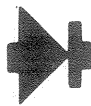


FOR YOUR PROTECTION

1. Never reverse locos without stopping them first. To do so may damage locomotive engine.
2. Never connect locomotive to A.C. Terminals. This will damage locomotive engine.
3. Turn master switch off at end of day's operation.
4. When a short circuit occurs and circuit breaker trips, turn unit off and correct short circuit, allow 2 minutes for circuit breaker to reset before turning unit back on.
5. Avoid prolonged overloads and short circuits.
6. Do not store in damp area.
7. For best performance keep track and wheel surfaces clean. Intermittents and "jerky" operation are often caused by an oxide coating which has formed on the track or wheels.
8. Your Tripack is guaranteed for one year against defects only when your registration card is returned to MRC within 10 days after purchase.
9. Before returning your unit for repair or service, make certain it is defective. Do not shut down your layout unnecessarily.
10. If it is necessary to return your unit, repack in its original carton and then in an outer carton, placing 3 inches of packing material on each side. Mail the unit to MRC, Parcel Post Insured, with a letter explaining the trouble.



MODEL RECTIFIER CORPORATION
2500 WOODBRIDGE AVENUE EDISON, NEW JERSEY 08817

TRIPACK



OPERATING INSTRUCTIONS

Congratulations!

You have made a wise investment in a fine Train Control. With a minimum of care the 6 Ampere Tripack will give you years of Model Railroading enjoyment.

A thrilling new experience awaits you when you hook on to this power supply. Realistic operation, pin-point control, and ample reserve power combine to pep-up pike performance.

If this is your first purchase of Model Rectifier Corporation equipment, you are in for a pleasant experience. Our old friends expect and receive the best in train controls.

We look forward to serving you again in the future.



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TRIPACK

Input: 115 volts 60 cycles A.C.

Output: Cab 1 0-12 volts Variable D.C. - - at 2 Amperes
Cab 2 0-12 volts Variable D.C. } at 2 Amperes
16 volts A.C. }
Cab 3 0-12 volts Variable D.C. } at 2 Amperes
12 volts Fixed D.C. }

CONTROLS

SPEED

The 320° taper-wound rheostats provide extended range speed control, permitting you a far wider choice of train speeds.

"FULL" "PULSE" POWER SWITCH

For realistic scale operation, slow speeds are essential. Some power packs start engines with a jerk and offer erratic control at low speeds. Model Rectifier's Tripack provides Pulse - Full Power Switches. When you switch from full to pulse power the effective output of the Cab Control is reduced and power is applied to the track 60 times each second. These minute pulses of energy blend into smooth, continuous motion in your train. A flick of the switch to "full" and you are operating with full normal output. Like the low gear of an automobile, pulse power gives more torque at starting and very low speed. It is not recommended for higher speed operation.

DIRECTION

For quick easy loco reversing, just throw the indent-action Direction Switch.

PILOT LIGHTS

Each Cab Control has an individual pilot light which monitors output. The brightness of each light indicates voltage output and relative train speed.

CIRCUIT BREAKERS AND OVERLOAD INDICATOR LIGHTS

The Tripack protection circuits combine both a circuit protector to interrupt power output and an overload light to indicate when a short circuit is present. When an overload occurs the indicator light will glow. To reset turn the unit off by using the master switch, correct the cause of the overload, wait 2 minutes and then turn the unit back on.

CAB 1, CAB 2, AND CAB 3 TERMINALS

are used to control locomotives. They will provide 0-12 volts of controlled D.C.

16 VOLTS A.C. TERMINALS

for operation of A.C. Accessories, switch machines, lights, etc.

12 VOLTS D.C. TERMINALS

another added feature of the Tripack. If at some later date you wish to operate another locomotive and have individual control of speed and direction, simply hook-up a Model Rectifier Corporation Cab Control Unit (taper-wound rheostat, reversing switch and circuit breaker) to these terminals and you are in operation.

DIRECTIONS

The Tripack is specifically designed for the railroader who desires independent control of 2 or more locomotives in separate isolated track sections (blocks) i.e., the ability to control one train at one speed while another train in a separate track section runs at another speed or perhaps in the opposite direction. The Tripack is truly a multiple power supply, it houses three independent power packs (separate transformers and rectifiers); therefore, the addition of locos to one Cab Control will not slow down locos operating from the other Cab Controls.

1. Connect Cab #1 terminals to one electrically isolated track section, Cab #2 terminals to another isolated section, and Cab #3 to still another isolated track section.
2. Connect 16 volts A.C. terminals to lights, switch machine controls, and any other A.C. Accessories.
3. 12 volts D.C. terminals, when connected to an external MRC Cab Control unit, will permit you to control another section of track.
4. Check your layout to make certain there are no open track sections or broken wires. Make sure your track is clean and free of obstructions (tools, etc.). Be sure rolling stock is properly placed on track.
5. Turn speed controls to zero, place master switch in "Off" position.
6. Plug line cord into 115 volt, 60 cycles A.C. house outlet and throw master switch to "On" position.
7. Turn speed controls clockwise until locomotives move. To reverse, reduce speed to zero and throw direction switch.
8. If a short circuit or overload should occur on your layout, the respective circuit breaker will trip and the overload light will glow. To reset turn the unit off by using the master switch, correct the cause of the overload, wait 2 minutes and then turn the unit back on. The circuit breaker in Cab #2 also protects the 16 volts A.C. output. The circuit breaker in Cab #3 also protects the 12 volts D.C. output.