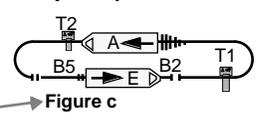
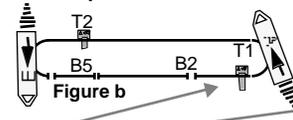
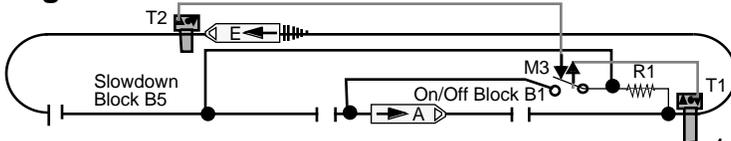


Figure a—How an Automatic Block Controls 2 Trains (demonstrated on Videotape #2)

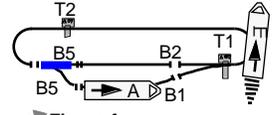
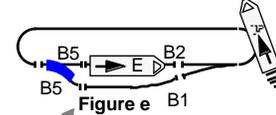
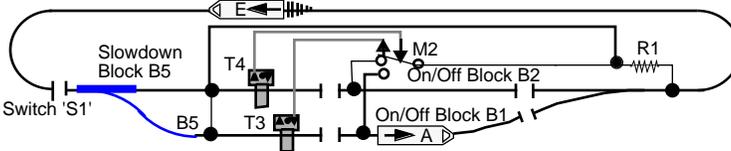


This is a modified version of page 142 of LGB 0028E.

1. Engine A is stopped on unpowered block B1—status RED.
2. Engine E, moving on the main line, crosses track contact T2. This closes relay M3—status GREEN—connecting power to block B1.
3. Figure b: Engine A exits block B1 onto the mainline, and crosses T1. This opens relay M3—status RED.

4. Figure c: Engine E enters slowdown block B5, continues onto unpowered block B1, and stops.
5. Not shown: Engine A crosses T2. This closes relay M3—status GREEN—connecting power to block B1.
6. Engine E exits block B1 onto the mainline, and crosses T1. This opens relay M3—status RED.
7. Engine A moves onto now-empty block B1 and stops. (Positions now as shown in Fig. a.)

Figure d—How an Automatic Passing Siding Controls 2 Trains (demonstrated on Videotape #4)

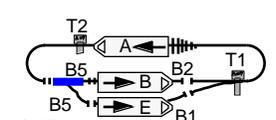
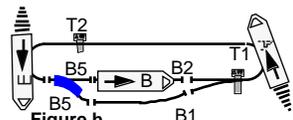
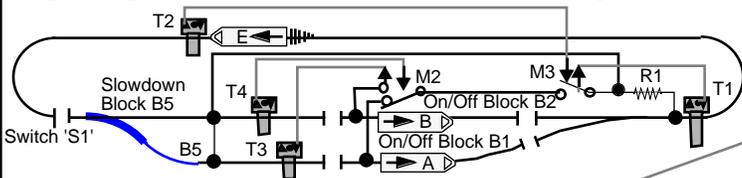


This is a slightly modified version of page 129 of LGB 0028E.

1. Engine A is stopped on unpowered block B1.
2. Engine E, moving on the mainline, eventually enters slowdown block B5, crosses T3—this changes relay M2 to connect to block B1, and sets switch S1 curved. Engine E continues onto dead block B2 and stops.

3. Figure e: Engine A exits block B1 onto the mainline.
4. Figure f: Engine A eventually enters slowdown block B5, and crosses T3—this changes relay M2 to connect to block B2, and sets switch S1 straight. Engine A continues onto unpowered block B1 and stops.
6. Engine E exits block B2 onto the mainline. (Positions now as shown in Fig. d.)

Figure g—How an Automatic Switching Block Controls 3 Trains (demonstrated on Videotape #5)

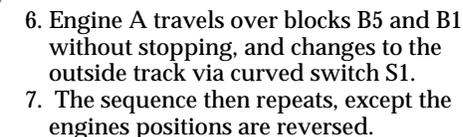
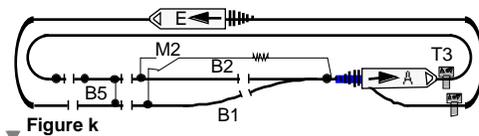
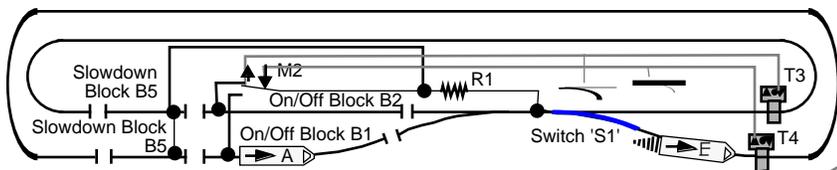


This combines the Automatic Block & Passing Siding shown above.

1. Engines A and B are stopped on unpowered blocks B1 and B2—status RED.
2. Engine E, moving on the main line, crosses T2. This closes relay M3—status GREEN—connecting power to block B1.
3. Figure h: Engine A exits block B1 onto the mainline, and crosses T1. This opens relay M3—status RED.

4. Figure i: Engine E enters slowdown block B5, crosses T3—this changes relay M2 to connect to block B2, and sets switch S1 straight. Engine E continues onto dead block B1 and stops.
5. Engine A crosses T2. This closes relay M3—status GREEN—connecting power to block B2.
6. Not shown: Engine B exits block B2 onto the mainline, and crosses T1. This opens relay M3—status RED. Engine A continues onto dead block B2 and stops.

Figure j—How Automatic Route Selection Controls 2 Trains (demonstrated on Videotape #4)



1. Figure j: Engine A is stopped on unpowered block B1.
2. Engine E, having traveled thru blocks B1 and B2 without stopping, now moving on the mainline, crosses T4. This changes relay M2 to connect to block B1, and sets switch S1 straight.
3. Figure k: Engine A exits block B1 onto the mainline.
4. Engine A crosses T3. This changes relay M2 to connect to block B2, and sets switch S1 curved.
5. Figure l: Engine E continues onto unpowered block B1 and stops.

6. Engine A travels over blocks B5 and B1 without stopping, and changes to the outside track via curved switch S1.
7. The sequence then repeats, except the engines positions are reversed.



Logic Diagrams