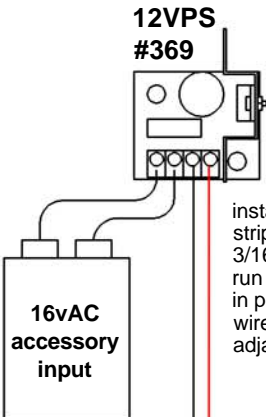


# Alternating Timed STATION STOP for a loop of track



install stranded wires by stripping insulation back 3/16", place wire in hole, run screw down to clamp in position. Make sure wires do not short to adjacent terminals!

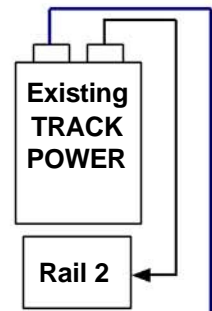
This drawing allows for a timed station stop to occur every other time the train passes the "Stop" section.

The "Alternate trigger" section sets and resets the Trak-DTL which then either powers the "Stop" section or routes it through the Trak-DTT2 sensor to create a stop. Thus, two passes are required to stop again.

The "Alternate trigger" and "Stop" section needs to be long enough to encompass the engine as well any lit caboose / tail car. Otherwise two triggers will occur each time the train passes thus negating the alternate stopping and stop on each time the train is suppose to. Fully lit passenger trains may use a smaller section.

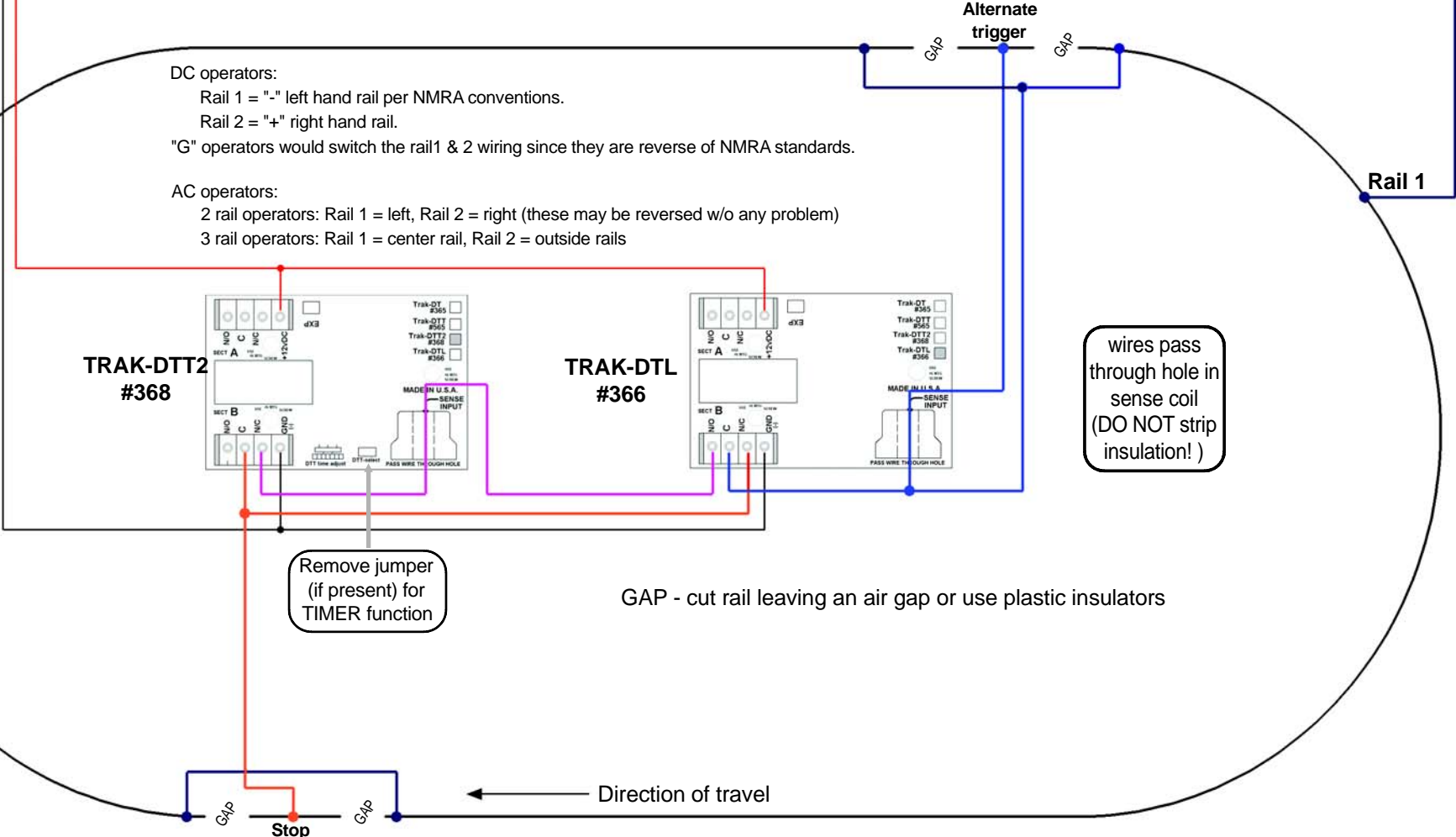
Momentum start/stop operation is accomplished by adding the MO-1, item 567 with a bit different wiring.

Operators utilizing an E-Unit need to lock it into the "Forward" direction or be utilizing an electronic e-unit that offers start in forward as well as a rapid reset to forward. This way when the stop time is up, the train will pull out in forward. All DALLEE E-Units provide this function.



DC operators:  
 Rail 1 = "-" left hand rail per NMRA conventions.  
 Rail 2 = "+" right hand rail.  
 "G" operators would switch the rail1 & 2 wiring since they are reverse of NMRA standards.

AC operators:  
 2 rail operators: Rail 1 = left, Rail 2 = right (these may be reversed w/o any problem)  
 3 rail operators: Rail 1 = center rail, Rail 2 = outside rails



Remove jumper (if present) for TIMER function

GAP - cut rail leaving an air gap or use plastic insulators

wires pass through hole in sense coil (DO NOT strip insulation!)