



# NEW ITEMS 2023

LOCOMOTIVES AND WAGONS IN GAUGE H0 AND N



H0

N



# 75 YEARS A PASSION FOR DETAIL

IN KEEPING WITH OUR FINEST TRADITIONS,  
BRAWA WILL LAUNCH A VARIETY OF EXCITING NEW PRODUCTS IN 2023

At the start of the new model railway year, BRAWA can look back on 75 years of company history and an enormous variety of products. As we celebrate our company's anniversary, we would like to thank you, our customers, for your loyalty and for the many wonderful moments we have been able to share with you over the years.

In our latest New Items Brochure you will find a large number of new and beautifully detailed BRAWA products in H0 and N gauge, which are coming to retailers this year. Around 340 locomotives and wagons are waiting to be discovered. Naturally, these models also include many new types, such as the Express Train Locomotive BR 01 with high-performance boiler, the Express Train Coaches of Group 53 & 61 and the Covered Freight Cars Gmhs Bremen series in H0 gauge.

To mark our company's anniversary, there is also a Freight Car G10 DB in H0 adorned with a historic BRAWA motif. In addition, a vast

selection of special models and sets will be available from retailers in 2023, including two multi-part train sets, numerous freight cars with advertising imprints and a selection of patinated tank cars – individually hand-finished with realistic ageing marks. As a special promotion, the Covered Freight Car G10 "Bahlsen" will be available from retailers for Easter. All exclusive models are being launched as limited special editions, so snap up your personal favourites as early as possible!

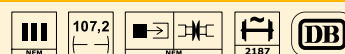
In N gauge, for example, BRAWA will release Deutsche Bahn's BR 144 Electric Locomotive, which is also available as a sound version with excellent sound quality and digitally controllable light functions including engine room lighting.

We hope you will enjoy reading the BRAWA New Items Brochure and discovering countless lovingly and faithfully designed details!

**Covered Freight Car G10 "75 Years BRAWA" DB**  
Road no. 122 048



Order no. **50891**







## GAUGE H0

- 02 Steam locomotives
- 06 Electric locomotives
- 07 Diesel locomotives
- 09 Railcars
- 10 Passenger coaches
- 35 Freight cars



## GAUGE N

- 64 Electric locomotive
- 65 Passenger coaches
- 68 Freight cars

## EXCLUSIVE SPECIAL MODELS H0

- 72 Through train set D 1050 DR
- 74 Express train set E 1642 DB
- 76 Freight cars "Traditional brands"
- 78 Freight cars "Vehicles brands"
- 80 Tank cars (patinated)
- 82 Refrigerator cars
- 84 Freight cars "Swiss brands"
- 85 Freight cars "Austrian brands"
- 86 Freight cars "Nostalgia of GDR"
- 87 Freight cars "Skyline Köln"
- 88 Special model for Easter 2023







## ORIGINAL

Year of construction  
1957 (High-performance boiler)

Length  
23.94 m

Velocity  
130 km/h

Service weight  
171 t

Power  
2330 kW

© B. WOLLNY SLG. EISENBahnSTIFTUNG

From 1958, the German Federal Railway (Deutsche Bundesbahn) equipped 50 locomotives of the 01 series with the so-called Type I high-performance boiler. Designed according to the construction principles developed by Friedrich Witte, this boiler type had previously been successfully installed in the Bundesbahn's series BR 01.10 locomotives. The new, fully welded boiler had a significantly better ratio of radiant to tubular heating surface (1:8.8 compared to 1:13.54 in the old-style boiler), which was mainly due to the built-in combustion chamber. To put this in figures: while the evaporation surface of the high-efficiency boiler was 54 m<sup>2</sup> smaller than that of its predecessor, this was compensated for by an 18 kg/m<sup>2</sup>h increase in the heating surface load. This made it possible to achieve the same boiler output with significantly lower fuel consumption. Visually, the conversion to the high-performance boiler resulted in locomotives that looked far

neater and more modern. In addition, some adjustments were made with regard to occupational health and safety. The pipework was routed in cleaner lines. The sandbox was removed from the top of the boiler. The running board was replaced by a wide circulating plate and handles were integrated into the wind deflectors. On the technical side, the Knorr surface preheater was replaced by a type 57 mixing preheater. The locomotives 01 217 and 223 were fitted with experimental roller bearings in the driving and coupling rods, similar to those used in the BR 01.10. In operational terms, the new locomotives were deployed alongside the "old-style boiler" locomotives from traditional maintenance depots. The use of both 01 variants by DB only came to an end when steam locomotive maintenance finally ceased at the Hof railway depot in 1973.

## Model:

- Impact resistant body and chassis
- Perforated underframe in die-cast zinc
- Die-cast zinc spoked wheels
- Fine metal drive and coupling rods
- True to era lighting
- Drive in the tender for optimal driving characteristics
- Close coupling between locomotive and tender
- Standard shaft rear with link guide
- True to original boiler rear wall
- Metal axle bearing
- True to scale axle base



True to the original: combine your Express Train Locomotive BR 01 with the BRAWA "Silberlinge" or the new-mould express coaches of Group 53 & 61 (see page 22).







# BRAWNY STEAM LOCOMOTIVE WITH FINE DETAILS

EXPRESS STEAM LOCOMOTIVE BR 01 DB  
WITH HIGH-PERFORMANCE BOILER



Technical functions of the Steam Locomotives BR 01 (page 4)	Analog BASIC+ =	Digital EXTRA =	Digital EXTRA ~
Light change	+	+	+
Fire flickering		+	+
Driver cabin lighting	+ <sup>1)</sup>	+	+
Engine lighting		+	+
Smoke generator		+	+
Digital interface	PluX22	PluX22	PluX22
Decoder		+	+
Sound		+	+

<sup>1)</sup> function only available in digital mode

## Details of the Express Locomotive BR 01 with high-performance boiler (compared to the old-style boiler):

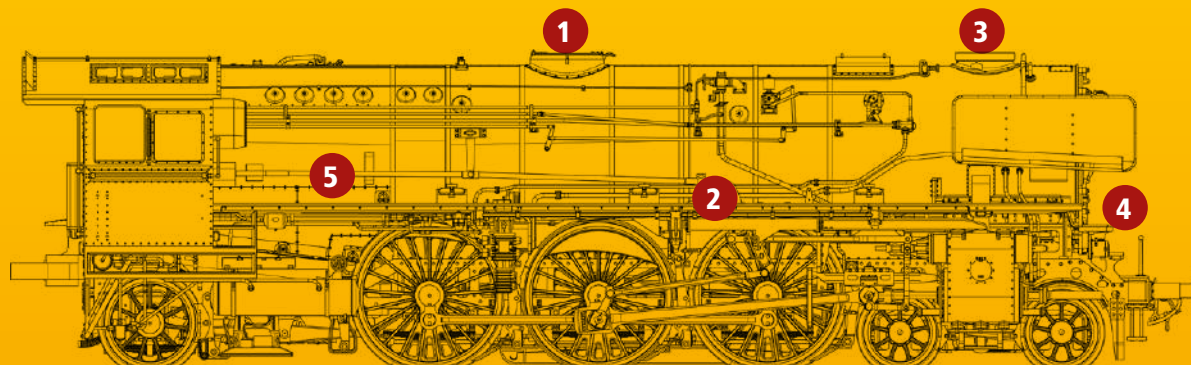
1\_Only with steam dome

2\_Sandboxes are mounted between the platform walkway and the boiler

3\_Common chimney evaporation from machine, alternator and mixed preheater

4\_Changed front with new steps and front light under the platform walkway

5\_Welded high-performance boiler with combustion chamber and hot steam regulator







Road no.: 01 232;  
BD Essen; Bw Paderborn

Order no.  
**70062**

Order no.  
**70063**



Road no. 001 199-9  
BD Saarbrücken; Bw Ehrang

Order no.  
**70066**

Order no.  
**70067**



Road no. 001 180-9  
BD München; Bw Nördlingen

Order no.  
**70070**

Order no.  
**70071**





# STEAM LOCOMOTIVE BR 02 WITH FOUR CYLINDER-COMPOUND ENGINE

STEAM LOCOMOTIVE BR 02 DRG



## Express Train Locomotive BR 02 DRG

Road no. 02 010; Rbd Regensburg; Bw Hof



In parallel to the 01 series, the Deutsche Reichsbahn (German National Railway) developed the closely related 02 series. In a direct comparison between the twin two-cylinder design (BR 01) and the composite four-cylinder design (BR 02), the Erfurt, Hamm P and Hof depots began tests to determine which locomotive series was the more suitable for the Deutsche Reichsbahn in everyday operations from 1925 onwards. Due to design defects in the BR02's steam pathways, it could not fully exploit the advantages of composite technology compared to the BR 01. The additional

higher ongoing maintenance costs then finally led to the decision to give the BR 01 priority in series production. Between 1937 and 1942 the 10 locomotives of the BR 02 series were converted into locomotives of the BR 01 at the Reichsbahnausbesserungswerk (national railway repair works) in Meiningen and renumbered as 01 011 (ex 02 001) and 01 233-241 (ex 02 002-010). In this condition all 10 locomotives entered service with the Deutsche Bundesbahn (West German Federal Railway). The 001 234-4 was the last to be taken out of service at the Hof railway depot in 1972.

Order no. <b>40964</b>	Analog BASIC+	20	20	20
Order no. <b>40966</b>	Digital EXTRA	20	20	D&H
Order no. <b>40967</b>	Digital EXTRA	20	20	D&H



\* **Navigable minimum radius:** The models of BR 02 are technically suitable for R 360. For best driving characteristics we recommend the use on R 420.

- Impact resistant body and chassis
- Perforated underframe in die-cast zinc
- Die-cast zinc spoked wheels
- Fine metal drive and coupling rods

- True to era lighting
- Drive in the tender for optimal driving characteristics
- Close coupling between locomotive and tender
- Standard shaft rear with link guide

- True to original boiler rear wall
- Metal axle bearing
- True to scale axle base





**Electric Locomotive BR 211 DR**  
Road no. 211 032-8

Order no.  
**70076**



Order no.  
**70078**



**Model:** Finely detailed chassis; free-standing roof lines; illuminated driver's cab (Version Digital EXTRA); NEM-standard close-coupling; metal wheels and frame; prototypical multipart roof-fittings; metal pantographs; extra mounted windscreen wiper; finest paintwork and painting

**Electric Locomotive Serie Ae477**  
**Lokoop Orient Express**  
Road no. Ae477 905-4

The nostalgic Orient Express was operated by the Schweizer Mittel Thurgau rail company (MThB). If the nostalgic Orient Express was driven under the contact wire, it was often connected to a locomotive which was painted in the special night –blue colour of the Orient Express. This was a locomotive of the series Ae477, a former E 42 of the DR. In 1994, 12 of the E 42 were sold to Switzerland.



Order no.  
**70084**



Order no.  
**70086**



Order no.  
**70087**



## ALWAYS IDEALLY CONNECTED

HIGH QUALITY CABLES MADE BY BRAWA

BRAWA offers a wide range of electrical accessories to ensure smooth technical upgrades – the high-quality cables made at our own production facility in Remshalden guarantee optimum connections for a wide range of requirements. Single-core or multi-core, analogue or digital, for indoor and outdoor use, and available in many colours to ensure clearly structured wiring for your model railway – BRAWA cables guarantee perfect connections.





DEVIATING ROAD NO.



**Diesel Locomotive BR V160 DB**  
Road no. V160 114

The standard main-line DB diesel locomotive was the single-engine V160 and subsequent models which stemmed from this locomotive. The 10 pre-series locomotives of 1960 and 1963 were followed in 1964 to 1968 by 214 serial machines. The locomotives were manufactured by Krupp, Henschel, Krauss-Maffei and KHD. The locomotives were scattered throughout the whole of Germany, from Hamburg-Altona to Trier and were stationed in 16 different railway depots.

Order no.  
**41176**



Order no.  
**41178**



Order no.  
**41180**



**Model:** LED lighting; extra mounted windscreen wiper; true to original gearbox; improved power consumption; etched front steps; NEM-standard short-coupling; detailed buffer screed & roof; driver's cab light; PluX22 interface

PICTURE SHOWS GAUGE N-MODEL



Order no.  
**41186**



Order no.  
**41188**



Order no.  
**41189**



**Diesel Locomotive BR 216 Wiebe**  
Road no. 216 012-5



**Diesel Locomotive BR V60 DB**  
 Road no. V60 765  
 BD Kassel; Bw Fulda

The great demand for manoeuvring locomotives combined with the commencing structural changes led the German Federal Railway to develop the V60 range. Over the next eight years, the first prototype from in 1955 was followed by 941 more locomotives. Their reliability and robustness helped the last newly developed rod diesel locomotive of Deutsche Bahn to achieve a real cult status and made them indispensable at many railway stations or in the field of freight services, even to this present day.

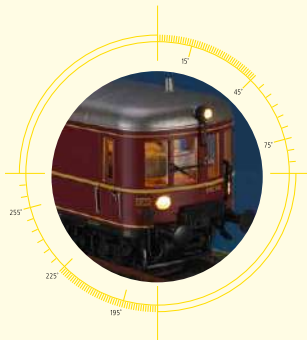


Order no. <b>42416</b>	Analog BASIC+		Order no. <b>42418</b>	Digital EXTRA		Digital Coupling	Energy Storage	D&H
			Order no. <b>42419</b>	Digital EXTRA		Digital Coupling	Energy Storage	D&H
III NEH	105,7	Rmin 360	PluX 22	1 )				



Order no. <b>42420</b>	Analog BASIC+		Order no. <b>42422</b>	Digital EXTRA		Digital Coupling	Energy Storage	D&H
			Order no. <b>42423</b>	Digital EXTRA		Digital Coupling	Energy Storage	D&H
IV NEH	105,7	Rmin 360	PluX 22	1 )				

**Diesel Locomotive BR 260 DB**  
 Road no. 260 537-6  
 BD Karlsruhe; Bw Offenburg



Order no. <b>44724</b>	Analog BASIC+		Order no. <b>44726</b>	Digital EXTRA		D&H
			Order no. <b>44727</b>	Digital EXTRA		D&H
III NEH	506	Rmin 360	PluX 22	2 )		

**Model:** Drive on two axles; free standing steps; true to original bogies; sharp engravings; die-cast zinc drive unit; multi-part interior fittings; true to original corrugated wheel discs; true to era lighting; drivers cabin lighting; passenger compartment lighting; shunting light





## MANOEUVRING LOCOMOTIVE AND WORKHORSE FOR ALL TASKS

Technical functions Diesel Locomotive BR V60	Analog BASIC+ =	Digital EXTRA =	Digital EXTRA ~
Driving function	+	+	+
Light change (white/red)	+	+	+
Tail lights separately switchable	+ <sup>3)</sup>	+	+
Driver cabin lighting	+ <sup>4)</sup>	+	+
Shunting lights	+ <sup>1)</sup>	+	+
Light setting programmable for analogue operation		+	+
Digital interface	PluX22	PluX22	PluX22
Decoder		+	+
Sound		+	+
Energy storage		+ <sup>2)</sup>	+ <sup>2)</sup>
Digital coupling (NEM-standard close coupling)		+	+
Locomotive Card			+
Additional information	<ul style="list-style-type: none"> <li>Subsequent conversion from analog to digital via PluX22 interface possible</li> <li>Optimised light control for driving and shunting modes</li> <li>Latest sound technology and excellent sound quality</li> <li>Compatible with and programmable in all common digital systems (DCC, Motorola, SX1 and SX2)</li> <li>Improved motor and load control</li> <li>Range of functions is designed for digital operation. In analog mode, only the driving function and the light change are available.</li> </ul>		

