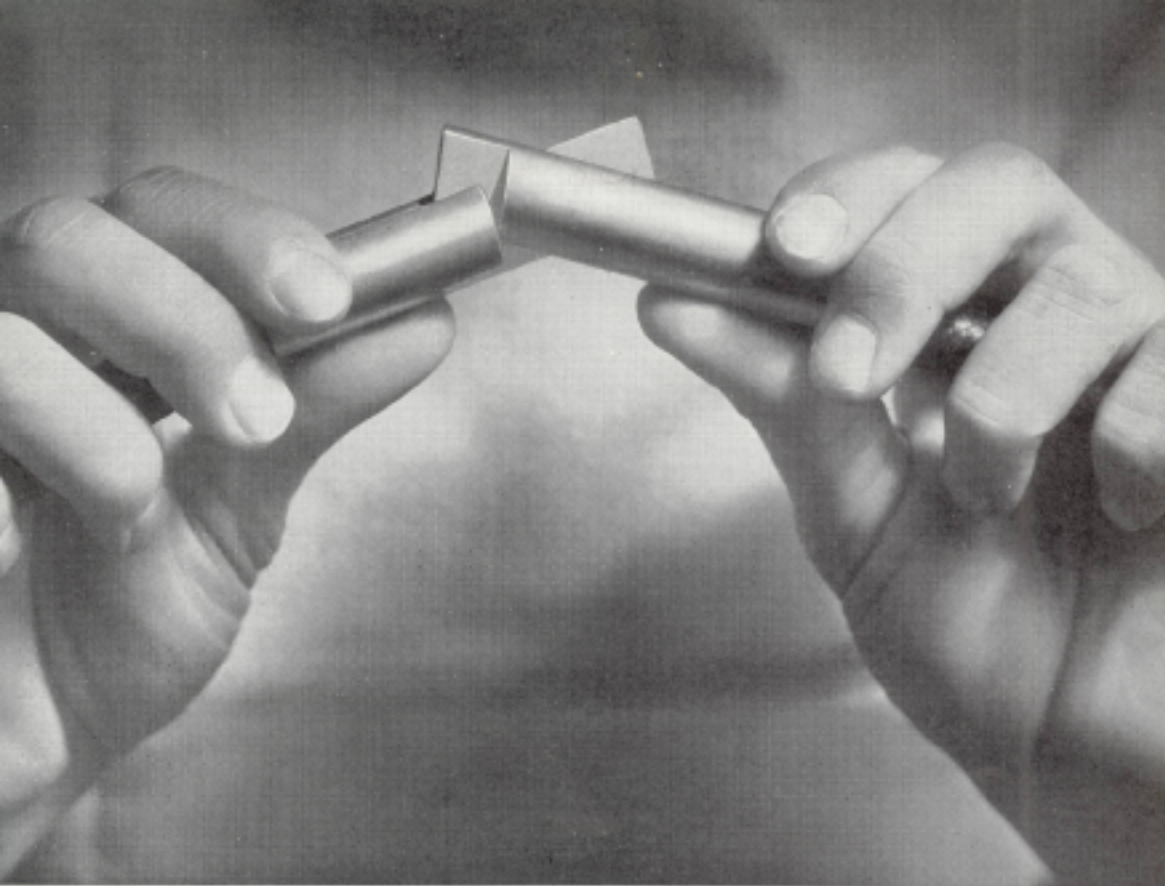


**JACKKNIFE CONNECTORS
SIMPLIFY
CAR AND LOCOMOTIVE
WIRING**

9210

GEA-254-B

GENERAL  ELECTRIC



Easily connected
and disconnected

Motor-lead Connectors

EVERY TIMESAVER is a moneysaver in your maintenance and repair work. G-E motor-lead connectors constitute the modern method of connecting and disconnecting motor leads. When motors and control devices must be removed for servicing or inspection, leads can be disconnected by easy hand operation of the jackknife type connector. No tools are required; no time is wasted.

