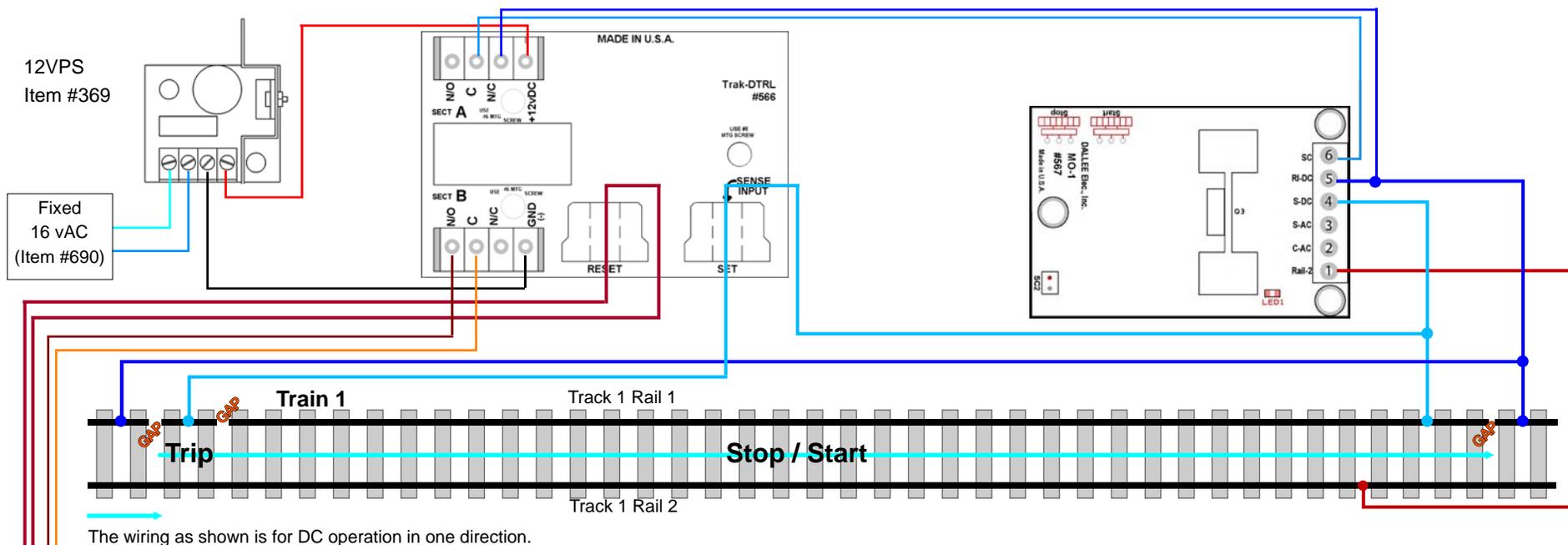


## Two Track Alternating Station Stops

This setup utilizes the Trak-DTRL for setting two MO-1's into action. The direction of travel is from the left to right and as per NMRA conventions, the right rail is the "+" rail. If you operate in the opposite direction, nothing will happen when traversing this section. "G" gauge operators need to switch the rail wiring from what's shown to the opposite polarity since "G" gauge operation is typically the opposite of the standard convention. To have one or both tracks work in an opposite direction, merely move the "Trip" section to the opposite end of the "Stop/Start" section.

Length's: "Trip" sections should be a minimum of one engine length. "Stop/Start" needs to be long enough to hold the train while stopping and starting to full speed. Otherwise, full track power will be put to the locomotive and the momentum affect will not occur. If you are operating with any illuminated cars, then the train needs to completely clear the "TRIP" section before stopping. Adjustment of the "STOP" and "START" times on the MO-1's are necessary as well as the maximum track speed for proper operation.

Operation: When entering the "TRIP" section on track 1, the MO-1 on track 2 will start it's engine and MO-1 on track 1 will begin to decelerate it's engine to a full stop. Track 1 will then remain at a stop while track two accelerates to full speed leaving the "Stop/Start" section.



Trak-DTRL's are normally shipped in the "RESET" position. Therefore, initial operation requires Train 1 train to be outside of the shown area, i.e. not in the "Trip" or "Stop/Start" section. Train 2 needs to contain it's train mid-section of the "Stop/Start" since it will have to start when train 1 enters it's "Trip" section. Since the Trak-DTRL will remember what sequence you are in it is not necessary to stage the trains for future operations.

