



NEW ITEMS 2022

LOCOMOTIVES AND WAGONS IN GAUGE H0 AND N



H0

N



WELCOME TO THE BRAWA NEW PRODUCTS FOR 2022!

DISCOVER THEIR EXQUISITE DETAILS

Once again this year, BRAWA will launch a large number of new products in H0 and N gauges. Around 250 locomotives and wagons with a wealth of details are waiting to be discovered and enjoyed. In H0, for example, BRAWA will bring a real "Jumbo" to the heavy goods train service in the form of the new BR 44 steam locomotive. Among our passenger carriages, a special highlight is the new "Steildach-Silberlinge" in several variants. There are also plenty of new additions among our goods wagons – including the new BTs 30 container wagons with a host of fine details. In 2022, an entire range of exclusive special models and sets with advertising imprints, e.g. based on the automotive or "Ostalgie" themes, will also be available to retailers. In addition, as an Easter promotion, DB's G10 "Ritter Sport" boxcar will be available in shops as early as March.

In N gauge, for example, BRAWA will release the DB's BR 145 electric locomotive with a multitude of beautiful details. The version with sound includes digital control of all light functions (including engine room lighting) as well as the highly convincing original sound thanks to noise-free 16-bit technology, which ensures excellent audio quality. The DR's Bghwe passenger carriages – the classic express trains from the former GDR – are also coming to retailers in various versions. In addition, BRAWA will also launch a host of new boxcars, tank wagons and heavy goods wagons.

We hope you enjoy discovering your new favourite models!



GAUGE H0

02	Steam locomotives
07	Electric locomotives
09	Diesel locomotives
12	Railcars
16	Passenger coaches
26	Freight cars



GAUGE N

52	Diesel locomotives
53	Electric locomotives
54	Railcars
56	Passenger coaches
58	Freight cars

EXCLUSIVE SPECIAL MODELS H0

62	Set „504 Express train“
64	Set „Rheingold-Express“
66	Freight cars automotive
68	Freight cars beer brands
70	Freight cars theme sets
72	Special model for easter 2022



Detailed information about our products and all delivery dates
can be found on the BRAWA website – we hope you enjoy it
while discovering numerous details!



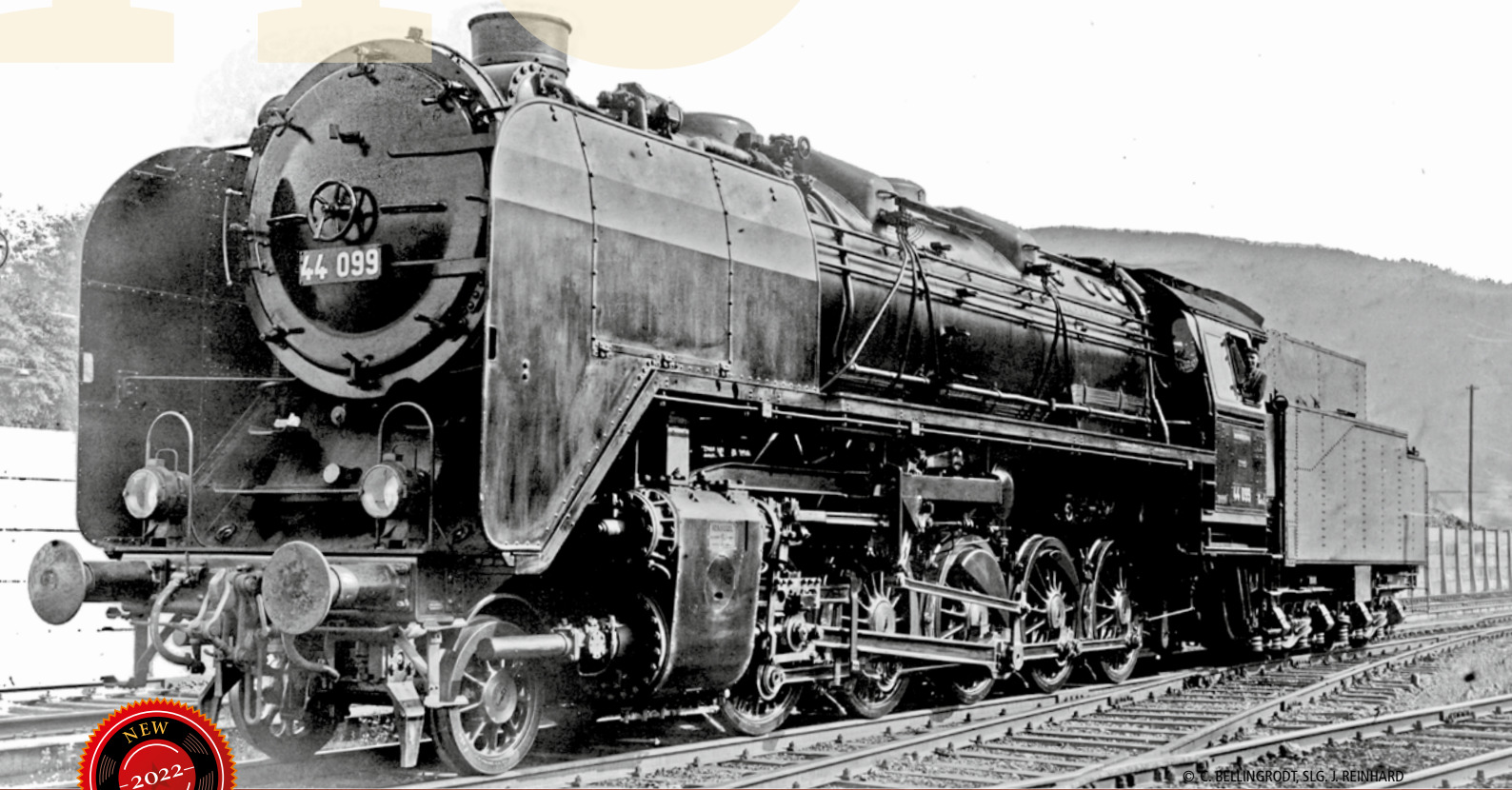
WWW.BRAWA.DE





STRONG TRACTION: THE "JUMBO" FOR HEAVY FREIGHT CARS

STEAM LOCOMOTIVE BR 44 DRG



© C. BELLINGRODT, SLG, J. REINHARD



Steam Locomotive BR 44 DRG

Road no.: 44 097; Rbd Wuppertal; Bw Altenhundem



The Deutsche Reichsbahn Gesellschaft's (DRG) procurement process for standardised freight locomotives mirrored its earlier evaluations of the 01 and 02 series. According to the specification, the new locomotive had to be capable of hauling goods trains weighing up to 1,200 metric tons over low mountain ranges, with an axle pressure of 20 tons. The maximum speed was set at 70 km/h for the pre-series locomotives. In 1926, to determine the most economical design, orders were placed with various locomotive manufacturers for the construction of 10 locomotives each of the 43 (two-cylinder engine) and 44 (three-cylinder engine) series. In addition to allocating the locomotives to other railway depots, a direct comparison was made between the 43 and 44 at the Pressig-Rothenkirchen depot. The respective merits and shortcomings of both series were determined via tests on the Franconian Forest Railway.

The comparison of the two series did not initially favour the more powerful 44 series – the increased economy offered by the two-cylinder type 43 locomotive won the day. However, as Germany emerged from the shadow of the Great Depression in the mid-1930s, calls for more powerful freight locomotives grew louder. The experience gained ten years earlier with the type 44 was still fresh in the memory. The type 44 013-065 locomotives were consequently developed as an intermediate series – in part based on the experience gained in steam engine construction since 1925. In 1938 (from 44 066), full series production finally began. By 1949, a total of 1989 type 44 locomotives had been built at various locomotive factories in Germany and abroad. The new models lived up to all expectations and henceforth became the backbone of the goods train fleet.

Order no. 70036	Analog BASIC+	20	20	Order no. 70038	Digital EXTRA	20	20	D&H
				Order no. 70039	Digital EXTRA	20	20	D&H



Model: True to original wagner smoke deflectors; Tender 2'2' T32

- 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

- Close coupling between locomotive and tender
- Perfectly replicated back boilerplate
- Drive in the tender
- Single axle bearing
- Many extra mounted parts

- Illuminated driver's cab (Version Digital EXTRA)
- Fire flickering (Version Digital EXTRA)
- Sound decoder, either built in or as a retrofit option
- Smoke generator, either built in or as a retrofit option



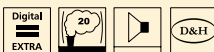


© K. HOLZBORN, SLG. EISENBAHNSTIFTUNG

Order no.
70040



Order no.
70042



Model: True to original witte smoke deflectors; Tender 2'2' T34

Steam Locomotive BR 44 DB

Road no. 44 508

BD Wuppertal; Bw Hagen-Vorhalle

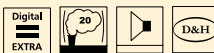


© U. KNOBLAUCH, SLG. EISENBAHNSTIFTUNG

Order no.
70044



Order no.
70046



Model: True to original witte smoke deflectors; Tender 2'2' T34 Oil

Steam Locomotive BR 043 DB

Road no. 043 666-7

BD Hannover; Bw Rheine



© J. CLAUS, SLG. EISENBAHNSTIFTUNG

Order no.
70048



Order no.
70050



Model: Tender 2'2' T34

Steam Locomotive BR 44 DR

Road no. 44 536

Rbd Erfurt; Bw Eisenach



Steam Locomotive BR 01 DRG
Road no. 01 201
Rbd Dresden; Bw Dresden-Altstadt



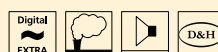
Order no.
40952



Order no.
40954



Order no.
40955



Model: Boiler, driver's cab and tender made of high-quality, impact-resistant plastic; perforated underframe and spoked wheels in die-cast zinc; true-to epoch lighting, multipart lamp housing; standard shaft rear with link guide; Close coupling between locomotive and tender; perfectly replicated back boilerplate; drive in the tender; single axle bearing; true-to-scale details; epoch-typical toe bearing; 1.000 mm leading wheels

Steam Locomotive BR 01 DB
Road no. 01 013
ED Karlsruhe; Bw Offenburg



Order no.
40956



Order no.
40958



Order no.
40959



Model: With makeshift roof and 1.000 mm leading wheels

Steam Locomotive BR 02 DRG
Road no. 02 006
RBD Essen; Bw Hamm P

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



Order no.
40960



Order no.
40962



Order no.
40963



* **Navigable minimum radius:** The models of BR 01 and BR 02 are technically suitable for R360. For best driving characteristics we recommend the use on R420.





WITH ENERGY STORAGE
(DIGITAL EXTRA VERSION)



Order no.
70016



Order no.
70018



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

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



Order no.
70012

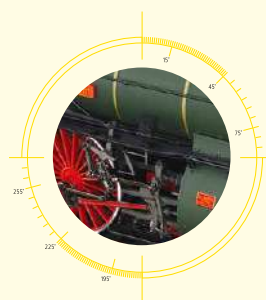


Order no.
70014

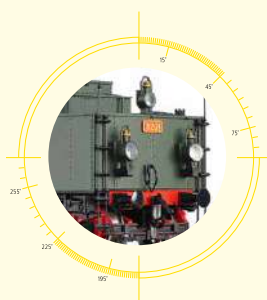


Steam Locomotive BR S2/6 K.Bay.Sts.B.
Road no. 3201

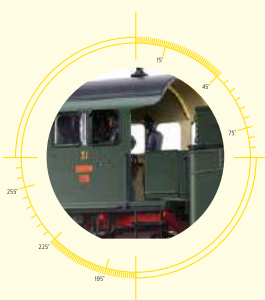
Even on the inaugural runs, it was evident that the new locomotive not only fulfilled, but also surpassed all expectations. Even when operating at high speeds, it demonstrated low-noise running properties and the boiler always delivered plenty of steam to the balanced fourcylinder engine. In July 1907, the locomotive set a new speed record of 154.4 km/h on a test run between Munich and Augsburg. It was the fastest steam locomotive of its era on the entire European continent. When it was commissioned and completed its sensational record runs in 1906, the S2/6 wore an elegant grey coat of paint. The boiler was clad with a "polished Russian iron jacket".



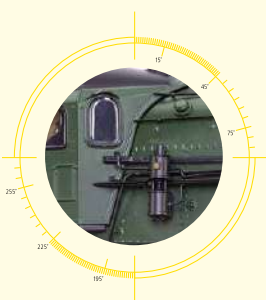
1_Metal spoke wheels



2_Multi-part lamp housing



3_Driver's cab lighting



4_Individually mounted supply pipes



Tender Locomotive BR 98.10 DRG / Gruppenverwaltung Bayern

Road no. 98 1011

The independence of the "Bavarian Group Administration" within the DRG culminated not only in the continued and new procurement of independent locomotive designs, but also led to the continuation of the Bavarian colour scheme. Thus, up to the 30s, locomotives were delivered in greenblack paint instead of the DRG standard look, which meant they didn't look too bad and were reminiscent of the "good old days".



DEVIATING ROAD NO.

Order no. 40582	Analog BASIC+	20		Order no. 40584	Digital EXTRA	20		Energy Storage	D&H
				Order no. 40585	Digital EXTRA	20		Energy Storage	D&H
II	METAL	115,5	Rmin 360	PluX 22	2				

Model: Equipped with an energy storage (only operates when digital); chassis, boiler and water tanks in die-cast zinc; extra mounted metal handrails; true-to-epoch lighting, multipart lamp housing; fine paintwork and printing; fine metal spoked wheels; filigree reversing gear; short coupling cinematic; smoke generator as a retrofit option; sound decoder, either built in or as a retrofit option

Tender Locomotive BR 98.10 DRG

Road no. 98 1035

The Bavarian GTL4/4, which was built as a 98.8-9 class until 1928, was used as a foundation. The boiler and engine were adopted largely unchanged, but the running gear was extended into a trailing axle. This allowed the accommodation of larger stocks than with the old GTL4/4 and a higher top speed by 5 km/h. Overall, 45 locomotives from the 98.10 class were manufactured from 1929 to 1933. Krauss in Munich was the supplier of all locomotives. The most striking was that there was a feed water purifier built into the first 33 locomotives, but it proved a failure and was later removed.



Order no. 40586	Analog BASIC+	20		Order no. 40588	Digital EXTRA	20		Energy Storage	D&H
				Order no. 40589	Digital EXTRA	20		Energy Storage	D&H
II	METAL	115,5	Rmin 360	PluX 22	2				

Tender Locomotive BR 98.10 DB

Road no. 98 1026

All 45 98.10 locomotives were recovered after 1945 by the Deutsche Bundesbahn, and continued to be used exclusively in their native Bavaria. Many of the locomotives were still used after this time, in freight service especially. DB did not make any more major changes or improvements; in the late 50s, they added a third headlight. If the coal bin or the water tanks had to be replaced due to corrosion, the new parts frequently arose from welding technology. In 1950 the locomotives were distributed to the three directorates of Munich, Augsburg and Regensburg. The great majority of the locomotives were headquartered at ED (railway district management) Regensburg, which took in 28 units as their own.



