

Dekas Exclusive



KATALOG 2025-26

Deka

Velkommen til Dekas

Det er igen med stor glæde at jeg kan byde velkommen til vores nye katalog for sæsonen 2025-26.

Men hov - hvor er alle de mange nyheder?

Efter en del år med forsinkelser i produktionen, så begynder det hele at se lysere ud. Men for ikke at anstrenge økonomien for meget hos både os selv og vores kunder, har jeg valgt at vi sætter ny konstruktion og tooling tempoet lidt ned - vi har endnu mange præsenterede nyheder undervejs, som skal være leveret før vi præsenterer noget helt nyt. Ved et lidt reduceret tempo, kan jeg holde Dekas som en virksomhed uden mange ansatte, og derved sikre den fremtidige udvikling. Det betyder bl.a. af DSB AU/BU/Buh og DVVO Laads er skudt til efteråret 2026.

Helt uden nyheder er dette katalog ikke!

Den største nyhed er DSB UIC E kulvogn, som vi har lavet sammen med Exacttrain, og hvor de har stået for produktionen. Sådanne samarbejder mener jeg er fremtiden, hvor vi deler de stadig større omkostninger.

Af vores helt egne modeller kommer en CPE (personvogn med pakafdeling) der er den naturlige opfølger på de tidligere udgivne CO vogne.

Jeg takker endnu engang fra al den support vi får, både fra jer kunder, men også fra vores samarbejdspartnere i ind- og udland.

Kasper Bang Jensen
Indehaver

Welcome to Dekas

It is with great pleasure that I can once again welcome our new catalogue for the 2025-26 season.

But hey - where are all the many new products?

After several years of delays in production, things are starting to look brighter. But in order not to strain the economy too much for both ourselves and our customers, I have chosen to slow down the pace of new construction and tooling slightly - we still have many new products in the pipeline that need to be delivered before we present something completely new. At a slightly reduced pace, I can keep Dekas as a company without many employees, and thereby ensure future development. Therefor the annouced DSB AU/BU/Buh and DVVO Laads is delayed until fall 2026.

This catalogue is not completely without new products!

The biggest new product is the DSB UIC E coal wagon, which we have made together with Exacttrain, and where they have been responsible for the production. I believe that such collaborations are the future of this industry, so we share the greater costs of collaborating.

Of our very own models, a CPE (passenger coach with package compartment) is on progress, which is the natural follow-up to the previously released CO vans.

I would like to thank you once again for all the support we receive, both from you customers, but also from our partners at home and abroad.

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

DK-879900

AC pladehjul
AC platerwheel



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



TMX diesellokomotiv (NOHAB)

TMX diesellocomotive (NOHAB)

DK-8750161

AC

DK-8750162

DC

DK-8750163

AC LokSound V5

DK-8750164

DC LokSound V5



TÅGKRAFT
TMX 1009



DK-8750171

AC

DK-8750172

DC

DK-8750173

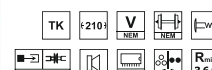
AC LokSound V5

DK-8750174

DC LokSound V5



TÅGKRAFT
TMX 1021



DK-8750181

AC

DK-8750182

DC

DK-8750183

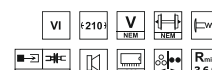
AC LokSound V5

DK-8750184

DC LokSound V5



VIDA
TMX 1004



DK-8750191

AC

DK-8750192

DC

DK-8750193

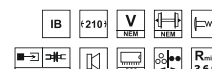
AC LokSound V5

DK-8750194

DC LokSound V5



IBAB
TMX 1016



DK-8750201

AC

DK-8750202

DC

DK-8750203

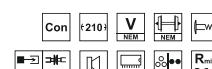
AC LokSound V5

DK-8750204

DC LokSound V5



Contec
MX 1008



**DK-8750212**

DK-8750213

DK-8750214

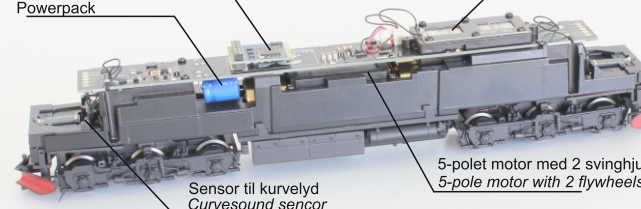
VIKING RAIL
MX 1029



TMZ diesel-
locomotive
(GM-NOHAB)

All our locomotives and trainsets are packed with electronics developed by ESU. Therefore, all our traction units are equipped with a Lokpilot or LokSound decoder.

Højtaler / Speaker



5-polet motor med 2 svinghjul
5-pole motor with 2 flywheels

DK-8750521

DK-8750522

DK-8750523

DK-8750524

TÅGKRAFT
TMZ 1418



DK-8750531

DK-8750532

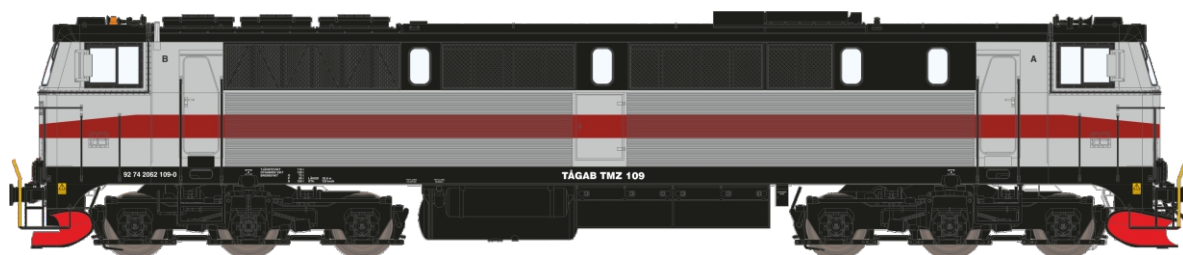
DK-8750533

DK-8750534

**STENA
TX-LOGISTIK
TMZ 1422**



DC LokSound V5



exp. Q4 2025



DC LokSound V5



exp. Q4 2025



DC LokSound V5



exp. Q4 2025



DC LokSound V5



exp. Q4 2025



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.

