

Dekas Exclusive



KATALOG 2023-24

Dekas

Velkommen til Dekas

Det er mig en stor glæde endeligt at kunne præsentere vores nye 2023-24 katalog.

Gennem 2022 oplevede vi desværre store problemer med at få nok vare hjem fra vores leverandør i Kina, og derved er dette katalog blevet skubbet, indtil alle nyheder fra sidste katalog var udleveret - og det skete med CM vognen i forsommeren 2023.

I dette katalog er måske ikke så spækket med nye tooling nyheder, men dem der er bør klart vække alle med interesse for Skandinavien. Til DSB folket kommer den første serie af nærtrafik vognene litra CL, og forsætter derved serien af typiske personvogne fra Danmark i 1950-60'ernes.

Til dem der dyrker det svenske kommer vi med den nok mest typiske lukkede godsvogn SJ Ge, som vi er så heldige at have modtaget prøvestøbninger af lige inden dette katalog skulle i trykken. SJ Ge vognen er det første samudviklingsprojekt med Norsk Modeljernbane A/S i Oslo.

Jeg håber meget at disse nyheder bliver vel modtaget, og jeg kan love at der er meget mere undervejs!

Kasper Bang Jensen
Indehaver

Welcome to Dekas

It gives me great pleasure to finally be able to present our new 2023-24 catalogue. Throughout 2022, we unfortunately experienced major problems with getting enough goods home from our supplier in China, and therefore this catalogue was pushed and delayed until all news from the last catalogue had been delivered - and that happened with the CM coaches in early summer 2023.

This catalogue may not be so packed with new tooling news, but those that are should clearly arouse everyone with an interest in Scandinavia. The DSB lovers will get the first series of comutertrafic coaches type CL, thereby continuing the series of danish passenger coaches form 1950-60s.

For those who enjoy Swedish models, we come with probably the most typical closed freight car SJ Ge, which we are lucky enough to have received testshoot of just before this catalogue went to press. This project is done as the first co-developopt project with Norsk Modeljernbane AS (NMJ) in Oslo

I very much hope that this news is well received, and I can promise that there is much more to come!


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



Alle Dekas modeller er med:

- Chassis i metal
- Fjedrende puffer (dog ikke TWA-800B)
- Håndbøjler i metal tråd.
- Overgangs bælg og Gummivulster i gummi.
- Mange løs påsatte dele.

All Dekas models are featured with:

- Chassis in metal (diecast)
- Sprung function buffers (except TWA-800B)
- Handrails in metal wire.
- Transition gate in rubber on passanger coaches.
- Many separate fitted parts in both plastic and metal.

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; færdigmeldingblink
- Power-pack
- 5-polet 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 fitted with twin flywheels
- Smooth-running AC version on most AC tracks
- Interchangeable open/full snowplough

Together
with:



DK-8750081

AC

DK-8750082

DC

DK-8750083

AC LokSound V5

DK-8750084

DC LokSound V5



VIDA TMX 1024



DK-8750101

AC

DK-8750102

DC

DK-8750103

AC LokSound V5

DK-8750104

DC LokSound V5



TÅGKRAFT TMX 1033



DK-8750161

AC

DK-8750162

DC

DK-8750163

AC LokSound V5

DK-8750164

DC LokSound V5 Q1/2 2024



TÅGKRAFT TMX 1009



TÅGKRAFT TMX 1021

- DK-8750171**
- AC
- DK-8750172**
- DC
- DK-8750173**
- AC LokSound V5
- DK-8750174**
- DC LokSound V5 Q1/2 2024



VIDA TMX 1004

- DK-8750181**
- AC
- DK-8750182**
- DC
- DK-8750183**
- AC LokSound V5
- DK-8750184**
- DC LokSound V5 Q1/2 2024



IBAB TMX 1016

- DK-8750191**
- AC
- DK-8750192**
- DC
- DK-8750193**
- AC LokSound V5
- DK-8750194**
- DC LokSound V5 Q1/2 2024



Contec MX 1008

- DK-8750201**
- AC
- DK-8750202**
- DC
- DK-8750203**
- AC LokSound V5
- DK-8750204**
- DC LokSound V5 Q1/2 2024



VIKING RAIL MX 1029

- DK-8750211**
- AC
- DK-8750212**
- DC
- DK-8750213**
- AC LokSound V5
- DK-8750214**
- DC LokSound V5 Q1/2 2024



Svenske dieseler - TMZ (GM-Nohab)

Swedish Diesel locos TMZ (GM-Nohab)

DK

Sverige var første europæiske land som påbegyndte en gennemgribende liberalisering af jernbanetrafikken og man opdelte den statslige virksomhed i en infrastruktur- og en operatørvirksomhed.

I 1996 blev godstrafikken stort set liberaliseret i Sverige og nye operatører kunne komme ind på markedet, men allerede i årene før var pionerer startet op på linjer som SJ's godsafdeling ikke ville trafikere, ofte benævnt "short-line" selskaber, f.eks. Tågab og IBAB (Indlandsbanan).

Med DSB's indførelse af IC3-dieseltogsæt i persontrafikken og afviklingen af store dele af den indenlandske godstrafik blev hovedparten af DSB's svenskbyggede diesellokomotiver overflødige. Først MX, dernæst MY og MZ.

DSB's lokomotiver var billige, pålidelige og veldokumenterede og kunne dermed umiddelbart godkendes i Sverige. Første lokomotiver til Sverige blev MX i 1993 og i årene efter fulgte både MY og MZ. I Sverige blev de til TMX, TMY og TMZ, da man traditionelt har brugt "T" til diesellokomotiver. Fra 2002 og frem blev omkring halvdelen DSB's i alt 61 MZ-lokomotiver efterhånden solgt til Sverige, heraf hovedparten af MZ I og MZ II. De er alle endt hos nye operatør- og lokomotivudlejningselskaber og mange er blevet handlet flere gange.

Med liberaliseringen forsøgte flere virksomheder sig med godstog i eget regi, såsom Vägverket (salt) og Vida (træ), men markedet er nu overladt til mange statslige og private operatørselskaber, som ofte byder på flerårige kontrakter fra trafikkerne.

TMZ anvendes i dag til godstrafik på uelektrificerede strækninger eller rangering på terminaler som "last-mile" trækraft. I visse tilfælde er TMZ med som andet lokomotiv bag et ellokomotiv i godstogene på elektrificerede strækninger. Dieseltrukne tog på elektrificerede strækninger har i Sverige en højere infrastrukturafgift end tog trukket af ellokomotiver.

Tekniske highlights:

- Metal overdel
- Front/slutlys; separat lys i fører- og maskinrum; færdigmeldingblink
- Power-pack
- 5-polet motor inkl. 2 svinghjul
- Velkørende i AC på de fleste AC spor.
- Udskiftelig åben/lukket sneplov.
- Minimums radius 360mm

UK

Sweden was the first European country to begin a comprehensive liberalization of railway traffic and the state enterprise was divided into an infrastructure and an operator company.

In 1996, freight traffic was largely liberalized in Sweden and new operators could enter the market, but already in the previous years pioneers had started at lines that SJ's freight department would not operate, often referred to as "short-line" companies, e.g. Tågab and IBAB (Indlandsbanan).

With DSB's introduction of IC3 diesel trainsets in passenger traffic and heavily decreasing of domestic freight traffic, a larger amount of DSB's Swedishbuilt diesel locomotives became redundant. First MX, then MY and MZ.

DSB's locomotives were cheap, reliable and well-documented and thus could immediately get approved in Sweden. The first locomotives sold to Sweden were MX in 1993 and in the following years both MY and MZ followed. In Sweden they became TMX, TMY and TMZ, as "T" has traditionally been used for diesel locomotives. From 2002 onwards became around half of DSB's total of 61 MZ locomotives eventually sold to Sweden, of which the majority of MZ I and MZ II. They have all ended up at new operators and locomotive rental companies. Many of the TMZ have been traded several times.

With the liberalization several companies tried having freight trains under their own auspices, such as Vägverket (salt) and Vida (wood), but the market is now shared of many government and private operating companies, which often offer multi-year contracts from the traffic buyers.

