INSTRUCTIONS
for the
Linde
Trade-Mark
ELECTRONIC GOVERNOR
Series 1 and Series 2

Includes REPLACEMENT PARTS LIST

ELECTRONIC GOVERNOR
FORM 9161

CONTENTS

I. INTRODUCTION 2
   A. Design Features 2

II. INSTALLATION 3

III. OPERATION 3
   A. Thyatron Filament And Time Delay Circuit 3
   B. Drive-Motor Field Rectifier Circuit 4
   C. Drive-Motor Armature Power Circuit 5
   D. Thyatron Grid Control Circuit 6

IV. MAINTENANCE 9
   A. General Information 9
   B. Test Procedure 10
      1. Mechanical Stoppages 10
      2. Electrical Stoppages 10
         a. Control And Power Circuit Tests 10
         b. Resistor Tests 11
         c. Condenser Tests 12
         d. Selenium Rectifier Test 12
         e. Transformer Tests 12
         f. Thyatron Tube Test 12
         g. Motor Tests 13

V. REPLACEMENT PARTS 13

VI. APPENDIX 19

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I. INTRODUCTION

The LINDE Electronic Governor is a precision speed control for use with fractional-horsepower, shunt-wound, direct-current motors. (While designed primarily for control of the special shunt motor used in LINDE equipment, it can readily be used with other suitable D.C. shunt-wound motors within its power capacity. Before using the governor with a non-standard motor, however, its suitability should be verified by the LINDE Development Division.)

The governor monitors the motor speed, maintaining it constant at any selected value despite variations in load or in motor temperature. Its inherent characteristics overcome many of the limitations of the mechanical, "make-and-break" type governors.

A. Design Features

1. SPEED RANGE

The governor provides control over a motor speed range of better than 100:1 ratio. (This is the ratio of maximum to minimum available motor speed. The actual usable speed range depends upon the application.) A simple control knob allows the operator to preset the speed before starting the motor, and to vary the speed quickly and accurately at any time during operation.

2. REGULATION

The speed/load regulation is very good. Normal changes in load or in motor temperature have negligible effect on the speed.

3. ACCURACY

An electrical meter provides accurate indication of speed. The meter readings are reliable, and the governor maintains its calibration for thousands of hours of operation, since the calibration of the meter is substantially linear.

4. REVERSIBLE OPERATION

A reversing switch is provided to permit operating the motor for both directions of rotation. The speed is substantially the same for either direction.

5. SIMPLICITY — EASY MAINTENANCE

The governor circuit is a simple one. It is composed of standard commercial parts, which have been installed on the chassis in locations which permit them to be easily and quickly replaced. A generous safety factor was used in the selection of components, to further reduce the likelihood of stoppages. Where external connections are used, the required terminals have been brought to a single terminal strip, so that these connections can be made easily, using a screwdriver.

6. FLEXIBILITY

To accommodate the widest variety of possible applications, the governor is made available in two standard models, designated as Style "A" (Part No. D-245164), and Style "B" (Part No. D-245165). Style "A" is the basic governor, without controls (see Figure 1). Excepting this lack of controls, it is identical internally to Style "B" (Figure 2).

Style "A" is used when the speed control, speed indicating meter and reversing switch are to be located at a distance from the

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FIG. 1 - BASIC ELECTRONIC GOVERNOR (WITHOUT CONTROLS)

FIG. 2 - SELF-CONTAINED ELECTRONIC GOVERNOR

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governor, in a position most convenient for the operator. When desirable, one or more of the controls can be mounted in the governor cabinet, and the remainder mounted in any convenient external location. The distance between governor and controls is unimportant. If the speed indicating meter and/or reversing switch are unnecessary, they can be eliminated without difficulty.

Although the governor and its controls may be combined in various ways, the basic circuits and their operation will not be affected.

II. INSTALLATION

When purchased as an integral part of standard apparatus, the governor will in most cases be supplied already installed. To avoid damage during shipment, the thyatron tube is packed separately. This tube must be inserted in its socket inside the governor, before connecting the unit to any power source. (Tube locations are shown in Figure 12.)

When purchased separately for use in non-standard or customer-built equipment, the governor can be mounted in a variety of ways to suit the convenience of the operator. A suitable mounting bracket can be fabricated, or the governor cabinet can be made self-supporting by drilling proper holes and attaching it directly to the apparatus or other support with standard hardware.

The governor should be installed in a position which provides sufficient clearance at its front to permit easy removal of the chassis for servicing. Referring to Figure 12, it will be seen that the front panel and chassis are removable as a unit. Withdrawing the four panel mounting screws permits the unit to be pulled forward out of the cabinet. The required clearance for this should be available, and the power cable which supplies the governor should have sufficient extra length to permit complete withdrawal of the unit. Do not install the governor in a position where it will be subjected to excessive heat or moisture. A space of at least one inch should be provided between the back of the cabinet and any vertical wall surface, to assure adequate ventilation.

The diagram in leaflet F-9240 shows the required connections of the controls, power line, motor, and ground to the terminal strip under the chassis. These connections are the same, regardless of whether the controls are mounted within the governor or at other external positions. When the controls are mounted externally, the connecting leads are brought into the governor cabinet through one or both of the strain-relief bushings provided in the back of the cabinet.

The governor requires a 110-120 volt 60-cycle A.C. power supply having good regulation. When operated directly from a factory power line, the line voltage fluctuations should not exceed ±5 volts; if fluctuations in excess of this value are encountered, the unit should be transferred to a steadier source, such as a lighting circuit.

IMPORTANT: Never attempt to operate the governor without first connecting the motor and controls to the proper terminals on the terminal strip.

III. OPERATION

The LINDE Governor is composed of four basic circuits. Each of these will be described individually below. The circuit diagram will be found in leaflet F-9240. To clarify the explanations which follow, a schematic diagram of the governor is shown in Figure 3. This diagram has been laid out with emphasis on electrical relationships. It is not intended to show the actual physical layout of parts or wiring.

A. Thyatron Filament and Time Delay Circuit

1. FILAMENT CIRCUIT

   (a) Function: To supply heating current to the Thyatron Tube.

   (b) Principal Electrical Component: Filament Transformer TR101.

   (c) Operation:

   For proper operation, the filament of the thyatron tube T101 must be heated to the proper temperature. To do this, the filament terminals must be connected to a 2-1/2-volt source supplying 9 amperes. When this current flows through the tube filament it becomes hot, just as the metal ribbon in an electric toaster becomes heated by the passage of current.

