



NEWSLETTER

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CS2 System 1.6.4 Available for Memory Sticks

For the past couple of months System 1.6.4 has been available by direct download for the Central Station 2. Now it is also available for downloading to a USB memory stick which can be used to update the Central Stations by way of the USB port on the back of the CS2. The update can be found at Märklin's German web site:

http://www.maerklin.de/de/produkte/tools_downloads/software_updates.html

Besides the fact it updates the locomotive database, this new system is important to have for two reasons:

1. The new system is required to use the new Apple Application "Main Station" which is discussed below.

2. System 1.6.4 will update your Mobile Station 2 to system 1.6 when it is plugged into the updated Central Station. This is important because the earlier MS2 software had a problem registering MFX locomotives.

New iPad App "Main Station" Announced

The Fall 2011 New Items Brochure announced the availability of the new Apple application called "Main Station" for the iPad. The Fall 2011 New Items brochure is available at your Märklin dealer or individual items can be seen on the Märklin, Inc. web page at the New Items link:

www.marklin.com

Main Station

This new App is specifically suited for the iPad. The earlier App, "Mobile Station," as seen in Illustration 1, worked on iPhones, ipod Touch, and iPads. It had a smaller screen and limited views.

The "Main Station" App (Illustration 2) allows for multi screens on the iPad so all aspects of the CS2 can be seen, including the Control, Keyboard, Layout and Memory screens. This enhanced

ability requires that the CS2 be upgraded to System 1.6.4 in order to download all the various screens.

The App description is as follows:

Description:

The Main Station transforms your iPad into a full function controller for your model railroad.

Features:

-Simple, intuitive operation with the same operating appearance and logic as with the CS2.

-The Main Station assumes the settings for the Märklin Central Station when running any solenoid accessories, and for activating routes by means of the track diagram control board.



Illustration 1



Illustration 2

-Up to 8 locomotive controllers can be represented as shown in illustration 3.

-Several track diagram control boards that can be zoomed in or out can be represented as shown in illustration 4.

-Configurable screen views.

-Graphic locomotive selection.

-Up to 16 locomotive functions and 320 solenoid accessories can be controlled.



Illustration 3

-Automatic display of the function status by means of self-explanatory pictograms.

-Can be used in vertical or horizontal format.

Requirements:

-Märklin Central Station 60213/60214/60215 (Version 1.6.)

-iPad or iPad2

-Network connection to the Central Station

-WLAN connection to the iPad

An article on connecting the CS2 to a WLAN (WiFi local area network) appeared in *The Digital Newsletter* Vol. 23 No. 2 of this year. All the information printed also applies to setting up the Main Station App with the iPad or iPad 2.

REMEMBER: The Mobile Station App works with the iPhone, iPod Touch, and all iPads. The Main Station App works only with the iPads.

CORRECTION

The previous issue of *The Digital Newsletter* included an article on the release of the new 60941 high efficiency motor upgrade. Unfortunately the information on the details of the kit's contents was from the 60943 kit. Below is the correct information on the 60941 kit's contents.

60941

Conversion Set for all Märklin H0 Locomotives with Drum-Style Commutator



Contents:

Armature: 386 820

Permanent

Magnet Field: 389 000

Brush Plate 386 940

Creating Layouts on the CS2

“Layout” is understood as “track diagram control board”, in which individual areas of a layout can be represented in a simplified form. The use of such a representation enables you to switch routes more easily, since you no longer have to work with the names of turnouts (or signals). The turnouts are recognized visually. You can also immediately recognize the setting for a turnout.

The individual elements can be arranged in the configuration mode, reached by the wrench button. The available elements are selected by clicking on right field with a blue background and can then be inserted in the corresponding square with a click.

The following elements are available:

-  Straight Track
-  Crossing
-  Track Crossing with a Bridge
-  Track End (Track Bumper)
-  Diagonal Track
-  Two Parallel Diagonal Tracks
-  Tunnel Entry or Exit
-  Left Turnout
-  Right Turnout
-  Three-Way Turnout
-  "Y" Turnout
-  Double Slip Switch
-  Signal (general)
-  Route
-  Contact (S 88)
-  Connection to Another Track Diagram
-  Adding a solenoid accessory

There are additional keys on the lower edge in the screen, and they can be used to change elements in the track diagram. The following tools are available:

-  Insert or change text
-  Delete elements
-  Configuration for an element
-  Rotate an element counterclockwise by 90°

Note: Text inserted into the track diagram is always assigned to a box in the diagram and can be processed or deleted in this box. The text from assigned boxes is represented in the layout starting slightly shifted to the right and below. See Illustration 4 for an example of the layout screen.

