

Dekas Exclusive



NEWS 2025

Forår - Spring - Frühjahr

Dekas

Vossloh G322B



Foto: Jonas Stibro

G322B er udviklet i 1990'erne og bygget årene 1996-1998 på fabrikken i Kiel, først under navnet Siemens Schienenfahrzeugtechnik (SFT), dernæst fra 1998 Vossloh Schienenfahrzeugtechnik GmbH (VSFT). I alt er der bygget 26 stk, hvoraf ét var et prøvelokomotiv, som også blev afprøvet af bla. DSB; Deutsche Bahn og andre.

DSB søgte i flere år efter afløserne for de dieselhydrauliske rangerlokomotiver man havde anskaffet fra 1950'erne og op til 1965 af litra MH og MT. Først havde man et lokomotiv på prøve og flere år senere anskaffede og kasserede man en leverance.

Først med anskaffelsen af 25 stk. litra MK fra fabrikken i Kiel af type G322 blev rangertrækraften endelig udskiftet. Men anskaffelsen skete samtidig med krav til øget lønsomhed i DSB's Godsdivision som var udskilt som selvstændig enhed, hvilket betød væsentlig reduktion i godstransport i Danmark og deraf mindre behov for rangertrækraft.

MK/G322B er nemt at betjene og vedligeholdelse kan for mange deles vedkommende udføres lokalt. To lokomotiver kan fjernstyres fra én førerplads og det er benyttet i større tog over kortere strækninger, hvilket i en årrække blev anvendt for også at kunne afskaffe ældre større diesellokomotiver.

De 25 lokomotiver blev hurtigt for mange og allerede ved dannelsen af Railion på resterne af DSB Gods i 2001, blev de tre ældste solgt tilbage til Vossloh som dernæst udlejede og videresolgte dem til forskellige operatører. G322B er dermed nået til både Luxembourg, Italien og ikke mindst Tyskland.

Railion og det senere DB Schenker solgte ni stk MK/G322B til udlejnings-selskabet Northrail GmbH i Hamborg og sammen med prøvelokomotivet har Northrails 10 lokomotiver været udlejet til et utal af kunder i Tyskland og Danmark.

I 2024 har Northrail videresolgt nogle af lokomotiverne til de tidligere lejere, herunder OHE i Uelzen.

The G322B was developed in the 1990s and built in the years 1996-98 at the factory in Kiel, first under the name Siemens Schienenfahrzeugtechnik (SFT), then from 1998 Vossloh Schienenfahrzeugtechnik GmbH (VSFT). A total of 26 locos have been built, of which one was a test locomotive, which was also tested by, among others, DSB; Deutsche Bahn etc.

DSB searched for several years for replacements for the diesel-hydraulic shunting locomotives that it had acquired from the 1950s and up to 1965 of the types MH and MT. Firstly DSB got another type for testing and several years later a delivery was acquired and at the end discarded and scrapped.

First with the delivery of 25 MK locos from the factory in Kiel of the type G322 was the shunting traction finally replaced. But the acquisition took place at the same time as demands for increased profitability in DSB's Freight Division, which had been separated as an independent unit, meant a significant reduction in freight transport in Denmark and therefore less needs for shunting traction.

The MK/G322B is easy to operate and maintenance can be carried out locally. Two locomotives can be remotely controlled from one driver's seat and it has been used in larger trains over shorter distances, which for a number of years was used to also eliminate older larger diesel locomotives.

The 25 locomotives quickly became too many and already when Railion was formed on the remains of DSB Freight in 2001, the three oldest were sold back to Vossloh, who then leased and resold them to various operators. The G322B has thus reached Luxembourg, Italy and, not least, Germany.

Railion and the later DB Schenker sold nine MK/G322Bs to the rental company Northrail GmbH in Hamburg and, together with the test locomotive, Northrail's 10 locomotives have been rented to a number of customers in Germany and Denmark.

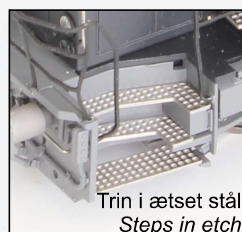
In 2024, Northrail resold some of the locomotives to the previous tenants, including OHE in Uelzen.

