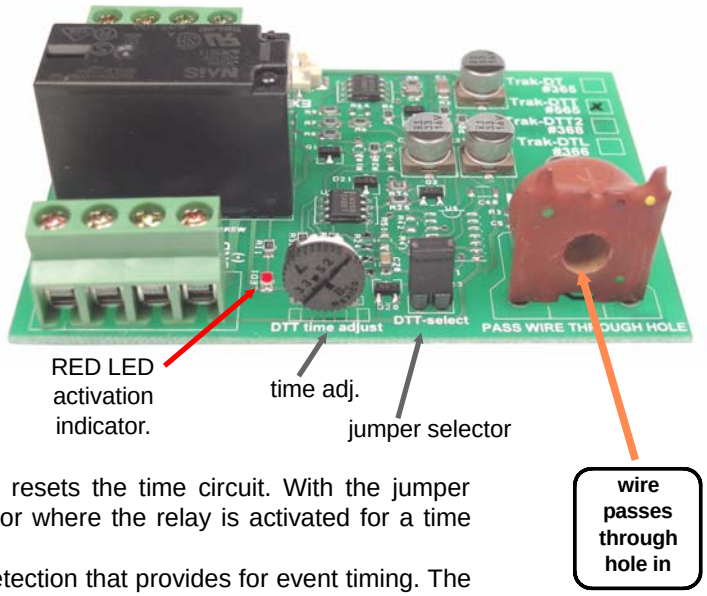
AUTOMATIC TIMED STATION STOPS

Item 683 - V1

for use with any type of track power,

consists of 1-#369 (12VPS), 1-#565 (TRAK-DTT), 1-#538 (Ballast Lamp Assy).



Add a station stop easily with the TRAK-DTT or use the TRAK-DTT as a "short block" detector with fixed timed occupancy. Simply create an isolated section of track to trigger the TRAK-DTT, change a few wires, and you have it. Use the TRAK-DTT to operate your solenoid type switches or semaphores. You can also use the TRAK-DTT as a momentary power supply for all your solenoid switch machines on your layout.

The TRAK-DTT combines two functions in one unit. There is a jumper selector located on the small circuit board which also contains the time frame adjustment potentiometer. With the jumper selector removed (which is the configuration for most all STATION STOP applications) the device becomes a timer where, when current flow is sensed, the relay activates for a time frame and then relaxes. Interrupting current flow for a few seconds resets the time circuit. With the jumper selector installed, the device functions as an adjustable detector where the relay is activated for a time period or for the duration of current flow, whichever is longer.

The TRAK-DTT is a variation of the TRAK-DT (#365) current detection that provides for event timing. The TRAK-DTT has two modes of operation:

1 - used as a TIMER. When current flow is sensed in the detection coil, the relay is activated for a time period (user adjustable) and then relaxes for the duration of current flow. Once current flow has ceased for a few seconds the time circuit resets and can then be reactivated.

2 - used as a DETECTIOR - TIME ADJUSTABLE. As with the TRAK-DT, when current flow is sensed in the detection coil, the relay is activated. However, with the TRAK-DTT in this mode, the relay is held activated for an adjustable time period after current ceases to flow. In other words the TRAK-DTT activates for the duration of current flow PLUS the adjustable time period.

The time period of the TRAK-DTT is adjustable from a momentary relay activation as minimum to a maximum of approximately 30 seconds. The momentary function is very useful in operating solenoid type switch machines or semaphores.

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-DTT. 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" for a longer section than the trip section so that multiple engine units will all be stopped when the lead engine enters the "STOP-trip" section. Track power is "killed" for both "STOP" sections and the "STOP-trip" section. This way, direction of travel does not affect where the consist stops. The "STOP-trip" section merely needs to be long enough for one power truck.

STATION STOP wiring for multiple stops within a loop of track is shown on page 3. In this drawing, the entire outside rail has it's power "killed" during the stop duration. Only two stops are shown on the loop of track, but multiple stops can be made by simply cutting the track and making more stop sections wired as the previous. If you are using this for trains rather than traction cars and you would like all of the car lights "ON" when stopped, it becomes neccessary to section the outside rail so that only the power to that rail is "killed" within the stop section. When adding multiple stops, remember to allow at least 20 seconds of run time between stops. Otherwise the TIMER will not reset for the next stop and it will be missed.

Three rail operators - it is recommended that you use the center rail for the "SENSE" section of track and the outside rails to cut the track power. When using Gargraves track (or any other 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). For the second drawing, the center rail would be the inside rail.