TMZ is currently used for freight traffic on unelectrified lines or shunting on terminals as "last-mile" traction. In some cases, TMZ is involved as a second locomotive pulled behind an electric locomotive in freight trains on electrified long-haulings. Diesel-hauled trains on electrified lines have a higher rate in Sweden infrastructure charge than trains pulled by electric locomotives.

Technical highlights:

- Metal body
- Front/rear lights
- Illuminated cab and engine-room
- Power-pack capacitor back-up.
- 5-pole motor fitted with twin flywheels
- Smooth-running AC version on most AC tracks
- Interchangeable open/full snowplough
- Minimum radius 360mm



DK-8750511

AC

DK-8750512

DC

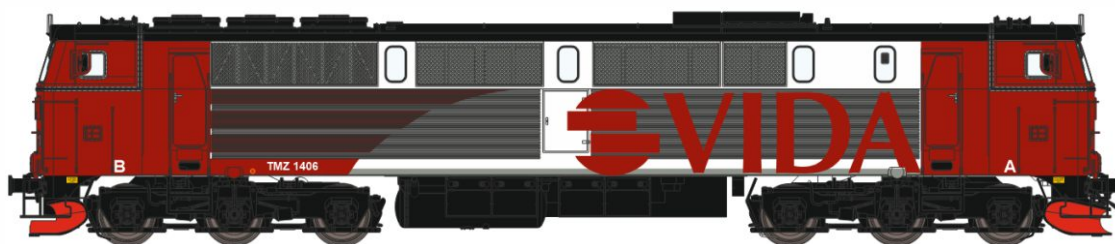
DK-8750513

AC LokSound V5

DK-8750514

DC LokSound V5 Q3/4 2023

VIDA TMZ 1406



TÅGKRAFT TMZ 1418

DK-8750521

AC

DK-8750522

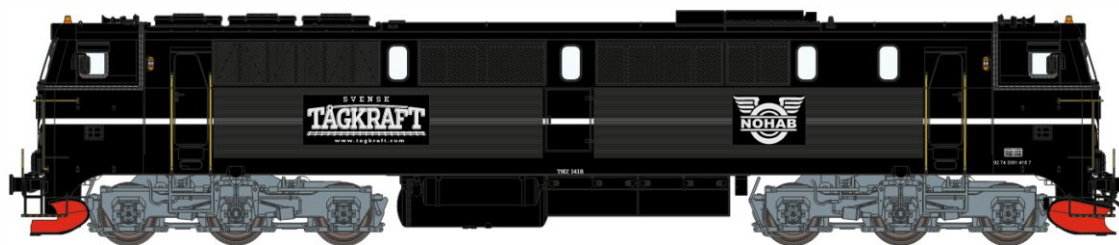
DC

DK-8750523

AC LokSound V5

DK-8750524

DC LokSound V5 Q3/4 2023



DK-8750531

AC

DK-8750532

DC

DK-8750533

AC LokSound V5

DK-8750534

DC LokSound V5 Q3/4 2023

Stena - TXLOGISTIK TMZ 1422



TMZ 1411 - en ener
TMZ 1411 - one of a kind

DK

TMZ 1411 er på mange måder en ener blandt MZ-lokomotiverne. Repareret adskillige gange efter sammenstød og med to forskellige udseende førerrum fra 1974. Og var som eneste brune MZ en overgang med et stort "DSB" design-logo på fronten. Den anden ende blev i øvrigt også genopbygget i 1986 efter endnu en kollision, men med mindre "nye" gamle vinduer.

1411 blev et af de fire MZ-lokomotiver som Banestyrelsen indkøbte, der som entreprenør og infrastrukturforvalter en overgang mente at skulle stille lokomotiver til rådighed for sig selv og entreprenører – et projekt som løb ud i sandet. De tre blev derefter solgt til Sverige, mens reparationsproduktet 1411 fandt vej til Baneservice i Norge. Lokomotivet blev tilpasset Sverige-Norge, men de lidt tilfældige reparationer blev ikke ændret. I 2012 blev 1411 solgt til Sverige, hvor Swedtrac brugte det sporombygninger mm. I 2019 igen solgt, denne gang til Banenor (Norge). Og 1411 kolliderede endnu engang i 2020 med et andet af Banenors MZ-lokomotiver.

UK

TMZ 1411 is in many ways unique among the MZ locomotives. Repaired several times after impact and with two different looking cabs from 1974. And was, as the only brown DSB MZ in service with a large "DSB" design logo on the front. Incidentally, the other end was also rebuilt in 1986 after yet a collision, but with smaller "new" old windows.

1411 was one of the four MZ locomotives that the Danish Railways Board (Banestyrelsen) purchased, which as contractor and infrastructure manager for a time believed that they would have to provide locomotives available to themselves and contractors – a project that ran into the sand, and put aside again. Three of these MZ were then sold to Sweden, while the repair product MZ 1411 found its way Baneservice in Norway. The locomotive was adapted to Sweden-Norway standard, but they little random repairs were not changed. In 2012, TMZ 1411 was sold to Sweden, where Swedtrac used it track conversions etc. In 2019 sold again, this time to Banenor (Norway). And 1411 collided once again in 2020 with another of Banenor's MZ locomotives.

DK-8750541

AC

DK-8750542

DC

DK-8750543

AC LokSound V5

DK-8750544

DC LokSound V5

SWEDTRAC TMZ 1411



Q3/4 2023



Y2 Kustpilen - svenske gumminæser

Y2 Kustpilen - swedish "gumminasen "

DK

IC3-toget, med det kommercielle navn "Flexliner" er et dansk udviklet og dansk bygget togsæt til ikke-elektrificerede strækninger. Det var et udviklingsprojekt med kraftig involvering fra DSB, der havde arbejdet med en ny generation intercitytog gennem 1980'erne.

I samme periode udviklede Sverige en ny model for persontrafik på jernbane. I 1983 indførtes länstrafikbolag og ansvaret for persontrafik på lokal- og regionalbanerne, samt busstrafik mv. Dermed blev det økonomiske ansvar lagt over på regionale budgetter, og så kunne man enten fortsætte med trafik på jernbane eller overgå til busdrift. Det resulterede i at mange sidestrækninger blev nedlagt.



Photo: Jonas Stibro

UK

The IC3 train, with the commercial name "Flexliner" is a Danish developed and Danish built trainsets for non-electrified lines. It was a development project with strong involvement from DSB, who had worked with a new generation intercity trains through the 1980s.

In the same period, Sweden developed a new model for passenger traffic on railways. In 1983, länstrafikbolag was introduced and the responsibility for passenger traffic on local and the regional lines, as well as bus traffic, etc. Thus the financial responsibility was laid over to regional budgets, and then you could either continue with traffic on rail or switch to bus operation. This resulted in many sidebranches was shut down.

De tilbageblevne strækninger blev fortsat drevet med SJ som operatør, men fornyelse af materiellet var nu de nye trafik køberes ansvar. Men der var enkelte forbindelser, hvor man gerne ville opretholde persontrafikken med nyt materiel, også på enkelte uelektrificerede linjer i det ellers overvejende elektrificerede svenske jernbanenet. Blandt andet gennem ABB/Adtranz' ejerskab af Scandia i Randers som udviklede og byggede IC3 til DSB kom Sverige hurtigt ind som eksportmulighed for virksomheden. Det var særligt på Blekinge Kustbana og dernæst forbindelsen mellem Kalmar og Linköping/Stockholm via Stangådals-banan at behovet opstod. Begge strækninger var uelektrificerede. Efterhånden købte svenske trafik købere, med SJ som operatør i alt 20 togsæt i årene 1991-96

The remaining sections continued to be operated with SJ as operator, but renewal of the equipment was now the responsibility of the new traffic buyers. But there were a few links where you would like to maintain passenger traffic with new rollingstock, also on individual non-electrified lines in the otherwise predominantly electrified Swedish railway network. Among other things through ABB/Adtranz's ownership of Scandia in Randers, who developed and built IC3 for DSB, quickly saw Sweden as export opportunity for the company. It was especially on Blekinge Kustbana and then the connection between Kalmar and Linköping/Stockholm via Stangådals-banana where the potential showed up. Both sections were unelectrified. With SJ as operator a total of 20 train sets