Motorkasse og førerhus i metal
Body and cabin in diecast

Håndbøljer i ætset stål
Handrails in etch

Tag og udstødning i metal
Roof and exhaust in metal

Prototype - engineering sample



Trin i ætset stål
Steps in etch

SJ Y2(K) svenske gumminæser

SJ Y2(K) - swedish rubbernoses



Foto: Martin Göth, Malmö Modelljärnvägsklubb

DK-8751031

AC

DK-8751032

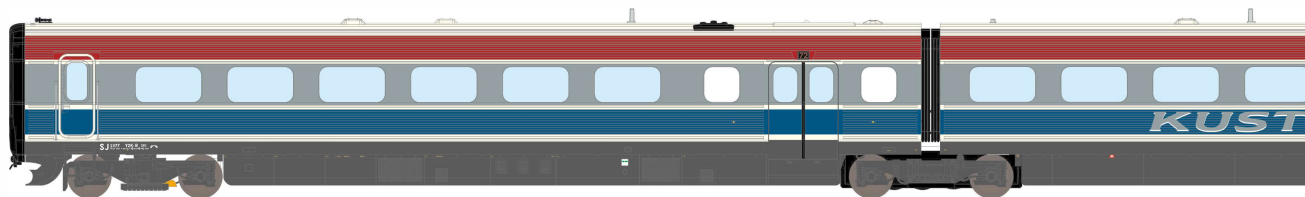
DC

DK-8751033

AC LokSound V5

DK-8751034

DC LokSound V5



DK-8751041

AC

DK-8751042

DC

DK-8751043

AC LokSound V5

DK-8751044

DC LokSound V5



DK-8751051

AC

DK-8751052

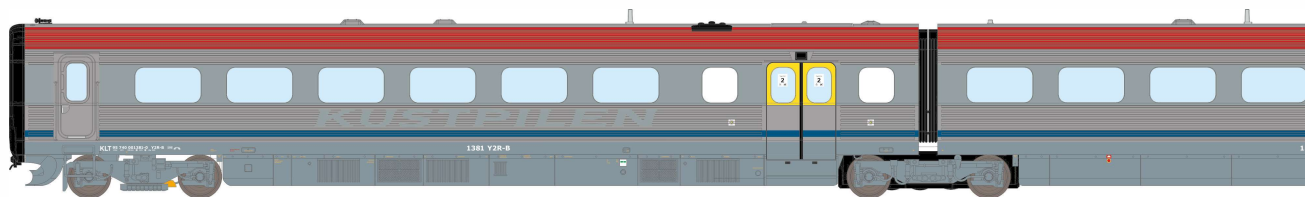
DC

DK-8751053

AC LokSound V5

DK-8751054

DC LokSound V5



Tekniske highlights:

- Overdel i plastic, undervogn i metal
- Kardaner i metal
- Gummi næser i gummi
- Detaljeret indretning
- Indretningsbelysning, førerrumslys, front- og slutlys.
- 5-polet motor inkl 2 svinghjul
- Power-Pack
- Kurvesensor
- Velkørende i AC på de fleste AC spor

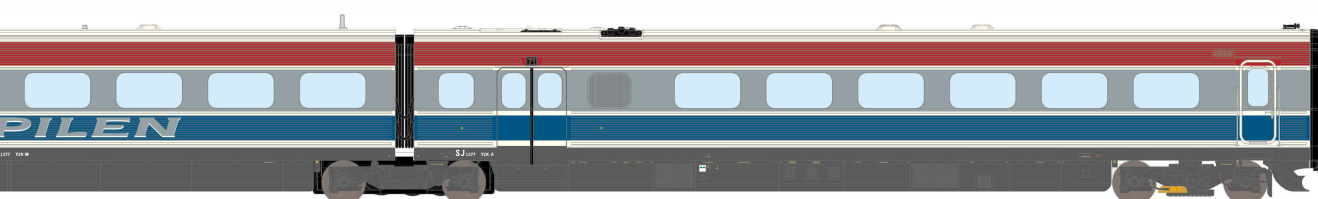
Technical highlights:

- Body in plastic, chassis in metal (diecast)
- Cardans in metal
- Rubber noses in rubber
- Highly detailed interior
- Illuminated interior, cab and front/rear light
- 5-pole motor fitted with twin flywheels
- Power-Pack
- Curvesensor
- Smooth running AC version on most AC tracks.

