and any one of the outside wires is $\frac{1}{\sqrt{3}}$ of the pressure between

the outside wires. This arrangement is known as the "three-phase four-wire system," and is especially convenient and economical in secondary distributing systems. In

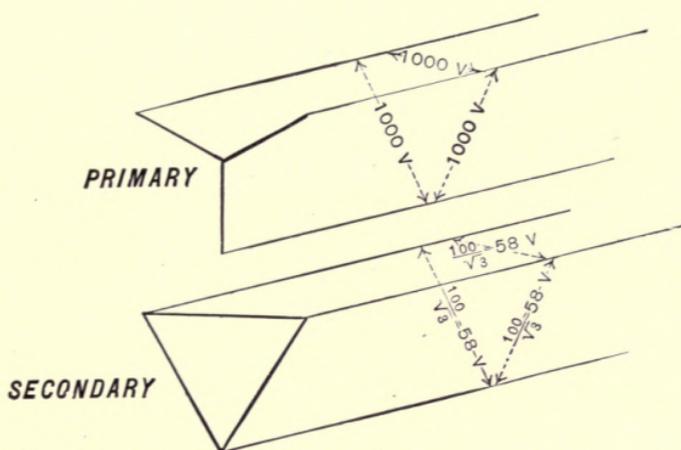


Fig. 136.

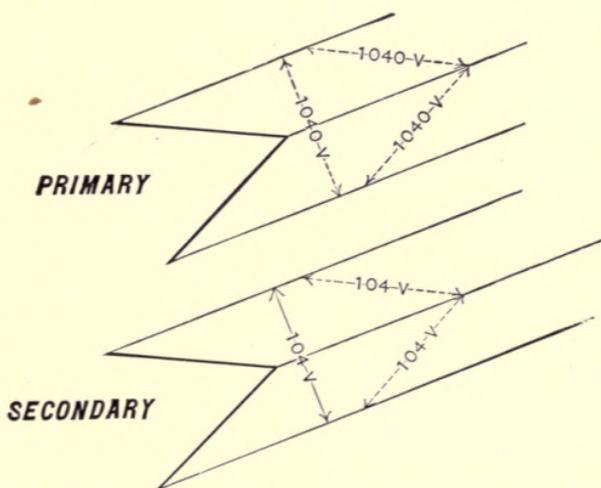


Fig. 137.

Fig. 136, the primaries are connected Y, the secondaries Δ . The Δ connection is sometimes made up of two transformers (Fig. 137), instead of three. The pressures be-

tween all three terminals are equal, that from the open side of the triangle being the resultant of the *E.M.F.* in the existing windings. This arrangement is frequently used with motors, its chief advantages being its simplicity, and permitting the use of available transformers, when the motor cannot be fitted with three transformers of exactly the capacity wanted. Its disadvantage is that the motor will stop in case of accident to one transformer. The combination of three transformers, arranged in Δ , is most convenient and desirable, for the reason that an accident to one does not interrupt the service; the only requirement being, that the load be reduced one-third, to prevent heating of the transformers. Another disadvantage of the resultant Δ arrangement is the increased transformer capacity required, as, for the same total energy, the flow of current is increased through the two existing secondaries. This disadvantage is not so noticeable in small transformers, but must be allowed for when working with large transformers.

Six-Phase Transformer Connections. — A six-phase arrangement is now used to a great degree for the supply of rotary converters. It is derived either from a three-phase transformer or a combination of three single transformers connected in three-phase. In such an installation for a rotary converter there is required six leads from the transformers connected to six collector rings tapped to six points in the armature winding for each pair of poles. Fig. 138 shows one arrangement, which is the six-phase equivalent of the two-phase rotary converter. One secondary for each single-phase transformer is needed. Fig. 139 shows the six-phase equivalent of the three-phase converter. This arrangement requires two electrically separate secondaries, which are here con-

nected in delta fashion. An equivalent combination is that in which the separate secondaries are connected in *Y*.

The terminals of each transformer in Fig. 138 are connected to the converter windings at points 180° apart. Hence it is known as the diametrical six-phase connection. The ratio between the alternating and direct current potentials of a converter so connected up is the same as

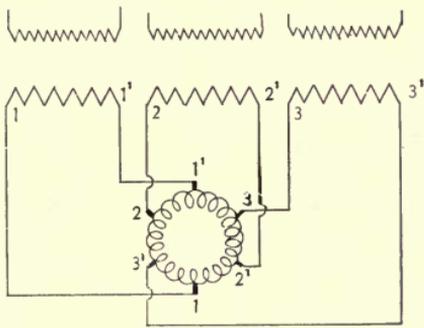


Fig. 138.

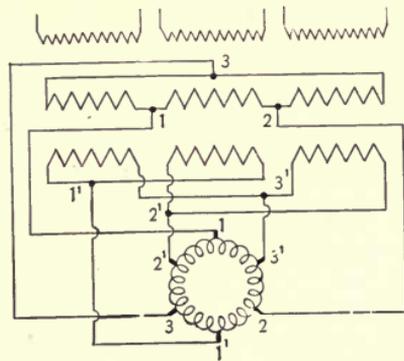


Fig. 139.

that of a straight two-phase converter. The diametrical is the simplest six-phase arrangement.

In the delta six-phase connection (Fig. 139) the *E.M.F.*'s, 180° out of phase, are derived from each single-phase transformer by reversing the connections of the two separate secondaries. The six transformer terminals are progressively connected in such a way that the resultant effect is a double delta, which yields the same ratio of conversion as a plain three-phase converter connection.

Motor Connections. — Motors are connected to the secondaries of three transformers in a three-phase system, as shown in Fig. 140.

The primaries, $p-1$, $p-2$, $p-3$, of three transformers are connected between the three lines A , B , C , leading from the generator, and three secondaries, $S-1$, $S-2$, $S-3$, are connected in delta to the three lines, a , b , c , leading to the motor. A recording wattmeter of the three-phase type, for measuring the power consumed by the motor, is shown connected in the system with the

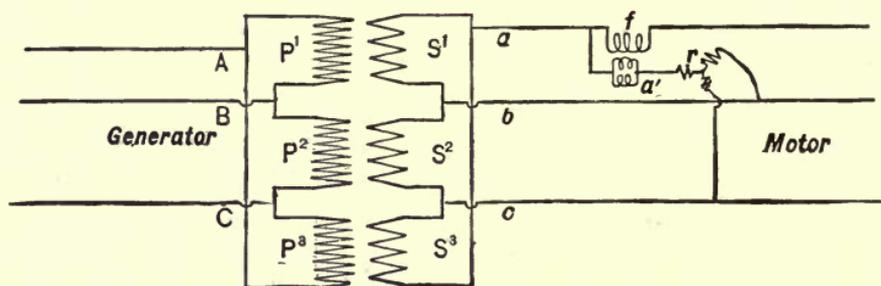


Fig. 140.

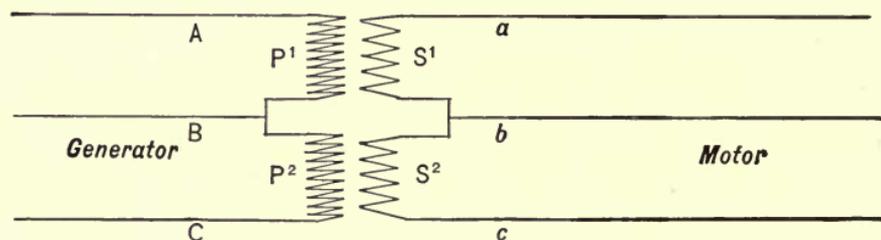


Fig. 141.

field spools at f , the armature circuit a' and its resistances r , between the three secondary lines.

Induction motors may be supplied from a three-phase generator by means of two reducing transformers in the manner shown in Fig. 141. This arrangement is identical with that in Fig. 140, except that one of the transformers, $P-3$, $S-3$, is left out, and the two other transformers are made correspondingly larger. The recording watt-

meter is connected in the secondary circuit in the same way as in the use of three transformers.

The connections of three transformers for a low-tension distribution system, by the three-phase four-wire system, are shown in Fig. 142. The three transformers have their primaries, $P-1$, $P-2$, $P-3$, joined in delta connection, and their secondaries, $S-1$, $S-2$, $S-3$, in Y connection. Lines a , b , c , are the three main three-phase lines, and d is

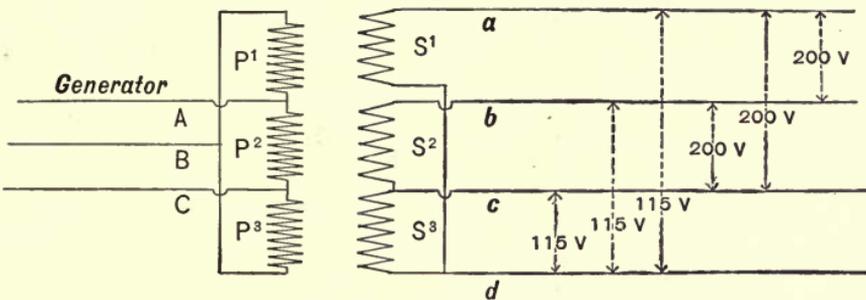


Fig. 142.

the common neutral. The difference of potential between a and b , b and c , and a and c is 200 volts, while that between them and d is 115 volts. 200 volt motors are joined to a , b , and c , while 115 volt lamps are connected between a and d , b and d , or c and d . Line d , like the neutral wire in the Edison three-wire system, only carries current when the lamp load is unbalanced.

Measurement of Power.—In a Y -connected generator the *E.M.F.*, induced in each phase, is $\frac{E}{\sqrt{3}}$, and the energy in that phase is $I \times \frac{E}{\sqrt{3}}$, E being the *E.M.F.* at the generator terminals. In a Δ connected generator the current in each phase winding is $\frac{I}{\sqrt{3}}$, I being the line current, and the energy

is $E \times \frac{I}{\sqrt{3}}$. The total energy for the three phases, in the cases both of a Y and a Δ connected generator, is $= \sqrt{3} \times E \times I$. This formula is correct when the generator output is of a non-inductive character. If a phase displacement exists, the expression becomes $\sqrt{3} \times E \times I \times \cos \phi$. These formulas apply equally well for determining the power in a three-phase circuit, irrespective of the method of connections of the supplying source or of the consuming devices.

As an illustration,—the power in a non-inductive three-phase circuit, in each branch of which 100 amperes are flowing, the voltage between lines being 2,500, is found as follows: the energy in each phase is $= 100$ amperes $\times 2,500$ volts $\times \sqrt{3} = 145$ K.W., and, for the three circuits, is therefore 435 K.W. If the circuit had a power factor of 80 per cent, the energy would then be $435 \times .80 = 348$ K.W.

The power supplied by three-phase circuits can be measured by the use of three, two, or one wattmeter. Three wattmeters will give the power of a circuit irrespective of the condition of balancing or lag. The sum of the readings of the three instruments is the total power. Each wattmeter must be connected to the common centre or neutral of the system. If the apparatus is connected delta, it is necessary to make an artificial neutral with resistances. Two wattmeters can be connected so that, as long as the power factor is greater than 50 per cent, the sum of the two readings equals the total power. The difference of the two readings will give the power when the power factor is less than 50. As it is not possible to tell when the power factor falls below this point, without

reversing the connections, this method is inconvenient and undesirable.

When three-phase circuits are in balance in respect to load and power factor the power may be measured by one wattmeter. Three times the readings of the single wattmeter will give the total power in the circuits. Figs. 143 and 144 show the connections of three-phase recording wattmeters for low and for high voltage circuits. The wattmeter is provided with resistances, r , r and r' , for creating an artificial neutral. The armature windings are in series with r' , so that $r' + a = r$. The wattmeter, diagrammatically illustrated in Fig. 143, is adapted for circuits of 550 volts and less. Fig. 144 shows the connection of a wattmeter for circuits of from 1,000 to 3,000 volts. Station transformers t and t are required to reduce the pressure for the armature windings.

The connections for an indicating wattmeter are the same as those for a recording wattmeter. The main current is taken by the stationary or low-resistance coil, while the pressure coil is of high resistance, and connected to the artificial neutral.

The power in unbalanced three-phase circuits is measured by a special form of wattmeter of the induction type. This wattmeter is also largely used in balanced circuits.

Three-Phase Circuits. — The general arrangement of circuits for a local distribution of light and power is shown in Fig. 145. The generators are wound for 2,000 volts, feeding direct into the mains. Step-down transformers reduce the power to 100 volts for lights and 200 volts for motors. In one arrangement alternating enclosed arc lights are shown, operated from a transformer. A 200

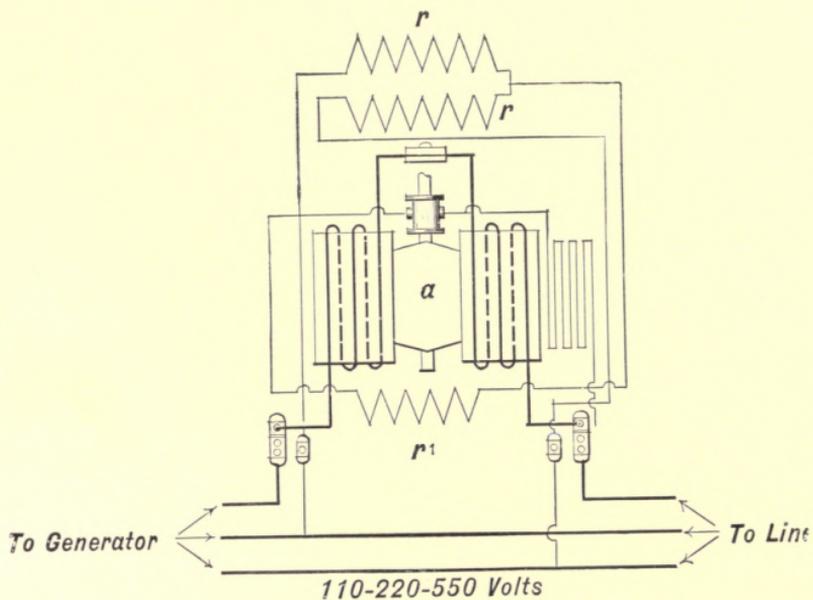


Fig. 143.

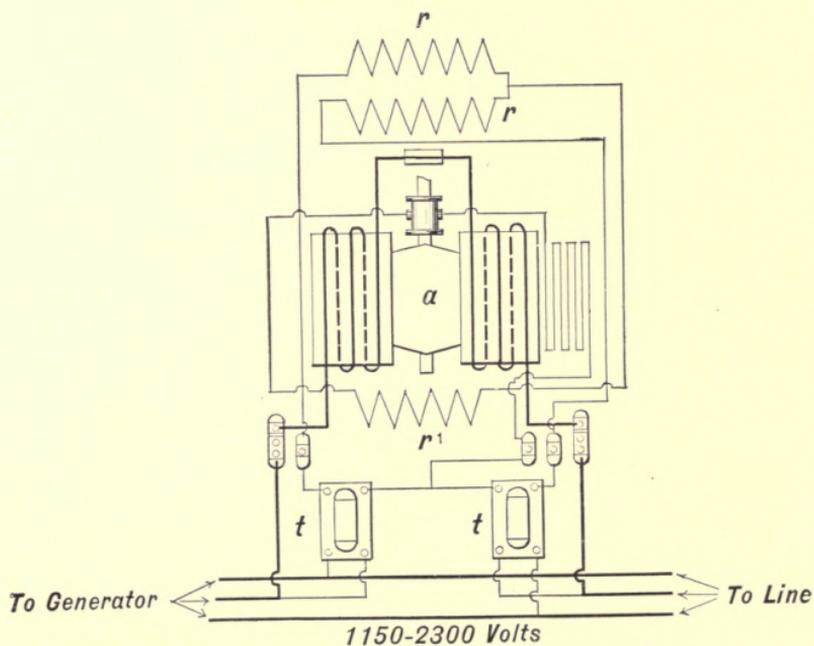


Fig. 144.

volt motor is supplied by three transformers, constituting a system of secondary mains. In the second arrangement a motor running from two transformers, and a general distributing system, are shown. The general practice is to wind the generators for 1,040 or 2,080 volts, no load, and use transformers reducing to 115 volts for light and small

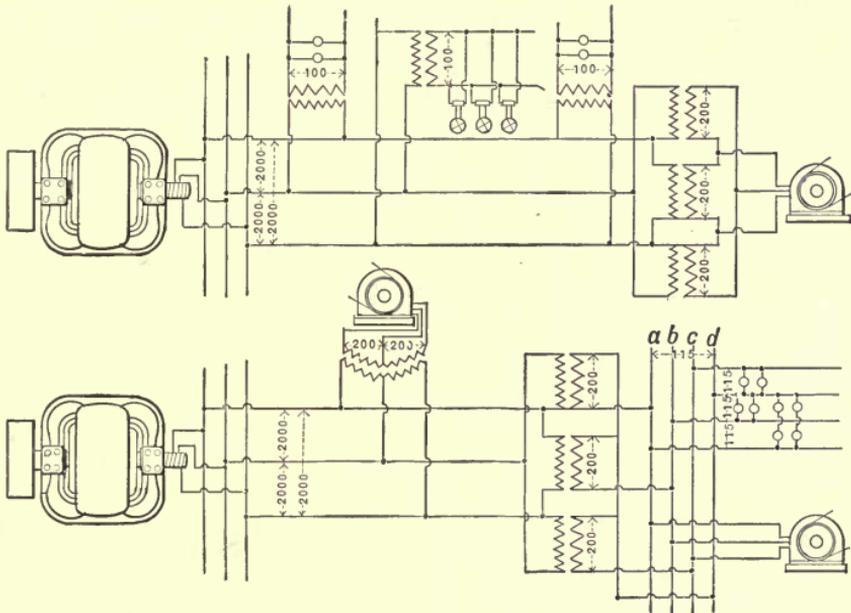


Fig. 145.

motors. Where secondary mains are employed the motor pressure is 200, 220, 440, or 550 volts.

Where lights and motors are located a considerable distance from the generators, the cost of copper is reduced by employing transformers to raise the current pressure. An arrangement of three-phase circuits for transmitting power over long distances is shown in Fig. 146. The generator, direct-connected to the source of power, a water-wheel, is shown at *A*. *B* is a bank of step-up transformers, raising

the voltage to, say, 20,000. As this voltage is higher than can be used with any apparatus for direct utilization

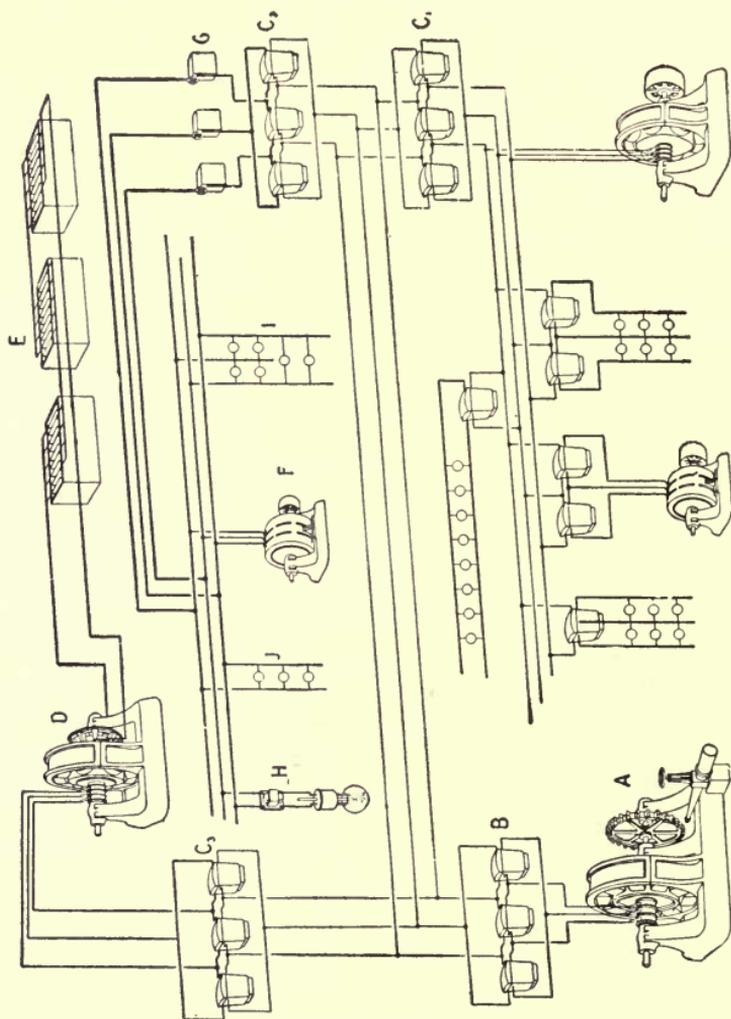


Fig. 146.

of the current, step-down transformers, C_1 , C_2 , and C_3 , are required.

