

Dekas Exclusive



KATALOG 2026-27

Dekas

Velkommen til Dekas

Det er igen med stor glæde at jeg kan byde velkommen til vores nye katalog for sæsonen 2026-27.

I øjeblikket er verden ikke helt normalt, og det afspejler sig desværre i vores branche - salget går som en jojo, og det medfører at planlægning er svært. Lige før dette katalog gik i trykken, måtte vi hive nyheder ud, der nu venter på bedre tider. Hellere vente, end at love for meget.

1. september kunne vi i Dekas fejre 15 års jubilæum, og jeg må takke alle der har hjulpet os igennem årene - ingen nævnt og ingen glemt.

Vi ser frem til flere år i fremtiden

Kasper Bang Jensen
Indehaver

Welcome to Dekas

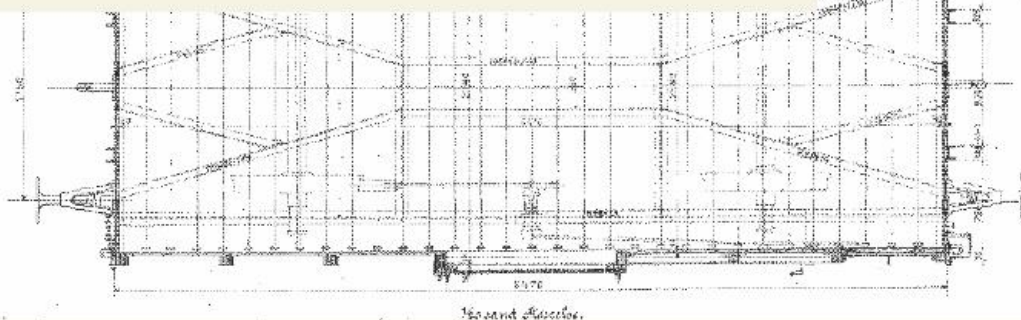
It is once again a great pleasure to welcome you to our new catalog for the 2026-27 season.

The world is currently far from normal, and unfortunately, this is reflected in our industry; sales fluctuate wildly, making planning a challenge. Just before this catalog went to press, we had to pull out new items that are now waiting for better times. It is better to wait than to overpromise.

On September 1st, Dekas celebrated its 15th anniversary, and I would like to thank everyone who has supported us over the years - naming no names, yet forgetting no one.

We look forward to the years ahead.

Kasper Bang Jensen
Owner



Signatur forklaring Icon explanation

 Nyhed
New item

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

 Længde over puffer
Length over the buffers

 Epoke
Era

 Hjul iht. NEM norm
Wheels following the NEM norm

 Fjedrende puffer
Spring function buffers

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

 Lokomotiv udstyret med højtaler (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-/signalthøjde
Lamp/signal height

DK-879900

AC pladehjul
AC platewheel



DK-879902

AC stjernehjul
AC spokewheel



DK-879904

AC hjul til TWA-800B
og DVVO Laads
AC wheelset for
TWA-800B and DVVO Laads

DK-879910





Tågkraft TMZ 1418

DK-8750521 AC LokPilot
DK-8750522 DC LokPilot
DK-8750523 AC LokSound
DK-8750524 DC LokSound



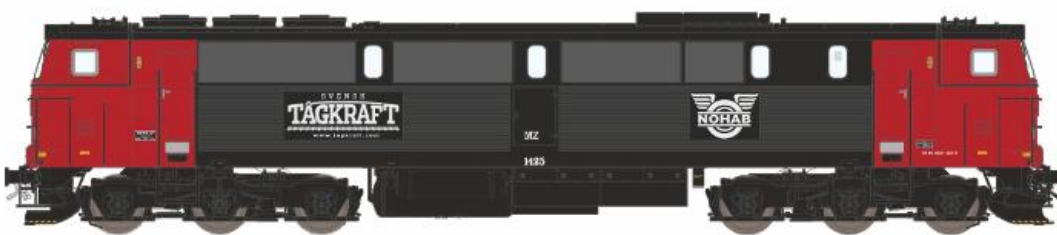
TGOJ TMZ 1410

DK-8750571 AC LokPilot
DK-8750572 DC LokPilot
DK-8750573 AC LokSound
DK-8750574 DC LokSound



Railcare TMZ 1409

DK-8750581	AC LokPilot
DK-8750582	DC LokPilot
DK-8750583	AC LokSound
DK-8750584	DC LokSound



Tågkraft TMZ 1425

DK-8750591 AC LokPilot
DK-8750592 DC LokPilot
DK-8750593 AC LokSound
DK-8750594 DC LokSound



Indlandsbanan TMZ 1413

DK-8750601	AC LokPilot
DK-8750602	DC LokPilot
DK-8750603	AC LokSound
DK-8750604	DC LokSound



