



# NEW ITEMS 2025

LOCOMOTIVES AND WAGONS IN GAUGE H0 AND N



H0

N



## MODELS THAT TELL STORIES: DISCOVER OUR NEW HIGHLIGHTS!

The BRAWA New Items Brochure 2025 includes around 200 fascinating models that are sure to thrill every model railway enthusiast. Look forward to a variety of new locomotives and carriages in H0 and N gauges, including several new types and developments.

A special highlight is the 100th anniversary of the legendary BR 01 steam locomotive. To celebrate this occasion, we are presenting an exclusive anniversary train that highlights the history and elegance of this iconic locomotive. A particularly notable example is the 01 008, which was delivered to the Deutsche Reichsbahn (German National Railway) in 1925 as the 12,000th locomotive produced by Borsig Lokomotivwerke GmbH. Due to the painting regulations still in effect at that time, it received an extraordinary colour scheme. BRAWA is celebrating this milestone by replicating the latest models of the BR 01 and BR 02 in their historically accurate delivery state, down to the finest details.

Our new goods wagons for 2025 also feature numerous highlights. For example, we are launching the Covered Freight Car G10 as completely new model, featuring even more intricate details. Other additions to our range include a two-axle tank wagon for chemical transport, the Covered Freight Car Glmehs50 and the lightweight goods trains of the Gllm(e)hs52 type, known for their versatility. For agricultural freight transport, we will also unveil the newly designed Covered Freight Car GGr15, specifically developed for grain transport.

Discover a wide range of exciting, faithfully recreated models crafted with BRAWA's renowned attention to detail – prepare to be inspired by countless captivating features!

Enjoy browsing and discovering your new favourite models – with best wishes from the BRAWA team!

© AUFNAHME AUS: „DIE BAUREIHE 01“, BAND 1“ VOM EK-VERLAG, SAMMLUNG DR. BRIAN RAMPF



**100**

YEARS  
BR 01

### 1925: The beginning of a legend

At the end of 1925, the locomotive factories Borsig and Henschel handed over the first BR 01 & 02 locomotives to the German Reichsbahn. At that time, the locomotives were coupled with a short 2'2T30 tender, which made it possible to turn on the 20 m turnstiles that were common at the time.

### 1930s: BR 01 conquers the rails

Used on the most prestigious high-speed lines. In the mid-1930s, the later 2'2T32 tenders were used to meet the increased demands on range and capacity.





# WELCOME TO THE BRAWA NEW PRODUCTS FOR 2025!

## H0

### 02 GAUGE H0

- 02 Steam locomotives
- 08 Electric locomotives
- 11 Diesel locomotives
- 16 Railcars

### 20 Passenger coaches

- 26 Freight cars
- 51 Special model for  
easter 2025

## N

### 52 GAUGE N

- 52 Electric locomotives
- 54 Diesel locomotives
- 55 Railcars



#### 1940s: War years

The BR 01 is also used in wartime but is often misused. In addition, the larger 2'2'T34 tender was used.

#### 1950s: Reconstruction and glory days

The BR 01 played a key role in post-war rail transport. A typical representative of post-war express trains was the E 230 (see page 2/3).

#### 1960s: End of the steam locomotive era

The BR 01 will be gradually replaced by diesel and electric locomotives.

#### 2025: The anniversary

The BR 01 celebrates 100 years!

# 100

YEARS

## THE BR 01 EXPRESS LOCOMOTIVE CELEBRATES 100 YEARS!

ANNIVERSARY TRAIN: THE EXPRESS TRAIN LOCOMOTIVE BR 01 AS TRAIN COMBINATION E 230

Celebrate 100 years of the iconic BR 01 express locomotive with us! To mark this special occasion, we are proud to present a faithful recreation of the legendary E 230 train formation, which carried passengers from Dortmund to Cologne in the latter half of the 1950s.

The E 230 was the quintessential example of a post-war express train, composed of six pre-war express train coaches paired with modern "yl" city express coaches. All the passenger coaches came from the inventory of Dortmund Hauptbahnhof, showcasing the diverse fleets operated by the railway companies of that era.

The train's locomotive, by contrast, originated from the Cologne Betriebsbahnhof railway depot. The BR 01 or BR 03 were commonly used on this route, including the renowned 01 100, which has been faithfully

recreated in our model. With its powerful build and striking appearance, the BR 01 defined the look of the express train services of its time.

On its northern route, the E 230 express train carried passengers through the Ruhr region:

Dortmund Hauptbahnhof – Rauxel – Herne – Wanne-Eickel – Gelsenkirchen – Essen-Altenessen – Oberhausen – Duisburg – Düsseldorf. This train reached its final destination in the late afternoon: Cologne Hauptbahnhof.

Evoke the spirit of the 1950s with the BRAWA Express Train Locomotive BR 01 and its matching passenger coaches – customisable to your preferences for an authentic and nostalgic addition to your model railway layout!

### Express Train Locomotive BR 01 DB

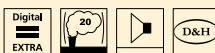
Road no. 01 100



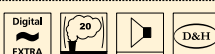
Order no.  
**70100**



Order no.  
**70102**



Order no.  
**70103**



**Model:** Perforated underframe in die-cast zinc; die-cast zinc spoked wheels; fine metal drive and coupling rods; 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; Version Digital EXTRA: Fire flickering, driver cabin lighting, engine lighting, sound, smoke generator can be retrofitted


HO



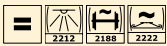


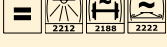






© SLG K. D. HOLZBORN




<b>Luggage Car Pw4ü DB</b> Road no.: 107 922 Esn	Order no. <b>51308</b> 	Order no. <b>51309</b> 	Order no. <b>51310</b> 
 			

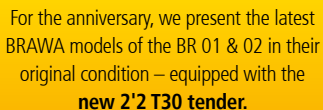


<b>Express Train Coach AB4yswe DB</b> Road no.: 33 525 Esn	Order no. <b>46214</b> 	Order no. <b>46216</b> 	Order no. <b>46217</b> 
<b>Express Train Coach B4ye DB</b> Road no.: 73 993 Esn	Order no. <b>46218</b> 	Order no. <b>46220</b> 	Order no. <b>46221</b> 
 			



<b>Express Train Coach AB4ymgb DB</b> Road no.: 30 119 Esn	<div data-bbox="1324 1713 1412 1780" style="text-align: center;"> 2026  NEW </div> <p><b>Preview of the 2026 novelties</b></p> <p>You can already look forward to the prototypical train combination! The AB4ymgb and B4ymgb passenger coaches are the perfect addition for the true to original combination with the 230 express train. Further information can be found in our 2026 new items brochure. Anticipation is known to be the greatest joy!</p>
<b>Express Train Coach B4ymgb DB</b> Road no.: 40 519 Esn	
<b>Express Train Coach B4ymgb DB</b> Road no.: 40 660 Esn	
	





Road no. 01 008  
Rbd Erfurt; Bw Erfurt

In 1925, Borsig Lokomotivwerke GmbH produced its 12,000th locomotive, the 01 008, and handed it over to the Deutsche Reichsbahn. At that time, old paint specifications for locomotives still applied, which is why the 01 008, in contrast to the later known black/red paint, was painted in the colors typical for prussian locomotives: brown-green, red-brown and deep black. Black accent lines were used, for example on the boiler tensioning straps, the cylinder cladding and the tender side surfaces.



Digital  
EXTRA  
20  
D&H



**Model:** Perforated underframe in die-cast zinc; Die-cast zinc spoked wheels; fine metal drive and coupling rods; 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; Version Digital EXTRA: Fire flickering, driver cabin lighting, engine lighting, sound, smoke generator can be retrofitted

Road no. 01 001  
Rbd Essen; Bw Hamm Pbf

The original paint in brown-green, red-brown and deep black was already replaced in the first years of operation by the later valid shade of deep black and fire red.



Road no. 01 133  
BD Münster, Bw Rheine

The locomotives of the Bw Rheine provided regular train services to the nearby border station Oldenzaal in the Netherlands. In order to be able to turn the locomotives there on the 20-meter turntable, several 01 and 01 NBK locomotives in Rheine were equipped with a 2'2 T30 tender of the latest construction.



\* **Navigable minimum radius:** The models of BR 01 and BR 02 are technically suitable for R 360. For best driving characteristics we recommend the use on R 420.



## Express Train Museum Locomotive

### BR 02 DRG

Road no. 02 003

Rbd Erfurt; Bw Erfurt P

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.

## Express Train Locomotive BR 02 DRG

Road no. 02 005

Rbd Essen; Bw Hamm



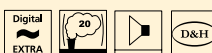
Order no.  
**70096**



Order no.  
**70098**



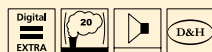
Order no.  
**70099**



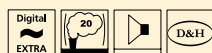
Order no.  
**70092**



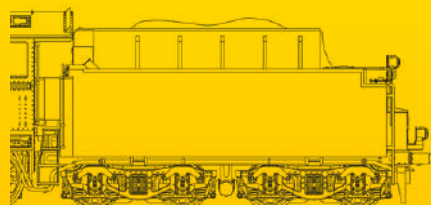
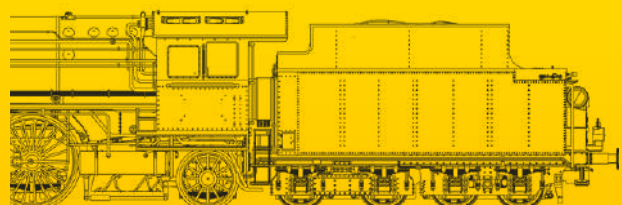
Order no.  
**70094**



Order no.  
**70095**



## TENDER IN DETAIL: THE DIFFERENCES BETWEEN 2'2 T30 AND 2'2'T34



Design	Tender 2'2 T30 Design 1925, 1926 and 1939	Tender 2'2'T34
Water capacity	30 m³	34 m³
Coal capacity	10 tons	10 tons
Wheelbase	4.75 m	5.7 m
Running gear	1 bogie; rear wheelsets fixed in the frame	2 bogies
Service period	1926 – approx. 1967/1971	1938 – 1977/1980s
Construction	riveted tender body with separate frame	welded tender body with integrated frame
Usage	used with BR 01, 02, 03, 41, 43, 44	used with BR 01, 02, 03, 41, 44
Note	enabled locomotives to turn on 20 m turntables	turning possible only on standard 23 m and 26 m turntables



Express Train Locomotive BR S2/6  
K.Bay.Sts.B.  
Road no. 3201

In 1905, the K.Bay.Sts.B. decided to commission its long-standing supplier, Maffei in Munich, to build a special locomotive for high-speed testing. The order was placed in December 1905. The new locomotive got up steam for the first time on 30 April 1906. It was first shown to the public in May 1906 at the Bavarian State Exhibition in Nuremberg. Even on the inaugural runs, it was evident that the new locomotive not only fulfilled, but also surpassed all expectations. Even when operating at high speeds, it demonstrated low-noise running properties, and the boiler always delivered plenty of steam to the balanced four-cylinder engine. In July 1907, the locomotive set a new speed record of 154.4 km/h on a test run between Munich and Augsburg. It was the fastest steam locomotive of its era on the entire European continent.



Order no.  
**70136**



Order no.  
**70138**



Order no.  
**70139**



**Model:** Tender body, chassis and boiler in die-cast zinc; fully mobile tender bogie; short coupling between locomotive and tender; 5-pole skew-wound motor with 2 flywheel drives; true to scale reproduction of the underframe; fine metal spoke wheels; true to scale length over buffer; true to original reproduction of the boiler back wall; driver's cab lighting (possibility to switch on and off with digital system); numerous metal add-on parts; replicated rivets and hatches; filigree reversing gear

Express Train Locomotive BR S2/6  
K.Bay.Sts.B.  
Road no. 3201

After these record runs, the S2/6 was used for the regular express train service from Munich, mainly on the Munich-Augsburg line. In 1910, the locomotive was handed over to the palatinate network. Even as a daily express train, the S2/6 demonstrated outstanding operational characteristics.



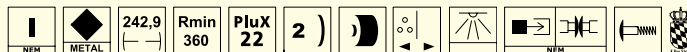
Order no.  
**70144**



Order no.  
**70146**



Order no.  
**70147**



Express Train Locomotive BR 15 DRG  
Road no. 15 001

In the Deutsche Reichsbahn's last locomotive schedule, the S2/6 was allocated the number 15 001. The locomotive remained on the books at the Munich Central Station's Depot 1 until it was taken out of service in 1925. However, instead of being scrapped, it was renovated at the Maffei factory and exhibited to an appreciative public at the Munich Transport Exhibition. When the exhibition closed, the S2/6 went to the Transport Museum in Nuremberg, where it still delights visitors as proof of the outstanding achievements realized by the Bavarian locomotive industry 120 years ago.



