

**TALKIN'**

**T-TRAK**

THE WIRING PUZZLE

Professor Choo Choo

T-TRAK 101



T-TRAK electrical  
connections are unique  
and that is what  
makes correct ones  
so important!

# DO NOT DEVIATE FROM THE BLUE-WHITE-WHITE-BLUE RAIL WIRING STANDARD!

Non BWWB wired modules included in a layout cause electrical "dead shorts" when wired to the supply buses. If they are not identified the affected section of the layout will need to be disconnected from the buses one module at a time until the short is cleared when the offending module is disconnected. If there is more than one module at fault they will be discovered as the disconnected modules are reconnected to the supply buses. (NO fun!)



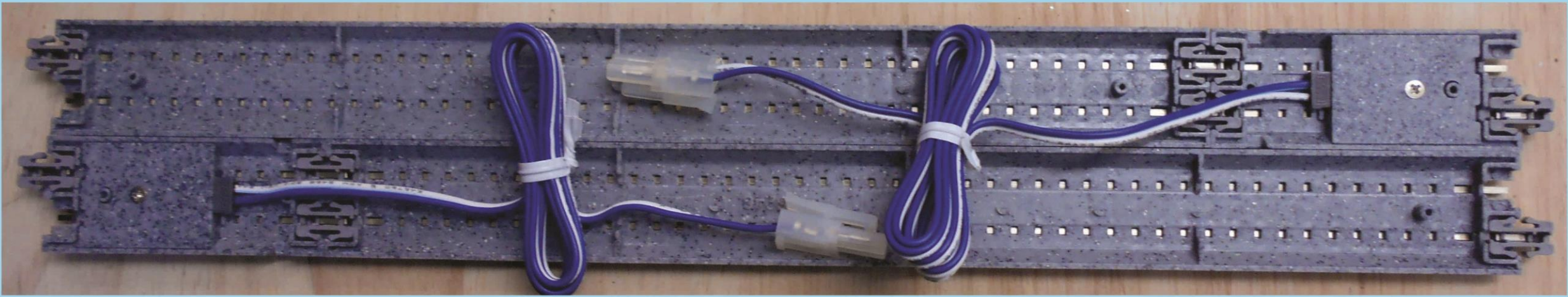
There are 3 ways of connecting power wiring to your KATO Unitrack:

Individual pairs of Terminal UniJoiners can be inserted between any two pieces of KATO Unitrack