<sup>1)</sup> Function only available in digital mode

<sup>2)</sup> Storage capacitor for interruption-free travel in sections without current or on soiled tracks

<sup>3)</sup> Tail light can be switched off in analog mode via switch (on the blind plug); digitally switchable with decoder

<sup>4)</sup> Manually switchable via switch for analog operation; digitally switchable with decoder

### Model:

- Etched radiator grille
- Free-standing handles and handrails
- Clear view through the driver cabin
- Lights equipped with maintenance-free LEDs

- Three-point support
- Finely detailed chassis
- Fine paintwork and painting
- Reproduction of the brake linkage

- Metal frame and wheels, structure made of plastic
- NEM-standard short coupling
- Light change and driver cabin light



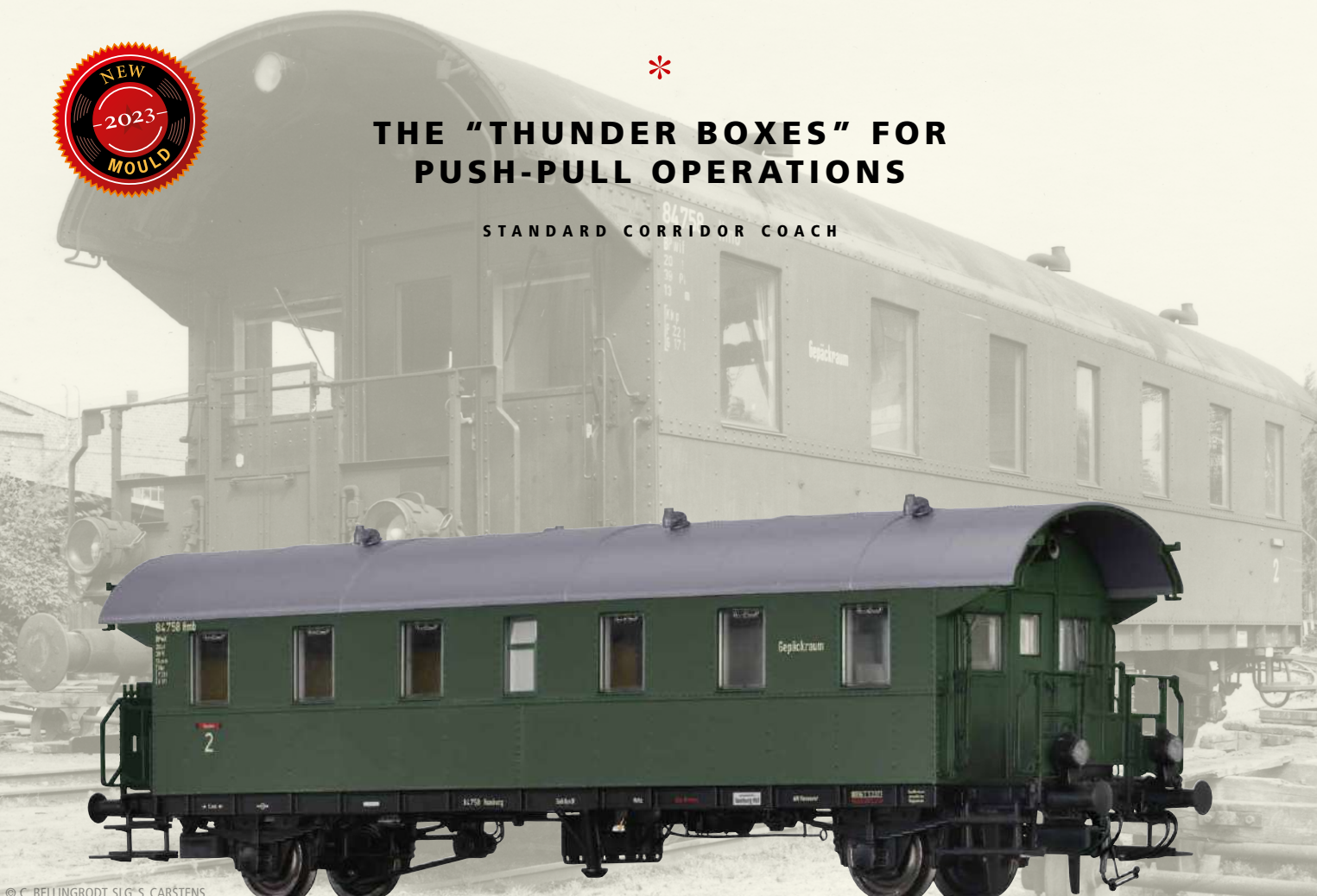
**Diesel Railcar BR VT60.5 and  
Trailer VS145 DB**  
Road no. VT60 523 / VS145 233 Stuttgart





# THE "THUNDER BOXES" FOR PUSH-PULL OPERATIONS

STANDARD CORRIDOR COACH



© C. BELLINGRODT, SLG: S. CARSTENS

**Standard Corridor Coach BPwif-28 DB, Train's Command Car**  
Road no. 84 758 Hmb/Hamburg Hbf



In the early 1950s, Deutsche Bundesbahn once more explored the idea – pioneered by the Lübeck-Büchner Eisenbahn (LBE) – of using push-pull operations for passenger trains. The main goal was to increase and simplify the frequency and operational procedures throughout the rail networks in conurbations by eliminating the time-consuming process of transferring locomotives at the terminus. From 1954, a HAGENUK command device was available for communication between the reversible train's command car ("Befehlswagen") and the locomotive. Similar to the machine telegraphs used in shipping, the driver could use the device to transmit operating commands to the vehicle operator on the pushing locomotive, which had to be

acknowledged. The system was designed in such a way that it could be used regardless of the traction type, as long as the corresponding locomotive was also equipped with a command device. To transmit the commands, the vehicles that formed the reversible trains were retrofitted with a 15-pin control line in addition to an additional 10-bar main air reservoir line and given the subtype designation "b". The vehicles with a driver's cab received the designation "f". In total, the Essen, Frankfurt/Main, Hanover, Hamburg and Wuppertal directorates had 26 command cars which remained in service until the first half of the 1960s.

Order no. **46773**



Order no. **46774**



Order no. **46775**



- Wheelsets in toe bearing
- True to original axle box cover
- Brake shoes in wheel plane
- Extra mounted steps

- Individually mounted axle brake rod
- Multi-part brake system
- Extra mounted Wendler ventilators
- True-to-original interior fittings

- Wheel chocks attached
- Fine engravings and rivets
- Interior lighting prepared or built-in



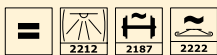


**Luggage Car Pwi-29 DRG**  
Road no. 114 709 Regensburg

DEVIATING ROAD NO.



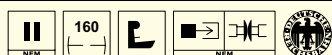
Order no.  
**46788**



Order no.  
**46793**



Order no.  
**46798**

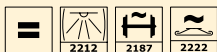


**Standard Corridor Coach Bi-29 DRG**  
Road no. 28 589 Regensburg

DEVIATING ROAD NO.



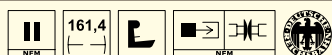
Order no.  
**46789**



Order no.  
**46794**



Order no.  
**46799**

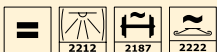


**Standard Corridor Coach BCi-29 DRG**  
Road no. 36 184 Regensburg

DEVIATING ROAD NO.



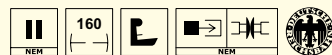
Order no.  
**46790**



Order no.  
**46795**



Order no.  
**46800**

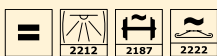


**Standard Corridor Coach Ci-28 DRG**  
Road no. 83 818 Regensburg

DEVIATING ROAD NO.



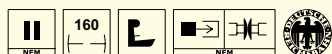
Order no.  
**46791**



Order no.  
**46796**



Order no.  
**46801**

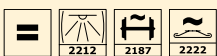


**Standard Corridor Coach Ci-28 DRG**  
Road no. 84 537 Regensburg

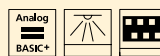
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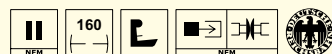
Order no.  
**46792**



Order no.  
**46797**



Order no.  
**46802**

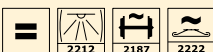


**Passenger Coaches Bif-29 / ABib-29 /  
Bib-28 and Bib-28 DB, 4-unit**  
Road no. 83 755 / 36 293 / 83 252 /  
83 702 Ffm/Frankfurt Hbf

- 1x Command car
- 2x Passenger coach 2<sup>nd</sup> class
- 1x Passenger coach 1<sup>st</sup>/2<sup>nd</sup> class



Order no. **46785**



Order no. **46786**



Order no. **46787**



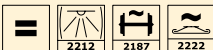
**Model:** Command car with PluX22 interface and triple headlights; AC version: Command car with decoder

**Passenger Coaches Bif-28 / Bi-28 /  
Bi-28 and Bi-28 DB, 4-unit,  
Push-pull train**  
Road no. 83 696 / 83 455 / 83 651 /  
84 702 Wt/Vohwinkel

- 1x Command car
- 3x Passenger coach 2<sup>nd</sup> class



Order no. **46776**



Order no. **46779**



Order no. **46782**



**Model:** Command car with PluX22 interface and triple headlights; AC version: Command car with decoder

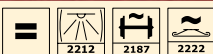


**Product recommendation:**

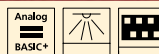
Add-on car for our push-pull train set  
(Order no. 46776 ff, Page 12)



Order no. **46777**



Order no. **46780**



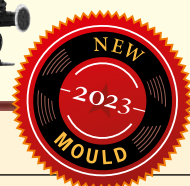
Order no. **46783**



**Passenger Coach ABi-28 DB**  
Road no. 36 256 Wt/Vohwinkel







Order no. **46778**



Order no. **46781**



Order no. **46784**



★  
**Product recommendation:**  
Add-on car for our push-pull train set  
(Order no. 46776 ff, Page 12)

**Passenger Coach Bi-28 DB**  
Road no. 84 996 Wt/Vohwinkel



Luggage Car Pwi DR  
Road no. 742-039 Gera/Wm Zwickau



Order no.  
**46803**

Order no.  
**46808**

Standard Corridor Coach Bip DR  
Road no. 342-436 Gera Hbf/Wm Zwickau



Order no.  
**46804**

Order no.  
**46809**

Standard Corridor Coach Biptr DR  
Road no. 341-526 Gera Hbf/Wm Zwickau



Order no.  
**46805**

Order no.  
**46810**

Standard Corridor Coach Bi DR  
Road no. 341-445 Gera Hbf/Wm Zwickau



Order no.  
**46806**

Order no.  
**46811**

Standard Corridor Coach Bi DR  
Road no. 341-476 Gera Hbf/Wm Zwickau



Order no.  
**46807**

Order no.  
**46812**





## Road no. 27 412 Villach



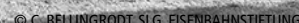
Road no. 27 456 Villach



Road no. 37 460 Villach



Road no. 64 103 Villach



# RHEINGOLD-EXPRESS A LUXURIOUS TIME TRIP IN MINIATURE

## RHEINGOLD

On their way to Switzerland and onwards to Italy countless luxury passengers from Great Britain and The Netherlands used CIWL couchette cars of CIWL through France. DRG was very interested in "redirecting" this wealthy clientele to their routes. For this reason it introduced a luxury day train with the name "Rheingold Express" in 1928 between Hoek van Holland/Amsterdam and Basel SBB. From 1929 the train service was extended in the summer to Lucerne and Zurich. The extent of the competitive pressure can be seen in the fact that CIWL reacted to the DRG offensive as early as 1928 with its own day train "Edelweiss" via Brussels Luxembourg, Strasbourg.

When designing the train, DRG took reference to the similar CIWL day trains. The interior included open-plan cars and in some cases partially divided compartments, in first cases even with freestanding benches. Each car had a different decor made of different precious woods or cloth-covered walls and ceilings. The exterior of the train was a dark violet – ebony coloured special paint.

Thus 26 cars were produced in four different versions (each in 1st and 2nd class with and without galley), as well as three luggage wagons. A train generally consists of five carriages – one carriage each with and without kitchen in first and second class (one galley served two cars) as well as a luggage wagon. Since at that time the luggage wagon still had to run as a protective wagon behind the locomotive, when changing direction in Mannheim, an additional luggage wagon was needed. For this, DRG repainted two Prussian and Baden-Württemberg cars according to the Rheingold colour scheme. In the Netherlands the traction was transferred to the 3700 and 3900 series. On the German section, for many years the BR 184-5 of the Mainz railway depot ran as far as Mannheim. From 1936 the new Deutzerfelder 01 pull the Rheingold Express. Offenburger 183 transport the train on the southern section, having already been replaced by the BR 01 in 1930. From Basel, Ae 4/7 bring the train into the interior of Switzerland in the summer. When the war started in 1939, the luxury train was stopped without a replacement.



Order no.  
**46463**



Order no.  
**46466**



Order no.  
**46469**



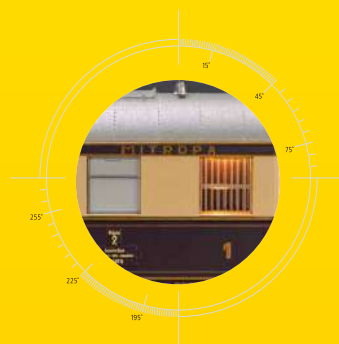
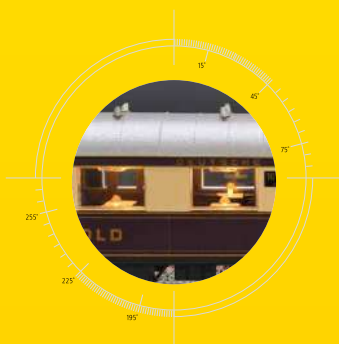
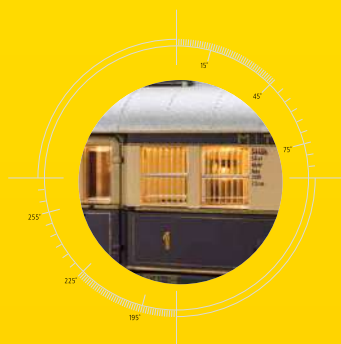
**Rheingold Express Train Coach Set**  
SPw4ü-28, SA4ü-28, SA4ük-28,  
SB4ü-28 and SB4ük-29 DRG, 5-unit  
Road no. 105 003 Köln / 10 504 Köln /  
10 503 Köln / 10 704 Köln / 10 703 Köln



FOR A TRUE TO ORIGINAL TRAIN OPERATION WE RECOMMEND  
THE STEAM LOCOMOTIVE BR 01 FROM BRAWA







- All specific details of the different eras taken into account
- Different roofs and car bottoms
- Precise replica of the Görlitz II schwer bogies
- Precise replica of the brake unit
- Individually placed table lamps

- All parts painted
- Originally reproduced frame
- Multi-part and multi-colored interior fittings
- Short coupling kinematics
- Three-point support in metal axle support

- Printed using the pad printing process
- Metal wheels
- In-plane assembled windows
- Finest paintwork and printing

Functions of the coaches	Analog =	Digital =	Digital ~
<b>Ceiling lighting</b>	2212	+	+
<b>Table lighting</b> (individual tables and lamps)		+	+
<b>Entry lighting</b>		+	+
<b>Digital interface</b>		PluX22	PluX22
<b>Decoder</b>		+	+
<b>Sound</b> (operating and kitchen sound)		+	+
<b>Electric coupling</b> (for central electrical supply)		+	+
<b>ZugBUS-System</b>		+	+
<b>Smoke generator</b> (only 1 <sup>st</sup> class coaches with kitchen, 2 <sup>nd</sup> class coaches with kitchen prepared for smoke generator)		+	+





**Product recommendation:**  
Add-on car for the BRAWA  
Rheingold-set on page 16/17

#### Luggage Car Pw4ü DRG Road no. Karlsruhe 107 976

DEVIATING ROAD NO.



