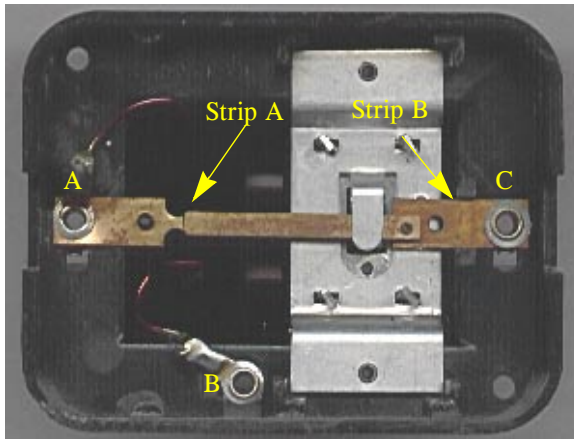
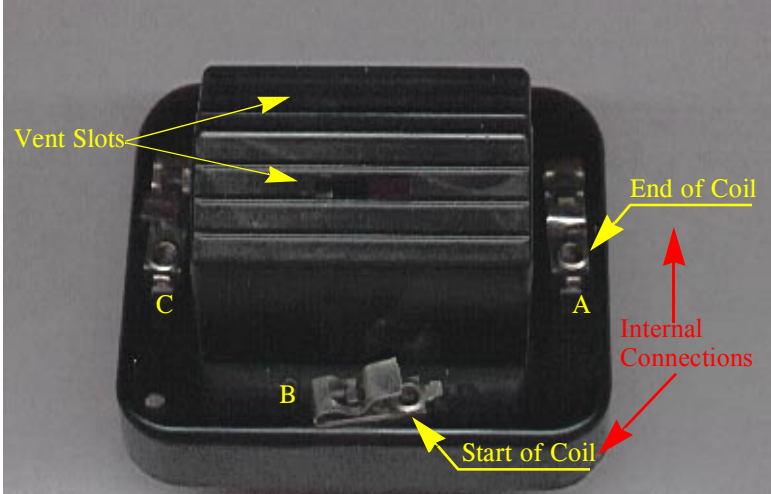


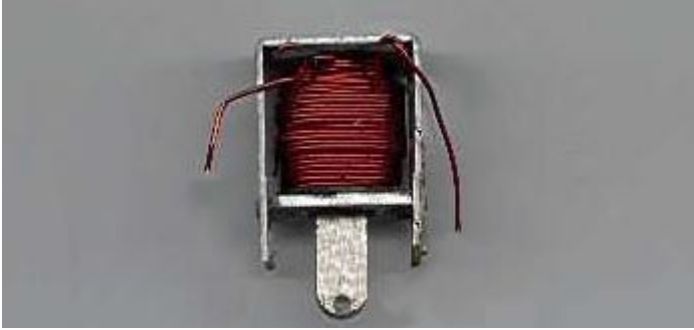
The #26672 Electric Track Trip



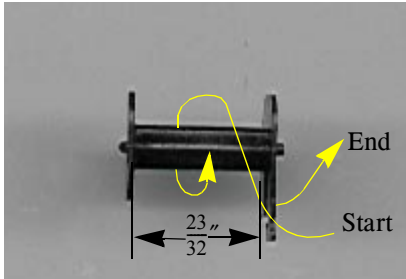
Underside View: Heavy plunger bears down on brass/copper contact 'Strip A' keeping switch in an "Open" position. Energizing the coil lifts the plunger into the body of the coil, allowing the contacts to close (closure uses spring tension of contact Strip A).

Troubleshooting: Contact resistance, as measured at Post A and Post B, with unit held upside down, should read 0.0 Ω . If not, check for pitted contacts, or loss of contact tension between Strips A and B.

The #26672 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 Ω



Note: This unit used the same coil as the #26671 Track Trip.

AMERICAN FLYER

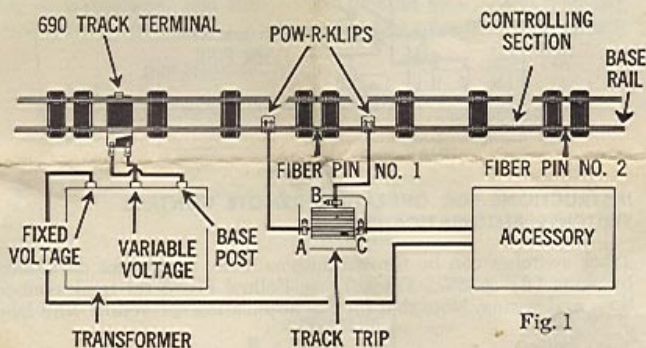


INSTRUCTIONS FOR NO. 26672 ELECTRIC TRACK TRIP

The #26672 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) #26672 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, and in turn operates the accessory whenever the locomotive is in the controlling section.

Using Pow-R-Klips at the base rail, connect a lead wire from track trip terminal A to the Pow-R-Klip at the left of Fiber Pin #1. Connect terminal B to the Pow-R-Klip between Fiber Pins #1 and #2. Connect terminal C to the accessory. Continue to follow Fig. 1 for the rest of the connections.

If your layout is to contain more than one controlling section, track trip and accessory, in each instance the hook-up will be the same as in Fig. 1 except that a lead or leads will have to be added to carry current from the transformer base terminal to the base rail following each insulated section, plus connections from the transformer fixed voltage terminal to accessories. See Fig. 2.

