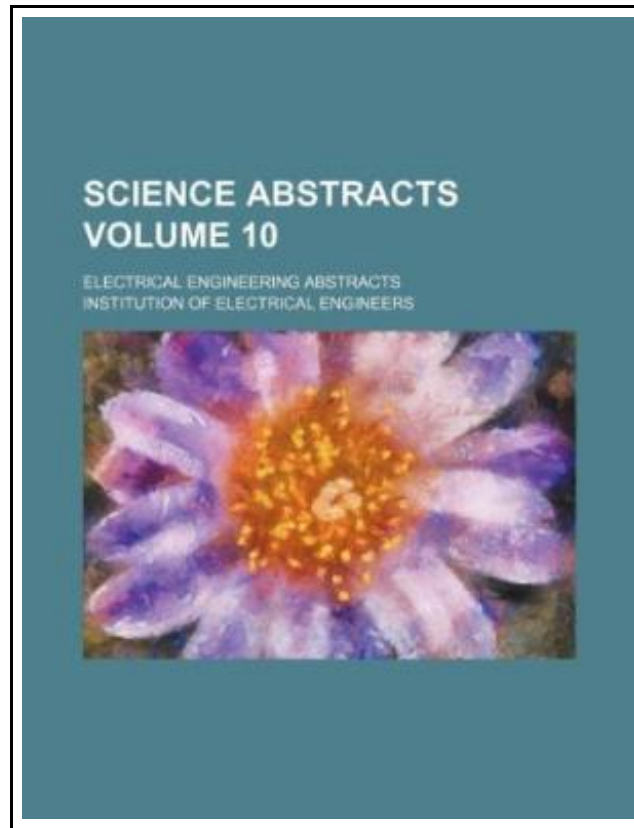


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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1907 Excerpt: .of cost. F. D. Fox referred to the application of the system to tube railways. A. P. Trotter described experiments on electrolysis with alternating currents, concluding that there was not much ground for fear in this respect. He did not see the necessity for an auxiliary suspending wire, and expressed a preference for double insulation. P. Cardew advocated the adoption of a uniform system throughout Great Britain, and pointing out the possibility of obtaining a unidirectional current from an alternating-current system, with consequent electrolysis, he suggested that both poles of the system should be insulated, in which case the three-phase system might be preferable to the single-phase. W. M. Mordey said the Ward-Leonard single-phase system was not dead, and referred to the advantages of Stalloy in reducing the losses and heating in single-phase motors see Abstract No. 164 (1907). The absence of regeneration caused excessive losses on lines with frequent stops. He preferred copper to iron for the return conductor. R. T. Smith thought that electricity could not compete with steam for traction without great reduction in the cost of energy, and that railway motor cars effected the same results as electric traction. The possible variation in position of the overhead conductor was a great advantage; standard limits should be fixed. The remodelling of telegraph and telephone circuits to avoid interference might involve serious expense, and the overhead construction would obscure the signals. B. M. Jenkin regarded artificial cooling of the motors as but a slight...



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