

Dekas Exclusive



**NYHEDER - NEWS
2021-22**

Dekas

Velkommen til Dekas

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

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

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

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

Jeg håber at vores nyheder falder i Deres smag.

Kasper Bang Jensen
Indehaver

Welcome to Dekas

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

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

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

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

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

Kasper Bang Jensen
Owner



Signatur forklaring Icon explanation

 Nyhed
New item

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

 Længde over puffere
Length over the buffers

 Epoke
Era

 Hjul iht. NEM norm
Wheels following the NEM norm

 Fjedrende puffere
Spring function buffers

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

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

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

 Lysskifte med køreretning
Direction depending front- and rearlight

 Minimumsradius
Minimum radius

 Lampe-/signalhøjde
Lamp/signal height

Svenske Dieseler - TMX (GM Nohab)

Swedish Diesel locos - TMX (GM Nohab)

Vores TMX dieseler er lavet i samarbejde med McK.

Tekniske highlights:

- Front/slutlys; separat lys i fører- og maskinrum; 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 witted with twin fly-wheels
- Smooth-running AC version on most AC tracks
- Interchangeable open/full snowplough

DK-8750081

AC

DK-8750082

DC

DK-8750083

AC LokSound V5

DK-8750084

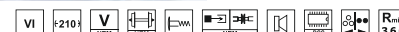
DC LokSound V5

Q1 2022



VIDA TMX 1024

RERUN



DK-8750091

AC

DK-8750092

