

Dekas Exclusive



NEWS 2026

Forår - Spring - Frühjahr

Dekas

DK-8750601

AC

DK-8750602

DC

DK-8750603

AC LokSound V5

DK-8750604

DC LokSound V5

Indlandsbanan (IBAB) TMZ 1413



DK-8750561

AC

DK-8750562

DC

DK-8750563

AC LokSound V5

DK-8750564

DC LokSound V5

Koncentra Logistic / IBAB TMZ 1413



Photo: Thomas Hupfeldt

DK-8750521

AC

DK-8750522

DC

DK-8750523

AC LokSound V5

DK-8750524

DC LokSound V5



**TAGKRAFT
TMZ 1418**



DK-8750571

AC

DK-8750572

DC

DK-8750573

AC LokSound V5

DK-8750574

DC LokSound V5



TGOJ TMZ 1410



DK-8750581

AC

DK-8750582

DC

DK-8750583

AC LokSound V5

DK-8750584

DC LokSound V5



Railcare TMZ 1409



DK-8750621

AC

DK-8750622

DC

DK-8750623

AC LokSound V5

DK-8750624

DC LokSound V5



Three T TMZ 1407



DK-8750631

AC

DK-8750632

DC

DK-8750633

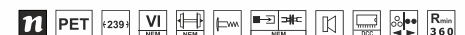
AC LokSound V5

DK-8750634

DC LokSound V5



Peterson TMZ 1409



DSB Tankvogne

DK-871038

DSB ZE 502 721
ca. 1959-66



Exp. Q3/2026

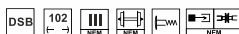


DK-871039

DSB ZE 502 231
ca. 1955-66



Exp. Q3/2026

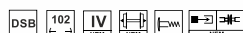


DK-871040

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



Exp. Q3/2026

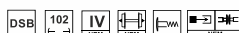


DK-871041

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



Exp. Q3/2026

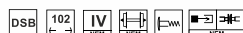


DK-871042

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



Exp. Q3/2026



B. Ringsted and Co's tankvogn

Knud Bjørn Ringsted stiftede i 1931 olie- og kemikaliefirmaet B. Ringsted og Co. Gennem 1930'erne voksede det lille firma gradvist med forhandling af benzin og andre olieprodukter og var dansk generalagent for tyske Haltermann i Hamborg. Desuden stiftede firmaet i 1936 Nordisk Tanklager, som etablerede sig med depot på Københavns nye oliehavn Prøvestenen, anlagt omkring et fort ud for Amagers Øresundskyst.

Datterselskabet Nordisk Tanklager havde egne tankvogne, men først i 1954 anskaffede B. Ringsted og Co. selv egen tankvogn, som først var registreret hos Amagerbanen, men fra 1959 hos DSB. Vognen var en del af de tyske efterladenskaber, blev frikøbt og ved istandsættelsen malet i selskabets blå-gule farver og derefter benyttet til transport af olieprodukter til og fra Prøvestenen. Vognen kunne anvendes til transport af benzin og andre lette oliederivater, såsom terpentin o.l.

B. Ringsted handlede desuden med andre petrokemiske produkter sideløbende med benzin- og olieforretningen og det blev i 1970'erne handlet under navnet "Ringsted Kemi", stadig med udgangspunkt i tanklageret på Prøvestenen. Vognen blev bl.a. anvendt i transporter af olie- og kemikalieaffald til Cheminova på Harbøre Tange ved Lemvig.

Ringsted solgte sit lager og kemivirksomhed inkl. vogn til Sveda Kemi A/S i 1977, der i forvejen havde engrosforretning i petrokemiske produkter. Anvendelsen fortsatte som før, og når den stod ved tanklageret, kunne den tillige fungere stationært lager, fyldes gradvist op og dernæst sendes afsted. Vognen udrangeredes i 1987 og senere hentet af en jernbaneklub. Vognen eksisterer fortsat i 2026. B. Ringsted eksisterer i øvrigt som fyringsoliedistributør til sjællandske kunder den dag i dag.

B. Ringsted and Co's tankvogn

In 1931, Knud Bjørn Ringsted founded the oil and chemical company B. Ringsted & Co. Throughout the 1930s, the small company gradually grew by trading in gasoline and other oil products and was the Danish general agent for the German Haltermann in Hamburg. In addition, in 1936, the company founded Nordisk Tanklager, which established itself with a depot at Copenhagen's new oil port Prøvestenen, built around a fort off the coast of Amager on the Øresund.

