



# TERRY'S TRAIN

of



# THOUGHT

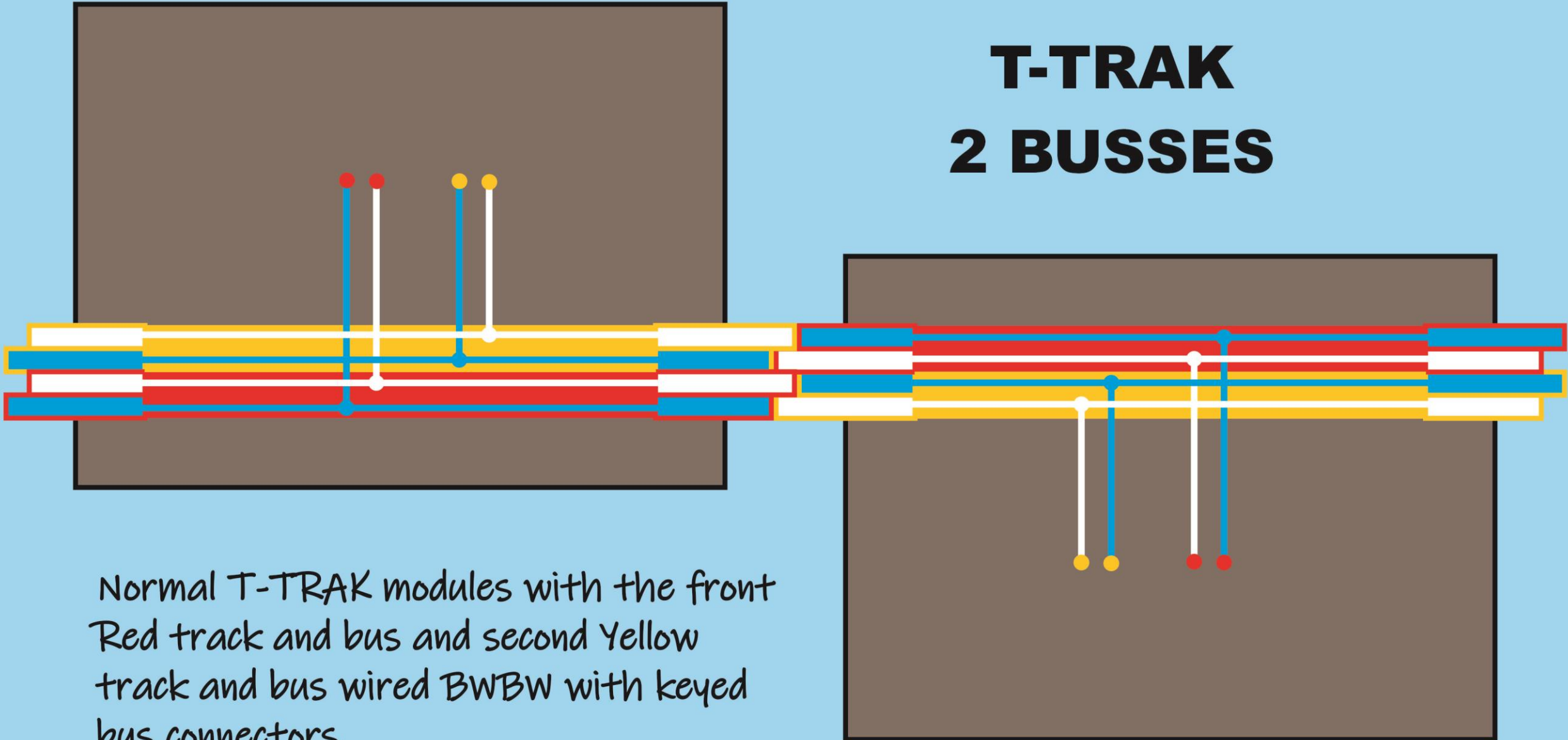
I know better than to publish this, but the T-TRAK Blue-White-White-Blue wiring standard has been a topic of "discussion" since day 1.

Those of us who come from an NTRAK background are familiar with modules that are complete with wiring bus sections. NTRAK modules are fully "plug-and-play" with no need for additional wiring except for connection of the power supply source/s.