When the motor is replaced and the connector closed, the smooth, even surface of the connector makes insulation easy. A piece of rubber hose and a few turns of tape are all that are necessary to complete the job.

Connectors are quickly installed by soldering in the leads, and the two halves are clamped together by engaging and straightening out the connector by hand.

G-E connectors are machined from solid brass rod, drilled and counterbored for the various sizes of car and motor-lead cables. The connector is counterbored on each end, as shown in the drawing on page four, so that the insulation on the cable can be inserted in the connector. This relieves the strain on the copper conductor at the point where it is soldered to the connector.

The halves of the connector swing on hardened pivots and are tightly closed by the spring action of the split ends.



Motor-lead cable—tellurium all-rubber type

Motor-lead and Car Cable

General Electric furnishes two types of insulated cable that are especially designed for wiring motors and control on electric cars and locomotives. One has a tellurium-compounded all-rubber jacket, and the other has a triple-braided finish. Both have over-all diameters that fit the standard bushings of railway motors.

The tellurium type will give the better service because it is tougher, has better aging qualities, and higher resistance to abrasion and to water.

Motor-lead Cable

In both types, the conductor is composed of soft, annealed, tinned-copper wires which meet the requirements of A.S.A. Standard C8b. 1-1928, and the A.S.T.M. specification B-33-21. The conductor is extra-flexible to enable the cable to withstand the repeated bending and flexing it receives in service. In smaller sizes, No. 26 Awg wires are used; in the larger sizes, No. 24 Awg wires are standard.

The standard insulation is 30-per-cent A.S.T.M. Class AO rubber compound. Other compounds can be supplied, if desired. An

open separator is applied between the conductor and the insulation. This prevents the insulation from embedding itself in the wire strand and insures that the wire end can easily be cleaned without scraping off the tin coating on the conductors.

Over the insulation is an open-mesh reinforcing braid of cable-laid twine. The braided core is then covered with a layer of 60-per-cent tellurium-compounded rubber.

Braided-type motor leads are similar in construction to the tellurium type. Sizes 775/24 and smaller are covered with a triple weatherproof braid; larger sizes, with a rubber-filled tape and a triple weatherproof braid.

Car-wiring Cable

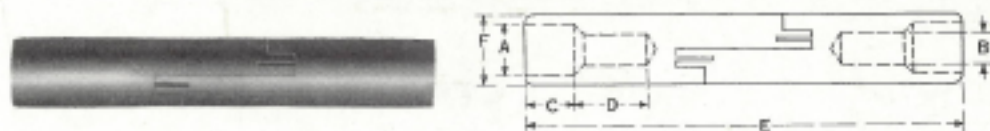
G-E car-wiring cable is similar in construction to G-E motor-lead cable except for the stranding; that is, the conductor meets the same necessary requirements, and the cable can be supplied with either the tellurium-compounded all-rubber jacket or with a triple-braided finish. The cable is made with both standard and extra-flexible stranding.

For further information on G-E insulated cable, see Bulletin GEA-1688.



