

DB luggage vans MDie / MDyg

version 1.2 / 09.01.2020



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POLYGONZUG

Feine Modelle für Eisenbahnsimulatoren

Background



MDyg986 in Amberg, 21.9.1987

© Heiko Müller

Just as the "Umbauwagen" coaches (yg-series) designed by the early Deutsche Bundesbahn, the construction of these luggage and express goods vans has been a pragmatic solution to respond relatively quickly to the strong shortage of rolling stock after the end of World War II.

Its characteristic appearance - steel body framework with wooden planking - reveals its origin as freight stock at first glance. Until 1993, these vans have been a familiar sight on almost the entire network of the German Federal Railway. The majority of the series had a maximum speed of 74.5 mph (120 km/h), therefore they were used in almost every type of passenger train from commuter services to express trains and obviously in express good trains, but even in rail car services.

From 1950 on a first series of 244 vans were built under its former type name "MPw 4i(e)-50" (since 1970: MDie996); their bodies were composed of two auxiliary passenger coaches "Behelfspersonenwagen MCI-43" and set on new underframes. The "donor" vehicles were produced in large numbers from 1943 on to compensate the war losses of passenger stock, and the construction was based on the goods wagon type "Glmhs Leipzig".

While the above mentioned basic structure as well as the bogie design ("american type" or "Schwanenhals") was more or less identical for all MDie996, the look of the vehicles changed significantly over the decades: After only a few years of operation the open end platforms were covered by a roofing construction with two side doors. Quite characteristic for the MDie996 was the replacement of the wooden loading doors by more modern metal door constructions.

Furthermore, a small series of 24 vans has been completely rebuilt to work as car-carriers for motorail train services. These car carriers were termed MPw4yg-59 (later MDyg981).

From 1957 on another relatively small series of MPw4yge (later MDyg986) were built, once again using bodies of withdrawn MCI-43. They looked quite different and were a significant evolution of the type. Their bodies now consisted of wooden plates instead of planks and had only two windows between the loading doors. The platform coverings were fitted with rubber corridor connections. To facilitate the operation, integrated train end lights were installed instead of the former rear lamps.

Between 1974 and 1982 most of the MDie996 had been converted to MDyg986, but this rebuild phase produced different and sometimes quite individual results: there have been MDyg986 still with wooden planking, and some with wooden plate bodies kept their old wooden windows.

Whilst the last MDie were retired in 1983, a large number of MDyg were in operation until 1993, when the whole series was withdrawn shortly after the railway accident in Northeim in november 1992.

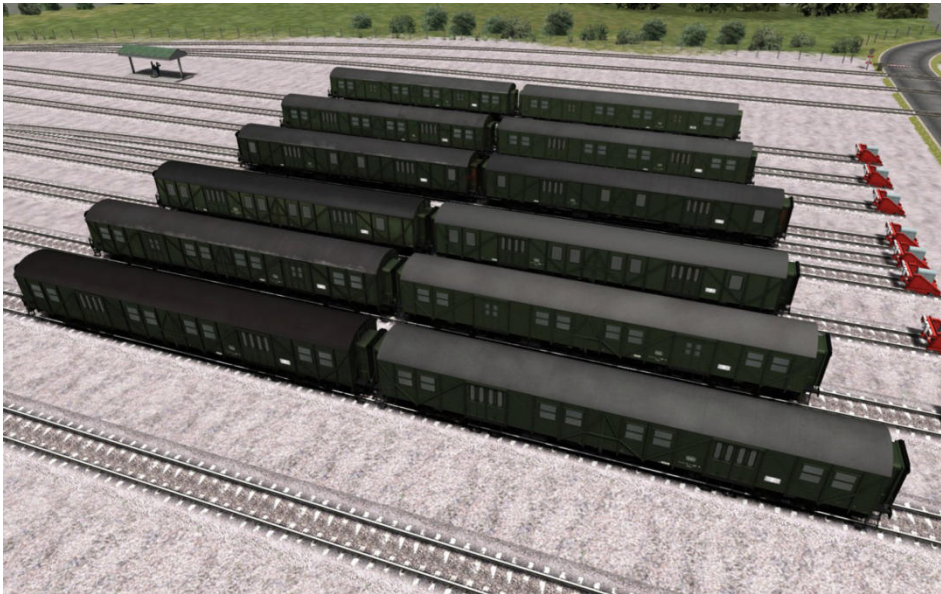
Pack Contents

This pack contains the following models of the auxiliary luggage vans series MDie996 and MDyg986, built and operated by the former "Deutsche Bundesbahn" (German Federal Railway), era ~1970 - 1993:

- MDyg986 (4 variants + 3 additional variants with ewd DB logo)
- MDie996 (2 variants)

Each of these variants is represented in a "clean" as well as a more or less "dirty" version. Thus, the package contains a total of 18 models.

Also included are models of the electric tractor type EK 2002 and platform luggage/parcels trolleys with different loads.



Features and functions:

- opening loading doors (since V 1.2. also in the interior view)
- dynamic numbering: wagon number, home location and train destination sign
- MDyg has animated wagon transition connections (1)
- highly detailed coupler model with dynamic brake hoses and steam heating connection (1)
- prepared for steam heating (leaking) effect (2)
- custom sound set
- MDyg986, variants 1A/B have switchable tail lights (standard control "H"); the other variants are equipped with prototypical manually attached lamps, switching automatically between the day display and the night display using Train Simulator's built-in time control
- semi-detailed interior with night lighting
- individual textures with traces of weathering and ageing

(1) only operating if vehicles contained in this pack are coupled; also working with other rolling stock products made by *Polygonzug*.

(2) requires a locomotive with a specific and compatible control to turn the train heating on and off.

Pack Contents

MDie996 - variant 1a:

- original version with wooden loading doors (2 windows)
- open platform coverings
- scripted tail lamp function
- "clean" textures



MDie996 - variant 1b:

- original version with wooden loading doors (2 windows)
- open platform coverings
- scripted tail lamp function
- "weathered" textures



MDie996 - variant 2a:

- modernised version with metal loading doors (4 windows)
- open platform coverings
- scripted tail lamp function
- "clean" textures



Pack Contents

MDie996 - variant 2b:

- modernised version with metal loading doors (4 windows)
- open platform coverings
- scripted tail lamp function
- "weathered" textures



MDyg986 - variant 1a:

- rebuilt version or second series from 1957
- wooden plate body
- reduced number of windows between the loading doors
- modernised interior with new train guard compartment
- closed platform coverings with rubber corridor connections
- integrated tail lights
- "clean" textures



MDyg986 - variant 1b:

- rebuilt version or second series from 1957
- wooden plate body
- reduced number of windows between the loading doors
- modernised interior with new train guard compartment
- closed platform coverings with rubber corridor connections
- integrated tail lights
- "weathered" textures



Pack Contents

MDyg986 - variant 2a:

- rebuilt version
- wooden plate body
- modernised interior with new train guard compartment
- closed platform coverings with rubber corridor connections
- scripted tail lamp function
- "clean" textures



MDyg986 - variant 2b:

- rebuilt version
- wooden plate body
- modernised interior with new train guard compartment
- closed platform coverings with rubber corridor connections
- scripted tail lamp function
- "weathered" textures



MDyg986 - variant 3a:

- modernised Version
- body with wooden planking
- wooden loading doors
- closed platform coverings with rubber corridor connections
- scripted tail lamp function
- "clean" textures



Pack Contents

MDyg986 - variant 3b:

- modernised Version
- body with wooden planking
- wooden loading doors
- closed platform coverings with rubber corridor connections
- scripted tail lamp function
- "weathered" textures



MDyg986 - variant 4a:

- modernised Version
- body with wooden planking
- metal loading doors (4 windows)
- closed platform coverings with rubber corridor connections
- scripted tail lamp function
- "clean" textures



MDyg986 - variant 4b:

- modernised Version
- body with wooden planking
- metal loading doors (4 windows)
- closed platform coverings with rubber corridor connections
- scripted tail lamp function
- "weathered" textures



Pack Contents

Accessories: electric tractor (Elektro-Fahrstandkarren Type EK 2002), trolleys and loads

For many decades train stations with a considerable amount of luggage, express goods or mail could not be imagined without these and other designs of platform tractors.