62mm long single track Feeder Tracks

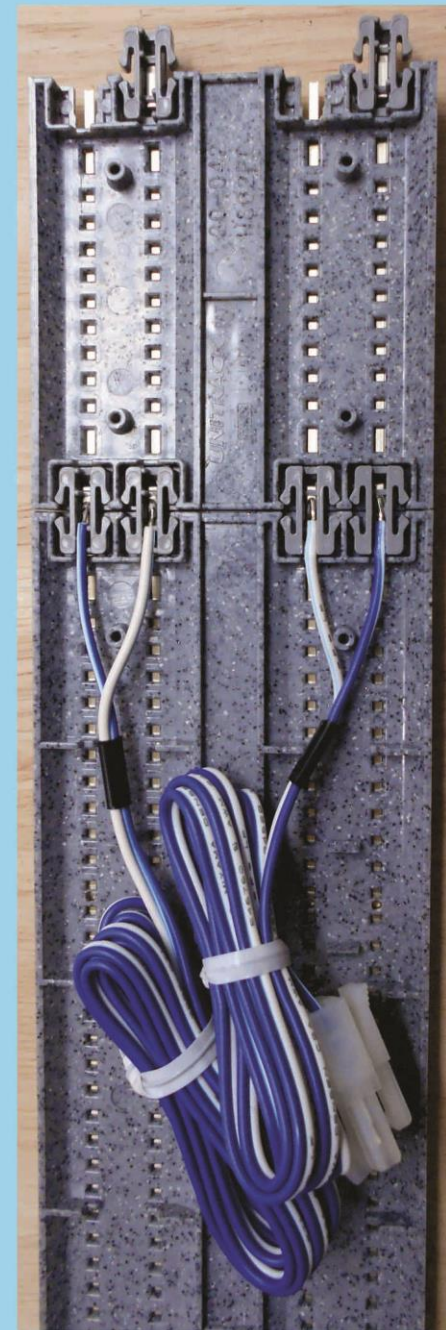
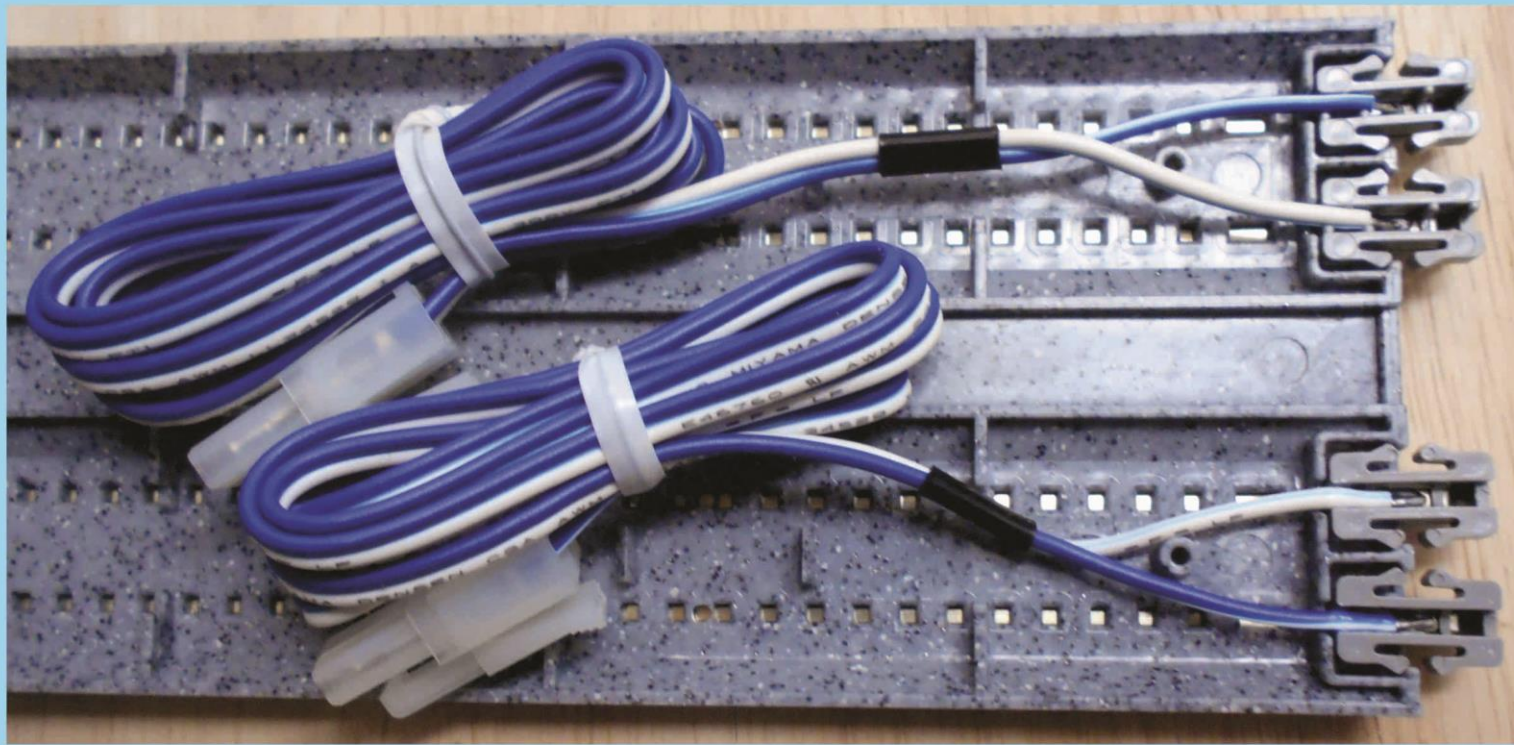
62mm long double track Feeder Tracks

Which ever you will choose depends on the wiring situation. The most useful are the individual pairs of Terminal Joiners since they can be inserted between any two pieces of track where the 62mm straights could not be used.

