



Win-Digipet V 8.4 *Premium Edition Update*
Supplements, Innovations, Changes of V8.1 International

WIN - DIGIPET *Premium Edition-Update*

Update Version **8.4** *International*

Supplements / Innovations / Changes

by

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Table of Content:

Table of Content:	2
1. Summary:	3
2. Introduction:	5
3. Installation:	6
3.1. Complete File:	6
3.2. Disk-Version:	7
3.3. Office-Version:	8
4. Track Editor	9
5. Locomotive Database	10
6. Routes-Editor:	13
7. Switch & Drive:	21
8. Timetable-Editor and Operation:	22
9. DC-Editor and Operation:	26
10. Crane Control:	33
10.1. Crane-Configuration:	33
10.2. Recording Macros:	36
10.3. How to use Macros in timetables:	38
11. General Add-Ons, Innovations, Changes:	39
12. Abbreviations:	46



1. Summary:

This Update Version 8.4 *International* is a Free-Of-Charge Add-On for your **Win-Digipet V8.1 International Premium Edition**.

This Add-On contains **more than 100 new features and additions** ! This does *not* include the surprising small amount – considering the complexity of the software - of raised (and not raised) bugs. It's a matter of course that – by the way - these bugs have all been fixed!

With both established automatic operation modes, Timetable- *and* Automatic by Demand Contacts, you have two extreme strong and powerful modes, which – although they use the same parameter – cannot be more contrary.

This covers the requirements of *everybody* and guarantees fun on our common hobby for years. Of course you can still use both automatic modes simultaneously and – also of course – in parallel you can control your model railroad individually by manual operations!

This **Update-Version 8.4**, offers besides bigger and smaller changes in nearly all program parts, also a lot of complete new features.

Here are some **Highlights**, if you are interested in some special new features:

Timetable-Functions: On multiple requests, some features for Timetable Operations have been added. If you are very interested in how to lock individual locomotives, make a handover to the Automatic by Demand Contacts (DC-operation) or selective deletion of buffer lines, please have a look to chapter 8 “Timetable Editor- and Operations” on page 22.

Extended Automatic by Demand Contacts (DC-Operation): Beside individual waiting times per demand contact (DC), additional event conditions, revised Editor and a lot more, you will find a lot of details in chapter 9 „**DC-Editor and Operation**“, at page 26. In addition to that, a lot of details, examples, “Tips & Tricks” will be introduced in **Workshop #16** (available in German only).

Offline Test Mode (without connection to your model railroad): From now on you are able to check your routes, DC-Operation-configurations and timetables manually, *without* having your PC connected to your model railroad. You will learn about this in chapter 11 on page 39.

200 „active“ (!) Locomotives, extended Loc-Controls and much more, explains to you Chapter 5 “**Locomotive database**” on page 10.

Crane control: If you got a digital controlled crane, then chapter 10 will be really interesting for you! You will see how to control cranes, record macros and how to implement self made macros into timetables.

Track contacts: Beside the reliable breaking contact, you get the possibility to increase or decrease loc speed with the two new track contacts. For details please refer to chapter 6 starting at page 13. By the way, you will also find the possibility how to check 16 switching conditions...and much more!



Now also “RED” loc numbers:

Now you just need one mouse click to activate or de-activate individual locs – whenever you like – for the Automatic by Demand Contacts (DC-Operation). In chapter 9, topic 9.4, you will learn more about this and other highlights.

Matrix versus Loc number: Up to now you were able to lock or release routes depending on loc-, train type or –length (Matrix), to ensure safe and reality conform operations on your model railroad. Now you are also able to configure 1-3 loc addresses for each route individually, to define e.g. “home-tracks”, to make it possible that at the end the trains will always be at the same location. How to do this is described in chapter 6 (configuration) and chapter 9 (operations).

Timetable versus DC-Automatic:

In combination with the “home-track” configuration, you can also configure, that a loc will be deactivated by the DC-Operation for further operations; if e.g. the train has reached its home track (loc number will change to red). Therefore you can now operate more easily the timetable- and DC-Operation simultaneously. As soon the train has reached its final destination, timetable operations will take over this train. The other way round you can “protect” your timetable controlled trains against “kidnapping” by the simultaneously operating DC-Operation (chapter 6 and chapter 9).

You can either use this document to discover and try it topic by topic or – depending on your personal interests – you can try and test single topics individually without a fixed order. If you then find features which are based on other new features, then this will be cross-referenced. Nevertheless it's definitely recommended to study the whole document at first, before you start configuring...Please believe me you will save a lot of work for yourself, if you plan all your changes to your routes database or other configurations BEFORE! If you configure all new features “cross country”, you will notice quite quick that a lot won't work as expected anymore – but this is then NOT caused by Win-Digipet...!

Of course you will find any bigger and smaller changes in this document structured and in detail as well.

Dr. Peter Peterlin and his Beta-Tester-Team wish you as much fun, as we had during development, programming and test sessions.



2. Introduction:

This document is for all, which already own the version **Win-Digipet V8.1 Premium Edition International**.

The purpose of this document is, to describe all innovations of **Version 8.4** and to explain in detail how to use all new features; similar to an annex of your User Manual, which is already provided to you with Version 8.1 *International*.

Therefore it is required that you are familiar in how to use **Version 8.1**.

For details, please check your manual of Version 8.1 and Workshop #12 (www.win-digipet.de), which in addition to the manual provides you with detailed information about the supplemental features of Version 8.1.

In the following it is provided, that you have installed your **Win-Digipet Premium Edition V.8.1** in „c:\wdigipet“ (default) on your hard drive.

If this is not the case, then please change the installation path to the corresponding path in which you have already installed Win-Digipet.

In case of further questions, don't hesitate to call the *Hotline* (Mondays, from 08.00 pm – 10.00 pm via +49-(0)172 – 20 11 009) or post your message in the International Forum of Win-Digipet (www.win-digipet.de)

If not noted separately, all information are valid for all Digital Systems and model railroad scales which are supported by Win-Digipet.

This document was created to our best knowledge. We apologise for any mistakes which could occur. In case you notice any mistakes, please bring them up on above mentioned contacts. Corrections will be made after investigation.

We are not liable for any eventually damages, which might – directly or indirectly – occur by using the software or this document.

Feel free to copy this document and to pass it unchanged to everybody you like. Further use, parts or pictures of this document shall not be used for any other purposes without written permission of Peter Peterlin and the author.



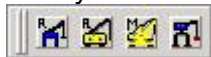
3. Installation:

This free-of-charge-Update works with the **International** version of Win-Digipet **PremiumEdition V8.1** only. **This Update cannot be used with any other version** of Win-Digipet (incl. all Demo-Versions). This Update *cannot* be used **without having the original CD-ROM 8.1 International Premiere Edition** in your CD-ROM drive.

It is necessary that you are familiar with the handling of Win-Digipet 8.1 as mentioned before. This Update has to be copied into the same folder where your Win-Digipet 8.1 is actually installed (default is: c:\Wdigipet). The following instructions describe either the installation of the complete update file, as well as the disk version with its four files. It is assumed, that you have already downloaded one of both versions and that these file(s) are already on your hard drive. It is *not* necessary to enter the passcode *manually* once more.

3.1. Complete File:

1. Please make a backup of your current data with the tool "Maintenance.exe". For further details about data maintenance please refer to the User Manual of WDP or *Workshop #14* by Olivier De Bastiani (Beta-Tester of Win-Digipet).
2. Copy the update file **WDUP84DX_UK.exe** in your Win-Digipet folder (c:\Wdigipet).
3. Execute this file by double click on its icon (e.g. via Windows-Explorer). All Update-files will then be copied on your hard drive automatically. Please pay attention to the following: Within the installation window "*chose destination*" please chose the folder in which your Win-Digipet 8.1 *International* Premiere Edition is already installed. Default is: „c:\wdigipet“.
If you download this file on an other computer than your model railroad computer, you can copy this file to a CD-ROM (CD-ROM Writer required) or you can download the special disk version to transport the update file(s).
4. **After installation you find a file called „**SETCODE84.EXE**“ in your Win-Digipet-folder. Before you start the update V8.4 the first time, please run this program once with the Explorer by double click on the icon!!!**
5. Done! Now you can start Win-Digipet as usual. **Maybe it's necessary to restart your computer once after you have started WDP the first time.**
6. Now you should see in the right side of the menu bar four new crane symbols



. Via menu "*Help / Info*" a window will pop up and should show you the new version 8.4.xxx (see picture on the next page)



Picture via menu: *Help / Info*. The last three digits of the version number will be different from yours.

3.2. Disk-Version:

1. Please make a backup of your current data with the tool "Maintenance.exe". For further details about data maintenance we refer to the User Manual of WDP or *Workshop #14* by Olivier De Bastiani (Beta-Tester of Win-Digipet).
2. Please copy **all four** files (**WDUP84E1...E2...E3...E4**) on your computer.
3. Please copy **each single** file on a separate floppy disk.
4. **Create** a **new** folder (e.g. WDP-Update) on your destination computer and **unpack all three** files into this folder.
5. To install the update version 8.4 start the file **SETUP.EXE** within this folder. The installation routine will then be processed similar to the "Complete-File"-version.
6. **After installation you find a file called „SETCODE84.EXE“ in your Win-Digipet-folder. Before you start the update version 8.4 the first time, please run this program once with the Explorer by double click on the icon!!!**
7. Done! Now you can start Win-Digipet as usual. **Maybe it's necessary to restart your computer once after you have started WDP the first time.**
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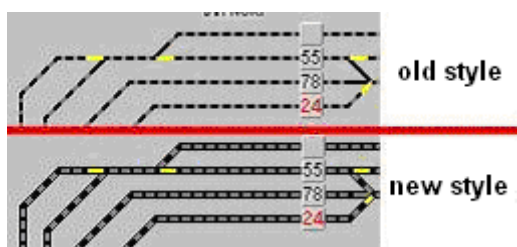


3.3. Office-Version:

1. Please copy and unpack the downloaded file for the Office-Version into your Win-Digipet folder in which you have installed your **Office-Version 8.1**.
2. For the Office-Version, it's **not** necessary to process the file „SETCODE84.EXE“.
3. For further steps and information please refer to 3.1. "Complete-Version".

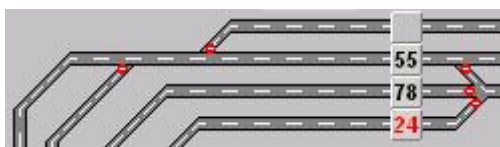
4. Track Editor

- 4.1 If you place a new track-symbol on your layout, you are able to “turn” the symbol by clicking <SHIFT + left mouse button>. This means, you don’t need to pick up each single symbol out of the symbol-window anymore.
- 4.2. The library for the 12x12 symbols has been modified. You can use the modified symbols, if you download the file „Sym12.zip“ from our homepage (www.win-digipet.de) and unpack it into your WDP-folder (e.g. c:\Wdigipet). With the old style, your track layout has been shown very small and with less details only, if you have used the lowest zoom step. Now it looks very similar to the 16x16 resolution and it is nice to use especially for larger layouts. There’s no need to modify your layout if you use the new library.



4.2 New 12x12 Symbol-library

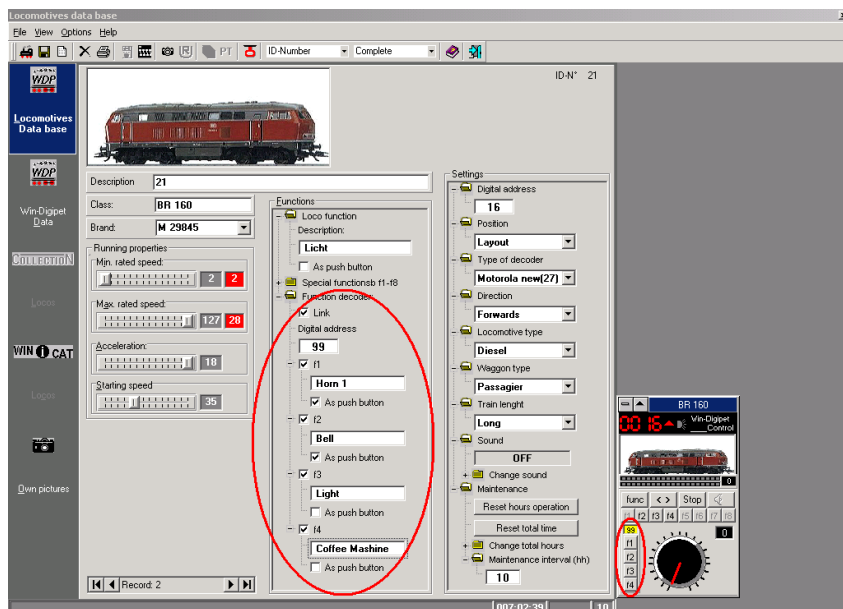
- 4.3 If you use WDP to control your car system, you might be interested to download the new symbol library for cars. If you download the file „SymAuto16.bmp“ from our homepage and copy it into your WDP-folder, you can see the street symbols on the 16x16 resolution. Of course you have to activate “Car-symbols” in the “System-Settings/Program” before. Please make a copy of your original „SymAuto16.bmp“ BEFORE! Then it is easy to exchange the symbols again, in case you do not like them.



4.3 Car-Symbol library

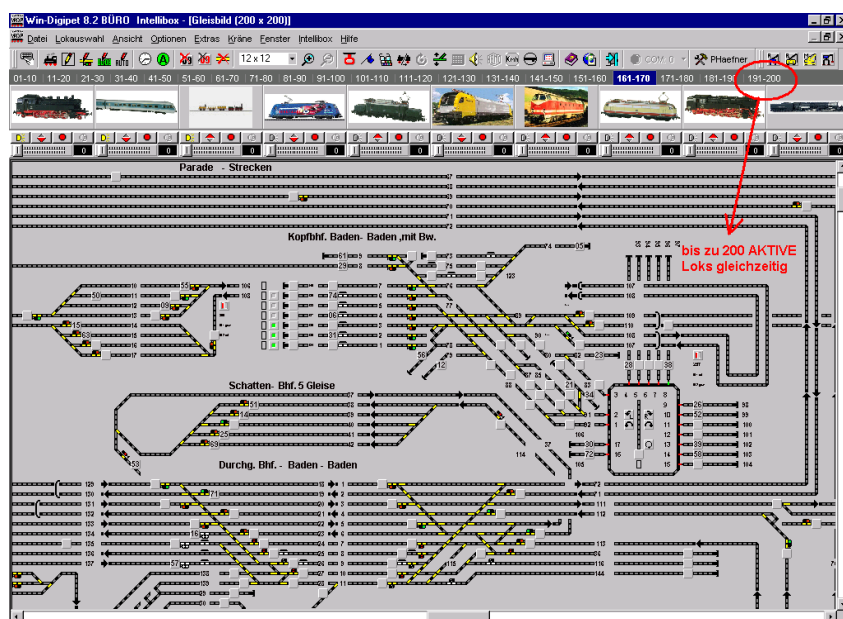
5. Locomotive Database

5.1 Just requested – already done: Now you can define functions of an additional decoder also as “key”, to switch them on temporarily. The setting is similar to the loco-decoder.



5.1. Define functions of an additional decoder also as “key” for temporarily switching.

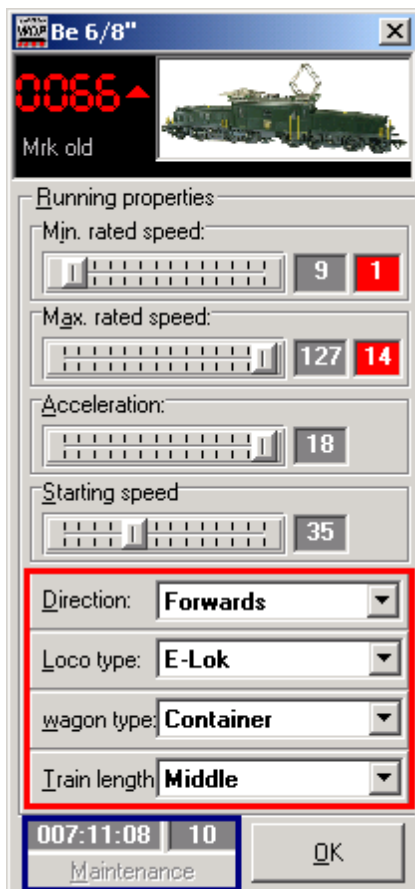
5.2 Until now, you were able to control “only” 100 locos directly by WDP and could assign them “on layout” in the loco-database. Now you can open your display case(s) and control up to **200** locos directly by WDP. Certainly you can still enter all thousands of other locos you have owned in the loco-database, but these have to be configured as “in display case”. Of course, the Digital System you use, has to be able to handle 200 different loco addresses at a time.



