

Automatic Switches Nos. 011 and 223

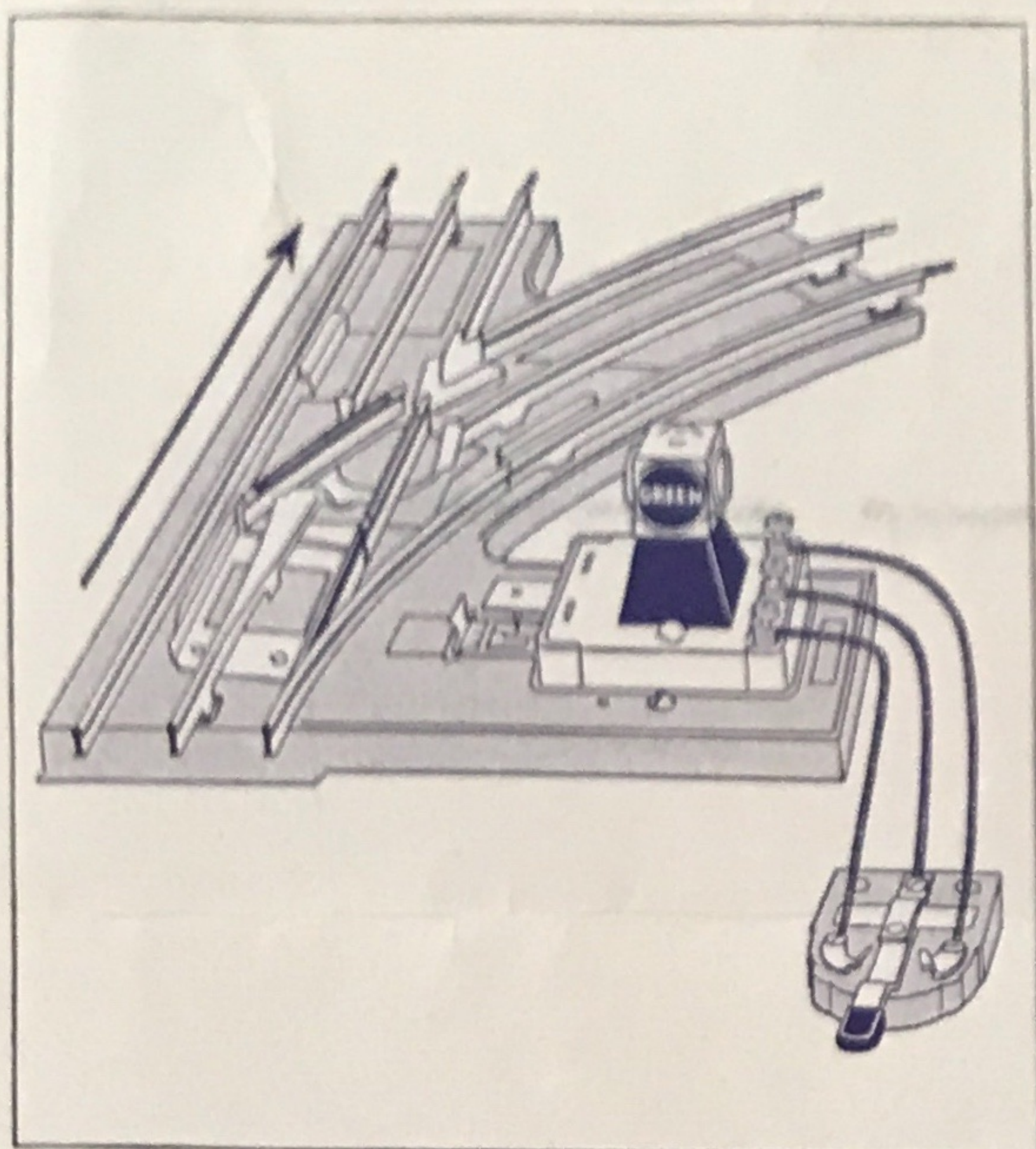


FIGURE 2.—SHOWING CORRECT SIGNAL INDICATION WHEN SWITCH IS CLOSED SO THAT TRAIN CONTINUES DOWN THE STRAIGHT TRACK.

