

DSB Ek 2250, S 9 og S 8 version 1.07.

DSB Ek 2250

The car was built in 1900 by Scandia as a companion to the Royal carriage S 8. It was equipped with a boiler that delivered hot water to the high pressure heating system in the Royal carriage and two large accumulators to provide electricity for the lighting when the train was not moving. To preserve electricity the car was also equipped with oil lamps.

Although we have been unable to find proof we believe that the car also carried gas containers, possibly for the heating of the water in the washrooms.

The car was equipped with both vacuum and air pressure brakes and mounts for German trailing end lights in order to run in German express trains.

The car also carried the Royal bed which was put in the centre lounge during the night time. To provide some Royal privacy the bed was enclosed by a Spanish wall stowed together with the bed.

When the "new" Royal carriage was delivered in 1937, there was no longer use for Ek 2250 and it was converted to rescue car A+B 1 and finally taken out of service in 1957.

DSB S 8

S 8 was built in 1900 by Scandia as the Royal carriage with two lounges and two semi-compartments that could be made into one by moving a folding wall. The middle lounge could be used as a bedroom by installing the bed carried in Ek 2250 which also supplied electricity and hot water for the heating system.

The car was equipped with both vacuum and air pressure brakes and mounts for German trailing end lights in order to run in German express trains.

When the "new" Royal carriage was delivered S 8 was no longer used and after being officially taken out of service it served as a summer house for the employees of the private line HFHJ for a number of years. It was taken over by the Danish Railway Museum and is now fully restored and on exhibition in Odense.

A small movie showing the interiors of the carriage can be found on <http://jernbanemuseum.dk> and further details are listed on <http://www.jernbanen.dk>, for the time being only in Danish.

DSB S 9

The carriage was built in 1904 by Scandia and was used as a companion for S 8 when needed. It contained one lounge and three compartments with altogether twenty seats which could be converted into sixteen beds.

In 1938 it was rebuilt into Br 692 and in 1941 renumbered Az 371. It was taken out of service in 1950.

The preceding facts are widely based on the information found on <http://www.jernbanen.dk>. This site also includes an article describing a Royal train journey visiting most parts of Denmark in 1908. The article is in Danish including many contemporary photographs.

If you want to use the included consist DSB_Kongetog_1908 the DSB_P906_1 must be installed.

The carriages may not be changed in any way in order to be passed on to others without written consent.

The set is made by Carl P. Brager (CaBrag, texture) og Bjarne Larsen (bl, 3D models).

The brakes have been adjusted to obtain a more realistic function in OR.