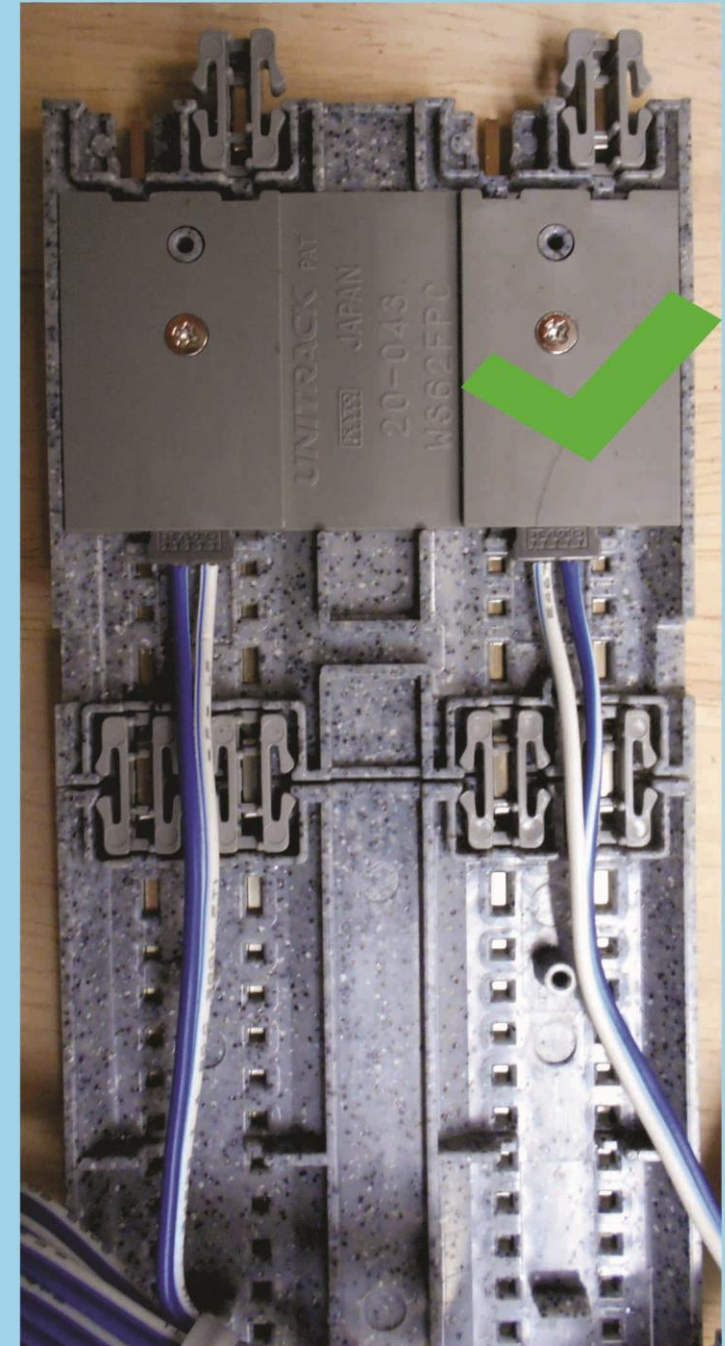


The feeder wire connecting plugs for the 62mm single track Feeder Tracks can only be connected to the track piece one way. Using single track pieces the BWWB wiring standard can be created by reversing the position of the two tracks relative to each other with the blue wire supplied rails on the outsides.

Track positioning/spacing shown here is the original 25mm center to center. Modern standards call for 33mm spacing center to center, that of KATO's double track products and curved tracks. Single track pieces spaced at 33mm can also be used and are preferred by some modelers.