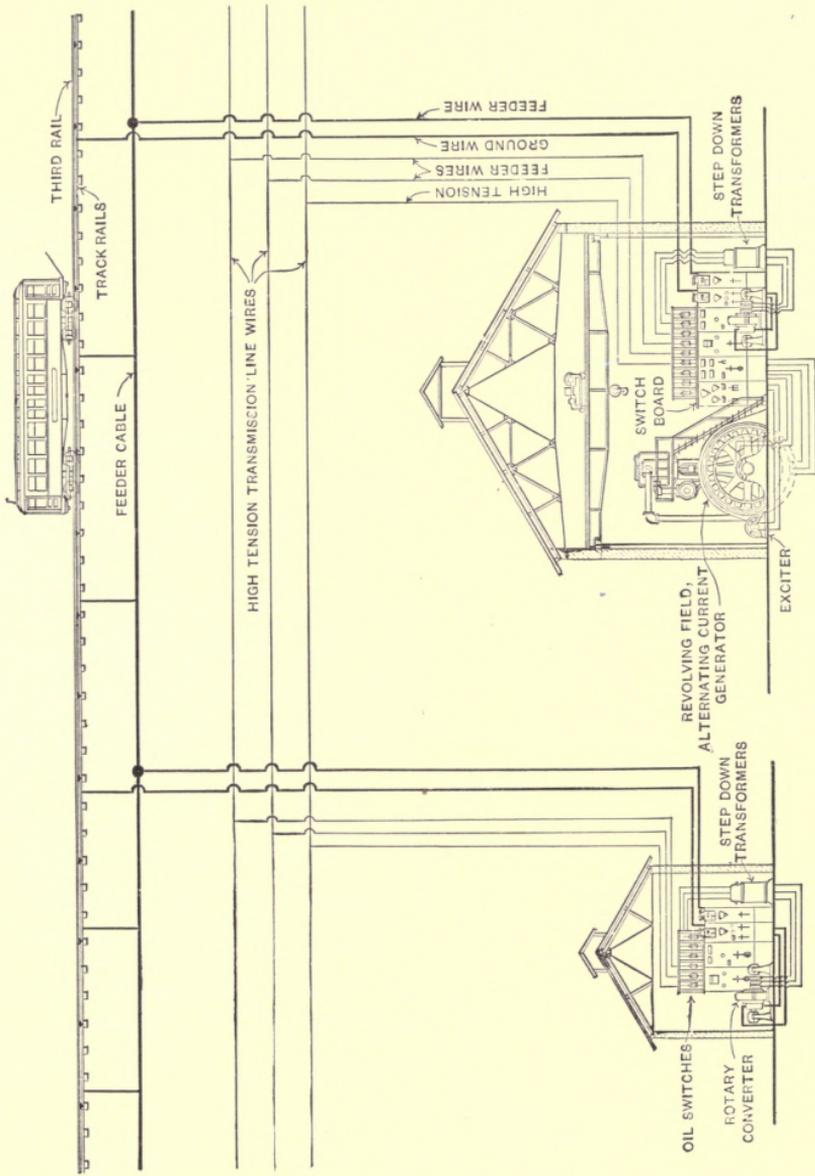
The main substation contains the transformers, C_1 and C_2 . This is a true central or distributing station. From

this point the distributing feeders are taken out at, say, 2,080 volts, for the commercial primary circuits and through the bank C_2 at 115 volts, to feed a low-tension network. Through the transformer C_1 , a current of 2,080 volts is fed direct into a synchronous motor, and into transformers reducing to 115 volts for supplying motors and lights. The substation transformers C_2 furnish current for a general lighting and motor service at I , J , and H . The voltage for this distributing system is controlled by the regulators G .

At C_3 another bank of step-down transformers is located. An alternating current of suitable voltage is delivered to the rotary converter D , which supplies continuous current to the electrolytic vats or storage battery E . A rotary might also furnish direct current for electric railway service.

Three-Phase System for Railway Circuits.—The connections of a typical three-phase distribution system for furnishing power to electric railways are shown in Fig. 147. In the main station are the engine-driven generators, wound for an initial potential of 6,600 or 13,200 volts. The current is carried direct to the main switchboards, consisting of two parts, the switches consisting of oil circuit breakers, being mounted in brick compartments apart from the operating panels. No high-tension connections run to the operating panels, so that the station attendants do not come near any of the high-tension apparatus in the operation of the station.

The high-tension feeders are carried to alternating current panels of the substation switchboard, which is similar in its safety features to that installed in the main station, and thence to the transformers, which reduce the line



MAIN STATION AND SUB STATION No. 1

SUB STATION No. 2

Fig. 147.

potential to a suitable pressure for use with the rotary converters. The direct current from these converters is carried to the third rail in trolley wire.

Three-Phase Lighting Circuits. — For lighting both arc and incandescent by low-tension three-phase distribution, two systems are in use. The first is known as the single-phase, three-wire system, the general arrangement and con-

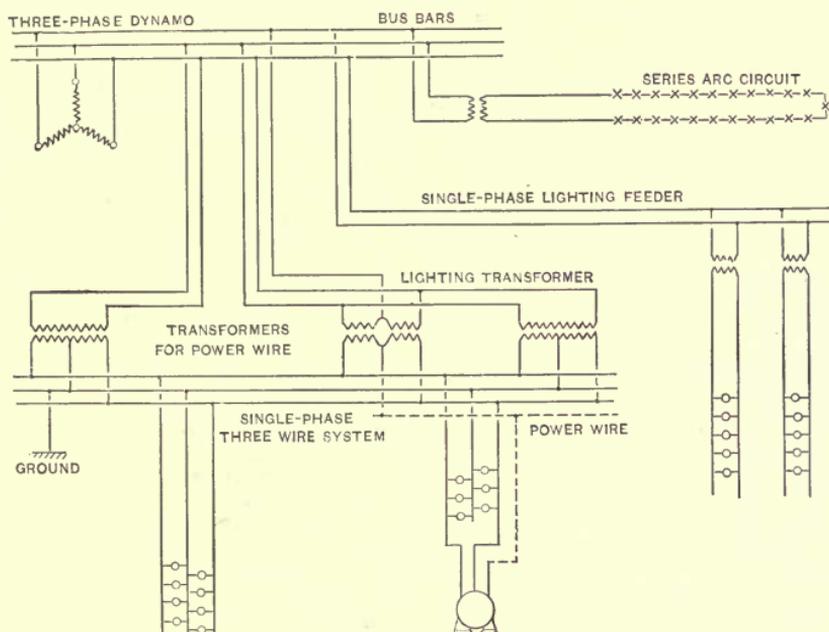


Fig. 148.

nections of which are shown in diagram 148. The second system is the three-phase, four-wire, which has been described before. The connections of this system for lighting installations are shown in diagram 149.

In the first system the incandescent lighting service is mainly supplied from one circuit of the three-phase generator, and the voltage is regulated with respect to the needs of the three-wire lighting circuit. The primary cir-

cuits having a small drop, make it possible to lay out a secondary network, having a very superior regulation. When motors are operated on this system, a separate power wire is required, the connections of which are shown in the diagram.

The advantage of the four-wire, three-phase system is that as long as it is balanced, the generator load remains

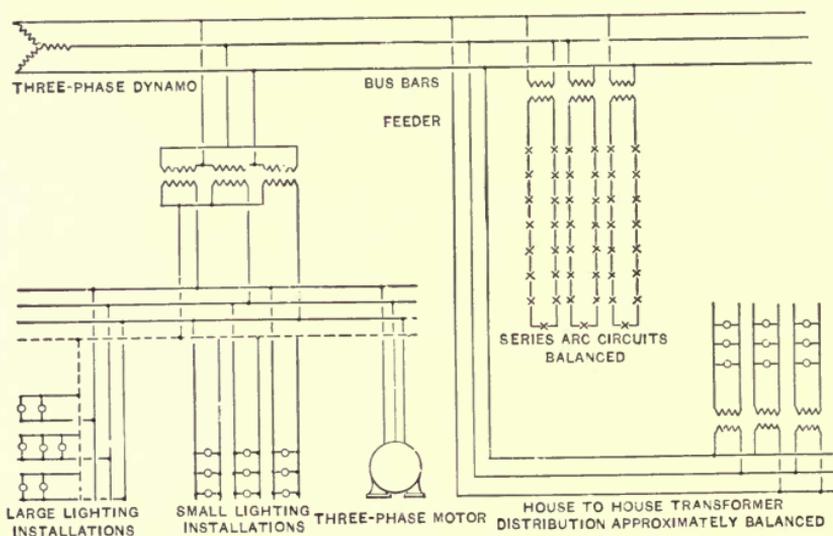


Fig. 149.

balanced. Another favorable feature is that its outside wires are available for operating motors. This system is not so desirable in cases where the system may be seriously unbalanced, as by arc lamps or other very inductive load unequally distributed.

Three-Phase Generators.—The three-phase generator will ordinarily deliver 75% of its rated capacity, in single-phase current, between any two conductors, with the same heating as when delivering full three-phase load. When running as a single-phaser, or when the load is unbalanced

between the conductors, the potential differences of the phases are unequal. The phase carrying the load will have one voltage, while one of the disused or lightly loaded phases will have a higher voltage and the other a lower voltage. In machines of good regulation, these differences are small, and can be readily taken care of by regulators in the feeder circuits. These differences are also smoothed out by the use of motors and synchronous apparatus connected to the three phases. The unused phases can be loaded with other single-phase currents, thus giving varying degrees of unbalancing, and increasing the load with normal heating, inversely as the unbalancing, up to the total three-phase capacity of the generator. As three-phase generators, for a given output, are cheaper and smaller than a single-phaser, it will often be found desirable to install a three-phase machine for single-phase working. Intelligent and careful arrangement of the feeder circuits will give the best possible results as to regulation. This is more easily obtained by the use of regulators, which modern engineering demands shall be installed in every central station.

CHAPTER XI.

MONOCYCLIC SYSTEM.

General. — The monocyclic system is essentially a single-phase system, consisting of two wires in combination with a third auxiliary, or teaser wire ; the main lines being used for supplying lights, while the third wire, which carries an intermediate, or displaced, current, is used, together with the main lines, for supplying power to polyphase motors. The teaser wire need only be run to the motors. Indeed the teaser wire need not start from the generator, but may start from any motor, or multiple-circuit apparatus, of the system. The motors operate practically the same as polyphase motors. As the lights are connected to the single-phase circuit, there is no possibility of unbalancing. The monocyclic generator can be loaded to its fullest extent with either lights or motors, or partly with lights and partly with motors, in any proportion.

It has been noted that the regulation of polyphase generators varies with the inductive character of the load. The monocyclic generator, when designed with shunt and series excitation, possesses the superior advantage of automatically compounding for all kinds of load. The power wire of the monocyclic system supplies the magnetizing current to the motors, which current is returned over the main wires, adding to the magnitude of the current in one lead, and reducing it in the other. The commutating

device is placed in the main carrying the largest current. As the increase over the normal depends on the motors, — the inductive load, — the greater the inductive character of the load, the larger will be the series-exciting current.

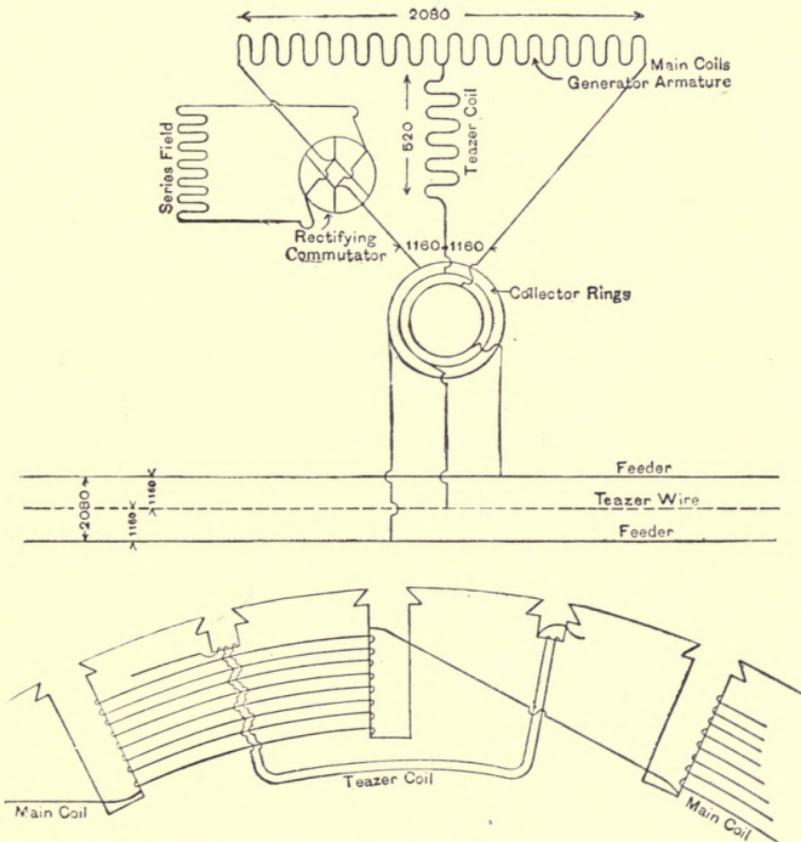


Fig. 150.

In this way the monocyclic machine can be made to give perfect compounding, on either inductive or non-inductive loads.

Generator Armature Connections. — The connections and detail of the monocyclic generator armature are shown in Fig. 150. The armature coils are made up of a single-phase

main winding, similar to the ordinary armature winding of a single-phase alternator. Midway between the main slots of the armature is a set of smaller slots, containing the auxiliary winding of the same cross-section as the main winding, but of only one-quarter the number of turns. One end

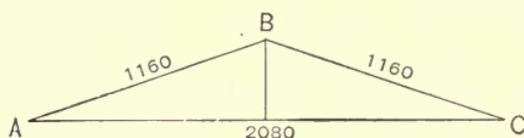


Fig. 151.

of the teaser coil is connected to the middle of the main coil, and the other to a third collector ring.

In this teaser coil, an *E.M.F.*, in quadrature with that of the main coil, is established, which is made use of for supplying magnetizing current for the operation of alternating-current motors.

When the generator is wound for 2,080 volts, the teaser coil has one-quarter the number of turns, and gives an *E.M.F.* of 520 volts. The *E.M.F.* between the terminals of the main coil and the free end of the teaser, is the resultant of the *E.M.F.* in the two coils, and is shown in magnitude and direction by Fig. 151. The teaser may be wound to have 86 per cent of the main turns, instead of 25 per cent; in which case the electromotive forces of the three terminals are equal, and we have a three-phase relationship.

When the single-phase circuit is loaded, the potential between the main does not bear the same phase relationship to the teaser terminal that it did on open circuit. The current lags behind the impressed volts, due to the self-induction. The triangle of the terminal electromotive forces is distorted, so that, if the main potential is 2,080 volts, that between the teaser and one main may be 1,320 volts, and the other 800 volts (Fig. 142). Loading, now, the teaser wire, produces a current lag, and shifts its potential so that

the triangle of *E.M.F.* regains its normal shape, and the electromotive forces their magnitude and normal relationship (Fig. 143).

The wiring for monocyclic circuits, when lights only are supplied, is the same as for single-phase circuits.

Systems of Distribution.—In Fig. 144 is shown a diagram of a monocyclic system of light and power distribution.

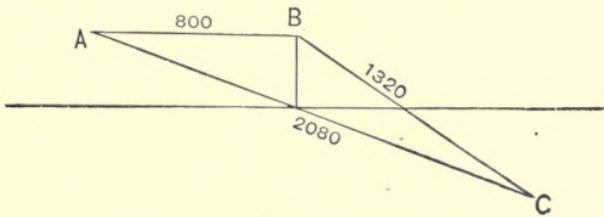


Fig. 152.

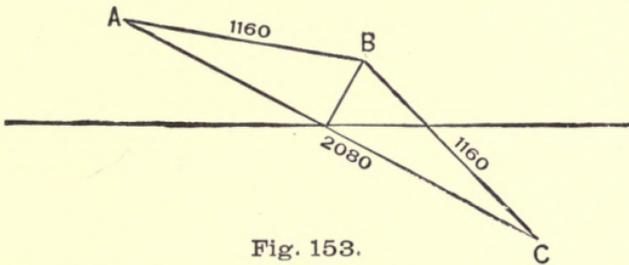


Fig. 153.

The generator, *A*, sends power over the main wires, *a* and *b*, to transformer, *T*, operating lights and a small single-phase fan motor from its secondaries.

From the same generator issues the teaser, or power wire, of small cross-section, shown in dotted lines, *c*, which is carried to the pairs of transformers, *D* and *E*, supplying motors.

In *D* is shown the arrangement of transformers suitable for the operation of standard alternating-current induction motors from their secondaries. The two transformers are

of equal size and of one-half the main-line voltages, and are connected with their primaries between teaser and main wires, while one of their secondaries is reversed with regard to the primary, and thereby establishes, in the secondary circuit, a relation of electromotive forces suitable for the operation of the motor.

In *E* an arrangement is shown, whereby lights and

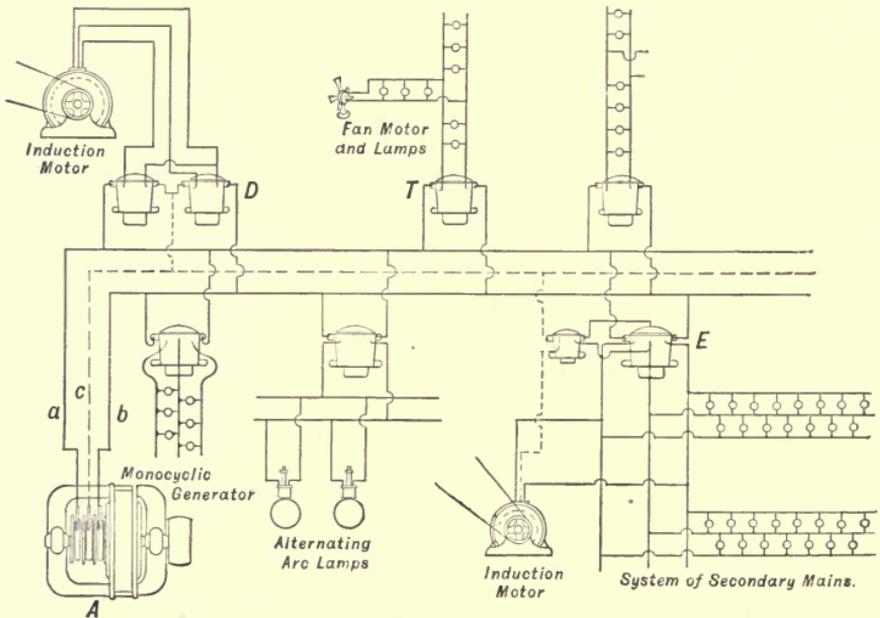


Fig. 154.

motors, or, in short, a whole three-wire network, is operated from the transformer secondaries.