Order no.  
**70140**



Order no.  
**70142**



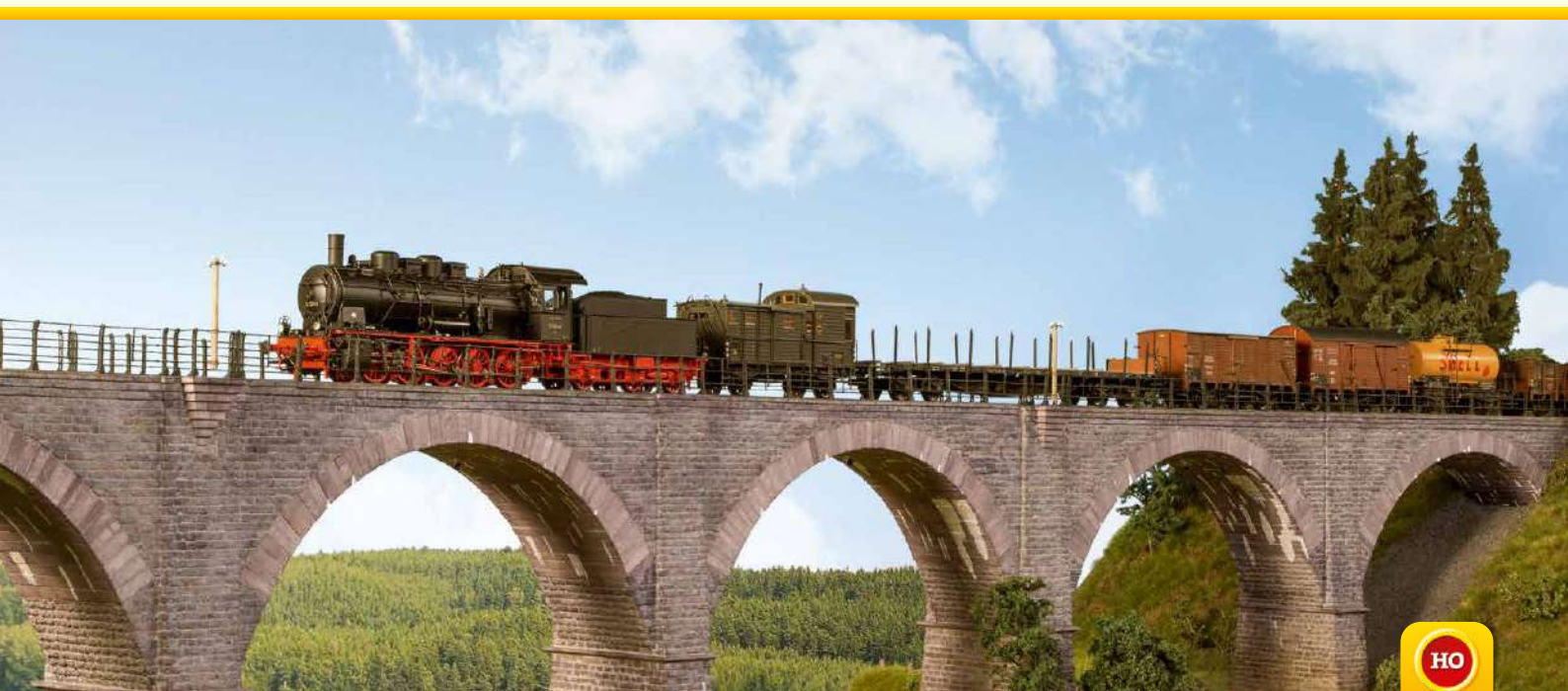
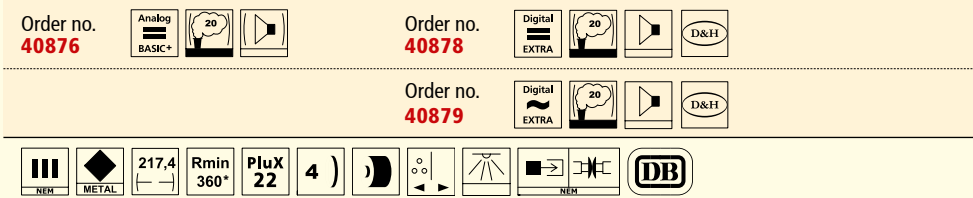
Order no.  
**70143**





Road no. 57 3090  
Rbd. Wuppertal; Bw Letmathe

After the end of the war, a large number of G10s were lost. The directorates in the western-occupied zones held stocks of about 650 engines. More than 1,000 were considered lost or retained by foreign rail companies. In 1952 there was a remainder of 485 locomotives in the fleet. As in the time of the DRG, the largest stocks were in Essen and Wuppertal. Next came Stuttgart, Trier, Frankfurt and Karlsruhe.





## BAVARIAN WORKHORSE DECORATED WITH LAVISH DETAILS

ELECTRIC LOCOMOTIVE EG4 / BR E73



In 1912 the Königlich Bayerische Staats-Eisenbahnen started to electrify the first tracks. Out of the first 17 electric locomotives, there were two which technically speaking distinguished themselves from the conventional ones and then proved to be extremely innovative. Whilst in those days electric locomotives usually had the well known side rod drive from the steam locomotive, these two machines already had a single axle drive, as is standard practice nowadays with all modern electric locomotives. Single axle drive means that every driver axle has its own electric motor. Both locomotives were ordered in 1912 and supplied in 1914 and 1915 by Krauss (technical vehicular components) and Bergmanns Elektrische Werke (electric components). They were stationed in Freilassing and put into service on the hilly route between Freilassing and Berchtesgaden. Both locomotives were originally designated as EG4 X 1/1 in accordance with Bavarian customs. With an overall weight of 56 t they were able to produce a maximum tractive force of 9.300 kg, whilst the maximum speed was set at 50 km/h.

They proved to be outstanding, a replica build of this locomotive or development of the drive concept however didn't happen initially, it was only 20 years later that the single axle drive made its breakthrough. The locomotives were obviously ahead of their time.

The two Bavarian EG4 X 1/1 still existed after the First World War and had been taken over by the Deutsche Reichsbahn district management of Bavaria. After 1923 the complex designation was replaced by a simple EG 1 and after 1926 they were then allocated the E73 series for the DRG. Both locomotives were always based in Freilassing, in addition to their regular route they were also used for shunting purposes in Salzburg. At the DRG they were obviously very satisfied as well, as the locomotives were only removed from service in 1937 and 1941. One of the two locomotives was converted to a snowplough and it remained in service for many, many years.



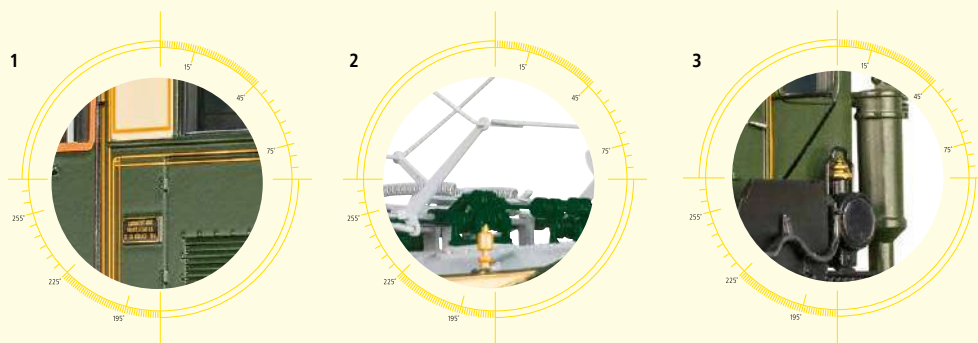
- Free-standing steps and handrails
- Extra mounted sandfall pipes
- Engraved ventilator grill

- Finely detailed chassis
- Extra mounted sandbox
- Spring buffers

- Multi-part laterns
- Precise paintwork and printing
- True to original roof fittings and isolators







- 1\_Engraved ventilator grill
- 2\_Prototypical, multi-part roof fittings
- 3\_Extra mounted sandbox

(Photos show order no. 70176)



**NEU  
NEW**

**TECHNICALLY REFINED  
AND ENHANCED WITH  
NEW SOUND.**

**Electric Locomotive  
BR EG4 K.Bay.Sts.B.  
Road no. 20202**

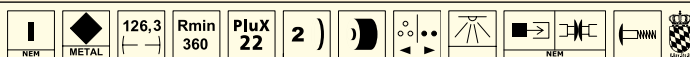
Order no.  
**70176**



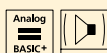
Order no.  
**70178**



Order no.  
**70179**



Order no.  
**70180**



Order no.  
**70182**



Order no.  
**70183**



**Electric Locomotive BR E73 DRG  
Road no. E73 01**

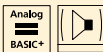


**TRAXX® Electric Locomotive  
BR 187 METRANS**  
Road no. 91 80 6187 513-7

The product designation TRAXX 3 from Bombardier Transportation reflects the continued development of the well-known TRAXX 2 locomotives of the 146 and 185 series. The new vehicles include the 147 series, for passenger and long-distance traffic, and the 187 series for goods traffic. In addition to the changed appearance of the front, which now consists largely of GRP parts, customers can order a last-mile module for the TRAXX 3 platform if desired. This allows these vehicles, which are designed as electric locomotives, to run on short sections of track or perform shunting work independently with a diesel engine or under battery power. The first test drives with the new TRAXX 3 locomotives took place shortly after their unveiling in 2011. Thanks to many smaller and some large orders, including a framework agreement with DB AG, a high number of locomotives of the TRAXX 3 platform have been delivered to customers to date and are currently in service throughout Europe.



Order no.  
**43850**



Order no.  
**43852**



Order no.  
**43853**



**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



Order no.  
**43846**



Order no.  
**43848**



Order no.  
**43849**



**TRAXX® Electric Locomotive BR 185.5  
BEACON**  
Road no. 91 80 6185 567-5

Functions and notes - Electric Locomotive BR 146 / 185 / 186 / 187 / TRAXX®	Analog BASIC+ =	Digital EXTRA =	Digital EXTRA ~
Driving function	+	+	+
Light change	+	+	+
Tail lights separately switchable	+*)	+	+
Driver cabin lighting	+*)	+	+
Shunting lights	+*)	+	+
Long-distance headlights	+*)	+	+
Destination indicator (model dependent)	+	+	+
Digital interface	PluX22	PluX22	PluX22
Decoder		+	+
Sound		+	+
Locomotive card			+
<b>Additional information</b>	<p>• Subsequent conversion from analog to digital via PluX22 interface possible</p> <p>*) Function only available in digital mode</p> <p>• Optimised light control for driving and shunting modes</p> <p>• Latest sound technology and excellent sound quality</p> <p>• Compatible with and programmable in all common digital systems (DCC, Motorola, SX1 and SX2)</p> <p>• Improved motor and load control</p>		







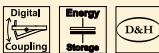
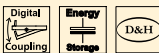
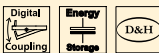
Order no.  
**40678**



Order no.  
**40680**



Order no.  
**40681**



**Diesel Locomotive BR 236 "VTG" DB**  
Locomotive no. 6

**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



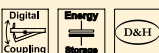
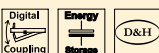
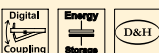
Order no.  
**40674**



Order no.  
**40676**



Order no.  
**40677**



**Diesel Locomotive BR 236 DB**  
Road no. 236 118-6

Now operating under the V36 designation, the locomotives were primarily used in the shunting service and in front of transfer trains in the German Federal Railway. They were also used for suburban passenger transport in the greater Wuppertal, Frankfurt and Nuremberg areas. For this purpose, some locomotives were equipped with a simplified push-pull control or were converted to a one-man control system and equipped with a rooftop cockpit. Further noticeable conversions to the Federal Railway locomotives included a larger and more striking cooling water expansion tank on the front end of the engine as well as adjustable radiator shutters. The last of these locomotives, then operating as the 236 range, remained in operation up until 1981.

#### Functions and notes - Diesel Locomotive BR V36

Functions and notes - Diesel Locomotive BR V36	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>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			+
<b>Additional information</b>	<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> </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



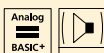
## Diesel Locomotive BR V90 DB

Road no. V90 049

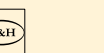
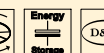
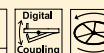
Over 60 years ago, on 4th August 1964, the German Federal Railway commissioned the first of a total of 511 locomotives from the V90/290 and 291 ranges manufactured by Mak. The locomotives were developed for heavy shunting and transfer work. In order to simplify operation, a number of locomotives were equipped with radio remote control and automatic coupling which was also evident from the outside thanks to the numbers of the new 294, 295 and 296 ranges displayed on the locomotives. The locomotive family continues in reliable service to this very day: Only with the emergence of the new Voith Gravita will DB AG begin to withdraw the first BR 291/295 locomotives from the managed inventory.



