



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 By that time, these cars were out of date for commuter and local transport, and no longer suitable for premium service.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. 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. The cars that were delivered from 1982 onwards featured the new green and ivory-colored paint for express cars.



- 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 painting
- Applied steps
- Interior fittings in multi-color painting



THEY'RE BACK: GREAT HEROES OF THE DR RAILWAY WORLD



Passenger Coach 2nd class Bmhe „Städteexpress“ DR

Road no. 51 50 21-43 834-3

Order no. **51142**
RRP* 69,90 EUR



DELIVERY DATE: Q2/2026

HO

STÄDTEEXPRESS



Passenger Coach 2nd class Bmhe „Städteexpress“ DR

Road no. 51 50 21-43 835-0

Order no. **51143**
RRP* 69,90 EUR



DELIVERY DATE: Q2/2026

ESS



Passenger Coach 2nd class Bmhe „Städteexpress“ DR
Road no. 51 50 21-43 838-4

Order no. **51144**
RRP* 69,90 EUR



DELIVERY DATE: Q2/2026





PERFORATED
CAR BODY SUPPORTS

FINER BOARD JOINTS

TRUE TO ORIGINAL
FRAME CONSTRUCTION



Covered Freight Car G10 „Persil“ DRG

Road no. Wuppertal 543 124 [P]

Order no. **51148**



DELIVERY DATE: Q2/2026

RRP* 46,90 EUR

At the beginning of the 20th century, chemists of the Henkel group developed a new automatic washing powder which came onto the market under the name „Persil“ 1922, the Berlin artist Kurt Heiligenstaedt created the famous „white lady“, who from then on dominated the Persil advertising. To transport raw materials between the factories and Düsseldorf, tank cars but also covered freight cars were used. Therefore to increase familiarity, some G-cars of the federation construction type were also painted green and advertised clean washing with the logo of „Persil“.





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

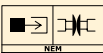


Beer Car „Patrizier-Bier“ DRG
Road no. München 517 715 [P]

Order no. **51215**



110,3
[— —]



DELIVERY DATE: Q2/2026

RRP* 46,90 EUR

Nürnberger Lederer-Bräu is a historic brewery from Nuremberg whose roots date back to the 18th century. It became particularly well-known for its Patrizier Beer, which enjoyed a fine reputation in the Franconia region for its quality and robust flavor. Following the opening of the Bavarian Ludwig Railway in 1835, two barrels of Lederer Beer bearing the legendary Adler were transported from Nuremberg to Fürth as early as July 11, 1836. Thus, beer became one of the first goods transported by the German railway.



A CLASSIC IN FREIGHT TRANSPORT. WITH ITS CHARACTERISTIC BARREL ROOF

TRUE TO SCALE
NARROW FRAME



EXTRA MOUNTED STEPS

Covered Freight Car Glmhs50 „Erdal“ DB

Road no. 201 528

Order no. **51350**



DELIVERY DATE: Q2/2026

RRP* 49,90 EUR

For many years, the Erdal brand has stood for reliable shoe care and high quality. With its products, Erdal helps clean and protect shoes while preserving their shine. The “Erdal Frog” has been the brand’s symbol for over 100 years. Although the frog was originally green, in 1919 it was given the regal purple color. To this day, the famous Frog King holds great significance for the Mainz-based family business Werner & Mertz. Since 1917, the amphibian has reigned atop the Frog Tower on the factory grounds and is considered one of the oldest monumental neon signs in Europe.



INDIVIDUALLY MOUNTED
BRAKE SYSTEMS

FINE ENGRAVINGS AND RIVETS

BRAKE BLOCKS
IN WHEEL PLANE



Covered Freight Car Gimhs50 „Löwensenf“ DB

Road no. 201 520

Order no. **51351**



143,7



DELIVERY DATE: Q2/2026

RRP* 49,90 EUR

Löwensenf is a long-established German mustard manufacturer whose roots date back to the early 20th century. The company was not originally founded on the Rhine - as it is today - but in the city of Metz, which was then part of Lorraine. The brand name and the distinctive lion logo are derived from the coat of arms of Düsseldorf, where Löwensenf later found its new home. The brand became famous above all for its extra-hot Dijon-style mustard, which is made from brown mustard seeds and is still prized as a classic today.

HO



FOR PREMIUM FUEL WITH PREMIUM DETAILS



Lightweight Tank Car Uerdingen Z [P] „Aral“ DB

Road no. 503 111 [P]

Order no. **51158**



DELIVERY DATE: Q2/2026

RRP* 46,90 EUR

30m³ lightweight tank wagon in Uerdinger design – thanks to general technical advances in lightweight construction and welding technology, the management at the National Railway (Reichsbahn) decided to dispense with the actual vehicle frame when designing new tank wagons. Instead, the tensile and impact forces would, as far as possible, be absorbed by the boiler. Through the extensive use of welding technology, the goal was to reduce the raw-material requirements and manufacturing costs while at the same time obtaining more robust vehicles. For this reason, the wagon factory in Uerdingen received an order in 1938 to develop a lightweight tank car with a cargo volume of 30m³.



