

LIONEL®

70 - 5530 - 250

"O" GAUGE REMOTE CONTROL TRACK SET NO. 6-5530

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The Lionel Remote Control Track Set is used to uncouple all Lionel cars equipped with electrically controlled couplers and to unload all Lionel operating cars.

The Remote Control Track Set (Figure 1) consists of a special five rail track section and a two button controller attached to the track section by a four-conductor flat cable. If you ever have occasion to lengthen the cable, make sure that you do not change the order of the wires.

The special track section is placed anywhere in your layout as any ordinary straight track section and the controller is located in any convenient place, being generally grouped with the transformer and other controls. To simplify coupling and uncoupling it is advisable to position the special uncoupling track section between two ordinary straight sections. Since the Remote Control Track Set does not use any power except when actually operated, any number of Remote Control Track Sets can be used in your layout so that you can uncouple or unload your cars at as many places in the layout as you wish.

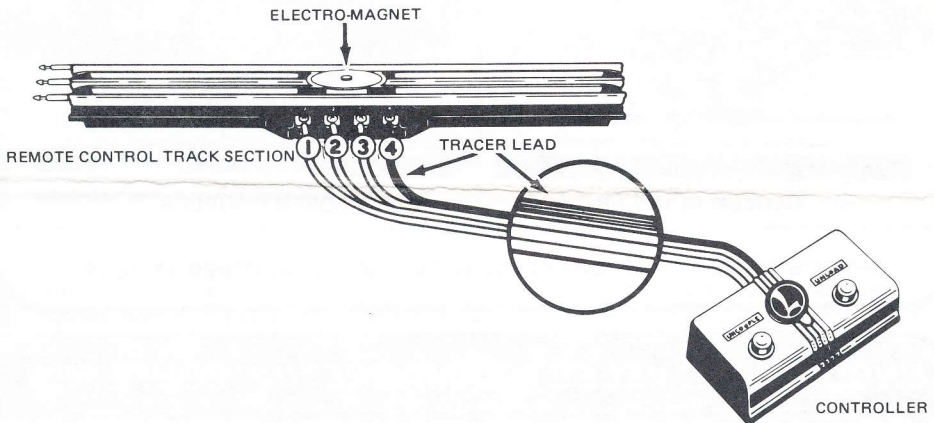


FIGURE 1 - CONTROLLER ATTACHMENT

CONTROLLER ATTACHMENT

The Controller assembly (part number 90-OUCS-040) attaches to the Remote Control Track assembly (part number 00-5530-001) as shown in Figure 1. Note that the terminals on the track are numbered 1 through 4 and that the tracer lead on the controller cord is identified by ribs in the insulation. Connect the tracer lead of the cord to the No. 4 track terminal, and connect the remaining wires in sequence.

UNLOADING OPERATING CARS

Some older operating cars are equipped with slider shoes on the trucks. To operate these cars, maneuver the car so that it is centered on the special track section with the slider shoes on the control rails and then push the controller "Unload" button for an instant. This will operate the unloading mechanism of the car.

Newer operating cars are equipped with movable armatures centrally located on the bottom of the car. To operate these cars, maneuver the car so that it is centered on the special track section with the armature located directly over the track electro-magnet. Push the controller "Unload" button to operate the unloading mechanism.

Note: If your operating car is equipped with "electro-magnetic" couplers (Figure 2), pushing the "Unload" button will also open one of the couplers of the car. This is normal action and does not mean that the car or the coupler is defective. To recouple the car after unloading simply back up your locomotive for an instant.

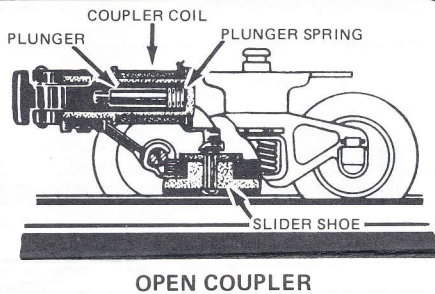
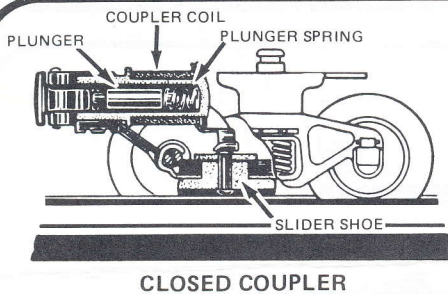


FIGURE 2 - OPERATION OF "ELECTRO-MAGNETIC" COUPLER TRUCKS

UNCOUPLING "ELECTRO-MAGNETIC" COUPLERS

Older, "electro-magnetic" coupler trucks have slider shoes and separate coils wound on each coupler, as shown in Figure 2. If the cars in your layout are equipped with these trucks, they are uncoupled by the two control rails. Maneuver the car so that it is centered on the special track section with the slider shoes on the control rails and then push the controller "Uncouple" button for an instant. This will energize both car couplers and uncouple the car at both ends.