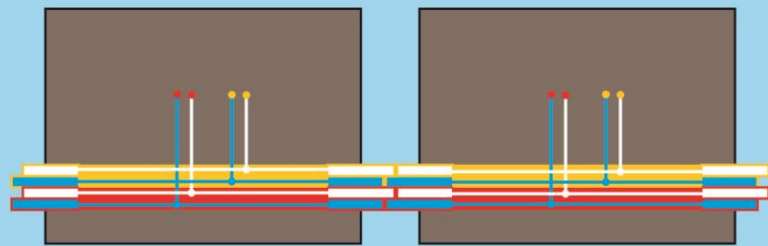
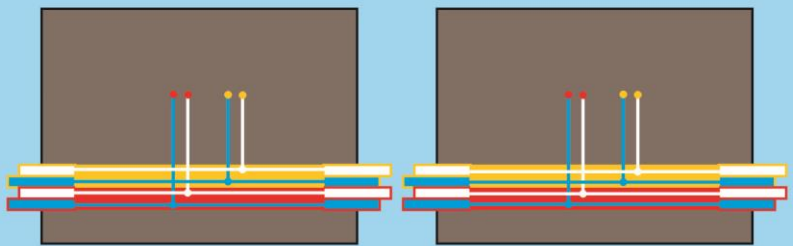
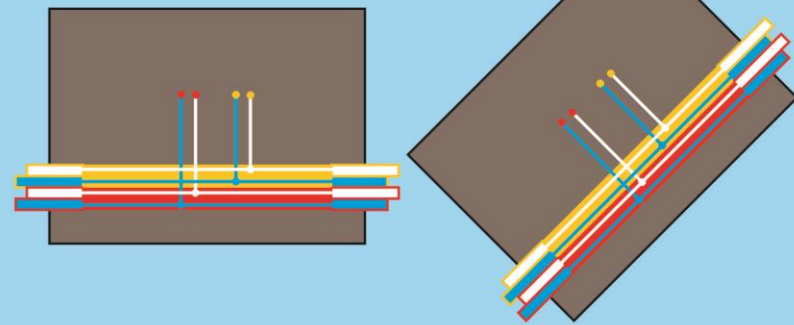
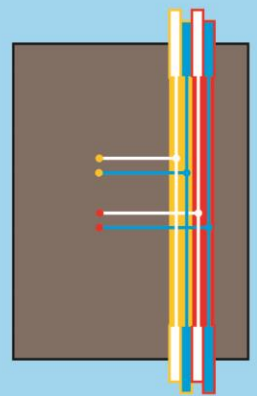
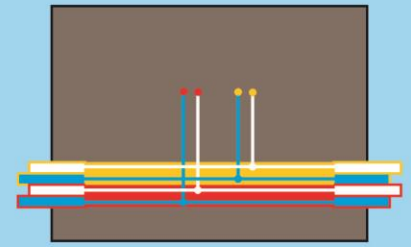
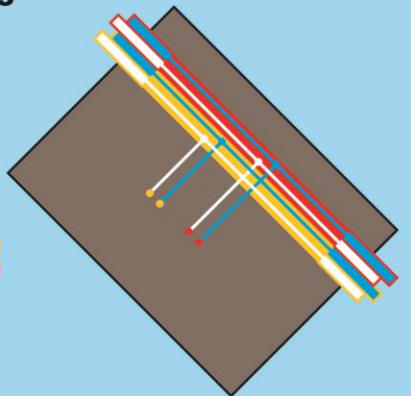
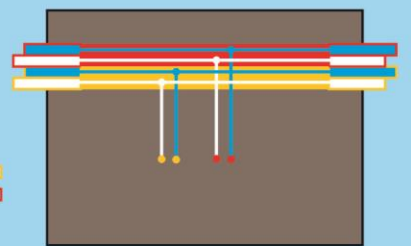
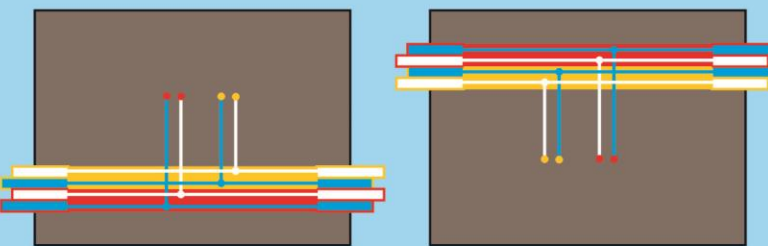
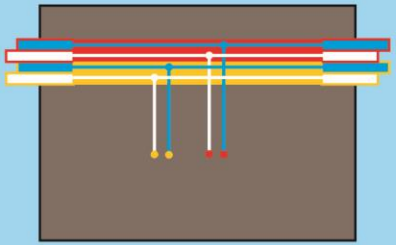
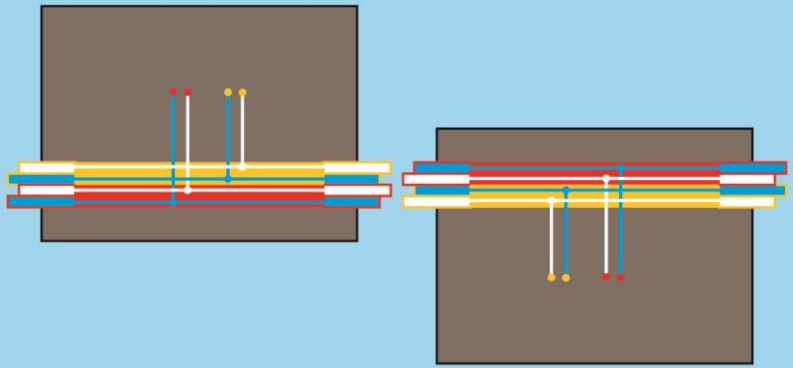
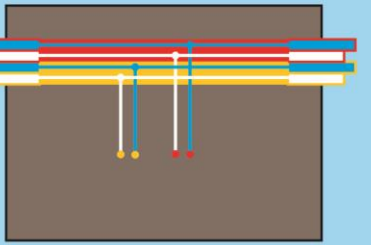
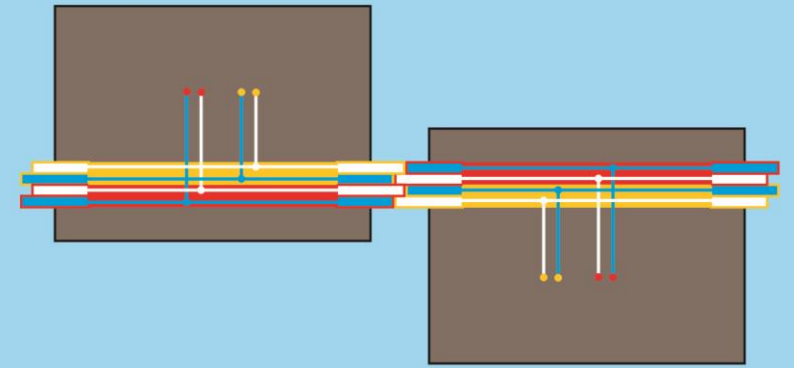
"Why is wiring T-TRAK layouts so **\*\*##\$%&##\*** hard??!!" As frustration levels climb this is often heard when trouble shooting T-TRAK layouts well into the first day of a show. Why? Because of the need to **TOTALLY** rewire the power bus/busses every time a layout is created. Often this requires consideration that some inside loops may be wired for DC supply, some may be connected in a pseudo BWBW fashion and sometimes the Yellow tracks of a module may be Red too! (single row spine) All these variances must be considered when wiring a new layout. Every time! And, BWB wiring does not allow for the use of crossovers between Red and Yellow tracks **UNLESS** the Yellow track is connected to create a pseudo BWBW condition.