The large or main transformer is connected between the main lines, *a* and *b*, and is of a size sufficient to supply the total capacity of the secondary network. An additional or teaser transformer, of one-quarter the primary main voltage, and of very small size only, is connected by one terminal to the centre of the main transformer coils,

while the other terminal connects with the teaser wire, c , in the primary, and the motor wire in the secondary. This transformer connection is analogous to the connection of main and teaser coil in the generator.

Supplied in this way, a secondary network on the monocyclic system consists of four conductors, — two main conductors, the lightning neutral, and the power neutral or balance wire.

Such a secondary network can be operated in the same way as a continuous-current three-wire system, and offers the essential advantage of saving the excessive amount of copper in the long feeders, by being applied from high-potential lines through transformers. An unbalancing due to the motors is not possible, and motors operated on this system do not affect the lights, except in so far as the drop in the mains is concerned.

Arc lights can be operated very satisfactorily from the monocyclic system, and are supplied either by compensators from the secondary circuits, or from the primary circuits by transformers, as shown.

Series incandescent lights can be used for street lighting, and are directly supplied from the primary main lines. Where a district has to be supplied, which is too far distant to be reached directly by the primary or generator voltage, step-up and step-down transformers may be used.

Transformer Connections. — The various methods of connecting transformers to monocyclic circuits, and the resultant voltages, are shown in detail in Figs. 155 to 157. It will be noticed the teaser wire is necessary only where motors are used, the lights being connected on the single-phase system. Fig. 155 shows the detailed connections

and standard voltages in a system for operating lights and motors from the same transformers.

The three-phase relationship for operating power apparatus may be obtained by the transformer connection, as

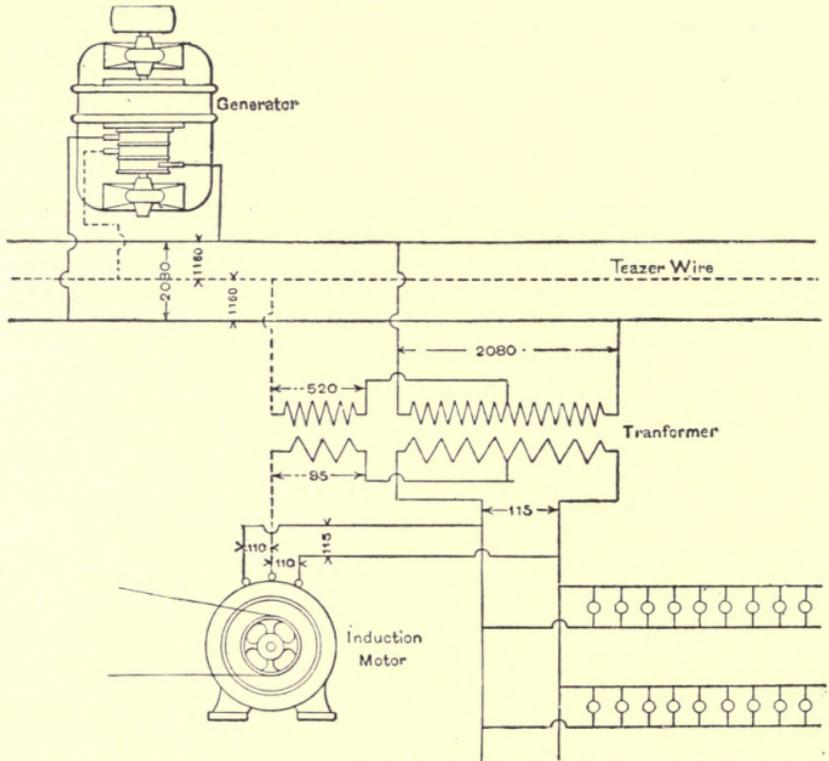


Fig. 155.

shown. The primaries of the transformers, which are of different capacities, are connected and wound to produce the exact *E.M.F.* relationship of the generators. The large transformer is connected across the main circuit, while the supplementary transformer is connected to the middle of the large transformer and to the teaser wire. The ratio of transformation of each transformer is selected

so that the secondary *E.M.F.* of the smaller transformer is about 82 per cent of that of the larger. This gives a slightly lop-sided three-phase relationship, from which motors of 110 volts and lights of 115 volts can be operated. Of course an exact three-phase relationship can be obtained by raising the *E.M.F.* of the smaller transformer to 86 per cent. The smaller transformer should be about one-third the capacity of the motor, or, if a number of

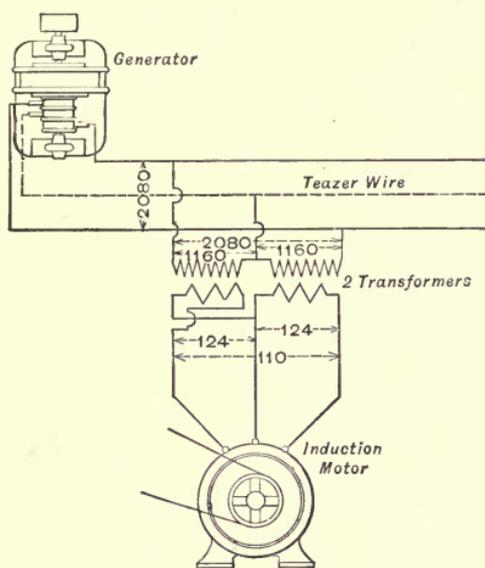


Fig. 156.

the motors be used, about one-fourth the aggregate capacity.

A beautiful illustration of the resultant three-phase relationship is the use of two transformers with a monocyclus generator, the secondary of one being reversed (Fig. 156). The diagram of *E.M.F.* (Fig. 157) shows the effect of reversing the secondary. The three motor wires are connected to *A,C,D*; the difference in phase being nearly,

though not quite, 60° . The secondary circuits, from such an arrangement, may be considered as practically the same, and have all the advantages of a straight three-phase system.

A third method of obtaining the proper phase relationship for motor work is shown in diagram (Fig. 158). In

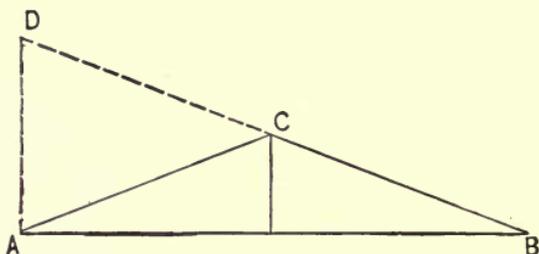


Fig. 157.

this arrangement only one transformer is required, having half the capacity required for the other methods of operating motors. The primary is connected between one of the mains and the teaser wire. The secondary coil is in series with the primary, and has the same number of turns; the ratio of transformation being, therefore, 1 to 1. As the primary current of a transformer differs from the secondary current 180° in phase, one leg of the circuit is naturally inverted, changing the relation of the phases from monocyclic to three-phase.

This arrangement is especially suited for the operation of large motors, as the cost of transformers is reduced one-half. The voltage of the motors is fixed at approximately one-half the generator voltage.

The most common and convenient connection of transformers, when motors alone are to be operated from a monocyclic circuit, is that shown in Fig. 156. The ratio of transformation of the transformer here shown is about

9 to 1. In the operation of motors from 1,040 volt monocyclic circuits, transformers of the ratio of $4\frac{1}{2}$ to 1 must be used.

Monocyclic Motors. — The three-phase induction motor is the most suitable for use on monocyclic circuits. The two-phase motor can be used with an increase in the number of turns of the teaser winding, but at the expense of the output of the generator, considered solely as a single-phase machine. The performance of the three-phase motor, con-

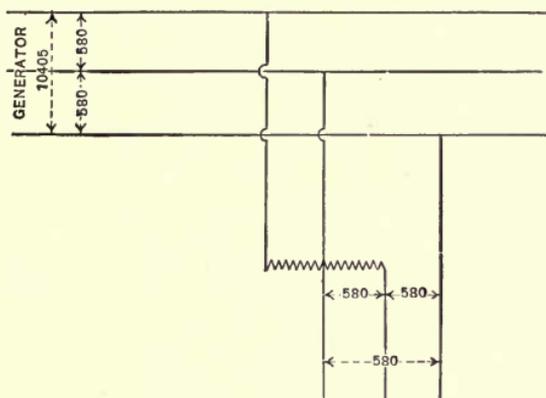


Fig. 158.

nected in a monocyclic system, in regard to efficiency, torque, and power factor, is essentially the same as on a straight three-phase system. The flow of current is different in the three conductors, the teaser wire carrying mainly the magnetizing current. A monocyclic motor of the induction type can be used, the windings of which are exact reproductions of the generator windings, — i.e., are two in number; one having 25 per cent the turns of the other, and connected to the middle of the large coil. Such a motor can be run from two transformers; or, if of a size permitting it to be wound for the high voltage of the main

circuits, direct from the mains. While the monocyclic generator can be fully loaded with induction motors, which interchange the magnetizing current by means of the teaser, it is not advisable to run one large induction motor of a size approximating that of the generator. In special cases,

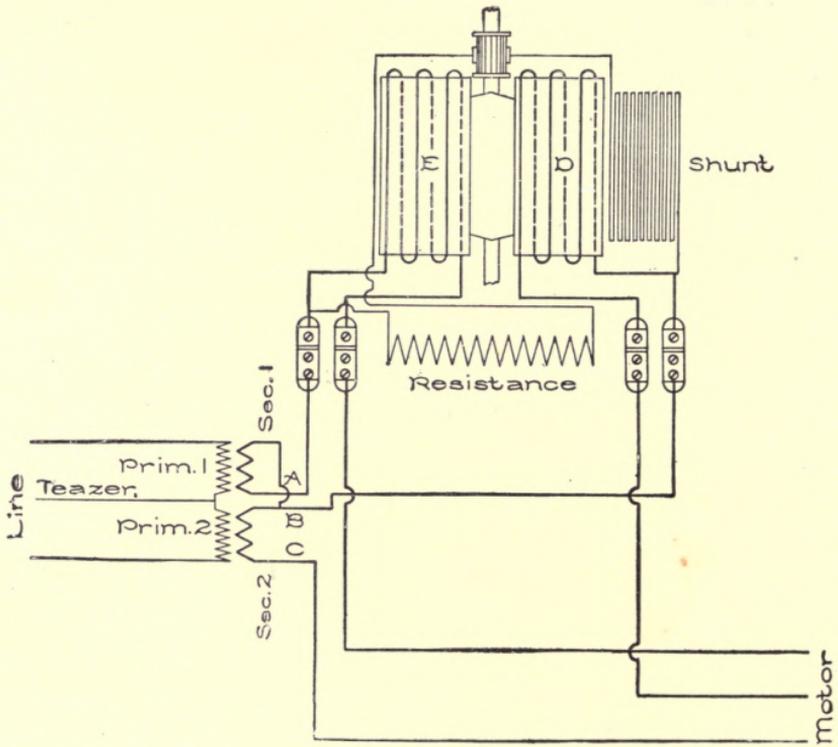


Fig. 159.

where the motor need not have a large starting torque, this arrangement is permissible.

Synchronous motors on a monocyclic system need not be operated from reversed transformers, but can be run direct from the generators, provided they are identical with them. They have little starting-torque, and require an extraneous source of power to bring them to synchronism.

Measurement of Power. — The power supplied to lights and other single-phase current-consuming devices, is measured by the standard forms of wattmeters. On account of the uncertain flow of current in the motor connections, special connections are necessary. Fig. 159 shows a recording wattmeter connected to measure the power delivered to motors. One of the field coils, *D*, is connected in the common return *B*; the other coil, *E*, in the main *A*, or perhaps in the main *C*. If the motor is loaded and the meter speeds up, the connections, as shown, are right. If the meter speed diminishes with increasing motor load, the field coil *E* should be connected in the main *C*. This meter will be found to give fairly accurate results. At high loads the reading will be found slightly high, but not sufficiently to be commercially objectionable.

The standard form of induction meter is generally applicable to monocylic circuits and gives accurate results.

CHAPTER XII.

CHOICE OF FREQUENCY.

High Frequencies.—In designing a plant for the distribution of light and power by polyphase currents, one of the first considerations that presents itself, is whether the apparatus shall be of high or low frequency. By high frequency is generally understood to mean one of over 60 cycles per second, or 7,200 alternations per minute. Sixty cycles and less are considered low frequencies. Until quite recently, the frequencies generally employed in the United States were 125 and 133 cycles, or 15,000 and 16,000 alternations. Abroad, the commercial frequencies were somewhat lower, varying from 80 to 100 cycles. The adherence to a high frequency in this country for over ten years has resulted in an investment of millions of dollars in this particular type of apparatus, and has made the introduction of new types of lower frequency into old and existing central stations somewhat difficult, even when evident economy and advantage have been shown to follow upon such introduction.

The tendency of modern alternating-current practice is in the direction of low frequencies, and in the organization of a new plant, the problem, in nine cases out of ten, is confined to the selection of a frequency of 60 cycles or under.

There are frequently strong reasons for retaining or

adopting 125 or 133 cycles. One of these has been mentioned above. The change from 125 cycles to a lower frequency necessitates a complete revamping of the installation, and, with the exception of the small sizes, the transformers must be replaced. Again, when a low first-cost of a plant is considered of more importance than a possible ultimate saving of operating expenses, and a more satisfactory service, a high frequency will be used. The generators are cheaper, as they run at a higher speed. The transformers are also smaller and cheaper.

One of the drawbacks to the use of high frequencies, especially in the transmission of power over lines of considerable length, is the drop of voltage due to the reactance of the line, which increases with the frequency. For illustration: the reactance of 1,000 feet of No. 1 wire, at 25 cycles, is .0486 ohms, and at 125 cycles, .243 ohms.*

By reducing the frequency from 125 cycles to 25 cycles, in the above case, the voltage drop, due to the reactance and resistance, is reduced almost one-half. With heavier conductors and higher frequencies, the difference is still more noticeable. The effect of frequency on the voltage drop in transmission lines is treated at further length in Chapter XIV. In lighting plants employing large conductors, on account of the varying power-factors due to changing character of load, the irregularity in voltages at high frequencies may become quite marked. As we have seen, this voltage drop is not all energy loss, this loss being only proportional to the energy component of the total drop.

Other disadvantages in the use of high frequencies are the speed at which both generators and motors must run

* See Table of Line Constants for Power Transmission, page 224.

in order not to unduly increase the number of poles, and the difficulty in connection with engine regulation, when a number of generators are direct driven, and operated in parallel. High-frequency as well as low-frequency induction motors operate better at high speeds, but these are undesirable from both mechanical and commercial stand-points. On the other hand, high-frequency induction motors of reduced speeds have, as a rule, low power-factors. The high-frequency induction motor was introduced to meet the demand for motors of small power on high frequency circuits. With the system on which it is at present operated, it may in time become a thing of the past.

To sum up: High frequencies permit the use of cheap generators and transformers, and, in addition, the simple and satisfactory operation of incandescent and arc lamps and synchronous motors. They have the disadvantage of increasing the voltage drop and idle currents of circuits, with consequent bad regulation and the heating of the generator at light loads, of not permitting the parallel operation of direct-connected machines of low speed, and the further disadvantage, that induction motors must either run at excessive speeds, or with poor power-factors. Synchronous motors will not start with the same vigor as on lower frequencies.

Low Frequencies.—Up to the present time no arc lamp has been made that will operate with entire satisfaction on frequencies of less than 40 cycles. Incandescent lamps cannot be used to advantage on frequencies less than 30 cycles. Low-voltage incandescent lamps show no flicker; but the effect of fatiguing the eye is noticeable at 25 cycles, especially in high voltage lamps.

Transformers are somewhat bulkier, more expensive, and slightly less efficient at low frequencies. Induction motors, while likewise larger and more expensive, as a rule can be built with equal, if not better, power factors, and at convenient and commercial speeds. Rotary converters can be successfully designed for 60 cycles. The speed is high, however, and the best mechanical and electrical results are obtained at frequencies under 40 cycles. The largest use of miscellaneous power by rotary converters is at Niagara, where a frequency of 25 cycles is employed. The largest use of power for electric railway work by rotary converters is at St. Anthony Falls, Minneapolis; the frequency here being approximately 35 cycles.

The Niagara plant is essentially a power plant. The use of current for both arc and incandescent lighting is of no great importance. The power, electrically generated on a scale never before attempted, is used locally in a great variety of processes, and is delivered in a form most suitable for its diverse uses. Power by the direct-current system, while convenient for some particular operations, would not answer equally well all requirements at Niagara, and would be unsuitable for long-distance transmission. A high-frequency system would restrict the use of motors and rotary converters, and the transmission of power over very long distances. Sixty and 40 cycles, however, permitting the general use of lighting apparatus, do not give the best results with rotary converters of large output. The operation of 25-cycle rotary converters, on the scale employed at Niagara, shows that, for the purely power conditions there existing, this frequency was wisely chosen.

A frequency of 25 cycles is also used by the Brooklyn Edison Illuminating Company in the extension of

their plant. Four thousand H.P. are transmitted within an area covering 75 miles, to various substations, where 25-cycle rotary converters are stationed. These deliver 115 volt direct-current into Edison three-wire mains. The Chicago Edison Company use a somewhat similar system of distribution and the same frequency.

For the general conditions of a power plant, supplying alternating current for induction motors and lighting, and making a specialty of furnishing direct current on a large scale, at some distance from the generating plant, a frequency of 35 to 40 cycles will be found suitable.

The frequency of 60 cycles, or 7,200 alternations per minute, has come into extensive use. It has the advantage of considerably reducing line reactance and the idle currents present in lighting systems of higher frequencies. It is adapted for the most economical results in a general distributing system of lights and motors. On account of the good regulation possible with this frequency, the highest economy lamps can be used. Sixty-cycle motors are excellent in respect to efficiency and power factor, and run at commercial speeds. Both motors and transformers are reasonable in cost.

When the generating units are direct-connected to engines of extremely slow speed and operated in parallel, a frequency of 60 cycles will be found to be not desirable. As explained in Chapter III., the permissible variation in rotative speed is not so great as with lower-frequency generating units.

Choice of Frequency. — It is impossible to make more than the most general application of the foregoing remarks. Each particular case must be studied in the light of its special conditions, before an intelligent decision

can be made as to the proper frequency to employ. At the risk of repetition, the following general recommendations are suggested as embodying the latest and standard practice :

For local lighting systems with incidental demand for power in small units, where old transformers have to be retained, and where a cheap plant is of first consideration, a high frequency may be used, but should be discouraged as much as possible.

For general transmission and distribution for lighting and power purposes, conditions which accompany the majority of alternating-current propositions, a standard frequency of 60 cycles can be used to advantage.

In power and lighting plants, — where arc lighting is of secondary consideration, — supplying current to induction motors, as in mill work, and to rotary converters, as in long-distance railway-transmission work, where the generators are direct driven by engines, and finally, for very long transmissions of power, a frequency of 40 cycles, or thereabouts, may be used. This is a good, all-round frequency, and is coming into more general use in this country. It is much employed abroad.

For exclusively power plants, where lighting is of no importance whatsoever, and where rotary converters and motors of large size or slow speed are to be supplied, a frequency of 25 to 30 cycles may be used.

Notwithstanding the opportunity for the careful exercise of judgment in selecting a proper frequency, almost equally good results can be obtained with widely different frequencies. As an illustration, the Brooklyn Edison Company have adopted 25 cycles for their power and rotary converter work. The Boston Edison Company obtain

practically the same results, using a frequency of 60 cycles. Power is transmitted over the 150 miles of line of the Bay Counties Company in California at a frequency of 60 cycles. The 100 mile transmission of the Government of Mysore, India, is accomplished at a frequency of 25 cycles.

CHAPTER XIII.

RELATIVE WEIGHTS OF COPPER FOR VARIOUS SYSTEMS.

As the transmission and distribution of power often involves a large outlay for copper conductors, it is most important to ascertain what system and what combination of conductors will give the most economical results. In making any comparison between the copper efficiencies of the various systems, the proper basis of comparison is equality of voltage.

The amount of copper required for transmitting a given power at a fixed percentage loss is found by the rule that the weight of copper varies inversely as the square of the voltage.

