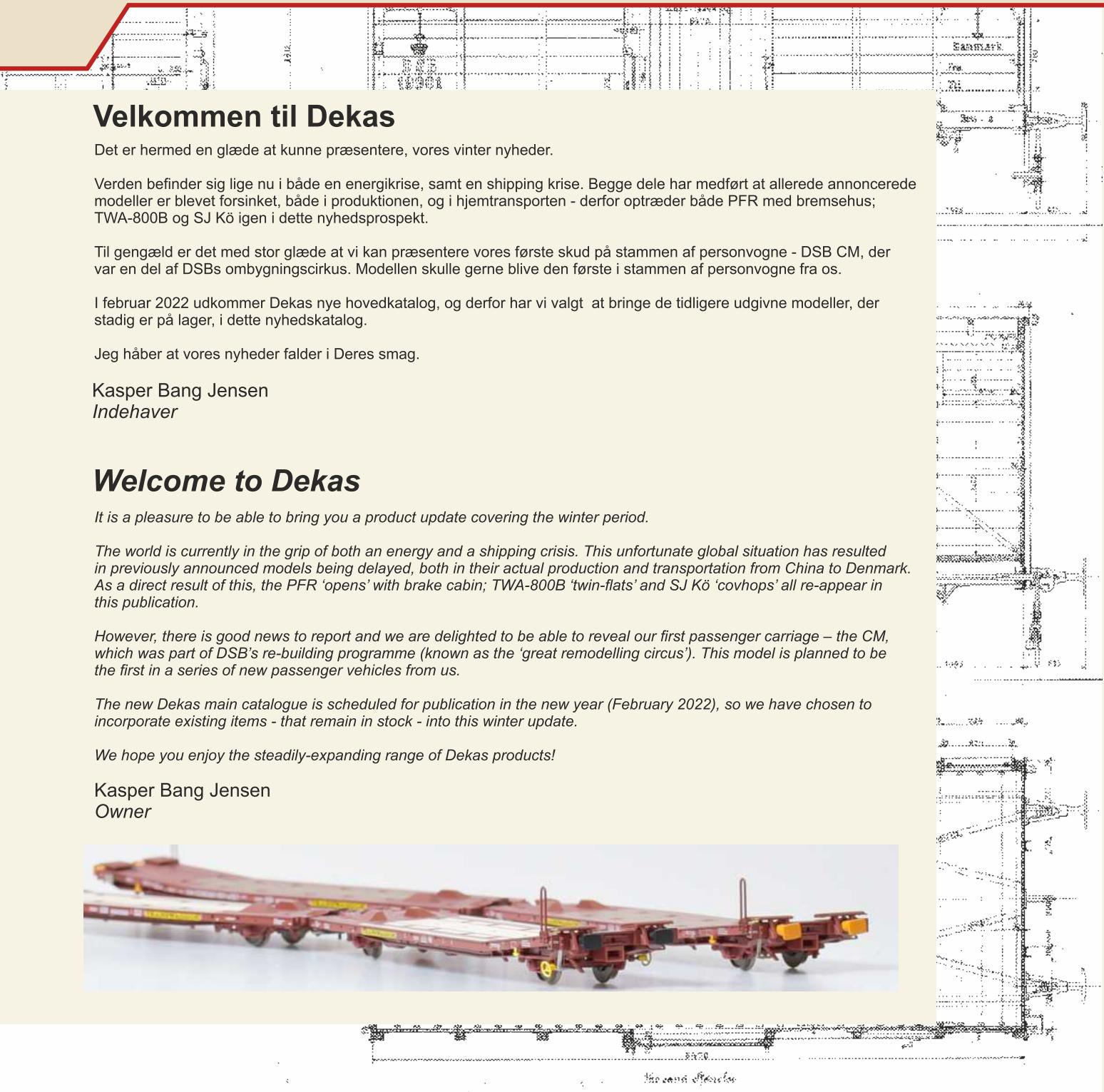


Dekas Exclusive



**NYHEDER - NEWS
2021-22**

Dekas



Velkommen til Dekas

Det er hermed en glæde at kunne præsentere, vores vinter nyheder.

Verden befinner sig lige nu i både en energikrise, samt en shipping krise. Begge dele har medført at allerede annoncerede modeller er blevet forsinket, både i produktionen, og i hjemtransporten - derfor optræder både PFR med bremsehus; TWA-800B og SJ Kö igen i dette nyhedsprospekt.

Til gengæld er det med stor glæde at vi kan præsentere vores første skud på stammen af personvogne - DSB CM, der var en del af DSBs ombygningscirkus. Modellen skulle gerne blive den første i stammen af personvogne fra os.

I februar 2022 udkommer Dekas nye hovedkatalog, og derfor har vi valgt at bringe de tidligere udgivne modeller, der stadig er på lager, i dette nyhedskatalog.

Jeg håber at vores nyheder falder i Deres smag.

Kasper Bang Jensen
Indehaver

Welcome to Dekas

It is a pleasure to be able to bring you a product update covering the winter period.

