



NEW ITEMS 2026

LOCOMOTIVES AND WAGONS IN GAUGE H0 AND N



H0

N



NEW HIGHLIGHTS FOR YOUR MODEL RAILWAY LAYOUT

With its 2026 new products brochure, BRAWA once again presents a diverse and high-quality range of locomotives and cars in H0 and N gauges. Numerous new and further developments are sure to make the hearts of model railway enthusiasts beat faster.

A particular highlight in H0 gauge is the BR 01.10 express train locomotive in its final construction stage. This locomotive, which has achieved cult status, is one of the best-known German steam locomotive series. The digital model impresses with extensive sound and light functions such as flickering fire, cab and engine lighting, bringing an impressive operating atmosphere to the layout. In addition, you can look forward to technically and visually advanced locomotive models, including the BR 65.10 tender locomotive and the striking V320 diesel locomotive.

There are also exciting new additions in the car range: the Bm235 express train cars are reminiscent of the Deutsche Bundesbahn's InterCity '79 program, which set new standards in long-distance transport under the slogan "Every hour, every class." In addition, the beautifully designed Pw4ü-36/37 luggage car is available in a welded version – a milestone in historic car construction and the ideal complement to the BR 01.10.

As a seasonal highlight, a special model will also be available in specialist stores as an Easter promotion: the Glms covered freight car with "Manner" advertising print.

BRAWA is expanding its N gauge range with a modern double-decker carriage set from Metronom. This model is also available as a digital version with switchable light functions, ensuring contemporary operation on a small scale.

We hope you enjoy discovering our new products and find inspiration for your next train set. You can also look forward to more exciting models, which we will be presenting to you in the BRAWA New Products Express throughout the year.



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H0

- 02 GAUGE H0**
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- 18 Railcars
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- 47 Freight cars
- 57 Special model for easter

N

- 58 GAUGE N**
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- 59 Diesel locomotives
- 60 Passenger coaches

FOLLOW US!

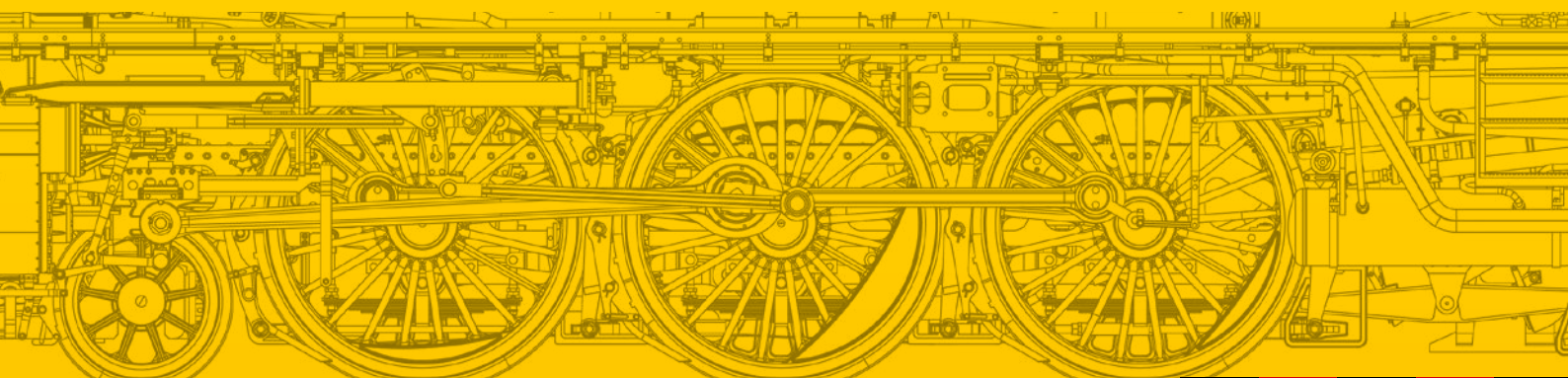


@BRAWA.DE



THE EXPRESS TRAIN LEGEND OF THE FINAL HOUR

EXPRESS TRAIN LOCOMOTIVE BR 01.10



From streamlined to high-performance locomotives

The 01.10 series in its final construction state is certainly one of the most famous German locomotive series. Not least due to its use in the Emsland region until May 31, 1975, and the accompanying end of steam-powered express trains in West Germany, the series also achieved cult status outside Germany.

This was preceded by the further development of the 01 series into a 150 km/h three-cylinder express train locomotive, which, in keeping with the spirit of the times, was delivered to the Deutsche Reichsbahn in 1939/40 with streamlined bodywork by Berliner Maschinenbau AG vorm. Schwartzkopff and classified as the 01.10 series. However, due to the war, only 55 of the 204 engines ordered were delivered, 54 of which went to the Deutsche Bundesbahn (DB).

The young locomotives, some of which were in a desolate condition after the war, underwent an initial thorough overhaul, during which the streamlined fairing was removed and the boilers were given normal cladding. The maximum speed was reduced to 140 km/h.

Shortly thereafter, problems arose with the St47k boiler steel used, which proved to be not resistant to aging. Since the locomotives were urgently needed for DB's express train service, the development of a completely welded replacement boiler was initiated as early as 1952. Just one year later, the 01.10 locomotives were equipped with new high-performance boilers with mixed preheaters.

In the following years, there were many further improvements, which were primarily designed to increase efficiency and performance with a view to more reliable operation. The most noticeable external changes are the conversion of the rod bearings to roller bearings and the installation of a main oil firing system in 34 of the 54 locomotives.

DB deliberately moved the locomotives to the Bebra, Kassel, and Osnabrück depots in order to be able to cover the demanding traffic on the north-south route and the 01.10 roller runway. With the ongoing electrification of these routes, the final chapter in their operational history began with their relocation (at the end of the 1960s) to Hamburg-Altona and Rheine. They were now designated as series 011 (coal-fired) and 012 (oil-fired). Express train service with steam locomotives on the DB ended on September 30, 1972, on the Marschbahn line to Sylt and on May 31, 1975, on the Emsland line.

On December 6, 1975, 012 066-7 was back under steam as a museum locomotive, making it one of a total of ten engines that have been preserved in museums to this day.





*"Locomotives with cult status – the 01.10 series
in its final construction stage"*

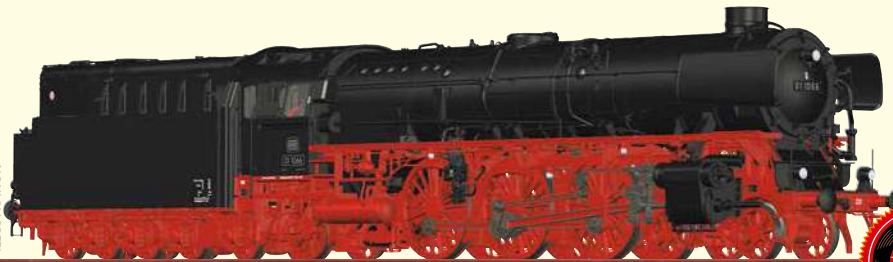


Express Train Locomotive BR 01.10 DB
Road no. 01 1066
BD Münster; Bw Osnabrück Hbf

The model of the Osnabrück 01 1066 is presented in its typical condition from the mid-1960s. Until the switch to computerized signs, the museum locomotive known today still had the framed signs from the time of its delivery on the driver's cab, whereas the other two signs were added later by the DB. The locomotive is presented with oil firing and a 1957-type mixed preheater.

01 1066 in its 1964 condition: oil firing; six sandboxes; new cylinders; roller bearings; Atlas turntables; edge signs on the cab; high chimney with cap

ILLUSTRATION



NEW
2026
MOULD

Order no.
70120

Analog
BASIC+



Order no.
70122

Digital
EXTRA



Order no.
70123

Digital
EXTRA





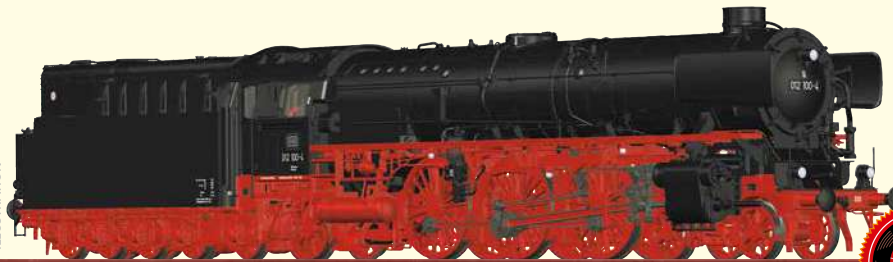
Navigable minimum radius: For best driving characteristics of the BR 01.10 steam locomotive we recommend the use on R 420.

Express Train Locomotive BR 012 DB
Road no. 012 100-4
BD Hannover; Bw Rheine

From 1985 to 2005, the 01 1100/012 100-4 was the star of the operational DB museum locomotives. During its scheduled service from April 1967 to September 1971, the locomotive was based at the Hamburg-Altona depot, from where it pulled express and fast trains daily via the Marschbahn to Westerland or Kiel.

012 100-4 in its 04/1974 condition: oil firing; six sandboxes; new cylinders; roller bearings; Atlas turntables; oil emergency shut-off linkage on the tender; high chimney with cap; flange lubrication pump

ILLUSTRATION



NEW
2026
MOULD

Order no.
70124

Analog
BASIC+



Order no.
70126

Digital
EXTRA



Order no.
70127

Digital
EXTRA





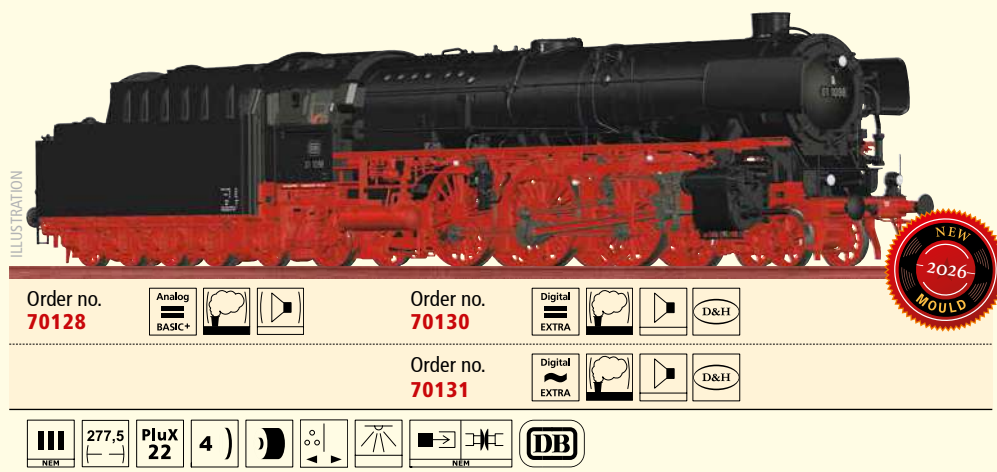
Product recommendation: Combine your express train locomotive BR 012 true to the original with the BRAWA express coaches of Group 53 & 61 or the new-mould Packaging Car Pw4ü-36/37 (page 30 + 44).

Technical functions of the Steam Locomotives BR 01.10	Analog BASIC+ =	Digital EXTRA =	Digital EXTRA ~
Light change	+	+	+
Fire flickering		+	+
Driver cabin lighting	+*	+	+
Engine lighting		+	+
Smoke generator		can be retrofitted	can be retrofitted
Digital interface	PluX22	PluX22	PluX22
Decoder		+	+
Sound		+	+

* Function only available in digital mode

Navigable minimum radius: For best driving characteristics of the BR 01.10 steam locomotive we recommend the use on R 420.



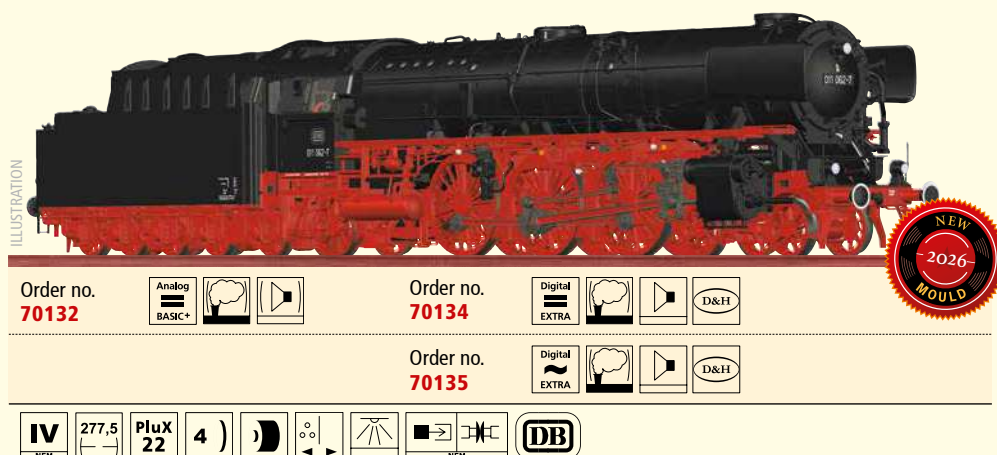
**Express Train Locomotive BR 01.10 DB**

Road no. 01 1098

BD Kassel; Bw Kassel

The coal-fired 01.10 locomotives from the Kassel depot were regularly used on the Main-Weser Railway in 1962. Unlike the oil-fired locomotives, the coal locomotives retained their tall single-piece chimneys for a very long time. The 01 1098 represents this condition.

01 1098 in its 1962 condition: coal-fired; six sandboxes; old-style cylinders; roller bearings; tall single-piece chimney

**Express Train Locomotive BR 011 DB**

Road no. 011 062-7

BD Münster; Bw Rheine

Before the Rheine depot in Osnabrück and Hamburg was assigned BR 012 locomotives, coal-fired 011 locomotives ran on the Emsland line from here for many years. The 011 062-7 remained in service in its last state of maintenance until February 10, 1973.

011 062-7 in its 1968 condition: coal-fired, six sandboxes; new cylinders; roller bearings; Atlas turntables; flat chimney; wheel flange lubrication pump

Product recommendation: Combine your express train locomotive BR 011 true to the original with the BRAWA express coaches of Group 53 & 61 or the new-mould Packaging Car Pw4ü-36/37 (page 30 + 44).