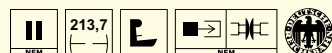
Order no. **45428**



Order no. **45429**



Order no. **45430**

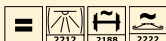


**Model:** True to original bogies; true to scale side frames; tip bearing wheelsets; true to original bellows; multi-part brake systems; brake blocks in wheel plane

DEVIATING ROAD NO.



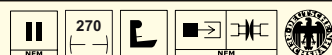
Order no. **46464**



Order no. **46467**



Order no. **46470**

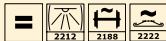


**Model:** True to original frame construction; true to original construction differences; precise replica of the „Görlitz II“ bogies; individually mounted brake systems; multi-part interior fittings; bogie with three-point support; metal wheels; finely engraved details

DEVIATING ROAD NO.



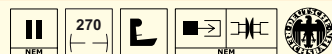
Order no. **46465**



Order no. **46468**



Order no. **46471**



#### Express Train Coach SB4ük DRG Road no. Köln 10 705



HO

© RVM SAMMLUNG EISENBAHNSTIFTUNG





Order no. **58036**



Order no. **58098**



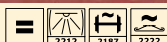
Order no. **58102**



**Model:** True to scale windows; true to original corrugated wheel discs; true to original interior fitting; elastic rubber beading; NEM-standard short-coupling; finely engraved roof rivets; precise paintwork and printing; individually mounted steps; free standing handle bars



Order no. **58037**



Order no. **58099**



Order no. **58103**

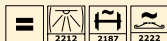


**Passenger Coach AB4ymg DB**  
Road no. 30 044 Ffm

**Passenger Coach B4ymg DB**  
Road no. 40 529 Ffm



Order no. **58038**



Order no. **58100**



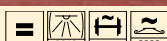
Order no. **58104**



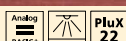
**Passenger Coach B4ymg DB**  
Road no. 40 667 Ffm



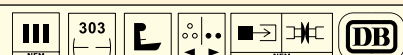
Order no. **58039**



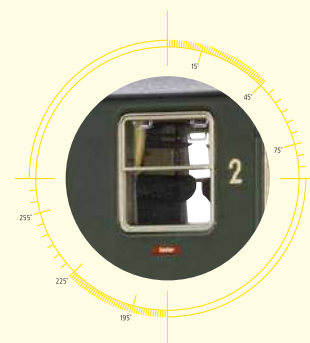
Order no. **58101**

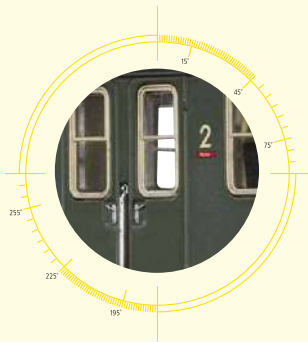


Order no. **58105**






**Control Car BPw4ymgf DB**  
Road no. 99 106 Ffm





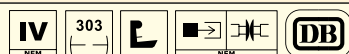
**Passenger Coach Bymb<sup>421</sup> DB**  
Road no. 50 80 21-11 422-0



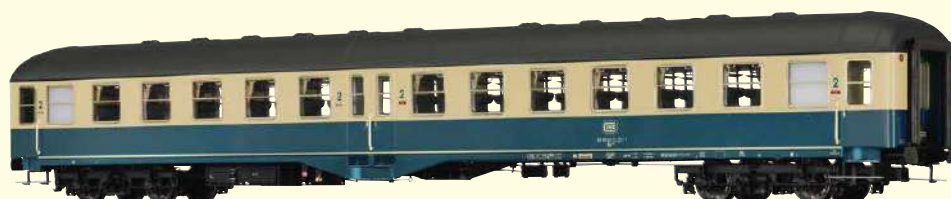
Order no. **58049**    

Order no. **58050**   

Order no. **58051**   



**Model:** True to scale windows; true to original interior fitting; elastic rubber beading; NEM-standard short-coupling; finely engraved roof rivets; precise paintwork and printing; individually mounted steps; free standing handle bars



Order no. **58052**    

Order no. **58056**   

Order no. **58060**   



**Passenger Coach ByI<sup>421</sup> DB**  
Road no. 50 80 21-11 171-3



Order no. **58053**    

Order no. **58057**   

Order no. **58061**   



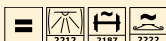
**Passenger Coach ABYl<sup>411</sup> DB**  
Road no. 50 80 30-11 070-6



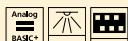




Order no. **58054**



Order no. **58058**



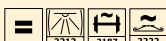
Order no. **58062**



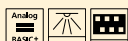
Passenger Coach Byl<sup>421</sup> DB  
Road no. 50 80 21-11 212-5



Order no. **58055**



Order no. **58059**



Order no. **58063**



Passenger Coach Bylb<sup>421</sup> DB  
Road no. 50 80 21-11 237-3



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# POPULAR PASSENGER COACHES OF THE GERMAN FEDERAL RAILWAYS

EXPRESS TRAIN COACHES "GROUP 53 & 61" DB



© H. DAHLHAUS

255°

Around 1952, the DB central office in Minden developed a type programme for long-distance coaches with a length of 26.4 m (Group 53). A range of coaches was developed on the basis of a modular system under the direction of Dr Adolf Mielich, who repurposed his designs from the Reichsbahn era and added many modern elements, including closed rubber-bead transitions and 1,000 or 1,200 mm-wide sliding windows. The new coaches differed from the pre-war types in their even number of com-

partments and symmetrical coach halves, which made it possible to combine identical or different coach classes as well as dining and luggage compartments. Following the construction of nine test coaches in 1952, mass production began in 1955. With only three seats per bench instead of the usual four, the B4ümg-54 passenger carriages (1,225 units) offered second-class passengers a new level of comfort. As a result, this "passenger carriage for the people" was very well received by the general public.

195°

ALL INFORMATION ABOUT THE EXPRESS TRAIN COACHES GROUP 53 & 61 AT:

[WWW.BRAWA.DE](http://WWW.BRAWA.DE)







The first-class A4ümg-54 wagon type (199 units) exemplified the increased focus on comfort during this period. These wagons left the works painted in an elegant dark blue livery and were primarily incorporated into the DB's F trains. The last types to be developed for Wagon Group 53 were the mixed-class AB4ümg-55 (357 units) and, from the end of the 1950s, the semi-luggage carriages of the type BPw4üm-58/59 (138 units). Thanks to numerous groundbreaking innovations, these wagons – and the later

conversions derived from them – would remain an integral part of DB's passenger train fleet for decades to come. It is therefore hardly surprising that the last of these wagons were only retired in the early 1990s, with some examples then commencing a "second life" in museum traffic.

- True-to-scale reproduction of the windows
- Wheel sets of type 094/096 with corrugated wheeldiscs on both sides
- True-to epoch interior fittings
- Interior lighting prepared or built-in
- Elastic rubber bulge
- NEM-standard short coupling
- Alternator on bogie separately mounted
- Extra mounted steps and handrails
- Version with welded roofs
- Compatible with the electrical coupling from BRAWA





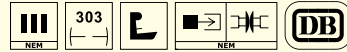


© F. WILLKE, SLG. S. CARSTENS

Order no. **58068** = 2212 2187 2222

Order no. **58114** Analog BASIC+ 2212 2187 2222

Order no. **58115** Digital BASIC+ 2212 2187 2222



Express Train Coach A4ümg-54 DB  
Road no. see website

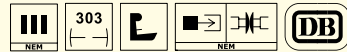


© F. WILLKE, SLG. S. CARSTENS

Order no. **58078** = 2212 2187 2222

Order no. **58116** Analog BASIC+ 2212 2187 2222

Order no. **58117** Digital BASIC+ 2212 2187 2222



Express Train Coach AB4ümg-55 DB  
Road no. see website



© SLG. S. CARSTENS

Order no. **58079** = 2212 2187 2222

Order no. **58118** Analog BASIC+ 2212 2187 2222

Order no. **58119** Digital BASIC+ 2212 2187 2222



Express Train Coach B4ümg-54 DB  
Road no. see website





© F. WILLKE, SLG. S. CARSTENS

Order no. **58080** =

Order no. **58120**

Order no. **58121**



**Express Train Coach B4ümg-54 DB**  
Road no. see website



© R. TODT, SLG. EISENBAHNSTIFTUNG

Order no. **58081** =

Order no. **58122**

Order no. **58123**



**Express Train Coach B4ümg-63 DB**  
Road no. see website



© F. WILLKE, SLG. S. CARSTENS

Order no. **58082** =

Order no. **58124**

Order no. **58125**



**Half Luggage Car BPw4ümg-59 DB**  
Road no. see website



© F. WILLKE, SLG. S. CARSTENS

Order no. **58083** =

Order no. **58126**

Order no. **58127**



**Luggage Car Pw4ümg-60 DB**  
Road no. see website







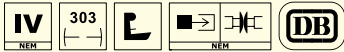
Express Train Coach Am202 DB  
Road no. see website



Order no. **58084** = 2212 2187 2222

Order no. **58128** Analog BASC+

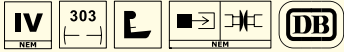
Order no. **58129** Digital BASC+



Order no. **58085** = 2212 2187 2222

Order no. **58130** Analog BASC+

Order no. **58131** Digital BASC+



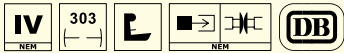
Express Train Coach ABm223 DB  
Road no. see website



Order no. **58086** = 2212 2187 2222

Order no. **58132** Analog BASC+

Order no. **58133** Digital BASC+



Express Train Coach Bm232 DB  
Road no. see website





© K. GERKE, SLG. CVN

Order no. **58087** =

Order no. **58134**

Order no. **58135**



**Express Train Coach Bm234 DB**  
Road no. see website



© K. GERKE, SLG. CVN

Order no. **58088** =

Order no. **58136**

Order no. **58137**



**Express Train Coach Bm234 DB**  
Road no. see website



© F. WILKE, SLG. S. CARSTENS

Order no. **58089** =

Order no. **58138**

Order no. **58139**



**Half Luggage Car BDm272 DB**  
Road no. see website



© BRAWA

Order no. **58090** =

Order no. **58140**

Order no. **58141**



**Luggage Car Dms902 DB**  
Road no. see website





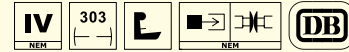


© J. CLAUS, SLG. EISENBahnSTIFTUNG

Order no. **58091** = 2212 2187 2222

Order no. **58142** Analog BASIC+

Order no. **58143** Digital BASIC+



Express Train Coach Am208 DB  
Road no. see website

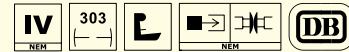


© K. GERKE, SLG. CVN

Order no. **58092** = 2212 2187 2222

Order no. **58144** Analog BASIC+

Order no. **58145** Digital BASIC+



Express Train Coach ABm223 DB  
Road no. see website



© K. GERKE, SLG. CVN

Order no. **58093** = 2212 2187 2222

Order no. **58146** Analog BASIC+

Order no. **58147** Digital BASIC+



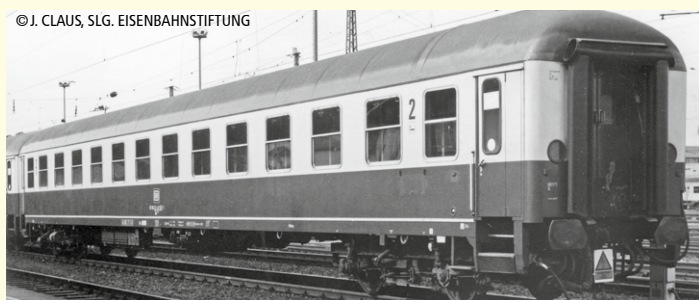
Express Train Coach Bm232 DB  
Road no. see website



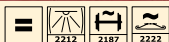




© J. CLAUß, SLG. EISENBAHNSTIFTUNG



Order no. **58094**



Order no. **58148**



Order no. **58149**

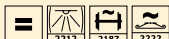


**Express Train Coach Bm238 DB**  
Road no. see website



© K. GERKE, SLG. CVN

Order no. **58095**



Order no. **58150**



Order no. **58151**

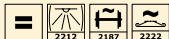


**Express Train Coach Bm234 DB**  
Road no. see website

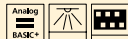


© BÜGEL, SLG. EISENBAHNSTIFTUNG

Order no. **58096**



Order no. **58152**



Order no. **58153**

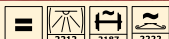


**Half Luggage Car BDm272 DB**  
Road no. see website



© W. HÄGER, SLG. EISENBAHNSTIFTUNG

Order no. **58097**



Order no. **58154**



Order no. **58155**



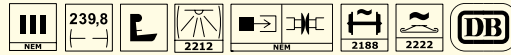
**Luggage Car Dm902 DB**  
Road no. see website





Order no. **46192**

**Fast Train Coach "Rail Kitchen" USTC**  
Road no. 73 767 Ffm

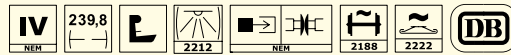


**Model:** True to era details; true to original frame construction; bogie with three-point support; metal axle bearing; finely engraved roof rivets; metal wheels; multi-part brake system; true to scale windows



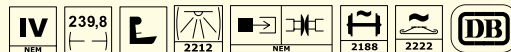
Order no. **46188**

**Company Coach WGye<sup>831.1</sup> DB**  
Road no. 50 80 89-43 548-3 Ffm



Order no. **46190**

**Half Luggage Car ADyse<sup>641</sup> DB**  
Road no. 50 80 81-11 001-9 Ffm

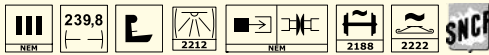


# Gruppe 36



DEVIATING ROAD NO.

Order no. **46184**

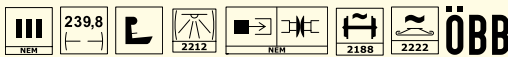


Express Train Coach B9ti SNCF  
Road no. 14913



DEVIATING ROAD NO.

