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Current Central Station 3 Version – 2.5.2 (6) Current Central Station 2 Version – 4.3.0 (11) Current Mobile Station Version – 4.15 Current Wireless MS Version – 4.27.0.13 Digital Consultants Rick Sinclair Curtis Jeung

We are currently traveling to Denver, Colorado for the Rocky Mountain Train Show. We have been doing this show for the past 9 years. In fact, this was the first show that the current crew of Marklin, Inc. did together! It has been a great show, and we enjoy seeing everyone yearly.

Our first article covers how to do a software update to a Wireless Mobile Station (60667), while our second article continues with transferring a layout controlled by a CS2 to a CS3.

# Wireless Mobile Station Update

Ok I will be honest; I have avoided this topic since the Wireless Mobile Station came out. Being that I am not the most computer savvy person, I just did not want to try to figure out all the wireless names, settings and passwords. Well as it turns out, it was easy, even for me to do.

In my article, I will show how I updated the Wireless Mobile Station. There is not much to it so this will consist mostly of pictures. Keep in mind, there may be other ways to update the Wireless Mobile Station. Unfortunately, I cannot test any other way since my Mobile Station is updated now. I will explore other ways once there is another update announced, but I think this might be the preferred method since it was so easy.

# Update Procedure

I started by reading the manual. I recommend doing this not to memorize it, but to trigger a memory of what is in the manual when I have a problem. If I get into trouble, often, I remember that I read something about the problem somewhere.

I started by trying to connect with my phone, and the manual gave me the IP address of the Wireless Mobile Station. It is important to note that the manual states that the unit can be accessed when it is not connected to a router or 60117 WLAN box. This sounded like what I wanted to avoid, all the passwords and settings.

I turned on the Wireless MS and then connected it to my wireless router, not the 60117 WLAN box, (apparently, I already did all the password stuff since it remembered the network settings). Once connected, I was able use my phone to log into the Wireless MS using the IP address that it showed in the settings (->Mobile Station Settings ->WLAN Settings ->Show WLAN). Since the Wireless MS is not connected to the 60117 WLAN box, the MS generates its own IP address. Therefore, it can be different from what the manual states when connecting this way (Fig. 1).

Instantly I can see that there is a red dot showing an update is needed (Fig 2). Selecting the gear icon shows the settings menu and that the update can be started. Once I touch "Start Update" (Fig. 3) it will ask to confirm it (Fig. 4).





10:27	.ul 🗢 97
märklin digital	
<b>〈</b> Firmware update	
Current firmware version: 4.15.0.10	
Update version	4.27.0.13
Verbesserungen der Freigabeversion	
Show update information	>
B Start update	573 <b>°</b>
Ŷ	252
192.168.4.49	C
< > @ c	
Fig. 3 - Start Update.	



The update started on the Wireless MS (Fig. 5). All seemed to go well until I got the "Error Code 1". I expected this but wanted to see what would happen. I noticed that the battery level of the Wireless MS was 31% when I was connected to my phone. The manual states that the battery level must be at least 50% to do an update - CONFIRMED! (Fig. 6).





Once I scoured for fresh(er) batteries, I tried the update again only to find another error message "Download Error" (Fig. 7). This message is not referred to in the manual. It might be because I briefly lost connection when changing batteries. So, like any other person, I tried the same procedure as I did before, expecting a different result. This time it worked, and the update initiated on the Wireless MS (Fig. 8).





The update finished and the software version on both my phone and the Wireless MS were confirmed to be current. I am sure that once I do this update procedure a few times it will be easier, but it is difficult to remember how since the updates are infrequent.

# **Enjoy Your Hobbies**

**Rick Sinclair** 

# Transfer of Data from a CS2 to a CS3, part 2

In part 1 of this article, I described the initial state of CS2 profiles (saved data) when transferred into a CS3. Most of the data is transferred in an operational state so you can control any of the elements that you would in the CS2. However, due to the programmatic differences between the two control models, there are changes that will need to be corrected for by the user.

# **Article Names**

The CS2 Articles (switches, lights, etc.) are all displayed in an alphanumeric list of pages. Each page can contain 16 numbered items (by default). The numbers can be edited to short labels. To find a specific device to switch on the CS2, you would need to know the alphanumeric page that it is on. Fig 1 displays the article list on a CS2. The transferred articles in the CS3 will retain the labels given but no longer are assigned to an alphanumeric page. This is not an issue as the handling of articles is more efficient. The CS3 will only display articles loaded into the CS so you will only have as many pages as are needed. Also, unlike the CS2, you can display more than 16 articles on a single page. The page content can also be sorted as shown by the sorting pulldown at the top center of the article list (Fig. 2).





## **S88** Articles

Articles related to events (i.e. S88 contacts) will have the most notable alterations. S88 Sensor articles that are transferred into the CS3 will have their labels re-written to a default label ("S88KONTAKTGLEIS" 'xx'). These labels can and should be edited to something more to your liking. I suggest you initially rename your articles to include the newly assigned number and the number that was assigned in the CS2. This could come in handy if you have hardcopy records of your sensors and events. Fig. 3 displays a combination of the default re-labeling along with some renamed articles. As a note, you can see that the default CS3 name is so long that it hides the contact number. So, you will have to do some hunting to find the correct sensor to edit, and they probably will not be in numerical order.



