

Dekas Exclusive



Katalog 2021
Catalogue 2021

Velkommen til Dekas

I 2021 er det Dekas' 10 års jubilæum - ikke som producent, men som virksomhed - 1. september 2011 blev vi grundlagt.

I dette katalog findes alle vores modeller der er på lager, undervejs og allerede præsenteret, samt nogle nyheder. I år er der, foruden et par nykonstruktioner, også et projekt vi har overtaget fra en af vores OEM kunder - det drejer sig om TWA-800B.

Er dette så alt der kommer i 2021 fra Dekas?

Det korte svar er nej - vi har andet og mere undervejs, men vi venter med at offentliggøre dem til vi er længere fremme med projekterne. Følg derfor med på vores Facebook side og hjemmeside.

Jeg håber at vores produkter vil falde i Deres smag.

Kasper Bang Jensen
Indehaver

Welcome to Dekas

During 2021 Dekas will be celebrating its 10th anniversary – not as a manufacturer but as a company – since we were officially incorporated on 1st September 2011.

In this catalogue you will find all our models that are either in stock, under production or revealed as new items. This year, beside our new construction, we also present a project from one of our OEM customers – the TWA-800B vehicle-carrying flat car.

Is that all the 2021 news, then? The short answer is 'no' - we have many other projects in progress but we will wait before announcing them until they are much closer to completion. Therefore, please keep watching our Facebook page and website homepage for the latest updates.

We hope you will enjoy our range.

Kasper Bang Jensen
Owner



Signatur forklaring Icon explanation

 Nyhed
New item

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

 Længde over puffer
Length over the buffers

 Epoke
Era

 Hjul iht. NEM norm
Wheels following the NEM norm

 Fjedrende puffer
Spring function buffers

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

 Lokomotiv udstyret med højttaler (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

 Minimum radius
Minimums radius

 Lampe/signal højde
Lamp/signal height

Swedish Diesel locos - TMX (GM Nohab)

Teknische highlights:

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

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

Vipers in etch metal

Alle håndbøjler
i metal

All handrails in metal wires

Fjedrende puffer

Spring function buffers



Working flashing
Ready-to-run signal

Separat monteret
ætsede sidegitre

*Separatly installed
etched side grilles*

Overdel støbt i
metal

Body is metal
(diecast)

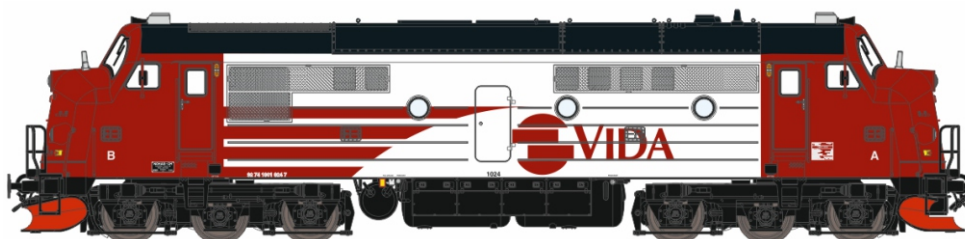
Foto: Martin Leonhardsen (Hedegårdens Privatbane)

AC

DC

AC LokSound V5

DC LokSound V5

























AC

DC

AC LokSound V5

DC LokSound V5



AC

DC

AC LokSound V5

DC LokSound V5


























Landbruget og jernbanen

Agriculture and the danish railway

af Ulrik Tarp Jensen

Brune godsvogne til slagteriet med kreaturer og svin til slagtning. Hvide godsvogne med bacon, smør og æg til eksport via havnen i Esbjerg. Uden jernbanen intet eksporteventyr. Omstillingen fra planteproduktion til animalsk produktion i 1880'erne skabte transportbehov på jernbane og omstillingen blev fremmet med bygningen af nye banelinjer.

Baggrunden var til dels at Danmark efter afståelsen af Slesvig og Holsten i 1864 ikke kunne afsætte traditionelle landbrugsprodukter fra Jylland på grund af toldmur og importforbud i Tyskland. Samtidig var der et voksende marked i Storbritannien for animalske landbrugsprodukter: bacon, æg og smør. Kornpriserne faldt, men mejerier og slagterier blev grundlagt fra 1880'erne og i 1920'erne stod landbrugs-eksporten for 90 procent af Danmarks samlede eksport.

