

DSB QGR med bremsehus

Brakehouse version of DSB QGR covered van



DK

- Bremsehus i plastik
- Vinduesglas i bremsehus
- Gavltrin og bremsehusholder i ætset metal
- Overdel i plastik, undervogn i metal (diecast).
- Fjedrene puffere med Ø 4,2mm hoved.
- Håndbøjler i metaltråd (Ø 0,3mm).
- Separat påsatte lukkebeslag.
- Stjernehjul i metal (0,8mm flange).
- Forbilledlige små brædderiller.

UK

- Detailed plastic-moulded brakehouse
- Includes clear window glazing
- Etched metal platform and ladders
- Body in plastic, chassis in diecast metal.
- Fully-sprung buffers with ø 4.2mm head.
- Metal wire handrails (ø 0.3mm).
- Separately-added door lock detail.
- Metal spoked wheels (0.8mm flange).
- Finely moulded body with vertical planking.

DK-872417

DSB QGR 35 158
ca. 1944-54

T-mærket til international trafik

T marked for international traffic.



DK-872418

DSB QGR 35 559
ca. 1944-54

T-mærket til international trafik

T marked for international traffic.



DK-872419

DSB QGR 35 720
ca. 1957-64



Vejl udsalgspris

399,-
53,99€

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QGR med bremsehus eller tårnbremse

af Ulrik Tarp Jensen

DK

Indtil 1954 var lukkede godsvogne med bremsehus almindelige i DSB's godstog. På trods af, at DSB allerede i 1939 havde konstrueret en ny platform til erstatning for bremsehusene, var først i perioden 1947-1955 bremsehusene for alvor blev taget ned fra QGR-vognene.

QG og QGR opstod i begyndelsen af 1930'erne, da DSB begyndte en gennemgribende modernisering af vognparken fremfor egentlige nyanskaffelser. Anlægsbevillingerne gik i stedet til nye broer, S-tog, lyntog mm. Man købte brugt og ombyggede, således bestilte DSB stort set ikke nye godsvogne i perioden 1932-1940. Desuden udskød man indførelse af trykluftbremsen i lokomotivfremførte tog, så der var fortsat brug for bemandede skruebremsere i godstogene.



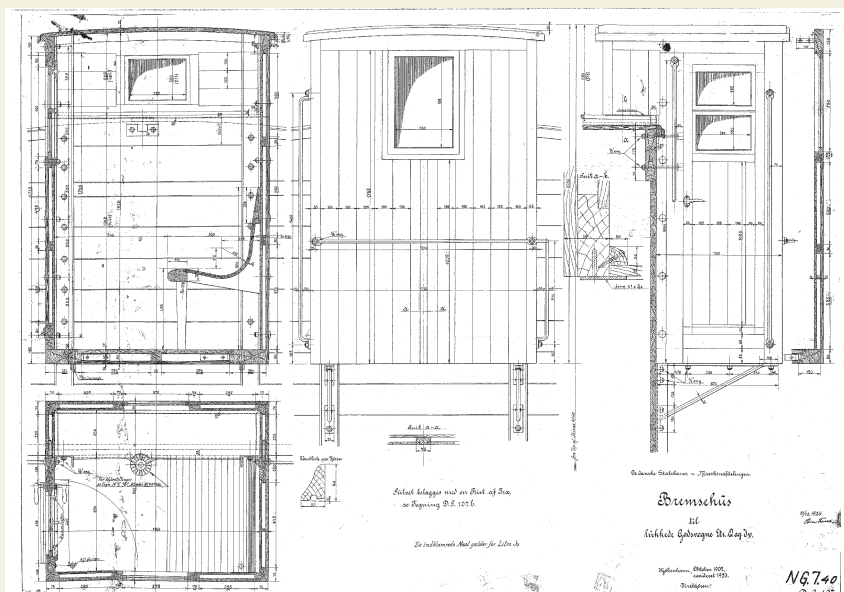
Photo: Danmarks Jernbanemuseum, jernbanekilder.dk

Ombygningen til QG bestod i at forsyne vognene med kraftigere fjedre, så vognene kunne laste 15 tons i stedet for 12,5 t. Skruebremsen blev bibeholdt og i det omfang at vognene ikke havde det i 1911 indførte høje bremsehus, blev det forhøjet til denne standard.

Et bremsehus var nemlig ikke bare et bremsehus. Bremsehusene på både åbne og lukkede godsvogne blev højere og højere fra 1880 og frem til 1911. Formentlig fordi gennemsnitshøjden i befolkningen steg i samme periode! Med til historien hører at Scandia fra 1911 kunne levere vogne med både lavt og højt bremsehus – noget visse privatbaner benyttede sig af, for man kunne spare en smule på anskaffelsen.

Da bremsehusene var boltet på endegavlens U-jern var det forholdsvis let blot at udskifte "huset" når det trængte til reparation eller udskiftning. Med den seneste version af bremsehuset var det løftet frit af taget på vognkassen for at lette vedligeholdelse af tagbeklædningen.

Modellen af QGR med bremsehus har for første gang et korrekt "højt" bremsehus med "indkig" mellem hus og vogntag, samt den 8-klods skruebremse, langt hovedparten af DSB's Q-vogne med skruebremse havde.



UK

Until 1954, covered vans with brakehouses were common in DSB's freight trains. Despite the fact that DSB had already in 1939 constructed a new platform to replace the brakehouses on QGR, the replacement of brakehouse seriously began in period 1947-1955.

QG and QGR emerged in the early 1930s when DSB started one radical modernization of the fleet rather than actual new acquisitions. The construction grants went instead to new bridges, S-trains, cross-country fast trains etc. Instead vans were bought second hand and rebuilt, so DSB didn't order any new vans in higher quantity in the period 1932-1940. In addition, they postponed introduction of the compressed air brake in locomotive-operated trains so that there was continued need for manual screw brakes in the freight trains.

The conversion to QG consisted of replacing the springs with more powerful ones, so the wagons could load 15 tons instead of 12.5 t. The screw brake remained and to the extent that the wagons did not yet have the higher brakehouse introduced in 1911, it was raised to this standard height.



Photo: P. E. Clausen, Archive DMJK

A brakehouse was not just a brakehouse. The brakehouse on both open and closed freight wagons became taller and taller from 1880 onwards to 1911. Probably because the average height of the population increased in the same period! Part of the story is that Scandia from 1911 could supply wagons with both low and high brakehouses

- something certain private lanes used the lower version, due to the production cost was a little lower.

When the brakehouses were bolted to the endwall U-iron it was relatively easy just to replace the "house" when it needed repair or replacement. With the latest version of the brakehouse it was lifted from the roof on the body to facilitate maintenance of the roofing.

The model of QGR with brakehouse has the correct "high" brakehouse with the gap between house and roof, as well as the 8-block screw-brake, which by far the main part of DSB's Q-wagons with screw brakes had.