Model:

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



True to the original: combine your Express Train Locomotive BR 01.10 with the BRAWA "Silberlinge", express coaches of Group 53 & 61 or the new-mould Packaging Car Pw4ü-36/37 (page 44).



Freight Locomotive BR 44 DR

Road no. 44 1153

Rbd Erfurt; Bw Saalfeld

44 1153 in its 1967 condition:

small wind deflectors mounted high up;
lower-mounted pumps; closed center skirt;
2'2 T30 tender

ILLUSTRATION



Order no. 70160	Analog BASIC*	Smoke generator	Sound decoder	Order no. 70162	Digital EXTRA	Smoke generator	Sound decoder	D&H
III NEM	251	Rmin 360*	PluX 22	4)	Smoke generator	Sound decoder	III NEM	DR CROSS

* **Navigable minimum radius:** The models of BR 44 are technically suitable for R 360. For best driving characteristics we recommend the use on R 420.



Freight Locomotive BR 44 DB

Road no. 44 606; BD Kassel; Bw Bebra

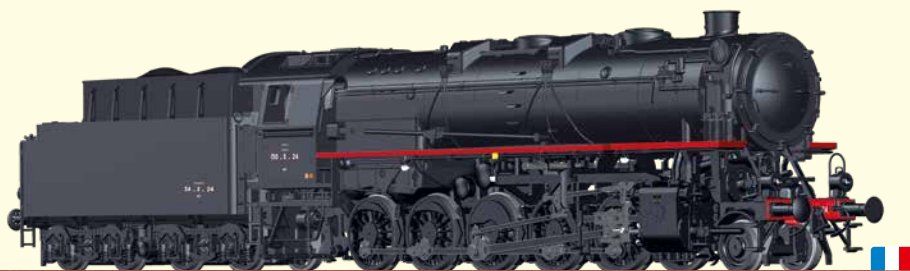
Order no. 70152	Analog BASIC*			Order no. 70154	Digital EXTRA			
Order no. 70155	Digital EXTRA							
								

44 606 in its 1960 condition: the best known of three DB oil locomotives with circulating skirt; old-style cylinder; 2'2' T34 oil

- Boiler, driver's cab and tender made of high-quality, impact-resistant plastic
- Perforated underframe and spoked wheels in die-cast zinc
- Standard shaft rear with link guide
- Sound decoder, either built in or as a retrofit option
- Smoke generator as a retrofit option
- Close coupling between locomotive and tender
- Drive in the tender
- Single axle bearing
- Perfectly replicated back boilerplate
- Metal drive and coupling rods
- Driver cabin lighting (Version Digital EXTRA)
- Engine lighting (Version Digital EXTRA)
- Fire flickering (Version Digital EXTRA)



ILLUSTRATION



Order no.
70168



Order no.
70170



Freight Locomotive BR 150 X SNCF
Road no. 150 X 24

150 X 24 in its 1946 condition:
without wind deflectors; disc drive gear set;
ÜK driver's cab



ILLUSTRATION

Functions of the Steam Locomotive BR 44

	Analog BASIC+ =	Digital EXTRA =	Digital EXTRA ~
Light change	+	+	+
Fire flickering		+	+
Driver cabin lighting	+*	+	+
Engine lighting		+	+
Smoke generator		can be retrofitted	can be retrofitted
Digital interface	PluX22	PluX22	PluX22
Decoder		+	+
Sound		+	+

* Function only available in digital mode



Combine your Freight Locomotive BR 44 true to the original
with the Bulk Goods Cars Fads 175 / Fals 176
(page 64).



HO



MANY TECHNICAL AND VISUAL
IMPROVEMENTS



RAPID IN SERVICE: BR 65.10

TENDER LOCOMOTIVE BR 65.10 DR



© B. WOLLNY, SLG. EISENBAHNSTIFTUNG



In 1951, the German Reichsbahn in the GDR began planning a long-term renewal of its aging locomotive fleet. To this end, a construction program was drawn up in 1952 that included seven different new types of steam locomotives. Four types from the program were actually realized. The class 65.10 tank locomotive was developed in the performance class of the former Prussian P 8 and T 18.

Their design was based on the two experimental locomotives of the 25 series. Since these in turn were based on a design by the Borsig company, the first two locomotives were still given Borsig factory numbers. Parallel to the test runs of the two prototypes, series production was already underway at the Karl Marx locomotive factory in Babelsberg. This situation made it considerably more difficult to iron out design-related "teething problems," which could only be gradually remedied during operation.

By 1957, a total of 88 locomotives had been built and delivered to the Reichsbahn. They were used particularly frequently during rush hour with short stops between stations, as their excellent acceleration made them ideal for this purpose. The maximum speed was 90 km/h and the service weight was 113 t. All locomotives were initially equipped with a superheated steam regulator, which was gradually replaced by a wet steam regulator from mid-1964 onwards. From 1966 onwards, the angular mixed preheaters were also converted to the well-known DR design and the draft systems were improved to Giesel ejectors with their distinctive flat chimneys. There were hardly any changes to the fleet until 1975. However, between 1976 and 1979, the series was largely taken out of service. Only the three locomotives used for heating purposes, 65 1008, 1049, and 1057, survived, of which 65 1057 is currently undergoing refurbishment to make it operational again.



MANY TECHNICAL AND VISUAL IMPROVEMENTS

- Lights equipped with maintenance-free LEDs
- Light change white/red
- Drive in the boiler for direct view through the cab
- Prepared for sound or with built-in sound
- Engine lighting (Version Digital EXTRA)
- Fire flickering (Version Digital EXTRA)
- Driver cabin lighting (Version Digital EXTRA)
- New trailing bogie kinematics
- Revised control components
- Revised wheels
- New smoke box door and latch
- Wind deflectors with rounded corners
- Revised mixing preheater
- Coal bunker without step pads
- Revised frame
- Additional detailing in the driver's cab
- Rear water tank variant-specific with and without tool cabinet



ILLUSTRATION



Tender Locomotive BR 65.10 DR

Road no. 65 1056

Rbd Dresden; Bw Dresden-Altstadt

65 1056 in condition as of 1965:
original chimney; wet steam regulator;
old design of feed pipes

Order no.
40090



Order no.
40091



Order no.
40092



ILLUSTRATION



Tender Locomotive BR 65.10 DR

Road no. 65 1073-9

Rbd Erfurt; Bw Arnstadt

65 1073-9 in condition as of 1975:
Giesl ejector; wet steam regulator;
new boiler feed lines

Order no.
40093



Order no.
40094



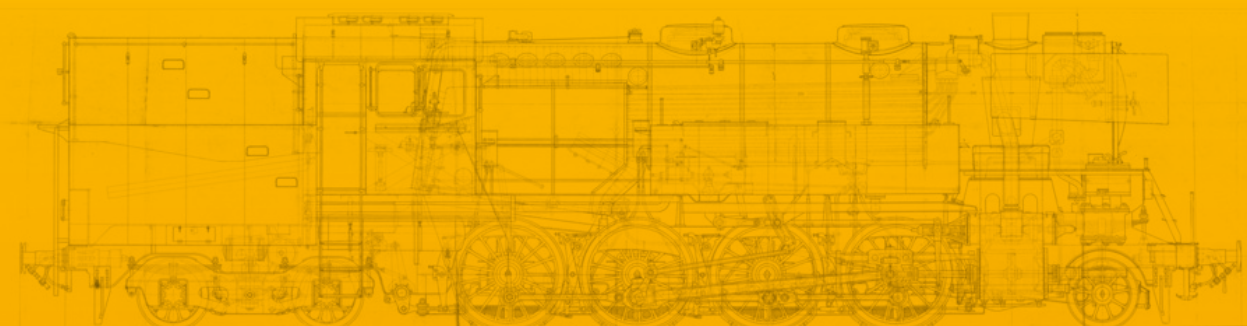
Order no.
40095



Functions of the Steam Locomotive BR 65.10

Functions of the Steam Locomotive BR 65.10	Analog BASIC+ =	Digital EXTRA =	Digital EXTRA ~
Light change	+	+	+
Fire flickering		+	+
Driver cabin lighting	+*	+	+
Engine lighting		+	+
Smoke generator		can be retrofitted	can be retrofitted
Digital interface	PluX22	PluX22	PluX22
Decoder		+	+
Sound		+	+

* Function only available in digital mode



Tender Locomotive 92.22 DRG

Road no. 92 2237
RBD Linz; Bw II Linz

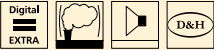
On 18th March 1938, the Federal Austrian Railways (BBÖ) were handed over to the Deutsche Reichsbahn by act of law, and the Federal Railway Directorates were converted to Reichsbahn Directorates. The Reichsbahn Central Office in Berlin issued a renumbering plan for all locomotives of the BBÖ as of 25th November 1938. This plan provided for the renumbering of the 178 series into 92.22 series was numbered through with the fleet numbers 92 2211 to 92 2294.



Order no.
40682



Order no.
40683



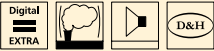
Model: Metal chassis, boiler, wheels and water tanks; true-to-epoch lighting; multipart lamp housing; filigree reversing gear



Order no.
40648



Order no.
40649



Tender Locomotive 422.0 CSD

Road no. 422.062
Depot Kolin





Electric Locomotive BR E75 DRG

Road no. E75 60

Bw Magdeburg-Buckau

In 1926, DRG ordered further electric locomotives as improvements on the E77 for operation in the southern and central German network. While the electrical systems remained virtually unchanged, a new, one-part vehicle frame was designed with the axle sequence 1'BB1'. The locomotive body was similar to the E061 range. Due to the running gear changes, the maximum permissible speed was set at 70 km/h, raising hopes of better utility in mixed passenger and goods train schedules. 79 locomotives were planned. E75 01-12 went to south Germany, while the E75 51-69 went to Leipzig West, Wahren, Bitterfeld and Magdeburg-Buckau. As in 1943 all the E75's in service in central Germany were exchanged for E77 and transferred to Bavaria, almost all the E75 remained in the western occupation zones. After 1945 at SBZ, E75 07 and 58 were registered at Weißenfels railway depot; at least one of the two was requisitioned as a reparation payment and later bought back. After decommissioning war-damaged locomotives, DB owned 22 engines which were used in mixed service in the south German network. Three locomotives were modernised from 1960 and were fitted among other things with rubber-mounted front windows. From 1968, the remaining 19 traction units were redesignated BR 175.

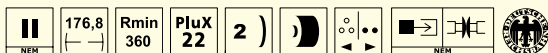
Order no.
43244



Order no.
43246



Order no.
43247



Model: Extra mounted handrails in low-material thickness; three-point support; finely detailed chassis; fine paintwork and painting; functioning pantographs (mechanical); reproduction of machine room; LED lighting; metal wheels and frame; true-to-original different front windows and lanterns; prototypical multipart roof-fittings; high maintainability due to simple dismantling of the body; re-lubrication of the engine bearings and screws is possible through; holes in the PC board and gearbox cover or after dismantling of the body



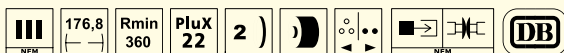
Order no.
43248



Order no.
43250



Order no.
43251



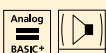
Electric Locomotive BR E75 DB

Road no. E75 11

BD München; Bw Ingolstadt



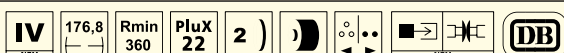
Order no.
43252



Order no.
43254



Order no.
43255



Electric Locomotive BR 175 DB

Road no. 175 063-7

BD München; Bw Ingolstadt



**RUNNING CHARACTERISTICS
DIRECT & ALTERNATING CURRENT
REVISED**



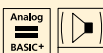


Electric Locomotive BR E95 DRG

Road no. E95 02

Rbd Breslau; Bw Hirschberg

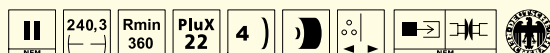
Order no.
58233



Order no.
58234



Order no.
58235



Model: Detailed three-dimensional chassis; fine paintwork and painting; free-standing handrails, pantographs, roof lines and lamps; true-to-original pantograph; in-plane assembled windows; true-to-original roof fittings; two motors; 3rd front light can be programmed on the main, in digital mode with a function key

Electric Locomotive BR E95 DR

Road no. E95 01

Rbd Halle; Bw Halle P

At the end of the Second World War, electric train transport had collapsed in Middle Germany and many locomotives and equipment were sent to the Soviet Union as reparation. Following an agreement between the new GDR and the USSR, some of the locomotives returned to the Deutsche Reichsbahn at the beginning of the 1950s. These also included parts of the E 95 previously based in Silesia. As a result, three locomotives were rebuilt by the Reichsbahn repair shop Dessau and were mainly used for heavy duty freight transport.



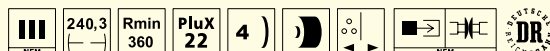
Order no.
58230



Order no.
58231



Order no.
58232



Electric Locomotive BR 211 DR

Road no. 211 050-0

Rbd Magdeburg; Bw Magdeburg

Capable of transporting 700-ton express trains up 10 % gradients at 90 km/h – this was the requirement issued by the Technical Central Office of the DR in its specifications for a new electric locomotive. This requirement was based very closely on the specifications for the prototypes of the E10 series under construction at the Deutsche Bundesbahn (West German Federal Railway). In cooperation with Lokomotivbau Elektronisch Werke (LEW), the Deutsche Reichsbahn began developing the universal locomotive E11 in the mid-1950s. As with Deutsche Bahn, however, it soon became clear that there was no getting around the need to derive an independent freight locomotive. The mechanical part of the new series was very much based on the U4 developed by LEW for the Polish State Railways. In addition, the construction principles of the electric locomotives without running axles, which were put into service at BLS and SBB in the 1940s, served as the basis for the development. For the electrical systems, the plan was to acquire West German licences, however this was ultimately not possible and so these systems had to be developed internally. The development work culminated in the two test locomotives E11 001 and 002, which were handed over by LEW to the Deutsche Reichsbahn in 1960 for testing. After completion of the test drives, the knowledge thus gained flowed into the series production of the E11 and E42. The two test locomotives entered regular service and were technically adapted to match the series locomotives by 1966.



