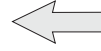
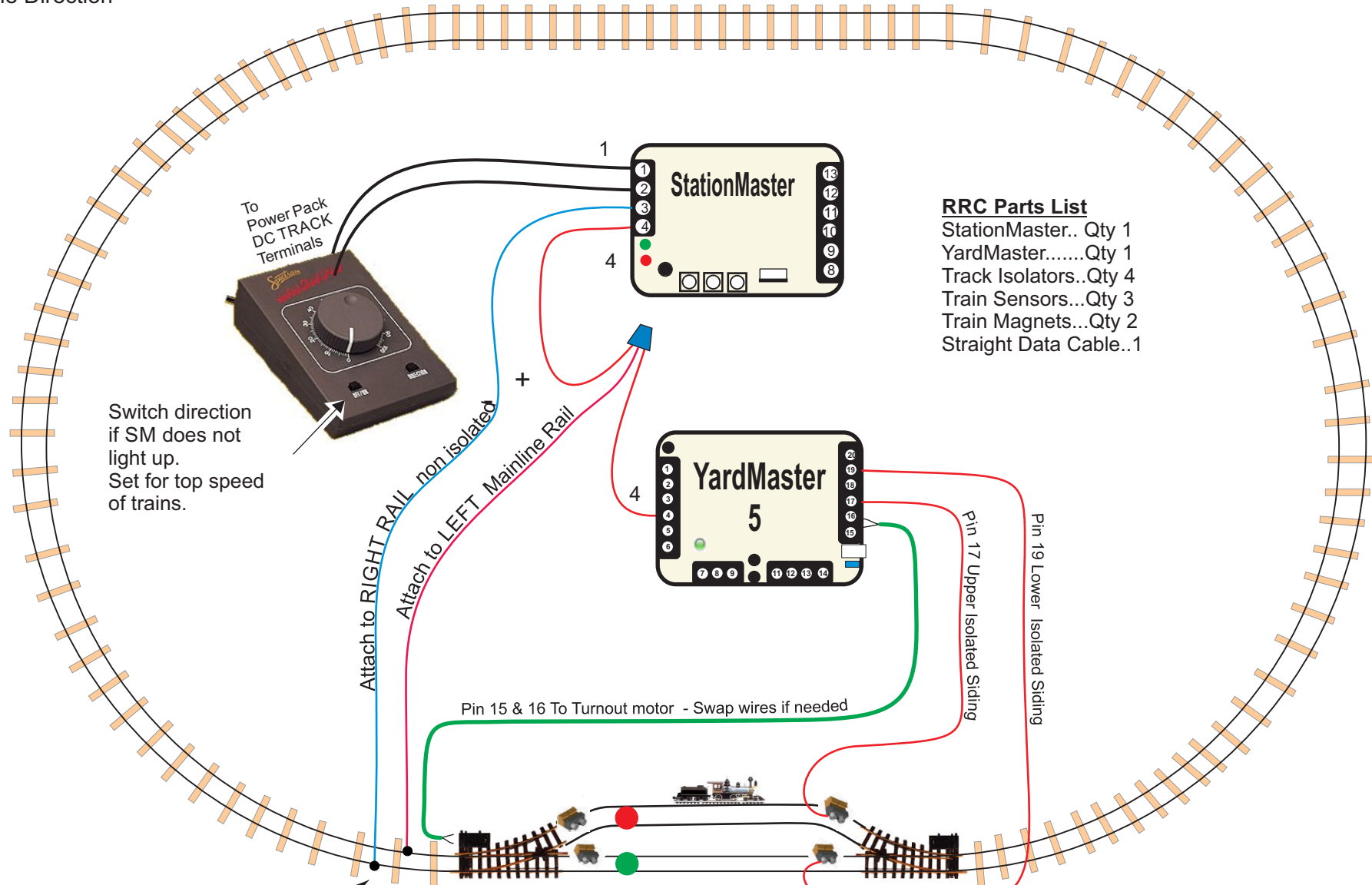


## Alternate 2 Trains at a Siding

With Slow-Down Realism &  
Programmable Station Stop.  
- One Direction -



Place MAGNET  
on bottom of engines.