Motor-lead cable—triple-braided type

G-E Standard Connectors



Jackknife connector—dimension outline

CAT. NO.	CONT. RATING AMPS	* LIST PRICE EACH	MAXIMUM SIZE OF CABLE		DIMENSIONS IN INCHES					
			Standard Stranded	Extra Flexible	A	B	C	D	E	F
**49112	50	\$0.75	No. 8	50/25	$\frac{3}{8}$	$\frac{11}{32}$	$\frac{5}{16}$	$\frac{3}{8}$	3	$\frac{1}{8}$
**49113	100	.95	No. 3	100/25	$\frac{1}{2}$	$\frac{3}{8}$	$\frac{1}{8}$	$\frac{1}{2}$	$3\frac{1}{4}$	$\frac{3}{8}$
13D126	120	1.30	No. 2	150/25	...	$\frac{5}{8}$...	$\frac{3}{8}$	$3\frac{3}{4}$	$\frac{5}{8}$
13D127	140	1.75	No. 1	250/25	$\frac{5}{8}$	$\frac{3}{8}$	$\frac{1}{2}$	$\frac{3}{4}$	$4\frac{1}{2}$	$\frac{3}{4}$
13D128	200	2.00	2/0	400/25	$\frac{3}{4}$	$\frac{1}{2}$	$\frac{3}{8}$	$\frac{3}{4}$	$5\frac{1}{4}$	$\frac{3}{4}$
13D129	265	2.35	4/0	550/25	$\frac{7}{8}$	$\frac{5}{8}$	$\frac{3}{4}$	$\frac{1}{2}$	$5\frac{1}{4}$	1
13D130	300	3.00	250,000 cir mils	650/25	1	$\frac{7}{8}$	$\frac{3}{4}$	$1\frac{1}{8}$	$6\frac{1}{4}$	$1\frac{1}{8}$
23C45	325	3.10	300,000 cir mils	800/25	$1\frac{1}{8}$	$\frac{1}{2}$	$\frac{3}{4}$	$1\frac{1}{8}$	$6\frac{3}{4}$	$1\frac{1}{4}$
23C46	350	3.50	400,000 cir mils	1000/25	$1\frac{1}{4}$	$\frac{5}{8}$	$\frac{3}{4}$	$1\frac{1}{8}$	$6\frac{3}{4}$	$1\frac{3}{8}$
23C47	500	4.00	800,000 cir mils	2000/25	$1\frac{3}{8}$	$1\frac{1}{8}$	$\frac{1}{2}$	$1\frac{1}{8}$	$6\frac{3}{4}$	$1\frac{3}{8}$

* For exact discounts applying to these list prices refer to the nearest G-E sales office. For estimating use 50% discount.
 ** Halves not interchangeable.

G-E Motor-lead and Car Cables

Standard Insulation

Conductor Size Avg	Size (Actual) in 1000 Cir Mils	Size (Approx) in Avg or 1000 Cir Mils	THICKNESS in Inches of INSULATION	MAXIMUM OVER-ALL DIAMETER in Inches	WEIGHT IN POUNDS PER 1000 FEET			
					TELLURUM ALL-RUBBER (S.I. 3804B)		TRIPLE-BRAIDED (S.I. 3803B)	
					Net	Shipping	Net	Shipping
32/26	8.1	10	.047	.365	.87	.05	.84	101
44/26	16.2	8	.051	.500	1.61	.03	1.49	179
60/26	26.2	6	.051	.500	1.91	.220	1.89	227
120/26	31.9	5	.051	.625	2.61	.313	2.47	296
180/26	47.8	3	.051	.625	3.04	.365	2.83	352
175/24	70.7	2	.078	.750	4.41	.529	4.42	530
225/24	90.9	1	.078	.750	4.97	.597	4.80	576
275/24	111.1	1/0	.078	.750	5.55	.666	5.44	653
325/24	131.3	2/0	.078	.875	6.90	.828	6.69	803
375/24	151.5	3/0	.078	.937	7.88	.946	7.42	890
450/24	181.8	3/0	.094	.937	8.81	1.057	8.02	1034
550/24	222.2	4/0	.078	1.000	1.038	1.245	9.63	1192
650/24	262.6	250	.094	1.093	1.228	1.474	12.08	1450
775/24	313.1	300	.094	1.147	1.405	1.688	13.72	1646
925/24	373.7	400	.094	1.375	1.799	2.150	17.25	2070
1100/24	444.4	450	.094	1.375	1.986	2.384	18.94	2273
1325/24	535.3	550	.094	1.500	2.158	2.630	22.58	2710
1600/24	646.4	650	.094	1.563	2.731	3.277	26.74	3209
1925/24	777.7	800	.094	1.542	3.081	3.697
2300/24	929.2	900	.094	1.683	3.638	4.390
2750/24	1111.1	1000	.094	1.833	4.324	5.189

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SCHENECTADY, N. Y.