Order no.  
**41586**



Order no.  
**41588**



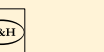
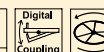
**Model:** All axles are driven; all specific details of the different ranges taken into account (e.g. different position of the fan, additional handrails and different bogie equipment); lights equipped with maintenance-free LEDs; chassis and gearbox housing manufactured from zinc die-casting; etched radiator grille; spring buffers; free standing handles and handrails; clear view through the driver cabin; reproduction of the brake linkage; realistic presentation of the bogie frame incl. the axle drives



Order no.  
**41590**



Order no.  
**41592**



## Diesel Locomotive BR 294 DB AG

Road no. 98 80 3 294 742-2

### Functions and notes - Diesel Locomotive BR 290 / 291 / V90

	Analog BASIC+ =	Digital EXTRA =	Digital EXTRA ~
Driving function	+	+	+
Light change	+	+	+
Tail lights separately switchable	+ <sup>1)</sup>	+	+
Driver cabin lighting	+ <sup>1)</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>
Driven fan motor		+	+
Digital coupling (NEM-standard close coupling)		+	+
Locomotive card			+
<b>Additional information</b>			

<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

It is possible to retrospectively convert the Diesel Locomotive V90 from analogue to digital via a PluX22 interface (only sound functions). Please note that it is not possible to retrospectively convert the digital remotecontrol coupling, the driven fan or the additional light functions.





## Diesel Locomotive BR V100 UEF

Road no. V100 1019



With the V100 000, the first of 744 manufactured locomotives of the V100 series left the MaK factory halls in Kiel in March 1958. Like no other locomotive series, it embodied the structural change on the railway that was inevitably coming. In the middle of Germany's "economic miracle", the crimson locomotives shaped the image of the young, modern Deutsche Bundesbahn and sent numerous old steam locomotives to the blast furnaces. The diverse applicability of all three subtypes ensured that the V100 was widely distributed throughout Germany and kept many less frequented secondary railways alive. Approximately a third of all V100 locomotives were equipped with a push-pull train control and multitraction control ex works in order to do away with the time-intensive shunting in train stations, which was necessary to turn the train around.

Order no.  
**70172**



Order no.  
**70174**



Order no.  
**70175**



**Model:** Etched cooler grille and fan grille; free-standing handrails; spring buffers; clear view through the driver's cabin; realistic reproduction of the tubular frame bogies incl. axle drive; reproduction of brake rods; all specific details of the different series taken into consideration; completely recreated driver's cab; zinc die-cast chassis and gear housing; lights fitted with maintenance-free LEDs; digital EXTRA: complete with the following features that can be digitally controlled: Sound, automatic decoupling, driver's cabin lighting, driven fans, shunting light and red light can be individually controlled



## Diesel Locomotive BR 212 DB AG, Bahnbau Gruppe

Road no. 92 80 1212 097-0

The first large quantities of the V100.10 (211) were only withdrawn from service at the end of the 1980s. This process only started approximately 10 years later for the V100.20 (212). A reasonably large number were sold on to other railway companies abroad. Thanks to their reliability and robustness in particular, there are still a few locomotives in operation today after more than 60 years of operation and are largely in service with private railway companies in Germany.

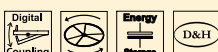
Order no.  
**70028**



Order no.  
**70030**



Order no.  
**70031**



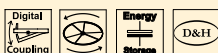
## Diesel Locomotive Reihe 2048 ÖBB

Road no. 2048 021-6

Order no.  
**70032**



Order no.  
**70034**



It is possible to retrospectively convert the V 100 from analogue to digital via a PluX22 interface (only sound functions). Please note that it is not possible to retrospectively convert the digital remotecontrol coupling, the driven fan or the additional light functions.





# ON THE ROUTES OF THE BERGISCHES LAND

TRAIN SET N 2570 DB

The introduction of push-pull-capable locomotives from the V100.20/212 series and the modern "n-Wagen" (stainless steel regional coaches) in the early 1960s presented Deutsche Bundesbahn (the Federal Railway) with an opportunity to significantly streamline its operations. The resulting changes were particularly evident in regional services, where many outdated steam locomotives and pre-war passenger carriages were replaced by new diesel locomotives and modern rolling stock. The Wuppertal-Steinbeck railway depot was among the first to phase out steam locomotive maintenance in favour of diesel vehicles as early as September

1953. The diesel locomotives stationed there were primarily used to serve the Bergisches Land region, which posed significant operational challenges due to its numerous main and branch lines.

The N 2570 was a regular service on these routes and, in 1974, featured a Steinbeck-based 212 locomotive coupled with three n-Wagen coaches on the route from Remscheid Hbf to Wuppertal-Vohwinkel.



## Train Set N 2570 DB, Set of 4



Order no. <b>50897</b>	Analog BASK+			Order no. <b>50898</b>	Digital EXTRA			Digital Coupling		
				Order no. <b>50899</b>	Digital EXTRA			Digital Coupling		

- Diesel Locomotive BR 212 DB (Road no. 212 097-0)
- Passenger Coach Bnb<sup>719</sup> DB (Road no. 50 80 22-11 183-7)
- Passenger Coach ABnb<sup>703</sup> DB (Road no. 50 80 31-11 374-1)
- Passenger Coach BDnf<sup>738</sup> DB (Road no. 50 80 82-11 263-4)

## Diesel Locomotive BR 212 DB

- Etched cooler grille and fan grille
- Free-standing handrails
- Spring buffers
- Clear view through the driver's cabin
- Realistic reproduction of the tubular frame bogies incl. axle drive
- Reproduction of brake rods
- Completely recreated driver's cab
- All specific details of the different series taken into consideration
- Zinc die-cast chassis and gear housing
- Lights fitted with maintenance-free LEDs

## Passenger Coaches "Silberlinge"

- True to original construction differences
- Different wagon floors with different heating types
- Complete replica of brake unit
- Multi-part interior fittings corresponding to the period
- Short-coupling
- Different roof designs with accurate reproduction of welding seams
- Axle bearing in metal axle brackets
- Precisely fitted windows corresponding to the period
- The digital coaches with interior lighting are equipped with an electric coupling, and the decoder is located in the control car. One coach features a hook coupling for connecting to the locomotive.







#### Functions and notes – Diesel Locomotive BR 212

	Analog BASIC+ =	Digital EXTRA =	Digital EXTRA ~
Driving function	+	+	+
Light change	+	+	+
Tail lights separately switchable	+ <sup>1)</sup>	+	+
Driver cabin lighting	+ <sup>1)</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>
Functional fan		+	+
Digital coupling (NEM-standard close coupling)		+	+
Locomotive Card			+
<b>Additional information</b>	<ul style="list-style-type: none"> <li>Subsequent conversion from analogue 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> </ul>		

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

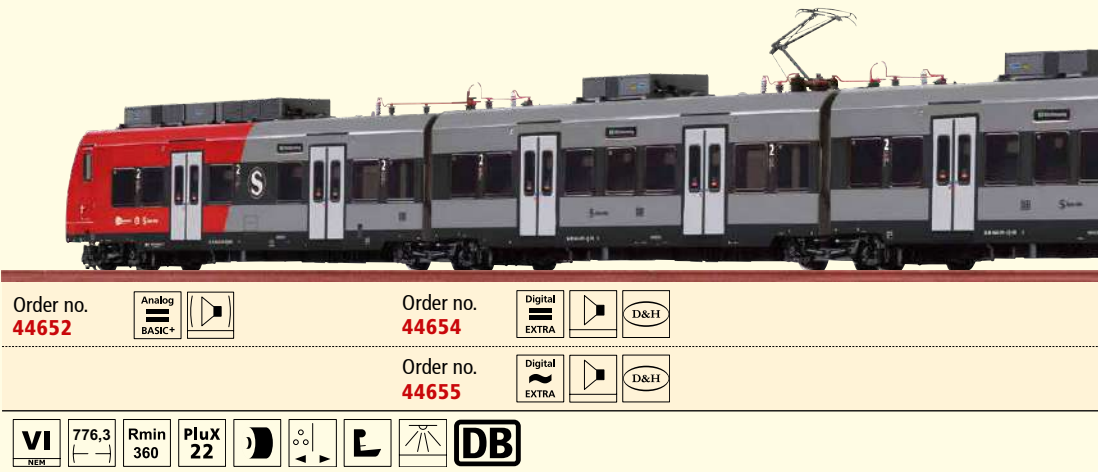
<sup>2)</sup>Storage capacitor for interruption-free travel in sections without current or on soiled tracks



Electric Railcar BR 424 DB AG, S-Bahn  
Köln (Köln Hansaring), set of 4  
Road no. 94 80 0424 001-6 / 94 80 0434  
001-4 / 94 80 0434 501-3 / 94 80 0424  
501-5

With the new transport contract for the Cologne S-Bahn network, the contractual partners go.Rheinland, VRR and DB Regio are relying on tried-and-tested technology in a new design – and it has even won an award! The ET 424 series vehicles that became vacant at S-Bahn Hannover in 2022 have been in use at S-Bahn Köln since April 2024 following extensive modernization. The vehicles have been given a new design impressing the jury of the prestigious “German Design Award 2024”.

The reliable and maximum 25-year-old vehicles, which are not yet at the end of their life cycle, are now gradually being modernized and put back into service for DB Regio. The central element of the redesign is functionality and aesthetics to meet the requirements of today’s passengers. With these improvements, the ET 424 will not only remain an important part of regional transport, but also a symbol of innovation and progress in rail transport.



**Electric Railcar BR 426 DB AG (Kornwestheim Pbf), set of 2**  
Road no. 94 80 0426 513-8 / 94 80 0426 013-9

For use in regional traffic, DB AG procured numerous new vehicles that were primarily designed as railcars at the end of the 1990s. Consequently, 249 units of a four-part electric railcar which was given the BR 425 designation were also procured from the Siemens/ Adtranz/ Bombardier/ DWA consortium between 1999 and 2008. An identical two-part version for less-frequented routes was also created and given the BR 426 designation. The car bodies are manufactured from aluminum extruded profiles and the windows are bonded flush. The car bodies support each other via Jacobs bogies and the end bogies are respectively driven by two three phase engines.

The wagon is fully accessible from the inside and has room for around 80 seated and 100 standing passengers. The 425 was and continues to be utilized by DB Regio NRW; Baden-Württemberg; Südwest; Bayern; Südost; Nord; Schleswig-olstein and Berlin; no private railway companies procured these railcars. Tasks entrusted to this railcar included service in various suburban rail networks such as those in the Ludwigshafen–Mannheim–Heidelberg area of the Rhine-Neckar transport association as well as an RE service on long-distance routes. This includes routes such as Mannheim–Saarbrücken–Trier or Magdeburg–Stendal–Wittenberge–Salzwedel.







**NEW WITH ILLUMINATED  
DESTINATION INDICATOR  
AND LONG-DISTANCE  
HEADLIGHTS**

Functions of the Railcar BR 426	Analog BASIC+ =	Digital EXTRA =	Digital EXTRA ~
Driving function	+	+	+
Light change	+	+	+
Tail lights separately switchable		+	+
Driver cabin lighting	+	+	+
Passenger cabin lighting	+	+	+
Shunting lights		+	+
Long-distance headlights		+	+
Illuminated destination indicator	+	+	+
Light setting programmable for analogue operation		+	+
Digital interface	PluX22	PluX22	PluX22
Decoder		+	+
Sound		+	+
Additional information	<ul style="list-style-type: none"> <li>Subsequent conversion from analogue to digital version possible via PluX22 interface</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> </ul>		





## TWINDEXX VARIO® DOUBLE-DECK COACHES FOR REGIONAL AND LONG-DISTANCE TRAFFIC

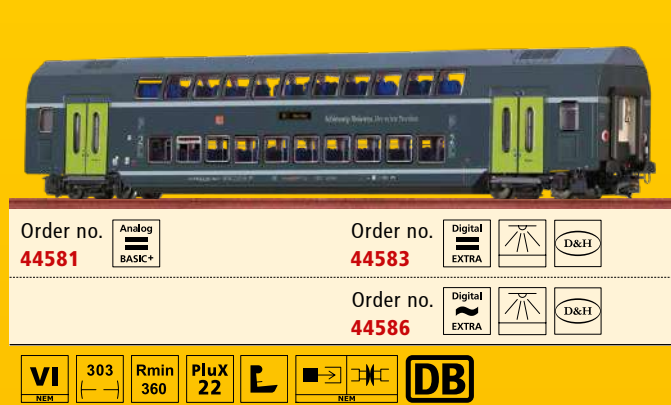
For many years now, double-decker trains have successfully formed the backbone of regional traffic. Double-decker trains are the ideal solution, especially on routes with low platform lengths and a high volume of passengers. The tried-and-tested single-wagon concept of the TWINDEXX Vario double-decker fleet is being supplemented with an electrical railcar. This railcar can be combined with middle wagons and control cars depending upon the application and desired capacity. The central buffer coupling enables operation with double traction and, as

a result, the implementation of a wing-train concept. The trains are comfortably equipped with generous seat spacing and plenty of storage space. Furthermore, the double-decker individual wagons permit the extension and shortening of the block train and, consequently, an adjustment to fluctuating demand or future development. As a result, they can be utilised for the most diverse of operational applications in both regional and long-distance traffic.