The subsidiary Nordisk Tanklager had its own tankers, but it was not until 1954 that B. Ringsted and Co. acquired its own tanker, which was first registered with Amagerbanen, but from 1959 with DSB. The tanker was part of the German remnants, was bought back and during the renovation painted



Photo: P. C. Johansen, 1966

in the company's blue-yellow colors and then used to transport oil products to and from Prøvestenen. The wagon could be used to transport petrol and other light oil derivatives, such as turpentine etc.

B. Ringsted also traded in other petrochemical products alongside the petrol and oil business and in the 1970s it traded under the name "Ringsted Kemi", still based in the tank farm at Prøvestenen. The wagon was used, among other things, in the transport of oil and chemical waste to Cheminova at Harbøre Tange near Lemvig.

Ringsted sold its warehouse and chemical business including wagon to Sveda Kemi A/S in 1977, which already had a wholesale business in petrochemical products. The use continued as before, and when it was at the tank farm, it could also function as a stationary warehouse, be gradually filled up and then sent away.

The wagon was scrapped in 1987 and later picked up by a railway club. The wagon still exists in 2026. B. Ringsted also exists as a heating oil distributor to customers in Zealand to this day.

SJ Kbis - TimberRail



SJ Kbis(942) 338 2 107-7, Fredericia, Arkiv Rickard Nordström

Timber Rail - SJ Kbis

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

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

Brædder og andre savværksprodukter var tidligere transporteret på åbne godsvogne og trælæsset dækket med presenninger. At lægge de tunge presenninger på, tage dem af og i øvrigt håndtere dem krævede mandskab, tørreplads og det gjorde lastvogn attraktiv. Samtidig er pålægning af presenninger og køreledningsanlæg en dårlig kombination.

Især svenske SJ eksperimenterede med overdækninger som skulle erstatte presenningerne. Låg som kunne åbnes den ene side, så en gaffeltruck kunne læsse ubesværet og med nemme fastgørelsesanordninger så man ikke skulle bruge tid og mandskab på læsningen. Men kun i Sverige og kun i faste løb og konstruktionerne overholdt ikke mellemeuropæiske læsseprofiler.

Kbis løste problemet. Låget formet som to halvparter, bygget i aluminium som kunne skydes ind i hinanden, så man kunne komme til lasten i den ene ende fra begge sider og samtidig havde vognen et profil så de kunne benyttes i Mellemeuropa, i modsætning til de tidligere konstruktioner.

Vognene fulgte med i dannelsen af Green Cargo, men efterhånden blev konstruktionen udkonkurreret af almindelige indlejede bogiegodsvogne, samt det forhold at man pakkede stablerne ind i plasticposer på savværket og dermed hverken behøver lukkede godsvogne eller presenninger.

Timber Rail - Kbis

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

Transport of timber and cut wood provides large transport volumes for the railways in Scandinavia. However, road transport is a tough competitor and loading and unloading of railway goods must be constantly made more efficient in order not to lose in the competition and Kbis was a solution to this.

Boards and other sawmill products were previously transported on open freight wagons and the wood load was covered with tarpaulins. Putting on the heavy tarpaulins, taking them off and otherwise handling them required personnel, drying space and that made trucks attractive. At the same time, laying down tarpaulins and overhead lines is a bad combination.

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

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

The wagons followed in the formation of Green Cargo, but gradually the design was outcompeted by ordinary rented bogie freight wagons, as well as the fact that the stacks were wrapped in plastic bags at the sawmill and thus neither closed freight wagons nor tarpaulins were needed.

DK-872221

SJ Kbis⁹⁴¹
41 74 SJ
338 2 061-6



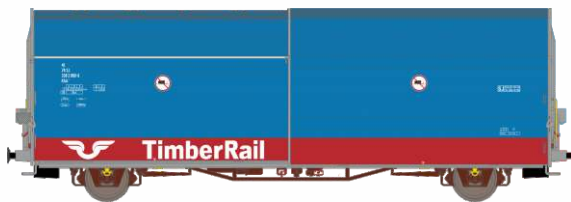
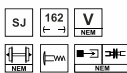
DK-872222

SJ Kbis⁹⁴²
41 74 SJ
338 2 107-7



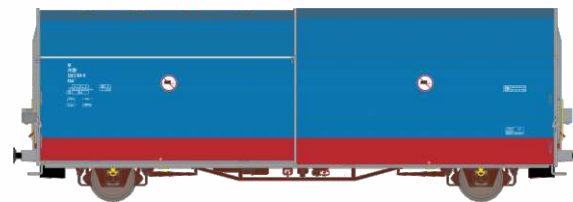
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SJ Kbis⁹⁴²
41 74 SJ
338 2 080-6



