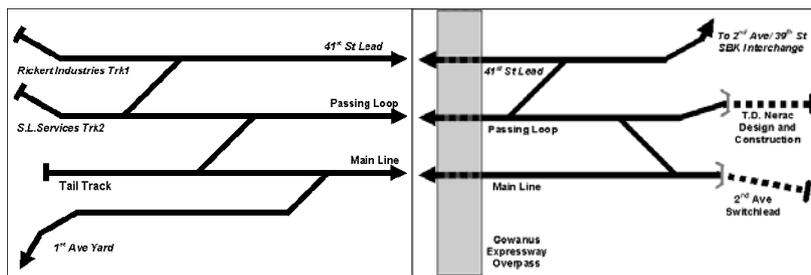


## Traverser Control Panel : User Interface for “Hands On” operation

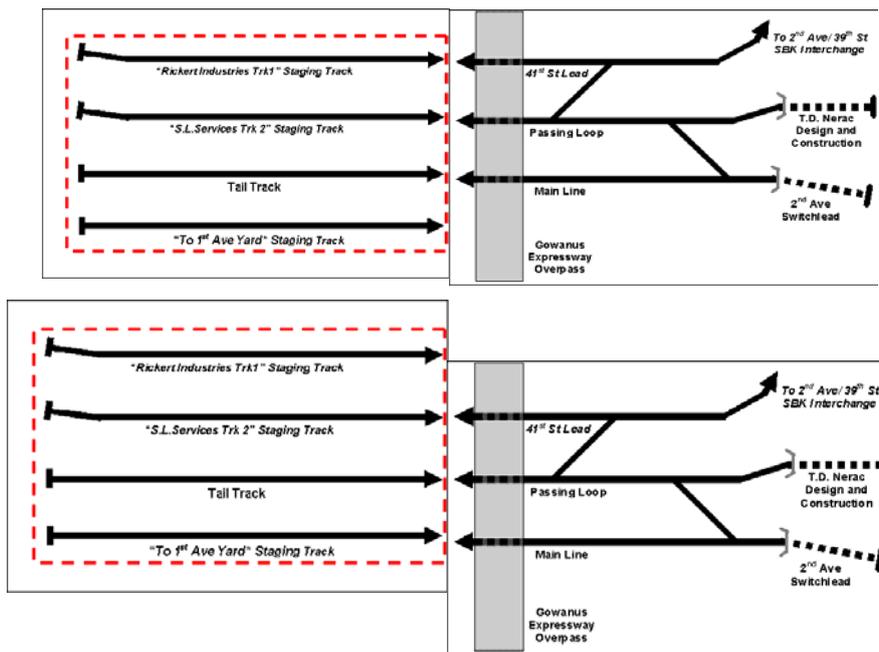
Integral to the “Pine Ridge 2” trackplan, which served as the basis for Brooklyn, was a 4-track traverser. A Traverser can provide the functional equivalent of entire turnout-style yard ladders in a very small comparative space. However, both visually and operationally, a traverser is not the most “User friendly” of trackwork devices.

To explain:

Here’s how a prototype railroader would see Brooklyn as a track arrangement. Each track has a specific name, and an established reason-for-being.



And this is how Brooklyn’s trackwork is physically arranged, including the traverser