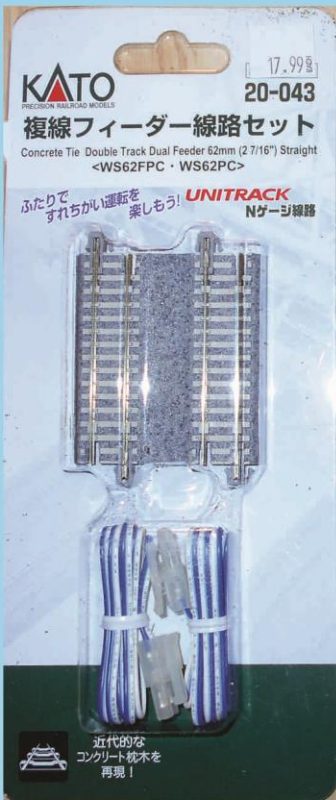


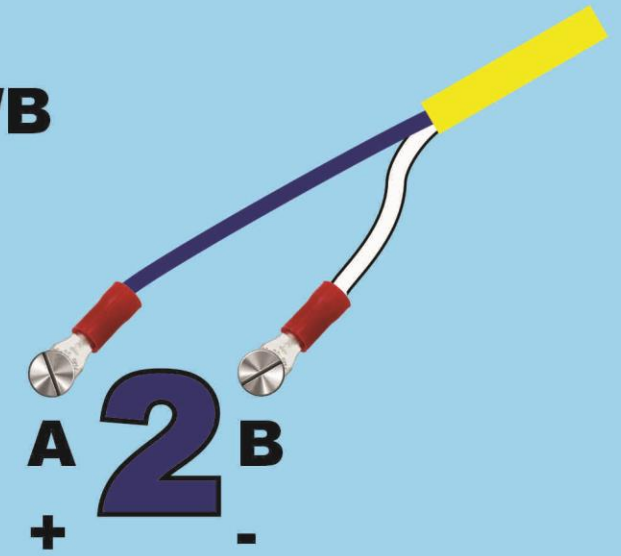
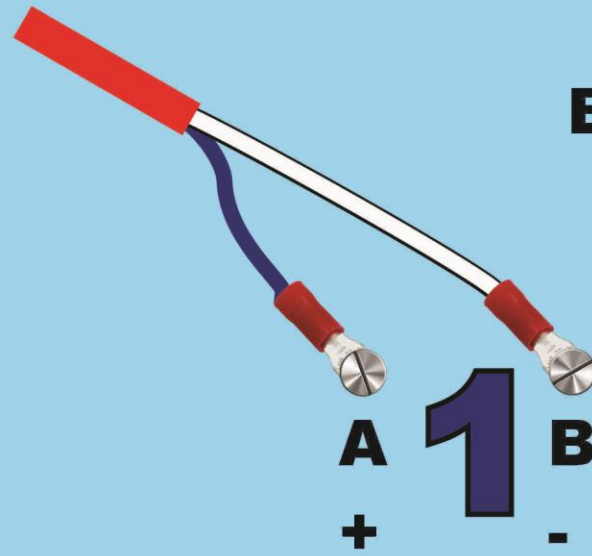
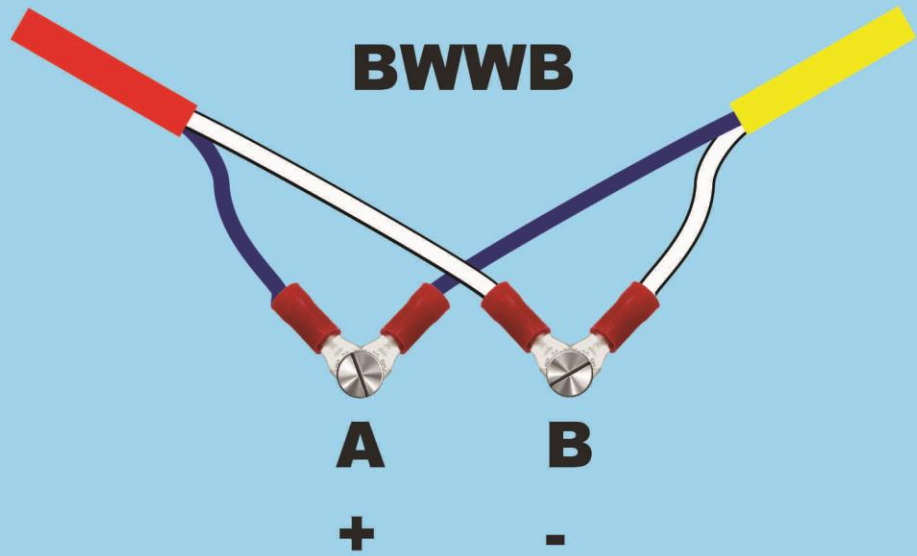
A pair of Terminal UniJoiners allow installation anywhere two pieces of track come together and allow for placement in the required BWB positioning. They can be used in corners or next to turnouts where the  $\phi 2$ mm straight track pieces can't be installed. Due to the wiring they can not be used at the track ends of a module. Bury them inside the module's trackage between any two pieces of track such as between the  $\phi 2$  and 248mm track pieces of this single module.



The  $\phi 2\text{mm}$  Double Track Feeder tracks use the same plug design as the singles. As a result one needs to be modified for the BWWB standard. I simply disassemble the one plug, swap the wires side for side and reassemble the plug.

Regardless of which feeder wiring system is used remember to label the end plug of the feeder wire for the **RED** or **YELLOW** track they are connected to.

