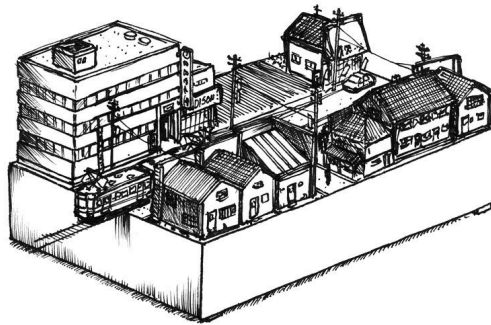


Dutch T-Trak;

Standards guide as decided upon on 02-06-2012



1. Preface

Dutch T-Trak is developed as a means of presenting the diversity of Japanese model railways to the main public in an easy, cost-effective, quick and fun manner. The standards are derived from the original T-Trak standards, set up by RM Models of Japan. The Dutch T-Trak standards however do differ in significant ways from their original Japanese counterpart.

Below in the different paragraphs are described the standards set by the Dutch T-Trak development team on the 2nd of July 2012. These standards should leave little room for interpretation, so please comply to these in order to enjoy coupling modules together at gatherings to the fullest.

2. Module standards

Module standard sizes are defined by the already existing T-Trak standards, and by the Dutch T-Trak development team.

The module standard should always comply with the 310 x 310 mm grid to evade difficulties. The standard length of any module should therefore be 310 mm or a multiplication of that. The depth of a module is defined by the user/creator of the module itself, but should also be in line with the 310 mm standard. It is recommended that the depth of a module should not exceed 310 mm unless further elaborated (e.g. inner corner module).

The distance from the frontside (public facing side) of the module to the main rail is 83 mm for a single track module, and 50 mm + 33 mm for a double track module. The 33 mm track distance was decided upon because this was easiest to use *within* the KATO Unitrack geometry. With this, it is easiest to switch from single to double track with standard KATO Unitrack rail pieces.

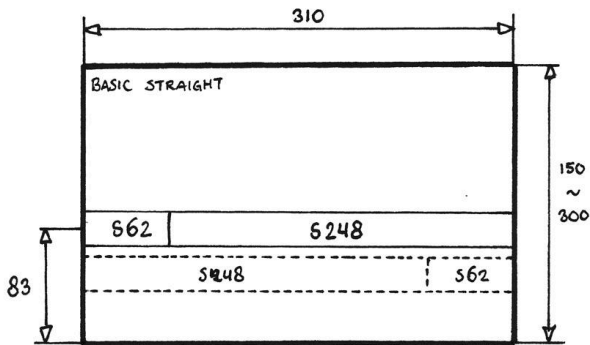
Module heads will use the KATO Unitrack compatible Unijoiner system to couple the modules together and to provide an electric connection throughout all modules. At each transition end of your module, leave some room (about 1mm) for movement. This will make fitting modules together easier and will make damaging modules in the buildup/breakdown stages of a meeting less likely to happen.

The height of the module top surface will be at 70mm, excluding the rail-surface head (which will eventually be at 77 mm because of the KATO Unitrack track bed's influence in height).

Within the confinements of the module, the user is free to use any kind of track, as long as the rails' profile is not smaller than DIN-Code 55, and curve radii do not exceed the minimum of 180 mm, unless on non-main track spurs.

2.1 Standard straight module

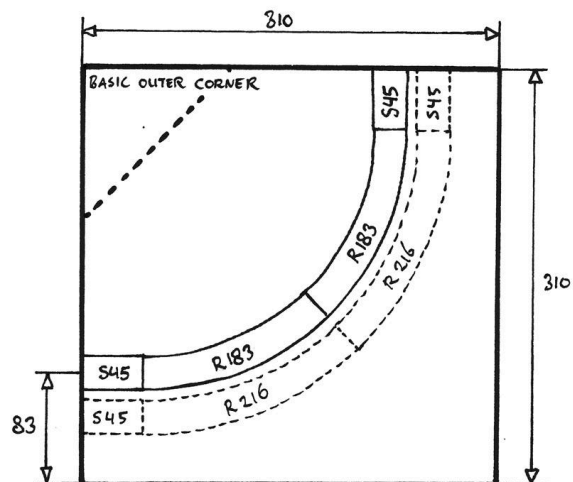
- Length: 310 mm;
- Depth: 150, 200, 250 or 300 mm (recommended);
- Recommended rail pieces for a single-track module:
 - S62 x 1;
 - S248 x 1;
- Recommended rail pieces for a double-track module:
 - S62 x 2;
 - S248 x 2;