DEVIATING ROAD NO.

Order no. 40590	Analog BASIC+	20		Order no. 40592	Digital EXTRA	20		Energy Storage	D&H
				Order no. 40593	Digital EXTRA	20		Energy Storage	D&H
III	METAL	115,5	Rmin 360	PluX 22	2				DB





Electric Locomotive BR 187 "TRAXX 3" MRCE

Road no. 187 107-8

The product designation TRAXX 3 from Bombardier Transportation reflects the continued development of the well-known TRAXX 2 locomotives of the 146 and 185 series. The new vehicles include the 147 series, for passenger and long-distance traffic, and the 187 series for goods traffic. In addition to the changed appearance of the front, which now consists largely of GRP parts, customers can order a last-mile module for the TRAXX 3 platform if desired. This allows these vehicles, which are designed as elec-

tric locomotives, to run on short sections of track or perform shunting work independently with a diesel engine or under battery power. The first test drives with the new TRAXX 3 locomotives took place shortly after their unveiling in 2011. Thanks to many smaller and some large orders, including a framework agreement for 450 units with DB AG, well over 200 locomotives of the TRAXX 3 platform have been delivered to customers to date and are currently in service throughout Europe.

Order no. 43828	Analog BASIC+		Order no. 43830	Digital EXTRA		D&H
			Order no. 43831	Digital EXTRA		D&H
VI	217,2	Rmin 360	PluX 22	2		MRCE

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; 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 3: Technical functions	Analog BASIC+ =	Digital EXTRA =	Digital EXTRA ~
Driving function	+	+	+
Light change	+	+	+
Tail lights separately switchable	+*	+	+
Driver cabin lighting	+*	+	+
Shunting lights	+*	+	+
Long-distance headlights	+*	+	+
Destination indicator (model dependent)	+	+	+
Digital interface	PluX22	PluX22	PluX22
Decoder		+	+
Sound		+	+
Additional information	<ul style="list-style-type: none"> Optimised light control for driving and shunting modes Subsequent conversion from analog to digital via PluX22 interface possible Optimised light control for driving and shunting modes Latest sound technology and excellent sound quality Compatible with and programmable in all common digital systems (DCC, Motorola, SX1 and SX2) Improved motor and load control 		

* Function only available in digital mode



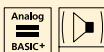
Electric Locomotive BR E11 DR

Road no. E11 001

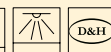
The two test locomotives for the first, newly developed electric locomotives E11 001 and 002 for the Deutsche Reichsbahn (DR) fulfilled expectations. Following a number of improvements that were not really required, production began in 1962 on the 1st Series E11 for the express train service and E42 for the freight and passenger train services. Unlike the locomotives delivered subsequently, the locomotives had a total of four double ventilation grilles per side as well as stiffening ribs on the sides of the structure. The steps and handles were also different.



Order no.
70008



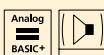
Order no.
70009



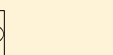
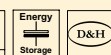
Model: finely detailed chassis; free-standing roof lines; illuminated driver's cab (Version Digital EXTRA); prepared for sound or with built-in sound; metal wheels and frame; many extra mounted parts; prototypical multipart roof-fittings; metal pantographs; extra mounted wind-screen wiper; finest paintwork and painting



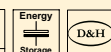
Order no.
43454



Order no.
43456



Order no.
43457

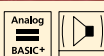


Electric Locomotive BR E44 DB

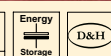
Road no. E44 1161
BD Karlsruhe; Bw Freiburg



Order no.
43458



Order no.
43460

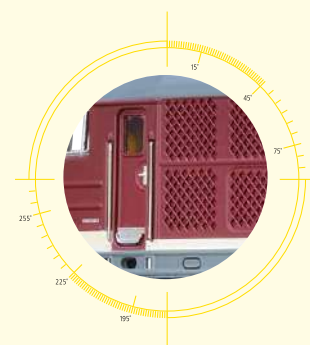


Electric Locomotive BR 244 DR

Road no. 244 044-4
Rbd Erfurt; Bw Weißenfels



DEVIATING ROAD NO.



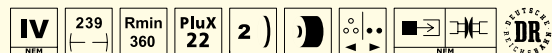
Diesel Locomotive BR 132 DR
Road no. 132 009-2



Order no.
41462



Order no.
41464



Model: new lighting with warm white LED; rotating roof ventilators; three-dimensional bogie with many individually mounted parts; bogies with inside bearings; metal chassis and drivetrain halves; finely engraved details; free-standing handrails; reproduction of cooling van; perforated ventilator grill; windscreen wipers and signalhorn individually mounted

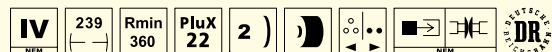
Diesel Locomotive BR 132 DR
Road no. 132 166-0



Order no.
41466



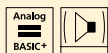
Order no.
41468



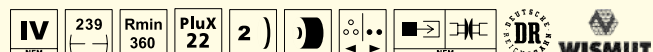
Diesel Locomotive BR V300 "Wismut AG" DR
Road no. V300 003



Order no.
41470



Order no.
41472



Diesel Locomotive BR 290 DB

Road no. 290 083-5

50 years ago, on 4th August 1964, the German Federal Railway commissioned the first of a total of 511 locomotives from the V 90/290 and 291 ranges manufactured by Mak. The locomotives were developed for heavy shunting and transfer work. In order to simplify operation, a number of locomotives were equipped with radio remote control and automatic coupling which was also evident from the outside thanks to the numbers of the new 294, 295 and 296 ranges displayed on the locomotives. The locomotive family continues in reliable service to this very day: Only with the emergence of the new Voith Gravita will DB AG begin to withdraw the first BR 291/295 locomotives from the managed inventory.



DEVIATING ROAD NO.

Order no. 41582	Analog BASIC+		Order no. 41584	Digital EXTRA		Digital Coupling		Energy Storage	D&H
			Order no. 41585	Digital EXTRA		Digital Coupling		Energy Storage	D&H
	164,6	Rmin 360	PluX 22	2					

Model: All axles are driven; chassis and gearbox housing manufactured from zinc die-casting; etched radiator grille; spring buffers; free standing handles and handrails; clear view through the driver cabin; reproduction of the brake linkage; realistic presentation of the bogie frame incl. the axle drives; The following features can be digitally controlled: original sound and driven fan; filigree electronic coupling with NEM pocket; shunting light and red rear light can be individually controlled; driver cabin lighting



DEVIATING ROAD NO.

Order no. 70020	Analog BASIC+		Order no. 70022	Digital EXTRA		Digital Coupling		Energy Storage	D&H
			Order no. 70023	Digital EXTRA		Digital Coupling		Energy Storage	D&H
	139,1	Rmin 360	PluX 22	2					

Diesel Locomotive BR V100.20 DB

Road no. V100 2257
BW Kornwestheim



DEVIATING ROAD NO.

Order no. 70056	Analog BASIC+		Order no. 70058	Digital EXTRA		Digital Coupling		Energy Storage	D&H
			Order no. 70059	Digital EXTRA		Digital Coupling		Energy Storage	D&H
	139,1	Rmin 360	PluX 22	2					

Diesel Locomotive BR 212 DB

Road no. 212 012-9

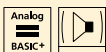




DEVIATING ROAD NO.



Order no.
70024



Order no.
70026



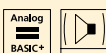
Order no.
70027



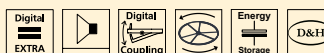
Diesel Locomotive BR 212 DB
Road no. 212 263-8
BW Eckesey



Order no.
70052

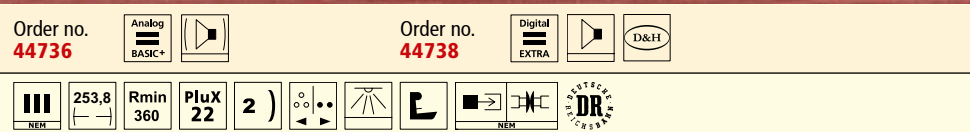
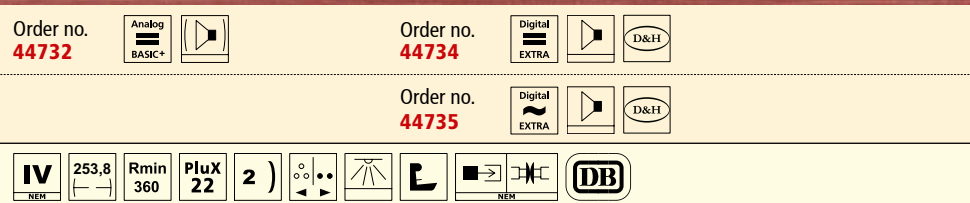
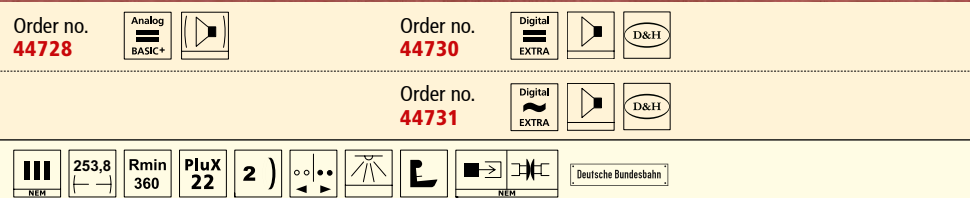
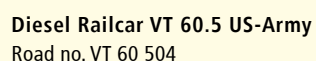


Order no.
70054



Diesel Locomotive BR 211 SETG
Road no. V100.52







**IMPROVED SOUND
PROPERTIES**

DEVIATING ROAD NO.



Order no.
44444



Order no.
44446



Order no.
44447



Diesel Railcar BR VT 761 DRG
Road no. Trier VT 761

DEVIATING ROAD NO.



Order no.
44436



Order no.
44438



Order no.
44439



Diesel Railcar BR VT 758 DRG
Road no. Nürnberg VT 758



- Anniversary: 150 years of the first Vizinalbahn in Bayern Siegersdorf – Langenzenn
- Product recommendation: You find a suitable trailer on page 21



Order no.
44440



Order no.
44442



Order no.
44443



Diesel Railcar BR VT 66.9 DB
Road no. VT 66 903 Nürnberg



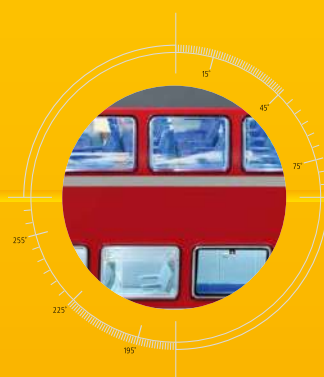
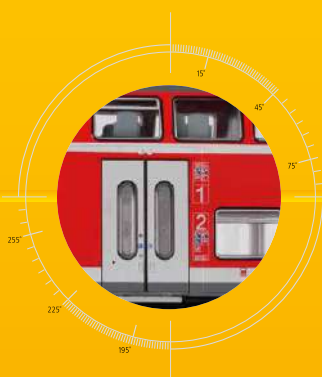


NEW ORIGINALS ON THE HORIZON AND PERFECTLY-DETAILED MODELS

TWINDEXX VARIO® REGIO DOUBLE-DECK TRAIN DB AG

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 regional traffic.





	BASIC+	EXTRA	
	Analog BASIC+ =	Digital EXTRA =	Digital EXTRA ~
TWINDEXX Vario® Regio double-deck train DB AG, 3-unit Road no.: 91 80 0 445 099-8 / 50 80 26-81 509-4 / 91 80 0 445 097-2 (Contents: 2 Railcars 2 nd class, 1 Middle wagon 2 nd class)	Order no. 44534	Order no. 44538	Order no. 44543

TWINDEXX Vario® Regio double-deck middle wagon DB AG, 1st/2nd class Road no.: 50 80 36-81 173-7	Order no. 44535	Order no. 44539	Order no. 44544
TWINDEXX Vario® Regio double-deck middle wagon DB AG, 2nd class Road no.: 50 80 26-81 517-7	Order no. 44536	Order no. 44540	Order no. 44545
TWINDEXX Vario® Regio double-deck middle wagon DB AG, 2nd class Road no.: 50 80 26-81 525-0	Order no. 44537	Order no. 44541	Order no. 44546

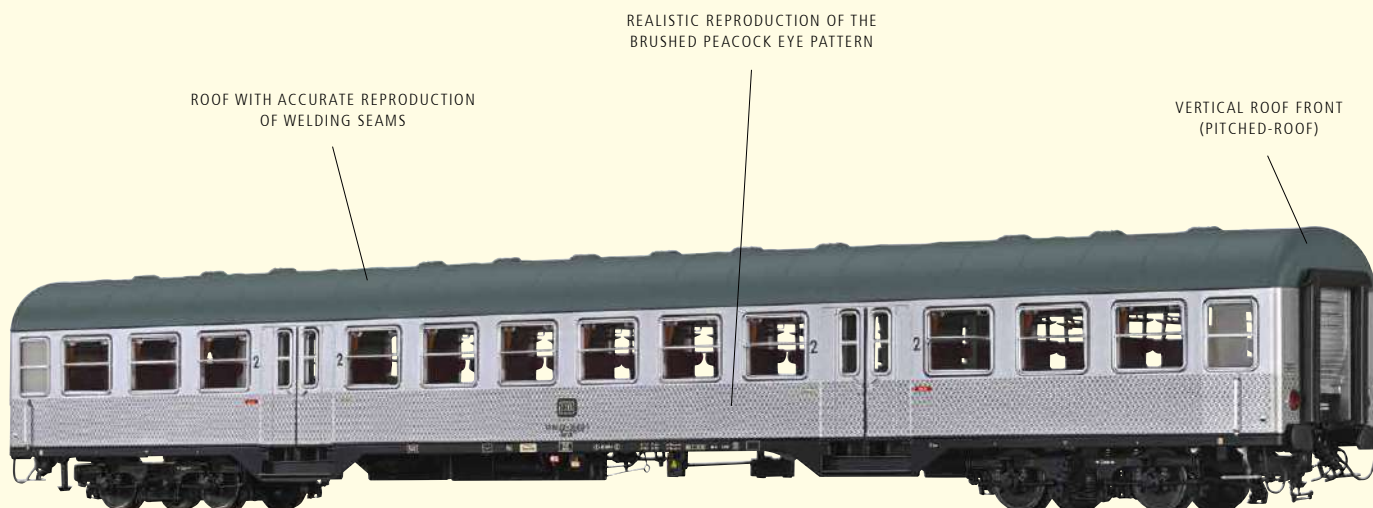
Technical functions	Analog BASIC+ =	Digital EXTRA =	Digital EXTRA ~
Light change (Control Car)	+	+	+
Tail lights separately switchable	+	+	+
Driver cabin lighting	+	+	+
Passenger compartment lighting (lower and upper deck)	not retrofittable	+	+
Shunting lights	1)	+	+
Long-distance headlights	1)	+	+
Illuminated destination indicator	only front side	+	+
Light setting programmable for analogue operation		+	+
All lights settings dimmable		+	+
Digital interface	PluX22	PluX22	PluX22
Decoder		+	+
Train control by brake section		+	+
TrainBUS and Current Conducting Coupler		+	+
Sound		+	+
Additional information	1) Function only available in digital mode • Cannot be equipped with interior lighting • Easy decoder installation		
	• Interior lighting in each wagon can be individually controlled with ZugBUS (train BUS) • Compatible with and programmable in all common digital systems (DCC, Motorola, SX1 and SX2)		





PREPARED FOR ALL EVENTUALITIES

PASSENGER COACH BNRZ⁷²⁴ WITH PITCHED-ROOF



Passenger Coach Bnrzb⁷²⁴ DB
Road no. 50 80 22-35 813-1



DB maintained a permanent inventory of passenger carriages that could be quickly converted to transport the wounded in the event of a disaster. Since the German armed forces had had to deal with this issue several years earlier, DB was able to draw on an existing design. However, alterations to the design were essential as a higher load capacity was required for these carriages. The most conspicuous change was the straight roof running to the end of the

carriage, which earned it the name "Steildach-Silberlinge" ("pitched-roof Silberlinge"). At the AW Karlsruhe repair workshop a total of 180 carriages were built for the DB in 1969 and 1970, all of which were equipped with disc brakes and did not feature steam heating.