The world is currently in the grip of both an energy and a shipping crisis. This unfortunate global situation has resulted in previously announced models being delayed, both in their actual production and transportation from China to Denmark. As a direct result of this, the PFR 'opens' with brake cabin; TWA-800B 'twin-flats' and SJ Kö 'covhops' all re-appear in this publication.

However, there is good news to report and we are delighted to be able to reveal our first passenger carriage – the CM, which was part of DSB's re-building programme (known as the 'great remodelling circus'). This model is planned to be the first in a series of new passenger vehicles from us.

The new Dekas main catalogue is scheduled for publication in the new year (February 2022), so we have chosen to incorporate existing items - that remain in stock - into this winter update.

We hope you enjoy the steadily-expanding range of Dekas products!

Kasper Bang Jensen
Owner



Signatur forklaring Icon explanation

Nyhed
New item

Forvaltning (DSB, SJ etc)
Railway company (DSB, SJ etc)

Længde over puffere
Length over the buffers

Epoke
Era

Hjul iht. NEM norm
Wheels following the NEM norm

Fjedrende puffere
Spring function buffers

Kortkoblingskulisse iht. NEM
Kinematic and coupler pocket i accordance to NEM

Lokomotiv udstyret med høttaler (4-8 Ohm)
Locomotive fitted with speaker (4-8 Ohm)

Lokomotiv udstyret med DCC dekoder (hhv med og uden lyd)
Locomotive fitted with DCC decoder (with or without sound)

Lysskifte med køreretning
Direction depending front- and rearlight

Minimumsradius
Minimum radius

Lampe-/signalhøjde
Lamp/signal height

Svenske Dieseler - TMX (GM Nohab)

Swedish Diesel locos - TMX (GM Nohab)

Vores TMX dieseler er lavet i samarbejde med McK.

Tekniske highlights:

- Front/slutlys; separat lys i fører- og maskinrum; færdigmelding blink
- Power-pack
- 5-pole motor inkl. 2 svinghjul
- Velkørende i AC på de fleste AC spor.
- Udskiftelig åben/lukket sneplov.

Our TMX diesel locomotives are made in co-operation with McK. Technical highlights:

- Front/rear lights
- Illuminated cab and engine-room
- Power-pack capacitor back-up.
- 5-pole motor witted with twin fly-wheels
- Smooth-running AC version on most AC tracks
- Interchangeable open/full snowplough

DK-8750081

AC

DK-8750082

DC

DK-8750083

AC LokSound V5

DK-8750084

DC LokSound V5

Q1 2022



VIDA TMX 1024

RERUN

DK-8750091

AC

DK-8750092

DC

DK-8750093

AC LokSound V5

DK-8750094

DC LokSound V5

Q1 2022



TÅGKRAFT TMX 1042

RERUN

DK-8750101

AC

DK-8750102

DC

DK-8750103

AC LokSound V5

DK-8750104

DC LokSound V5

Q1 2022



TÅGKRAFT TMX 1033

RERUN

DK-8750121

AC

DK-8750122

DC

DK-8750123

AC LokSound V5

DK-8750124

DC LokSound V5

Q1 2022

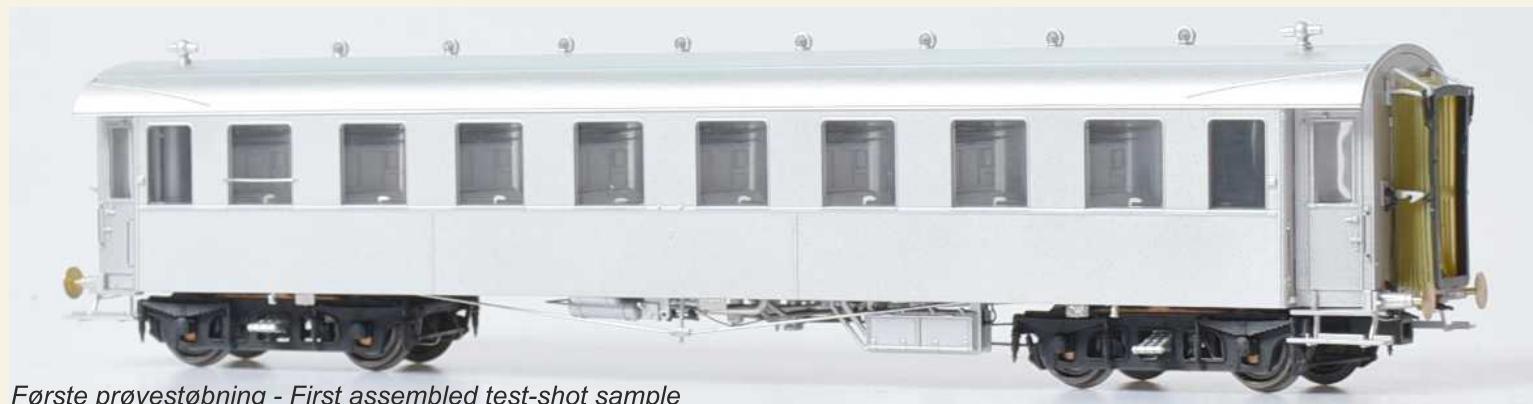


Inlands Banan AB TMX 1014



DSB CM 2193-2202

Re-built passenger coach (8-compartment, corridor)



