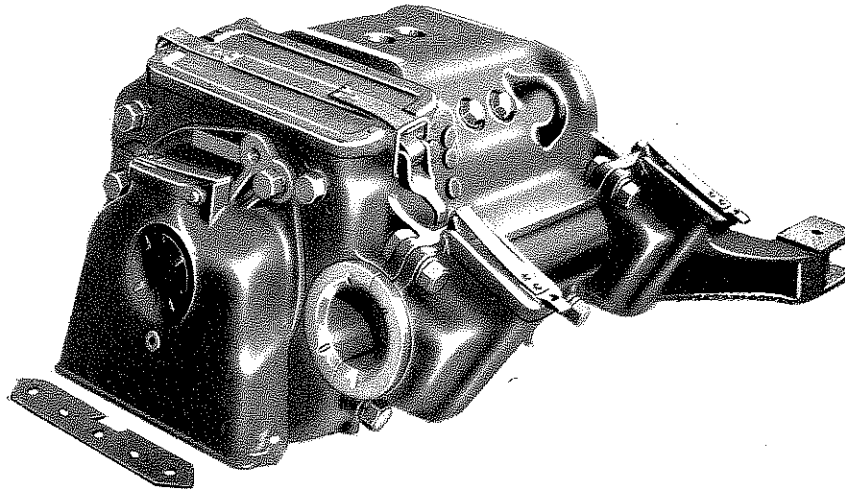




Winter Covers for Ventilated Railway Motors



TYPE GE-265 FORM A MOTOR SHOWING WINTER COVER

It has been found advisable in some instances to use covers over the intake openings of ventilated motors during severe winter weather to prevent the entrance of snow and water. The need of covers applies more to multiple ventilated motors although in a few cases it has been found desirable to use them with motors having series ventilation. When ordering covers for winter use, the serial numbers of the motors for which these covers are intended should always be specified.

Snow

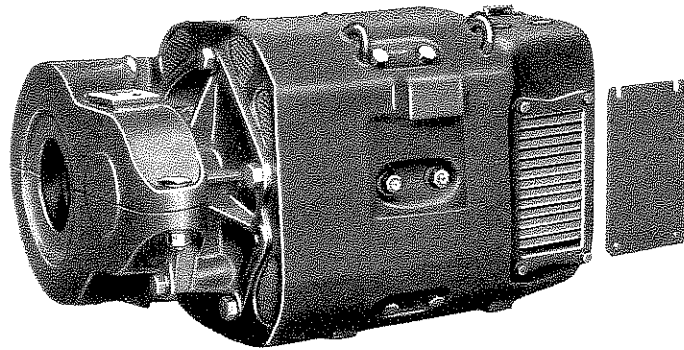
Where trouble has been caused by the entrance of snow, it has usually been where severe storms of fine light drifting snow have been encountered. This kind of snow may be blown into the motors in sufficient quantities to cause damage. It is more liable to occur in interurban service and in open country than in the city service where snow is generally more tightly packed down. At higher speeds there is frequently a cloud of fine snow swept up and carried along by the car, which may be drawn into the motor. Under such conditions the use of winter covers may be found advisable.

General Electric Company, Schenectady, N. Y.

SALES OFFICES IN ALL LARGE CITIES



Winter Covers for Ventilated Railway Motors



TYPE GE-254 FORM A MOTOR SHOWING WINTER COVER

Water

During thaws, in cases where tracks are not well drained, some trouble has been experienced from water getting into the motors in sufficient quantities to cause burnouts, especially of the armature; or grounding of the brush-holders. This trouble is aggravated by salt which is often used by railroad companies to prevent switches from freezing.

Cold Motors

In cold weather, cars may be run into the barn with the interior of the motors at a temperature considerably below that of the barn, causing moisture to be deposited on the commutator and windings in an excessive amount. The service may be such that the motor is never heated sufficiently to dry out and a continued condensation of moisture eventually breaks down the insulation. Even without extreme cold, atmospheric conditions may be such that moisture may form in the motors and it is probable that the penetrating quality of moisture-laden air is more injurious to insulation than the occasional entrance of water from wheelwash.

These conditions may be improved by closing the intakes, causing the motors to operate at higher temperature. Care must be taken, however, that this is not done when the service is such that the use of covers would cause overheating, although generally when motors come out of service with a temperature rise not sufficient to prevent condensation in the car barn, they will operate at a safe temperature with the covers on.

When covers are used, great care must be taken against overheating the motors by bucking snow drifts, also to remove the covers before the arrival of warm weather.