Order no.
58224



Order no.
58225



Model: Finely detailed chassis; free-standing roof lines; illuminated driver's cab (Version Digital EXTRA); prepared for sound or with built-in sound; NEM-standard close-coupling; metal wheels and frame; many extra mounted parts; prototypical multipart roof-fittings; metal pantographs; extra mounted windscreen wiper



Order no.
58227



Order no.
58228



Electric Locomotive BR 242

Pressnitztalbahn

Road no. 91 80 6142 001-7 / 242 001-6

Rbd Dresden; Bw Dresden



ALWAYS IDEALLY CONNECTED

HIGH QUALITY CABLES MADE BY BRAWA

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



HO



**TRAXX Electric Locomotive
BR 484 SBB Cargo**
Road no. 91 85 4484 004-7

Order no.
43854



Order no.
43855



Order no.
43856

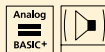


Model: Etched treadplates; LED lighting; windscreen wipers attached individually; traction tyres; driver's cab lighting switchable like the original; long-distance headlights raise like the original (Version DIGITAL EXTRA); smooth, steady setting off even at speed level 1; simple, cable-free dismantling of the housing possible as well as non-twist locking lugs; true-to-original rest position of the pantographs; setting off and braking delay like the original; metal frame; many attached grip rails; chassis with free view



**TRAXX Electric Locomotive
BR 147 Metronom**
Road no. 91 80 6147 544-1

Order no.
43838



Order no.
43840



Order no.
43841

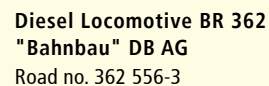


True to the original: combine your TRAXX Electric Locomotive BR 147 Metronom with the
BRAWA Double-Deck Coaches Metronom (see page 26/27).





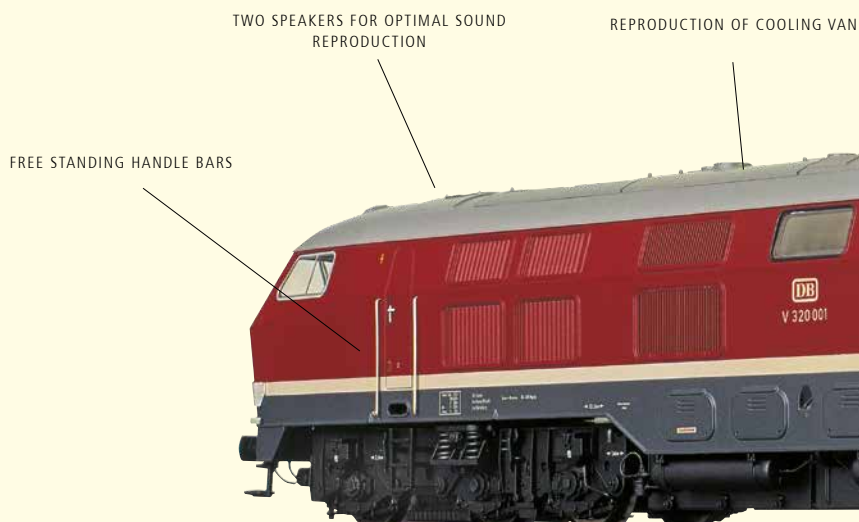
Diesel Locomotive BR 360 DB
Road no. 360 345-3

DIESEL LOCOMOTIVES **BRAWA** 15



Diesel Locomotive BR V320 H.F. Wiebe,
Museum Locomotive Wittenberge
 Road no. 92 80 1320 001-1/ Lok Nr. 7

Order no. 70208	Analog BASIC+		Order no. 70210	Digital EXTRA		
			Order no. 70211	Digital EXTRA		
VI NEM	METAL	264,4 [—]	Rmin 360	PluX 22	4)	



Diesel Locomotive BR V320 DB
 Road no. V320 001

Order no. 70200	Analog BASIC+		Order no. 70202	Digital EXTRA		
			Order no. 70203	Digital EXTRA		
III NEM	METAL	264,4 [—]	Rmin 360	PluX 22	4)	

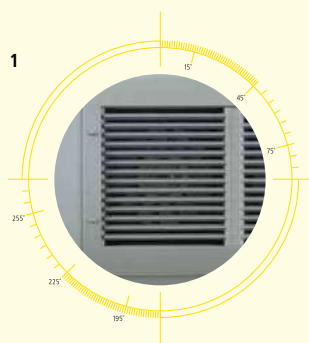


- New lighting with warm white LEDs
- Bogie cover in finest detail
- Bogie with many individually mounted parts
- Fine paintwork and painting

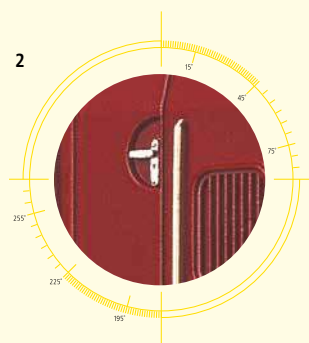
- Metal chassis and drivetrain halves
- Finely engraved details
- Free-standing handrails
- Reproduction of cooling van

- Perforated ventilator grill
- Extra mounted steel springs
- Signalhorn extra mounted

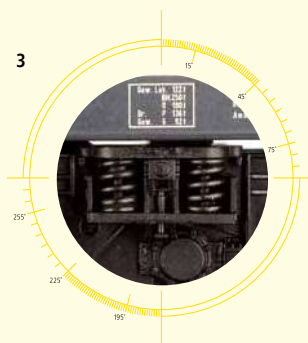




1



2



3

- 1_Perforated ventilator grill
- 2_Free standing handle bars
- 3_Extra mounted steel springs

(Photos show order no. 70200)



TECHNICALLY REVISED

- LIGHTS EQUIPPED WITH MAINTENANCE-FREE LEDS
- REINFORCED SHORT COUPLING SLIDE
- ILLUMINATED DRIVER'S CAB (VERSION DIGITAL EXTRA)
- TWO SPEAKERS FOR OPTIMAL SOUND REPRODUCTION

In 1955, the German Federal Railways (DB) diesel locomotive type plan already included plans for a large twin-engine diesel locomotive as the V320 series. However, due to structural changes, the DB itself postponed development.

However, Henschel was not deterred and developed a locomotive at its own expense under the internal designation DH 4000, which was equipped with two independent engines and hydraulic power transmission. After six years of planning and construction, only one locomotive, the V320 001, was built.

The V320 proved itself to be excellent. With two engines, each delivering 1900 hp, it reached a top speed of 180 km/h and was approved for 160 km/h. Its design served as a model for the entire DB V160 family.

As it became apparent that the electrification of the main lines could be completed much faster than originally planned, the heavy diesel locomotive lost its priority. DB did not order any locomotives of this type, which was the largest German diesel locomotive to date, but instead leased the lone

locomotive from the supplier and used it for express train service from the Hamm depot and, in May 1965, from the Kempten depot.

In service from 1968 under the operating number 232 001, the lease agreement expired in 1974. The 232 001 was returned to the manufacturer Henschel, where it was converted into a freight locomotive. This was followed by a locomotive life with private railways, which began with its sale to the Hersfelder Kreisbahn. After several years with the Teutoburger Wald-Eisenbahn, the locomotive was finally sold on to Italy.

In 1998, Wiebe purchased the locomotive, brought it back to Germany, and has been using it on its own trains throughout Germany since 2000.

However, since bearing damage in 2015, a refurbishment has been ruled out and the V320 001 has been on display in the historic locomotive shed in Wittenberge ever since.



ELECTRIC TRAVEL THROUGH THE GIANT MOUNTAINS



Electric Railcar eIT 1011-1021 DRG (Rübezahl)

Road no. Breslau 1012; Rbd Breslau; Bw Hirschberg

Even before World War I, plans were being made in Prussia to electrify several mountain railways in Silesia, including the so-called "Zackenbahn" (named after the Zacken River) between Hirschberg and Polaun. Given the difficult topographical conditions, this new form of traction promised considerable savings and more cost-effective operation. However, the outbreak of World War I prevented the work from being completed quickly, and it was not until 1923 that continuous operation began.

Since operating trains pulled by locomotives was very cumbersome due to fluctuating traffic volumes, considerations were made early on to switch to railcars. The suitability of the ET 88, originally procured for suburban transport in Berlin, prompted the DRG to procure additional four-axle electric railcars. In 1926-1927, LHW Breslau and WUMAG in Görlitz, in collaboration with SSW-Werke, delivered a total of 11 railcars that were to become the symbol of electric train transport in Silesia. The distinctive vehicles with their open entrance platforms were christened "Rübezahl"

by the local population, a name that actually refers to a moody mountain spirit from the Giant Mountains.

The railcars, which were initially painted green and designated "Breslau 511-521," were always used in pairs with up to eight light standard branch line cars as trailers. Due to low demand, a single railcar operated between Josephinenhütte and Grünthal. The greatest rush of passengers was on weekends when the weather was nice and during the winter sports season. Up to three railcars with twelve trailers then operated as a train.

At the beginning of the 1930s, the railcars were given the new designation eIT 1011-1019 and a two-tone paint scheme. In 1941, the four-axle railcars were given their final numbers and became ET 89 01-11.

With the exception of ET 89 11, which had to be taken out of service in 1943 due to an accident, all of them survived the war and the end of electric train transport in Silesia. Four railcars were transferred to PKP, but were not used





Product recommendation: The Electric Railcar eIT 1011-1021 DRG ("Rübezahl") is the suitable add-on car for the BRAWA Standard Passenger Coaches Cid-24 on page 32/33.

NEU
NEW

- ILLUMINATED UPPER CARRIAGE LANTERNS AND TAILLIGHTS
- SEPARATELY SWITCHABLE INTERIOR LIGHTING
- SEPARATELY SWITCHABLE THIRD HEADLIGHT
- NEW MOTOR
- NEW SOUND

there. The exact whereabouts of three others are unknown. ET 89 01, 04, and 07 ended up in the western occupation zones and thus became part of the DB fleet, which was founded in 1949. Only ET 89 04 was refurbished and served at the Munich Central Station depot. Initially still listed as 2nd and 3rd class cars, later photos show it as a pure 3rd class vehicle, which then exclusively carried 2nd class passengers after the class reform in 1956.

On September 2, 1959, its final hour arrived – ET 89 04 was the last of its kind to be taken out of service and dismantled shortly thereafter, leaving only a few photos to remind us of these unique railcars.

Order no.
44162



Order no.
44164



Order no.
44165





Product recommendation: The Electric Railcar eIT 1011-1021 DRG ("Rübezahl") is the suitable add-on car for the BRAWA Standard Passenger Coaches Cid-24 on page 32/33.



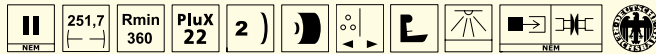
Order no.
44158



Order no.
44160



Order no.
44161



Electric Railcar eIT 517 DRG
(Rübezahl)
Road no. Breslau 517



Order no.
44166



Order no.
44167

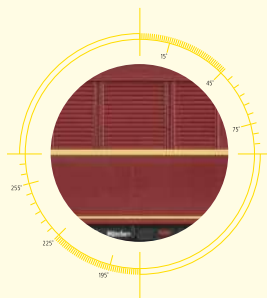


Order no.
44168

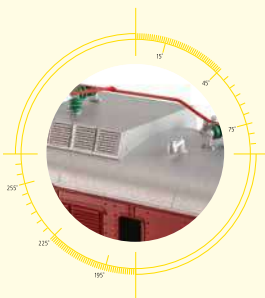


Electric Railcar ET 89 DB
(Rübezahl)
Road no. ET 89 04

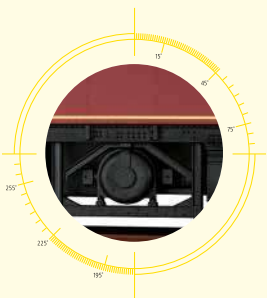




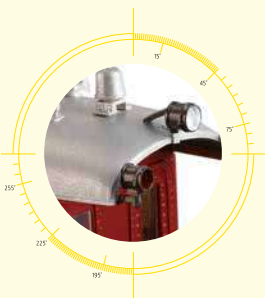
1_True-to-scale fan-grill



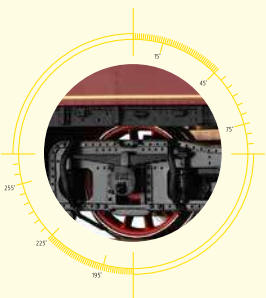
2_Prototypical roof-fittings



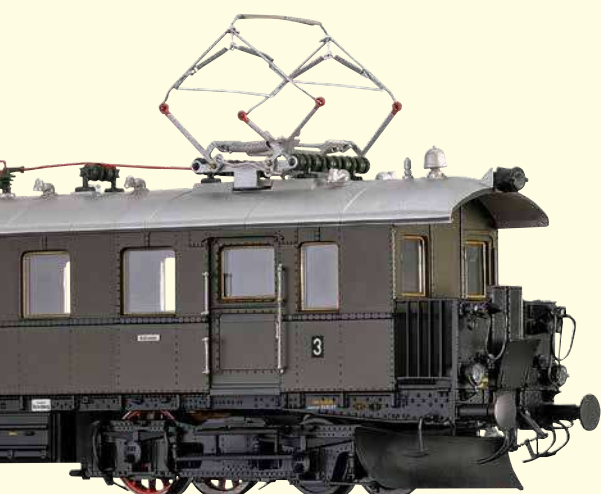
3_Chassis in die-cast zinc



4_True-to-epoch lighting



5_Metal spoked wheels



**Electric Railcar BR 424 DB AG,
S-Bahn München, set of 4**
Road no. 94 80 0424 022-2 / 94 80 0434
022-0 / 94 80 0434 522-9 / 94 80 0424
522-1



Order no.
58236



Order no.
58237

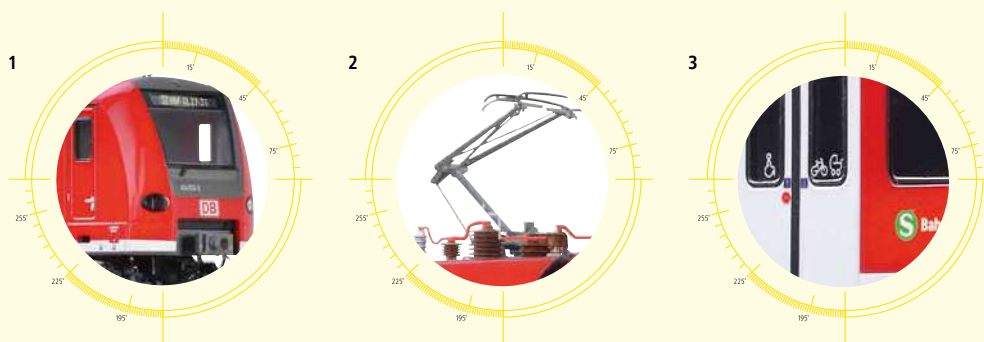


Order no.
58238



- 1_Perfectly replicated three-dimensional front
- 2_Extra mounted air conditioning installation and high voltage equipment
- 3_In-plane assembled windows

