

NS series 2600

for TS Classic



Manual

Version 1.3.1 Build 20260915

Contents

NS series 2600	3
What's New in Version 1.3.1	4
Installation tips	5
Notes on installation	5
TS Object Browser Index	6
Cab	8
Diafragm animation.....	11
QuickDrive	12
Tips en tricks.....	13
Colophon en credits.....	14

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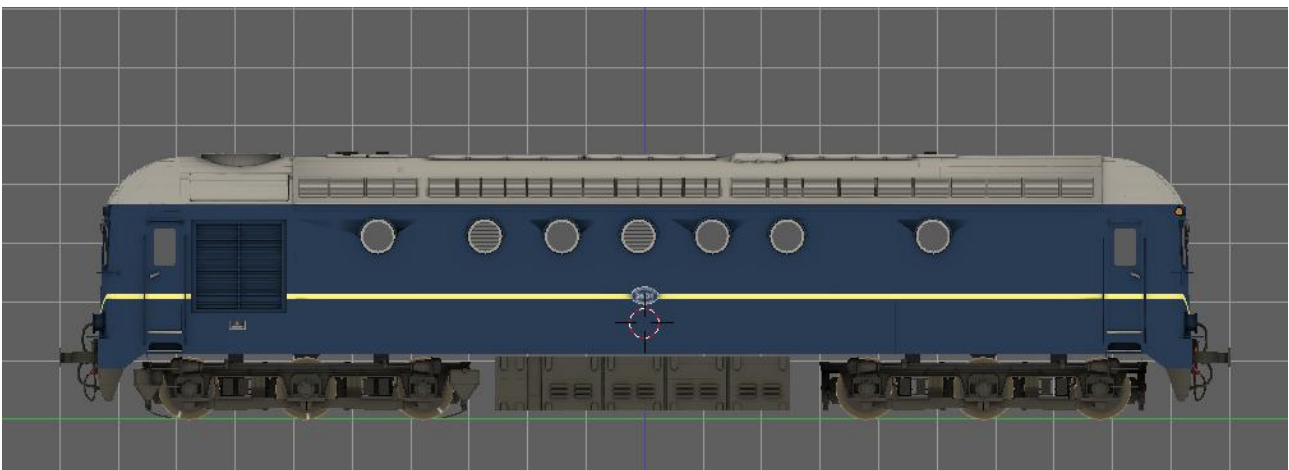
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NS series 2600

When in 1950 most of the war damage suffered by the Dutch State Railways (NS) had already been repaired, the abolition of steam traction was vigorously taken in hand. The entire central network had been brought under the wire, but outside western Holland many routes had not yet converted to electric traction. That is why the management of NS decided to order a large series of diesel-electric locomotives, with the aim of replacing the steam locomotive on those lines in passenger service.

Subsequently, a programme of requirements was drawn up with train weights and service speeds, from which Werkspoor managed to win an order for 27 machines. Unfortunately, it soon became apparent that electrification was progressing faster than expected and serious doubts had arisen with the NS about the diesel engine type that Werkspoor had selected. Consequently, the order was reduced to six units (NS 2601-2606) shortly after the start of production. These machines entered service in 1953 and '54 and were plagued from the start by frequent breakdowns. These were caused by the engines, which were actually designed for maritime purposes. As a result, the series soon disappeared from passenger service and were only used for freight trains, where obviously the locomotives proved unsuccessful either. Initially, they ran in Berlin blue, but in the last years of their careers they were given the same livery (UIC standard red-brown) as the NS 2200 and 2400. As early as 1958, the NS management diverted the series to the scrapyard.