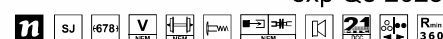
Together
with:



SJ Y2K 1377 - Claes Adelskold



exp Q3 2025



SJ Y2 1375- CJF Ljunggren



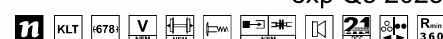
exp Q3 2025



KLT Y2R 1381- Carl Boberg



exp Q3 2025





Svenske kølevogne: Hs

I takt med fødevarerforarbejdningens industrialisering blev kølevogne udbredt i stort set alle lande til distribution af ferske kød- og fiskeprodukter som blev forarbejdet centralt. Svenske Statens Järnvägar anskaffede i årene fra 1910 og frem 320 kølevogne med højt tag, så der var plads til køleaggregater af forskellige fabrikater, såsom "Frigator" og "Glaciär" eller blot kølet med is i iskasser. Vognene havde kødkroge og var beregnet til transport af ferskt kød.

Nye fødevarer blev introduceret når det var muligt at regulere temperatur under transport over lange afstande og det blev udnyttet af erhvervsfolk. For eksempel skotten Fyffe, som stiftede "Fyffes" i 1887 som et britisk bananforetagende, der først som først importerede bananer fra de Kanariske Øer, men senere med statslig hjælp etablerede bananplantager i Jamaica.

Bananer blev stadig mere populære i begyndelsen af 1900-tallet og er nu en af verdens mest dyrkede og handlede frugter. Den stammer fra Sydøstasien og er som naturligt forekommende en lille frugt med store kerner. Den kom til Kina, hvor den ikke nød den store popularitet, men blev fremavlet til den banansort som er mest fremtrædende i dag.

Samtidig er banantransport noget af det mest krævende der findes. Temperaturen skal holdes på 13-14°C, de transporteres umodne og må ikke udsættes for modnende enkeltfrugter der udleder ethylen og får de øvrige bananer til at modne for tidligt, så der skal også være både høj luftfugtighed og ventilation. Bananerne blev derefter modnet i modtægerlandet inden distribution.

Sverige blev efterhånden et af verdens mest bananspisende folk. Takket være etableringen af Banan-Kompaniet AB som blev grundlagt i 1909 i og samarbejdede med Fyffes og det i 1932 etablerede AB Jamaica-Banuner, der markedsførte sig med "Jacko", et navn man havde overtaget med en af partshaverne i det nye selskab.

I 1931 begyndte Banan-Kompaniet at transportere bananer fra Göteborg til Stockholm i jernbanevogne til modneriet i Stockholms Frihavn. Tidligere var bananskibene sejlet helt til Stockholm, men efterhånden kun til Göteborg. Man anvendte bl.a. Hs-vogne som uden dog at anvende iskasserne.

Udover transporten fra Göteborg blev vognene brugt til banandistribution til alle dele af Sverige, først og fremmest til Norrland, hvor bananerne kunne blive udsat for temperaturer under 13°C som kan give kuldeskader.

Jernbanetransporten i Sverige fortsatte op i 1970'erne, hvorefter landtransporten blev overtaget af lastvogne. Det sidste rigtige bananskib lagde til i Göteborg i 2013 og transporten er nu helt containeriseret med centrum i Helsingborg.

Dekas' model af Hs-vognen viser vognene som de fremstod i 1950'erne hvor mange af vognene var indrettet til banantransporter. På dette tidspunkt var vognenes bremsehus for længst fjernet og bræddepånelet på mange vognene ændret med lodretstillede brædder. Modellerne er den udgave som har skydedør foran fløjddøre.

Swedish refrigerated wagons: Hs

In step with the industrialization of food processing, refrigerated wagons were widespread around all countries for the distribution of fresh meat and fish products that were processed centrally. In the years from 1910 onwards, the Swedish State Railways acquired 320 refrigerated wagons with high roofs, so that there was room for refrigeration units of various makes, such as the "Frigator" and "Glaciär" or simply cooled with ice in ice boxes. The wagons had hangers for meat and were intended for the transport of fresh meat.

New foods were introduced when it was possible to regulate the temperature during transport over long distances, and was inspiring entrepreneur. One of them was the Scotsman Fyffe, who founded "Fyffes" in 1887 as a British banana company, which first imported bananas from the Canary Islands, but later, with government assistance, established banana plantations in Jamaica.