Wiring T-TRAK modules with their own Red and Yellow busses in a Blue-White-Blue-White configuration with keyed bus connectors removes much of the confusion and time consuming need to totally rewire a layout from scratch at every layout build.

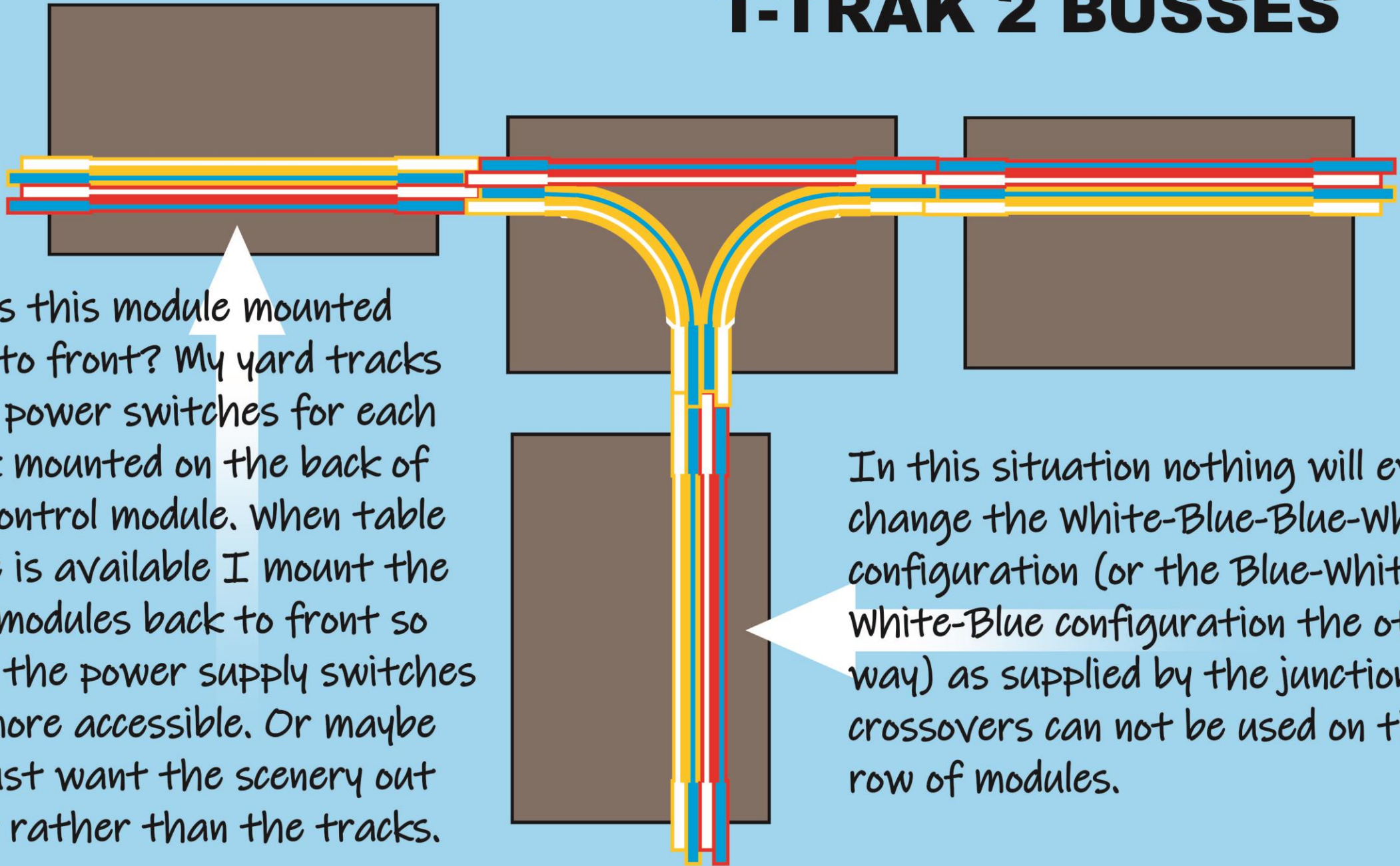
# T-TRAK 2 BUSSES



Normal T-TRAK modules with the front Red track and bus and second Yellow track and bus wired BWBW with keyed bus connectors.