DC

DK-8750093

AC LokSound V5

DK-8750094

DC LokSound V5

Q1 2022



TÅGKRAFT TMX 1042

RERUN



DK-8750101

AC

DK-8750102

DC

DK-8750103

AC LokSound V5

DK-8750104

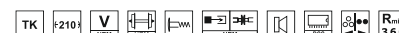
DC LokSound V5

Q1 2022



TÅGKRAFT TMX 1033

RERUN



DK-8750121

AC

DK-8750122

DC

DK-8750123

AC LokSound V5

DK-8750124

DC LokSound V5

Q1 2022

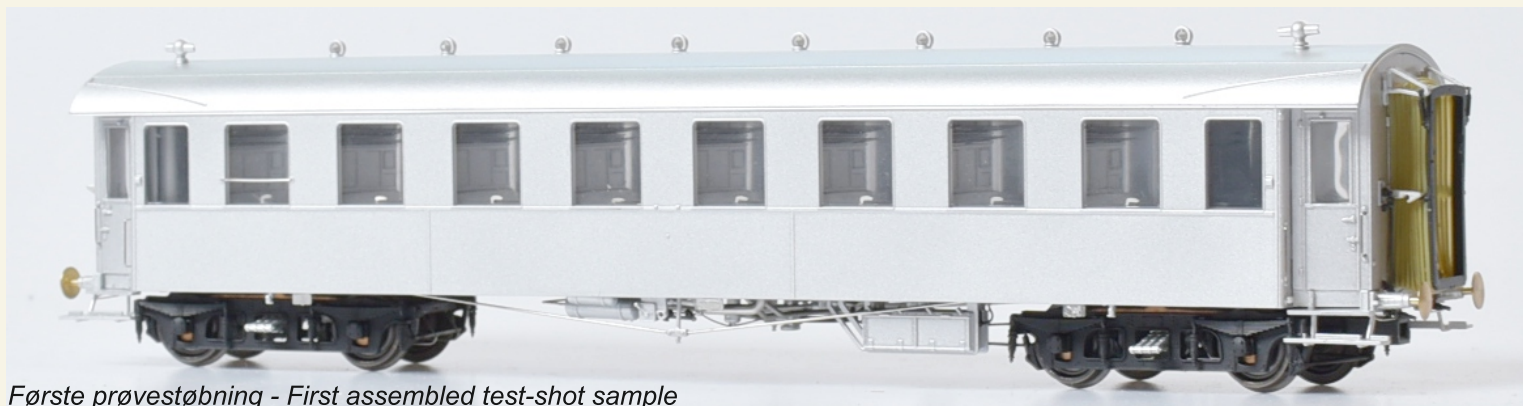


Inlands Banen AB TMX 1014



DSB CM 2193-2202

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



Første prøvestøbning - First assembled test-shot sample

DK

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

CM med 8 kupeer

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

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

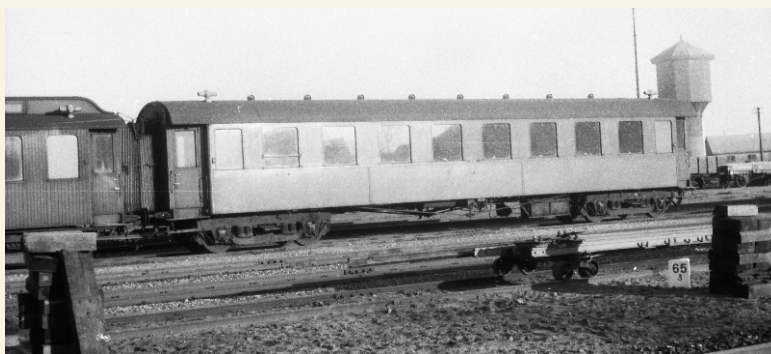


Foto: CM 2193, Brande 1962, K. E Jørgensen

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

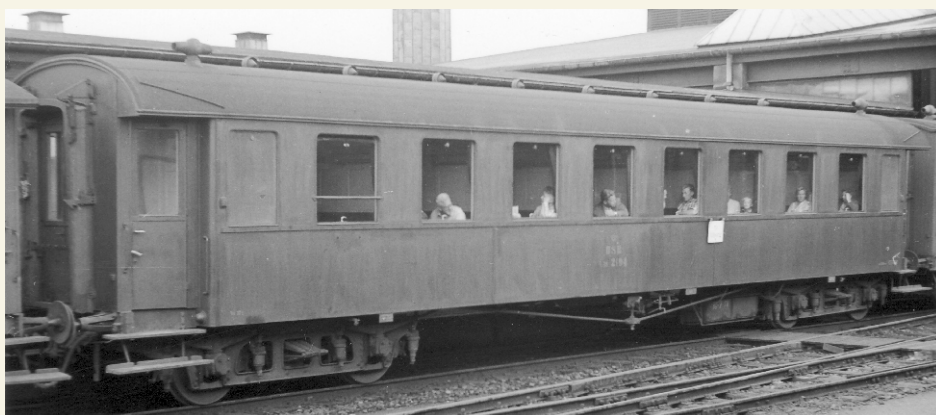


Foto: CM 2197, Hans True, arkiv U. T. Jensen

UK

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

CM with 8 compartments

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

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

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

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

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

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



DK-876101
DSB CM 2193

ca. 1956-65

Træbogier, gavle uden inddækning

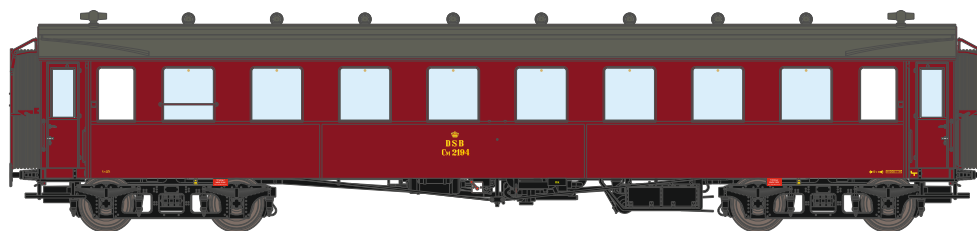
Wooden bogies, open roof ends


Q2/3 2022


DK-876102
DSB CM 2194

ca. 1958-68

Jernbogier, gavle med inddækning

Iron bogies, closed roof ends.


Q2/3 2022


DK-876103
DSB CM 2197

ca. 1959-65

Træbogier, gavle uden inddækning

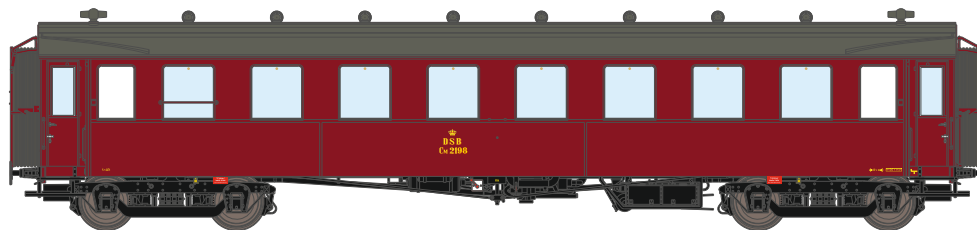
Wooden bogies, open roof ends.


