



NEW ITEMS 2014

LOCOMOTIVES, WAGONS AND ACCESSORIES IN GAUGE 0, H0 AND N





O

04 GAUGE O

04 Wagons

H0

08 GAUGE H0

08 Steam Locomotives
20 Diesel Locomotives
32 Electric Locomotives
36 Railcars
42 Passenger Coaches
50 Freight Cars
80 Cableway

N

82 GAUGE N

82 Railcars
84 Electric Locomotives
88 Diesel Locomotives
89 Passenger Coaches
95 Freight Cars



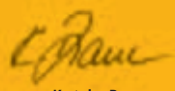
BRIGHT PROSPECTS FOR 2014 THE GRANDEST DETAILS ARE NOW ARRIVING ON YOUR PLATFORM

In the over 96 pages of the New Items Catalogue 2014, BRAWA again presents numerous lovingly created locomotives and wagons of gauges 0, H0, and N – also including of course many new items such as the Diesel Locomotive V 100.10 - 23 which BRAWA offers in a total of nine

different variants. The BT 30 container wagon and the UIC standard refrigerator wagon are approaching the platform in gauge 0, and BRAWA is introducing around 30 new locomotives and wagons in gauge N. We hope you enjoy discovering the many details!



Günter Braun
Managing Director



Katrin Braun
Managing Director



PERFECTLY COMBINED

THIS IS HOW REAL MODEL RAILWAY PROFESSIONALS TRAVEL TRUE TO THE ERA

An appropriate combination of locomotives and wagons suitable to the era makes the train operation on your model railway as true to the original as possible. We use two examples to demonstrate how you can assemble trains in a model fashion. You can find many other examples in our Main Catalogue 2013/2014 and you can find suitable product recommendations for numerous locomotives and wagons at www.brawa.de.



WWW.BRAWA.DE

Combination examples

COAL CARS OTR(U) K.P.E.V.
ORDER NO. 48791, SEE PAGE 65



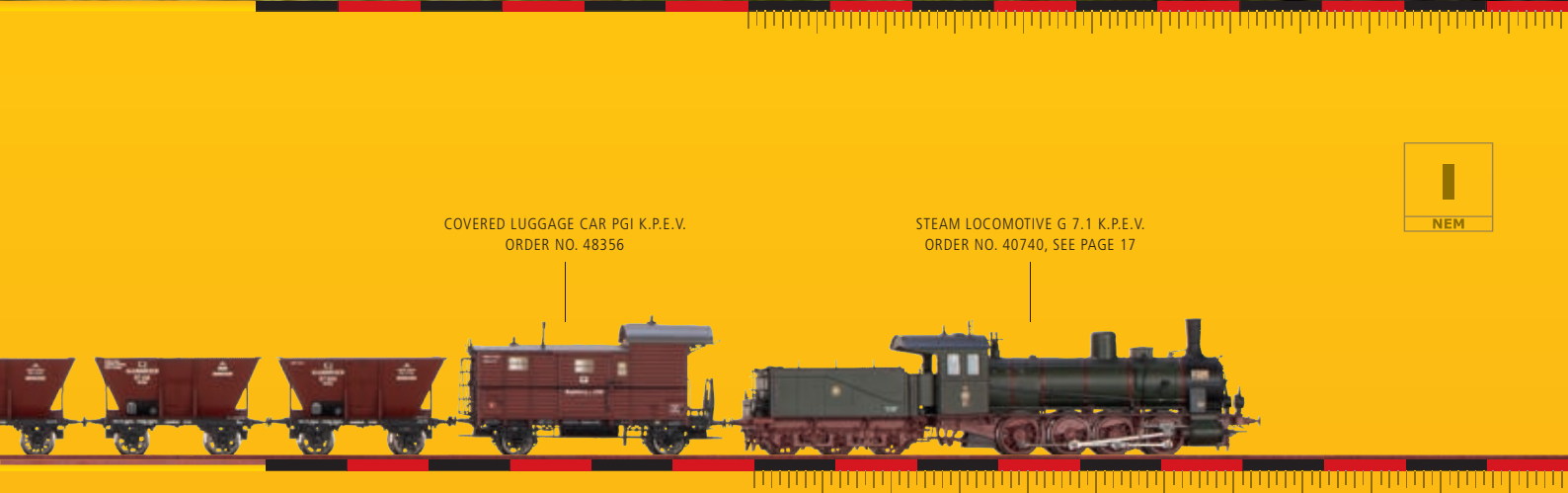
COVERED FREIGHT CAR
GW(G) DR
ORDER NO. 48260

OPEN FREIGHT CAR
EL[5598] DR
ORDER NO. 48614

TANK CAR 2-AXLE DR
ORDER NO. 48845

STAKE CAR R DR
ORDER NO. 48690





COVERED LUGGAGE CAR PGI K.P.E.V.
ORDER NO. 48356

STEAM LOCOMOTIVE G 7.1 K.P.E.V.
ORDER NO. 40740, SEE PAGE 17

I

NEM



COVERED FREIGHT CAR
GLHKÜ DR
ORDER NO. 48698

COVERED FREIGHT CAR GAS DR
WERKWAGEN HENNIGSDORF
ORDER NO. 48384

DIESEL LOCOMOTIVE
BR 132 DR
ORDER NO. 41422

IV

NEM

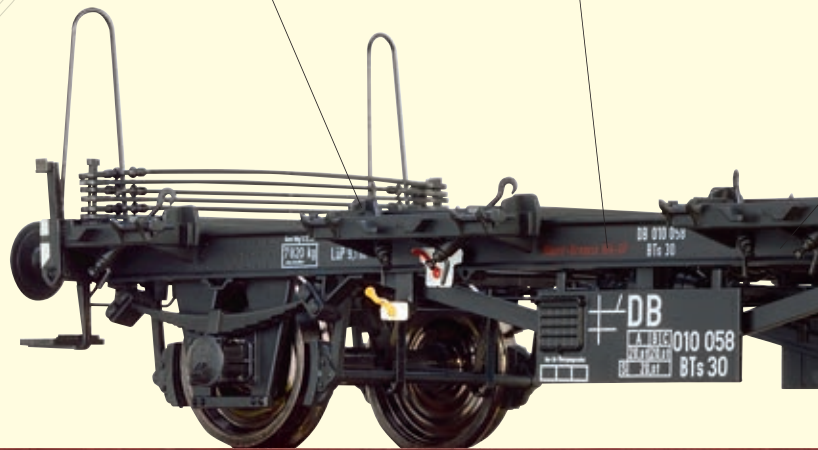
HO

PUTS FRIENDS FOR DETAIL



ORDER NO. 37168 WITH 3 BEER CONTAINERS
"DORTMUNDER UNION"

FINEST PAINTWORK AND PRINTING



REPLICA OF THE ORIGINAL F.W. WILHELM & CO. CARSTENS



Container Car BT 30 "Dortmunder Union" DB Road no. 010 308

The Dortmund Union brewery's fermentation and warehouse building was constructed as the first high-rise in Dortmund between 1926 and 1927. It has had a four-sided "U" on its roof since 1968 and is currently known as the "Dortmunder U". The size of Union brewery and its direct proximity to the central station predestined it to transport many raw materials and products out of town by rail. Thus the Dortmund Union brewery, like many other breweries, owned its own goods wagons and also later "pa" containers for beer transport, which were deployed as private wagons and containers at Deutsche Bundesbahn. To increase the brand awareness of the respective brand, such wagons and containers were usually adorned with the advertisements of the brewery in question.

DELIVERY DATE: 4TH QUARTER 2014

Order no. **37168**



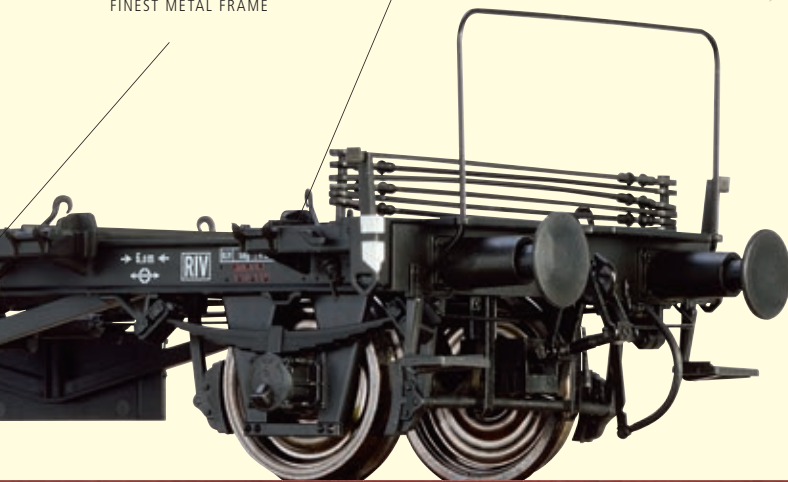
- Finest metal frame
- Finest paintwork and printing
- Separately mounted cover bearing
- Metal wheels, with inside contours
- Spring buffers
- Laminated suspension springs attached
- Short coupling kinematics
- Extra braking system, handles, signal holders
- Structure made of high-quality, impact-resistant plastic
- Axle brake frame with brake blocks in wheel plane
- Coupling compatible to Lenz
- Metal wheels and handrails
- Removable containers
- New with 3 beer containers



IN THE BEST OF MOODS

ORDER NO. 37169 WITH 3 BEER
CONTAINERS "VON HAUS ZU HAUS"

FINEST METAL FRAME



REPLICA OF THE ORIGINAL BY DIRECTOR, HUGO CARSTENS



Container Car BT 30 DB
Road no. 010 500

Beginning in 1955 brand-specific "pa" containers were developed for beer transport. They were used mostly as private containers for individual breweries which marked them with their own advertising material. In addition, Deutsche Bundesbahn also held its own which it kept available for other liquid foodstuffs. In total, approximately 200 containers of types Ddtkr 621-624, with a capacity of 5m³, were thus created through 1972. Beer containers had ceased to be used on railways by the end of the 1980s. Even today, however, individual containers continue to be used by breweries for large events, among other things.

DELIVERY DATE: 4TH QUARTER 2014

Order no. **37169**



- Finest metal frame
- Finest paintwork and printing
- Separately mounted cover bearing
- Metal wheels, with inside contours
- Spring buffers
- Laminated suspension springs attached
- Short coupling kinematics

- Extra braking system, handles, signal holders
- Structure made of high-quality, impact-resistant plastic
- Axle brake frame with brake blocks in wheel plane
- Coupling compatible to Lenz
- Metal wheels and handrails
- Removable containers
- New with 3 beer containers



REPLICA OF THE ORIGINAL: F. WILKE, SLG. S. CARSTENS



Order no. **37170**



Container Car BT 30 "Mönchshof" DB

Road n. 010 290

DELIVERY DATE: 4TH QUARTER 2014

REPLICA OF THE ORIGINAL: F. WILKE, SLG. S. CARSTENS



Order no. **37171**



Container Car BT 30 "Dortmunder Union" DB

Road no. 20 80 411 0 054-5

DELIVERY DATE: 4TH QUARTER 2014





Order no. **37205**



Refrigerator Car UIC Standard 1 "STEF" SNCF

Road n. 525317 P

The International Union of Railways (UIC) included two refrigerated cars in its proposals for standardised models. The national railway in Greece, Morocco, Italy, Switzerland, France, the Netherlands and Belgium purchased

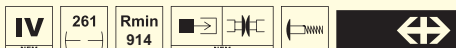
ST. 1 refrigerated cars.