This add-on includes eight locomotives in three colours, including a fictitious livery of the 2626 and 2627 in the same green colour of the NS 600. Consists are included in the release for each variant, including an 'Orient Express' composed of CIWL carriages. The layout of the cab in this TrainSimulator representation follows the TS Classic standard (expert mode) and can therefore deviate from the large example in parts. As with the NS 1100, the switches of the electrical installation are concentrated in a Faiveley panel on the dashboard. The headlights and shunting lights are operated in accordance with TS. When they are switched on, the shunting signals are automatically extinguished. To drive the locomotive, the diesel engine must have been started first. When exceeding a local speed limit at driving with regulator notch 1 selected, the regulator will automatically fall back to its 'Neutral'-notch (for more details, see the 'Cab' section of this manual).



What's New in Version 1.3.1

In this release, changes have been made to some cab functions which are now alike their counterparts in ChrisTrains rolling stock cabins. At the same time, the player can now also activate AWS:

1. Shunting signals are now automatically shown in the 0 position of the 'headlights' function
2. Switching the instrument and cab lights on and off now works just like ChrisTrains, as does AWS operation
3. The air and fuel pump can now also be switched on using the L and F button, respectively.

More details can be found under: Cabin (p. 8).

Installation tips

The NS series 2600 by Wilbur Graphics may be downloaded as a .zip-file, which apart from a `Readme.txt` contains the following items:

- Folder `Manuals\Wilbur Graphics` with German, Dutch and English language user manuals:

`WG_NS_2600_Handleiding_V1_31.pdf`

`WG_NS_2600_Handbuch_V1_31.pdf`

`WG_NS_2600_Manual_V1_31.pdf`

- Installer program `WG_NS_2600_V1_31_build_20260915.exe`

When started, the install .exe will prompt you to select and/or enter:

- Install procedure language (Dutch/English/French/German)

- Accepting an End User License Agreement (EULA)

...to continue the installation.

Please refer to the *release notes.txt* for the latest changes etc.

Notes on installation

- Please make sure that the .zip-file has been unpacked before you run the .exe-file
- If the installer can't find the Railworks folder please make sure that the Windows Registry correctly points to the Railworks folder. This situation normally only happens when you have manually moved your Steam environment to another PC or Harddrive. You should always install Steam to the new location to fix the registry.