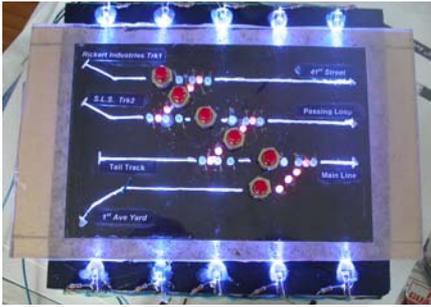
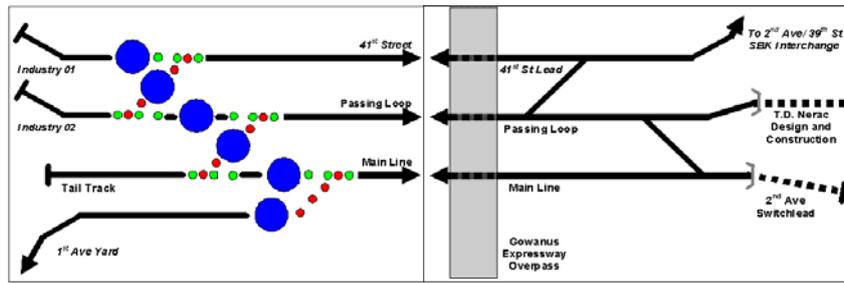
SO, given that Brooklyn may host the occasional Guest operator, how can we make operation of the traverser more “intuitive”? Compared to a regular prototype yard-ladder track arrangement that even a non-train viewer can understand, a traverser or sectorplate can present a confusing piece of trackage. How does it work? What track goes where? How to I get from Point A to Point B if the traverser is involved?

An understandable-at-a-glance track-diagram representation on a simple control panel seemed to be the logical solution. Pushbutton controls are commonly used for turnout controls, and LED indicators can quickly show the routing through an entire traverser-emulated yard throat.

Here’s how a model railroader would approach the operating the track arrangement. Physically, the trackage to the right of the Gowanus Expressway is controlled by manual

"Brooklyn : 3AM" – The Reference

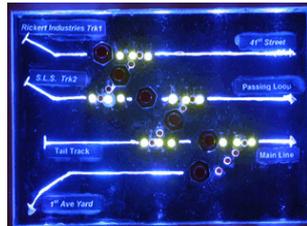
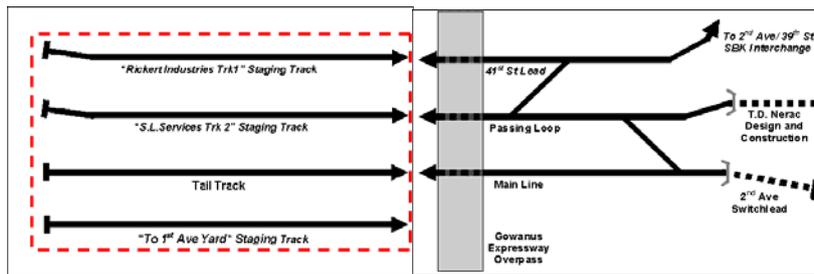
groundthrows, which are self-explanatory in operation. The trackage to the left is represented by a simply control panel, with pushbutton controls as familiar to most modellers.



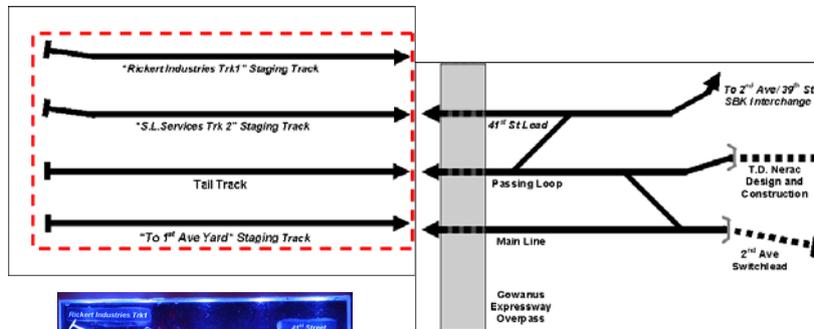
In construction terms, a sheet of Perspex forms the actual panel. A Dremel routing tool allowed track lines to be manually etched into the surface, and these lines are "edge lit" by high-brightness blues LED, mounted around the perspex. Mounting the pushbuttons and LEDs was a simple matter although requiring extra vigilance to avoid cracking the Perspex while drilling.



SO, how does the control panel relate to the actual physical motion of the traverser?



This diagram shows the traverser connecting to the industries along 41<sup>st</sup> St, and the matching control panel indication...



...And with the traverser moved to connect to the 1<sup>st</sup> Ave Yard interchange track, the control panel indication appears as shown.