Fra landstationer blev kreaturer og svin transporteret til kreaturmarkeder og slagterier i de større stations- og havnebyer. Kvæget blev enten slagtet i Danmark til hjemligt forbrug eller eksporteret levende, ofte pr skib. Men turen fra landbrugene til byen og havnene skete på jernbane i de lukkede brune godsvogne som var særligt bygget til formålet – transport af levende dyr.

Godsvognene til landbrugets transport blev også anvendt til stort set alle andre typer gods. Vognene blev bygget i stort tal over en lang årrække og da man indførte nye og mere moderne typer i 1930'erne, holdt man stort set op med at få bygget nye godsvogne – pengene skulle gå til broer og lyntog. Erstatningen kom først for alvor omkring 1960 og frem. Dermed blev landbrugets vogne et karakteristisk træk på danske jernbaner langt op i 1960'erne. På privatbanerne ved Ålborg endda helt til de sidste strækninger lukkede i 1969.

Brown wagons for the abattoir with cattle and pigs for slaughter. White wagons with bacon, butter and eggs for export via the port of Esbjerg. Without the railway there could be no efficient exports from Denmark. The move from small farms to larger-scale plant production in the 1880s created transport needs that could be satisfied only by rail and the transition was accelerated by the construction of new lines

History tells us that, after the cession of Schleswig and Holstein war in 1864, Denmark could not sell traditional agricultural products from Jutland due to customs barriers and import bans in Germany. At the same time, there was a growing market in the UK for animal farm products: bacon, eggs and butter. Grain prices fell, but dairies and slaughterhouses were founded from the 1880s through into the 1920s, with such farming products making up almost 90 percent of Denmark's total exports.

From countryside stations, cattle and pigs were moved to livestock markets and abattoirs at the larger stations and port cities. The cattle were either slaughtered in Denmark for the domestic market or exported alive, mostly by ship. The movement from the farms to the bigger cities was predominantly by railway in the familiar closed brown freight wagons which were specially-built for the purpose of transporting livestock.

The freight wagons for livestock movements were also used for other types of goods traffic. The vehicles had been built in large numbers over a long period of time but after new and more modern types were introduced in 1930s, the construction of further rolling stock ceased as spending priorities changed. Money had to be directed to infrastructure and 'Lyntog' - the first version of Danish inter-city trains. The replacement

of older wagons came about from the 1960s onwards. Therefore, the 'traditional' rolling stock used for agricultural products was still amongst the most common to be seen on Danish Railways well into the 1960s. This was also the case on the private railways near Ålborg (FFJ, AHB, AHJ) even as the last lines closed in 1969.



Kreature indlæses i Q vogn. Foto Danmarks Jernbanemuseum
Cattle are loaded into a QG waggon. photo: Danmarks Jernbanemuseum



F maskine rangerer med Q og IGK vogne til Kalundborgs Andels Slakteri i 1956. Th ses endnu en Q vogn og en PF på læssevejen, Foto: Kgl bibliotek.
DSB Type F shunting with Q and IGK waggons to Kalundborgs Andels Slakteri in 1956. to the right is one more Q waggon and one PF, Photo: Kgl bibliotek.

Slagterierne var i de fleste tilfælde både svine- og kreatur-slagterier, men med ensartet kvalitet, kontrol og fælles distribution blev baconeksporten efterhånden meget væsentlig. Til transporten fra slagterierne til udskibning af bacon byggede man særlige afkølingsvogne i 1887 og frem efter amerikansk forbillede. Men man sikrede også transporten over kortere afstande med ventilerede vogne, kun til levnedsmidler og andet "rent" gods, så fødevarer og dyr kunne transporteres adskilt, i hver sine vogne.

The slaughterhouses mostly dealt with pigs and cattle, but with the ability to offer good quality standards and with a common distribution system in place, bacon gradually became the principle export. Danish bacon is still a popular brand in the UK today. For the transportation of bacon to the dockside, a fleet of special insulated wagons were built from 1887 onwards, based on an American design. For travel over shorter distances, a number of ventilated vans were constructed. These were intended for food stuffs and other 'clean' commodities, so that processed meat and livestock were moved only in their respective dedicated wagons types and not mixed.