Order no. **46619**



Order no. **46624**

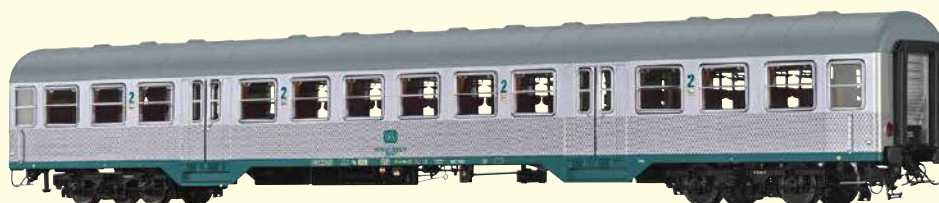


- Coaches with separately mounted rubber beading
- Individually mounted alternator on bogie
- True to original bogies
- With alternator G150

- Complete replica of brake unit
- Multi-part interior fittings
- Roof with accurate reproduction of welding seams
- NEM-standard short-coupling

- Axle bearing in metal axle brackets
- Realistic reproduction of the brushed peacock eye pattern

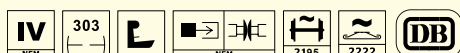




Order no. **46620**



Order no. **46625**



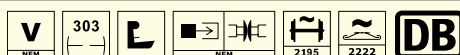
Passenger Coach Bnrzh⁷²⁴ DB
Road no. 50 80 22-35 892-5



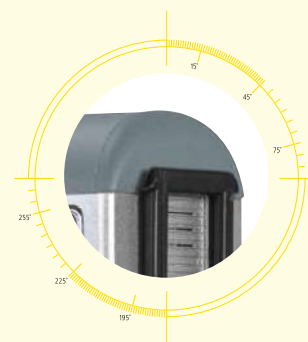
Order no. **46623**



Order no. **46627**



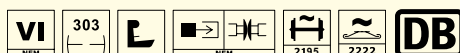
Passenger Coach Bnrz⁷²⁴ DB AG
Road no. 50 80 22-35 818-0



Order no. **46621**



Order no. **46626**



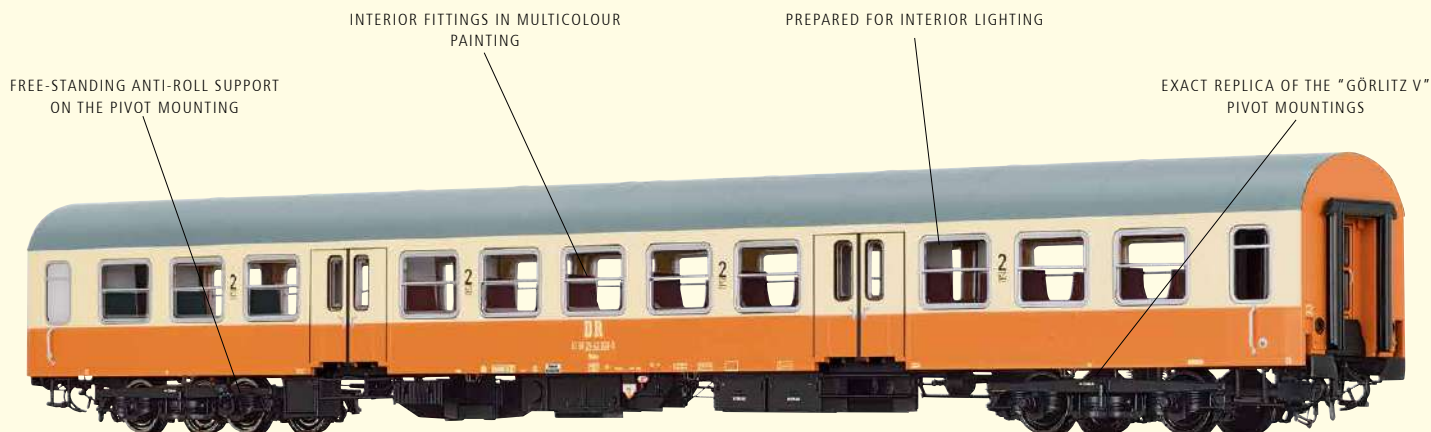
Passenger Coach Bnrz 450.1 DB AG
Road no. 50 80 22-35 902-2





GDR TRAIN CLASSIC

PASSENGER COACHES BMHE DR



Passenger Coach 2nd class Bmhe "City Express" DR Road no. 51 50 21-43 833-5



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

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

Order no. **50632**



Order no. **50633** Road no. 51 50 21-43 838-4



Order no. **50634** Road no. 50 50 21-43 836-8

MORE INFORMATION ABOUT THE PASSENGER COACHES BMHE AT:

WWW.BRAWA.DE

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

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

- Individually mounted steps
- Free-standing anti-roll support on the pivot mounting
- Interior fittings in multi-color painting
- Exact replica of the "Görlitz V" pivot mountings



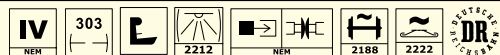


Product recommendation:

On this page you find add-on cars
for our express train set
on pages 62/63.



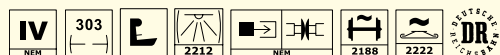
Order no. **50637**



Passenger Coach Bmhe DR
Road no. 51 50 21-40 192-9



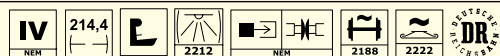
Order no. **50638**



Passenger Coach Bmhe DR
Road no. 51 50 21-40 200-0



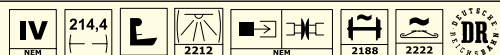
Order no. **45395**



Passenger Coach Bghwe DR
Road no. 57 50 28-13 083-0



Order no. **45396**



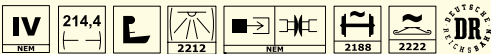
Passenger Coach Bghwe DR
Road no. 57 50 28-13 205-9

Dining Car WRge DR
Road no. 51 50 88-45 048-8

In the early 70ies, the DR planned to improve the gastronomic supply in the domestic express trains. In addition, many of the pre-war restaurant cars still in use were waiting to be taken out of service. The DR therefore considered the procurement of new restaurant cars. Delivery by the wagon building industry of the GDR was not possible for capacity reasons; hence the manufacture in DR repair sheds remained as sole alternative. Although the Mitropa factory in Gotha had constructed six cars from older vehicles as "Reko coaches" already in 1960, a new design on the basis of the Bghw coaches manufactured in Halberstadt was decided. These were built as completely new types and did not comprise any used parts. A total of fifty vehicles designated as WRge emerged in two series in 1973 (20) and 1977 (30). They received the typical wine-red Mitropa paint coating with inscriptions in four languages, but without the previously used decorative lines



Order no. 45399



Model: Printed window frames; precise replica of the Görlitz V bogies; prepared for interior lighting; interior fittings in multicolour painting; NEM-standard short coupling; alternator on bogie separately mounted; in-plane assembled windows; fine paintwork and printing; passageway with separately mounted rubber beading



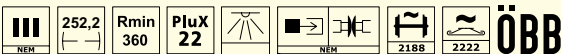
Order no. 45398



Dining Car WRge "City Express" DR
Road no. 51 50 88-15 021-1



Order no. 45152



Trailer Bd4T ÖBB
Road no. 7758.14



DEVIATING ROAD NO.



Trailer VB 140 DRG

Road no. VB Nürnberg 140 176

- Product recommendation: You find a suitable railcar on page 21
- Anniversary: 150 years of the first Vizinalbahn in Bayern Siegsdorf–Langenzenn

Order no. **45545**



Order no. **45546**



B B
Österreich



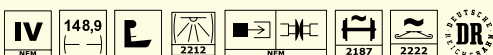
Trailer VB 140 BBÖ

Road no. 7540.01

DEVIATING ROAD NO.



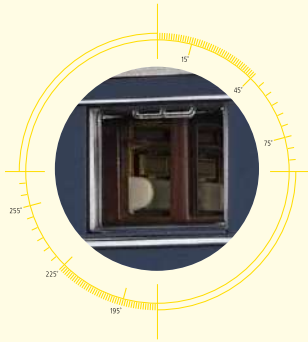
Order no. **45547**



Trailer Baai DR

Road no. 190 828-4



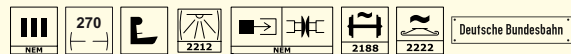


Passenger Coach B4üe "F-Zugwagen"
DB
Road no. 10 712 Fm

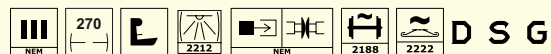


DEVIATING ROAD NO.

Order no. **46462**



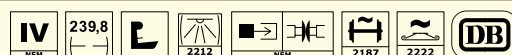
Order no. **46461**



Dining Car WR4ü[e] DSG
Road no. 1230



Order no. **46194**



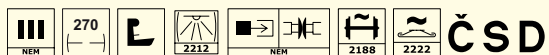
Entertainment Car Ausstell. 398
"Dr. Oetker" DB
Road no. 51 80 99-18 008-6



DIFFERENT PRINTING



Order no. **46438**

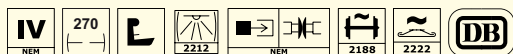


Model: With slovak lettering

Dining Car WR CSD
Road no. on website



Order no. **46460**

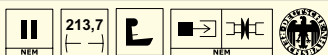


Entertainment Car Wgükg^{822.0} DB
Road no. 51 80 89-43 522-7

DIFFERENT COLORING



Order no. **45425** Analog BASIC+ Order no. **45426** Digital EXTRA Order no. **45427** Digital EXTRA



★
Product recommendation:
Add-on car for our Rheingold train set
on page 64/65

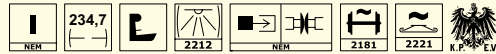
Luggage Car Pw4ü Pr 16 DRG
Road no. 90 063 Kar





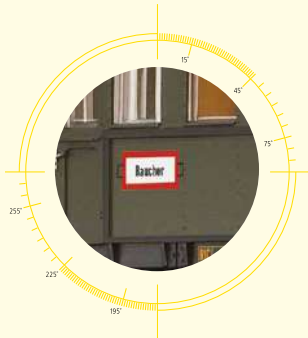
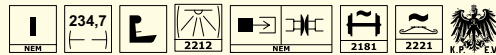
Order no. **45417**

Passenger Coach B4ü Pr 20 K.P.E.V.
Road no. 04056



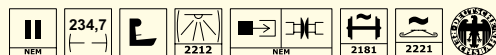
Order no. **45418**

Passenger Coach C4ü Pr 21 K.P.E.V.
Road no. 04852



Order no. **45419**

Passenger Coach B4ü Pr 20 DRG
Road no. 15 464





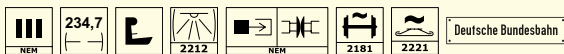
Passenger Coach C4ü Pr 21 DRG
Road no. 18 868

Prussian-type express train coaches represented the majority of the Deutsche Reichsbahn car fleet, solely because of the number of cars used. Even though the DRG had more unit cars than Prussian express train coaches because of its car construction programmes in the early thirties, there still wasn't a single express train which was not accompanied by a former Prussian car.

Order no. **45420**



Order no. **45421**



Passenger Coach B4ü Pr 20 DB
Road no. 15 465 Han



Order no. **45422**



Passenger Coach C4ü Pr 21 DB
Road no. 18 905 Han





A REAL MULTI-TRANSPORTER. LOADED WITH FINE DETAILS

CONTAINER CAR BTS 30

Before the war, standardised large containers were already beginning to be transported right to the customer with rail and road vehicles. The outbreak of the Second World War stopped the further spread of the system, however. In 1949, the Deutsche Bundesbahn (DB) returned to the "pa" container system (pa: French abbreviation for "porteur aménager") and decided to introduce it on a large scale. While the containers were newly constructed, the DB fell back on underframes of various pre-war wagons that were available in ample numbers, but had suffered war damage to the superstructures. During the conversion work, undercarriages from Omm 34, which were classified as BT(hs)

30, were used in a common number range with BT wagons repurposed from other donor wagons. After the refurbishing of a total of 273 BT 30, the exclusively new construction of container waggons started in 1952. Shortly after being renumbered in Lb(r)s 577, the last refurbished BT 30 waggons were taken out of service in 1971. There were numerous open and closed containers for the greatest variety of cargoes, and moreover, there were special containers for liquids, foodstuffs such as beer, and for the transport of frozen goods. From the end of the 60s, increasingly crowded out by the emerging containers, transport with the "pa" containers ceased at the end of the 90s.