The prototype of the EK 2002 was manufactured by the "Maschinenfabrik Esslingen" since the nineteen-thirties with only a few external modifications.

The typical livery until the last years of service was orange - as reproduced by the model. Also a blue livery with red wheels was common, as well as a grey livery; and the German Federal Mail ("Bundespost") used its typical yellow tone for their own vehicles.

EK 2002 with driver and trolleys:

- prototypical and highly detailed models
- static models (without animations)
- loaded and unloaded versions



contents:

- four different loaded and unloaded versions with driver
- parked version of EK 2002 and trolley
- two piles of parcels and suitcases
- separate train tail lamps
- all objects are freely placeable and usable as scenario-objects



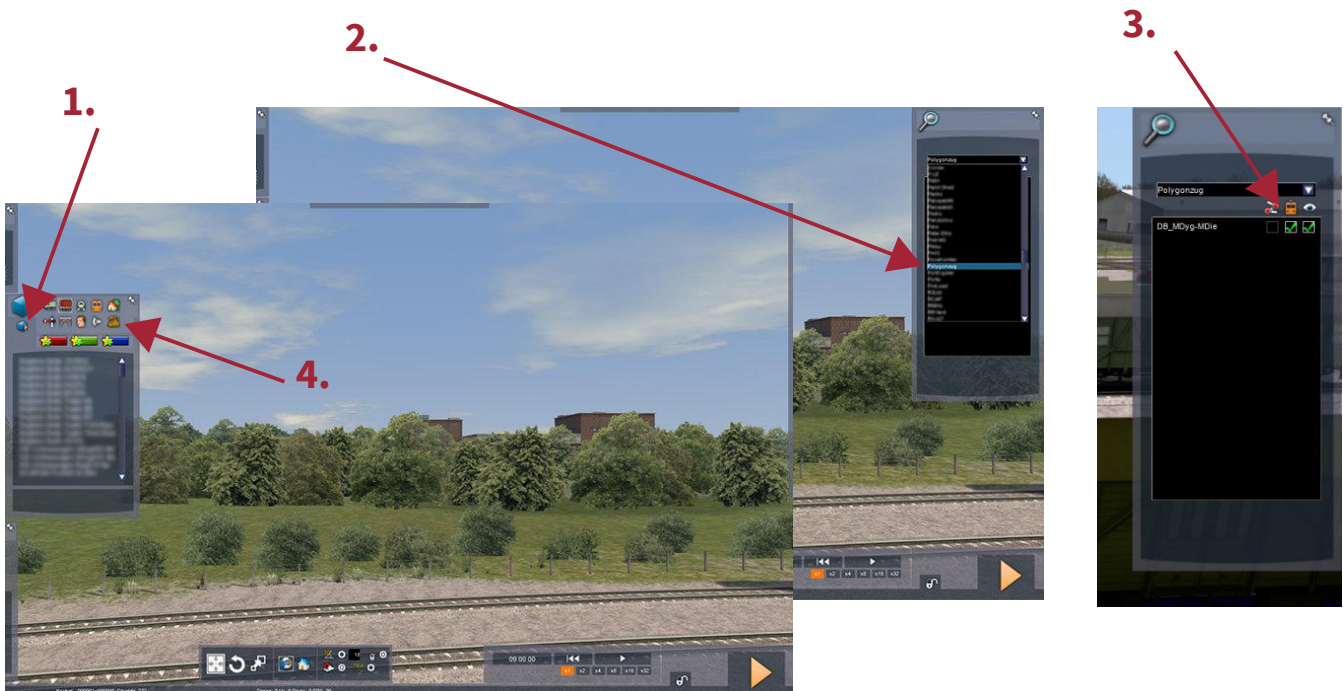
How to install

To install the models, simply run the downloaded installation file.