5.2 In this picture you can see 200 “active” locs for our small demo layout. 😊

5.3 If you would like to change the definition of *loco*- or *train*-types “on the fly”, you were only able to this within the loco database...Now you can make changes also directly via the

extended loco-control: Simply double-click on the characters “WIN-DIGIPET” in the upper left of a standard loc-control and the extension will popup (red rectangle in the picture in the left)

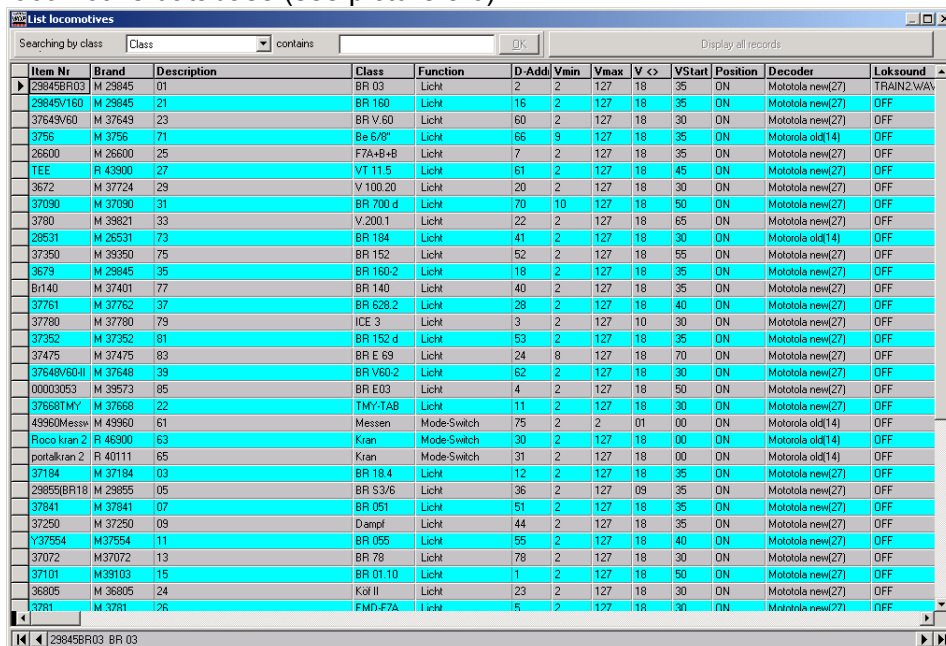


5.3 / 5.4 extended loc control

5.4 After a maintenance of a loco, you do not need to enter the loco-database to reset the operation hours in V8.4 anymore, because you can reset them also via the extended loc-control (see picture left, blue rectangle)

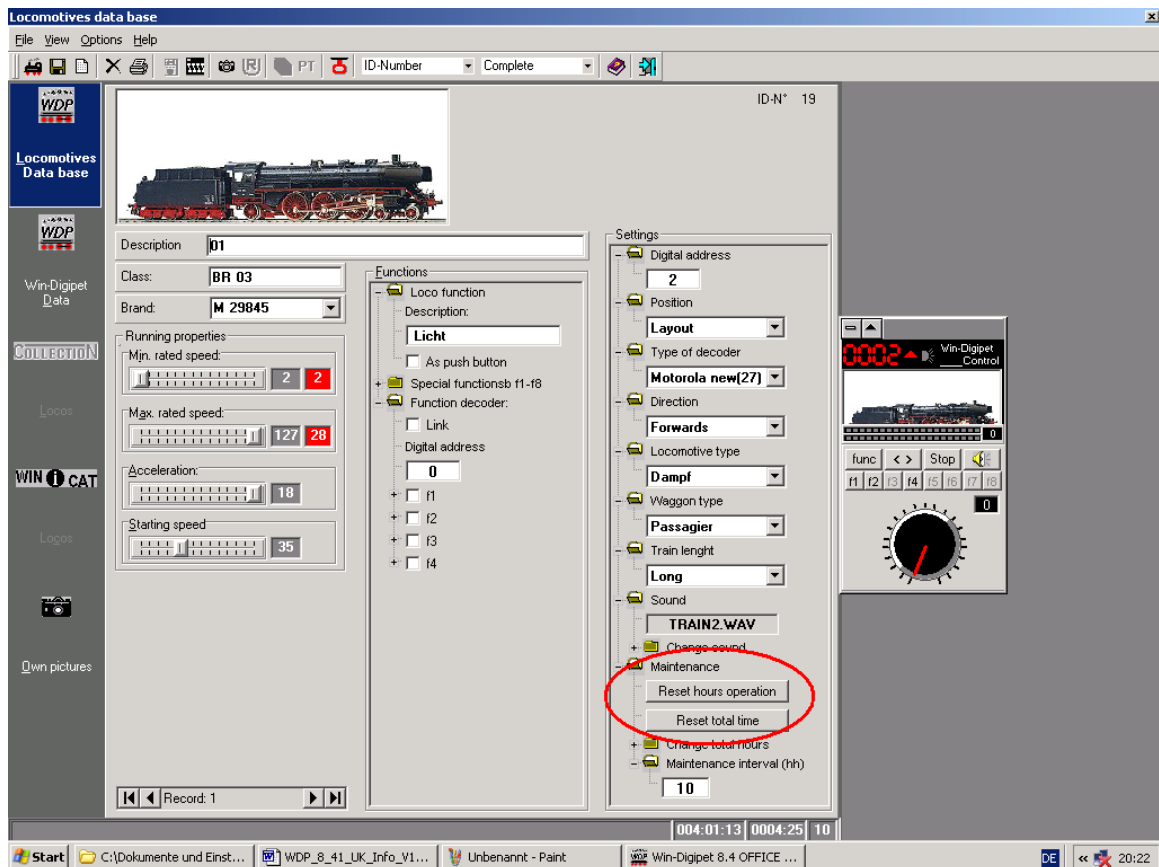
5.5 The list window of the loc-database will now be saved in its last position and size, if it was enlarged by the mouse (pulling the edge of the window). This will not be saved, if you just click at the maximize button (symbol in the middle at the upper right of the window).

5.6 Now you are able to search or list locos by different criteria within the list window of the locomotive database (see picture 5.6).



5.6 Locomotive list window of the loc database

5.7 In the selection box "Brand" we have added a pulldown menu with the most usual manufacturers. Nevertheless it's still possible to enter individual manufacturers or text in this box.



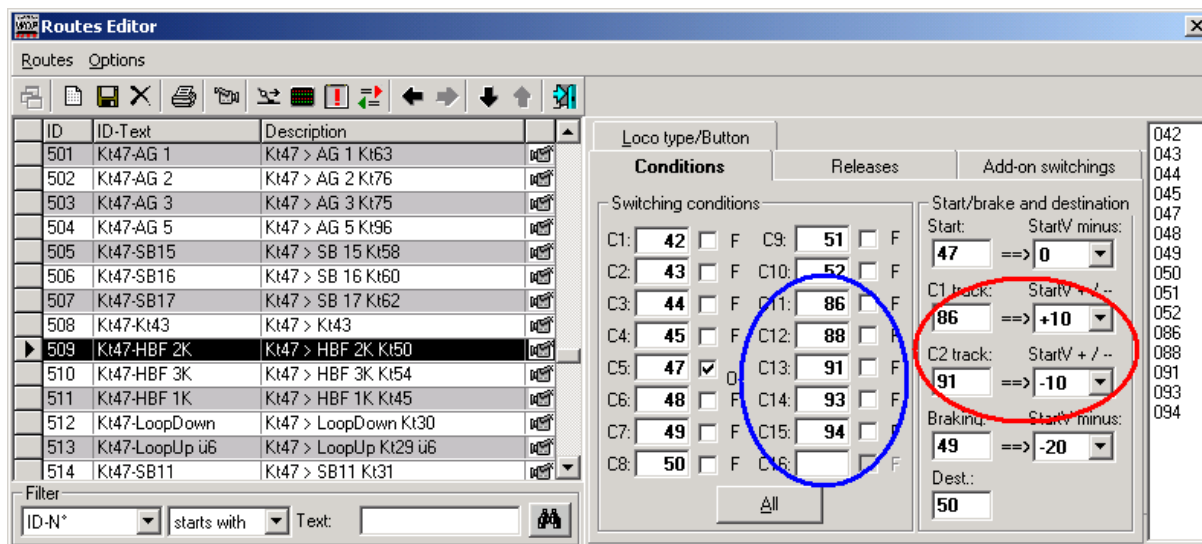
5.7 / 5.8 you can select the manufacturers via "Brand", operation hours can be changed manually.

5.8 Now you are able to change the operation hours manually in the loc-database, e.g. if you create a new database and you want to keep the operation hours of your locs, or you will adjust these settings for a second-hand-loc you have just purchased. You have to enter the time in format „hhhh:mm“ (separated by a colon „:“).

5.9 If two locomotives were in „traction“ mode and you have changed the settings of one of these locs to „display case“, without separating the traction before, it could happen that WDP assigns the traction to the next loc on the list without prompting. This bug is fixed now.

6. Routes-Editor:

6.1 On multiple request we have increased the amount of switching conditions from 10 to 16 (see picture below, blue circle).



6.1 / 6.2 Routes-Editor: 16 switching conditions (blue circle) and 2 track contacts (red circle)

A change of the already existing routes is not necessary. You can now edit routes, where you were not able to enter all feedback contacts, by clicking on the button „All“. In case the button is still not active, then this route contains more than 16 feedback contacts and you are only able to add 6 further contacts by drag and drop. If you have clicked at the button „All“, then you have to mark the start contact again as „occupied“ (See picture above: Start contact is contact number 5 with feedback contact 47).

6.2 The often requested “2nd breaking contact” is implemented (see picture above, red circle). However we didn’t name it “2nd breaking contact” in the routes editor, but “*track contact*” and because we liked it so much, we implemented *two* track contacts (C1- and C2 track). You can enter the track contacts in the same way you do it with the start- or breaking contacts.

It’s not compelling to edit existing routes. If you don’t enter a feedback contact or any values, these settings will be ignored and everything’s working as it did before. The great advantage is that you can use these track contacts also for acceleration.

Example: The train starts at feedback contact (FC) 1, then via 2, 3, and 4. At FC 5 a gradient starts at which the train should increase its speed, then you can enter a value (V+) at the corresponding track contact and at the 2nd track contact you can decelerate (V-) again to slow the train down depending on the settings, until the train reached the breaking contact and stops at the destination contact.

All speed changes caused by the values of the corresponding contacts refer (like already today) **always to the STARTING-SPEED you have entered in the locomotive database and NOT to the current speed of the moving train!**



An example will make this clear:

Let's assume, we have registered a locomotive in the locomotive database with a *starting speed* of „50“ and the loc shall start moving quite smooth. Therefore we configure a route as follows:

- start contact = V-20 - Loc starts with speed (50-20) = 30

After that the loc shall accelerate at the *1st track contact* to another „30“, means in total to a speed of „60“.

- 1st track contact = V+10 - Loc moves on with speed (50+10) = 60

At the *2nd track contact*, the loco shall drive with the standard (default) speed again.

- 2nd track contact = V-0 - Loc moves on with speed (50-0) = 50

At the *breaking contact*, you would like to slow down the loc to a speed of „10“.

- Breaking contact = V-40- Loc slows down to speed (50-40) = 10

...before the loc stops smooth at the destination contact.

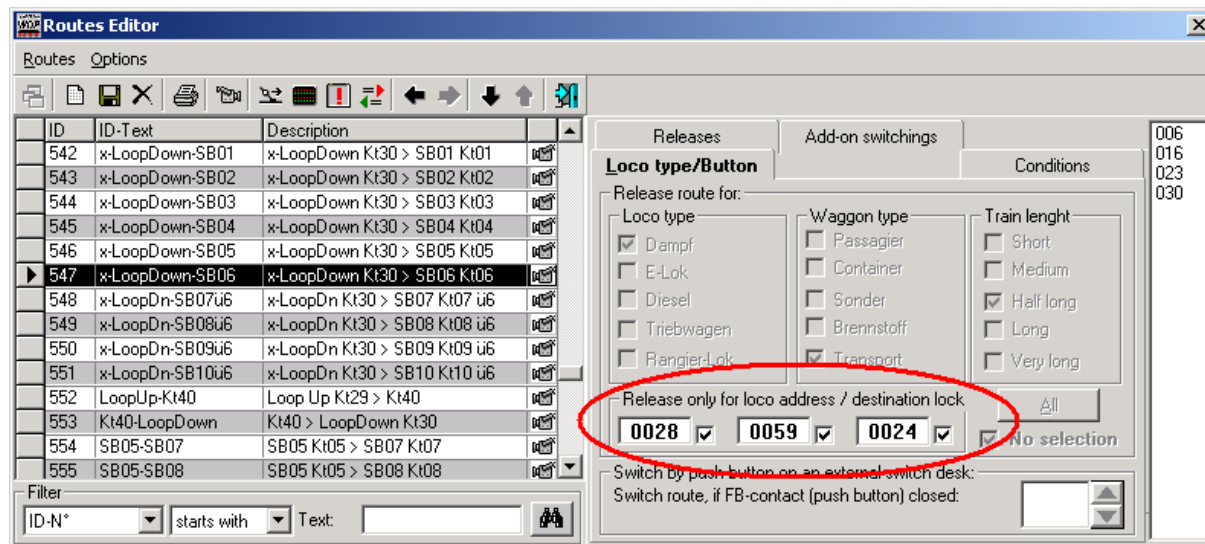
As you can see by this little example, all changes of speed are always according to the starting speed you have entered specifically to each and individual loc in the loc-database and NOT to the current speed of the driving locomotive. The actual speeds can be seen at the Loc-Control of the corresponding driving locomotive.

The program supervises automatically that the entered values do not exceed 100% or are less than 0% of the starting speed. This supervision will only happen during operation. If the current train reaches contacts where the speed would increase to more than 100% or decrease to less than 0%, this changes will be ignored and the train proceeds with its current speed, until the train reaches a contact with a valid value or reaches its destination contact and stops then.

Caused by careless entries, it could happen of course, that a train will already stop BEFORE it has reached its destination, because the speed has been slowed down to „0“ due to values at the two track- or breaking contacts. Above examples also makes clear, that this route will not work proper, if you use a loc with a starting speed of e.g. „40“. At the breaking contact the train would slow down to „0“ – without having a chance to reach the destination contact. And the route would never be released...

Attention: Both track contacts have to be placed in a route BEFORE the train reaches the breaking contact. If you have entered this in a wrong way and the train reaches the breaking contact first, then following track contacts will eventually be ignored.

6.3 In addition to the feature to lock or release routes depending on loc-type, train-type or train-length, you have now the opportunity to assign 1 – 3 explicit loc-addresses to a route. This means only this 1 – 3 loc-addresses are allowed to use this route. In addition to that you can mark these addresses, so this would be the “home” destination of the loc.



Routes-Editor: Routes will only be valid for 1 – 3 explicit loc-addresses (red circle)

In above shown example, the route is only valid for the locs #28, #59 and #24 and the destination contact of this route is also the „home“ of these locs. As soon as you enter a loc address in one of the 3 text panels, all other selections (Matrix) will automatically be disabled and will not be taken into consideration to check the switching conditions of the route.

It doesn't matter, in which of these three text panels a loc address will be entered. It's also up to you, if you only enter one or two addresses and keep the other field(s) unused. As soon as you have deleted the entered addresses, EVERY train may use this route again. On demand, you have to make your selection regarding restrictions about loc- train- or length-type again and mark the corresponding check boxes.

These settings are relevant for the *Automatic with demand contacts* (DC-Operation) only. You will get a popup-message for *Switch and Drive* and *Timetable Operation*, if the train is not valid for a particular route, but you can still force the train to use this route. Similar to the Matrix of V8.1 you have to mark the line „Switch only, if route isn't locked by special loco / wagon type“ in the **System Settings / Routes**, otherwise your settings will be ignored.

User example: To describe all the power of this feature in this document would go much too far and this document would increase by several hundred pages – therefore just one example as follows: If you have used the DC-Operation quite often, the trains mostly were “somewhere else” at the end of a session and it was necessary to drive the trains to their “final” (default-home) positions manually, to e.g. start to process a timetable Operation. Respectively without driving manually, you were not able to ensure, that the trains were at their default position again *after* the DC-Automatic session. If you would like to use a huge timetable with a lot of trains by the *Timetable-Operation* afterwards, this has caused a necessity of tremendous pre-configuration to drive all trains to their relevant starting position...

If you now for example assign every locomotive to an individual track within the hidden station, then you can now configure the DC-Operation that each train uses its particular track only. If 60 input lines per contact would be not enough, then configure the breaking contact of the route at the entrance of your hidden station with another up to 60 lines as well...☺.