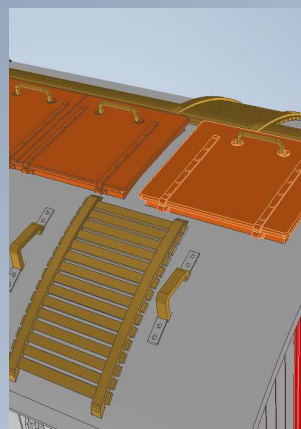
Bananas became increasingly popular in the early 1900s and are now one of the world's most cultivated and traded fruits. They originate from Southeast Asia and are naturally a small fruit with large seeds. They came to China, where they did not enjoy great popularity, but were bred into the banana variety that is most prominent today.

At the same time, banana transportation is one of the most demanding things is. that the temperature must be kept at 13-14°C. They are transported unripe and must not be exposed to ripening individual fruits that emit ethylene and cause the other bananas to ripen prematurely, so there need to be both high humidity and ventilation. The bananas were then ripened in ripening plants in the recipient country before distribution.

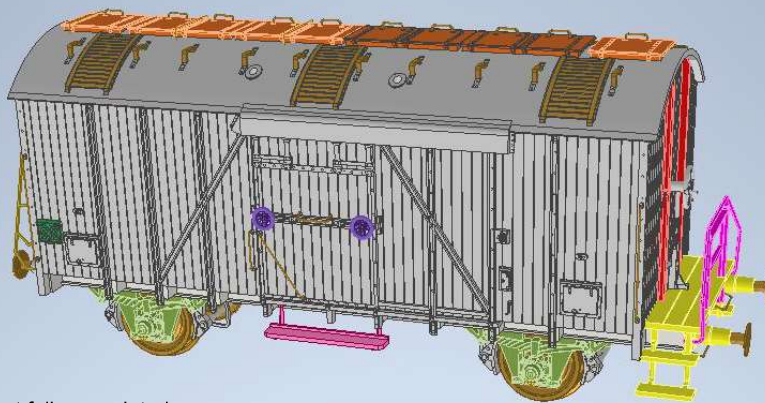
Sweden gradually became one of the world's most banana-eating nations. Thanks to the establishment of Banan-Kompaniet AB, which was founded in 1909 and collaborated with Fyffes, and the establishment of AB Jamaica-Banuner in 1932, which marketed itself under the name "Jacko", a name it had taken over with one of the partners in the new company. In 1931, Banan-Kompaniet began transporting bananas from Gothenburg to Stockholm in railway wagons to the ripening facility in Stockholm Free Port. Previously, banana ships had sailed all the way to Stockholm, but gradually only to Gothenburg. Among other things, Hs wagons were used, without using ice boxes. In addition to transport from Gothenburg, the wagons were used for banana distribution to all parts of Sweden, primarily to Norrland, where the bananas could be exposed to temperatures below 13°C, which can cause cold damage. Rail transport in

Sweden continued into the 1970s, after which land transport was taken over by trucks. The last real banana ship docked in Gothenburg in 2013 and transport is now completely containerized with its center in Helsingborg.

Dekas' model of the Hs wagon shows the wagons as they appeared in the 1950s, when many of the wagons were designed for banana transport. At this time, the wagons' brake housing had long since been removed and the board panel on many of the wagons changed with vertically arranged boards. The models are the version that has a sliding door in front of the wing doors.



NOTE: CAD - not fully completed



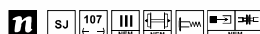
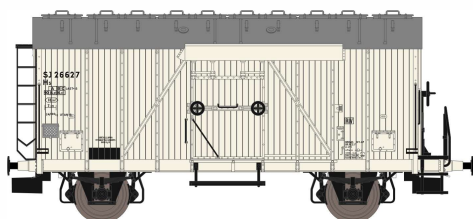
DK-872124

SJ Hs 26627

DK-872125

SJ Hs 27731

exp Q1 2026



DK-872126

SJ Hs 26580
med Jacko skilt

with Jacko sign

exp Q1 2026



DK-872127

SJ Hs 26591
med Fyffes skilt

with Fyffes sign

exp Q1 2026



DK-872128

SJ Hs 26868
med Fyffes skilt

with Fyffes sign

exp Q1 2026



SJ Ge/Gs

- Svensk lukket godsvagn (UIC standard)
- Swedish closed freight wagon (UIC standard)