© REINHARD TODT, SLG. EISENBAHNSTIFTUNG






- With 3 containers
- Brake shoes in wheel plane
- Three-point support
- Model with transition platform or hand-brake platform
- Perforated coach body supports
- Wheelsets in toe bearing
- True to original frame construction
- Individually mounted axle brake frame and axle box cover
- Perforated frame
- Extra mounted brake system, handrails and steps






Container Car BTs 30 DB, with Ekrt 212 "Von Haus zu Haus"
Road no. 010 005



Order no. **50595**   




Container Car BTs 30 DB, with Ekrt 212 "Von Haus zu Haus
Zündapp"
Road no. 010 203



Order no. **50596**   




Container Car BTs 30 DB, with Efkr 401 "Von Haus zu Haus"
Road no. 010 377



Order no. **50597**   




Container Car BTs 30 DB, with Efkr 401 "Birkel"
Road no. 010 364



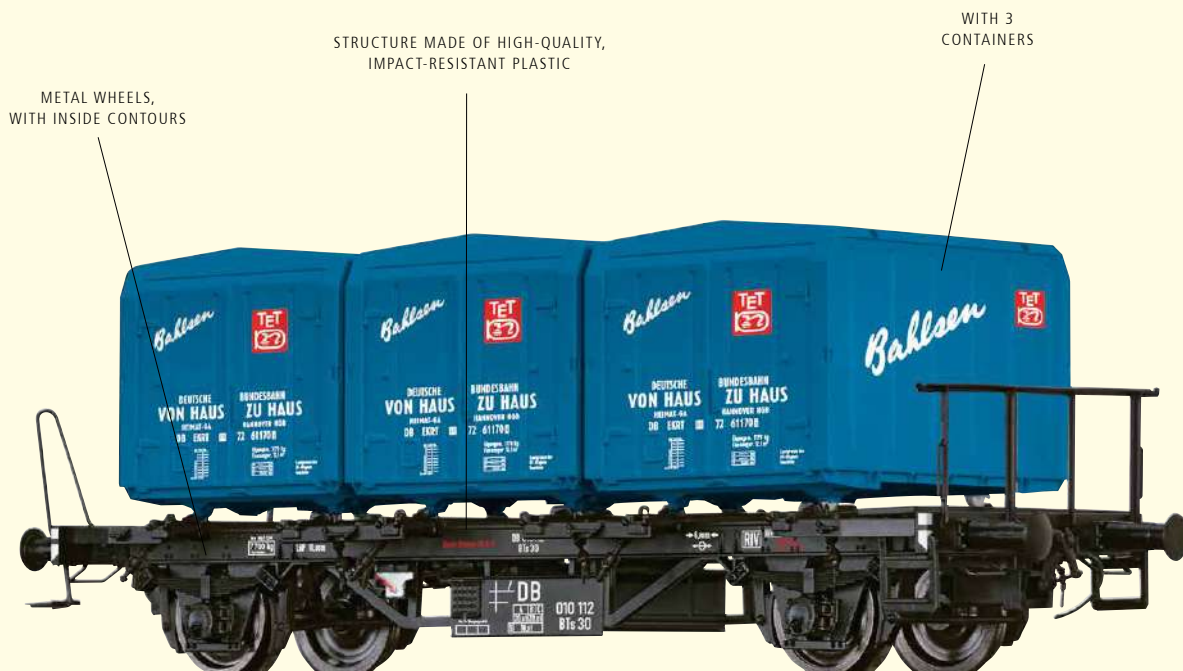
Order no. **50598**   

Container Car BTs 30 DB, with Efkr 401 "Knorr"
Road no. 010 221



Order no. **50599**   





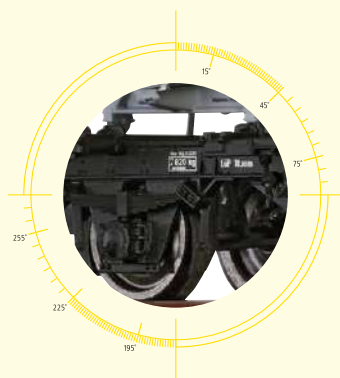
Order no.
50604



Order no.
50602



Order no.
50605



Order no.
50606



Container Car Lbs 577 DB, with Ddikir 621 "Dinkelacker"
Road no. 20 80 411 0 045-3



Order no. **50608**

Container Car Lbs 577 DB, with Ekrt 212 "Von Haus zu Haus"
Road no. 20 80 411 0 013-1



Order no. **50600**

Container Car Lbs 577 DB, with Efkr 401 "Von Haus zu Haus"
Road no. 20 80 411 0 176-6



Order no. **50601**

Container Car Lbs 577 DB, with Eoskrt 022 "Von Haus zu Haus"
Road no. 20 80 411 0 062-8



Order no. **50603**

Container Car Lbs 577 DB, with Ddikir 621 "Von Haus zu Haus"
Road no. 20 80 411 0 131-1







Order no. **50607**







Covered Freight Car G K.Bay.Sts.B.
Road no. Regensburg 33 009



Order no. **48039**  97,1   2183 





Covered Freight Car Gb "Budweiser Bürgerbräu" k.k.St.B.
Road no. 223 604 [P]



Order no. **48041**  97,1   2187 





Covered Freight Car Gw DRG
Road no. Magdeburg 2505



Order no. **48040**  97,1   2183 





Covered Freight Car K2 SBB
Road no. 35 428



Order no. **47892**  95,8   2181 





Flat Car X K.Bay.Sts.B.
Road no. Nürnberg 80 511



Order no. **48043**  97,1   2183 





Flat Car Xw DRG
Road no. Erfurt 25 453



Order no. **48044**  97,1   2183 

Tank Car K2 "Maggie®" SBB
Road no. 544 511 [P]



Order no. **47891**  95,8   2183 



Luggage Car Pg P.St.E.V.
Road no. Magdeburg 5210

DEVIATING ROAD NO.



Order no.
49418



P.St.E.V.

Luggage Car Pwg DRG
Road no. Nürnberg 121 619

DEVIATING ROAD NO.



Order no.
49419



Luggage Car Pwg DB
Road no. 131 916



Order no.
49420



Luggage Car Pwg DR
Road no. 88-80-59

DEVIATING ROAD NO.



Order no.
49421



Luggage Car Pwg BBÖ
Road no. 75 266

DEVIATING ROAD NO.



Order no.
49413



B B Österreich

Luggage Car Gwhu DR
Road no. 02-90-44



Order no.
49426



Luggage Car Pwg SNCB
Road no. 191 033



Order no.
49423



Luggage Car D CSD
Road no. 8.3629



Order no.
49424



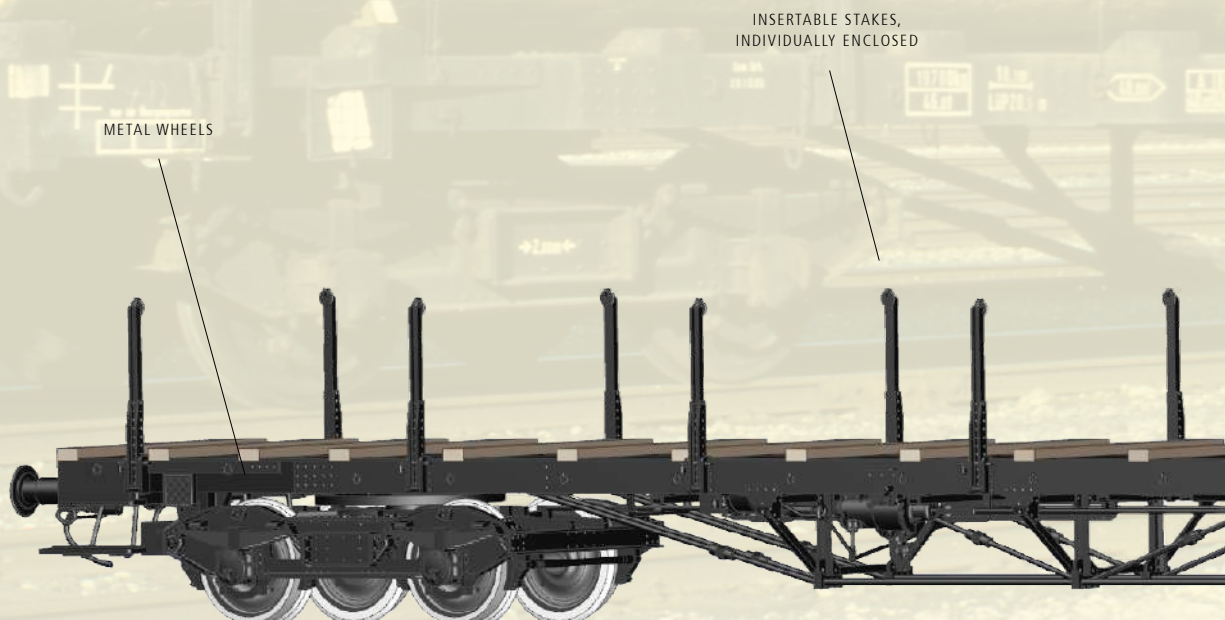
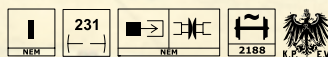
ČSD





Order no. **50648**

Heavy Duty Freight Car SSIm (Ce 168)
K.P.E.V.
 Road no. Essen 119 167



©FRITZ WILLKE, SLG. STEFAN CARSTENS



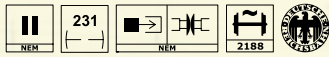
The railway has always been a means of transporting large and heavy loads. It was therefore a logical step for the K.E.P.V., after various predecessor designs, to devote itself to the development of rail carriages with larger payloads from around 1910. In accordance with the needs of the time, a rail carriage type was developed that was designed for a loading length of 18 m and a maximum load capacity of 35 t. In various construction lots between 1912 and 1928, the K.P.E.V. – and later the DRG – ordered a total of around 2,650 SSIm (Ce 168) rail carriages based on the Ce 168 master drawing. The filigree strut bracing and carriage floor made of perforated sheet metal were distinctive features of the rail carriages of this era. While most of these

carriages were only equipped with handbrakes upon delivery, the units delivered to the DRB were factory fitted with Kunze-Knorr goods-train air brakes. These brakes were retrofitted to many carriages of older manufacture over the years. The vehicle fleet has fluctuated over the years. After the First World War, the total stock was decimated as a result of reparations to France and Belgium, as well as Poland. In the early 1950s, both German state railways still had a combined inventory of approximately 1,000 SSIm 16 / SSIm vehicles. Due to further decommissioning, the number of serviceable carriages fell steadily until the last wagons of this type were withdrawn from service in the 1970s.





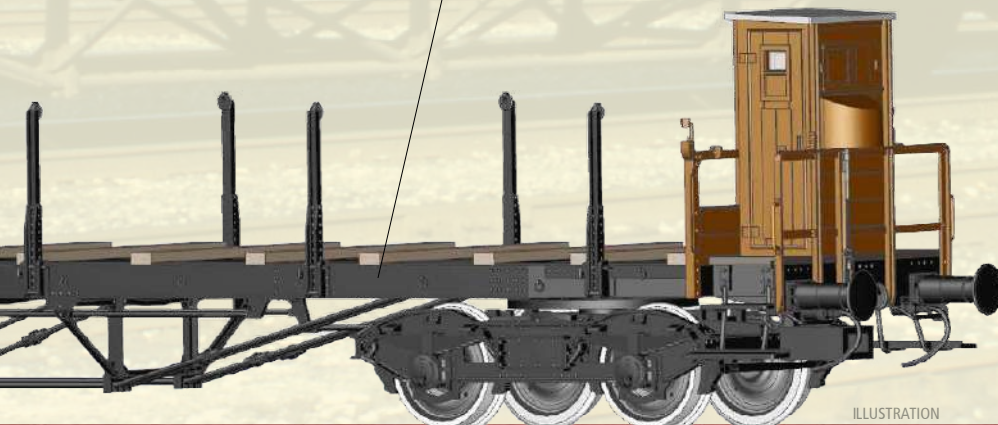
Order no. **50649**



Heavy Duty Freight Car SSI DRG
Road no. Köln 11 341

FINELY DETAILED CHASSIS

COLOR-CONTRASTING
BRAKEMAN'S CAB



ILLUSTRATION



Heavy Duty Freight Car SSIm 16 DB
Road no. 915 623

Order no. **50650**



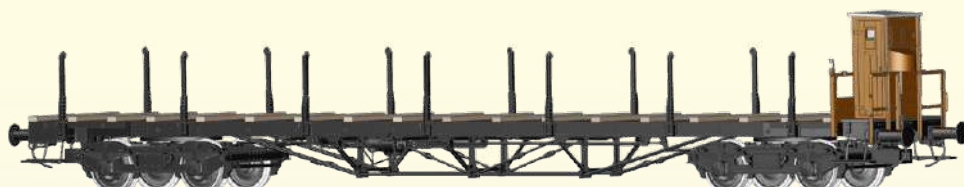
- Brake blocks in wheel plane
- NEM-standard short-coupling
- Die-cast zinc floor
- Insertable stakes, individually enclosed
- Delivery without load
- Extra mounted steps and handrails
- Metal wheels
- Finely detailed chassis
- Extra mounted axle brake rod
- Individually mounted toe bearing





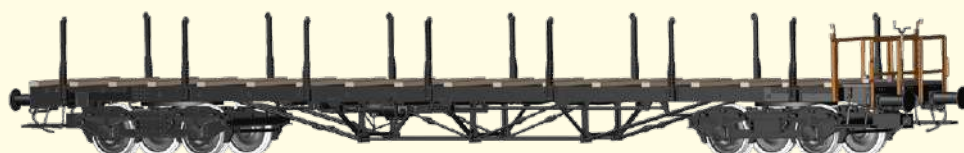
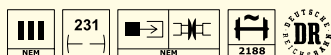
Order no. **50651**

Flat Car SSIm 16 DB
Road no. 915 076



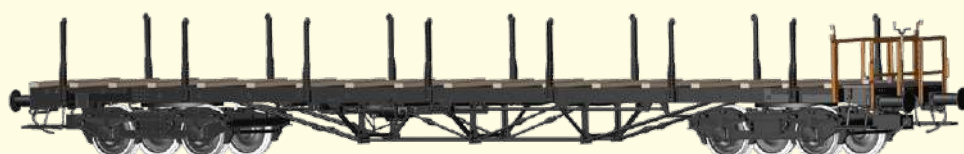
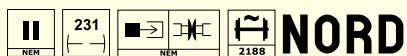
Order no. **50653**

Flat Car SSlu 65 DR
Road no. 65-20-23



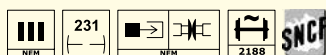
Order no. **50657**

Flat Car Rlyf Nord
Road no. 20 627



Order no. **50658**

Flat Car Roryw SNCF
Road no. on website





Order no. **50655**



CFL



Flat Car Rrlyw CFL
Road no. 41 017



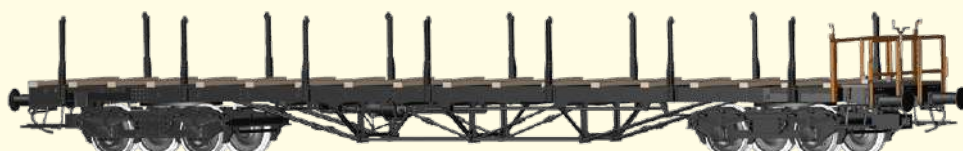
Order no. **50656**



ÖBB



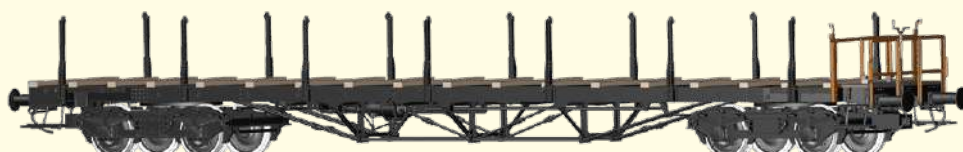
Flat Car SS ÖBB
Road no. on website



Order no. **50654**



Flat Car Rkmo DR
Road no. 31 50 382 8823-9



Order no. **50652**



Flat Car Rp 668 DB
Road no. 31 80 382 0 265-7

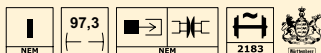


Covered Freight Car G K.W.St.E.
Road no. Württemberg 29 950

DEVIATING ROAD NO.