(Photos show order no. 58236)



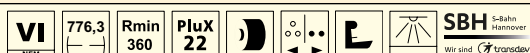
Order no.
58239

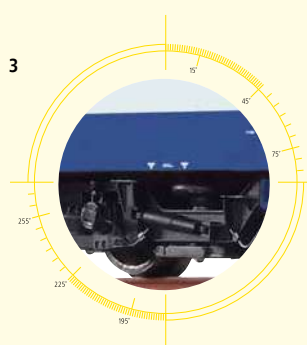
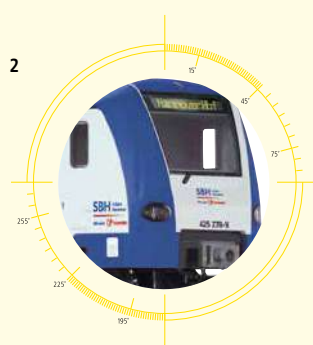


Order no.
58240



Order no.
58241





- 1_Fine engravings
- 2_Functional and illuminated destination indicator
- 3_Precise replica of the bogies

(Photos show order no. 58239)



Electric Railcar BR 425 S-Bahn Hannover (Hannover HbF), set of 4
 Road no. 94 80 0425 778-8 / 94 80 0435 778-6 / 94 80 0435 278-7 / 94 80 0425 278-9





TWINDEXX VARIO® DOUBLE-DECK TRAIN 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 Train DB AG, set of 3 (RE 5 Berlin Südkreuz)

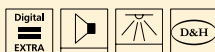
Road no. 91 80 0 445 004-8 / 50 80 26-81 483-2 / 91 80 0 445 008-9



Order no.
70184



Order no.
70188



Order no.
70191



TWINDEXX Vario® Double-Deck Middle Wagon 1st/2nd class DB AG (RE 5 Berlin Südkreuz)

Road no. 50 80 36-81 150-5



Order no.
70185



Order no.
70189



Order no.
70192



REGIO BERLIN

- Exactly scale 1:87
- Structure made of high-quality, impact-resistant plastic
- Metal bottom plate
- Printed window frames
- In-plane assembled windows
- True to original length over coupling
- Illuminated destination indicator (digital)
- Lighting with warm white LEDs
- Illuminated driver's cab
- Lights change white/red, in the direction of travel
- 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
- 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



TWINDEXX Vario® Double-Deck Middle Wagon 2nd class DB AG
(RE 5 Berlin Südkreuz)
 Road no. 50 80 26-81 487-3



Order no.
70186



Order no.
70190



Order no.
70193





ON THE TRACK WITH THE MODEL RAILWAY. YELLOW AND BLUE DOUBLE-DECK COACHES AND NORDIC FRIENDSHIPS

- Exactly scale 1:87
- True to original length over coupling
- Structure made of high-quality, impact-resistant plastic
- Metal bottom plate
- Printed window frames
- The window arrangement differs slightly from the original
- 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



True to the original: combine your Double-Deck Coaches Metronom with the
BRAWA TRAXX Electric Locomotive BR 147 Metronom (see page 14).

Double-Deck Coaches Metronom, set of 3 (RE 3 Hamburg Hbf)

Road no. 50 80 86-73 501-8 / 50 80 96-73 507-3 / 50 80 96-73 505-7



Order no.
44570



Order no.
44574



Order no.
44577



Double-Deck Middle Wagon 2nd class Metronom (RE 3 Hamburg Hbf)

Road no. 50 80 96-73 502-4



Order no.
44572



Order no.
44576



Order no.
44579



METRONOM

Double-Deck Middle Wagon 2nd class Metronom (RE 3 Hamburg Hbf)
Road no. 50 80 96-73 501-6



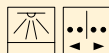
Order no.
44571



Order no.
44575



Order no.
44578



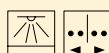
Double-Deck Middle Wagon 2nd class Metronom (RE 3 Hamburg Hbf)
Road no. 50 80 96-73 510-7



Order no.
44595



Order no.
44596



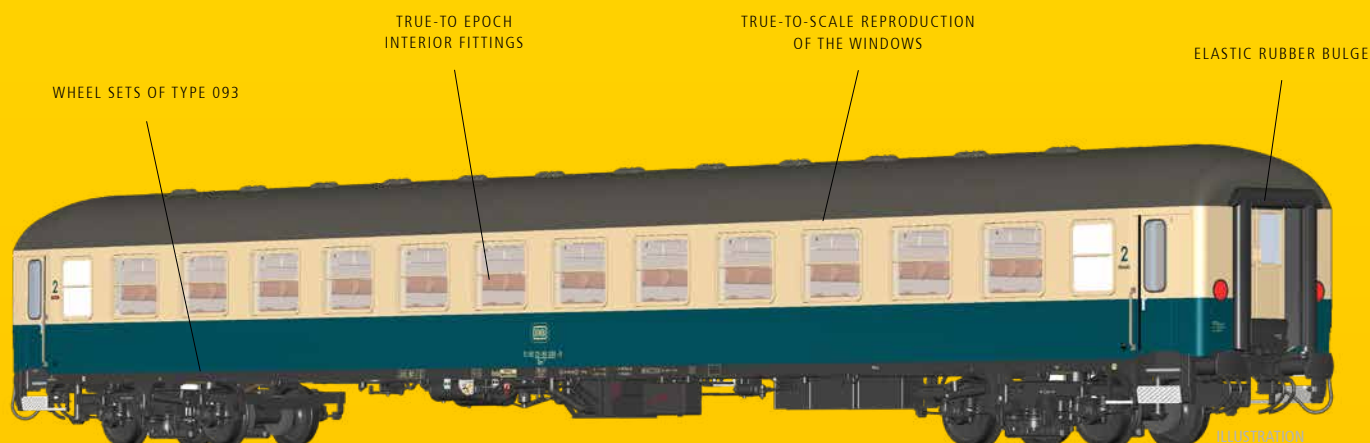
Order no.
44597





"EVERY HOUR, EVERY CLASS" MODELS WITH 1ST CLASS DETAILS.

EXPRESS TRAIN COACH BM 235



ILLUSTRATION

Express Train Coach Bm²³⁵ DB
Road no. 51 80 22-90 300-0



The Deutsche Bundesbahn (DB) promoted the InterCity '79 program with the slogan "Every hour, every class." However, in order to be able to offer every class every hour, the corresponding 2nd class passenger cars with a 200 km/h approval had to be available first. This was achieved by foregoing new developments and instead modifying cars from existing orders of the Bm234 type or converting cars that had already been completed. Instead of the block brakes and wheel sets of the 094 or 096 type, the cars were now equipped with disc and magnetic rail brakes and wheel sets of the 093 type. To this end, the damping of the bogie cradles was modified and large sway dampers were added to the sides.

The new type designation is now Bm235. In three years, 721 Bm 235 cars were built, which could be used in InterCity service in ocean blue and beige livery from 1979 onwards.

Their use in IC and as reinforcement cars in InterRegio service from the 1990s onwards only came to an end in the 2000s. The cars were painted in the typical IC product colors and later in light gray and traffic red. Some cars were even repainted in the current ICE design.

Order no. 58266				Order no. 58267			
				Order no. 58268			



- New BA 366 bogies with disc brakes
- New underbody with the modifications of the Bm235
- Wheel sets of type 093
- True-to-scale reproduction of the windows
- True-to epoch interior fittings

- Interior lighting prepared or built-in
- Elastic rubber bulge
- NEM-standard short coupling
- Alternator on bogie separately mounted
- Extra mounted steps and handrails

- Version with welded roofs
- Compatible with the electrical coupling from BRAWA

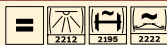




ILLUSTRATION



Order no. **58269**



Order no. **58270**



Order no. **58271**

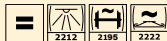


Express Train Coach Bm²³⁵ DB
Road no. 51 80 22-90 488-3

ILLUSTRATION



Order no. **58272**



Order no. **58273**



Order no. **58274**

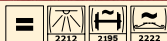


Express Train Coach Bm²³⁵ DB AG
Road no. 51 80 22-90 077-4

ILLUSTRATION



Order no. **58275**



Order no. **58276**



Order no. **58277**

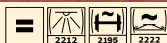


Express Train Coach Bm²³⁵ DB AG
Road no. 51 80 22-90 105-3

ILLUSTRATION



Order no. **58278**



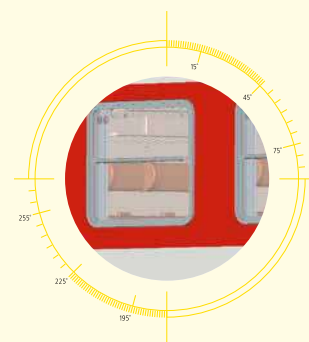
Order no. **58279**



Order no. **58280**



Express Train Coach Bm^{235.0} DB AG
Road no. 51 80 22-90 436-2



Express Train Coach Aüm203 DB
Road no. 51 80 10-40 237-9

Around 1952, the DB central office in Minden developed a type programme for long-distance coaches with a length of 26.4 m (Group 53). A range of coaches was developed on the basis of a modular system under the direction of Dr Adolf Mie-lich, who repurposed his designs from the Reichsbahn era and added many modern elements, including closed rubber-bead transitions and 1,000 or 1,200 mm-wide sliding windows. The new coaches differed from the pre-war types in their even number of compartments and symmetri-cal coach halves, which made it possible to combine identical or different coach classes as well as dining and luggage com-partments. Following the construction of nine test coaches in 1952, mass production began in 1955.



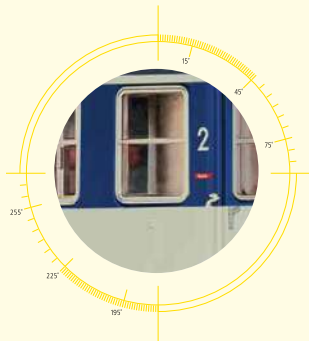
Order no. 58180	=				Order no. 58181	=			
					Order no. 58182	~			

Model: With alternator type G150



Order no. 58183	=				Order no. 58184	=			
					Order no. 58185	~			

Express Train Coach ABüm223 DB
Road no. 51 80 31-40 260-6



Order no. 58186	=				Order no. 58187	=			
					Order no. 58188	~			

Model: With alternator type G150

Express Train Coach Büm234 DB
Road no. 51 80 22-41 017-0



Order no. 58189	=				Order no. 58190	=			
					Order no. 58191	~			

Model: With alternator type G150

Express Train Coach Büm234 DB
Road no. 51 80 22-41 178-0



Express Train Coach Büm233 DB
Road no. 51 80 22-40 980-0

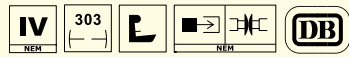
With only three seats per bench instead of the usual four, the B4üm-g-54 passenger carriages (1,225 units) offered second-class passengers a new level of comfort. As a result, this "passenger carriage for the people" was very well received by the general public. The first-class A4üm-g-54 wagon type (199 units) exemplified the increased focus on comfort during this period. These wagons left the works painted in an elegant dark blue livery and were primarily incorporated into the DB's F trains. The last types to be developed for Wagon Group 53 were the mixed-class AB4üm-g-55 (357 units) and, from the end of the 1950s, the semi-luggage carriages of the type BPw4üm-58/59 (138 units). Thanks to numerous groundbreaking innovations, these wagons – and the later conversions derived from them – would remain an integral part of DB's passenger train fleet for decades to come. It is therefore hardly surprising that the last of these wagons were only retired in the early 1990s, with some examples then commencing a "second life" in museum traffic.



Order no. **58260** =

Order no. **58261** =

Order no. **58262** ~



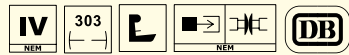
Model: Büm233 with hinged folding doors and 1000 mm compartment windows



Order no. **58263** =

Order no. **58264** =

Order no. **58265** ~



Express Train Coach Düm902 DB
Road no. 51 80 92-40 084-6



Product recommendation: The Express Train Coaches Group 53 & 61 (m-Coaches) are suitable add-on cars for the new mould BRAWA Steam Locomotive BR 011/012 on page 4/5.



© SLG EISENBahnSTIFTUNG, B. KAPPEL

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

ACCOMPANIMENT FOR RÜBEZAHL

STANDARD PASSENGER COACHES CID-24



Standard Passenger Coach Cidel-24 DRG (for "Rübezahl") Road no. Breslau 2945



In addition to the designs for mainline passenger coaches, which became known as "Donnerbüchsen" ("Blunderbusses"), the DRG also had plans drawn up for a series of "Branch line coaches 1921".

The company considered a lower weight that for the mainline coaches and a shorter axle base to use narrow radii as very important.

Due to a number of coaches considered sufficient for the next few years and a lack of financial means, only 74 passenger coaches and seven luggage cars were built in the end. For the Breslau 511-521 multiple units built from 1926 onwards for use in the electrified Silesian network, a total of 42 of them were converted to sidecars.

If not already available, they were equipped with electric lighting and heating and the necessary control lines. Thus equipped, up to twelve sidecars travelled together with three multiple units to transport hikers in summer and skiers in winter to the heights of the Giant Mountains. The 40 coaches built as Di-24 and after 1928 reclassified as Cid-24 40 make up almost 50% of all standard branch line carriages built.

Eleven of them received the necessary equipment for electrical push-pull train operation and were used from 1931 onwards on the Zackenbahn as "Breslau 2926-Breslau 2930" and "Breslau 2940 - Breslau 2945".

Order no. **45825**



Product recommendation: The Standard Passenger Coaches Cid-24 are suitable add-on cars for the BRAWA Electric Railcar eIT 1011-1021 DRG ("Rübezahl") on page 18/19.



- Extra mounted bearing cover
- Impact resistant handrails
- In-plane assembled windows
- Extra mounted ventilator

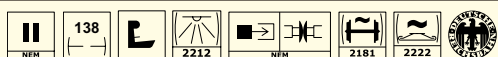
- Car bottom with many extra mounted details
- NEM-standard short coupling
- Filigree steps

- With true-to-original platform railing





Order no. **45826**



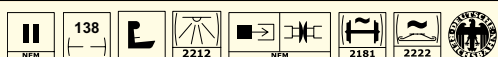
Standard Passenger Coach Ciel-25 DRG Road no. Breslau 2939

Wumag in Görlitz only delivered a small series of four Ci-25. All coaches were converted for use in Silesia and based in Hirschberg.

