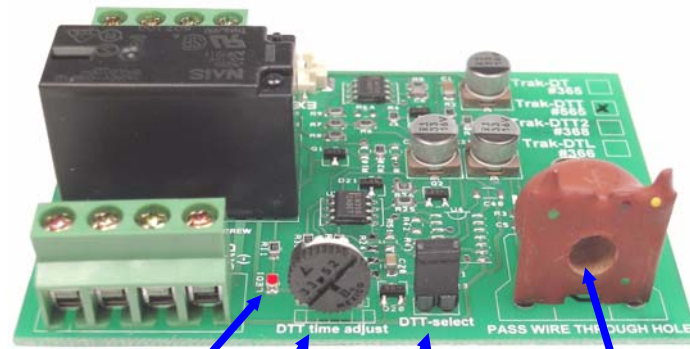


TIMED STATION STOP package

Item 683

for use with any type of track power,
consists of 1-#369 (12VPS), 1-#368 (TRAK-DTT2)



RED LED
activation
indicator

time adj.
mode selector - jumper
must be removed for this
application (packaged w/o
it installed).

wire
passes
through
hole in
sense coil

A station stop is easily made with the TRAK-DTT2. Simply create an isolated section of track to trigger the TRAK-DTT2, change a few wires, and you have it.

The TRAK-DTT2 combines three functions in one unit. The input circuitry has a latch function incorporated into it. Therefore the timer function is only activated on every other sense of current flow. The first time current flows, the timer is activated. The second time current flows the input to the timer is "reset" for the next current activation. Thus performing a simple station stop device. When you first enter the stop section, the TRAK-DTT activates and is wired to remove power from the stop section of track. Then, after the time is up, the TRAK-DTT2 relaxes its relay which re-applies power to the stop section. When power is re-applied to the stop section, the TRAK-DTT2 becomes reset and is ready for the next activation.

The time period of the TRAK-DTT2 is adjustable from a momentary relay activation as minimum to a maximum of approximately 75 seconds. The minimum setting should not be used for station stop applications. Be sure to turn the potentiometer to a setting beyond its minimum setting.

In order for the electronics to function properly it is essential that a "regulated" power supply of 12 VDC be employed. This 12 VDC power is only for the electronics and has absolutely nothing to do with track power. Failure to use a "regulated" 12 VDC can cause erratic functioning or actual destruction of the TRAK-DTT2. For proper power supply refer to the 12VPS (Item 369). This is included in this package.

For basic station stops in either direction, refer to the drawing on the next page. This drawing shows how to "splice" a station stop within an existing section of track. The track power is "killed" when the engine enters the "STOP" section. The "STOP" section needs to be long enough for the entire engine to coast to a stop without over-running.

STATION STOP wiring for multiple stops within a loop of track can be made by simply cutting the track and making more stop sections wired as the previous. The second wiring diagram shows a single stop within a loop of track and also details how easy it is to add multiple stops utilizing the same TRAK-DTT2 device. If you are using this for trains rather than traction cars and are operating with illuminated cabooses (passenger cars do

not present this possible problem), it becomes necessary to lengthen the "STOP" section to encompass not only the engine but also the caboose. The caboose should enter the "STOP" section before the engine leaves it at the other end. When adding multiple stops, remember to allow at least a few seconds of run time between stops. Otherwise the TRAK-DTT2 will not reset for the next stop and it will be missed.

The "16vAC accessory input" can be from any AC power source of 14 to 18 volts. It is desirable that this be from a separate transformer than the one used to operate your trains. If you don't have one, item #690 is an excellent source.

If you need to add another timed station stop operation on another track or a station stop of different duration, you merely need to add another TRAK-DTT2 (#368) since you already have the 12VPS. You can also add TRAK-DT's (#365), TRAK-DTT's (#565) and TRAK-DTL's (#366) to the 12VPS for other signaling and automation operations. Providing enough AC input power is available, 10 or more DT's can be added to one 12VPS.

Three rail operators: it is recommended that you use the center rail for the "STOP" section of track. When using 3 rail track with insulated outer rail track, you should always add jumper wires to connect them together throughout the layout. When viewing the first drawing, the center rail would be the upper track rail (towards the components). Hence the lower rail would become the outside rails. When operating with automatic station stops it is necessary to lock the e-unit into the forward / start in forward position.

Operational requirement for use with a train utilizing a lit caboose: The "STOP" section must be long enough to encompass the engine and caboose. The train will stop as soon as it enters the "STOP" section but w/o allowing for the caboose to enter before the engine leaves will create a stop every other passing of the "STOP" section instead of each pass.

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STOP sections have power removed during timed stops. This section must contain the locomotive when coasting to a stop.

If using with sequence reverse units, the E-Unit must be locked in forward.