   The proper filament current is supplied by transformer TR101. The transformer primary is connected across the 115-volt A.C. supply line. The thyatron filament terminals are connected to the transformer secondary winding, which furnishes approximately 2-1/2 volts A.C.
2. TIME DELAY CIRCUIT

(a) Function: To protect the thyratron tube from damage due to premature conduction of current.

(b) Principal Electrical Component: Time Delay Relay TD101.

(c) Operation:

The thyratron filament reaches operating temperature approximately 30 seconds after the filament current is turned on. If current is permitted to flow in the motor armature circuit during this warm-up period, the thyratron will be damaged. Time delay relay TD101 has been incorporated in the governor to prevent this.

The relay tube contains a pair of contacts and a heating coil. One of the contacts is mounted on a fixed metal arm; the other contact is mounted on a flexible bi-metal strip. The heating coil is mounted close to this bi-metal strip. When the governor master switch SW101 is turned on, current is supplied to transformer TR101. The thyratron filament and the relay heating coil are both connected to the secondary of TR101; heating current is thus supplied to the filament and coil simultaneously. The heat generated in the relay coil causes the bi-metal strip (and its contact) to bend toward the fixed arm (and its contact). After approximately 30 seconds (during which time the thyratron filament heats up to operating temperature) the two contacts touch, completing the circuit in which their terminals are connected. This "unlocking" the thyratron, placing the governor in operating condition. Details on this "unlocking" process will be given under "Grid Control Circuit" on page 6.

Transformer TR101 and time delay relay TD101 are used only for filament heating and protection as explained above. They are independent of the other governor circuits, and play no direct part in the "governing" action.

B. Drive-Motor Field Rectifier Circuit

(SEE FIG. 4)

1. FUNCTION: To supply rectified current to the field of the Drive Motor.

2. PRINCIPAL ELECTRICAL COMPONENTS:

Voltage Adjusting Resistor R106
Selenium Rectifier SR101
Filter Condensers C104 and C105

3. OPERATION:

The properties of selenium rectifier SR101 are such that current can flow through it in
its output torque must be kept continually equal to the retarding torque of the load. If the load increases, the motor's torque must also be increased, otherwise it will slow down. Conversely, a decrease in load requires a corresponding decrease in motor torque to maintain constant speed.

To increase or decrease the motor output torque, we must increase or decrease the power supplied to the motor. This could be done by placing a rheostat in series with the motor armature, and adjusting this rheostat to increase or decrease the armature voltage as needed. This is a very inaccurate, inefficient method, however. Power is wasted in the rheostat, and it is impossible to adjust the voltage quickly and accurately enough to compensate for rapid load fluctuations.

Control of armature voltage can be effected very precisely and efficiently by using a thyatron tube in series with the motor armature. The thyatron uses a negligible amount of power in its grid circuit to control its relatively large output to the load circuit. Precise, instantaneous control of power supplied to the motor armature is possible merely by making slight alterations in a voltage which is applied to the thyatron control grid.

The Thyatron T101 is a gas-filled triode (three-electrode) tube. The standard symbol for this tube, and the designations of the electrodes, are shown in Figure 5. In practice, the tube is connected in series with a load as shown, across an alternating current supply (Va). In the case of the LINDE Governor, the load is the drive-motor armature, and the supply is the 115-volt A.C. power line. The filament terminals X-X' are connected to the heater-current supply as explained in paragraph A on page 3.
The thyatron will conduct current in only one direction. When the anode voltage is positive with respect to the (center-tap connection) filament voltage, current will flow from anode to filament and around the external circuit in the direction shown by the arrows. When the anode is negative with respect to the filament, however, no current will flow. This is an inherent property of the thyatron. It thus "rectifies" the current in the circuit, just as the selenium rectifier SR does. The current which flows in the load circuit is therefore direct current, as is required for operating the shunt-type drive-motor. When the tube is conducting current, the voltage drop across the tube is approximately 10 volts. The remainder of the supply voltage appears across the load. Due to this low voltage drop across the tube, very little power is consumed by the tube; this makes for high operating efficiency.

SW102 is a reversing switch. It reverses the direction of current flow through the motor armature, thus reversing the direction of rotation. Placing SW102 in its center position shuts the motor off by opening the load circuit.

**D. Thyatron Grid Control Circuit**

1. **FUNCTION:** To supply control voltage to the grid of thyatron tube T101, thus controlling the current passed by the tube.

2. **PRINCIPAL ELECTRICAL COMPONENTS:**
   - A.C. Bias Transformer TR102
   - Phase-Shifting Condenser C101
   - Phase-Shifting Resistor R101
   - D.C. Bias Battery (4-1/2 volts)
   - Voltage Regulator Tube T102 (VR-105)
   - Voltage Regulator Ballast Resistor R105
   - Reference Voltage Potentiometer P101
   - Feedback Filter Resistor R103
   - Feedback Resistor R102
   - Feedback Filter Condenser C103
   - Grid Protecting Resistor R104
   - Grid By-Pass Condenser C102

3. **OPERATION:**

   The grid of the thyatron can control the flow of current from anode to filament. This control is achieved by connecting a voltage source (Vg) between the grid and the filament center-tap, so as to make the grid negative with respect to the filament, as shown in Figure 5. How this negative voltage affects the anode-to-filament current flow will be seen as the explanation proceeds. It is important to remember that the anode-filament-load circuit and the grid-filament circuit in Figure 5 are two separate circuits. They have only a single point in common — the center-tap connection on the filament. All load current flow is confined to the anode-filament-load circuit. There is no appreciable current flow around the grid-filament circuit; the grid exercises control merely by introducing its negative potential between the anode and filament, within the tube.

   If the grid were connected directly to the filament (that is, if the grid-to-filament voltage were made zero), the tube would act as an ordinary rectifier. It would conduct current during the entire time that the anode voltage remained positive. Since we are applying alternating current from the 115-volt supply line, this means that the tube would conduct during the entire positive half-cycle of the A.C. wave. During the negative half-cycle, when the anode is negative with respect to the filament, no current would flow. This is shown graphically in Figure 6. The shaded portions represent the relative amount of power which is consumed in the circuit; all but a negligible amount is consumed in the load itself. Our load in this case is the drive-motor armature, therefore, the shaded portions will indicate the relative amount of power being supplied to the armature. Since the motor output torque depends upon the amount of power supplied to the motor, these shaded portions will represent the relative output torque also.

   If the grid voltage is made slightly negative with respect to the filament, the tube will no longer conduct during the entire positive half-cycle. Conduction will not begin until the anode voltage reaches a certain definite value. Once this value is reached, the tube "fires," and conducts current during the remainder of the positive half-cycle. Figure 7 shows the situation graphically. The value of anode voltage at which conduction begins is precisely determined by the value of the negative voltage on the control grid.