Only one coach survived the war and went to the DB, where it was decommissioned in 1964.



Order no. **45827**

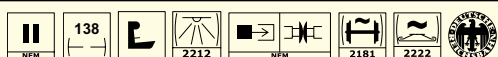


Standard Passenger Coach Bciel-24 DRG Road no. Breslau 2914

Only five of the Bci-24 were also built by Lin-ke-Hofmann-Lauchhammer in Breslau and all were moved to the Zackenbahn. Two of them remained with the DR until the end of the war and were used there as normal passenger coaches. The former "Breslau 2921" was retained and today is stationed in the former "Veltener Traditionszug" of the DR in Berlin-Schönweide.



Order no. **45828**



Luggage Car Pwiel-29 DRG Road no. Breslau 117 501

In contrast to the baggage cars for main-line railways, the Pwiel-29 had only one sliding door and access via an open platform. All seven vehicles built are converted for railcar use and used together with the passenger coaches. Especially in winter, a lot of space is required for winter sports equipment.



Compartment Coach C3 DRG

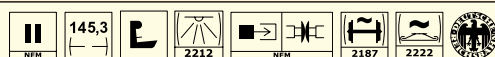
Road no. Hannover 68 214

Since, after the formation of the DRG, it had been established that in particular the vehicle fleet of the south-west German Reichsbahn directorate was heavily overaged, many coaches were handed over to that directorate. In this way, 2500 Prussian compartment coaches came to the south-west and about 1000 to Saxony by 1929. After the abolition of the 3rd class, the previous so-called heavy-hand-luggage coaches ("Traglastenwagen") of the master drawing editions were additionally equipped with seat benches according to drawing Ib 11. After the modification, they were all classified as C3u Pr 04/30 - a particularity that was actually atypical and makes the identification of the original type of construction more difficult. The younger ones could still be identified by the pressed-sheet axle guards and the steps instead of the ladder at the car's end wall. Despite the procurement of new standardized coaches ("Einheitswagen"), the DRG could not do without the compartment coaches for the time being. In 1935, over 7000 C3 Pr 11 coaches were counted, and around 4000 C3tr pr 13 coaches around 3000 of which were meanwhile running without heavy-hand-luggage compartment.

DEVIATING ROAD NO.



Order no. **45493**

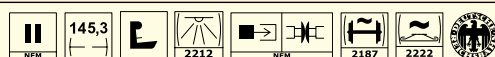


Note regarding order no. 45490 - 45495: We recommend the wheel sets with order no. 2187 as AC replacement wheel sets. Please note that only the two outer wheel sets should be replaced. The middle wheel set must not be replaced and is essential for running on curves in R360.

DEVIATING ROAD NO.



Order no. **45494**



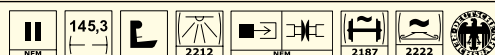
Compartment Coach C3tr DRG

Road no. Hannover 53 988

DEVIATING ROAD NO.



Order no. **45495**



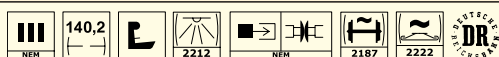
Compartment Coach C3u DRG

Road no. Hannover 56 344

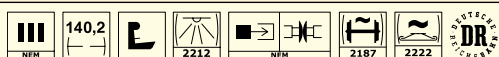




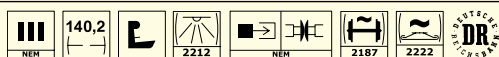
Order no. **45490**



Order no. **45491**



Order no. **45492**



Compartment Coach B3 DR

Road no. 523-649

Also the Deutsche Reichsbahn (DR) in the Soviet occupation zone was forced to manage only shortage in all areas. Quick new procurements and repairs were not possible at the DR. In order to facilitate maintenance work, a class shake-out was made with the attempt to home-base each car type only at a few Reichsbahn directorates and stations. Of course this measure yielded only a partial success and was never implemented properly.

Also, many details on the coaches were simplified for easier maintenance. The roof windows were omitted and completely closed.

Half of the doors on each coach side were omitted which hampered the passenger exchange but saved material. Consequently, a new floor plan with passageway was worked out and new interior equipment installed. Starting in 1963, new coaches were built in analogy to the DB by combining a refurbished underframe with a new vehicle body. The DR called that "Rekowagen" - according to the "Reko locomotives" already available in stock (Reko - for reconstruction).

In 1970, the last compartment coaches were still in service, but did not receive an EDP-compatible number anymore.

Compartment Coach B3tr DR

Road no. 526-253

Compartment Coach B3u DR

Road no. 525-455



Compartment Coach AB4 K.P.E.V.

Road no. Erfurt 50

Until after World War II, compartment cars, a type of car that is little known today, dominated passenger transport. The first compartment cars were derived from the body of a stagecoach; several coach bodies were placed one behind the other on a railway chassis. The compartment doors led directly outside, which allowed passengers to get on and off quickly. The Prussian State Railway in particular used various types of compartment cars, initially with two axles, later with three axles; from 1890, four-axle cars were added for express trains. From 1895, the first cars were built according to sample sheets; from 1900, 700 longer cars followed according to D.I.21 to D.I.23.



Order no. **45267**



Model: With brakemen's platform; multi-part bogie; with interior fittings; extra mounted ventilator; many extra mounted handrails; finest paintwork and printing; prepared for interior lighting

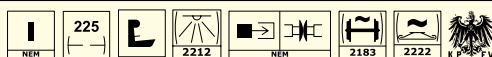
Compartment Coach ABC4 K.P.E.V.

Road no. Erfurt 111

These cars had a common underframe and a raised brakeman's cab, and were used together with similar types for express trains in Prussia, and sometimes also abroad. After World War I, most of them remained with the Deutsche Reichsbahn and continued to be used in express train service. From 1930 onwards, there were so many more modern cars that the four-axle compartment cars were gradually transferred to regular passenger trains; many of them later ended up with the Bundesbahn.



Order no. **45268**



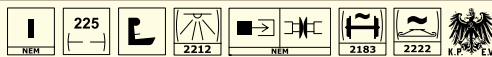
Compartment Coach C4 K.P.E.V.

Road no. Erfurt 219

The conversion programs of the 1950s finally made it possible to take these cars out of service. Most of the third-class cars were built according to sheet D.I.23; felt inserts between the underframe and the car body improved comfort in the train. Ventilation was provided by skylight slits, covered on the outside by Bachmann caps; on the inside, they were opened by a slider.



Order no. **45269**

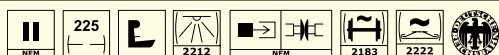




Compartment Coach B4 DRG
Road no. Mainz 20 701

The DRG had already begun to remove the brakeman's cabs from passenger train coaches in the course of scheduled inspections and only the handbrake system was retained for legal reasons. Nevertheless, coaches with brakeman's cabs also survived the 2nd World War and were used by both German railway administrations. In addition, many of the Bachmann caps were replaced by Wendler suction cups. Curiously, the outer toilet doors were locked again by the DRG and later often completely removed.

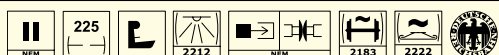
Order no. **45270**



Compartment Coach BC4 DRG
Road no. Mainz 30 630

The first class compartment was also dispensed with in the earlier compartment coaches. They were then operated with the designations BC4 Pr 00 or BC4 Pr 98a. The coaches were regularly adapted to meet changing requirements. For example, they were quickly fitted with plunger buffers in place of the cage buffers and with other brake hoses. The "Bachmann caps" on the skylights were also replaced by Wendler suction cups.

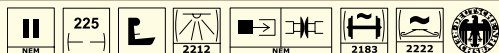
Order no. **45271**



Compartment Coach C4 DRG
Road no. Mainz 41 690

The compartment coaches taken over by the DRG were used above all in rush-hour traffic in conurbations, but also still ran in express trains in some cases over considerable distances. The DRG equipped at least 45 coaches with a load compartment and they were therefore reclassified as C4tr. Here you could often come across a farmer's wife taking a pig or sheep to town.

Order no. **45272**



DEVIATING ROAD NO.

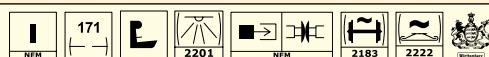


Passenger Coach C. K.W.St.E. Road no. 36

From 1845 onwards, the Königlich Württembergische Staats-Eisenbahnen (K.W.St.E.) purchased a total of 350 four-axle passenger coaches. They were regularly modified so they could be adapted to changing requirements. In 1899, a conversion programme was initiated in which some of the coaches were fitted with new bodies and modern double windows. The four-axle 3rd class coach was designated as a C-type coach. In this modernised form, some of the old coaches were in service for over 100 years.



Order no. **45717**



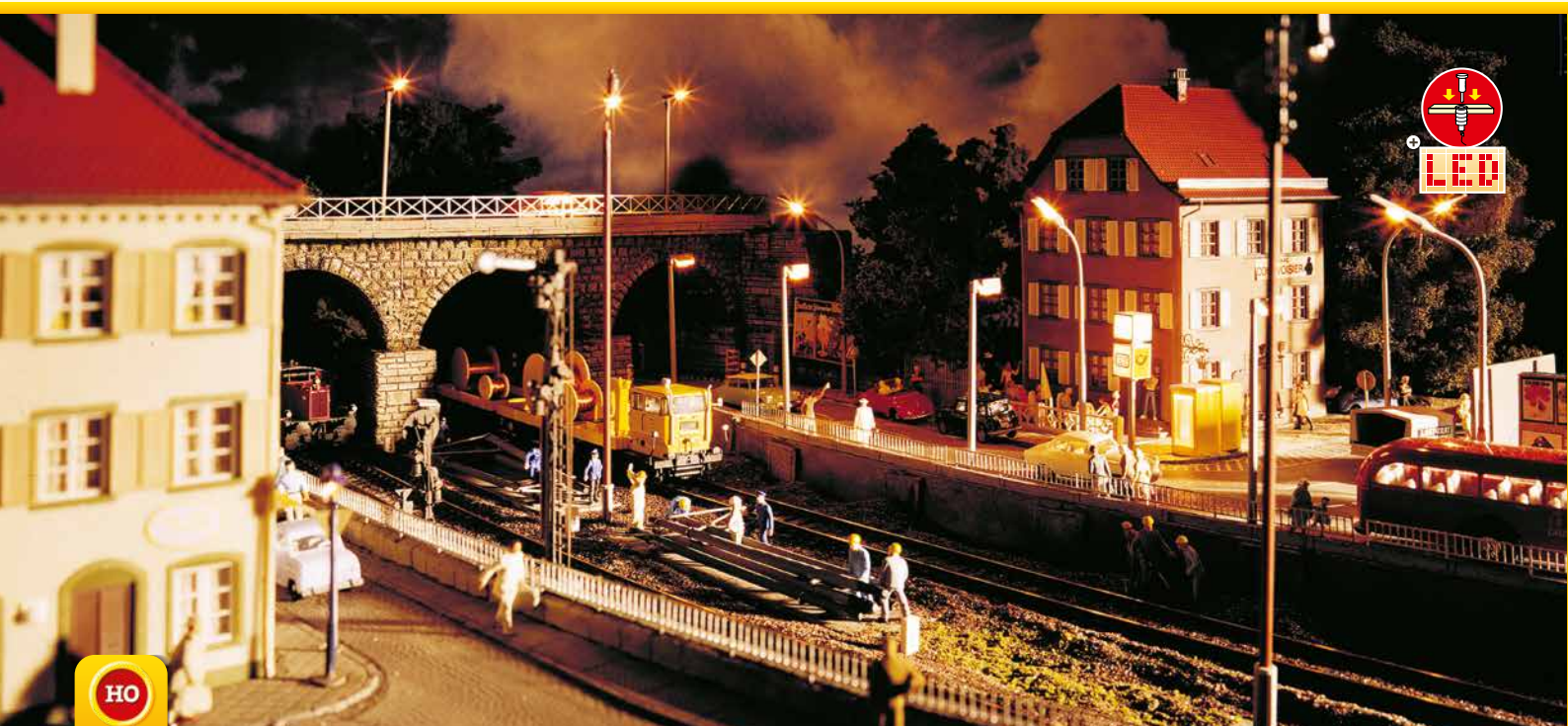
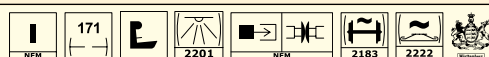
Model: Wheelsets in toe bearings; extra mounted wheel bearing and spring unit; to-scale side plates; extra mounted gas containers, completely painted body, housing and roof with soot marks; mounted handles and steps with low material thickness

Passenger Coach BC. K.W.St.E. Road no. 44

For the few passengers who could afford to travel 2nd class, "half a coach" was usually sufficient. Therefore combined coaches were put into service which in addition to 3rd class also had a few 2nd class seats. This was not visible from the outside based on the livery, as unlike the K.P.E.V. there were no two-coloured coaches in Württemberg. With the change in chief engineer in 1865, the acquisition of the modern four-axle vehicles in Württemberg also ended. From then on, only short two-axle vehicles with wheel bases of between 4.5 m and 5.5 m were put into service.

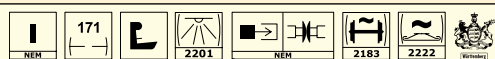


Order no. **45718**





Order no. **45719**



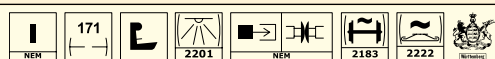
Passenger Coach C. K.W.St.E.
Road no. 122

Württemberg was the only state railway in Germany in the first two decades since the beginning of railway construction to base its designs on the "American system". Only 4-axle passenger coaches with a central corridor and open platforms for entry were acquired, including 181 3rd class carriages, which were built in three series between 1845 and 1867.

Modified several times, equipped with toilets and different windows, many of them were in service for more than 70 years. In 1907 they were assigned to the newly created 4th class and added to the stock of the DRG as Di, where they remained in regular service until the 1930s.