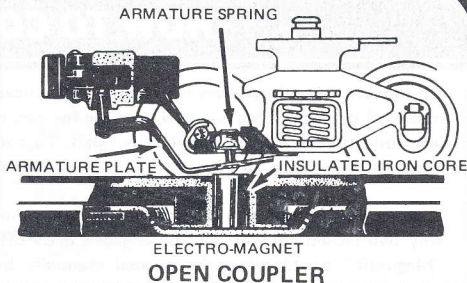
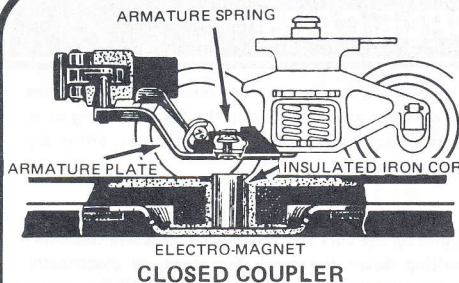


FIGURE 3

OPERATION OF "MAGNETIC" COUPLER TRUCKS WITH ARMATURE PLATE

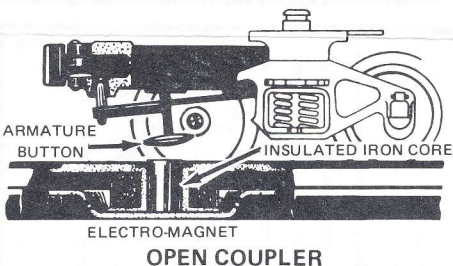
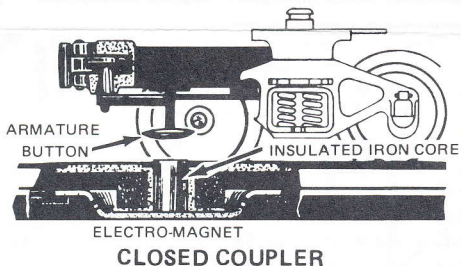


FIGURE 4

OPERATION OF "MAGNETIC" COUPLER TRUCKS WITH ARMATURE BUTTON

UNCOUPLING "MAGNETIC" COUPLERS

Newer, "magnetic" coupler trucks have movable armatures instead of separate coils on each coupler.

There are two basic types of "magnetic" coupler trucks. The one shown in Figure 3 has an armature plate located between the truck axles. The other type, shown in Figure 4, has an armature button located outboard of the truck axles.

If the cars in your layout are equipped with either of these "magnetic" coupler trucks, they are uncoupled by an electro-magnet located in the center of the special track section. Maneuver the car so that the armature of the truck you wish uncoupled is directly over the track electro-magnet and then push the controller "Uncouple" button for an instant. This will energize the track electro-magnet and pull down the armature, thus uncoupling only one coupler at a time.

UNCOUPLING A MOVING TRAIN

The uncoupling information above refers to stationary trains, although, it is also possible to uncouple a car or train section from a moving train by similar methods. If you do that, however, the locomotive will naturally tend to speed up as the load is decreased. Be ready to reduce speed by turning down the voltage on the transformer, or the locomotive may jump the track when it comes to a curve.

HOW TO COUPLE CARS

All modern Lionel couplers are closed mechanically by pushing in the coupler knuckle until it latches in closed position. This makes it possible for cars to be coupled anywhere along the track, as long as at least one of the mating couplers is open. To couple two cars simply push them together, either by hand, or by backing up your train to the waiting car or train section.

If both mating couplers are closed the cars cannot be coupled by pushing them together. The only way two closed couplers can be engaged is by lifting one of the cars and fitting the couplers together. "Magnetic" couplers can be opened manually by pulling down the truck armature, or electrically on the Remote Control Track; "electro-magnetic" couplers can be opened only electrically on the Remote Control Track.

Because of the relatively small radius of track used for model trains you may have difficulty in coupling two cars when they are on a curve. For this reason, it is best to couple cars on a straight stretch of track and to place a straight section of track on both sides of the Remote Control Track section.

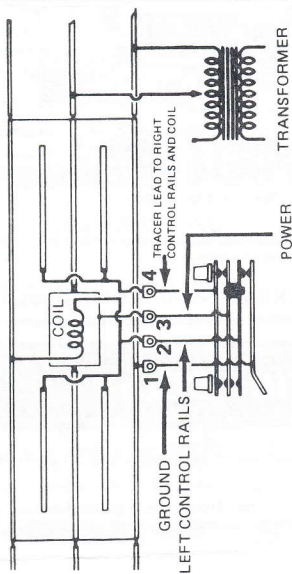


FIGURE 5
SCHEMATIC WIRING DIAGRAM

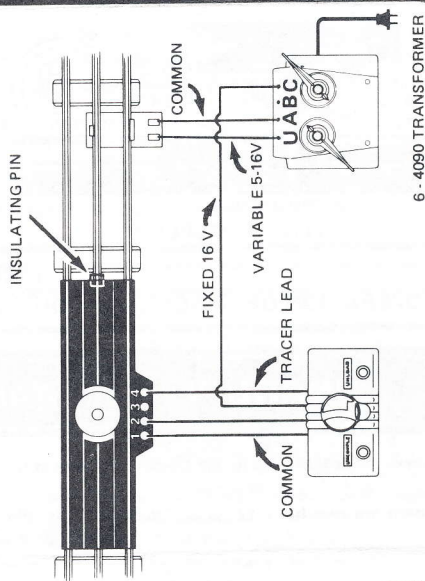


FIGURE 6
FIXED VOLTAGE OPERATION

FIXED VOLTAGE OPERATION

The control rails and the electro-magnet are energized by the regular, variable track voltage applied to the entire track system in normal usage, but it is sometimes desirable to permit a Remote Control Track located in an insulated siding, etc. to receive fixed voltage directly from the transformer. Then an operating car stationed in the siding might be unloaded even though the rest of the siding is "dead".

For this installation, the controller wire which runs to the center power rail (No.3 terminal, see Figure 5) should be disconnected from the remote control section and connected instead to a fixed voltage post on the transformer. The fixed voltage and the variable track voltage circuits should have a common ground to prevent a short circuit. See Figure 6 for a typical wiring schematic using a No. 6-4090 transformer. For further information, refer to the Lionel Train and Accessory Manual, No. 6-2953.