### TWINDEXX VARIO®

Double-Deck Middle Car 2<sup>nd</sup> class NAH.SH (Kiel Hbf)

Road no. 50 80 26-81 388-3



### TWINDEXX VARIO®

Double-Deck Train NAH.SH, set of 3 (Kiel Hbf)

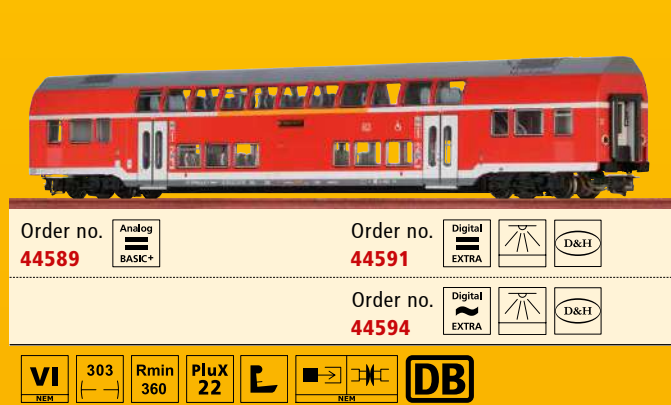
Road no. 91 80 0 445 026-1 / 50 80 26-81 379-2 / 91 80 0 445 036-0



### TWINDEXX Vario®

Double-Deck Middle Wagon 1<sup>st</sup>/2<sup>nd</sup> class DB AG (Nürnberg Hbf)

Road no. 50 80 36-81 177-8



### TWINDEXX Vario®

Double-Deck Train DB AG, set of 3 (Nürnberg Hbf)

Road no. 91 80 0 445 095-6 / 50 80 26-81 504-5 / 91 80 0 445 095-6





# TWINDEXX®

- Exactly scale 1:87
- True to original length over Scharfenbeck coupling
- Structure made of high-quality, impact-resistant plastic
- Metal bottom plate
- Printed window frames
- The window arrangement of the drive head differs slightly from the original (Order no. 44580ff)
- Illuminated destination indicator (digital)
- Lighting with warm white LEDs
- Illuminated driver's cab
- True to scale details
- Extra mounted windscreen wiper
- Perfectly replicated three-dimensional front
- Multipart bogies
- Fine paintwork and printing
- With interior fittings, incl. driver's cab
- NEM-standard close coupling
- Lights change white/red, in the direction of travel
- Metal bearing
- ZugBus: automatic detection of the first and last model in the train; controlling and programming of all functions; detection of brake sections
- ZugBUS-Functions are only available in digital mode



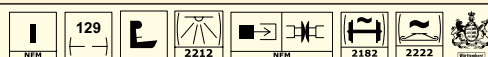
### Sleeperette A K.W.St.E.

Road no. A.165

In 1883, the Württembergische Staatsbahn received a delivery of 10 passenger coaches from the Maschinenfabrik Esslingen 10, which had a strong Prussian appearance with their skylight roof. Originally they had 6 seats in 1st class and 28 seats in 2nd class as well as a toilet. With the ever expanding rail network in Germany, it became necessary to offer night trains as well in future. For this purpose, sleeperettes were fitted out, which could clearly be distinguished from passenger coaches from a distance due to their livery.



Order no. **45620**



**Model:** Extra mounted steps and handrails in low-material thickness; very finely pierced roof pillar; multi part brake system with brake shoes in wheel plane

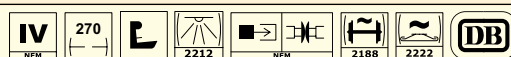
### Dining Car WRüe<sup>151</sup> DSG

Road no. 51 80 88-46 232-1

After 1945 at least 16 passenger cars and the three luggage wagons of the Rheingold Express remained with Deutsche Bahn. Since the train no longer ran in its previous form, the carriages were repurposed for different roles. Eight of these were used to create the DSG dining cars 1230, 1232 and 1234 – 1239. Five were converted into normal twin-class compartment carriages 11355 – 11359 and three were used to create the coaches 10801 – 10 803. The luggage wagons retained their role and were taken out of service between 1968 and 1977. At least one carriage remained at CSD and was being used as the dining car 479 / 88-10 006-4 in the seventies.



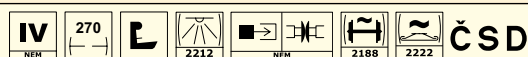
Order no. **46475**



**Model:** Precise replica of the bogies; different roofs and car bottoms; metal wheels; three-point support in metal axle support; multi-part and multi-colored interior fittings; short coupling kinematics; fine paintwork and printing; in-plane assembled windows; precise replica of the brake unit; originally reproduced frame; all specific details of the different eras taken into account



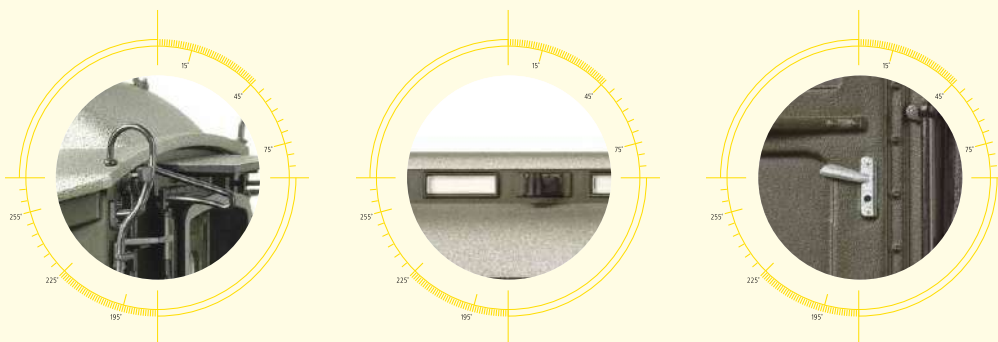
Order no. **46476**



### Dining Car WR CSD

Road no. 50 54 88-10 007-2





### Luggage Car Pw4ü DRG Road no. Kassel 107 952

When it first became evident that iron express train cars carriages were going to be a success, the Preußische Staatsbahn purchased additional four-axle luggage cars in the "iron construction type". The principal dimensions of the existing wooden cars were retained, though the construction design was modified for the use of iron profiles. One external modification was the replacement of doors fitted in niches at the end of the cars with a slanted design for the entire rear end. Other features included rivets like the ones found on the side walls of passenger cars and the omission of the truss rods. This is the design used for express train cars with concertina walls and for express trains that had compartment passenger cars without connecting gangways until the late nineteen twenties. Prussian-type luggage cars were typical features of express trains until the nineteen fifties. Many of them passed on to the DB and DR.



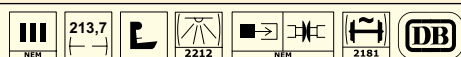
Order no. **51304**



**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



Order no. **51303**



### Luggage Car Pw4ü DB Road no. 107 917 Reg







# FERIENEXPRESS

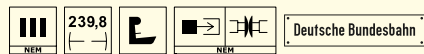


Order no. **46195**

Order no. **46202**

Order no. **46203**

Passenger Coach C4üpwe  
"DER Ferienexpress" DB  
Road no. 74 487 Hmb



**Model:** True to epoch construction types; precise replica of the Görlitz III bogies with quadruple spring system; precise replica of the frame with many extra mounted parts; prepared for interior lighting; multipart interior fittings in multicolour painting; individual seats; short coupling kinematics; three-point support; wheelsets in toe bearing; replica of the rivets on the roof; in-plane assembled windows; metal wheels; precise replica of the brake unit; true to scale windows

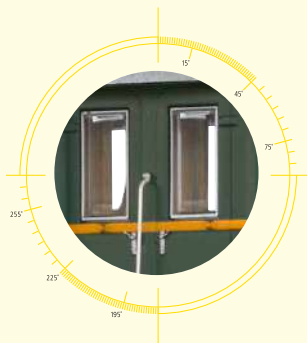
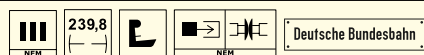


Order no. **46196**

Order no. **46204**

Order no. **46205**

Passenger Coach C4üpwe  
"DER Ferienexpress" DB  
Road no. 74 198 Hmb



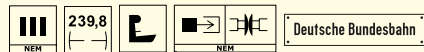
Passenger Coach C4üpwe  
"DER Ferienexpress" DB  
Road no. 74 168 Esn



Order no. **46197**

Order no. **46206**

Order no. **46207**



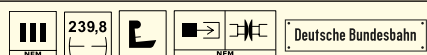
# TOUROPA



Order no. **46198** =   

Order no. **46208** =   

Order no. **46209** ~   



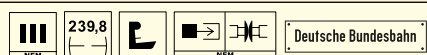
Passenger Coach C4ywe "Touropa" DB  
Road no. 74 412 Hmb



Order no. **46199** =   

Order no. **46210** =   

Order no. **46211** ~   



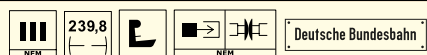
Passenger Coach C4ywe "Touropa" DB  
Road no. 74 827 Hmb



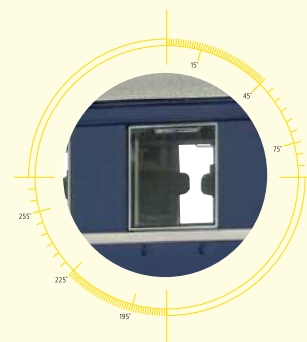
Order no. **46200** =   

Order no. **46212** =   

Order no. **46213** ~   



Passenger Coach C4ywe "Touropa" DB  
Road no. 74 798 Hmb



**Passenger Coach Brnzb<sup>724</sup>**  
**"Doornkaat" DB**  
 Road no. 50 80 22-34 091-5

The constantly growing demand for increased traffic volume and the fact that the 3yg had only been designed for a short service life, led to the appearance of the first prototypes for the new n-coaches in 1958. Based on the findings of the preceding new developments and prototypes, three basic types emerged with five 1st class compartments in the centre of the coach and two large 2nd class cabins (AB4nb), three large 2nd class cabins (B4nb) and two large 2nd class cabins and baggage compartment with space for the train conductor (BD4nf). Although prototypes had also been trialled with side panels made from aluminium, standard steel and corrugated side walls, metal panelling made from stainless steel (V2A) was eventually chosen for mass production. Since the coach paintwork corrosion protection was not required for this material, the n-coaches were abraded under the windows using a peacock eye pattern. This abrading pattern and the silver surface of the V2A quickly earned the n-coach the distinctive nickname "Silberlinge".



Order no. <b>46664</b>		Order no. <b>46665</b>	
		Order no. <b>46666</b>	

**Model:** True to original construction differences; different roof designs with accurate Reproduction of welding seams; accurate reproduction of Minden-Deutz MD 42 or MD 43 light bogie; complete replica of brake unit; multi-part interior fittings corresponding to the period; short-coupling; different wagon floors with different heating types; axle bearing in metal axle brackets; reproduction of tangential corrugated metal wheels; precisely fitted windows corresponding to the period; details engraved in high definition

**Passenger Coach ABnrzb<sup>704</sup>**  
**"Hertie" DB**  
 Road no. 50 80 31-34 238-1



Order no. <b>46667</b>		Order no. <b>46668</b>	
		Order no. <b>46669</b>	



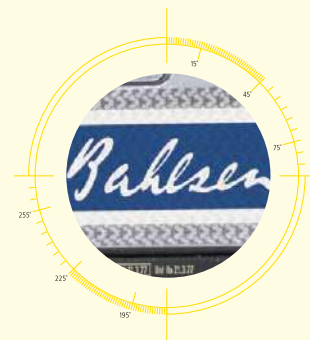
**Passenger Coach ABnrzb<sup>704</sup>**  
**"Flughafen Frankfurt/Main" DB**  
 Road no. 50 80 31-34 359-5



Order no. <b>46670</b>		Order no. <b>46671</b>	
		Order no. <b>46672</b>	







Passenger Coach ABnrzb<sup>704</sup>  
 "Bahlsen" DB  
 Road no.50 80 31-34 005-4

Order no. **46679** = [Icon: 2212] [Icon: 2195] [Icon: 2222]

Order no. **46680** = [Icon: 2212] [Icon: 2195] [Icon: 2222]

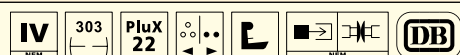
Order no. **46681** ~ [Icon: 2212] [Icon: 2195] [Icon: 2222]



Order no. **46676** [Icon: Analog BASC+] [Icon: 2212] [Icon: 2195] [Icon: 2222]

Order no. **46677** [Icon: Analog BASC+] [Icon: 2212]

Order no. **46678** [Icon: Digital BASC+] [Icon: 2212] [Icon: D&H]



Control Car BDnrzf<sup>738</sup>  
 "Hengstenberg" DB  
 Road no. 50 80 82-11 244-4

Control Car Bdnf<sup>736</sup> DB (Köln Hbf)  
 Road no. 50 80 82-53 628-7

The basic design of the n-coach proved so successful that between 1960 and 1980 a total of about 5000 coaches were constructed by different coach manufacturers as well as at the Karlsruhe and Hannover refurbishment facilities (Aw). At first, conditions in the extremely cramped conductor's space in the BD4nf were less than ideal, and it was soon nicknamed the "rabbit hutch" by staff, leading to discontent and safety concerns. As a result, Aw Karlsruhe rebuilt the conductor's cab, producing a control car in 1972 with a fully-fledged conductor's cab without any through access to the next coach. These changes meant that the Karlsruhe version differed significantly from the previous "rabbit hutch" with its passageway between the coaches.