In addition if you have marked the checkbox at the loc-numbers in the Routes-Editor to assign this particular track per loc as “home”-track, then the loc-number will change to „RED“ as soon as it has reached its destination contact and the train will not get any new routes during DC-Automatic operation (for details, see **chapter 9 „DC-Editor and Operation“**; **topic 4** of this document). Depending on how you have configured your DC-Automatic operation, you may now leave your model railroad to pick up a glass of water ☺ and if you don't hear any noise anymore, then all trains will have reached their *home tracks*...or your control unit has disconnect power, due to a major problem...☺

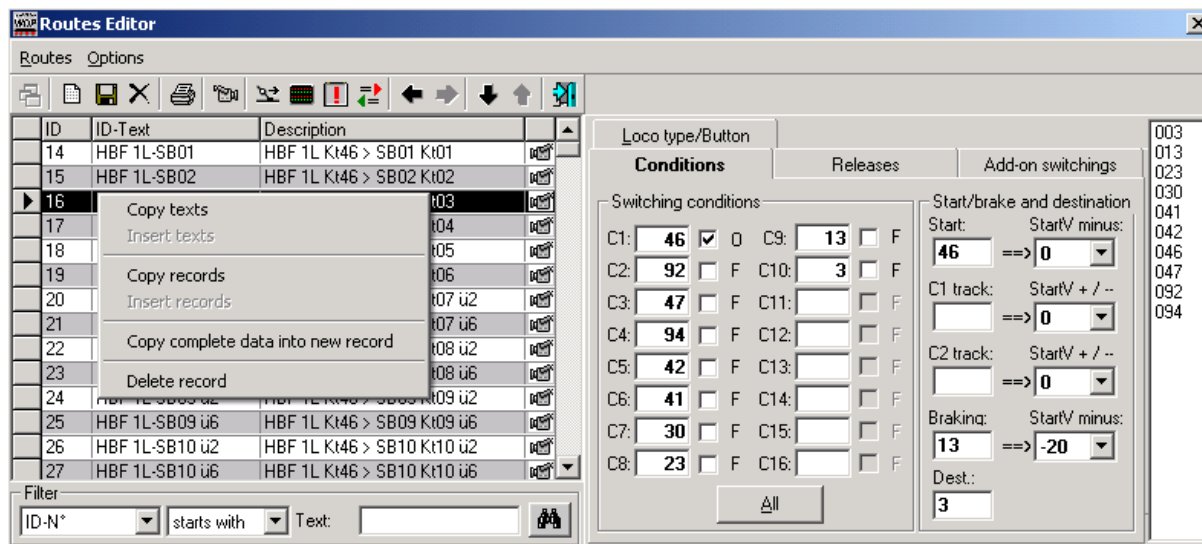
Tip 1: Because of the new features you probably will duplicate some of your existing routes to either control via loc-address or “Matrix”. In case of controlling via loc-addresses, I recommend to mark your routes with an “x” in the beginning of the ID-Text (see picture on previous page), to make it clear in case you have multiple selection (e.g. “Switch & Drive”) and it will always be displayed as last in the list. Of course if you have already routes from „Zapporro“ to „Zouth Dakota“ then an alternative character as „x“ would be recommended. ☺

Tip 2: You can also settle this „drive home“– automatic. I either recommend to configure a DC-Operation file (see **chapter 9, topic 5**) with just this function, so that your trains will drive “home” with just a little amount of routes or use another new feature of V8.4 and use a trigger (virtual solenoid device in your track layout). If this virtual switch is “green” all trains drive round and round and if the switch is “red” all trains drive to their *home tracks*. For both examples you should *duplicate* some routes, this means identical routes without “Matrix” but assigned by loc-address (see hint before). If you then adjust your DC-contacts with the *new* routes exactly on this purpose, than they'll be “home” really quick...

Tip 3: With this new feature, you can now send the loc to its “home”- track via DC-Operation, the loc-number will change to “RED” and from there Timetable-Operation could control the train, because DC-Operation won't touch a “RED” loc-number.....or an already “RED” marked loco is controlled by Timetable-Operation and could also use tracks and destination, which are also used by the DC-Operation, but the train will now never ever get “kidnapped” by the DC-Automatic...and...and...and. You may have a look at Workshop #16 (available in German language only) where such examples are described in detail on a “virtual” model-railroad, to test it with the new Test-Mode.

Hint 4: If you use the Timetable- and DC-Operation simultaneously, you should take into consideration – in dependence of the „power“ of your computer and the „action“ on your model railroad – the following: If the timetable lines swaps into the buffer, caused by a “delay” of the DC-Operation, then it might happen, that the start-command of a route will overlap with the stop-command of the DC-Operation. This means the new route of the timetable will be switched too fast and the train does NOT start, because *then* it will just receive the stop-command of the DC-Operation. To avoid this, you should add a delay of about 500ms in the 1st timetable event line. This means the train will start moving after half a second with the speed you have entered in the Timetable-Editor.

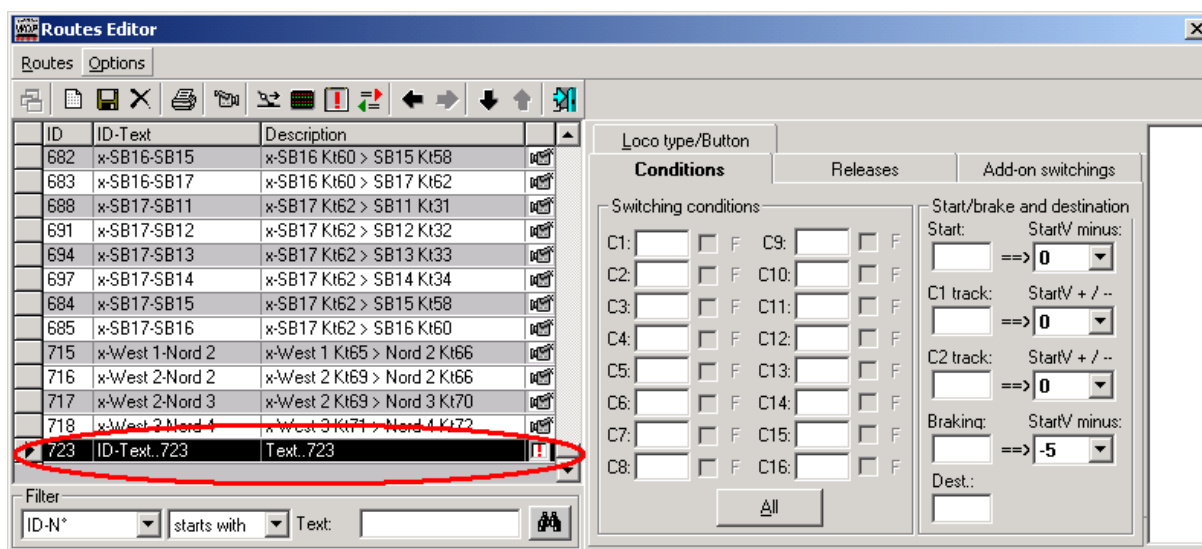
6.4 Time to save! You can now copy an existing route directly into a new route – so you save to create a new empty data record first. Just click at the route you would like to copy, then click at the right-mouse-button. After that a menu will open, with the required command line (see picture below).



6.4 The route (ID-16) including all settings will be copied in a new data record within the next milliseconds!

6.5 From now on, also the “add-on-switching” will be copied as well, if you have copied an existing route into a new data record. Until now you had to re-adjust the settings manually.

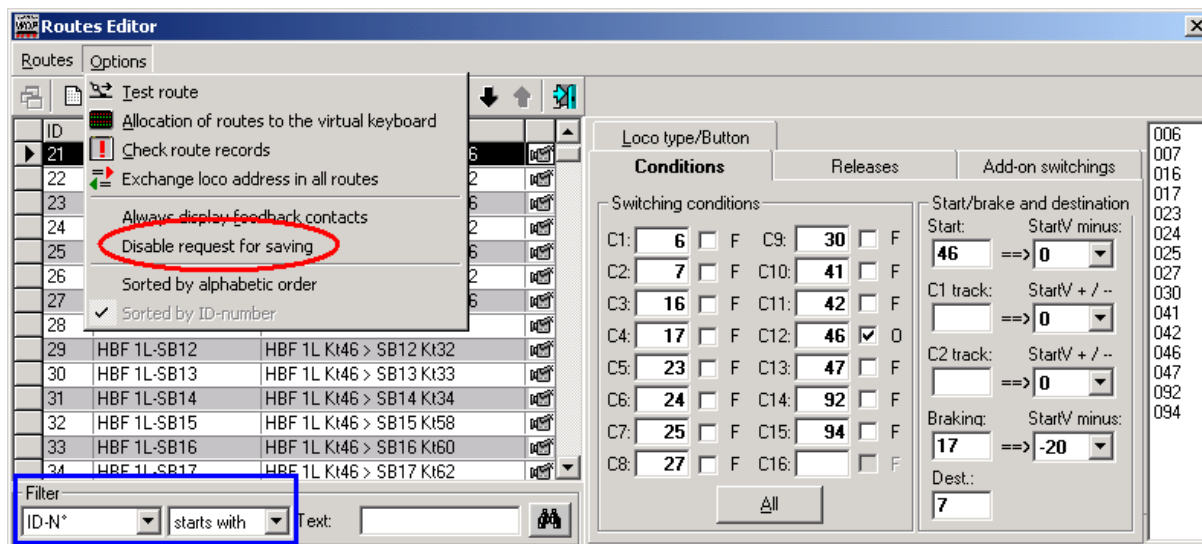
6.6 In general a complete new data record will be created (incl. ID and text), if you create a new route. The former popup windows for entering text, etc. are not necessary anymore and you can directly enter a text or record the route.



6.3 New data record – without a roundabout way!


6.7 With a *right-mouse-button-click* (as described in 6.4), a selection window will open and you can delete individual data records.

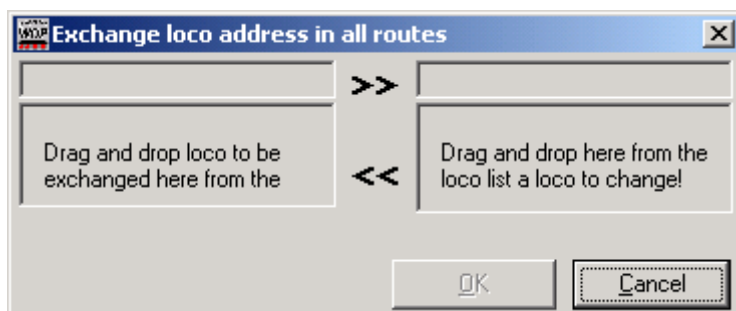
- 6.8 If the frequently raised request about "Save Changes?" in the Routes-Editor have bothered you, you are now able to deactivate this in the menu "OPTIONS / Disable request for saving". Who just needs safety...??? Please be veeeeery careful with this feature! Better accept three (safety) requests too much, than start to configure your changes or the entire routes database once again or from scratch... (red oval)



6.8 / 6.9 Disable request for saving...be careful...!

- 6.9 The filter of the search functions will be saved in its last position and you don't need to re-adjust it at any time you open the Routes-Editor again. (see picture - blue rectangle in the bottom left).

- 6.10 If you have used the feature quite often to assign specific loc-addresses to individual routes, then it could become quite difficult, if you (e.g.) would like to have a general loc-exchange for your "home"- tracks. Now you are able to exchange loc-addresses as comfortable as in the Timetable-Editor. Via the button  in the menu bar of the Routes-Editor, a window will open (see picture below). If you "drag & drop" the "old" and the "new" locomotive into the corresponding window, the Routes-Editor checks automatically all existing routes and exchanges both loc-addresses against each other.

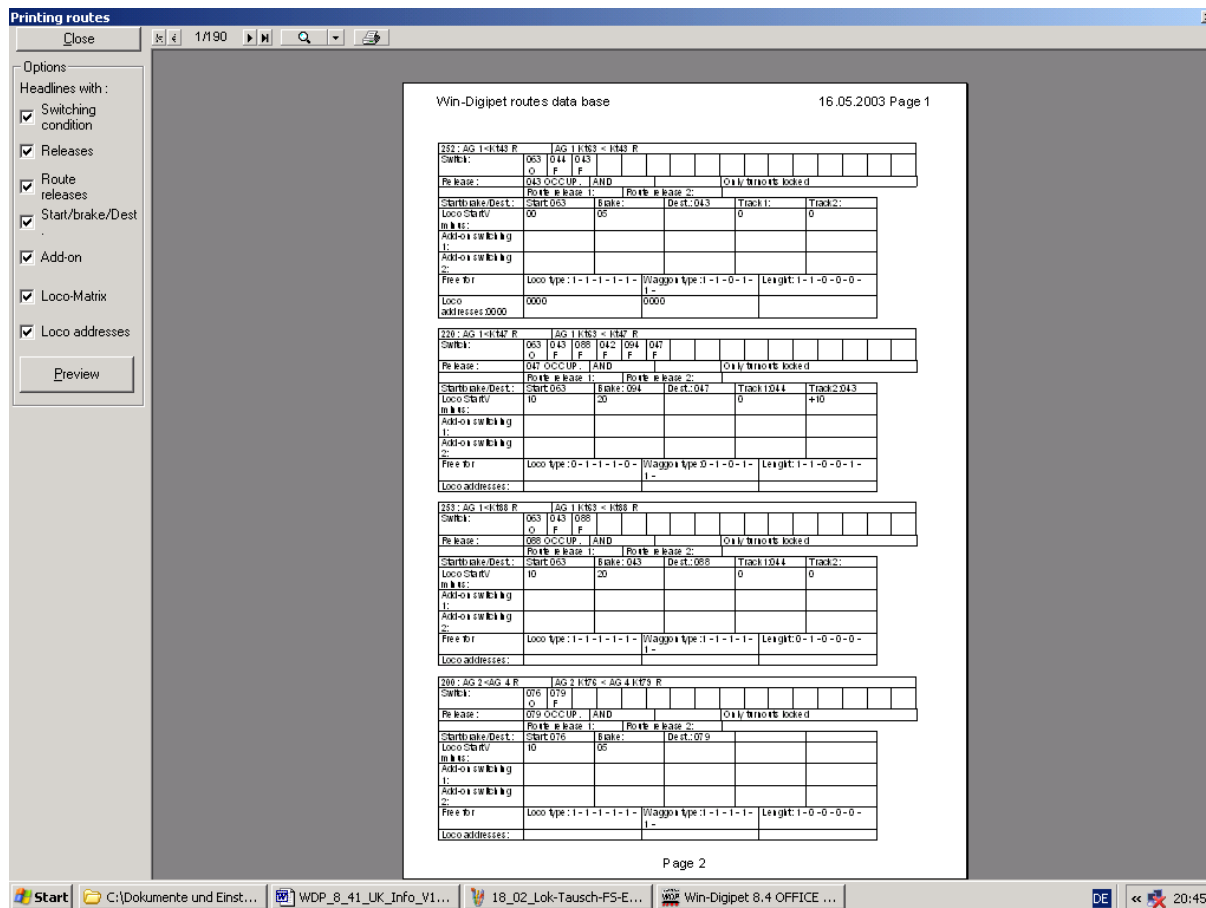


6.10 Similar to the Timetable-Editor, you can now exchange loc-addresses in the Routes-Editor to redefine (e.g.) "home"-tracks.



