TWO TRAINS on ONE TRACK with TWO STOP locations

Start with train 1 set at "STOP-A", train 2 somewhere between "STOP-A" and "STOP-B"

Operation: Train 2 will not proceed beyond "STOP-B" until train 1 enters "TRIP-B". With train 1 sitting at "STOP-A" train 2 will always proceed thru "STOP-B". When train 2 gets to "TRIP-A" power is applied to "STOP-A" setting train 1 to proceed into the powered run section. If train 1 does not leave the "TRIP-B" and "STOP-A" section then train 2 will be stopped from entering "TRIP-B" at the "Protect-A" section. By setting up various lengths of track for the train lengths used you can effect a two train operation with two stop sections. The stop timing is determined by how long the train takes to leave one stop section and get to the next train trip section.

The stop sections should be long enough to hold the motive power you are running. If you choose to use multiple engines, they must all have common power pickup between all units (this increases stop lengths). "TRIP-B" needs to be long enough to contain your longest train with the engine in "STOP-A". "TRIP-A" needs to be long enough to allow the tain at "STOP-A" to leave. If it is not, illuminated cars will go out when crossing "STOP-A". In this setup it is desirable to use an illuminated caboose or car so that the detectors can protect the end of each train. Illuminated passenger cars are ok to use with this setup.

You may choose to use a "TRAK-DTT" (#565) instead of the TRAK-DT to insure enough time has elapsed. You may also choose to use our "OPTO-DT" (#552 or #553) in place of the TRAK-DT if you do not wish to rely on track current to trip the operation.