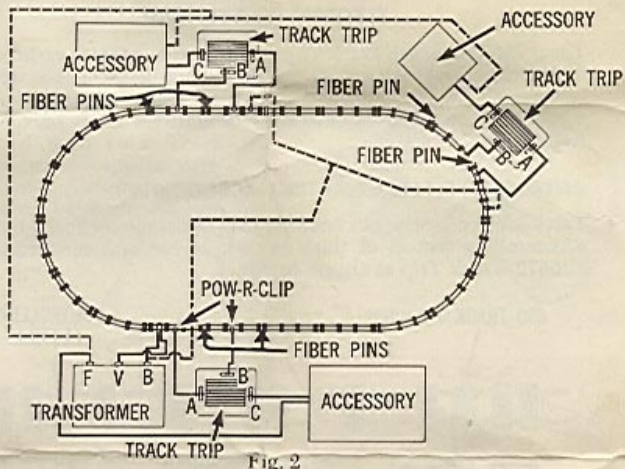


Fig. 2

INSTRUCTIONS FOR OPERATING REMOTE CONTROL SWITCHES AUTOMATICALLY

Track switches can be thrown automatically to prevent derailment by using (2) #26672 Track Trips. Follow Fig. 3 for track connections and wiring. Note that for this application the yellow wire from

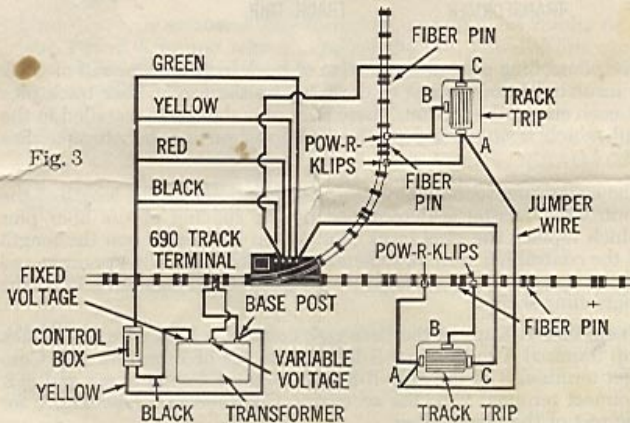


Fig. 3

the control box is connected to the base post instead of the fixed voltage post.

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.

INSTRUCTIONS FOR TWO-TRAIN OPERATION

Two trains can be run on the same track layout by using (1) #26672 Track Trip as shown in Fig. 4. Replace (3) steel track pins with fiber pins and attach (3) Pow-R-Klips 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. 4 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

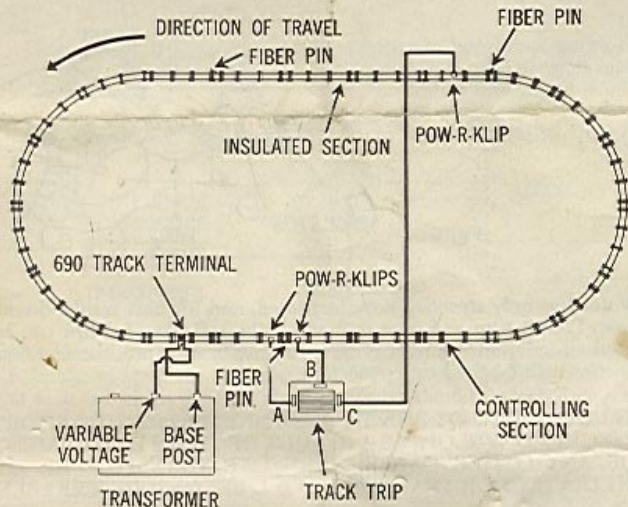


Fig. 4

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.

INSTRUCTIONS FOR ATTACHING POW-R-KLIP

FEED LEAD END THRU
POW-R-KLIP THUS

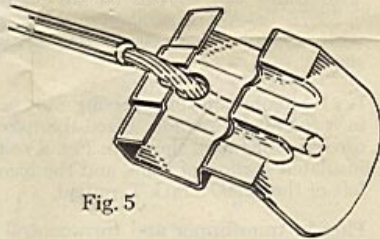


Fig. 5

Using the lead wire furnished with your Track Trip, remove approximately $\frac{1}{2}$ " of insulation from end of wire, twist strands and feed bare end only into the Pow-R-Klip as shown in Fig. 5.

Holding bared end of wire and Pow-R-Klip between index finger and thumb as shown in Fig. 6, force Pow-R-Klip onto underside of rail.

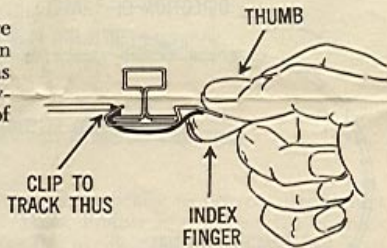


Fig. 6

Note: Use only *stranded* wire furnished, and for best results do not snap Pow-R-Klip and wire on and off the rail. Pow-R-Klips can be used an indefinite number of times, but with each use, the first connection will be the best connection.

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.

ANOTHER **GILBERT HALL OF SCIENCE** PRODUCT
THE A. C. GILBERT COMPANY, NEW HAVEN, CONN., U.S.A.

M4895

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