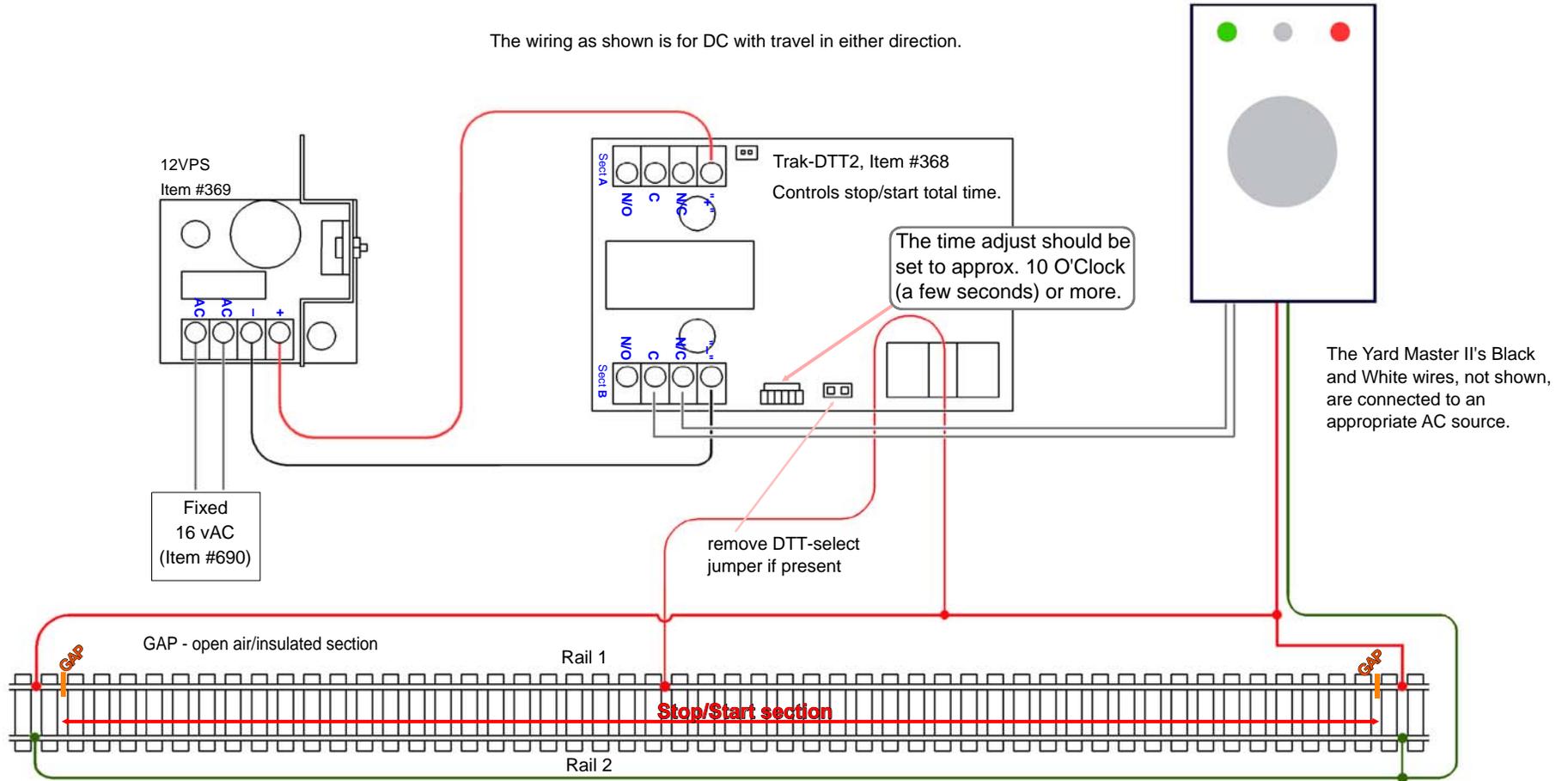


# Station Stop for DC operators utilizing the Yard Master II with remote momentum On/Off Control

The wiring as shown is for DC with travel in either direction.



This setup utilizes the Trak-DDT2 for setting the Yard Master II into action. The direction of travel is not important since the Trak-DDT2 will tell the Yard Master II to start its slow down upon entering the "Stop/Start section". What is important is that the engine must stop within the length of this section. Failing to do so will make the stop occur upon every other entrance or if a lit caboose is present, a re-stop/start upon its entry into the section. If the train consists of illuminated cars, then it's not necessary for the engine to entirely stop within the section since the lit cars will perform the "reset" (second sense of current) required for the Trak-DDT2 in order to perform the "Stop/Start" sequence upon entering the section again. Multiple stop/start's can be made in the layout as long as they are far enough apart from each other so that the Trak-DDT2 can clear any current sense previously sensed. If this does not happen, the train will not stop at the next sense section. The stop/start momentum is preset in the Yard Master II, so it is imperative that an appropriate speed is set for the length of the "Stop/Start" section of track. The faster the speed, the longer it will take to stop the train.

Operation: When entering the "TSS" section, the Trak-DDT2 will activate its time function. The Trak-DDT2 sets the Yard Master II to decelerate the train to a full stop (providing the time set is long enough for this to occur). When the Trak-DDT2 time is up, it will then tell the Yard Master II to release the train which will gradually apply track power until full speed is achieved.