Koncentra Logistic / IBAB TMZ 1413



- DK-8750611** AC LokPilot
- DK-8750612** DC LokPilot
- DK-8750613** AC LokSound
- DK-8750614** DC LokSound



Three T TMZ 1407



- DK-8750621** AC LokPilot
- DK-8750622** DC LokPilot
- DK-8750623** AC LokSound
- DK-8750624** DC LokSound



Peterson TMZ 1409



- DK-8750631** AC LokPilot
- DK-8750632** DC LokPilot
- DK-8750633** AC LokSound
- DK-8750634** DC LokSound



DSB MZ 1406



- DK-8750641** AC LokPilot
- DK-8750642** DC LokPilot
- DK-8750643** AC LokSound
- DK-8750644** DC LokSound



Modellen af MZ 1406 er udført som lokomotivet så ud i de sidste år det var i drift under DSB's ejerskab. Lokomotivet er fra 1. serie MZ og denne leverance var med til at sætte de sidste damplokomotiver ud hos DSB. Efter indsættelsen af IC3-tog i fjerntrafikken blev MZ-lokomotiverne henvist til at trække godstog, først for DSB Gods. Dernæst af DSB udlejet til Railion i et års tid.

Som et af de sidste serie 1 lokomotiver var det moderniseret med små sidevinduer, rangertrin og pollenfiltre i slutningen af 1990'erne, som var med til at holde det i drift så længe.

Efter returneringen fra Railion benyttede DSB det igen til forefaldne opgaver, såsom at hente nedbrudte ME-lokomotiver mv. I 2004 blev det solgt til svenske BK-Tåg/Svensk Tågteknik, som efter istandsættelse solgte det til Vida Timber, der var begyndt med tømmertransporter i eget regi til savværket i Alvesta i Småland. I 2022 blev nu TMZ 1406 solgt til Tågab og kører med base i Kristinehamn godstog i Sverige/Norge.

The model of MZ 1406 is made as the locomotive looked in the last years it was in operation under DSB's ownership. The locomotive is from the 1st series MZ and this delivery helped to put the last steam locomotives out of service at DSB. After the introduction of IC3 trains in Intercity traffic, the MZ locomotives were relegated to hauling freight trains, first for DSB Gods. Then by DSB leased to Railion for a year.

As one of the last series 1 locomotives, it was modernized with small side windows, shunting steps and pollen filters in the late 1990s, which helped to keep it in operation for so long.

After its return from Railion, DSB used it again for pending tasks, such as retrieving broken-down ME locomotives, etc. In 2004 it was sold to Swedish BK-Tåg/Svensk Tågteknik, who after renovation sold it to Vida Timber, who had started timber transports under their own auspices to the sawmill in Alvesta in Småland. In 2022 TMZ 1406 was now sold to Tågab and runs based in Kristinehamn freight in Sweden/Norway.

SJ Y2(K) svenske gumminæser

SJ Y2(K) - swedish rubbernoses



Foto: Martin Göth, Malmö Modelljärnvägsclub

Tekniske highlights:

- Overdel i plastic, undervogn i metal
- Kardaner i metal
- Gummi næser i gummi
- Detaljeret indretning
- Indretningsbelysning, førerrumsllys, front- og slutlys.
- 5-polet motor inkl 2 svinghjul
- Power-Pack
- Kurvesensor
- Velkørende i AC på de fleste AC spor

Technical highlights:

- Body in plastic, chassis in metal (diecast)
- Cardans in metal
- Rubbernoses in rubber
- Highly detailed interior
- Illuminated interior, cab and front/rear light
- 5-pole motor fitted with twin flywheels
- Power-Pack
- Curvesensor
- Smooth running AC version on most AC tracks.

SJ Y2K 1377 - Claes Adelskold

DK-8751031 AC LokPilot

DK-8751032 DC LokPilot



SJ Y2 1375- CJF Ljunggren

DK-8751041 AC LokPilot

DK-8751042 DC LokPilot



KLT Y2R 1381- Carl Boberg

DK-8751051 AC LokPilot

DK-8751052 DC LokPilot



Vossloh G322B

Tekniske highlights:

- Overdel og førerhus i metal
- Front/slutlys, lys i førerrum og lys i ranger lamper på pufferplanken
- Power-pack
- 5 polet motor med svinghjul
- Pufferplanker uden hul til kobling medfølge
- NEM kinematik
- Minimums radius 360mm

Technical highlights:

- Body and cabin in metal
- Front/rearlight, light in cabin; night shunting light at the bufferbeam
- Power-pack
- 5 pole motor with flywheel
- Exchangeable bufferbeam without hole for NEM coupler
- NEM kinematic
- Minimum radius 360mm



