

DIESEL SOUND

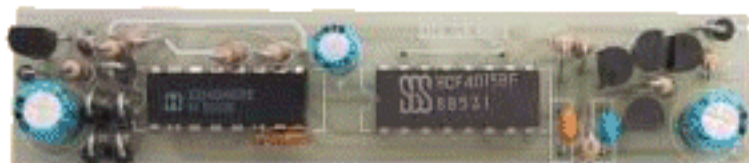
This kit is available from:

Talking Electronics

email **Colin Mitchell:**

talking@tpg.com.au

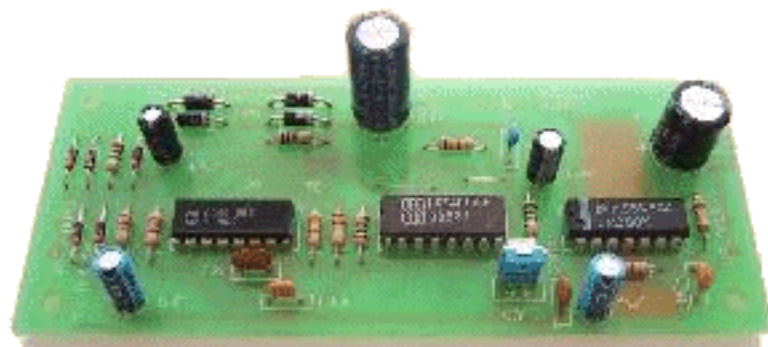
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Diesel Sound -1 long PCB



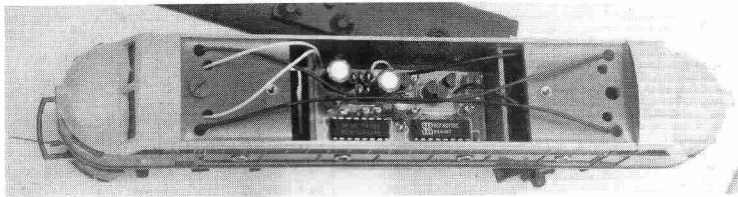
Diesel Sound -2 Short PCB



Diesel Sound - 4 watt

DIESEL SOUND

Imagine having a long goods train hauled around your layout by a beautifully detailed diesel locomotive that sounded like the real thing. No longer do you have to tolerate the tinny whine of the electric motor that is the real source of the locomotive's power, because here is a project that generates a convincing diesel engine sound.



The tiny Diesel Sound Generator easily fits into this OO scale locomotive. The battery is in the space over the non powered bogie, while the speaker is below the PCB, in a small plastic compartment, facing downwards.

Way back in 1980, I became immensely interested in sound effects and music. As I was only a student at the time, a synthesizer was beyond my financial reach until my father came to the rescue at Christmas. But before that, I had to make do with what I could afford with my dollar a week allowance. So armed with a handful of chips bought for twenty five cents each, when a local "electronics" shop decided to clear its range of CMOS, I sat down at my desk and started work on my well used piece of proto-board.

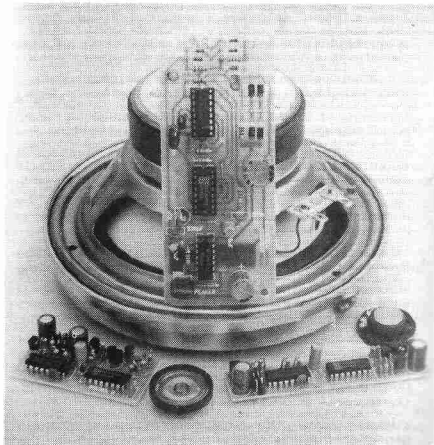
The creation I assembled used a 4021 shift register, about three 4046 VCOs and some exclusive-OR gates, either a 4070 or the ones integral to the 4046. It was basically a digital pseudo-random noise generator. What does this have to do with model railways I hear you ask. This rats-nest produced the best range of sound effects I have ever heard from something so cheap, including convincing steam and diesel engine effects. As I wasn't all that keen on model railways at the time, the potential of this circuit never occurred to me. Many years later I saw a similar, though simpler circuit as a design idea in a model railway magazine. That started me thinking again. The following project is the result.