**FIG. 6 - THYRATRON ANODE CURRENT - FULL POWER**

**FIG. 7 - THYRATRON ANODE CURRENT - 3/4 POWER**
As the grid voltage is made more negative, the anode "firing" voltage becomes progressively higher, as shown by the diagrams, the tube thus "fires" progressively later in the cycle.

If the grid voltage is made sufficiently negative, the tube will not fire until the anode voltage reaches its peak. This condition is shown in Figure 8. If the grid voltage is made still more negative, the tube will not conduct at all, since the anode voltage never reaches the value needed to cause the tube to fire. The grid thus can cause the tube to conduct for any fraction of the positive half-cycle from 1/2 on up to 1. Comparison of Figures 6, 7, and 8 shows that by varying the voltage on the grid, we can vary the power input to the motor from half-power (Figure 8) to full power (Figure 6). The total variation of grid voltage required is less than 2 volts. To permit variation of power from zero to full power, it is necessary to add a small A.C. voltage to the negative grid voltage. This A.C. voltage must lag 90 degrees out of phase with the A.C. anode voltage, to be effective. Transformer TR102 supplies an A.C. voltage at its secondary winding of approximately 8 volts. This voltage, however, is in phase with the anode voltage, since the primary of TR102 is connected to the same supply line as the anode circuit. Resistor R101 and condenser C101 are connected as a phase-shifting network whose output to the grid circuit lags 90 degrees out of phase with the anode voltage, as is required for proper tube operation. This permits the grid to exercise control of tube current during the entire positive half-cycle, so that motor power can be varied at will from zero to maximum. The output of the phase-shift circuit is connected in series with the grid circuit, so that the phase-shifted voltage is added to the other voltages in the grid circuit.

To provide operator-control of the motor, an adjustable D.C. voltage is connected in series with the grid circuit. A D.C. voltage of 105 volts exists across potentiometer P101 and resistor R103 in series. As shown in Figure 9, P101 and R103 are in series with the thyratron grid circuit. When the movable arm of P101 is at the upper end of P101, therefore, 105 volts D.C. is connected in series with the grid circuit.

As the movable arm is moved toward the lower end of P101, progressively less of this voltage appears in series with the grid circuit. As will be explained, the setting of potentiometer P101 establishes the operating speed of the motor.

The 105-volt supply voltage across P101 and R103 is furnished by the voltage-regulating tube T102 and its ballast resistor R105. This tube is a gas-filled diode (two-element) tube which has the ability to maintain a constant voltage of 105 volts D.C. across its terminals in spite of variations in line voltage or load. It does this by automatically and instantaneously increasing or decreasing the current which it draws through resistor R105. For example, suppose that the line voltage across the tube and resistor were 110 volts D.C.; the voltage across the tube would be 105 volts, and the voltage across the resistor would be 5 volts. If the line voltage were to suddenly increase to 120 volts, the tube would instantaneously draw more current through R105 so that the voltage drop across R105 would immediately increase to 15 volts. Thus the voltage drop across the tube would remain unchanged at 105 volts. This assures that the "reference" voltage supplied to P101 and R103 remains constant at 105 volts regardless of fluctuations in the power line voltage.

A bias battery is connected in series with the grid circuit, also. The battery provides a constant minimum D.C. bias of 4-1/2 volts (negative) on the control grid.

The grid-to-filament voltage is the sum of the various voltages in the grid circuit. (For the purposes of this analysis the A.C. phase-shifted voltage supplied by R101 and C101 can be ignored.) The grid voltage, therefore, can be any value from minus 4-1/2 volts to plus 100 volts (approximate values), depending upon the setting P101.

The governor grid circuit is connected as Figure 9 shows, with one important difference: the lower end of the grid circuit, instead of being connected directly to the filament as indicated in Figure 9, is connected below the load (the motor armature in this case) as shown in Figure 10. Examination of Figure 10 shows that the motor armature is now in series with the grid circuit, as well as with the anode circuit. This means that any voltage which appears across the armature terminals will be added to (or subtracted from, depending upon the polarity) the other voltages in the grid-to-filament circuit.

To illustrate the effect of the armature voltage on the control grid, assume that the "reference voltage" has been adjusted to 50 volts by means of P101. At the instant that the governor operating switch is turned on, the
motor armature is, of course, not rotating. In this condition, its resistance to the passage of current is small. The voltage drop across it will also be small. The grid-to-filament voltage will then consist only of the "reference voltage" of 50 volts minus the battery voltage of 4-1/2 volts, or 45-1/2 volts. With this high positive voltage on its grid, the thyratron will begin conduction as soon as the anode becomes positive, and will conduct during the entire positive half-cycle of anode voltage, as shown previously in Figure 6. As the shaded portions of Figure 6 show, full power will be supplied to the motor armature when starting up.

When the armature begins to revolve, however, a voltage is induced in its coils. This voltage, known as the "counter-electromotive force" exhibits a polarity (across the armature terminals) as indicated in Figure 10. This counter-e.m.f. increases directly as the speed of rotation increases. As the armature speed increases, it eventually reaches a point where the induced armature voltage becomes equal to the reference voltage (50 volts). Since these two voltages are in series in the grid circuit, and are of opposite polarity, they cancel out, leaving only the bias battery voltage of 4-1/2 volts (negative) on the grid. Since, as explained earlier, a negative grid voltage of less than 2 volts is sufficient to completely prevent the thyratron from conducting, current will cease to flow in the anode circuit, thereby shutting off armature power. The armature naturally begins to slow down. The counter-e.m.f. being proportional to armature speed, decreases. Suppose, for example, that it decreases to 46 volts. It then no longer cancels out the "reference voltage" completely, but leaves a remainder of 4 volts (positive). The total grid-to-filament voltage then is 4 volts minus 4-1/2 volts, or 1/2 volt negative. This grid voltage permits the thyratron to conduct during a major portion of the positive half-cycle of anode voltage, as shown graphically in Figure 7. The shaded portions of Figure 7 show that about 3/4 full power is then being supplied to the armature. If the motor happens to be lightly loaded, this much power may be more than is needed. The armature would naturally tend to speed up again. But this will increase the counter-e.m.f. As just explained, this would result in a more negative grid voltage, and hence would decrease the power being supplied to the armature, thus slowing it down. A condition of balance is quickly reached where:

(a) The armature revolves steadily at a certain speed.