**1****2****3****4****5****6****7****8**

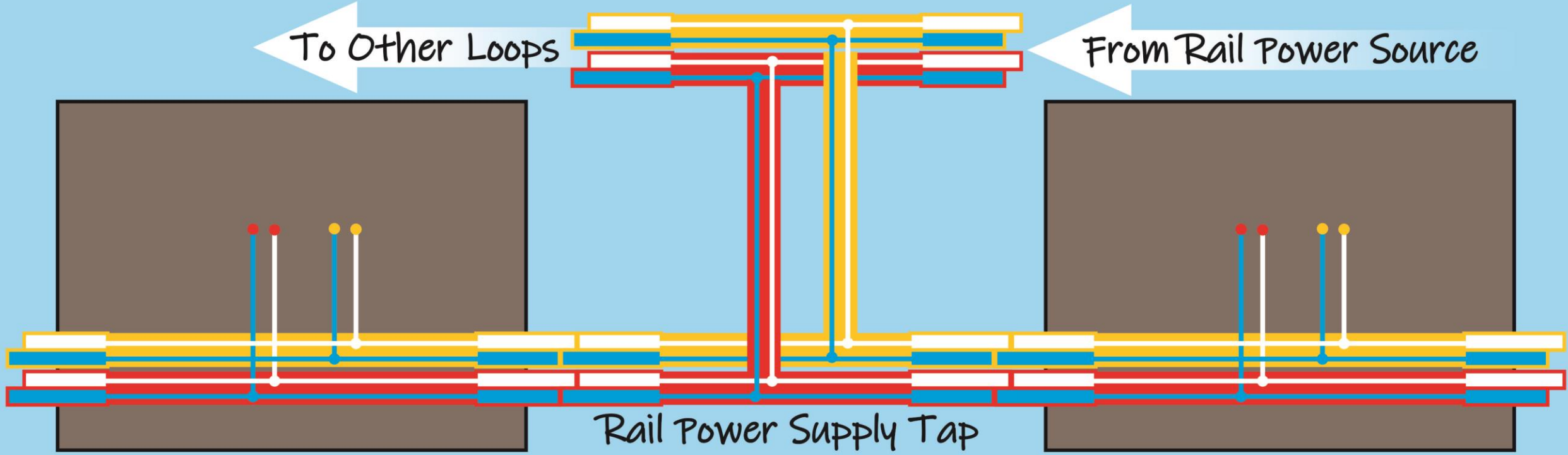
# T-TRAK 2 BUSSES



Why is this module mounted back to front? My yard tracks have power switches for each track mounted on the back of the control module. When table space is available I mount the yard modules back to front so that the power supply switches are more accessible. Or maybe you just want the scenery out front rather than the tracks.

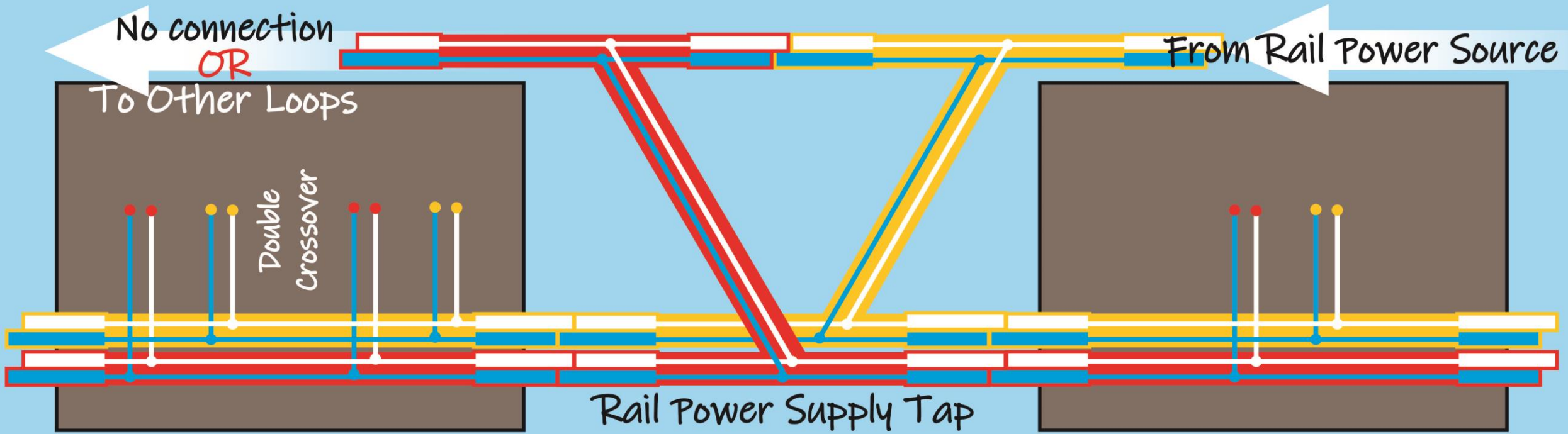
In this situation nothing will ever change the white-Blue-Blue-white configuration (or the Blue-White-White-Blue configuration the other way) as supplied by the junction so crossovers can not be used on this row of modules.