Order no. **46685** [Icon: Analog BASC+] [Icon: 2212] [Icon: 2195] [Icon: 2222]

Order no. **46686** [Icon: Analog BASC+] [Icon: 2212]

Order no. **46687** [Icon: Digital BASC+] [Icon: 2212] [Icon: D&H]





# THE WORLD'S MOST FREQUENTLY BUILT COVERED FREIGHT CAR. IN BRAWA QUALITY & BETTER THAN EVER

COVERED FREIGHT CAR G10



## FEATURES OF THE NEW MOULD:

- FINER BOARD JOINTS
- THREE-POINT SUPPORT
- MULTI-PART KKG BRAKE SYSTEM



**Covered Freight Car Nm K.P.E.V.**  
Road no. Kattowitz 16 958



The Deutsche Staatsbahnwagenverband (DWV), founded in 1909, developed the A2 standard wagon based on the existing state-railway covered goods wagons, featuring a 4.5 m wheelbase and a 15-tonne load capacity. From 1911 onwards, this design was produced as numerous series for the Länderbahnen (state railways), private railways and later the Reichsbahn (National Railway). By 1934, an astonishing total of 121,770 wagons of this type, designated G Kassel/Munich, had been delivered to the Deutsche Reichsbahn Gesellschaft alone. Including wagons built for private and foreign railways, it is estimated that more than 160,000 wagons were manufactured based on the A2 master drawing. From 1938 onwards, these wagons were reinforced to withstand the additional stresses caused by the installation of air brakes as well

as increased speeds. Diagonal struts were welded into the end sections, and in some cases, the end stanchions were rotated by 90 degrees. By the end of 1952, 35,600 wagons of this type, now designated as G10, were still in service with Deutsche Bundesbahn. Over time, the inventory steadily diminished due to conversions to Gms54 wagons, general fleet modernisation and the resulting decommissioning. In 1976, the last wagon of this type, now designated as Gklm<sup>191</sup>, was withdrawn from the maintenance fleet. However, many of these wagons remained in use as station or workshop vehicles.

Order no.  
**51242**



- Finer board joints
- Three-point support
- Multi-part Kkg brake system






- True to original frame construction
- Individually mounted signal holder
- Brake blocks in wheel plane

- Perforated car body supports
- Precise paintwork and printing
- Individually mounted axle box cover







Covered Freight Car Gm K.Sächs.Sts.E.B.  
Road no. 70 208



Order no. **51243**     






Covered Freight Car Gm G.O.E.  
Road no. Oldenburg 12 514



Order no. **51244**    






Covered Freight Car G DRG  
Road no. Cassel 74 394



Order no. **51245**     






Covered Freight Car G DRG  
Road no. München 52 953



Order no. **51246**     






Covered Freight Car G10 "Brake Carriage" DB  
Road no. Kassel 9725



Order no. **51247**     






Covered Freight Car G10 DB  
Road no. 123 361



Order no. **51248**     






Covered Freight Car G10 DB  
Road no. 145 932



Order no. **51249**     

Covered Freight Car G DR  
Road no. 05-34-64



Order no. **51250**     



### Covered Freight Car G ÖBB

Road no. 163 739



Order no. **51251**

III 107,2 NEM 2187 ÖBB

### Covered Freight Car Z ČSD

Road no. 1.39404



Order no. **51252**

III 107,2 NEM 2187 ČSD

### Covered Freight Car Gklm<sup>191</sup> DB

Road no. 21 80 112 8 919-4

FINER BOARD JOINTS

MULTI-PART KKG BRAKE SYSTEM

THREE-POINT SUPPORT



Order no. **51253**

IV 107,2 NEM 2187 DB

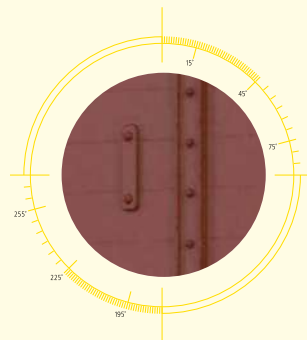
### Covered Freight Car (Gw) G DR

Road no. 21 50 112 3056-6



Order no. **51254**

IV 107,2 NEM 2187 DR





## COMPLETELY REDESIGNED AFTER 2 DECADES. A CLASSIC IN NEW SPLENDOR

BRAWA promises "Passion for detail", and it keeps this promise by delivering models which are perfect replicas of the original's appearance and technology. That's genuine added value that provides many years of enjoyment. BRAWA's models are a cut above the rest thanks to the Remshalden facility's outstanding engineering expertise, high production quality, optimum materials and high-quality parts, not to mention the many fascinating details. For instance, our model of the Covered Freight Car G10 was replicated in precise detail and lovingly developed.

BRAWA first recreated this significant wagon type from German railway history as a model in 2006. Nearly two decades later, the time has come for a comprehensive model update. As part of this process, we decided not only to revise the existing injection moulds, but to completely redesign the Covered Freight Car G10 from scratch. We are once again pleased to offer you a model that will continue to meet the latest technical standards in the years to come and enrich any layout or collection.

### VARIANT-SPECIFIC DIFFERENCES



- Without brake
- With rod or sleeve buffers
- Air brake
- With and without turned end profiles
- End panel reinforcement, incl. turned end profiles



- Long brakeman's cab
- With handbrake
- With rod or sleeve buffers
- Hand or air brake
- Optionally also with end field gain
- Shortened brakeman's cab
- End field gain



- Beer Car
- With rod or sleeve buffers
- Air brake



H. ROTH, SLG-EISENBAHNSTIFTUNG



## PUTS FRIENDS FOR DETAIL IN THE BEST OF MOODS. FROM THE BREWERY TO THE TRAIN STATION

BEER CAR



### FEATURES OF THE NEW MOULD:

- VERTICAL BOARD JOINTS
- THREE-POINT SUPPORT
- MULTI-PART KKG BRAKE SYSTEM



Beer Car "Königl. Mineralbrunnen Fachingen" K.P.E.V.  
Road no. Frankfurt 600 009[P]



Beer was one of the first goods to be transported on our railways. Breweries commissioned their own insulated wagons, which were incorporated into the railway companies' fleets for operational purposes. Due to the small production batches, these wagons were rarely identical but generally conformed to the dimensions of standard goods wagons built by the various state and national railways. It is hardly surprising, then, that the beer transport wagons were yet another iteration of the A2 wagon

type master drawing. The original wagon that served as the inspiration for BRAWA's new model features vertically mounted wooden cladding that conceals the body frame, increasing the width of the wagon body. In this design, as well as slightly modified variants, these beer wagons were used by many breweries between 1910 and 1970.

Order no.  
**51263**



- Vertical board joints
- Three-point support
- Multi-part Kkg brake system

- True to original frame construction
- Individually mounted signal holder
- Brake blocks in wheel plane




- Perforated car body supports
- Precise paintwork and printing
- Individually mounted axle box cover








Beer Car "Budweiser Bürgerbräu" k.k.St.B.  
Road no. Gb 223 611 [P]



Order no. **51260**   




Beer Car "Adler-Brauerei Bielstein" DRG  
Road no. Elberfeld 50104 [P]



Order no. **51256**   




Beer Car "Palmin" DRG  
Road no. Altona 528 105 [P]



Order no. **51264**   




Beer Car "Bières de Colmar" A.L.  
Road no. 505.251 [P]



Order no. **51257**   




Beer Car "Staropramen" ČSD  
Road no. Lp 511 206 [P]



Order no. **51261**   




Beer Car "De Gekroonde Valk" NS  
Road no. 560 207 [P]



Order no. **51262**   




Beer Car "Paderborner Bier" DR, Brit-US-Zone  
Road no. Essen 502 732 [P]



Order no. **51259**   

Beer Car "Dortmunder Union" DB  
Road no. 504 207 [P]

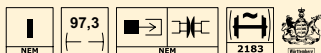


Order no. **51255**   

Covered Freight Car "Spezialwagen für Feuertgut" K.W.St.E.  
Road no. Württemberg 21 173



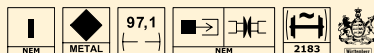
Order no.  
**47732**



Flat Car Xt K.W.St.E.  
Road no. Württemberg 62 539



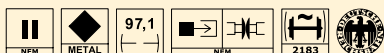
Order no.  
**47735**



Flat Car Xw DRG  
Road no. Erfurt 7 678



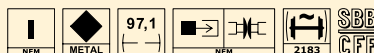
Order no.  
**47736**



Flat Car S<sup>c</sup> SBB  
Road no. 98681



Order no.  
**47737**



Covered Freight Car Gw "Magirus" DRG  
Road no. Magdeburg 2263



Order no.  
**48048**



Covered Freight Car G "Lagerwagen" DRG  
Road no. Augsburg 700 158



Order no.  
**48052**



Milk Car Gh03 "Glücksklee" DB  
Road no. 103 564



Order no.  
**50978**



#### 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

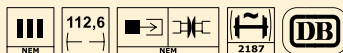
HO



Covered Freight Car Gms30 "Knorr" DB  
Road no. 235 174



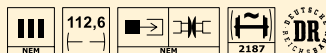
Order no.  
**51135**



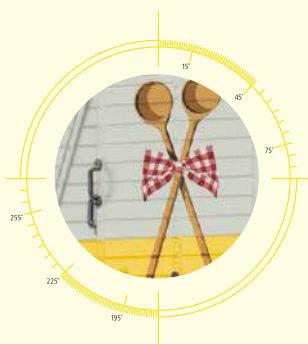
Covered Freight Car Grhs DR  
Road no. 07-50-82



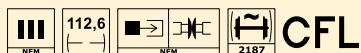
Order no.  
**50748**



Covered Freight Car KKuwf "AMTF" CFL  
Road no. 25506



Order no.  
**51140**



Open Freight Cars Omm52 DB, set of 2  
Road no. 870 130 / 865 112



Order no.  
**48639**



HO





## SAFELY TRANSPORTING HAZARDOUS CARGO: CHEMICAL TANK WAGONS OF THE 1930S

TANK CAR Z[P], ACID



© SLG H. WESTERMANN

As early as 1900, the first specialised chemical tank wagons were developed for transporting chemical products. From the outset, they differed significantly from the tank wagons designed for transporting flammable liquids. A crucial safety feature of chemical tank wagons for acid transport was the absence of bottom valves, which helped to prevent accidental leakage of their hazardous cargo. Additionally, due to the high density of acids, these tanks were comparatively smaller than those used for flammable liquids.

For the typical 8.8-metre-long wagons of the standardised interchangeable types introduced in the 1930s, a tank volume of between 10 and 12 m<sup>3</sup> proved to be the most economical solution. Depending on the manufacturing capabilities of the wagon builders, the tanks were either riveted or welded. However, the heating pans located in the lower sec-

tion of the tanks were consistently produced using welding technology to ensure greater tightness and stability.

The wagons, originally built from 1939 onwards for I.G. Farbenindustrie and the Wirtschaftliche Forschungsgesellschaft (Wifo), were largely transferred to the successor companies Bayer, BASF and VTG in the Federal Republic of Germany after the Second World War. In the German Democratic Republic, Deutsche Reichsbahn (the East German national railway) took possession of the wagons and leased them to state-owned enterprises, known as VEBs.