Første prøvestøbning - First assembled test-shot sample

DK

- Overdel i plastik, undervogn i metal (diecast)
- Fjedrende pufferne med Ø 5,0mm hoved
- Bagagenet og varmeluk i ætset metal
- Detaljeret rørføring på undervognen
- Harmonikaer i gummi
- Håndbøjler i metal (Ø 0,3mm)
- Bogier med strømoptag for indvendig belysning

CM med 8 kupeer

I 1935-1936 ombyggede DSB 10 stk. sidegangsvogne med tagrytter og separat kedelrum til almindelige sidegangsvogne i et nye moderne look med hvælvet tag. Vognene var nogle af de talrige som DSB i 1930'erne moderniserede i et væld af forskellige udførelser. "CM" var et samlelitra for DSB's sidegangsvogne, bygget med træstel, sidegang og kupéer.

De oprindelige vogne var ud af i alt 84 vogne med tagrytter og kedelrum, bygget i årene 1908 til 1924. Efterhånden fik DSB større lokomotiver og havde mindre behov for separate varmekedler til opvarmning af personvognene og man påbegyndte et langvarigt ombygningsprogram, inkl. de ti vogne med otte kupéer. Som ombygningsprodukt var de enkelte vogne afvigende i detaljerne, hvilket afspejles i modellernes gengivelse.

De 10 CM-vogne med 8 kupéer blev benyttet som andre almindelige CM-vogne i flæng med tagrytter-CM, spids-CM og andre varianter. Det vil sige til stort set alle i togarter, som eksprestog, persontog både med damplokomotiver, motorvogne og diesellokomotiver som trækkraft. Vognene blev som nogle af de sidste træpersonvogne taget ud af drift i slutningen af 1960'erne.

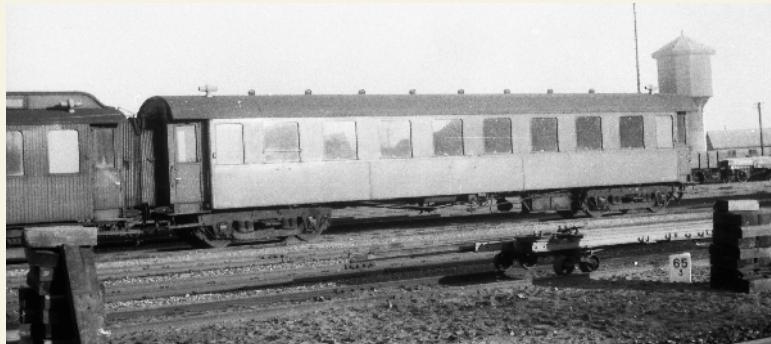


Foto: CM 2193, Brønde 1962, K. E Jørgensen

UK

- Body in plastic, chassis in diecast metal
- Fully-sprung buffers with Ø 5,0mm head
- Etched metal luggage racks and heating control handles
- Detailed separately added steam heating pipe-run on chassis
- Flexible corridor connection in rubber.
- Metal wire handrails (Ø 0,3mm)
- Bogies fitted with power pick-up for interior lighting (not fitted)

CM with 8 compartments

In 1935/6, Danish State Railway completely re-built these ten vintage wooden-bodied clerestory-roofed carriages. The result was a new, modern-looking vehicle with a vaulted roof, laid out with eight compartments with access via a side-corridor. This batch were just a few of the numerous coaches that DSB radically modernised during the 1930s to a multitude of different designs. The 'CM' code was a collective designation for DSB's corridor compartment stock, built with wooden frames.

The ten donor vehicles were drawn from a fleet of 84 carriages with clerestory roofs and boiler rooms, constructed between 1908 and 1924. Gradually, as DSB acquired larger steam locomotives, the requirement for separate boilers in each vehicle for passenger heating was reduced. Eventually, a major conversion program was initiated to refurbish and life-extend the rolling stock. As a product of major re-building, individual carriages differed considerably in detail, all of which is reproduced in our models.

These eight compartments 'CM' vehicles were used in combination with other 'CM' stock, such as clerestory, nine-compartment and 'narrow ends' variants. They were utilised in all passenger formations, including express workings, and were hauled by steam locomotives, single-car motor units (MO) and, more latterly, diesel traction.

The carriages were withdrawn from service as some of the last wooden-framed passenger stock in the late-1960s..