Order no. **46185**



Express Train Coach B4ipü ÖBB  
Road no. 32 103



PERFECT REPLICAS OF THE ORIGINAL'S

HO

PASSENGER COACHES

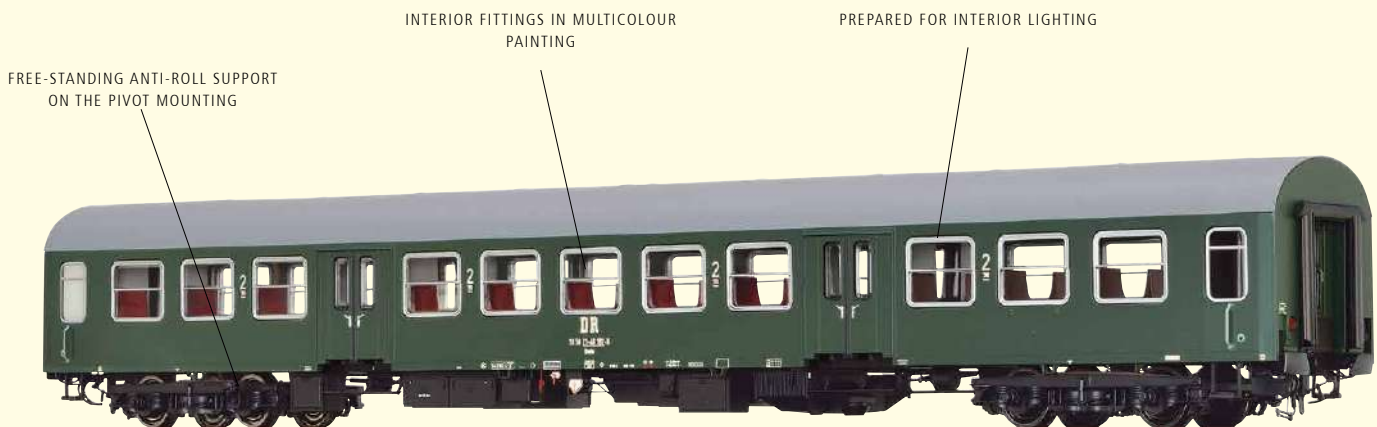
**BRAWA**

31



# GDR TRAIN CLASSIC

PASSENGER COACHES BMHE DR



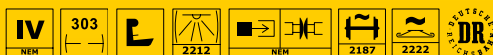
## Passenger Coach Bmh DR Road no. 51 50 21-40 046-7



Since 1976, the DR had operated the "City Express" trains that enabled a fast one-day connection between the district capitals and Berlin. Destinations deviating from the system were Meiningen as an alternate station for train parking and Zwickau as an important industrial centre. Of course both railway stations served the respective governmental centres Suhl, Erfurt, Halle and Karl-Marx-Stadt, although there were no other intermediate stops for these trains. The trains were formed from 1st and 2nd class

coaches of the Y/B 70 type, 103 of which had been taken over "all of a sudden" by the DR from the Bautzen wagon building plant. Originally, they had been ordered by the National Czechoslovakian Railways (CSD) but could not been taken delivery of due to financing problems. As the trains and their operational concept soon enjoyed great popularity, the DR needed further coaches as a reinforcement and operating reserve in the early 80ies.

Order no. **50792**



Order no. **50793** Road no. 50 50 21-12 172-6



Order no. **50797** Road no. 50 50 21-12 061-1



**Product recommendation:** Passenger Coach #50797 is a suitable add-on car for the BRAWA D 1050 train set on page 72/73.

- Precise replica of the bogies
- In-plane assembled windows
- True-to-epoch interior fittings
- Prepared for interior lighting
- Printed window frames

- Elastic rubber bulge
- NEM-standard short coupling
- Replica of the air heating system in the car floor
- Alternator on bogie separately mounted
- Free-standing handrails

- Individually mounted steps
- Free-standing anti-roll support on the pivot mounting
- Interior fittings in multi-color painting





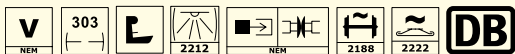
Order no. **50794**



Passenger Coach Bmh DB AG  
Road no. 50 80 21-11 030-1



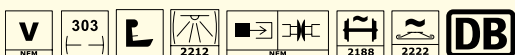
Order no. **50795**



Passenger Coach Bmh DB AG  
Road no. 50 80 21-11 020-2



Order no. **50796**



Passenger Coach Bmh DB AG  
Road no. 50 80 21-11 015-2



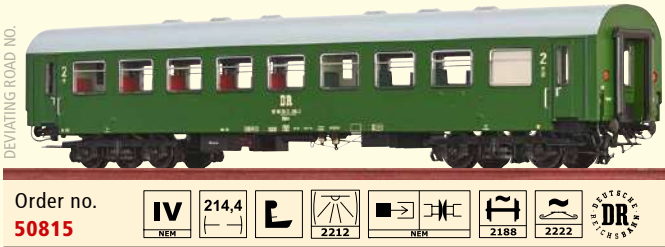
Passenger Coach Bghwe DR  
Road no. 57 50 28-05 009-5



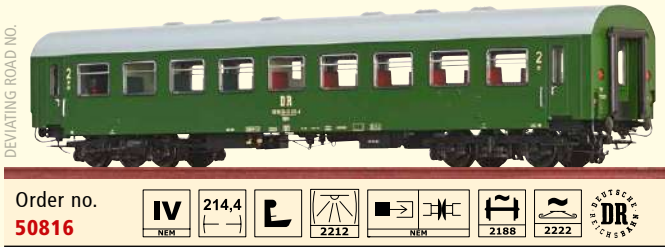
Passenger Coach Bghwe DR  
Road no. 57 50 28-15 072-1



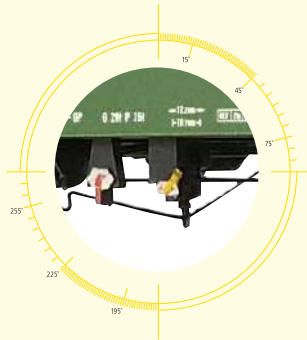
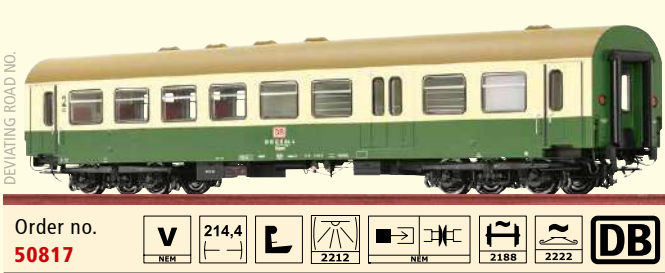
Passenger Coach Bghwe DR  
Road no. 57 50 28-15 094-5



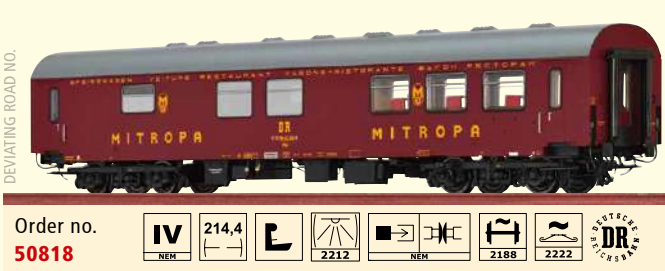
Passenger Coach Bghwe DR  
Road no. 57 50 28-25 097-6



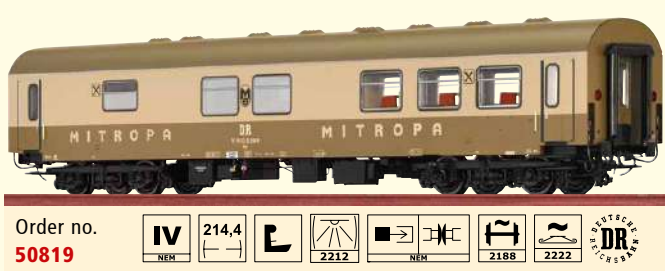
Passenger Coach BDghws<sup>534.0</sup> DB AG  
Road no. 50 80 82-15 113-7



Dining Coach WRge DR  
Road no. 51 50 88-45 030-6



Dining Coach Wgr DR  
Road no. 50 50 87-15 616-0







## MOST BEAUTIFULLY DESIGNED AUXILIARY LUGGAGE WAGONS

L U G G A G E   C A R   M D Y G   D B

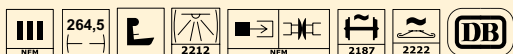
After the war, there was a major lack of luggage wagons for highspeed long-distance trains. However, the young DB decided to use the available money to construct new passenger carriages and to solve the luggage wagon problem through conversions. In order to do so, it used approximately 600 substitute passenger carriages that remained in its inventory. Passengers could not be expected to travel in these wagons due to their interior fittings and their mediocre running properties. Two of these car bodies were connected, equipped with a strut bracing and placed on two American-design bogies. The approximately 290 luggage wagons that were produced in this manner from 1950 onwards were given the MPw4ie-54/55 and MPw4yg-57 designations. Although the first wagons were only equipped with the open entrance platforms from their donor carriages, they were quickly replaced with a "transfer tunnel" in order to offer a transfer to the next wagon whilst also being protected against the elements. This transfer was also then equipped with a rubber bulge in order to connect to modern wagons. DB arranged for numerous medical and auxiliary equipment cars to be built using the same construction principles. To begin with, the wagons were

first used in the premium high-speed train service. However, they were then moved to express goods and district services upon the emergence of new wagons. Some wagons were given additional equipment for the transport of freshly-hatched chicks and travelled in express trains between Italy and Germany. Numerous wagons that were given the designations MDyg-986 and -996 from 1966 onwards were further modernised and equipped with panel walls and new rubber-mounted windows. These wagons also remained in use in this design after 1989 and were also used in the DR (German Railway) area for the transport of express goods. The use of these wagons was halted suddenly in 1992 following a tragic train accident. A buffer fell from a track maintenance wagon causing 14 goods wagons to derail with which an approaching express train collided. The cause was material fatigue on the console upon which the buffers were fastened in order to create space for the access platform. Consequently, all wagons equipped with such consoles were removed from service and only those that had to be used were refurbished. This affected the auxiliary equipment cars built on the same principle but did not affect the MDyg.

DEVIATING ROAD NO.



Order no.  
**46264**



**Luggage Car MPw4yge DB**  
Road no. 113 974 Wt

DEVIATING ROAD NO.



Order no.  
**46266**









**Luggage Car MDyg<sup>986</sup> DB**  
Road no. 50 80 92-11 305-1



**Luggage Car Pwg DB**  
Road no. 130 709

DEVIATING ROAD NO.








Order no. **49430**      

**Luggage Car Pwg BBÖ**  
Road no. 75 033

DEVIATING ROAD NO.



Order no. **49433**      **B B Österreich**

**Luggage Car D CSD**  
Road no. 8-3511



Order no. **49431**      **ČSD**





Covered Freight Car "Brauerei Leicht Vaihingen" K.W.St.E.  
Road no. Württemberg 600 055 [P]



Order no. **47730** I 97,3 NEM 2183

Covered Freight Car "Brauerei zum Schloß Joseph Gösele" K.W.St.E.  
Road no. see website



Order no. **47731** I 97,3 NEM 2183

Covered Freight Car G St.E.G  
Road no. 8755



Order no. **47733** I 97,3 NEM 2183

End Car G K.W.St.E.  
Road no. Württemberg 25 323



Order no. **47734** I 97,3 NEM 2183

Covered Freight Car G K.Bay.Sts.B.  
Road no. Regensburg 31 781



Order no. **48046** I 97,1 NEM 2183

Material Car DRG  
Road no. Nürnberg 700 065

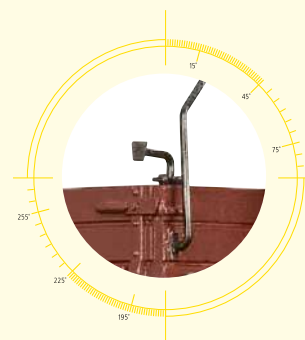


Order no. **48047** II 97,1 NEM 2183

Flat Car Xw DRG  
Road no. Erfurt 40 716



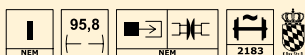
Order no. **48051** II 97,1 NEM 2183



Tank Car K2 K.Bay.Sts.B.  
Road no. München 502 503 [P]



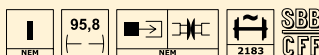
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Tank Car K2 SBB  
Road no. 92 371 [P]



Order no.  
**50783**

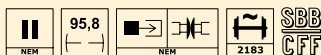


Covered Freight Car K2 SBB  
Road no. 32756

DEVIATING ROAD NO.



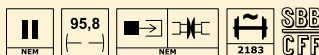
Order no.  
**47899**



Covered Freight Car K2 SBB  
Road no. 37 359



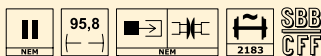
Order no.  
**47900**



Covered Freight Car K2 "Maggi®" SBB  
Road no. 44 635



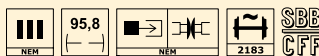
Order no.  
**47895**



Refrigerator Car K2 SBB  
Road no. 73288



Order no.  
**50780**



Milk Car "Säuglingsfürsorge München" K.Bay.Sts.B.  
Road no. München 81 612



Order no.  
**50360**



Milk Car Gh DR Brit-US-Zone  
Road no. Hannover 29 144



Order no.  
**50361**











Coal Cars K.P.E.V., set of 2  
Road no. Saarbrücken 57 281 / 57 784

DEVIATING ROAD NO.









Order no. **48804**   132,2    

Coal Cars Otw DRG, set of 2  
Road no. Mainz 453 / 1110

DEVIATING ROAD NO.








Order no. **48805**   132,2    

Stake Car Rr DRG  
Road no. Stuttgart 80 765






DEVIATING ROAD NO.



Order no. **50490**  139,1    






Stake Car Rm ÖBB  
Road no. 432 975



Order no. **50491**  139,1    






Stake Car Ndk CSD  
Road no. 3.35418



Order no. **50492**  139,1    

Covered Freight Car "Wittol" DR  
Road no. 12-81-02



Order no. **50489**  139,1    



## A BREMEN THAT SUPPLIED HALF OF EUROPE.

COVERED FREIGHT CARS GMHS



**Covered Freight Car Gmhs DRG**  
Road no. Bremen 3 911



The East-German National Railway (Deutsche Reichsbahn) was constantly striving to expand and upgrade its vehicle fleet. The Gm(h)s Bremen can thus be seen as the successor to the Gms Oppeln design. Representing the state of the art, the Gm(h)s Bremen wagons were manufactured from 1943 onwards in a welded design and had an extremely long wheelbase of seven metres to ensure the required smooth running. In addition, 260 mm-high solebars were used for the first time, which were lighter and reduced costs by around 25% compared to the predecessor design, the Gms Oppeln. The exact number of wagons delivered by the end of the war is unknown. Based on the existing inventories, however, it can be assumed that at least 7,230 units were acquired by various state railways. In 1949, with growing transport volumes creating an urgent need to replace the large numbers of goods wagons lost during the war, the head office of the Reichsbahn in the British/US zone placed new orders that prompted the resumption of production of the Gm(h)s 35. In terms of the design, there

were only minor changes compared to the original version. Without doubt, the most striking of these were the new vertical strut on the loading door and the omission of the front diagonals. The Deutsche Bundesbahn's (DB) inventory was thus expanded by an additional 5,925 Gm(h)s wagons by the end of 1950. In the Soviet zone, the Deutsche Reichsbahn resumed production at the end of 1945 and classified these wagons as Gmhs 11. The Reichsbahn accumulated a total stock of about 800 wagons of this type, of which a large number were modernised at the Reichsbahn repair shed Magdeburg from 1967 onwards. The upgrades included UIC sliding loading doors and ventilation hatches as well as cladding on the upper third of the side panels. The wagons were also fitted with metal roofs and converted to wheel sets with roller bearings.

Order no.  
**50719**



- Metal axle bearing
- Different design of the car bodies
- True to original frame construction

- Individually mounted axle box cover
- Brake blocks in wheel plane
- Individually mounted handrails and steps

- Individually mounted axle brake rod
- Individually mounted brake systems
- Perforated car body supports





Covered Freight Car Gmhs35 DB  
Road no. 232 183



ILLUSTRATION

Order no.

**50720**



Covered Freight Car Gmhs35 "EUROP" DB  
Road no. 245 193



ILLUSTRATION

Order no.

**50721**



Covered Freight Car Gmhs35 "Linde" DB  
Road no. 241 202



ILLUSTRATION

Order no.

**50733**



Covered Freight Car Gmhs35 "EUROP" SAAR  
Road no. 23 016



ILLUSTRATION

Order no.

**50728**



**SAAR**

Covered Freight Car Gms DR  
Road no. 11-02-42



ILLUSTRATION

Order no.

