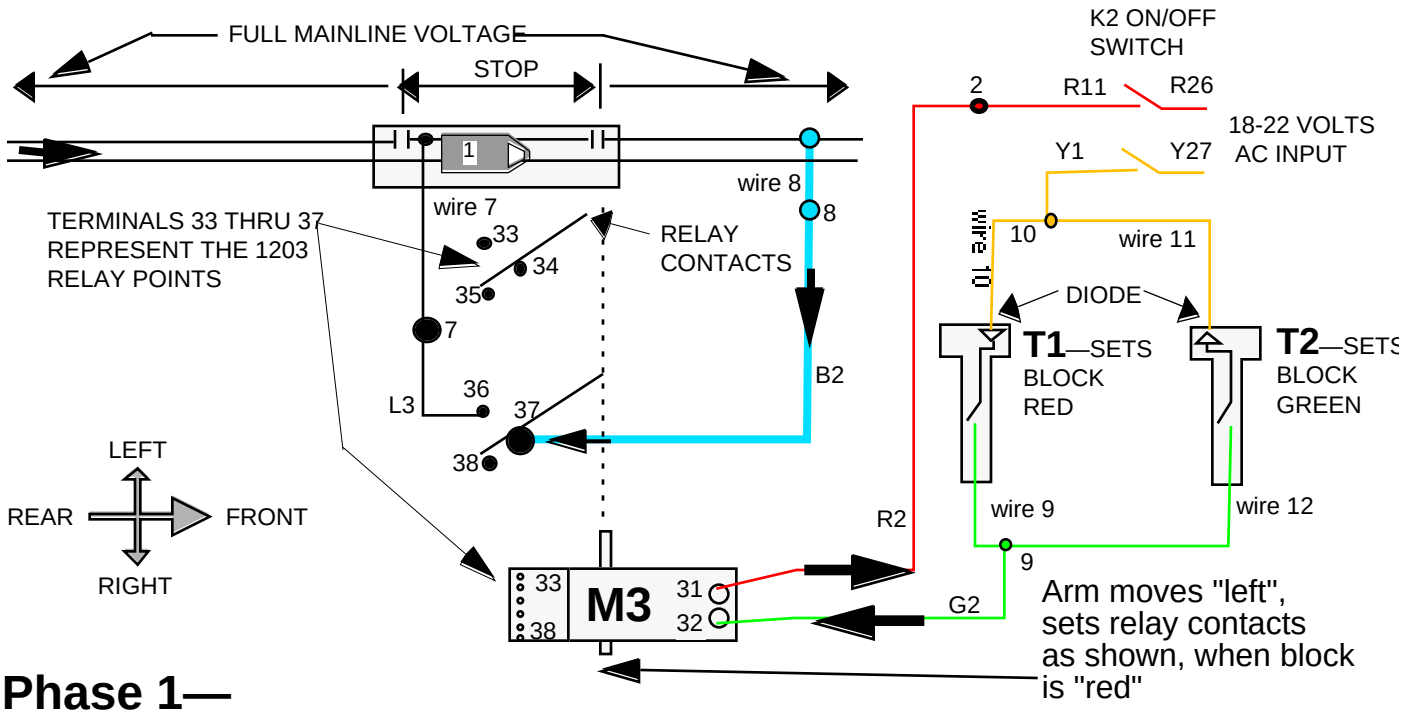
