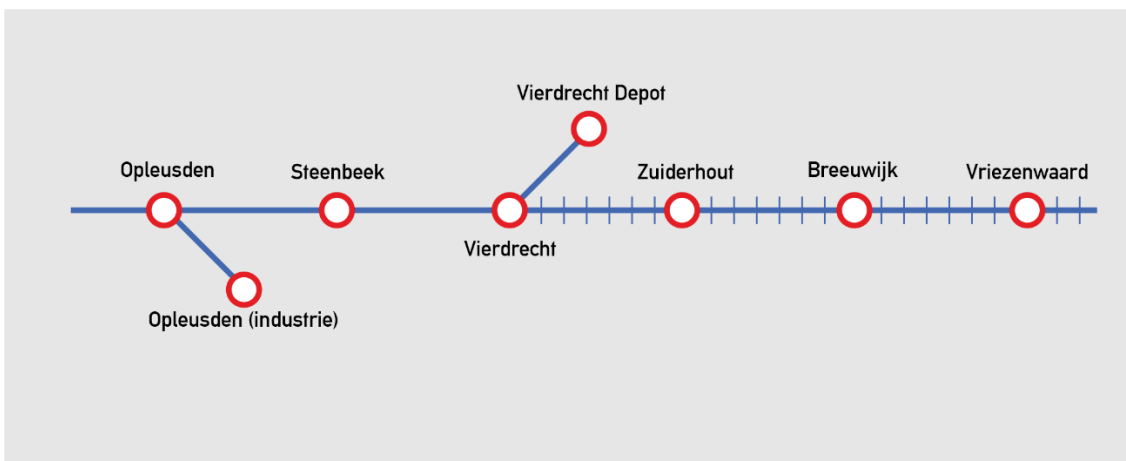


Wilbur Graphics: Work in Progress



In the Netherlands, after 1945 the period of repairing and restoring the national railways network was concluded in 1957 with the official end of steam traction with NS. Wilbur Graphics has extended this period by a few years, which now forms the backdrop for a new imaginary NS route with the motto 'From Steam to Catenary'. Incidentally, the route will only be partially electrified, as not all NS lines had been electrified in the chosen era.



Looking at the schematic representation of the VSTS, we can see that Opleusden is envisioned at the beginning of the as yet unelectrified section of the route. Consequently, a large number of scenarios will start there, which can be operated using steam and diesel traction and, in principle, cover the entire route.



Although Wilbur Graphics over the past fifteen years have been producing a large stock of scenery objects, in the VSTS a number of new buildings will also appear on the scene, such as Leeuwarden station and a classic locomotive shed with three stalls.



When building the scenery, Wilbur Graphics always take into account the fact that there must be roughly enough elements present to create a believable impression. Therefore, when decorating the country side, we limit ourselves to a strip on either side of the tracks, varying from half a kilometer to a kilometer wide. The starting point is the player's field of view from the cab, from where the horizon should not be visible.

When looking at typical 1950s photos we regularly come across gas stations, often in places where this is no longer possible today. That is why the idea occurred to us that these service points, as scenery objects, would make a welcome contribution to the historical image we are trying to evoke in our new route.



The prototype of the gas station you see here used to stand next to the Den Haag Staatsspoor station, which in modern times has been replaced by Den Haag Centraal.



Two other realized ideas for new scenery objects again have a railway character. Let's start with a gatekeeper's post from the former HSM. This type can still be found along the route of the Amsterdam-Zutphen railway line and is characterized by a so-called mansard roof. For this, too, we have used historical black-and-white photographic material. The post colours therefore had to be guessed by the displayed gray tones. This scenery object is shown above on a test track section, but will also be on display at the VSTS and has been adapted to display block numbers.



The second 'rail-bound' scenery object that had been awaiting realization for many years concerns the well-known Post T at the Maastricht railway yard, a signal box designed by railway architect Van Ravesteyn in 1932/33.



What is also new in the VSTS are the trams that are part of road traffic, the moving scenery generated by the sim, in the three major cities along the route.

The state of affairs in the project is now as follows. The railway infrastructure with tracks, signals and overhead lines has already been completed at the end of last year. All attention is now focused on the applying of the scenery. We started from Opleusden and have now progressed to just beyond the urban environment of Vierdrecht. A medium-sized Dutch city, where the electrified section of the route begins, with depots for electric and steam traction. That will also be the home for a TS Classic version of the NS 1000, the first series of Dutch electric locomotives.



Because Wilbur Graphics are in the fortunate circumstance that we can create almost all objects in a route ourselves, our users are spared a time-consuming search through the websites of other providers. Until recently, the only exception to that self-imposed rule was the need to purchase DTG's ELAP addon, which provides the terrain textures, vegetation and human figures. In addition, the recommendation for the purchase of the AP Weather Package will be added. This is not an obligation, because the sim can always fall back on a default weather type, but that addon makes an indispensable contribution to the quality of a route.