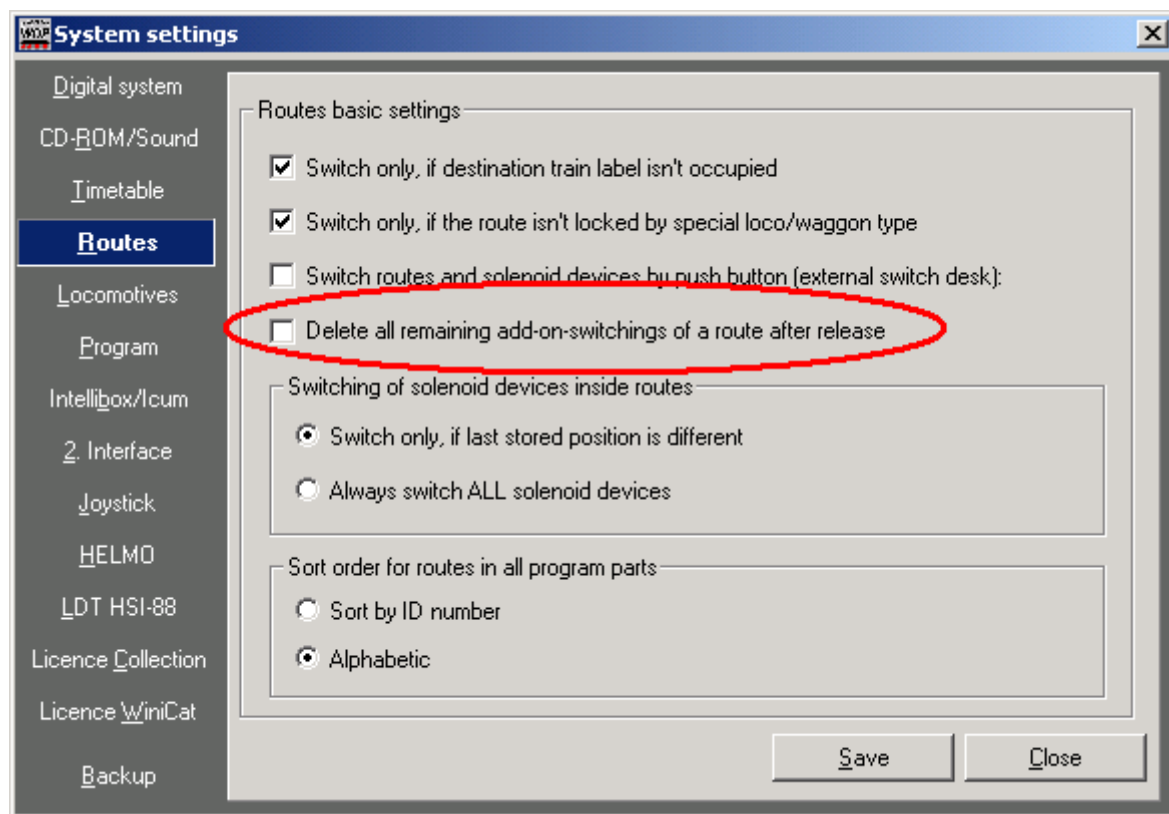
Win-Digipet V 8.4 Premium Edition Update Supplements, Innovations, Changes of V8.1 International

- 6.11 WDP will notify you, if you try to enter single feedback contacts for start, track, break or destination contact *twice*. Until now, this didn't happen, if you have entered the contacts manually via keyboard – from now on, WDP will check also the manual inputs.
- 6.12 The print routine of the Routes-Editor has been extended in a very comfortable way and you are now able to make very selective printouts.



6.12 The print routine of the Routes-Editor can be setup individually!

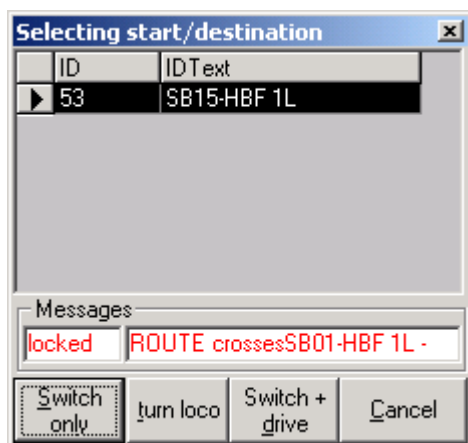
- 6.13 According to the selection of the system settings (ID or alphabetical order) the order of routes will now be displayed as default.
- 6.14 The display and position of the Routes-Editor-Window (horizontal or vertical) will now be saved at the end of a WDP-session, so that it's not necessary anymore to move the window again to its appropriate position after you have opened the Routes-Editor.
- 6.15 Also frequently requested was the possibility to delete all outstanding *add-on switching* of a route after the train has reached its destination contact. You can enable this feature in the **System Settings / Routes** (see picture on next page). I recommend to use this feature quite carefully, because it also compensates bugs in your configuration (wrong settings in the Routes-Editor) or conflicts with not proper working feedback contacts on your model railroad. But in case you have special requirements to your route settings, feel free to use it!



6.15 Add-On-Switching will be deleted in general if the destination contact is reached and the route is released.

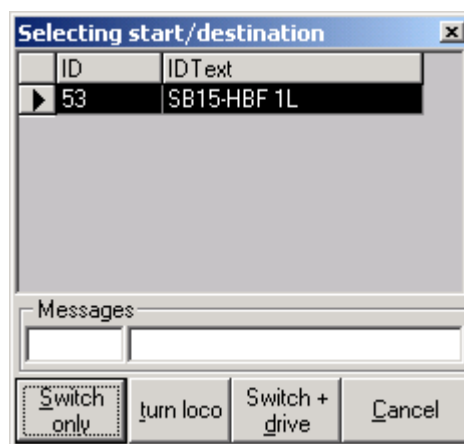
7. Switch & Drive:

- 7.1. We have added a new button to this function. Now you can send a *turn-loco*-command to the selected loc (according to the loc-number of the start contact) before you activate "Switch and Drive". This means, there's no need to open the Loc-Control before, in case you want to change the driving direction of the loco (see picture).



7.1 "Switch & Drive" now with "turn loco" and detailed statements, if routes are crossing each other.

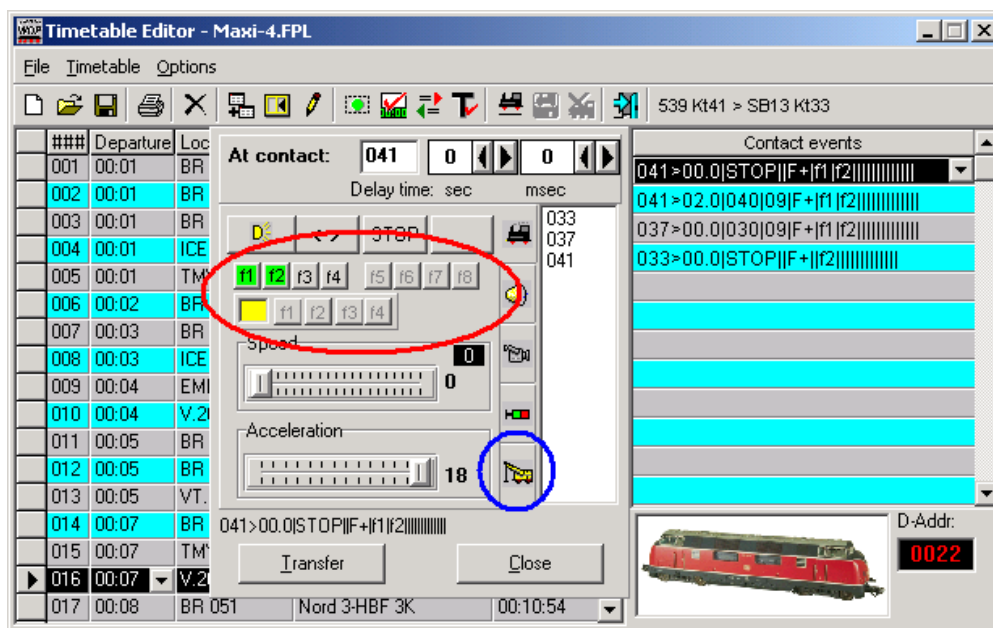
- 7.2. In case of crossings of already switched routes, you can now see WHICH route crosses the active one. Until now, you were only able to recognise the ID-number of the crossing route (see picture: „Switch & Drive“).
- 7.3. The order of messages for "Switch and Drive" have been changed. Until now you received the message (e.g.), that a train-type is locked for the route and in case you gave still a start command, then you received the message, that the route is locked, due to crossing with another route or the switching conditions weren't true. Now it will be displayed first, if a route can be used at all (feedback- and destinations contacts are not occupied), eventually combined, if the train is allowed to use this route according to your definitions in the Matrix.
- 7.4. The window for "**Switch / Drive – Selection**" will be updated periodically. Until now, you could see, that e.g. a route could not be switched due to crossing another route – therefore you had to click at "Cancel" and (later on) you had to make your selections once more. Now WDP updates this window periodically, this means, as soon as the (e.g.) crossing route is released and there is no obstacle anymore, then you will see an updated text panel.



7.4. The window for "Switch & Drive" will be updated periodically.

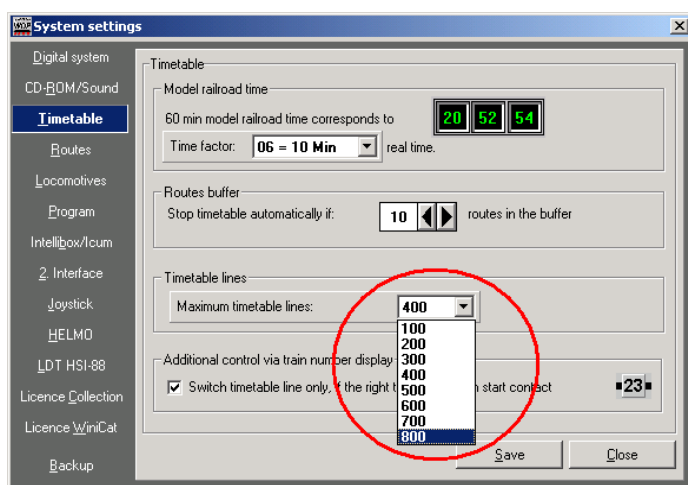
8. Timetable-Editor and Operation:

- 8.1 If you create a timetable the settings for F1-F8 keys (see picture – red circle), the keys-settings of an additional decoder and the speed setting of the former feedback contact will be taken as default for the next feedback contact, to ease up the entries of events. Example: If you (e.g.) activate the steam via F1 of a steam loc at the starting contact, you had to activate this key for each feedback contact separately again. This is now resolved very comfortable and you just need to adjust changes per feedback contact.



8.1 Timetable-Editor: Keys for add. functions (red circle), Index-card for Crane-Macros within timetable-operation (blue circle)

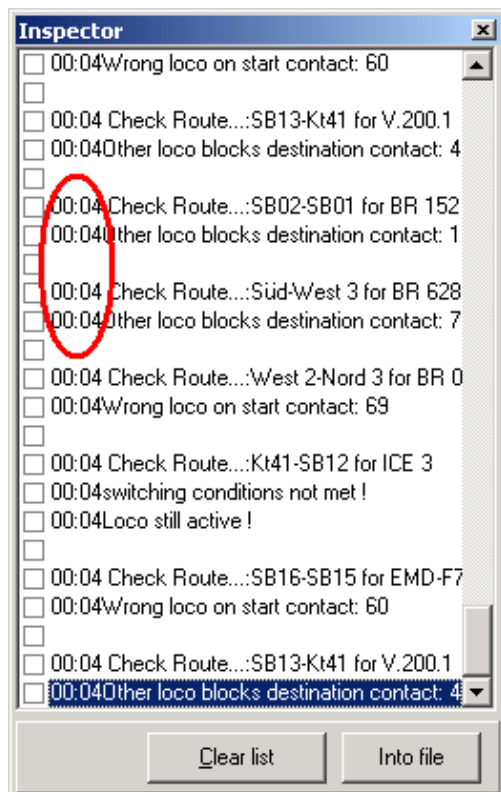
- 8.2 We have eliminated the “1-minute-pause” before timetable operation started. This means, you do not need to wait a “Model-Railroad-Minute” before your timetable operation starts.
- 8.3 We have increased the amount of possible timetable lines per timetable from 400 to 800 (see picture: *System-Settings / Timetable*). Of course beside 800 free programmable timetable lines, you are still able to merge or append additional timetables, to create an unlimited “Master-“ timetable.



8.3 System-Settings / Timetable: 800 selection of 800 timetable lines

8.4 The timetable *Inspector* now records the time as well. This eases to find irregularities during timetable operation; respectively it's easier to adjust special activities more

accurate. (Picture: Timetable Inspector with time stamps).



8.5 Now you will be able to print EVERYTHING or just headlines, similar to the routes editor. This might reduce the paper need dramatically.

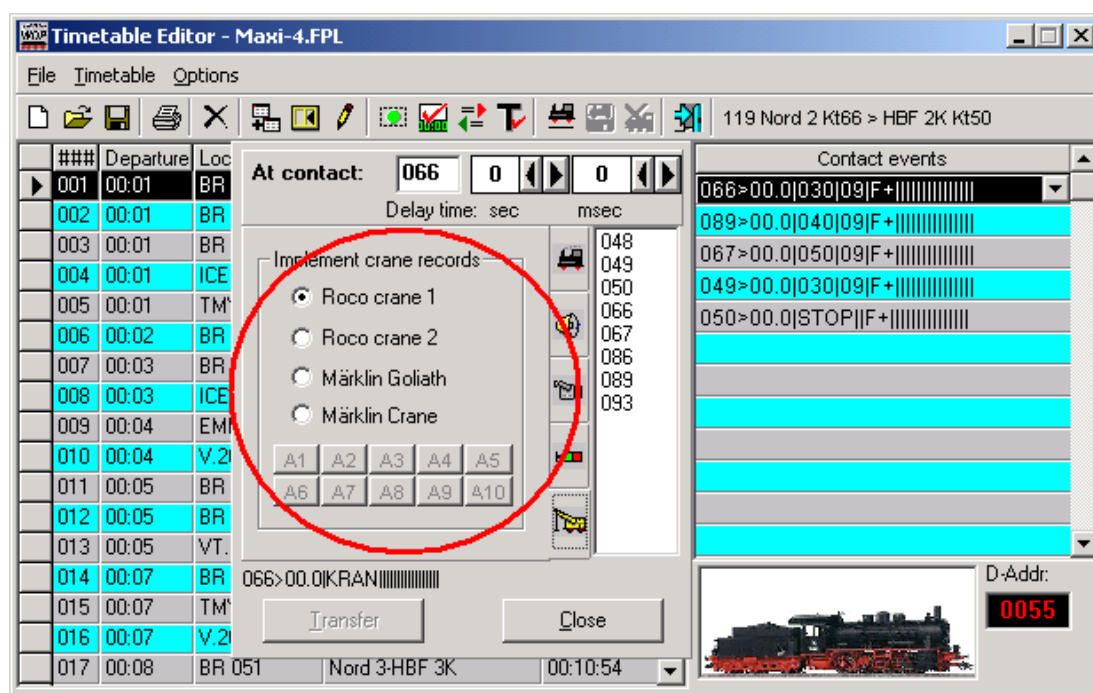
8.6 If you have activated another window during processing a timetable line test to determine the arrival time, the clock has been reset to 00:00 if you have activated another window. This has been corrected.

8.7 Loc numbers will automatically be placed to their start position also for appended timetables (if you have activated this feature).


8.8 Now you can also use special characters in the timetable filenames, like: „space bar“, „&“, „(,)“, „plus“ und „minus“ to achieve e.g. a better structure.

8.4 Timetable Inspector with time stamps

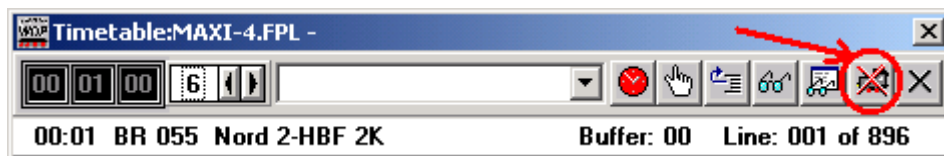
8.9 You can implement the recorded crane-macros to your timetables (see picture). You can find details about that in **chapter 10**.




8.9 Timetable-Editor with new Crane-Index card to implement crane-macros to timetable operation.

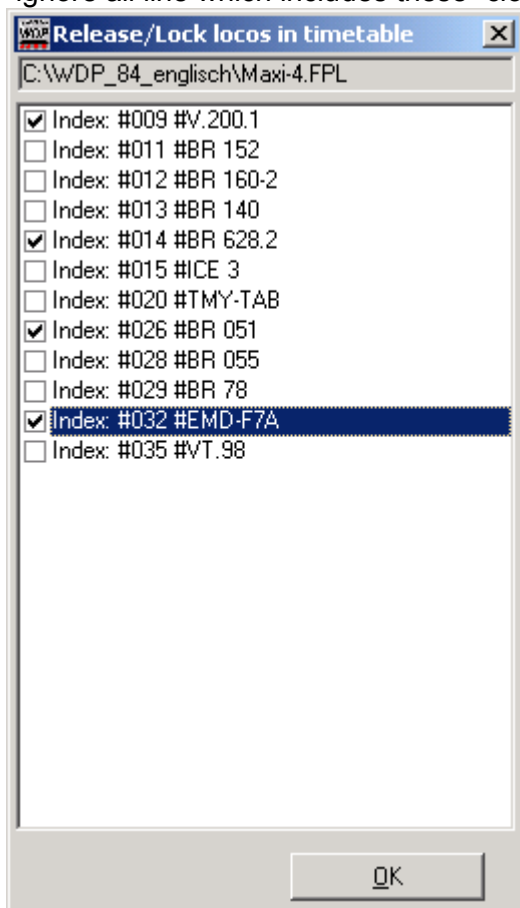
8.10 During timetable operation you can now deactivate single or multiple locs by a simple mouse-click at  without changing or interrupting the current timetable. With

this feature you can avoid to get a buffer overflow, in case you have to close down a loc which is not able to operate. The closed down loc-number will be shown in “blue” on your layout. As soon, as the timetable operation is finished, the loc-number will automatically be switched back to “black”.