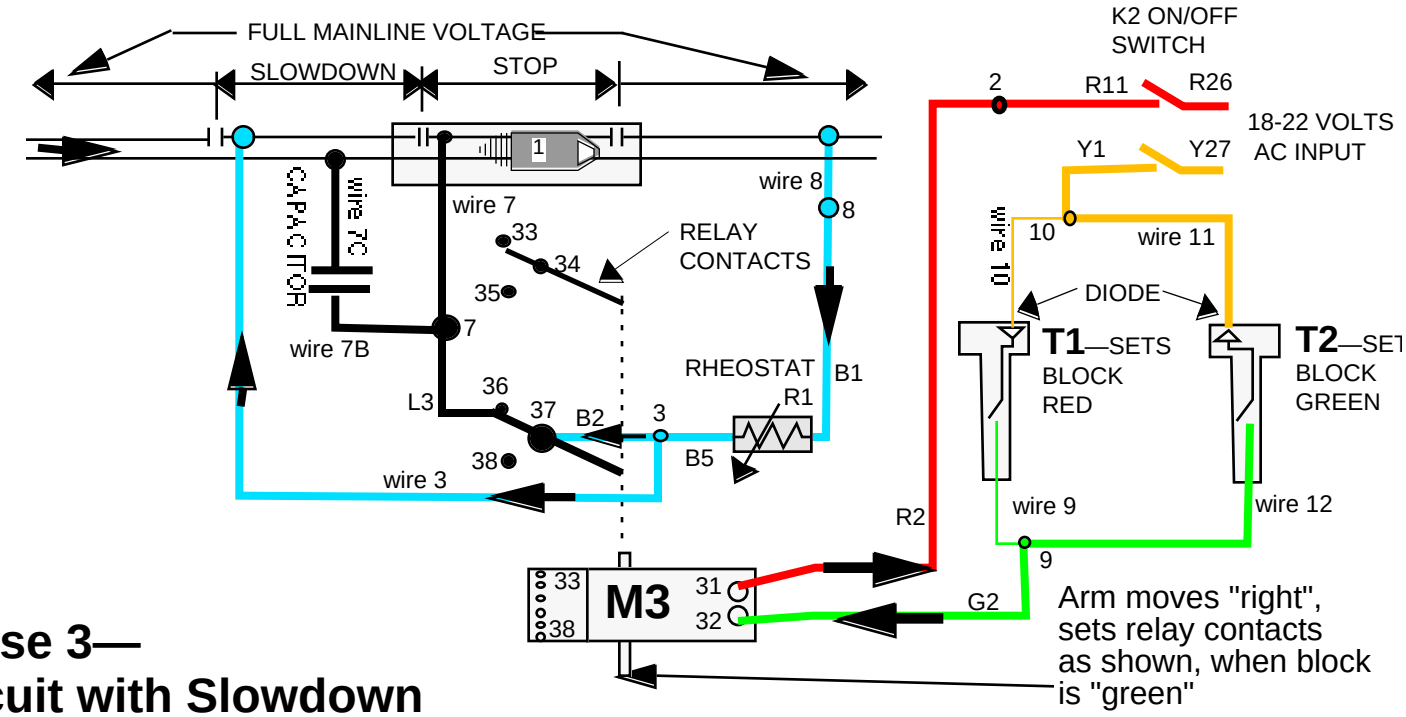