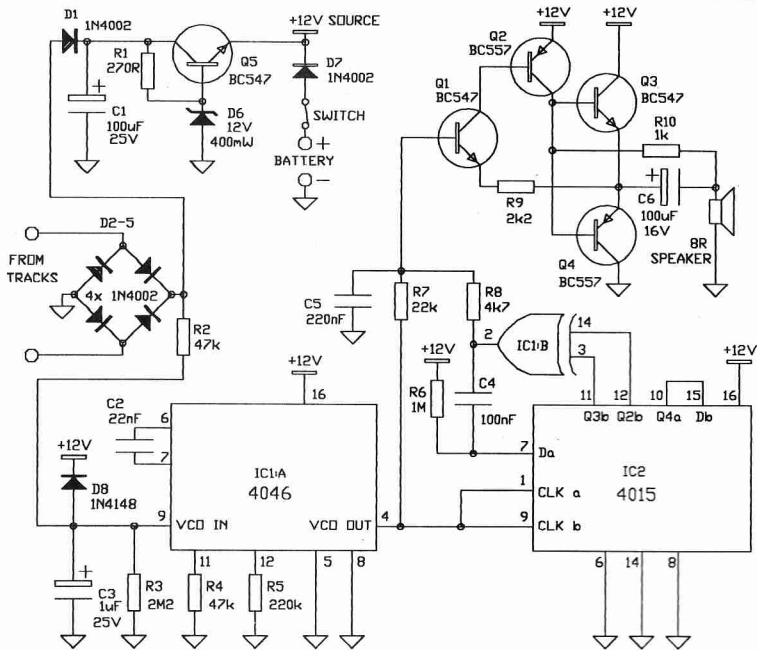
There are three versions of the diesel sound generator so the one most suited to your needs can be selected. Two of them are small enough to be coaxed into HO and OO engines, or vans and box cars, helped by different shaped PCB designs to allow for different space limitations. One of them is long and thin, and should fit into the narrower bodies used on some diesels. The other is for fitting into wider but shorter spaces.

Both of these printed circuit boards are very compact and use a lot of very thin tracks. These tracks are susceptible to over or under etching and are very easy to damage while soldering. This makes them highly unsuitable for an inexperienced hobbyist to build. Good construction skills are essential, as are a fine tipped temperature controlled soldering iron and a pair of good quality side cutters. For

those who don't think you can manage the project, there is a third version, designed to be easier to construct.

The third design is considerably larger than the other two, and is not meant to be installed in a train, but rather back at the controller. I figured as there was little chance of coaxing a unit into an N scale loco, construction could be made easier by spreading the components out and using thicker printed circuit tracks. I also took the opportunity to do away with the battery the other units require, and to install a more powerful amplifier. I have run these diesel simulators through twelve inch speakers to great effect.





The circuit diagram of the on board Diesel Sound Generator. There are two different PCB designs, but the circuit is the same.

HOW IT WORKS

The circuit can be looked at as several parts. Some areas will differ depending on the version. First we will consider the circuit designed to be carried in the locomotive.

The first part is the input bridge rectifier. This makes sure power of the correct polarity is always fed to the diesel sound generator. It feeds power to two circuit sections. The first is the 12 volt zener voltage regulator. See the Economy PSU for a description of how this works. C1 smooths the output of pulse type throttles into a usable constant voltage. D1 prevents any voltage held in the capacitor from being fed back to the second circuit section that is connected to the input bridge.

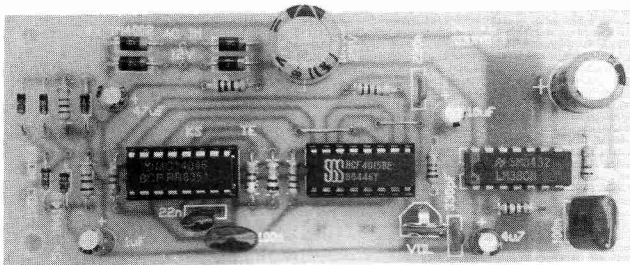
The second section is the speed detector. The voltage from the track is fed to the control pin of the voltage controlled oscillator in the 4046. As the track voltage is varied to control the speed of the locomotive, it will also modulate the frequency of the VCO, changing the simulated diesel's revs. So the faster the train goes, the faster the engine will sound. As a real diesel engine contains a lot of rotating mass, the rate at which it can rev up or slow down is limited. C3 along with its discharge resistor R3, simulates this inertia effect.