For MU operation (more than one locomotive), either jumper power between all units or use an expansion relay (#555) and wire it to make the stop section grow to encompass all of the locomotives when the first locomotive enters the STOP section of track. If operating the stop from either direction, this must be done to cover the MU for either direction.

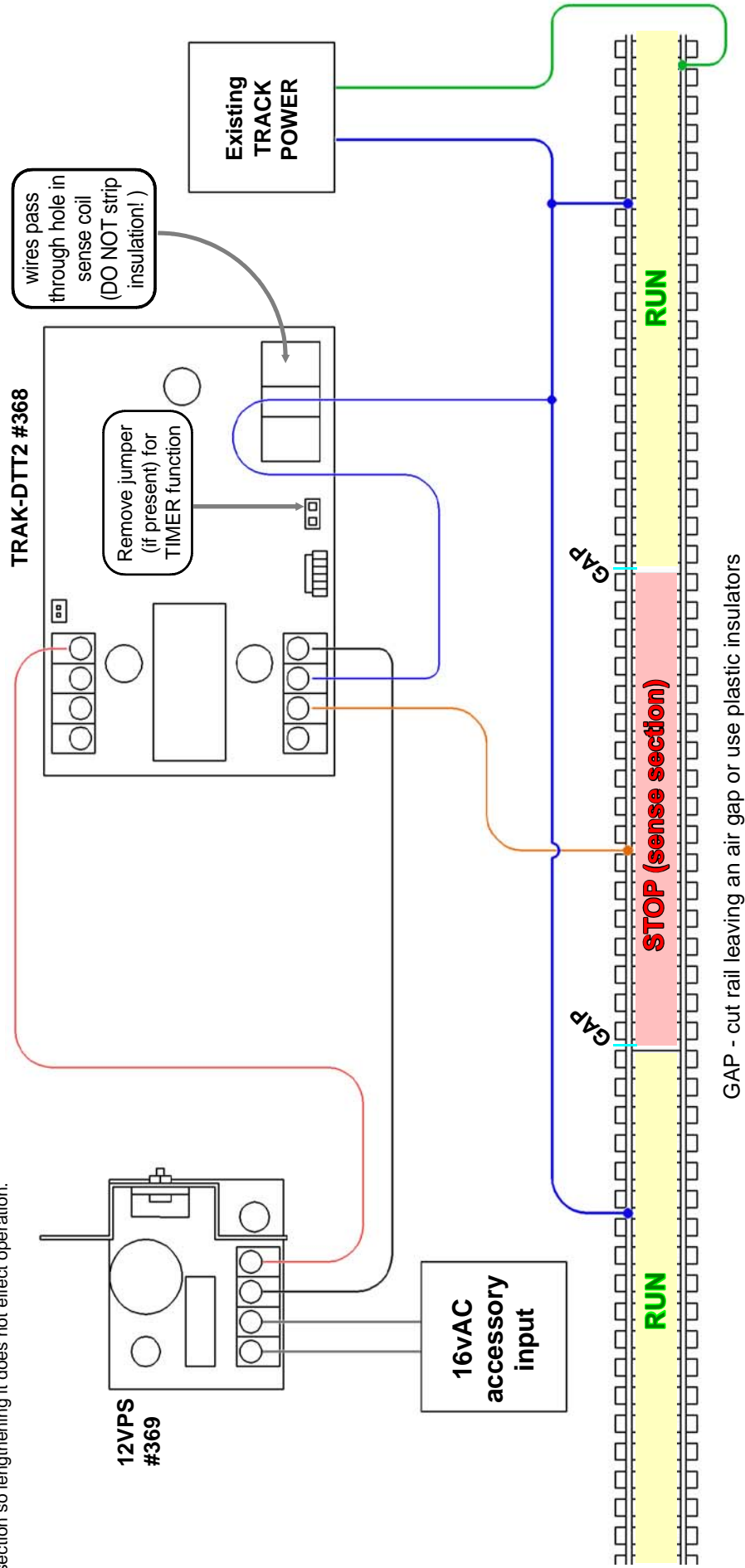
3-Rail operators, use the center rail as the upper sense rail or both outer rails.

All operators: If using an illuminated caboose (3-rail operators if using the center rail), a re-trip of the Trak-DTT2 will occur making for improper operation since the Trak-DTT2 will most likely re-trip when the caboose enters the stop section and not remain there for the sequence to complete. This will result in the train stopping at the station every other pass. If this is not desired and you are running in the same direction, make the stop section long enough to encompass the locomotive and the caboose. The stop will occur when the locomotive enters the stop section so lengthening it does not effect operation.

Timed STATION STOP within a section of track

install stranded wires by stripping insulation back 3/16", place wire in hole, run screw down to clamp in position. Make sure wires do not short to adjacent terminals!

Make sure wires are connected as shown. Improper power connections may result in permanent damage to the units. For individual unit description and full terminal details, please refer to our catalog or individual instructions found on our web site.