MK 683 / FK 684 + MO 1880 med 2 stk IKG og IK vogne i Hobro 14 juli 1961, Foto K. E. Jørgensen
MK 683 / FK 684 + MO 1880 with 2 pcs IKG and IK wagons in Hobro 14 juli 1961, photo K. E. Jørgensen

Som bacon fik eksportsmørret også fælles varemærke og garanti for ensartet kvalitet. Smør i dritler blev transporteret til udskibning med hvidmalede vogne og fortrinsvist solgt – Danmark sad på 27 procent af den samlede verdenshandel med smør i 1913 – til og dækkede op mod halvdelen af Storbritanniens import.

Transporterne på jernbane fortsatte op i 1960'erne. Herefter tog lastvogne over og de mange mejerier og slagterier blev fusioneret og moderniseret.



DSB IV 20 235 på Nørrebro G i 1954 - bemærk på vagnens venstre side overgangsseddelholderen for kørsel til Malmö (foto P. E. Clausen, Arkiv DMJK)

DSB IV 20 235 at Nørrebro G i 1954 - on left side of chassis is the document holder for transport to Malmö. IV were used for eggs and vegstable (photo P. E. Clausen, Arkiv DMJK)



Udlæsning af "halve grise" i Københavns Kødbø i 1952 fra IKG 19 933 foto: Danmarks Jernbanemuseum/jernbanekilder.dk

Unloading of slaughtered pigs in the meatpacker district in Copenhagen 1952 from IKG 19 933 Photo: Danmarks Jernbanemuseum/jernbanekilder.dk

As bacon had shown the way, butter quality became more consistent and was traded under brand names. Packaged in barrels, butter was conveyed for export in white-painted wagons. Denmark supplied 27 percent of the total world trade in butter in 1913 and supplied up to half of Britain's import requirement.

Movement by rail continued up into the 1960s before road transport took over and many dairies and slaughterhouses were merged and modernised.

TANKVOGNE

Gasoline Tank Cars

DK

- Tank i plastik, undervogn i metal (diecast).
- Fjedrene puffer.
- Håndbøjler, trin, løbebrædder i metal.
- Korrekte påskriftplader i ætset og bukket metal.
- Profilerede hjul i metal (0,8mm flange).
- Gelændre, tankdetaljer og aksellejer iht forbillede.

UK

- Tank barrel in plastic, chassis in metal (diecast).
- Fully sprung buffers.
- Handrails, steps, running-boards in metal.
- Descriptionplates in etched and folded metal.
- Fully turned metal wheels (0.8mm flange).
- Individual details and bearings to match prototype.



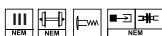
DK-871007

AB ZE 509 010
B. Ringsted
ca 1954-59

RERUN



Q2 2021



DK-871008

DSB ZE 502 825
ca. 1952-60

DK-871009

DSB ZE 502 830
ca. 1952-60



LAGER

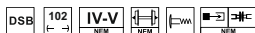


DK-871011

44 86 DSB
720 2 223-4
ESSO
ca. 1980-86



LAGER

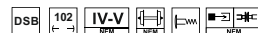


DK-871017

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

RERUN



Q2 2021



DK-871019

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



Q2 2021



DK-871020

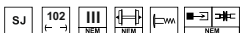
SJ Q12 503 254
BP
ca. 1948-50

Glidelejer, enkelt
platform og trætrin

Flatbearings, single
platform and wooden
steps



LAGER



DK-871021

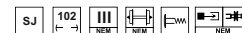
SJ Q12 503 052
BP
ca. 1950-59

Glidelejer, dobbelt
platform og trætrin

Flatbearings, double
platform and wooden
steps



LAGER



Kødvogn - IVK/IGK

Insulated meat van

DK

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

Til transport af slagtede svin ombyggede DSB en række IV vogne til IVK/IGK. Ombygning betød tilføjelse af jalousier i vognsider og gavle, isolering, og stænger med kødkroge til ophængning af slagtede svin. I alt ombyggedes 263 vogne. Alle de ombyggede vogne var hvidmalede og fik påmalet KØDVOGN i rødt på skydedøren.

UK

- Body in plastic, chassis in diecast metal.
- Fully-sprung buffers with ø 4.2mm heads.
- Handholds in metal wire (ø 0.3mm).
- Separate etched metal inlet handles.
- Metal spoked wheels (0.8mm flange).
- Finely detailed body planking and vents.