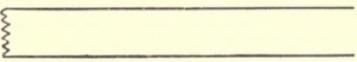
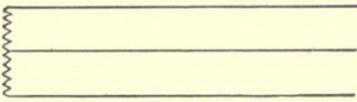
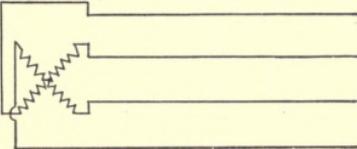
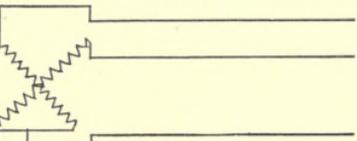
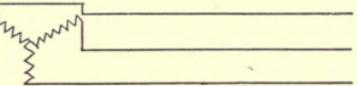
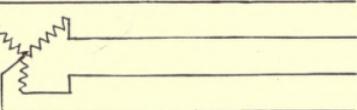
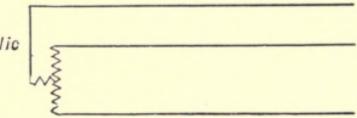
The voltage of an alternating circuit, as measured by the ordinary commercial instruments, — i.e., the effective voltage, — is about 40 per cent less than the maximum value of the *E.M.F.* wave. It is this maximum value that must be considered in determining the break-down point of insulation and the highest voltage that can be used commercially, as in the long-distance transmission of power. On the other hand, when the maximum voltage of a circuit is within the limit of safe insulation strain, the effective voltage carries no limitation with it.

The comparison, then, of the various systems, to determine the most economical method of transmission, will be

either on the basis of maximum potential, as in the case of long transmission lines, or on the basis of effective or minimum potential, as in the case of low-potential distributions by secondary mains.

Figs. 160 to 166 show the standard systems of alternating-current distribution and the various combinations of conductors in general use. The name of each system is given, and also the relative amount of copper required.

The percentual amount of copper required by the single-phase system, which is here taken as the standard of comparison for the other systems and combinations, is illustrated by diagram (Fig. 160). The single-phase three-wire system is shown in Fig. 161. If the voltage of the two-wire system is e , the potential between the two outside wires is $2e$. Applying the rule that the amount of copper is inversely as the square of the voltage, only $\frac{1}{4}$ the copper would be needed, if the neutral should have no cross-section, or the return conductor be dispensed with, as might be done in the case of a perfect balance. If the neutral is given a cross-section equal to one of the outside wires, the total copper in the three-wire single-phase system is 37.5 per cent that of the two-wire single-phase system. With a neutral $\frac{1}{2}$ and $\frac{1}{3}$ the cross-section of the outside wires, the total copper is 31.25 per cent and 29.15 per cent respectively of our standard system. In a four-wire system the voltage between outside wires is $3e$, and, under perfect balance, $\frac{1}{9}$ the amount of copper would be required. When the neutral and outside wires are of equal size, the copper must be increased to 22.2 per cent. In like manner the copper in the five-wire system, with neutrals of full cross-section, is 15.62 per cent, and the same system, with neutrals of $\frac{1}{2}$ the area of the neutral wires, requiring only 10.93

SYSTEM	WIRING CONNECTIONS	PER CENT. COPPER	DIAGRAM
Single Phase 2 Wire	 Fig. 160.	100.	
Single Phase 3 Wire	 Fig. 161.	37.5	
Two Phase 4 Wire	 Fig. 162.	100.	
Two Phase 3 Wire	 Fig. 163.	{ 145.7 72.9	
Three Phase 3 Wire	 Fig. 164.	75.	
Three Phase 4 Wire	 Fig. 165.	33.3	
Monocyclic	 Fig. 166.	{ 100. 125. 150.	

per cent of the copper of the simple alternating circuit. These results are the same whether the comparison is made on the basis of maximum potential, or on the basis of effective or minimum potential

In the three-phase system, the copper required for cer-

tain given conditions is 75 per cent of the copper used in the single-phase system. The comparison between polyphase systems can best be made by resolving each into as many single-phase systems as it has phases. The three-phase system consists of three single circuits with a common ground, or, what is the same, with no return; for the total current to and from the centre is zero. If the Δ or line voltage is e (Fig. 164), the pressure or volts between any wire and the juncture is $\frac{e}{\sqrt{3}}$. The single-phase system, having a line voltage e , can also be converted into two single circuits of voltage $\frac{e}{2}$ (Fig. 162). As the weight of copper in each system is inversely as the square of the voltage, we have:

$$\left(\frac{2}{e}\right)^2 : \left(\frac{\sqrt{3}}{e}\right)^2 = 4 : 3 \text{ — or the relative amounts of copper,}$$

for the single-phase and the three-phase systems, are 100 per cent and 75 per cent. Now the two-phase four-wire system, consisting of two single-phase systems, is placed, in respect to the amount of copper required for equal conditions, in the same position as the single-phase system. Therefore the relative amounts of copper for the two-phase and three-phase systems are 100 per cent and 75 per cent.

Fig. 163 illustrates the two-phase three-wire distribution, two of the wires of the four-wire system being replaced by one of full cross-section. The voltage between the two outside conductors is now raised to $\sqrt{2}e = 1.412 e$, e being the potential between the conductors of either phase. The amount of copper required, when compared with the single-phase system, will differ considerably according as the comparison is based on the highest voltage permissible for any given distribution, or on the minimum voltage for

low-tension service. If e is the maximum voltage, that can be used on account of the insulation strain, or for any other reason, the pressure between the other conductors of the two-phase three-wire system must be reduced to $\frac{e}{\sqrt{2}}$. The weight of copper required under this condition is 145.7 per cent of the single-phase copper. If the limiting conditions of voltage do not exist, a comparison of the relative weights of copper can be made with the effective voltage of either phase as a basis, — i.e., on a basis of the minimum voltage. In this case we find a relative saving over the single-phase circuit of about 27 per cent, the actual amount of copper being 72.9 per cent of the single-phase conductors.

Fig. 165 shows the connections of the three-phase four-wire system. When the fourth wire, or neutral, is of full cross-section, the copper required is $33\frac{1}{3}$ per cent of the single-phase system. By making the neutral one-half the cross-section of the main conductors, the copper weight is reduced to 29.17 per cent. This arrangement is only used for secondary systems of distribution, as described before. The comparison with any other system is, therefore, made only on a basis of equality between phases of minimum voltage.

The monocyclic system (Fig. 166) is treated as a single-phase system in the calculation of its lighting circuits. When motors are connected to the circuit, the single-phase copper is increased proportionally to the motor load, and by the teaser wire. The rule governing the size of the teaser wire is, that its cross-section should bear the same relation to that of the main wires that the motor load does to the total load.

If the teaser is made of a cross-section equal to one of the main conductors, the total weight of copper is 150 per cent of that in a single-phase circuit of equal voltage and power. If the load is equally divided between motors and lights, the teaser has a cross-section of one-half the main conductors, and the total copper is 125 per cent of the single-phase copper. The main circuit can be connected as a three-, four-, or five-wire system. The amount of copper required is found by adding the proportionate weight of the teaser wire. In this way a three-wire monocyclic circuit, neutral one-half cross-section, loaded one-half with lights, one-half with motors, will require 39 per cent of the copper of the single-phase system.

The following Tables are compiled from data in Mr. Steinmetz's valuable work, "Alternating-Current Phenomena." The first Table gives the relative copper efficiencies of various systems, when the comparison is on the basis of equality of minimum difference of potential. The second gives the relative weights, when the comparison is based on the equality of the maximum potential difference in the system.

Amount of copper required for transmission at a given loss, based on minimum potential.

SYSTEM.	NO. OF WIRES.	PER CENT COPPER.
Single-phase	2	100.
Single-phase	3	37.5
Two-phase, common return	3	72.9
Two-phase	4	100.
Three-phase	3	75.
Three-phase, neutral full section	4	33.3
Three-phase, neutral one-half section	4	29.17

Amount of copper required for transmission at a given loss, based on maximum difference of potential.

SYSTEM.	NO. OF WIRES.	PER CENT COPPER.
Single-phase	2	100.
Two-phase, with common return	3	145.7
Two-phase	4	100.
Three-phase	3	75.
Direct Current	2	50.

It will be seen that the direct-current system requires only 50 per cent of the copper in the single-phase system when used in long-distance transmission of power. The advantage is not so evident, however; for, as Mr. Steinmetz has pointed out, in addition to the electrostatic stress, an electrolytic effect is set up, which does not exist to the same extent in alternating currents. The difficulties attending the utilization of direct current of high tension, are such that, with the exception of one or two special and isolated cases, its employment in the long distance transmission of power has not been seriously considered.

CHAPTER XIV.

CALCULATION OF TRANSMISSION LINES.

Line Constants.—As explained in Chapter I., the drop of voltage in an alternating-current circuit will vary with the resistance and the reactance of the circuit, and with the character of the load. In the table, “Line Constants for Power Transmission,” taken from a publication of the General Electric Company, the relation of reactance to resistance is shown for a number of frequencies, and for the sizes of conductors ordinarily used in power transmissions, and also other constants of transmission circuits, such as capacity inductance and charging current. The following explanations will serve to make the table clear :

The *E.M.F.* consumed by resistance r , of the line, is $= Ir$, and in phase with the current I .

The *E.M.F.* consumed by the reactance, S , of the line, is $= IS$, and in quadrature with the current I .

The *E.M.F.* consumed in the line, is neither Ir nor IS , but depends upon the phase relation of current in the receiving circuit.

The loss of energy in the line is $= I^2r$, hence does not depend upon the reactance, but only upon the resistance.

Two wires in parallel have the same resistance, and about half the reactance (if strung on separate insulators and intermixed) of a single wire of double cross-section. Thus replacing one No. 0000 wire by two No. 0 wires, the resistance, weight

of copper, etc., will remain the same, but the reactance will be reduced practically to half, so where lower reactance is desired, the use of several conductors strung on independent insulators and intermixed is advisable.

The values given for L , C , i , and S are calculated for sine-waves of current and *E.M.F.*

This table will be found most convenient for determining the characteristics of transmission circuits when the size of conductor has been fixed. The conductors are assumed to be separated by a distance of 18 inches.

Let us take, as an example, a case where it is required to deliver, by the three-phase 60 cycle system, 2,000 H.P. at the secondary terminals of the step-down transformers, over a circuit 11 miles in length. It is further assumed that the voltage at the receiving end is 10,000, and the total energy loss in transmission from the generator terminals is not to exceed 15 per cent. The power is to be used for a mixed system of lights and induction motors, the latter forming most of the load. The power factor of the system at the receiving end will be approximately 85 per cent. We can assume that —

The transformers have an efficiency of $97\frac{1}{2}$ per cent.

The copper loss in each being 1 per cent.

The core or hysteresis loss, $1\frac{1}{2}$ per cent.

The reactance can be taken as $3\frac{1}{2}$ per cent.

And the magnetizing current 4 per cent.

The voltage between any branch of the circuit and the common centre of the system is

$$\frac{10,000}{\sqrt{3}} = 5.775.$$

The energy delivered by each branch is

$$\frac{1,500}{3} \text{ K.W.} = 500 \text{ K.W.}$$

The apparent energy delivered by each branch is

$$\frac{500}{.85} = 588 \text{ K.W.}$$

The total current in each branch is $\frac{588,000}{5,775} = 102$ amperes.

The *I.R.* drop in each branch is 10 per cent of 5,775 = 577.5 volts.

The total resistance $R = \frac{577.5}{102} = 5.66$ ohms.

The resistance of one mile is $\frac{5.66}{11} = .514$ ohms, which is very nearly the resistance of No. 0 wire. Three No. 0 wires, therefore, will carry 2,000 H.P. a distance of 11 miles with a waste of energy of 10 per cent, the pressure at the receiving end being 10,000 volts and power factor 85 per cent.

By referring to the table the characteristics of this transmission line are readily obtained. The reactance of eleven miles of single conductor is seen to be 6.62 ohms at the frequency employed. The inductance, or what is the same thing, the coefficient of self-induction of the line, is 17.6 Millihenrys. The charging current of each line for the eleven miles, with the given voltage and frequency, is found to be .4 of an ampere.

It is interesting to know what the impressed or generator *E.M.F.* and the distribution of current will be, in this case, when the plant is fully loaded. For this investigation, the entire system may be reduced to a uniform voltage, by multiplying the voltages by the various ratios of transformation, thus bringing both the secondary pressure at the step-down transformers, and the generator pressure, to the line voltage. The current values are, of course, inversely changed. The power factor of the load, having been assumed as .85, the induction factor will be $\sqrt{1 - (.85)^2} = .52$.

Line Constants for Power Transmission.

		PER 1,000 FEET OF WIRE B. & S. G.										
SIZE OF WIRE.	WEIGHT.	DIAMETER.	AREA IN CIRCULAR MILS.	RESISTANCE AT 75° F.	INDUCTANCE IN MILLIHENRYS.	CAPACITY IN MICROFARADS.	CHARGING CURRENT.	REACTANCE AT 25, 40, 60, 125 CYCLES. IN OHMS.				SIZE OF WIRE.
No.	Lbs.	Mils.	C.M.	r	L	K	i ₀	S 25	S 40	S 60	S 125	No.
0000	630	460	211,600	.049	.282	.00388	.0244	.0443	.0708	.1062	.221	0000
000	507	410	167,805	.062	.290	.00378	.0238	.0455	.0727	.1090	.227	000
00	402	365	133,979	.078	.296	.00368	.0232	.0465	.0743	.1113	.232	00
0	319	325	105,592	.098	.303	.00358	.0226	.0476	.0761	.1141	.238	0
1	253	289	83,094	.124	.310	.00351	.0220	.0486	.0775	.1166	.243	1
2	201	258	66,373	.156	.317	.00342	.0215	.0498	.0796	.1194	.249	2
3	159	229	52,033	.197	.324	.00334	.0210	.0509	.0814	.1220	.254	3
4	126	204	41,742	.249	.332	.00326	.0205	.0521	.0832	.1248	.261	4
5	100	182	33,102	.314	.339	.00320	.0201	.0532	.0850	.1277	.266	5
6	79	162	26,250	.395	.346	.00313	.0197	.0543	.0867	.1301	.271	6
7	63	144	20,816	.499	.352	.00306	.0193	.0553	.0885	.1327	.276	7
8	50	128	16,509	.629	.360	.00300	.0189	.0565	.0904	.1355	.283	8
9	40	114	13,094	.792	.366	.00294	.0185	.0575	.0920	.1380	.288	9
10	31	102	10,382	.999	.373	.00288	.0181	.0585	.0936	.1405	.293	10

PER MILE OF WIRE B. & S. G.												
0000	3,376	460	211,600	.26	1.489	.02046	.1286	.234	.374	.561	1.167	0000
000	2,677	410	167,805	.33	1.529	.01993	.1255	.240	.384	.576	1.199	000
00	2,123	365	133,979	.41	1.562	.01943	.1223	.245	.392	.588	1.225	00
0	1,685	325	105,529	.52	1.600	.01892	.1191	.251	.402	.602	1.257	0
1	1,335	289	83,694	.65	1.636	.01854	.1163	.257	.409	.616	1.283	1
2	1,059	258	66,373	.83	1.674	.01806	.1135	.263	.420	.630	1.314	2
3	840	229	52,633	1.04	1.711	.01765	.1110	.269	.430	.644	1.343	3
4	666	204	41,742	1.31	1.750	.01722	.1085	.275	.439	.659	1.379	4
5	528	182	33,102	1.66	1.788	.01689	.1060	.281	.449	.674	1.403	5
6	419	162	26,250	2.09	1.826	.01651	.1038	.287	.458	.687	1.431	6
7	332	144	20,816	2.63	1.860	.01617	.1018	.292	.467	.701	1.459	7
8	263	128	16,509	3.32	1.901	.01584	.0997	.298	.477	.715	1.492	8
9	209	114	13,094	4.18	1.934	.01552	.0977	.304	.486	.729	1.519	9
10	166	102	10,382	5.28	1.968	.01521	.0956	.309	.494	.742	1.544	10

r = Ohmic resistance.

L = Inductance in millihenrys per 1,000 feet of conductor.

K = Capacity in microfarads per 1,000 feet of conductor.

i_0 = Charging current at 100 cycles and 10,000 volts to neutral, that is, in a 20,000 volt single-phase, and a 17,300 volt three-phase line.

$i_0 = 2 \times \pi \times \text{frequency} \times K \times E \times 10^{-6}$; where E is the $E.M.F.$ between a line and neutral.

S = reactance = $2 \times \pi \times \text{frequency} \times L \times 10^{-3}$.

In Chapter I., it has been shown that the impressed *E.M.F.* is made up of two component parts, one in phase with the current and called the energy component of the *E.M.F.*, the other in quadrature with the current and called the induction component. In symbols :

Impressed *E.M.F.*

$$= \sqrt{\Sigma (\text{Energy comp.})^2 + \Sigma (\text{Ind. comp.})^2}$$

To obtain the total *E.M.F.*, it is necessary, then, to calculate separately all the energy and induction components of the circuit, and obtain a combined resultant.

With the values already assumed, and consulting the preceding table, we obtain the following results :

CIRCUIT.	VOLTAGE.		CURRENT AMPERES.
	ENERGY COMPONENT.	IND. COMPONENT.	
<i>Secondary Circuit.</i> Energy Component, $.85 \times 5,775$, Induction Component, $.52 \times 5,775$, Current,	4,909	3,003	102
<i>Step-down Transformers.</i> Resistance loss = $I.R.$ = 1% of 5,775, Reactance loss = $I.S.$ = $3\frac{1}{2}\%$ of 5,775, Hysteresis loss = $1\frac{1}{2}\%$ of 102,	58	202	1.5
<i>Line.</i> Resistance loss = $I.R.$ = 103.5×5.72 , Reactance loss = $I.S.$ = 103.5×6.62 , $\sqrt{(5,559)^2 + (3,890)^2} = 6,785 =$ volts at terminals of step-up transformers.	4,967	3,205	103.5
	5,559	3,890	103.5
<i>Step-up Transformers.</i> Resistance loss = $I.R.$ = 1% of 6,785, Reactance loss = $I.S.$ = $3\frac{1}{2}\%$ of 6,785, Hysteresis loss = $1\frac{1}{2}\%$ of 103.5, $\sqrt{(5,628)^2 + (4,128)^2} = 6,980 =$ volts at generator.	68	238	1.5
	5,627	4,128	105.

The energy *E.M.F.* between any one line and the neutral at the generator end is seen to be 5,627, and the volts consumed by the reactance of the system, 4,128. The total volts required at the generator terminals are found to be 121 per cent of the voltage at the secondaries of the transformers, reduced to the line voltage, — i.e., with 10,000 equivalent volts between the lines at the transformer secondaries, the pressure at the generator must be 12,100 volts. The current delivered by the generator to the line is 105 amperes, and is 3 per cent more than the current in the secondary circuits. The effect of the transformer core losses is the same as if a corresponding current was consumed by lamps or other apparatus connected across the mains. The volt-ampere output of the generator is 125 per cent of the apparent watts at the receiving end. The power factor of the entire system is found to be about 80 per cent.

Simple Wiring Formulas.— A simple and sufficiently accurate determination of the sizes of conductors, voltage drop, and distribution of currents, in any direct or alternating-current system, can be made from the general formula based on Ohm's law, modified by the use of the proper constants. The former formula and constants will be found especially useful and convenient for this calculation :

$$\text{Area of conductor, Circular Mils} = \frac{D \times W}{P \times E^2} \times K$$

$$\text{Volts loss in lines} = \frac{P \times E}{100} \times M$$

$$\text{Current in main conductors} = \frac{W}{E} \times T$$

D = Distance of transmission (one way) in feet.

W = Total watts delivered to consumer.

P = Per cent loss in line of W.

E = Voltage between main conductors at receiving or consumer's end of circuit.