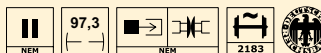
Order no.
47727



Covered Freight Car Gu DRG
Road no. Hannover 34 123



Order no.
47728



Covered Freight Car G DRG
Road no. Stuttgart 773



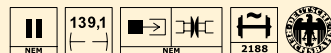
Order no.
47729



Stake Car Rr DRG
Road no. Stuttgart 80 783



Order no.
50457



Stake Car R20 DB
Road no. 416 543



DEVIATING ROAD NO.

Order no.
50458

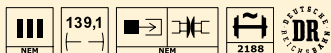


Stake Car Rr DR
Road no. 61-31-18

DEVIATING ROAD NO.



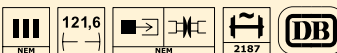
Order no.
50459



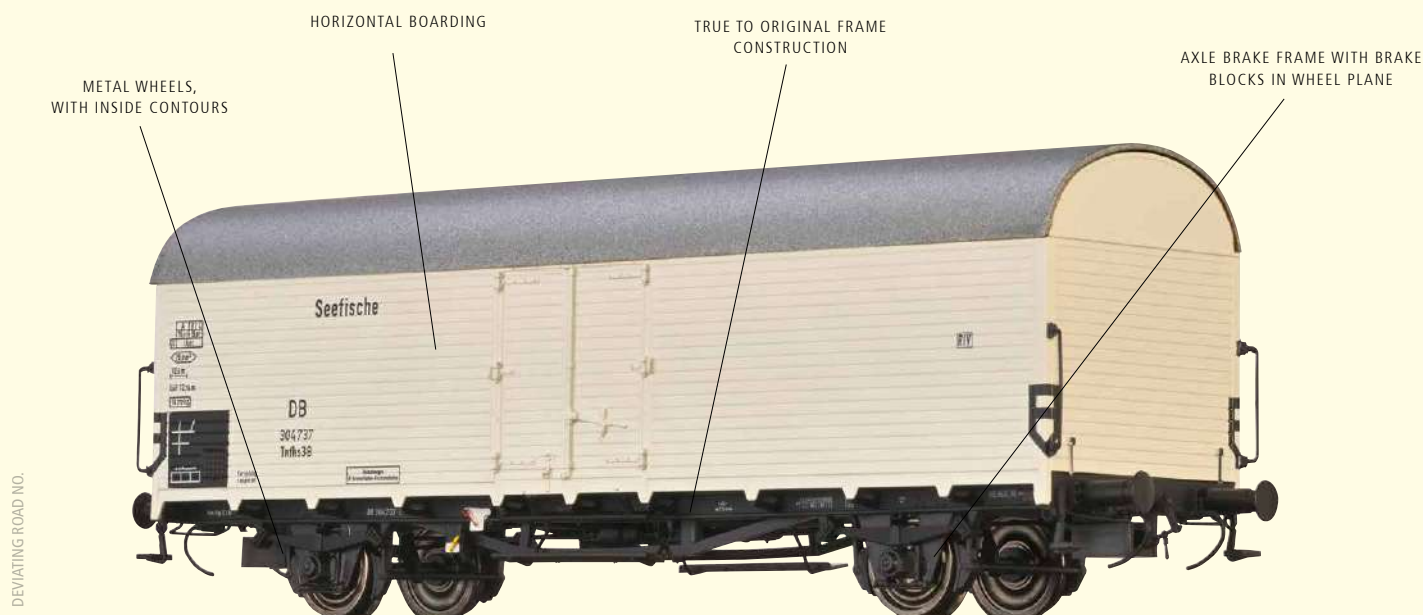
Open Freight Car Omm 52 DB
Road no. 862 029



Order no.
48631



Refrigerator Car Tnfs 38 "Seefische" DB
Road no. 304 660



Order no. **47626** III 139,1 NEM 2187 DB

Refrigerator Car Tnfs 38 "Seefische" DB
Road no. 304 585



Order no. **47627** III 139,1 NEM 2187 DB

Refrigerator Car Tnfs 38 "Ganter Bier Freiburg" DB
Road no. 546 070 [P]



Order no. **47639** III 139,1 NEM 2187 DB

Refrigerator Car Ibdlps³⁸³ "Kulmbacher Mönchshof-Bräu" DB
Road no. 23 80 805 0 045-3 [P]



Order no. **47621** IV 139,1 NEM 2187 DB

Refrigerator Car Tnfs 38 CSD
Road no. L516543 [P]



Order no. **47624** III 139,1 NEM 2187 ČSD

Special Freight Car Ucs 54 Kds DB
Road no. 356 446

DEVIATING ROAD NO.



Order no. **50589** III 98,2 NEM 2187 DB

Special Freight Car Ucs 54 Kds DB
Road no. 356 935

DEVIATING ROAD NO.



Order no. **50590** III 98,2 NEM 2187 DB

Special Freight Car Ucs 56 Kds DB
Road no. 359 413

DEVIATING ROAD NO.



Order no. **50591** III 98,2 NEM 2187 DB

Special Freight Car Kds 54 DB
Road no. 359 786



Order no. **50592** III 98,2 NEM 2187 DB

Special Freight Car Kds 56 "Franken Zucker" DB
Road no. 359 561



Order no. **50576** III 98,2 NEM 2187 DB

Special Freight Car Kds 56 "Clubmast Clubkraft" DB
Road no. 579 337 [P]



Order no. **50662** III 98,2 NEM 2187 DB

Special Freight Car Ucs⁹⁰⁹ "Brandt" DB
Road no. 41 80 910 7 557-6

DEVIATING ROAD NO.



Order no. **50588** IV 98,2 NEM 2187 DB

Special Freight Car Ucs⁹⁰⁸ DB
Road no. 21 80 910 5 790-9

DEVIATING ROAD NO.









Order no. **50593** IV 98,2 NEM 2187 DB



Special Freight Car Ucs⁹⁰⁸ DB
Road no. 21 80 910 5 385-8







DEVIATING ROAD NO.



Order no. **50594**      







Special Freight Car Ucs⁹⁰⁹ "Varta" DB
Road no. 44 80 910 6 105-2 [P]



Order no. **50577**      







Special Freight Car Ucs⁹⁰⁸ "Mandt Feldspat" DB
Road no. 21 80 910 5 321-3



Order no. **50573**      







Special Freight Car Ucs⁹⁰⁸ "dörfner" DB
Road no. 21 80 910 5 685-1



Order no. **50574**      







Special Freight Car Ucs⁹⁰⁸ "akw" DB AG
Road no. 21 80 910 5 876-6



Order no. **50571**      







Special Freight Car Ucs⁹⁰⁹ "Heidelberger Zement" DB AG
Road no. 44 80 910 6 107-8 [P]



Order no. **50579**      







Special Freight Car Ucs⁹⁰⁹ "akw" DB AG
Road no. 41 80 910 7 811-7



Order no. **50572**      

Special Freight Car Ucs⁹⁰⁹ "Quarzwirke" DB AG
Road no. 41 80 910 7 918-0



Order no. **50575**      

Covered Freight Car Gm K.Bay.Sts.B.
Road no. Würzburg 31 024



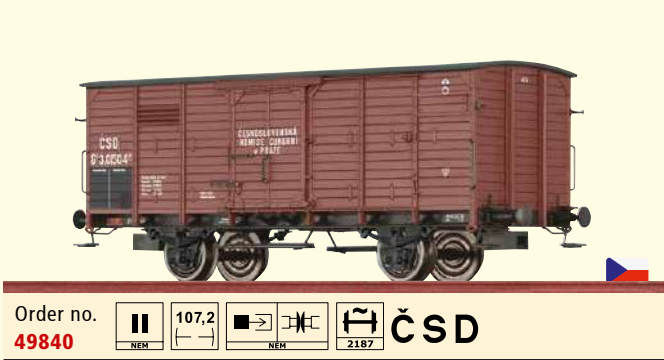
Covered Freight Car "Brauerei Englisch Brunnen" DRG
Road no. Danzig 552 025 [P]



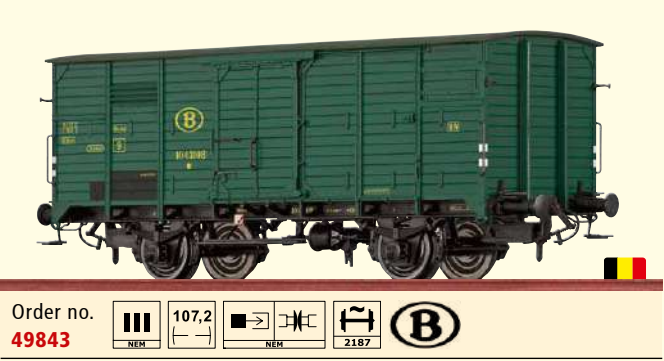
Covered Freight Car "Persil" DRG
Road no. Wuppertal 543 122 [P]



Covered Freight Car "Ceskoslovenska Komise Cukerni v Praze" CSD
Road no. 3.01504 [P]



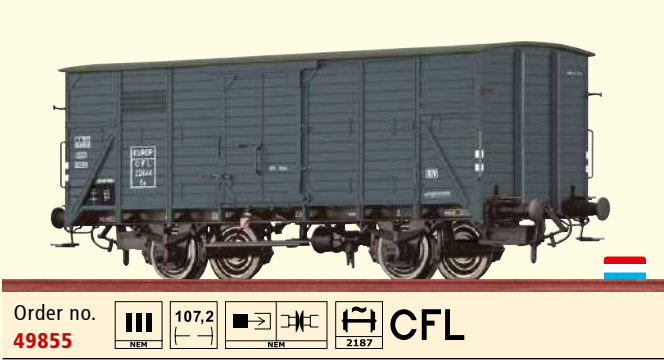
Covered Freight Car B SNCB
Road no. 1043108



Covered Freight Car Gklm 10 DB
Road no. 134 564



Covered Freight Car Kw "EUROP" CFL
Road no. 22644



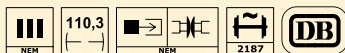
Covered Freight Car „Schutzenberger“ SNCF
Road no. 505236 [P]



Beer Car "Ganter Bier Freiburg" DB
Road no. 546 040 [P]



Order no.
49871



Tank Car Z [P] 2-axle "ARAL" DB
Road no. 503 796 [P]



Order no.
49255



Tank Car Z [P] 2-axle "Vlismar Rotterdam" NS
Road no. 500603 [P]



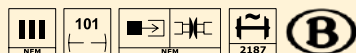
Order no.
49254



Tank Car Z [P] 2-axle "BP" SNCB
Road no. 504734 [P]



Order no.
49256



Sliding Wall Car Klmgs²⁹⁹ DB
Road no. 21 80 211 5 465-1



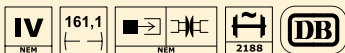
Order no.
48992



Sliding Wall Car Hbis²⁹⁹ DB
Road no. 21 80 211 7 523 -5



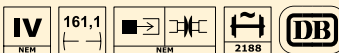
Order no.
48993



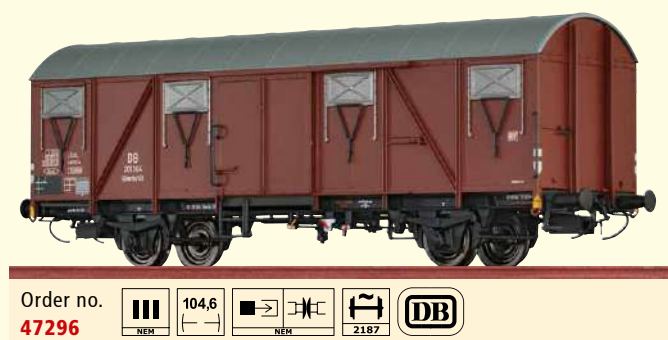
Sliding Roof / Wall Car Tbis⁸⁷⁵ DB
Road no. 21 80 578 0 787-5



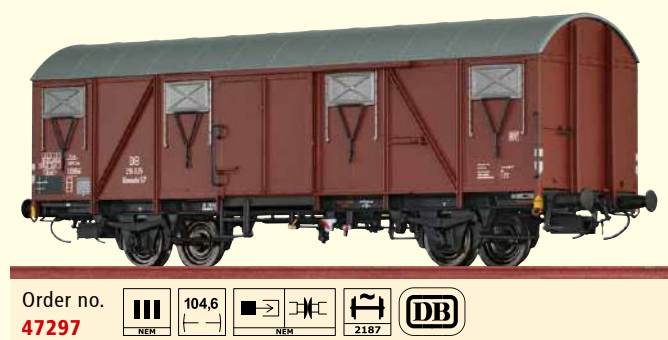
Order no.
48994



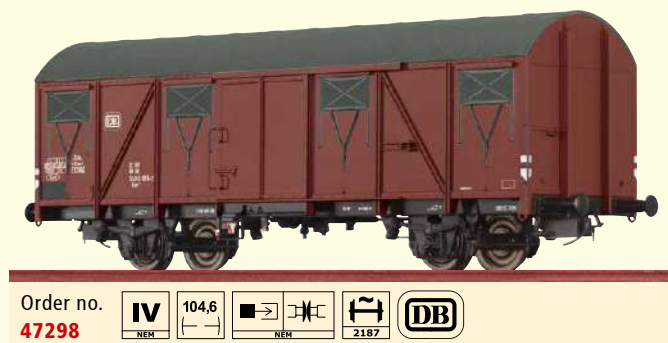
Covered Freight Car Glmehs 50 DB
Road no. 201 364



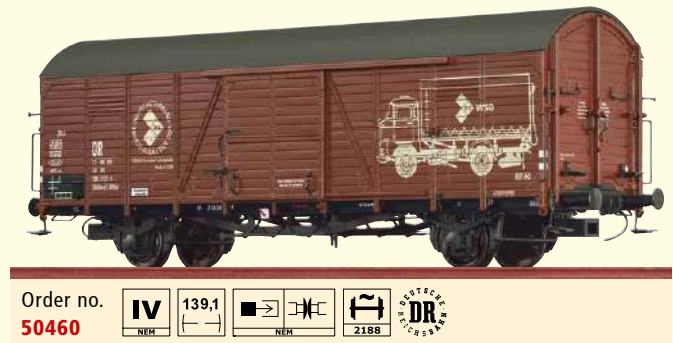
Covered Freight Car Glimmehs 57 DB
Road no. 216 025