A series of DSB IV wagons were specially converted for the transport of pork and re-coded IVK/IGK. The modifications included the addition of further air-inlets on sides and ends, improving insulation and the installation of rails with hooks for hanging the dressed pig carcasses. In total, 263 vans were converted. All were painted white with KØDVOGN (meat wagon) branding in red on the sliding door.



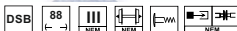
Dekas IGK model. Foto: Peter Wiese

DK-872102

DSB IGK 19 876
ca 1948-59



LAGER

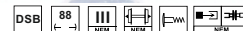


DK-872103

DSB IGK 19 784
ca 1960-65



LAGER

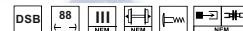


DK-872104

DSB IGK 19 980
ca 1960-65



LAGER

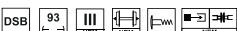


DK-872108

DSB IGK 20 046
ca 1959-62



LAGER



DK-872109

DSB IGK 20 291
ca 1960-61



LAGER



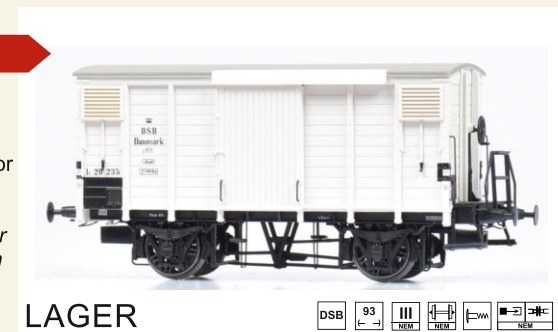
DK-872110

DSB IGK 20 294
ca 1960-62



LAGER





ØLVOGN - CARLSBERG 1890'er

Carlsberg beer wagon (1890s)

NEW
TOOLING



Billede er for produktionsprøve, uden sidste modifikationer. / Picture is pre-production sample without final adjustment

DK

- 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.

I 1890 bygger Scandia i Randers en serie på 6 stk. Ølvogne til bryggeriet Carlsberg. Vognene var bygget over samme læst Q og IV vogne, og med dimensioner fra en vogn med bremsehus hvorved akslerne er 10cm forskudt, på trods af at vognene kun var håndbremset. I 1950 ændres det røde logo til det grønne og frisen med Helst en HOF blev tilføjet.

UK

- 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.

In 1890, a series of six beer wagons were constructed by Scandia, in Randers, for the world-famous Carlsberg brewery. The vans were manufactured with the same main dimensions as the Q and IV type wagons with brake house, leading to the axles being moved 10cm length-wise even though all the cars were only fitted with a manual handbrake. During the 1950s, the Carlsberg logotype was changed from red to green, and the body stripe with 'Helst en HOF' (I prefer a HOF beer) was added.

DK-872141

DSB ZA 99 517
ca. 1960-66

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

Green logotype with
four 'hest en HOF'
brandings in stripe
and ABC braking
data panel



Q2 2021



DK-872142

DSB ZA 99 518
ca. 1954-61

Grønt logo med
5 stk -helst en HOF.

Green logo with five
'hest en HOF'
brandings in stripe



Q2 2021



DK-872143

DSB ZA 99 519
ca. 1944-55

Rødt logo.
Red logotype.



Q2 2021

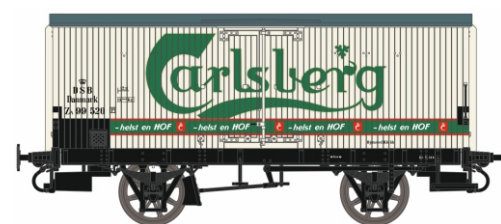


DK-872144

DSB ZA 99 520
ca. 1954-61

Grønt logo med
4 stk -helst en HOF.

Green logo with four
'hest en HOF'
brandings in stripe



Q2 2021



Lille Q-vogn - QG/QGR

Livestock van

NEW
TOOLING



DK

- 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

QG(R) var en del af de kreaturvogne der går under navnet Lille Q. Alle vogne var med 3,66m akselafstand efter engelsk forbillede. Vognene blev bygget i perioden 1896 til 1913. QGR-vognene var oprindeligt udstyret med bremsehus, men dette blev fjernet og erstattet med platform i starten af 1950'erne. Vognene blev brugt til transport af griser, køer og heste. Til DSB blev der bygget 928 stk QG og 863 stk. QGR.