As early as 1939, the three prototypes were handed over to two private goods-wagon rental companies as well as the state's economic research association Wifo for testing. Following a small intermediate series in 1940, series production of the 30m³ Uerdinger-type lightweight tank wagon began in 1941. The largest customer was the German air force with approx. 2,200 units, followed by the Wifo and many smaller companies, which resulted in a total of around 3,700 cars being built. In the post-war period, the wagons acquired by the Wifo and Luftwaffe were redistributed to other wagon operators in both German states. In the following decades, the wagons were primarily used by larger companies in the mineral oil industry, and also by smaller private companies as well as DB and DR themselves.

Lightweight Tank Car Uerdingen Z [P] „Eva“ DB
Road no. 21 80 071 9 235-2 [P]

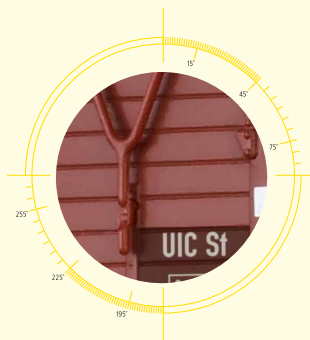
Order no. **51157**



DELIVERY DATE: Q2/2026

RRP* 46,90 EUR





INDIVIDUALLY MOUNTED
HANDLE BARS

TRUE TO ORIGINAL BRAKE UNIT ON
THE CAR BOTTOM

NEM-STANDARD
SHORT-COUPLING



Covered Freight Car Gs210 DB

Road no. 01 80 120 5 985-5

Order no. **50140**



121,6
(— —)



DELIVERY DATE: Q2/2026

RRP* 57,90 EUR

In 1949, the UIC established a research institute and defined design principles for freight cars. Based on the ORE designs, European railway administrations developed their own two-axle standard cars for use in their respective regions. The Deutsche Bundesbahn took the lead with the first approximately 3,500 cars (based on the preliminary designs) and was able to put the first 2,662 genuine UIC standard cars into service as early as 1957 with the Gmm(e)hs 56. The SNCF, FS, ÖBB, NS, DSB, MAV, P.K.P., CFL, and SBB also manufactured similar UIC standard cars.





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



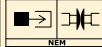
Covered Freight Car Gs²¹² DB AG

Road no. 01 80 125 3 827-0

Order no. **51374**



121,6



2187



DELIVERY DATE: Q2/2026

RRP* 69,90 EUR

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

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BRAWA SIGNATURE EDITION – FOR THE INTERMODELLBAU FASCINATING MODELS STRAIGHT FROM THE FACTORY

We are proud to present the *BRAWA Signature Edition* – a limited series of models available directly from BRAWA. Kicking off this collection is the H0 Covered Freight Car Gmhs35 "Deutz" DB, which is available for immediate delivery.

You can conveniently order the model from home via our online shop, and it will be delivered directly to you within 4 - 7 business days. If you'd like to see the model in person, you can view it at the Intermodellbau trade show in Dortmund and take it home with you right away. You can also purchase the car at the BRAWA factory outlet.

Take advantage of this opportunity now and secure your exclusive *BRAWA Signature Edition* model. We look forward to seeing you at the BRAWA online shop, the factory outlet, or at Intermodellbau!

Available from the following sources:

BRAWA ONLINE SHOP

www.brawa-shop.de

- Free shipping*
- Direct from the manufacturer
- Secure payment options
- BRAWA Customer Service



BRAWA FACTORY OUTLET

Next date:

- Friday, 10.04.2026
10:00 a.m. – 6:00 p.m.
- Saturday, 11.04.2026
9:00 a.m. – 2:00 p.m.



BRAWA FAIRS

Intermodellbau, Dortmund

16.04. - 19.04.2026

Hall 4, Stand 4.A42

www.intermodellbau.de

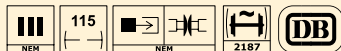




Covered Freight Car Gmhs35 „Deutz“ DB

Road no. 241 385

Order no. **51190**



AVAILABLE

RRP* 52,90 EUR

- Metal axle bearing
- Individually mounted handrails, steps and brake systems
- Different design of the car bodies
- True to original frame construction
- Brake blocks in wheel plane
- Individually mounted axle box cover
- Individually mounted axle brake rod
- Perforated car body supports

HO



COMFORTABLE SERVICE AT THE BRAWA WEBSITE

ORDERING SPARE PARTS

www.brawa.de/spareparts

FAQ - FREQUENTLY ASKED QUESTIONS

www.brawa.de/faq

WWW.BRAWA.DE | WWW.BRAWA-SHOP.DE

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