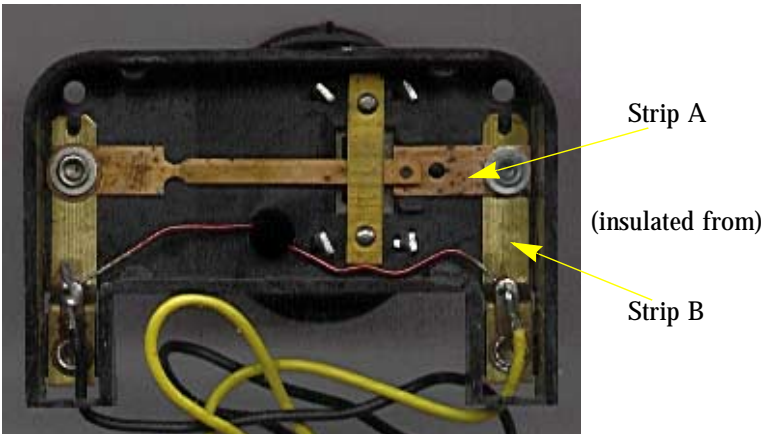
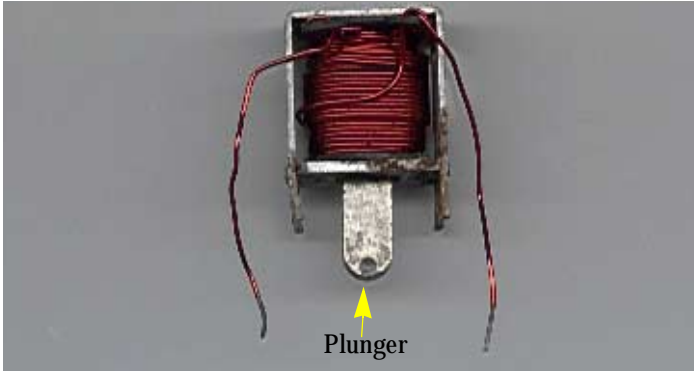


*The #26671 Electric Track Trip*

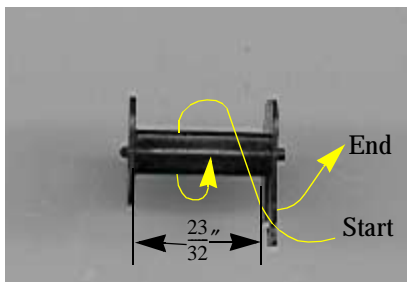


Underside View: Heavy plunger bears down on brass/copper contact strips keeping them in an "Open" position. Energizing the coil lifts the plunger into the body of the coil, allowing the contacts to close (closure uses spring tension of contact strips).

## The #26671 Electric Track Trip Coil (UA-#26671)



<i>Specifications</i>	
<i>Wire Size:</i>	22 (0.0247)
<i># of Turns:</i>	150
<i>Style:</i>	Layered
<i># of Layers:</i>	7
<i>Resistance:</i>	< 0.1 $\Omega$



# AMERICAN FLYER

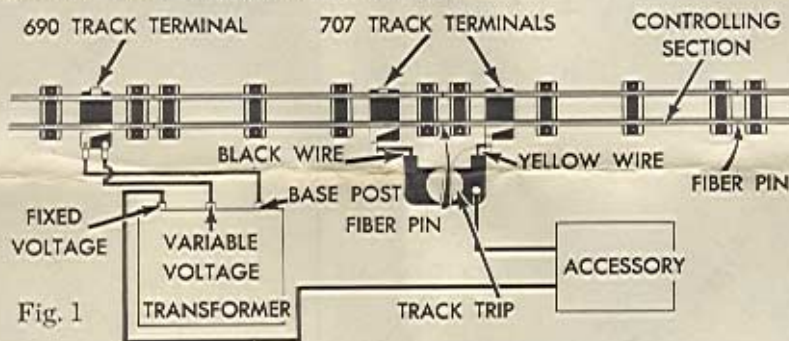


## INSTRUCTIONS FOR NO. 26671 ELECTRIC TRACK TRIP

The #26671 Electric Track Trip is designed to operate various types of American Flyer equipment, including such accessories as whistles, lights, crossing gates and/or control block signals. It can be used to throw track switches automatically or run two trains on the same track layout.

### INSTRUCTIONS FOR OPERATING ACCESSORIES

Trackside accessories can be made to operate automatically by using a controlling section of track in your layout and connecting (1) #26671 Track Trip as shown in Fig. 1.



The controlling section is a section of track in which one rail of track is insulated from the rest of the track by the use of fiber track pins at each end of the section. These fiber pins should be installed in the rail which is connected to the base post on the transformer. See Fig. 1.

The controlling section may be any length desired. The length of the controlling section is determined by the spacing of the fiber pins which replace the steel track pins. When deciding upon the length of the controlling section, remember that the track trip operates whenever the locomotive is in the controlling section.