UK

- 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
- Spokewheels in full metal (0,8mm flange)
- Finely moulded body with horizontal planking

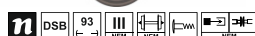
The QG/QGR vans were a livestock carrying sub-type of the small Q-type wagons. All were built between 1896 and 1913 with a 12ft (3.66m) wheelbase, following British practice at the time. QGR coded wagons were originally constructed with a brake-house, but this was removed during the early-1950s leaving just the platform. The type was utilised for the transportation of all types of livestock but mainly pigs, cattle and horses. Danish Railways operated a large fleet of 928 QG and 863 QGR vans.

DK-872401

DSB QGR 35 641
ca. 1944-52



Q2/3 2021



DK-872402

DSB QGR 35 776
ca. 1952-63



Q2/3 2021



DK-872403

DSB QGR 35 043
ca. 1952-63



Q2/3 2021

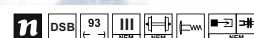


DK-872404

DSB QGR 35 548
ca. 1961-63



Q2/3 2021

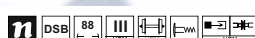


DK-872405

DSB QG 33 792
ca. 1944-52



Q2/3 2021



DK-872406

DSB QG 33 502
ca. 1952-62



Q2/3 2021



Åben godsvogn - PH / PF / PFR

Six-plank open goods wagon PH / PF / PFR



DK

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

PF(R) vogne (bygget 1890-1916) var indtil 1960'erne den mest udbredte åbne godsvogn i Danmark. Vognene blev brugt til transport af alle typer brændsel som tørv, kul, samt tømmer, brædder, roer, men også maskindele og militærkøretøjer. I 1950'erne rådede DSB over ca 970 stk PFR (bremsehus og platform), ca 1045 stk PF. Forskellige danske privatbaner havde i alt ca. 200 PF/PFR vogne, bemalt i banerens egne farver.

UK

- Body in plastic, chassis in diecast metal.
- Fully-sprung buffers with Ø 4.2mm head.
- Metal wire handrails (Ø 0.3mm).
- Separately-added end door lock detail.
- Metal spoked wheels (0.8mm flange).
- Finely moulded body with horizontal planking.
- Prototypically true-scale thin sidewalls.

The PF(R) wagons (built 1890 to 1916) were, until the 1960s, the most common open freight vehicle to be seen in Denmark. They were used for the transportation of a multitude of commodities typically (but not exclusively): turf, coal, timber and sugarbeet. Additionally, they could be found carrying sheeted machine parts and army vehicles. During the 1950s, Danish Railways had around 970 PFRs with either brakehouse or platform and approximately 1,045 PF/PH with handbrakes.

DK-873011

DSB PF 16 513
ca 1962-65

Kultransport for maskintjenesten i 1. distrik

Used only for coal traffic in the eastern district



LAGER



DK-873014

NFJ PH 238
ca 1948-66



LAGER

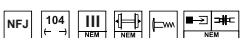


DK-873015

NFJ PHR 239
ca 1948-66



LAGER



DK-873016

GDS Pc 230
ca 1944-56



LAGER



DK-873017

GDS Pc 233
ca 1944-56



DSB PFR med bremsehus

Brakehouse version of DSB PFR open wagon

NEW TOOLING

DK

- Bremseslæbe i plastik
- Vinduesglas i bremseslæbe
- Gavplatform og stiger i ætset metal

UK

- Detailed plastic-moulded brakehouse
- Includes clear window glazing
- Etched metal platform and ladders



DSB PFR 14 789, Foto P.E.Clausen, arkiv DMJK
DSB PFR 14 789, Photo P.E.Clausen, archive DMJK

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.

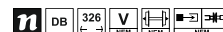
This 'Transwaggon' twin-wagon low flat is a development of the Laadkks-type TWA 800A, of which 200 units were built by ELH Waggonbau Niesky, entering service between 1998 and 2001. The main development was that the TWA 800B specification saw the fitting of inter-wagon tread flaps, so road vehicles could 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