# T-TRAK 2 BUSSES



Rail power supply taps utilize the same keyed connectors and configuration as the module busses and can be inserted between any two modules. Long "extension cables" of any required length would be used from the rail power source to the rail power supply taps. Only 1 is required per loop/DC block/DCC district. Due to the independent nature of Yellow inside loops, taps will be necessary to chain supply the Yellow loops unless they have independent power sources (DC loop in a DCC layout).

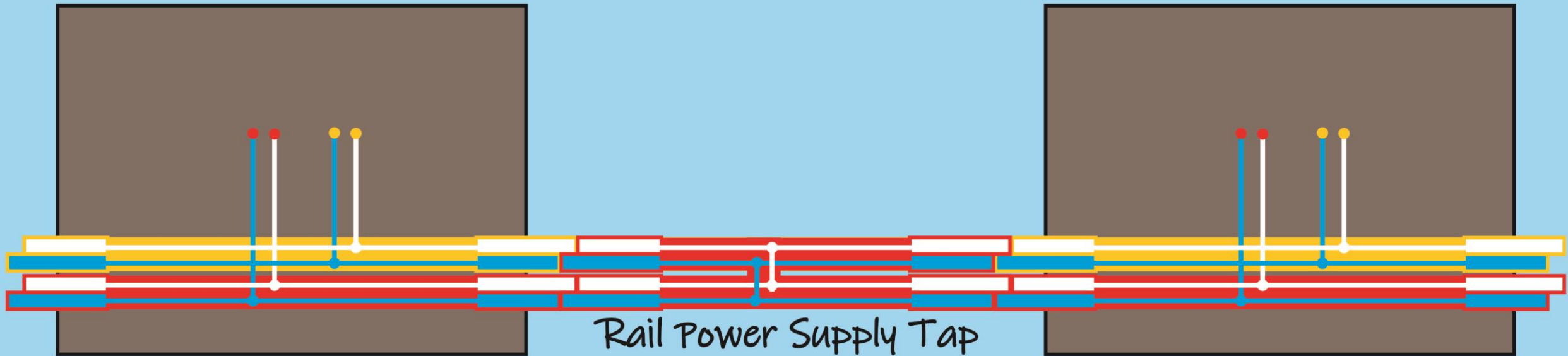
# T-TRAK 2 BUSSES



Since the Blue-White-Blue-White wiring standard is used the Red track and Yellow inside loop can be fed from the same Rail Power Source by connecting the Red and Yellow Rail Power Supply Taps together, unless the Yellow loop requires a separate power source (DC loop in a DCC layout).

**NOTE:** The left module has a double crossover requiring module bus rail power feeds on both sides of the crossover to ensure power continuity. Although each module would have at least one rail power feed this prevents rail power feed through the rail joiners.