SYSTEM.	VALUES OF K .					VALUES OF T .			
	PER CENT POWER FACTOR.					PER CENT POWER FACTOR.			
	100	95	90	85	80	95	90	85	80
Single-phase .	2,160	2,400	2,660	3,000	3,380	1.052	1.111	1.172	1.250
Two-phase (4-wire) . . .	1,080	1,200	1,330	1,500	1,690	.526	.555	.588	.625
Three - phase (3-wire) . .	1,080	1,200	1,330	1,500	1,690	.607	.642	.679	.725

Values of the constant, K , for any particular power-factor are obtained by dividing 2,160 by the square of that power factor for single-phase, and by twice the square of that power factor for three-wire three-phase or four-wire two-phase. The resistance of line wire is taken as 10.8 ohms per mil foot.

T is a variable, depending on the system and nature of the load, and equal to 1 for continuous current, and for alternating current with 100 per cent power-factor. Its value for two-phase and three-phase systems is .50 and .58 respectively, with 100 per cent power-factor.

M is a variable, depending on the size of wire, frequency, and power factor. It is equal to 1 for continuous current, and for alternating current with 100 per cent power-factor and sizes of wire given in the following table of wiring constants.

The values of M , as given in the table, are empirical. They are sufficiently accurate for all practical purposes, provided the displacement in phase between current and $E. M. F.$ at the receiving end is not very much greater than that at the generator; in other words, provided that reactance of the line is not excessively large, or the line loss unusually high. For example, the constants should not be

applied at 125 cycles if the largest-size conductors were used, and the loss 20 per cent or more of the power delivered. At lower frequencies, however, the constants are reasonably correct, even under such extreme conditions. They represent about the true values at 10 per cent line loss, are close enough at all losses less than 10 per cent, and often, at least for frequencies up to 40 cycles, close enough for even much larger losses.

In using the above formulas and constants, it should be particularly observed that P stands for the per cent loss in the line of the *delivered power*, and not for the per cent loss in line of the power at the generator.

No. OF WIRE B. & S. G.	AREA CIRCULAR MILS.	WEIGHT OF BARE WIRE PER 1,000 FT. POUNDS.	VALUES OF M.								
			30 CYCLES.			60 CYCLES.			125 CYCLES.		
			LIGHTING ONLY. 98% P. F.	MOTORS AND LIGHTS. 85% P. F.	MOTORS ONLY. 80% P. F.	LIGHTING ONLY. 95% P. F.	MOTORS AND LIGHTS. 85% P. F.	MOTORS ONLY. 80% P. F.	LIGHTING ONLY. 95% P. F.	MOTORS AND LIGHTS. 85% P. F.	MOTORS ONLY. 80% P. F.
0000	211,600	640.73	1.26	1.27	1.24	1.64	1.85	1.85	2.44	3.06	3.14
000	167,805	508.12	1.20	1.17	1.14	1.49	1.63	1.62	2.15	2.62	2.67
00	133,079	402.97	1.15	1.08	1.05	1.39	1.46	1.42	1.92	2.25	2.29
0	105,592	319.74	1.10	1.00	1.00	1.30	1.32	1.28	1.73	1.96	1.99
1	83,694	253.43	1.06	1.00	1.00	1.23	1.21	1.16	1.57	1.74	1.73
2	66,373	200.98	1.03	1.00	1.00	1.16	1.11	1.06	1.44	1.54	1.53
3	52,633	159.38	1.02	1.00	1.00	1.11	1.04	1.00	1.35	1.38	1.38
4	41,742	126.40	1.00	1.00	1.00	1.07	1.00	1.00	1.26	1.26	1.22
5	33,102	100.23	1.00	1.00	1.00	1.04	1.00	1.00	1.19	1.16	1.11
6	26,250	79.49	1.00	1.00	1.00	1.02	1.00	1.00	1.14	1.08	1.03
7	20,816	63.03	1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.01	1.00
8	16,509	49.99	1.00	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.00

APPLICATION OF FORMULAS.

SINGLE-PHASE SYSTEM. — 125 CYCLES.

EXAMPLE: 750 52-volt lamps, consuming a total of 45,000 watts. Ratio of transformation 20 to 1. Distance to generator, 2,500 feet. Loss in secondary wiring, 2 volts. Voltage drops in transformers, 2 per cent. Energy loss in line, 5 per cent of delivered power. Efficiency of transformers, $97\frac{1}{2}$ per cent.

Watts at transformer primaries

$$= \frac{45,000}{.98 \times .97\frac{1}{2}} = 47,100.$$

Volts at transformer primaries

$$= (52 + 2) \times 20 \times 1.02 = 1,101.6.$$

$$C.M. = \frac{D \times W}{P \times E^2} \times K = \frac{2,500 \times 47,100 \times 2,400}{5 \times (1,101.6)^2} = 46,500 \text{ C.M.}$$

Next larger B. & S. wire

$$= \text{No. 3} = 52,633 \text{ C.M.}$$

Loss of delivered power using No. 4 wire

$$= \frac{2,500 \times 47,100 \times 2,400}{52,633 \times (1,101.6)^2} = 4.4 \text{ per cent.}$$

Total volts lost in line

$$= \frac{P \times E}{100} \times M = \frac{4.4 \times 1,101.6 \times 1.35}{100} = 65.5.$$

$$\text{Generator voltage} = 1,101.6 + 65.5 = 1,167.1.$$

In a 60 cycle single-phase system, with the same conditions as in the above example, the values will be the same, with the exception of the volts lost in the line.

$$\frac{4.4 \times 1,101.6 \times 1.11}{100} = 53.8 = \text{volts lost in line.}$$

$$1,101.6 + 53.8 = 1,155.4 = \text{generator voltage.}$$

TWO-PHASE SYSTEM. — 60 CYCLES. FOUR-WIRE TRANSMISSION.

EXAMPLE: 2,500 H.P. delivered, 5 miles, at secondaries of step-down transformers. Pressure between lines at receiving end, 6,000 volts. Energy loss in line and in step-down transformers (no step-up transformers), 10 per cent of delivered power. Efficiency of transformers, 97.5 per cent. Power factor of load, 80 per cent. Find size of conductors and voltage drop in transmission line.

Power delivered at step-down secondaries.

$$= \frac{2,500}{.975} = 2,564 \text{ H.P.} = 1,912.7 \text{ K.W.}$$

Energy loss in line = 7.5 per cent.

$$C.M. = \frac{5,280 \times 5 \times 1,912,700}{7.5 \times (6,000)^2} \times 1,690 = 315,940 \text{ C.M.}$$

Three No. 0 B. & S. wires have an area of 316,776 C.M. The energy loss, using 3 of this size in parallel, making a total of 12 No. 0 B. & S. wires in all, is:

$$\frac{5,280 \times 5 \times 1,912,700}{316,776 \times (6,000)^2} \times 1,690 = 7.48 \text{ per cent.}$$

Power lost in line

$$= 2,564 \times .0748 = 195.8 \text{ H.P.}$$

Volts lost in line

$$= \frac{P \times E}{100} \times M = \frac{7.48 \times 6,000 \times 1.28}{100} = 574.$$

∴ Generator voltage = 6,574.

Current in line

$$= \frac{W}{E} \times T = \frac{1,912,700}{6,000} \times .625 = 199 \text{ amperes.}$$

The current is, in fact, slightly greater, as no account has been taken of the hysteresis current in the transformers. This will increase the above result about $1\frac{1}{2}$ per cent.

THREE-PHASE SYSTEM. — 60 CYCLES. THREE-WIRE TRANSMISSION.

EXAMPLE: Same conditions as preceding. Find size of conductors and voltage drop in transmission lines.

Power delivered to transformers

$$= \frac{2,500}{.975} = 2,564 \text{ H.P.} = 1,912.7 \text{ K.W.}$$

Energy loss in line = $7\frac{1}{2}$ per cent.

$$C.M. = \frac{5,280 \times 5 \times 1,912,700}{7.5 \times (6,000)^2} \times 1,690 = 315,940 \text{ C.M.}$$

Three No. 0 B. & S. wires have an area of 316,776 C.M.

For the three branches of the three-phase system 9 wires will be required.

$$\text{Energy loss is} = \frac{5,280 \times 5 \times 1,912,700}{316,776 \times (6,000)^2} \times 1,690 = 7.48 \text{ per cent.}$$

Power loss in line

$$= 2,564 \times .0748 = 195.8 \text{ H.P.}$$

Voltage drop in line

$$= \frac{7.48 \times 6,000 \times 1.28}{100} = 574.$$

$$\therefore \text{Generator voltage} = 6,574.$$

Current in line

$$= \frac{1,912,700}{6,000} \times .725 = 233.9 \text{ amperes.}$$

The hysteresis current will increase this result by about $1\frac{1}{2}$ per cent.

THREE-PHASE SYSTEM. — 60 CYCLES. FOUR-WIRE SECONDARY.

EXAMPLE: Required, the size of conductors from transformers to the distributing centre of a four-wire secondary system for lights and motors. The load consists of four

16 H.P., 200 volt induction motors, and 750 half-ampere 15 c.p., 115 volt lamps. Length of secondary wiring from transformers to distribution centre, 600 feet. About 15 volts drop on lighting circuits from transformers to distributing centre. Efficiency of motors, 85 per cent. Five volts drop on circuits from distributing centre to motors. Voltage at distributing point between main lines is 205. Current in main lines for motors is

$$\frac{4 \times 15 \times 746 \times .725}{.85 \times 200} = 191 \text{ amperes.}$$

Current for transformers from lamps is

$$\frac{(750 \times .5 \times 115) \times .607}{200} = 131 \text{ amperes.}$$

Total current from transformers is

$$131 + 191 = 322 \text{ amperes.}$$

For motors,

$$191 = \frac{W}{205} \cdot 725. \quad W = 54,000.$$

For lamps,

$$131 \times \frac{W}{205} \times .607. \quad W = 44,240. \quad \text{Total watts} = 98,240.$$

Taking for trial two No. 0 B. & S. wires in parallel for each of the main conductors as preferable to one No. 0000, then

$$P = \frac{600 \times 98,240}{2 \times 105,592 \times 205^2} \times \frac{1,200 \times 44,240 + 1,690 \times 54,000}{98,240} = 9.75.$$

Volts loss in lines

$$= \frac{9.75 \times 205 \times 1.32}{100} = 26.4.$$

Volts at transformers between main lines = 231.4.

Actual drop between main conductors and neutral to distributing point

$$= 26.4 \times \frac{115}{200} = 15.2 \text{ volts.}$$

The section of the neutral conductor should be about $\frac{131 \times 2 \times 105,592}{322} = 86,000$ C.M. We may use 1 No. 1 B. & S. wire with a section of 83,694 C.M. for the neutral.

MONOCYCLIC SYSTEM.—60 CYCLES. MOTOR AND LIGHTS ON SEPARATE TRANSFORMERS.

EXAMPLE: 1,500 half ampere 104 volt lamps. One 25 H.P. 110 volt induction motor; efficiency, 85 per cent. Distance from generator to transformer, 3,000 feet. Distance from transformers to motor, 100 feet. Loss in motor circuit, $2\frac{1}{2}$ per cent. Loss of energy in transformers, 3 per cent. Loss in primary circuit, 4 per cent. Generator voltage, 1,040 at no load.

$$\text{Input at motor} = \frac{25 \times 746}{.85} = 21,940 \text{ watts.}$$

$$\text{C.M.} = \frac{100 \times 21,940}{2.5 \times 110^2} \times 3,380 = 245,000 \text{ No. } 0000$$

B. & S. wire = 211,600 C.M., but as two No. 0 B. & S. wires will give the same loss, and $\frac{1.28}{1.85} = 69.2$ per cent as great a drop in voltage, they are preferable. Making each motor lead of two No. 0 B. & S. wires in parallel, then

$$P = \frac{100 \times 21,940 \times 3,380}{105,592 \times 2 \times 110^2} = 2.9 \text{ per cent.}$$

Volts loss to motors

$$= \frac{2.9 \times 110 \times 1.28}{100} = 4.$$

Volts at primaries of transformers for motors

$$= 1.05 \times 9 \times (110 + 4) = 1,076.$$

Volts on secondaries of lighting transformers

$$= \frac{1,076}{1.03 \times 10} = 104.5.$$

Watts at primaries of motor transformers

$$= \frac{21,940 \times 1.029}{.97} = 23,200.$$

Watts at primaries of lighting transformers

$$= \frac{1,500 \times .5 \times 104.5}{.97} = 80,800.$$

Total watts delivered at transformers

$$= 23,200 + 80,800 = 104,000.$$

Power factor of load is

$$\frac{23,200 \times .80 + 80,000 \times .95}{104,000} = .91.$$

$$K = \frac{2,160}{.91^2} = 2,610.$$

$$C.M. = \frac{3,000 \times 104,000}{4 \times 1,076^2} \times 2,610 = 175,500.$$

Taking No. 000 B. & S. wire $\times 167,805$ *C.M.*, then

$$P = \frac{3,000 \times 104,000}{167,805 \times 1,076^2} \times 2,610 = 4.19 \text{ per cent.}$$

Drop in primary circuit

$$= \frac{419 \times 1,076}{100} \times \frac{1.49 \times 80.8 + 1.62 \times 23.2}{104}$$

$$= 68.5 \text{ volts.}$$

Voltage between outside lines at generator

$$= 1,076 + 68.5 = 1,144.5 \text{ volts.}$$

Current in main conductors

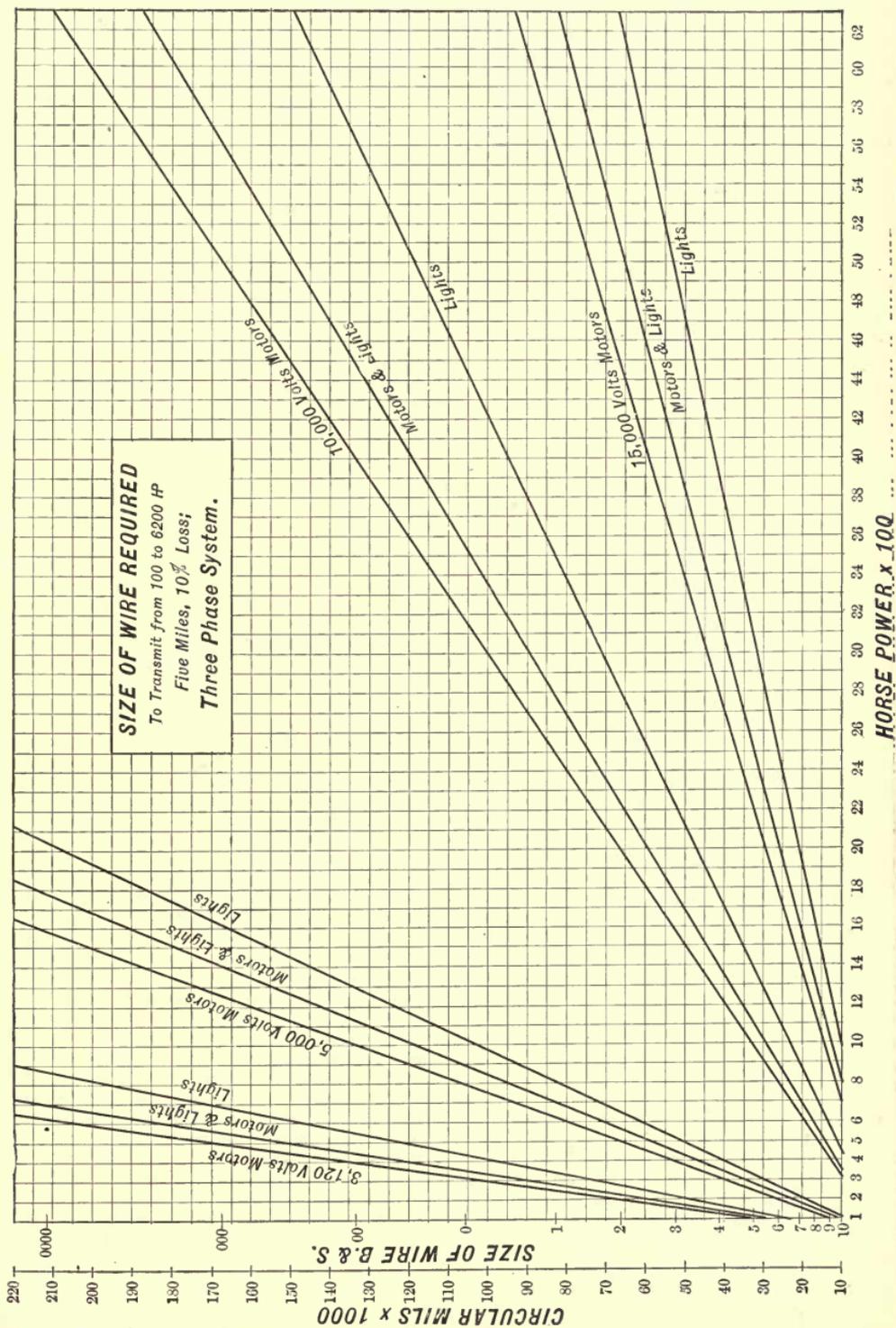
$$= \frac{104,000}{1,076 \times .91} = 106.1 \text{ amperes.}$$

Primary teaser wire

$$= \frac{23,200}{104,000} \times 167,805 = 37,400 \text{ } C.M. \text{ required.}$$

Use No. 4 B. & S. wire with a section of 41,742 *C.M.*

Graphical Illustration. — The curves on pages 236–239, Figs. 167, 168, and 169, have been calculated from the preceding formula and table of constants relating to the three-phase system only. They will be found useful for



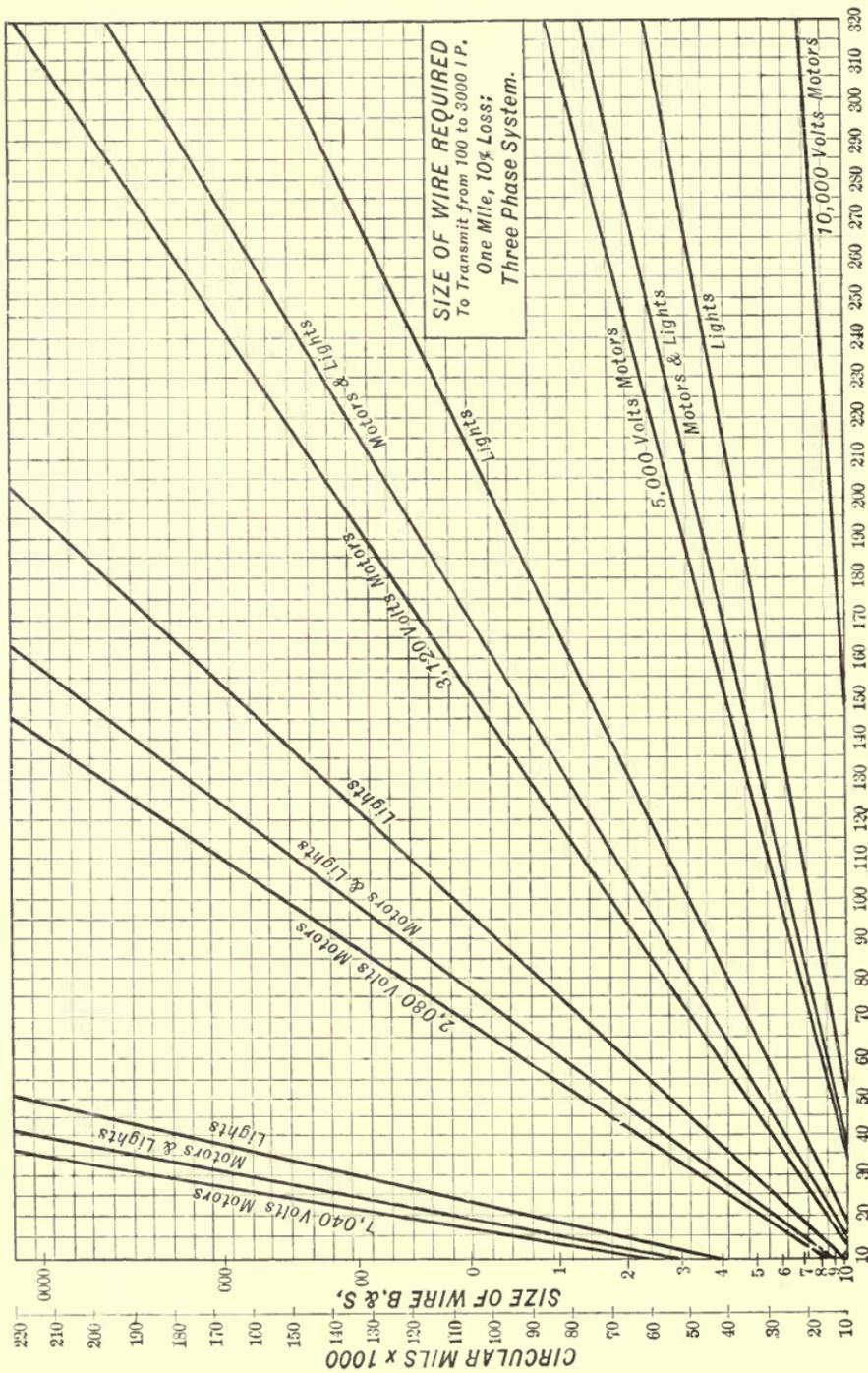


Fig. 168.

calculating and approximately determining the copper required for transmitting any amount of power any distance at voltages varying from 1,000 to 15,000.