Together
with:



DK-872319

SJ Ge 46 069
ca. 1958-68

exp May 2025



DK-872320

SJ Ge 46 763
ca. 1958-68

exp May 2025



DK-872321

SJ Gs 21 RIV 74 SJ
120 1 199-1

ca. 1969-90

exp May 2025



DK-872322

SJ Ge 46 791
ca. 1958-68

med Carnegie logo
with Carnegie logo

exp May 2025



DK-872323

SJ Gs 21 RIV 74 SJ
120 1 250-2

ca. 1972-90

exp May 2025



DK-872324

ASG Gs 21 RIV 74 SJ
012 0 007-6

ca. 1966-69

exp May 2025



DSB PD - åben godsvogn

Dekas Exclusive

delivered by

Exact-train
Classic H01:87®

- 6-plank hopper



Foto: DSB PD 27402,
Jens Bruun Petersen

DSB PD: en dansk tysker

De tre åbne PD-vogne ved DSB var tre vogne som blev tilbagesendt til Danmark efter 2. verdenskrig. Årsagen til returneringen var at Vognfabrikken Scandia i Randers på tysk foranledning fik ordrer på 600 åbne vogne af type Linz til levering til de tyske Rigsbaner (DR). De blev leveret mens samarbejds-politikken fra dansk side fortsat fungerede uden nævneværdig modstand.

At det kun blev til tre vogne skyldtes dels mange skadede vogne i hele Europa, dels at returneringen i begyndelsen af 1950'erne blev sat i bero. Det var ellers meningen at alle 600 vogne skulle have været returneret. Alle tre vogne var således også stærkt medtagne og skulle genopbygges inden DSB's ibrugtagning.

To af vognene, 27401 og 27403 fik en særlig historik. Førstnævnte var i årene 1956-1959 ombygget til transport af gummilatex med fjernede sider og gavle og på vognbunden var der opstillet fem beholdere. Vognen blev tilbageført til sit oprindelige udseende efter udlejningen.

27403 blev i 1962 solgt til HFHJ (Frederiksværkbanen) som erstatning for en lavsidet godsvogn som DSB havde ødelagt i et uheld samme år.

Alle vognene overlevede op gennem 1960'erne. De to tilbageværende DSB havde blev til lokalvogne i København ca. 1966/67, mens Frederiksværkbanens blev ophugget omkring 1973.

DSB PD: a Danish German

The three open PD wagons at DSB were three wagons that were returned to Denmark after World War II. The reason for the return was that the Scandia factory in Randers, at the instigation of the Germans, received orders for 600 open wagons of the Linz type for delivery to the German National Railways (DR). They were delivered while the Danish policy of cooperation continued to function without significant resistance.

The fact that only three wagons were returned, was partly due to the many were damaged around in Europe, and partly because the return was put on hold in the early 1950s. It was otherwise intended that all 600 wagons should have been returned. All three carriages were thus also heavily damaged and had to be rebuilt before DSB's entry into service.

Two of the carriages, 27401 and 27403, had a special history. The 27401 was converted in the years 1956-1959 to transport rubber latex with the sides and sides removed and five containers were placed on the bottom of the wagon. The wagon was restored to its original appearance after the rental.

27403 was sold to HFHJ (Frederiksværkbanen) in 1962 as a replacement for a low-sided freight wagon that DSB had destroyed in an accident the same year.

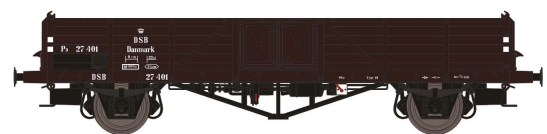
All the wagons survived through the 1960s. The two remaining DSB wagons were converted into local wagons in Copenhagen around 1966/67, while the Frederiksværkbanen wagon was scrapped around 1973.

DK-873061

DSB PD 27401

ca. 1950-65

exp Q2/3 2025

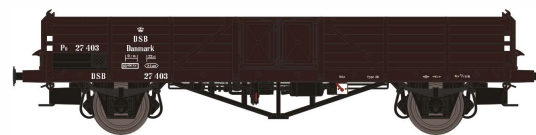


DK-873062

DSB PD 27403

ca. 1952-61

exp Q2/3 2025



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