

A4086-2 Circuit Breakers for Railway Service, Type MR

which are drilled to accommodate slightly larger conductors than those of the other breakers, the corresponding repair parts are of uniform size. The mechanism and working parts are, therefore, identical in all sizes of this circuit breaker, thus insuring interchangeability, facilitating repairs and minimizing the number of spare parts required.

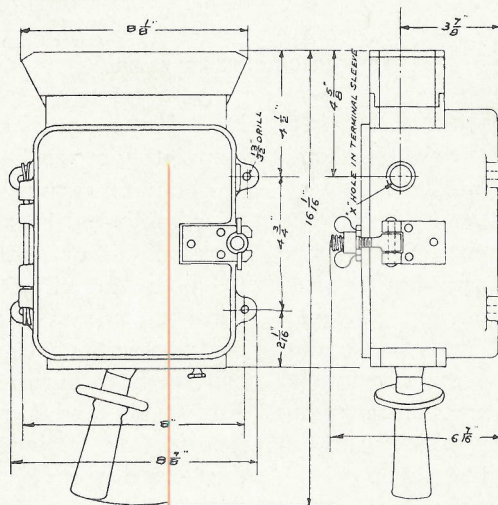
The iron cover, which is hinged, forms part of the magnetic circuit of the blowout and tripping mechanism, thus economizing material and providing the most compact form of breaker possible. It is held closed by a convenient thumbscrew latch and the hinge permits of ready inspection.

The blowout coil is of ample capacity, and so proportioned as to properly extinguish the arc formed when any current up to a short circuit is broken.

By means of a convenient thumbscrew and spring, each breaker can be adjusted to trip automatically at any point between the calibration limits given in the table. The lower value represents the safe continuous current-carrying capacity, the second the maximum current for which the tripping coil is designed. These two points are marked on the box adjacent to the adjusting spring.

Cat. No.	Type	Form	Calibration in Amp.	H.P. of Equipments 500 Volts	List Price
104787	MR-10	D	50- 150	16- 49	\$38.00
104788	MR-11	D	100- 300	50- 99	38.00
104789	MR-12	D	200- 600	100-175	38.00
104790	MR-13	D	300- 900	176-225	38.00
104791	MR-14	D	400-1200	226-300	38.00

DIMENSIONS



General Electric Company

Schenectady, N.Y.

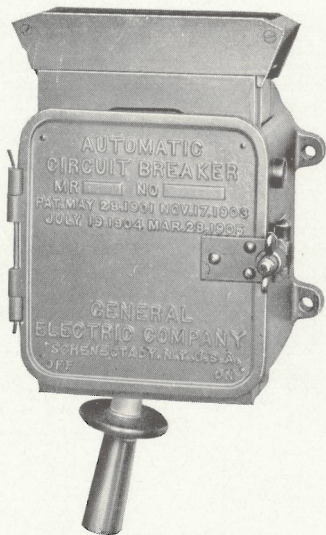
SUPPLY DEPARTMENT

January, 1913

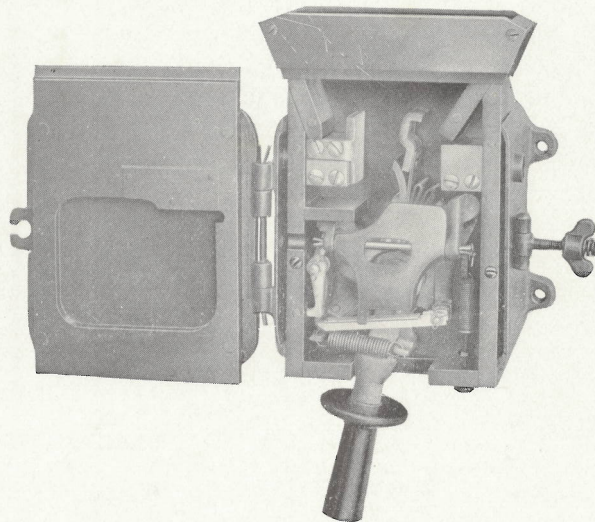
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CIRCUIT BREAKERS FOR RAILWAY SERVICE, TYPE MR



Cover Closed



Cover Open

TYPE MR CIRCUIT BREAKER

The new line of Type MR circuit breakers is especially designed for car equipments of capacities up to 400 horse power. They are used to automatically break the main trolley circuit in case of excessive overload or short circuits, and can be used as hand-operated main circuit switches. They are small, compact and thoroughly reliable. The working parts are surrounded by a fiber lining enclosed in a non-magnetic box with a hinged iron cover, which prevents accidental contact with the live parts.

The breaker is provided with an extension arc chute which largely conceals the arc ruptured on breaking the circuit, so that the breaker can be located in any convenient position in the car vestibule without objectionable flashing. This chute can be replaced

by a larger one if it be found necessary to completely conceal the arc.

The main current-carrying contact consists of a laminated brush, and an auxiliary contact is made up of two fingers so arranged as to open the circuit after the main brush contact has moved away about $\frac{1}{4}$ in. This arrangement effectually protects the main contact from burning or injury from the arc. Both main and auxiliary contacts make a face to face wiping contact, which prevents dust or grit from binding the contact surfaces when making or breaking the circuit and effectually prevents sticking.

With the exception of the blowout coils which are wound to suit the various current ratings of the individual breakers, and the terminals of the Type M-14 Form B breaker,

NOTE.—The prices and data in this publication are for the convenience of customers, and every effort is made to avoid error, but this Company does not guarantee their correctness, nor does it hold itself responsible for any errors or omissions in this publication. Both prices and data are subject to change without notice.

* Supersedes No. 4516.