

LYNN

EOL02 - PLUG-IN CAB WIRING - Continued

South Bank Short Lines Assoc Data Sheet	
P L U G - I N C A B W I R I N G	
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GENERAL

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These sheets should be studied in conjunction with NMRA Data Sheets, Section D7 - Electrical, specifically sheets D7e.01 to D7e.04 inclusive.

The principles, facts and suggestions published in the NMRA Data Sheets are applied to the adaptation of cab wiring for the use of plug-in cabs.

SOCKETS

To keep the number of cabs required by any one member to a minimum (and therefore at minimum cost), it is essential that all members use identical sockets.

The location and quantity of sockets used is an individual preference and will depend on the member's layout and wiring complexity.

The socket which has been chosen as standard is a 4-pin socket capable of being mounted in a 1½ inch diameter hole in the benchwork with two #6 wood screws. It is available through any electronics outlet under the following technical description:

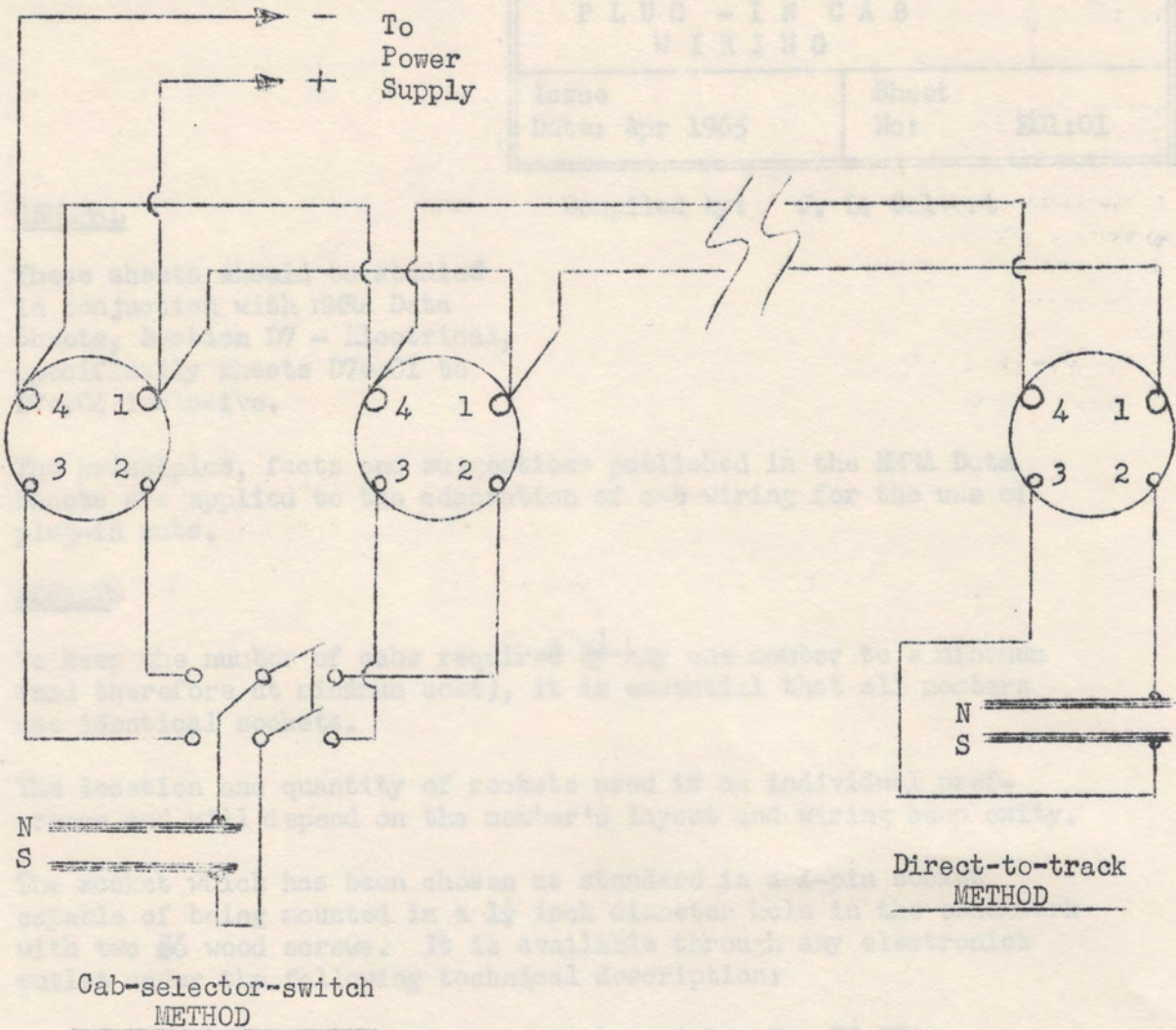
AMPHENOL tube socket, 4 contact, catalog No. 78-RS4.

WIRING

The contacts are numbered on the back of the socket. Contacts 1 and 4 take the same size pin, which is larger than the pin which fits contacts 2 and 3.

Contacts 1 and 4 are connected to the power supply, directly or indirectly. Any number of sockets may be parallel connected in this manner. To allow inter-changeability of transistor and rheostat throttles, IT IS ESSENTIAL THAT CONTACT NUMBER 1 BE CONNECTED TO THE POSITIVE (+) SIDE OF THE POWER SUPPLY AND CONTACT NUMBER 2 TO THE NEGATIVE (-) SIDE (figure 1 refers).

Contacts 2 and 3 are connected to the track, or control panel cab selector switch, depending on which method is used. To ensure further standardization, CONTACT NUMBER 2 should terminate at the NORTH rail, CONTACT NUMBER 3 at the SOUTH rail (figure 1 refers)



Note: Contact position on the sockets is viewed from the back.

FIGURE 1

The contacts are numbered on the back of the socket. Contacts 1 and 4 take the same size pin, which is larger than the pin which fits contacts 2 and 3.

Contacts 1 and 4 are connected to the power supply, directly or indirectly. Any number of sockets may be parallel connected in this manner. To allow inter-changeability of transistor and rheostat wipers, IT IS ESSENTIAL THAT CONTACT NUMBER 1 BE CONNECTED TO THE POSITIVE (+) SIDE OF THE POWER SUPPLY AND CONTACT NUMBER 2 TO THE NEGATIVE (-) SIDE (figure 1 refers).

Contacts 2 and 3 are connected to the track, or control panel cab selector switch, depending on which method is used. To ensure further standardization, CONTACT NUMBER 2 should terminate at the NORTH rail, CONTACT NUMBER 3 at the SOUTH rail (figure 1 refers)