DELIVERY DATE: 2ND QUARTER 2014

Model: Metal wheels; wheelsets with inside contours; laminated suspension springs attached; spring buffers; short coupling kinematics; extra mounted brake systems, platform, handrails and steps; individually mounted and perforated car body supports; car body supports; axle brake frame in wheel plane; short coupling kinematics, coupling compatible to Lenz; prototypical reproduction of the frame construction; finest paintwork and printing



Order no. **37206**



Refrigerator Car UIC Standard 1 "Bell AG" SBB

Road no. 21 85 802 0 600-7

From the end of the fifties onwards, the UIC Standard 1 (St. 1) refrigerator car was purchased by nearly every European railway. The aluminium doors and modified ventilation change-over of the Swiss St1 cars distinguished them from the conventional design. In Switzerland, industrial manufacturers

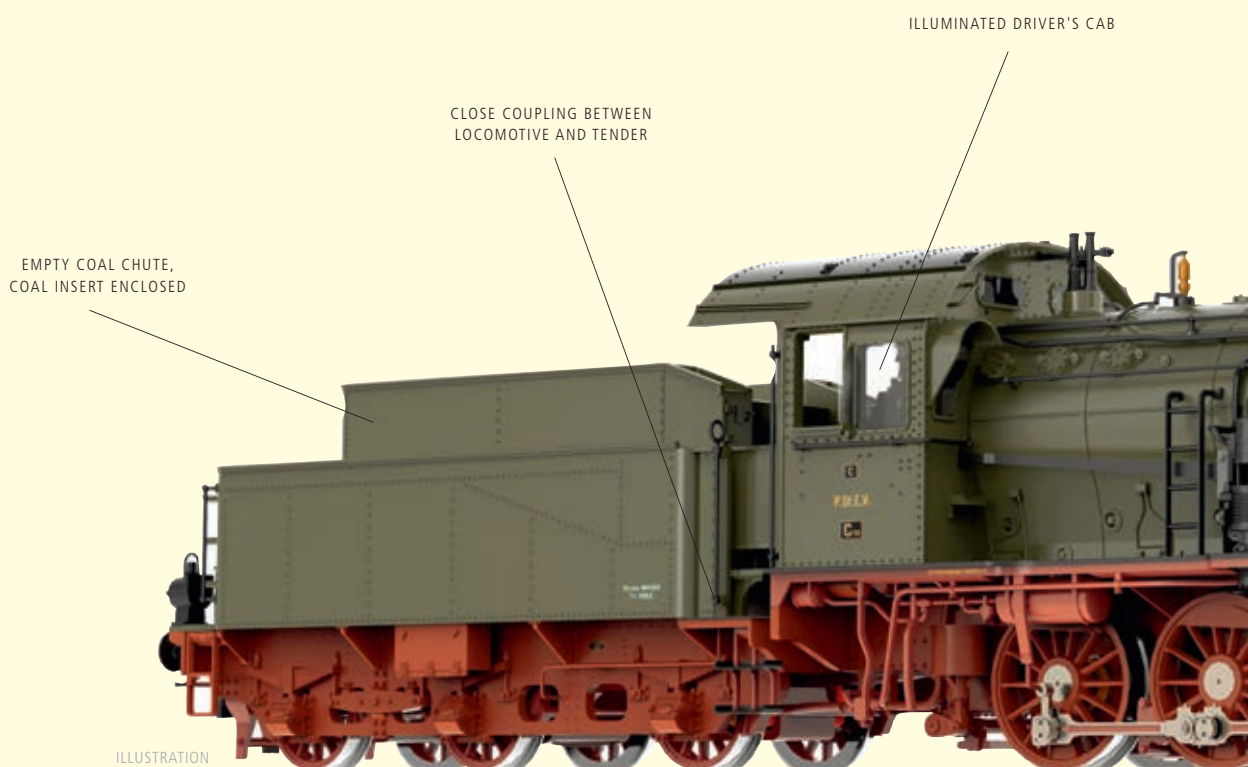
also have cars like these, such as Bell AG in Basel. These cars were used to transport meat specialities from Basel to the rest of Switzerland and to neighbouring countries.

DELIVERY DATE: 2ND QUARTER 2014

HO



SIMPLY POWERFUL: TEN COUPLED LOCOMOTIVE OF PREMIUM DIE-CAST ZINC



ILLUSTRATION

Steam Locomotive BR 57 P.St.E.V.

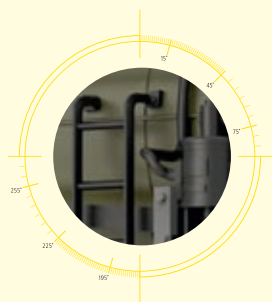
Road no. Magdeburg 5416

With the G 7 and G 8, KPEV (Prussian state railway) had introduced the four-coupled goods locomotive, which was then developed to perfection for the time in the form of the G 81. However, to cope with the axle load of 17 Mp, a reinforced superstructure was necessary. This could not be achieved at the same pace as the manufacturers supplied the locomotives. That created the demand for a lighter yet equally strong engine to reduce the need to separate trains. A five-coupled system was essential to maintain the required axle load of 14 Mp. Experience with this solution had already been gained with the T 16. The company Henschel took on the engineering of the locomotive designated the G 10. They used the proven boiler of the P 8 and drive wheels with a diameter of 1,400 mm – a dimension that was to become the standard up to the end of the construction

of steam locomotives for goods trains. In 1910, Henschel supplied the first 49 engines, which went into service at KED (royal railway directorate) Breslau, Köln, Frankfurt, Königsberg, Mainz and Saarbrücken. The 5101 Saarbrücken went on show at the Brussels World Exhibition, and the later 5428 Saarbrücken represented German locomotive production in Buenos Aires. Up to 1915, as many as 548 Prussian G 10 were built. Due to the war, none were supplied in 1916. They were used in all Prussian directorates for goods and passenger trains. Most of the engines belonged to the rolling stock of the railway depots in the Rhine and Ruhr region.

DELIVERY DATE: 1ST QUARTER 2014

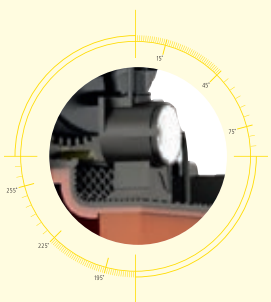




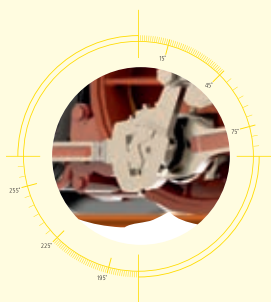
1_Lines and extra mounted parts in minimum material thickness



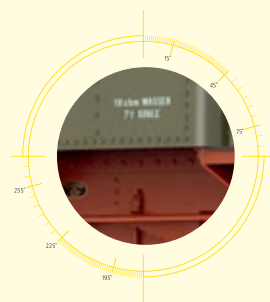
2_Finest paintwork and printing



3_True-to epoch lighting, multipart lamp housing



4_Metal, filigree reversing gear

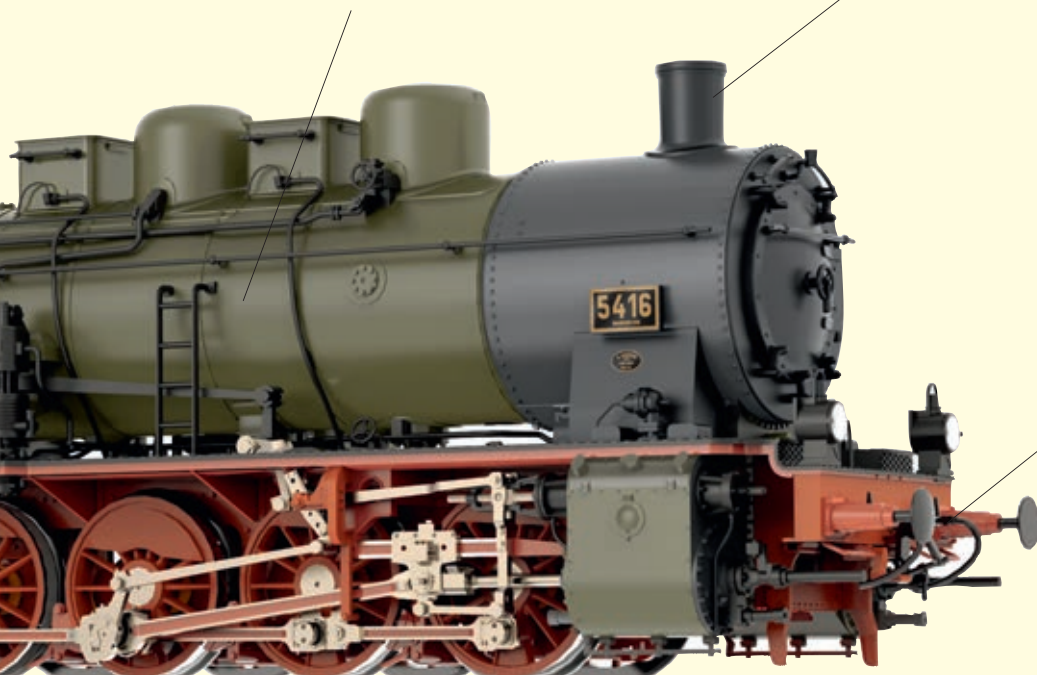


5_Boiler, chassis, tender and body in die-cast zinc

SMOKE GENERATOR AND SOUND DECODER, EITHER BUILT IN OR AS A RETROFIT OPTION

DRIVE IN THE LOCOMOTIVE

STANDARD SHAFT FRONT AND REAR WITH LINK GUIDE



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| | | | Order no. 40800 | | | | Order no. 40801 |
| | | | Order no. 40802 | | | | Order no. 40803 |
| | | | | | | | |

Model: Boiler, chassis, tender and body in die-cast zinc; finest metal spoked wheels; smoke generator and sound decoder, either built in or as a retrofit option; true-to epoch lighting, multipart lamp housing; illuminated driver's cab; standard shaft front and rear with link guide; close coupling between locomotive and tender; perfectly replicated back boilerplate; metal, filigree reversing gear; finest paintwork and printing; lines and extra mounted parts in minimum material thickness; drive in the locomotive; empty coal chute, coal insert enclosed; single axle bearing; original colour replication: without trim lines

Recommended products: Suitable for all prussian Freight Cars in epoch I





FINEST DETAILS FOR HEAVY GOODS TRAIN SERVICE



Steam Locomotive BR 57.10 DRG Road no. 57 2046

After the production stop in 1916, G 10s were supplied again from 1917. The number of engines built the following year even exceeded the figure for all the previous years. Up to 1919, the allied victors of the First World War requisitioned 222 locomotives. Due to these losses and equipment lost in the war as well as a failure to produce new designs, the G 10 continued to be produced up to 1924. The last of them were supplied to DRG (German imperial railway) in 1927, probably due to liquidity problems. This means a further 2,032 locomotives were built after 1917. After their launch in 1910, many improvements were implemented in the design (e.g. feed dome, pre-heater), increasing the weight. There were also modifications to the frame structure and braking system. Originally, the series designation was intended to be 33, however the G 10 finally received the designation BR 57.10-35. In total, there were 2,358 engines with this designation. This figure did not last, because as early as in 1926, 42 were sold to

Romania. Subsequently, up to the end of the 1930s, only a few were lost, mainly due to accidents. Just like in Prussian times, these engines were used especially on routes with a weaker superstructure but heavy goods traffic. Included here were Rbd (imperial railway directorate) Essen, Wuppertal, Breslau, Erfurt, Hannover and Kassel. The G 10 also quickly became established in the Bavarian directorates, with Augsburg, München, Nuremberg, Regensburg, Würzburg and Ludwigshafen together accounting for 156 G 10s by 1924. The outbreak of war in 1939 resulted in new challenges. Up to volume production of the 50 and 52 classes, the 57.10-35 with its low axle load and simple construction became the most important type in the eastern regions. Often, the pre-heating systems were deinstalled and additional antifreeze systems used. Some locomotives were provided with additional tenders to be able to carry more water in the Russian steppes.