### RRC Parts List

- StationMaster.. Qty 1
- YardMaster.....Qty 1
- Track Isolators..Qty 4
- Train Sensors...Qty 3
- Train Magnets...Qty 2
- Straight Data Cable..1

To Power Pack  
DC TRACK  
Terminals

Switch direction  
if SM does not  
light up.  
Set for top speed  
of trains.

Attach to RIGHT RAIL non isolated  
Attach to LEFT Mainline Rail

Pin 15 & 16 To Turnout motor - Swap wires if needed

Pin 17 Upper Isolated Siding

Pin 19 Lower Isolated Siding

These two are just connections  
to the rails.  
The right rail should be connected all around.  
No isolators on the right rail.

Track isolators, 4 Required.  
On LEFT rails of sidings only.

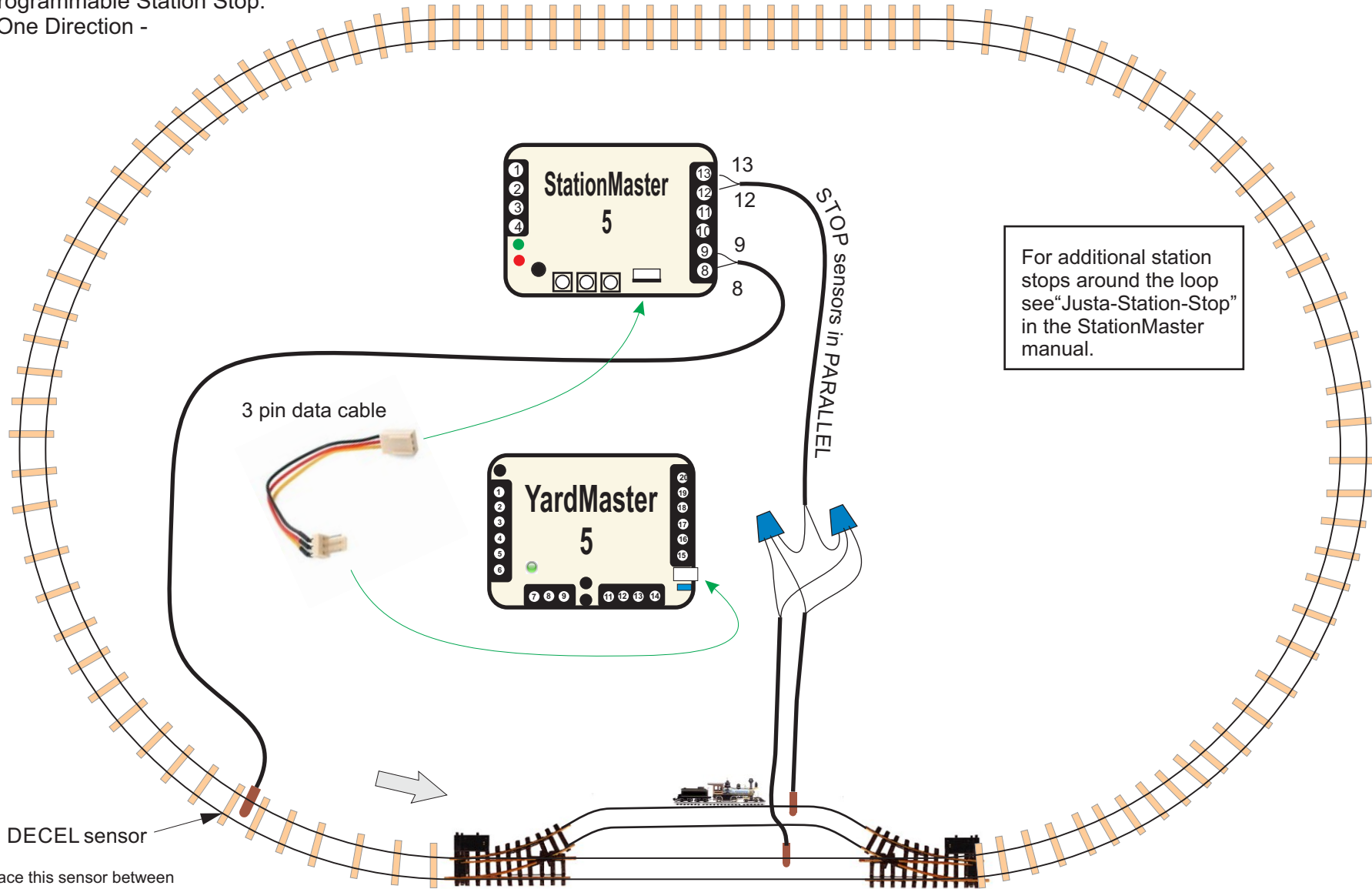
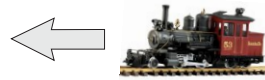
The exit turnout can be powered  
in parallel with the entry turnout  
or floating with the train pushing the  
points.