DK-8751031

AC

DK-8751032

DC

DK-8751033

AC LokSound V5

DK-8751034

DC LokSound V5



SJ Y2K 1377 - Claes Adelskold



exp Q3 2025



DK-8751041

AC

DK-8751042

DC

DK-8751043

AC LokSound V5

DK-8751044

DC LokSound V5



SJ Y2 1375- CJF Ljunggren



exp Q3 2025



DK-8751051

AC

DK-8751052

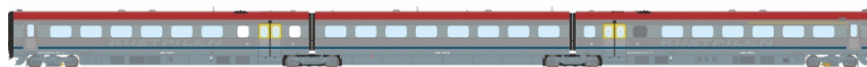
DC

DK-8751053

AC LokSound V5

DK-8751054

DC LokSound V5



KLT Y2R 1381- Carl Boberg



exp Q3 2025



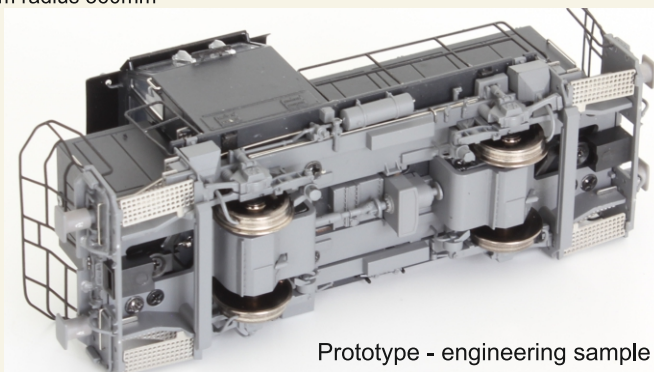
Vossloh G322B

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



Prototype - engineering sample

DK-8758011

AC

DK-8758012

DC

DK-8758013

AC LokSound V5

DK-8758014

DC LokSound V5

DSB MK 601
(Padborg)



exp Q4 2025



DK-8758021

AC

DK-8758022

DC

DK-8758023

AC LokSound V5

DK-8758024

DC LokSound V5

DSB MK 603
(Odense)



exp Q4 2025



DK-8758031

AC

DK-8758032

DC

DK-8758033

AC LokSound V5

DK-8758034

DC LokSound V5

DSB MK 625
(Belvedere)



exp Q4 2025



DK-8758041

AC

DK-8758042

DC

DK-8758043

AC LokSound V5

DK-8758044

DC LokSound V5

DB MK 621
(Yvonne)



exp Q4 2025



DK-8758051

AC

DK-8758052

DC

DK-8758053

AC LokSound V5

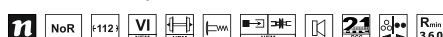
DK-8758054

DC LokSound V5

Northrail 125



exp Q4 2025



DK-8758061

AC

DK-8758062

DC

DK-8758063

AC LokSound V5

DK-8758064

DC LokSound V5

OHE 60025



exp Q4 2025



DSB CPE 2984~93 personvogne

DSB CPE 2984~93 coaches

NEW
TOOLING



DSB, dvs danske jernbaner har stort set kun haft korte rejsegodsvogne. Korte af hensyn til færgeoverfarterne. Der blev bygget nogle få til København-Berlin-forbindelsen i 1903, men standardvognen til rejsegods til hurtigere tog var ikke længere end en toakslet personvogn i de senere udgaver.

Hurtigere tog betød bogievogne også til rejsegodset. Især efter man i 1930'erne begyndte at anskaffe kraftigere motorvogne med højere maksimalhastighed. Desuden betød flere og kortere tog mindsket behov pr. tog idet man fortsat havde brug for godsrum, da godsbeholdningen stadig var en integreret del af jernbanens ydelse. Både for de rejsende, som kunne have store mængder bagage med sig, som til pakke-transport og lignende.

Med de kortere men flere tog blev brugen af kedelvogne til opvarmning efterhånden overflødig. Man klarede sig for mange togs vedkommende med damplokomotivets forsyning. Dermed blev mange bogievogne med kedelrum i 1930'erne overflødig. Til en begyndelse tog man kedlerne ud af de vogne som havde fået nyt hvælvet tag, men som ombygningerne af de ældre bogie-sidegangsvogne skred frem blev kedelrumssenden efterhånden udstyret med skydedøre uden endeperron i denne vogn.

DSB, i.e. Danish railways, has largely only had short packagewagons. Short due to ferry crossings. A few were built for the Copenhagen-Berlin connection in 1903, but the standard packagecar for faster trains was no longer than a two-axle passenger coaches in later versions.

Faster trains also meant bogie wagons for package. Especially after more powerful motor cars with higher maximum speeds began to be purchased in 1930s. In addition, more and shorter trains meant a reduced need per train, as there was still a need for package rooms, as package transport was still an integrated part of the railway's service. Both for travelers who could carry large amounts of luggage with them, as for parcel transport or likely smaller goods.