DSB MK 601

DK-8758011

AC LokPilot

DK-8758012

DC LokPilot

DK-8758013

AC LokSound V5

DK-8758014

DC LokSound V5



DSB MK 603

DK-8758021

AC LokPilot

DK-8758022

DC LokPilot

DK-8758023

AC LokSound V5

DK-8758024

DC LokSound V5



DSB MK 625

DK-8758031

AC LokPilot

DK-8758032

DC LokPilot

DK-8758033

AC LokSound V5

DK-8758034

DC LokSound V5



DB MK 621

DK-8758041

AC LokPilot

DK-8758042

DC LokPilot

DK-8758043

AC LokSound V5

DK-8758044

DC LokSound V5



Northrail 125

DK-8758051

AC LokPilot

DK-8758052

DC LokPilot

DK-8758053

AC LokSound V5

DK-8758054

DC LokSound V5



OHE 60025

DK-8758061

AC LokPilot

DK-8758062

DC LokPilot

DK-8758063

AC LokSound V5

DK-8758064

DC LokSound V5



DSB CO 2651~54



DK-876124

DSB CO 2652

ca. 1955-65

Med inddækning i gavlen og kuck-kuck ventilator.
Closed roof ends and kuck-kuck ventilators

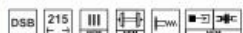


DK-876125

DSB CO 2653

ca. 1944-54

Uden inddækning i gavlen og stafferinger.
With open roof ends and yellow frame lines .



DSB CPE 2984~93



DK-876126

DSB CPE 2993

ca. 1944-56

Uden inddækning i gavlen og stafferinger.
With open roof ends and yellow frame lines .



DK-876127

DSB CPE 2986

ca. 1955-66

Med inddækning i gavlen og uden ramme ved pakrum.
Closed roof ends and no endframe in package end.



DK-876128

DSB CPE 2986

ca. 1955-68

Med inddækning i gavlen og med ramme ved pakrum.
Closed roof ends and with endframe in package end



DSB CL



DK-876141

DSB CL 1555

ca. 1946-54

Gråt tag, stafferinger, og oprindeligt delt toiletvindue

Grey colored roof, yellow frames and originaly toilet-window



DK-876142

DSB CL 1502

ca. 1955-67

Gråt tag, og oprindeligt delt toiletvindue

Grey colored roof, and originaly toilet-window



DK-876143

DSB CL 1508

ca. 1962-66

Gråt tag, og moderniseret toiletvindue

Grey colored roof, and modernised toilet-window



DK-876144

DSB CL 1516

ca. 1955-67

Sølvfarvet tag, og oprindeligt delt toiletvindue

Silver colored roof, and originaly toiletwindow



DK-876145

DSB CL 50 86 29-25 504-5

ca. 1967-71

Sølvfarvet tag, og oprindeligt delt toiletvindue

Silver colored roof, and originaly toiletwindow



DK-876146

DSB CL 50 86 29-25 507-8

ca. 1967-80

Gråt tag, og moderniseret toiletvindue

Grey colored roof, and modernised toilet-window



DSB AU

DK-876181

DSB AU 251
ca 1943-52



DK-876182

DSB AU 252
ca. 1951-56



DK-876183

DSB AU 253
ca 1956-62



DSB BU / Buh

DK-876184

DSB BU 2101
ca. 1964-65



DK-876185

DSB Buh
50 86 89-25 702-2
ca. 1969-74



DK-876186

DSB Buh
51 86 89-25 701-3
ca. 1973-77

RIC-mærket
RIC-marked



exp. Q2/3 2026

DSB AT 212-221 / DSB CML 2274-2280

DSB anskaffede i 1908-1909 en hel del 1. og 2. classesvogne til fjerntogene samtidig med de i datidens øjne imponerende P-damplokomotiver. Vognene var i det oprindelige udseende i drift op i 1930'erne, men i takt med at vognene stod overfor hovedstandsættelse valgte man successive fra 1932 og frem at ombygge og nybygge dem mere radikalt, herunder med hvælvet tag i stedet for det oprindelige lavere tag med påbygget lyskasse (tagrytter).

De sidste 9 vogne blev endelig taget ind på DSB værksteder i 1939 og ombygget mere radikalt end de foregående. Nu med ændret indretning og nye 1. classeskupeer med standard som de få år tidligere leverede AC stål vogne til fjerntogene. Udover to fine kupeer, blev der plads til fire fællesclasseskupeer og et toilet. Da vognene rullede ud med nye vognkasser var man allerede i gang med den store omlitrering og vogne fik litra AT.

In 1908-1909, DSB acquired a large number of 1st and 2nd class coaches for long-distance trains, together with the of the time impressive steam locomotives type P. The coaches were in operation in their original form until the 1930s, but as the coaches were due for major repairs, DSB chose from 1932 onwards to rebuild and renovate them more radically, including with a vaulted roof instead of the original lower roof with an attached light box (rooflights).

