



# HC - Datenblatt



## Köf 4293 (322 607-3)

Delivered on 19.06.1934, in-service on 07.07.1934 at the operating plant Augsburg/Bf Mering.

Only re-stationing on 16.02.1960 to Bw Kempten. There it was decommissioned on 31.12.1980.

Sold on 29.07.1981 to Deutsche Hyperphosphat GmbH bzw. Chemische Werke Budenheim as Workslokomotive 1. On 30.03.2001 sold to private (Wiesbaden) and transferred to Fa. InfraServ / Wiesbaden and overhauled as museum locomotive.

Since May 2004 loan to Historische Eisenbahn Frankfurt/Main.

Originally corresponded to 322 607-3 or as it was until 1968 called (Köf 4293) the construction variants of our Kö 5712. While the Kö 5712 remained with the German Reichsbahn and was rebuilt, so remained the Kö 4293 with the German Federal Railway and was 1965 technically so rebuilt, as it is today presented. It received a new motor and in contrast to Kö 5712 a Voith-flow gearbox and was therefore changed from the designation Kö 4293 to Köf 4293, where the letter 'f' for fluid gearbox stands.

With both locomotives, the construction variants of the German State Railways are shown. In principle, they were both the Kö 5712 as well as the Kö 4293

the same locomotive types, were only correspondingly differently from the State Railways rebuilt.

Last home service station was Bw Kempten. After decommissioning, the locomotive was sold to Chemische Werke Budenheim near Mainz. In Bw Nürnberg, after decommissioning, a main overhaul with repainting in yellow. On this occasion, the locomotive was closed with a unit leader's house, but without heating.

At the Chemical Works Budenheim, the locomotive was used as Workslokomotive 1 until about 1996. Before the inspection periods expired and the overall condition required a thorough overhaul. Therefore, the locomotive was finally taken out of service.

On 30.03.2001, the locomotive left as the official last rail vehicle, towed by the rail yard of the Chemical Works Budenheim. It was then sent to Schrotthaufen (what else can you really say about the vehicle) to a diesel locomotive of a private railway V 65 at Fa. InfraServ / Wiesbaden.

The rail connection of the Chemical Works was laid in the framework of the Mora C project, although in the years before the rail yard was completely renewed. At Fa. InfraServ, the locomotive 322 607-3 was first set up so that it could be moved by its own power.

to get a picture of the technical condition to be able to. Motor and gearbox were, despite long downtime, in a very good condition.

From November 2002 to April 2004, the locomotive was overhauled, although it was not economically sensible, as the locomotive would have been scrapped.

The locomotive was completely overhauled, sandblasted, countless bleaches for the boiler and motor housing had to be replaced. The axles had to be replaced, the electrical system had to be renewed, the radiator fan had to be replaced because it had eaten through rust, so that it had to be largely rebuilt. Many parts were unusable and had to be replaced.

After many setbacks, the locomotive was finally put back into service on 28.04.2004 after EBO.

It is almost unimaginable that it is so problematic, that all necessary parts had to be ordered - a lot had to be newly manufactured. The locomotive was externally overhauled as DB locomotive 322 607-3. Stationed at the Historical Railway Frankfurt, it is found that the locomotive also finds its way to your second

Geburtsstätte nach Wiesbaden zurück, wenn größere Wartungsarbeiten anstehen, denn auch eine kleine Lok braucht Ihre Pflege.

Die Jungfernfahrt als Museumslok führte die Lok an Pfingsten 2004 zur Frankfurt-Königsteiner Eisenbahn AG.

Seither ist die Lok zusammen mit der Kö 5712 und der V 36 406 ein wichtige Stütze beim Verein bei Rangierarbeiten im Gelände oder bei Fahrten auf der Hafensbahn.

### Technische Daten:

**Baujahr:** 1934, Fa. Krauss-Maffei München (gleiches Baujahr wie unsere 01 118)

**Leistung:** 128 PS

**Motor:** Kaelble/Backnang Typ GN 130s Bj. 1954, Fa.Nr.15255, U/min: 600-1300

**Motorvorwärmung:** Ackermann-Vorwärmgerät 2.000 W

**Getriebe:** Flüssigkeitsgetriebe Voith L33, Hersteller: Voith-Heidenheim/Brenz, Bj. 1960, Fa. Nr. 9782

**Antrieb:** Rollketten

**Vmax:** 30 km/h bzw. 45 km/h (je nach Achsenbauart und der damit verbundenen Übersetzung)

**Gewicht:** 17 t

**Druckluftbremse** der Knorr (K-P-Bremse) für Lok und Wagenzug zusätzlich Kniehebel-Fußbremse nur auf die Lok wirkend

**Einsatzzweck:** Rangierdienst und leichter Streckendienst

Verfasser: Wolfgang Rotzler

Verein Historische Eisenbahn Frankfurt

<http://www.frankfurt-historischeisenbahn.de/diefahrzeuge.html>

abgeschlossen: 2006