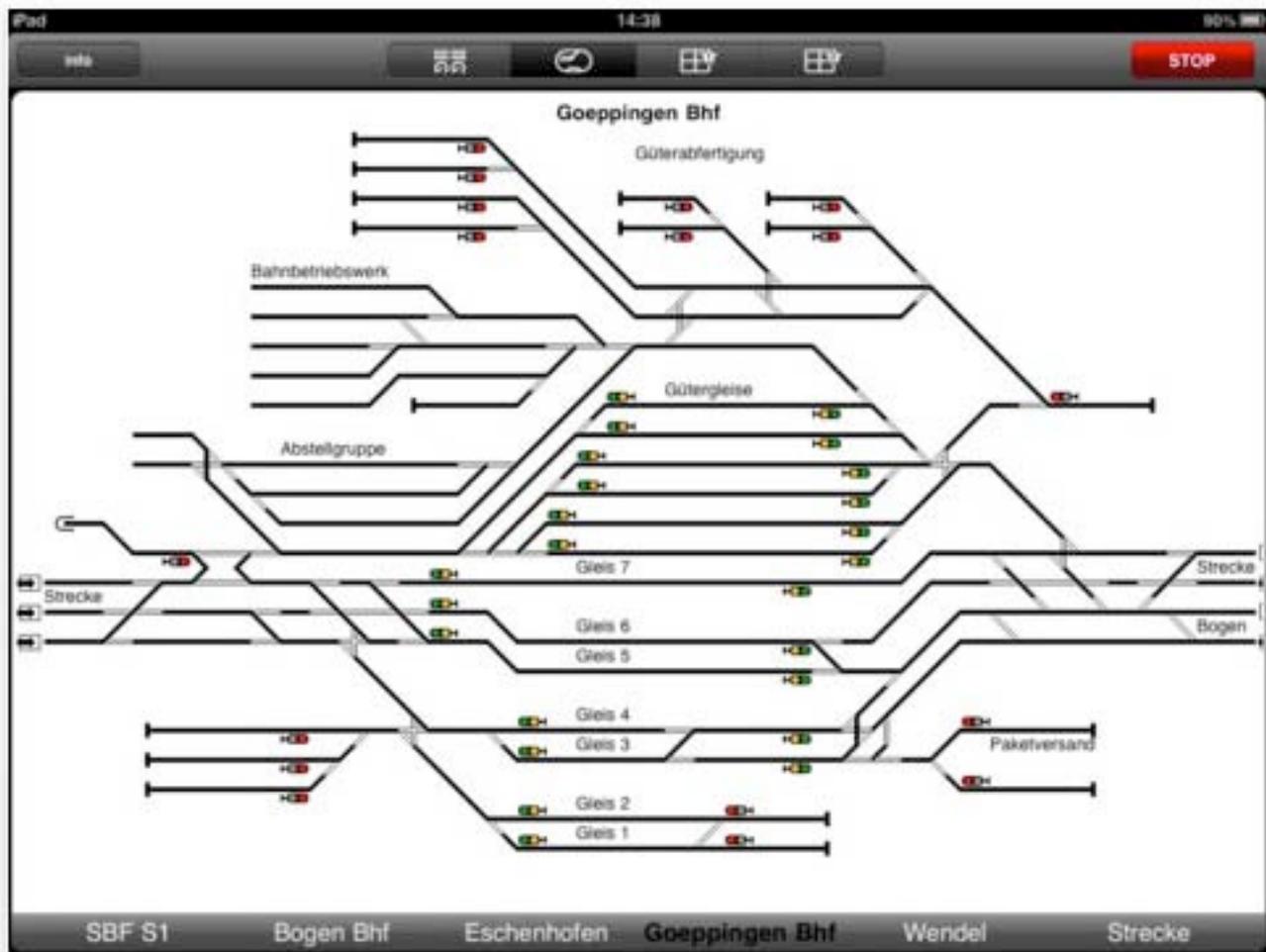


Illustration 4



37012 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 110.3. Express locomotive with aerodynamic ends, with the co-called "Pants Crease". "Chinese Red" paint scheme, with an advertising theme. Rebuilt version with square Klatte vents, square engine room windows, without a continuous rain gutter, without skirting, and without buffer streamlining. The locomotive looks as it did around 1996.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It has controlled high efficiency propulsion, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1

can each be turned off digitally. When the headlights at both ends of the locomotive are turned off, then the function of the “Double A” light is represented. The headlights and marker lights are maintenance-free, warm white and red LEDs. The locomotive has separately applied grab irons. The engineer’s cabs have interior details and separately applied control wheels. The roof walks are separately applied.