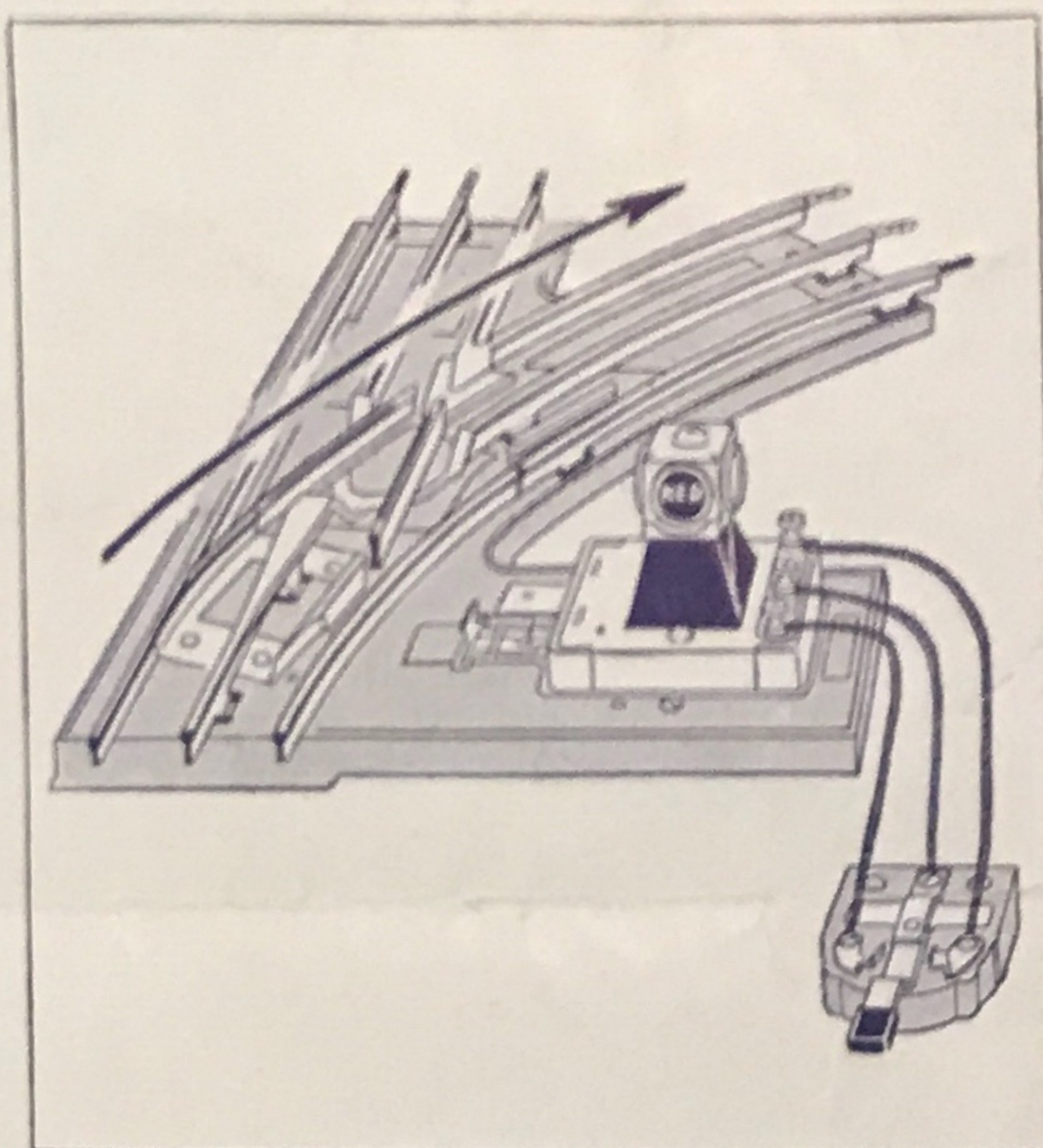


FIGURE 3.—SHOWING CORRECT SIGNAL INDICATION WHEN SWITCH IS OPEN AND TRAIN IS ROUTED FROM THE STRAIGHT TRACK INTO THE CURVED TRACK.

Accelerating the Action of Automatic Switches

When operating switches in a large track layout it sometimes happens that they appear to operate sluggishly although an examination may show them to be in perfect operating condition. This sluggishness in operation is due to a loss of voltage along the track in large layouts; also when operating small outfits requiring a low voltage.

Necessary voltage may be supplied as follows: Insert fibre pins, (A and B) in the center rails of two sides of the switch. On the third side of the switch insert a section of track to which a lockon (C) is fastened; insert a fibre pin (D) on the other end of its third rail, thus insulating the switch from the rest of the layout. If using either a "T" or a "K" transformer, connect a wire from the binding post "E" for "O" gauge and binding post "H" for Standard gauge switches to the No. 1 terminal of the lockon "C". For the balance of the layout current is supplied by posts "B" and "U" giving a variable voltage from 10 to 18 volts. Connect wires from "U" transformer binding post to No. 1 or center rail terminal of lockons "E" and "F". The purpose being to feed the third rail circuit with current which was discontinued by fibre pins "B" and "D".