For cases that fall outside the limits of the curves, the size of the wire may be found by applying the following rules :

With given power delivered, line loss, and voltage, the cross-section of the conductor will vary directly as the distance.

With given distance of transmission, line loss, and voltage, the cross-section of the conductor will vary directly as the power delivered.

With given distance of transmission, power delivered, and voltage, the cross-section of the conductor will vary inversely as the loss of energy in the line.

With given distance, power delivered, and line loss, the cross-section of the conductor will vary inversely as the square of the voltage.

The voltages are taken as those at the receiving end. The line loss has been assumed to be 10 per cent of the delivered energy. In plotting the curves the following power factors have been assumed :

For lighting load	95%
For mixed load of induction motors and lights	85%
For induction motor load	80%

To illustrate the use of the curves, find the size of the wire required to transmit 5,100 H.P., to be used for incandescent lighting, a distance of five miles, the current loss being 10 per cent, and the pressure at the primaries of step-down transformers, 10,000 volts. The curve (Fig. 167) shows that each of the three wires must have a cross-section of 120,000 circular mils. If the power delivered is to be consumed by induction motors, other conditions re-

maining the same, the conductor must have a cross-section equivalent to 170,000 circular mils each, or slightly larger than No. 000 wire. Or, supposing the wire to have been strung on the assumption that lights would be supplied, the line loss and pressure being the same as above, it will be seen that, if the load is changed to induction motors, only 3,600 H.P. will be delivered from these lines. This is a striking illustration of the decrease in the carrying capacity of the line, due to low power-factors, which load the line, and the generators as well, with so-called wattless current.

If the distance is raised to ten miles, the size of wire required for the same transmission is doubled in both the above examples. If the distance is increased to ten miles, and the energy loss reduced to five per cent, the cross-section of conductor will have to be made four times as great.

Three wires of about No. 3 size will transmit a lighting load of 5,100 H.P. a distance of five miles, the pressure being 15,000 at the receiving end. It will take three conductors of cross-section corresponding to a size between No. 1 and No. 2 to transmit the same power for induction motor use, and three No. 2 wires to transmit the same energy for a mixed load of lights and motors.

For determining the size of transmission lines with voltages of 5,000 and less, the curves in Fig. 168 will be found most convenient.

Fig. 169 represents the curves of percentage drop of voltage in transmission lines, at varying frequencies and power factors. The curves show the values of the constant, M , plotted from the table on page 238, and are based on 10 per cent energy loss in line.

A study of the curves shows some interesting facts.

When the transmission is effected at 30 cycles, it will be noticed that, for all commercial sizes of wires, the voltage drop is less with a load of low power-factor than with one of high power-factor. For illustration, assume that the transmission requires conductors of 120,000 circular mils each, the energy loss being 10 per cent of the delivered power. At 30 cycles, the drop in voltage is 10.1 per cent when the power factor is 80 per cent, 10.4 per cent when the power factor is 85 per cent, and 11.3 per cent when the power factor is 95 per cent. On the other hand, the same transmission at 125 cycles shows a higher voltage drop with low power-factors. The voltage drops 18.3 per cent with a 95 per cent power-factor, 21.2 per cent with an 85 per cent power-factor, and 21.7 per cent when the power factor is 80 per cent.

A curious condition exists at 60 cycles. The voltage drop is less with a power factor of 95 per cent, than when the power factor is 85 per cent; but an 80 per cent power-factor gives a drop approximately the same as that due to a power factor of 95 per cent. The curves also graphically illustrate the reduction in voltage drop to be gained by subdividing the conductors. A No. 00 wire, used in a 60 cycle transmission of power for induction motors, shows a drop of 14.3 per cent. By subdividing the wire into two No. 2 wires, and equivalent cross-section, the voltage drop is reduced to 10.6 per cent.

It will be seen, from the curves, that, by subdividing the conductor sufficiently, a wire of a size can be selected, which, for all commercial power-factors and frequencies, will transmit any amount of power, with a drop of voltage in the line actually less than the energy loss. This apparent anomaly is explained in Chapter I., under the paragraph, "Voltage Drop Dependent on Load Characteristic."

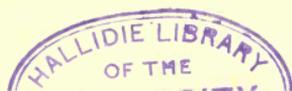
Resonance Effect. — What is known as the resonance effect of a circuit is the rise of *E.M.F.* at the far end, above that at the generator end. This phenomenon takes place when the natural period of discharge of a circuit is equal to the frequency of the generator *E.M.F.* It is complete when the self-induction and capacity exactly neutralize each other. The charging current of the line, due to the capacity, then produces an *E.M.F.* of self-induction equal to the generator *E.M.F.*

In transmission lines, where the inductance and capacity do not exactly neutralize each other, it is possible for partial resonance to be present. The circuit can be brought into complete resonance by the addition of a condenser or a reactance, according as it lacks the proper amount of either capacity or inductance. It is conceivable that an unexpected rise of pressure may occur of sufficient extent to destroy the insulation of line and of apparatus.

The rise of pressure due to complete resonance is limited by the ohmic resistance of the circuit. For this reason, and because practical transmissions of power are accomplished at a comparatively low frequency, the possible rise of pressure at the receiving end is not likely to be dangerously high.

For very long power transmissions, where resonance effects may be expected, it is desirable to employ generators producing an *E.M.F.* wave which is sinusoidal. A distorted wave of *E.M.F.* of the same period can be resolved into a number of simple harmonic components of a higher frequency. These higher harmonics have the same effect as an *E.M.F.* wave of the same frequency and magnitude.

Another form of resonance effect is that which occurs during both the making and the disruption of a current of



high tension, especially in long distance transmission lines. It is found that the oscillatory discharge in the arc under these conditions may become of such magnitude as to seriously endanger the insulation of the line and of apparatus connected thereto. As has been described in the section under high tension switches, this effect is particularly noticeable in those interruptions to the current which are effected in the open air.

APPENDIX.

THE STANDARDIZATION OF GENERATORS, MOTORS AND TRANSFORMERS.

THE concentration of manufacturing efforts along certain lines, approved by experience, can be successfully carried out by agreement between the manufacturer and the consumer or his engineer acting as a go-between. The tendency in the direction of standardization has been marked in the United States during the past few years. It has been made the subject of formal action by a number of engineering associations working in harmony with the manufacturers. The recommendations and suggestions of these bodies have been received with approval. This has been possible because these recommendations closely conform to the existing practice of the builders of electrical machinery.

The report of the committee on standardization of the American Institute of Electrical Engineers is a document of great practical value to electrical engineers, and is here reprinted in full.

REPORT OF THE COMMITTEE ON STANDARDIZATION.

[Accepted by the INSTITUTE, June 26th, 1899.]

To the Council of The AMERICAN INSTITUTE OF ELECTRICAL ENGINEERS.

Gentlemen :

Your committee on Standardization begs to submit the following report, covering such subjects as have been deemed of pressing and immediate importance, and which are of such a nature that general agreement may be expected upon them.

While it is the opinion of the committee that many other matters might advantageously have been considered, as, for example, standard methods of testing: yet it has been deemed inexpedient to attempt to cover in a single report more than is here submitted.

Yours respectfully,

FRANCIS B. CROCKER, *Chairman.*
CARY T. HUTCHINSON.
A. E. KENNELLY.
JOHN W. LIEB, JR.
CHARLES P. STEINMETZ.
LEWIS B. STILLWELL.
ELIHU THOMSON.

GENERAL PLAN.

Efficiency.	Sections 1 to 24.	
(I) Commutating Machines,		Sections 6 to 11
(II) Synchronous Machines,		“ 10 to 11
(III) Synchronous Commutating Machines,		“ 12 to 15
(IV) Rectifying Machines,		“ 16 to 17
(V) Stationary Induction Apparatus,		“ 18 to 19
(VI) Rotary Induction Apparatus,		“ 20 to 23
(VII) Transmission Lines,		“ 24

Rise of Temperature. Sections 25 to 31.

Insulation. Sections 32 to 41.

Regulation. Sections 42 to 61.

Variation and Pulsation. Sections 62 to 65.

Rating. Sections 66 to 73.

Classification of Voltages and Frequencies. Sections 74 to 78.

Overload Capacities. Sections 79 to 82.

- Appendices.** (I) Efficiency.
 (II) Apparent Efficiency.
 (III) Power Factor and Inductance Factor.
 (IV) Notation.
 (V) Table of Sparking Distances.

Electrical Apparatus will be treated under the following heads:—

I. Commutating Machines, which comprise a constant magnetic field, a closed-coil armature, and a multi-segmental commutator connected thereto.

Under this head may be classed the following: Direct-current generators; direct-current motors; direct-current boosters; motor-generators; dynamotors; converters and closed coil arc machines.

A booster is a machine inserted in series in a circuit to change its voltage, and may be driven either by an electric motor, or otherwise. In the former case it is a motor-booster.

A motor-generator is a transforming device consisting of two machines; a motor and a generator, mechanically connected together.

A dynamotor is a transforming device combining both motor and generator action in one magnetic field with two armatures or with an armature having two separate windings.

For converters, see III.

II. Synchronous Machines, which comprise a constant magnetic field and an armature receiving or delivering alternating currents in synchronism with the motion of the machine; i.e., having a frequency equal to the product of the number of pairs of poles and the speed of the machine in revolutions per second.

III. Synchronous Commutating Machines:—These include: 1. Synchronous converters; i.e., converters from alternating to direct, or from direct to alternating current, and 2. Double current generators; i.e., generators producing both direct and alternating currents.

A converter is a rotary device transforming electric energy from one form into another without passing it through the intermediary form of mechanical energy.

A converter may be either:

a. A direct-current converter, converting from a direct current to a direct current, or

b. A synchronous converter, formerly called a rotary converter, converting from an alternating to a direct current, or vice versa.

Phase converters are converters from an alternating-current system to an alternating-current system of the same frequency but different phase.

Frequency converters are converters from an alternating-current system of one frequency to an alternating-current system of another frequency with or without changes of phase.

IV. Rectifying Machines, or Pulsating-Current Generators, which produce a unidirectional current of periodically varying strength.

V. Stationary Induction Apparatus, i.e., stationary apparatus changing electric energy from one form into another, without passing it through an intermediary form of energy. These comprise:

a. Transformers, or stationary induction apparatus in which the primary and secondary windings are electrically insulated from each other.

b. Auto-transformers, formerly called compensators: i.e., stationary induction apparatus in which part of the primary winding is used as a secondary winding; or conversely.

c. Potential regulators, or stationary induction apparatus having a coil in shunt, and a coil in series with the circuit, so arranged that the ratio of transformation between them is variable at will.

These may be divided into:—

1. Compensator potential-regulators, in which the number of turns of one of the coils is changed.

2. Induction potential-regulators, in which the relative positions of primary and secondary coils are changed.

3. Magneto potential-regulators, in which the direction of the magnetic flux with respect to the coils is changed.

d. Reactive coils, or Reactance coils, formerly called choking coils; i.e., stationary induction apparatus used to produce impedance or phase displacement.

VI. Rotary Induction Apparatus, which consist of primary and secondary windings rotating with respect to each other. They comprise

a. Induction motors.

b. Induction generators.

c. Frequency changers.

d. Rotary phase converters.

EFFICIENCY.

1. The "efficiency" of an apparatus is the ratio of its net power output to its gross power input.*

2. Electric power should be measured at the terminals of the apparatus.

3. In determining the efficiency of alternating-current apparatus, the electric power should be measured when the current is in phase with the *E.M.F.*, unless otherwise specified, except when a definite phase difference is inherent in the apparatus, as in induction motors, etc.

4. Mechanical power in machines should be measured at the pulley-gearing, coupling, etc., thus excluding the loss of power in said pulley, gear, ing or coupling, but including the bearing friction and windage. The magnitude of bearing friction and windage may be considered as independent of the load. The loss of power in the belt and the increase of bearing friction due to belt tension, should be excluded. Where, however, a machine is mounted upon the shaft of a prime mover, in such a manner that it cannot be separated therefrom, the frictional losses in bearings and in windage, which ought, by definition, to be included in determining the efficiency, should be excluded, owing to the practical impossibility of determining them satisfactorily. The brush friction, however, should be included.

a. Where a machine has auxiliary apparatus, such as an exciter, the power lost in the auxiliary apparatus should not be charged to the machine but to the plant consisting of machine and auxiliary apparatus taken together. The plant efficiency in such cases should be distinguished from the machine efficiency.

5. The efficiency may be determined by measuring all the losses individually and adding their sum to the output to derive the input, or subtracting their sum from the input to derive the output. All losses should be measured at, or reduced to, the temperature assumed in continuous operation, or in operation under conditions specified. (See Sections 25 to 31.)

In order to consider the application of the foregoing rules to various machines in general use, the latter may be conveniently divided into classes as follows:

I. Commutating Machines.

6. In commutating machines the losses are:

a. Bearing friction and windage. (See Section 4.)

* An exception should be noted in the case of storage batteries or apparatus for storing energy, in which the efficiency, unless otherwise qualified, should be understood as the ratio of the energy output to the energy intake in a normal cycle.

b. Molecular magnetic friction, and eddy currents in iron and copper. These losses should be determined with the machine on open circuit, and at a voltage equal to the rated voltage $+Ir$ in a generator, and $-Ir$ in a motor, where I denotes the current strength, and r denotes the internal resistance of the machine. They should be measured at the correct speed and voltage, since they do not usually vary in proportion to the speed or to any definite power of the voltage.

c. Armature resistance losses, $I^2 r'$, where I is the current strength in the armature, and r' is the resistance between armature brushes, excluding the resistance of brushes and brush contacts.

d. Commutator brush friction.

e. Commutator brush-contact resistance. It is desirable to point out that with carbon brushes the losses (*d*) and (*e*) are usually considerable in low-voltage machines.

f. Field excitation. With separately excited fields, the loss of power in the resistance of the field coils alone should be considered. With shunt fields or series fields, however, the loss of power in the accompanying rheostat should also be included, the said rheostat being considered as an essential part of the machine, and not as separate auxiliary apparatus.

(*b*) and (*c*) are losses in the armature or "armature losses;" (*d*) and (*e*) "commutator losses;" (*f*) "field losses."

7. The difference between the total losses under load and the sum of the losses above specified, should be considered as "load losses," and are usually trivial in commutating machines of small field distortion. When the field distortion is large, as is shown by the necessity for shifting the brushes between no load and full load, or with variations of load, these load losses may be considerable, and should be taken into account. In this case the efficiency may be determined either by input and output measurements, or the load-losses may be estimated by the method of Section II.

8. Boosters should be considered and treated like other direct-current machines in regard to losses.

9. In motor-generators, dynamotors or converters, the efficiency is the
$$\frac{\text{electric output}}{\text{electric input.}}$$

II. Synchronous Machines.

10. In synchronous machines the output or input should be measured with the current in phase with the terminal *E. M. F.* except when otherwise expressly specified.

Owing to the uncertainty necessarily involved in the approximation of load losses, it is preferable, whenever possible, to determine the efficiency of synchronous machines by input and output tests.

11. The losses in synchronous machines are:

a. Bearing friction and windage; see Sec. 4.

b. Molecular magnetic friction and eddy currents in iron, copper and other metallic parts. These losses should be determined at open circuit of the machine at the rated speed and at the rated voltage. $+Ir$ in a synchronous generator, $-Ir$ in a synchronous motor, where I = current in armature, r = armature resistance. It is undesirable to compute these losses from observations made at other speeds or voltages.

These losses may be determined either by driving the machine by a motor, or by running it as a synchronous motor, and adjusting its fields so as to get minimum current input and measuring the input by wattmeter. The former is the preferable method, and in polyphase machines the latter method is liable to give erroneous results in consequence of unequal distribution of currents in the different circuits caused by inequalities of the impedance of connecting leads, etc.

c. Armature-resistance loss, which may be expressed by $p I^2 r$; where r = resistance of one armature circuit or branch, I = the current in such armature circuit or branch, and p = the number of armature circuits or branches.

d. Load losses as defined in section 7. While these losses cannot well be determined individually, they may be considerable, and, therefore, their joint influence should be determined by observation. This can be done by operating the machine on short circuit and at full-load current, that is, by determining what may be called the "short-circuit core loss." With the low field intensity and great lag of current existing in this case, the load losses are usually greatly exaggerated.

One third of the short-circuit core loss may, as an approximation, and in the absence of more accurate information, be assumed as the load loss.

e. Collector-ring friction and contact resistance. These are generally negligible, except in machines of extremely low voltage.

f. Field excitation. In separately excited machines, the $I^2 r$ of the field coils proper should be used. In self-exciting machines, however, the loss in the field rheostat should be included, (See Section 6 *f*.)

III. Synchronous Commutating Machines.

12. In synchronous converters, the power on the alternating-current side is to be measured with the current in phase with the terminal *E.M.F.*, unless otherwise specified.

13. In double-current generators, the efficiency of the machine should be determined as a direct-current generator in accordance with section 6, and as an alternating current generator in accordance with section 11. The two values of efficiency may be different, and should be clearly distinguished.

14. In synchronous converters the losses should be determined when driving the machine by a motor. These losses are:—

a. Bearing friction and windage, see section 4.

b. Molecular magnetic friction and eddy currents in iron, copper and metallic parts. These losses should be determined at open circuit and at the rated terminal voltage, no allowance being made for the armature resistance, since the alternating and the direct currents flow in opposite directions.

c. Armature resistance. The loss in the armature is $g I^2 r$, where I = direct current in armature, r = armature resistance and g , a factor which is equal to 1.37 in single-phasers, 0.56 in three-phasers, 0.37 in quarter-phasers and 0.26 in six-phasers.

d. Load losses. The load losses should be determined in the same manner as described in section 11 *d*, with reference to the direct-current side.

e and *f.* Losses in commutator and collector friction and brush-contact resistance. See sections 6 and 11.

g. Field excitation. In separately-excited fields, the $I^2 r$ loss in the field coils proper should be taken, while in shunt and series fields the rheostat loss should be included, except where fields and rheostats are intentionally modified to produce effects outside of the conversion of electric power, as for producing phase displacement for voltage control. In this case 25 per cent of the $I^2 r$ loss in the field proper at non-inductive alternating circuit should be added as proper estimated allowance for normal rheostat losses. (See Section 6 *f*.)

15. Where two similar synchronous machines are available, their efficiency can be determined by operating one machine as a converter from direct to alternating, and the other as a converter from alternating to direct, connecting the alternating sides together, and measuring the difference between the direct-current input, and the direct-current output. This process may be modified by returning the output of the second machine through two boosters into the first machine and measuring the losses. Another modification might be to supply the losses by an alternator between the two machines, using potential regulators.