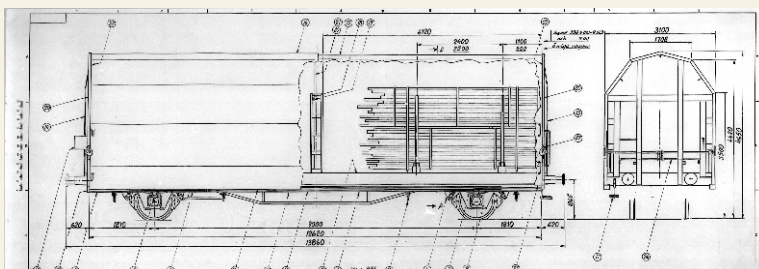
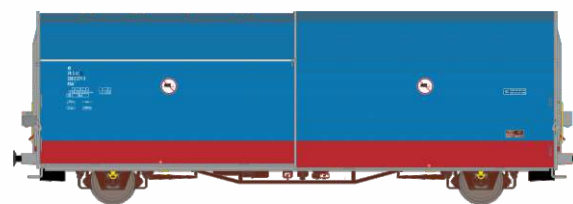
DK-872224

Kbis⁹⁴²
41 74 GC
338 2 164-8



DK-872226

Kbis⁹⁴²
41 74 GC
338 2 164-8



DSB Kbs (1960 & 64 series)

Photo: K. E. Jørgensen

I 1950'erne arbejdede man langsomt, men sikkert mod udviklingen af europæiske standardgodsvogne, som kunne anvendes over hele Europa.

Indtil denne standardisering havde hvert europæisk land sin egen standard, hvor enkeltkomponenterne var udformet i egen tradition. På trods af forskellighederne var vogntyperne dog i hovedsagen ens, da den enkelte type blev benyttet til samme typer gods i alle lande. Fælles for stort set alle vogne var at de kunne sammenkøbes og køre på de fleste normalsporede strækninger i Europa under normale forhold.

Den lavsidede standardtype fremkom i 1956 og endelig fastlagt i 1958. Typen tog udgangspunkt i en fransk konstruktion, tilføjet de komponenter som den europæiske jernbanesammenslutning, UIC havde fundet frem til med hensyn til akselophæng, kobling, hjul, aksler mv. Lemmene, som var til at klappe udad, var en ny standardkomponent og de fleste som anskaffede vogntypen, fulgte den. Vognen kom i to varianter: én med høje sidestøtter efter tysk forbillede og en med lave, svingbare efter fransk forbillede.

DSB valgte den tyske variant med høje aftagelige sidestøtter, som kunne opbevares i to reoler, én på hver vognside.

Første leverance til DSB var på 100 stk, leveret som litra T i 1958, men som få år senere blev til "Ks", for i 1965 med den store omlitring og -nummerering blev til Kbs. I alt anskaffede DSB 450 Kbs-vogne i årene 1958-1965. Forgængeren til Kbs hos DSB var en TF, som DSB kaldte "høvgogn". Den nye Kbs-vogn overtog hurtigt forgængerens rolle som vognen til transport af produkter med lav vægt og stor volumen som ikke behøvede transport i en lukket vogn, dog eventuelt beskyttet af en presenning.

Med det økonomiske opsving i slutningen af 1950'erne og især i 1960'erne blev Kbs-vognene anvendt til alskens jernkonstruktioner, landbrugsmaskiner og andet langt gods, såsom kævler og stolper. Desuden var vognene i stort omfang benyttet til militære transporter af lettere køretøjer som ikke krævede bogievogne. Vognene var almindelige i europæiske godstog til midt-1990'erne, men de sidste forsvandt først fra almindelig godstrafik efter 2000, bl.a. erstattet af bogievogne. En hel del Kbs blev derefter anvendt til banens interne transporter, herunder transport af grus og skure til banearbejdere. Vognene, nu uden sidestøtter kan derfor stadig findes rundt omkring i Danmark, henstående på sidespor.

In the 1950s, work was slowly but surely underway towards the development of European standard freight wagons that could be used throughout Europe.

Until this standardization, each European country had its own standard, where the individual components were designed in its own tradition. Despite the differences, the wagon types were essentially the same, as the individual types were used for the same types of goods in all countries. What was common to almost all wagons was that they could be coupled together and run on most standard gauge lines in Europe under normal conditions.