The "16vAC accessory input" can be from any AC power source of 14 to 18 volts. It is desirable that this be from a seperate 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, you merely need to add another TRAK-DTT (#565) and Ballast Lamp Assy. (#583) since you already have the 12VPS. You can also add TRAK-DT's (#365) and TRAK-DTL's (#366) to the 12VPS for other signaling and automation operations.

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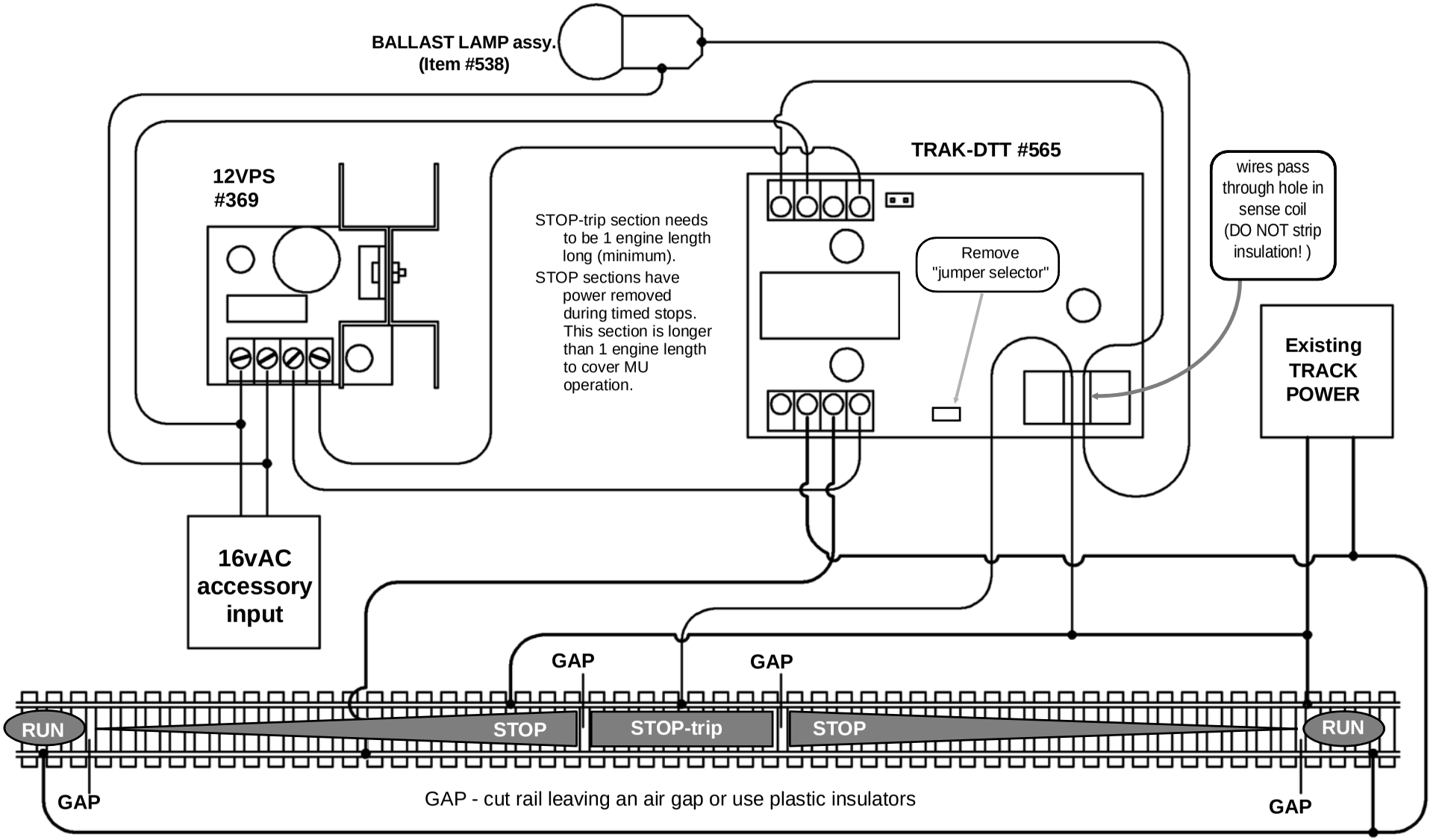
Timed STATION STOP

within a section of track



Timed STATION STOPS

for a loop of track