drawing is not to scale

2.2 Standard outer corner module

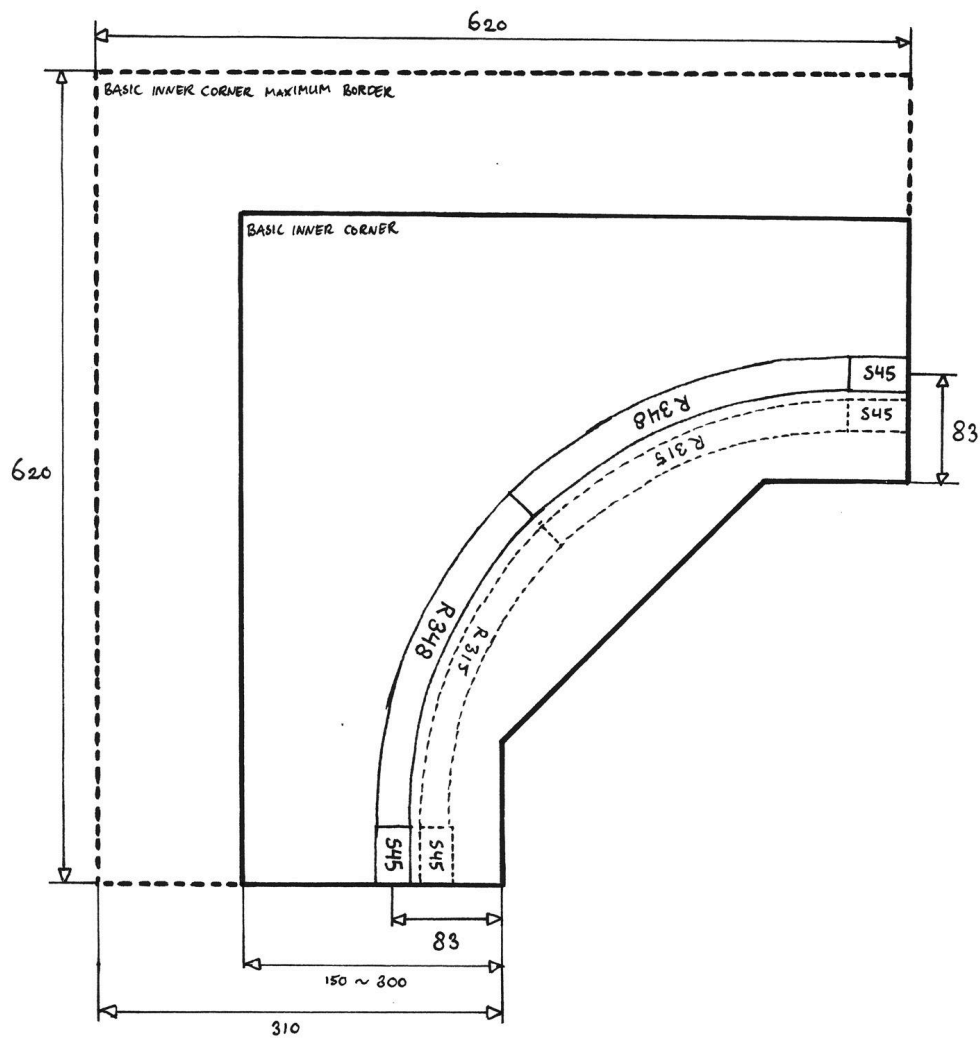
- Length: 310 mm;
- Depth: 310 mm;
- Recommended rail pieces for a single-track module:
 - S45.5 x 2;
 - R183-45 x 2;
- Recommended rail pieces for a double-track module:
 - S45.5 x 4;
 - R183-45 x 2;
 - R216-45 x 2;