DK-8751011

AC

DK-8751012

DC

DK-8751013

AC LokSound V5

DK-8751014

DC LokSound V5 Q4 2023 / Q1 2024



DK-8751021

AC

DK-8751022

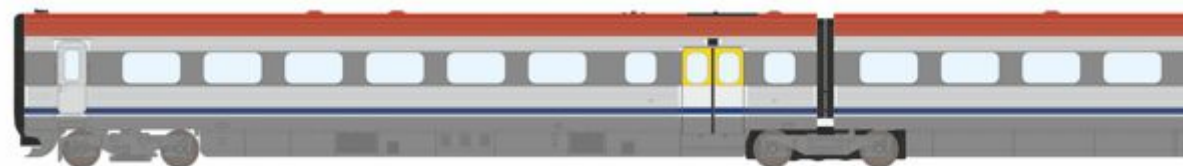
DC

DK-8751023

AC LokSound V5

DK-8751024

DC LokSound V5 Q4 2023 / Q1 2024



Blekinge Länstrafik bestilte de første syv i 1990 og fik dem leveret i 1991 til brug på Blekinge Kustbana til direkte tog mellem Karlskrona og Malmö. De syv tog blev indtil 1996 suppleret med otte mere og trafikken udvidet med strækningen Hässleholm-Helsingborg (-København), alle under navnet "Kustpilen". Trafikken til Danmark blev udført med de fire togsæt som var forsynet med dansk ATC (Y2K) og blev opretholdt i årene 1996-1999 indtil færgerne mellem Helsingør og Helsingborg ophørte med at medtage jernbanevogne.

Efter elektrificeringen af Blekinge Kustbana i 2003 blev 13 af togene solgt til hhv DSB (4) og Israel (9). Et togsæt blev totalskadet i en ulykke og det sidste supplerede trafikken i Östergötland.

De sidste fem af de i alt 20 svenske Y2-kustpilen blev indkøbt til brug til forbindelserne i Kalmar Län/Östergötland fra Linköping til hhv. Vestervik og Kalmar. Disse togsæt er fortsat i drift, suppleret med det ene tilbageværende fra Skåne/Blekinge.

In the years 1991-96 Blekinge Länstrafik ordered the first seven in 1990 and had them delivered in 1991 for use on Blekinge Kustbana for direct trains between Karlskrona and Malmö. The seven trains were supplemented by eight more until 1996 and the traffic expanded the stretch Hässleholm-Helsingborg (-Copenhagen), all under the name "Coast arrow". Traffic to Denmark was carried out with the four train sets which were provided with Danish ATC (Y2K) and was in service over the years 1996-1999 until the ferries between Helsingør and Helsingborg ended with carrying railway-stock.

After the electrification of Blekinge Kustbana in 2003, 13 of the trainset were sold to respectively DSB (4) and Israel (9). A trainset was completely damaged in an accident and the last supplemented the traffic in Östergötland.

The last five of the total of 20 Swedish Y2 "Coast arrow" were purchased for use on the connections in Kalmar Län/Östergötland from Linköping to respectively Vestervik and Kalmar. These trainsets are still in operation, supplemented by the one remaining from Skåne/Blekinge.



SJ Y2(K) 1376 i Helsingør april 1997, Foto: K.E. Jørgensen

*Together
with:*

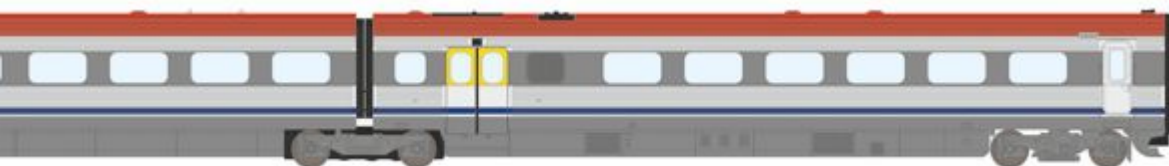


Tekniske highlights:

- Overdel i plastic, undervogn i metal
- Kardaner i metal
- Gummi næser i gummi
- Detaljeret indretning
- Indretningsbelysning, førerrumsllys og front/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
- Rubber noses 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.



Privatbane personvogne

Private railway coaches (refitted DSB)



DK

DSB havde jævnligt overskydende ældre personvogne til salg. Det drog især privatbanerne på Sjælland og Lolland nytte af, hvoraf nogle i mange år supplerede med lokomotivtrukne persontog, da især spidsbelastningsperioder gjorde det umuligt at dække behovet med anskaffede Y-tog. Tilmed fik lokomotivtrukne tog en opblomstring, da DSB i 1980'erne samtidig udbød brugte MX-lokomotiver, som fornyede privatbanernes lokomotivpark.

OHJ (Odsherreds Jernbane) var først ude efter både nye brugte MX-lokomotiver og også personvogne. DSB var netop ved at skille sig af med de ældste Bn-vogne og OHJ indkøbte en hel række, hvoraf de bedste blev sat i stand og bl.a. brugt i de gennemgående tog til København. På Lollandsbanen kørte man egne lokomotivtrukne tog med brugte Bg-vogne indtil der var tilstrækkeligt med togsæt i nye IC2 (privatbanernes IC3-variant). Også Frederiksværkbanen (HFHJ) købte Bg-vogne, da man havde planer om gennemgående tog, som kunne trækkes af de fire MX man også havde anskaffet. Nogle af de ganske mange personvogne privatbanerne anskaffede fandt vej til veteranbaneprojekter, men de fleste er nu ophugget.

UK

DSB regularly had surplus older passenger coaches for sale. The private railways in Zealand and Lolland benefited from this in particular, some of which for many years supplemented with locomotive-hauled passenger trains, as especially peak periods made it impossible to cover the need with acquired Y-trains. In addition, locomotive-hauled trains flourished when, in the 1980s, DSB simultaneously offered used MX locomotives, which renewed the locomotive fleet of the private railways.

OHJ (Odsherreds Jernbane) was the first to look for both new second hand MX locos and also passenger coaches. DSB was just about to get rid of the oldest Bn coaches and OHJ bought a whole series, the best of which were restored and, among other things, used in the direct trains to Copenhagen. On the Lollandsbanen, own locomotive-hauled trains with used Bg wagons were run until there were enough of new IC2 units (the private railways' IC3 variant). Frederiksværkbanen (HFHJ) also bought Bg wagons, as they had plans for direct trains, which could be pulled by the four MX they had also acquired. Some of the quite a few passenger cars acquired by the private railways found their way to veteran railway projects, but most have now been scrapped.

DK-876007

OHJ BDN 296

DK-876008

OHJ BDN 297

ca. 1992-2007



DK-876010

HFHJ Bg 69

ca. 1989-1999



DK-876011

LJ Bg 78

ca. 1990-1995

DK-876012

LJ Bg 79

ca. 1990-1999





DSB CO 2651~54 - Storrumsvogn

DSB CO 2651~54 - center aisle coaches

DK

DSB CO vogne, var et produkt af DSB store ombygningscirkus, hvor en del ældre tagryttere fik nyt liv i form af ny vognkasse og indretning.

En del af de ombyggede tagryttere blev til sidegangsvogne litra CM, men 4 vogne blev ombygget til storrumsvogne Litra CO.

Vognene var i moderne tilsnit med delte vinduer, birkefiner på væggene og lædersæder med høje rygge. Indretningen var med 2 store rum, med det største til ryger, og en mindre afdeling til ikke-rygere.

CO blev benyttet i flæng med litra CP i hele DSB net og var har været at finde bagved både damp og diesellokomotiver, men afgjort også bagved en MO motorvogn.

UK

DSB CO coaches, were a product of DSB's large conversion circus, where quite a few older roofrider coaches were given new life in the form of a new body and interior.

Some of the converted roof-rider coaches became compartment coaches CM, but 4 coaches were converted into middle-aisle coaches CO.

The coaches were modern in design with split windows, birch veneer on the walls and leatherseats with high backs. The interior was with 2 large rooms, with the largest for smokers, and a smaller section for non-smokers.

CO was used interchangeably with the CP in the entire DSB network and was to be found behind both steam and diesel locomotives, but definitely also behind an MO motorunit.