**50724**



Covered Freight Car K "EUROP" SNCF  
Road no. 7440484



ILLUSTRATION

Order no.

**50730**



**SNCF**

Covered Freight Car Gmhs SNCB  
Road no. 4416920



ILLUSTRATION

Order no.

**50731**



Covered Freight Car KKus "EUROP" CFL  
Road no. 26160



ILLUSTRATION

Order no.

**50734**



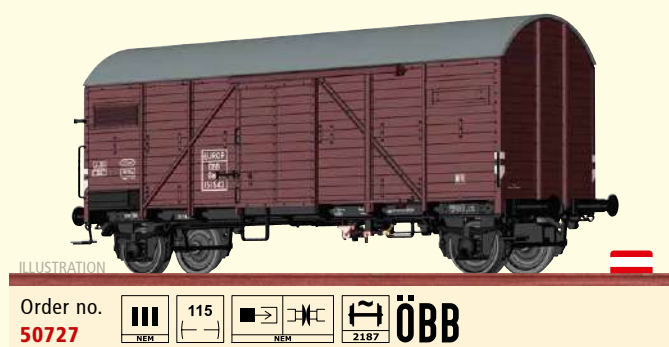
**CFL**



Covered Freight Car Gmhs BBÖ  
Road no. 171 796



Covered Freight Car Gmhs "EUROP" ÖBB  
Road no. 151 543



Covered Freight Car Gmhs[1364] DR  
Road no. 21 50 136 4245-3



Covered Freight Car Glms <sup>201</sup> DB  
Road no. 21 80 135 4 629-4



Covered Freight Car Glms ÖBB  
Road no. 21 81 135 4 819-0

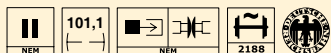




Lightweight Tank Car Uerdingen Z [P] "Wintershall A.G." DRG  
Road no. Halle 597 340 [P]



Order no.  
**50046**

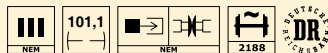


Lightweight Tank Car Uerdingen Z [P] DR  
Road no. Zw 7-50-09-60



DEVIATING ROAD NO.

Order no.  
**50049**



Lightweight Tank Car Uerdingen Z [P] "VTG" DB  
Road no. 21 80 705 0 101-8 [P]



DEVIATING ROAD NO.

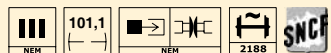
Order no.  
**50048**



Lightweight Tank Car Uerdingen Z [P] "UGILOR" SNCF  
Road no. 571860 [P]



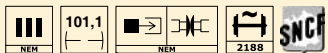
Order no.  
**50053**



Lightweight Tank Car Uerdingen Z [P] "SIMOTRA" SNCF  
Road no. 595760 [P]



Order no.  
**50055**



Insulated Box Car G K.P.E.V.  
Road no. Hannover 600 824



Order no. **49882** I 107,2 NEM 2187 K.P.E.V.

Covered Freight Car Gm K.W.St.E.  
Road no. Württemberg 29 709



Order no. **49884** I 107,2 NEM 2183 (Württemberg)

Covered Freight Cars G DRG, set of 2  
Road no. München 33 637 / München 52 764



Order no. **49878** II 217,2 NEM 2187 (DRG)

Covered Freight Car G "Stricker" der DRG  
Road no. Kassel 12 453



Order no. **50789** II 107,2 NEM 2187 (DRG)

Covered Freight Car G10 DB  
Road no. 123 729



Order no. **49875** III 110,3 NEM 2187 (DB)

Covered Freight Car (Gw) G DR  
Road no. 21 50 112 6010-0



Order no. **49877** IV 107,2 NEM 2187 (DR)

Covered Freight Car G10 "Onno Behrends" DRG, Museum Car  
Road no. Karlsruhe 47103



Order no. **49881** VI 110,3 NEM 2187 (DRG)





Beer Car G10 "Tigre Bock" SNCF  
Road no. 505254wf<sup>2</sup> [P]



Order no.

**49887**



Covered Freight Car Lw SNCF  
Road no. 7 493 567



Order no.

**49888**



Covered Freight Car CHDG NS  
Road no. 10109



Order no.

**49889**



Beer Car G10 "Z.N.Z. Botermijn Maastricht" NS  
Road no. 553 281 [P]



Order no.

**49890**



Covered Freight Car G10 NSB  
Road no. 33 011



Order no.

**49885**



Covered Freight Car G10 "Spa Monopole" SNCB  
Road no. 3315786



Order no.

**49886**



Covered Freight Car G10 "Schartner Bombe" ÖBB  
Road no. 544 007 [P]



Order no.

**49831**



Covered Freight Car Z CSD  
Road no. 1.46856

DEVIATING ROAD NO.



Order no.

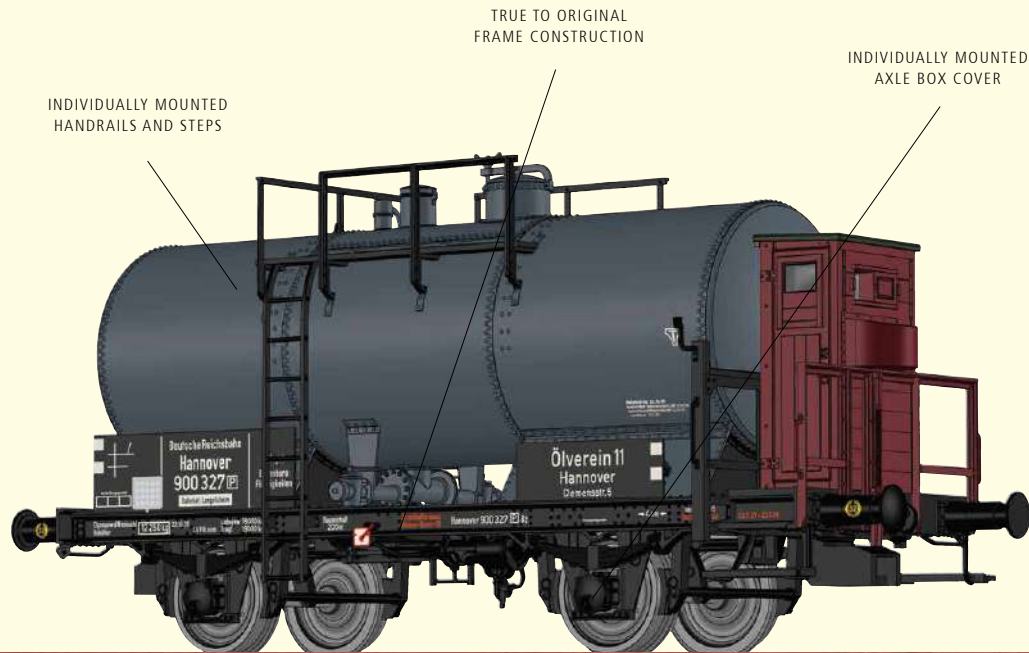
**49874**





## FOR FLAMMABLE LIQUIDS. DANGEROUSLY TRUE-TO-ORIGINAL

TANK CARS 2-AXLE Z[P] INTERCHANGEABILITY



ILLUSTRATION

### Tank Car 2-axle Z[P] "Ölverein" DRG Road no. Hannover 900 327 [P]



By the end of the 1920s, the Deutsche Reichsbahn had completed its own development programme for standardised replaceable running gear. The wagon industry installed this running gear in countless wagons from 1928 onwards, which greatly simplified the subsequent installation of spare parts during vehicle maintenance and thus contributed to significant cost savings. Tank wagons with a capacity of 19.2 m<sup>3</sup> were among the first types to use the new replacement components. These wagons were often used to transport various flammable liquids such as fuel oil, tar oils or vegetable oils.

The many small orders received from a variety of customers and vehicle manufacturers resulted in numerous wagon variants that differed slightly in terms of the finer details. What they all had in common, however, was the use of a uniform undercarriage in a riveted design with a wheelbase of 4.5 m and a length over buffers of 8.8 m. Due to the limitations of welding technology circa 1928, most of the boilers were still produced using conventional rivet construction. Over 1,000 wagons were built between 1928 and 1938, the last of which remained in service in Germany until 1983.

Order no. **50846**



- Metal axle holders
- Multi-part brake system

- Brake blocks in wheel plane
- Individually mounted axle box cover

- Free standing ladders
- Individually mounted railing



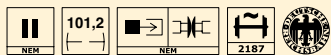


Tank Car 2-axle Z[P] "Dapolin" DRG  
Road no. Oldenburg 588 070 [P]



ILLUSTRATION

Order no.  
**50861**

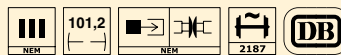


Tank Car 2-axle Z[P] "VTG" DB  
Road no. 586 056 [P]



ILLUSTRATION

Order no.  
**50848**



Tank Car 2-axle Z[P] "Esso" DB  
Road no. 584 473 [P]



ILLUSTRATION

Order no.  
**50850**

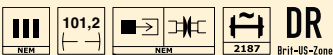


Tank Car 2-axle Z[P] "NITAG" DR Brit-US-Zone  
Road no. Karlsruhe 545 348 [P]



ILLUSTRATION

Order no.  
**50862**

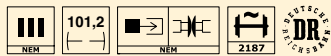


Tank Car 2-axle Z DR  
Road no. 51-06-83 [P]



ILLUSTRATION

Order no.  
**50852**

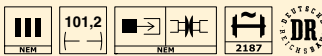


Tank Car 2-axle Zw DR  
Road no. 7-50-16-62



ILLUSTRATION

Order no.  
**50853**

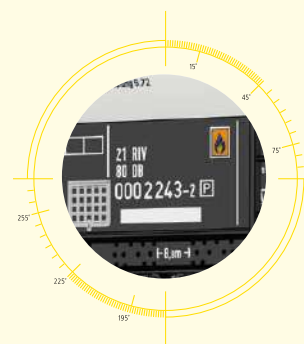


Tank Car 2-axle Z[P] "Esso" DB  
Road no. 21 80 000 2 243-2 [P]



ILLUSTRATION

Order no.  
**50855**

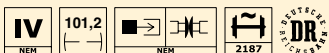


Tank Car 2-axle Zekk[7242] DR  
Road no. 23 50 724 2043-5 [P]



ILLUSTRATION

Order no.  
**50854**



Tank Car 2-axle Z[P] "VTG" DB  
Road no. 21 80 070 5 764-7 [P]



ILLUSTRATION

Order no.  
**50856**



Tank Car 2-axle Z[P] "EVA" DB  
Road no. 21 80 000 7 963-0



ILLUSTRATION

Order no.  
**50860**



Tank Car 2-axle Z[P] "BP" ÖBB  
Road no. 522 107 [P]



ILLUSTRATION

Order no.  
**50857**



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newsletter at [www.brawa.de](http://www.brawa.de) and you'll  
always know what's currently happening.

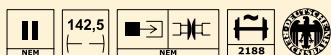


**Tank Car Uerdingen DRG**  
Road no. Wien 920 155 [P]



Order no.

**49620**



**Tank Car Uerdingen "VTG" DB**  
Road no. 591 446 [P]



Order no.

**49621**

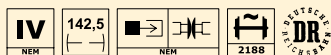


**Tank Car Uerdingen DR**  
Road no. 21 50 075 0238-2



Order no.

**49623**



**Tank Car Uerdingen "VTG" ÖBB**  
Road no. 21 81 075 0 134-6 [P]



Order no.

**49626**

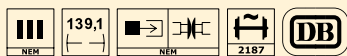


**Refrigerator Car Tnfhs38 "Dr. Oetker" DB**  
Road no. 304 719



Order no.

**47645**



**Refrigerator Car L CSD**  
Road no. 5-16538 [P]



Order no.

**47641**



**Refrigerator Car lbdlps<sup>383</sup> "Veltns" DB**  
Road no. 21 80 816 0 509-7 [P]



Order no.

**47643**



**Refrigerator Car lbs<sup>394</sup> DB**  
Road no. 11 80 805 0 176-6



Order no.




**47646**








**Lidded Freight Car K DRG**  
Road no. Wuppertal 16 428



Order no. **50551**   




**Lidded Freight Car K DRG**  
Road no. Wuppertal 16 340



Order no. **50552**   




**Lidded Freight Car K DRG**  
Road no. Wuppertal 80 873



Order no. **50777**   




**Lidded Freight Car Uk-v-25 DB**  
Road no. 344 022



Order no. **50549**   




**Lidded Freight Car K15 DB**  
Road no. 342 785



Order no. **50553**   




**Lidded Freight Car K25 DB**  
Road no. 340 000



Order no. **50640**   




**Lidded Freight Car K DR Brit-US-Zone**  
Road no. Wuppertal 16 466



Order no. **50554**   

**Lidded Freight Car K DR**  
Road no. 21-84-03



Order no. **50779**   



**Lidded Freight Car STw SNCF**  
Road no. 600 473



Order no. **50555** III 93 NEM 2188 SNCF

**Lidded Freight Car STw SNCF**  
Road no. 600 465



Order no. **50644** III 93 NEM 2188 SNCF

**Lidded Freight Car K25 ÖBB**  
Road no. 914 117



Order no. **50556** III 101 NEM 2188 ÖBB

**Lidded Freight Car K NS**  
Road no. Wuppertal 80 993



Order no. **50568** III 93 NEM 2188 NS

**Lidded Freight Car K SNCB**  
Road no. 852 217



Order no. **50570** III 93 NEM 2188 B

**Lidded Freight Car K SNCB**  
Road no. 30 88 941 6 007-3



Order no. **50569** IV 93 NEM 2188 B

**Lidded Freight Car Uk-v-25 DB**  
Road no. 30 80 941 0 234-7



Order no. **50557** IV 93 NEM 2188 DB

**Lidded Freight Car Fk SNCF**  
Road no. 40 87 605 1 152-2

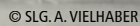


Order no. **50643** IV 93 NEM 2188 SNCF





## LOW-LOADER FREIGHT CAR STM 309





Friedrich Krupp Maschinenfabriken AG built a total of 15 type St 309a low-loader wagons for Deutsche Bundesbahn (DB) between 1957 and 1966. These wagons were specially designed for transporting small but heavy goods. With a dead weight of approximately 15 tonnes, a maximum payload of 21 tonnes was possible. Due to the compact design, which was dominated exclusively by the curved solebar, it was not possible to equip

the vehicles with a compressed air brake. To secure the wagons when they were parked, it was only possible to lock one wheel set via a handbrake. In addition to DB, the Dutch State Railway also purchased five of these vehicles from Krupp for the same purposes from 1962 onwards. In Germany, the last six wagons were retired from the DB AG inventory in 2004.