The low-sided standard type emerged in 1956 and was finally established in 1958. The type was based on a French design, supplemented with the components that the European Railway Association, UIC, had found with regard to axle suspension, coupling, wheels, axles, etc. The doors, which could be folded outwards, were a new standard component and most who purchased the wagon type followed it. The wagon came in two versions: one with high side supports based on the German model and one with low, swinging ones based on the French model. DSB chose the German version with high removable side supports, which could be stored in two shelves, one on each side of the wagon.

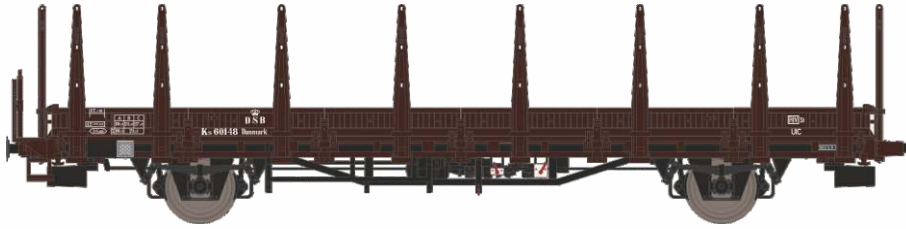
The first delivery to DSB was 100 units, delivered type T, but which a few years later became "Ks", and further in 1965 during the major re-numbering became Kbs. In total, DSB acquired 450 Kbs from 1958-1965. The predecessor to the Kbs at DSB was a TF, which DSB called a "hay wagon". The new Kbs wagon quickly took over its predecessor's role as the wagon for transporting products with low weight and large volume that did not need to be transported in a closed wagon, although possibly protected by a tarpaulin.

With the economic recovery in the late 1950s and especially in the 1960s, the Kbs wagons were used for all kinds of iron structures, agricultural machinery and other long goods, such as logs and posts. In addition, the wagons were widely used for military transport of lighter vehicles that did not require bogie wagons.

The wagons were common in European freight trains until the mid-1990s, but the latter only disappeared from regular freight traffic after 2000, among other things replaced by bogie wagons. A large number of Kbs were then used for internal transport on the railway, including the transport of gravel and sheds for railway workers. The wagons, now without side supports, can therefore still be found around Denmark, standing on sidings.

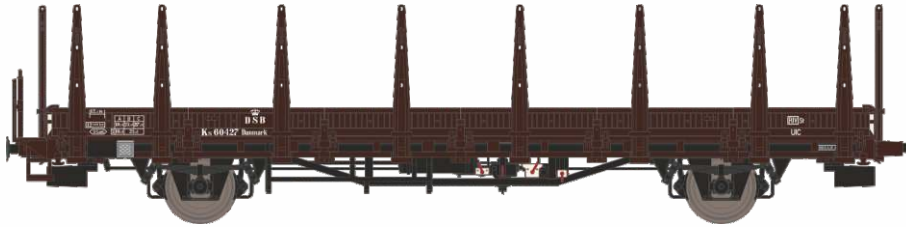
DK-873070

DSB Ks 60148
1961-65



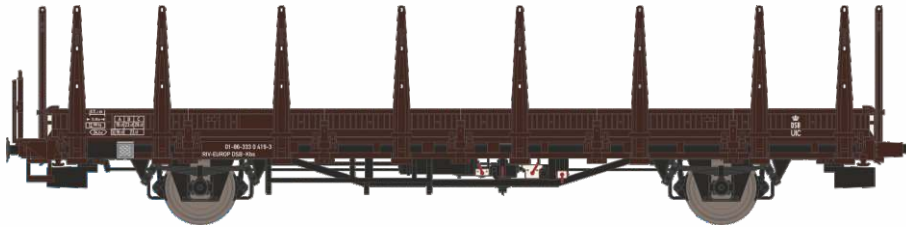
DK-873071

DSB Ks 60427
1964-65



DK-873072

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



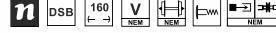
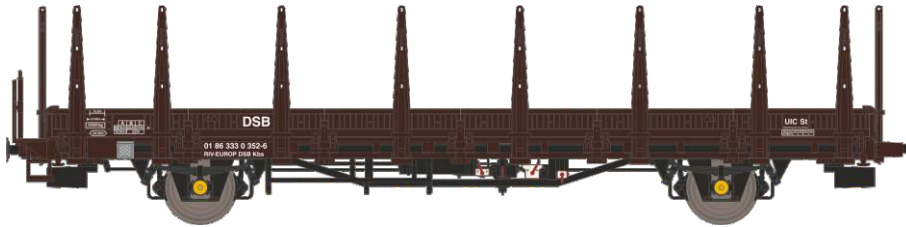
DK-873073