Q2 2021

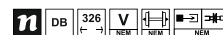


DK-873102

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



Q2 2021

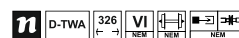


DK-873103

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



Q2 2021

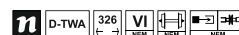


DK-873104

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

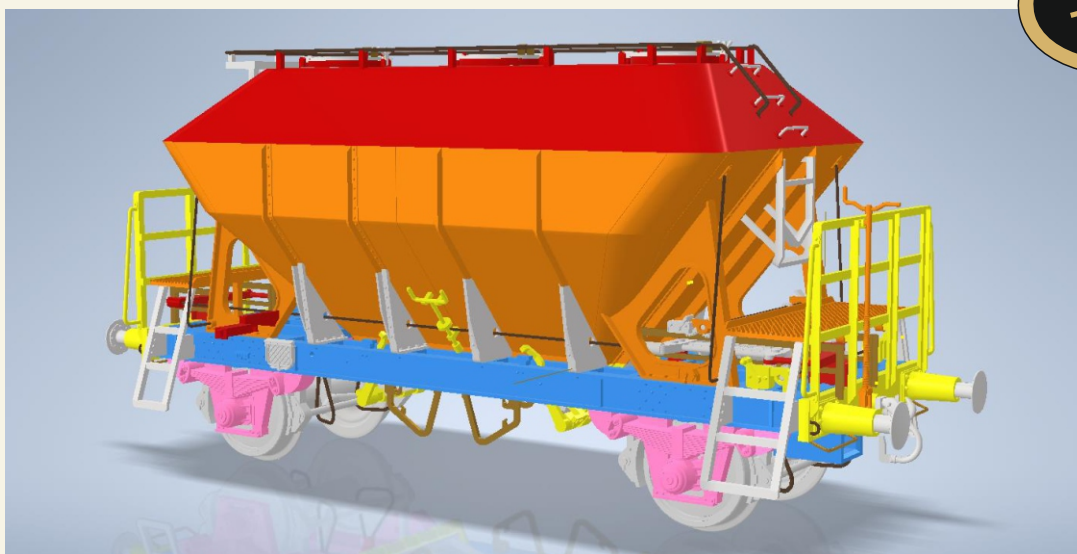


Q2 2021



SJ Kö / Ugkkpp - Silovogn

SJ Kö / Ugkkpp - Covered hopper vogn

NEW
TOOLING**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

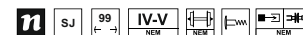
ca. 1956-68

Q4 2021

**DK-873204**SJ Ugkkpp 42 74
903 9 055-1**DK-873205**SJ Ugkkpp 42 74
903 9 057-7

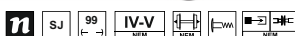
ca. 1980-2001

Q4 2021

**DK-873206**SJ Ugkkpp 42 74
903 9 070-0**DK-873207**SJ Ugkkpp 42 74
903 9 088-2

ca. 1980-2001

Q4 2021



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

Signaler & Lamper

Signals & Lamps

DK-878101

Overkørsels-sig-
naler u/ klokke
& kryds

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



DSB 1 28 II-V

DK-878102

Overkørsels-
sig-
naler m/ klokke
& u/ kryds

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



DSB 1 34 II-V

DK-878103

Overkørsels-
sig-
naler u/ klokke
& m/ enkeltspor
kryds

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



DSB 1 38 II-V

DK-878104

Overkørsels-
sig-
naler m/ klokke
& enkeltspor
kryds

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



DSB 1 42 II-V

DK-878105

Overkørsels-
sig-
naler u/ klokke
& m/ dobbeltspor
kryds

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

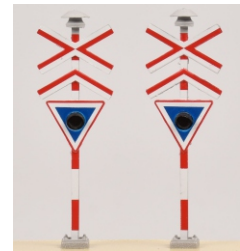


DSB 1 43 II-V

DK-878106

Overkørsels-
sig-
naler m/ klokke
& dobbeltspor
kryds

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



DSB 1 46 II-V

DK-878001

Perronlampe
m/ højttaler

*Platform
lamp with
speaker*



DSB 1 94 II-VI

DK-878002

Perronlampe
u/ højttaler

*Platform
lamp without
speaker*



DSB 1 94 II-VI

DK-878003

Perronlampe
m/ højttaler

*Platform
lamp with
speaker*



DSB 1 87 II-V

DK-878004

Perronlampe
u/ højttaler

*Platform
lamp without
speaker*



DSB 1 87 II-V

DK-878005

Perronlampe
m/ højttaler

*Platform
lamp with
speaker*



DSB 1 87 II-V

DK-878006

Perronlampe
u/ højttaler

*Platform
lamp without
speaker*



DSB 1 87 II-V

Din Dekas Forhandler
Your Dekas dealer