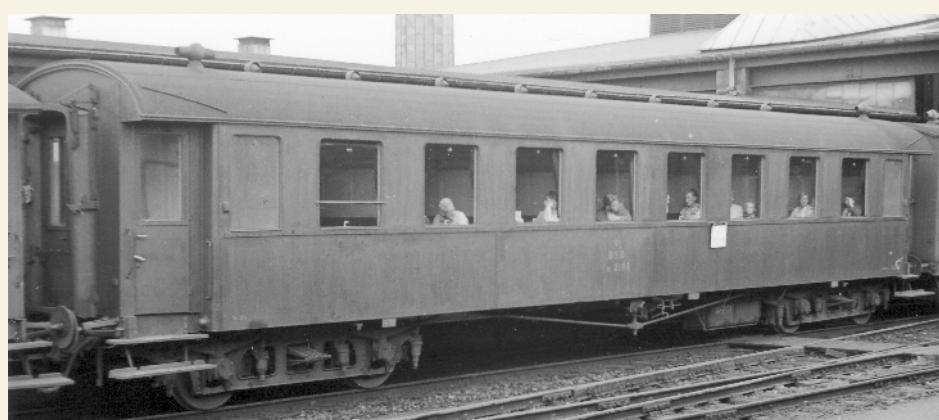


Foto: CM 2197, Hans True, arkiv U. T. Jensen

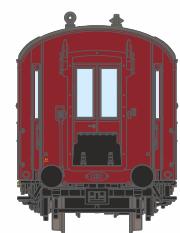
Foto: Indretning i CM 2201, Brønde 1962, Niels Krøyer

Photo:
Compartment interior
of CM 2201, Brønde
1962, Niels Krøyer



DK-876101**DSB CM 2193**

ca. 1956-65

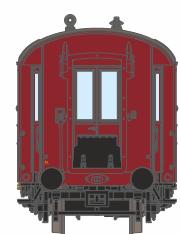
Træbogier, gavle
uden inddækningWooden bogies,
open roof ends.

Q2/3 2022

n	DSB	215	III	H	VW	■-■	■■■
			NEM	NEM	NEM	NEM	NEM

DK-876102**DSB CM 2194**

ca. 1958-68

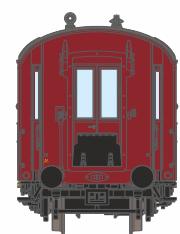
Jernbogier, gavle
med inddækningIron bogies,
closed roof ends.

Q2/3 2022

n	DSB	215	III	H	VW	■-■	■■■
			NEM	NEM	NEM	NEM	NEM

DK-876103**DSB CM 2197**

ca. 1959-65

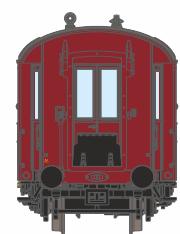
Træbogier, gavle
uden inddækningWooden bogies,
open roof ends.

Q2/3 2022

n	DSB	215	III	H	VW	■-■	■■■
			NEM	NEM	NEM	NEM	NEM

DK-876104**DSB CM 2198**

ca. 1957-65

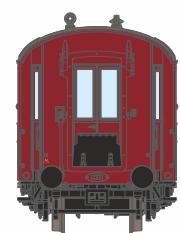
Træbogier, gavle
med inddækningWooden bogies,
closed roof ends.

Q2/3 2022

n	DSB	215	III	H	VW	■-■	■■■
			NEM	NEM	NEM	NEM	NEM

DK-876105**DSB CM 2201**

ca. 1960-68

Jernbogier, gavle
uden inddækningIron bogies,
open roof ends.

Q2/3 2022

n	DSB	215	III	H	VW	■-■	■■■
			NEM	NEM	NEM	NEM	NEM

Overdel uden
indækningBody with
open roof
endsOverdel med
indækningBody with
closed roof
ends

Lille Q-vogn hos Privatbanerne

Danish private railways covered van

DK

DSB's lukkede standardvogn, med 16,3 m² bundflade blev naturligvis også udgangspunktet for privatbanernes anskaffelser af lukkede godsvogne. En privatbane havde samtrafik med statsbanenettet og nogenlunde ens godsvogne gjorde det nemt for kunderne og trafikplanlægningen – man vidste hvordan godsvognen så ud som skulle læssee eller på stationens læsseevej. Desuden kunne privatbanerne let udleje vognene, når de var nogenlunde som DSB's, og når de blev bygget efter samme tegninger.

Da privatbanerne vedligeholdt deres egne godsvogne lokalt, afveg vognerne farve ofte fra DSB's brune. Enten i mere rødlige nuancer, eller som på nogle baner i mere grålige. Desuden var nogle vogne tjæret sortbrune. Nogle få baner havde grønne vogne og andre var hvitmalede til brug for levnedsmidler. Alle privatbanernes 16,3 m² Q-vogne måtte køre på DSB-strækninger og gjorde det. En hel del vogne blev i perioder udlent til DSB eller til privatbaner med vognmangel. DSB inlejede Q-vogne fra privatbanerne helt til 1958.

Privatbanernes Q-vogne var i brug til 1970, med Ålborg Privatbaner som største bruger indtil de sidste strækninger lukkede i 1969. En del privatbaner opkøbte eller fik erstatninger for ødelagte fra DSB fra omkring 1960 og frem.

UK

DSB's standard van – with 175 square feet of floor space – was, of course, the basis for many private railways' procurement of freight stock. For those private operators inter-connecting with the state network, a similar design was common-sense, making it easy for customers and traffic planning. The wagons were easily identified and simply loaded, standing singly or marshalled in a rake for a goods transhipment shed.

