

# TINPLATE TRADITIONS<sup>®</sup>

By M.T.H. Electric Trains<sup>®</sup>

## No. 440 Signal Bridge and No. 440C Control Panel Operating Instructions



Thank you for purchasing the TINPLATE TRADITIONS No. 440 Signal Bridge and No. 440C Control Panel by M.T.H. Electric Trains. This Tinplate model combines the designs of yesteryear with the quality and craftsmanship of today's M.T.H. products.

This reproduction No. 440 Signal Bridge comes complete with operating signal lights for use with one or two lines of track, and a Control Panel with two switches for controlling the Signal Bridge; in addition, this model has four switches that may be used for controlling other accessories.

**PLEASE READ BEFORE USE AND SAVE**

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## **Getting Started**

### **Supplies**

To assemble your new TINPLATE TRADITIONS No. 440 Signal Bridge and No. 440C Control Panel, you will need the following supplies:

- wires for connecting the signal bridge, control panel, track and transformer;
- two (2) MTH Lock-on(s) for each line of track to be configured; and
- fibre pins.

### **Wiring to a transformer**

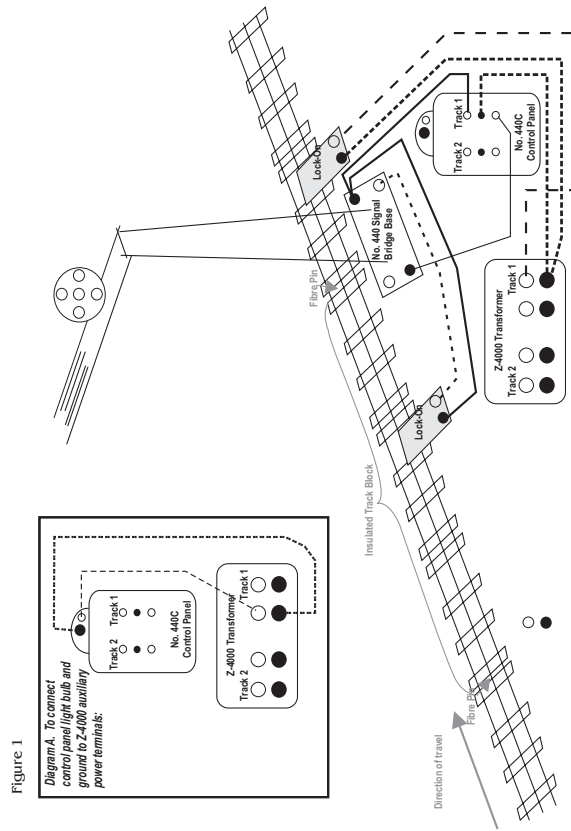
The No. 440 Signal Bridge and No. 440C Control Panel are to be powered from the same transformer terminals being used to operate the track line to which the bridge and control panel are connected via the lock-ons.

### **Configuring to a layout with standard gauge tubular track**

*Rules to remember:*

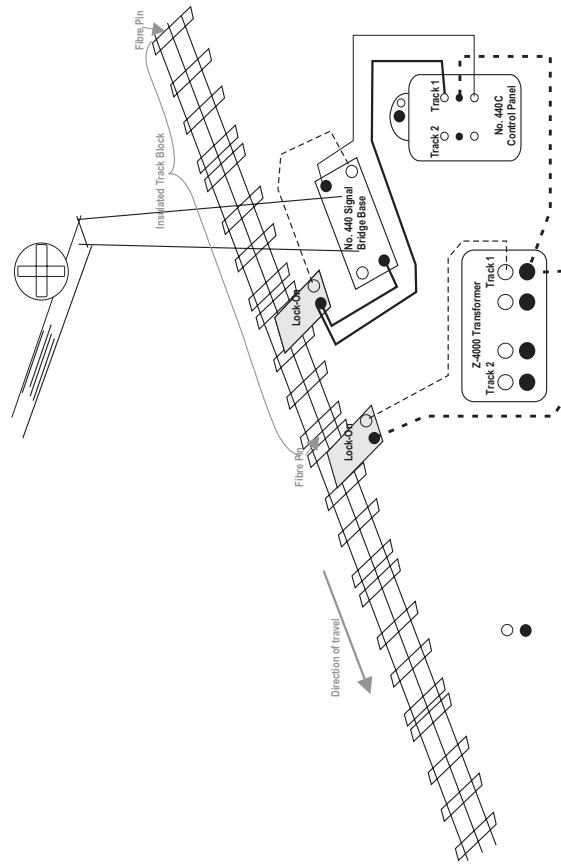
- The two levers in the center of the No. 440C Control Panel are exclusively for controlling trains. The additional four knife switches at the sides of the panel may be used to provide power to other illuminated accessories. (NOTE: Do not connect other accessories anywhere within the insulated track block.)
- Fibre pins must be inserted in place of center rail metal pins to create insulated track sections.
- Insulated track sections must be appropriately sized to accommodate your locomotives and your layout. A four-section insulated track block may be sufficient for most layouts; you may wish to experiment with different size insulated track blocks to see how they affect the stopping action of your trains.
- Lock-ons must be positioned properly as shown in the diagrams:
  1. one lock-on within the insulated track block at the end opposite where the locomotive will enter the insulated track block; and
  2. one lock-on within the first track section after the locomotive leaves the insulated track block.
- Each engine's reverse unit must be locked into the forward direction so it will not revert to neutral when the engine enters the insulated block when the Control Panel signal is set to "STOP."

