

Cut Costs *Increase Safety*

CANCELLED

WITH G-E LINE-BREAKER EQUIPMENT

Reduces Maintenance Costs

By eliminating practically all of the arcing that ordinarily occurs in the drum controller. The line-breaker overload relay can be set at a predetermined value to prevent overloading the motors when the breaker trips.

Prevents Jerky Starting

By requiring the motorman to pause slightly on the first point of the controller to pick up the line breaker.

Eliminates Breaker Flash

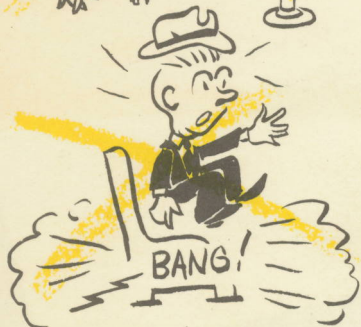
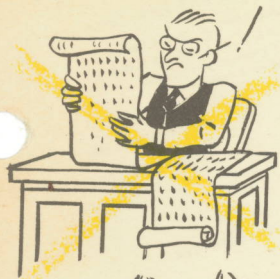
By causing all arcs to be ruptured underneath, rather than inside, the car vestibules.

Minimizes Short-circuit Damage

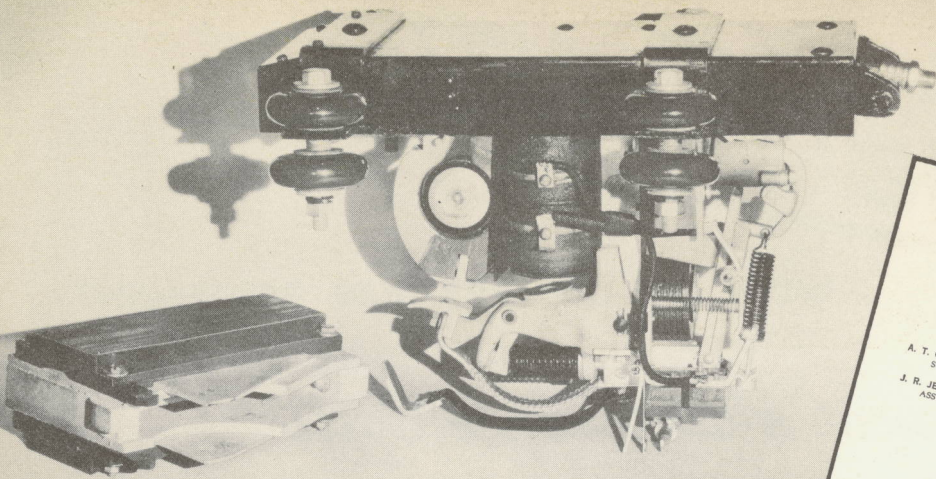
By actually using the power in the short circuit to increase the speed of the breaker opening. The arc is ruptured almost instantly, thereby localizing the damage.

Reduces Accident Claims

By allowing installation of interlocking in the control circuit of the breaker and thereby preventing operation of the car while the doors are open.



GENERAL  **ELECTRIC**



Baltimore Transit Uses over 650

This company uses 843 line breakers, 654 of them General Electric. Excellent performance has been obtained, with the result that Baltimore Transit has adopted G-E line breakers as standard for the last five years.

CANCELLED

How It Works

The G-E line-breaker equipment consists of (1) the line breaker itself, mounted underneath the car; (2) the switch-and-fuse unit of the breaker-control circuit, mounted in the cab; (3) the line-breaker control device, embodied in the operating handle.

As the motorman moves the controller forward, a pair of contacts closes in the base of the control device. This completes the control circuit through the line-breaker operating coil to a small auxiliary finger and ground segment, which are assembled in the drum controller. Thus, the line-breaker operating coil is energized, and the breaker closes.

If from any point of accelerating or running the handle is moved toward the "off" position, the contacts in the control device open instantly, and the breaker opens. To reclose the breaker, the motorman merely turns the handle to the first point from the "off" position. If the breaker trips from overload, the controller handle is turned to the "off" position and normal operation resumed.

Full information can be obtained on the G-E line breaker in publication GEA-2646, available at your nearest General Electric sales office.

Form D-49 11-15-37 2M

THE BALTIMORE TRANSIT COMPANY
ROLLING STOCK & SHOPS DEPT.
CARROLL PARK SHOPS

WASHINGTON BOULEVARD
OPPOSITE CARROLL PARK

BALTIMORE, MD.

February 12th, 1938.

A. T. CLARK,
SUPT. OF EQUIPMENT
J. R. JESTER,
ASST. SUPT. OF EQUIPMENT

Mr. J. H. Lohrfink, Sales Representative,
General Electric Company,
39 W. Lexington Street,
Baltimore, Md.

Dear Sir:

Replying to your letter of the 3rd instant, in re - our experience with your Line Breakers, would state that since their use we have noticed a reduction in cases of controller burn outs and circuit breakers flashing. Now that we have several hundred of these in service complaints relating to controllers and circuit breakers, etc. have almost disappeared. This we attribute to the use of the line breaker.

ATC:DL

Yours very truly,
J. R. Jester
Supt. of Equipment

GENERAL ELECTRIC
SCHENECTADY, NEW YORK

4-38 (3M)
Filing No. 9200