DELIVERY DATE: 1ST QUARTER 2015

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| | | | Order no. 40804 | | | | Order no. 40805 |
| | | | Order no. 40806 | | | | Order no. 40807 |
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Model: Boiler, chassis, tender and body in die-cast zinc; finest metal spoked wheels; smoke generator and sound decoder, either built in or as a retrofit option; true-to epoch lighting, multipart lamp housing; illuminated driver's cab; standard shaft front and rear with link guide; close coupling between locomotive and tender; perfectly replicated back boilerplate; metal, filigree reversing gear; finest paintwork and printing; lines and extra mounted parts in minimum material thickness; drive in the locomotive; empty coal chute, coal insert enclosed; single axle bearing; original colour replication: black with red chassis

Recommended products: Suitable for all Freight Cars in epoch II, Compartment Coaches C2, C3 and Passenger Coaches Bid DRG





SHUNTING SERVICE THUS BECOMES ONE OF THE NICEST CONCERNS



REPLICA OF THE ORIGINAL: MARK-RENE BEDEL, SLD, BURGEN-GERICH GMBH



Steam Locomotive 57.10 DR

Road no. 57 2419



More than 100 locomotives remained after the war at DR (DRG) in the Soviet occupation zone. They were mainly used in the north and central regions of the GDR in the directories Schwerin and Magdeburg. Here again, they frequently performed shunting duties, such as in the marine ports of Wismar and Rostock, as well as in Stendal, Güsten and Köthen. Other locations were Wittenberge, Salzwedel, Halberstadt and Güstrow. By 1970, the fleet in the GDR was also dramatically reduced. On the introduction of new computer numbers, fewer than ten engines were still in use. The decision was taken at an early date to transfer the Stendal 57 3297 to the transport museum. After appearing in many exhibitions, it is now on display in the round engine shed of the Chemnitz-Hilbersdorf railway museum.

DELIVERY DATE: 1ST QUARTER 2015



Order no. **40816**



Order no. **40817**



Order no. **40818**



Order no. **40819**



Order no. **40816**



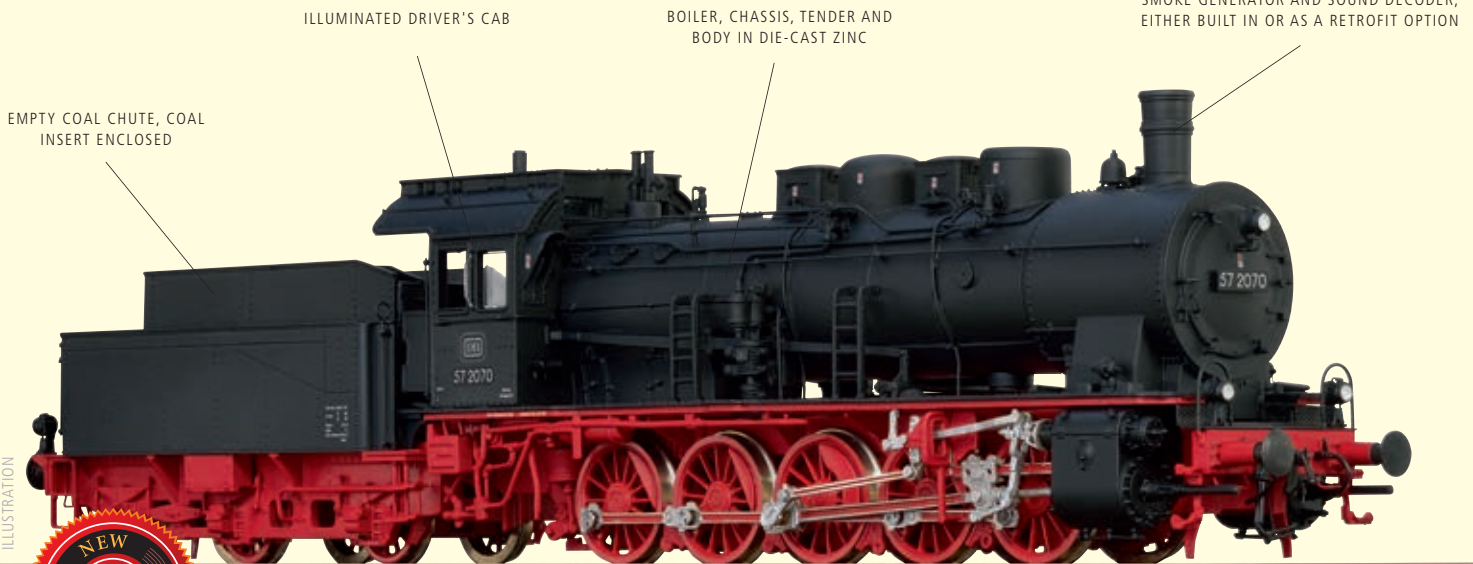
Order no. **40817**

Model: Boiler, chassis, tender and body in die-cast zinc; finest metal spoked wheels; smoke generator and sound decoder, either built in or as a retrofit option; true-to epoch lighting, multipart lamp housing; illuminated driver's cab; standard shaft front and rear with link guide; close coupling between locomotive and tender; perfectly replicated back boilerplate; metal, filigree reversing gear; finest paintwork and printing; lines and extra mounted parts in minimum material thickness; drive in the locomotive; empty coal chute, coal insert enclosed; single axle bearing; original colour replication: black with red chassis

Recommended products: Suitable for all Freight Cars in epoch III, Compartment Coaches C2, C3 and Passenger Coaches Bid DR



RANKS WELL AHEAD OF THE PACK IN TERMS OF FAITHFULNESS TO THE ORIGINAL



ILLUSTRATION



Steam Locomotive BR 57.10 DB

Road no. 57 2070

After the end of the war, a large number of G 10s were lost. The directorates in the western-occupied zones held stocks of about 650 engines. More than 1,000 were considered lost or retained by foreign rail companies. In 1952 there was a remainder of 485 locomotives in the fleet. As in the time of the DRG, the largest stocks were in Essen and Wuppertal. Next came Stuttgart, Trier, Frankfurt and Karlsruhe. Apart from its deployment on routes with a light superstructure, the BR 57 was often used as a shunting locomotive. For this purpose, several locomotives were equipped with shunting radio. They were used for shunting especially on the extensive tracks of the shunting stations in Basle (Haltingen depot) and the Hagen depot. The depot in Cochem used class 57 locomotives to shunt a large number of trains on the Mosel route. In the early 1950s, these services

were also available in Hausach on the Schwarzwald-bahn (Black Forest railway). In many conurbations in the 1950s, the G 10 pulled the local goods trains "round the houses", while the BR 50 was used for more difficult jobs. As the pace of structural change increased, these tasks were transferred to diesel and electric locomotives, with standard locomotives replacing the Prussians. In many places, the V 60 took over shunting work, leading to inventories being given up. It was decided in 1959 that G 10 would only be used in L2. This meant that, from 1959 to 1967, the fleet dwindled from 149 to just 7 engines.

DELIVERY DATE: 1ST QUARTER 2015

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| | | | Order no. 40808 | | | | Order no. 40809 |
| | | | Order no. 40810 | | | | Order no. 40811 |
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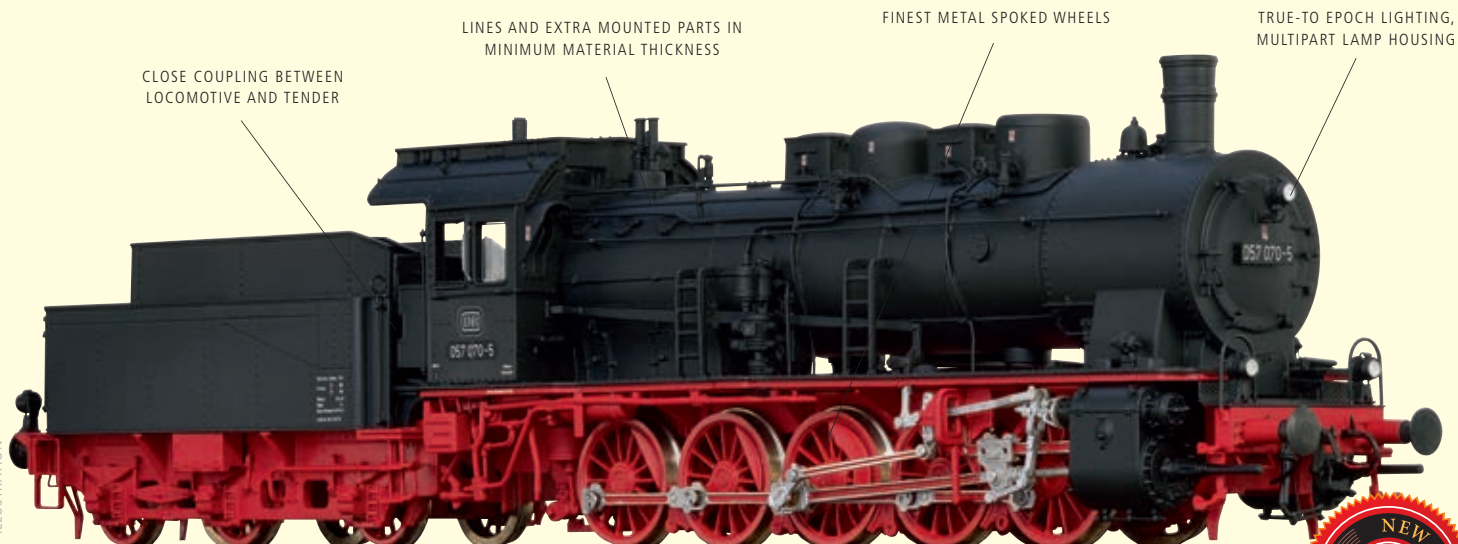
Model: Boiler, chassis, tender and body in die-cast zinc; finest metal spoked wheels; smoke generator and sound decoder, either built in or as a retrofit option; true-to epoch lighting, multipart lamp housing; illuminated driver's cab; standard shaft front and rear with link guide; close coupling between locomotive and tender; perfectly replicated back boilerplate; metal, filigree reversing gear; finest paintwork and printing; lines and extra mounted parts in minimum material thickness; drive in the locomotive; empty coal chute, coal insert enclosed; single axle bearing

Recommended products: Suitable for all Freight Cars in epoch III, Compartment Coaches C2, C3 and Passenger Coaches Bib 21 DB



BUSY LIZZIE WITH CINEMATIC DETAILS

ILLUSTRATION



Steam Locomotive BR 057 DB

Road no. 057 070-5



The DB (German railway) renumbering plan contained 18 locomotives that belonged to the "057" class. Fourteen of them were still in service sporadically in 1968. Except for the 57 2070 at Betzdorf railway depot, they belonged to the Bestwig (6) and Haltingen (7) depots. Whereas in Haltingen they were still heavily used for shunting, three of the Bestwig locomotives were already being used for several special trains. In 1968 two engines left the fleet, and four more went in 1969. The rest were taken out of service in 1970. The last locomotive was the 057 070-5, which was retired on 16/06/1970 and removed from the fleet on 22/09/1970. Like a few others, it still worked as a heating locomotive so that its fire did not finally go out until 1971. Shortly before the end of its working life, the locomotive featured in a film about the industrial magnate Flick. The well-known train driver Gerhard Moll stood at the controls.

DB held on to the Halting 57 3088 and in 1974 installed it as a monument next to the locomotive office in Halting. In 2002 it went back on the rails and is today a moving exhibit in Siegen.

DELIVERY DATE: 1ST QUARTER 2015

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| | | | Order no. 40812 | | | | Order no. 40813 |
| | | | Order no. 40814 | | | | Order no. 40815 |
| | | | | | | | |

Model: Boiler, chassis, tender and body in die-cast zinc; finest metal spoked wheels; smoke generator and sound decoder, either built in or as a retrofit option; true-to epoch lighting, multipart lamp housing; illuminated driver's cab; standard shaft front and rear with link guide; close coupling between locomotive and tender; perfectly replicated back boilerplate; metal, filigree reversing gear; finest paintwork and printing; lines and extra mounted parts in minimum material thickness; drive in the locomotive; empty coal chute, coal insert enclosed; single axle bearing

Recommended products: Suitable for all Freight Cars in epoch IV DB



Steam Locomotive BR 657 ÖBB

Road no. 6.571.915

As early as during the First World War, the Austrian Heeresbahn (army railway) deployed the G 10 in Galicia. Up to the "Anschluss" in 1938, BBÖ (Austrian railway) often temporarily borrowed 57s from DRG. After the end of the war, a large number of G 10 remained in the four Austrian occupation zones. A total of 151 locomotives were registered on 31/12/1947. After further decommissionings and elimination of a "phantom locomotive", this left 100 engines at ÖBB, spread among the directorates of Innsbruck, Linz and Villach. From 1953, 96 of the locomotives were designated as "657", while retaining their numbers and adding a dot. Main stations were Attnang, Linz, Knittelfeld and Wels. By 1960, the fleet had halved. Now Linz had the most engines, at 20. There is another working "657" in Austria again today. It is the 657.2770, which the ÖGEG (Austrian Railway History Society) brought back from Romania and restored to working order. It has also appeared as a "German" 57 at events in Bavaria.