The last 9 carriages were finally taken into the DSB workshops in 1939 and rebuilt more radically than the previous ones. Now with changed interior and new 1st class compartments with the same standard as the AC steel coaches delivered a few years earlier for long-distance trains. In addition to two fine compartments, there was room for four common class compartments and a toilet. When the coaches rolled out with new bodies, the major typeconversion was



Foto: AT 212 med nedklassificeret 1.kl. kupeer, København H 1959, Hans True

Behovet var større end de ni vogne og yderligere fem tilsvarende blev helt nybygget med brug af henstående reservebogier. Disse vogne var ganske lig de ombyggede, men undervognskonstruktionen helt opbygget af stålprofiler, hvor de ombyggede havde egetræ.

already underway and the coaches were given the AT letter. The need was greater than the nine carriages and another five similar ones were completely newly built using standing spare bogies. These coaches were quite similar to the converted ones, but the chassis structure was completely made of steel profiles, where the converted ones had oak wood

Disse vogne blev derefter i de næste 20 år benyttet til mindre tog hvor der skulle tilbydes 1. klasse. Typisk trækraft var en K-maskine, men med nye motorvogne med varmekedel også MO fra 1800- og 1900-serierne). Brugen af de korte pladebeklædte trævogne aftog omkring 1960 og derefter, i takt med at DSB fik leveret nye AV-vogne. De fleste blev snart omlitret til CML og 1. kl. kupeerne nu anvendt til 2. kl. rejsende. Inden den formelle omlitrering kunne vognene under spidsbelastninger, f.eks. omkring højtidet, bruges med sædler i vinduerne der angav at 2. kl. rejsende kunne benytte de fine kupeer.



Foto: CML 2278, Frederica april 1960, Hans True

De sidste vogne blev ophugget i slutningen af 1960'erne efterhånden som de stod overfor en hovedreparation af vognkassen. De vognkasser som havde 15-20 år på bagen som var det normale vedligeholdelsesinterval for trævognes hovedreparationer.

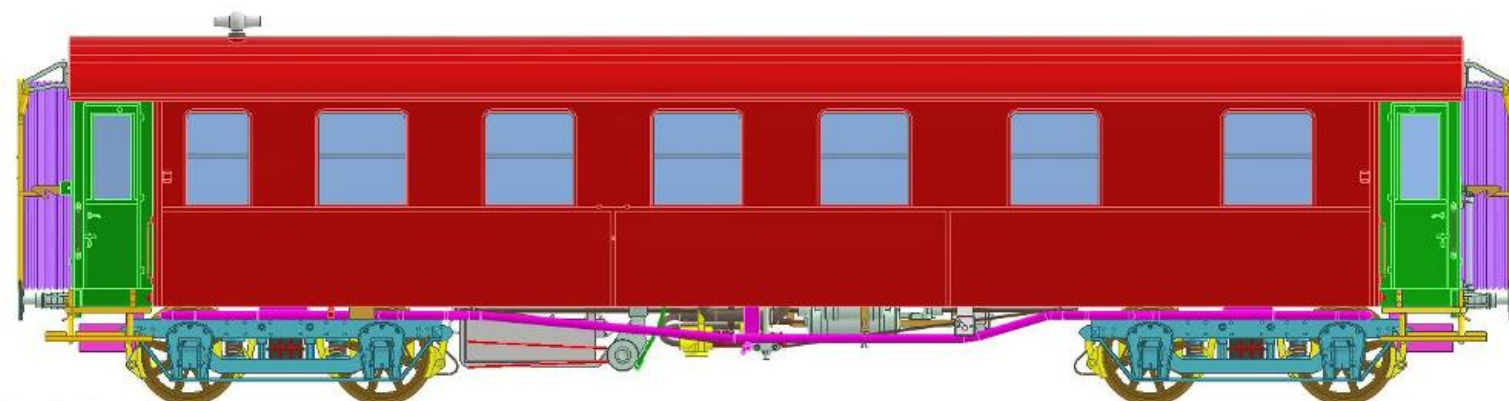
The last coaches were scrapped in the late 1960s as they faced a major repair of the body. At the time the bodies were 15-20 years old, which was the normal maintenance interval for major repairs of wooden coaches.

These coaches were then used for the next 20 years for smaller trains where 1st class was to be offered. Typical hauled by a type K engine, but with new MDU with building heating boilers, so MO from the 1800 and 1900 series.

The use of the short sheet-covered wooden coaches decreased around 1960 and thereafter, as DSB received new AV coaches. Most were soon converted to CML and the 1st class compartments were now used for 2nd class passengers. Before the formal retype, the carriages could be used during peak times, e.g. around holidays, with

notes in the windows stating that 2nd class passengers could use the fine compartments.