(b) This armature speed produces a certain steady value of counter-e.m.f.

(c) This value of counter-e.m.f. establishes a particular grid voltage.

(d) This particular grid voltage permits the thyratron to pass a particular quantity of current to the armature.
(e) This particular quantity of current provides just enough power to keep the armature running at the "certain speed" established in Step 1, thus completing the chain.

Although the above explanation seems lengthy, the condition of balance is actually reached almost instantaneously after turning on the governor.

It can be seen from the foregoing that the "reference voltage," as determined by the setting of P101, establishes the operating speed of the motor. P101 is a potentiometer, and is provided with a control knob. Mounted on the front panel of the governor (see Figure 2) or in some other convenient position, it provides the operator with a quick, simple means of adjusting or changing the drive motor operating speed.

Since the motor operating speed is proportional to the "reference voltage," this voltage can be used to provide visual indication of the speed of the motor, or of the apparatus which it propels. Accordingly, a voltmeter, in series with its dropping resistor, is connected across the reference voltage. When the meter dial is calibrated to the motor or apparatus in terms of revolutions-per-minute or inches-per-minute, it will serve as an accurate, dependable speed indicator. Since the "reference voltage" is on continually, even when the motor is not running, the motor operating speed can be preset by adjusting P101 until the meter indicates the desired speed.

A slight additional analysis will show how the governor maintains the motor speed constant in spite of variations in load. If the load on the motor momentarily increases for some reason, it would tend to cause the armature to slow down. This would decrease the counter-e.m.f. This, in turn, would instantly affect the voltage on the thyatron control grid, making it less negative. Instantly the tube would increase the power supplied to the armature. This power increase would balance the load increase, and the motor would continue to operate at substantially its original speed. A decrease in load would be counteracted in an analogous manner. The circuit would operate to decrease the armature power, thus counterbalancing the decrease in load.

The thyatron control grid is extremely sensitive to the most minute changes in the motor's counter-e.m.f. The corrective action is so instantaneous that there is no appreciable change in motor speed, though the load be varied rapidly and within wide limits.

Resistor R102 is a "feedback" resistor. It is connected so that it is in series with the armature circuit and the "reference voltage" circuit. Connected in this way, it feeds back a small compensating voltage from the armature circuit to the "reference voltage" circuit, helping to maintain the motor speed constant under varying load conditions.

Condenser C103 filters out the individual pulsations in the voltage across R102 so that only an average value is fed back to the "reference voltage" circuit.

Resistor R104 has been inserted in the grid circuit to protect the thyatron tube from damage in the event of a flow of current in the grid circuit. It plays no direct part in the operations of the grid control circuit.

Condenser C102 by-passes transient voltages, preventing them from affecting the normal grid voltage.

The contacts of time-delay relay TD101 are in series with the "reference voltage" circuit, as shown in Figure 3. While these contacts are open, no voltage appears across P101 and R103. This leaves only the bias battery voltage of 4-1/2 volts negative on the thyatron grid. This value of voltage being sufficient to completely prevent the thyatron from conducting, no anode current can flow, regardless of whether the operating switch SW102 is on or not. After the 30 second delay period the contacts of TD101 close, completing the circuit and thus supplying a reference voltage to the grid circuit. Normal operation can then occur.

IV. MAINTENANCE

A. General Information

If a spare governor is available, it is advisable to exchange units and perform maintenance on the replaced unit at the test bench rather than at the production line.

The governor circuit is relatively simple. Rather than provide a list of possible malfunctions with suggested remedies, a logical test procedure is given below. This will enable you to quickly check the entire governor and isolate the source of trouble.

The type of test meter used in checking the governor will influence the results obtained. Voltage readings given below are based on the use of a 1000 ohms-per-volt voltmeter, such as the Weston 697 Analyzer. This particular meter has in addition a built-in ohmmeter which can be used for testing resistors and condensers, and A.C. scales for checking line and transformer voltages. However, any other suitable meter with 1000 ohms-per-volt scales can be used.

It is important that the D.C. meter scales be

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used in measuring D.C. voltages, and A.C. scales be used in measuring A.C. voltages. If this is not done, the meter readings obtained will be valueless.

B. Test Procedure

1. MECHANICAL STOPPAGES

Before checking for electrical failure, make certain that the drive-motor and governor are not being overloaded. Loads beyond their ratings may:

(a) Blow fuses F101 and F102.

(b) Overheat the motor, or damage gears.

(c) Cause motor speed to vary erratically, or to be out of calibration with the speed indicator.

In the event of such occurrences, examine the mechanism operated by the motor for conditions which might be causing an overload. These include tight bearings, misalignment, excessive roll pressure, jamming, foreign material on rails or gear trains, etc.

The armature current of the motor is roughly proportional to the torque delivered by the motor. Armature current can therefore be used as an indication of motor load. When the normal current values to be expected are available, a quick check of the motor load can be made by inserting an ammeter in series with the armature. When normal current values have not been provided, they can be obtained by operating the equipment under average conditions and recording the current readings registered on an ammeter in series with the armature. These readings should then be inscribed on a label or plate and mounted on the apparatus in a convenient location.

Because of the wave form of the armature current, a D.C. D'Arsonval type of ammeter should be used to measure the armature current. Other meter types will not give correct readings.

The ammeter can be inserted in series with the armature circuit at any convenient point. A suggested location is at the terminal strip in the governor. Disconnect the reversing-switch wire from terminal 1, and connect the ammeter between the switch wire and the terminal. The positive side of the ammeter connects to the terminal, the negative side of the meter to the switch wire.

2. ELECTRICAL STOPPAGES

When the governor is not functioning properly, and you have determined that the trouble is not mechanical, proceed with the following step-by-step tests. Complete each step before going to the next. Do not skip any tests.

In describing these tests, it is assumed that the power line, controls and drive-motor are connected to the governor. The terminal strip referred to is located on the bottom side of the governor chassis. To reach this terminal strip you must remove the chassis from the cabinet, and remove the bottom plate from the chassis.

(a) Control and Power Circuit Tests

(i) Line voltage

Check the line voltage between terminals 9 and 10 on the terminal strip. This should be 110 to 120 volts A.C., (60 cycles).

(ii) Master switch

Turn on the master switch SW101. The pilot light PL101 should light immediately. If it fails to light, check fuses F101 and F102. If the fuses are good, a faulty master switch is indicated.

(iii) Fuses

Normally, 2-ampere Littlefuse, Inc., "Slow-Blow" fuses are used in the governor. For certain specific applications the instruction manual for that application may call for a different size fuse. Under no circumstances should a larger fuse, or a fuse of a different type than that specified, be used.