TS Object Browser Index



Scenario Editor-name	Folder	Object name
WG NS 2601 tp3	Rollmat_NS	NS_2600_tp3\Engine\WG_NS_2601_tp3.xml
WG NS 2602 tp3	Rollmat_NS	NS_2600_tp3\Engine\WG_NS_2602_tp3.xml
WG NS 2603 tp3	Rollmat_NS	NS_2600_tp3\Engine\WG_NS_2603_tp3.xml
WG NS 2604 tp3	Rollmat_NS	NS_2600_tp3\Engine\WG_NS_2604_tp3.xml
WG NS 2605 tp3	Rollmat_NS	NS_2600_tp3\Engine\WG_NS_2605_tp3.xml
WG NS 2606 tp3	Rollmat_NS	NS_2600_tp3\Engine\WG_NS_2606_tp3.xml
WG NS 2626 tp3	Rollmat_NS	NS_2600_tp3\Engine\WG_NS_2626_tp3.xml
WG NS 2627 tp3	Rollmat_NS	NS_2600_tp3\Engine\WG_NS_2627_tp3.xml
WG CIWL Orient F 1287 oxog	Rollmat_NS	CIWL_orex\WG_CIWL_F_1287_orex_oxog.xml
WG CIWL Orient PS 4035 ogog	Rollmat_NS	CIWL_orex\WG_CIWL_PS_4035_orex_ogog.xml
WG CIWL Orient VL 3496 ogog	Rollmat_NS	CIWL_orex\WG_CIWL_VL_3496_orex_ogog.xml
WG CIWL Orient WR 4008 ogog	Rollmat_NS	CIWL_orex\WG_CIWL_WR_4008_orex_ogog.xml
WG NS 30M3 LbEb Esso	Rollmat_NS	NS_30m3_Ketelwagens\WG_NS_tp3_30M3_Kwgn_EssoNL.xml
WG NS AB 7206 ogog	Rollmat_NS	NS_7200\NS_AB_7206\WG_NS_AB_7206_ogog.xml
WG NS B 7103 ogog	Rollmat_NS	NS_7200\NS_B_7103\WG_NS_B_7103_ogog.xml
WG NS Amstel Oppeln Tp3	Rollmat_NS	NS_Amstel_Oppeln\WG_NS_Amstel_Oppeln_tp3.xml
WG NS D 6061 oxog	Rollmat_NS	NS_D_6060\WG_NS_D_6061_oxog.xml
WG NS tp3 Dg2426	Rollmat_NS	NS_Dg\NS_tp3_Dg2426.xml
WG NS Frico Oppeln Tp3	Rollmat_NS	NS_Frico_Oppeln\WG_NS_Frico_Oppeln_tp3.xml
WG NS tp3 GTMK 59228	Rollmat_NS	NS_GTMK\WG_NS_GTMK_59228.xml
WG NS tp3 GTMK 59241	Rollmat_NS	NS_GTMK\WG_NS_GTMK_59421.xml
WG NS tp3 GTUW 64153	Rollmat_NS	NS_GTUW\WG_NS_GTUW_64153.xml
WG NS tp3 HHW laadk	Rollmat_NS	NS_HHW\WG_NS_tp3_HHW_93608.xml
WG NS tp3 HHW tankcont	Rollmat_NS	NS_HHW\WG_NS_tp3_HHW_94621.xml
WG NS Plan E A6547 ogog	Rollmat_NS	NS_Plan_E\Ad\WG_NS_Plan_E_A_6547_ogog.xml
WG NS Plan E B6605 ogog	Rollmat_NS	NS_Plan_E\Bd\WG_NS_Plan_E_B_6605_ogog.xml
WG NS Plan E B6712 ogog	Rollmat_NS	NS_Plan_E\Bd\WG_NS_Plan_E_B_6712_ogog.xml
WG NS Plan E P7921 oxog	Rollmat_NS	NS_Plan_E\Pd\WG_NS_Plan_E_P_7921_oxog.xml
WG NS Plan E RD6906 ogog	Rollmat_NS	NS_Plan_E\RDd\WG_NS_Plan_E_RD_6906_ogog.xml
WG NS S-CHO 5401	Rollmat_NS	NS_S-CHO\WG_NS_S-CHO_tp3.xml
WG NS S-CHVO tp3	Rollmat_NS	NS_S-CHVO\WG_NS_S-CHVO_26676.xml
WG NS tp3 S-HTS tubes/buizen	Rollmat_NS	NS_S-HTS\WG_NS_SSImas53_tp3_buizen.xml
WG NS AB 7216	Rollend mat	NS_AB_7201\WG_NS_AB_7201.xml
WG NS B 7284 bl	Rollend mat	NS_AB_7201\WG_NS_B_7184.xml
WG NS AB 7521	Rollend mat	NS_AB_7521\WG_NS_AB_7521.xml
WG NS D 7521 skvb	Rollend mat	NS_D_7521\WG_NS_D_7521_skvb.xml
WG NS D 6068 gr oxog	Rollend mat	NS_D6000\WG_NS_D6061\WG_NS_D6063oxog.xml
WG NS D 6062 bl skog	Rollend mat	NS_D6000\WG_NS_D6061bl\WG_NS_D6062.xml
WG NS Mat 24 Bec 8501	Rollend mat	NS_Mat_24\Bec\WG_NS_mat24_Bec.xml
WG NS Mat 24 Bec 8521	Rollend mat	NS_Mat_24\Bec\WG_NS_mat24_Bec_8521.xml
WG NS Mat 24 bl B 8501	Rollend mat	NS_Mat_24\Bec_bl\WG_NS_mat24bl_Bec.xml
WG NS S-CHR 1954	Rollend mat	NS_S-CHR\WG_NS_S-CHR_1954.xml