With the shorter but more numerous trains, the use of boiler cars for heating gradually became redundant. For many trains, the supply from the steam locomotive was sufficient. This meant that many bogie wagons with boiler rooms in the 1930s became redundant. Initially, the boilers were removed from the coaches that had been given a new vaulted roof, but as the conversions of the older bogie side-aisle carriages progressed, the boiler room end was gradually equipped with sliding doors without an end platform in these carriages.



CPE-vognene blev til en lille serie på ti vogne i 1939 med midtgang i personafdelingen (indtil 1941 hed de CXE). Stadig flere vognombygninger resulterede nemlig i midtgangsvogne, da et sædefag hermed kunne rumme ti siddepladser fremfor otte når der skulle ikke være plads til en sidegang mv. Desuden ville man til især Kystbanen gerne have bogievogne med rejsegodsrum i den ene ende, da det sparede perronlængde ved at den toakslede rejsegodsvogn kunne undværes.

Der blev indrettet en tjenestekupé i forbindelse med rejsegodsrummet og dispositionen dannede fra 1943 forbillede ståludgaven i form af vogne af litra CLE. CPE-vognene forblev i drift i godt to hovedreparationsperioder inden de blev udrangeret i 1960'erne. I takt med leveringen af CLE-vognene optrådte de efterhånden i alle slags tog, også meget korte med kun to bogiepersonvogne. Desuden var de i 1960'erne også benyttet som togførervogne i en kortere periode.

Modellen af CPE er konstrueret efter de tegninger DSB anvendte til ombygningen og kommer i to udgaver. Dels med stafferinger som de så ud inden hovedreparation i begyndelsen af 1950'erne, dels uden som de så ud derefter og indtil udrangering.

The CPE carriages became a small series of ten coaches in 1939 with a central aisle in the passenger compartment (until 1941 they were called CXE). More and more coaches conversions resulted in central aisle coaches, as one seat compartment could thus accommodate ten seats instead of eight when there was no room for a side aisle, etc. Furthermore, for the Copenhagen-Elsinor in particular, it was desirable to have bogie coaches with a luggage compartment at one end, as this saved platform length by eliminating the two-axle package car.

A staff compartment was fitted in connection with the luggage compartment and the layout formed the model for the steel version in the form of carriages of the letter CLE from 1943. The CPE wagons remained in service for a good two major repair periods before being scrapped in the 1960s. As the CLE wagons were delivered, they gradually appeared in all types of trains, including very short ones with only two bogie passenger cars. In addition, they were also used as conductors cars for a short period in the 1960s.

The CPE model is designed according to the drawings DSB used for the conversion and comes in two versions. Partly with livery as they looked before the major repair in the early 1950s, partly without as they looked afterwards and until scrapping.

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 .



exp. Q2 2026

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*



exp. Q2 2026

DSB CO 2651~54

DK-876124

DSB CO 2652

ca. 1967-71

Med inddækning i gavlen
og kuck-kuck ventiler.

*Closed roof ends and
kuck-kuck ventilators*

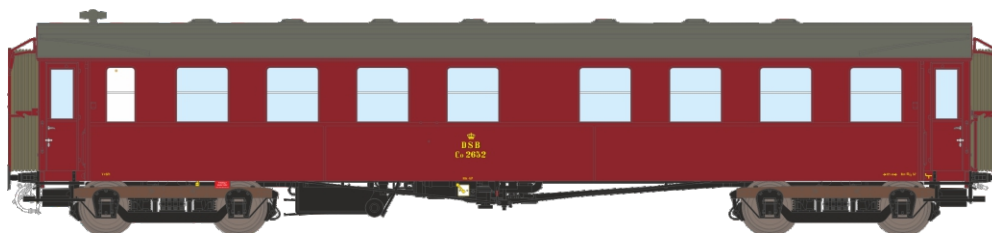
DK-876125

DSB CO 2653

ca. 1967-80

Uden inddækning i gavlen og stafferinger.

With open roof ends and yellow frame lines .