The next section of the circuit is the pseudo-random noise generator. It is this section that actually generates the

characteristic diesel throb. It consists of a seven stage shift register with its two last outputs Exclusive-ORed together and fed back into its input.

The square wave output of the VCO is used to clock the 4015 shift register. On each positive transition of the square wave, the data that is on pin 7 of the shift register is clocked into its first stage. At the same time the data in the first stage is clocked into its second stage, the data in the second stage is clocked into its third stage and so on. The data is eventually lost when it is clocked out of the eighth stage. The 4015 is really a dual 4 stage shift register with each stage having its own output pin. By feeding the last output of the first shift register into the data input of the second one, we have made an eight stage shift register. In this circuit, the outputs are taken from stages six and seven. The eighth stage is not used.

The Exclusive-OR gate compares outputs six and seven of the shift register, its output reflecting what is at the input pins. If either input is high, the output of the Exclusive-OR gate will also be high, but if neither or both inputs are high, the output will be low. This output is fed back into the shift register, and will soon be clocked through to outputs six and seven again. This results in an almost random stream of logic levels at the output of the Exclusive-Or gate. It is in fact a repeating cycle. Varying the number of stages in



The big one. Everybody will know when you fire this one up! I used an old car speaker with mine.

the shift register will vary the pattern. Seven stages seems to be the most suitable.

C4 and R6 are there to kick start the generator. It is possible that the shift register will start with all of its stages containing lows. And as a low compared with a low always gives a low, the pseudo-random sequence will never start. C4 and R6 hold the input high long enough for one or two highs to be clocked into the shift register. If your unit fails to start, reduce the value of R6.

The frequency of the VCO controls the rate at which the shift register is driven, thereby modifying the "throb" rate according to speed.

R7, R8 and C5 form a simple mixer and filter. The output of the pseudo-random noise generator is mixed with a little of the VCO's direct output and then the higher frequency component of the signal is shunted to the common rail via C5, while the remaining signal is amplified and sent to the speaker.

The VCO's direct output is used to simulate the whine of a supercharger. If you do not require the effect, leave out the 22k resistor R7.

The battery is there to provide power when there is not enough being picked up from the rails. D7 prevents the battery from being back fed. The switch is there so you can shut off the battery when you have finished running the train for the day.

If you cannot tolerate the thought of using a battery, replace C1 with a 1000uF electrolytic. The diesel sound generator will still work, but its performance will be adversely affected. It will no longer idle and slow speed performance will be poor, but you will never need to replace the battery!

The second version of the diesel sound generator differs primarily in two areas. The first is its power supply. It is fed from the rectified output of a transformer, and because of this requires no battery. Secondly, it uses an LM380 audio amplifier chip, giving a possible 4 watts out. With a decent speaker connected, your neighbours may think you are playing with a REAL diesel.

Some cunning modellers will be able to graft this unit directly onto the simple throttle presented in this book (before the reversing switch!), and do away with the need for both bridge rectifiers and a separate transformer. However, I recommend that a separate and isolated transformer winding be used to power each sound generator

constructed. Usually, trying to run them off the same winding as each other or the throttle, or even other circuits from the book, is a recipe for disaster for the unwary. There are too many ways in which an unexpected connection can occur, and when one does happen, either a diode in one of the bridges, or the transformer winding itself, will be damaged.

CONSTRUCTION

Take out microscope and surgical tweezers... well nearly. As I said earlier, the two smaller boards are not suitable for beginners. (I will not repair botched attempts at these projects. They really are too delicate.) The first step is to select which board is more suited to your needs. Check the boards closely for any manufacturing errors such as shorts between tracks or track breakages caused by over etching. Clean up shorts with a sharp hobby knife and repair tracks by soldering single strands of wire taken from a length of flex. If you must do this, it is easier to wait until the components are all soldered to the board. Just don't forget if you leave it to later!