Another attractive feature was that the private lines could easily rent out their wagons due to the fact they were almost identical to the DSB fleet. All the privately-owned wagons were permitted to run on DSB lines and often did so. A number were hired by DSB or other operators when there was a shortage of rolling stock. DSB continued to utilise private Q-wagons, when necessary, up until around 1958.

As these companies maintained their own wagons locally, the colour scheme was often different from DSB's standard brown. They commonly featured reddish or greyish shades. Some vehicles were even tarred black-brown (such as GDS). A few had a green finish and others were painted white for transport of perishable foodstuffs. The private vans continued carrying cargo until 1970, with Ålborg Privatbaner as the largest user until its last line closed. A number of private railways also purchased former DSB vehicles or received them as compensation for damage, from 1960 onwards.

- 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.

- 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-872407

TKVJ QA 211
ca. 1943-61

DK-872408

TKVJ QA 233
ca. 1943-61

**DK-872411**

HHJ Q 161
ca. 1944-62

**DK-872413**

GDS QC 111
ca. 1944-63

DK-872414

GDS QC 112
ca. 1944-63



Dec. 2021

DK-872409

FFJ QF 290
ca. 1944-62

DK-872410

FFJ QF 316
ca. 1944-69

DK-872412

OHJ QC 322
ca. 1944-56

DK-872415

OKMJ QB 532
ca. 1944-66

DK-872416

OMB QB 512
ca. 1944-66

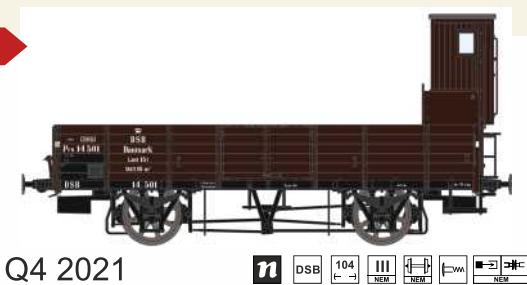
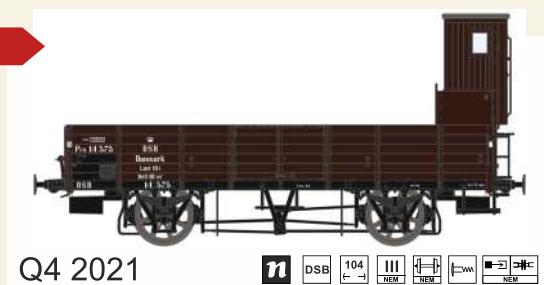


Dec. 2021



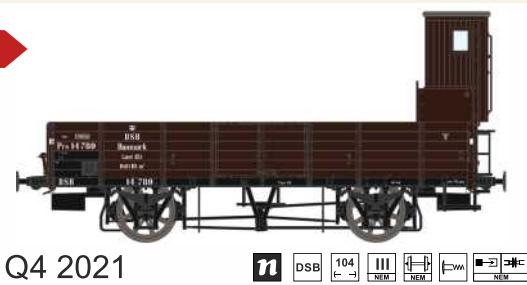
DSB PFR med bremsehus

Brakehouse version of DSB PFR open wagon

DK-873024DSB PFR 14 501
ca. 1944-56**DK-873025**DSB PFR 14 575
ca. 1944-56**DK-873026**DSB PFR 14 789
ca. 1951-56

T-mærket til international trafik

T marked for international traffic.



Ålborg privatbaner PF

Ålborg Private Railway five-plank open

DK

Ålborg Privatbaner som trafikerede banerne fra Ålborg mod Frederikshavn over Sæby, Fjerritslev, Hadsund og Hvalpsund over Nibe indtil 1969 anskaffede egen version af de åbne PF-vogne. Vognene var ét bræt lavere og kunne derved kun rumme 10 t kul i modsætning til DSB's vogn. Det passede bedre til banernes lette spor og med den lavere sidehøjde var vognene lettere at tømme på stationerne, hvor det foregik med skovl.

Banerne havde en væsentlig godstrafik helt op i 1960'erne og bandt hovedbyen Ålborg sammen med det store opland i Himmerland, Hanherred og Vendsyssel. En stor del af godstrafikken var lokal, men banernes gråblå godsvogne fandt vej til alle landsdele med forsendelser fra Nordjylland i DSB's godstog.

I besættelsesiden var vognene forsynet med forhøjninger og blev anvendt i tørvetransporter. I de sidste år inden banernes lukning i 1969 var de ofte at finde i godstogene, læsset med landbrugsmaskiner.

UK

Ålborg Private Railway (APB), which operated the lines from Aalborg to Frederikshavn via Sæby, Fjerritslev, Hadsund and Hvalpsund over Nibe until 1969, procured its own version of the PF-type open wagon. Normally six-plank, the APB vehicles were notable for having their height reduced by one plank and could only load 10-ton of coal (in contrast to the DSB wagon capacity of 15-ton). Despite the lesser specification, the wagons suited the light branch line trackwork

and the lower height made them easier to unload at the station and goods depots – all done by hand with a shovel!