DELIVERY DATE: 1ST QUARTER 2015

Steam Locomotive BR 657 ÖBB

Road no. 050 B 646

After 1945, SNCF (French railway) brought together all of its G 10 in the Est (East) region. A renumbering plan was drawn up for many of the remaining DR-5710-35 with the numbers 050 B 601 – 790. The working locomotives were used exclusively in depots of the former AL (Alsace-Lorraine) network. Starting from Colmar, Haguenau, Hausbergen, Metz-Frescaty, Mulhouse, Sarrebourg, Sélestat and Thionville, they travelled through Alsace-Lorraine. They were replaced not by modern traction, but by newly supplied 141 R. The last two 050 B 413 and 435 were removed from the fleet on 28/10/1954.

DELIVERY DATE: 1ST QUARTER 2015

Steam Locomotive BR 534 CSD

Road no. 534.110

After the First World War, CSD (Czechoslovakian Railways) received 22 Prussian G 10 that were designated according to the renumbering plan as 534.101 - 534.122. After 1949, all of them were still in the fleet. In 1953, ÖBB gave the 534.112 back to CSD. Decommissioning started in 1960, but in 1965 there were still 11 locomotives in service in Trenčianska Teplá in the north-west of the Slovakian part of the country. The last locomotive, the 534.111, was retired in 1970. The designation 535.1500 ff. was reserved for the captured locomotives from the Second World War. It is unclear how many of them were actually renumbered because they went to the Soviet Union.

DELIVERY DATE: 1ST QUARTER 2015

REPLICA OF THE ORIGINAL ALFRED LUFT



Order no. **40820**



Order no. **40821**



Order no. **40822**



Order no. **40823**



ÖBB

Model: Boiler, chassis, tender and body in die-cast zinc; finest metal spoked wheels; smoke generator and sound decoder, either built in or as a retrofit option; true-to epoch lighting, multipart lamp housing; illuminated driver's cab; standard shaft front and rear with link guide; close coupling between locomotive and tender; perfectly replicated back boilerplate; metal, filigree reversing gear; finest paintwork and printing; lines and extra mounted parts in minimum material thickness; drive in the locomotive; empty coal chute, coal insert enclosed; single axle bearing; original colour replication: black

* PHOTO FOLLOWS. FURTHER INFORMATION WILL BE PROVIDED ON THE BRAWA WEBSITE.



Order no. **40824**



Order no. **40825**



Order no. **40826**



Order no. **40827**



* PHOTO FOLLOWS. FURTHER INFORMATION WILL BE PROVIDED ON THE BRAWA WEBSITE.



Order no. **40828**



Order no. **40830**







Express Train Locomotive BR 15 DRG

Road no. 15 001

In the Deutsche Reichsbahn's last locomotive schedule, the S 2/6 was allocated the number 15001. The locomotive remained on the books at the Munich Central Station's Depot 1 until 1925. The model corresponds to the Reichsbahn's locomotive and conforms to the inscription and paintwork regulations that were effective at that time.

DELIVERY DATE: 3RD QUARTER 2014

Express Train Locomotive S 2/6 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 four-cylinder engine. In July 1907, the locomotive set a new speed record of 154.4 km/h on a test run between Munich and Augsburg. It was the fastest steam locomotive of its era on the entire European continent. When it was commissioned and completed its sensational record runs in 1906, the S 2/6 wore an elegant grey coat of paint. The boiler was clad with a "polished Russian iron jacket".

DELIVERY DATE: 3RD QUARTER 2014



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| | | | Order no. 40266 | | | | Order no. 40267 |
| | | | Order no. 40268 | | | | Order no. 40269 |
| | | | | | | | |

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-scale length over buffer; true-to-original reproduction of the boiler back wall; driver's cab lightning (possibility to switch on and off with digital system); numerous metal add-on parts; perfectly replicated rivets and hatches; filigree reversing gear



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| | | | Order no. 40396 | | | | Order no. 40397 |
| | | | Order no. 40398 | | | | Order no. 40399 |
| | | | | | | | |





Steam Locomotive P 3/5 H Gruppenverwaltung Bayern Road no. 3915

Maffei delivered 80 locomotives marked P 3/5H from May to December 1921. The Bavarian locomotives were naturally painted green and black, except that now a simple "Bayern" on the tender reflected this new era without "Kinni" (kings). With the increased boiler room and spacious cabin, the new locomotive differed substantially from its predecessor and also featured a more elegant appearance. In addition to the local train service assignment, the P 3/5h was also used in light express service. In their inventory, the DRG classified all 80 as new BR 38.4s. DELIVERY DATE: 3TH QUARTER 2014



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|--|--|--|------------------------|--|--|--|------------------------|
| | | | Order no. 40662 | | | | Order no. 40663 |
| | | | Order no. 40664 | | | | Order no. 40665 |
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Model: Boiler and chassis in die-cast zinc; close coupling between locomotive and tender; doors open and close; extra mounted metal handrails; finest paintwork and printing; illuminated driver's cab; finest metal spoked wheels; smoke generator and sound decoder, either built in or as a retrofit option; true-to epoch lighting, multipart lamp housing; perfectly replicated back boilerplate; filigree reversing gear

Steam Locomotive G 7.1 K.P.E.V. Road no. Breslau 4468

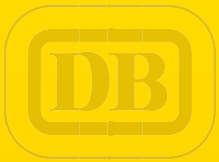
The design drawings were prepared by Vulcan in Stettin, and the first 4 machines were delivered in 1893. The locomotives proved their worth, and they were included under the master drawing designation III 3 d in the standards for uniform design and construction („Normalien“) for operating equipment. Until 1910, more than 1,000 G 7.1 locomotives were delivered to the directorates of the K.P.E.V. The KED Essen bought the majority with 347 units, KED Cöln came in second with 197 machines, and Breslau bought 84 locomotives. From 1916 to 1918, the K.P.E.V. had about 200 more machines built. The most striking changes were the 2 sandboxes that were now available, and the larger tender 3T16.5. These locomotives were available to the royal military railway after their delivery, and came into use in the First World War. DELIVERY DATE: 2ND QUARTER 2014



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| | | | Order no. 40740 | | | | Order no. 40741 |
| | | | Order no. 40742 | | | | Order no. 40743 |
| | | | | | | | |

Model: Boiler, locomotive chassis and tender box in die-cast zinc; finest metal spoked wheels; true-to epoch lighting, multipart lamp housing; illuminated driver's cab; spring buffers; detailed boiler rear wall; short coupling between locomotive and tender; perfectly replicated back boilerplate; filigree rods and coupling rods; precise printing; pipes and extra mounted parts in low material thickness; digital version with glowing of the ash container; movable valve gear inside the frame; closed front end, exchangeable part and coupler pocket enclosed

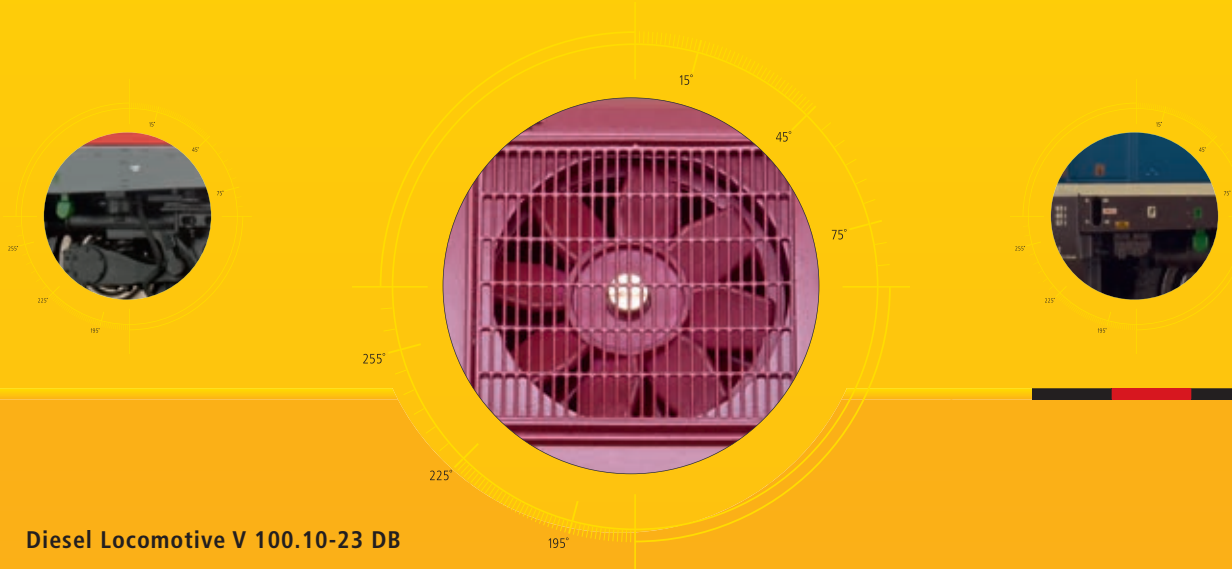




A RAILWAY CLASSIC

AS OF NOW HEAVILY EQUIPPED WITH DETAILS

With the V 100.10-23 DB BRAWA launches a model, that stands out with it's attention to detail – for example with the functional and engraved fan, the filigree electronic coupling and the specific differences between the epochs. Enjoy taking a look...



Diesel Locomotive V 100.10-23 DB

With the adoption of the 1955 diesel locomotive type program, the foundation for a success story was laid at the Deutsche Bundesbahn (DB) [German Federal Railway] that, to some extent, continues to the present day. The decision was made to develop a diesel locomotive for the secondary railway service with an engine output of between 1,000 and 1,200 HP, the V100 series.

Based upon the slightly older V80, the Bundesbahn Central Office in Munich issued concrete change requests to the MaK Company in order to significantly reduce the costs for the new locomotives. By 1957, this resulting catalogue of requirements thus lead to a largely completed construction of which the Deutsche Bundesbahn ordered six trial locomotives. MaK manufactured a further locomotive at its own cost in order to also be able to address customers other than DB. With the V100 000, the first of 744 manufactured locomotives of the V100 series left the MaK factory halls in Kiel in March 1958. Like no other locomotive series, it embodied the structural change on the railway that was inevitably coming. In the middle of Germany's economic miracle, the crimson locomotives shaped the image of the young,

modern Deutsche Bundesbahn and sent numerous old steam locomotives to the blast furnaces.

The diverse applicability of all three sub-types ensured that the V100 was widely distributed throughout Germany and kept many less frequented secondary railways alive. Approximately a third of all V100 locomotives were equipped with a push-pull train control and multi-traction control ex works in order to do away with the time-intensive shunting in train stations where it was necessary to turn the train around. At the beginning of the 1970s, individual locomotives started to be equipped with front-mounted snow ploughs. The first large quantities of the V100.10 (211) were only withdrawn from service at the end of the 1980s. This process only started approximately 10 years later for the V100.20 (212). A reasonably large amount were sold on to other railway companies abroad.

Thanks to their reliability and robustness in particular, there are still a few locomotives in operation today after approximately 50 years of operation and are largely being used by private railway companies in Germany.



