



### *Documentation*

**Deutsche Bundesbahn (DB) German Federal Railways**

**VT08.5 Diesel Railcars DB**

**for long-distance express Traffic (Ft) and TransEuropExpress Traffic (TEE), period IIIb**

**2 Five-part sets of the VT08.5, including**  
Railcars VT08-507 + 509Ffm (with baggage/dining compartments),  
Intermediate Cars VM08-512/517/519 + VM08-506/509/510Ffm  
(with 10 compartments)  
Railcars VT08-514 + 516Ffm (with 7 compartments),  
*period IIIb, in color scheme from 1957/58.*



### **Description**

The Development of the VT08.5 Diesel Rail Cars started in 1950. In the same year the German Federal Railways ordered the first three-car units, each consisting of one Railcar, one middle car and one control car. At the same time the use of four-and five-car units was already in planning and preparation. In April 1952, the DB VT08.5 completed its first test drive on a very steep railway line - the Franconian Forest Railway.

By early June 1953, the first 13 units, including two substitute cars and a spare Rail Car (VT) were delivered. The motor cars were equipped with 12-cylinder diesel engines that provided an output of 1000hp. The engines were equipped with additional charging turbines and were delivered by MAN, Daimler-Benz and Maybach. The power transfer was done hydraulically.

To underline the dynamics of the VT08.5 the front of the railcars was painted with a curved arrow with an anthracite beige border around the side windows up to the coupling. And the new DB emblem called "DB-Keks" was placed above the Scharfenberg coupler.

The railcars reached a cruising speed of 140km / h and were used for long-distance traffic and later on operated also as TransEuropeExpress (TEE) trains. The trains were equipped with purely first class sections.

## The models in EEP

The VT08.5 models in EEP are five car trains - also called "double reinforced units" - consisting of two motor railcars and three middle cars.

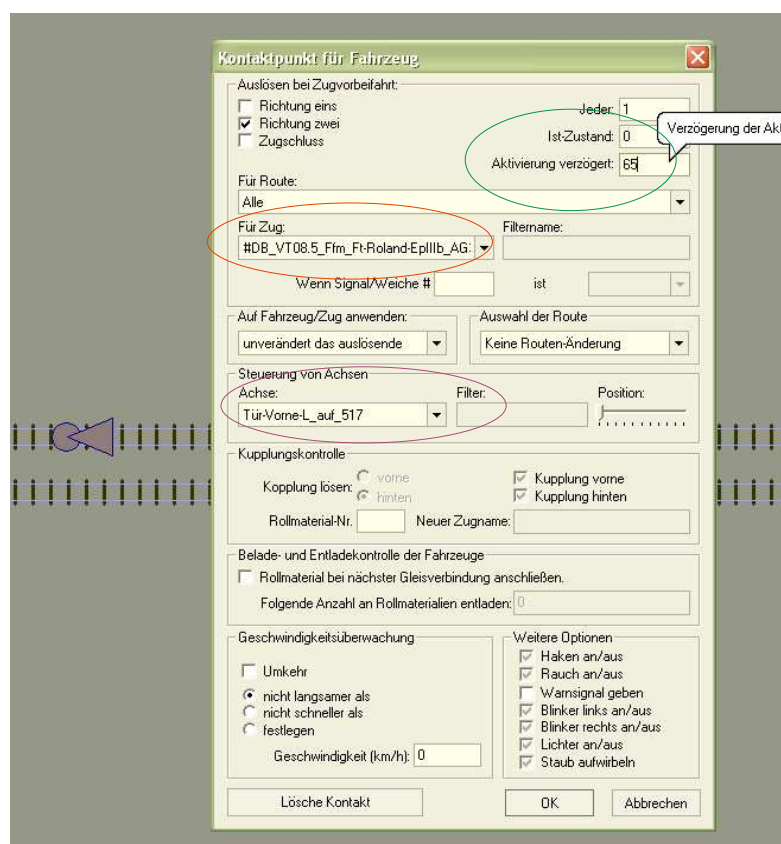
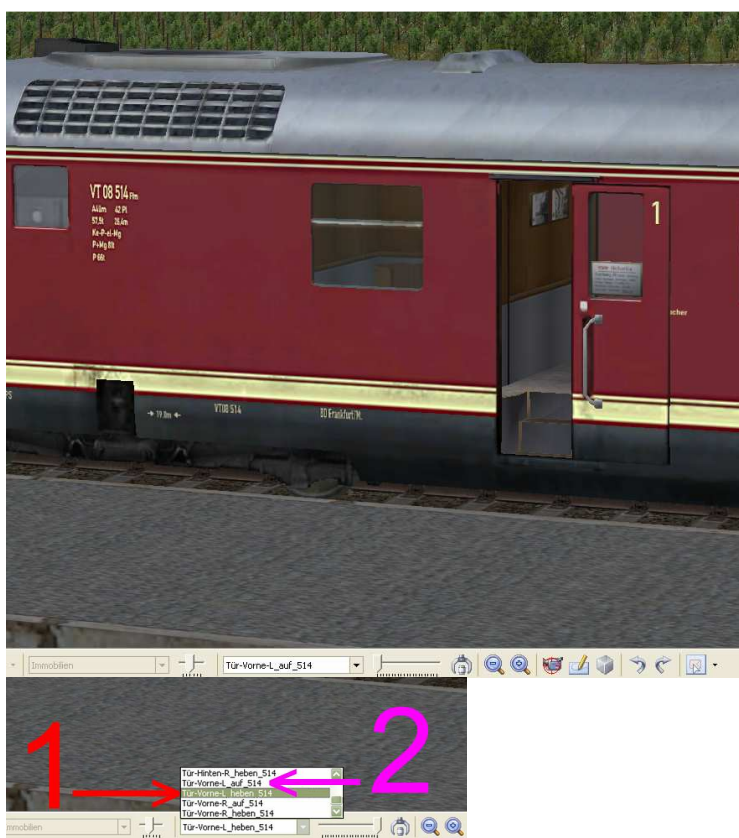
The railcar trains have fully executed interiors and they are equipped with controllable axes, as interchangeable train route signs, movable coupling guards, engine drivers and TEE emblem. Interior lighting at night.