DSB AT/CML



Not finalized CAD



DK-876171

DSB AT 220

ca. 1945-55

Gråt tag, stafferinger, og åbne ender

Grey colored roof, yellow frames and open roof ends



DK-876172

DSB AT 219

ca. 1956-67

Gråt tag, gul 1. kl. stribes og lukkede ender

Grey colored roof, yellow 1. class stripe and closed roof ends



DK-876173

DSB AT 212

ca. 1956-62

Gråt tag, nedklassificeret 1. kl., gul 1. kl. stribes og lukkede ender

Grey colored roof, downclassified 1st class compartments, yellow 1. class stripe and closed roof ends



DK-876174

DSB CML 2276

ca. 1960-65

Gråt tag, og åbne ender

Grey colored roof, and open roof ends



DK-876175

DSB CML 2278

ca. 1960-65

Lysegråt tag, og lukkede ender

Lightgrey colored roof, and closed roof ends



DSB & SJ Tankvogne

DK-871009

DSB ZE 502 830
ca. 1952-60



DK-871028

DSB ZE 502 553
1963-66



DK-871032

SJ Uh
21 74 SJ 070 0 675-8
ca. 1968-80



DK-871035

DSB ZE 503 525
1955-65



DK-871038

DSB ZE 502 721
ca. 1959-66



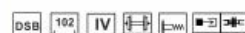
DK-871040

21 RIV 86 DSB
070 0 233-2
ca. 1966-77



DK-871041

21 RIV 86 DSB
070 0 221-8
ca. 1972-80



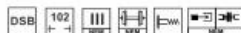
DK-871042

23 RIV 86 DSB
720 2 721-2
ca. 1980-87



DK-871027

DSB ZE 502 552
1949-58



DK-871029

DSB ZE 502 228
1948-63



DK-871034

23 RIV 86 DSB
720 0 830-1
(30cbm tank)
ca. 1980-86



DK-871037

23 RIV 86 DSB
724 1 525-0
1980-92



DK-871039

DSB ZE 502 231
ca. 1955-66



DSB IVM

DK-872120

DSB IVM 20 252
ca. 1948-58

Med seddelholder for
transport til Malmö
*Document holder for
transport in Sweden*



DK-872121

DSB IVM 20 238
ca. 1952-59

Med seddelholder for
transport til Malmö
*Document holder for
transport in Sweden*



DK-872122

DSB IVM 20 257
ca. 1952-58

Med seddelholder for
transport til Malmö
*Document holder for
transport in Sweden*



DK-872123

DSB IVM 20 256
ca. 1952-60



SJ Hs

DK-872124

SJ Hs 26627

DK-872125

SJ Hs 27731



DK-872127

SJ Hs 26591
med Fyffes skilt
with Fyffes sign



DK-872126

SJ Hs 26580
med Jacko skilt
with Jacko sign



DK-872128

SJ Hs 26868
med Fyffes skilt
with Fyffes sign



DSB ZA 99515-20 (Carlsberg)

DK-872145

DSB ZA 99516
ca. 1944-55



DK-872146

DSB ZA 99515
ca. 1954-61



SJ His

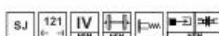
DK-872214

SJ His
21 RIV 74 SJ
210 2 109-8



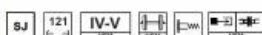
DK-872215

SJ His
21 RIV 74 SJ
210 2 208-8



DK-872216

SJ His
21 RIV 74 SJ
210 2 312-8



SJ Kbis - TimberRail

SJ Kbis er en konstruktion fra 1993/1994 som blev bygget på almindelige åbne svenske standardvogne af typerne Os og Kbps. Der blev ombygget i alt 200 stk. Ombygningen bestod i at placere to skydelåg og lukkede gavle til beskyttelse af godset. Udvendigt blev de malet i datidens design med rød stribe og blå med stort logo og påskriften "Timber Rail".

Transport af tømmer og opskåret træ giver store transportvolumener til jernbanerne i Skandinavien. Men vejtransport er en hård konkurrent og læsning og losning af jernbanegodset skal til stadighed effektiviseres for ikke at tabe i konkurrencen og det var Kbis en løsning på.

Låget formet som to halvparter, bygget i aluminium som kunne skydes ind i hinanden, så man kunne komme til lasten i den ene ende fra begge sider og samtidig havde vognen et profil så de kunne benyttes i Mellemeuropa, i modsætning til de tidligere konstruktioner. Vognene fulgte med i dannelsen af Green Cargo.