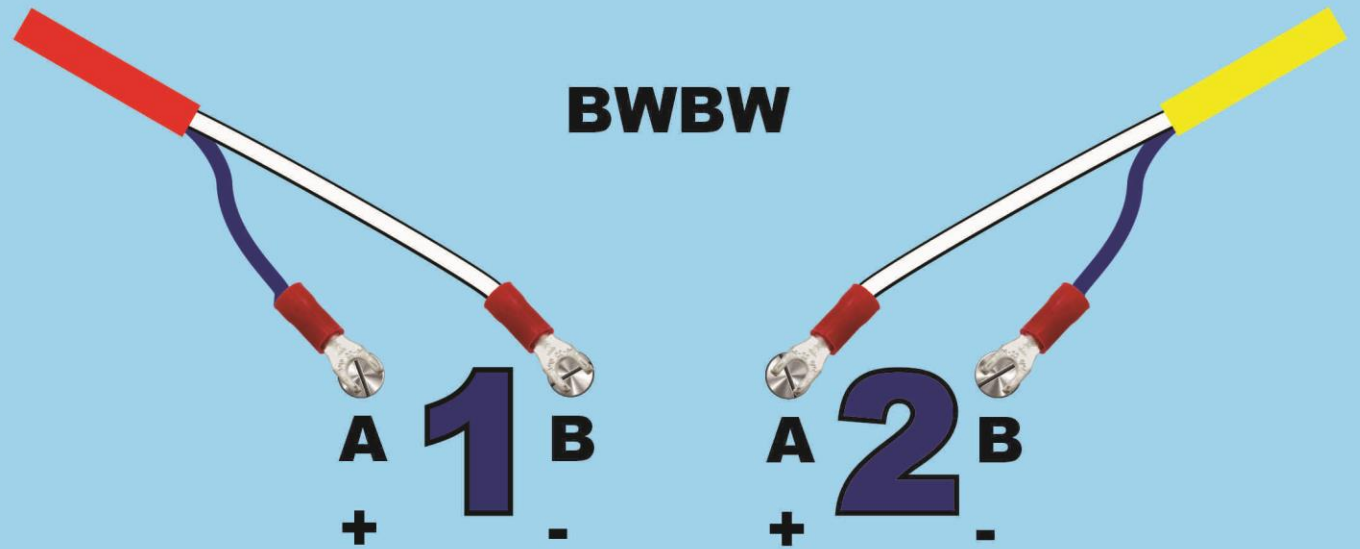
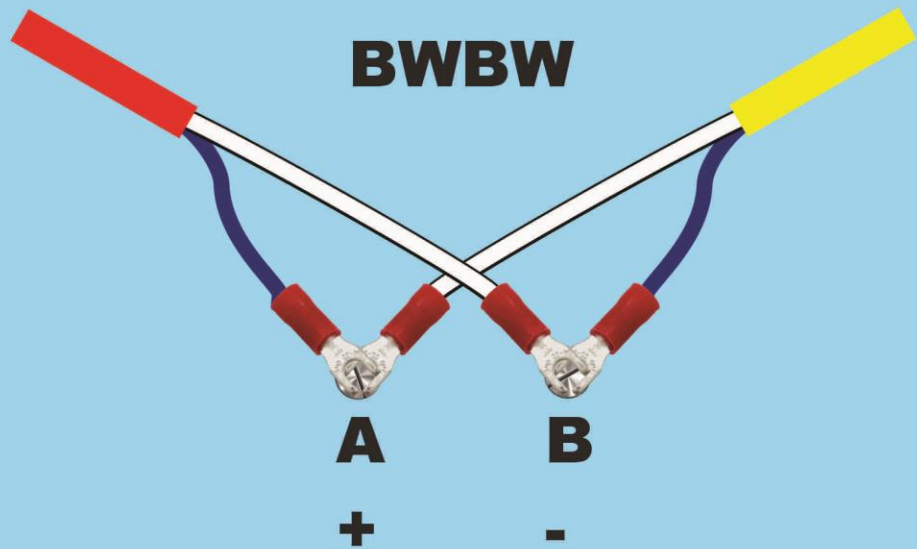




Standard T-TRAK wiring practice places the blue wires of both the red and yellow busses under the same power supply terminal and the white wires of both busses under the other power supply terminal. IF multiple power supplies are used connections must be identical on all power supplies. Separate power supplies may be used for each bus.

**Direct Current (DC) power supplies are not labeled + or -. In fact, they are not labeled at all!**





The alternate wiring practice places the wires of the yellow bus under the opposite power supply terminals of the red bus creating a pseudo BWBW wiring condition at the rails allowing the use of crossovers. IF multiple power supplies are used connections must be identical on all power supplies. Separate power supplies may be used for each bus.

Many layouts do this as a normal procedure to allow the use of crossover tracks throughout the whole layout.

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**THANKS**  
**For Watching**

A **ZoomTRAK** presentation by **True North Rail**