drawing is not to scale

2.2 Standard inner corner module

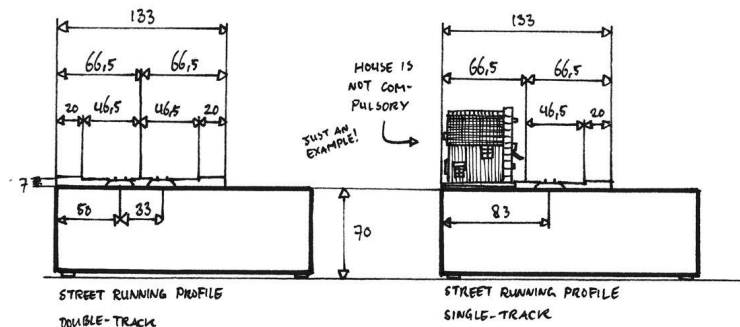
- Length: 620 mm maximum;
- Depth: 620 mm maximum;
- Recommended rail pieces for a single-track module:
 - S45.5 x 2;
 - R348-45 x 2;
- Recommended rail pieces for a double-track module:
 - S45.5 x 4;
 - R348-45 x 2;
 - R315-45 x 2;



drawing is not to scale

2.3 Transition ends; Street running option

Modules with street running option have special profiles to comply with smooth transitions between street running modules. Sidewalks may be on a higher level than the streets, but is not compulsory. All sizes are again in millimetres.



3. Electrics

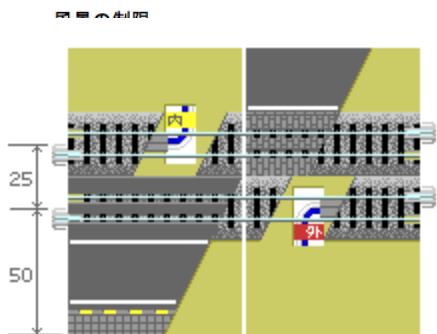
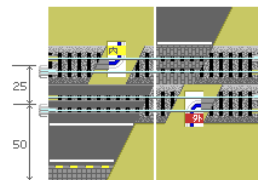
For the moment, the decision is to use a simple DC electric system. Each module will provide a power-feed connection. This will be either through the use of a S62F feeder track, or via wired Unijoiners. The rails will be wired according to the pattern provided by the RM Models standard as stated on this website: <http://white.zero.jp/t-trak/index.html> (T-Trak Network). Blue wires go on the left side of the driving direction and white wires go on the right side of the driving direction (Japan has left-driving traffic) See pictures below for detailed description:

・線路の設置

線路にはKATO製のNゲージ組立式線路「ユニトラック」を主に使います。線路配置は複線が基本で、位置は手前側線路の中心がモジュール前端から50mm、複線間隔は25mmです。ユニトラックの道床の幅がちょうど25mmですので、直線線路を2本びったり沿わせて設置すると正確な複線間隔になります。なお、線路に勾配は設けないものとします。

モジュールとおしの接続は、クランプなどは使わず、線路のジョイナーのみで固定します。このため、モジュールの中央部分にはユニトラック以外の線路も使えますが、両端の接続部には必ずユニトラックまたは互換性のあるものを使うようにします。

すべてのモジュールには、外側・内側それぞれの線路に一ヶ所ずつ、あわせて二ヶ所の給電フィーダーを設けます。フィーダーコードの端には、KATO製品あるいは互換性のあるコネクタープラグを取り付けます。コネクターの向きは、ユニトラックのものをういた場合に各レールに対応する電線の色が手前から青・白・白・青となるように配線します。ユニトラックのフィーダー線路をそのまま使う場合は、右の図のようにフィーダー線路を配置します。フィーダーコードのコネクターの近くには、運転会の時の目印として、外側線に赤、内側線に黄色のタグを付けておきます。



Screenshots courtesy of T-Trak Network (<http://white.zero.jp/t-trak/standard/official.html> (06-06-2012))