Kbis is a construction from 1993/1994 that was built on ordinary open Swedish standard wagons of the types Os and Kbps. A total of 200 were converted. The conversion consisted of placing two sliding lids and closed ends to protect the goods. On the outside, they were painted in the design of the time with a red stripe and blue with a large logo and the inscription "Timber Rail", followed in the formation of Green Cargo.

Lids that could be opened on one side, so that a forklift could load effortlessly and with easy fastening devices so that you didn't have to spend time and manpower on loading. But only in Sweden and only in fixed runs and the designs did not comply with central European loading profiles.

Kbis solved the problem. The lid was shaped like two halves, built in aluminum that could be pushed into each other, so that you could get to the load at one end from both sides and at the same time the wagon had a profile so that they could be used in central Europe, unlike the previous designs. The wagons

DK-872221

SJ Kbis⁹⁴¹
41 74 SJ
338 2 061-6



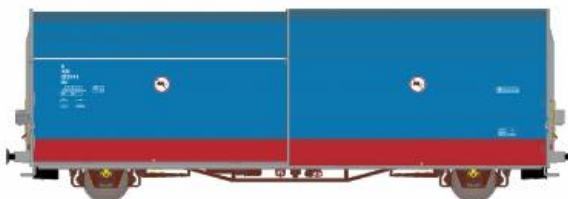
DK-872222

SJ Kbis⁹⁴²
41 74 SJ
338 2 107-7



DK-872224

Kbis⁹⁴²
41 74 GC
338 2 164-8



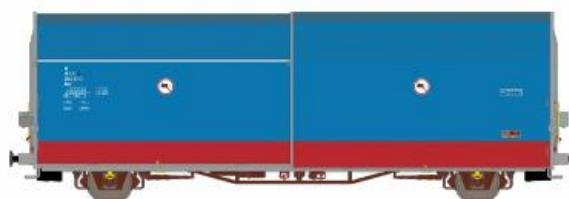
DK-872223

SJ Kbis⁹⁴²
41 74 SJ
338 2 080-6



DK-872225

Kbis⁹⁴²
41 74 GC
338 2 164-8

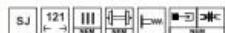


Decoration sample

SJ Ge/Gs

DK-872311

SJ Ge 45216
ca. 1954-68



DK-872312

SJ Ge 45218
ca. 1954-68



DK-872313

SJ Ge 45366
ca. 1954-68



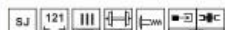
DK-872316

ASG
SJ Ge 550273
ca. 1954-68



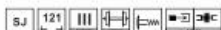
DK-872319

SJ Ge 46 069
ca. 1958-68



DK-872320

SJ Ge 46 763
ca. 1958-68



DK-872321

SJ Gs 21 RIV 74 SJ
120 1 199-1
ca. 1969-90



DK-872322

SJ Ge 46 791
ca. 1958-68
med Carnegie logo
with Carnegie logo



DK-872323

SJ Gs 21 RIV 74 SJ
120 1 250-2
ca. 1972-90



DK-872324

ASG Gs 21 RIV 74 SJ
012 0 007-6
ca. 1966-69



Together
with:



DSB QGR

DK-872417

DSB QGR 35 158
ca. 1944-54



DK-872418

DSB QGR 35 559
ca. 1944-54



DK-872419

DSB QGR 35 720
ca. 1957-64



DSB HJ/Gklm

HJ-vognene fra 1959 og frem var et ombygningsprodukt som i variationer fandtes overalt i Europa. For at skaffe bedre godsvogne brugte man brugelige undervogne og derpå opbyggede nye vognkasser. Således også DSB.

DSB stod med tusindvis af forældede lukkede godsvogne, men også stigende transportbehov, da vejtransporten endnu ikke havde taget hele væksten i fremstillingsindustrien. Man havde over 1000 Q-vogne med kassable vognkasser og på den monterede man et jernstativ og forsynede dem med tag og sider med brædder. Det hele i samme standard som de netop leverede G/Gs-vogne.

HJ fik kraftigere fjedre, da svagere, men ganske nye fjedre monteret på Gs-vognene blev overflyttet til HJ. HJ-vognene fik også gradvist selvsmørende akselkasser (Isothermos) fra IA/PB/HD-vogne, som til gengæld fik nye hjulsæt med rullelejer af UIC-standard.