Fuses can be tested by inspection, or by means of an ohmmeter. Do not use a buzzer. The buzzer current may exceed the fuse rating and blow it.

(iv) Drive-motor field voltage

Test the field voltage between terminals 6 and 7 on the terminal strip. This should be approximately 110 volts D.C.

Resistor R106 has been adjusted at the factory to provide the proper field voltage. It should not be necessary to readjust R106, except possibly when certain parts such as rectifier SR101, condensers C104 and C105, or the drive-motor are replaced.

Resistor R106 has a total resistance of 25 ohms. To function properly, R106 should never be reduced below 10 ohms. If the correct field voltage cannot be obtained without making R106 less than 10 ohms, it is probable that one of the following conditions exists:

a.) The line voltage is below 110 volts A.C.

b.) The resistance of the motor field is below normal. This could be due to partial or complete shorts in the field winding.

c.) Rectifier SR101 is defective. (Refer to paragraph (d) on page 12 for testing.)
d.) Condensers C104 and C105 are defective. (Refer to paragraph (c) on page 12 for testing.)

(v) Reference voltage

Within 30 to 45 seconds after the master switch SW101 is closed, the contacts of time delay relay TD101 close. This places a D.C. voltage across potentiometer P101. Since the speed indicator meter is connected across P101 and resistor R103, the meter will give a reading as soon as the relay contacts close. This serves as a test to indicate the presence of reference voltage.

When no speed indicator meter is used, a D.C. voltmeter connected to terminals 2 and 5 should indicate 105 volts when the contacts of TD101 close.

(vi) Speed adjustment

As soon as the reference voltage is applied to speed-adjusting potentiometer P101 it delivers to the grid of the thyatron a voltage proportional to the desired speed. To check whether P101 is operating properly:

Rotate P101 from minimum to maximum settings. The speed indicator meter reading should vary smoothly from nearly zero to slightly above top scale. If the governor is not equipped with a speed indicator, a D.C. voltmeter connected between terminals 3 and 4 should vary smoothly from zero to approximately 100 volts D.C. as P101 is rotated from minimum to maximum settings.

(vii) Time delay relay

The contacts of time delay relay TD101 should close 30 to 45 seconds after the master switch SW101 is closed. Failure to do so could be caused by one of the following:

a.) Defective relay. Substituting another relay is the quickest way to test for this.

b.) The voltage on the heating coil of the relay may be abnormally low. The voltage between pins 2 and 3 on the relay mounting socket should be between 2.35 and 2.5 volts A.C. Voltages lower than this may indicate that the line voltage is abnormally low, or that transformer TR101 is defective.

c.) A break in the primary or secondary circuits of transformer TR101.

In some cases the contacts of the relay may fuse and remain closed all of the time. This would cause reference voltage to be applied to the thyatron grid as soon as the master switch SW101 is closed. The relay should be replaced immediately to avoid damaging the thyatron.

(viii) Bias battery

The bias battery should be tested with the master switch SW101 open. The battery should give a reading between 4.3 and 4.6 volts D.C. Any battery which gives a reading below 4.3 volts should be replaced. Although the life of this battery is in excess of one year, we recommend that it be replaced every six months as a routine service measure to eliminate the possibility of trouble.

The battery is wrapped in a fiber paper jacket to prevent it being cut by the battery mounting clip. When installing a battery replacement, transfer this jacket to the new battery. Be sure, also, that the red wire lead is connected to the positive terminal of the battery, and that the black-and-white wire lead is connected to the negative battery terminal.

If by any chance the battery remains in the circuit far beyond its normal life the battery cells may corrode and leak fluid. Should this occur, carefully clean all fluid from the chassis, and install both a new battery and a new fiber jacket.

(ix) Voltage regulator circuit

The voltage regulator tube T102 shows a characteristic purplish glow in normal operation. Absence of this glow indicates that the tube itself or resistor R105 may be defective. To check the tube, substitute one known to be good. Absence of glow may also indicate that the input voltage is too low. The input voltage (measured between terminals 6 and 7 on the terminal strip) should be approximately 110 volts D.C.

Output voltage of the regulator tube, measured between terminals 5 and 9 on the terminal strip, is 105 volts D.C.

(b) Resistor Tests

When testing resistors, be sure that the governor is disconnected from the power line.

All resistors except R106 and R107 are located on the underside of the chassis. They can be identified from Figure 11. Resistor R106 is on the top side of the chassis as shown in Figure 12, and R107 is attached to the speed indicator meter.

The nominal resistance values are given in the circuit diagram, Form F-9240. With
the exception of R107, the values are not critical, and may vary up to ± 20% from the nominal value, although a tolerance of ±10% is preferable. R107 determines the calibration of the speed indicator meter; it should be within ± 5% tolerance. When measuring its resistance, one side of R107 must be disconnected, to avoid the shunting effect of P101.

(c) Condenser Tests

When testing condensers, be sure that the governor is disconnected from the power line.

Condensers C101 and C102 are paper condensers which are used so conservatively that it is very unlikely that they will require replacement unless they are mechanically damaged. A fairly reliable check of C101 and C102 can be made by connecting an ohmmeter across the condenser terminals, without disconnecting the condenser from its circuit. If the condenser is good, the meter will read the resistance in parallel with the condenser. For C101 this resistance will be approximately 56,000 ohms. For C102 this resistance will be approximately 1,000,000 ohms. If the condenser in either case is shorted, the reading will be much lower than that indicated.

Condensers C103, C104, and C105 are electrolytic condensers. The three are contained in a single metal case. If one of them is damaged, all three must be replaced.

These electrolytic condensers are used conservatively. They should give years of service before requiring replacement. The end of their useful life is usually indicated when it is no longer possible to obtain 110 volts D.C. across the motor field (measured between terminals 6 and 7 on the terminal strip), even when R106 is reduced to as little as 10 ohms. When the field voltage is measured, be sure that the power line is delivering at least 110 volts A.C., and that the selenium rectifier SR101 is in good condition.

Occasionally an electrolytic condenser may fail by short-circuiting. This can be detected by disconnecting the motor field from terminals 6 and 7 on the terminal strip, then connecting an ohmmeter across these terminals. When the ohmmeter needle comes to rest, it should indicate a resistance of at least 20,000 ohms. Reverse the ohmmeter leads and take a second reading. The highest reading of the two is the significant one. When the higher reading is a few hundred ohms or less, it indicates a shorted condenser.