**Low-loader Freight Car Uikk631 DB**  
Road no. 21 80 990 3 910-7



ILLUSTRATION

Order no. **50801**

IV NEM	140,7 —	■→ NEM	2187	DB
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**Low-loader Freight Car Uikk631 DB AG**  
Road no. 21 80 990 3 909-4



ILLUSTRATION

Order no. **50802**

V NEM	140,7 —	■→ NEM	2187	DB
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Covered Freight Car Gmmhs60 "EUROP" DB  
Road no. 158 015



Order no. **50141** III 121,6 NEM NEM 2187 DB

Covered Freight Car Gmms60 "EUROP" DB  
Road no. 158 309



Order no. **50142** III 127,3 NEM NEM 2187 DB

Covered Freight Car Gmmhs56 DB  
Road no. 291 437



Order no. **50149** III 121,6 NEM NEM 2187 DB

Covered Freight Car Gs212 DB  
Road no. 01 80 125 2 313-2



Order no. **50144** IV 121,6 NEM NEM 2187 DB

Covered Freight Car Grs-v<sup>212</sup> DB  
Road no. 21 80 131 2 204-7



Order no. **50145** IV 127,3 NEM NEM 2187 DB

Covered Freight Car Gmms44 "EUROP" DB  
Road no. 290 090



Order no. **50150** III 121,6 NEM NEM 2187 DB

Covered Freight Car Gmms44 DB  
Road no. 271 057



Order no. **50151** III 127,3 NEM NEM 2187 DB

Covered Freight Car Gs<sup>211</sup> DB  
Road no. 01 80 123 0 096-0

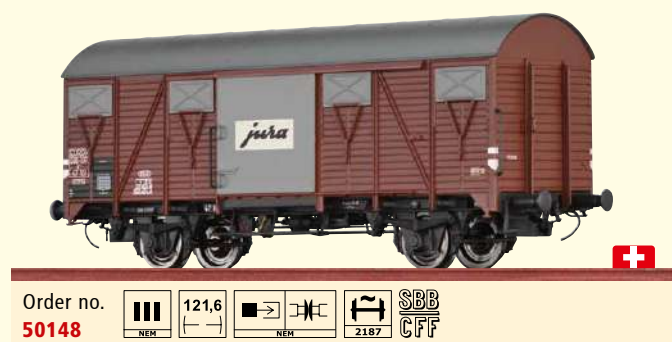


Order no. **50152** IV 121,6 NEM NEM 2187 DB





Covered Freight Car K<sup>4</sup> "Jura" SBB  
Road no. 47 101



Covered Freight Car Gs[1200] "Barkas" DR  
Road no. 21 50 120 0037-5



Covered Freight Car Grs DRG  
Road no. Oppeln 2675



Covered Freight Car Gms30 DB  
Road no. 223 610



Covered Freight Car Kf "EUROP" SNCF  
Road no. 438 536



Covered Freight Car Gms30 NS  
Road no. 14 600



Covered Freight Car Zr CSD  
Road no. 1.29567









Covered Freight Car Gms ÖBB  
Road no. 140 256











Container Car Kkds55 DB  
Road no. 358 007



Order no. **50314**      







Container Car KKds55 "Bayern Zement" DB  
Road no. 358 003 [P]



Order no. **50318**      







Container Car Uacs<sup>946</sup> "BASF" DB  
Road no. 21 80 090 5 004-6 [P]



Order no. **50316**      

Container Car Uacs<sup>946</sup> "Nordzucker" DB  
Road no. 21 80 090 5 006-1 [P]



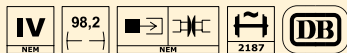
Order no. **50319**      



**Container Car Ucs<sup>909</sup> DB**  
Road no. 41 80 910 8 218



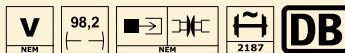
Order no.  
**50525**



**Container Car Ucs<sup>909</sup> DB AG**  
Road no. 41 80 910 8 488-3



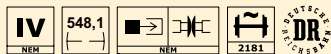
Order no.  
**50528**



**Heavy Duty Freight Cars Samm-u[4818] DR, set of 3**  
Road no. 31-50-482 1246-0 / 31-50-482 0634-8 / 31-50-482 2067-9



Order no.  
**50876**

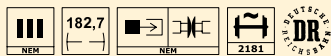


**Heavy Duty Freight Car RRym DR**  
Road no. 60-22-19

DEVIATING ROAD NO.



Order no.  
**47578**

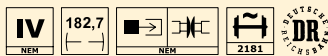


**Heavy Duty Freight Car Samm-u[4818] DR**  
Road no. 31-50-480 2331-3

DEVIATING ROAD NO.



Order no.  
**47579**



HO





## FOR BULK CARGO AND PART LOADS. AND LOVERS OF DETAIL.

BULK GOODS CAR FADS 175

For the transport of large quantities of non-moisture-sensitive bulk goods, such as ore, coal and coke, DB procured open self-unloading wagons in several designs from 1969 onwards. In addition to the Fads 176 series, which was based on the UIC standard, the Fads 175 series was developed, which featured different hatch closures (among other things) in accordance with the more specific guidelines set out in UIC data sheet 571.3. The Fads 177 series was also built along the same basic lines. In order to ensure problem-free goods handling at older loading facilities, the Fads 177 models (in contrast to the Fads 175) had ultra-low-profile upper bodies and were used exclusively

for ore transport. All types were delivered with BA 664 or 664.1 bogies, and in some cases, Y25 bogies. The latter were also used in the 1990s to replace the BA 644 bogies, which were prone to cracking. The wagons were used almost exclusively in block trains. Early in their service life, they were notably used to transport ore from the port of Emden to the Ruhr and Saar regions. Until October 1977, the trains, each consisting of two 25-wagon train sections and weighing up to 4,000 t, were typically pulled by two BR 044/043 locomotives over the Emsland line.

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### Bulk Goods Car Fads 175 DB, set of 10

Road no. 31 80 696 2 688-1 / 31 80 696 1 224-6 / 31 80 696 1 479-6 / 31 80 696 1 683-3 / 31 80 696 3 023-0 / 31 80 696 2 445-6 / 31 80 696 2 806-9 / 31 80 696 2 674-1 / 31 80 696 1 472-1 / 31 80 696 2 619-6

DEVIATING ROAD NO.



Order no.  
**50841**



Order no.  
**50842**



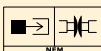


### Bulk Goods Cars Fals 175 and Fals 176 DB, set of 3

Road no. 31 80 665 0 521-1 / 31 80 665 0 677-1 / 31 80 665 2 298-5



Order no.  
**50878**

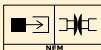


### Bulk Goods Cars Fads 176 DB, set of 3

Road no. 31 80 696 0 416-9 / 31 80 696 0 527-3 / 31 80 696 0 556-2



Order no.  
**50879**

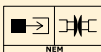


### Bulk Goods Cars Fads 175 and Fals 176 DB, set of 3

Road no. 31 80 696 2 856-4 / 31 80 696 1 954-3 / 81 80 665 2 365-0








Order no.  
**50877**








Tank Car 4-axle ZZ[P] "Rheinmetall" DRG  
Road no. 541 398 [P]



Order no. **48512**     






Tank Car 4-axle ZZ[P] "EVA" DB  
Road no. 510 225 [P]



Order no. **48515**     






Tank Car 4-axle ZZ[P] "Luhns" DB  
Road no. 543 838 [P]



Order no. **48517**     






Tank Car 4-axle ZZ[P] "Esso" DB  
Road no. 20 80 005 1 268-0 [P]



Order no. **48514**     






Acid Carrying Car Z DR  
Road no. 53-72-11



Order no. **49327**     






Acid Carrying Car Z[P] ÖBB  
Road no. 502 452 [P]



Order no. **49328**     






Acid Carrying Car SZwf "Kuhlmann" SNCF  
Road no. 569463 [P]



Order no. **49329**     

Acid Carrying Car Z[P] "Bosch" DB  
Road no. 20 80 090 1 000-9 [P]



Order no. **49330**     



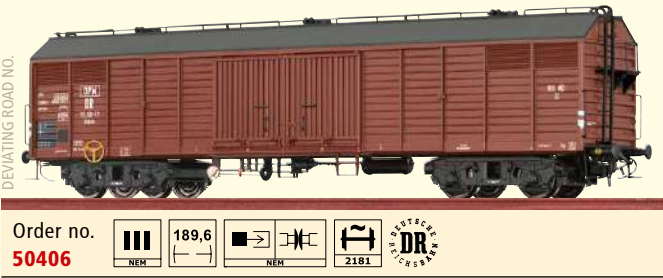
Container Car Sffggmrrss<sup>36</sup> der VTG, loaded with 40 ft containers "ONE"  
Road no. 33 68 4909 308-1



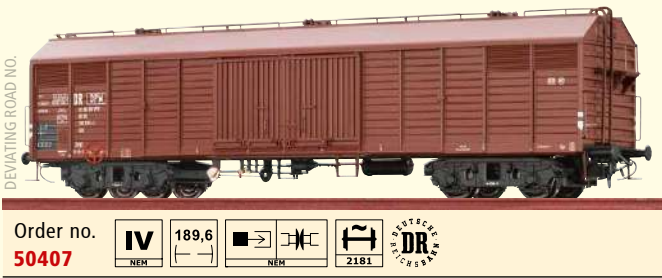
Container Car Sffggmrrss<sup>197</sup> der VTG, loaded with 40 ft containers "MSC"  
Road no. 33 68 4909 063-2



Covered Freight Car GGhzs DR  
Road no. 15-53-11



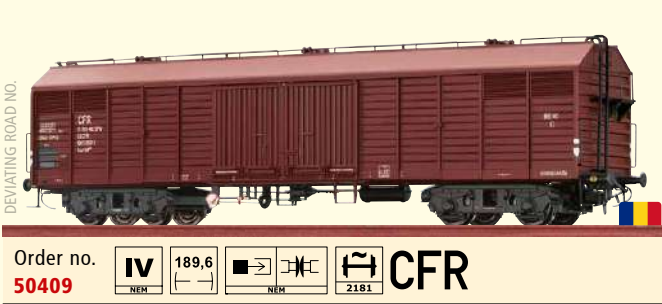
Covered Freight Car GGh DR  
Road no. 01 50 199 2098-0



Covered Freight Car Gas DR  
Road no. 83 50 190 1990-9 [P]



Covered Freight Car Gas CFR  
Road no. 11 53 1901 010-0











Open Freight Car Otmm70 DB  
Road no. 645 219







DEVIATING ROAD NO.



Order no. **49549**      







Open Freight Car Fcs<sup>090</sup> "RWK" DB  
Road no. 01 80 635 0 714-1



Order no. **49547**      

Open Freight Car Fcs<sup>092</sup> "Preussag" DB  
Road no. 21 80 645 9 978-8









Order no. **49548**      

Open Freight Car Fcs[6450] DR  
Road no. 21 50 645 0615-1







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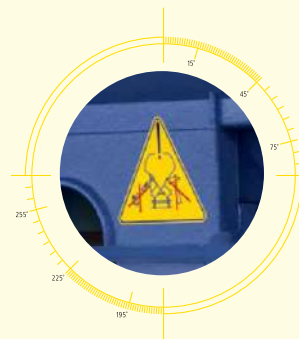


Order no. **49551**      

Covered Freight Car Tds<sup>241</sup> "DSM Meststoffen" NS  
Road no. 21 84 573 0 872-2









Order no. **49556**      









Covered Freight Car Tds<sup>932</sup> DB AG  
Road no. 21 80 074 4 339-1



Order no. **49557**      

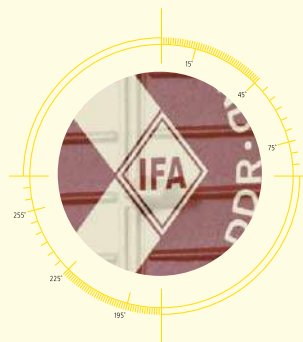
Covered Freight Car Tdgs-z<sup>930</sup> DB Cargo  
Road no. 21 80 074 2 974-7



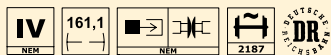
Order no. **49558**      



**Covered Freight Car Gbs "IFA" DR**  
Road no. 01 50 150 6612-7



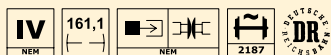
Order no.  
**49926**



**Covered Freight Car Gbs "Malimo" DR**  
Road no. 01 50 150 4537-8



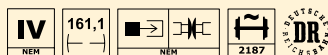
Order no.  
**49929**



**Covered Freight Car Gbs<sup>1500</sup> "Robur" DR**  
Road no. 01 50 150 3961-1



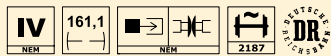
Order no.  
**49932**



**Covered Freight Car Gbs<sup>1500</sup> "Filmfabrik Wolfen" DR**  
Road no. 44 50 155 9914-2 [P]



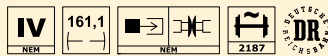
Order no.  
**49935**



**Covered Freight Car Glimms DR**  
Road no. 21 50 150 2613-5



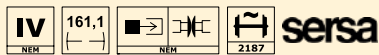
Order no.  
**49921**



**Covered Freight Car Gbs "sersa" DR**  
Road no. 23 50 155 9910-5 [P]



Order no.  
**49924**



\*

**PERFECTLY EQUIPPED**

You can now find lamps, cable railways, a variety of equipment details and a wide range of electrical accessories for HO and N at [www.brawa.de](http://www.brawa.de).

HO N



## SMALL GAUGE WITH EXCITING DETAILS

ELECTRIC LOCOMOTIVE BR 144



PICTURE SHOWS H0-MODEL

### Electric Locomotive BR 144 DB

Road no. 144 071-8

Order no.  
**63114**



Order no.  
**63115**



#### Model:

- Detailed body
- Fine engravings and rivets
- Many extra mounted parts, such as handles, ladders and multi-part cooling coil
- Precise replica of the bogies
- Separately mounted brake cylinder, brake pull rod, sand box

- Prototypical roof-fittings
- Free-standing roof lines
- Various insulators
- Different main switch types
- Finely detailed pantographs
- Bogie with three-point support
- Finest paintwork and printing

- 3rd front light can be switched on or off also in analog mode
- Driver's cab with LED lighting and in the sound
- Version also in the machine room
- NEM-standard short coupling
- Next18 interface

#### Digital Version EXTRA:

- All light functions can be switched on and off in digital mode, also machine roof lighting
- Optimal motor and load control for perfect running characteristics

- Noiseless 16-bit sound with up to 8 independent channels thanks to latest sound technology and excellent sound characteristics

- Compatible with all established digital systems (DCC, Motorola, SX1 und SX2)
- Sound decoder on the main circuit board





PICTURE SHOWS HO-MODEL



Order no.  
**65150**



**Model:** Interior fittings in multicolour painting; free standing anti-roll support on bogie; coloring corresponding to the original; precisely inserted sliding windows and printed window frames throughout; replicated airheating system in the car floor; precise replica of the "Görlitz V" bogies; NEM-standard short-coupling; passageway between coaches with separately mounted rubber beading