37323 Weathered “Re 10/10” Double Electric Locomotive Set.

Prototype: Swiss Federal Railways (SBB) class Re 10/10 double electric locomotive set, consisting of one each Re 6/6 electric locomotive with the city coat-of-arms for “Bischofszell” and an Re 4/4 II electric locomotive. Used mainly on the Gotthard route for long, heavy freight trains. The locomotives look as they did around 1980. Weathered version.

Model: Both locomotives have mfx digital decoders; the Re 6/6 also has factory-installed sound functions that can be turned on and off. Both locomotives each have controlled high-efficiency propulsion. Each locomotive has 2 axles powered. Traction tires. The Swiss headlight code (triple headlights / white marker light) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free, warm white LEDs.



37693 Diesel Locomotive.

Prototype: Dortmund Railways locomotive road number 31. Diesel-electric version of the MaK general-purpose locomotive in Era V.

Model: The locomotive has an mfx digital decoder and controlled high-efficiency propulsion. It also has a special can motor with a bell-shaped armature and a flywheel. All axles powered. Traction tires.



37694 Diesel Locomotive.

Prototype: Class MaK DE 1002 diesel-electric switch engine painted and lettered for the firm Northrail

GmbH, Hamburg, Germany. This locomotive has been leased to the firm Seehafen Kiel GmbH & Co. KG since January of 2011. Era VI.

Model: The locomotive has an mfx digital decoder and controlled high-efficiency propulsion. It also has a special can motor with a bell-shaped armature and a flywheel. All axles powered. Traction tires.



37927 Steam Freight Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 41 steam freight locomotive with a tender and with oil firing. Rebuilt version with a new design, high-efficiency boiler, Witte smoke deflectors, DB Reflex glass lamps, inductive magnet on one side of the locomotive, warning stripes on the buffer plates, and rebuilt tender with an oil bunker. Road number 41 356. The locomotive looks as it did around 1962.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a bell-shaped armature and a flywheel, mounted in the boiler. 4 axles powered. Traction tires. The locomotive and the tender are constructed mostly of metal. A 7226 smoke generator can be installed in the locomotive. The triple headlights that change over with the direction of travel and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and tender. It can be adjusted for track radius. Close couplers with NEM coupler pockets and guide mechanisms are mounted on the rear of the tender and on the front of the locomotive.



39017 Express Train Steam Locomotive with a Tender.

Prototype: German Railroad, Inc. (DB AG) road number 01 150 express train steam locomotive. This museum locomotive of the Nürnberg Transportation Museum looks as does since being restored, with striking Wagner smoke deflectors and brass-colored boiler bands. The locomotive looks as it did in September of 2011.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion and a can motor with a flywheel in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 7226 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The headlights are maintenance-free warm white LEDs. There is an adjustable close coupling between the locomotive and tender for different curves. There is a close

coupler with a guide mechanism and an NEM pocket on the tender. The minimum radius for operation is 360 mm / 14-3/16". Protective piston rod sleeves are included. The locomotive comes in a wooden case.

Digital Hot Line

Help for your digital problems and questions is as convenient as a phone call or computer connection. Remember, Tom Catherall operates a help line for all Digital Club members. For assistance call:

(801) 489-8971 Home phone - anytime

(801) 367-1042 Cell phone

(801) 489-1087 FAX

e-mail = tom@marklin.com

Digital Newsletter Available via E-mail

The Digital Newsletter has subscribers throughout the U.S. and Canada, and more than twenty-five countries around the globe. We have recently fielded some requests from subscribers both near and far requesting we send their bi-monthly newsletter via e-mail rather than snail mail. We are pleased to respond to this request by offering all of our members the option of receiving their newsletter via e-mail. The new e-mail distribution service began with the May/June 2007 issue of the newsletter. To sign up for the Digital Newsletter e-mail distribution service, please e-mail your name and e-mail address to Michelle Gurski at Märklin, Inc. using this e-mail address: club@marklin.com. Please type "Digital Newsletter" in the subject line of your e-mail.

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