Order no. **45720**



Luggage Car GEP K.W.St.E.
Road no. 12

Analogue to passenger coaches, the Royal Württemberg State Railway Company also purchased 64 four-axle luggage cars. These cars had unusually large loading doors. They also had an additional dog compartment underneath the floor. Other than the few luggage cars with post compartment, these vehicles were virtually unchanged from the out-side. At the end of their service lives they were used on branch lines.

REAL HIGHLIGHTS IN TERMS OF SYSTEM DESIGN



Our plug-in socket lights are a real highlight for ambitious system constructors. Thanks to their intelligent technology, they are not only extremely simple to install; they can also be aligned to a maximum of 10° in order to compensate for uneven terrain – a unique advantage in the field of system construction. The BRAWA plug-in socket lights are produced using premium materials and shine thanks to fine faithful details. They are equipped with powerful LEDs and therefore ensure that they are able to present your system in the right light. BRAWA lights are fitted with a diode to protect the LED in AC mode.



Passenger Coach AB4ü-38 DRG

Road no. see website

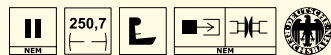
With the introduction of the type 39 express coaches, the National Railway aimed to usher in the age of high-speed transport and increase the speed of its passenger trains. To achieve this goal, it was necessary to reduce the factors causing air turbulence in previous wagon types. As with the type 35 wagons, the type 39 relied even more heavily on welding technology. However, the designers' primary goal was to make the vehicles' exterior surface as smooth as possible. In particular, the areas under the frame and around the bogies had previously caused a lot of drag, so it made sense to clad these parts of the vehicle with side panels. Thus, the eponymous "Schürze" (side skirt) was conceived.



Order no. **58192** =

Order no. **58193** =

Order no. **58194** ~



Model: Wheelsets in toe bearing; true to original axle box cover; brake shoes in wheel plane; individually mounted axle brake rod; multi-part brake system; true-to-original interior fittings; wheel chocks attached; complete replica of the vehicle floor; interior lighting prepared or built-in; NEM-standard short-coupling

Passenger Coach BC4ü-39 DRG

Road no. see website

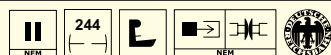
However, the design also included additional features that were considered advanced for the time. The entrance doors were installed flush to the exterior. An intricate folding mechanism ensured that the doors, despite having a low pivot point within the carriage, opened in conjunction with the side panels. The side window frames also sat flush with the exterior skin. To accommodate the necessary window well, the carriages were about 40 mm wider below the window sill.



Order no. **58195** =

Order no. **58196** =

Order no. **58197** ~



Passenger Coach C4i DRG

Road no. Münster 19 392

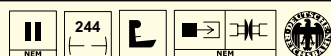
In total, the National Railway planned to purchase over 1,000 carriages in various designs. Due to wartime constraints, however, only 543 production vehicles were delivered between 1939 and 1940 – 103 AB4ü-38s, 310 C4ü-38s, 65 ABC4ü-39s and 65 BC4ü-39s. Simultaneously, Mitropa initiated a revision of the WR4ü-35 design in collaboration with the wagon industry. Unlike the passenger carriages, this was not based on an entirely new design. Instead, the externally positioned entrance doors were adapted and the frame skirting was added. The recessed windows were retained, as was the differing window height.



Order no. **58242** =

Order no. **58243** =

Order no. **58244** ~



Passenger Coach C4i DRG

Road no. Münster 19 395

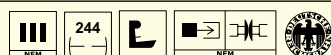
Due to the late delivery of these carriages, they were used rather infrequently until express train services were suspended due to the war. Many carriages were stored in supposedly secure railway stations to prevent their destruction. However, the fact that various wagons were written off as war losses indicates that this was not always successful.



Order no. **58245** =

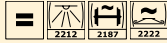
Order no. **58246** =

Order no. **58247** ~





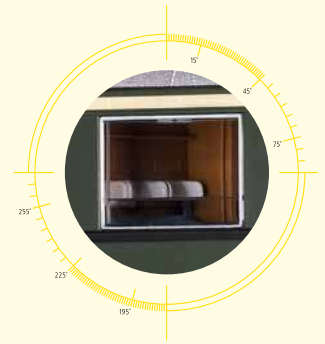
Order no. **58315**



Order no. **58316**



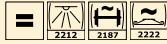
Order no. **58317**



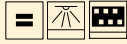
Passenger Coach Aüe³¹⁰ DB
Road no. 51 80 17-40 010-3



Order no. **58318**



Order no. **58319**



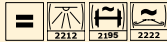
Order no. **58320**



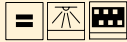
Passenger Coach ABüe³³⁶ DB
Road no. 51 80 38-43 100-4



Order no. **58198**



Order no. **58199**



Order no. **58200**

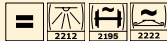


Passenger Coach Bnrzb⁷²⁸
"Flughafen Frankfurt/Main" DB
Road no. 50 80 22-34 547-6

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) 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. **58201**



Order no. **58202**



Order no. **58203**



Passenger Coach Bnrzb⁷²⁸
"Flughafen Frankfurt/Main" DB
Road no. 50 80 22-34 548-4

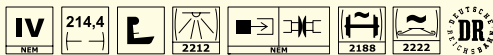


Passenger Coach Bghwe DR
Road no. 57 50 28-13 449-3

From 1963, the Raw (Reichsbahn repair shed) Halberstadt used to put new car bodies on refurbished undercarriages that had been brought to standard length. Refurbished and slightly modified Prussian standard bogies and American bogies were used as running gears. It was soon discovered that the refurbishment of old but serviceable parts made little sense, so the following series were completely made of new parts. Now V-type bogies from Görlitz were used as running gears. 3,030 second-class reconstruction coaches (so-called "Reko" coaches) were built in this way until 1977.



Order no. **51321**

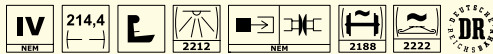


Model: True to original doors; precise replica of the „Görlitz V“ bogies; interior fittings in multicolour painting; NEM-standard short-coupling; true to scale windows; precise paintwork and painting; passageway between coaches with separately mounted rubber beading

Passenger Coach Bghwe DR
Road no. 57 50 28-13 190-3



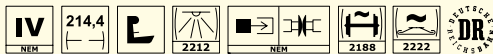
Order no. **51322**



Passenger Coach Bghwe DR
Road no. 57 50 28-13 171-3



Order no. **51323**

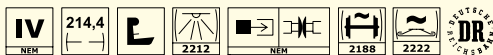


Passenger Coach BDghws DR
Road no. 57 50 82-15 006-2

While there was no shortage of older baggage cars for the use along with the Reko coaches and the Raw Delitzsch additionally converted older baggage cars into so-called "modernised cars" at the same time, there was lack of a wagon type with only a small baggage compartment for the use on railway lines with low traffic volume. A Reko coach with baggage compartment was therefore developed in 1969, which received the designation BDghwse and already an EDP-compatible number. Of this type, 202 units were procured from 1973 onwards many of which were also used in express train traffic and thus reached the FRG, the CSSR, and Poland.



Order no. **51324**



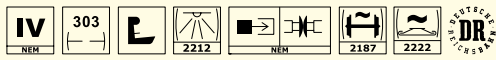
Passenger Coach Bmhe DR
Road no. 51 50 21-40 044-2

By 1977, the Halberstadt RAW (Reichsbahn repair shop) had produced over 3000 fouraxle Reko cars for the DR. Their body length was due to a concession to the RAWs structural conditions. By that time, these cars were out of date for commuter and local transport, and no longer suitable for premium service. Since the railcar industry in the DDR was fully occupied with export orders, Halberstadt RAW was the only shop available for the construction of the new car. Because the facilities there had been expanded by this time, the new vehicle could now fully exploit the UIC measure of 26.4 m. There was a prototype as early as 1973, and a second followed in 1975.

Both were tested extensively in daily operations. The name „Langer Halberstädter“ was coined rather quickly in common parlance, making a connection with the famous sausages produced there.



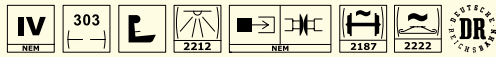
Order no. **51145**



Model: Precise replica of the bogies; in-plane assembled windows; true-to epoch interior fittings; prepared for interior lighting; printed window frames; elastic rubber bulge; NEM-standard short coupling; replica of the air heating system in the car floor; alternator on bogie separately mounted; fine paintwork and printing; free-standing handrails; applied steps in low material thickness



Order no. **51146**



Passenger Coach Bmhe DR
Road no. 51 50 21-40 105-1

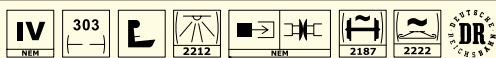
Passenger Coach Bmhe DR
Road no. 51 50 21-40 115-0

While the cars were still in construction, a request came from DR to make the car suitable for „premium international assignments“ which naturally led to changes in the design. A car was built with two entrances and three passenger compartments with a central corridor. At first glance, the Bmhe seems like a copy of the DB Silberling, but it was in fact a new version of the Bghwe car, with many new components. This is especially evident in the unladen weight, which is fairly high at 39 tons and not compatible with the „world class“ level so often aspired to in the DDR.

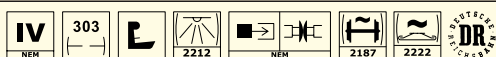
The cars proved themselves in operation, and the passengers perceived them to be definite steps forward. In accordance with the requirements from the order, they were originally used almost exclusively in high-speed trains for national and international transport. They also achieved objectives in Czechoslovakia, Poland and West Germany.



Order no. **51169**



Order no. **51170**



Passenger Coach Bmhe DR
Road no. 51 50 21-40 122-6





WELDED, NOT RIVETED. A HISTORIC TURNING POINT IN RAILCAR MANUFACTURING

LUGGAGE CAR PW4Ü-36/37



© FRITZ WILLKE, SLG. STEFAN CARSTENS

The general state of welding technology enabled the German Reichsbahn (DRB) to completely convert its wagon construction to this technology from 1935 onwards. At the same time, the existing riveted baggage cars were not sufficient to replace the aging regional railway models.

Against this background, the DRB commissioned the Reichsbahn Central Office for Mechanical Engineering, together with the wagon manufacturer Linke-Hoffmann-Werke AG, to design a fully welded express train luggage car of the 1935, 1936, and 1936a types.

Twenty of the 21.72 m long cars were ordered in the 1935 II vehicle program. Fifty-nine slightly revised cars followed in the 1936 I program. Among them were the 1936a type cars, the first vehicles with a streamlined roof canopy. Orders I and II in 1937 comprised 252 cars that were almost identical to those of the 1936a type. This meant that, from 1940 onwards, the DRB had 331 modern express train baggage cars with a maximum speed of 140 km/h at its disposal for operational purposes.

While the 18 cars that went to the Deutsche Reichsbahn underwent virtually no modifications during their later service life, the Deutsche Bundesbahn made several adjustments to over 123 cars. The most noticeable change was certainly the removal of the roof platform on many of the cars from the mid-1960s onwards. To ensure that the train driver could still keep an eye on his train, an additional window was installed on the right-hand side of the vehicle.

In addition, the dog compartments with their outward-opening doors were gradually eliminated, as dogs were allowed to travel in the compartments from the 1950s onwards. The modern baggage cars of the m-car series meant that the old type 36 and 37 cars were increasingly replaced by modern types, with the last cars being taken out of service in 1984.



- Wheelsets in toe bearing
- True to original axle box cover
- Brake shoes in wheel plane
- Individually mounted axle brake rod

- Multi-part brake system
- True-to-original side walls
- True-to-original roof design
- Complete replica of the vehicle floor

- Interior lighting prepared or built-in
- NEM-standard short-coupling
- Fine paintwork and painting

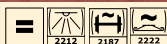




ILLUSTRATION



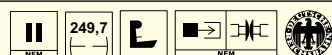
Order no. **58293**



Order no. **58294**



Order no. **58295**

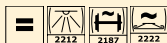


Luggage Car Pw4ü-36 DRG
Road no. 105 599 Stuttgart

ILLUSTRATION



Order no. **58296**



Order no. **58297**



Order no. **58298**

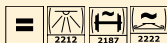


Luggage Car Pw4üe-37/52 DB
Road no. 105 735 Esn

ILLUSTRATION



Order no. **58299**



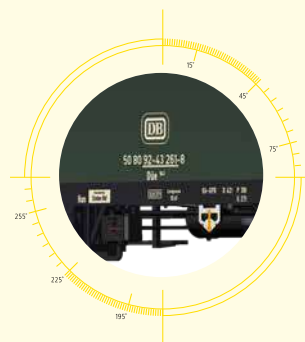
Order no. **58300**



Order no. **58301**



Luggage Car Düe 941 DB
Road no. 50 80 92-43 261-8

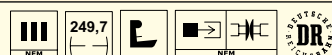




ILLUSTRATION

Order no. **58308** =

Order no. **58309** =



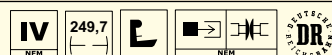
Luggage Car Pw4üe DR
Road no. 643 015



ILLUSTRATION

Order no. **58310** =

Order no. **58311** =



Luggage Car Dge DR
Road no. 50 50 92-13 360-0

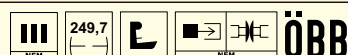


ILLUSTRATION

Order no. **58302** =

Order no. **58303** =

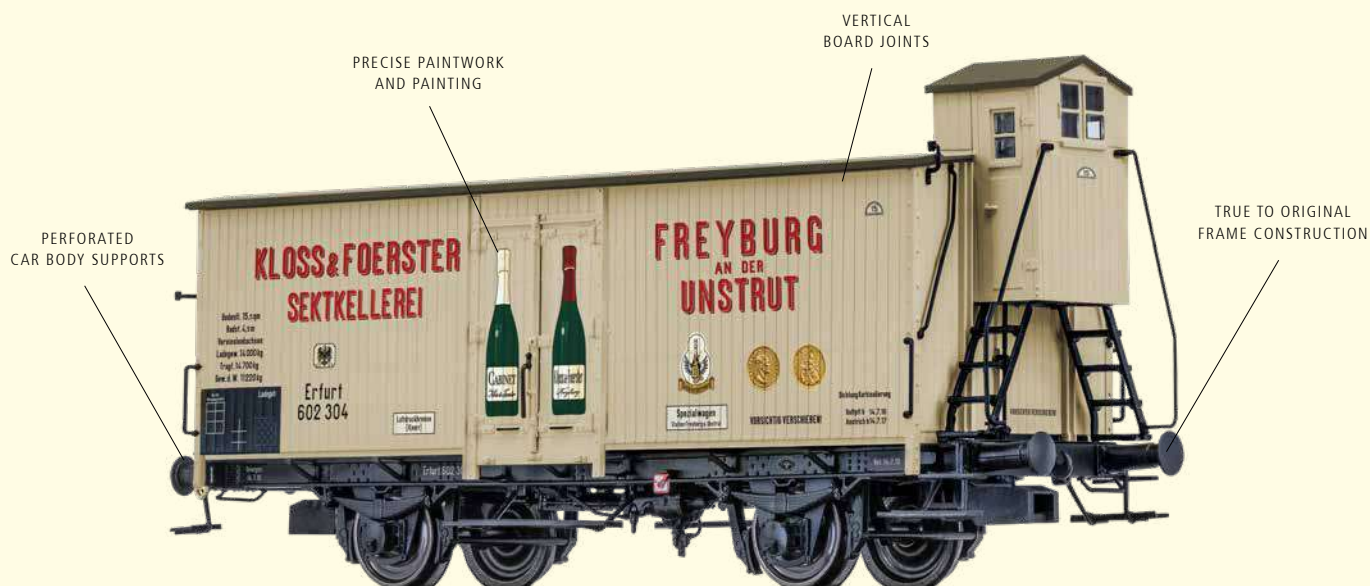
Order no. **58304** ~



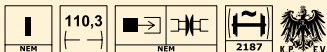
Luggage Car Pw4üe ÖBB
Road no. 60 346



Beer Car "Kloss & Foerster" K.P.E.V.
Road no. Erfurt 602 304



Order no.
51317



Refrigerator Car "Franz Wiehart Sohn Molkerei" ÖBB
Road no. G105801



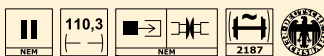
Order no.
51166



Beer Car "Gefrierfleisch Hamburg Altona" DRG
Road no. Altona 528 646 [P]



