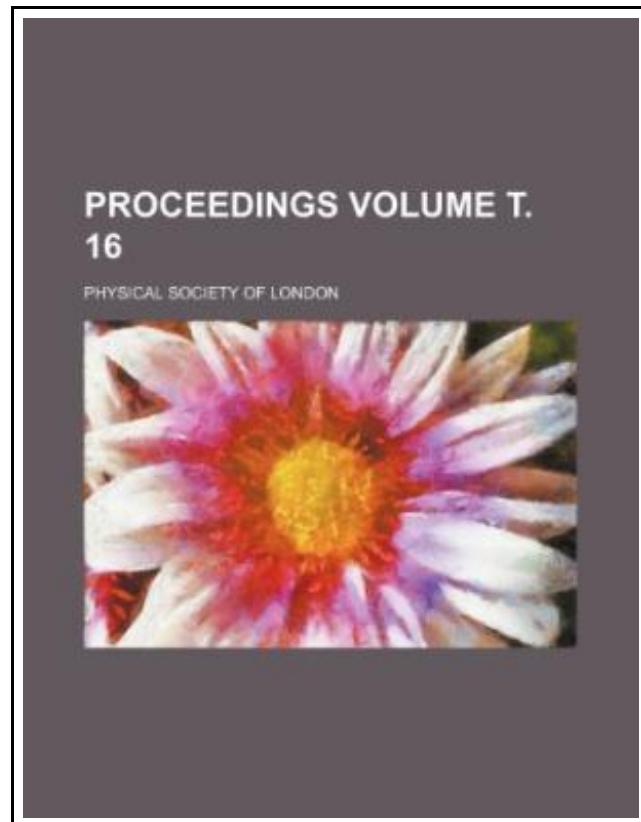


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Rarebooksclub.com, United States, 2012. Paperback. Book Condition: New. 246 x 189 mm. Language: English . Brand New Book ***** Print on Demand *****.This historic book may have numerous typos and missing text. Purchasers can download a free scanned copy of the original book (without typos) from the publisher. Not indexed. Not illustrated. 1899 Excerpt: .C. per minute, the cooling being negligible. The volume of copper was about 21-4 c.c.; whence the power spent =0 40 watt. The driving-power was found to be 0-0069 watt; therefore the motor efficiency =0-066 per cent. Current in Secondary Coil.--The current in the shortcircuited secondary coil could not be measured directly. Calculating from the dimensions of the coil, however, the resistance was found to be 8 5 x 106 ohm. From this and the value of the power (0-40 watt) we find that the secondary current attains the extraordinary value of 220 amperes. For the sake of comparison some of the above results are collected in Table IV. Tablb IV. In conclusion, it will be noticed that in motor meters the driving-flux density is of the order 100 and the brake B from 500 to 1000; also that the motor efficiencies are all very small, particularly in the case of the alternating-current meters. In all of them the greater part of the power taken is spent in heating conductors (either by eddy-currents or otherwise). If a small fraction of this wasted energy could be employed to overcome with certainty the friction at the lowest loads, a great advantage would be gained thereby. June 7th, 1898. Discussion. Prof. Ayrton said he wished to offer some remarks on behalf of Mr. Mather and himself. The paper would perhaps have received more adequate discussion at the Institution of Electrical Engineers, for it was chiefly of a technical character. The...

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