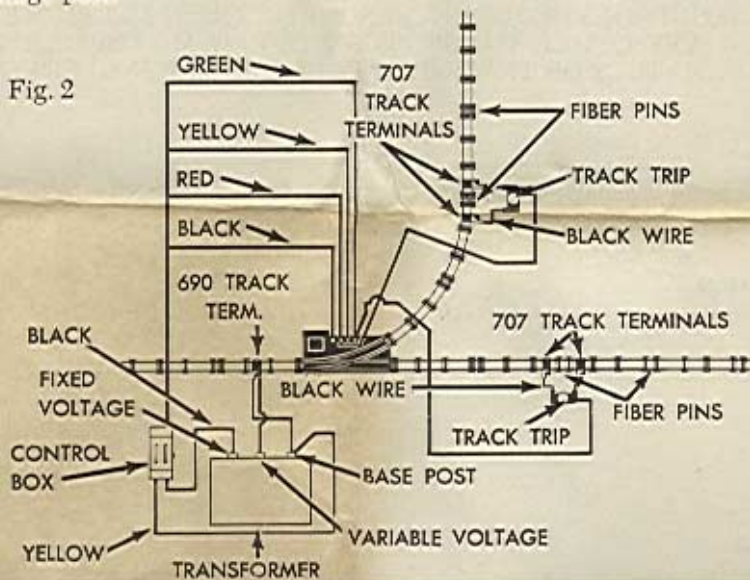
Attach two #707 Track Terminals to track and connect lead wires from track trip to terminals as shown in Fig. 1. The track trip must always be attached to the left side of the controlling section with the fiber pin between the two #707 track terminals.

If your layout contains more than one track trip it will be necessary to run a common wire to all the #707 track terminals which are connected to the black lead wire of the track trips.

### INSTRUCTIONS FOR OPERATING REMOTE CONTROL SWITCHES AUTOMATICALLY

Track switches can be thrown automatically to prevent derailment by using (2) #26671 Track Trips. Follow Fig. 2 for track connections and wiring. Note that for this application the yellow wire from the control box is connected to the base post instead of the fixed voltage post.

Fig. 2

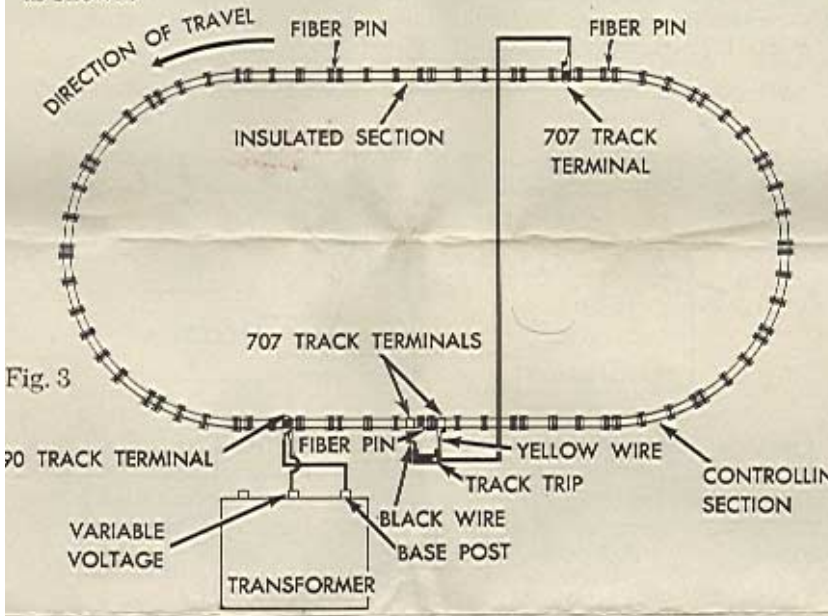


It is not advisable to operate switches automatically on a small layout since the switch coil will be energized every time the loco passes through the controlling section of track and may cause the switch to overwork.

Note: If more than one switch is wired for automatic operation, it will be necessary to run a common wire to all the #707 Track Terminals which are connected to the black lead wire of the Track Trips.

### INSTRUCTIONS FOR TWO-TRAIN OPERATION

Two trains can be run on same track layout by using (1) #26671 Track Trip as shown in Fig. 3. Replace (3) steel track pins with fiber pins and attach (3) #707 Track Terminals as shown. Wire up as shown.



Lock remote control reversing unit in locomotives so they will run in a forward direction. Place the two trains on the track facing in direction of travel shown in Fig. 3 so the loco of one train is on the insulated section of track and the loco of the second train is to the left of the #690 Track Terminal.

Plug in transformer and turn control handle to about half speed. Second train should start up and as it passes over track trip joint it will start up first train. Adjust train speeds so both trains will continue around layout, one train stopping at insulated section until the other train passes over track trip joint and starts it up again.

If the difference in speeds between the two trains is such that the slower train catches up to it and causes a rear end collision, the speeds can be balanced by removing cars from the slower train and adding to the faster train or by adding weights to the cars of the faster train. This condition can also be remedied by advancing the fiber track pins of the insulated section of track in the direction of travel.

**CAUTION: DO NOT RUN TRAINS UNATTENDED. IF A SHORT CIRCUIT DEVELOPS AS A RESULT OF TRAIN DERAILMENT OR ANY OTHER CAUSE, TURN OFF TRANSFORMER IMMEDIATELY OR TRACK TRIP WILL BECOME INOPERABLE.**

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THE A. C. GILBERT COMPANY, NEW HAVEN, CONN., U.S.A.

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