# T-TRAK 2 BUSSES

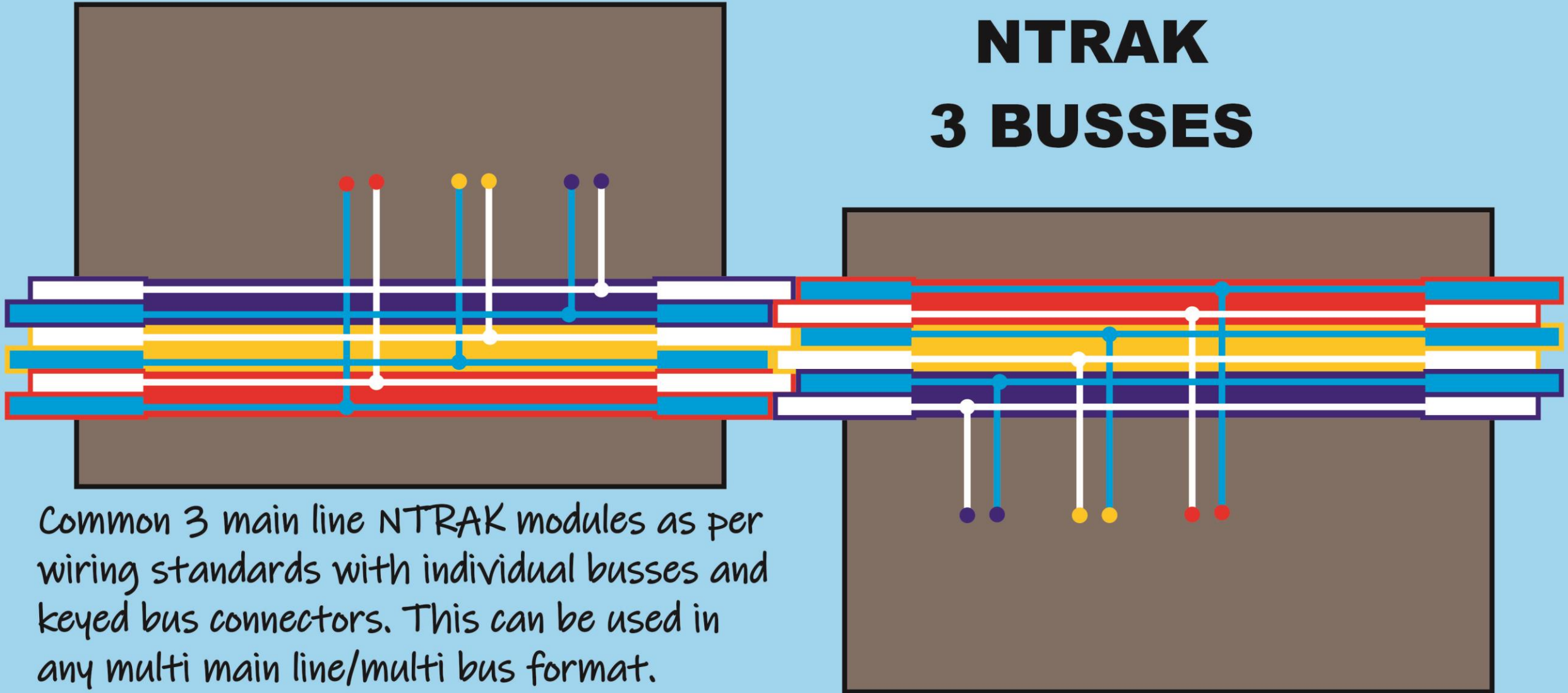


If a Yellow loop/track is to be powered by the same source as the Red track passing by a Rail Power Supply Tap connected to the Red Module Bus could be connected to the Yellow Module Bus to power the Yellow loop. (Single source DC or DCC)