After approximately 40 years of service, these wagons were gradually decommissioned from the mid-1970s onwards. The last chemical tank wagons of this type were finally retired in 1988.



- Consideration of many design differences
- Variants in riveted or welded construction
- Replica of the heating pans
- Variants with and without brakeman's cab

- Metal axle holders
- Bogie with three-point support
- Multi-part brake system
- Brake blocks in wheel plane

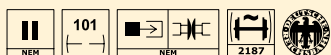
- Individually mounted axle box cover
- Free standing ladders
- Individually mounted railing

Tank Car Z [P] "I.G. Farbenindustrie" DRG  
Road no. Köln 536 369 [P]



Order no.

**50080**



Tank Car Z [P] "VTG" DB  
Road no. 597 561 [P]



Order no.

**50081**



Tank Car Z [P] "Bayer" DB  
Road no. 536 758 [P]



Order no.

**50082**

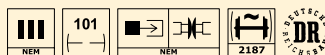


Tank Car Zd DR  
Road no. 53-32-70 [P]



Order no.

**50084**

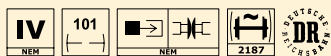


Tank Car Zh DR  
Road no. 21 50 071 3453-3 [P]



Order no.

**50085**



Tank Car Z [P] "VTG" DB  
Road no. 21 80 070 7 513-6 [P]



Order no.

**50083**



Covered Freight Car Gmh35 "Tchibo" DB  
Road no. 242 328



Order no. **51186** III 116,2 NEM 2187 DB

Covered Freight Car Glms<sup>201</sup> DB  
Road no. 21 80 135 4 070-1



Order no. **51193** IV 115 NEM 2187 DB

Covered Freight Car Glms<sup>[1364]</sup> "Expressgut" DR  
Road no. 21 50 136 4149-7



Order no. **51302** IV 116,2 NEM 2187 DR

Covered Freight Car Gms "HO Handelsorganisation" DR  
Road no. 11-02-38



Order no. **51185** III 115 NEM 2187 DR

Covered Freight Car Gmhs SNCB  
Road no. 4416923



Order no. **51183** III 115 NEM 2187 B

Flat Car Xr 35 DB, with load "Railway sleeper"  
Road no. 462 265



Order no. **50887** III 104,6 NEM 2187 DB

Flat Car Xr 35 DB, with load "Railway sleeper"  
Road no. 20 80 327 1 038-5



Order no. **50888** IV 104,6 NEM 2187 DB

i

= ~

BRAWA locomotives and carriages can run on standard tracks with either direct and alternating current and are also perfectly compatible with Märklin®. This gives model railway fans an even more choice of exceptionally high-quality models.

The BRAWA HO wagons come with DC wheel sets as standard. However, these models can also be obtained with wheel sets for alternating current – straight from the factory at no extra cost! You can find information about suitable replacement wheel sets for all HO wagons in our brochures and on the BRAWA website.





**Open Freight Cars Om DRG, set of 2**  
Road no. Königsberg 988 / Königsberg 4 225



Order no.  
**48449**



**Open Freight Cars Om21 DB, set of 2**  
Road no. 755 753 / 756 817



Order no.  
**48450**



**Open Freight Car Vtu CSD**  
Road no. 4.74771



Order no.  
**48452**



**Container Car BTs30 DB, with Ekrt<sup>212</sup> "Langnese Eiskrem"**  
Road no. 010 148



Order no.  
**50918**



**Container Car Lbs<sup>577</sup> DB, with Ddikt<sup>603</sup> "DEA"**  
Road no. 20 80 411 0 227-7



Order no.  
**50929**



i

On the BRAWA website you will find information about our product groups, the latest updates, event notifications and direct links to essential customer service functions such as downloads, user manuals, sound files and the BRAWA repair and spare parts service.

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



## FREIGHT CARS IN TRANSITION: FROM GLMEHS50 TO GLLMES52

### COVERED FREIGHT CAR GLMEHS50

The Glmehs50 was developed by Deutsche Bundesbahn as a longer variant of the first UIC standard type. Despite its larger dimensions, the maximum permissible load capacity remained unchanged at 20 tonnes, as it utilised identical components to the Gmhs53. A distinctive feature of the Glmehs50 was its factory-fitted 2.0-metre-wide loading doors. Another notable characteristic was the U-shaped box profiles made of steel, which, in






the earliest production series, were mounted vertically along the sides. As was typical for the time, the wagons of the first Glmehs50 production series featured side panels made from wooden planks, which were later replaced with film-coated plywood panels. All 280 wagons from the first series were equipped with both steam and electric heating pipes, making them suitable for transporting parcel freight in fast and express trains.



- Fine board joints
- Brake blocks in wheel plane
- Individually mounted axle brake rod
- Individually mounted brake systems
- True to scale narrow frame
- Metal axle holders
- Wheelsets with inside contours
- Precise paintwork and printing






Covered Freight Car Glmehs50 DB  
Road no. 201 019



Order no. **51292**     






Covered Freight Car Glmehs50 DB  
Road no. 201 093



Order no. **51293**     






Covered Freight Car Gbrs-v<sup>245</sup> DB  
Road no. 21 80 155 6 038-4



Order no. **51294**     

Covered Freight Car Gbrs-v<sup>245</sup> DB  
Road no. 21 80 155 6 189-6



Order no. **51295**     





## COVERED FREIGHT CAR GLLME52

To speed up the transport of large volumes of parcel freight, Deutsche Reichsbahn introduced purpose-built light goods trains, referred to as "Leig" trains. These trains featured two large-capacity goods wagons, coupled closely together and connected by a wide gangway and a guard's compartment. This design allowed onboard personnel to sort parcel freight while the train was in motion. In the 1950s, Deutsche Bundesbahn revived this concept for the development of new goods wagons and began planning the construction of modern Leig units. Based on the Gllmehs50, ninety-eight Leig units of the Gllm(e)hs52

type were built. Initially, they were distinguished by the prominent "Stückgut-Schnellverkehr" ("Express Parcel Service") lettering painted across their wooden side walls. Each Leig unit was assigned to a specific home station, from which they operated on regular rotations. From the late 1970s, Deutsche Bundesbahn began modernising some of these Leig units, replacing their wooden walls with panel sections and rotating their U-shaped box profiles. In this modernised configuration, the last Leig units remained in operation until 1991, before being fully replaced by lorries for parcel freight transport.

### Covered Freight Car Gllmehs52 DB

Road no. 218 340 / 218 341



Order no.  
**51300**



Order no.  
**51301**



285,5



Deutsche Bundesbahn

### Covered Freight Car Hbqrs-52 DB

Road no. 218 392 / 218 393



Order no.  
**51296**



Order no.  
**51297**



285,5



### Covered Freight Car Hrs-vz<sup>332</sup> DB

Road no. 20 80 210 3 622-2 / 20 80 210 3 623-0



Order no.  
**51298**



Order no.  
**51299**



285,5





Refrigerator Car Tnfhs38 "Brauerei Wulle" DRG  
Road no. Stuttgart 513 731 [P]

METAL WHEELS,  
WITH INSIDE CONTOURS

HORIZONTAL BOARDING

TRUE TO ORIGINAL FRAME  
CONSTRUCTION

AXLE BRAKE FRAME WITH BRAKE  
BLOCKS IN WHEEL PLANE

Order no.

50952

III

139,1

■→

2187

Refrigerator Car Tnfhs38 "Brauerei Dinkelacker" DB  
Road no. 528 126 [P]

Order no.

50958

III

139,1

■→

2187

Refrigerator Car Tnfhs38 "Warsteiner Brauerei" DB  
Road no. 532 452 [P]

Order no.

50963

III

139,1

■→

2187

Refrigerator Car Tnfhs38 "Stuttgarter Hofbräu" DB  
Road no. 524 851 [P]

Order no.

50971

III

139,1

■→

2187

Refrigerator Car Ibdlps<sup>383</sup> "Holsten-Edel" DB  
Road no. 21 80 082 0 000-6 [P]

Order no.

50948

IV

139,1

■→

2187

40 **BRAWA** FREIGHT CARS

## Covered Freight Car Glr22 "Dienstgutwagen" DB

Road no. Frankfurt 1231

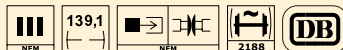
EXTRA MOUNTED BRAKE SYSTEM  
AND BRAKE SWITCH, SPRINGS,  
WHEEL BEARING AND STEPS

FINE ENGRAVINGS  
AND RIVETS

AXLE BEARINGS MADE FROM  
STAMPED SHEET METAL



Order no.  
**50975**



## Covered Freight Car Glr22 "Düsseldorfer Löwensenf" DB

Road no. 564 250 [P]



Order no.  
**51177**



## Covered Freight Car Glm-u DR

Road no. 40 50 940 0341-6



Order no.  
**50991**



## Covered Freight Car Glt "A. Pöttinger" ÖBB

Road no. 213 623



Order no.  
**50499**



**AUTOMATICALLY RECEIVE  
NEWS FROM BRAWA**

Simply subscribe to the free BRAWA  
newsletter at [www.brawa.de](http://www.brawa.de) and you'll  
always know what's currently happening.





# FROM FIELD TO RAIL: GOODS WAGONS FOR GRAIN TRANSPORT

COVERED FREIGHT CAR GGR15



© SLG. R. KAMMER

In the early 1950s, the Association of Publicly Owned Enterprises for Locomotive and Wagon Construction in the GDR (VVB LOWA) began updating the GGths Bromberg goods wagon to facilitate the transport of large quantities of grain in closed goods wagons.

Following the production of three prototypes in 1952, mass production of the new GGths goods wagons commenced in 1954. These wagons retained many features of the GGths Bromberg, such as loading hatches, roof walkways and unloading chutes integrated into the doors. However, the doors were now designed to be tightly sealed, eliminating the need for additional planks to prevent cargo loss. The door width was reduced to 1.5 metres, as these wagons were primarily intended for grain transport and rarely used for other purposes. To optimise the load volume relative to payload, the wagons were also shorter than the GGths Bromberg.

Between 1954 and 1957, LOWA factories produced a total of 1,655 GGths15-30 wagons. As is typical with large production runs, there were variations in features such as the arrangement of roof walkways, unloading hatches and braking systems (including parking brakes, handbrakes and brakeman's cabs) due to manufacturing differences and subsequent modifications.

In operation, these new wagons fully met expectations. After four decades of service, the last examples were retired from regular operations in 1994, although some remained in use as railway maintenance cars.



- True to original frame construction
- Precise replica of board joints
- Multi-part brake system

- Individually mounted signal holder
- Brake blocks in wheel plane
- Precise paintwork and printing

- Individually mounted axle box cover
- Variants with and without handbrakes
- Different versions of the roof runs





Covered Freight Car GGrhs DR  
Road no. 15-31-32



Order no. **51266** III 189,7 NEM NEM 2188 DR

Covered Freight Car GGrhs DR  
Road no. 15-33-86



Order no. **51267** III 181,6 NEM NEM 2188 DR

Covered Freight Car GGrhs DR  
Road no. 15-39-12



Order no. **51268** III 181,6 NEM NEM 2188 DR

Covered Freight Car (GGhmsx) GGhx DR  
Road no. 21 50 117 1538-4



Order no. **51269** IV 181,6 NEM NEM 2188 DR

Covered Freight Car Gaghmqr-s-v DR  
Road no. 11 50 197 2212-9

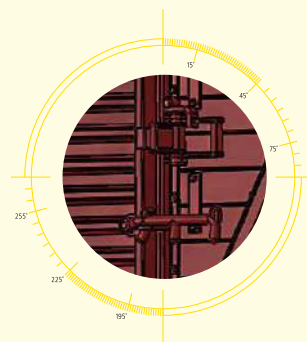
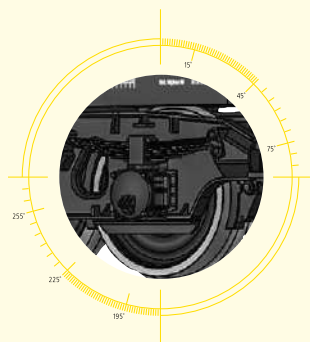
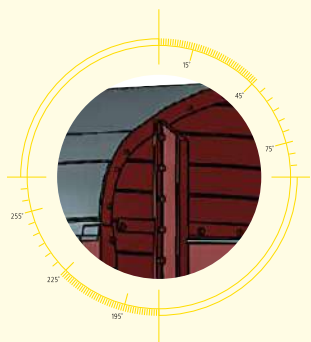


Order no. **51270** IV 181,6 NEM NEM 2188 DR

Covered Freight Car Gagms-v DR  
Road no. 11 50 197 2227-7



Order no. **51271** IV 189,7 NEM NEM 2188 DR



Sliding Wall Car Hbis-x<sup>299</sup> DB  
Road no. 21 80 225 6492-8



Order no.  
**48997**

IV NEM	161,1 —	■ → □ NEM	□ □ □ 2188	DB
-----------	------------	--------------	---------------	----

Sliding Wall Car Hbis-t<sup>299</sup> "Staatl. Fachingen" DB  
Road no. 21 80 235 0 423-4