8.10 (1) Locs can selectively be closed down during timetable operation! (Red circle)

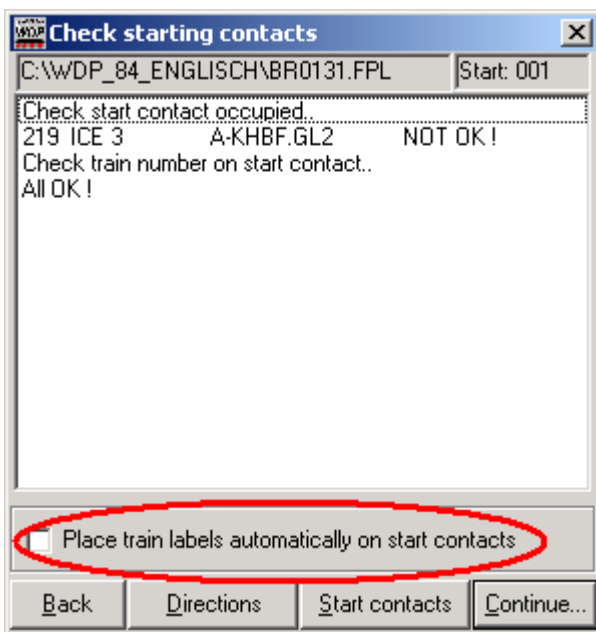
After you have clicked at , a list window will open, which indicates all trains which are used in the current timetable. You “can close” down single (or more) locs by marking the corresponding check boxes next to the loc-number. The Timetable-Operation will then ignore all line which includes these “closed down” trains. The loc-numbers will be



indicated in “blue” on your layout and the corresponding routes will not get into the buffer. If the closed down locs block trains *behind* them, then of course *their* routes will still swap into the buffer, because the routes can’t be switched. In the picture on the left you can see, that 4 locs will be closed down at a time, but in this case – due to the size of the timetable with 896 lines – this will not attract attention...

8.10 (2) Four locs will be closed down in this timetable!

- 8.11 Until now the setting for “Place train label automatically on start contacts” has not been saved permanently. Now the last used setting will *always* be saved and be indicated at the next timetable start as before. This is an advantage for all who uses the

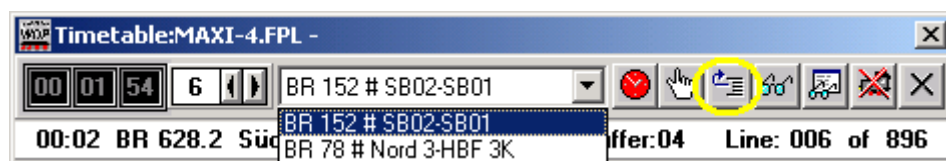


8.11 These setting will be saved in its last position permanently!

DC- and TT-Operation simultaneously. Explanation: If you have switched a loc to “red” so that it could drive in circles within timetable operation and couldn’t get „kidnapped“ by the DC-Operation, then the loc-number always switched back to black, after you had started the TT-Automatic AND the above mentioned feature was activated. The manually switch over to “red” *after* timetable start is therefore not necessary anymore.

- 8.12 Right at the start of a timetable it was already indicated, if the loc directions are all in their correct positions. If you *then* noticed, that one (or more) locs were currently switched into the opposite direction, you first had to cancel the timetable, change the direction of the loco at its Loc-Control and after that started the timetable again. Now you are able to change the direction of a loco at its Loc-Control *directly* (if applicable) without terminating the timetable operation first.

- 8.13 Many user swap lines into the buffer intentional, to (e.g.) create a kind of selection depending on the current situation for ONE train and ONE time they configure several lines (Drive to track 1 if not occupied, alternatively to track 2...etc.) Therefore the buffer went up) (intentionally) – now you are able to delete single and explicit lines out of the buffer, if you are sure, that these lines will not be used anymore during this session.



8.13 Delete selective timetable-lines out of the buffer (intentionally)!

- 8.14 It could happen, in case of *if* you have isolated a *single* train out of a complex timetable AND you changed the departure times of this *particular train* AND after that you integrated the train again into the common timetable AND you sorted again by “departure time” then...sometimes some departure times became confused. Eventually *you* will also be confused now after the last sentence – within WDP this sorting bug is fixed now.
- 8.15 The window which opens after touching the glasses-symbol now remains open and new actual contact events will be indicated. Contacts now will not be faded out – this improves the overview in general.

9. DC-Editor and Operation:

Nearly the entire DC-Editor and also the DC-Operation has get a kind of „Face-Lifting“ and – by the way – a lot of new and powerful features have been implemented. In the following these features and how to use them will be described briefly (a’ la user-manual). You can find detailed examples and practical use in **Workshop #16** (available in German only)! Therefore it was necessary to revise the structure of all DC-files (AK...dat) completely! This means, any time you open an already *existing* DC-file from a „former“ version, WDP will recognize this and convert this file automatically to the new structure.

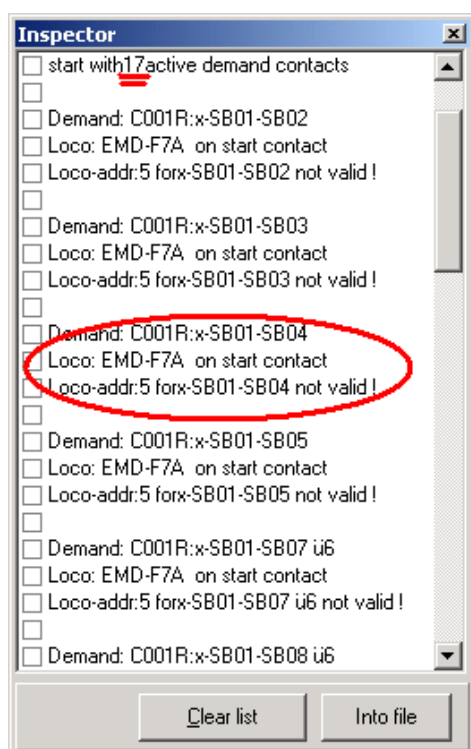


New DC-files of course will directly be created in the new form.

This new structure is NOT compliant to older versions. This means a DC-file which is generated with V8.4 is NOT usable in “former” versions! The only difference you might notice is, the current size of 439kb has increased to 3.139kb and therefore uses more harddrive space. But if you

ZIP these files – e.g. to mail it to somebody – then the size will approx. shrink to < 20kb. Normally you will only recognize the larger size, if you use a lot of DC-files (like me) and you start a backup via the tool „Maintenance“. The duration will now take a little bit longer than before. The same, if you change from one project to an other.

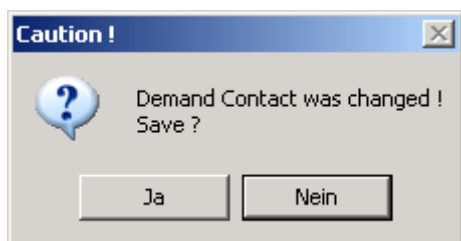
9.1. The routines of DC-Operation have been revised and now only “active” contacts will be considered. Furthermore the amount of “active” demand contacts will be indicated



in the Inspector window (17 in this example). Therefore – depending on the configuration – the speed of DC-Operation has increased tremendously. So it could happen that it might be too fast for you (2 fast 4 U). If this is the fact just increase the interval time to (e.g.) 500ms or implement *delays* (waiting times) as described later on.

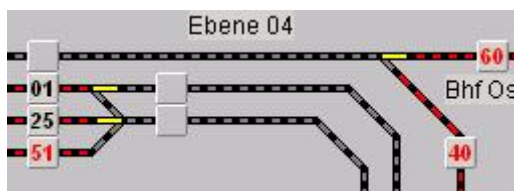
9.1 DC-Inspector with statement about the amount of DC-contacts and new function “Loc not valid”. Also new: “Close”-symbol in the upper right.

- 9.2. After an emergency stop the DC-Operation will go to "Stop" (red rectangle) automatically – same as for timetable operation. After the "emergency stop" is over all trains which have not reached its last destination will finish their routes until they have reached the destination contact of the switched routes. At any time you can re-activate the DC-Operation (green rectangle).
- 9.3. A new popup-window in the DC-Editor will now open and asks if you want to save your changes, in case there was a change within a single demand contact (see picture).



9.3 Popup-window within DC-Editor in case of changes per DC-contact.

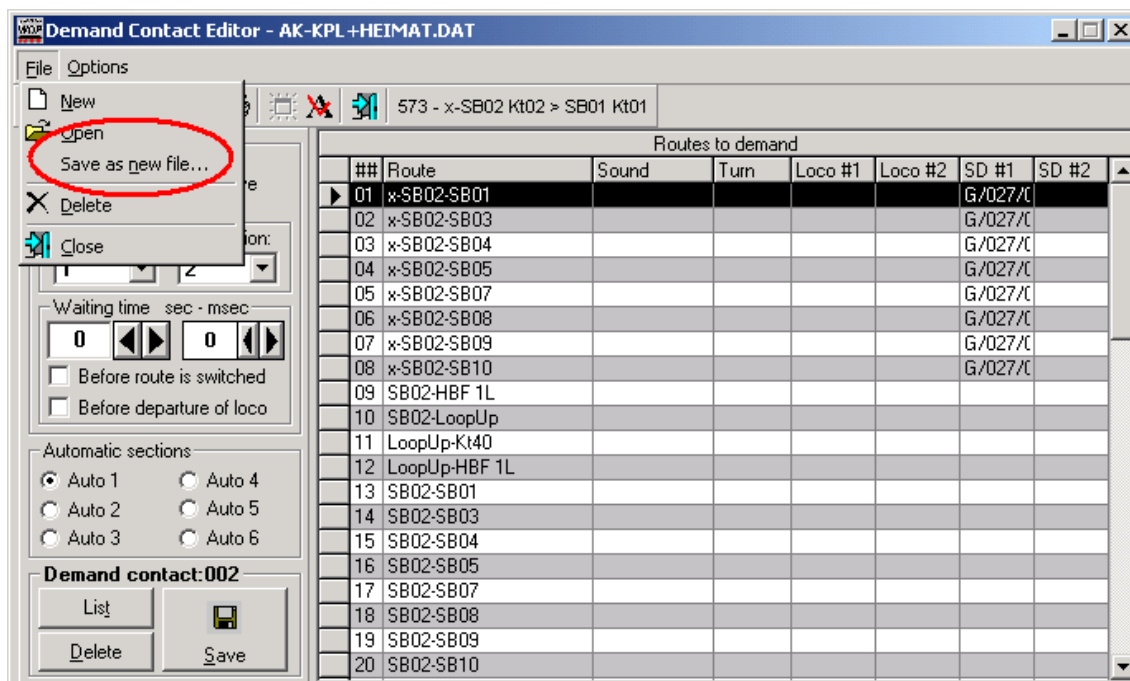
- 9.4. Now you are able to switch „On“ or „Off“ locs for DC-Operation explicitly! With <ALT + right-mouse-button> on a loc-number-panel (on which a loc is indicated) this train will be „switched-off“ for DC-Operation. The black digital address will be indicated in „RED“. The same procedure activates the loc again. This feature is available at anytime (also during DC-Operation). This feature has NO IMPACT to „Switch and Drive“ or „Timetable Operation“. To remove a loc from the loc-number-panel you can still use <STRG + right-mouse-button>. If you remove a „switched-off“ (red) loc and place it elsewhere manually again, then the loc will automatically be „switched-on“ again (loc-number is black) and you have to disable the loc (on demand) again as described above. During „Timetable-Operation“ or „Switch and Drive“ the loc address remains „red“ and there will be NO impact for this kind of operation.



9.4 Locs 51, 60 and 40 will not move during DC-Operation, because they are „switched off“ for this mode.

Tip: Beside a particular „Switch-On“ or „-Off“ of locs for DC-Operation, you can use this feature to keep selective demand contacts „occupied“ to e.g. process other activities elsewhere at your model railroad (e.g. empty your fiddleyard). Or the other way round, you can use this to use a „switched-off-loc“ as a kind of switch to create dependencies (practical details and examples can be found in Workshop 16).

- 9.5. Due to all new features and possibilities for routes and DC-Operation to make real versatile configurations, it was quite logical to implement the opportunity to save several DC-files – same as for Timetable Operation where you can also save (and load) several individual timetables. Details will be described in detail on the next page.



9.5 DC-Editor: Save and Load several individual configurations, same like for Timetable Operation.

Within the DC-Editor, via <File/New> you can generate a new (empty) file and via <File/Save as new file> you can name the file individually. **This new filename MUST begin with “AK”** (in this example: „AK-KPL+HEIMAT.dat”), to avoid confusion later on with filenames of the Timetable-Operation – otherwise an error-message will occur. The configuration of particular demand contacts in general will be done as usual. After EACH demand contact you MUST use the „Save“-button (lower part of DC-Editor-window), otherwise all entries will be ignored. Therefore you are able to create and configure an unlimited amount of individual DC-files.

After you have created a new DC-file, Win-Digipet will name it “AK-noname.dat” by default. This means all savings of DC-contact settings will be processed into this file. This is NOT recommended, because then for every new file all already saved settings will be implemented and have to be edited manually.

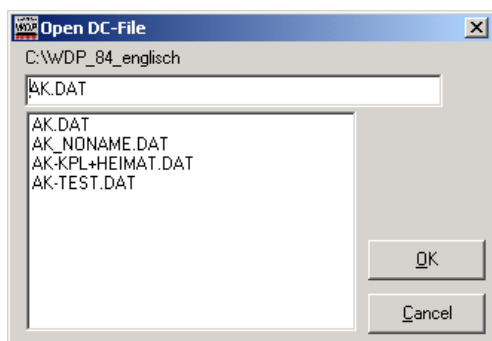
If this has already happen to you, then you can delete (e.g. via Windows-Explorer) the file “AK-noname.dat” within the folder c:\WDigipet (default installation path) after you have quit WDP. The next time you start WDP and generate a new file within the DC-Editor, WDP will create a new – and of course blank – “AK-noname.dat”.

Tip 1: If you generate an new file via <File/New> („AK-Noname.dat”), the first thing you should do is to enter a new individual filename via <File/Save as new file>, which will be indicated in the menu bar of the DC-Editor immediately. *After that* you should start to enter and configure your DC-contacts.

Tip 2: Of course now it is pure joy to create several DC-files with concrete names. For example now you can create a DC-file to “sweep-out” your complete fiddleyard, a second one where all trains drive around endlessly in the visible areas and another one where all trains drive back to their designated “home-tracks” randomized.

Tip 3: Last but not least if you then are able to arrange that all your timetables will start with the trains located on their „home-tracks” as defined in the routes- and DC-Editor then all (time consuming) preparations to bring the trains into the appropriate start position for timetable operation can be dropped.

9.6. If you now start DC-Operation, the following selection window will open:

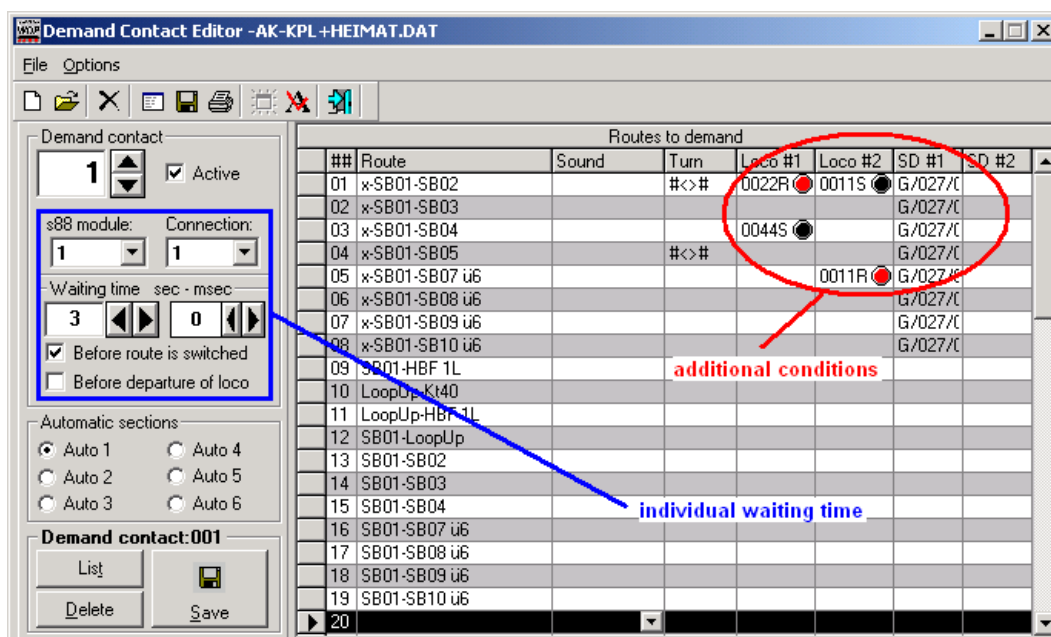


9.6 Selection window after start of DC-Operation

The selection window lists all files, which start with "AK" and end with ".dat". After a double-click on one of these files, it will be loaded and – like in the past – the well known DC-Operation window will open.