GAP - cut rail leaving an air gap or use plastic insulators

STOP sections have power removed during timed stops. This section must contain the locomotive when coasting to a stop.

If using with sequence reverse units, the E-Unit must be locked in forward.

For MU operation (more than one locomotive), either jumper power between all units or use an expansion relay (#555) and wire it to make the stop section grow to encompass all of the locomotives when the first locomotive enters the STOP section of track. If operating the stop from either direction, this must be done to cover the MU for either direction.

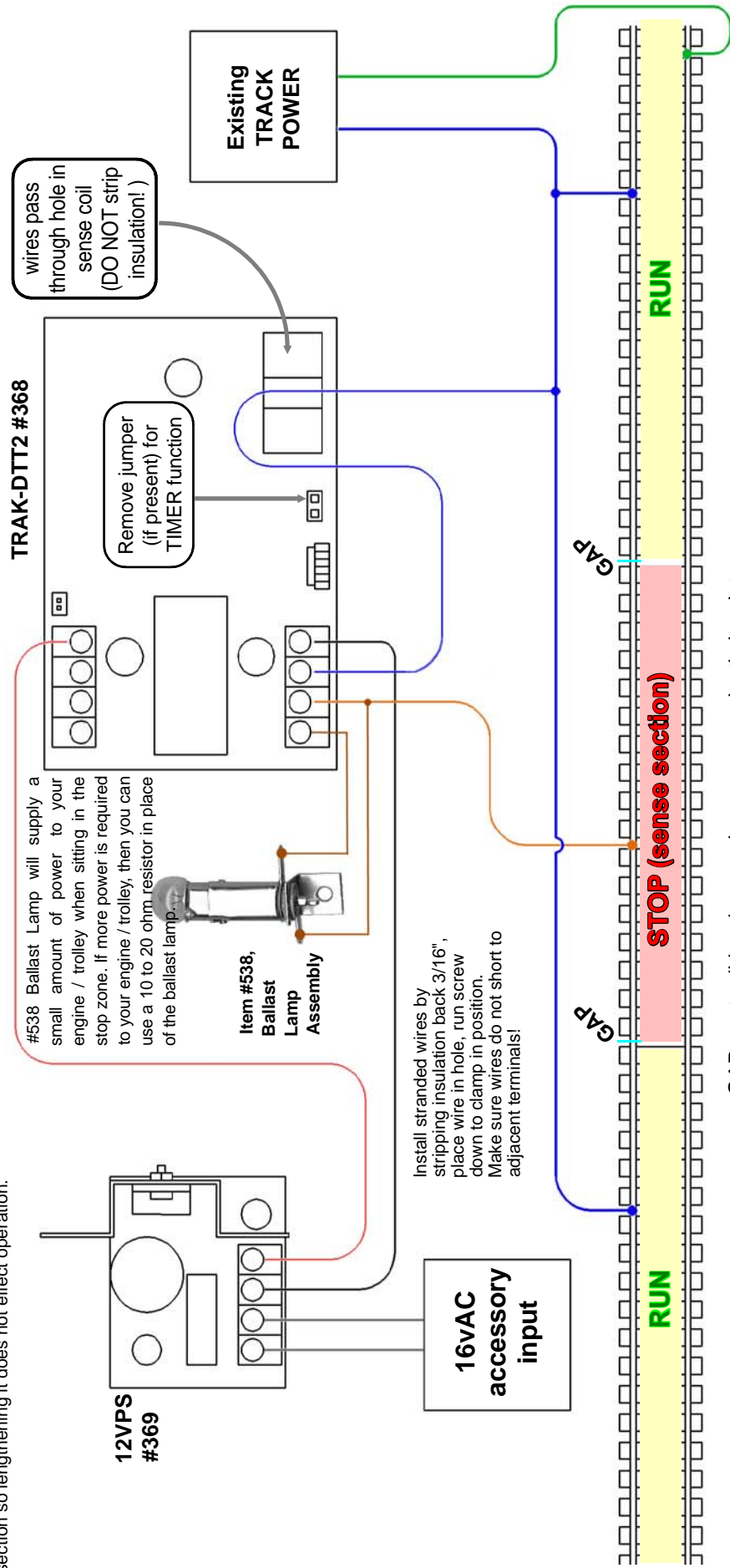
3-Rail operators, use the center rail as the upper sense rail or both outer rails.

All operators: If using an illuminated caboose (3-rail operators if using the center rail), a re-trip of the Trak-DTT2 will occur making for improper operation since the Trak-DTT2 will most likely re-trip when the caboose enters the stop section and not remain there for the sequence to complete. This will result in the train stopping at the station every other pass. If this is not desired and you are running in the same direction, make the stop section long enough to encompass the locomotive and the caboose. The stop will occur when the locomotive enters the stop section so lengthening it does not effect operation.