# SENSOR CONNECTIONS

## Alternate 2 Trains at a Siding

With Slow-Down Realism &  
Programmable Station Stop.

- One Direction -



For additional station stops around the loop see "Justa-Station-Stop" in the StationMaster manual.

DECEL sensor

Place this sensor between 3 and 6 feet from the stop sensor. If this lays inside the sidings then use 2 DECEL sensors in parallel and place one in each siding.

## Alternate 2 Trains at a Siding with Slow-Down Realism.

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### Parts Required:

StationMaster:	Qty 1	4 AMP or 10AMP version.
YardMaster:	Qty 1	
Turnouts:	Qty 2	One is powered and the second can be either floating or powered.
Track Isolators:	Qty 4	
Magnets:	Qty 2 (or one per train)	
Sensors:	Qty 3	

### Description

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The Alternating 2 train siding will allow 2 trains to run around the layout. One of them will always be in the siding while the other train will be traveling. Trains will alternate using a **programmable lap count, programmable time delay, self-adjusting deceleration, and programmed acceleration rate.**

#### StationMaster Hookup:

Terminals 8 and 9 are the DECEL sensor inputs and attach to the DECEL sensor as shown. (No polarity)  
If the siding is very long then a sensor can be placed in each leg wired in parallel.

Terminals 12 and 13 are the STOP sensor. Attach these to the STOP sensors in parallel as shown. (No polarity) The train will stop just past this sensor.

Terminals 1 and 2 attach to the transformer. Change the train direction on the transformer if the StationMaster does not light up.

Terminal 3 attaches to RIGHT RAIL which is common ground throughout.  
Terminal 4 attaches to YardMaster terminal 4 and the LEFT rail of the main line track section. This is the voltage output of the StationMaster.

#### StationMaster Programming:

A StationMaster **factory default** will set everything perfectly to operate this hookup except for the deceleration operation.

For Legacy StationMaster units before 10/2019:

Turn on "Realistic Self Adjusting" by setting the deceleration rate to MAXIMUM:  
1) Turn the top speed dial fully counter-clockwise.  
2) Press and hold down button #1 until the LED flashes quickly.  
3) Turn the top speed dial fully clockwise.

For units after 10/2019: Turn on "Creep Stop" in secondary program mode.

1) Turn the top speed dial fully counter-clockwise and then clockwise until green.  
2) Press and hold down button #1 until the LED flashes quickly  
3) Turn the top speed dial fully clockwise.

#### YardMaster Hookup

Terminal 4 attaches to StationMaster terminal 4 and the LEFT rail of the main line track section. This is the voltage output of the StationMaster.

Terminals 15 and 16 attach to the turnout. You may need to swap these wires at the turnout as necessary so that the turnout direction matches the siding which has power.

Terminals 19 and 17 attach to the LEFT isolated rails of the sidings. The YardMaster will switch the voltage entering terminal 4 between these two terminals.

The 3 pin keyed connector attaches between the StationMaster and YardMaster

#### YardMaster Programming:

No programming however a factory reset may be necessary.

#### Additional Notes:

The train direction shown in the drawings assumes "Large Scale" trains which do not follow NMRA standards. For NMRA trains the trains will travel in the opposite directions as indicated by the arrows in the drawings. These include HO, N, etc. For NMRA trains to go in the directions as shown swap the 2 wires that attach to the StationMaster in terminals **3** and **4**.