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Autore	Cagan, Phillip <1927- >
Titolo	The Demand for Currency Relative to Total Money Supply / Phillip Cagan
Pubbl/distr/stampa	New York : National Bureau of Economic Research, 1958
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Autore	Lao Keng-Weng
Titolo	Co-phase Traction Power Supply with Railway Hybrid Power Quality Conditioner / / by Keng-Weng Lao, Man-Chung Wong, NingYi Dai
Pubbl/distr/stampa	Singapore : , : Springer Singapore : , : Imprint : Springer, , 2019
ISBN	981-13-0438-6
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Descrizione fisica	1 online resource (XIII, 233 p. 158 illus., 128 illus. in color.)
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Soggetti	Power electronics Engineering design Transportation engineering Traffic engineering Electronic circuits Power Electronics, Electrical Machines and Networks Engineering Design Transportation Technology and Traffic Engineering Electronic Circuits and Devices
Lingua di pubblicazione	Inglese
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Nota di contenuto	Introduction -- Co-phase Traction Power Supply with Railway HPQC: Modeling, Control and Comparison with Conventional System -- Minimum Operation Voltage Design of Co-phase Traction Power with Railway HPQC for Steady Rated Load -- Various Design Techniques of Co-phase Traction Power with Railway HPQC for Varying Load -- Partial Compensation Control in Co-phase Traction Power for Device Rating Reduction -- Hardware Construction and Experimental Results -- Conclusion.
Sommario/riassunto	This book offers a brief review of and investigations into the power quality problem in the new technology of co-phase high-speed traction power supplies, which benefits for higher locomotive speed. In addition, it presents detailed design procedures and discusses the chief concerns in connection with a newly proposed solution: compensation in co-phase traction power using a co-phase railway hybrid power

quality conditioner (Railway HPQC). Further, it provides essential information on the modeling of power quality in co-phase, high-speed traction power supplies, and on power quality compensation algorithm derivations. Lastly, it delineates the design of railway HPQC and analyzes the effect of different parameters on its performance to accommodate different priorities. All design is supported by simulations and the results of experimental verification.