DK-876121

DSB CO 2651

ca. 1955-67

Jernbogier, gavle med inddækning

Iron bogies, closed roof ends.



DK-876122

DSB CO 2653

ca. 1958-67

Træbogier, gavle uden inddækning

Wooden bogies, open roof ends



DK-876123

DSB CO 2654

ca. 1955-67

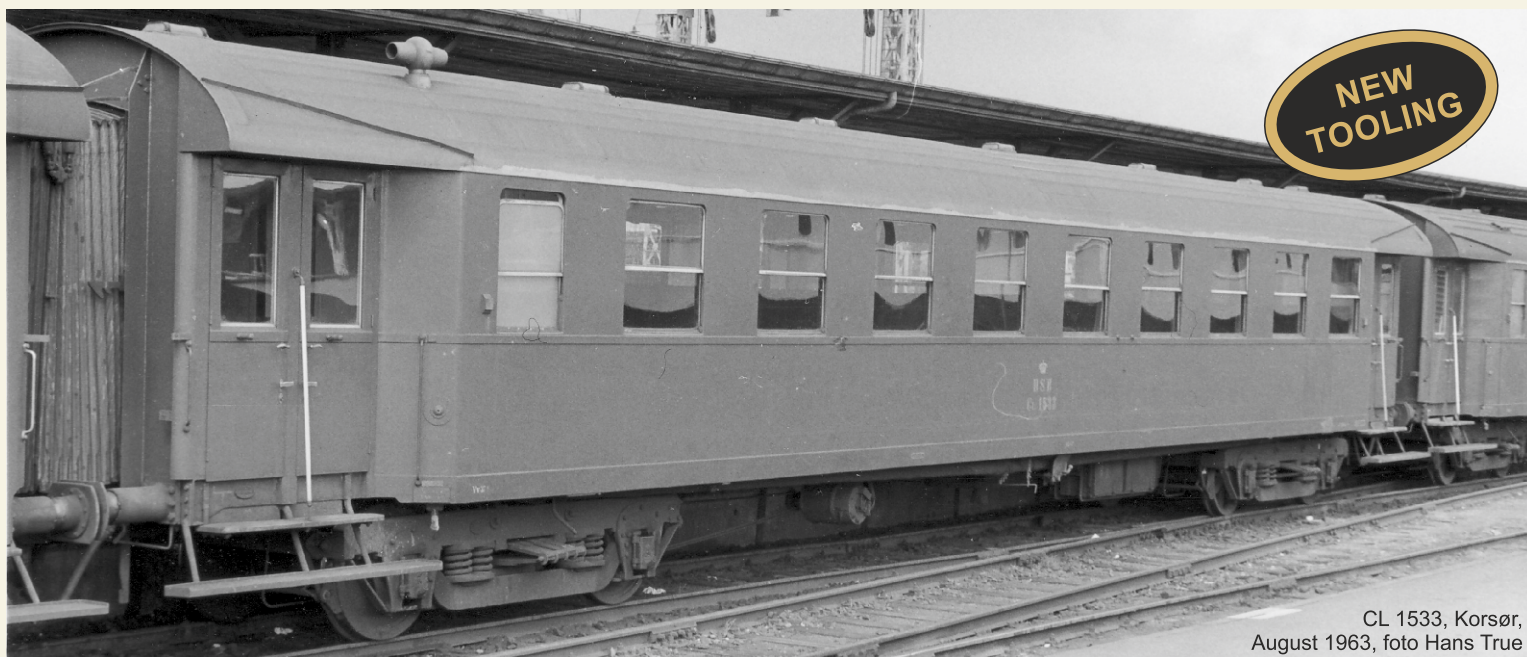
Træbogier, gavle med inddækning

Wooden bogies, closed roof ends



DSB CL 1501-56 personvogne

DSB CL 1501-56 coaches



CL 1533, Korsør,
August 1963, foto Hans True

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

- Body in plastic, chassis in diecast metal
- Fully-sprung buffers
- Detailed interior with separate assembled seats
- 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)

DK

CL – et ombygningsprodukt fra DSB's værksteder

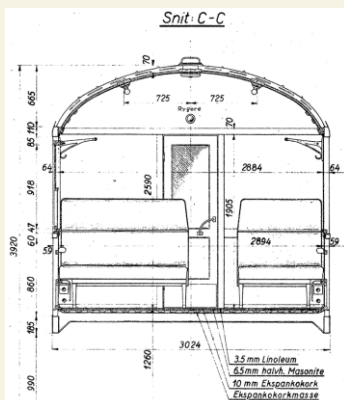
CL-vognene var fra 1940'erne et kendt indslag i togene på Nord- og Kystbanen som vognen var konstrueret til. Med dobbeltdøre i vognenderne og stropper til de stående rejsende på endeperronnerne og plads til 86 siddende rejsende var vognene velegnede til spidsbelastningerne på de to nordsjællandske strækninger. I takt med flere CL kom de ud på hele Sjælland og Falster og kunne i mange år ses i gennemgående tog til sjællandske privatbaner: GDS, HFHJ, ØSJS og OHJ.

I første omgang planlagde DSB et program med 112 CL-vogne og for hver serie på 16 yderligere to stk i en variant med rejsegodsrum i den ene vognende. Som samtidig året hvor CL-vognene kom i brug i Jylland. Vognene blev bygget sammen med brugte bogier fra ældre CM- og CMK-vogne og nye svejste vognkasser fra Scandia i Randers. Apteringen af vognkasserne skete på DSB's centralværksteder, som fik leveret rå vognkasser med plader for vinduerne.

De første vogne kom i trafik i 1943 og alle 112 vogne var først i trafik i 1952. Over årene blev nye vognserier ændret lidt i detaljerne. De første vogne havde således indbygget tagrende i taget og skarpkantede nedre vindueshjørner i vognsiderne og trærdøre. Tagrenderne nåede at blive indbygget i halvdelen af de 112 vogne, men vandet tærede tagpladerne og de blev snart svejst til. På de sidste serier fik vognene ståldøre og afrundede nedre vindueshjørner, alt sammen for at mindske vedligeholdelsen.

I perioden 1958-1962 blev de 112 vogne suppleret med yderligere CL, heraf nogle med styreledning og 1958 blev samtidig året hvor CL-vognene kom i brug i Jylland. Vognene blev udrangeret i 1970'erne, da Bn-vognene blev indsat på Sjælland og de sidste var i drift på Lille Nord mellem Hillerød og Helsingør i 1984. En del blev videresolgt til privatbaner og nogle få endte som udstillings- og værkstedsvogne. En del veteranbaner anvender CL-vogne i deres tog.

Vi tager med en nyudviklet model af CL fat i første serie som de så ud efter tagrenderne var svejst til og som efterlod et karakteristisk knæk på vogntaget som de så ud i 1950'erne og indtil udgrangering.



UK

CL – a converting product from DSB's workshop

From the 1940s, the CL coaches were well-known in the trains on the Nord- and Kystbanen, for which the coaches were designed. With double doors at the ends and holdingstraps for standing passengers on the end platforms and space for 86 seated passengers, the coaches were suitable for the peak loads on the two North Zealand lines. As more CL were put into service all over Zealand and Falster and they could be seen regular in trains to private railways in Zealand: GDS, HFHJ, ØSJS and OHJ.

Initially, DSB planned a program of 112 CL coaches and for each series of 16 CL two additional coaches with luggage space at one end of the wagon were made. Like other steel wagons from 1932 onwards, this wagon also had a German prototype, but in order to save and utilize DSB's own workshop capacity, the coaches were built with reused bogies from older CM and CMK coaches and new welded wagon bodies from Scandia in Randers. The interiors were done at DSB's central workshops, which got delivered raw wagon bodies with panels for the windows from Scandia in Randers.

The first wagons entered service in 1943 and all 112 wagons were first in service from 1952. Over the years, new wagon series were slightly changed in details.