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



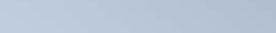
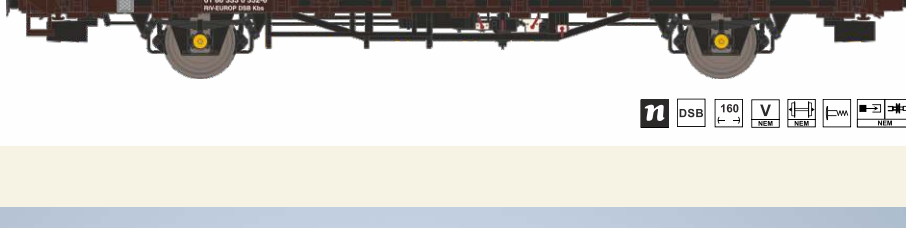
DK-873074

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



DK-873075

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

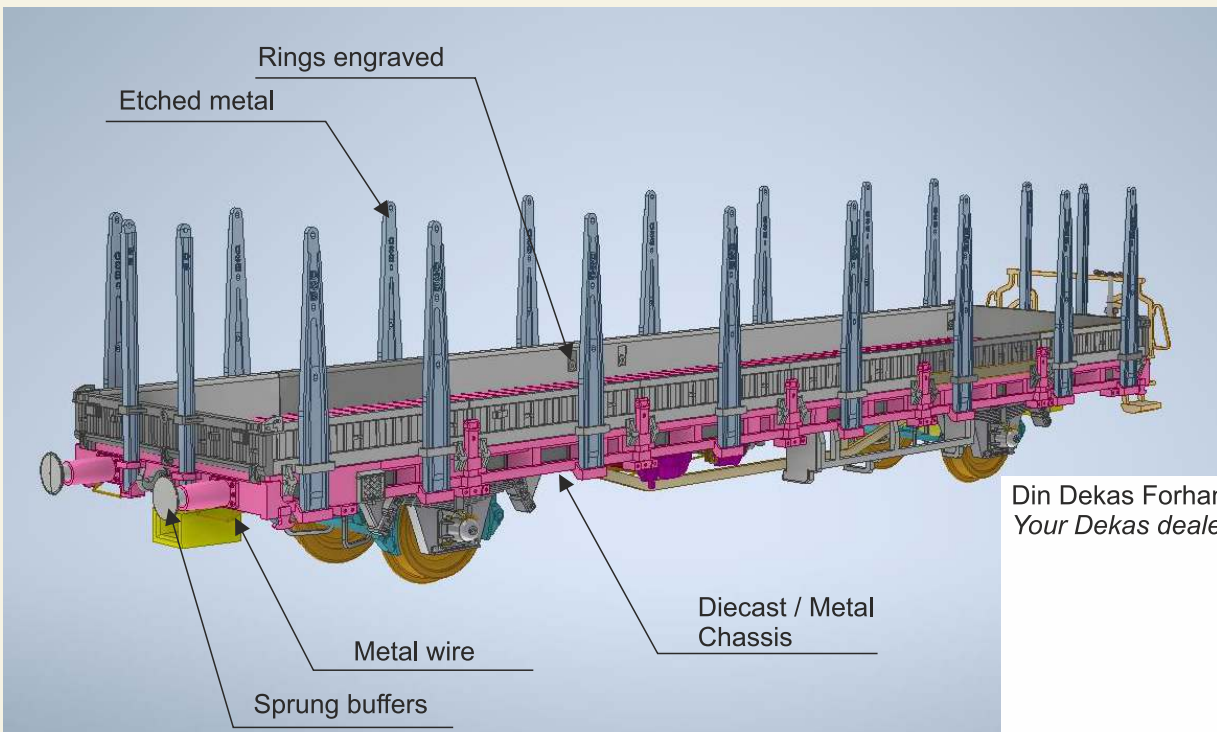


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with:*

**Exact-train
Classic H01:87®**

Som med vores 2025 model af DSB UIC E vogn er Kbs et samarbejdsprojekt med hollandske Exacttrain. Med Kbs står Dekas for både konstruktion og produktion af vores begge modeller.

As with our 2025 model of DSB UIC E coal wagon is the Kbs a cooperation project with dutch Exacttrain. With the Kbs Dekas will handle both development and production of both our models



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