If you make a backup via the tool „Maintenance“ all DC-Files will certainly be archived of course.

9.7 *Waiting time* at DC-contact(s): With V8.4 you are able to configure an individual waiting time per demand contact to avoid that the trains will get a new route too fast. So your "passengers" don't have to jump out of the windows of the train at the stations... ☺, because the trains have to wait until they are able to move again. This waiting time is divided in a) *wait* BEFORE a new route will be switched or b) *wait* AFTER the route is switched to make it possible that a "departure-sound" can be finished or signals (or motorized turnouts) are completely switched (see picture below – blue rectangle) Of course you are also able to activate BOTH, this means the train at least has to wait a minimum of double duration until it may use a new route (time BEFORE a new route is switched + time until the train is allowed to drive). If you don't enter a waiting time, everything remains the same as it was in the past.



9.7, 9.8 and 9.9 new settings- and configuration opportunities in the DC-Editor

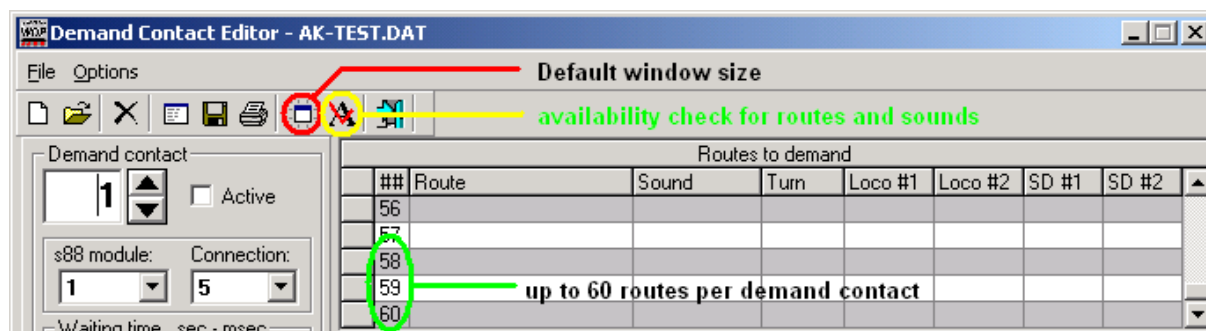
9.8 Within the DC-Editor you have the additional opportunity to define up to two locs, which current condition (train-number „red“ or „black“) will also be taken into consideration BEFORE a route can be switched (picture 9.8, red circle). You simply enter in column *Loco #1* or *Loco #2* a desired loc number AND the relevant loc-number-color (*red* or *black*) and the route will only be switched if the switching condition AND the color of the entered loc-number are true. Alternatively you can enter a loc-number via drag&drop (right-mouse-button) of a loc picture. With this powerful feature you are able to configure “home-tracks” for (e.g.) fiddleyards even if in those fiddleyard-tracks up to 3 trains are located in a row behind each other. (Drive to “home-track” if loc xy is “red”) Until now this was not possible with the “standard” home-track-option...Further examples can be seen in Workshop 16.

Routes to demand						
	##	Route	Sound	Turn	Loco #1	Loco #2
	01	SB06-HBF 1L		#<>#	0023R	
	02					
	03					

9.8 Route „SB06-HBF 1L“ will only be switched, if Loc-Adr.23 is „red“.

9.9 Directly next to it, you find the opportunity to enter two solenoid device addresses as well. (signals, switches, turnouts) which current condition („red“ or „green“) will also be taken into consideration, *before* a route will be switched. (see picture on previous page, red circle). Therefore you are able to configure marvellous DC-events, which react when you e.g. switch the configured signals (a kind of semi-automatic). You may create dependencies (drive, if the ICE is in the station), WITHOUT modifying your model railroad or study PC-technology at an university... Furthermore you are able to create configurations, in which different kind of routes - depending on switch-settings – are used within the DC-Operation (e.g. condition 1: all trains out of the fiddleyard, condition 2: close the fiddleyard and all trains go round in circles, condition 3: all trains back to the fiddleyard into their designated and assigned “home-tracks”).

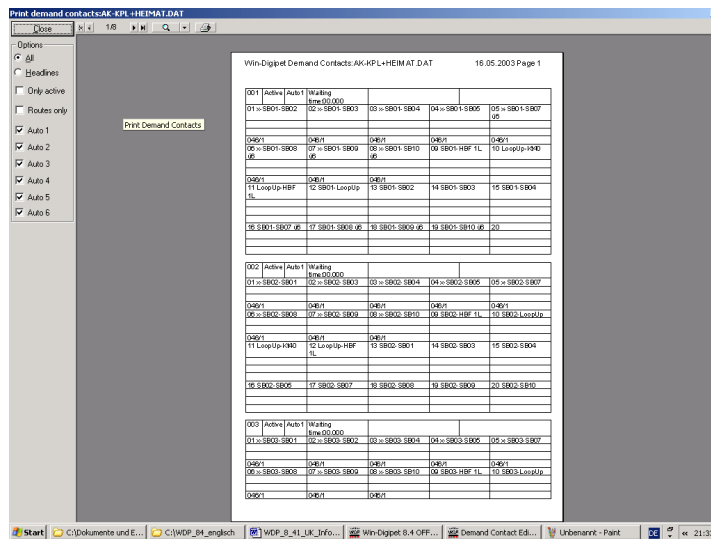
9.10 Due to the new features described in 9.7 to 9.9, you are able to create your configurations much more versatile – *without* e.g. the need to create lots of new routes. To ensure to have enough space even for the most creative configurations, the amount of possible routes per demand contact has been increased from 20 to 60 (picture below; green circle).




9.10 – 9.12 – 9.14 can be seen in this picture



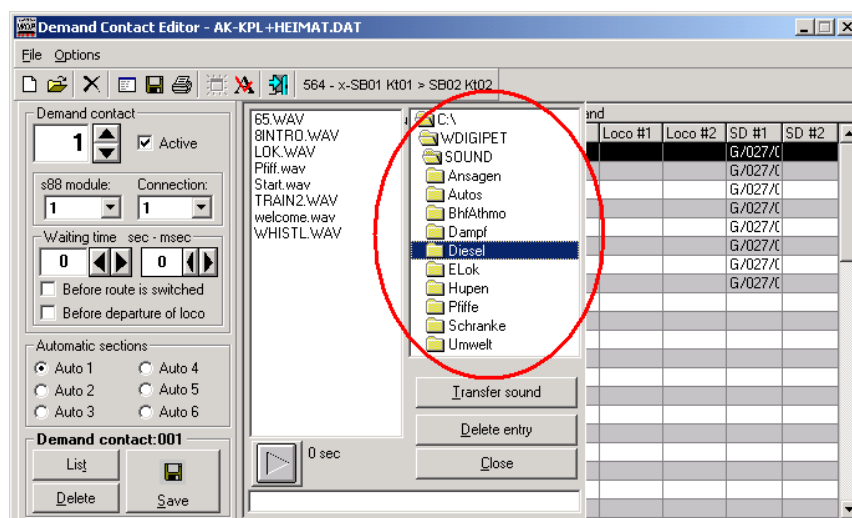
- 9.11 Due to the several new features and options, the print routines have been revised in a comfortable way.




9.11 Completely revised print routine for comfortable and selective printouts.

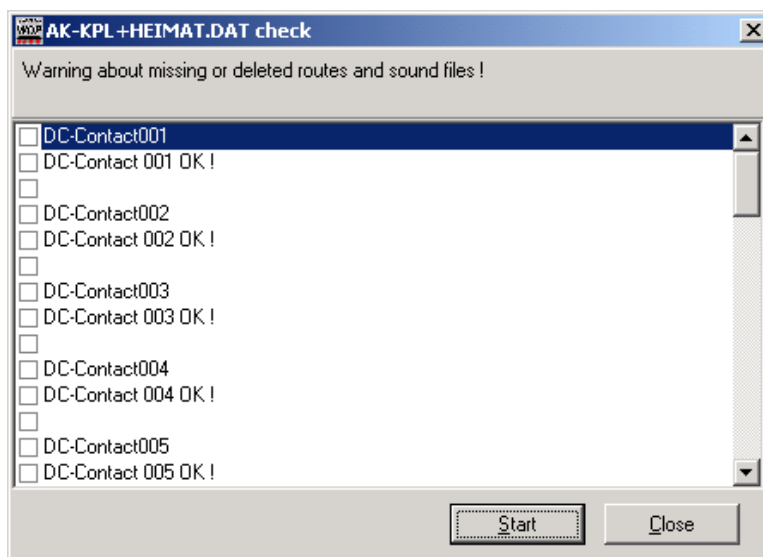
- 9.12 Until now the size of the DC-Editor window could not be changed. Now you can change the size as required and with a click at the  - button within the DC-Editor the default size will be indicated again (picture on previous page; red circle).

- 9.13 Also the arrangement of „Sound“ and „Turn“ has been revised and both can now be entered *next to each other* in a comfortable way, as shown in the previous pictures. In addition you can select sounds (WAV-files) also out of sub folders of „C:\Wdigipet\Sounds“ (respectively, the area in which YOU have installed Win-Digipet on your harddrive). This means you can sort your sounds into sub-folders (Steam, Diesel, Announcements, etc.) like it is already on the WDP-CD. The only prerequisite remains, the selected Sounds MUST be available in the main path...\\Wdigipet\Sounds\xxx... . The max. length of the complete path (incl. sound) shall not exceed **34 characters**.
If you have converted already existing DC-files WITH sounds into V8.4, then you have to re-enter all sounds once new, because otherwise WDP will not be able to find the sounds due to a program internal change of the default path.



9.13 Now you are able to configure sounds also from sub folders

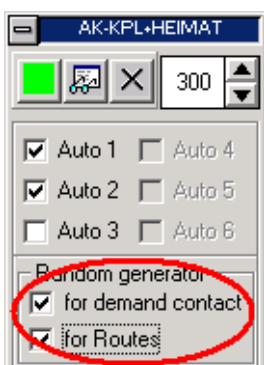
- 9.14 New as well is this  - button. If you click at this button, all configured sounds and routes of the current DC-file will be checked, if they are available in the appropriate database or folders. Therefore you are able to check, if even after several changes everything's still OK.



9.14 This check was perfectly OK.

- 9.15 Due to so many new features and changes, it was meaningful to revise *all* Inspector-messages, to implement all new features and to increase the statements. All Inspector-messages listed in a chart can be seen in Workshop 16.

- 9.16 Again: Just required – already implemented!!! The „Random-Generator“ within DC-Operation can now operate either for DC only or for routes only – or both, like before. Of course you are still able to switch it off completely. Due to this kind of selection it's now possible to interrogate the DCs in a fix order (no random), but the routes within these DCs the random principle is still valid, this means the routes will be selected by chance. This makes it possible to create the (conceptual) process much finer.



9.16 (Nearly) everything is *random*!

- 9.17 After so many news and changes, it is valid (for the first time) to remove something: You will look in vain for the switch: “*by train number*”. You simply don't need it anymore. In case you still use powerless track sections AND NO loc-number-panels, please just enter these panels into your track layout. If you have entered the start-, break- and destination contacts properly, you do not need to change anything.


10. Crane Control:

To enjoy the complete pleasure of the real comfortable crane-control, you normally don't need much:

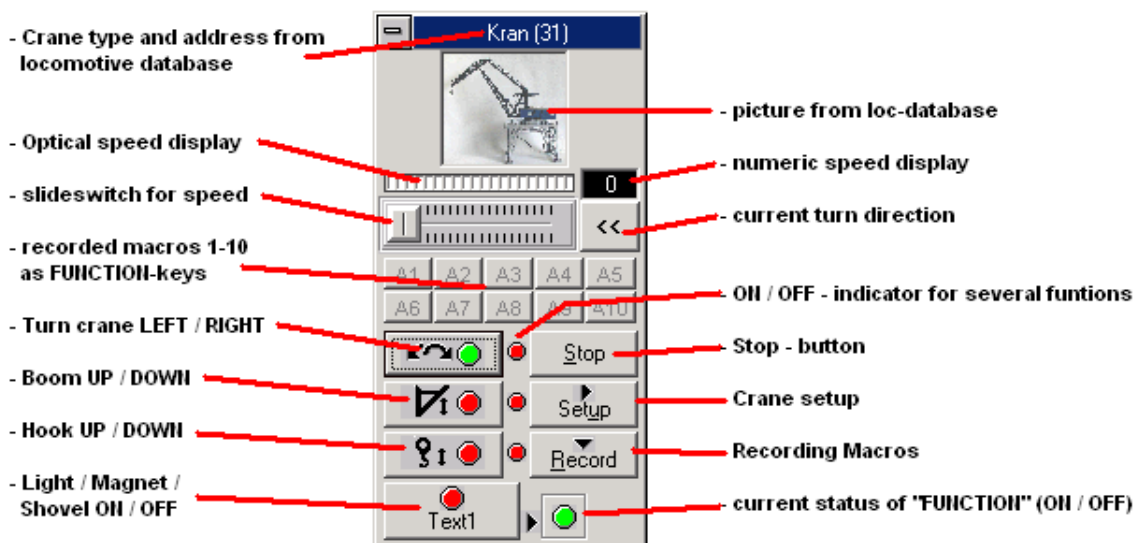
10.1. Crane-Configuration:

10.1.1. At least you need a crane with a digital decoder (of course it might also be four cranes at a time).

10.1.2. This crane must be registered (as usual) in the loc-database like a standard loco.

10.1.3. Now you can select a crane by one of the four buttons  in the menu bar. The crane controls are different to each other in a way, that the first two buttons are designed for the „Roco-Portal-Crane“ and the „Roco Crane-Wagon“, the third one represents Märklin's „Goliath“ and the fourth is designed for Märklin's „Portal-Crane“. The cranes of Märklin use the Motorola-protocol only and the cranes of Roco uses either Motorola or DCC decoders (different order number)

10.1.4. By example of the Roco-Portal-Crane (Roco #40111) equipped with a Motorola-Decoder we will configure the setup for the crane-control as follows:



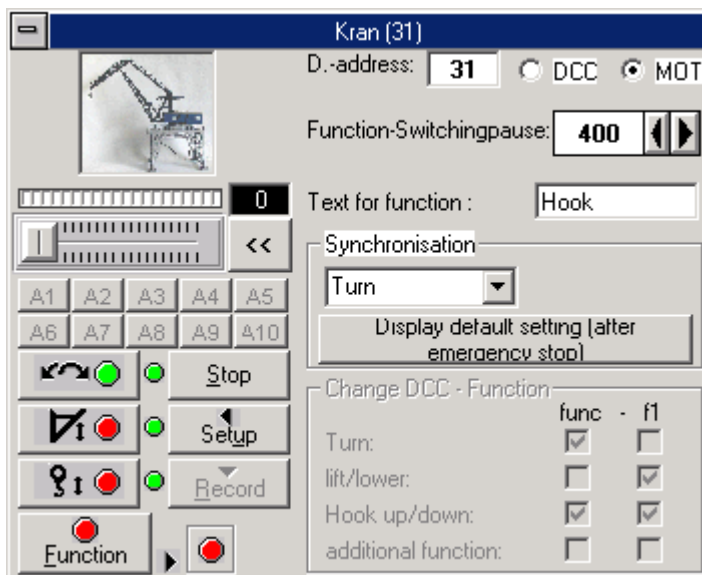
Crane-Control for e.g. the Roco Portal-crane in Motorola-format. For DCC the indicators for the current direction will not be shown.

10.1.5. After you have opened the crane-control, please touch the button „Setup“.

10.1.6. Inside the *Setup*-window please enter the digital address (31 in this case) and select the digital protocol Motorola or DCC (Motorola in this example). If you have selected Motorola then the settings for „Change DCC-function“ will be disabled and the variable setting for „Function switching pause“ is enabled. If you enter an address which is NOT registered in the loc-database you will receive an error message. If you enter a valid address, the corresponding picture of the loc-database will be indicated automatically.

Alternatively you can download pictures of the most current cranes from the homepage of Win-Digipet (www.win-digipet.de) at the download section (**Kran-Bilder.zip**), incl. the different variants and colours.

Please unzip this pictures in the folder „c:\wldigipet\Eigene“. After that you can load these pictures in the loc-database. At this stage many thanks to Dietmar Schreiber – also a member of the WDP-Beta-Tester-Team – who had the effort to record and prepare all pictures to make them available for Win-Digipet.