exp. Q2 2026

DSB CL 1501~56

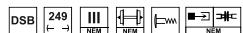
DK-876141

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



DSB CL 50 86 29-25 501~ 556

DK-876145

DSB CL 50 86 29-25 504-5

ca. 1967-71

Sølvfarvet tag, og oprindeligt toiletvindue

Silver roof, and original toilet-window



DK-876146

DSB CL 50 86 29-25 507-8

ca. 1967-80

Gråt tag, og moderniseret toiletvindue

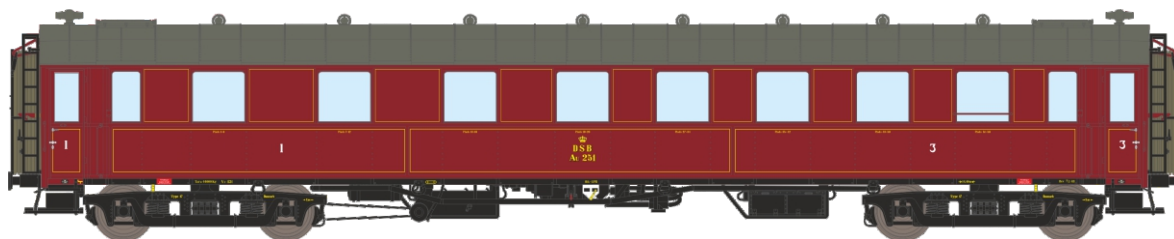
Grey roof, and modernised toilet-window



DSB AU

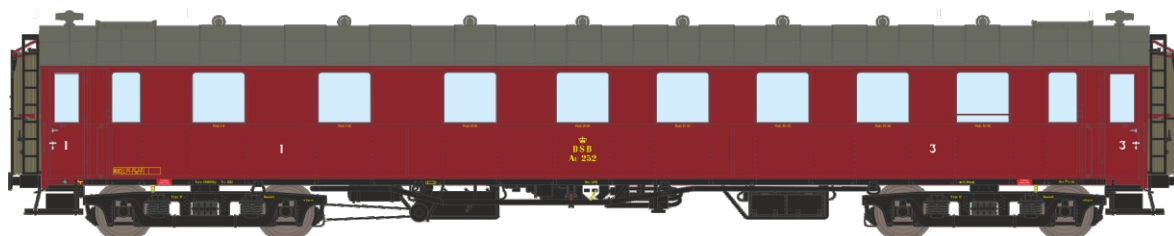
DK-876181

DSB AU 251
ca 1943-52



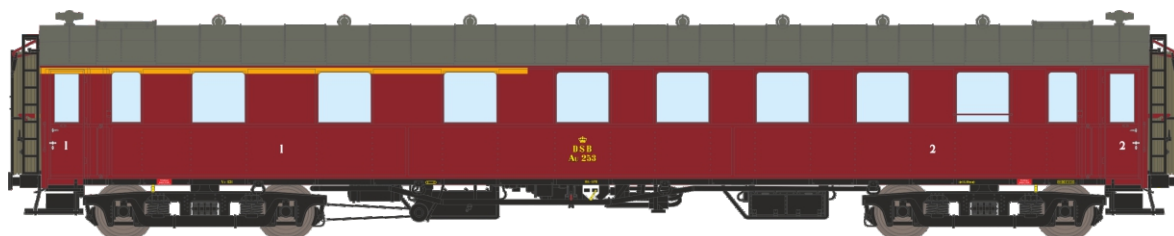
DK-876182

DSB AU 252
ca. 1951-56



DK-876183

DSB AU 253
ca 1956-62

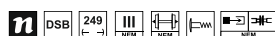
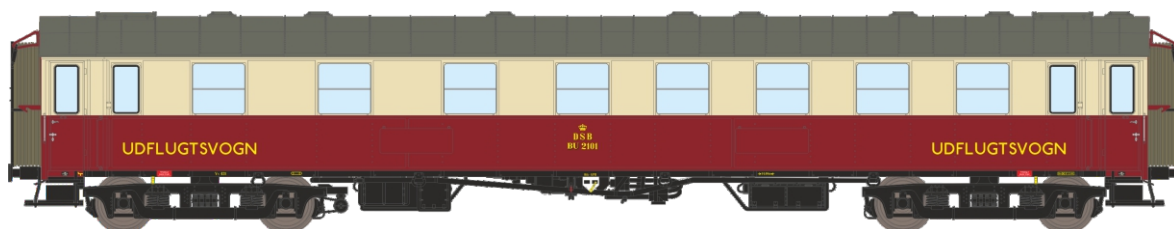


exp. Q2/3 2026

DSB BU / Buh

DK-876184

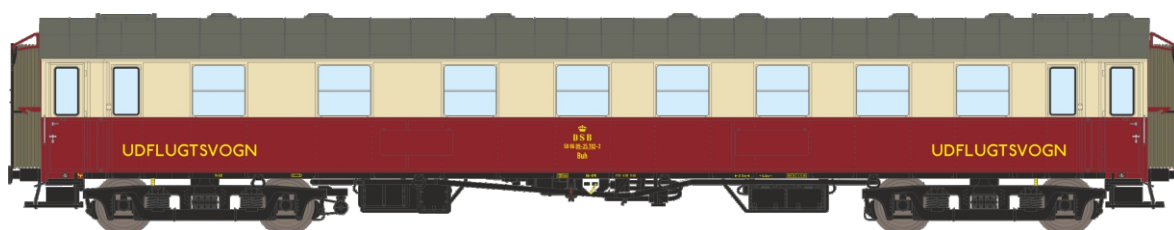
DSB BU 2101
ca. 1964-65



exp. Q2/3 2026

DK-876185

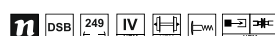
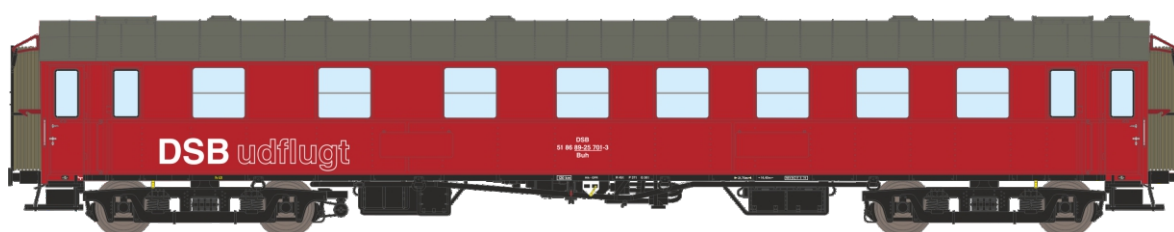
DSB Buh
50 86 89-25 702-2
ca. 1969-74