The APB had significant freight traffic well into the 1960s and linked the capital Aalborg together with the large catchment areas of Himmerland, Hanherred and Vendsyssel. Much of the cargo was local, however the distinctive grey-blue five-plank opens found their way to all parts of the country via shipments from North Jutland as part of DSB freight workings.

During the WW2 occupation, the wagons were provided with removable extended sides and were used for the seasonal movement of sugar beet. In the last few years before the line closed in 1969, the PFs were often to be found in the consist of freight trains loaded with agricultural machinery.



Foto: AHB PF 2898, 1966, U. Holtrup

DK-873027AHB PF 2898
ca. 1957-69**DK-873028**AHJ PF 4925
ca. 1957-69**DK-873029**FFJ PF 959
ca. 1957-69**DK-873030**FFJ PF 974
ca. 1957-69

TRANSWAGGON - TWA 800B

'Transwaggon' TWA 800B twin-flat



DK

- Overdel i plastik, undervogn i metal (diecast)
- Udskiftelige ind- og udslæde overgangsklapper
- Hjørnetrin i ætset metal.
- Løse hjulholder til fri montage.
- Mange løst påsatte dele i plast og metal.

Som en videreudvikling af TRANSWAGGON Laadkks TWA 800A leverede Niesky fra 1998 til 2001 200 vognenheder (TWA 800B) til TRANSWAGGON. I modsætning til TWA 800A fik TWA 800B delte klapper over pufferne så hjulkøretøjer kan køre fra vogn til vogn. Vognen har en læsseqhøjde over skinneoverkant på 800 mm – deraf navnet, og det gør det muligt at transportere varebiler, lastbilchassiser, busser, landbrugsmaskiner eller større maskiner, der kun kan beføres på en vogn med lav gulvhøjde.

UK

- Body in plastic, chassis in diecast metal.
- Interchangeable transition flaps (open or closed).
- Etched metal corner steps.
- Separate vehicle chocks for easy adjustment.
- Many separately-applied detail parts.

This 'Transwaggon' twin-wagon low flat is a development of the Laadkks-type TWA 800A, of which 200 units were built by ELH Waggonbau Niesky, entering service between 1998 and 2001. The main development was that the TWA 800B specification saw the fitting of inter-wagon tread flaps, so road vehicles could drive directly along a long rake of wagons when loading/unloading. These vehicle-carriers have a loading height of 800mm (hence the code) and were specifically designed for the movement of road vans, truck chassis, farm machinery and other wheeled vehicles where height was important.

DK-873101

23 RIV 80 DB
431 3 328-5
Laads 800B



LAGER

DB 326 V NEM NEM NEM

DK-873102

23 RIV 80 DB
431 3 353-3
Laads 800B



LAGER

DB 326 V NEM NEM NEM

DK-873103

RIV D-TWA 23 80
431 3 347-5
Laads 800B



LAGER

D-TWA 326 VI NEM NEM NEM

DK-873104

RIV D-TWA 23 80
431 3 425-9
Laads 800B

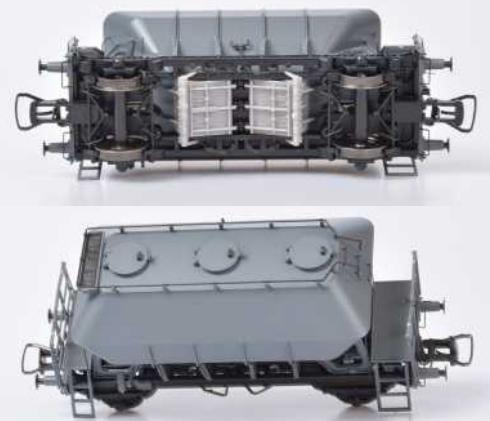


LAGER

D-TWA 326 VI NEM NEM NEM

SJ Kö / Ugkkpp - Silovogn

SJ Kö / Ugkkpp - Covered hopper vogn



Første prøvestøbning - First testshot and assembled sample.

DK

- Overdel i plastik, undervogn i metal (diecast)
- Fjedrene puffere med Ø 4,2mm hoved
- Håndbøjler i metaltråd (Ø 0,3mm)
- Mange separate dele påsat
- Profilede hjul i metal (0,8mm flange)
- Bremseomstiller og slutsignalholder iht. individuelt forbillede.

SJ fik i 1953 leveret de første selvømmende silovogne litra Kö. Vognene blev anvendt til kalk og koks, senere også til korn. Kalk var et vigtigt hjælpestof i stålproduktionen og derfor også på de svenske stålværker. Frem til 1961 leveredes i alt 555 vogne. 50 af disse vogne var med fast tag og tre runde tagluger, og i 1980'erne omkodtes vognene til Ugkkpp. I 1997 blev 15 vogne solgt til Rittgård Trading. Disse kører stadig i såkaldte sandtog, der transporterer soda til glasværket i Limmared fra havnen i Halmstad.