Because of its position in the circuit, it is difficult to test C103 without first disconnecting it. However, since it is very lightly loaded, its life will usually be much greater than that of C104 or C105.

If C104 or C105 should short-circuit, this may damage SR101 or R106 by overloading them. If C104 or C105 are found to be shorted, therefore, SR101 and R106 should also be checked.

(d) Selenium Rectifier Test

Selenium rectifier SR101 is used conservatively. It should give many thousands of hours of service.

The end of the rectifier's useful life is indicated when it is no longer possible to obtain 110 volts D.C. across the motor field (measured across terminals 6 and 7 on the terminal strip) even when R106 is reduced to as little as 10 ohms. When measuring the field voltage, be sure that the power line is delivering at least 110 volts A.C. and that condensers C104 and C105 are in good condition.

(e) Transformer Tests

A transformer can be tested by measuring the secondary voltage under normal load, while the proper voltage is applied to the primary winding. The primary voltage in the case of the governor will be the line voltage. The circuit diagram (F-9240) shows the voltage of the secondary as marked by the manufacturer. As noted below, that actual voltage as measured is not exactly this value.

(i) Transformer TD101. With a line voltage of 115 volts A.C., the secondary voltage is 8 volts A.C. This voltage can best be measured at the terminal plate under the chassis where the transformer leads connect to C101 and R101.

(ii) Transformer TR102. With a line voltage of 115 volts A.C., the secondary voltage (with the thyatron tube inserted in its socket) is approximately 2.45 volts A.C. when the transformer is cold and 2.35 volts A.C. when the transformer is hot. This voltage can be measured under load by removing the time delay relay TD101 from its socket and placing the voltmeter leads on pins 2 and 3 of the socket.

(f) Thyatron Tube Test

The thyatron tube T101(C3J) should give more than 10,000 hours of service before requiring replacement. If all previous tests show that the circuits are in good
order, and that the tube may be causing trouble, the quickest way to check the tube is to substitute one known to be good. When substituting a tube, be sure to turn the governor master switch off for a few minutes to permit the time delay relay to open its contacts.

(g) Motor Tests

When the standard LINDE shunt motor (Part No. D-245736) is used with the governor, the following information may help in detecting a defective motor:

(i) The resistance of the field winding when cold is approximately 350 ohms.

(ii) The resistance of the field winding when hot is approximately 440 ohms.

(iii) The resistance of the armature when cold is approximately 6.5 ohms.

(iv) Since the field is fully energized at all times, the motor will normally run at a fairly high temperature. This is particularly true when it is operated at low speeds, or is stopped for long periods of time without turning the master switch off.

Under no circumstances should an OXWELD standard series-wound drive-motor be substituted for the special shunt motor required by this unit.

V. REPLACEMENT PARTS

How to Order Replacement Parts

1. All replacement parts are keyed in the pictures which follow. (Hardware is not indicated, since the sizes and types are not critical and replacement can easily be made locally.) A complete description of each part will be found opposite its symbol and/or part number in the Parts List which follows the pictures. All parts in the list are classified into three categories—Class A, B, or C. The classification of a part denotes the availability of that part for replacement as follows:

   Class A - Consists of those parts which are carried in stock by LINDE and can be procured in a relatively short time after your order is placed. When ordering parts in this classification, give the number and full description of the part.

   Class B - Includes those parts which we do not carry in stock, but are available to you on special order. More time is required to procure Class B parts but all orders will be handled promptly. As in the case of Class A parts, give the number and full description of the part when ordering.

Class C - Parts in this class are standard commercial parts made by other manufacturers, and can be obtained locally from the manufacturer or from a representative agency. Each part in this class lists the manufacturer’s name, and the catalog number or other nomenclature. (When purchasing locally, do not use the LINDE part number, since it will have no significance.) By ordering Class C parts in this manner you will save on time, effort, and cost of handling. However, if you find it necessary to order these parts from us, be sure to give the LINDE part number and description as listed.

2. Be sure that your order specifies the quantity of each part needed.

3. Always state the series or serial number of the unit on which the parts are to be used.

4. Indicate any special shipping instructions.

5. When ordering parts from LINDE, use the LINDE District Office nearest you. See list on back cover.
FIG. II - "LINDE" ELECTRONIC GOVERNOR - BOTTOM VIEW OF CHASSIS

NOTE:
SERIES 1 GOVERNORS DO NOT HAVE TERMINALS 11 AND 12
**Fig. 12 - "Linde" Electronic Governor - Top View of Chassis**

- **Thyratron Tube:** D-247557 (T-101) Socket: D-247541
- **Relay:** D-247552 (TD-101) Socket: D-247540
- **Transformer:** D-247537 (TR-101)
- **Rectifier:** D-247448 (SR-101)
- **Grommet:** 80W85
- **Condenser:** D-247538 (C-103, C-104, C-105)
- **Clamp:** D-247555
- **Chassis:** B-244899
- **Connector:** 88W70
- **Resistor:** D-247543 (25 Watt 25 Ohm)
- **Battery:** D-247544 (4-1/2 V.)
- **Clip:** D-247542
- **(2) Spacer:** D-244902 (Underneath)
FIG. 13 - "LINDE" ELECTRONIC GOVERNOR - FRONT VIEW OF CABINET

METER—D-246602
RESISTOR—D-247572(R-107)
COVER—D-245919(STYLE "A")

STYLE "B"

CABINET—B-246681

(SW-102)
SWITCH—D-247571
(STYLE "B") OR
PLUG—D-247908
(STYLE "A")

(P-101)
POTENTIOMETER
D-247567

DIAL PLATE
D-247570

(KNOB—D-247569)

(BOTTOM PLATE—D-247573

OR

PLUG—D-247907
(STYLE "A")
REPLACEMENT PARTS LIST
FOR
"LINDE" ELECTRONIC GOVERNOR

Type "A" - Basic Governor (without controls) - (Part No. D-245164)
Type "B" - Self-Contained Governor (built-in controls) - (Part No. D-245165)

NOTE: This is a composite list. It includes all of the parts which appear in the preceding parts pictures.