Scenario Editor-name	Folder	Object name
WG NS S-CHR 31577	Rollend mat	NS_S-CHR\WG_NS_S-CHR_31577.xml
WG DB E28 AB4u ogog	Rollmat_de	DB_E28\WG_DB_E28_AB4ü28_ogog.xml
WG DB E28 B4u ogog	Rollmat_de	DB_E28\WG_DB_E28_B4ü30_ogog.xml
WG DB E28 PwPost4u oxog	Rollmat_de	DB_E28\WG_DB_E28_PwPost4ü_oxog.xml
WG DB E28 WL4u ogog	Rollmat_de	DB_E28\WG_DB_E28_WL4ü_Mitropa_ogog.xml
WG DB E28 WR4u ogog	Rollmat_de	DB_E28\WG_DB_E28_WR4ü_Mitropa_ogog.xml
WG DB Ep3 Gmmhs30 Oppeln	Rollmat_de	DB_Ghs30_Oppeln\WG_DB_Gmmhs30_Oppeln_tp3.xml
WG DB Ep3 Gms30 Oppeln (Brh.)	Rollmat_de	DB_Ghs30_Oppeln\WG_DB_Gms30_Oppeln_tp3.xml
WG DB Ep3 Glmmhs57	Rollmat_de	DB_Glmmhs57\WG_DB_Glmmhs_57_tp3.xml
WG DB Ep3 Off 52 A	Rollmat_de	DB_Off52\WG_DB_Off52_A_tp3.xml
WG DB Ep3 Off 52 B	Rollmat_de	DB_Off52\WG_DB_Off52_B_tp3.xml
WG DB Ep3 Off 52 C	Rollmat_de	DB_Off52\WG_DB_Off52_C_tp3.xml
WG DB Ep3 Off 52 D	Rollmat_de	DB_Off52\WG_DB_Off52_D_tp3.xml
WG DB Ep3 R20 Stuttgart NKF	Rollmat_de	DB_R_20_Stuttgart\WG_DB_tp3_R_20_NKF.xml

Explanations of the abbreviations *ogug*, *oxog* and *skog* can be found later in this manual under 'Diafragma animations'.

Preload Consists

Consist	Display name
WG NS 2601 tp3/era III	Light engine
WG NS 2602 tp3/era III	Light engine
WG NS 2603 tp3/era III	Light engine
WG NS 2604 tp3/era III	Light engine
WG NS 2605 tp3/era III	Light engine
WG NS 2606 tp3/era III	Light engine
WG NS 2626 tp3/era III	Light engine
WG NS 2627 tp3/era III	Light engine
WG NS 2601 tp3/era III	m/w Plan E P.RD.AB.B
WG NS 2602 tp3/era III	m/w Orient Express
WG NS 2603 tp3/era III	m/w stoptrein/local (1)
WG NS 2604 tp3/era III	m/w AutoPon VW
WG NS 2605 tp3/era III	w/m NS S-HTS Tubes/Buizen
WG NS 2606 tp3/era III	w/m G-mix
WG NS 2626 tp3/era III	Int. D-trein /Int. Express Service
WG NS 2627 tp3/era III	m/w stoptrein/local (2)

For the deployment of the rolling stock in this release, the above-mentioned subfolders of provider Wilbur Graphics (Rollend mat, Rollmat_NS and Rollmat_de) must be activated in scenarios, especially when they are part of a non-Wilbur Graphics route.

Cab

When preparing the loco, the air pump and the fuel pump must also be switched on after the control current, after which the main engine can be started (steps 1 to 4 in the figure below):



Please note:

1. When regulator notch 1 is selected, the regulator will fall back to 'Neutral' if the local speed limit is exceeded
2. The NS 2600 class was not equipped with a multiple unit option that made it technically possible to run in double heading or as helper engine. Our version of this locomotive does support this, but when the machine is pressed into service as helper engine, it must be coupled in the direction of travel (see picture), i.e. with the roof fan in front.