UK

- Body in plastic, chassis in diecast metal
- Fully-sprung buffers with ø 4.2mm head
- Metal wire handrails (ø 0.3mm)
- Many separately-applied detail parts
- Metal correct profile wheels (0.8mm flange)
- Brake handle and tail lamp brackets in accordance with chosen specific prototype

Swedish Railways received the first deliveries of a new type of cover hopper wagon (Coded Kö) in 1953. A total of 555 of the type were in service by 1961. The vehicles were initially used for the conveyance of lime and coke but also saw later use in the transport of grain. Lime was an important raw material for the steel-making process resulting in these wagons becoming a common sight working into Swedish steelworks. A total of 50 wagon had the covered roof with three circular hatches – these being recoded as type Ugkkpp in the 1980s. In 1997, 15 vehicles were sold to Rittgård Trading and are employed on the sand and soda ash trains from Halmstad Harbour to Limmared Glassworks

DK-873201

SJ Kö 100733

DK-873202

SJ Kö 100741

DK-873203

SJ Kö 100770

ca. 1956-68



Q1 2022



DK-873204

SJ Ugkkpp 42 74
903 9 055-1

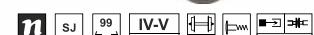
DK-873205

SJ Ugkkpp 42 74
903 9 057-7

ca. 1980-2001



Q1 2022



DK-873206

SJ Ugkkpp 42 74
903 9 070-0

DK-873207

SJ Ugkkpp 42 74
903 9 088-2

ca. 1980-2001



Q1 2022



SJ Ugkkpp 070-1, 088-2, 055-1. Foto Jan Lundstrøm
SJ Ugkkpp 070-1, 088-2, 055-1. Photo Jan Lundstrøm

Tankvogne (Gasoline Tank Cars)

<p>DK-871007 AB ZE 509 010 B. Ringsted ca 1954-59</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-871008 DSB ZE 502 825 ca. 1952-60</p> <p>DK-871009 DSB ZE 502 830 ca. 1952-60</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-871017 21 RIV 86 DSB 720 2 831-6 SHELL ca. 1980-89</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-871018 21 RIV 86 DSB 070 0 721-6 B. Ringsted ca. 1974-80</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>
<p>DK-871019 21 RIV 86 DSB 070 0 827-1 SHELL ca 1977-81</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-871020 SJ Q12 503 254 BP ca. 1948-50</p> <p>Glidelejer, enkelt platform og trætrin</p> <p>Flatbearings, single platform and wooden steps</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-871021 SJ Q12 503 052 BP ca. 1950-59</p> <p>Glidelejer, dobbelt platform og trætrin</p> <p>Flatbearings, double platform and wooden steps</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-871024 DSB ZE 503 527 ca. 1954-66</p> <p>Glidelejer og trætrin</p> <p>Flatbearings and wooden steps</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>
<p>DK-871025 23 RIV 86 DSB 724 1 527-6 ca. 1981-87</p> <p>Rundt DS logo, rullelejer og lille platform ved dome.</p> <p>Round DS logo, roller bearings and small platform at dome.</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-871026 23 RIV 86 DSB 724 1 528-4 ca. 1983-87</p> <p>DS logo, rullelejer og lille platform omkring dome</p> <p>DS logo, roller bearings and small platform around dome.</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>		

SJ Hbis skydevægsvogn (SJ sliding door covered wagon)

<p>DK-872207 SJ Hbis⁷² 21 RIV 74 SJ 211 5 670-0</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-872208 SJ Hbis⁷³ 21 RIV 74 SJ 225 0 448-0</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	
<p>DK-872209 SJ Hbis⁷⁴ 21 RIV 74 SJ 225 0 379-0</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-872210 SJ Hbis⁷⁵ 21 RIV 74 SJ 225 0 379-7</p> <p>Med Kornnäs Express logo</p> <p>With Kornnäs Express logo</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	

Kødvogn DSB IVK/IGK (insulated meat wagon)

<p>DK-872102 DSB ICK 19 876 ca 1948-59</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-872103 DSB ICK 19 784 ca 1960-65</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-872104 DSB ICK 19 980 ca 1960-65</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-872108 DSB IGK 20 046 ca 1959-62</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-872109 DSB IGK 20 291 ca 1960-61</p> <p>DK-872110 DSB IGK 20 294 ca 1960-62</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>
<p>DK-872115 DSB IGK 19 823 ca 1948-54</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-872116 DSB IG 19 812 ca 1965-71</p> <p>Uden Kødvogn (kødkrage demonteret)</p> <p>Without Kødvogn (hangers has been disassembled)</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-872117 DSB IVK 20 116 ca 1952-59</p> <p>Med seddelholder for transport til Malmö</p> <p>Document holder for transport in Sweden</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-872118 DSB IVK 20 118 ca 1952-59</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	

Ilgodsvogn - DSB IV (insulated van)

<p>DK-872111 DSB IV 20 231 ca 1948-52</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-872112 DSB IV 20 235 ca 1952-56</p> <p>Med seddelholder for transport til Malmö</p> <p>Document holder for transport in Sweden</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-872113 DSB IV 20 225 ca 1958-62</p> <p>Med seddelholder for transport til Malmö</p> <p>Document holder for transport in Sweden</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-872114 DSB Specialvogn 468 ca 1958-66</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>
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Ølvogn Carlsber 1890'er (Carlsberg beer wagon 1890s)