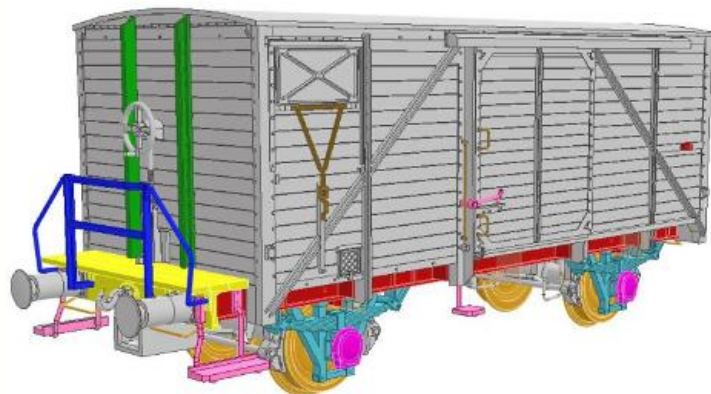
Efter 1965 fik de litra Gklm, men mange blev aldrig omletteret.

Vognene var i drift til op i 1970'erne, men blev overflødige som nogle af de første, da containere, paller og gaffeltrucks ændrede læssemetode totalt. Et fåtal blev solgt til privatbaner, men DSB anvendte dem selv til interne transporter, skure på hjul og andre stationære formål, herunder Civilforsvarets øvelsespladser. Så at sige ingen station uden en HJ/Gklm-vogn.

Som noget helt særligt lejede Fyns Andels Foderstofforretning /FAF 25 Gklm-vogne. Mindst 12 af vognene blev malet blå med stort FAF-logo på. Vognene blev anvendt til transport af foderstoffer og antallet skyldtes muligheden for at køre store samlede partier ad gangen.

The HJ wagons from 1959 onwards were a conversion product that was found in variations all over Europe. In order to obtain better freight wagons, usable undercarriages were used and then new wagon bodies were built. So did DSB.

DSB had thousands of obsolete closed freight wagons, but also increasing transport needs, as road transport had not yet taken up the entire growth in the manufacturing industry. They had over 1000 Q wagons with scrapped wagon bodies and on them they mounted an iron frame and provided them with a roof and sides with boards. All to the same standard as the G/Gs wagons that had just been delivered.



HJ got stronger springs, as weaker, but completely new springs mounted on the Gs wagons were transferred to HJ. HJ wagons also gradually got self-lubricating axle boxes (Isothermos) from IA/PB/HD wagons, which in turn got new wheelsets with roller bearings of UIC standard.

After 1965 they were given the Gklm number, but many were never renumbered.

The wagons were in operation until the 1970s, but became redundant as some of the first when containers, pallets and forklifts changed the loading method completely. A few were sold to private railways, but DSB used them itself for internal transport, wheeled sheds and other stationary purposes, including the Civil Defence's training grounds. Virtually no station was without an HJ/Gklm wagon.

As something very special, Fyns Andels Foderstofforretning /FAF rented 25 Gklm wagons. At least 12 of the wagons were painted blue with a large FAF logo on them. The wagons were used for the transport of animal feed and the number was due to the possibility of driving large combined batches at a time.

DK-872325

DSB HJ 37625

ca. 1959-65



DK-872326

DSB HJ 37679

ca. 1959-65

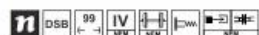


DK-872327

DSB Gklm

20 86 DSB 111 7 283-3

ca. 1966-71

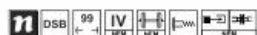


DK-872328

DSB Gklm

20 86 DSB 111 7 341-9

ca. 1965-71



DK-872329

DSB HJ 37590

tjv for Signalvæsenet

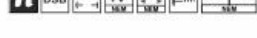
ca. 1966-71



DK-872330

Specialvogn 805

ca. 1970-75



DK-872331

FAF 11 (Gklm)

20 86 DSB 111 7 502-6

ca. 1968-75



DK-872332

FAF 12 (Gklm)

20 86 DSB 111 7 454-0

ca. 1971-75



DSB PFB

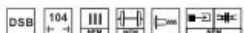
DK-873033

DSB PFB 16 368
ca. 1952-57



DK-873034

DSB PFB 16 252
ca. 1952-59



DK-873035

DSB PFB 16 276
ca. 1954-59



DSB PD

DK-873061

DSB PD 27401

ca. 1950-65



DK-873062

DSB PD 27403

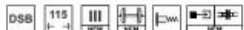
ca. 1952-61



DSB E

DK-873063

DSB E 52042 (EUROP)
ca. 1959-65



DK-873064

DSB E 52170 (EUROP)
ca. 1959-65



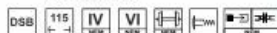
DK-873065

DSB E 52195 (EUROP)
ca. 1959-65



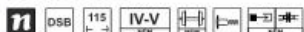
DK-873066

01 RIV-EUROP 86 DSB
502 0 354-2
ca. 1966-74 &
2002-25



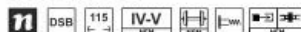
DK-873067

01 RIV-EUROP 86 DSB
502 0 357-1
ca. 1975-88



DK-873068

01 RIV-EUROP 86 DSB
502 0 099-3
ca. 1975-88



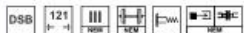
DK-873069

01 RIV-EUROP 86 DSB
502 0 094-4
ca. 1980-88



DK-873076

DSB E 53 400
ca. 1959-60



DK-873077

DSB E 53 480 (EUROP)
ca. 1960-65



Together
with:

Exact-train
Classic H01:87®

DK-873078

01 RIV-EUROP 86 DSB
500 0 003-6
ca. 1966-76



DK-873079

01 RIV-EUROP 86 DSB
500 0 084-9
ca. 1977-82



E-vognen blev DSB's sidste toakslede åbne godsvogn med høje sider. Vognene blev i slutningen af 1950'erne anskaffet af to årsager: brunkulstog til Århus fra lejerne syd for Herning og af hensyn til det europæiske godsvogssamarbejde EUROP hvor DSB manglede vogne med standardmål efter europæiske normer.

DSB anskaffede vogne med og uden bremse. Vognene med bremse havde en bremseplatform i den ene ende og trykluftbremse. Når de indtil 1970 skulle tømmes skulle de skruebremsede vogne vende rigtigt og det var fastlagt i planerne.

Vognene var efter en 1-årig garantiperiode DSB's bidrag til godsvogssamarbejdet, men blev gradvist udrangeret fra 1980'erne til 1990'erne, da efterspørgslen på denne vogntype svandt ind.

Mange af vognene fik DSB-designpåskrifter i de senere år og en del var i en periode udlejet til DDR.

The E-wagon was DSB's last two-axle open freight wagon with high sides. The wagons were acquired in the late 1950s for two reasons: lignite trains to Aarhus from the depots south of Herning and out of consideration for the European freight wagon cooperation (EUROP) where DSB lacked wagons with standard dimensions according to European norms.

DSB acquired wagons with and without brakes. The wagons with brakes had a brake platform at one end and compressed air brakes. When they had to be emptied until 1970, the screw-braked wagons had to turn right and this was stipulated in the plans.

After a 1-year warranty period, the wagons were DSB's contribution to the freight wagon cooperation (EUROP), but were gradually scrapped from the 1980s to the 1990s, when demand for this type of wagon dwindled.

Many of the wagons received DSB design inscriptions in recent years and some were for a period leased to the DDR.



DSB Kbs

DK-873070

DSB Ks 60148
1961-65



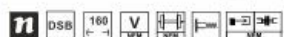
DK-873072

01 86 333 0 243-7
RIV-POOL
DSB Kbs
1967-76



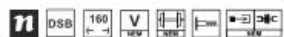
DK-873074

01 86 333 0 212-2
RIV-EUROP
DSB Kbs
1980-90



DK-873075

01 86 333 0 352-6
RIV-EUROP
DSB Kbs
1980-90



DK-873071

DSB Ks 60427
1964-65



DK-873073

01 86 333 0 419-3
RIV-EUROP
DSB Kbs
1976-80



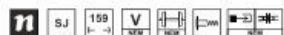
*Together
with:*

Exact-train
Classic H01:87®

SJ Lnps

DK-873131

SJ Lnps⁸⁹¹
42 74 412 9 402-7



DK-873133

SJ Lnps⁸⁹¹
42 74 412 9 405-0



DK-873135

S-GC Lnps⁸⁹¹
42 74 412 9 606-3



DK-873132

SJ Lnps⁸⁹¹
42 74 412 9 432-4



DK-873134

S-GC Lnps⁸⁹¹
42 74 412 9 849-9



DK-873136

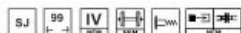
S-GC Lnps⁸⁹¹
42 74 412 9 405-0



SJ Kö / Udg /Ugkpp

DK-873209

SJ Udg 20 74
902 9 308-2
ca. 1969-80



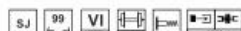
DK-873211

SJ Udg 20 74
902 9 350-4
ca. 1981-90



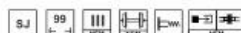
DK-873213

S-RT Ugkpp
44 74 903 9 164-9
ca. 2015-2022



DK-873215

SJ Kö 101072
ca. 1959-68



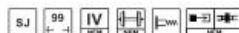
DK-873217

SJ Udg
20 74 902 9 369-4
ca 1969-80



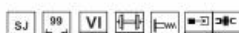
DK-873210

SJ Udg 20 74
902 9 316-5
ca. 1969-80



DK-873212

S-RT Ugkpp
44 74 903 9 160-7
ca. 2016-2022



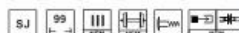
DK-873214

SJ Kö 101062
ca. 1959-68



DK-873216

SJ Kö 100273
ca. 1953-68



DK-873218

SJ Udg
20 74 902 9 468-4
ca 1969-80



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