Q2/3 2022


DK-876104
DSB CM 2198

ca. 1957-65

Træbogier, gavle med inddækning

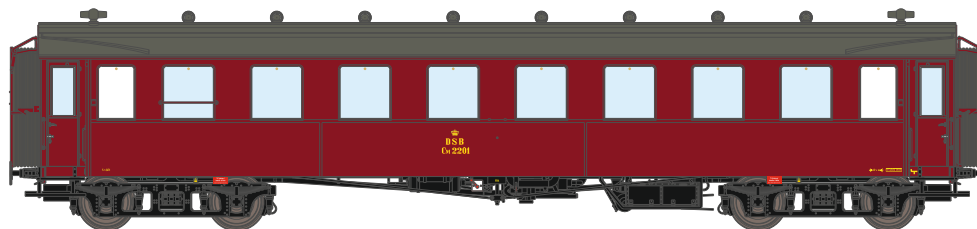
Wooden bogies, closed roof ends.


Q2/3 2022

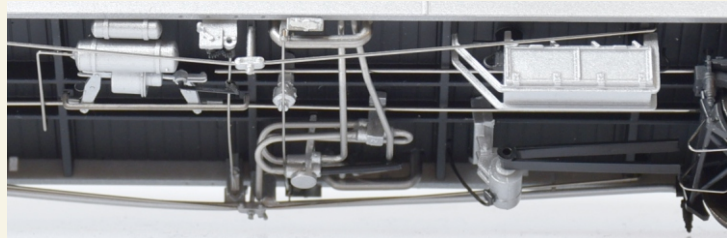

DK-876105
DSB CM 2201

ca. 1960-68

Jernbogier, gavle uden inddækning

Iron bogies, open roof ends.


Q2/3 2022



Overdel uden indækning

Body with open roof ends


Overdel med indækning

Body with closed roof ends

Lille Q-vogn hos Privatbanerne

Danish private railways covered van

DK

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

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

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

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

UK

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

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

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

- Body in plastic, chassis in diecast metal.
- Fully-sprung buffers with ø 4.2mm head.
- Metal wire handrails (ø 0.3mm).
- Separately-added door lock detail.
- Metal spoked wheels (0.8mm flange).
- Finely moulded body with vertical planking.

DK-872407

TKVJ QA 211
ca. 1943-61



LAGER



DK-872408

TKVJ QA 233
ca. 1943-61



LAGER



DK-872411

HHJ Q 161
ca. 1944-62



LAGER

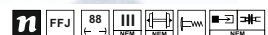


DK-872409

FFJ QF 290
ca. 1944-62



LAGER

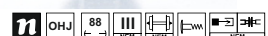


DK-872410

FFJ QF 316
ca. 1944-69



LAGER



DK-872413

GDS QC 111
ca. 1944-63

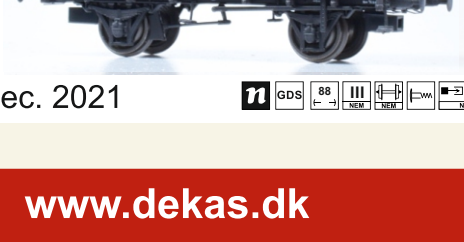


Dec. 2021



DK-872414

GDS QC 112
ca. 1944-63



Dec. 2021



DK-872415

OKMJ QB 532
ca. 1944-66



Dec. 2021



DK-872416

OMB QB 512
ca. 1944-66



Dec. 2021



TRANSWAGGON - TWA 800B

'Transwaggon' TWA 800B twin-flat



DK

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

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

UK

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

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

DK-873101

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



LAGER



DK-873102

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



LAGER

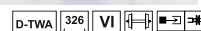


DK-873103

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



LAGER

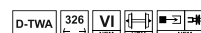


DK-873104

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



LAGER

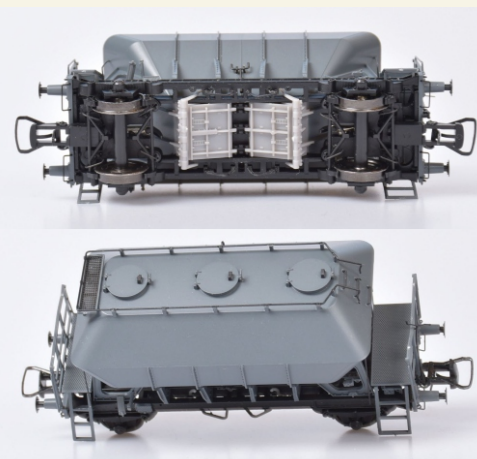


SJ Kö / Ugkkpp - Silovogn

SJ Kö / Ugkkpp - Covered hopper vogn



Første prøvestøbning - First testhoot and assembled sample.