DK-876186

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

RIC-mærket
RIC-marked

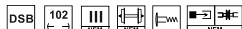


exp. Q2/3 2026

DSB & SJ Tankvogne

DK-871009

DSB ZE 502 830
ca. 1952-60



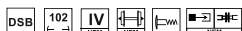
DK-871028

DSB ZE 502 553
1963-66



DK-871030

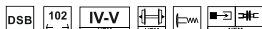
21 RIV 86 DSB
070 0 218-3
1967-77



DK-871033

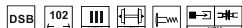
44 86 DSB
720 2 221-8

ca. 1986-91



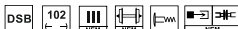
DK-871035

DSB ZE 503 525
1955-65



DK-871027

DSB ZE 502 552
1949-58



DK-871029

DSB ZE 502 228
1948-63



DK-871032

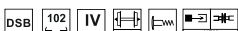
SJ Uh
21 74 SJ 070 0 675-8
ca. 1968-80



DK-871034

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

ca. 1980-86



DK-871036

21 RIV 86 DSB
070 1 526-8
1970-80



DK-871037

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



DSB IVM - Kølevogn - Insulated wagon

DK-872120

DSB IVM 20 252
ca. 1948-58

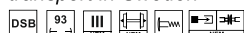
Med seddelholder for
transport til Malmö
Document holder for
transport in Sweden



DK-872122

DSB IVM 20 257
ca. 1952-58

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



DK-872121

DSB IVM 20 238
ca. 1952-59

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



DK-872123

DSB IVM 20 256
ca. 1952-60



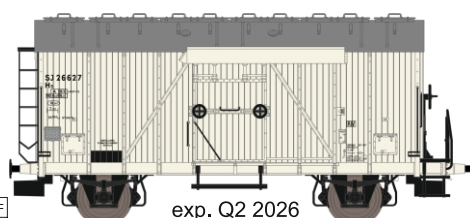
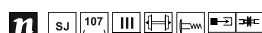
SJ Hs - Bananvogn - Banana wagon

DK-872124

SJ Hs 26627

DK-872125

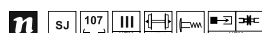
SJ Hs 27731



DK-872127

SJ Hs 26591
med Fyffes skilt

with Fyffes sign



DK-872126

SJ Hs 26580
med Jacko skilt

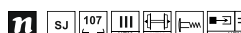
with Jacko sign



DK-872128

SJ Hs 26868
med Fyffes skilt

with Fyffes sign



DSB ZA 99515-20 (Carlsberg) - Ølvogn 1890'er serie

- Beer wagon 1890s series

DK-872145

DSB ZA 99516
ca. 1944-55



DK-872146

DSB ZA 99515
ca. 1954-61



SJ Hbis

- Svensk skydevægsvogn

- Swedish sliding door covered wagon

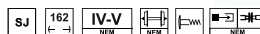
DK-872211

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



DK-872212

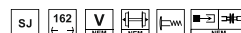
SJ Hbis 731
21 RIV 74 SJ
225 0 461-3



DK-872213

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

Med Korsnäs
Express logo
With Korsnäs
Express logo



SJ His

- Svensk skydevægsvogn

- Swedish sliding door covered wagon

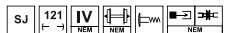
DK-872214

SJ His
21 RIV 74 SJ
210 2 109-8



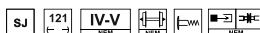
DK-872215

SJ His
21 RIV 74 SJ
210 2 208-8



DK-872216

SJ His
21 RIV 74 SJ
210 2 312-8



SJ Ge/Gs

- Svensk lukket godsvagn (UIC standard)

- Swedish closed freight wagon (UIC standard)

Together
with:



DK-872312

SJ Ge 45218
ca. 1954-68



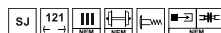
DK-872311

SJ Ge 45216
ca. 1954-68



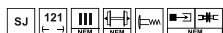
DK-872313

SJ Ge 45366
ca. 1954-68



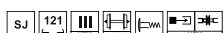
DK-872316

ASG
SJ Ge 550273
ca. 1954-68



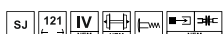
DK-872319

SJ Ge 46 069
ca. 1958-68



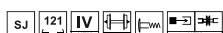
DK-872321

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



DK-872323

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



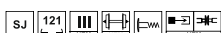
DK-872317

ASG Gs-u
23 RIV 74 SJ
012 0 006-8
ca. 1970-90



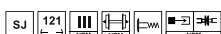
DK-872320

SJ Ge 46 763
ca. 1958-68



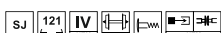
DK-872322

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



DK-872324

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



DSB QGR - Kreaturvogn - Livestock wagon

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

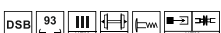
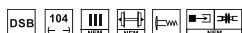


Photo: P. E. Clausen, Archive DMJK

DSB PF / PFR / PFB

DK-873033

DSB PFB 16 368
ca. 1952-57



DK-873035

DSB PFB 16 276
ca. 1954-59

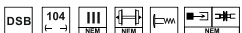


DK-873040

DSB PFR 15 012
ca. 1951-56

T-mærket til inter-
national trafik

*T marked for inter-
national traffic.*



DK-873034

DSB PFB 16 252
ca. 1952-59



DSB PD

DK-873061

DSB PD 27401

ca. 1950-65



exp Q2/3 2025

DK-873062

DSB PD 27403

ca. 1952-61



exp Q2/3 2025

DSB E

- UIC Standardvogne til brunkulstransporterne

- UIC Standard wagons for lignite transport

Foto: K. E. Jørgensen, Esbjerg, 1965



I 1958-59 anskaffede DSB 500 åbne standardgodsvogne efter UIC's tegninger af to hensyn. DSB ville udskifte DSB's bidrag i den fælleseuropæiske EUROP-vognpark med nybyggede vogne efter fælles normer idet de tidligere indskudte vogne, PB, efter normerne ikke opfyldt kravene til lasteevne, rumfang og bundfladeareal.

