

DISCOVERED FOR REAL FANS:
WITH OPENING DOORS AND VENTILATION FLAPS

Parallel to the procurement of new vehicles, DB decided to dismantle cars that were old but still serviceable and rebuild them according to UIC dimensions. Due to the scarcity of funds, exclusively new acquisitions would have been unaffordable. Refurbishing meant that they could utilize their own workshops. DB set up a design office in the AW (repair shop) Oldenburg, which produced the necessary blueprints. The G10, which existed in large numbers, came into consideration for the conversion of covered wagons; with refurbishing, they could be redesigned with the same capacities as newly built UIC cars. The cars' under frames were disassembled and extended by means of a fitting piece placed in the middle. Support was provided by a newly attached truss. The body was remade with synthetic resin wood panels, but now with only two loading and ventilation flaps on each side. Several cars received experimental short wood panelling instead. The running gear received new axle brackets and double hooks, but used the old springs and plain axle bearings. Recovered locomotive buffers were also used. The braking system, however, was completely new, and now corresponded to the KE-GP type. From 1954 to 1960, several AWs (repair shops) built the total to nearly 14,000 cars – about 3,500 of which included the hand brake stand unit. A projected car with a brakeman's cab was still in the car appointment book, but with the note „will not be built“. The car proved itself in operation, and hardly stood out with its uniform appearance; almost all of them were given new, IT-compliant designations after 1966. The cars were used particularly for express and general freight before the advent of special cars, but also for loose-fill loads such as grains or potatoes.

With the conversion to IT-compliant markings, the Gms 54 was designated G1s 205. On 31/12/1968, there were still 13,873s in inventory, which occupied the number range from 131 1 100 to 134 5 099. In the years 1972 and 1973, about 1,500 cars were equipped with new suspension springs, roller bearings and spark protection housings in the car floor. From that point on they wore the designation G1s-w 208. They were equipped with spark protection housings because of a serious accident in Hanover in which a cargo of munitions caught fire from a hot box. Starting in the mid-70s, the G1s 205 also joined the EUROP fleet. Most of these were also equipped with roller bearings by this time. In many cases they also exchanged the long ladder that dated back to the G10 for simple steps. With the increasing use of special cars and the growing tendency to transport piece goods by truck, the G1s 205 began to become unnecessary. Decommissioning began in the mid-80s; in one year alone, more than a thousand vehicles were taken out of service. In 1993, the last year of the old DB, 124 G1s 205s were still in stock, and all were decommissioned by the end of the year. Many were purchased by museum railways, which used them as storage or bike transport cars. One of them is used in Bremerhaven as an information centre for tourists.



Covered Freight Car Gms 54 DB
Road no. 265 090

Order no. **48810**

121,6 RRP € 37,50

Covered Freight Car Gms 54 DB, with handbrake
Road no. 256 987

Order no. **48811**

127,4 RRP € 39,90



Covered Freight Car G1s²⁰⁵ DB
Road no. 21 80 134 4 234-6

Order no. **48812**

121,6 RRP € 37,50

Covered Freight Car G1s²⁰⁵ DB, with handbrake
Road no. 21 80 133 9 647-6

Order no. **48813**

127,4 RRP € 39,90

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