DK

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

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

UK

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

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

DK-873201

SJ Kö 100733

DK-873202

SJ Kö 100741

DK-873203

SJ Kö 100770

ca. 1956-68

Q1 2022



DK-873204

SJ Ugkkpp 42 74
903 9 055-1

DK-873205

SJ Ugkkpp 42 74
903 9 057-7

ca. 1980-2001

Q1 2022



DK-873206

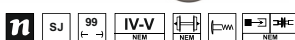
SJ Ugkkpp 42 74
903 9 070-0

DK-873207

SJ Ugkkpp 42 74
903 9 088-2

ca. 1980-2001

Q1 2022



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

Tankvogne (Gasoline Tank Cars)

DK-871007

AB ZE 509 010
B. Ringsted
ca. 1954-59



LAGER



DK-871008

DSB ZE 502 825

ca. 1952-60

DK-871009

DSB ZE 502 830

ca. 1952-60



LAGER



DK-871017

21 RIV 86 DSB

720 2 831-6

SHELL

ca. 1980-89



LAGER



DK-871018

21 RIV 86 DSB

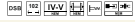
070 0 721-6

B. Ringsted

ca. 1974-80



LAGER



DK-871019

21 RIV 86 DSB

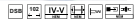
070 0 827-1

SHELL

ca. 1977-81



LAGER



DK-871020

SJ Q12 503 254

BP

ca. 1948-50

Glidelejer, enkelt platform og trætrin

Flatbearings, single platform and wooden steps



LAGER



DK-871021

SJ Q12 503 052

BP

ca. 1950-59

Glidelejer, dobbelt platform og trætrin

Flatbearings, double platform and wooden steps



LAGER



DK-871024

DSB ZE 503 527

ca. 1954-66

Glidelejer og trætrin

Flatbearings and wooden steps



LAGER



DK-871025

23 RIV 86 DSB

724 1 527-6

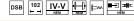
ca. 1981-87

Rundt DS logo, rullelejer og lille platform ved dome.

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



LAGER



DK-871026

23 RIV 86 DSB

724 1 528-4

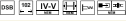
ca. 1983-87

DS logo, rullelejer og lille platform omkring dome

DS logo, roller bearings and small platform around dome.



LAGER



SJ Hbis skydevægs vogn (SJ sliding door covered wagon)

DK-872207

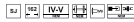
SJ Hbis 712

21 RIV 74 SJ

211 5 870-0



LAGER



DK-872208

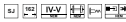
SJ Hbis 731

21 RIV 74 SJ

225 0 448-0



LAGER



DK-872209

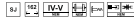
SJ Hbis 731

21 RIV 74 SJ

225 0 472-0



LAGER



DK-872210

SJ Hbis 731

21 RIV 74 SJ

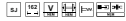
225 0 379-7

Med Korsnäs Express logo

With Korsnäs Express logo



LAGER



Kødvogn DSB IVK/IGK (insulated meat wagon)

DK-872102

DSB IGK 19 876

ca. 1948-59



LAGER



DK-872103

DSB IGK 19 784

ca. 1960-65

DK-872104

DSB IGK 19 980

ca. 1960-65



LAGER



DK-872108

DSB IGK 20 046

ca. 1959-62



LAGER



DK-872109

DSB IGK 20 291

ca. 1960-61

DK-872110

DSB IGK 20 294

ca. 1960-62



LAGER



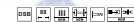
DK-872115

DSB IGK 19 823

ca. 1948-54



LAGER



DK-872116

DSB IG 19 812

ca. 1965-71

Uden Kødvogn (kødkroge demonteret)

Without Kødvogn (hangers has been disassembled)



LAGER



DK-872117

DSB IVK 20 116

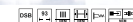
ca. 1952-59

Med sædholder for transport til Malmö

Document holder for transport in Sweden



LAGER



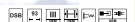
DK-872118

DSB IVK 20 118

ca. 1952-59



LAGER



Ilgodsvogn - DSB IV (insulated van)

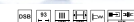
DK-872111

DSB IV 20 231

ca. 1948-52



LAGER



DK-872112

DSB IV 20 235

ca. 1952-56

Med sædholder for transport til Malmö

Document holder for transport in Sweden



LAGER



DK-872113

DSB IV 20 225

ca. 1956-62

Med sædholder for transport til Malmö

Document holder for transport in Sweden



LAGER



DK-872114

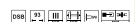
DSB Specialvogn

468

ca. 1958-66



LAGER



Ølvogn Carlsber 1890'er (Carlsberg beer wagon 1890s)

DK-872141

DSB ZA 99 517

ca. 1960-66

Grant logo med 4 stk -helst en HOF ABC raster.

Green logotype with four -helst en HOF brandings in stripe and ABC braking data panel



DK-872142

DSB ZA 99 518

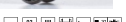
ca. 1954-61

Grant logo med 5 stk -helst en HOF.