The first wagons thus had built-in gutters in the roof and sharp-edged lower window corners in the wagon sides and wooden doors. The gutters managed to be built into half of the 112 wagons, but the water corroded the roof plates and they were soon welded on. On the final series, the carriages were given steel doors and rounded lower window corners, all to reduce maintenance. In the period 1958-1962, the 112 wagons were supplemented with additional CL, some of them with control cables, and 1958 the CL wagons came into service in Jutland. The wagons were taken out of service in the 1970s, when the Bn wagons were deployed in Zealand and the last were in service on Lille Nord between Hillerød and Helsingør in 1984. Some were resold to private railways and a few ended up as exhibition and workshop wagons. A number of heritage railways use CL carriages in their trains.

With this new developed model of CL, we start the first series as they looked after the gutters were welded on and which left a characteristic crack on the roof of the vehicle as they looked in the 1950s and until scrapping.

DK-876141

DSB CL 1555

ca. 1946-54

Gråt tag, stafferinger, og oprindeligt toiletvindue

Grey roof, yellow frame lines and original toilet-window



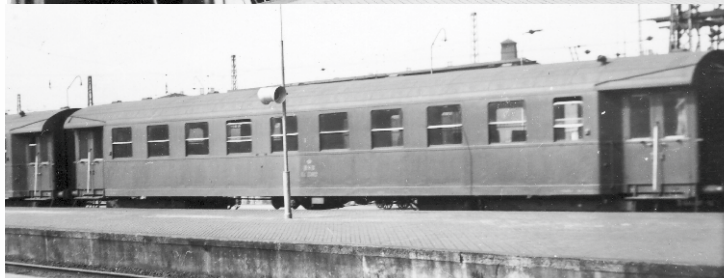
DK-876142

DSB CL 1502

ca. 1955-67

Gråt tag, og oprindeligt toiletvindue

Grey roof, and original toilet-window



DK-876143

DSB CL 1508

ca. 1962-66

Gråt tag, og moderniseret toiletvindue

Grey roof, and modernised toilet-window



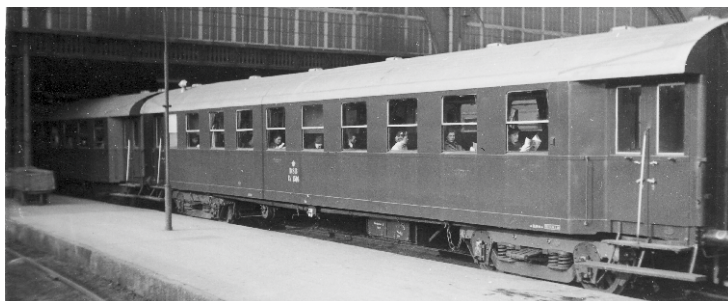
DK-876144

DSB CL 1516

ca. 1955-67

Sølvfarvet tag, og oprindeligt toiletvindue

Silver roof, and original toilet-window



Q3/4 2024



DK-876145

DSB CL 51 86 29-25 504-5

ca. 1967-71

Sølvfarvet tag, og oprindeligt toiletvindue

Silver roof, and original toilet-window



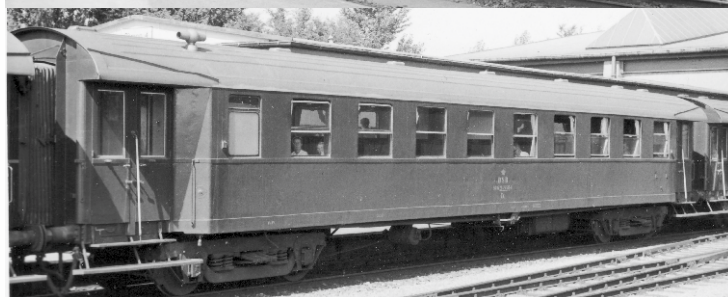
DK-876146

DSB CL 51 86 29-25 507-8

ca. 1967-80

Gråt tag, og oprindeligt toiletvindue

Grey roof, and modernised toilet-window



Q3/4 2024

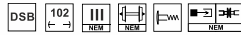


Tankvogne

Gasoline Tank Cars

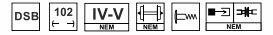
DK-871009

DSB ZE 502 830
ca. 1952-60



DK-871019

21 RIV 86 DSB
070 0 827-1
SHELL
ca 1977-81

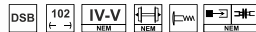


DK-871025

23 RIV 86 DSB
724 1 527-6
ca. 1981-87

Rundt DS logo,
rullelejer og lille plat-
form ved dome.

Round DS logo,
roller bearings and
small platform at
dome.



DK-871026

23 RIV 86 DSB
724 1 528-4
ca. 1983-87

DS logo, rullelejer
og lille platform
omkring dome

DS logo, roller
bearings and small
platform around
dome.



DK-871031

SJ Q12 503141
ca. 1960-68

Q1 2024



DK-871032

SJ Uh
20 74 SJ 070 0 675-8
ca. 1968-80

Q1 2024



Isolerede tankvogne

Insulated tankwagons



DK-871027

DSB ZE 502 552
1949-58

Q1 2024



DK-871028

DSB ZE 502 553
1963-66

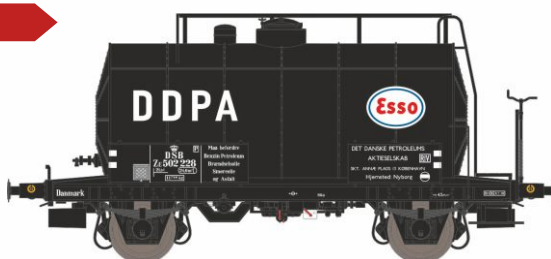
Q1 2024



DK-871029

DSB ZE 502 228
1948-63

Q1 2024



DK-871030

21 RIV 86 DSB
070 0 218-3
1967-77

Q1 2024



Kalundborg Olieraffinaderi

DK

Kalundborg Olieraffinaderi, som oprindeligt hed Dansk Asfaltfabrik lå på havnen i Kalundborg lige syd for stationen der hvor Østre Havnevej og Sydhavnsvej mødes i en rundkørsel. Produktionen påbegyndtes i 1935 i en tidligere Itaminfoderfabrik, som producerede et gulligt fedtprodukt til kalveopdræt under varenavnet Itamin, så bønderne kunne spare det dyre mælkefedt, der jo indgik i smørproduktionen. Ikke den store succes med kalvene: mindre tilvækst og diarré og fabrikken blev til en asfaltfabrik under ledelse af ingeniør Tholl.

Asfaltfabrikken blev solgt i 1938 til DDPa (Esso) og Dansk Shell under samme ledelse og man fortsatte produktionen med raffinering af tjære og olieprodukter, herunder den asfalttjære som primært bruges til vejbelægning. Under de nye ejere nåede man inden besættelsen at anskaffe én brugt tankvogn, som i 1948 blev suppleret med fem nye fra tjekkeske Tatra (inden Tjekkoslovakiet blev en sovjetisk lydstat) af tysk standardmodel.

Produktionen på olieraffinaderiet fortsatte til 1966, idet Esso allerede i 1963 havde købt sig ind i det nye og større olieraffinaderi, som blev bygget på Lerchenborgs jorde på fjordens sydøstlige bred. Efter lukningen i 1966 overgik vognene snart til Dansk Essos store vognpark og uden isolering på tanken benyttet til raffinaderiprodukter til omkring 1980.

UK

Kalundborg Oil Refinery (Kalundborg Olieraffinaderi), which was originally called Dansk Asfaltfabrik, was located on the harbor in Kalundborg just south of the station where Østre Havnevej and Sydhavnsvej meet in a roundabout.

Production began in 1935 in a former Itamin fodder factory, which produced a yellowish fat product for calf rearing under the trade name Itamin, so the farmers could save the expensive milk fat, that was included in butter production. It didnt went for a great success with the calves: less growth and diarrhea and the factory became an asphalt factory under the management of engineer Tholl.

The asphalt factory was sold in 1938 to DDPa (Esso) and Dansk Shell under the same management, and production continued with the refining of tar and oil products, including the asphalt tar that is primarily used for road paving. Under the new owners, before the occupation, one used tank car was acquired, which in 1948 was supplemented by five new ones from Czech Tatra (before Czechoslovakia became a Soviet state) of German standard model.