For a single track line, with train running toward right-hand signal:



*For a single track line, with train running toward left-hand signal:*

Figure 2



*For two track lines running in opposite directions:*

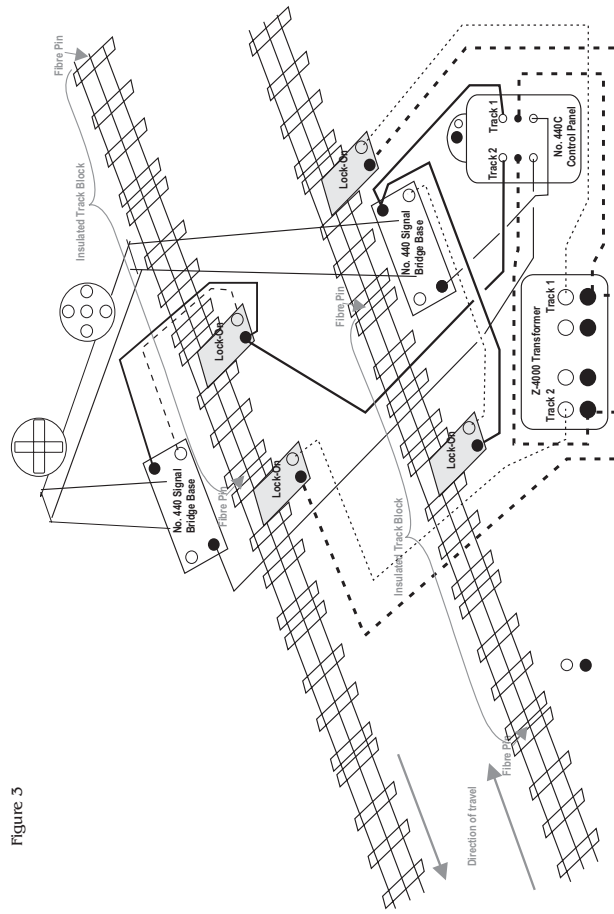


Figure 3

### **Configuring to a layout with RealTrax track system**

If you are setting up your No. 440 Signal Bridge and No. 440C Control Panel for use with RealTrax track system, follow the “Rules to remember” and wiring diagrams in the “Configuring to a layout with standard gauge tubular track” section, but:

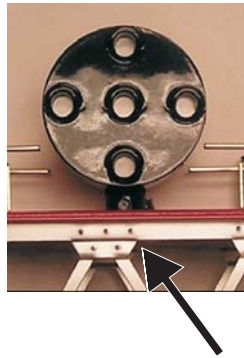
- use one set of Insulated Track Sections #40-1029 per insulated track block in place of standard gauge insulated tubular track sections requiring fibre pins
- use RealTrax Lock-ons #40-1003 in place of standard gauge tubular track lighted lock-ons

### **Changing signal lamp direction**

Regardless of your layout's specific configuration, each track line must have a signal lamp facing the oncoming direction of the track in order for the signal lamp to work properly. It may be necessary to turn a lamp to face the proper direction.

To change lamp direction:

- loosen screw in center hole on underside of bridge below lamp housing;
- rotate signal lamp housing 180-degrees until projection on bottom of lamp housing seats into hole on opposite side of center screw; and
- tighten screw to secure



## **Basic Operation**

First, lock the locomotive's reversing unit into forward, to disable it from automatically going into neutral while in the insulated track block.

Signal lights, and thus train operation, for each track are controlled by positioning the corresponding lever in the center of the No. 440C Control Panel.