Green logotype with five -helst en HOF brandings in stripe



LAGER



DK-872143

DSB ZA 99 519

ca. 1944-55

Redt logo.

Red logotype.



DK-872144

DSB ZA 99 520

ca. 1954-61

Grant logo med 4 stk -helst en HOF.

Green logotype with four -helst en HOF brandings in stripe



LAGER

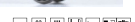




Foto: Benjamin Asmussen, www.gamlejernbaner.dk

DSB GS (EUROP)

DK-872301

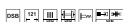
DSB Gs 41825
(EUROP)
ca. 1961-65

DK-872302

DSB Gs 42222
(EUROP)
ca. 1963-65



LAGER



Together
with:



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

DK-872401

DSB QGR 35 641
ca. 1944-52

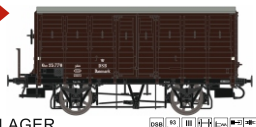


LAGER



DK-872402

DSB QGR 35 776
ca. 1952-63

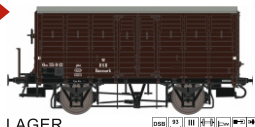


LAGER



DK-872403

DSB QGR 35 043
ca. 1952-63



LAGER



DK-872404

DSB QGR 35 548
ca. 1961-63



LAGER



DK-872405

DSB QG 33 792
ca. 1944-52



LAGER



DK-872406

DSB QG 33 502
ca. 1952-62



LAGER



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

DK-873011

DSB PF 16 513
ca. 1962-65
Kultransport for
maskinjenesten i
1. distrikt

Used only for coal
traffic in the eastern
district



LAGER

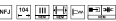


DK-873014

NFJ PH 238
ca. 1948-66



LAGER



DK-873015

NFJ PHR 239
ca. 1948-66



LAGER



DK-873016

GDS Pc 230
ca. 1944-56



LAGER



DK-873017

GDS Pc 233
ca. 1944-56

DK-873020

DSB PFR 14 571
ca. 1961-66



LAGER



DK-873021

DSB PH 7 479
ca. 1952-64



LAGER

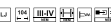


DK-873022

LJ PF 246
ca. 1961-70



LAGER



DK-873023

LJ PB 617
ca. 1961-70



LAGER



Signaler & Lamper

Signals & Lamps

DK-878101

Overkørsels-
signaler u/ klokke
& kryds

*Road crossing-
signal w/o bell &
cross*



DSB 1 28 II-V
NEW

DK-878102

Overkørsels-
signaler m/ klokke
& u/ kryds

*Road crossing-
signal w bell &
w/o cross*

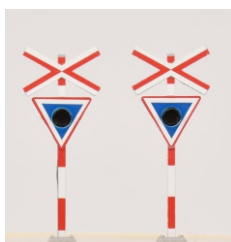


DSB 1 34 II-V
NEW

DK-878103

Overkørsels-
signaler u/ klokke
& m/ enkeltspor
kryds

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



DSB 1 38 II-V
NEW

DK-878104

Overkørsels-
signaler m/ klokke
& enkeltspor
kryds

*Road crossing-
signal w bell &
single track cross*

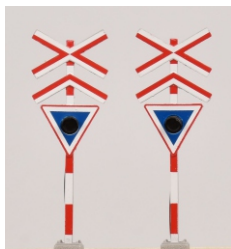


DSB 1 42 II-V
NEW

DK-878105

Overkørsels-
signaler u/ klokke
& m/ dobbeltspor
kryds

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

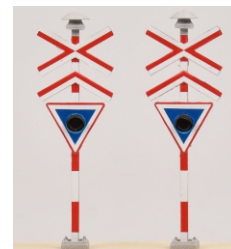


DSB 1 43 II-V
NEW

DK-878106

Overkørsels-
signaler m/ klokke
& dobbeltspor
kryds

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



DSB 1 46 II-V
NEW

DK-878001

Perronlampe
m/ højttaler

*Platform
lamp with
speaker*



DSB 1 94 II-VI
NEW

DK-878002

Perronlampe
u/ højttaler

*Platform
lamp without
speaker*



DSB 1 94 II-VI
NEW

DK-878003

Perronlampe
m/ højttaler

*Platform
lamp with
speaker*



DSB 1 87 II-V
NEW

DK-878004

Perronlampe
u/ højttaler

*Platform
lamp without
speaker*



DSB 1 87 II-V
NEW

DK-878005

Perronlampe
m/ højttaler

*Platform
lamp with
speaker*



DSB 1 87 II-V
NEW

DK-878006

Perronlampe
u/ højttaler

*Platform
lamp without
speaker*



DSB 1 87 II-V
NEW

Din Dekas Forhandler
Your Dekas dealer