**Passenger Coach Bmhe DR**  
Road no. 51 50 21-11 834-2

PICTURE SHOWS HO-MODEL



Order no.  
**65151**



**Passenger Coach Bmhe DR**  
Road no. 51 50 21-11 836-7

PICTURE SHOWS HO-MODEL



Order no.  
**65152**



**Passenger Coach Bmhe DR**  
Road no. 51 50 21-12 000-9

PICTURE SHOWS HO-MODEL



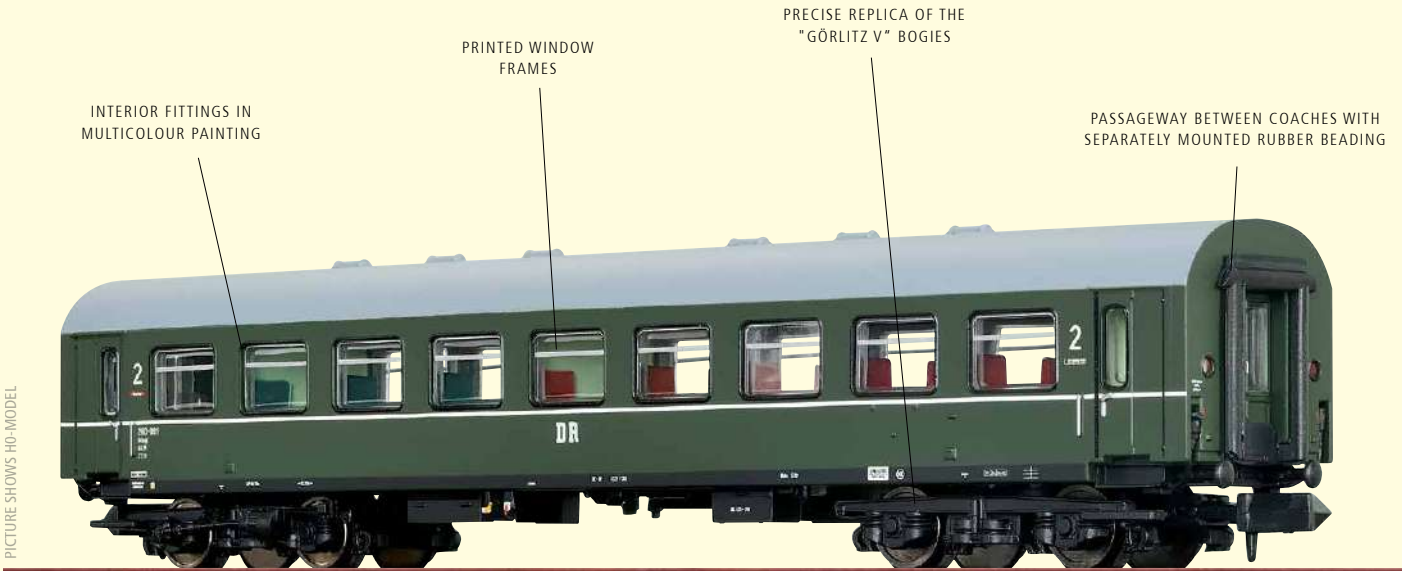
Order no.  
**65153**



**Passenger Coach Bmhe DR**  
Road no. 51 50 21-12 004-1



**Passenger Coach B4mgle DR**  
 Road no. 260-286



Order no.  
**65076**



**Passenger Coach B4mgle DR**  
 Road no. 260-293



Order no.  
**65077**



**Passenger Coach B4mgle DR**  
 Road no. 260-298



Order no.  
**65078**



**Passenger Coach B4mgle DR**  
 Road no. 260-300



Order no.  
**65079**



**Dining Coach WRg DR**  
 Road no. 51 50 88-15 042-1



Order no.  
**65080**

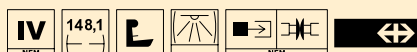


**Passenger Coach A EWII SBB**  
Road no. 50 85 18-33 572-6

DEVIATING ROAD NO.



Order no.  
**65238**



**Passenger Coach B EWII SBB**  
Road no. 50 85 20-34 531-7

**Passenger Coach B EWII SBB**  
Road no. 50 85 20-34 583-8

DEVIATING ROAD NO.



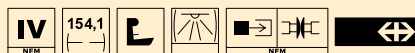
Order no.  
**65239**



DEVIATING ROAD NO.



Order no.  
**65240**



**Passenger Coach A EWII SBB**  
Road no. 50 85 18-33 630-2

DEVIATING ROAD NO.



Order no.  
**65241**



**Passenger Coach B EWII SBB**  
Road no. 50 85 20-34 532-5

**Passenger Coach B EWII SBB**  
Road no. 50 85 20-34 573-9

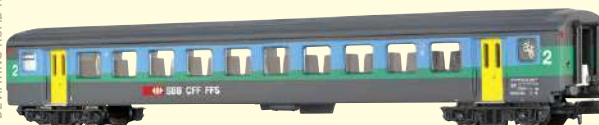
DEVIATING ROAD NO.



Order no.  
**65242**



DEVIATING ROAD NO.



Order no.  
**65243**





**Covered Freight Car Hlf "Meteor" SNCF**  
Road no. 505259 [P]



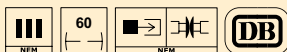
Order no.  
**67498**



**Covered Freight Car G10 DB**  
Road no. 114 339



Order no.  
**67494**



**Covered Freight Car Gklm<sup>191</sup> DB**  
Road no. 21 80 112 9 698-3



Order no.  
**67495**



## MODEL RAILWAY HISTORY OF SPECIAL KIND



At the BRAWA Museum you will find an extensive selection of locomotives, railcars, passenger coaches and freight cars (gauge H0, N, TT, O and IIm), that are no longer available ex works.

**We wish you much fun while discovering our "historic" models.**



[WWW.BRAWA.DE/FANWELT/ONLINE-MUSEUM](http://WWW.BRAWA.DE/FANWELT/ONLINE-MUSEUM)

Covered Freight Car Gimmehs57 DB  
Road no. 216 025

CHARACTERISTIC VENTILATION SLIDE

UNDERCARRIAGE WITH BRAKE SYSTEMS

METAL WHEELS

PICTURE SHOWS H0-MODEL

Order no.  
67821

III

78,1

DB

Covered Freight Car K2 SBB  
Road no. 35 428

Order no.  
67871

III

52,1

SBB

CFF

Refrigerator Car UIC Standard 1 "Interfrigo" DB  
Road no. 11 80 082 5 009-5 [P]

Order no.  
67120

IV

73,3

DB

Refrigerator Car Ibes "STEF" SNCF  
Road no. 11 87 082 7 060-8 [P]

Order no.  
67121

IV

73,3

SNCF

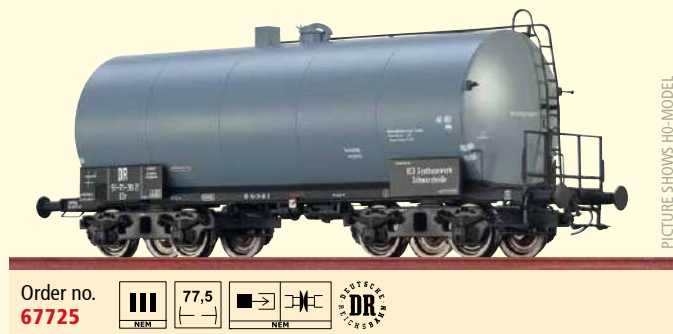
N

FREIGHT CARS

BRAWA

69

Tank Car Uerdingen ZZr DR  
Road no. 51-71-36 [P]



Tank Car Uerdingen ZZw "Minol" DR  
Road no. 31 50 725 1259-5



Covered Freight Car Gmhs35 "Linde" DB  
Road no. 241 213



Covered Freight Car Gms35 "Miele" DB  
Road no. 231 269



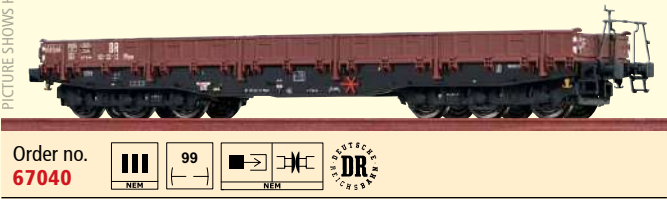
Covered Freight Car Gmhs DR  
Road no. 21 50 135 0185-7





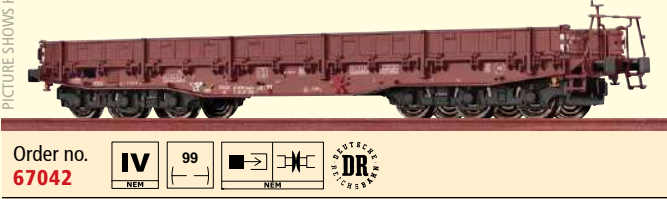
**Flat Car RRym DR**  
Road no. 60-22-98

PICTURE SHOWS HO-MODEL



**Flat Car Samm-u<sup>[4818]</sup> DR**  
Road no. 31-50-482 0433-5

PICTURE SHOWS HO-MODEL

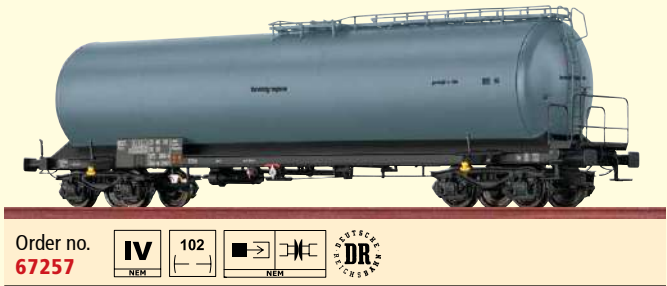


**Tank Car Uia "DHL" GATX**  
Road no. 33 80 795 6 626-5

PICTURE SHOWS HO-MODEL



**Tank Car Zas-w DR**  
Road no. 35 50 075 2040-4



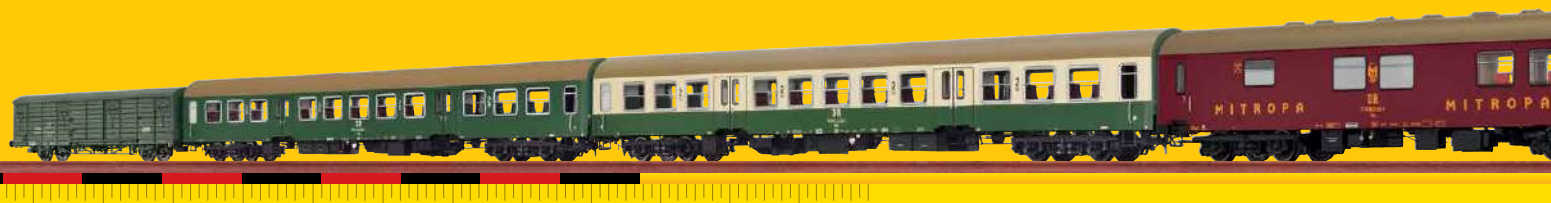
**Tank Car Uia KVG**  
Road no. 33 80 795 6 372-6 [P]



# HO

## TAKE A DAY TRIP TO BERLIN WITH THE EXPRESS TRAIN D 1050

LIMITED TRAIN SET FOR THE  
DR CITY EXPRESS SERVICE

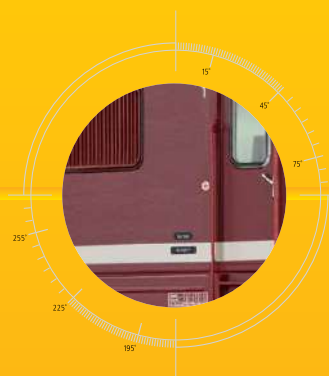
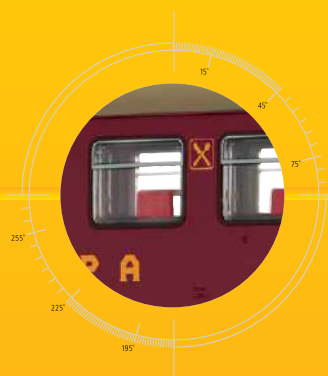


In order to make daily journeys from the larger urban centres to the capital easier, the East German Deutsche Reichsbahn (DR) introduced a city express service to Berlin at the end of 1960. These connections, designed as through trains, had fewer stops compared to normal D trains, which resulted in shorter journey times.

Each morning, the city express train – originally designated as the D 150, and from 1975 onwards as the D 1050 – travelled conveniently from Meiningen to Berlin-Schöneeweide via Suhl, Erfurt, Weimar,

Halle and Berlin-Schönefeld Airport. In the evening, passengers could complete the return journey to Meiningen aboard the D 1057. In both directions, the locomotives were switched from combustion traction ("V traction") to electric traction ("E traction") in Erfurt.

Following the timetable change in May 1989, the designation for the city express service was dropped and the last remaining connections were absorbed into the DR's normal service.



**GRATIS**



**PRE-ORDER NOW UNTIL 28 FEBRUARY 2023!**

Order the D 1050 through train set by 28 February 2023 and receive an exclusive, high-quality **BRAWA pocket umbrella made by Knirps** – free of charge.

Contact your specialist dealer as soon as possible to ensure you don't miss out!

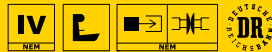


**Through Train Set D 1050 DR, 6-unit**

Order no. **50892**



Order no. **50893**



**Content:**

- Electric Locomotive BR 211 (Road no. 211 080-7)
- 2 x Passenger Coach BmH (Road no. 50 50 21-12 062-9 / 50 50 21-12 063-7)
- Dining Car WRg (Road no. 51 50 88-15 041-9)
- Luggage Car (Road no. 57 50 82-15 025-2)
- Mail Car (Road no. 50 50 00-10 456-0)

Additional supplementary coaches can be found on page 32.

Electric Locomotive BR 211	Analog BASIC+ =	Digital EXTRA =
Driving function	+	+
Light change (white/red)	+	+
Tail lights separately switchable	+ <sup>1)</sup>	+
Driver cabin lighting	+ <sup>1)</sup>	+
Shunting lights	+ <sup>1)</sup>	+
Digital interface	PluX22	PluX22
Decoder		+
Sound		+

<sup>1)</sup> Function only available in digital mode

**Passenger Coaches / Mail Car** (All coaches without lighting and decoder)

Offer valid until sold out.

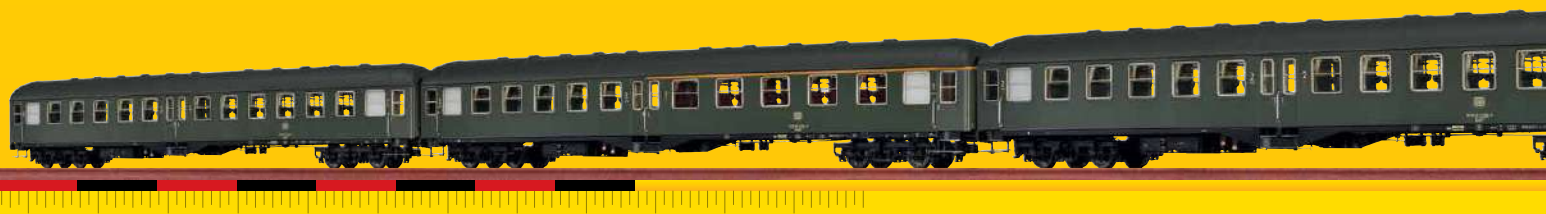




# HO

## THE E 1642 "HEDGEROW EXPRESS" FROM BRAUNSCHWEIG TO AACHEN

LIMITED TRAIN SET FOR THE  
DB PASSENGER TRAINS

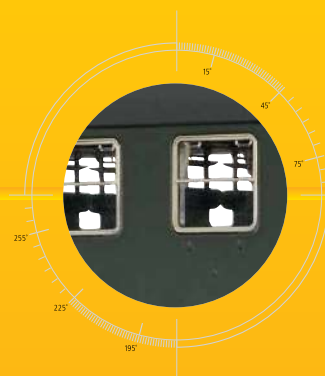


With the goal of improving rail connections between the less structurally developed regions and the major conurbations, the Bundesbahn launched an improved service for its customers in the 1950s.

The aim was to enable passengers to reach their destination in the nearest major city without changing trains if possible. The resulting repurposed express trains were well received by the public.

The chosen routes largely avoided the main lines and arteries, earning these trains the nickname "hedgerow express". One such train was the E 1642, which was commissioned in 1974.

This train travelled from Braunschweig to Aachen via Kreiensen – Holzminden – Wehrden (Weser) – Beverungen – Scherfede – Brilon Wald – Schwerte – Hagen – Wuppertal – Cologne.



**GRATIS**



**PRE-ORDER NOW UNTIL 28 FEBRUARY 2023!**

Order the E 1642 Express train set by 28 February 2023 and receive an exclusive, high-quality **BRAWA pocket umbrella made by Knirps** – free of charge.

Contact your specialist dealer as soon as possible to ensure you don't miss out!