<p>DK-872141 DSB ZA 99 517 ca. 1960-66</p> <p>Grunt logo med 4 stk. -hest en HOF brandings i stripe and ABC bremst data panel</p> <p><i>SOLD OUT</i></p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-872142 DSB ZA 99 518 ca. 1954-61</p> <p>Grunt logo med 5 stk. -hest en HOF brandings i stripe</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-872143 DSB ZA 99 519 ca. 1944-55</p> <p>Rødt logo.</p> <p>Red logo.</p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>	<p>DK-872144 DSB ZA 99 520 ca. 1954-61</p> <p>Grunt logo med 4 stk. -hest en HOF brandings i stripe</p> <p><i>SOLD OUT</i></p> <p>LAGER</p> <p>DSB [S] [H2] [IV.V] [H] [D] [C] [B]</p>
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Foto: Benjamin Asmussen, www.gamlejernbaner.dk

DSB GS (EUROP)

DK-872301
DSB Gs 41825
(EUROP)
ca. 1961-65

DK-872302
DSB Gs 42222
(EUROP)
ca. 1963-65



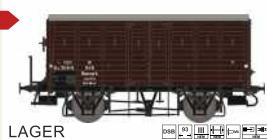
LAGER

Together
with:



Lille Q-vogne - DSB QG/QGR (Livestock van)

DK-872401
DSB QGR 35 641
ca. 1944-52



LAGER

DK-872402
DSB QGR 35 776
ca. 1952-63



LAGER

DK-872403
DSB QGR 35 043
ca. 1952-63



LAGER

DK-872404
DSB QGR 35 548
ca. 1961-63



LAGER

DK-872405
DSB QG 33 792
ca. 1944-52



LAGER

DK-872406
DSB QG 33 502
ca. 1952-62



LAGER

Åben godsvogn PH / PF/ PFR (Six-plank open goods wagon)

DK-873011
DSB PF 16 513
ca 1962-65
Kultransport for
maskinenesten i
1. distrik

Used only for coal
traffic in the eastern
district



LAGER

DK-873014
NFJ PH 238
ca 1948-66



LAGER

DK-873015
NFJ PHR 239
ca 1948-66



LAGER

DK-873016
GDS Pc 230
ca 1944-56



LAGER

DK-873020
DSB PFR 14 571
ca 1961-66



LAGER

DK-873021
DSB PH 7 479
ca 1952-64



LAGER

DK-873022
LJ PF 246
ca 1961-70



LAGER

DK-873023
LJ PB 617
ca 1961-70



LAGER

Signaler & Lamper

Signals & Lamps

DK-878101

Overkørsels-signaler u/ klokke & kryds

Road crossing-signals w/o bell & cross



DSB T 28 II-V NEM

DK-878102

Overkørsels-signaler m/ klokke & u/ kryds

Road crossing-signals w bell & w/o cross

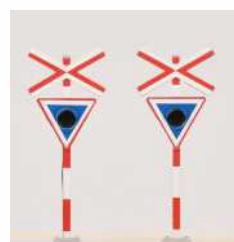


DSB T 34 II-V NEM

DK-878103

Overkørsels-signaler u/ klokke & m/ enkeltspor kryds

Road crossing-signals w/o bell & w/ single track cross

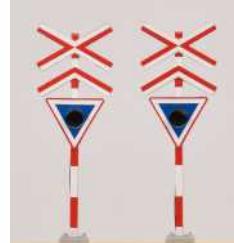


DSB T 38 II-V NEM

DK-878104

Overkørsels-signaler u/ klokke & m/ dobbeltspor kryds

Road crossing-signals w/o bell & w/ double track cross

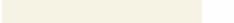


DSB T 43 II-V NEM

DK-878105

Overkørsels-signaler m/ klokke & dobbeltspor kryds

Road crossing-signals w/ bell & double track cross

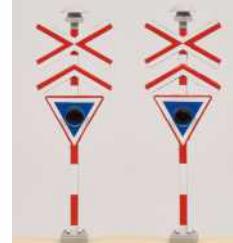


DSB T 43 II-V NEM

DK-878106

Overkørsels-signaler m/ klokke & dobbeltspor kryds

Road crossing-signals w/ bell & double track cross



DSB T 46 II-V NEM

DK-878001

Perronlampe m/ højttaler

Platform lamp with speaker



DSB T 94 II-VI NEM

DK-878002

DK-878002

Perronlampe u/ højttaler

Platform lamp without speaker



DSB T 94 II-VI NEM

DK-878003

DK-878003

Perronlampe m/ højttaler

Platform lamp with speaker



DSB T 87 II-V NEM

DK-878004

DK-878004

Perronlampe u/ højttaler

Platform lamp without speaker



DSB T 87 II-V NEM

DK-878005

DK-878005

Perronlampe m/ højttaler

Platform lamp with speaker



DSB T 87 II-V NEM

DK-878006

DK-878006

Perronlampe u/ højttaler

Platform lamp without speaker



DSB T 87 II-V NEM

Din Dekas Forhandler
Your Dekas dealer