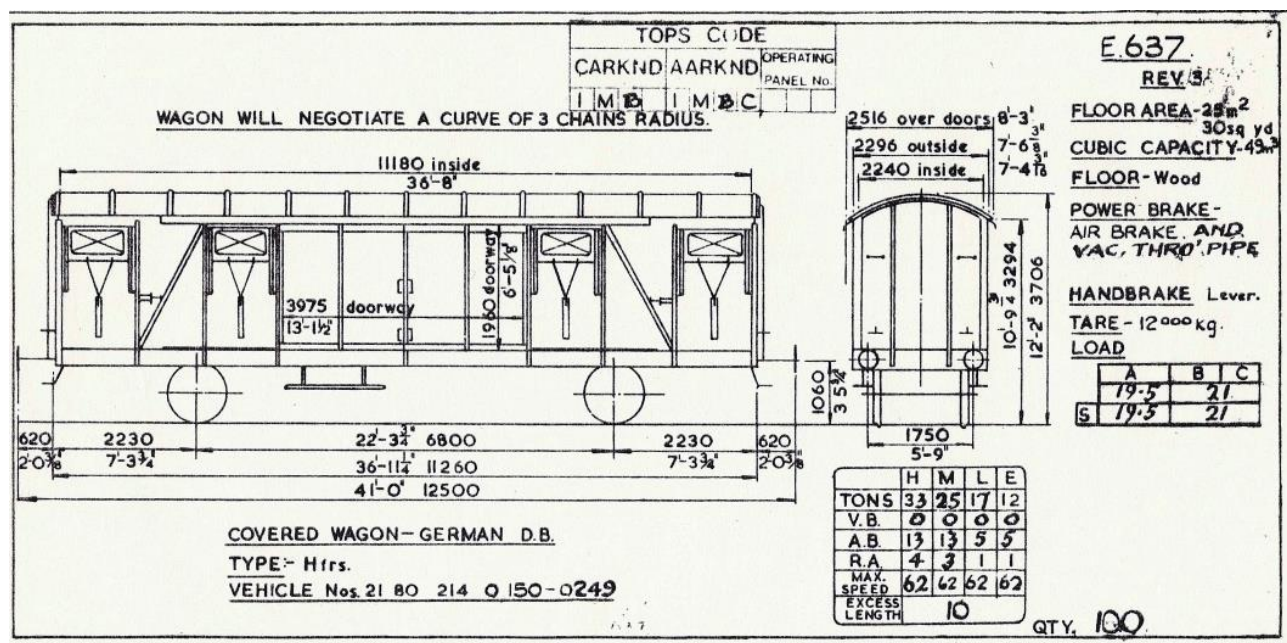


History of Deutsche Bundesbahn covered Ferry Wagons for traffic to and from Great Britain

In 1953 Deutsche Bundesbahn ordered 100 covered Ferry Wagons from Waggonfabrik Fuchs For the traffic with Great Britain. They were designated type Gbmhs.

The height and width dimensions for these wagons were limited by British Railways loading gauge that was smaller than the Berne **UIC - Union Internationale des Chemins de Fer** loading gauge that applied generally for the European mainland.

They were equipped with sliding doors on each side opening in opposite directions to 4.00m wide. Side timbers were of Pine and spruce with pine planking to the floor. Roof covering was 1.3mm thick alloy sheet. In addition to the Hik-GP-Bremse air brakes, the wagons were fitted also with vacuum brakes (for British Railways) and supplementary hand operated braking.



Above: British Railways drawing for Ferry Waggon

Left: Copy of FMR drawing number SZ-571
Title: Recommended loading arrangement for Ferry Wagon.

Further build data:

Unladen Weight 12,400Kg Max speed 100Km/h (62mph).

Minimum working track radius 35m.

In 1961 Deutsche Bundesbahn built a further 150 wagons that were fitted with KE-Gp type brakes
All wagons of this type were taken out of service by end of 1998.

Compiled by David Garner- May 2019