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Symbol</th>
<th>Class</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>80W85</td>
<td></td>
<td>A</td>
<td>Grommet</td>
</tr>
<tr>
<td>88W70</td>
<td></td>
<td>A</td>
<td>Connector (Steel City Electric, Pitts. Pa. (Cat. #522) (2 Used)</td>
</tr>
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<td>90W10</td>
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<td>A</td>
<td>Fuse Mount (2 Used)</td>
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<td>B-244899</td>
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<td>B</td>
<td>Chassis</td>
</tr>
<tr>
<td>B-246681</td>
<td></td>
<td>B</td>
<td>Cabinet</td>
</tr>
<tr>
<td>*D-244901</td>
<td></td>
<td>A</td>
<td>Terminal Strip Mounting Plate</td>
</tr>
<tr>
<td>D-244902</td>
<td></td>
<td>A</td>
<td>Spacer (2 Used)</td>
</tr>
<tr>
<td>D-245919</td>
<td></td>
<td>A</td>
<td>Meter Hole Cover</td>
</tr>
<tr>
<td>D-246550</td>
<td>F1, F2</td>
<td>C</td>
<td>Fuse - 2 amp. (3AG &quot;Slo Bio&quot; Little Fuse Co. Cat. #313002) (Box of 5)</td>
</tr>
<tr>
<td>D-246602</td>
<td></td>
<td>C</td>
<td>Meter (Weston Model #301D.C.) (BAKELITE Case, Flush Mounting)</td>
</tr>
<tr>
<td>D-247448</td>
<td>SR-101</td>
<td>A</td>
<td>Rectifier (Federal Selenium Rectifier #439D4200, 500 MA)</td>
</tr>
<tr>
<td>D-247535</td>
<td>PL-101</td>
<td>C</td>
<td>Pilot Light (Hart Mfg. Co. Cat. #71)</td>
</tr>
<tr>
<td>D-247536</td>
<td>SW-101</td>
<td>C</td>
<td>Switch (Hart Mfg. Co. #160)</td>
</tr>
<tr>
<td>D-247537</td>
<td>TR-101</td>
<td>C</td>
<td>Transformer (Standard Transformer Co. #P-3024)</td>
</tr>
<tr>
<td></td>
<td>C-103</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>C-104</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>C-105</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D-247538</td>
<td></td>
<td>C</td>
<td>Condenser (Mallory #FP-357)</td>
</tr>
<tr>
<td>D-247539</td>
<td>TR-102</td>
<td>C</td>
<td>Transformer (United Transformer Co. #FT-2)</td>
</tr>
<tr>
<td>D-247540</td>
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<td>C</td>
<td>Socket (American Phenolic Corp. #78R58) (2 Used)</td>
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<td>D-247541</td>
<td></td>
<td>C</td>
<td>Socket (Johnson #123-209B)</td>
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<td>D-247542</td>
<td></td>
<td>C</td>
<td>Tube Clip (National Radio Products Type 12)</td>
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<tr>
<td>D-247543</td>
<td>R-106</td>
<td>C</td>
<td>Resistor (Ohmite 25 Watt, 25 OHM #0365)</td>
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<td>D-247544</td>
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<td>C</td>
<td>Battery (EVEREADY 4-1/2 V. #781)</td>
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<td>D-247545</td>
<td>R-101</td>
<td>C</td>
<td>Resistor (International Resistance Co. BTA 56,000 OHMS)</td>
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<tr>
<td>D-247546</td>
<td>R-104</td>
<td>C</td>
<td>Resistor (International Resistance Co. BTA 510,000 OHMS)</td>
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<tr>
<td>D-247547</td>
<td>R-103</td>
<td>C</td>
<td>Resistor (International Resistance Co. BTA 1,800 OHMS)</td>
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<tr>
<td>D-247548</td>
<td>R-105</td>
<td>C</td>
<td>Resistor (International Resistance Co. BT2 1,000 OHMS)</td>
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<tr>
<td>D-247549</td>
<td>R-102</td>
<td>C</td>
<td>Resistor (Ohmite &quot;Brown Devil&quot; - 10 Watt - 1 OHM)</td>
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<tr>
<td>D-247552</td>
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<td>C</td>
<td>Terminal Plate (Miller Mfg. Co. #450)</td>
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<tr>
<td>D-247553</td>
<td>TD-101</td>
<td>C</td>
<td>Time Delay Relay - (Amperite Co. #2N030)</td>
</tr>
<tr>
<td>D-247554</td>
<td>T-102</td>
<td>C</td>
<td>Voltage Regulator Tube (RCA #0CVR105)</td>
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<tr>
<td>D-247555</td>
<td></td>
<td>C</td>
<td>Battery Clamp (Weston #7201)</td>
</tr>
<tr>
<td>D-257557</td>
<td>T-101</td>
<td>C</td>
<td>Thyatron Tube (Electrons Inc. #EL-C3J)</td>
</tr>
<tr>
<td>*D-247558</td>
<td></td>
<td>C</td>
<td>Terminal Strip (Howard B. Jones #10-141)</td>
</tr>
<tr>
<td>D-247567</td>
<td>P-101</td>
<td>A</td>
<td>Potentiometer (Mallory, Type Bloom, 100,000 OHMS)</td>
</tr>
<tr>
<td>D-247568</td>
<td></td>
<td>C</td>
<td>Knob (Mallory #366)</td>
</tr>
<tr>
<td>D-247570</td>
<td></td>
<td>C</td>
<td>Dial Plate (Mallory #368)</td>
</tr>
<tr>
<td>D-247571</td>
<td>SW-102</td>
<td>C</td>
<td>Reversing Switch (Culter Hammer Inc. #7612-K3, Complete with Dust Cap)</td>
</tr>
<tr>
<td>D-247572</td>
<td>R-107</td>
<td>C</td>
<td>Resistor (International Resistance Co. BTA, 82,000 OHMS, 5% Total)</td>
</tr>
<tr>
<td>D-247573</td>
<td></td>
<td>C</td>
<td>Bottom Plate (Bud Radio Inc. #BP-667)</td>
</tr>
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<td>D-247907</td>
<td></td>
<td>C</td>
<td>3/8-in. Hole Plug (Snap Button Type)</td>
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<tr>
<td>D-247908</td>
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<td>C</td>
<td>1/2-in. Hole Plug (Snap Button Type)</td>
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<td>**D-248135</td>
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<td>Terminal Strip (Howard B. Jones #12-140)</td>
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<tr>
<td>D-248136</td>
<td>C-101</td>
<td>C</td>
<td>Condenser (Cornell-Dubilier #PTE-655 .05 MFD, 400 W.V.D.C.)</td>
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<td>D-248137</td>
<td>C-102</td>
<td>C</td>
<td>Condenser (Cornell-Dubilier #PTE-6D5 .005 MFD, 600 W.V.D.C.)</td>
</tr>
<tr>
<td>**D-248215</td>
<td></td>
<td>A</td>
<td>Terminal Strip Mounting Plate</td>
</tr>
</tbody>
</table>

*Used on Series 1 governors.
**Used on Series 2 governors.
(The first digit of a governor's serial number is the series number.)