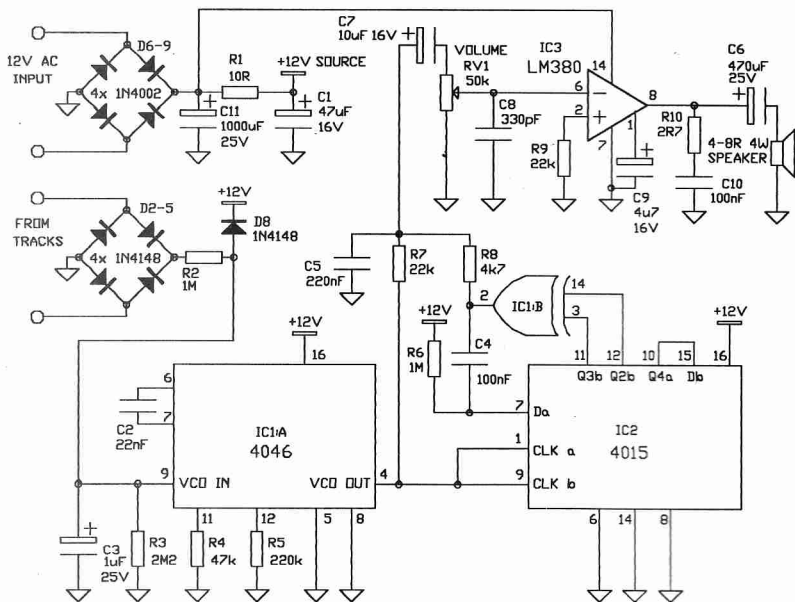
If you refer to the construction drawings you will see that there are several links. The shorter ones can be tinned copper wire. The longer ones will need to be insulated. On one version there is a link that is actually soldered between two resistors on the top side of the board.

The chips must be soldered directly to the board. Sockets take up too much space in a project this small. All resistors and diodes are stood on end to conserve space. The overlay on the board shows which end the body of the resistors should be placed. Refer to the photographs for the physical orientation of the diodes. Only their electrical orientation is on the overlay. The diode described as 12V is the 12 volt zener used in the regulator.

The capacitors should all be of the monolithic ceramic or monoblock type, once again to conserve space. Try to use small canned electrolytics too. The size of the 100uF capacitors varies a lot depending on manufacturer and age.

Do not substitute metal bodied transistors for the plastic ones recommended, or short circuits are sure to result.

The connections to the board have been put where they fit without taking up space. The connections to the diode bridge can be made by soldering either to the pads on the



The circuit diagram for the larger Diesel Sound Generator. While the amplifier and power supply circuits are different, the heart of the unit is the same.

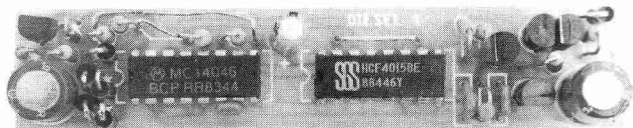
solder side of the board, or directly to the leads of the diodes.

The third version of the throttle should present no problems to any constructor, as it is neatly laid out with reasonable spaces between components. Do not use a socket for the LM380, as it uses the copper on the printed circuit board as a heatsink. The copper provided for the job is really not enough to dissipate the heat generated if the amplifier is run flat out for extended periods of time, but I doubt anyone will. Besides, the supply voltage is a little on the low side to allow full output power to be attained.

COMPATIBILITY WITH THROTTLES

The diesel sound generator responds differently to various types of throttles. I have tried it on all that were available to me at the time of writing. As it stands, it works well on the pulse type throttles presented in this book. I imagine it would work just as well on any other pulse type throttle. It is also completely compatible with variable voltage throttles like that presented in the last book of Electronics for Model Railways.

However, old current controlling throttles, that is any that use a rheostat to control speed, tend to make the diesel



The long thin version that is designed to be put in long nose diesels.