Den anden begrundelse for anskaffelsen var hensynet til effektivisering af brunkulstransporterne til Midtkraft i Århus og Vestkraft i Esbjerg fra lejerne i Søby syd for Herning. De skulle leveres hurtigt da aflæsningen skulle effektiviseres med nyt tippeanlæg ved at udnytte vognenes aftagelige endegavle. Lastbiler var også konkurrenter i kultransporterne.



Foto: K. E. Jørgensen, Århus, 1965

In 1958-59, DSB acquired 500 open standard freight wagons according to UIC drawings for two reasons. DSB wanted to replace DSB's contribution to the common European EUROP wagon fleet with newly built wagons according to common standards, since the previously inserted wagons, PB, did not meet the requirements for loading capacity, volume and bottom surface area according to the standards.

The second reason for the purchase was the consideration of making lignite transports to Midtkraft in Århus and Vestkraft in Esbjerg more efficient from the tenants in Søby south of Herning. They had to be delivered quickly as unloading was to be made more efficient with a new tipping system by utilizing the wagons removable end caps. Trucks were also competitors in coal transports.

Efter ibrugtagningen af vognene var et normalt brunkulstog til Midtkraft i Århus oprangeret som to halvtog af 13 vogne hver, dvs 26 læssede vogne. Et halvtog havde en vogn med trykluftbremse i hver ende og vognene uden bremse fordelte i grupper på tre. Da vognene med trykluftbremse alle havde platform i den ene ende skulle de af hensyn til endetippeanlægget altid vende mod Århus. I 1961 blev et tilsvarende tippeanlæg taget i brug i Esbjerg og dermed blev kultogene fra Brande til Vestkraft også oprangeret af E-vogne. Togene blev i de første år trukket af N-maskiner, men fra ca 1961 af MX-diesellokomotiver indtil trafikken ophørte i 1970.

Alle vognene indgik efter en garantiperiode på 1 år i EUROP-vognparken og blev dermed DSB's bidrag til den fælleseuropæiske pulje, samtidig med at de for små PB-vogne udgik.

Efter brunkulskørselens ophør var DSB's E-vogne blot en del af EUROP-parken og blev som sådan sidste toakslede åbne DSB-godsvogn med høje sider. Fra 1966 og frem blev vognene omnummereret med nyt UIC-nummer og fra 1972 blev nogle vogne ommalet i nyt design i lysebrun farve. Senere opgav man ommalingen og pletmalede kun tekstfelterne og forsynede dem med design-opsætning af påskrifterne. Nogle vogne var omkring 1980 udlejet til Østtyskland og kom tilbage og kunne optræde med "DR-Miet", da ikke alle fik dette overmalet efter hjemkomst.

Vognene udrangeredes gradvist i 1980'erne – de ubremsede først. To ubremsede vogne overlevede ved Mølleengens Værksted i Århus og én blev hentet til Randers omkring 1999 og indgår nu i Jernbanemuseets samlinger.

DEKAS' model af E-vognen er udgivet i samarbejde med Exacttrain og modellen er skabt på baggrund af Scandias tegninger og kontrakt-specifikation. Det var et typisk indslag på jernbanen fra fremkomsten i slutningen af 1950'erne til 1990.



Foto: K. E. Jørgensen, Frederiksberg, 1975

After the wagons were put into service, a normal lignite train to Midtkraft in Aarhus was combined as two half-trains of 13 wagons each, i.e. 26 loaded wagons. A half-train had a wagon with air brakes at each end and the wagons without brakes were divided in groups of three. Since the wagons with air brakes all had a platform at one end, they always had to face Aarhus for the sake of the end tipping system. In 1961 a similar tipping system was put into service in Esbjerg and thus the coal trains from Brande to Vestkraft were also marshalled by E-wagons. In the early years, the trains were pulled by Type N steamloco, but from about 1961 by MX diesel locomotives until traffic ceased in 1970.

All the wagons were included in the EUROP wagon fleet after a warranty period of 1 year and thus became DSB's contribution to the common European pool, at the same time as the PB wagons were discontinued.

After the cessation of lignite transport, DSB's E wagons were simply part of the EUROP fleet and as such became the last two-axle open DSB freight wagons with high sides. From 1966 onwards, the wagons were renumbered with a new UIC number and from 1972 some wagons were repainted in a new design in light brown colourscheme. Later, the repainting was abandoned and only the text fields were repainted in a design and the descriptions were added in DSB design layout. Some wagons were rented to East Germany around 1980 and returned would still be with "DR-Miet" on, as not all got repainted.

The wagons were gradually scrapped in the 1980s - the unbraked ones first. Two unbraked wagons survived at Mølleengens Værksted in Århus and one was brought to Randers around 1999 and is now part of the Railway Museum's collections.

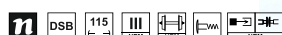
DEKAS' model of the DSB E wagon is made in collaboration with Exacttrain and the model is created based on Scandia's drawings and contract specifications. It was a typical wagon on the railway from its emergence in the late 1950s to 1990.