10.1.6 Crane-Control „Setup“

10.1.7. The next step is to adjust the *Function-Switching-Pause*, which is needed for the crane to switch through the different functions in sequence. Unfortunately this is design intend for Roco cranes with Motorola decoders. The use of the different functions directly is not possible with the Roco cranes (Status June 2003). During our several (and endless) test sessions we recognised that Roco cranes react in very different ways. Therefore vary the waiting time, to find the optimal settings. Do not set the delay times too short, because then it might happen that WDP sends the commands too fast and the crane “slips” some of them...If the values are too high, it could possibly happen that some of the commands will be processed in the opposite direction. A value of about **600ms** has been proven successful (in above example the value is adjusted to 400ms).

10.1.8. The next step is to define and enter a text for the function-button, because the crane has either a hook, a magnet, a light or a shovel (shovel and magnet are optional) for disposal.

10.1.9. Below the text-field you find the area for synchronisation (*Display default setting after emergency stop*). *Default* for this model is the function “raise/lower” and “right/up”. This means after every switch-on of your model railroad or after an *emergency stop* (always after power was switched off) is this the default setting which the crane will start with (it will forget anything). So you just need to change these parameters if a change occurs during operation which should be compensate with this. Please keep in mind that after EACH “emergency stop” and after each powerless session the Roco-crane will ALWAYS change to status “Raise/Lower” and „Right / up”.



- 10.1.10. Therefore please use the switch "*Display default setting after emergency stop*" after EACH emergency stop or in any case when the crane has been without power to ensure that the functions of WDP are in sync with the crane. If you ignore this, don't be surprised what happens... ☺.
- 10.1.11. Below this you can enter all relevant parameters for DCC (but only if you have selected the DCC-protocol, otherwise these fields are disabled).
For DCC-Decoders the "*Function-Switching-Pause*" as described in 10.1.7 is not relevant. But Roco would not be Roco if they would not have delivered different DCC-decoders with different functions („FUNC“ or „f1“). To compensate these different model-variants you may configure the possible features via „FUNC“ or „f1“ as required. Please refer to the instruction manual of *your* Roco-DCC- Crane. Also the operational indicators of Motorola and DCC are different. But this is self explaining, if you setup and test your crane(s).
- 10.1.12. That's it. Of course both, all setup-settings for Motorola *or* DCC and the last used function will be saved in a separate file for each crane. Now you can pick up your construction helmet and a bottle of...water and may control your self-configured-crane manually. Certainly you may now activate the relevant functions directly without switching through all functions manually in sequence. If you don't own a crane and the shops are closed already to buy one, don't be disappointed, just configure a loc address in the same way as described (best to use is the crane-control of Märklin's Goliath)... and record some macros... and then implement it into timetable operations... ☺

10.2. Recording Macros:



- 10.2.1 Via the „Record“-button you get to the macro recording section.
- 10.2.2 With „Start“ (camera-symbol) the recording begins (then the text of the switch-button will change to „Stop“).
- 10.2.3 Then please proceed all required moves manually. All corresponding commands and times will be indicated in the status window and will be recorded. To change the direction, you have to push the “Stop”-button before.
- 10.2.4 Via “Record-Stop” (camera-symbol) you finish the recording.
- 10.2.5 Within the text-panel in the bottom you may enter an individual name for this macro.
- 10.2.6 By pushing one of the ten macro-buttons you will save your crane-macro. The macro-buttons in **bold** already contain a macro. If you push one of the buttons in **bold** nevertheless the already existing macro will be overwritten.
- 10.2.7 Via „Test-Play“ you are able to test the recorded macro directly as long as the recording window is still open and the command chain is still visible in the status window.
- 10.2.8 If you are satisfied with your record, close this section again and the macro will be available via a functions-button (A1-A10) and may be activated at anytime you want manually or via the timetable-operation.

10.2.9 With further macro-recordings please proceed as described.

10.2.10 During operation of a macro all other command-buttons of this crane control are disabled except the stop-button. By means of the “shining LED” of the crane-control you may notice that a macro is still in progress. If you want to stop a macro for any reason just push the stop-button. Please keep in mind, if you then want to restart a macro, this macro will start from scratch, but at **the current position!!!** Therefore you **MUST** bring the crane into its default position **BEFORE** AND you have to reset the switching to its default setting as well which is given for any new start!!!

10.2.11 You are able to delete macros within the open recording-window, by clicking the *right-mouse-button* onto an already recorded (**bold**) function-button. Win-Digipet will ask you, if you really want to delete this macro.



Tip: Before you start to record a macro move the crane ALWAYS to a defined and fix position! Example: Default function setting as it is when you switch on power, direction 180 degrees to the tracks, hook up, boom down (or whatever you'd prefer), because the macro will always process like you have recorded it – in relation to the current position and setting. In case your macro starts first to raise the hook for 10 seconds, but the hook was already at the highest position at the beginning of the macro, then there will be no feedback and WDP starts to process to raise the hook again...

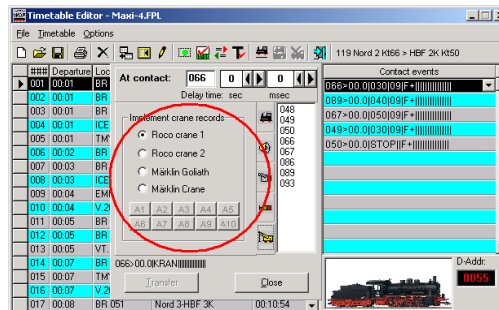
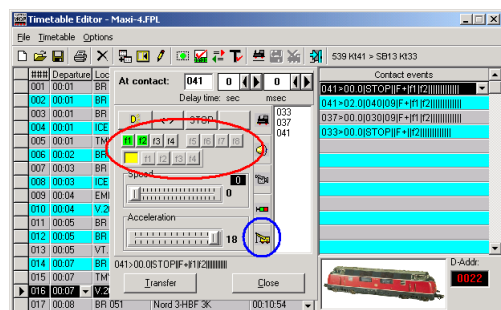
Tip-2: It would make sense when a macro ends in the same setting and direction as it started, to e.g. replay a macro several times. Alternatively the first macro ends in a position which is the starting position for another macro to build a kind of macro-chain. The current direction and activated functions are indicated via the red/green "LEDs" next to the corresponding function-buttons (Roco with Motorola-Decoder). For the DCC-protocol GREEN / TURN and the arrow (>>) to the right is the default setting. Please pay attention also for DCC, that BEFOR you start a macro, the crane is always in its default position and synchronised with the crane-control.

Remark: Don't try to record too *precise* macros (precise by millimetre) ! The cranes do NOT send ANY feedback about their current status or condition back to WDP, this means everything is controlled by time. But also in this stage we are far away from any "Suisse-Precision", because the crane-motors don't stop immediately, so that after *multiple* replay of the *same* macro the crane will get more and more out of range and the result will be, that the crane puts its load right beside a lorry...Very well works, when you e.g. have a "huge" junkyard (incl. small cars with build-in magnets under the roof) and you record the macro in a way just to turn the boom to pick up a car and turn again to put it somewhere else. You can use this kind of macro nearly endlessly to e.g. "empty" your junkyard. Please always pay attention to the security regulation of the manufacturers, to avoid that conductive or flammable parts are able to fall onto the tracks!

Remark-2: For cranes of other manufacturer the using is quite similar. With Märklin's "Goliath", you are able to e.g. turn the boom and move the hook *simultaneously*. This is not possible with the Roco-Motorola-cranes (Status June 2003).

10.3. How to use Macros in timetables:

It is very comfortable and easy to implement macros into timetables! You can call macros in conjunction with contact events, similar to event-controlled switching of solenoid devices. Certainly you can also implement the powerful timer-control to start macros e.g. with an adjusted delay.



Both pictures as already shown on previous pages.

The operational control of Win-Digipet is easy as usual:

1. You create a timetable as usual.
2. At the contact-events select the desired contact which shall start the crane-macro. Therefore please change to the index card with the crane symbol (left picture, blue circle).
3. Select one of the four cranes (picture in the right).
4. Select the desired (and available) macro.
5. If applicable enter a delay time at the timer-panel, in case you want to start the macro with a delay.
6. For any further macro starts or any other cranes please operate similar.


For example you could create a timetable, in which a train drives to a crane location and after the train has reached the destination contact, the macro starts with a delay of 2 seconds (to give the train a chance to stop before he got his load) with a "load-macro". After several loading cycles the train drives elsewhere to an "unload-location".

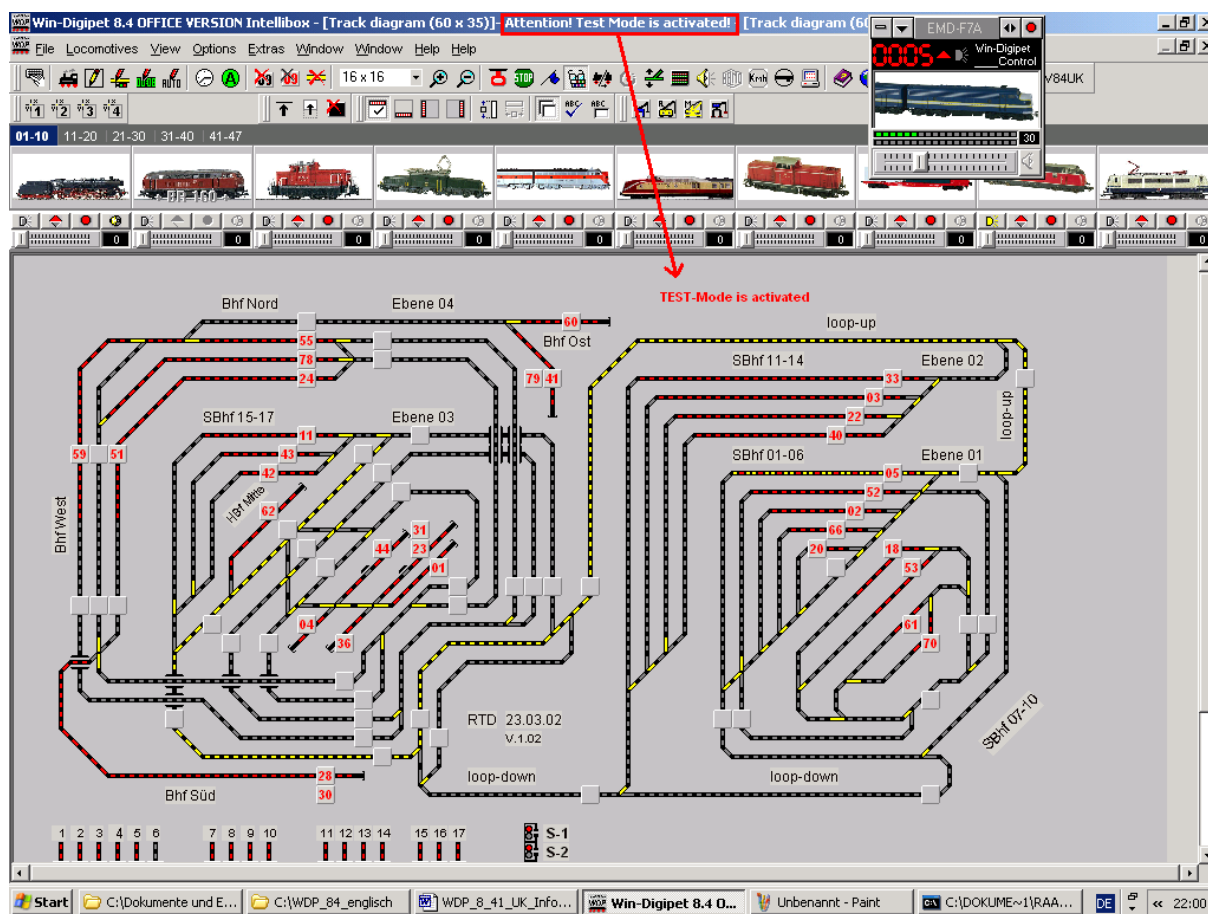
For details about how to create timetables please refer to the user manual of **Win-Digipet Premium Edition V8.0** and *Workshop #13* of „Beta-Colleague“ Wolfgang Elsholz.

Tip: I hope you have not just read the user manual for crane-controls "on the fly", "just" because you don't have a crane on your own. Also "Non-Crane-Owner" are able to use this feature in a nice way, because you can also assign locs to a crane control and therefore record and start macros which can be used in timetables... The advantage is at this stage you are able to put scenarios into action which are not possible under "normal" circumstances, because you are not bound to any start/stop-restrictions of "normal" routes. For locs you could put shunting moves into action even if several locs in theory uses the same destination contact at a time... This would probably not be possible during "conventional" operation... Alternatively you can switch other events of course, e.g. for functional models (merry-go-round on a fair) or any other digital model, which have a digital control and is registered in the loc-database.... This would nearly be worth for a separate workshop... ☺

11. General Add-Ons, Innovations, Changes:

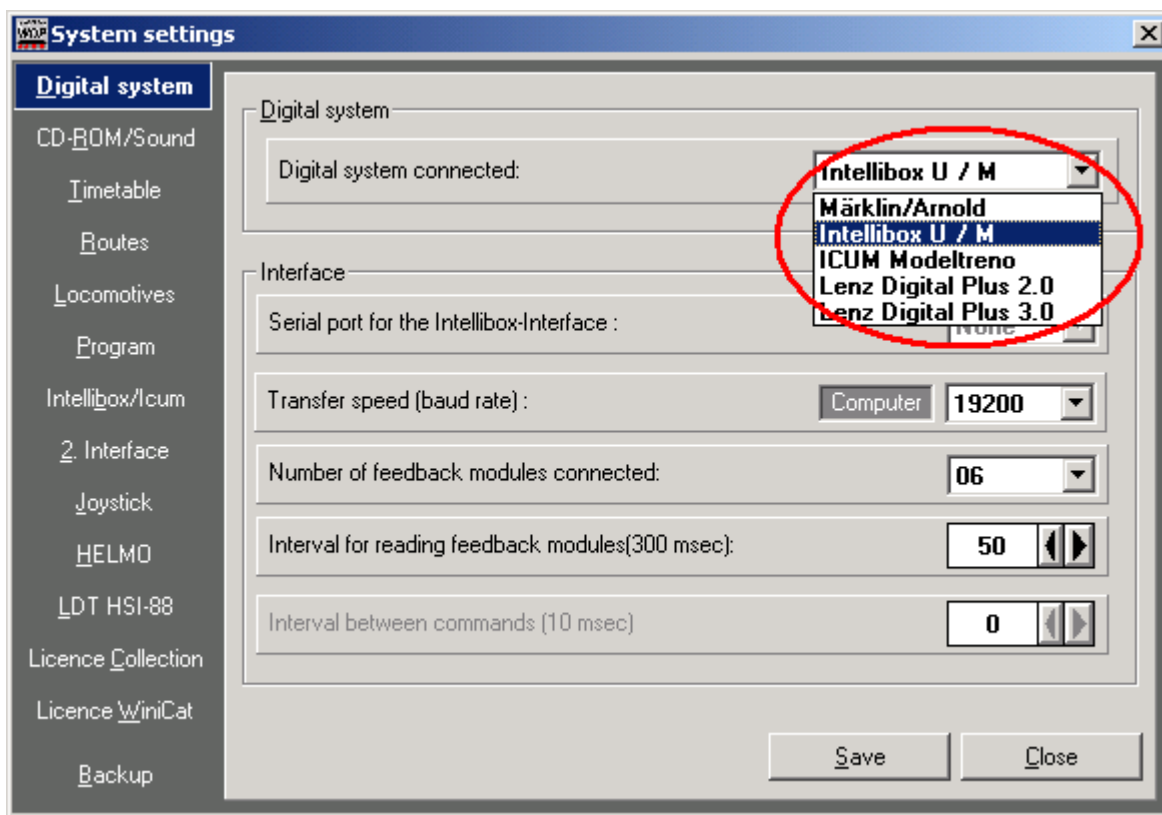
11.1. The greatest highlight at all for all Notebook- and Office-Version user is the new

“Test-Mode”. With this  - button, in the menu bar, you can activate it and it will be highlighted in the headline. The option “Display all feedback contacts” must be disabled! Via mouse-click (left-mouse-button) on your tracks you can activate any feedback contact (occupied) or de-activate it. Alternatively you can switch on- and off the contacts in the same way within the S88-Monitor. So, you can check all routes, add-on-switching, DC-configuration, timetables, etc. wherever you want in a really comfortable way. The corresponding automatic operation, solenoid devices, locs, etc. behave as if there would be an online- connection to your model railroad. With this feature for example, ALL (!) data of Workshop 16 have been tested on a *virtual* model railroad. A second click on the same button, de-activates the Test-Mode again.