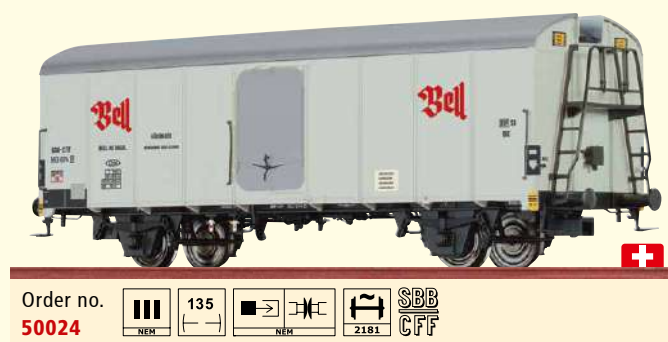
Covered Freight Car Gos 245 DB
Road no. 21 80 140 6 189-7



Covered Freight Car Glthu "IFA W50" DR
Road no. 21 50 208 5127-9



Refrigerator Car UIC Standard 1 "Bell" SBB
Road no. 553 074 [P]



Refrigerator Car UIC Standard 1 Hlv "STEF" SNCF
Road no. 525 239 [P]



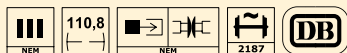
Refrigerator Car UIC Standard 1 Ibes "Chiquita" NS
Road no. 11 84 803 1 308-9



Open Freight Car Otmm 70 "Union Briket" DB
Road no. 648 003



Order no.
49541



Open Freight Car Otmm 70 DB
Road no. 645 425



Order no.
49545



Open Freight Car Fcs⁰⁹⁰ DB
Road no. 01 80 635 5 125-5



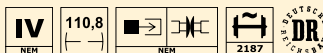
Order no.
49542



Open Freight Car Fcs DR
Road no. 21 80 645 1005-4



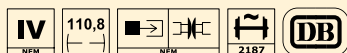
Order no.
49543



Open Freight Car Ed⁰⁹⁰ DB
Road no. 01 80 541 1 085-2



Order no.
49546



Open Freight Car Fcs ÖBB
Road no. 01 81 645 5 113-9



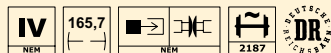
Order no.
49544



Covered Freight Car Gbqss-z "Expressgut" DR
Road no. 21 50 174 2345-4



Order no.
49919



*

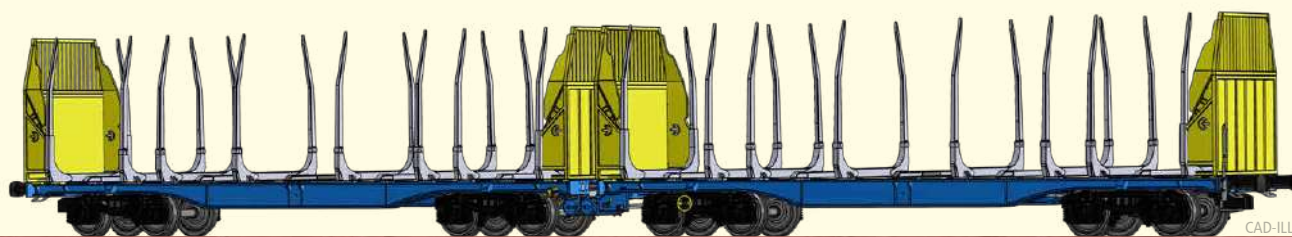
PERFECTLY EQUIPPED

You can now find lamps, cable railways, a variety of equipment details and a wide range of electrical accessories for HO and N in the BRAWA accessories catalogue or at www.brawa.de.



AN ALL-ROUNDER FOR THE FREIGHT TRANSPORT

FLAT CAR SGGMMRRS INNOFREIGHT



CAD-ILLUSTRATIONS

Flat Car Sggmmrrs VTG

Road no. on website



Innofreight, as the name suggests, is fully committed to innovation in rail freight transport. The company claims that its self-developed InnoWaggon allows freight transport on the railways to be organised more efficiently than ever before. Innofreight achieves this efficiency by offering its InnoWaggon in three different lengths: 2x30 ft, 2x40 ft and 2x45 ft. Each vehicle consists of two short-coupled carrying wagons. The InnoWaggon can be fitted with a variety of different superstructures and transport racks by means of

standardised folding container spigots. The wagons can thus be individually equipped and loaded for each customer and, if required, even for each transport assignment. This is certainly a very far-sighted innovation, especially given the increasingly complex approval procedures for rail vehicles.

Order no.
50667



- Replica of all three InnoWaggon double carriages
- Replica of the latest generation Y25 bogie
- Extra mounted brake-switch

- Fine engravings
- NEM-standard short-coupling
- True-to-original replica of the car bottom

- Wheelsets with inside contours
- Bogie with three-point support
- Without loading, for free arrangement



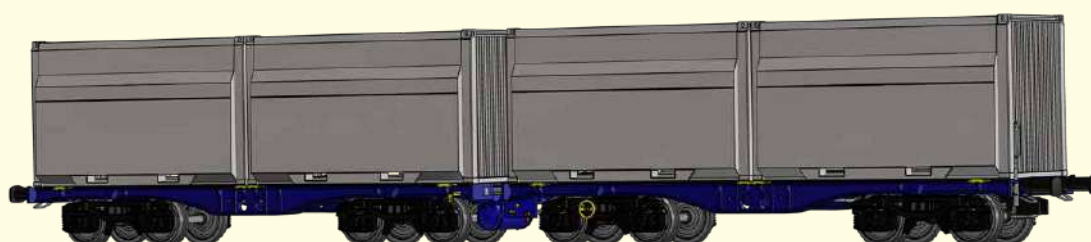
Flat Car Sggmmrrs "ArcelorMittal" DB AG
Road no. on website



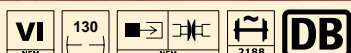
Order no.
50663



Flat Car Sggmmrrs "ArcelorMittal" DB AG
Road no. on website



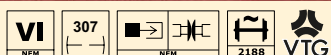
Order no.
50664



Flat Car Sggrrs VTG
Road no. on website



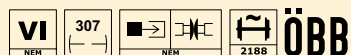
Order no.
50665



Flat Car Sggrrs ÖBB
Road no. on website



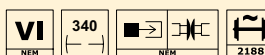
Order no.
50665



Flat Car Sggmmrrs Innofreight
Road no. on website



Order no.
50668



Tank Car Uerdingen ZZ [P] "EVA" DB
Road no. 539 303 [P]

DEVIATING ROAD NO.



Order no. **49615** III 142,5 NEM 2188 DB

Tank Car Uerdingen ZZ [P] "ÖMV" ÖBB
Road no. 537 329 [P]



Order no. **49616** III 142,5 NEM 2188 ÖBB

Tank Car Uerdingen ZZ [P] "SIMOTRA" SNCF
Road no. 588975 [P]

DEVIATING ROAD NO.



Order no. **49617** III 142,5 NEM 2188 SNCF

Tank Car Uerdingen ZZ [P] SNCB
Road no. 921766



Order no. **49618** III 142,5 NEM 2188 B

Special Freight Car KKds 55 DB
Road no. 358 007

DEVIATING ROAD NO.



Order no. **50310** III 162 NEM 2187 DB

Special Freight Car KKds 55 DB
Road no. 358 014



Order no. **50311** III 162 NEM 2187 DB

Special Freight Car Uacs⁹⁴⁶ DB
Road no. 31 80 930 5 011-6



Order no. **50312** IV 162 NEM 2187 DB

Special Freight Car Uacs⁹⁴⁶ DB
Road no. 31 80 930 5 022-3







Order no. **50313** IV 162 NEM 2187 DB







Tank Car Uia "DHL®" GATX
Road no. 30 80 795 6 626-5 [P]



Order no. **50659**     **GATX**






Tank Car Uia "NACCO"
Road no. 33 80 795 6 532-5 [P]



Order no. **50689**    






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



Order no. **50660**     





Tank Car Uah-w DR
Road no. 31 50 727 0819-3



Order no. **50661**     

Tank Car ZZ 6-axle "Hoechst AG" DB
Road no. 21 80 006 3 267-7 [P]



Order no. **50559**     

Tank Car 6-axle "VEB Gärungschemie Dessau" DR
Road no. 27 50 076 3009-6 [P]



Order no. **50560**     





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

BULK GOODS CAR FADS 175



Bulk Goods Car Fads 175 DB, set of 10

Road no. 31 80 696 2 693-1 / 31 80 696 1 273-3 / 31 80 696 1 441-6 / 31 80 696 1 584-3 / 31 80 696 3 004-4 / 31 80 696 2 407-6 /
31 80 696 2 811-9 / 31 80 696 2 704-1 / 31 80 696 1 453-1 / 31 80 696 2 817-6



Order no.

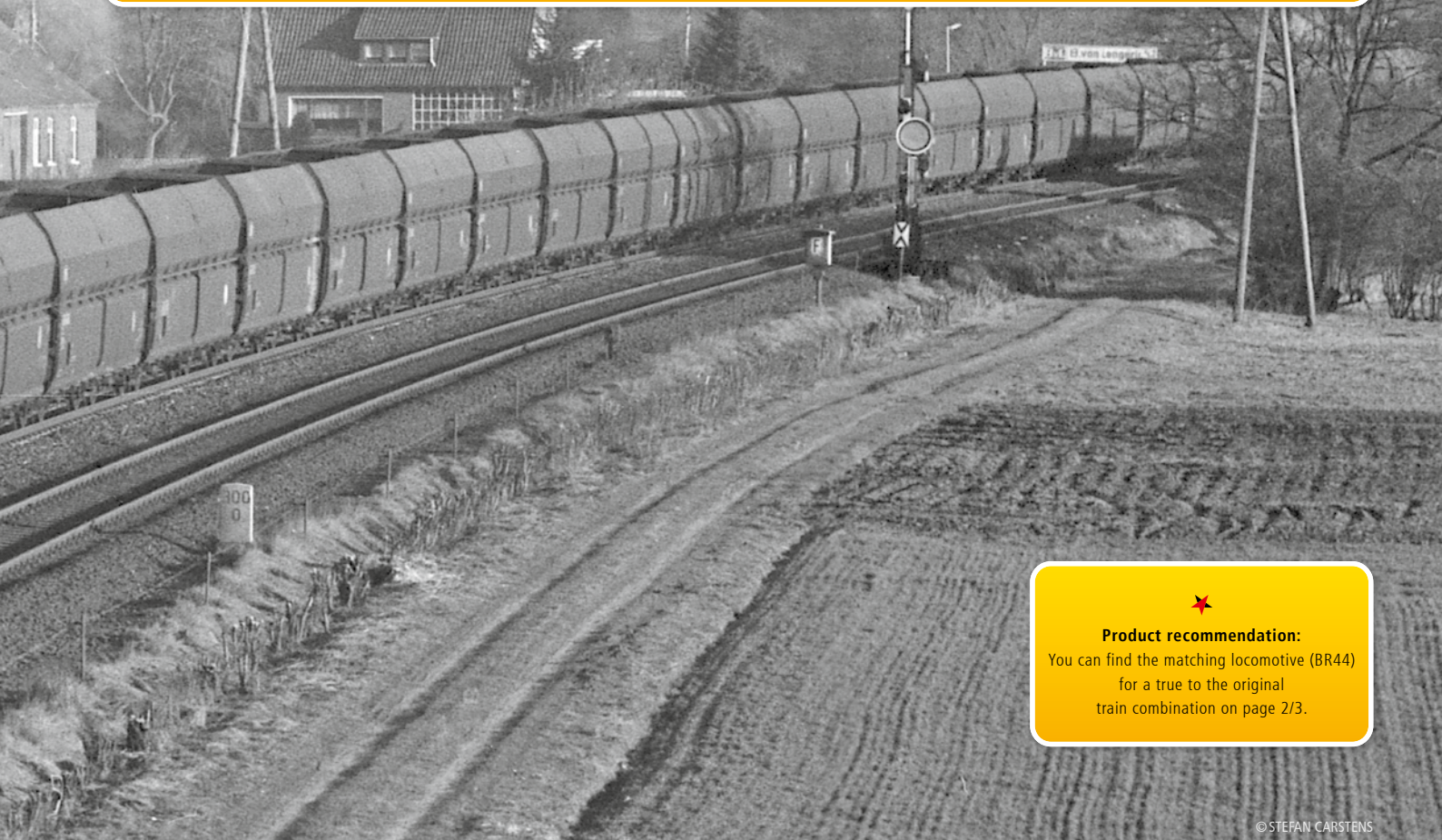
50677





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

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



Product recommendation:

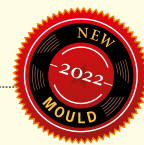
You can find the matching locomotive (BR44) for a true to the original train combination on page 2/3.

© STEFAN CARSTENS



Bulk Goods Cars Fads 177 DB, set of 3

Road no. 31 80 696 4 021-3 / 31 80 696 4 037-9 / 31 80 696 4 055-1



Order no.
50679



Bulk Goods Cars Fals 176 and Fals 186 DB AG, set of 3

Road no. 82 80 665 2 271-9 / 83 80 665 9 001-3 / 84 80 665 9 017-9

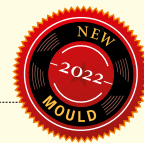


Order no.
50678



Bulk Goods Cars Fals 186 DB AG, set of 3

Road no. 81 80 665 9 055-0 / 81 80 665 9 044-4 / 81 80 665 9 037-8



Order no.
50680



© BERND PLUNTKE



Open Freight Car Eas [5965] DR
Road no. 31 50 596 6027-6



Open Freight Car Eas⁰⁷⁰ DB AG
Road no. 11 80 5966 118-1



Open Freight Car Eas⁰⁷⁰ DB AG
Road no. 11 80 542 0 849-1



Open Freight Car Ealos-x⁰⁵³ DB AG
Road no. 31 80 5928 007-9



Container Car Sffggmrrss¹⁹⁷ VTG, loaded with 40 ft containers "MSC"
Road no. 37 80 4909 122-6



Container Car Sffggmrrss³⁶ VTG, loaded with 40 ft containers "ONE" and "China Shipping"
Road no. 33 68 4909 458-4





SMALL GAUGE BIG DIESEL DETAILS

DIESEL LOCOMOTIVE BR 132

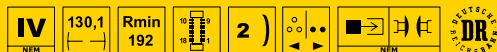


DEVIATING ROAD NO. / HO-MODEL

Diesel Locomotive 132 DR
Road no. 132 009-2

Order no.
61038

Order no.
61039



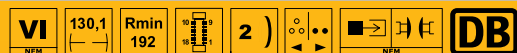
Diesel Locomotive BR 233 DB Bahnbau Gruppe
Road no. 92 80 1 233 493-6



DEVIATING ROAD NO. / HO-MODEL

Order no.
61042

Order no.
61043





MILESTONE IN ELECTRIC LOKOMOTIVE

ELECTRIC LOCOMOTIVE BR 145

PICTURE SHOWS HO-MODEL



Electro Locomotive BR 145 DB

Road no. 145 168-1

Order no.
63112



Order no.
63113



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
- Precise replica of the bogies
- Separately mounted brake cylinder, brake pull rod, sand box and cowcatcher

- Precise replica of the roof, versions with normal and extended roof
- Prototypical roof-fittings, with many individually mounted parts
- 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
- Finest paintwork and printing
- 3rd front light can be switched on or off also in analog mode
- Driver's cab with LED lighting and in the sound version also in the machine room
- NEM-standard short coupling
- Next18 interface

Digital Version EXTRA:

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

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

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





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

For many years now, double-decker trains have successfully formed the backbone of regional traffic. Double-decker trains are the ideal solution, especially on routes with low platform lengths and a high volume of passengers. The tried-and-tested single-wagon concept of the TWIN-DEXX 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® IC2-Double-Deck Middle Wagon DB AG, 1st class
Road no. on website

DEVIATING ROAD NO. / HO-MODEL



Order no.
64527



TWINDEXX VARIO® IC2-Double-Deck Middle Wagon DB AG, 2nd class
Road no. on website

DEVIATING ROAD NO. / HO-MODEL



Order no.
64526



TWINDEXX VARIO® Double-Deck Middle Wagon DB AG, 1st / 2nd class
Road no. on website

DEVIATING ROAD NO.