Order no.
51213



Beer Car "Brasserie Schutzenberger" A.L.
Road no. 505.244 [P]



Order no.
51205



Beer Car "Schwarzenbergsky Pivovar Louny" CSD
Road no. Gb 221 256 [P]



Order no.
51212



Refrigerator Car Tf "VEB Chem. Werke Buna" DR
Road no. 58-10-87 [P]



Order no. **51217**      

Beer Car "Dortmunder Actien-Brauerei" DB
Road no. 21 80 080 0 168-5 [P]



Order no. **51201**      

Covered Freight Car (Gw) G "Werkswagen Keramische Werke Hermsdorf" DR
Road no. 20 50 010 0066-5



Order no. **51311**      

Covered Freight Car (Gw) G "Simson" DR
Road no. 21 50 112 3053-3



Order no. **51312**      

Container Car Ucs 56 Kds "Quarzwirke" DB
Road no. 359 126



Order no. **51328**      

Container Car Ucs⁹⁰⁸ DB
Road no. 21 80 910 5 777-6



Order no. **51327**      

Container Car Ucs⁹⁰⁹ "EVA" DB
Road no. 43 80 910 4 455-4 [P]



Order no. **51329**      





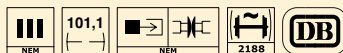
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Lightweight Tank Car Uerdingen Z [P]
 "Kontinentale Öl-Transport" DB
 Road no. 558 724 [P]



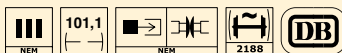
Order no.
51155



Lightweight Tank Car Uerdingen Z [P] "VTG" DB
 Road no. 594 133 [P]



Order no.
51156



Lightweight Tank Car Uerdingen Z [P] "BP" DB
 Road no. 581 300 [P]



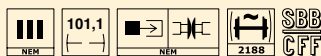
Order no.
51159



Lightweight Tank Car Uerdingen Z [P] "Etra" SBB
 Road no. 538 539 [P]



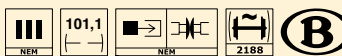
Order no.
51160



Lightweight Tank Car Uerdingen Z [P] "Tankwagon Anvers" SNCB
 Road no. 506128 [P]



Order no.
51162



Covered Freight Car Gmms "Carl Zeiss Jena" DR
Road no. 21 50 120 0095-0



Order no. **51367**

IV NEM	121,6 (— —)	 NEM	 NEM	 2187	
------------------	----------------	--	--	---	---

Covered Freight Car Gmhs55 "Moser Roth" DB
Road no. 291 248



Order no. **51372**

Covered Freight Car Gs^[1200] "Simson" DR
Road no. 21 50 120 0052-1



Order no.
51364

IV NEM	127,3 (— —)	 NEM	 NEM	 2187	
------------------	----------------	---	--	---	---



Covered Freight Car Gs²¹² DB AG
Road no. 01 80 125 3 827-0



Order no. **51368**

Covered Freight Car Glimmhs57 "Persil" DB
Road no. 217 284



Order no. **51354** III 143,7 NEM 2187 DB

Covered Freight Car Glimmhs57 "Miele" DB
Road no. 217 288

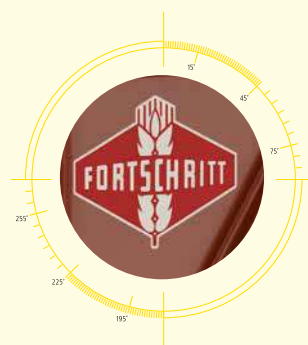


Order no. **51355** III 143,7 NEM 2187 DB

Covered Freight Car Gos "Fortschritt" DR
Road no. 21 50 140 4356-0



Order no. **51352** IV 143,7 NEM 2187 DR



Sliding Wall Car Hbis²⁹⁹ "Miele" DB
Road no. 21 80 225 3 676-5



Order no. **51358** IV 161,1 NEM 2188 DB

Sliding Wall Car Hbis "Albani" DSB
Road no. 25 86 225 0 566-1



Order no. **51361** IV 161,1 NEM 2188 DSB

Sliding Wall Car Hbis²⁹⁹ "Dr. Oetker" DB
Road no. 21 80 211 5 421-4



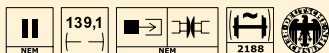
Order no. **51346** IV 161,1 NEM 2188 DB



Covered Freight Car Glr DRG
Road no. 80 294



Order no.
51347



Covered Freight Car Glr22 DB
Road no. 191 610



Order no.
51348



Covered Freight Car Glr DR
Road no. 21 50 118 0152-3



Order no.
51349



Container Car Lbs⁵⁸⁹ DB, with Eoskrt022 "Von Haus zu Haus"
Road no. 21 80 411 3 837-9



Order no.
49138



Container Car BTmms58 DB, with Efkr 401 "von Haus zu Haus"
Road no. 020 380



Order no.
49139



Container Car BTmms58 DB, with Efkr 401 "Knorr"
Road no. 021 169



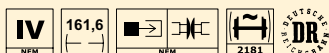
Order no.
49140



Open Freight Car Eas [5965] DR
Road no. 31 50 596 6627-5



Order no.
51369



Open Freight Car Eas⁰⁷⁰ DB AG
Road no. 11 80 596 6 118-1



Order no.
51370



Refrigerator Car Ibcs "STEF" SNCF

Road no. 11 87 082 7 061-6 [P]



Order no. **51150**     

Refrigerator Car Ibcs-v SBB

Road no. 42 85 805 7 010-2



Order no. **51152**     

Refrigerator Car Ibcs "INTERFRIGO" SNCB

Road no. 11 88 083 0 067-7 [P]



Order no. **51154**     

Low-loader Freight Car Stm309 DB

Road no. 980 214



Order no. **51196**     

Low-loader Freight Car Ld NS

Road no. 90 101



Order no. **51198**     

Low-loader Freight Car Uikk⁶³¹ DB

Road no. 21 80 990 3 905-7



Order no. **51197**     

Low-loader Freight Car Ui NS

Road no. 21 84 909 1 000-8



Order no. **51199**     




i

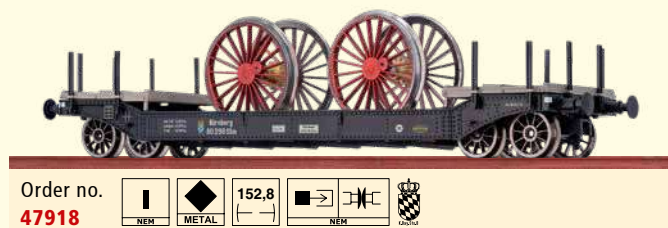
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The BRAWA H0 wagons come with DC wheel sets as standard. However, these models can also be obtained with wheel sets for alternating current – straight from the factory at no extra cost! You can find information about suitable replacement wheel sets for all H0 wagons in our brochures and on the BRAWA website.

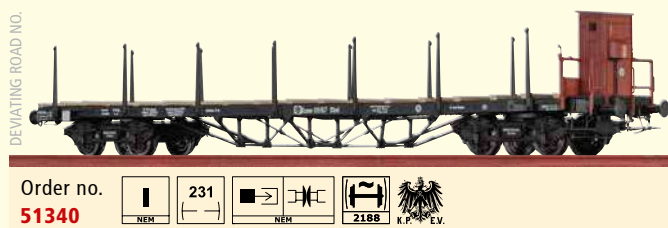
Flat Car SSm K.Bay.Sts.B., with load "S2/6 Wheels"
Road no. tbd Nürnberg 80298



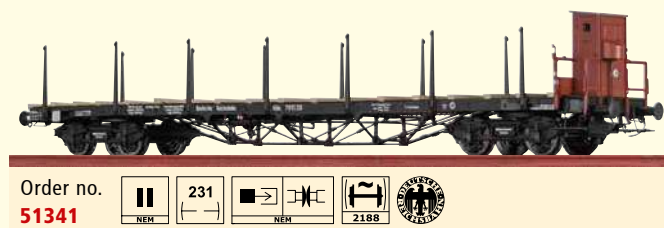
Flat Car Ja "AEG" k.k.St.B.
Road no. 280101 [P]



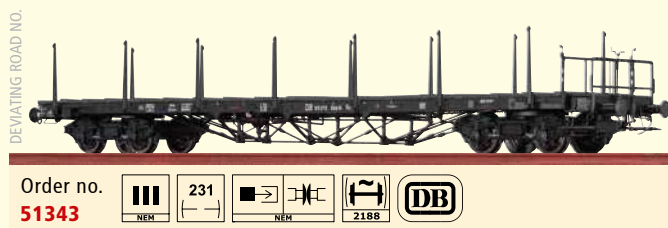
Heavy Duty Freight Car SSIm K.P.E.V.
Road no. Essen 119 169



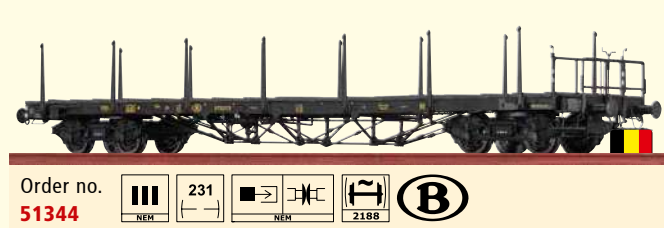
Heavy Duty Freight Car SSI DRG
Road no. Köln 7810



Heavy Duty Freight Car SSIm DB
Road no. 915 327



Heavy Duty Freight Car SSI SNCB
Road no. 372573



Covered Freight Car Gags-v "VEB WEIMAR-KOMBINAT" DR
Road no. 31 50 199 2132-1



Covered Freight Car Gags-v "Fortschritt" DR
Road no. 31 50 199 2234-5



Tank Car Uerdingen ZZ "Leuna" DR
Road no. 51-74-81 [P]



Order no.

49634



Tank Car Uerdingen Ra "VDP" CSD
Road no. 558042 [P]



Order no.

49632



Tank Car Uerdingen ZZ [P] SNCB
Road no. 921768



Order no.

49633



Flat Car Rmmns SNCB
Road no. 31 88 397 1045-2



Order no.

47124



Flat Car Rmms⁶⁶³ DB
Road no. 31 80 396 0 159-2



Order no.

47122



Flat Car Rmms⁶⁶³ DB AG
Road no. 31 80 3960 555-1



Order no.

47123



Tank Car 6-axle ZZ "Anorgana" DRG
Road no. München 521 908 [P]



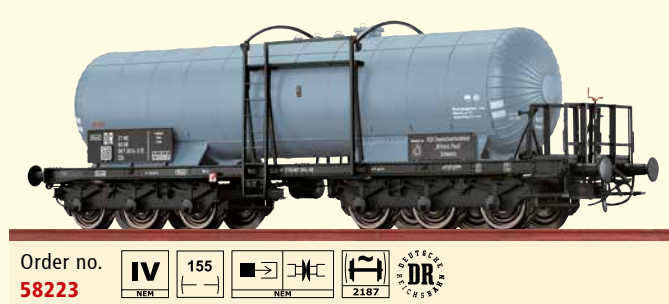
Tank Car 6-axle ZZd "Chemische Werke Hüls" DB
Road no. 509 230 [P]



Tank Car 6-axle ZZ "Bayer" DB
Road no. 21 80 006 1 512-8 [P]



Tank Car 6-axle ZZh "VEB Chemiefaserkombinat Wilhelm Pieck" DR
Road no. 27 50 087 3014-3 [P]



Tank Car 4-axle Zas GATX
Road no. 33 80 7956 518-4



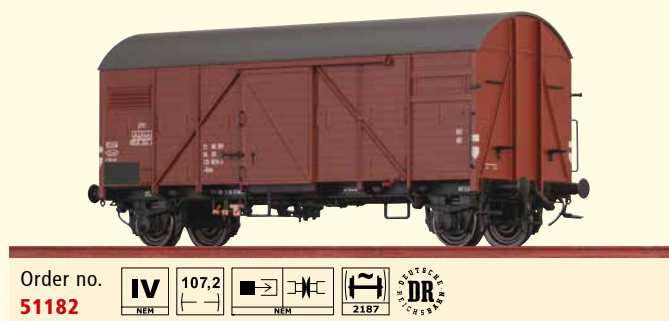
Tank Car 4-axle Zas Ermewa
Road no. 33 80 795 6 351-0



Tank Car 4-axle Zas VTG
Road no. 33 80 7956 916-0

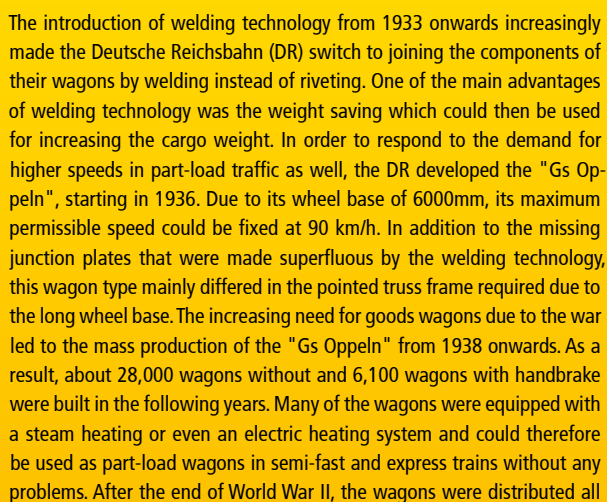


Covered Freight Car Gms DR
Road no. 21 50 133 0010-2



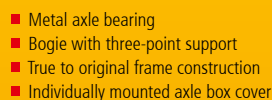


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over Europe and could be found, for example, in the service of the railway administrations of Austria, Czechoslovakia, Poland, or Belgium. The reorganisation of the vehicle numbers of the young Deutsche Bundesbahn in the early fifties of the last century led to the change of "Gs Oppeln" into "Gms 30". Some of the wagons even came into the EUROP wagon pool, thus serving on an international basis. With the emergence of the first newly built goods wagons at the end of the fifties, a decision was made against an expensive general overhaul of the wagons. When the UIC numbering system was introduced, the existing wagons were re-numbered into "Glms 200", and some of them survived until 1979.