IV. Rectifying Machines or Pulsating-Current Generators.

16. These include: Open-coil arc machines, constant-current rectifiers, constant-potential rectifiers.

The losses in open-coil arc machines are essentially the same as in sections 6 to 9 (closed-coil commutating machines). In alternating-current rectifiers, however, the output must be measured by wattmeter and not by voltmeter and ammeter, since owing to the pulsation of current and *E.M.F.*,

a considerable discrepancy may exist between watts and volt-amperes, amounting to as much as 10 or 15 per cent.

17. In constant current rectifiers, transforming from constant-potential alternating to constant direct current by means of constant-current transformers and rectifying commutators, the losses in the transformers are to be included in the efficiency and have to be measured when operating the rectifier, since in this case the losses are generally greater than when feeding an alternating secondary circuit. In constant-current transformers the load losses are usually larger than in constant-potential transformers and thus should not be neglected.

The most satisfactory method of determining the efficiency in rectifiers is to measure electric input and electric output by wattmeter. The input is usually not non-inductive, owing to a considerable phase displacement and to wave distortion. For this reason the apparent efficiency should also be considered, since it is usually much lower than the true efficiency. The power consumed by the synchronous motor or other source driving the rectifier should be included in the electric input.

V. Stationary Induction Apparatus.

18. Since the efficiency of induction apparatus depends upon the wave shape of *E.M.F.*, it should be referred to a sine wave of *E.M.F.*, except where expressly specified otherwise. The efficiency should be measured with non-inductive load, and at rated frequency, except where expressly specified otherwise. The losses are:

a. Molecular magnetic friction and eddy currents measured at open circuit and at rated voltage — I_r , where I = rated current r = resistance of primary circuit.

b. Resistance losses, the sum of the $I^2 r$ of primary and of secondary in a transformer, or of the two sections of the coil in the compensator or auto-transformer, where I = current in the coil or section of coil, r = resistance.

c. Load losses, i.e., eddy currents in the iron and especially in the copper conductors, caused by the current. They should be measured by short-circuiting the secondary of the transformer and impressing upon the primary an *E.M.F.* sufficient to send full-load current through the transformer. The loss in the transformer under these conditions measured by wattmeter gives the load losses + $I^2 r$ losses in both primary and secondary coils.

d. Losses due to the methods of cooling, as power consumed by the blower in air-blast transformers, and power consumed by the motor driving pumps in oil or water cooled transformers. Where the same cooling apparatus supplies a number of transformers or is installed to supply future additions, allowance should be made therefor.

19. In potential regulators the efficiency should be taken at the maximum voltage for which the apparatus is designed, and with non-inductive load, unless otherwise specified.

VI. Rotary Induction Apparatus.

20. Owing to the existence of load losses, and since the magnetic density in the induction motor under load changes in a complex manner, the efficiency should be determined by measuring the electric input by wattmeter and the mechanical output at the pulley, gear, coupling, etc.

21. The efficiency should be determined at the rate of frequency and the input measured with sine waves of impressed *E.M.F.*

22. The efficiency may be calculated from the apparent input, the power factor, and the power output. The same applies to induction generators. Since phase displacement is inherent in induction machines, their apparent efficiency is also important.

23. In frequency changers; i.e., apparatus transforming from a polyphase system to an alternating system of different frequency, with or without a change in the number of phases, and phase converters; i.e., apparatus converting from an alternating system, usually single phase, to another alternating system, usually polyphase, of the same frequency, the efficiency should also be determined by measuring both output and input.

VII. Transmission Lines.

24. The efficiency of transmission lines should be measured with non-inductive load at the receiving end with the rated receiving pressure and frequency, also with sinusoidal impressed *E.M.F.*'s., except where expressly specified otherwise, and with the exclusion of transformers or other apparatus at the ends of the line.

RISE OF TEMPERATURE.

General Principles.

25. Under regular service conditions, the temperature of electrical machinery should never be allowed to remain at a point at which permanent deterioration of its insulating material takes place.

26. The rise of temperature should be referred to the standard conditions of a room-temperature of 25° C., a barometric pressure of 760 mm. and normal conditions of ventilation; that is, the apparatus under test should neither be exposed to draught nor enclosed, except where expressly specified.

27. If the room-temperature during the test differs from 25° C., the observed rise of temperature should be corrected by $\frac{1}{2}$ per cent for each

degree C.* Thus with a room-temperature of 35° C., the observed rise of temperature has to be decreased by 5 per cent, and with a room-temperature of 15° C., the observed rise of temperature has to be increased by 5 per cent. The thermometer indicating the room-temperature should be screened from thermal radiation emitted by heated bodies, or from draughts of air. When it is impracticable to secure normal conditions of ventilation on account of an adjacent engine, or other sources of heat, the thermometer for measuring the air temperature should be placed so as fairly to indicate the temperature which the machine would have if it were idle, in order that the rise of temperature determined shall be that caused by the operation of the machine.

28. The temperature should be measured after a run of sufficient duration to reach practical constancy. This is usually from 6 to 18 hours, according to the size and construction of the apparatus. It is permissible, however, to shorten the time of the test by running a lesser time on an overload in current and voltage, then reducing the load to normal, and maintaining it thus until the temperature has become constant.

In apparatus intended for intermittent service, as railway motors, starting rheostats, etc., the rise of temperature should be measured after a shorter time, depending upon the nature of the service, and should be specified.

In apparatus which by the nature of their service may be exposed to overload, as railway converters, and in very high voltage circuits, a smaller rise of temperature should be specified than in apparatus not liable to overloads or in low voltage apparatus. In apparatus built for conditions of limited space, as railway motors, a higher rise of temperature must be allowed.

29. In electrical conductors, the rise of temperature should be determined by their increase of resistance. For this purpose the resistance may be measured either by galvanometer test, or by drop-of-potential method. A temperature coefficient of 0.4 per cent. per degree C. may be assumed for copper.† Temperature elevations measured in this way are usually in excess of temperature elevations measured by thermometers.

30. It is recommended that the following maximum values of temperature elevation should not be exceeded:

Commutating machines, rectifying machines, and synchronous machines.

Field and armature, by resistance, 50° C.

Commutator and collector rings and brushes, by thermometer, 55° C.

Bearings and other parts of machine, by thermometer, 40° C.

* This correction is also intended to compensate, as nearly as is at present practicable, for the error involved in the assumption of a constant temperature coefficient of resistivity; i.e., 0.4 per cent per deg. C. taken with varying initial temperatures.

† By the formula $R_T = R_t(1 + 0.004\theta)$. Where R_t is the resistance at room-temperature, R_T the resistance when heated, and θ the temperature elevation ($T - t$) in degrees centigrade.

Rotary induction apparatus :

Electric circuits, 50° C., by resistance.

Bearings and other parts of the machine 40° C., by thermometer.

In squirrel-cage or short-circuited armatures, 55° C., by thermometer, may be allowed.

Transformers for continuous service — electric circuits by resistance 50° C., other parts by thermometer, 40° C., under conditions of normal ventilation.

Reactive coils, induction and magnetic regulators — electric circuits by resistance 55° C., other parts by thermometer 45° C.

Where a thermometer, applied to a coil or winding, indicates a higher temperature elevation than that shown by resistance measurement, the thermometer indication should be accepted. In using the thermometer, care should be taken so to protect its bulb as to prevent radiation from it, and, at the same time, not to interfere seriously with the normal radiation from the part to which it is applied.

31. In the case of apparatus intended for intermittent service, the temperature elevation which is attained at the end of the period corresponding to the term of full load, should not exceed 50° C. by resistance in electric circuits. In the case of transformers intended for intermittent service, or not operating continuously at full load, but continuously in circuit, as in the ordinary case of lighting transformers, the temperature elevation above the surrounding air-temperature should not exceed 50° C. by resistance in electric circuits and 40° C. by thermometer in other parts, after the period corresponding to the term of full load. In this instance, the test load should not be applied until the transformer has been in circuit for a sufficient time to attain the temperature elevation due to core loss. With transformers for commercial lighting, the duration of the full-load test may be taken as three hours, unless otherwise specified. In the case of railway, crane and elevator motors, the conditions of service are necessarily so varied that no specific period corresponding to the full-load term can be stated.

INSULATION.

32. The ohmic resistance of the insulation is of secondary importance only, as compared with the dielectric strength, or resistance to rupture by high voltage.

Since the ohmic resistance of the insulation can be very greatly increased by baking, but the dielectric strength is liable to be weakened thereby, it is preferable to specify a high dielectric strength rather than a high insula-

tion resistance. The high voltage test for dielectric strength should always be applied.

Insulation Resistance.

33. Insulation resistance tests should, if possible, be made at the pressure for which the apparatus is designed.

The insulation resistance of the complete apparatus must be such that the rated voltage of the apparatus will not send more than $\frac{1}{1,000,000}$ of the full-load current, at the rated terminal voltage, through the insulation. Where the value found in this way exceeds 1 megohm, 1 megohm is sufficient.

Dielectric Strength.

34. The dielectric strength or resistance to rupture should be determined by a continued application of an alternating *E.M.F.* for one minute. The source of alternating *E.M.F.* should be a transformer of such size that the changing current of the apparatus as a condenser does not exceed 25% of the rated capacity of the transformer.

35. The high voltage tests should not be applied when the insulation is low, owing to dirt or moisture, and should be applied before the machine is put into commercial service.

36. It should be pointed out that tests at high voltages considerably in excess of the normal voltages are admissible on new machines, to determine whether they fulfill their specifications, but should not be made subsequently at a voltage much exceeding the normal, as the actual insulation of the machine may be weakened by such tests.

37. The test for dielectric strength should be made with the completely assembled apparatus and not with its individual parts, and the voltage should be applied as follows:—

- 1st. Between electric circuits and surrounding conducting material, and,
- 2d. Between adjacent electric circuits, where such exist, as in transformers.

The tests should be made with a sine wave of *E.M.F.*, or where this is not available, at a voltage giving the same striking distance between needle points in air, as a sine wave of the specified *E.M.F.*, except where expressly specified otherwise. As needles, new sewing needles should be used. It is recommended to shunt the apparatus during the test by a spark gap of needle points set for a voltage exceeding the required voltage by 10%.

A table of approximate sparking distances is given in Appendix V.

38. The following voltages are recommended for apparatus not including transmissions line or switchboards :

RATED TERMINAL VOLTAGE.				CAPACITY.	TESTING VOLTAGE.
Not exceeding 400 volts			Under 10 K.W.	1000 volts.
" " "			10 K.W. and over,	1500 "
400 and over, but less than 800 volts.				Under 10 K.W.	1500 "
" " "	" "			10 K.W. and over,	2000 "
800	"	"	1200	Any	3500 "
1200	"	"	2500	Any	5000 "
2500	"	"	Any	} Double the normal rated voltages.
Synchronous motor fields and fields of converters started from the alternating current side					

Alternator field circuits should be tested under a breakdown test voltage corresponding to the rated voltage of the exciter, and referred to an output equal to the output of the alternator; i. e., the exciter should be rated for this test as having an output equal to that of the machine it excites.

Condensers should be tested at twice their rated voltage and at their rated frequency.

The values in the table above are effective values, or square roots of mean square reduced to a sine wave of *E.M.F.*

39. In testing insulation between different electric circuits, as between primary and secondary of transformers, the testing voltage must be chosen corresponding to the high-voltage circuit.

40. In transformers of from 10,000 volts to 20,000 volts, it should be considered as sufficient to operate the transformer at twice its rated voltage, by connecting first the one, and then the other terminal of the high-voltage winding to the core and to the low-voltage winding. The test of dielectric resistance between the low-voltage winding and the core should be in accordance with the recommendation in Section 38, for similar voltages and capacities.

41. When machines or apparatus are to be operated in series, so as to employ the sum of their separate *E.M.F.*'s the voltage should be referred to this sum, except where the frames of the machines are separately insulated both from ground and from each other.

REGULATION.

42. The term regulation should have the same meaning as the term "inherent regulation," at present frequently used.

43. The regulation of an apparatus intended for the generation of con-

stant potential, constant current, constant speed, etc., is to be measured by the maximum variation of potential, current, speed, etc., occurring within the range from full load to no load, under such constant conditions of operation as give the required full-load values, the condition of full load being considered in all cases as the normal condition of operation.

44. The regulation of an apparatus intended for the generation of a potential, current, speed, etc., varying in a definite manner between full load and no load, is to be measured by the maximum variation of potential, current, speed, etc., from the satisfied condition, under such constant conditions of operation as give the required full-load values.

If the manner in which the variation in potential, current, speed, etc., between full load and no load is not specified, it should be assumed to be a simple linear relation; i. e., undergoing uniform variation between full load and no load.

The regulation of an apparatus may, therefore, differ according to its qualification for use. Thus the regulation of a compound-wound generator specified as a constant-potential generator will be different from that it possesses when specified as an over-compounded generator.

45. The regulation is given in percentage of the full-load value of potential, current, speed, etc., and the apparatus should be steadily operated during the test under the same conditions as at full load.

46. The regulation of generators is to be determined at constant speed; of alternating apparatus at constant impressed frequency.

47. The regulation of a generator-unit, consisting of a generator united with a prime-mover, should be determined at constant conditions of the prime mover; i. e., constant steam pressure, head, etc. It would include the inherent speed variations of the prime-mover. For this reason the regulation of a generator-unit is to be distinguished from the regulation of either the prime-mover, or of the generator contained in it, when taken separately.

48. In apparatus generating, transforming or transmitting alternating currents, regulation should be understood to refer to non-inductive load, that is to a load in which the current is in phase with the *E.M.F.* at the output side of the apparatus, except where expressly specified otherwise.

49. In alternating apparatus receiving electric power, regulation should refer to a sine wave of *E.M.F.*, except where expressly specified otherwise.

50. In commutating machines, rectifying machines and synchronous machines, as direct-current generators and motors, alternating-current and

polyphase generators, the regulation is to be determined under the following conditions :

- a.* At constant excitation in separately excited fields.
- b.* With constant resistance in shunt fields circuits, and
- c.* With constant resistance shunting series fields; i.e., the field adjustment should remain constant, and should be so chosen as to give the required full-load voltage at full-load current.

51. In constant potential machines, the regulation is the ratio of the maximum difference of terminal voltage from the rated full-load value (occurring within the range from the full load to open circuit) to the full-load terminal voltage.

52. In constant-current machines, the regulation is the ratio of the maximum difference of current from the rated full-load value (occurring within the range from full-load to short-circuit), to the full-load current.

53. In constant power machines, the regulation is the ratio of maximum difference of power from the rated full-load value (occurring within the range of operation specified) to the rated power.

54. In over-compounded machines, the regulation is the ratio of the maximum difference in voltage from a straight line connecting the no-load and full-load values of terminal voltage as function of the current, to the full-load terminal voltage.

55. In constant-speed continuous-current motors, the regulation is the ratio of the maximum variation of speed from its full-load value (occurring within the range from full-load to no-load) to the full-load speed.

56. In transformers, the regulation is the ratio of the rise of secondary terminal voltage from full-load to no-load (at constant primary impressed terminal voltage) to the secondary terminal voltage.

57. In induction motors, the regulation is the ratio of the rise of speed from full-load to no-load (at constant impressed voltage), to the full-load speed.

The regulation of an induction motor is, therefore, not identical with the slip of the motor, which is the ratio of the drop in speed from synchronism, to the synchronous speed.

58. In converters, dynamotors, motor generators, and frequency changers, the regulation is the ratio of the maximum difference of terminal voltage at the output side from the rated full-load voltage (at constant impressed voltage and at constant frequency) to the full-load voltage on the output side.

59. In transmission lines, feeders, etc., the regulation is the ratio of maximum voltage difference at the receiving end, between no-load and full non-inductive load, to the full-load voltage at the receiving end, with constant voltage impressed upon the sending end.

60. In steam engines, the regulation is the ratio of maximum variation of speed in passing from full-load to no-load (at constant-steam pressure at the throttle) to the full-load speed.

61. In a turbine or other water-motor, the regulation is the ratio of the maximum variation of speed from full-load to no-load (at constant head of water; i.e., at constant difference of level between tail race and head race), to the full-load speed.

Variation and Pulsation.

62. In prime movers which do not give an absolutely uniform rate of rotation or speed, as in steam engines, the "variation" is the maximum angular displacement in position of the revolving member expressed in degrees, from the position it would occupy with uniform rotation, and with one revolution as 360° ; and the pulsation is the ratio of the maximum change of speed in an engine cycle to the average speed.

63. In alternators or alternating-current circuits in general, the variation is the maximum difference in phase of the generated wave of *E.M.F.* from a wave of absolutely constant frequency, expressed in degrees, and is due to the variation of the prime-mover. The pulsation is the ratio of the maximum change of frequency during an engine cycle to the average frequency.

64. If n = number of poles, the variation of an alternator is $\frac{n}{2}$ times the variation of its prime-mover if direct-connected, and $\frac{n}{2}p$ times the variation of the prime-mover if rigidly connected thereto in the velocity ratio p .

65. The pulsation of an alternating current circuit is the same as the pulsation of the prime-mover of its alternator.

RATING.

66. Both electrical and mechanical power should be expressed in kilowatts, except when otherwise specified. Alternating-current apparatus should be rated in kilowatts on the basis of non-inductive condition; i.e., with the current in phase with the terminal voltage.

67. Thus the electric power generated by an alternating-current apparatus equals its rating only at non-inductive load, that is when the current is in phase with the terminal voltage.

68. Apparent power should be expressed in kilovolt-amperes as distinguished from real power in kilowatts.

69. If a power-factor other than 100% is specified, the rating should be expressed in kilovolt-amperes and power-factor, at full-load.

78. In alternating-current circuits, the following approximate frequencies are recommended as desirable:

25 ~ or 30 ~ 40 ~ 60 ~ 120 ~ *

These frequencies are already in extensive use, and it is deemed advisable to adhere to them as closely as possible.

Overload Capacities.

79. All guarantees on heating, regulation, sparking, etc., should apply to the rated load, except where expressly specified otherwise, and in alternating-current apparatus to the current in phase with the terminal *E.M.F.*, except where a phase displacement is inherent in the apparatus.

80. All apparatus should be able to carry a reasonable overload without self-destruction by heating, sparking, mechanical weakness, etc., and with an increase of temperature elevation not exceeding 15° C. above those specified for full loads. See Secs. 25 to 31.

81. Overload guarantees should refer to normal conditions of operation regarding speed, frequency, voltage, etc., and to non-inductive conditions in alternating apparatus, except where a phase displacement is inherent in the apparatus.

82. The following overload capacities are recommended:

1st. In direct-current generators and alternating-current generators; 25% for one-half hour.

2nd. In direct-current motors and synchronous motors. 25% for one-half hour, 95% for one minute; except in railway motors and other apparatus intended for intermittent service.

3d. Induction motors. 25% for one-half hour, 50% for one minute.

4th. Synchronous converters. 50% for one-half hour.

5th. Transformers. 25% for one-half hour. Except in transformers connected to apparatus for which a different overload is guaranteed, in which case the same guarantees shall apply for the transformers as for the apparatus connected thereto.

6th. Exciters of alternators and other synchronous machines, 10% more overload than is required for the excitation of the synchronous machine at its guaranteed overload, and for the same period of time.

* The frequency of 120 ~ may be considered as covering the already existing commercial frequencies between 120 ~ and 140 ~, and the frequency of 60 ~ as covering the already existing commercial frequencies between 60 ~ and 70 ~.

APPENDIX I.

EFFICIENCY.

Efficiency of Phase-Displacing Apparatus.

In apparatus producing phase displacement as, for example, synchronous compensators, exciters of induction generators, reactive coils, condensers, polarization cells, etc., the efficiency should be understood to be the ratio of the volt-ampere activity to the volt-ampere activity plus power loss.

The efficiency may be calculated by determining the losses individually, adding to them the volt-ampere activity, and then dividing the volt-ampere activity by the sum.

1st. In synchronous compensators and exciters of induction generators, the determination of losses is the same as in other synchronous machines under Sections 10 and 11.