The CS3 retains the correlation between events and articles in the CS3, so when you look at the event reference, the S88 names will also have been changed. In general, the event reference to S88s will operate only the software elements. They will not be correctly configured to operate with your physical sensors. Fig. 4 illustrates an example of how imported information is displayed. You can see how the contact trigger as well as any conditional sensor is renamed.

Fig. 5 illustrates the corrected contact names displayed in the events. This may help with your understanding of the event/memory role. In this example, the event name from the CS2 is a descriptor of the sensors in play. The name of "52d 18on" indicates a departure trigger for sensor 52 when sensor 18 is on (shows contact). Because of the CS3 rename, I needed to make sure to identify both the old and new sensor labels to match with the correct event.

From here on, it is up to the user if they wish to simplify the naming information even further. For instance, adapt the sensors to only the CS3 numbers and alter the event names to match. This may be preferred to avoid confusion in the future (by forgetting which number of the two is older or newer).





correlate to event name

#### **Beware duplicate Sensors**

In the CS2, it was possible to have multiple sensors within one or two different track pages. The CS3 does not parse multiple instances of the same item well. It creates unrelatable connection points between the two separate track boards (one exception is possibly a track board and a control board since they are different design styles to the same track section). The transfer of sensors that have a clone on two different track boards will do two things.

One is to create an extra instance in the CS3 with two different address (see Fig. 6). When you click on one of the pairs, it activates the other. The illustration indicates 8 paired sensors, where there are only 4 (not 8) physical sensors).



The second difference to note is that only one of the sensors in the pairings will be transferred into the track board(s). This is why there was a mostly blank track board in one of the transferred layout boards. The CS2 board has multiples of the same sensor on a single page (Fig. 7). The CS3 only transferred one instance of each (Fig. 8).

If it is necessary to have 'duplicates' of the sensors on a layout page, then a work-around will be necessary. One solution is to use control contacts which can be used to control other sensors. In the case of our transfer, I would be sure to have the physical sensors match the layout track plan and use the control contacts at the bottom row. Sadly, the default for my transfer is opposite to my description and I will have to reconfigure all the sensors. I will cover this in my next article.

# **Re-Assignment of Sensors.**

In the CS2 layout, all sensors have been addressed according to the standards of the older S88 modules i.e. 'module 1: address 1-16', 'mod 2: address 1-16', etc. The S88 connection on the CS2 uses a ribbon cable connector.





The CS3 S88 specification was improved to utilize better connections. The ribbon cable socket for the CS3 was omitted. To have backwards compatibility with the 6088 (60880) version of the S88, the S88 Link (60883) was developed. The S88 Link (often referred to as the L88), has input adapters for either the updated 60881 or 60882 models of the S88 as well as the ribbon adapter for the older S88 mentioned previously.

off (bottom)]

## S88 Link Busses

The two different connection types are identified within the CS3 through a bus(s) numbering system: Bus 1 & 2 for new S88, and Bus 3 for the ribbon connector. In addition, there are 16 sensor inputs on the L88 itself. The CS3 labels this as a 'Direct' connection (i.e. not through any direct bus). Hopefully, you can realize that the transfer of addressing data from a CS2 will now have to be re-written to accurately communicate with the track sensors and different buses.

In the example used in this article, all the sensors appear to have been configured to a connected LinkS88. In

our CS3, you can determine this by viewing the list header located at the top left of the S88 article edit window. When you change this pulldown menu, the screen will only display elements that are assigned to the chosen option (Fig. 9).

This association can be reassigned using the 'switch to' option in the editing area for S88s. This is located at the lower right pulldown menu shown in Fig. 10. Your list may differ, based on the history of modules that may have been connected to your CS3.

# **Direct Connections to the S88 Link**

The first sixteen S88 addresses, by default, have been set as 'Direct' (connections) and all others were assigned to the 'Button Matrix'. These settings are found under the 'Bus' pulldown displayed along the bottom row, see Fig. 11.

For this user, all physical contacts will need to be re-assigned to Bus3 because he is only using older S88 modules. Once changed it should be simple to adjust the Module and Contact number settings (Fig. 12) accordingly. However, it may prove tedious if you still need to do track checks to prove the accuracy of the settings. This is where a log of your physical connections may come in handy.

When possible, it is handy to reference your CS2 when re-assigning the address of your L88. This way you can verify what module and contact number was in use in your source controller (CS2). I have illustrated a sample of this in Fig. 13. Contact 57 is hard wired to module - 4 contact 9, and you'll want this to be the setting in track contact of the CS3. You can view this information using the info button through the track plan edit pages.













This covers the basic configurations for the S88 inputs. - Curtis Jeung

# **Upcoming appearances:**

- ONLINE Webinar Wednesday, April 9<sup>th</sup> 2025
- National Garden RR Convention Sacramento, California June 20-22, 2025

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