In addition, all exterior doors can be opened, including the baggage compartment doors of the VT08 507 and -509. The Opening and closing of the doors is accompanied by sound.

## Features in EEP

- **Opening and closing of the doors**

the doors of the railcars (VT) and the intermediate cars (VM) can be opened and closed via the control dialog. Alternatively they can be controlled by setting train contacts (eg: VT08-514 / VM08-517)



### Via Control dialog

- 1 front-door-L\_lift\_514 (e.g)
- 2 front-door-L\_open\_514 (e.g)

### By setting train contacts

- select train
- select axis
- enter activation delay (in sec.)

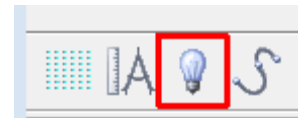
- **Usage of various interior views in the middle cars and the cab views in the Railcars**

-> by pressing  in the 3D-mode (for selected Railcars/cars)



- **Control of the movable coupling guards and the TEE Emblem**  
-> via Control Dialog
- **Lights with automatic top/backlight change.** depending on direction of travel

( Incl. Light cones and Flare Effects; controllable also via the light symbol)



- **Change of train route signs ( via Control Dialog )**



### **Train routes:**

1\_Ft-Train-Routes „ROLAND“ or „SAPHIR“

2\_TEE Train-Routes „HELVETIA“ or „PARIS-RUHR“

### **Technical Specifications of the VT08.5**

Years of manufacture:	1952-1954
Commissioning:	1952-1955
Wheel arrangement:	B`2`- 2`2`-2`2`-2`2`-B`2`
( 5-parts)	
Manufacturers:	MAN, Düwag, WMD
Output per VT:	1000hp (736kW)
Power transmission:	hydraulically
Travel speed:	140km/h
Length over coupler:	129,6m (VT+VM+VM+VM+VT)
(5-parts)	
Operating weight:	221,5tons
(5-parts)	
Seating:	222 (+ 24 [dining compartment])
(5-parts)	
Operational use:	national and international long-distance travel / TEE travel