When the levers are moved, the signal lamps will indicate train action by the position of the illuminated lights:

- 3 horizontal lights = STOP
- 3 horizontal lights = GO

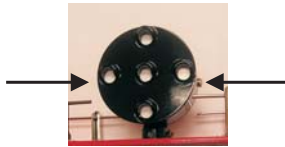
### ***To control train operation:***

- Move the "TRACK" operation lever to "STOP" to cut power to the train when it enters the insulated track block on its approach to the signal bridge.
- Move the "TRACK" operation lever to "GO" to restore power to the track and move the train forward.
- To keep the train moving through the signal bridge without stopping, keep the lever in the "GO" position. This will maintain power to the train throughout the insulated track block, allowing the train to keep traveling.

## **Maintenance**

### ***Replacing Signal Lamp light bulbs***

To replace light bulbs in signal lamps, remove the screw on each side of the signal light housing:

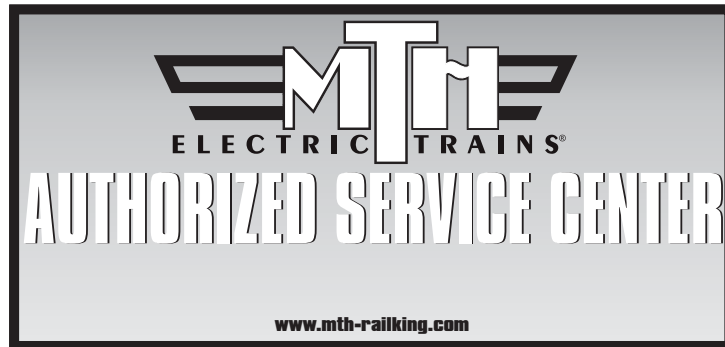


Front of housing can then be removed to gain access to bulbs.

*Replacement bulbs may be obtained directly from the M.T.H. Parts Department at phone: 410-381-2580; email: [parts@mth-railking.com](mailto:parts@mth-railking.com), or mail: 7020 Columbia Gateway Drive, Columbia, MD 21046-1532.*







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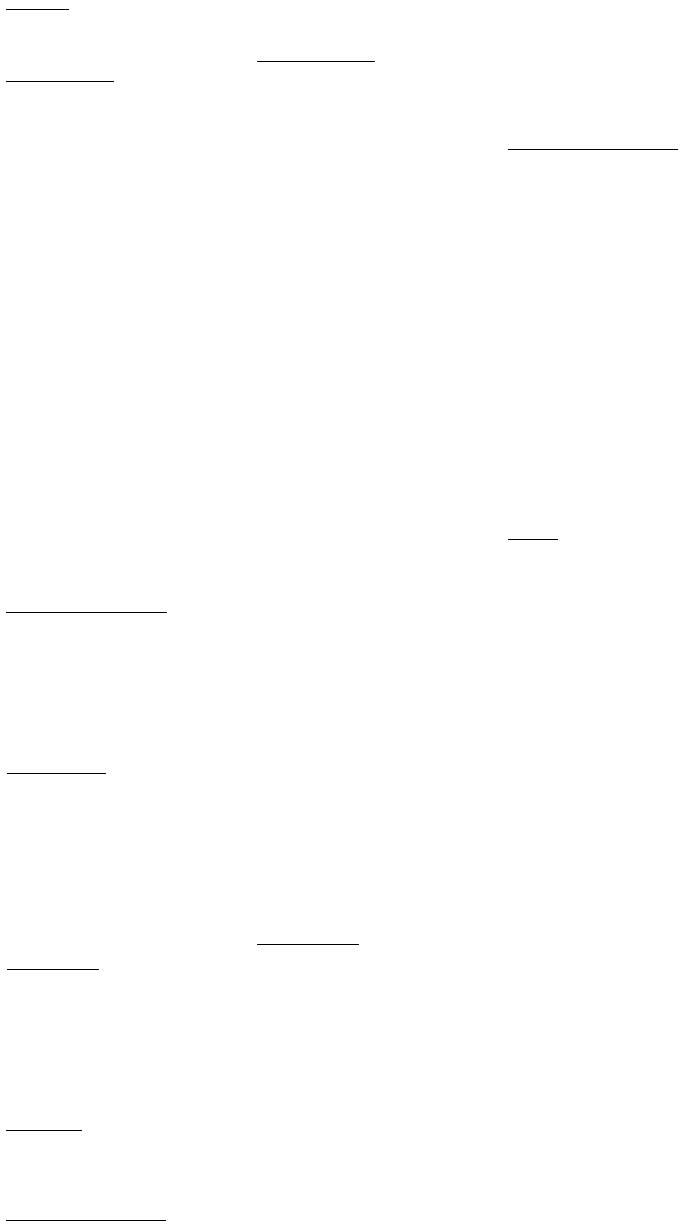
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