LAYOUT VERSION





LAYOUT VERSION

Passenger Coaches 4yg DB

Due to the great lack of travel wagons and express train wagons following World War 2 and the generally poor condition of the vehicle fleet, a conversion campaign for four-axle wagons was announced as early as the presentation of the three-axle conversion wagons. In terms of design, the development of the 4yg wagons was very closely linked to the 3yg wagons which lead to the assumption of numerous components. Therefore, the similarity of both wagon types is unmistakable. However, the 4yg wagons were given a central entrance that had already proven itself with the new 26.4 m city express train wagons and lead to a symmetrical distribution. The majority of donor wagons were Prussian-type 4-axle compartment wagons. The vehicle frames of the donor wagons were all brought to a uniform length of 19,460 mm and then firmly attached to the new steel construction. The first trial wagons were delivered in 1955 by Aw Hannover [Hannover Railway Workshop]. In the subsequent years up to the start of the 1960s, over 1800 wagons of the three main categories, AB4yg, B4yg and BPw4yg, were manufactured. Refurbished standard Prussian design bogies as well as swan-neck bogies were used for the wagons

manufactured up to 1958. After 1958, the newly-developed light Minden-Deutz bogies were installed. In order to ensure independent utilisation with all three types of traction, all wagons were equipped with both steam and electric heating. Due to the late delivery of the AB4yg, it was not possible to create trains of a single type from the start. For this reason, A or AB pre-war express train wagons were usually deployed in trains made up of B4yg wagons until 1958. In doing so, the wagons were distributed across the whole of Germany. However, the actual plan of withdrawing all wagons from service by 1.1.1990 did not come to fruition as reunification caused an increase in the demand for wagons. As a result, some wagons even made it as far as Berlin. The last 4yg wagons were finally withdrawn from the Deutsche Bahn fleet on 28.2.1994.





SO BEAUTIFUL CAN BE LOVE FOR THE DETAIL

DIESEL LOCOMOTIVE V 100.10 DB



Diesel Locomotive V 100.10 DB

Road no. V 100 1053

For reasons of differentiation and as the V100 006 was already equipped with a 1,350 HP engine at the point of the first volume production order, all other trial locomotives as well as the recently ordered 1,100 HP locomotives were operated as the V100.10 series.

At first glance, it is difficult to notice the differences between the V100.10 series and the trial locomotives. For instance, simple rods were now used in place of the bow-shaped manoeuvring handles and the lower lights were implemented as dual lights.

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|--|--|------------------------------------------------|--|--|------------------------------------------------|
| | | Order no. 42800 | | | Order no. 42801 |
| | | Digital EXTRA Order no. 42802 | | | Digital EXTRA Order no. 42803 |
| | | | | | |

DELIVERY DATE: 2ND QUARTER 2014

Details V 100.10

- Etched cooler grille and fan grille
- Free-standing handrails
- Spring buffers
- Clear view through the driver's cabin
- Realistic reproduction of the tubular frame bogies incl. axle drive
- Reproduction of brake rods
- All specific details of the different series taken into consideration
- Completely recreated driver's cab

- Zinc die-cast chassis and gear housing
- Lights fitted with maintenance-free LEDs
- Digital EXTRA: complete with the following features that can be digitally controlled: Sound, automatic decoupling, driver's cabin lighting, driven fans, shunting light and red light can be individually controlled

It is possible to retrospectively convert the Gravita 10 BB as well as the Gravita 15L BB from analogue to digital via a 21-pin NEM interface (only sound functions). Please note that it is not possible to retrospectively convert the digital remotecontrol coupling, the driven fan or the additional light functions.





PERFECTLY COMBINED
COMBINE YOUR V 100.10 DB TRUE-TO-ORIGINAL WITH THESE PASSENGER COACHES

LASTEST VERSION



Order no. **46050**



223,6



DELIVERY DATE: 2ND QUARTER 2014



Passenger Coaches AB4yge DB

Road no. 34 166 Wt

- With Minden-Deutz 41 bogie

LASTEST VERSION



Order no. **46051**



223,6



DELIVERY DATE: 2ND QUARTER 2014



Passenger Coaches B4yge DB

Road no. 75 746 Wt

- With Minden-Deutz 41 bogie

LASTEST VERSION



Order no. **46052**



223,6



DELIVERY DATE: 2ND QUARTER 2014



Passenger Coaches B4yge DB

Road no. 75 830 Wt

- With Minden-Deutz 41 bogie

LASTEST VERSION



Order no. **46053**



223,6



DELIVERY DATE: 2ND QUARTER 2014



Passenger Coaches BPw4yge DB

Road no. 98 204 Wt

- With Schwanenhals bogie
- Front side windows in the driver's department
- True-to-epoch packing room doors with two windows

Details Passenger Coaches 4yg

- Narrow frame to scale
- Free-standing car body supports
- Consideration of all frame differences for the AB4yg, B4yg and BPw4yg
- True-to-original replica of the brake unit
- Multipart interior fittings
- Reproduction of the roof welding seams
- True-to-scale tail light

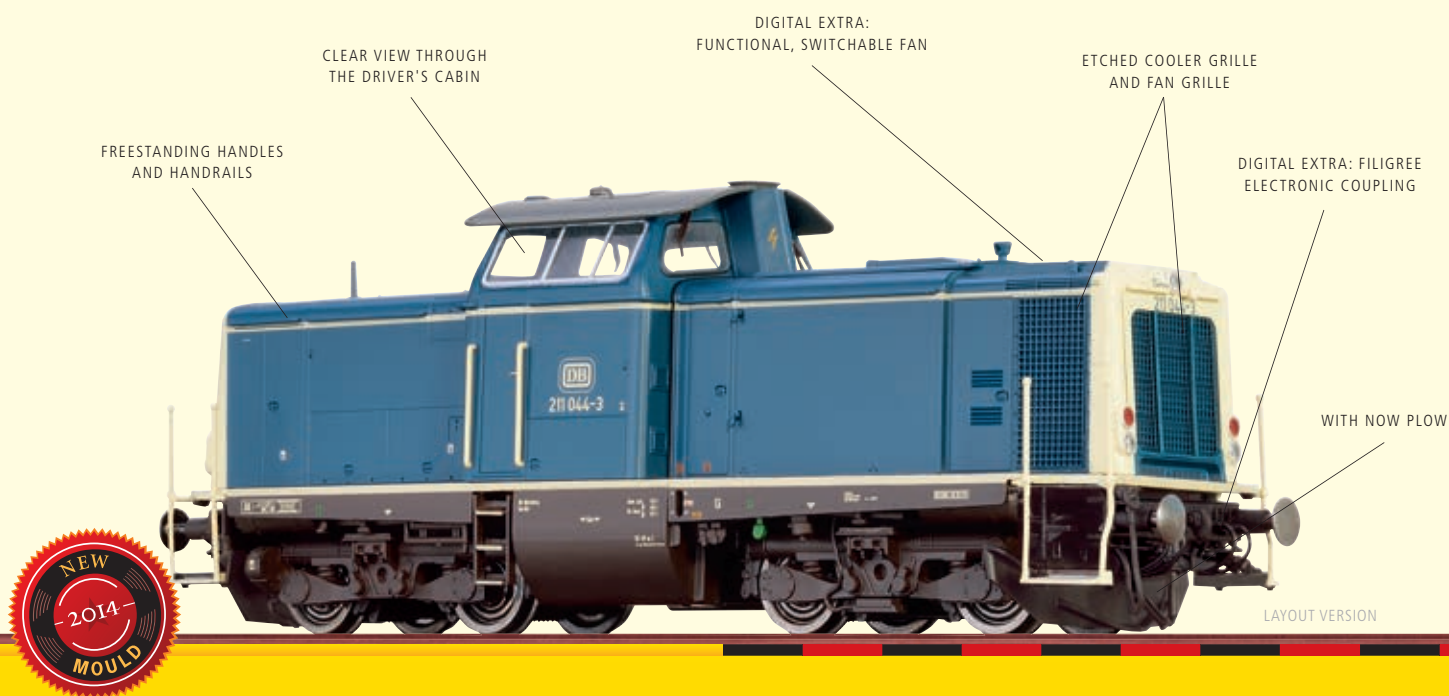
- Reproduction of the step grille on all entrances
- All handrails freestanding, even on the central entrance
- Multipart and precise replica of the bogies
- Precise replica of the Chassis with many extra mounted details
- In-plane assembled windows
- Individual seats
- Interior fittings in multicolour painting
- Prepared for interior lighting
- Short coupling kinematics





ROBUST DIESEL LOCOMOTIVE WITH STRONG DETAILS

DIESEL LOCOMOTIVE V 100.10 DB















Diesel Locomotive V 100.10 DB

Road no.: 211 044-3

For reasons of differentiation and as the V100 006 was already equipped with a 1,350 HP engine at the point of the first volume production order, all other trial locomotives as well as the recently ordered 1,100 HP locomotives were operated as the V100.10 series.

At first glance, it is difficult to notice the differences between the V100.10 series and the trial locomotives. For instance, simple rods were now used in place of the bow-shaped manoeuvring handles and the lower lights were implemented as dual lights.

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|  |  | Order no. 42804 | | | |  |  | Order no. 42805 | | | |
|  |  |  |  | Digital EXTRA Order no. 42806 | |  |  |  |  | Digital EXTRA Order no. 42807 | |
|  |  |  |  |  |  |  |  |  |  | DELIVERY DATE: 2ND QUARTER 2014 | |