Foto: K. E. Jørgensen, Gb, 1987

DK-873063

DSB E 52042 (EUROP)
ca. 1959-65



DK-873064

DSB E 52170 (EUROP)
ca. 1959-65



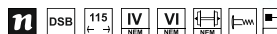
DK-873065

DSB E 52195 (EUROP)
ca. 1959-65



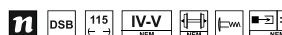
DK-873066

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



exp. Q1 2026

DK-873068

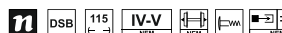
01 RIV-EUROP 86 DSB
502 0 099-3
ca. 1975-88



exp. Q1 2026

DK-873069

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



exp. Q1 2026

Together
with:

Exact-train
Classic H01:87®

TRANSWAGGON TWA-800B Laads



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



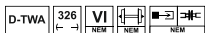
DK-873103

RIV D-TWA 23 80
431 3 347-5



DK-873104

RIV D-TWA 23 80
431 3 425-9



DVVO Laads

DK-873121

TEN NL-DVVO Laads
21 84 4336 013-4



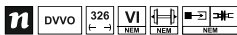
DK-873122

TEN NL-DVVO Laads
21 84 4336 062-1



DK-873123

TEN NL-DVVO Laads
21 84 4336 075-3



exp. Q3 2026

NEW
TOOLING

SJ & GC Lnps

- Svensk tømmervogn
- Swedish timber wagon

Engineering sample

Tømmer blev med nye store savværker, blandt andet drevet af vandkraft eller dampmaskiner, placeret så tømmeret kunne flådes ned til værkerne nedenstrøms i elvene. Enten som enkeltstokke eller bundet sammen i bundter. Typisk blev tømmerstokkene sendt afsted med vårfloeden når smeltevandet.

Flådningen ophørte i 1970'erne og størstedelen af transporterne overgik til lastvogne. Men den del af tømmertransporten behøvede nye og mere effektive vogne. I slutningen af 1980'erne havde de svenske jernbaner adskillige overtallige godsvogne, hvor selve undervognen fortsat var tidssvarende og i god stand.

Vognkassen blev skåret af, typisk en Hbis, eller tilsvarende med endegavle og tømmertrug af faste stolper som kunne tåle relativ hårdhændet lastning og losning. Lnps er et produkt af sådan en omdannelse, hvor der i alt blev ombygget 1200 vogne fra primært Hbis & Gbs vogne - heraf var typen 891 på hele 465 stk.

Med genintroduktionen af jernbanen som integreret logistikdel i tømmertransporterne i Sverige er der bygget nye tømmerterminaler i de senere år, men jernbanens andel af den samlede transportopgave er stadig relativ beskeden, men stigende. Godsvogne er dyre i anskaffelse og i tider med stigende transportbehov kan alt bruges og tømmertransporternes stigende betydning har bevirket at vognene fortsat er i drift i bloktoget på de uelektrificerede sidebaner og ofte fremført med TMX og TMZ.

Timber was with new large sawmills, among other things powered by watermills or steam engines, placed so that the timber could be rafted down to the works downstream in the rivers. Either as single sticks or tied together in bundles. Typically was the logs sent off with the spring river reach the meltwater.

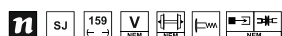
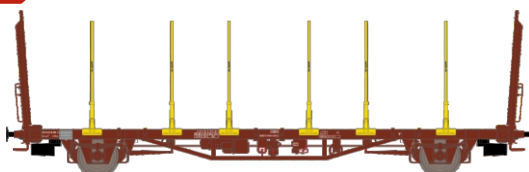
Flaking ceased in the 1970s and most of the transports were transferred to trucks. But that part of the timber transport needed new and more efficient wagons. In the late 1980s, SJ had several redundancies goods wagons, where the undercarriage itself was still up-to-date and in good condition.

The wagon box was cut off, typically a Hbis, or equivalent with endwalls and timber fixing posts which could withstand relatively rough loading and unloading. Lnps is a product of such a conversion, where a total of 1,200 Hbis or Gbs was converted to Lnps - of which the type 891 was a total of 465 wagons.

With the reintroduction of the railway as an integrated logistics part in timber transports in Sweden, new timber terminals have been built in recent years, but the railway's share of the total transport is still relatively modest, but increasing. Freight cars are expensive to acquire and in times of increasing transport needs can all be used! and the increasing timber transport per rail caused these wagons to continue to operate in block trains on the unelectrified lines and often pulled by a TMX and TMZ

DK-873131

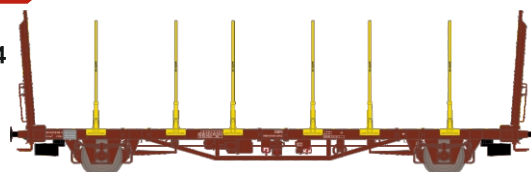
SJ Lnps⁸⁹¹
42 74 412 9 402-7



exp. Q1 2026

DK-873132

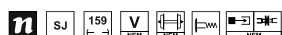
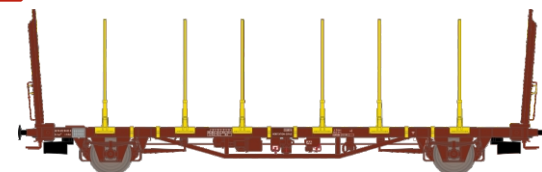
SJ Lnps⁸⁹¹
42 74 412 9 432-4