Overview of the steering position with the Faiveley block and the indicator lights in the foreground. At the top right, you can see the Hasler tachograph with its 24-hour clock, and above the windows are the levers that allow the supply of compressed air to be released to the wiper motors (which also respond to the 'V' key). The other controls are explained below.



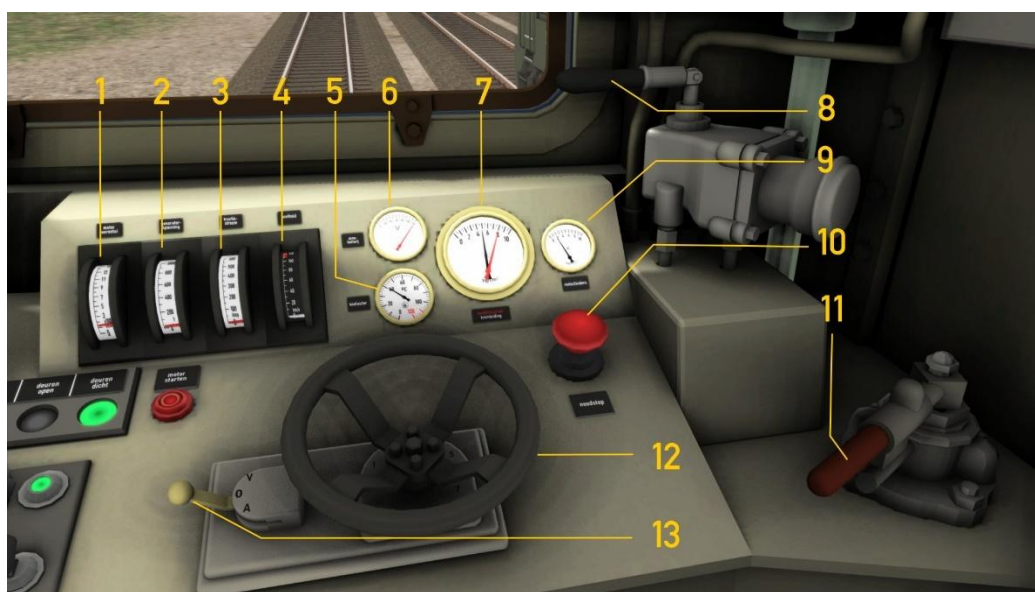
Faiveley block

1	Control light fuel pump		13	Train current 220V	
2	Control light board current		14	Wipers	V
3	Control light train heating		15	Doors	T
4	Control light headlights		16	Control current light	
5	Control light shunting lights		17	Headlights	H / SHIFT + H
6	Control light doors closed		18	Fuel pump	
7	AWS active		19	Compressor	
8	Diesel engine start	Z	20	Sander	X
10	Train heating		21	Horn (long)	SPACE
11	Cab light	CTRL+F11/F12		Horn (short)	N
12	Panel lights	CTRL+F9/F10	22	Control key	CTRL + 0

Explanation

When AWS is switched on (SHIFT+NUM ENTER), indicator lamp 7 shows green. If there is no driver response (NUM ENTER) after 30 seconds, a flashing red light appears. The driver then has 10 seconds to react. Then a bell sounds as a final warning. After another 10 seconds, a brake intervention follows.

These margins have been somewhat widened compared to reality, so that the player's nerves are not put to the test too much.