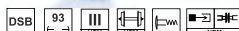
Production at the oil refinery continued until 1966, as Esso had already in 1963 bought into the new and larger oil refinery which was built on Lerchenborg's land on the southeast bank of the fjord. After the closure in 1966, the wagons were soon transferred to Dansk Esso's large wagon fleet and without insulation on the tank used for refinery products until around 1980.



Isolerede vogne - DSB IV, IVK, IGK Insulated wagons - DSB IV, IVK, IGK

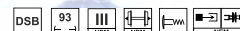
DK-872111

DSB IV 20 231
ca 1948-52



DK-872114

DSB Specialvogn
468
ca 1958-66



DK-872115

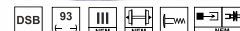
DSB IGK 19 823
ca 1948-54



DK-872117

DSB IVK 20 116
ca 1952-59

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

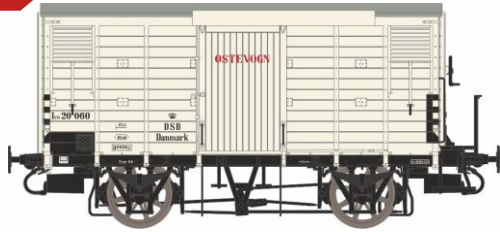


Ostevogn - DSB IVO

Cheese wagon - DSB IVO

DK-872119

DSB IVO 20 060
ca. 1956-1965



Q4 2023



DK

Egentlige ostetransportvogne var der ganske få af. De særlige vogne indrettedes med hylde til ostene og var i øvrigt ventilerede, men ikke egentlige kølevogne. Man kunne både transportere konsumost og råost i vognene. De to sidste vogne blev anvendt til op i 1960'erne. Vognene fik en renaissance efter virksomheden Buko havde indrette sin produktion af smelteost i den tidligere stationsbygning i Madsnedsund i 1946. Man var begyndt på Frederiksberg i 1932, men rammerne blev for små med den idé som man oprindeligt hentede fra Canada.

Til smelteost skal man bruge råost og både på fabrikken på Frederiksberg og senere i Madsnedsund ved Vordingborg blev vognene brugt til transporterne. Efterhånden skulle råosten hentes i Jylland i takt med at landbruget på især Lolland og Falster gik fra animalske produkter til hovedsageligt at være koncentreret om planteavl. Buko findes stadig og varemærket er nu ejet af Arla og produceret i Jylland, der hvor råosten også fremstilles.

UK

There were very few actual cheese transport wagons. These few special wagons were furnished with shelves for the cheeses and were ventilated, but not actual refrigerated wagons. You could transport both table cheese and raw cheese in the wagons. The last two wagons were used until the 1960s. The wagons had a renaissance after the company Buko set up its production of processed cheese in the former station building in Madsnedsund in 1946. They had started in Frederiksberg in 1932, but the framework was too small with the idea that was originally brought from Canada. For processed cheese, you have to use raw

cheese and both at the factory in Frederiksberg and later in Madsnedsund near Vordingborg, the wagons were used for transport.

Gradually, the raw cheese had to be sourced from Jutland as agriculture in Lolland and Falster, in particular, shifted from animal products to mainly concentrating on plant breeding. Buko still exists and the brand is now owned by Arla and produced in Jutland, where the raw cheese is also produced.



Foto: IVO 20060, Madsnedsund 1960, Jens Bruun-Petersen

SJ Hbis skydevægsvogn

Swedish Railways sliding door covered wagon (Hbis)

DK-872211

SJ Hbis 712
21 RIV 74 SJ
211 5 436-0

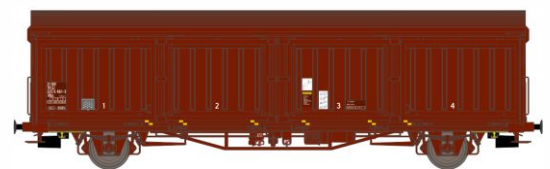


Q4 2023

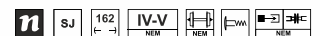


DK-872212

SJ Hbis 731
21 RIV 74 SJ
225 0 461-3



Q4 2023



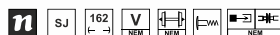
DK-872213

SJ Hbis 731
21 RIV 74 SJ
225 0 442-3

Med Korsnäs Express logo
With Korsnäs Express logo



Q4 2023



Lille Q-vogne DSB QG/QGR

Livestock van

DK-872401

DSB QGR 35 641
ca. 1944-52



DK-872404

DSB QGR 35 548
ca. 1961-63



DK-872405

DSB QG 33 792
ca. 1944-52



DK-872406

DSB QG 33 502
ca. 1952-62

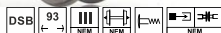


DK-872417

DSB QGR 35 158
ca. 1944-54

T-mærket til international trafik

T marked for international traffic.

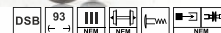


DK-872418

DSB QGR 35 559
ca. 1944-54

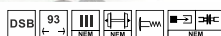
T-mærket til international trafik

T marked for international traffic.



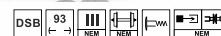
DK-872419

DSB QGR 35 720
ca. 1957-64



DK-872420

DSB QGR 35 776
ca. 1952-63



SJ Ge lukket godsvogn

SJ Ge covered van

NEW
TOOLING



Første prøvestøbning.
Note: lejer og fejdrepakker
er ikke korrekte på denne prototype

First testshoot.
Note: wheel bearings and
springs are not correctly on sample

DK

Omkring 1950 arbejdede det europæiske jernbanesamarbejde med at udvikle fælles godsvogntyper for at forenkle transporten over grænser. Det blev til et kompromis, men med franske 'Standard A' som udgangspunkt.



Foto: SJ Ge 45 218, 1954, arkiv Anders Jansson

De svenske jernbaner (SJ) fulgte med i arbejdet og var nogle af de første til at anskaffe vogne i dette format fra 1954 og frem til 1961. De svenske vogne var dog ikke helt lig den senere udviklede standardtype: vognene havde trætag og almindeligt fjederophæng, SKF-rullelejer, men også skydelemme lig dem på den franske "Standard A". Vognkasserne havde i øvrigt standardvognsmål, men akselafstanden øget, grundet det ældre fjederophæng. Der var endnu diskussion om hvilken konstruktion, som gav bedst køreegenskaber. Trætaget skyldtes bekymring for kondens fra et stålpladebeklædt tag der kunne beskadige godslasten.

SJ anskaffede 3875 Ge vogne, indtil 1957 med 1,8 m åbning ved skydedøren og derefter med 2,0 m åbning. Senere blev der anskaffet vogne med træfiberpladebeklædte vognsider.

Desuden købte TGOJ (Grängesberg-Oxelösund Järnväg) 50 vogne for samtrafikken med SJ, og ASG (AB Svenska Godscentraler) 8, gule ved leverancen og senere malet blå.

UK

Around 1950, the European railway cooperation worked to develop a common freight wagon type for crossborder transport. It became a compromise, but with French 'Standard A' as a base.

The Swedish Railways (SJ) followed this development on the side, and were some of the first to order wagons in this format from 1954 until 1961. However, the Swedish wagons were not quite the same as the later developed standard type: the wagons had wooden roofs and ordinary spring suspension, SKF roller bearings, but also sliding sidewall covers similar to those on the French "Standard A". The wagon bodies also had standard wagon dimensions, but the wheelbase distance was increased due to the older spring suspension. There was still an ongoing discussion about which construction gave the best driving characteristics. The wooden roof was due to concerns about condensation from a steel-clad roof that could damage the cargo.

SJ acquired 3875 Ge wagons, until 1957 with 1.8 m opening at the sliding door and then with 2.0 m opening. Later, wagons with wooden fiber board covered wagon sides were acquired.



Foto: SJ Ge 45 366, Frihavnen, Danmarks Jernbanemuseum

In addition, TGOJ (Grängesberg-Oxelösund Järnväg) bought 50 wagons for the interconnection with SJ, and ASG (AB Svenska Godscentraler) 8, yellow colorscheme. later around 1970s they were painted blue.