Order no.  
**48998**

IV NEM	161,1 —	■ → □ NEM	□ □ □ 2188	DB
-----------	------------	--------------	---------------	----

Sliding Wall Car Hbills-x<sup>299</sup> DB AG  
Road no. 21 80 227 7 012-5



Order no.  
**48995**

VI NEM	161,1 —	■ → □ NEM	□ □ □ 2188	DB
-----------	------------	--------------	---------------	----

Sliding Roof/Wall Car Tbis<sup>869</sup> DB AG  
Road no. 21 80 078 1677-8



Order no.  
**48996**

VI NEM	161,1 —	■ → □ NEM	□ □ □ 2188	DB
-----------	------------	--------------	---------------	----

Covered Freight Car Gos<sup>253</sup> DB AG  
Road no. 21 80 141 3 507-1



Order no.  
**50907**

V NEM	143,7 —	■ → □ NEM	□ □ □ 2187	DB
----------	------------	--------------	---------------	----

Covered Freight Car Gos<sup>245</sup> Wiebe  
Road no. 60 80 0923 742-1



Order no.  
**50908**

VI NEM	143,7 —	■ → □ NEM	□ □ □ 2187	Wiebe
-----------	------------	--------------	---------------	-------





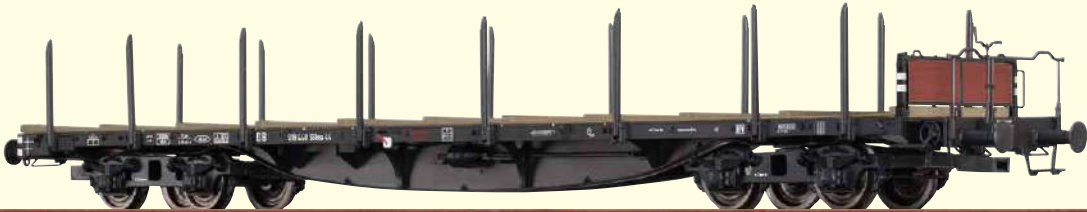
Rail Car SSla DRG  
Road no. Köln 14 831



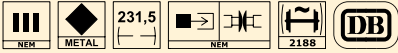
Order no.  
**47238**



Rail Car SSIma44 DB  
Road no. 918 448



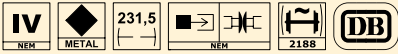
Order no.  
**47239**



Rail Car R<sup>672</sup> DB  
Road no. 21 80 380 0 441-0



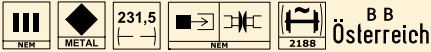
Order no.  
**47240**



Rail Car SSI BBÖ  
Road no. 394 133



Order no.  
**47241**





Flat Car "Henschel & Sohn" SSt01 DB  
Road no. 980 8001

METAL FRAME

FINELY ENGRAVED DETAILS

PRECISE PAINTWORK AND PRINTING

Order no.  
**47914**



Flat Car J<sup>a</sup> "Wiener Lokomotivfabrik" BBÖ  
Road no. 525 102 [P]

Order no.  
**47917**



Flat Car "Brown Boveri & Cie" SBB  
Road no. 567 248

Order no.  
**47915**





## Tank Car Uerdingen ZZ "Ölverein 12" DRG

Road no. Frankfurt 935 200 [P]



Order no. **49625**

III	142,5	■ →	DRG	2188
NEM		NEM		

## Tank Car Uerdingen ZZ "Minol" DR

Road no. 51-72-05 [P]



Order no. **49629**

III	142,5	■ →	DR	2188
NEM		NEM		

## Tank Car Uerdingen ZZ [P] "Aral" DB

Road no. 503 813 [P]



Order no. **49630**

III	142,5	■ →	DB	2188
NEM		NEM		

## Tank Car Uerdingen ZZ [P] "VTG" DB

Road no. 33 80 075 0 144-6 [P]



Order no. **49624**

IV	142,5	■ →	DB	2188
NEM		NEM		

## Tank Car Uerdingen ZZ [P] "ÖMV" ÖBB

Road no. 537 370 [P]



Order no. **49631**

III	142,5	■ →	ÖBB	2188
NEM		NEM		



**Special Freight Car SSt125 "RWE" DRG**  
Road no. Köln 538 171 [P]



Order no. **51272**

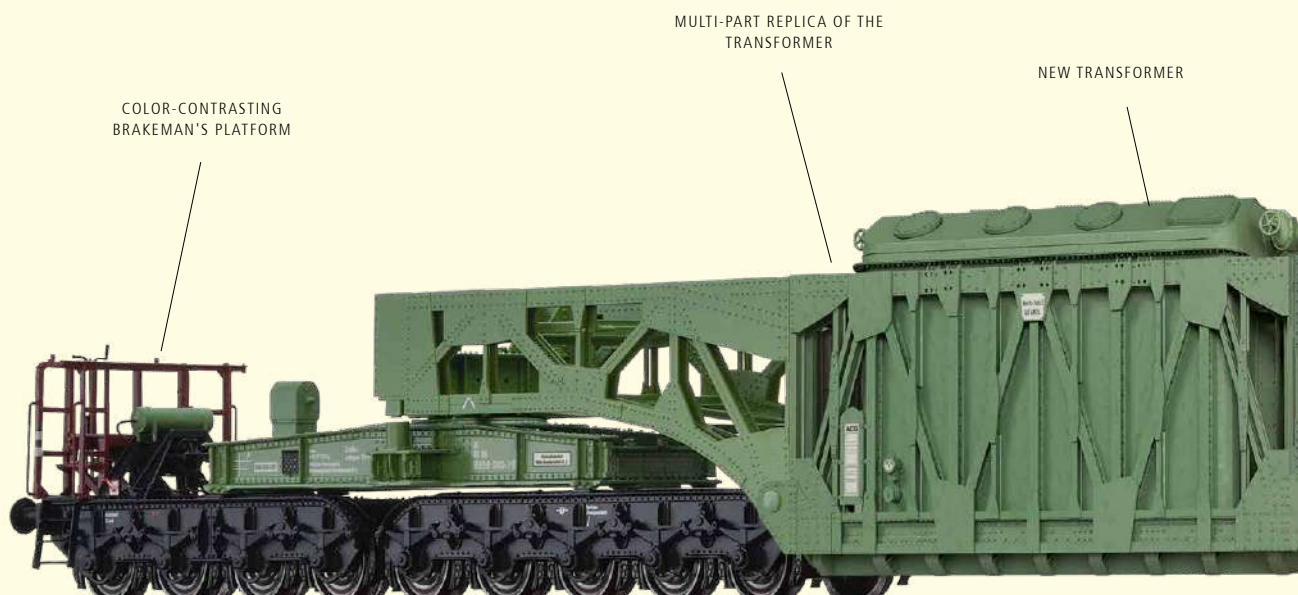


Order no. **51273**



316,4

Rmin  
420



Large and heavy loads require special means of transport or wagons. In 1928, Rheinisch Westfälische Elektrizitätswerk A.-G. Essen (RWE) placed an order with Maschinenfabrik Augsburg Nürnberg (MAN) for the construction of two new heavy-transport vehicles. This was the only way to transport the constantly growing transformers for the electricity substations. These were added to Sketch 125 in the directory of wagons for exceptional transports in the Deutsche Reichsbahn's rolling stock.

The maximum load capacity of the wagons was 168 tons, distributed over 18 axles. One four-axle and one five-axle bogie each carried a bridge, on which a support frame was mounted. The support frames featured the characteristic riveted truss construction. Unloaded, the two support frames were coupled with bolts, so that even when empty the heavy-transport wagons reached a length of 27.525 m over buffers. The wagon's dead weight was 97.2 t. For loading, the two halves were pulled apart and a self-supporting transformer or an 8.40 m-long lattice framework was suspended between the support frames.

As private vehicles ([P]-cars), the carriages were initially employed by the German Imperial Railway (Company) and later by the Federal Railway, and were initially home-based at Cologne Kendenich railway station operated by the K.B.E.

Two additional SSt 125s were also built by MAN in 1940 and belonged to PreussenElektra Hanover and Elektrowerke A.-G. Berlin. The latter remained with the National Railway in the Soviet zone after the war and later joined the East-German Deutsche Reichsbahn.

Due to the dimensions of the special cargo, which often exceeded the perimeter of the vehicle, the wagons were only permitted to travel at a maximum speed of 40 km/h when loaded as exceptional transports. And on narrow bridges, this was further reduced to walking speed while under observation. For this reason, such journeys were mainly carried out in the early morning or late evening. Unloaded, the wagons could be transported by regular goods trains, albeit only at 65 km/h, which was the standard maximum speed for regular goods trains at that time. At DB, the maximum speed was increased to 80 km/h when roller bearings were installed.



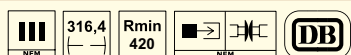




Special Freight Car SSt125 "RWE" DB  
Road no. 537 629 [P]

Order no. **51276** =

Order no. **51277** ~



REPLICA OF THE  
RIVET CONSTRUCTION

ENGRAVED  
COMPANY NAME



Special Freight Car Uaai<sup>672.9</sup> "RWE" DB  
Road no. 33 80 995 8 000-7 [P]

Order no. **51278** =

Order no. **51279** ~



- True to original construction differences
- Can be used with or without a transformer
- Four bogies with 18 axes
- Multi-part replica of the truss support frame

- NEM-standard short-coupling
- The trafo swings out very strongly in curves
- Navigable minimum radius: we recommend the use on R=420

- Detailed railing
- Metal wheels
- Individually mounted brake systems
- Detailed chassis



Flat Car Sggmrrs InnoFreight  
Road no. 35 81 4657 345-8

TRUE-TO-ORIGINAL REPLICA OF THE CAR BOTTOM

WITHOUT LOADING, FOR FREE ARRANGEMENT

REPLICA OF THE LATEST GENERATION Y25 BOGIE

FINE ENGRAVINGS

Order no.

50803

VI

340

2188

Flat Car Sggmmrrs "ArcelorMittal" DB AG  
Road no. 31 80 4658 009-4

Order no.

50932

VI

260

2188

DB

Flat Car Sggmmrrs "ArcelorMittal" DB AG  
Road no. 31 80 4658 122-5

Order no.

51137

VI

260

2188

DB

Flat Car Sggrs ÖBB  
Road no. 31 81 4854 024-4

Order no.

51141

VI

307

2188

ÖBB

Flat Car Sggrs VTG  
Road no. 37 80 4851 289-1

Order no.

51173

VI

307

2188

VTG





# BRAWA EASTER PROMOTION

LIMITED SPECIAL MODEL  
FROM MARCH FOR YOU IN SPECIALIST TRADE AVAILABLE!