**Express Train Set E 1642 DB, 5-unit**

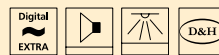
Order no. **50828**



Order no. **50829**



Order no. **50830**



**Content:**

- Diesel Locomotive BR 216 (Road no. 216 209-7)
- 2 x Passenger Coach 2<sup>nd</sup> class (Road no. 50 80 21-11 220-8 / 50 80 21-11 388-3)
- 1 x Passenger Coach 1<sup>st</sup> / 2<sup>nd</sup> class (Road no. 50 80 30-11 054-0)
- Luggage Car MDyg<sup>886</sup> (Road no. 50 80 92-11 850-6)

Diesel Locomotive BR 216	Analog BASIC+ =	Digital EXTRA =	Digital EXTRA ~
Driving function	+	+	+
Light change (white/red)	+	+	+
Tail lights separately switchable	+ <sup>1)</sup>	+	+
Driver cabin lighting	+ <sup>1)</sup>	+	+
Shunting lights	+ <sup>2)</sup>	+	+
Digital interface	PluX22	PluX22	PluX22
Decoder		+	+
Sound		+	+

<sup>1)</sup> Manually switchable via switch for analog operation; digitally switchable with decoder

<sup>2)</sup> Function only available in digital mode

Passenger Coaches	Analog BASIC+ =	Digital EXTRA =	Digital EXTRA ~
LED-Lighting (One coach with decoder)		+	+
Electric coupling (For central electrical supply)		+	+

**Luggage Car (Without technical features)**

Offer valid until sold out.





## GERMAN TRADITIONAL BRANDS

LIMITED SPECIAL MODELS

For specialist dealers only available as a set. Available individually for end users.

Order no. **50870** 

Order no. **50880** 

Offer valid until sold out.

Subject to modifications in design and shape.  
Colour deviations are possible.

Covered Freight Car G10 "Mahle" DB  
Road no. 126 051



Order no.  
**49896**



Covered Freight Car G10 "Staatl. Fachingen" DB  
Road no. 576 687 [P]



Order no.  
**49876**



Covered Freight Car G10 "Bosch" DB  
Road no. 125 346



Order no.  
**49892**





**Covered Freight Car G10 "Fischer Dübel" DB**  
Road no. 112 350



Order no.  
**49897**



**Covered Freight Car G10 "Würth" DB**  
Road no. 111 610



Order no.  
**49895**



**Covered Freight Car G10 "Kärcher" DB**  
Road no. 125 409



Order no.  
**49894**



**Covered Freight Car G10 "Miele" DB**  
Road no. 126 184



Order no.  
**49898**



**Covered Freight Car G10 "Tesa" DB**  
Road no. 113 103



Order no.  
**49899**



**Covered Freight Car G10 "Quelle" DB**  
Road no. 127 079



Order no.  
**50762**



**Covered Freight Car G10 "WMF" DB**  
Road no. 114 260



Order no.  
**50763**





## VEHICLE BRANDS & MODELS

LIMITED SPECIAL MODELS

For specialist dealers only available as a set. Available individually for end users.

Order no. **50824**



Order no. **50825**



Offer valid until sold out.

Subject to modifications in design and shape.  
Colour deviations are possible.

Covered Freight Car Glt23 "NSU Prinz" DB  
Road no. 195 353



Order no.  
**50482**



Covered Freight Car Glt "Barkas 1000" DR  
Road no. 13-80-13



Order no.  
**50479**



Covered Freight Car Glt "Robur" DR  
Road no. 13-80-34



Order no.  
**50480**



**Covered Freight Car Glthr "Wartburg" DR**  
Road no. 13-80-55



Order no.  
**50481**



**Covered Freight Car Glt23 "Opel" DB**  
Road no. 195 166



Order no.  
**50478**



**Covered Freight Car Glt23 "Eicher Traktor" DB**  
Road no. 195 451



Order no.  
**50485**



**Covered Freight Car Glt23 "Büssing" DB**  
Road no. 195 663



Order no.  
**50486**



**Covered Freight Car Glt23 "Deutz Traktoren" DB**  
Road no. 195 278



Order no.  
**50487**



**Covered Freight Car Glt23 "Auto Union" DB**  
Road no. 195 300



Order no.  
**50484**



**Covered Freight Car Hbck<sup>291</sup> "Audi NSU" DB**  
Road no. 21 80 208 3 215-8



Order no.  
**50483**







# WE ARE MAKING THIS MODELS SHOW THEIR AGE

LIMITED SPECIAL MODELS

For specialist dealers only available as a set. Available individually for end users.

Order no. **50874**



Not weathered

Order no. **50884**



Not weathered

Order no. **50875**



**PATINIERT WEATHERED**

Order no. **50885**



**PATINIERT WEATHERED**

Offer valid until sold out.

Subject to modifications in design and shape.  
Colour deviations are possible.

**Tank Car Z [P] "VTG" DB**  
Road no. 594 211 [P]



Order no.  
**50033**

Order no.  
**50043**

**PATINIERT WEATHERED**



**Tank Car Z [P] "BP" DB**  
Road no. 581 303 [P]



Order no.  
**50027**

Order no.  
**50037**

**PATINIERT WEATHERED**



**Tank Car Z [P] "ESSO" DB**  
Road no. 584 900 [P]



Order no.  
**50028**

Order no.  
**50038**

**PATINIERT WEATHERED**



Tank Car Z [P] "Haltermann" DB  
Road no. 625 370 [P]



Order no.  
**50032**

Order no.  
**50042**

PATINIERT  
WEATHERED



Fans of raw realism can enjoy selected BRAWA tank cars with realistic signs of ageing with immediate effect. Each model is individually distressed professionally by hand.

Tank Car Z [P] "ARAL" DB  
Road no. 503 096 [P]



Order no.  
**50026**

Order no.  
**50036**

PATINIERT  
WEATHERED



Tank Car Z [P] "TEXACO" DB  
Road no. 21 80 708 4 383 [P]



Order no.  
**50029**

Order no.  
**50039**

PATINIERT  
WEATHERED



Tank Car Z [P] "Mobil" DB  
Road no. 21 80 708 4 189 [P]



Order no.  
**50030**

Order no.  
**50040**

PATINIERT  
WEATHERED



Tank Car Z [P] "Danzas" DB  
Road no. 21 80 705 6 009 [P]



Order no.  
**50031**

Order no.  
**50041**

PATINIERT  
WEATHERED



Tank Car Z [P] "Eva" DB  
Road no. 541 333 [P]



Order no.  
**50034**

Order no.  
**50044**

PATINIERT  
WEATHERED



Tank Car Z [P] "Veedol" DB  
Road no. 20 80 703 2 147-5 [P]



Order no.  
**50035**

Order no.  
**50045**

PATINIERT  
WEATHERED





# FRESH ON YOUR TRAIN TRACKS

LIMITED SPECIAL MODELS

For specialist dealers only available as a set. Available individually for end users.

Order no. **50822**

Order no. **50823**

Offer valid until sold out.

Subject to modifications in design and shape.  
Colour deviations are possible.

## Milk Car Gh03 "Bärenmarke" DB

Road no. 100 111



Order no.  
**50352**



## Milk Car K.Bay.Sts.B.

Road no. München 81573



Order no.  
**50357**



## Milk Car Gh "Säuglingsfürsorge Berlin" DRG

Road no. 531 876 [P]



Order no.  
**50356**



DEVIATING ROAD NO.





Milk Car Gh "Moser Roth" DRG  
Road no. Hannover 643



Order no.  
**50358**



Milk Car Gh03 "Stollwerck" DB  
Road no. 101 584



Order no.  
**50355**



Milk Car Gh03 "Glücksklee" DB  
Road no. 101 225



Order no.  
**50353**



Milk Car Gkn "Mignon" DRG  
Road no. Berlin 567



Order no.  
**50354**



Milk Car Gh03 "Breisgau Milch" DB  
Road no. 103 453



Order no.  
**50359**





## STRONG BRANDS FROM SWITZERLAND

LIMITED SPECIAL MODELS

For specialist dealers only available as a set. Available individually for end users.

Order no. **50872**



Order no. **50882**



Offer valid until sold out.

Subject to modifications in design and shape.  
Colour deviations are possible.

### Covered Freight Car K2 "Emmi" SBB

Road no. 73 449



Order no. **47897**



### Covered Freight Car K2 "Kambly" SBB

Road no. 31 301



Order no.  
**47896**



### Covered Freight Car K2 "Jura" SBB

Road no. 33 674



Order no.  
**47898**





## STRONG BRANDS FROM AUSTRIA

LIMITED SPECIAL MODELS

For specialist dealers only available as a set. Available individually for end users.

Order no. **50873**

Order no. **50883**

Offer valid until sold out.

Subject to modifications in design and shape.  
Colour deviations are possible.

**Covered Freight Car G10 "Stroh Rum" ÖBB**  
Road no. 560 023 [P]



Order no.  
**50770**

**ÖBB**

**Beer Car "Villacher Bier" ÖBB**  
Road no. 560 128 [P]



Order no.  
**50771**

**ÖBB**

**Beer Car "Fohrenburger Bier" ÖBB**  
Road no. 560 101 [P]



Order no.  
**50772**

**ÖBB**

**Beer Car "Puntigamer Bier" ÖBB**  
Road no. 560 113 [P]



Order no.  
**50773**

**ÖBB**

**Covered Freight Car G "Mozartkugel Fürst" ÖBB**  
Road no. 161 475



Order no.  
**50774**

**ÖBB**

**Covered Freight Car G "Meinl Kaffee" ÖBB**  
Road no. 161 311



Order no.  
**50775**

**ÖBB**







# OSTALGIC BRAND HISTORY

## LIMITED SPECIAL MODELS

For specialist dealers only available as a set. Available individually for end users.

Order no. **50871**

Order no. **50881**

Offer valid until sold out.

Subject to modifications in design and shape.  
Colour deviations are possible.

**Covered Freight Car G "Kathi" DR**  
Road no. 05-09-45



Order no.  
**50764**



**Covered Freight Car G "Konsum" DR**  
Road no. 21 50 112 3451-9



Order no.  
**50765**



**Covered Freight Car Gw (G) "Rondo Kaffee" DR**  
Road no. 21 50 113 5351-7



Order no.  
**50766**



**Covered Freight Car G "Pfund's Milch" DR**  
Road no. 04-31-12



Order no.  
**50767**



**Covered Freight Car Gw (G) "Deutrans" DR**  
Road no. 21 50 112 7834-2



Order no.  
**50768**



**Covered Freight Car Th "Feldschlößchen" DR**  
Road no. 17-11-23



Order no.  
**50769**



★

# SKYLINE KÖLN

LIMITED SPECIAL MODEL

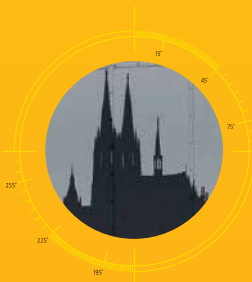
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Subject to modifications in design and shape.  
Colour deviations are possible.

**Covered Freight Car lbs "Skyline Köln" RHC**  
Road no. 21 80 805 4711-8



Order no.  
**47647**





# BRAWA EASTER PROMOTION

LIMITED SPECIAL MODEL  
AVAILABLE JUST IN TIME FOR EASTER



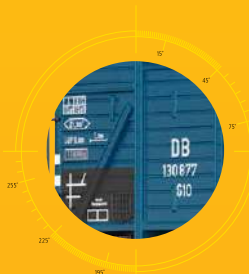
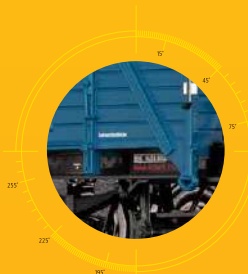
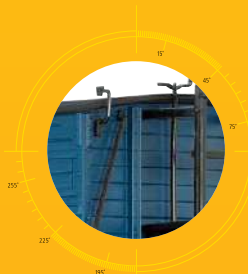
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Covered Freight Car G10 "Bahlsen" DB  
Road no. 130 877



Order no.  
**49099**







## THE SYMBOLS AND THEIR MEANING

	Era designation		Navigable minimum radius in mm		Locomotive has flywheel drive		The model has spring buffers
	Direct current Analog		Can be switched over to overhead line operation		Double headlights alternating with the direction of travel		Replacement wheel set for AC (e. g. BRAWA product code 2180)
	Direct current Analog BASIC		NEM 651 interface		Double headlights and one red taillight alternating with the direction of travel		AC pick-up can be retrofitted (e. g. BRAWA product code 2220)
	Alternating current Analog BASIC+		NEM 652 interface		Triple headlights alternating with the direction of travel		Integrated sound
	Alternating current Digital		Interface with soldering points		Triple headlights and two red taillights alternating with the direction of travel		Prepared for sound
	Alternating current Digital EXTRA		Next 18 interface		Two red taillights		Vehicle predominantly in metal
	Direct current Digital		21-pole interface		With interior lighting		Logo of the railway company (e. g. DRG)
	Direct current Digital BASIC+		PluX22 interface		Interior lighting can be retrofitted (e. g. BRAWA product code 2200)		Digital Coupling
	Direct current Digital EXTRA		Number of wheels with friction tyres		With interior fittings		Functional, switchable fan
	Decoder Doehler & Haass		Locomotive has a smoke generator		The model has a coupler pocket but no short coupling cinematic		Energy Storage
	Length over buffer in mm		Locomotive is prepared for the installation of a smoke generator (e. g. Seuthe No. 20)		The model has a coupler pocket and short coupling cinematic		

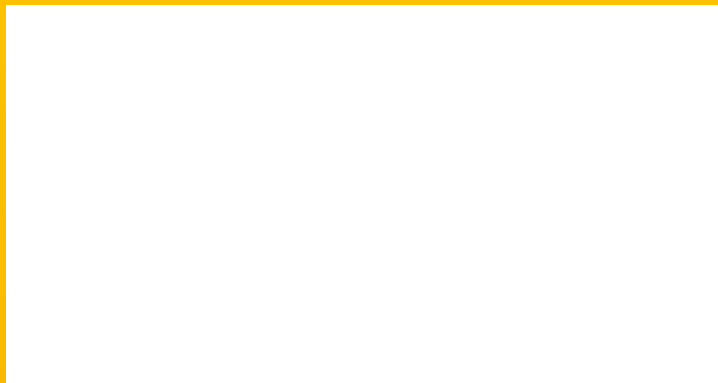
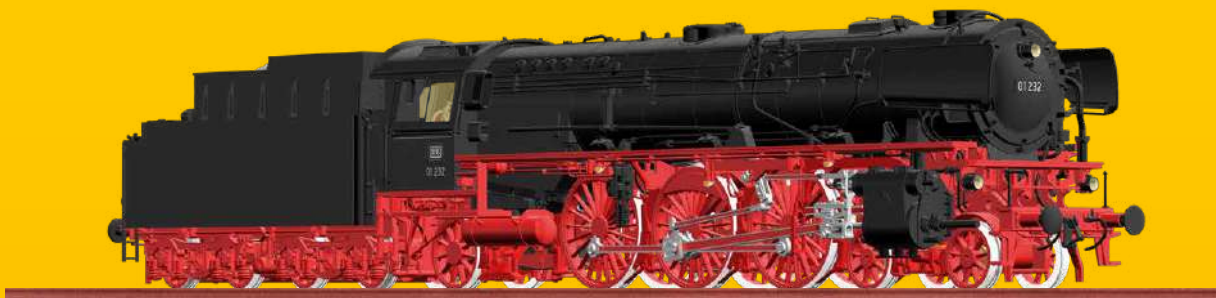
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