11.1. Test-Mode in „Action“. Checking the configuration in the living room – Wonderful!

- 11.2. Either in the “Office-Version” as well as “Offline” you can select the Digital System you would like to prefer. So far, always “Märklin/Arnold” was pre-selected as default and the appropriate address range outside this standard could not be used (e.g. Loc-addresses greater than 80).

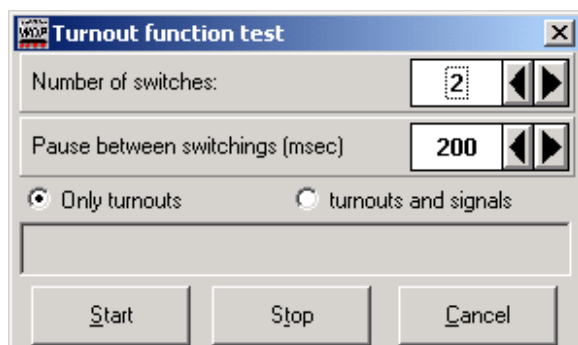


11.2. Free selection regarding the Digital-System available for the Office-Version and Offline available!

- 11.3. You will find  also as a new button in the menu bar. Via mouse-click you can switch ALL locs to “RED” or “BLACK” at one time, to activate- or deactivate them for DC-Operation. There is no need anymore to switch the locs one by one – especially, if you now use 200 locs (!) simultaneously... ☺



11.3 All loc-numbers RED or BLACK

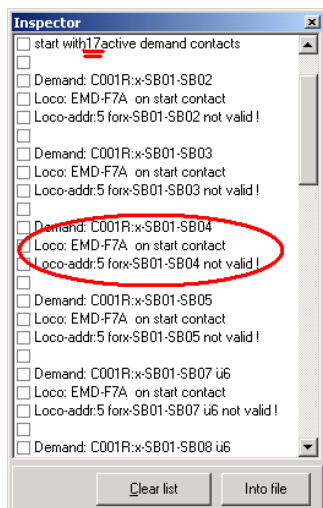


11.4. selective solenoid device function test.

- 11.4. In the pulldown-menu “Extras” you find the “Solenoid device function test”. This function has been extended to signals, this means you may select if you either *shake* signals *and* turnouts, or – as usual – only turnouts. (Shake it Baby).

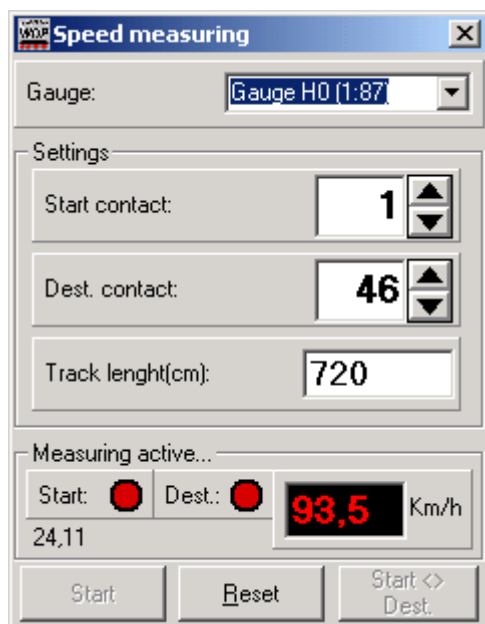


- 11.5. On multiple request, the track layout will be saved in its last position. Until now the track layout has always been displayed in a standard default position (up and left).
- 11.6. Furthermore it will be saved permanently, if you do NOT want to get displayed the loc-panel-decades, e.g. to call locs exclusively via the loc-number-panels. The Loc-panel remains invisible after you have started WDP the next time.
- 11.7. If you got an Intellibox, it wasn't very comfortable, if you have controlled locs via the IB and the Loc-Controls in WDP still shall be in sync simultaneously. This feature has been improved. The same, if you control your locs via FRED (optional external handheld controller for the IB).
- 11.8. The reset of active routes via "F7" could cause, especially within DC-Operation, if (e.g.) a derailed loc didn't drive to its desired destination, problems at further operation. Therefore the function "F7" has been extended to a kind of "Super-Reset-Button", this means, above mentioned problems cannot occur during DC-Operation anymore. The use of this button remains the same.
Attention: If you use „F7“, DURING DC- or TT-Operation, ALL active ROUTES will be terminated, this means all driving trains will NOT receive a STOP-command at all and will still proceed driving although they may have reached their destination contacts. Guess what happens then... Therefore please activate or deactivate both automatic operation exclusively via the appropriate Start/Stop-Switch. This ensures that moving trains will drive until they have reached their destination and then stop, but no further routes will be switched. In case of operation "breakdown" please still use "Emergency Stop" (e.g. "F9" or the symbol for "Emergency Stop" in the symbol bar).
- 11.9. If a function of a Loc Control was activated (e.g. "F1") and the WDP session was finished, then this button indicated "inactive" at the next WDP-start, although the function was (correctly) still switched on. Now all functions keys will be set to its appropriate condition in the same way they were when WDP was finished the last time.



- 11.10. The "Inspector" for DC- and Timetable-Operation has gotten its own symbol in the upper right to close the window, similar to the most typical Windows frames.

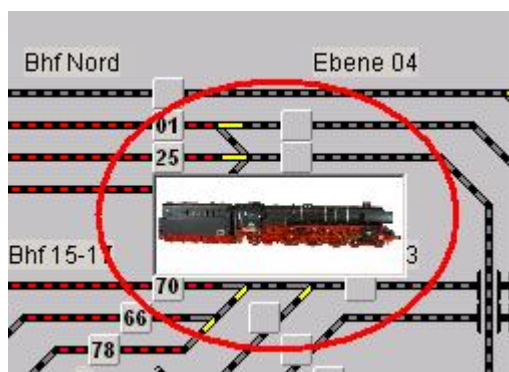
- 11.11. The accuracy of the speed measurement has been improved. In case of short tracks to measure the speed, the result was shown in a too rough grid.



Internally the floating point arithmetic has been increased, so that the result is more precise even if you just use short track distances.

11.11 Improved accuracy of speed measurement.

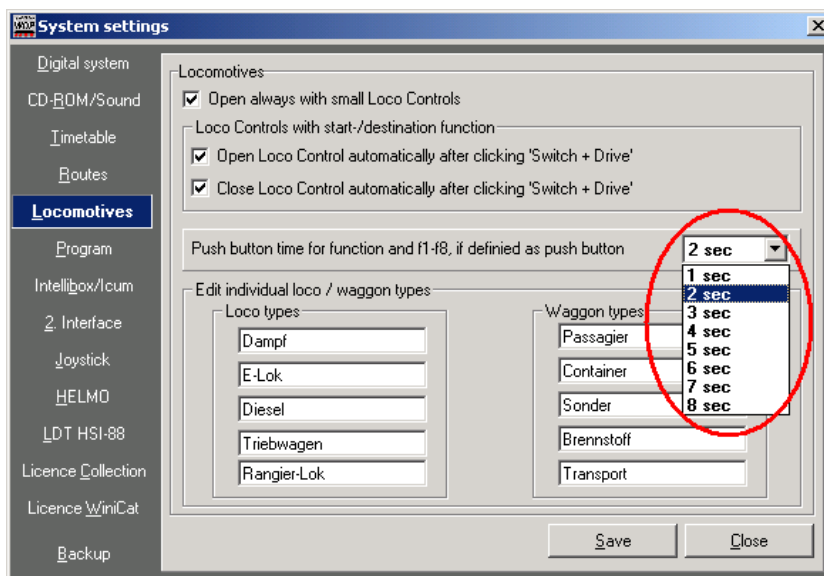
- 11.12. The functions F4 (copy) and F5 (sort) of the Timetable-Editor have been deleted, due to malfunctions with F4 (close loc controls) and F5 (zoom track layout) during operation.
- 11.13. The picture at a loc number panel will now be displayed one grid below, to avoid to cover another loc number panel which might be beneath. In the picture below you see the loc "01" and you can still see the number panel of loc "25". Until now this was covered by the picture of the loc number panel above.



11.13 The loc picture will now be displayed one grid below

- 11.14. S88 Monitor: The display bug during scrolling with the slides in the window (not by mouse click) has been fixed. The modules- and feedback contacts were shown in an improper way.
- 11.15. If you use a wheel-mouse, then you are able to scroll horizontal along the track layout – and if you click at the wheel you are also able to scroll in vertical direction.

- 11.16. In the System-Settings you can now vary the time (1-8 seconds), in which a key of the loc-functions shall be active. Until now the duration of a key was fix defined to 3 seconds.

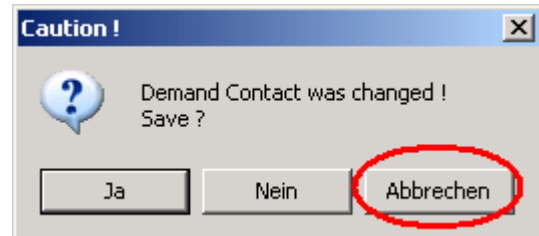


11.16 System-Settings / Locomotives: Duration of keys adjustable between 1-8 sec.

- 11.17. The operation of speed adjustment of locos by the keyboard has been improved. It could happen, that after you have changed the index-card of the locs (decades), the speed of a loc was changed which was not the active one.
- 11.18. In the *System-Settings* you can select, if solenoid devices shall NOT be switched within an active route (manually). Nevertheless now it is possible to switch them (manually) in active routes after a message has appeared. E.g. to remove trains after a crash (e.g. turnout did not switch, etc.).
- 11.19. For some PC- / Operating System configurations it could happen, that after you have finished WDP, the floppy disk drive was blocked and you had to reboot. This was caused by the copy protections. This is fixed in V8.4 now.
- 11.20. You were able to configure senseless settings in the index-card "*loco type/button*" of the Routes-Editor (e.g. Routes is free for NO loc, NO train-type and NO length). To be honest, I still cannot imagine, why somebody could configure a route like this... This assignment could caused problems. If you now enter invalid combinations, WDP automatically will select "*no choice*", this means EACH train may use this route.
- 11.21. If you have used the DC- and the TT operation simultaneously and it wasn't an "endless timetable", then it could happen that there was no message "*Timetable finished*", but "*timetable is still running...*" after the TT has ended. This had no impact to any other operational functions. This minor bug is corrected now.

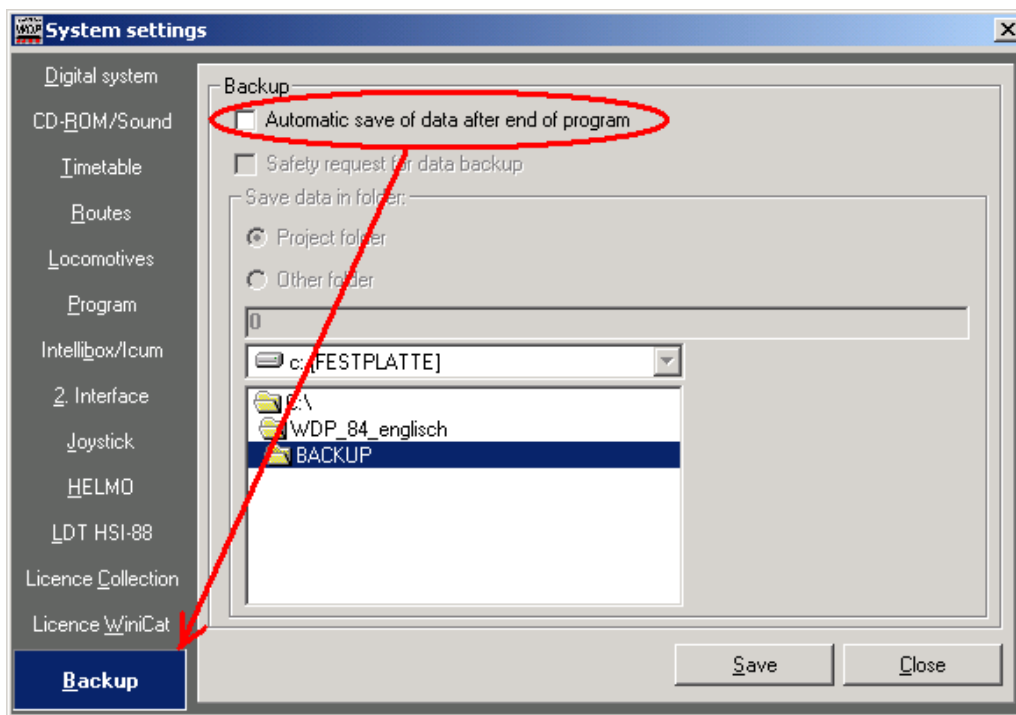
11.22. If you got the LENZ-System and use it in combination with the HSI (High Speed Interface) of LDT, then you are able to select to read the feedback contacts via the HSI only in the **System-Settings**. This is recommended if you still experience problems by reading the current conditions of the feedback contacts with the LENZ-Control-Unit.

11.23. In addition to save or terminate a part of the program after you have finished it, you are now able to select "Cancel" to get back to this part of the program.



11.23 Via "Cancel" (Abbrechen) you get back to the last program part.

11.24. Improvement of safety: Now you can select to backup all relevant files in general after you have finished your WDP-session. This selection and the desired folder can be entered in the System-Settings. Please pay attention, in case you have a huge amount of locs and DC-files, it may take some time, until all files are copied (this may take several minutes in case of a really huuuuge model railroad-system).

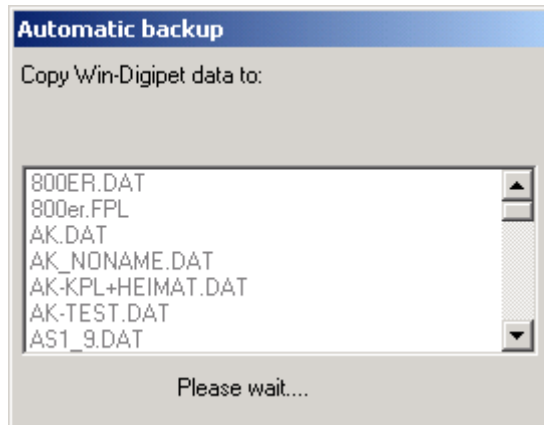


11.24 (1) Automatic backup when you have finished your WDP-session.



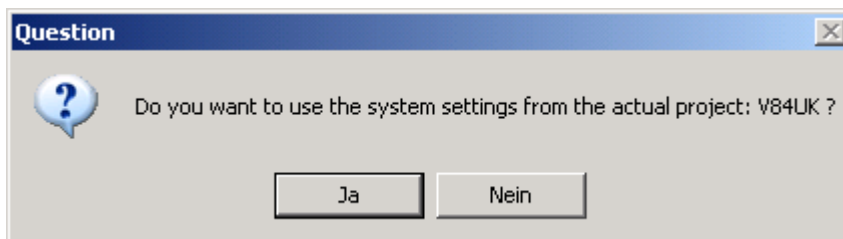
Win-Digipet V 8.4 *Premium Edition Update* Supplements, Innovations, Changes of V8.1 *International*

If you have activated this feature and you have chosen a destination folder to save all data (project- or backup folder), then the window as shown below will open, when you have finished your WDP-session.



11.24 (2) Backup-window *after* you have finished WDP

- 11.25. A bug during processing of feedback contacts has been fixed for the LENZ-system if it was connected to the HSI (High-speed-interface) of LDT.
- 11.26. During DC-operation, you were able to open the loc database (for whatever reason?) and *driving* locs couldn't receive any commands anymore. If you now open the loc-database, although locs are still driving, an emergency stop will be forced!
- 11.27. If you now create a "New Project", WDP will ask you if you would like to keep the *system-settings* as they are in the current project (equal to the request for the *loc-database*) or not. If not, WDP will start with the default settings, incl. famous the welcome sound "*Welcome to Win-Digipet*".



11.28 New Projects, without toilsome entries of all system-settings from scratch!

- 11.28. and many more topics, which are programmed internally imperceptible for the user, to improve Win-Digipet even more and therefore to guarantee furthermore joy and fun for the user during operation...and to switch some "turnouts" for further new features for **Version 9** ...!



12. Abbreviations:

DC (AK)	-	Demand Contact (<i>Abfragekontakt</i> in German)
DC-Operations	-	Automatic by Demand Contacts (<i>AK-Betrieb</i> in German)
Drag & Drop	-	Click at an object with the mouse, pull the object to its destination and drop it (release mouse button)
TT	-	Timetable operation (<i>FPL</i> in German)
R	-	Route(s) (<i>FS</i> in German)
SD	-	Solenoid device (<i>MA</i> in German)
FBC	-	Feedback Contact (<i>RMK</i> in German)
Scroll	-	Move through a picture (screen) by turning the mouse wheel in the middle or the arrows on the side.
WDP	-	Win-Digipet (the best of the best in German ☺)