Order no.
64530

Order no.
64534



TWINDEXX®

- Exact scale 1:160
- True-to-original length over buffer
- Structure made of high-quality, impact-resistant plastic
- Metal bottom plate
- Printed window frames
- In-plane assembled windows
- 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
- Finest paintwork and printing
- Illuminated driver's cab
- With interior fittings, incl. driver's cab
- NEM-standard close coupling
- Lights change white/red, in the direction of travel

TWINDEXX VARIO® IC2-Double-Deck Coaches DB AG, 3-unit

Road no. on website

DEVIATING ROAD NO. / HO-MODEL



Order no.
64523



TWINDEXX VARIO® Double-Deck Train DB AG, 3-unit

Road no. on website

DEVIATING ROAD NO.



Order no.
64528

Order no.
64532



GDR EXPRESS TRAIN CLASSIC

PASSENGER COACHES BGVHWE DR



Passenger Coach Bgvhwe DR

Road no. on website



Like the DB, the DR also struggled after the Second World War with the enormous maintenance costs of ageing wooden type compartment coaches. It was therefore also decided at the Deutsche Reichsbahn to completely redesign the sub-frames to a uniform length. In 1963 the first coaches of this design were supplied by the repair shop in Halberstadt to the DR. This procedure was quickly given up due to the poor condition of the reused assemblies. It was decided to build the coaches completely with new components. The running gear used was the recently developed, "Görlitz V" bogie without axle holders. The selected length of 18.7 m resulted from the structural conditions of the factory. Thus from 1963 to 1977, 3030 coaches of Class "Bgvhwe" were produced, which was therefore to be found in nearly every passenger coach of the DR in the 1970s and 1980s. Initially the coaches were used especially in special trains, due to their very

modern comfort, and therefore also reached destinations in the Federal Republic. They were regularly seen in Nuremberg, Hamburg and the Ruhr area. When they appeared their livery was green with a continuous decorative stripe under the windows offset by a black sole bar band. Although the DR had planned to convert coaches, for example with new windows and new interior furnishings, they were removed from stock by 1995 after unification of the two German railways due to altered traffic conditions. Vehicles of this type are still used today by the DB AG and by many clubs and heritage railways.

Order no. **65071**



- Precise replica of the "Görlitz V" bogies
- In-plane assembled windows
- Interior fittings in multicolour painting

- Prepared for interior lighting
- Printed window frames
- Alternator on bogie separately mounted

- NEM-standard short coupling
- Passageway between coaches with separately mounted rubber beading



Passenger Coach Bghwe DR
Road no. on website

PICTURE SHOWS HO-MODEL



Order no.
65072



Passenger Coach BDghws DR
Road no. on website

PICTURE SHOWS HO-MODEL



Order no.
65073



Passenger Coach WRge DR
Road no. 51 50 88-15 021-1

PICTURE SHOWS HO-MODEL



Order no.
65074



Passenger Coach WRg DR
Road no. on website

PICTURE SHOWS HO-MODEL



Order no.
65075



Passenger Coach Bmhe DR
Road no. 50 50 21-11 889-6

PICTURE SHOWS HO-MODEL



Order no.
65146



Passenger Coach Bmhe DR
Road no. 50 50 21-11 123-0

PICTURE SHOWS HO-MODEL



Order no.
65147



Passenger Coach Bmhe DR
Road no. 51 50 21-40 439-4

PICTURE SHOWS HO-MODEL



Order no.
65148



Passenger Coach Bmhe DR
Road no. 50 50 21-11 962-1

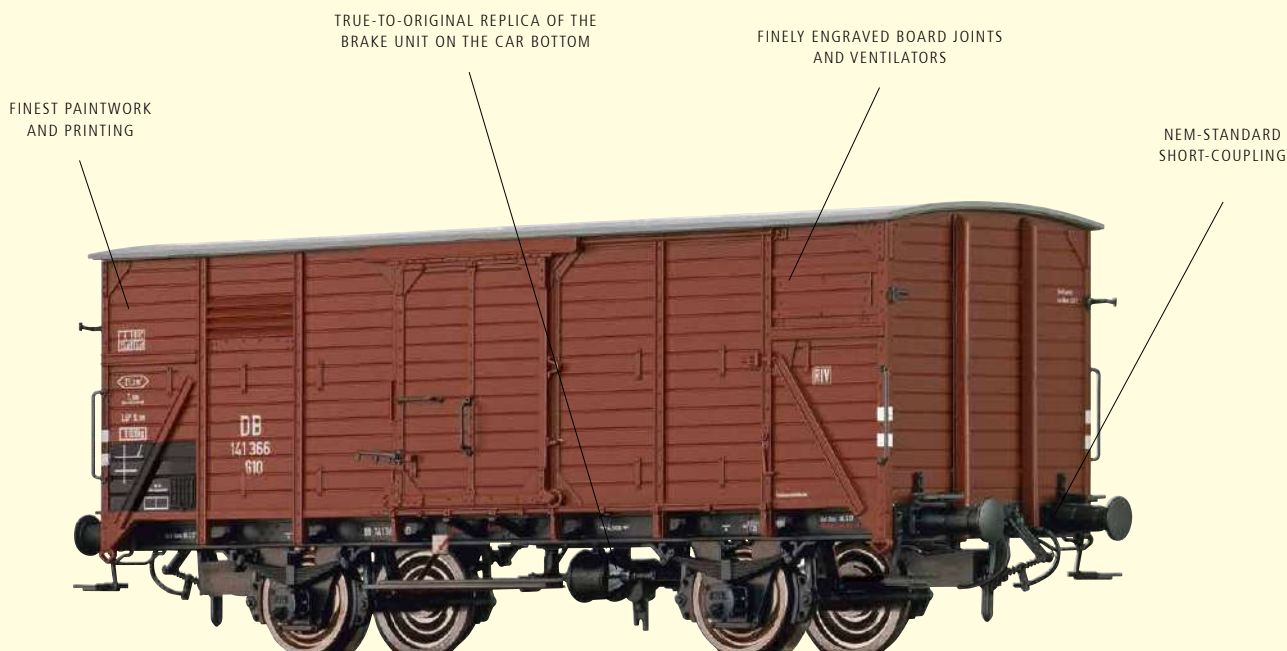
PICTURE SHOWS HO-MODEL



Order no.
65149



Covered Freight Car G10 DB
Road no. 114 028



Order no. **67493** III 54,9 NEM DB

Covered Freight Car Gw DR
Road no. 21 50 113 0509-5



Order no. **67496** IV 54,9 NEM DR

Covered Freight Car G10 ÖBB
Road no. 165 701



Order no. **67497** III 54,9 NEM ÖBB

Covered Freight Car Gbs 253 "Peugeot Talbot" DB
Road no. 21 80 141 4 427-1



Order no. **67822** IV 78,1 NEM DB

Covered Freight Car G1mhs 50 DB
Road no. 201 364



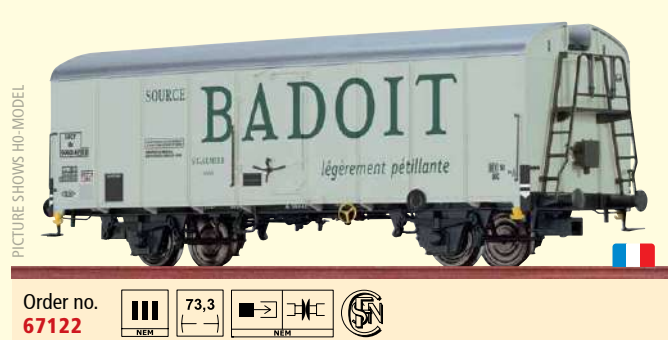
Order no. **67820** III 78,1 NEM DB



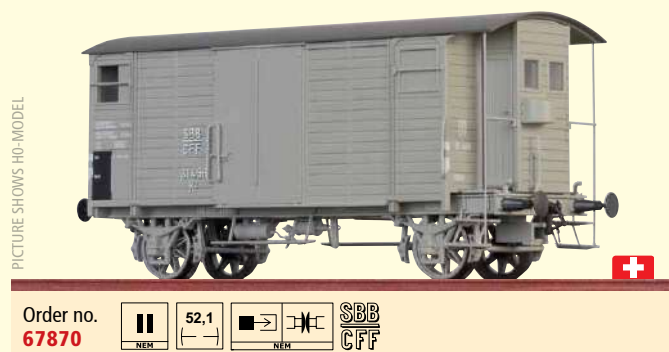
Refrigerator Car UIC Standard 1 "Interfrigo" DB
Road no. 524 068



Refrigerator Car UIC Standard 1 "Evian & Badoit" SNCF
Road no. 506014 [P]



Covered Freight Car K2 SBB
Road no. 35 233



Covered Freight Car K2 BLS
Road no. 3077



Covered Freight Car Gmhs DRG
Road no. 1512



Covered Freight Car Gmhs "Fortschritt" DR
Road no. 21 50 136 4256-0





In the 1970s, the works of the GDR coach building industry produced almost exclusively for export. The DR therefore had to look elsewhere to replace the ageing fleet of vehicles and have more vehicles available for the increased transport requirements. This was partly solved by producing new cars in own repair shops but this technology was not suitable for special cars. At the beginning of the 1970s, the foreign trade ministry succeeded in concluding comprehensive compensation business with France, as a result of which the DR received approx. 20,000 new freight cars of various classes. Among these, 1,250 four-axle mineral oil tank cars were delivered from 1975 onwards, which were classified under the documentation number 8105 and Class Uahs. Their number group began with 727 0000. The car had a welded undercarriage made of St 52-3 without middle longitudinal supports with bogies of type Y25Cs and a divided draw gear. The five-section tank made of 7mm steel plate (9mm in the

floor area) has a volume of 85150 litres and therefore allows complete exploitation of the maximum permissible wheelset load at that time of 20t. The compressed air brake of type KE-GP with brake rod actuators and mechanical load braking was complemented by a handbrake operated from a platform and complied with the latest technical standards of that time. The cars were used above all in block trains mainly to transport fuels such as petrol and diesel.

Order no. **67258**



Tank Car Uia "Wasserwagen" SBB
 Road no. 99 85 93-00003-3

PICTURE SHOWS HO-MODEL



Order no.

67256

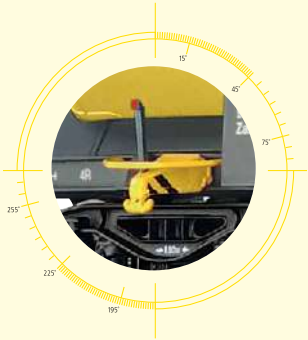
VI

102










Tank Car Uerdingen ZZ DR
 Road no. 21 50 075 0113-7







Order no.

67727

IV

77,5



Tank Car Uerdingen ZZ "OMV" ÖBB
 Road no. 21 81 0094-2



Order no.

67728

VI

77,5







Flat Car RRym DR
 Road no. 60-22-12

PICTURE SHOWS HO-MODEL



Order no.

67039

III

99








Flat Car Samms⁴⁸¹⁸ DR
 Road no. 31-50-482 0208-1

PICTURE SHOWS HO-MODEL







Order no.

67041

IV

99





FULL STEAM AHEAD INTO THE NEW YEAR

LIMITED SPECIAL MODELS WITH THE LEGENDARY
BR 01 STEAM LOCOMOTIVE & EXPRESS TRAIN D 504

Following the reorganisation of train numbers, the D 504 ran from Saalfeld via Leipzig/Halle to Berlin on the Saalebahn railway from 1973.

Until 25 September 1981, this train was hauled by BR 01 locomotives from the Saalfeld railway depot and was thus the last steam-powered express

train in Central Europe. On the following day, the service was converted to diesel traction.

BRAWA takes you back to April 1980, when locomotive 01 2204 was hauling D 504 consisting of 11 carriages along the route to Berlin.

Express Train Set D 504, 6-unit

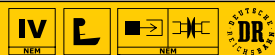
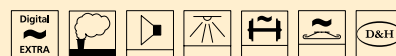
Order no. **50671**



Order no. **50672**



Order no. **50673**



Information: Coaches without lighting/technical features

Content: Steam Locomotive BR 01 (Road no. 01 2204), 2 x Passenger Coaches "Halberstädter" (Road no. 51 50 21-40 170-5 / 51 50 21-40 163-0)
2 x Passenger Coaches "Reko" (Road no. 50 50 82-15 034-1 / 50 50 28-13 033-2), Dining Car "Reko" (Road no. 51 50 88-45 033-0)

You can find more supplementary cars on page 19.



PRE ORDER OFFER HO "EXPRESS TRAIN D 504" UNTIL MARCH 15, 2022

If you pre-order a complete train (by March 15, 2022), all buyers will receive a free exclusive gift. Contact your specialist dealer as soon as possible and be surprised!