PERFECTLY COMBINED
COMBINE YOUR V 100.10 DB TRUE-TO-ORIGINAL WITH THESE PASSENGER COACHES

LAURENT VERBON



Order no. **46054**



DELIVERY DATE: 2ND QUARTER 2014



Passenger Coaches AB4yg DB

Road no.: 50 80 38-11 366-0

- With Minden-Deutz 41 bogie

LAURENT VERBON



Order no. **46055**



DELIVERY DATE: 2ND QUARTER 2014



Passenger Coaches B4yg DB

Road no.: 50 80 29-12 170-6

- With Minden-Deutz 41 bogie

LAURENT VERBON



Order no. **46056**



DELIVERY DATE: 2ND QUARTER 2014



Passenger Coaches B4yg DB

Road no.: 50 80 29-12 186-2

- With Minden-Deutz 41 bogie

LAURENT VERBON



Order no. **46057**



DELIVERY DATE: 2ND QUARTER 2014



Passenger Coaches BD4yg DB

Road no.: 50 80 82-12 252-6

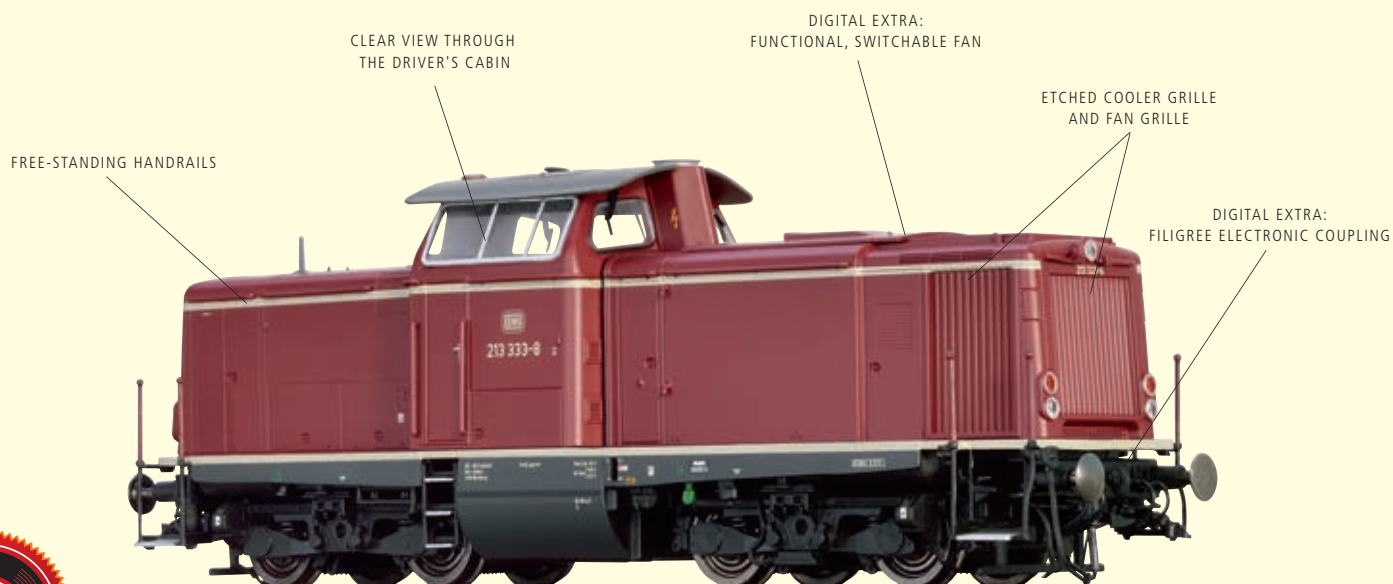
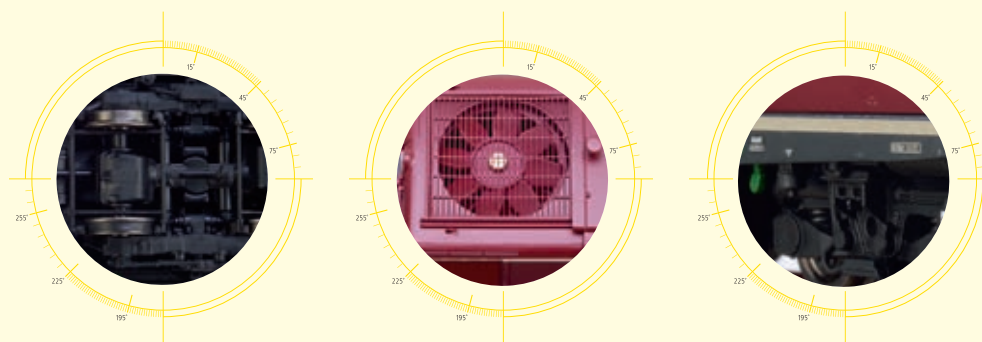
- With Schwanenhals bogie
- Front side windows in the driver's department
- True-to-epoch packing room doors with four windows

Details Passenger Coaches 4yg

- Narrow frame to scale
- Free-standing car body supports
- Consideration of all frame differences for the AB4yg, B4yg and BPw4yg
- True-to-original replica of the brake unit
- Multipart interior fittings
- Reproduction of the roof welding seams
- True-to-scale tail light

- Reproduction of the step grille on all entrances
- All handrails freestanding, even on the central entrance
- Multipart and precise replica of the bogies
- Precise replica of the Chassis with many extra mounted details
- In-plane assembled windows
- Individual seats
- Interior fittings in multicolour painting
- Prepared for interior lighting
- Short coupling kinematics





Diesel Locomotive BR 213 DB Road no. 213 333-8

During the mid-1960s, the Deutsche Bundesbahn was looking for an inexpensive replacement for the steam locomotives from the 82 and 94.5 series complete with counter-pressure brakes that were suitable for the last steep routes. In doing so, the decision was made to equip 10 locomotives from the third and final batch of the V 100.20 with an additional hydrodynamic brake

alongside the compressed air brake and handbrake. The most striking distinguishing feature of the V 100 2332 to 2341 compared to the V 100.20 series is the large air intake grille on the right hand side of the long front end directly behind the cooler shutters as well as the omission of the auxiliary diesel unit.

DELIVERY DATE: 2ND QUARTER 2014

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| | | Order no. 42808 | | | Order no. 42809 |
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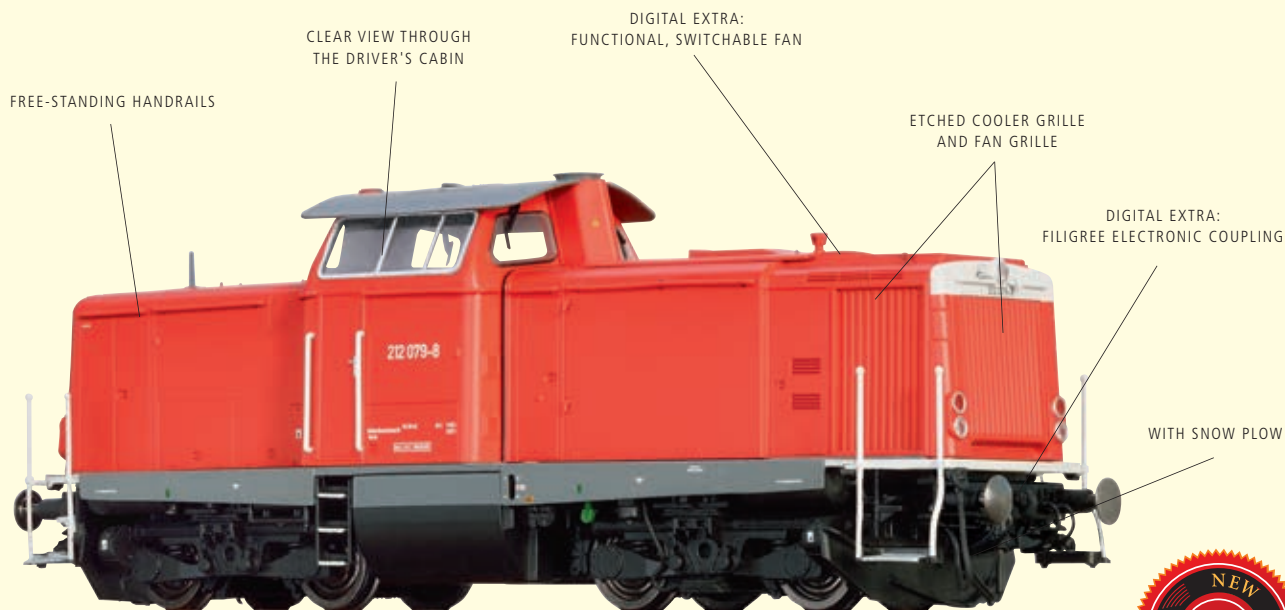
Model: Etched cooler grille and fan grille; free-standing handrails; spring buffers; clear view through the driver's cabin; realistic reproduction of the tubular frame bogies incl. axle drive; reproduction of brake rods; all specific details of the different series taken into consideration; completely recreated driver's cab; zinc die-cast chassis and gear housing; lights fitted with maintenance-free LEDs

Digital EXTRA version: complete with the following features that can be digitally controlled: Sound, automatic decoupling, driver's cabin lighting, driven fans, shunting light and red light can be individually controlled

It is possible to retrospectively convert the Gravita 10 BB as well as the Gravita 15L BB from analogue to digital via a 21-pin NEM interface (only sound functions). Please note that it is not possible to retrospectively convert the digital remotecontrol coupling, the driven fan or the additional light functions.

Recommended products: Suitable for all Passenger Coaches and Freight Cars in epoch IV





LAYOUT VERSION



Diesel Locomotive BR 212 DB

Road no. 212 079-8

Trials indicated that equipping the V 100 with a 1,350 HP engine also permitted the locomotive to be deployed on main railway lines. In doing so, the side cooling blocks were also practically enlarged in order to increase the cooling capacity. From V 100 2022 onwards, this required an extension of the engine front end by 200 mm which was compensated for by buffering the locomotive frame and

resulted in a new length over buffers of 12,300 mm. In terms of design, only the length of the circumferential sheet metal needed to be adjusted. However, the biggest difference to the V 100.10 is the omission of the protective grating in front of the cooler shutters that were now exposed. DELIVERY DATE: 2ND QUARTER 2014

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|--|--|------------------------|--|--|------------------------|
| | | Order no. 42812 | | | Order no. 42813 |
| | | | | | |
| | | Order no. 42814 | | | Order no. 42815 |
| | | | | | |

Model: Etched cooler grille and fan grille; free-standing handrails; spring buffers; clear view through the driver's cabin; realistic reproduction of the tubular frame bogies incl. axle drive; reproduction of brake rods; all specific details of the different series taken into consideration completely recreated driver's cab; zinc die-cast chassis and gear housing; Lights fitted with maintenance-free LEDs

Digital EXTRA version: complete with the following features that can be digitally controlled: Sound, automatic decoupling, driver's cabin lighting, driven fans, shunting light and red light can be individually controlled

It is possible to retrospectively convert the Gravita 10 BB as well as the Gravita 15L BB from analogue to digital via a 21-pin NEM interface (only sound functions). Please note that it is not possible to retrospectively convert the digital remotecontrol coupling, the driven fan or the additional light functions.

Recommended products: Suitable for all Freight Cars in epoch V



Diesel Locomotive BR 212 Lokomotion

Road no. 212 249-7

The Lokomotion company of Munich, which primarily provides transport services to Germany via the Brenner line between Italy and Austria, maintains one locomotive of the 212 series for special services. The locomotive christened "Clärchen" has travelled in the firm's typical zebra design since the middle of 2012 and is used throughout Germany.

DELIVERY DATE: 2ND QUARTER 2014



Diesel Locomotive Reihe 2048 ÖBB

Road no. 2048 004-2

At the beginning of the 1990s, ÖBB, Austrian Federal Railways, purchased a total of 34 used locomotives of the 211 series from Deutsche Bundesbahn. The vehicles purchased due to lack of time and financial resources should cover the increased demand for shortening cycle times. In addition, ÖBB commissioned the Layritz company of Munich to perform a general inspection of the locomotives, now series 2048, and to replace the motors, among other things. The locomotives, however, remained almost unchanged on the outside. The locomotives were painted in the ÖBB colour scheme valid at the time, while locomotives 2048 004 and 015-017 received an additional ornamental strip at lamp height, which became known as the "Valousek Design".

DELIVERY DATE: 2ND QUARTER 2014



Diesel Locomotive V 100 Sersa

Road no. Am 847 952-9

When the 211 series was decommissioned at Deutsche Bundesbahn, Sersa AG bought some of the locomotives. The Zurich company is active primarily in line construction and performs work on behalf of various railway administrators in Switzerland. Occasionally it also leases locomotives to SBB and other private companies.

DELIVERY DATE: 2ND QUARTER 2014





Diesel Locomotive V 100 E-Génie SAS

Road no. 99 87 9 182 632-9

After the last BR 212 locomotives were decommissioned at DB AG, most of them wound up in the Stendal repair works. When the works were privatised, the locomotives were also transferred to ALSTOM Lokomotiven Service GmbH. ALSTOM has continued to modernise the BR 212 units in recent years and has sold them mostly to small rail companies. Purchasers include the French company E-Génie SAS which acquired a total of three of former BR 212 units at the end of 2009 and put them into operation in France. DELIVERY DATE: 2ND QUARTER 2014

*PHOTO FOLLOWS. FURTHER INFORMATION WILL BE PROVIDED ON THE BRAWA WEBSITE.



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| | | Order no. 42824 | | | Order no. 42825 | | |
| | | | | Order no. 42826 | | | Order no. 42827 |
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Diesel Locomotive V 100 VLTJ

Road no. VTLJ 25

On the west coast of Denmark, the locomotive previously designated 211 130-0 found a new area of operation with the local private railway Vemb-Lemvig-Thyborøn-Jernbane (VLTJ). For this purpose, the locomotive underwent a general inspection in 1989 at Regentalbahn where it was also painted in the company colours of deep orange and ivory. With VLTJ's purchase of a former DSB locomotive, the 211 fell out of use in Denmark in 2001. DELIVERY DATE: 2ND QUARTER 2014

*PHOTO FOLLOWS. FURTHER INFORMATION WILL BE PROVIDED ON THE BRAWA WEBSITE.



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| | | Order no. 42832 | | | Order no. 42833 | | |
| | | | | Order no. 42834 | | | Order no. 42835 |
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Diesel Locomotive 15L BB HZL

Road no. 92 80 1265 301-2 D-HzL

When it ordered two new Gravita 15L BB locomotives, Hohenzollerische Landesbahn (HzL) simultaneously became the first customer of the largest locomotive to date of the Gravita family by Voith Turbo Lokomotivtechnik GmbH & Co. KG. The new locomotives, designated as V 180 and V 181, were delivered in January and April 2013 and replace three older HzL locomotives from the '60s and '70s.