DK-872311

SJ Ge 45216
ca. 1954-68



Q2 2024



DK-872312

SJ Ge 45218
ca. 1954-68

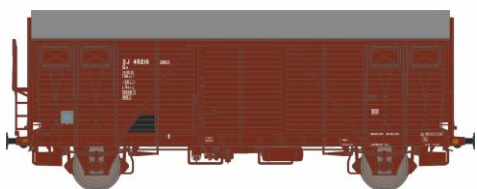


Q2 2024



DK-872313

SJ Ge 45366
ca. 1954-68



Q2 2024



DK-872314

SJ Gs 21 RIV 74 SJ
120 1 367-6



Q2 2024



DK-872315

SJ Gs 21 RIV 74 SJ
120 1 599-2

ca. 1969-90

DK-872317

ASG Gs-u
23 RIV 74 SJ
012 0 006-8

ca. 1970-90

DK-872316

ASG
SJ Ge 550273
ca. 1954-68



Q2 2024



Q2 2024



Vores model af SJ Ge er udviklet i samarbejde med Norsk Modeljernbane A/S i Oslo.

Our model of SJ Ge is developed in cooperation with Norsk Modeljernbane A/S i Oslo.

Together with:



DSB LQ - indlejet Ge vogne

DSB LQ - leased Ge vans

DSB lejede i 1954, samtidig med egen anskaffelse af standardvogne (G/Gs) en eller flere SJ-vogne, der kørte med litra LQ.

In 1954, DSB leased, at the same time as its own acquisition of standard wagons (G/Gs), one or more SJ wagons that ran with the letter LQ.

DK-872318

DSB LQ 45267
ca. 1954-55



Q2 2024



DSB LQ 45267, Nørrebro G i 1954, Foto: P.E. Clausen arkiv DMJK



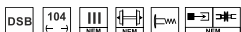
DK-873026

DSB PFR 14 789
ca. 1951-56

T-mærket til international trafik

T marked for international traffic.

Rerun Q4 2023



DK-873040

DSB PFR 15 012
ca. 1951-56

T-mærket til international trafik

T marked for international traffic.

Q4 2023



DSB PFB (fuldbremset) DSB PFB (with pressure breaks)



DK

DSB's almindelige åbne godsvogn -PF- blev ved overgangen til trykluftbremsede godstog i 1940'erne udstyret med bremseledninger. 399 vogne med håndbremse fik i 1940 desuden påbygget et helt nyt bremseanlæg med trykluftsystem således at bremseprocenten ikke blev for lav i godstogene.

Anlægget var helt nyt, men blev alligevel påbygget de 25-30 år gamle vogne. At man valgte nyt og ikke montering på de skruebremsede PFR skyldtes at PFR-vognenes bremse var uekvilibreret, således at bremsetrykket på det enkelte hjul var uens, hvilket nedsætter bremseevnen og øger risiko for fladedannelser på hjulene. På den måde fik 1/6 af DSB's PF/PFR-vogne trykluftbremse.

Vognene fik efter montage af trykluftbremse litra PFB og var som sådan i drift til omkring 1960. En del PFB-vogne fik demonteret trykluftbremserne i 1958-1960 og fortsatte nogle år til endelig udrangering som PF-vogne med håndbremse. Trykluftdelene kunne nemlig med fordel genanvendes til andre og mere moderne godsvogne.

Privatbanerne fik hos Scandia i 1940-1941 trykluftbremse påbygget PF-vogne i et fælles program for luftbremser til godsvogne.

UK

DSB's most common open freight car -PF- was equipped with pipes for airpressure brakes, during the 1940s transition to air-braked freight trains. In 1940, 399 wagons with handbrakes were also fitted with a completely new braking system with a compressed air system so that the braking percentage was not too low in the freight trains.

Eventhough this was a brand new system, it was added on to 25-30 year old wagons. That a complete new system was build and added, instead of an upgrade of the screw-braked PFRs, was due to the fact that the brakes of the PFR wagons were unbalanced, so that the brake pressure on the individual wheels was uneven, which reduces the braking ability and increases the risk of

flats faces on the wheels. In this way, 1/6 of DSB's PF/PFR wagons got compressed air brakes.

After the PF vans got the installation of compressed air brakes, they were renamed to PFB, and were in operation as such until around 1960. Some PFB vans had the compressed air brakes dismantled in 1958-1960 and continued for a few years until final decommissioning as PF carriages with handbrake. The airpressure brake parts could be advantageously reused for other and more modern goods wagons.

In 1940-1941, the private railways had compressed air brakes fitted to PF wagons by Scandia in a joint program for air brakes for freight wagons.



DK-873033

DSB PFB 16 368
ca. 1952-57

Q4 2023



DK-873034

DSB PFB 16 252
ca. 1952-59

Q4 2023



DK-873035

DSB PFB 16 276
ca. 1954-59



Q4 2023

DK-873039

OMB PC 1065
ca. 1944-66



Q4 2023

Tørven – energikilden i energiknappe tider

Peat – the source of energy in energy-scarce times

DK

Tørven dannes i koldere egne på jorden hvor vintertemperaturen er lav og vegetation og plantedele kommer under vand på udrænedede lavbundsgrunde. Det kolde vand og lave iltindhold hindrer en egentlig forrådnelse: kvælstof og ilt frigives mens kulstofkoncentrationen øges. De lag som dannes, kan til sidst fylde søer eller dalsænkninger helt op og bliver med tiden tykkere og tykkere. Det er såkaldt lavmosedannelse. Ovenpå lavmoserne vokser der ofte spagnum som højmoser.

Tørven er af de ældste energiformer i Nordeuropa. Ældre end tørring af nyfældet træ til brændsel. Og ældre end sten- og brunkul som ikke er så let at bryde og antænde. Tørven blev brugt til teglbrænding, husholdning, jern- og metaludvinding, da man kan opnå højere temperaturer med tørveild end i simple bål. F.eks. var tørve årsagen til at Holmegård Glasværk på Sjælland blev oprettet klos op ad en stor tørvemose. Faktisk var tørveenergien grundlaget for den første industrialisering inden den blev fortrængt af det mere energieffektive stenkul.

På sin vis er tørve som energikilde et udslag af "mangel på bedre". Det er vådt, skal tørres med lang tørretid og sviner. Energiindholdet varierer og ofte har man fået lidt mineraljord med i tørvene, som blot vejer og ikke giver varme og har man andet til rådighed, bliver tørvene fravalgt.

Udbruddet af 2. verdenskrig i 1939 fik tørveproduktionen at blomstre op til usete højder og med Direktoratet for Vareforsynings mellemkomst blev jernbanerne en integreret del af indsatsen med at skaffe og distribuere energi. Jernbanerne kom i takt med vejtransportens reduktion og rationering en vigtig del af transportarbejdet i 1940'erne og tørvetog blev et nyt indslag. Det betød også tørve-entreprenørerne genindtog moserne overalt i landet, som de i øvrigt havde gjort i mindre målestok under 1. verdenskrig (1914-1918). Åmosen på Sjælland blev igen tørvecenter, ligesom gravningen i Vildmoserne i Nordjylland mangedobledes.

I al hast forsynede åbne vogne med "tørvehække", forhøjninger af vognsiderne, så der kunne læsses tørve til maksimal lastevne i vognene, dvs. bedre udnyttelse af den begrænsede transportkapacitet. Tørv har lavere massefylde end kul, som de fleste åbne godsvogne er dimensioneret efter. Både DSB og privatbanernes forsynede åbne godsvogne med tørvehæk, og DSB valgte af standardhensyn at anbringe dem på PF-vognene. Hækken blev fastmonteret, men kunne relativt let fjernes. Hundrevis af disse vogne kørte rundt med hæk i årene 1940-1952, dvs. i og efter besættelsestiden.

Tørveproduktionen steg fra 200.000 ton i 1930'erne til over 5 mio. ton årligt i de år i 1940'erne, hvor der produceredes mest, for så i 1953 at svinde helt ind. I 1953 havde olie som energikilde for alvor fundet indpasning og var et billigt alternativ, i en årrække endda billigere end stenkul. Energitørve forsvandt helt i begyndelsen af 1960'ernes Danmark, men produktionen i nogle tørvemoser fortsatte, nu som såkaldt jordforbedringsmiddel. Pindstrup Mosebrug udvinder fortsat tørve i Store- og Lille Vildmose, samt på Djursland.