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VI. APPENDIX

The preceding pages deal only with the standard LINDE Electronic Governor. Special applications of the governor, employing additional parts and controls, will be shown and explained in this appendix.

SPEED INDICATOR RANGE SWITCH

The speed indicator for the standard governor deflects to full scale when the motor is run at top speed. If the driven apparatus makes use of the motor’s entire speed range, from zero to maximum, the entire scale of the meter can be calibrated in terms of apparatus speed (inches-per-minute, feet-per-minute, etc.). The scale is graduated in fifty parts; if the top motor speed drives the apparatus at 100 in. per minute, each graduation will, of course, represent approximately 2 in. per minute.

There will be applications, however, where the upper half of the scale is used infrequently, or not used at all. The apparatus may be operated most of the time at low speeds. Or speed requirements may be such that the top apparatus speed may use only half-speed from the motor. In such cases, only the lower half of the scale (25 graduations) will be utilized. If the top apparatus speed were 100 in. per minute under this condition, each graduation would represent 4 in. per minute. To permit utilizing the entire meter scale for the actual operating range, a meter range switch is employed. This switch does not change the speed range of the apparatus or of the motor. It merely causes twice normal deflection on the meter for a given motor speed, in the same way that a multiplier switch on a voltmeter doubles the meter deflection for a given voltage. The switch in effect “expands” the lower half of the meter scale to full scale width. How this is accomplished electrically is shown below:

As Figure 14 shows, the standard governor has an 82,000-ohm resistor (R-107) connected in series with its speed indicator meter. This provides full-scale deflection on the meter when the speed control knob is turned all the way up, and the motor is run at full speed. When the range switch is installed, the 82,000-ohm resistor is replaced by two 41,000-ohm resistors in series. The switch is connected in parallel with one of the resistors, as shown in Figure 15. When the switch is open, the total resistance in series with the meter is 82,000-ohms. As in the standard governor, this provides full scale deflection at full motor speed.

When the switch is closed, one of the resistors is shorted out, leaving 41,000-ohms in series with the meter. This permits twice the normal current to pass through the meter for a given setting of the speed-control knob. This of course causes twice the normal deflection on the meter. You now obtain full scale deflection when the speed control knob is turned halfway up and the motor is running at half speed.

When desirable, this “expanded” scale feature can be applied to any initial fraction of the meter scale. It is possible to expand the first quarter, or first third, etc. of the dial to full scale width, by substituting the proper resistor combination in place of R-107.

![Figure 14](image1.png)

![Figure 15](image2.png)
LINDE Supplies These Quality Products to the Nation’s Industries

INDUSTRIAL GASES
LINDE Oxygen, Nitrogen, Argon, Hydrogen
PREST-O-LITE Acetylene
LINDE Rare Gases:
Argon, Neon, Helium, Krypton, Xenon
CALCIUM CARBIDE
UNION Carbine
CARBIC Processed Carbine

OXY-ACETYLENE EQUIPMENT
OXWELD Apparatus for:
Low Temperatue Stress Relieving
Acetylene Generators
Manifolds, Regulators and Valves
Welding Rods and Supplies
PREST-O-WELD Welding and Cutting Apparatus
PUROX Welding and Cutting Apparatus
PREST-O-LITE Air-Acetylene Apparatus and Small Tanks
CARBIC Acetylene Flood Lights
Acetylene Generators

SPECIAL MACHINES
LINDE Plate-Edge Preparation Equipment
Steel-Conditioning Machines
Sub-Zero Cold Treatment Equipment
OXWELD Oxy-Acetylene Cutting Machines
Pressure-Welding Machines

ELECTRIC WELDING EQUIPMENT
UNIONMELT Automatic Welding Apparatus and Supplies
HELIARC Welding Torches
LINDE Argon Metal Arc Welding Equipment

SYNTHETIC CRYSTALS
LINDE Synthetic Sapphire, Ruby, Spinel, and Titanite
Synthetic Calcium- and Cadmium Tungstates
Fine Alumina Abrasive

ORGANOSILICON
LINDE Silane Monomers
Polyisiloxane Polymers and Resins


THE LINDE AIR PRODUCTS COMPANY
Unit of Union Carbide and Carbon Corporation

DOMINION OXYGEN COMPANY, LIMITED, TORONTO

General Office
30 East 42nd Street, New York 17, N. Y.

Eastern States
Baltimore, MD.
532 East 25th Street
Boston, Mass.
441 Stuart Street
Buffalo, N. Y.
P. O. Box 124
East Park Drive
Tampa, Fla.
2 Virginia Street
New York 17, N. Y.
206 East 42nd Street
Philadelphia 22, Pa.
1422 North Broad Street
Pittsburgh 19, Pa.
311 Ross Street

Central States
Chicago, Ill.
210 North Michigan Avenue
Cincinnati 20, Ohio
709 Melish Avenue
Cleveland 14, Ohio
1511-17 Superior Avenue
Detroit 2, Mich.
6-240 General Motors Building
Indianapolis 4, Ind.
729 North Pennsylvania Street
Milwaukee 46, Wis.
1020 South 38th Street
Minneapolis 2, Minn.
627 Second Avenue, South
St. Louis 8, Mo.
4228 Forest Park Boulevard

Southern States
Atlanta 1, Ga.
310 Peachtree Street, N. E.
Birmingham 5, Ala.
1001-13 Smith 22nd Street
Jacksonville 3, Fla.
2410 Dennis Street
Memphis 3, Tenn.
46 West McLemore Avenue
New Orleans 13, La.
628-52 Howard Avenue

Southwestern States
Dallas 1, Texas
2626 Commerce Street
Denver 9, Colo.
650 South Broadway
Houston 11, Texas
6119 Harrisburg Boulevard
Kansas City 6, Mo.
510 Baltimore Avenue
Tulsa 3, Okla.
614 National Bank of Tulsa Bldg.

Western States
El Paso, Texas
410 Texas Street
Los Angeles 55, Calif.
2724 Lemo Boulevard
Phoenix, Ariz.
461 East Buchanan Street
Portland 9, Ore.
1225 Northwest Marshall Street
Salt Lake City 1, Utah
162 Parkport Avenue
San Francisco 6, Calif.
22 Battery Street
Seattle 4, Wash.
2201 First Avenue, South
Spokane 12, Wash.
2023 West Maxwell Avenue

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Dominion Oxygen Company, Limited
Toronto • Montreal
Winnipeg • Vancouver

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P-9161 IMD 3-1465-50

9161-22-C5