© W. BÜGEL, SLG. EISENBAHNSTIFTUNG

Model details Steam Locomotive BR 01

- Illuminated driver's cab
- Standard shaft rear with link guide
- Close coupling between locomotive and tender
- Fine paintwork and printing
- Epoch-typical toe bearing
- Lines and extra mounted parts in minimum material thickness
- Metal reversing gear and operating rod
- Extra mounted steps
- Drive in the tender
- Many extra mounted parts
- Single axle bearing
- Boiler, driver's cab and tender made of high-quality, impact-resistant plastic
- Perfectly replicated back boilerplate
- Perforated underframe and spoked wheels in die-cast zinc
- Smoke generator and sound decoder, either built in or as a retrofit option
- True-to-epoch lighting, multipart lamp housing
- Fire flickering (Version DIGITAL EXTRA)
- Engine lighting (Version DIGITAL EXTRA)
- 1.000 mm leading wheels
- Welded discharge boxes on the cylinders
- Valve gear holder in welded design
- Tender 2'2' T34

Model details Passenger Coaches

- Precise replica of the bogies
- In-plane assembled windows
- True-to epoch interior fittings
- Printed window frames
- Elastic rubber bulge
- NEM-standard short coupling
- Replica of the air heating system in the car floor
- Finest paintwork and printing
- Separately mounted steps
- Alternator on bogie
- Freestanding handrails



FOR A TRUE TO ORIGINAL TRAIN COMBINATION





RHEINGOLD

FULL STEAM AHEAD INTO THE NEW YEAR

LIMITED SPECIAL MODELS WITH THE LEGENDARY
BR 01 STEAM LOCOMOTIVE & "RHEINGOLD-EXPRESS"

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

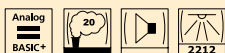
When designing the train, DRG took reference to the similar CIWL day trains. The interior included open-plan cars and in some cases partially divided compartments, in first cases even with freestanding benches. Each car had a different decor made of different precious woods or cloth-covered walls and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

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



Rheingold Express-Train Set, 6-unit

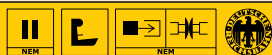
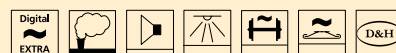
Order no. **50681**



Order no. **50682**



Order no. **50683**



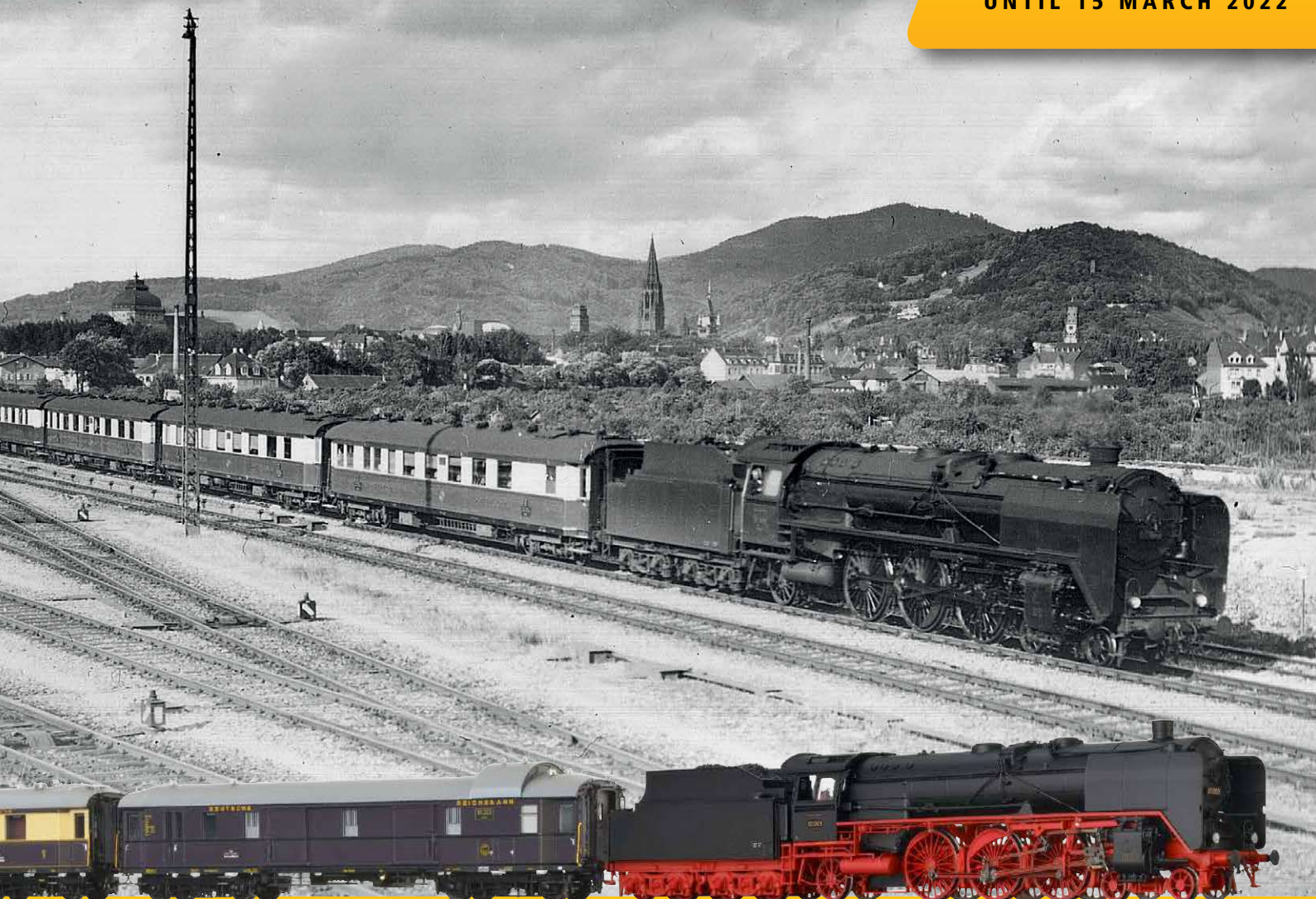
Content: Steam Locomotive BR 01 (Road no. 01 069), Luggage Car (Road no. Köln 90 202),
2 x Passenger Coaches 1st class (Road no. Köln 20 506 / Köln 20 501), 2 x Passenger Coaches 2nd class (Road no. Köln 24 502 / Köln 24 505)
You can find more supplementary cars on page 23.



PRE ORDER OFFER HO "RHEINGOLD-EXPRESS" UNTIL MARCH 15, 2022

If you pre-order a complete train (by March 15, 2022), all buyers will receive a free exclusive gift. Contact your specialist dealer as soon as possible and be surprised!





Model details Steam Locomotive BR 01

- Illuminated driver's cab
- Standard shaft rear with link guide
- Close coupling between locomotive and tender
- Fine paintwork and printing
- Epoch-typical toe bearing
- Lines and extra mounted parts in minimum material thickness
- Metal reversing gear and operating rod
- Extra mounted steps
- Drive in the tender
- Many extra mounted parts
- Single axle bearing
- Boiler, driver's cab and tender made of high-quality, impact-resistant plastic
- Perfectly replicated back boilerplate
- Perforated underframe and spoked wheels in die-cast zinc
- Smoke generator and sound decoder, either built in or as a retrofit option
- True-to-epoch lighting, multipart lamp housing
- Fire flickering
- Engine lighting
- 850 mm leading wheels
- Screwed discharge boxes on the cylinders
- Valve gear holder in welded design
- Tender 2'2' T34

Model details Passenger Coaches

- All specific details of the different eras taken into account
- Different roofs and car bottoms
- Precise replica of the Görlitz II schwer bogies
- Precise replica of the brake unit
- Individually placed table lamps
- Originally reproduced frame
- Multi-part and multi-colored interior fittings
- Short coupling kinematics
- Three-point support in metal axle support
- Metal wheels
- In-plane assembled windows
- Fine paintwork and printing

Digital version:

- Entry lighting
- Roof lighting
- Table lighting
- Sound: Operating and kitchen sound
- Digital decoder
- Electric coupling (for central electrical supply)

LIMITED MODELS: AUTOMOBILE MANUFACTURERS, 10-UNIT

Order no. **50704** (For specialist dealers only available as set.)

Covered Freight Car Gm "Audi" K.S.St.E.B.
Road no. 14 473

K.Sächs.Sts.E.B.



Order no.
49868



Covered Freight Car Dresden "DKW" DRG
Road no. 81 909



Order no.
50472



Covered Freight Car Dresden "Horch" DRG
Road no. 81 009



Order no.
50477



Covered Freight Car Dresden "Magirus" DRG
Road no. 81 365



Order no.
50474



Covered Freight Car Glr 23 "Auto Union" DB
Road no. 195 524



Order no.
50470



Covered Freight Car Glt 23 "Opel" DB
Road no. 195 069



Order no.
50465



Covered Freight Car Glr 23 "NSU" DB
Road no. 190 811



Order no.
50471



Covered Freight Car Glr 23 "MAN" DB
Road no. 195 075



Order no.
50473



Covered Freight Car Gltu "Wartburg" DR
Road no. 13-80-09



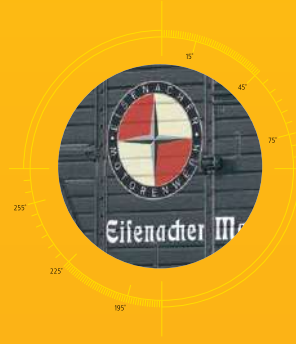
Order no.
50475



Covered Freight Car Gltu "Eisenacher Motorenwerke" DR
Road no. 13-80-22



Order no.
50476



LIMITED MODELS: BEER CARS, 10-UNIT

Order no. **50699** (For specialist dealers only available as set.)

Refrigerator Car Ibdlps³⁸³ "Schlappe Seppel" DB
Road no. 521 666 [P]



Order no.
47632



Refrigerator Car Tnfhs 38 "König-Pilsener" DB
Road no. 502 530 [P]



Order no.
47633



Refrigerator Car Ibdlps³⁸³ "Klosterbrauerei Alpirsbach" DB
Road no. 546 077 [P]



Order no.
47634



Covered Freight Car "Fürstenberg" DB
Road no. 546 031 [P]



Order no.
49861



Covered Freight Car ZB "Tuborg" DSB
Road no. 99 620 [P]



Order no.
49872



Refrigerator Car UIC Standard 1 "Carlsberg" DSB
Road no. 99 342 [P]



Order no.
50688



Refrigerator Car Ibdlps³⁸³ "Paulaner" DB
Road no. 23 80 805 0 030-5 [P]



Order no.
47623



Refrigerator Car Ibdlps³⁸³ "Früh Kölsch" DB
Road no. 21 80 080 0 201-4 [P]



Order no.
47630



Refrigerator Car Ibdlps³⁸³ "Veltins" DB
Road no. 21 80 802 4 798-2 [P]



Order no.
47635



Covered Freight Car "Pischorr Bräu" DB
Road no. 21 80 080 0 946-4 [P]



Order no.
49860



Beer Cars DR

Refrigerator Car Tmno (Imo) "Feldschlößchen AG" DR
Road no. 20 50 081 5001-8



Order no. **47636**



Beer Car Th "Sternburg Leipzig" DR
Road no. 56-01-19 [P]



Order no. **49832**



Beer Car (Tw) T "Wernesgrüner Pils" DR
Road no. 21 50 112 3214-1



Order no. **49862**



FOR SPECIALIST DEALERS ONLY AVAILABLE AS SET

ORDER NO. **50700**

"Ostalgie" DR Brands

Covered Freight Car Gbs "Schierker Feuerstein" DR
Road no. 21 50 150 2869-3



Order no. **49916**



Covered Freight Car Gbs "Deutrans" DR
Road no. 21 50 150 3467-5



Order no. **49917**



Covered Freight Car Gbs "Fortschritt" DR
Road no. 21 50 150 4651-3



Order no. **49918**



FOR SPECIALIST DEALERS ONLY AVAILABLE AS SET

ORDER NO. **50703**



Swiss Brands

Covered Freight Car K2 "Maggi®" SBB
Road no. 32799



Order no. **47894**



Covered Freight Car K2 "Calanda" SBB
Road no. 518067 [P]



Order no. **47889**



Covered Freight Car P "Bierbrauerei Falken Schaffhausen" SBB
Road no. 90587

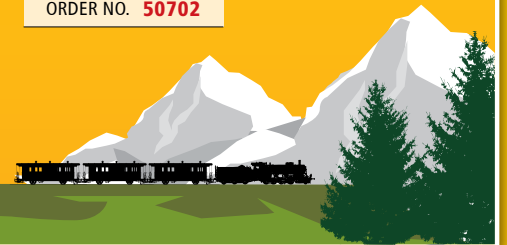


Order no. **47890**



FOR SPECIALIST DEALERS ONLY AVAILABLE AS SET

ORDER NO. **50702**



Champagne Mercier

Covered Freight Car G10 "Champagne Mercier"
Elsass Lothringen
Road no. 600 381



Order no. **49863**



Covered Freight Car G10 "Champagne Mercier"
Elsass Lothringen
Road no. 600 384



Order no. **49864**



Covered Freight Car G10 "Champagne Mercier"
Elsass Lothringen
Road no. 600 387



Order no. **49865**



FOR SPECIALIST DEALERS ONLY AVAILABLE AS SET

ORDER NO. **50701**





BRAWA EASTER PROMOTION

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

Covered Freight Car G10 "Ritter Sport" DB
Road no. 512 886 [P]



Order no.
49856



THE BRAWA WEBSITE OFFERS CONVENIENT PRODUCT SELECTION USING FILTERS AND HAS BEEN OPTIMISED
FOR USE WITH MOBILE DEVICES (TABLET OR SMARTPHONE).



WWW.BRAWA.DE



THE SYMBOLS AND THEIR MEANING

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

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

ARAL, ArcelorMittal, Audi, Auto Union, awk, Bahlsen, BBÖ, Bell, Bierbrauerei Falken Schaffhausen, Birkel, BLS, Bombardier Transportation, BP, Brandt, Brauerei Englisch Brunnen, Budweiser Bürgerbräu, Calanda, Carlsberg, Ceskoslovenska Komise Cukerní v Praze, CFL, Champagne Mercier, China Shipping, Chiquita, Clubmast Clubkraft, CSD, DB AG, Deutrans, Dinkelacker, DKW, dorfner, Dr. Oetker, Eisenacher Motorenwerke, EVA, Evian & Badoit, Feldschlößchen AG, Fortschritt, Franken Zucker, Freiherrlich von Tüchersche Brauerei, Früh Kölsch, Fürstenberg, Ganter Bier Freiburg, GATX, Heidelberger Zement, Hoechst AG, Holsten-Bier, Horch, IFA W50, Innofreight, Interfrigo, Klosterbrauerei Alpirsbach, Knorr, König-Pilsener, Kulmbacher Mönchshof-Bräu, Magirus, MAN, Mandt Feldspat, Mitropa, MRCE, MSC, NACCO, Niesky DG, NSU, ONE, Opel, Paulaner, Persil, Peugeot Talbot, Pschorr Bräu, ÖBB, OMV, Quarzwerke, Ritter Sport, SBB, Schierker Feuerstein, Schlappe Seppel, Schützenberger, SIMOTRA, SNCB, SNCF, STEF, STEG, Sternburg Leipzig, TRAXX, Tuborg, TWINDEXX Vario, Varta, VEB Gärungschemie Dessau, Veltins, Vízinalbahn, Vlismar Rotterdam, Von Haus zu Haus, VTG, Wartburg, Wernesgrüner Pils, Wismut AG and Zündapp are registered trademarks.

DHL® is registered trademark of DHL International GmbH

Maggi® is a registered trademark of Societe des Produits Nestle S.A., Vevey, Switzerland

LIEBE ZUM DETAIL



**STRONG TRACTION: THE „JUMBO“ FOR HEAVY FREIGHT CARS
THE STEAM LOCOMOTIVE BR 44 FROM BRAWA**



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



Order no. 0222.1