# NTRAK

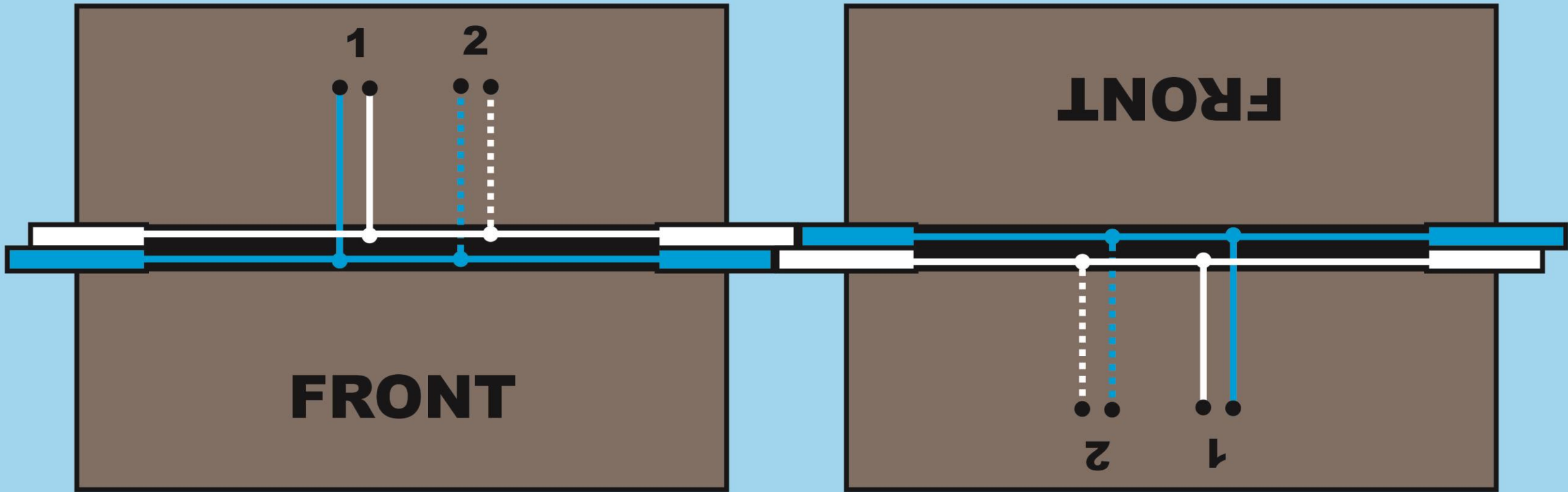
## 3 BUSSES



Common 3 main line NTRAK modules as per wiring standards with individual busses and keyed bus connectors. This can be used in any multi main line/multi bus format.

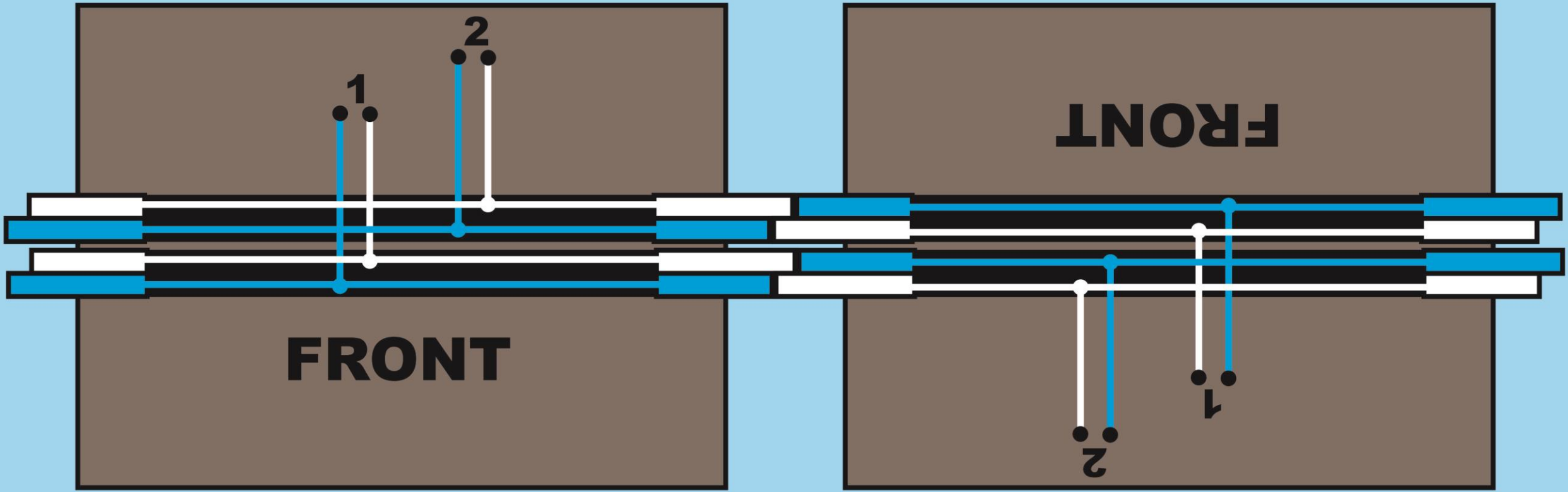
*NOTE: NTRAK started as a FRONT, LEFT end and RIGHT end format with MALE and FEMALE Cinch Jones connectors. That, plus sky boards, limits module configuration. "Large T-TRAK" could be expanded to a 3 bus/track format.*

# FreeMo 1 BUS (1 track DC or 2 tracks DCC)



More of the same for single track Free MO N (or any scale) ...

# FreeMo 2 BUSSES (2 tracks/DC or DCC)



... Or 2 track Free Mo N (or any scale)

WHY  
Think about it!  
NO!