DELIVERY DATE: 3RD QUARTER 2014



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| | | Order no. 42708 | | | Order no. 42709 |
| | | | Digital EXTRA | | Digital EXTRA |
| | | | Order no. 42710 | | Order no. 42711 |
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Diesel Locomotive 15L BB NorthRail

Road no. 92 80 1265 303-8 D-NTS

In addition to its first Gravita 10 BB locomotives, Hamburger northrail GmbH now also has two of the larger Gravita 15L BB locomotives which it leases to its customers.

DELIVERY DATE: 3RD QUARTER 2014



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| | | Order no. 42712 | | | Order no. 42713 |
| | | | Digital EXTRA | | Digital EXTRA |
| | | | Order no. 42714 | | Order no. 42715 |
| | | | | | |

Diesel Locomotive 15L BB DB

Road no. 92 80 1265 008-3 D-DB

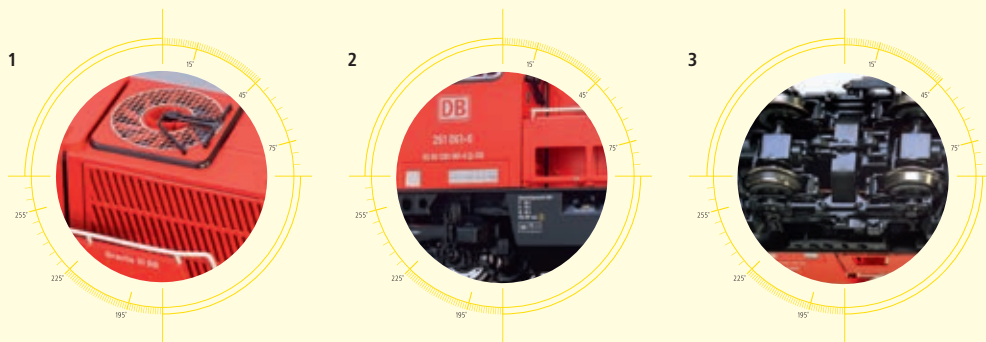
Of the original 130 Gravita 10 BB locomotives ordered as part of the running DB AG contract, 31 Gravita 10 BB locomotives were changed to 31 Gravita 15L BB locomotives, almost all of which have been delivered. Thanks to its output of 1800 kW, the new BR 265 has assumed the position of successor to the BR 225, in the Ruhr region for instance, and is used primarily in line service.

DELIVERY DATE: 3RD QUARTER 2014



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| | | Order no. 42716 | | | Order no. 42717 |
| | | | Digital EXTRA | | Digital EXTRA |
| | | | Order no. 42718 | | Order no. 42719 |
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- 1_Digital EXTRA: Functional, switchable fan
 2_True-to-scale engravings and details
 3_Finely detailed bogie

Model details Diesel Locomotive Gravita 15L BB and 10 BB:

- Separately mounted handrails
- Finely detailed, three-dimensional bogie
- Finest paintwork and printing
- True-to-scale fan-grill
- True-to-scale engravings and details
- Close-coupling
- All axles driven
- LED lighting
- Driver's cab

Digital version EXTRA:

- Filigree electronic coupling
- Functional, switchable fan
- Different light signals switchable
- BRAVA Gravita-Sound
- Switchable high beam
- 21-pole interface

It is possible to retrospectively convert the Gravita 10 BB as well as the Gravita 15L BB from analogue to digital via a 21-pin NEM interface (only sound functions). Please note that it is not possible to retrospectively convert the digital remotecontrol coupling, the driven fan or the additional light functions.



Diesel Locomotive 10 BB Saar Rail

Road no. 92 80 1261 305-7 D-VTLT

In order to cope with the interfactory traffic between Dillingen, Burbach, Völklingen and Neunkirchen, Saarstahl AG established its own railway company, Saar Rail. Following a brief trial, a decision was made to purchase two Gravita 10 BB vehicles. These locomotives have been in use since September 2011. DELIVERY DATE: 3RD QUARTER 2014

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| | | Order no. 42774 | | | Order no. 42775 | | | | |
| | | | | Order no. 42776 | | | | | Order no. 42777 |
| | | | | | | | | | |



Diesel Locomotive 10 BB DB

Road no. 92 80 1261 093-9 D-DB

Although the vehicle had only existed as a prototype and was not yet widely tested, DB Schenker decided on more than 130 locomotives for the Gravita 10 BB in its 2007 bid invitation. By now, the units of the Gravita 10 BB are in use on German rail tracks. The designated DB machines are produced and in use nationwide under the series designation BR 260. DELIVERY DATE: 3RD QUARTER 2014

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| | | Order no. 42782 | | | Order no. 42783 | | | | |
| | | | | Order no. 42784 | | | | | Order no. 42785 |
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TRAXX DIESELLOK

FRESH LOCOMOTIVES IN PROVEN BRAWA QUALITY

TRAXX DIESEL LOCOMOTIVE BR 245 DB AG

In April 2011, Deutsche Bahn AG and Bombardier Transportation signed a framework contract stipulating the delivery of up to 200 units of new TRAXX P160 DE ME locomotives. The locomotives, a reclassification of the 245 series, are intended to replace the large diesel locomotives from the 218 series that had become aged. The diesel-electric locomotives are equipped with four diesel engines (ME – Multi Engine) that drive four generators to create power that, in turn, supply the traction motors via the converters. The diesel motors switch on or off automatically depending upon the required output of the locomotives. Hidden behind this is a reduction in the idling time of the motors, which has a positive effect upon fuel consumption. Therefore, this concept is ideally suited to the new ecological and sustainable environmental

concept of Deutsche Bahn AG. Thanks to the derivation from the TRAXX family, approximately 70 % of all utilised components are compatible with the existing TRAXX locomotives. The 245 series is assembled and constructed in the former Henschel & Sohn plant in Kassel, Germany, that today belongs to Bombardier. Large components such as locomotive bodies and chassis are supplied from the Wroclaw and Siegen plants, amongst others. The supply of the first batch of 20 locomotive for DB Regio was requested directly upon the signing of the contract. The new locomotive series was officially presented at InnoTrans 2012 in the shape of the 245 003-9. The first models of the 245 series will be based at DB Regio in Kempten and Frankfurt am Main and have already successfully completed initial trial runs.





TRAXX Diesel Locomotive BR 245 DB AG Road no. 245 003-9



LAYOUT VERSION

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|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|---------------------------------|
|  |  | Best.-Nr. 42900 |  |  | Best.-Nr. 42901 |
|  |  | Best.-Nr. 42902 |  |  | Best.-Nr. 42903 |
|  |  |  |  |  | DELIVERY DATE: 2ND QUARTER 2014 |



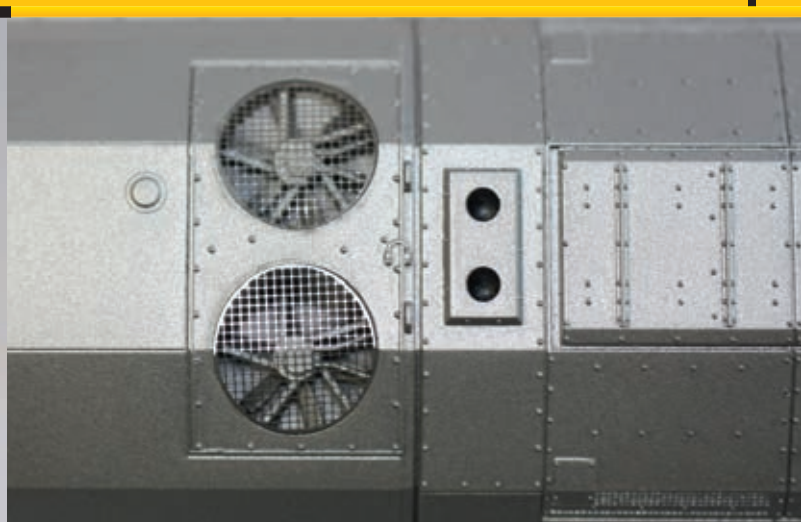
- Etched vent grille
- LED lighting
- Illuminated driver's cab
- With snow plow
- Different versions of the sweepers

- 21-pole interface
- Windscreen wipers individually mounted
- Prepared for locomotive sound or with integrated locomotive sound (equipped with two speakers)
- Illuminated destination indicator

- Finest paintwork and printing
- Applied grab rails
- Etched treadplates



WORKING PATTERN



WORKING PATTERN



THE WORKING PATTERN FROM THE BRAVA DEVELOPMENT SHOP
GIVES AN INITIAL IMPRESSION OF THE FAITHFUL REPRODUCTION OF THE TRAXX.
THE VENTILATORS HAVE FINELY ETCHED GRATES AND OFFER A REALISTIC DEPTH EFFECT.



TRAXX- ELLOK

EVERY TRAIN PERFECTLY REALIZED

TRAXX ELECTRIC LOCOMOTIVE BR 146.5 DB AG

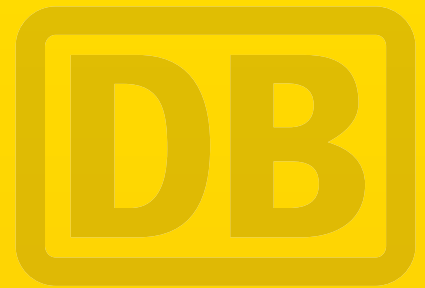
New, stricter safety specifications forced Bombardier to increase the crash safety of the TRAXX 1 locomotive body. As a result, the TRAXX 2 locomotives that have been manufactured since 2005 boast a vertical front section at the bottom as well as altered shunting treads on the fronts. Many components inside the vehicle were also simplified and standardised in order to be able to respond to customer desires in a more flexible manner whilst also reducing in-house production work.

For instance, the time for the final assembly of a TRAXX locomotive has been reduced to a maximum of two weeks.

In order to also be able to distinguish them in terms of their fleet number, the locomotives have been issued with the subclass numbers 185.2 and 146.2 to 146.5 at Deutsche Bahn AG. In the meantime, Bombardier has globally produced over 1500 units of this highly successful TRAXX family.

THE TRAXX ELECTRIC LOCOMOTIVE FROM THE 146.5 SERIES CAN BE IDEALLY COMBINED WITH THE IC-TWINDEXX TRIPLE SET (ORDER NUMBER 44504-44509) IN ORDER TO CREATE AN AUTHENTIC TRAIN.
MORE INFORMATION IS AVAILABLE AT WWW.BRAWA.DE


















TRAXX Electric Locomotive BR 146.5 DB AG Road no. 146 555-8



LARGEST VERSION

| | | | | | |
|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|---------------------------------|
|  |  | Order no. 43900 |  |  | Order no. 43901 |
|  |  | Order no. 43902 |  |  | Order no. 43903 |
|  |  |  |  |  | DELIVERY DATE: 2ND QUARTER 2014 |



- LED lighting
- Illuminated driver's cab
- With snow plow
- Different versions of the sweepers
- 21-pole interface
- Windscreen wipers individually mounted
- Prepared for locomotive sound or with integrated locomotive sound
- Illuminated destination indicator
- Finest paintwork and printing
- Applied grab rails
- Etched treadplates
- Suitable for the Twindexx IC-Double-Deck Coaches (Order no.44504 – 44509)



BRAWA 3D MODEL CONSTRUCTION



THE ELABORATELY DEVELOPED BRAWA 3D MODEL CONSTRUCTION SHOWS AT FIRST SIGHT HOW MUCH LOVE OF DETAIL IS IN THE NEW TRAXX. THE MODEL OF THE TRAXX DIESEL LOCOMOTIVE BR 245 WILL CONSIST OF ABOUT 270 COMPONENTS AND THE ELECTRIC LOCOMOTIVE 146.5 SERIES OF EVEN MORE THAN 310 COMPONENTS.