exp. Q1 2026

DK-873133

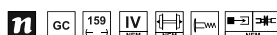
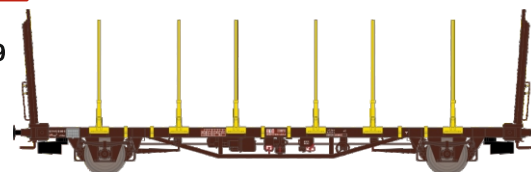
SJ Lnps⁸⁹¹
42 74 412 9 405-0



exp. Q1 2026

DK-873134

S-GC Lnps⁸⁹¹
42 74 412 9 849-9



exp. Q1 2026

DK-873135

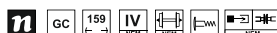
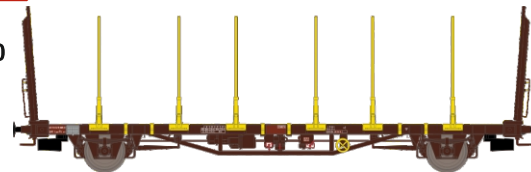
S-GC Lnps⁸⁹¹
42 74 412 9 606-3



exp. Q1 2026

DK-873136

S-GC Lnps⁸⁹¹
42 74 412 9 405-0



exp. Q1 2026

SJ Kö / Udg /Ugkppp - Silovogn - Hopper wagon

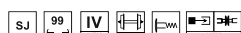
DK-873209

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



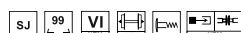
DK-873211

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



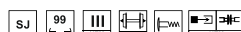
DK-873213

S-RT Ugkppp
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



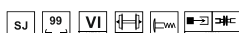
DK-873210

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902 9 316-5
ca. 1969-80



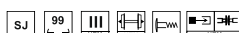
DK-873212

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



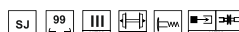
DK-873214

SJ Kö 101062
ca. 1959-68



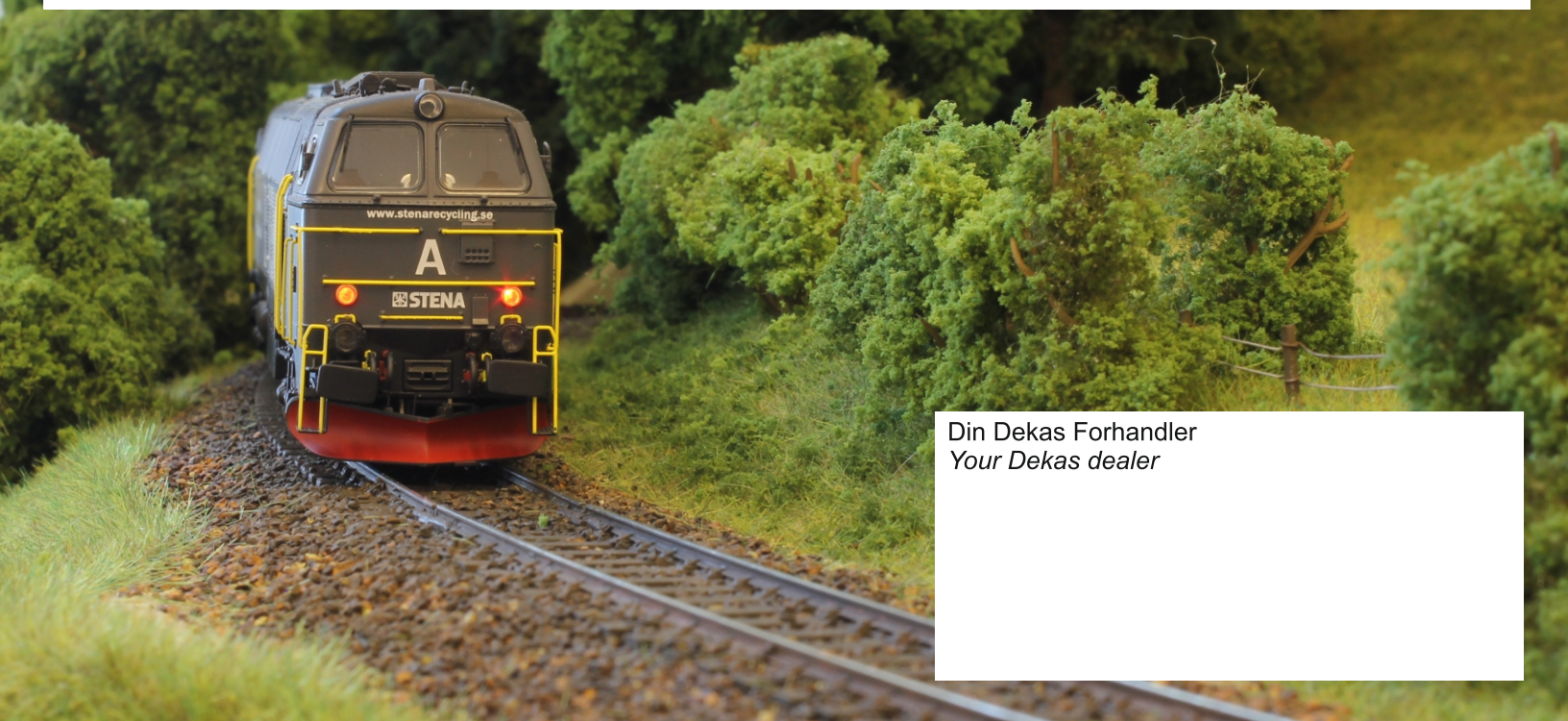
DK-873216

SJ Kö 100273
ca. 1953-68



DK-873218

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



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Your Dekas dealer