Note for scenario creators:

In order to use the luggage vans in your own scenarios, you must first activate them in the scenario editor:

1. Click on the little blue cube with the orange triangle in the left middle flyout of the Scenario Editor (activate object set filter)
2. A flyout should appear on the right side of the screen; scroll down to the list entry 'Polygonzug' and click on the text line
3. Tick the second and third option box in the line "DB_MDyg-MDie". If the green ticks are set, the models can be selected in the left middle flyout (1.) and placed on the tracks
4. The accessories can be found under the icon at the bottom right.



Dynamic Numbering

Settings:

When placing a luggage van in the scenario editor, it is preconfigured with a prototypically correct vehicle number. If there could be found information about the home station of a certain MDie or MDyg, these home locations are predefined as well (source: www.revisionsdaten.de).

Please proceed as follows if you like to change one or more of these variables:

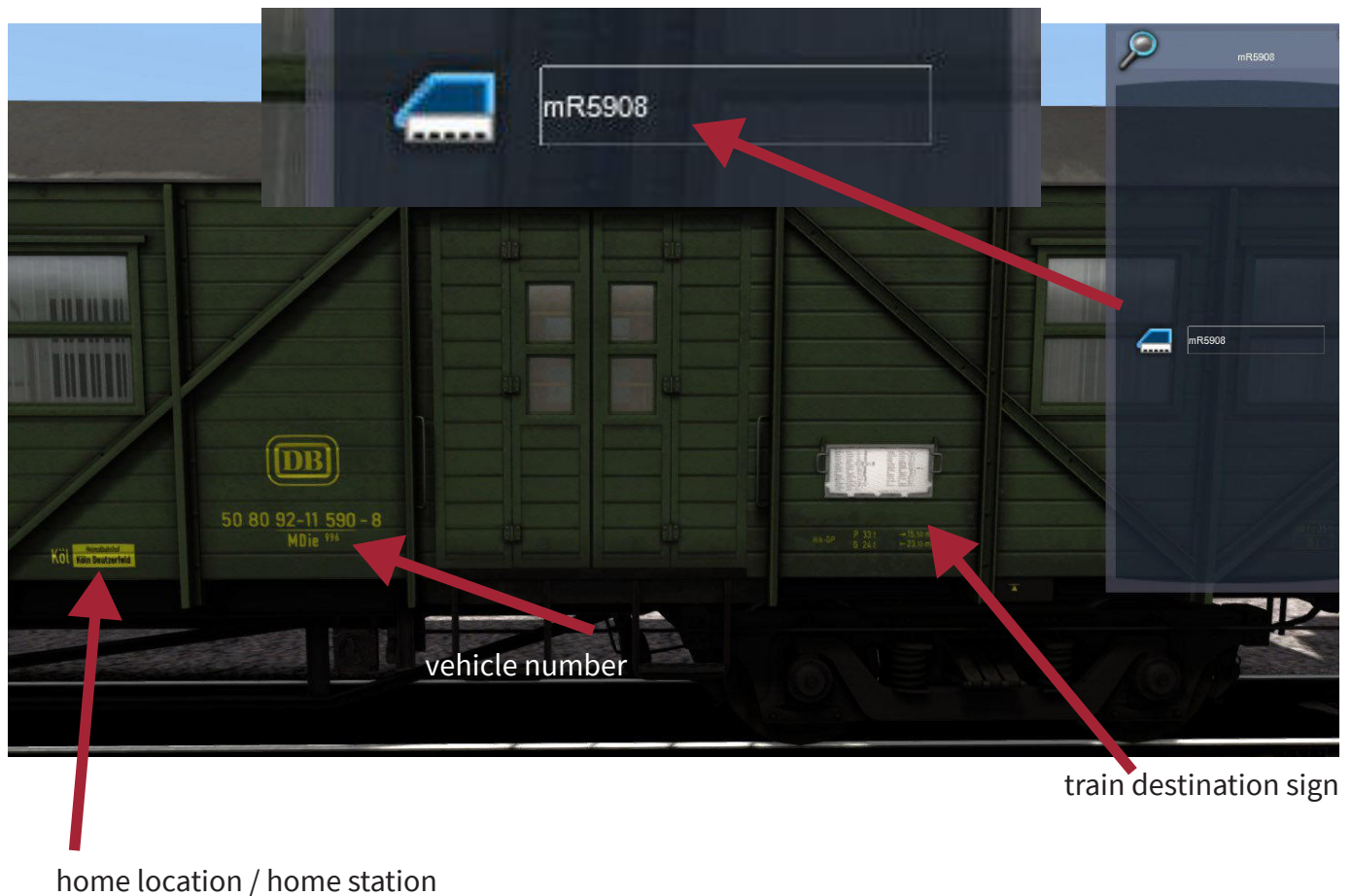
1. Place the desired model on the tracks as described on page 9
2. A double-click on the model opens a right-hand flyout, where a six-digit combination of letters and numbers appears in the following format:

xX1111

The **first digit** represents the **train destination sign** and has to be entered as lowercase letter (please see page 11 for a list of all available destination signs).

The **second digit** represents the **home location / home station** and has to be entered as capital letter (please see page 12 for a list of all available home locations).

The **third to sixth digit** represents the **vehicle number + check number**. Use only numbers here!



Dynamic Numbering

train destination sign - list of all available settings:

- a München – Augsburg
- b Augsburg - München
- c Köln – Düsseldorf
- d Düsseldorf - Köln
- e Köln - Koblenz
- f Koblenz – Köln
- g Koblenz – Trier
- h Trier – Koblenz
- i Hamburg - Hannover
- j Hannover – Hamburg
- k München - Garmisch-Partenkirchen - Mittenwald
- l Mittenwald - Garmisch-Partenkirchen - München
- m turnaround cycle express goods train
- n - t freely configurable*
- u Tübingen - Sigmaringen
- v, w freely configurable*

- x no train destination sign is displayed

Dynamic Numbering

home location - list of all available settings:

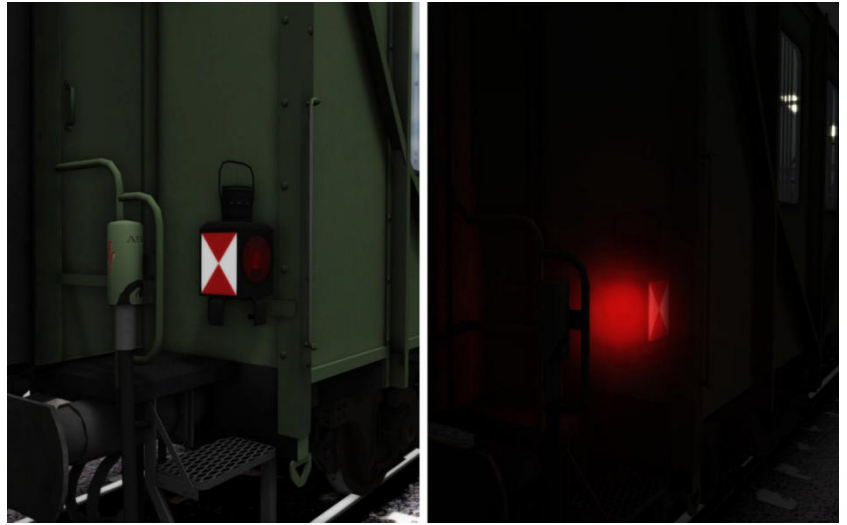
	home location	regional division
A	Augsburg	München
B	Lindau	
C	München	
D	Nürnberg	Nürnberg
E	Regensburg	
F	Würzburg	
G	Heilbronn	Stuttgart
H	Ulm	
-	Tübingen	
I	Ludwigshafen	Karlsruhe
J	Karlsruhe	
K	Konstanz	
L	Kaiserslautern	Saarbrücken
M	Saarbrücken	
Y	Trier	
N	Darmstadt	Frankfurt a.M.
O	Fulda	
P	Gießen	
Q	Köln Hbf	Köln
R	Köln Deutzerfeld	
S	Koblenz	
T	Hagen	Essen
U	Duisburg	
V	Essen	
W	Osnabrück	Hannover
X	Braunschweig	
Z	Hannover	
#	Flensburg	Hamburg
+	Kiel	
~	Hamburg Hbf	