DK-873036

DSB PF 16 007
ca. 1944-52



Q4 2023

DK-873037

DSB PFB 16 269
ca. 1944-54



Q4 2023

UK

Peat is formed in colder areas on earth where the winter temperature is low and vegetation and plant parts stand under water on undrained low-lying soils. The cold water and low oxygen content prevent actual decay: nitrogen and oxygen are released while the carbon concentration increases. The layers that form can eventually fill lakes or valley depressions completely and become thicker and thicker over time. This is so-called lichen formation. On top of the bogs, sphagnum often grows as raised bogs.

Peat is one of the oldest forms of energy in Northern Europe. Older than drying freshly felled wood for fuel. And older than hard coal and lignite, which are not so easy to break and ignite. Peat was used for brick burning, household, iron and metal extraction, as you can achieve higher temperatures with a peat fire than in simple fires. Fx., peat was the reason why Holmegård Glasværk in Zealand was established right next to a large peat bog. In fact, peat energy was the basis for the first industrialization before it was supplanted by the more energy-efficient hard coal.

In its own way, peat as an energy source is a result of "lack of better". It is wet, needs to be dried with a long drying time and becomes dirty. The energy content varies and often a little mineral soil has been included in the peats, which only weighs and does not provide heat, and if there is something else available, the peats are not chosen.

The outbreak of the Second World War in 1939 caused peat production to increase to a none seen level, and with the intervention of the Directorate of Commodity Supply, the railways became an integral part of the effort to procure and distribute energy. In line with the reduction and rationing of road transport, the railways became an important part of transport work in the 1940s and peat trains became a new feature. This also meant that the peat contractors reclaimed the bogs all over the country, which they had done on a smaller scale during the First World War (1914-1918). The Åmosen on Zealand became a peat center again, just as digging in the Vildboserne in North Jutland multiplied many times over.

Hastily provided open wagons with "peat hedges", elevations of the wagon sides, so that peat could be loaded to maximum loading capacity in the wagons, i.e. better utilization of the limited transport capacity. Peat has a lower density than coal, to which most open freight wagons are dimensioned. Both DSB and the private railways provided the open goods wagons with peat hedges, and DSB chose to place them on the PF wagons for standard reasons. The rear was fixed, but could be removed relatively easily. Hundreds of these wagons drove around with rear in the years 1940-1952, i.e. during and after the occupation period.

Peat production increased from 200,000 tonnes in the 1930s to over 5 million tonnes annually in the years in the 1940s, when the most was produced, and then in 1953 to dwindle completely. In 1953, oil as an energy source had really found its way in and was a cheap alternative, for a number of years even cheaper than coal. Energy peat disappeared completely in early 1960s Denmark, but production in some peat bogs continued, now as a so-called soil improvement agent. Pindstrup Mosebrug continues to extract peat in Store- and Lille Vildmose, as well as on Djursland.

DK-873038

DSB PFR 14 525
ca. 1944-53



Q4 2023



TRANSWAGGON - TWA 800B

'Transwaggon' TWA 800B twin-flat

DK

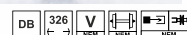
Som en videreudvikling af TRANSWAGGON Laadkks TWA 800A leverede Niesky fra 1998 til 2001 200 vognenheder (TWA 800B) til TRANSWAGGON. I modsætning til TWA 800A fik 800B udgave delte klapper over pufferne, så hjulkøretøjer kan komme fra vogn til vogn. Vognen har en læsehøjde over skinneoverkant på 800mm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

UK

As an development of the TRANSWAGGON Laadkks TWA 800A , ELH Waggonbau Niesky in 1998 to 2001 delivered 200 twin-wagons type TWA 800B. The main the development from the A series was that the flaps between wagons, where splitted, so roadvehicles can run from one wagon to another. The twin-wagons have a loading height of only 800mm from top of rail, which lead to its name. This low level makes the twin-wagons very suitable for carry road vans, truck chassis, busses, farm machines, and other bigger mashines.

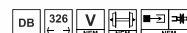
DK-873101

23 RIV 80 DB
431 3 328-5



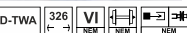
DK-873105

23 RIV 80 DB
431 3 333-5



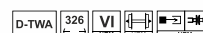
DK-873102

23 RIV 80 DB
431 3 353-3



DK-873103

RIV D-TWA 23 80
431 3 347-5



DK-873106

RIV D-TWA 23 80
431 3 368-1

DK-873104

RIV D-TWA 23 80
431 3 425-9

DK-873107

RIV D-TWA 23 80
431 3 402-8

Q4 2023 (873101-7)



SJ Kö / Ugkkpp - Silovogn

SJ Kö / Ugkkpp - Covered hopper vogn

DK

De i 1950'erne leverede 50 Kö silovogne med runde luger gennemgik en flere mindre forandringer, fra de blev sat i drift til deres nuværende drift hos Rittgård Trading. I første omgang omlitreses vognene til Udg i slut 1960'erne, uden yderlig ombygning.

I 1980'erne blev de oprindelige tømningsluger på undervognen ændret til tragte.

To af de vogne, som køre i sandtåget, er i dag udstyret med sammeklappelige gelænder på tanken, samtidigt med at åbne/lukke håndtagene til tømningstragterne er forlænget, således at man ikke skal kravle ind under vognen.

UK

The 50 Kö silo wagons with round hatches delivered in the 1950s went through several minor changes, from the time they were put into service, to their current operation at Rittgård Trading. In the first instance, the wagons were renamed as Udg in the late 1960s, without any further physical changes.

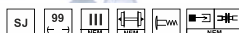
In the 1980s, the original emptying hatches on the undercarriage were changed to funnels.

Two of the wagons, that drive in the sand-train, are today equipped with folding railings on the top of the tank, at the same time as opening/closing handles for emptying the hoppers are extended, so that you do not have to crawl under the wagon for use.

DK-873208

SJ Kö 100735

ca. 1956-68



DK-873209

SJ Udg 20 74

902 9 308-2

ca. 1969-80

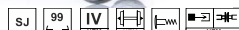


DK-873210

SJ Udg 20 74

902 9 316-5

ca. 1969-80

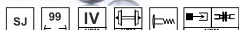


DK-873211

SJ Udg 20 74

902 9 350-4

ca. 1981-90



DK-873212

S-RT Ugkkpp

44 74 903 9 160-7

ca. 2016-2022

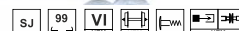


DK-873213

S-RT Ugkkpp

44 74 903 9 164-9

ca. 2015-2022



Signaler & Lamper

Signals & Lamps

DK-878101

Overkørsels-sigener u/ klokke & kryds

Road crossing-signal w/o bell & cross



DSB 1 28 II-V NEW

DK-878102

Overkørsels-sigener m/ klokke & u/ kryds

Road crossing-signal w bell & w/o cross



DSB 1 34 II-V NEW

DK-878103

Overkørsels-sigener u/ klokke & m/ enkeltspor kryds

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



DSB 1 38 II-V NEW

DK-878104

Overkørsels-sigener m/ klokke & enkeltspor kryds

Road crossing-signal w bell & single track cross



DSB 1 42 II-V NEW

DK-878105

Overkørsels-sigener u/ klokke & m/ dobbeltspor kryds

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



DSB 1 43 II-V NEW

DK-878106

Overkørsels-sigener m/ klokke & dobbeltspor kryds

Road crossing-signal w/ bell & double track cross



DSB 1 46 II-V NEW

DK-878001

Perronlampe m/ højtaler

Platform lamp with speaker



DSB 1 94 II-VI NEW

DK-878002

Perronlampe u/ højtaler

Platform lamp without speaker



DSB 1 94 II-VI NEW

DK-878003

Perronlampe m/ højtaler

Platform lamp with speaker



DSB 1 87 II-V NEW

DK-878004

Perronlampe u/ højtaler

Platform lamp without speaker



DSB 1 87 II-V NEW

DK-878005

Perronlampe m/ højtaler

Platform lamp with speaker



DSB 1 87 II-V NEW

DK-878006

Perronlampe u/ højtaler

Platform lamp without speaker



DSB 1 87 II-V NEW

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Your Dekas dealer