DSB CO 2651~54 - Storrumsvogn

DSB CO 2651~54 - center aisle coaches



DK

- Overdel i plastik, undervogn i metal (diecast)
- Fjedrende puffere med Ø 5,0mm hoved
- Detaljeret indretning med separate sæder
- Detaljeret rørføring på undervognen
- Harmonikaer i gummi
- Håndbøjler i metal (Ø 0,3mm)
- Bogier med strømoptag for indvendig belysning

UK

- *Body in plastic, chassis in diecast metal*
- *Fully-sprung buffers with D 5.0mm head*
- *Detailed interior with separate assembled seats*
- *Detailed separately added steam heating pipe-run on chassis.*
- *Flexible corridor connection in rubber.*
- *Metal wire handrails (D 0.3mm)*
- *Bogies fitted with power pick-up for interior lighting (not fitted)*

DK-876121

DSB CO 2651
ca. 1955-67
Jernbogier, gavle med inddækning

Iron bogies, closed roof ends.



LAGER

DK-876122

DSB CO 2653
ca. 1958-67
Træbogier, gavle uden inddækning

Wooden bogies, open roof ends



LAGER

DK-876123

DSB CO 2654
ca. 1955-67
Træbogier, gavle med inddækning

Wooden bogies, closed roof ends



LAGER

af Ulrik Tarp Jensen

Moderne personvogne i 1930'erne

Modern passenger cars from the 1930s

DK

I 1920'erne påbegyndte de fleste europæiske jernbaner en modernisering, der kom til at strække sig over flere årtier: man havde fået mærkbar konkurrence fra vejtransporten. Samtidig voksede det samlede transportvolumen og de fire års krig havde slidt hårdt på infrastrukturen.

UK

In the 1920s, most European railways began a modernization that would span several decades: they had faced significant competition from roadcarried transport. At the same time, the total transport volume grew and the four years of war had taken a toll on the infrastructure.



CO 2651, Fredericia 1964 (foto: Hans True)

Konkurrencen betød pres på investeringer og løsningen var I hele Europa at udnytte værkstederne til ombygning af eksisterende personvogne. DSB påbegyndte allerede I 1920'erne moderniseringsarbejder, men først i 1930'erne tog det for alvor fart.

The competition meant pressure on investments and the solution was to use the workshops throughout Europe to convert existing passenger coaches. DSB already started modernization work in the 1920s, but it wasn't until the 1930s that things really took off.

Man begyndte i det små med nyt hvælvet tag, mens indretningen blev bibeholdt. Med nye rammeløse spejlglasruder i stedet for ruder i brede trærammer og med et hvælvet tag blev de ældre tagryttervogne udvendigt meget lig de nye stålvogne man kun fik få af i 1930'erne. De store investeringer gik til S-tog, broer og motortog.

They started small with a new vaulted roof, while the interior was maintained. With new frameless glass window instead of glass in wide wooden frames and with a vaulted roof, the converted roof rider coaches were externally very similar to the new steel body coaches which DSB only got limited amount delivered of during 1930s. The major investments went to S-trains, bridges and diesel motor units.



CO 2653, Fredericia 1961 (foto: Hans True)

Persontogene blev kortere uden indrangerede godsvogne og mange kedelvogne til opvarmning blev stort set overflødige. En stor del blev ombygget til forskellige typer når de rullede ind på værkstederne. Efter en mindre serie med sidegang (litra CM) kom turen til en midtergangsversion (litra CX), som dannede forbillede for et meget større ombygningsprogram i 1940'erne. Andre typer fik rejsegodsrum i det tidligere kedelrum (litra CME og CPE).

The passenger trains became shorter without graded goods wagons and many boiler wagons for heating became largely redundant. A large number of these were converted to different types when they rolled into the workshops. After a smaller series with side aisles (CM), it was time for a center aisle version (CX), which formed the model for a much larger conversion program in the 1940s. Other types got a luggagestorage room in the former boiler room (CME and CPE).



CO 2654, Fredericia 1959 (foto: Hans True)

De fire midtgangsvogne, litra CX, senere litra CO, havde som noget nyt delte vinduer, birkefinér på væggene og lædersæder med høje rygge, alt sammen seneste DSB-mode. Som paneler anvendte man mahognibejdset ahorntræ, for fint og moderne skulle det se ud og svarende til tidens moderne møblement.

The four center-aisle cars, CX, after 1941 CO, had as something new split windows, birch veneer on the walls and leather seats with high backs, all the latest DSB fashion. Mahogany-stained maple wood was used as panelframes, because it had to look fine and modern and correspond to the modern furniture of the time.

CO-vognene blev benyttet overalt og eneste tekniske forskel fra litra CP var et pladsantal større end 74. Litraet var defineret ud fra trafikplanlægningen. Udover få ændringer, såsom fjernelse af vacuumledning mv i 1940'erne og løbende reparationer af vognkassen var de uændrede til udrangeringen. Kun sålbænken under sidevinduerne og på visse vogne inddækning i gavlhjørnerne gav lidt forskelle over tid. Som andre vogne med 2,5 m bogier kunne vognene både rulle på træbogier og på berliner-jernbogier, alt efter hvad værkstedet lige havde klar i forbindelse med revision.

The CO cars were used everywhere and the only technical difference from the CP was a number of seats greater than 74. The type was defined based on traffic planning.

Apart from a few changes, such as the removal of the vacuum line etc. in the 1940s and ongoing repairs to the carriage body, they were unchanged for scrapping. Only the sill under the side windows and on some wagons covering in the gable corners made little difference over time.

DSB solgte de sidste tre vogne i 1967 til Frederiksværkbanen (HFHJ) og to stk. blev anvendt til omkring 1975. Derefter blev de som de sidste skrottet i 1976, idet en jernbaneklub dog plukkede dele fra dem.

DSB sold the last three carriages in 1967 to HFHJ and two were used until around 1975. Then they were scrapped as the last in 1976, with a railway club picking parts from them.