Features

Tail lamps:

All models with the exception of MDyg, variants 1A und 1B have (manually placed) tail lamps. They appear automatically on the last vehicle in a consist. Day and night signals are switched by time-control (scripted function).

The tail lights of the MDyg, variants 1A und 1B are switched on or off using the core function of Train Simulator (button "H").



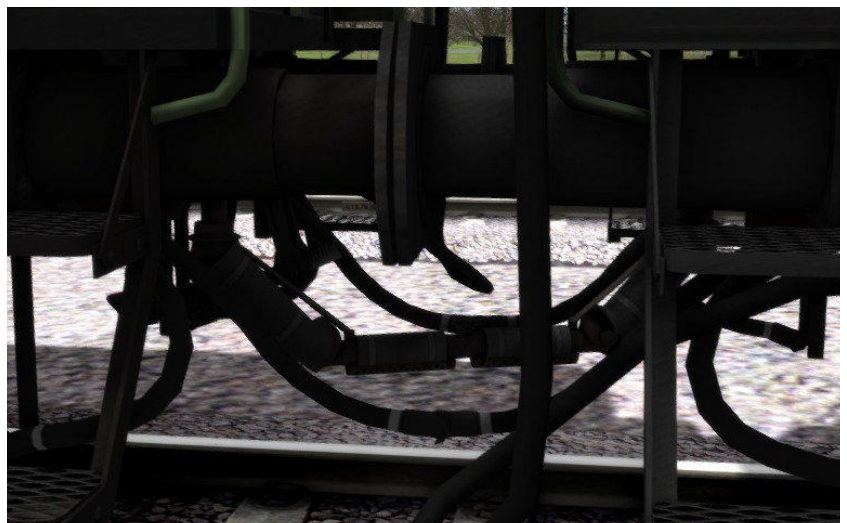
Loading door animation:

The animation of the loading doors is triggered by the door control of Train Simulator (button "T"). When stopping at a station platform, the loading doors can therefore only be opened and closed together with the doors of other carriages in the consist. An individual control could not be implemented at present because of compatibility with the available locomotives.



Couplers and vehicle connections:

Brake hoses and steam heating couplings are automatically connected between models contained in this pack and also between them and other *Polygonzug* products.



Policies

Important notes about use:

These models have been tested on several computers and are compatible at least with Train Simulator versions from 2014 to 2020; general operation or operation without strange effects can not be guaranteed in older versions of the program.

I assume no liability for the correct function on user's computers as well as for damage to hardware and software that may arise from the use of the contents of this zip file.

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Credits

Persons involved:

Modelling/ Textures/ Blueprints/ Sound/ Scripting: Heiko Müller

Sound sources: Heiko Müller, Ganderkeseer, Gainmaster

Prototype photos (MDyg interior): Gainmaster

Beta test: Loco-Michel

Installer: Ulf Freudenreich, virtualRailroads

I would like to thank:

- karma99, cjbarnes5294 und other members of the friendly UK Train Sim community for their help and useful advices about scripting.

- R. Kroneberg, who produced variations of the MDyg with red DB logo. He also discovered and corrected a mistake in the dynamic lettering and allowed me to distribute it with this pack.

Version history:

1.2 01.01.2020

changes:

- door animations run slower
- animated doors in the interior view
- display of heating steam improved
- small errors in 3D models and textures corrected
- new sounds

1.1 12.09.2017

changes:

- 6 additional variations of the MDyg with red DB logo (used from 1986 on)
- dynamic lettering: missing option "Heimatbahnhof Trier" added.

1.0 first release (18.09.2016)

Polygonzug, January 2020

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