Covered Freight Car G10 "Ritter Sport" DB  
Road no. 513 465 [P]



Order no.  
**50950**



110,3



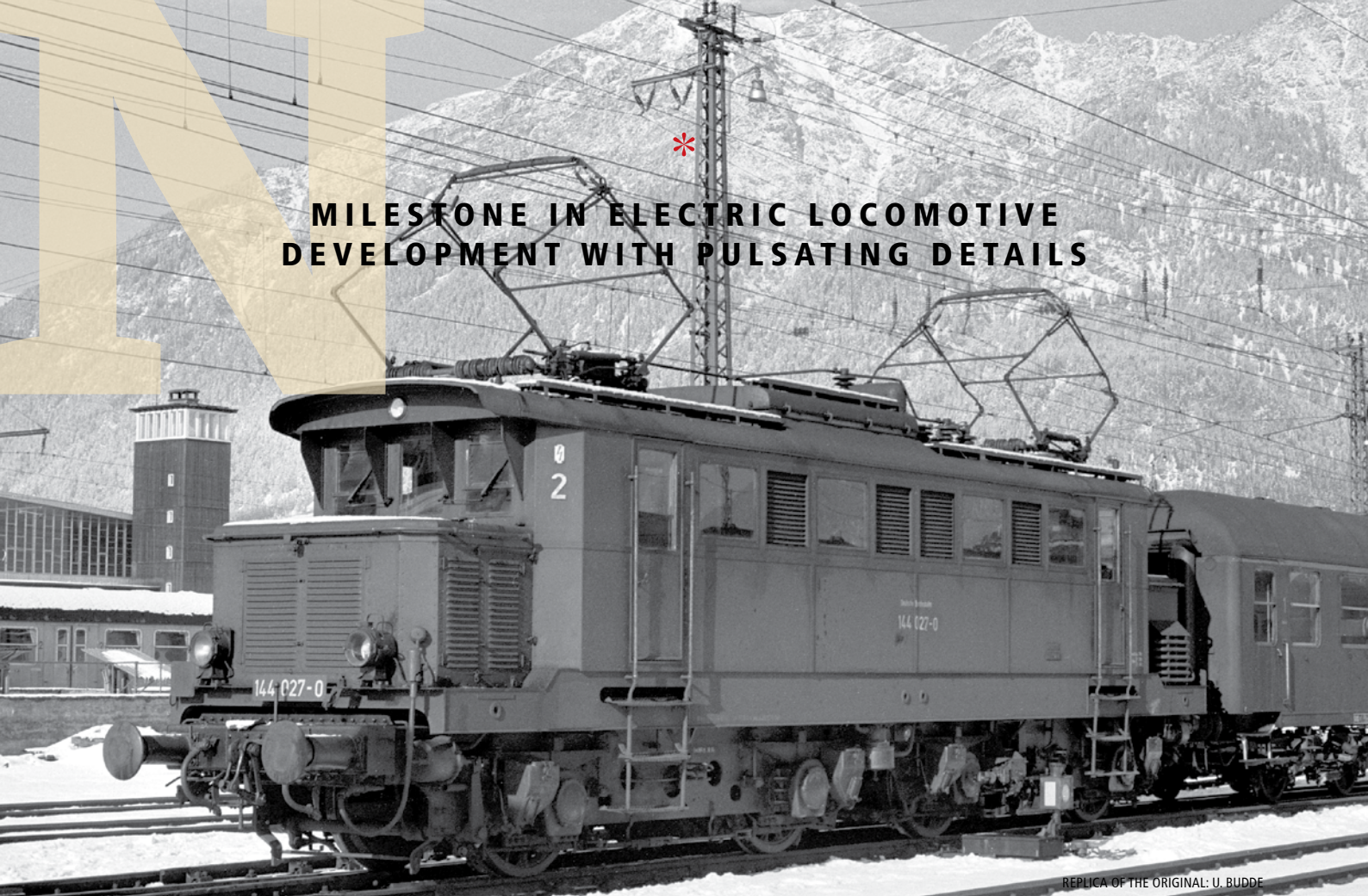
Ritter Sport is now known and loved not only in Germany, but all over the world. In 1912, Clara and Alfred Eugen Ritter founded the company in Stuttgart-Bad Cannstatt. Thanks to a suggestion by Clara Ritter, the iconic square chocolate was introduced in 1932. This innovative shape was not only practical for transportation, but

is still a trademark that sets Ritter Sport apart from other chocolate manufacturers today. "Square. Practical. Good." – describes not only the characteristic shape of the chocolate, but also the practical advantages and high quality of the products.





## MILESTONE IN ELECTRIC LOCOMOTIVE DEVELOPMENT WITH PULSATING DETAILS



REPLICA OF THE ORIGINAL: U. BUDDE

At the end of the 1920s, it became clear that DRG would have to acquire new electric locomotives, among other things, to accelerate its goods traffic. The need to increase maximum speeds to at least 80 km/h could not be met with the most recently purchased E77 and E75 series since the standard drive technology by means of bars and additional trailing wheelsets did not allow for higher speeds. The good experiences from abroad and with the two Bavarian EG1 with the Bo'Bo' two-bogie locomotives convinced the DRG to deviate from single-frame construction as well. The arrival of the world economic crisis in 1929, however, put a halt to this plan by interrupting the cost-intensive electrical expansion of the lines, thus eliminating the need for electric locomotives. The locomotive industry in Germany, however, feared falling behind current developments due to this pause in procurement. They therefore began developing a cheaper design at their own expense. Thus a prototype with the designation E44 70 was created at the Siemens-Schuckert Works (SSW) under

the general management of Walter Reichel. This prototype later became the E44 001. SSW was able to integrate its experience with electric arc welding from its production of components for electric generators into locomotive manufacturing, which led to significant savings in materials and manufacturing costs. The prototype's positive test results convinced DRG to further develop the new locomotive type into a universal locomotive. The result was Germany's first two-bogie electric locomotive produced in series, which can safely be categorised as the prototype for the subsequently developed standard electric locomotive of DB. Due to the war the delivery of the locomotives, which were registered for 90 km/h, stretched from 1933 into the postwar period, and Henschel only handed over the last one, a E44 187G, to DB on 29 November 1954. The predominant distribution to central and southern Germany led to the fact that approximately 100 locomotives remained in West Germany and around 50 in East Germany after the war.

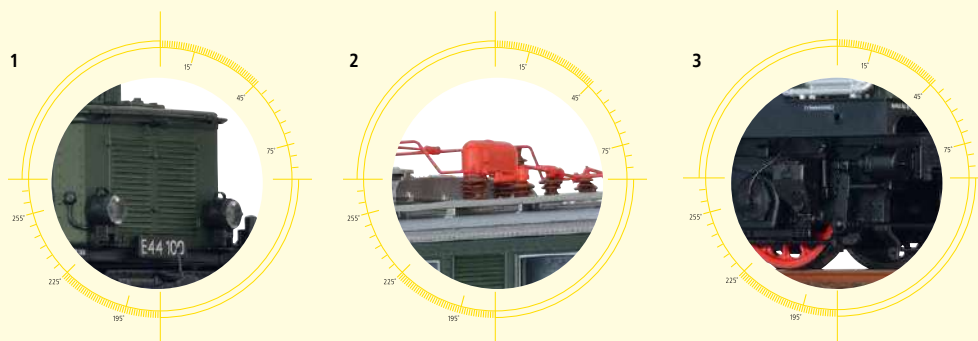
### Model:

- Detailed body
- Fine engravings and rivets
- Many extra mounted parts, such as handles, ladders and multi-part cooling coil
- Reproduction of the driver's cab
- Separately mounted brake cylinder, brake pull rod, sand box and cowcatcher
- Precise replica of the bogies
- Precise replica of the roof, versions with normal and extended roof
- Free-standing roof lines
- Various insulators
- Different main switch types
- Finely detailed pantographs
- True to original length of the roof walkways
- Bogie with three-point support
- 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





- 1\_Engraved ventilator grill
- 2\_Prototypical, multi-part roof fittings
- 3\_Extra mounted sandbox

(Photos show order no. 63118)



Order no.  
**63118**



Order no.  
**63119**



Electric Locomotive BR E44 DB  
Road no. E44 100



Order no.  
**63120**



Order no.  
**63121**



Electric Locomotive BR 244 DR  
Road no. 244 069-1

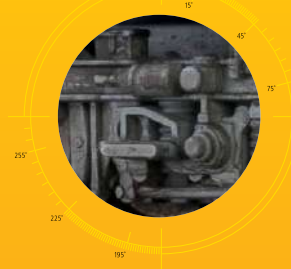






## WE ARE MAKING SOME OF OUR MODELS SHOW THEIR AGE...

This is another example of our attention to detail. Fans of raw realism can enjoy selected BRAWA models with realistic signs of ageing with immediate effect. Each model is individually distressed professionally by hand. The airbrushed rust and dirt look incredibly real, offering even more satisfaction with a model railway "drawn from real life".



**Diesel Locomotive BR 132 DR**  
Road no. 132 306-2



Order no.  
**61044**

Order no.  
**61045**



- With Next18 interface
- Rear signals
- Illuminated driver's cab
- True to original sound

- 5-pole motor
- All axles driven
- True to original speed
- Standard shaft to NEM 355

- Front light changes according to direction of travel
- Reproduction of cooling van
- Finely engraved details





**Diesel Railcar VT 2.09 DR**  
Road no. VT 2.09 001



Order no.  
**64322**



Order no.  
**64323**



**Diesel Railcar BR 171 DR, set of 2**  
Road no. 171 803-0 / 171 003-7



Order no.  
**64326**



Order no.  
**64327**



- Body with panorama window
- With interface (digital version with decoder, analog version with soldering points)
- Free view into the passenger compartment
- True to original lighting
- Three-point support

- Power take-up via wheel loop
- Conducting coupling
- Light between wagon units can be switched off (analog and digital)
- With interior lighting and fittings

- **Digital versions:** decoder and loudspeaker in the engine car; with taillights and headlights; trailer true to original only with red taillights



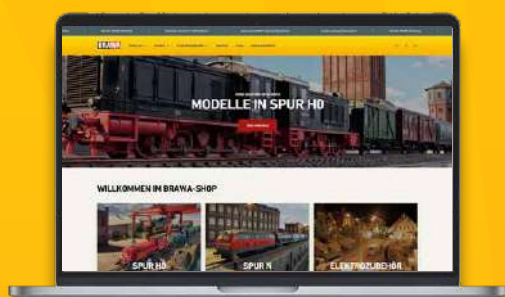


## NEW FROM 2025: THE OFFICIAL BRAWA ONLINE SHOP IS HERE!

YOUR DIRECT GATEWAY TO THE  
FASCINATING WORLD OF MODEL RAILWAYS.

Visit the official BRAWA online shop! Browse our entire deliverable range from the comfort of your home and order your favourite models without delay – whether locomotives, wagons or accessories. Enjoy detailed product descriptions, high-resolution images and an intuitive navigation system – designed to make your shopping experience as pleasant as possible.

Our service for you: all models are available in either DC or AC. The BRAWA H0 wagons come with DC wheel sets as standard. For AC wheel sets, simply select our convenient “free replacement wheel set” option before adding the item to your cart.



ENTDECKEN UND BESTELLEN:



IMMERSE YOURSELF IN THE BRAWA MODEL RAILWAY WORLD –  
AVAILABLE NOW IN OUR CONVENIENT ONLINE SHOP!

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

Currently, shipping is limited to Germany.



#### Free Shipping

For all orders with a value  
of over €150



#### Direct from the Manufacturer

Shipped directly from the BRAWA  
factory in Remshalden



#### Secure Payment Options

Pay with your preferred  
secure method



#### BRAWA Customer Service

Our attention to detail extends to our  
service as well



## THE SYMBOLS AND THEIR MEANING

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

Products modifications are possible after this brochure is printed. Subject to modifications in design and shape. Colour deviations are possible.

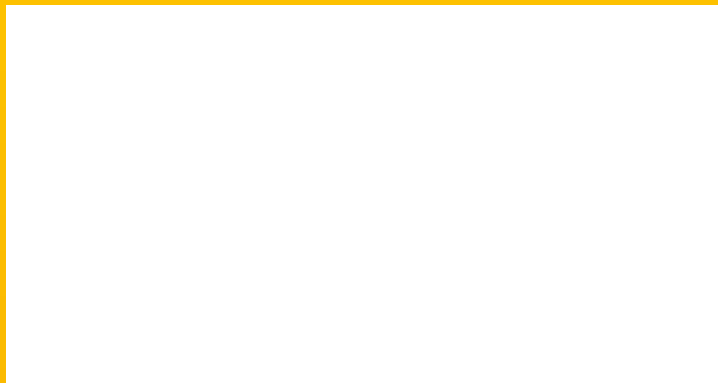
A. Pöttinger, Adler-Brauerei Bielstein, Aral, Bahlsen, Bayer, BEACON, Bières de Colmar, Brauerei Dinkelacker, Brauerei Wulle, Brown Boveri & Cie, Budweiser Bürgerbräu, CFL, CSD, DB AG, DB Regio, De Gekroonde Valk, DEA, Doornikaat, Dortmunder Union, Düsseldorfer Löwensenf, Flughafen Frankfurt/Main, Glückslee, H.F. Wiebe, Hengstenberg, Henschel & Sohn, Hertie, HO Handelsorganisation, Holsten-Brauerei, I.G. Farbenindustrie, Knorr, Königl. Mineralbrunnen Fachingen, Langnese Eiskrem, Magirus, Metrans, Minol, NAH.SH, ÖBB, Ölsverein 12, ÖMV, Paderborner Bier, Palmmin, Ritter Sport, RWE, Staatl. Fachingen, Staropramen, Stuttgarter Hofbräu, Tchibo, TWINDEXX Varlo, Ulmer Eisenbahnfreunde, VTG, Warsteiner Brauerei and Wiener Lokomotivfabrik are registered trademarks. With authorisation SNCB-NMBS Train World Heritage.



# LIEBE ZUM DETAIL



**HISTORICALLY ACCURATE DELIVERY STATE:  
THE BRAWA BR 01 EXPRESS LOCOMOTIVE WITH 2'2 T30 TENDER**



BRAWA Artur Braun Modellspielwarenfabrik GmbH & Co. KG . Uferstr. 24-30 . D-73630 Remshalden  
Hotline: Monday – Thursday: 1 p.m. to 3 p.m. . Phone +49 7151 97935-68  
Fax +49 7151 74662 . info@brawa.de . www.brawa.de



Order no. 0125.1