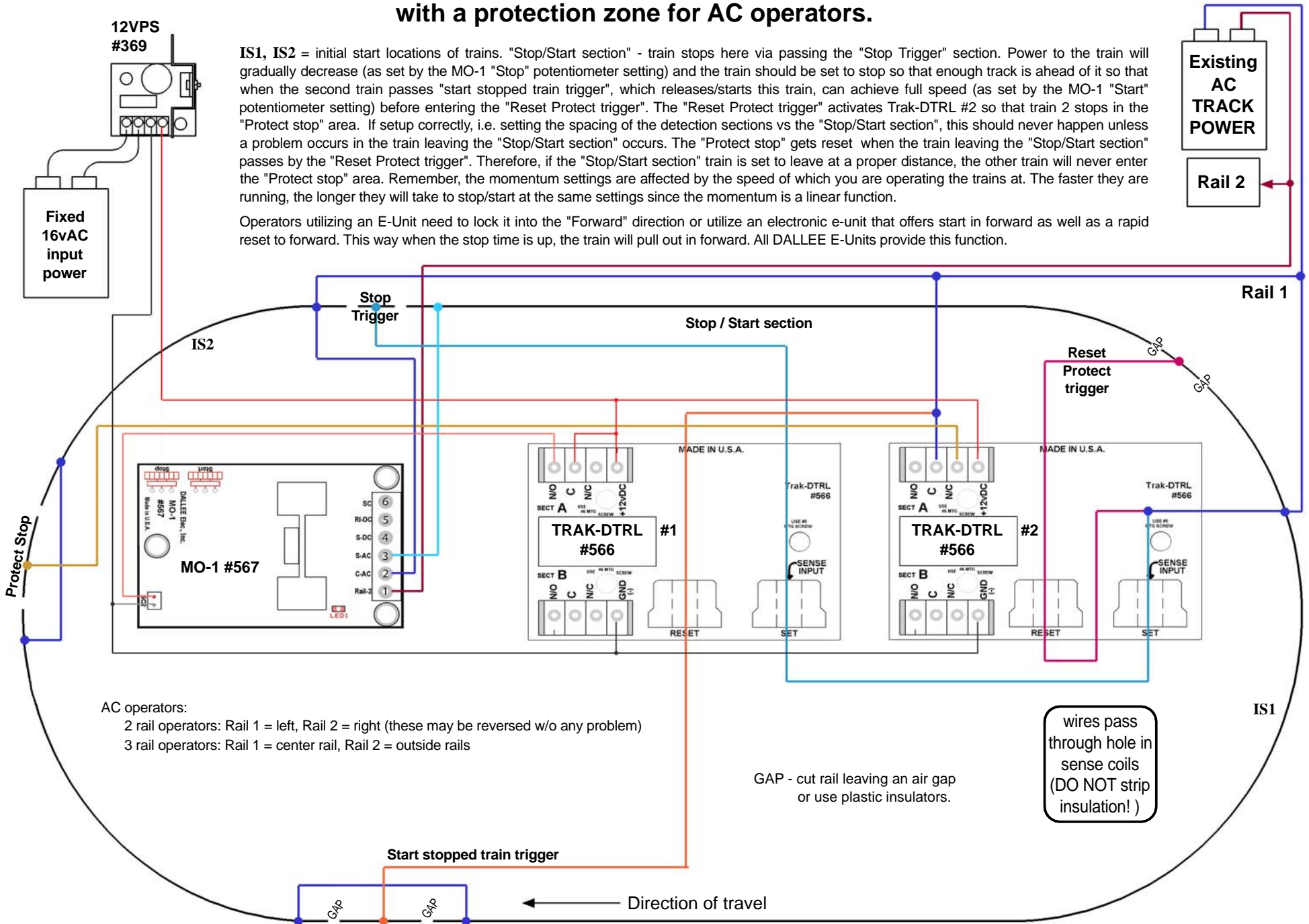


Two trains on one track with Momentum Stop/Start

with a protection zone for AC operators.

IS1, IS2 = initial start locations of trains. "Stop/Start section" - train stops here via passing the "Stop Trigger" section. Power to the train will gradually decrease (as set by the MO-1 "Stop" potentiometer setting) and the train should be set to stop so that enough track is ahead of it so that when the second train passes "start stopped train trigger", which releases/starts this train, can achieve full speed (as set by the MO-1 "Start" potentiometer setting) before entering the "Reset Protect trigger". The "Reset Protect trigger" activates Trak-DTRL #2 so that train 2 stops in the "Protect stop" area. If setup correctly, i.e. setting the spacing of the detection sections vs the "Stop/Start section", this should never happen unless a problem occurs in the train leaving the "Stop/Start section" occurs. The "Protect stop" gets reset when the train leaving the "Stop/Start section" passes by the "Reset Protect trigger". Therefore, if the "Stop/Start section" train is set to leave at a proper distance, the other train will never enter the "Protect stop" area. Remember, the momentum settings are affected by the speed of which you are operating the trains at. The faster they are running, the longer they will take to stop/start at the same settings since the momentum is a linear function.

Operators utilizing an E-Unit need to lock it into the "Forward" direction or utilize 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.



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

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

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

Two trains on one track with Momentum Stop/Start

with a protection zone for DC operators.

IS1, IS2 = initial start locations of trains. "Stop/Start section" - train stops here via passing the "Stop Trigger" section. Power to the train will gradually decrease (as set by the MO-1 "Stop" potentiometer setting) and the train should be set to stop so that enough track is ahead of it so that when the second train passes "start stopped train trigger", which releases/starts this train, can achieve full speed (as set by the MO-1 "Start" potentiometer setting) before entering the "Reset Protect trigger". The "Reset Protect trigger" activates Trak-DTRL #2 so that train 2 stops in the "Protect stop" area. If setup correctly, i.e. setting the spacing of the detection sections vs the "Stop/Start section", this should never happen unless a problem occurs in the train leaving the "Stop/Start section" occurs. The "Protect stop" gets reset when the train leaving the "Stop/Start section" passes by the "Reset Protect trigger". Therefore, if the "Stop/Start section" train is set to leave at a proper distance, the other train will never enter the "Protect stop" area. Remember, the momentum settings are affected by the speed of which you are operating the trains at. The faster they are running, the longer they will take to stop/start at the same settings since the momentum is a linear function.