1	RPM Diesel engine	8	Engine brake	[/]
2	Generator tension	9	Brake cylinder	BACKSPACE
3	Traction current	10	Emergency	; / '
4	Speedometer	11	Train brake	A / D
5	Cooling fluid temperature	12	Regulator (7 notches)	W / S
6	Battery tension	13	Reverser	
7	Main reservoir (red)/ Train brake pipe			



Diafragm animation

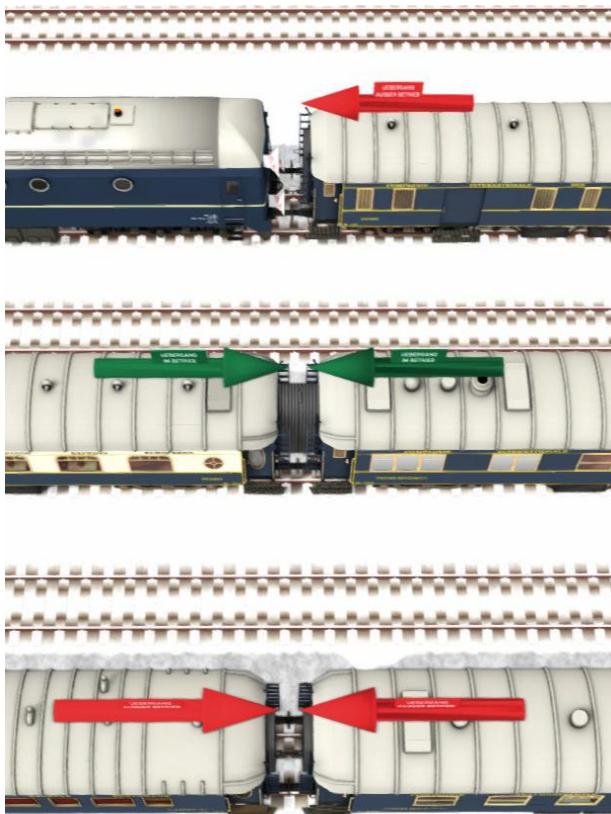
When building consists with the included coaches in the Scenario Editor (SE) or the QuickDrive menu (QD), it is important to combine the right variants. The animation type is indicated by the letter combinations *sk*, *vb*, *ug* and *ux*, where:

og or *vb* = working animation (indicated by green arrow in SE)

ox or *sk* = dummy animation (indicated by a red arrow in SE)

Working and dummy animations look the same in the uncoupled state. However, the difference becomes visible when a carriage is coupled with their *ug* sides and the animation kicks in. Dummy diafragms come in handy when a carriage is placed behind an engine, or as a slip coach. However, coupling is always accomplished.

Carriages without suffixes are always equipped with working diafragms (*ogog* or *vbvb*).

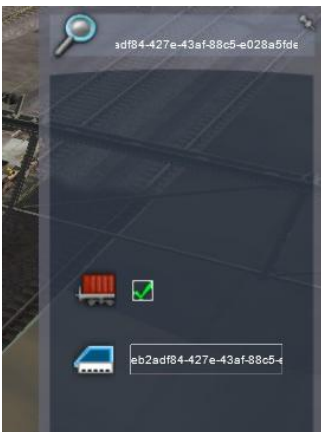


QuickDrive

When a QD session is started with goods wagons that can be loaded (containerwagons, open box cars, etc.), these will initially be empty. To make the cargo involved visible, we choose the World Editor option in the Escape menu . In the header of the screen that is then shown, click on the gray line with a left mouse button click, which will cause a panel to appear:



Now you click with the left mouse button on the Scenario Tools icon, which will start the SE. You can handle the sim's alerts by clicking the Yes button . Then you can activate the individual car cargos by pointing to a car with the cursor and double-clicking with the left mouse button. A window appears at the top right of the screen in which you can tick a square, making the cargo visible. To load the entire train, go through these actions with SHIFT pressed.



To return to the QD-Scenario, select the orange 'Drive' icon at the bottom right of the screen.

Tips en tricks

When building a scenario, you can set the fuel level of the *player train* after selecting the locomotive with a double left mouse click:



Colophon en credits

Design and production:

© Wilbur Graphics, Henk van Willigenburg (www.wilburgraphics.com)

WG diesel locos sounds:

© Gainmaster

Tips and advice:

ChrisTrains.com

Ton van Schaik

Testers:

Reinhart190953, Ton van Schaik

Facebook:

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