



AU403

DSB Coach Class AU

(DSB = Danish State Railways)

Versions 2 and 3, customized for Open Rails

3 vacuum-braked and 3 air-braked variants from epoch II

3 air-braked variants from epoch III

Main points

- Model of DSB's Class AU, a 1932 riveted steel coach with side aisle, used as through carriages on international express trains between Denmark, Germany and Sweden. The wagons were part of DSB's first steel wagon delivery. They drove in the so-called Nordpilen (i. e. the North Arrow), and later in regional connections.
- 3 variants from epoch II:
 - AU 401 with folded canopy in the front end, meant for running first in the consist.
 - AU 404 with unfolded canopies in both ends, meant for running intermediate in the consist.
 - AU 403 with end signal and folded canopy in the back end, meant for running last.
 - These 3 had both vacuum and compressed air brakes. It is not possible to have that simultaneously in OR/MSTS, instead they are in 2 versions: Version 2 with vacuum, and Version 3 with compressed air.
- 3 variants from epoch III with compressed air brake - the vacuum brake is removed
 - AU 251 (ex. 401) with folded canopy in the front end, meant for running first in the consist.

- AU 254 (ex. 404) with unfolded canopies in both ends, meant for running intermediate in the consist.
- AU 253 (ex. 403) with end signal and folded canopy in the back end, meant for running last.
- The Epoch II wagons carry I, II and III class, the Epoch III versions 1st and common class.
- The Epoch II versions have torpedo valves and old-fashioned toilet valves. The Epoch III versions have a newer type of valves.
- All have line ornaments and interiors.

Installation

Originally Microsoft Train Simulator (MSTS) was installing in the folder ...\\Microsoft Games\\Train Simulator as a default. Now you must install MSTS outside this folder, in a folder with a name of your own choice. You must direct the installer to that folder.

The files are installing in the folder

<your MSTS folder>\\TRAINS\\TRAINSET\\DSB_Epoch_II_and_III_Passenger

A bit of history

A total of 5 AU wagons, Nos. 401 - 405, were built at the Scandia wagon factory in Randers in 1932. In 1941 they were renumbered 251 - 255. In terms of railway history, they are quite interesting.

First, together with 32 Class CR wagons with class III, they were the first steel wagons purchased by DSB. Until now, they had always been built in wood, so they have been ultra-modern. Back then it was not possible to weld plates, so they were riveted together. Even the roof was riveted. This made them quite heavy, about 1/3 - or about 10 tonnes - more than similar wooden or welded steel wagons.

Secondly, they were used as transit wagons to Germany and Sweden. Therefore, they had both I, II and III classes. All classes had buffalo leather sofas and birch veneer and mahogany wall coverings. An unusual luxury in class III, where one had been accustomed to wooden benches and painted walls. Preparations had already begun for the introduction of the common class, which came in 1934. For the sake of international application, the cars were equipped with two brake systems: vacuum and compressed air - in addition to the screw brake of course. The DSB itself still only used vacuum, they switched to compressed air during the war. There were also Danish, Swedish and German tail light holders, and there were ferry brackets so that they could be carried over by ferry. This was also something new, because of the limited ferry capacity, passenger cars were not usually carried over. The undercarriage was also something new and modern: 3 m riveted steel bogies with a maximum speed of 120 km/h allowed for express trains.

Later, some of them ran for a number of years in the prestige train Nordpilen (i. e. the North Arrow). As lighter welded wagons became available, the AUs switched to regional traffic. In the 1960s they were taken out of daily operation and were only used for excursions.

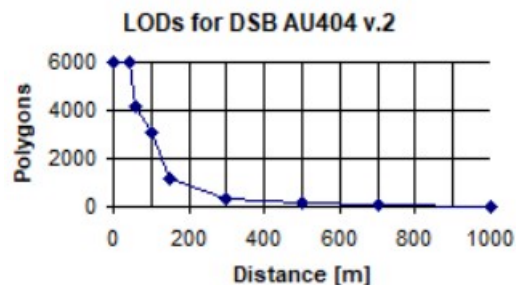
Data

- Side aisle passenger coach in riveted steel
- Build 1932 at Scandia

- Numbers 401 - 405, 1941 renumbered 251 - 255
- Length 21.720 m
- 3 m riveted steel bogies, max. speed 120 km/h
- Tara approx. 43,900 kg
- Originally:
 - 4 seats I class
 - 12 - II -
 - 40 - III -
- After the Common Class Reform of 1934:
 - 18 seats 1st class
 - 40 - 2. -
- Seat numbers
- Water toilets
- Dynamo for vehicle self-lighting
- Low pressure heaters
- Originally both vacuum brake and compressed air brake, after the war only compressed air brake
- Screw brake
- Danish, German and Swedish end-signal holders

Graphics optimization

The greater the distance, the fewer polygons the simulator must draw. All the wagons are optimized.



Copyright

The models were prepared by Claus Steenbeck. They can be used freely for non-commercial purposes.



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