

Descriptive Leaflet.



Fig. 1. Exterior.

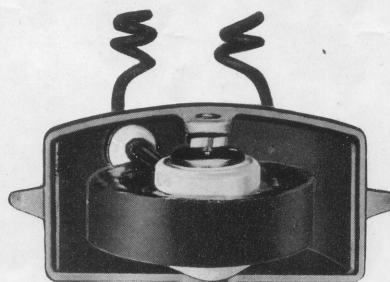


Fig. 2. Interior.

Westinghouse "MP." Weather-Proof Lightning Arrester.

For A.C. or D.C. Pressures not exceeding 1000 Volts.

Used largely for the protection of Tramway Motors and Generating-Station Apparatus.

The Westinghouse M.P. lightning arrester is the outcome of an extensive investigation of electro-static phenomena, and it combines effectiveness of operation with simplicity in principle and construction. It has large protective power, offering a freedom of discharge many times greater than other low-voltage types; while its length of life is almost indefinite. It may be installed on a tramway or railway car, on the line, or in the generating station.

The further advantages claimed for this apparatus are:—non-arcing action, absence of moving parts, fire- and weather-proof construction, compactness, light-weight, neat appearance, and ease of installation.

The arrester consists of a specially-prepared circular block or thick disc of carborundum; the area offered for discharges being great in comparison with the length of path through which they pass. In this block are numerous separate discharge paths, each of which consists of minute air gaps (hence the name M.P. = multi-path); and a discharge in passing through the block divides and takes these different paths simultaneously. The resistance of the small air gaps is sufficient to prevent the line voltage from maintaining an arc across them; thus the arrester is non-arcing, and the line current cannot follow the discharge.

In series with the carborundum block is a main air gap which—except at the instant of discharge—insulates the arrester from the line.

Fig. 1 gives an exterior view of the apparatus, which is fitted in a galvanised cast-iron case. The dimensions are given in Fig. 3.

Full particulars of choke coils for use with this arrester will be supplied on application; or they can be got from our forthcoming Supply Catalogue, List No. 23, on *Lightning Arresters*.

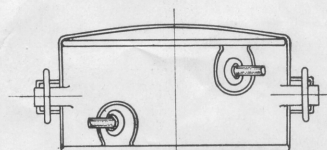
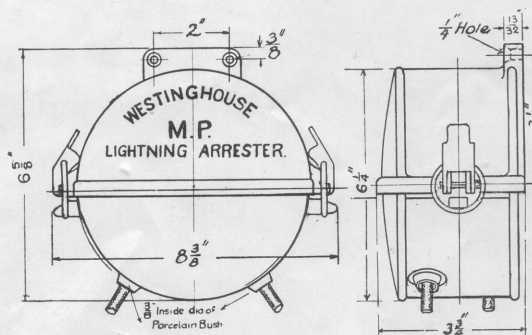


Fig. 3.