



Bulletin: CPR D10 4-6-0

Decoder type LokSound 5 DCC
Address 3
Manufacturer ANE Model
Project number 12415
Project version V1



Whistles:

CV163=0 HVSR #3 Crosby 3 Chime"
CV163=1 DRG&W 5 Chime
CV163=2 Soo Line 1003
CV163=3 SP 4449 Daylight
CV163=4 Single Chime Hooter
CV163=5 CPR 2317
CV163=6 Western Maryland 6 Chime
CV163=7 CN 4 Chime
CV163=8 PRR Banshee #1
CV163=9 DRG&W 484

Bells:

CV164=0 #3 HVSR Bell 1
CV164=1 Pnuematic Bell 2
CV164=2 Rope Pull Bell
CV164=3 SOO Line 1003 Bell
CV164=4 DRG&W K27 Bell

Brake Squeal:

CV165=0 Brake Squeal #1 Long
CV165=1 Brake Squeal #1 Short
CV165=2 Brake Squeal #2 Long
CV165=3 Brake Squeal #2 Short
CV165=4 Brake Squeal #3 Long
CV165=5 Brake Squeal #4Short

Dynamos:

CV166=0 Soo Line 1003 Dynamo
CV166=1 K27 463 Dynamo
CV166=2 T16.1 Dynamo

Air Pumps

CV167=0 Cross Compound #1 Soo Line 1003
CV167=1 Cross Compound #2 K27 463

CV167=2 Single Stage #1 Z27

CV167=3 Westinghouse Single Stage 9" Air Pump HVSR #3

Reversers

CV168=0 Johnson Bar

CV168=1 Power Reverse

The ESU Full Throttle Steam files now include a few new logic features for added operational realism while still leaving you in control of HOW YOU wish to run your locomotive.

Heavy Load: F9 by default.

Similar to the "Drive Hold" button on the Full Throttle Diesel files "Heavy Load" allows you to adjust the "Steam Cut Off Valve" at any speed allowing for a fierce full chuff or drifting with snifters and rod clanks. Heavy load can also act as an offset allowing speed adjustments when engaged if desired.

Coast: F4 by default.

Opposite of "Heavy Load" Coast allows for a negative offset allow drifting sounds of Rods and snifter valves at any speed. You again have the option to hold the speed to adjust the speed with this offset active. Even allowing for an increase of speed with no chuffs as if drifting downhill.

Independent brake: F10 by default

Identical to the Full Throttle Diesel files. This allows for the locomotive to stop more quickly than its regular momentum would normally carry it. This one is pretty self-explanatory – just press the brake and come to a stop! For additional options there are 3 Braking rates that can be set up for user preference.

Articulation: Sound Slot 2

By adding Sound Slot 2 to the F8 Function Mapping and enabling the "Secondary Trigger" (CV250) you can add a second set of drivers making any ESU Steam File articulated.

Function Mappable Air Horn: F21 by default

Sound Slot 21.

Many Steam locomotives had a single chime airhorn equipped. Those modelling SP, MILW, and others can now have this feature and put it where they would like in the function mapping in addition to the whistle.

Key	Function	Sound slots	Volume CVs	Volume values
F0	Front Headlight	16	379	50
F1	Bell	4	283	20
F2	Whistle	3	275	192
F3	Coupler sounds	8	315	70
F4	Coast Mode	28	475	55
F5	Rear Headlight	16	379	50
F6	Numberboard	16	379	50
F7	Switching Mode			
F8	Drive Sounds	1, 2, 32	259, 267, 507	200, 200, 8
F9	Heavy Load Mode			
F10	Independent Brake	22	427	20
F11	Coal Shoveling	5	291	90

F12	Dimmer			
F13	Not in use			
F14	Air Pump Variable Speed	6	299	25
F15	Air Pump slow	27	467	25
F16	Injector	20	411	20
F17	Automatic Brake Set/Release Off			
F18	Ash Dump	14	363	64
F19	Blowdown	24	443	100
F20	Safety Valve	12	347	128
F21	Air Horn	23	435	124
F22	Rods			
F23	Oil Headlight (no dynamo/generator)			
F24	Stoker	26	459	40
F25	Oil Burner Blower	7	307	75
F26	Water Refill	18	395	70
F27	Dumping	19	403	70
F28	Sanding Valve	11	339	50
F29	Curve Squeal	15	371	55
F30	Disable Brake Squeal Sound			
F31	Sound Fader			