Timed STATION STOP within a section of track for AC operators requiring a forward direction hold.

install stranded wires by stripping insulation back 3/16", place wire in hole, run screw down to clamp in position. Make sure wires do not short to adjacent terminals!

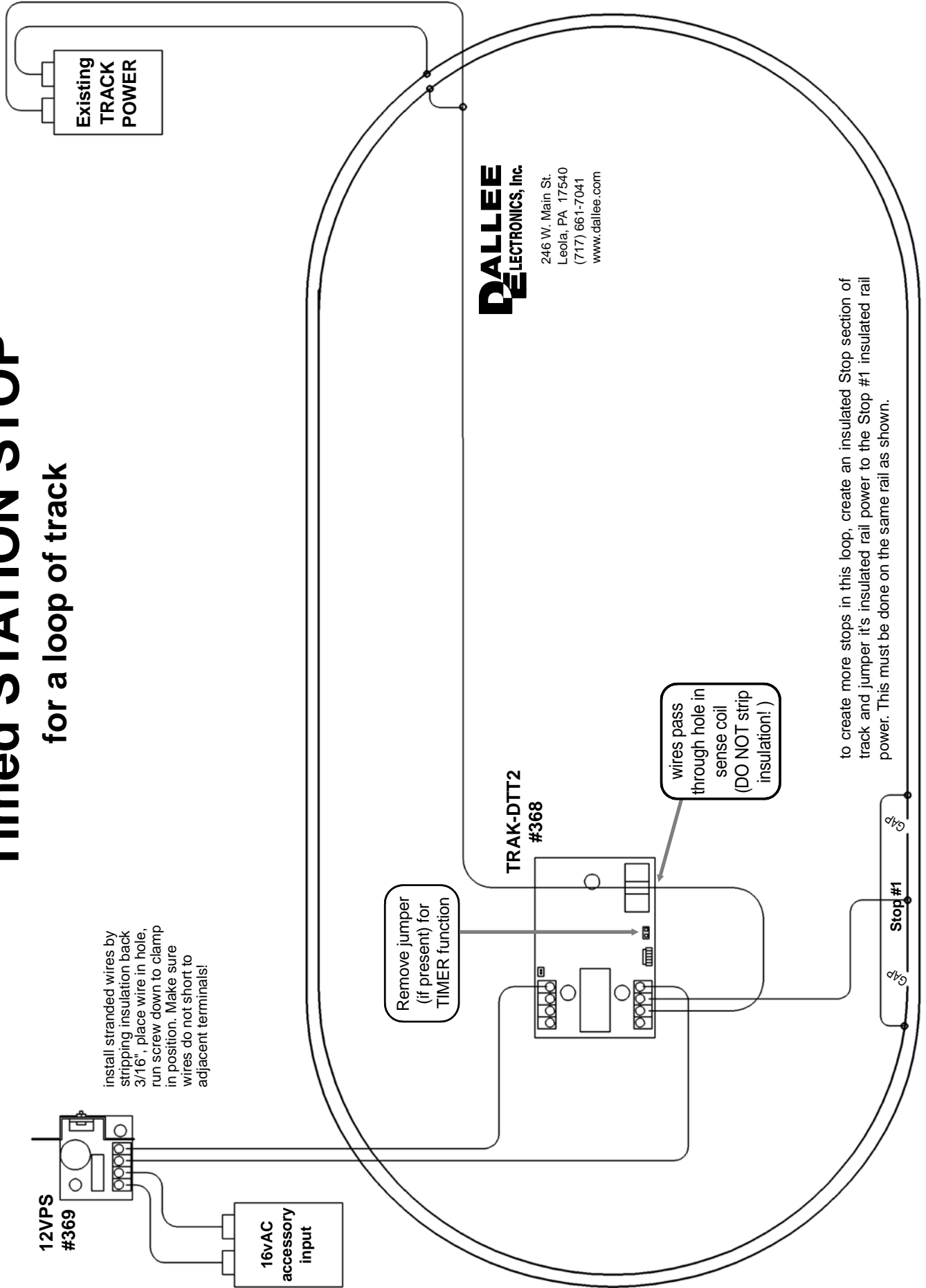
Make sure wires are connected as shown. Improper power connections may result in permanent damage to the units. For individual unit description and full terminal details, please refer to our catalog or individual instructions found on our web site.



GAP - cut rail leaving an air gap or use plastic insulators

Timed STATION STOP

for a loop of track



install stranded wires by stripping insulation back 3/16", place wire in hole, run screw down to clamp in position. Make sure wires do not short to adjacent terminals!

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to create more stops in this loop, create an insulated Stop section of track and jumper its insulated rail power to the Stop #1 insulated rail power. This must be done on the same rail as shown.