2nd. In reactive coils the losses are molecular friction, eddy losses, and I^2r loss. They should be measured by wattmeter. The efficiency of reactive coils should be determined with a sine wave of impressed *E.M.F.*, except where expressly specified otherwise.

3d. In condensers, the losses are due to dielectric hysteresis and leakage, and should be determined by wattmeter with a sine wave of *E.M.F.*

4th. In polarization cells, the losses are those due to electric resistivity and a loss in the electrolyte of the nature of chemical hysteresis, and are usually very considerable. They depend upon the frequency voltage and temperature, and should be determined with a sine wave of impressed *E.M.F.*, except where expressly specified otherwise.

APPENDIX II.

Apparent Efficiency.

In apparatus in which a phase displacement is inherent to their operation, apparent efficiency should be understood as the ratio of net power output to volt-ampere input.

Such apparatus comprise induction motors, reactive synchronous converters, synchronous converters controlling the voltage of an alternating current system, self-exciting synchronous motors, potential regulators, and open magnetic circuit transformers, etc.

Since the apparent efficiency of apparatus generating electric power depends upon the power-factor of the load, the apparent efficiency, unless otherwise specified, should be referred to a load power-factor of unity.

APPENDIX III.

Power Factor and Inductance Factor.

The power-factor in alternating circuits or apparatus may be defined as the ratio of the electric power, in watts, to volt-amperes.

The inductance factor is to be considered as the ratio of wattless volt-amperes to total volt-amperes.

Thus, if p = power-factor, q = inductance factor, then

$$p^2 + q^2 = 1.$$

The power-factor is the

$$\frac{(\text{energy component of current or } E.M.F.)}{(\text{total current or } E.M.F.)} = \frac{\text{true power}}{\text{volt amperes}}.$$

and the inductance factor is the

$$\frac{(\text{wattless component of current or } E.M.F.)}{(\text{total current or } E.M.F.)}.$$

Since the power-factor of apparatus supplying electric power depends upon the power-factor of the load, the power-factor of the load should be considered as unity, unless otherwise specified.

APPENDIX IV.

The following notation is recommended:—

- E, e , voltage, *E.M.F.*, potential difference;
- I, i , current;
- P , power;
- Φ , magnetic flux;
- \mathcal{B} , magnetic density;
- R, r , resistance;
- X, x , reactance;
- Z, z , impedance;
- L, l , inductance;
- C, c , capacity.

Vector quantities, when used, should be denoted by capital italics.

APPENDIX V.

Table of Sparking Distances in Air between Opposed Sharp Needle-Points, for Various Effective Sinusoidal Voltages, in inches and in centimetres.

KILOVOLTS, SQ. ROOT OF MEAN SQUARE.	DISTANCE.		KILOVOLTS, SQ. ROOT OF MEAN SQUARE.	DISTANCE.	
	INCHES.	CMS.		INCHES.	CMS.
5	0.225	0.57	60	4.65	11.8
10	0.47	1.19	70	5.85	14.9
15	0.725	1.84	80	7.1	18.0
20	1.0	2.54	90	8.35	21.2
25	1.3	3.3	100	9.6	24.4
30	1.625	4.1	110	10.75	27.3
35	2.0	5.1	120	11.85	30.1
40	2.45	6.2	130	12.95	32.9
45	2.95	7.5	140	13.95	35.4
50	3.55	9.0	150	15.0	38.1

INDEX.

- AIR blast transformers, 135.
- Alternating circuit, flow of current in, 3.
energy in, 10.
- Alternations, 16.
- Alternators (see Generators).
- Ampere turns, rotary converter, 118.
- Angle of lag, 11.
- Apparent efficiency, 85.
energy, 11.
resistance, 14.
- Arc lamps, on low frequency circuits, 226.
- Armature, inductance, 34.
induction motors, 63.
multitooth construction, 33.
reaction, 33, 34.
resistance of induction motors, 64.
unitooth construction, 34.
- Auto converters for starting induction motors, 66.
- BALANCED three-phase system, 202.
two-phase system, 185-188, 190.
- Blowers for cooling transformers, 137.
- Breakdown point induction motors, 76-78.
synchronous motors, 95.
- CALCULATION of transmission lines, constants for, 238, 241.
- Capacity, 4.
and magnetic reactance in same circuit, 8.
of transmission lines, 241.
- Charging current in transmission lines, 241, 242.
- Choking coils for lightning arresters, 164.
- Coefficient of self-induction, 4.
- Combinations of circuits in polyphase systems, 180.
- Compensators for induction motors, 66, 67.
synchronous motors, 99.
Mershon, 175.
- Composite winding of generators, 38.
- Compounding of generators, 37.
- Condensance, 8.
- Condenser, use of, with induction motors, 88.
- Conductors (see Transmission lines).
- Connections of polyphase windings, 180, 194.
delta, 181, 195, 196.
interlinked, 181.
ring, 182.
star, 182.
Y, 181, 195, 196.
- Constants for line calculation, 238.

- Control of alternating current apparatus, 145.
- Converter (see Rotary converter).
- Cooling of transformers by air blast, 135.
 natural draft, 139.
 oil, 127.
 water, 131.
- Copper, amount of, required with different polyphase systems, 231.
 losses in transformers, 141, 142.
- Core losses in transformers, 141.
- Cosine of lag angle, 11.
- Counter E.M.F., 3.
- Currents, alternating, definition of terms, 1.
- Current, armature in rotary converter, 117.
 in synchronous motor, 103.
 lagging, 4.
 leading, 5.
 Wattless, 12.
- Curve of E.M.F., 2.
 generator efficiency, 44.
 induction motor efficiency, 75, 88.
 transformer efficiency, 140.
 three-phase E.M.F., 194.
 two-phase E.M.F., 181.
- Curves, of line losses, 253, 254.
 voltage drop in transmission lines, 255.
- DELTA connection of windings, 182, 195, 196.
- Distribution circuits, monocyclic, 215.
 three-phase four-wire, 200, 201, 203.
 three-phase three-wire, 203.
 two-phase four-wire, 187.
- Distribution circuits, two-phase three-wire, 190.
- EFFICIENCY generators, 44.
 induction motors, 75, 85, 88.
 synchronous motors, 94.
 transformers, 140.
- Electrical resonance, 259.
- Electromotive force, 2.
 impressed, 5.
 energy component of, 6.
 induction component of, 6.
- Electromotive force, curve of, 2.
 three-phase, 194.
 two-phase, 181.
- Energy apparent, 10.
 current, 12.
 loss in circuit, 13.
- Engine, regulation for parallel operation of generators, 50, 51.
- Excitation, rotary converters, 116, 119.
 synchronous motor, 102.
- Exciting current-of transformers, 142.
- Exciter panel, 147, 149.
- Exciters, capacities of, for generators and motors, 104.
- FACTOR, induction, 11.
 power, 11.
- Farad, the, 5.
- Field induction motor, 71.
- Field excitation, generator, 37.
 rotary converter, 117-119.
 rotary converter, effect on voltage, 119.
 synchronous motor, 103.
- Flux, magnetic, 3.
- Frequency changer, 176.
- Frequency, choice of, 224, 228.
 definition, 16.

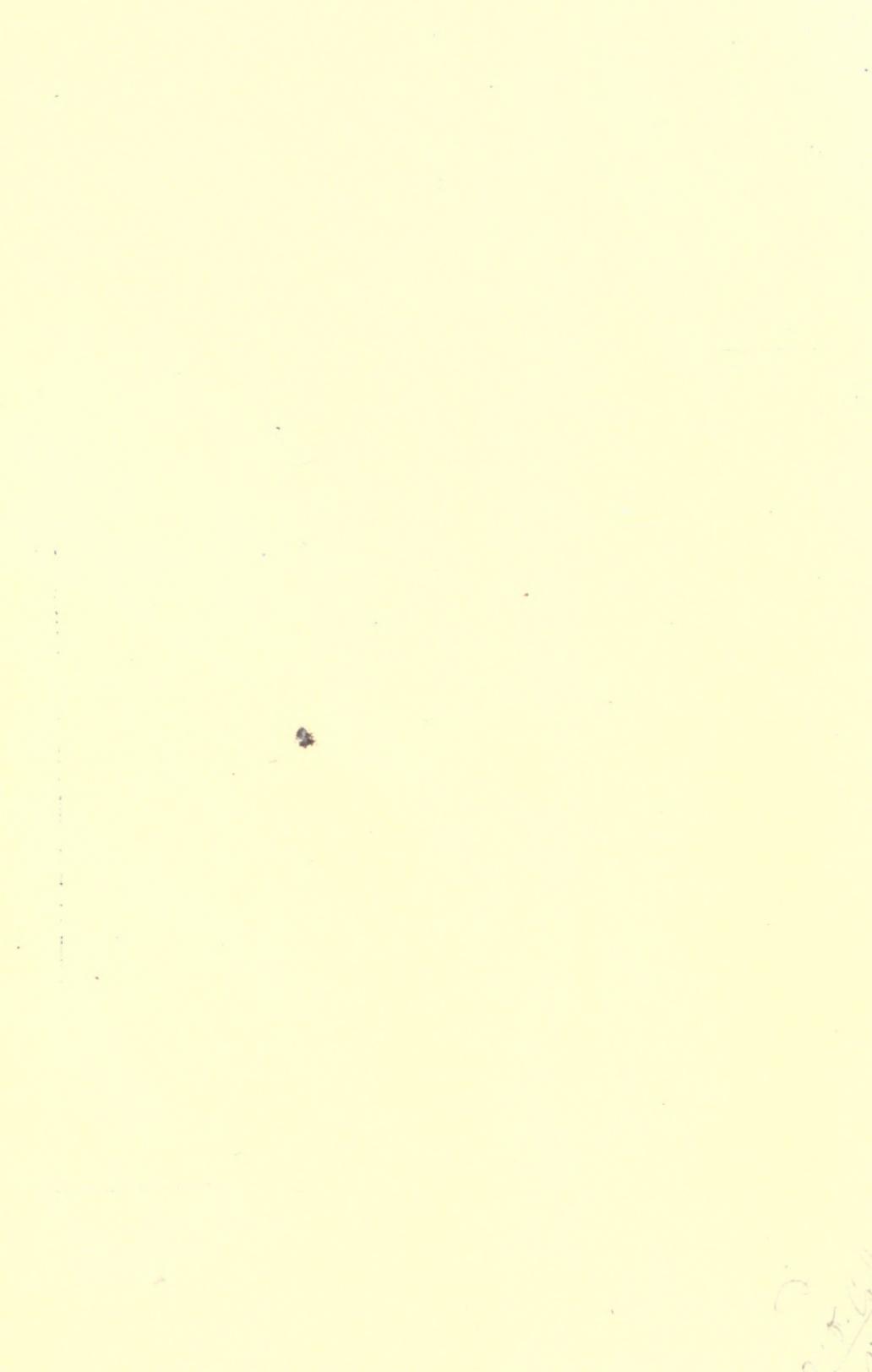
- Frequency, effect of, on parallel operation of generator, 228.
 high, 224.
 induction motors, 83.
 limit of rotary converters, 118.
 low, 209.
- Fuses, 159.
- GENERATOR, armature construction, 20, 33.
 armature inductance, 34.
 armature reaction, 34.
 armature windings, 32.
- Generators:
 conditions effecting cost, 60.
 efficiency, 44.
 electro-motive force, 34.
 elementary forms, 17.
 field excitation, 34.
 inductor type, 27.
 losses, 44.
 methods of driving, 52.
 monocyclic windings, 213.
 parallel running, 48, 51.
 revolving armature type, 18.
 revolving field type, 21.
 single-phase output, 210.
 speed, 47.
 speed regulation of engine for driving, 50.
 three-phase, 210.
 three-phase windings, 195.
 two-phase windings, 180-182.
- Geographical illustrations of line losses, 253, 254.
 voltage drops, 255.
- Grounding of lightning arresters, 166.
- HARMONIC motion, simple, 2.
- Henry, the, 4.
- High voltage generators, 32.
 High-tension stitches, 152.
- IDLE currents (see Wattless current).
- Impedance, 7.
- Impressed E.M.F., 5.
- Inductance, 3.
- Induction, 4.
 compound E.M.F., 6.
 factor, 11.
- Induction motors, 63.
 condensers for, 88.
 construction of primary and secondary, 69.
 efficiency, 85.
 frequency, 83.
 initial voltages, 85.
 methods of starting, 64.
 monocyclic, 221.
 principles of operation, 63.
 power factor, 85.
 single-phase, 89.
 speed regulation, 78.
 starting torque and current, 73.
 transformer, capacities for, 86.
 variable armature resistance type, 64, 72, 78.
 voltage, 84.
 wiring for, 85.
 with short-circuited armatures, 72, 78.
- Inductive loads, 85, 102.
- Inductor generator, 27.
- Insulators, 167.
 glass, 167-169.
 porcelain, 167.
 provo type, 169.
- Iron losses, generators, 46.
 transformers, 142.

- LAG, angle of, 11.
- Lightning arresters, 160.
 G. E. type, 162.
 installation of, 163.
- Lightning arresters, protection, 160.
 Wurtz type, 162.
- Line (see Transmission lines).
- Line constants for power transmission, 241.
 protection from lightning effects, 160.
- Lines of force, 3.
- Load, maximum induction motor, 78, 88.
 synchronous motor, 93.
- Long distance power transmission by three-phase system, 205.
 by two-phase system, 187.
- Losses in generators, 44.
 induction motors, 87.
 transformers, 140.
- MAGNETIC circuit, inductor generator, 29.
 revolving field generator, 23.
- Magnetic field induction motor, 63.
- Magnetizing current, 76.
- Measurement of power in monocyclic circuits, 223.
 three-phase circuits, 201.
 two-phase circuits, 190.
- Mesh connection (see Ring connection).
- Monocyclic system, 212.
 distributing circuits, 215.
 features of, 212.
 generator armature connections, 213.
 measurement of power in, 223.
- Monocyclic system, motors for, 221.
 transformation to three-phase, 217.
 transformer connections for motors and lights, 217.
- Motor connections in three-phase system, 199.
 two-phase system, 184, 191.
- Motor generators, 178.
- Multiphase (see Polyphase).
- NEUTRAL point in three-phase system, 194, 196, 201.
- OHM'S law, modification of, in alternating current circuits, 3.
- Oil switches, 152.
- Oiled cooled transformers, 127.
- Oscillatory character of lightning discharges, 164.
- Oscillatory character of interrupted circuits, 259.
- Output maximum of induction motors, 78, 88.
 synchronous motors, 95.
- PARALLEL running of generators, 48.
- Periodicity (see Frequency).
- Phase displacement (see Angle of lag).
- Phase transformation, 185.
- Polyphase circuits, various connections of (see Two-phase, Three-phase, and Monocyclic systems).
 currents, 180.
 systems and combinations, 180.
 transformers, 125.
- Power factor, 11.

- Power factor, induction motors,
85.
rotary converters, 121.
synchronous motors, 105.
- Power measurement, monocyclic
system, 223.
three-phase system, 201.
two-phase system, 190.
- Power transmission, long distance
by three-phase system, 205.
two-phase system, 187.
- Primary of induction motor, 63,
69.
- Prime movers for driving genera-
tors, 52.
- Pressure Regulators, 171.
automatic, 174.
polyphase type, 172.
single-phase type, 171.
Stillwell type, 172.
- Punchings, generator armature,
32.
- RADIATING surface of transform-
ers, 126.
- Ratio of transformation of rotary
converters, 113.
transformers, 144.
- Reactance, 7.
of transmission conductors,
241.
- Reaction, generator armatures,
33, 34.
- Rectifiers, 175.
- Regulation, inherent of genera-
tors, 43.
of transformers, 143.
speed, of induction motors,
78.
of synchronous motors, 94, 95.
- Regulators (see Pressure regula-
tors).
- Resistance apparent, 14.
copper conductors, 241.
virtual, 9.
- Resonance effect, 259.
- Reversing induction motors, 69.
- Ring winding, 182, 195.
- Rotary converters, 109.
armature connections, 110.
armature reaction, 118.
general features, 109.
limit of frequency, 118.
- Rotary converters made from di-
rect current generators, 109.
parallel operation, 124.
power factor, 121.
ratio alternating to direct cur-
rent voltage, 113.
six-phase, 115.
starting and running, 123.
types and uses, 116.
voltage variation, 119, 120.
- Rotor of induction motor, 63, 70.
- SECONDARY systems of distribu-
tion, monocyclic, 215.
three-phase, four-wire, 199.
three-phase three-wire, 195,
203.
two-phase four-wire, 187.
two-phase three-wire, 190.
- Self-induction, coefficient of, 4.
- Simple harmonic motion, 2.
- Sine wave, 2.
- Single-phase induction motors,
89.
synchronous motors, 95.
- Single-phase output three-phase
generators, 210.
- Skin effect, 10.
- Slip of induction motors, 64.
- Speed control of induction mo-
tors, 79.

- Speed, effect of, on cost of generators, 60.
 regulation of engines for parallel running, 50.
 variation of induction motors, 78.
- Star connection of windings, 182, 195.
- Starting current induction motors, 64, 73.
 synchronous motors, 97.
- Starting of induction motors, 64.
 rotary converters, 123.
 synchronous motors, 97.
- Starting torque effect of voltage on induction motors, 74, 77.
 on synchronous motors, 96.
- Static transformers (see Transformers).
- Switchboards, 146, 207.
- Switches, 152.
 air break, 153, 154.
 expulsion, 154.
 oil, 154.
- Synchronizing devices, 167.
- Synchronous motors, 94.
 advantages of, 94.
 field excitation, 102.
 instability, 108.
 methods of starting, 97.
 power factor, 105.
 speed, 95.
 torque and output, 95.
 used as condensers, 104.
 voltage, 96.
- TEMPERATURE of transformers, 127.
- Theory of action of induction motors, 63.
- Three-phase circuits for power distribution, 203.
- Three-phase circuits for lighting distribution, 209.
 railway distribution, 207.
 curves of E.M.F. 194.
 four-wire system, 197.
 long distance transmission circuits, 205.
 motor connections, 199.
 three-wire system, 195.
 transformer connections, 195.
- Three-phase system, 194.
 measurement of power in, 201.
- Torque diagram of induction motors, 74.
 starting of induction motors, 73.
 starting of synchronous motors, 95.
- Transformation of phases, 185.
- Transformer connections, mono-cyclic, 217.
 six-phase, 198.
 three-phase, 195.
 two-phase, 184.
- Transformers, 125.
 air blast type, 135.
 efficiency, 140.
 losses, 140.
 natural draft type, 139.
- Transformers, operation of air blast, 137.
 polyphase, 125.
 regulation, 143.
 self-cooled oil type, 127.
 water-cooled oil type, 131.
- Transmission lines, calculation of, 238.
 capacity of, 241.
 charging current in, 241.
 inductance of, 241.
 resistance of, 241.
 voltage drop in, 238, 243, 255.

- Two-phase four-wire system, 187.
generator armature connections, 181.
interlinked windings, 181.
separate windings, 181.
three-wire system, 190.
to three-phase, 185.
transformer connections, 184.
unbalancing, 191.
- Two-phase system, 180.
relations of E.M.F. in, 180.
- UNIT of capacity, 5.
of self-inductance, 4.
- VOLTAGE drop in transmission lines, 238, 243, 255.
- Voltage, effects of, on output of induction motor, 84.
- Voltage of synchronous motor, 96.
- Voltage of induction motor, 84.
relation of line to induced E.M.F. in three-phase generators, 36.
- WATER wheels as prime movers, 49, 52, 56.
- Wattless current, 12.
- Wattless or magnetizing current in induction motor, 88.
transformers, 142.
- Wattmeter for measuring power, in monocyclic circuits, 223.
three-phase circuits, 200, 202.
two-phase circuits, 190.
- Watts apparent, 11.
- Windings, generator armature, 32.
interlinked, 181.
monocyclic, 213.
three-phase, 195.
two-phase, 181.
primary of induction motor, 71.
secondary of induction motor, 72.
- Wiring formulas, 244.
application of, 247.
- Y connection in three-phase system, 195, 196.



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