Phase 1—
Starter Circuit Without Slowdown

Contacts Shown in "Red" Postion

Notes:
When arm of M3 is LEFT—status RED:

- Stop block is disconnected (dead)

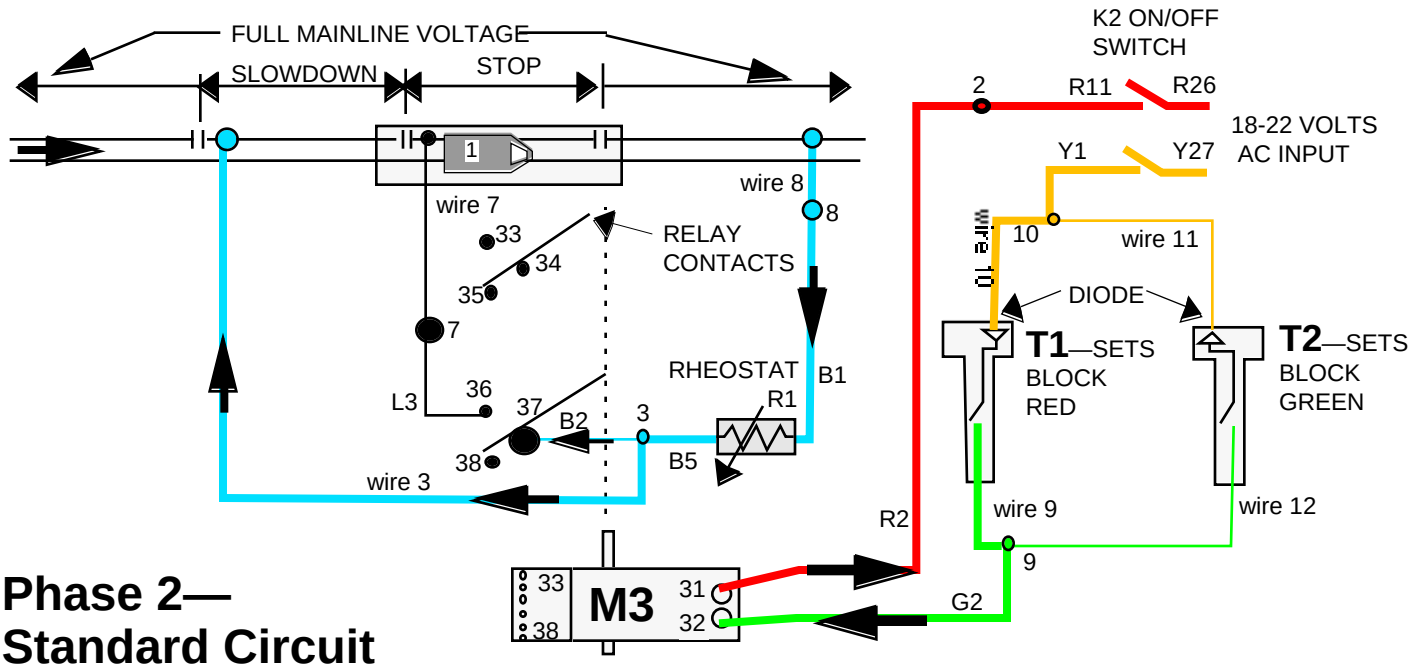


Phase 3—
Circuit with Slowdown plus Capacitor

- **Contacts Shown in "Green" Postion**
- Heavy lines show DC current path to slowdown block, and AC current path thru track contact T2 (when activated).

Notes:
When arm of M3 is RIGHT—status GREEN:

- Slowdown block is connected to rheostat R1
- Stop block is connected to rheostat R1



Phase 2— Standard Circuit With Slowdown

- **Contacts Shown in "Red" Postion**
- Heavy lines show DC current path to slowdown block, and AC current path thru track contact T1 (when activated).

Notes:
When arm of M3 is LEFT—status RED:
- Slowdown block is connected to rheostat R1
- Stop block is disconnected (dead)

Wire List And Colors:

Black	L3, 7	DC (+) Switched output to left rail of block
Blue	B1, B2, B5, 3, 8	DC (+) Unswitched input from l. rail of mainline
Green	G2, 9, 12	AC (+) Switched output from track contacts
Red	R2, R3, R11, (2)	AC (-) Unswitched (Common)
Yellow	Y1, Y3, Y16, 10	AC (+) Unswitched input to track contacts
Gray	A1, A2, (15, 16)	AC (+) Switched output to target light LEDS

Notes:

• Refer to the "Logic Diagram" diagram in the brochure to see how the block functions.

•Phase 1: This is the simple "Starter" circuit, shown in the RED state with the block disconnected. When the block changes to GREEN, the switch motor arm changes to the left, which connects relay terminal 37 to 38 and sends track power to the block via wire L3.

•Phase 2: This is the standard circuit with the slowdown rheostat added, shown in the RED state. The slowdown block is always powered via terminal 3 and wire 3.

•Phase 3: This is the standard circuit with the slowdown rheostat—plus the **optional** capacitor added, shown in the GREEN state.

•Phase 3: This is the standard circuit with the slowdown rheostat—plus the **optional** capacitor added, shown in the GREEN state.

When the block first changes from RED to GREEN, the capacitor, in parallel with the engine, drains away some of the current from the engine until it charges up, then giving the engine a smoother start.

•Phase 4: (Not Shown) As shown on Sh 9, this adds the red and green target lights, using terminals 33, 34, & 35 of the relay.