Order no. **51184**



- Brake blocks in wheel plane
- Individually mounted handrails
- Individually mounted steps
- Individually mounted axle brake rod

- Individually mounted brake systems
- Perforated car body supports





MILESTONE IN ELECTRIC LOCOMOTIVE DEVELOPMENT WITH PULSATING DETAILS



PICTURE SHOWS H0-MODEL

Electric Locomotive BR E44 DRG

Road no. E44 007

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.

Order no.
63122



Order no.
63123



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

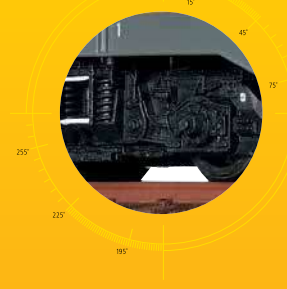




SINGLE-ENGINE DIESEL LOCOMOTIVE. FOR MEDIUM-LOAD LINE SERVICE



In the 50s, the Deutsche Bundesbahn began to replace its extensive fleet of steam locomotives with diesel locomotives. It opted for medium-speed diesel engines and hydraulic power transmission. Initially, twin-engine locomotives were built for mainline service – the V 200 and V 200.1. In 1956, when more powerful engines became available, the DB commissioned the first single-engined mainline locomotive, the V160. When all the DB locomotives were renumbered in 1968, the series received the new number 216.

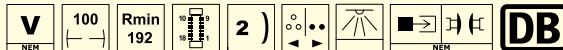
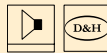


Diesel Locomotive BR 216 DB AG
Road no. 216 143-8



Order no.
61222

Order no.
61223

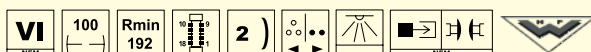


Diesel Locomotive BR 216 H.F. Wiebe
Road no. 92 80 1216 012-5



Order no.
61224

Order no.
61225





ON THE TRACK WITH THE MODEL RAILWAY. YELLOW AND BLUE DOUBLE-DECK CARS AND NORDIC FRIENDSHIPS

- Exact scale 1:160
- True-to-original length over buffer
- The window arrangement differs slightly from the original
- Metal bottom plate
- Printed window frames
- Structure made of impact-resistant plastic
- Lighting with warm white LEDs
- Illuminated destination indicator (digital)
- Long-distance headlights (digital)
- True-to-scale details
- Perfectly replicated three-dimensional front
- Finely engraved details
- Illuminated driver's cab
- With interior fittings, incl. driver's cab
- NEM-standard close coupling
- Lights change white/red, in the direction of travel
- For digital operation, decoder are required for each individual vehicle. Middle Car: Order no. 0019695.01; Control Car: Order no. 0019695.02 (Operating the vehicle without decoder in digital mode can result in damage to the electronics)

Double-Deck Coaches Metronom, set of 3 (RE 3 Hamburg Hbf) Road no. 50 80 86-73 501-8 / 50 80 96-73 507-3 / 50 80 96-73 505-7

RE 3 HAMBURG HBF



Order no.
64545



Double-Deck Middle Wagon 2nd class Metronom (RE 3 Hamburg Hbf) Road no. 50 80 96-73 502-4

RE 3 HAMBURG HBF



Order no.
64547



METRONOM

Double-Deck Middle Wagon 2nd class Metronom (RE 3 Hamburg Hbf)
Road no. 50 80 96-73 501-6

PICTURE SHOWN FOR MODEL



Order no.
64546



Double-Deck Middle Wagon 2nd class Metronom (RE 3 Hamburg Hbf)
Road no. 50 80 96-73 510-7

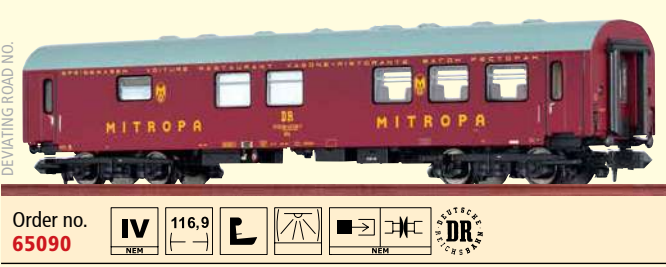
PICTURE SHOWN FOR MODEL



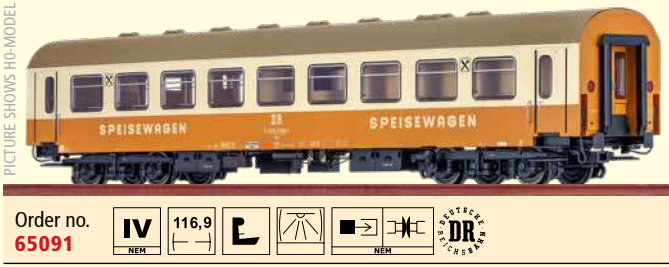
Order no.
64554



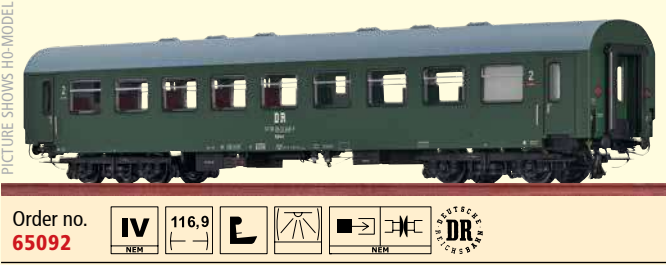
Dining Coach WRge DR
Road no. 51 50 88-45 030-6



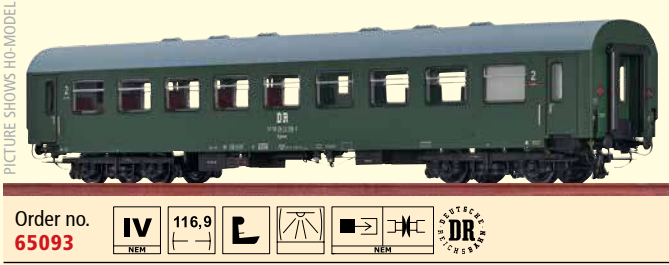
Dining Coach WRge DR
Road no. 51 50 88-15 048-4



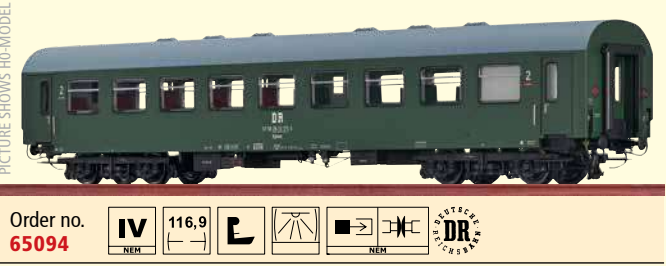
Passenger Coach Bghw DR
Road no. 57 50 28-13 449-3



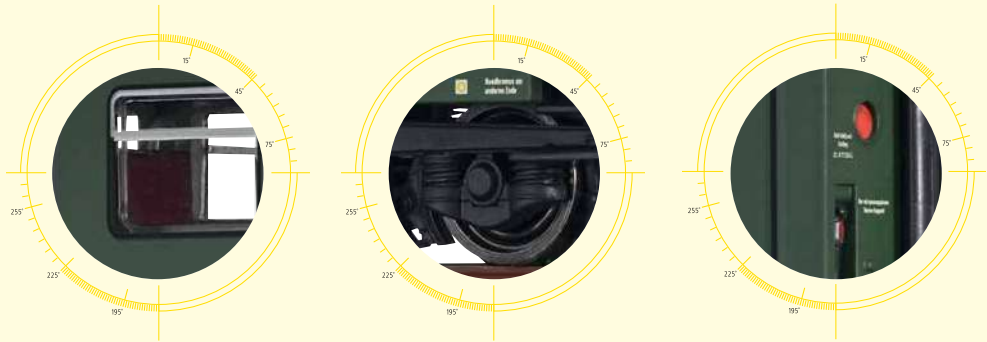
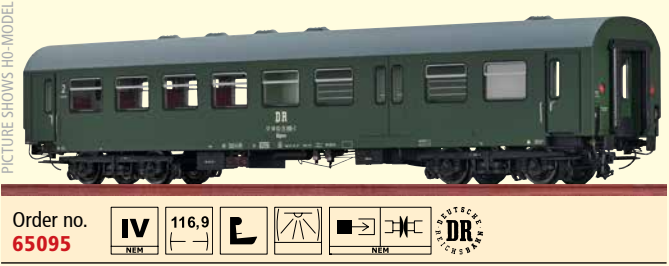
Passenger Coach Bghw DR
Road no. 57 50 28-13 190-3



Passenger Coach Bghw DR
Road no. 57 50 28-13 171-3



Passenger Coach BDghws DR
Road no. 57 50 82-15 006-2





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Our attention to detail extends to our
service as well



All BRAWA models can be ordered with either DC or AC power and run on all common track systems. They are also compatible with Märklin®.

In the BRAWA online shop, our H0 cars are delivered 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.

BULK GOODS CARS FROM THE FADS/FALS SETS NOW AVAILABLE INDIVIDUALLY

© STEFAN CARSTENS

Bulk Goods Car Fads 175 DB

	Order no.
  Road no. 31 80 696 2 693-1	50609
Road no. 31 80 696 1 273-3	50610
Road no. 31 80 696 1 441-6	50611
Road no. 31 80 696 1 584-3	50612
Road no. 31 80 696 3 004-4	50613
Road no. 31 80 696 2 407-6	50614
Road no. 31 80 696 2 811-9	50615
Road no. 31 80 696 2 704-1	50616
Road no. 31 80 696 1 453-1	50617
Road no. 31 80 696 2 817-6	50618

Bulk Goods Car Fads 175 DB

	Order no.
  Road no. 31 80 696 2 688-1	50831
Road no. 31 80 696 1 224-6	50832
Road no. 31 80 696 1 479-6	50833
Road no. 31 80 696 1 683-3	50834
Road no. 31 80 696 3 023-0	50835
Road no. 31 80 696 2 445-6	50836
Road no. 31 80 696 2 806-9	50837
Road no. 61 80 696 2 674-1	50838
Road no. 31 80 696 1 472-1	50839
Road no. 31 80 696 2 619-6	50840

Bulk Goods Car Fads 175 DB

	Order no.
  Road no. 31 80 696 2 856-4	50690
Road no. 31 80 696 1 954-8	50691
Road no. 31 80 696 1 893-8	50692

Bulk Goods Car Fals 175 DB

	Order no.
  Road no. 31 80 665 0 521-1	50693
Road no. 31 80 665 0 677-1	50694
Road no. 31 80 665 2 298-5	50695

Bulk Goods Car Fads 176 DB

	Order no.
  Road no. 31 80 696 0 416-9	50696
Road no. 31 80 696 0 527-3	50697
Road no. 31 80 696 0 556-2	50698

Bulk Goods Car Fads 177 DB

	Order no.
  Road no. 31 80 696 4 021-3	50623
Road no. 31 80 696 4 037-9	50624
Road no. 31 80 696 4 055-1	50625

Bulk Goods Car Fads 175 DB

	Order no.
  Road no. 31 80 696 1 200-6	50619

Bulk Goods Car Fals 176/186 DB AG

	Order no.
  Road no. 82 80 665 2 271-9	50620
Road no. 83 80 665 9 001-3	50621
Road no. 84 80 665 9 017-9	50622

Product recommendation: The Bulk Goods Cars Fads 175 / Fals 176 are suitable add-on cars for the BRAWA Freight Locomotive BR 44 on page 6/7.

Bulk Goods Car Fals 186 DB AG

	Order no.
  Road no. 81 80 665 9 055-0	50626
Road no. 81 80 665 9 044-4	50627
Road no. 81 80 665 9 037-8	50628





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.

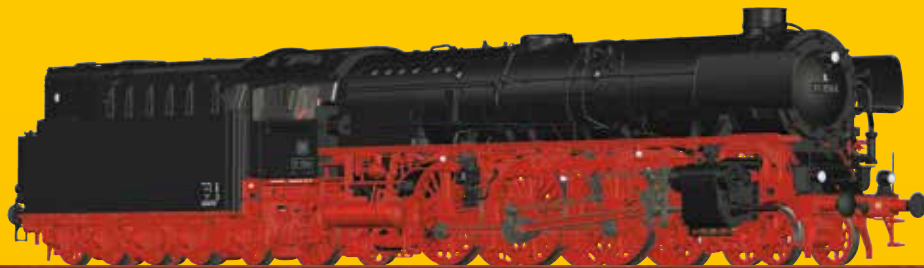
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LIEBE ZUM DETAIL



THE EXPRESS TRAIN LEGEND OF THE FINAL HOUR:
THE BRAWA BR 01.10 EXPRESS TRAIN LOCOMOTIVE



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 . www.brawa-shop.de



Order no. 0126.1