TRAXX

TRAXX Electric Locomotive BR 185.2 MRCE
Road no. 91 80 6185 571-7



LAYOUT VERSION

| | | | | | |
|------|--|------------------------|--|--|---------------------------------|
| | | Order no. 43908 | | | Order no. 43909 |
| | | Order no. 43910 | | | Order no. 43911 |
| | | | | | |
| | | | | | |
| MRCE | | | | | DELIVERY DATE: 2ND QUARTER 2014 |



TRAXX Electric Locomotive BR 482 SBB
Road no. 91 85 4482 036-1



LAYOUT VERSION

| | | | | | |
|--|--|------------------------|--|--|---------------------------------|
| | | Order no. 43904 | | | Order no. 43905 |
| | | Order no. 43906 | | | Order no. 43907 |
| | | | | | |
| | | | | | |
| | | | | | DELIVERY DATE: 2ND QUARTER 2014 |



Model : True-to-original with 4 pantographs; picture differing

TRAXX Electric Locomotive BR 185.2 LTE
Road no. 91 80 6185 608-7



LAYOUT VERSION

| | | | | | |
|--|--|------------------------|--|--|---------------------------------|
| | | Order no. 43912 | | | Order no. 43913 |
| | | Order no. 43914 | | | Order no. 43915 |
| | | | | | |
| | | | | | |
| | | | | | DELIVERY DATE: 2ND QUARTER 2014 |



Note: The model of this locomotive, faithful to the original, displays different printing on the two side surfaces: 10 years LTE

- LED lighting
- Illuminated driver's cab
- With snow plow
- Different versions of the sweepers
- 21-pole interface
- Windscreen wipers individually mounted
- Prepared for locomotive sound or with integrated locomotive sound
- Finest paintwork and printing
- Applied grab rails
- Etched treadplates
- Illuminated destination indicator





Electric Locomotive E 11 DR

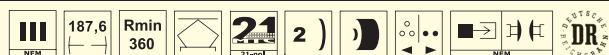
Road no. E11 043

The "Holzroller", as the electric locomotives of Class E 11/E 42 were also nicknamed, were supplied to the Deutsche Reichsbahn by VEB Lokomotivbau-Elektrotechnische Werke "Hans Beimler" in Henningsdorf from 1961 onwards. After 1970 the locomotives were then re-designated according to the valid regulations as Class 211/242 and for a long time they were the backbone of electric train transport at the DR.

DELIVERY DATE: 2ND QUARTER 2013

Order no. **43090** Order no. **43091**

Order no. **43092** Order no. **43093**



Model: Additional external mirror; finest paintwork and printing; true-to-scale fan-grill; extra mounted steps and handrails in low-material thickness; extra mounted windscreen wiper; fully functional pantograph



Electric Locomotive BR 242 DR

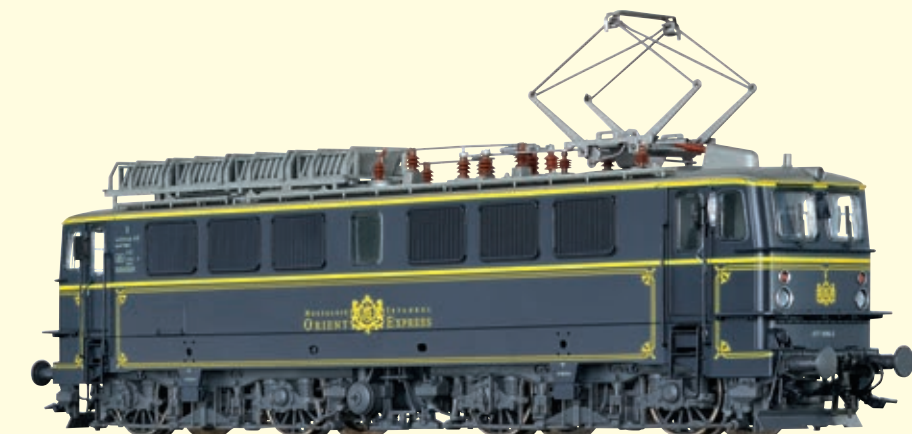
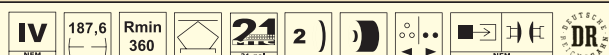
Road no. 242 178-2

After the Second World War, VEB LEW Henningsdorf designed a new goods train locomotive for DR. The E 42 went into production in 1963. The total of 292 locomotives that were built up to 1976 largely defined the appearance of the electrified tracks in the DR network.

DELIVERY DATE: 2ND QUARTER 2013

Order no. **43094** Order no. **43095**

Order no. **43096** Order no. **43097**



Electric Locomotive Ae 477 Lokoop "Orient Express"

Road no. 477 906-2

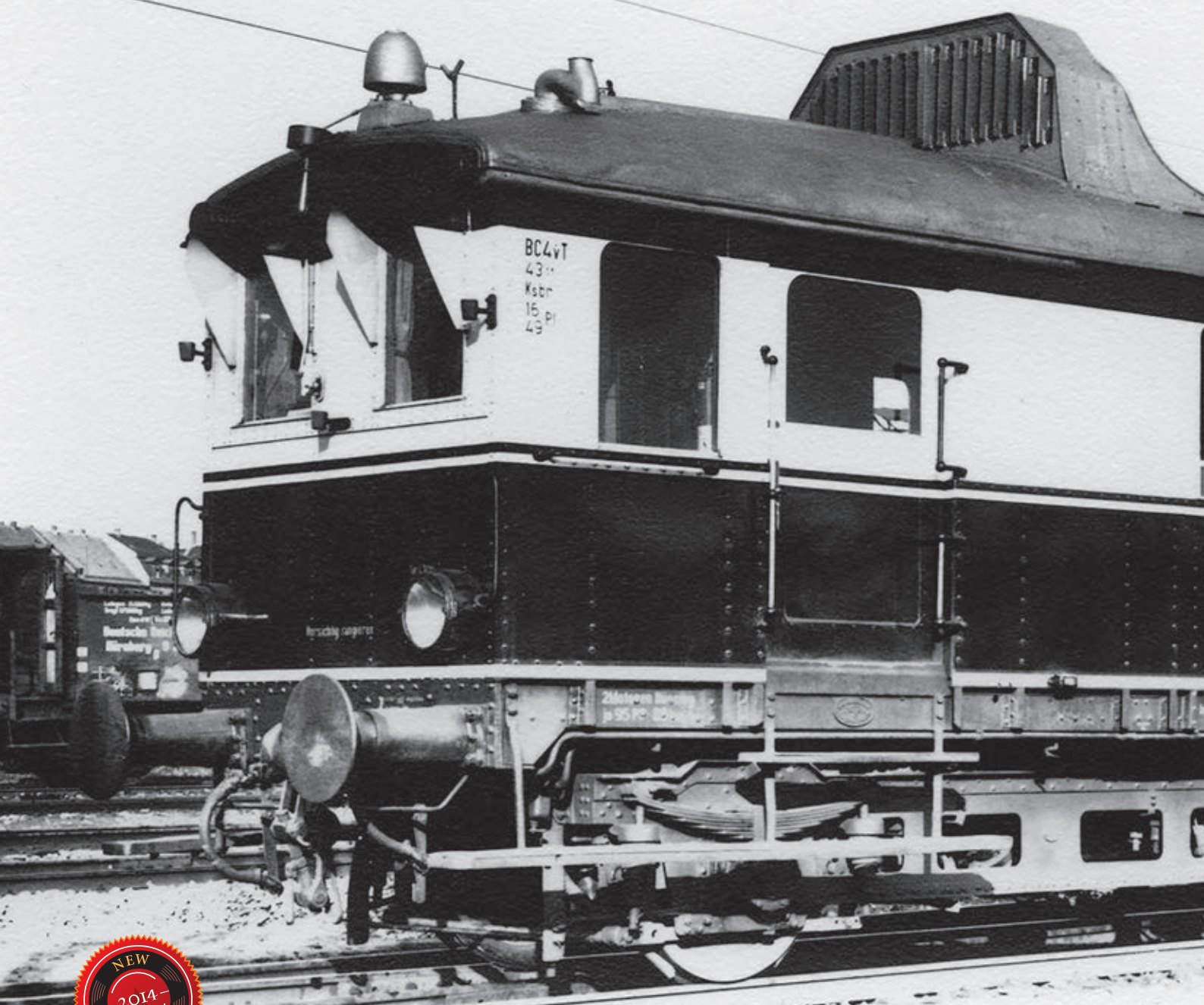
The nostalgic Orient Express was operated by the Schweizer Mittel Thurgau rail company (MThB). If the nostalgic Orient Express was driven under the contact wire, it was often connected to a locomotive which was painted in the special night –blue colour of the Orient Express. This was a locomotive of the series Ae 477, a former E 42 of the DR. In 1994, 12 of the E 42 were sold to Switzerland.

AVAILABLE

Order no. **43012** Order no. **43013**

Order no. **43014** Order no. **43015**





Diesel Railcar VT 761 DRG

Road no. VT 761

In an effort to make in particular passenger transport on side lines more efficient, the young DRG carried out several tests with two and four-axle railcars in 1921. At a railway engineering conference in Seddin, the Waggonfabrik Wismar wagon factory had presented a four-axle benzene-mechanical railcar that seemed promising and was integrated into the DRG rolling stock under the number 851. Building on the experience gained with this vehicle, a further 18 four-axle railcars with chassis were acquired between 1925 and 1929. WUMAG supplied one third of these test vehicles, designated 757 to 762. The wagon body was a riveted steel structure with bent ends according to the "Pike Car" model. Two radiator units on the

roof gave the vehicle its distinctive look. Each chassis contained an engine system with a Büssing benzene engine. With six cylinders, it generated 90 hp at 1,000 rpm. According to the regulations for passenger trains, the railcars were painted green with a silver-grey roof. Railcars 761 and 762 had a shorter driver's cab without a separate entrance. Following approval, they were deployed e.g. in Frankfurt/O., Breslau Hbf (main station), Allenstein, Trier, Templin and Oldenburg. In 1930, all six were brought together in Nuremberg Hbf depot. In the course of improvements to the drive and technical equipment, all the vehicles were fitted with a third radiator on the roof. In 1932, DRG introduced its famous red/ivory railcar colour





PROMINENT EXOTIC OF THE SECONDARY LINE



REPLICA OF THE ORIGINAL: C. BELLINGRODT, SLG. J. REINHARD

scheme which was then extended to all VTs. They were deployed with trailer cars on the secondary railways around Nuremberg, with routes to e.g. Behringersmühle, Markterlbach and Eschenau. Unlike newer diesel railcars that were decommissioned or used for

army purposes, the WUMAG railcars were converted to liquid gas between 1940 and 1943. All six survived the war and some went back into operation as early as the end of 1945.

DELIVERY DATE: 4TH QUARTER 2014



Order no. **44404**



Order no. **44405**



Order no. **44406**



Order no. **44407**



Model: Extra mounted and free-standing steps and handrails; prepared for sound or with built-in sound; metal drive unit; multipart interior fittings; in-plane assembled windows; illuminated driver's cab; finest metal spoked wheels; drive in the locomotive to all four axles; with interior fittings; fine engravings; close-coupling; finely detailed bogies; true-to epoch lighting; original colour replication: roof silver, body red/beige, chassis black

Recommended products: Suitable for Passenger Coaches CI-33 DRG (order no. 45523 and 45524) on page 42



PASSENGER TRAIN TRAFFIC WITH COOL CHARM AND THE FINEST DETAILS



Diesel Railcar VT 762 DRG

Road no. 762

After they were delivered in 1927, railcars 761 and 762 were painted brown-green with offset black strips and a silver-grey roof in accordance with regulations for carriages. After approval, they were used in Frankfurt an der Oder, Breslau (present-day Wrocław) Central Station, Allenstein (present-day Olsztyn), Trier, Templin, Oldenburg, and other locations. At that time, the third of the prominent roof ventilators was not yet in place, as it was only retrofitted between 1930 and 1932 in the course of drive and technology improvements.

DELIVERY DATE: 4TH QUARTER 2014

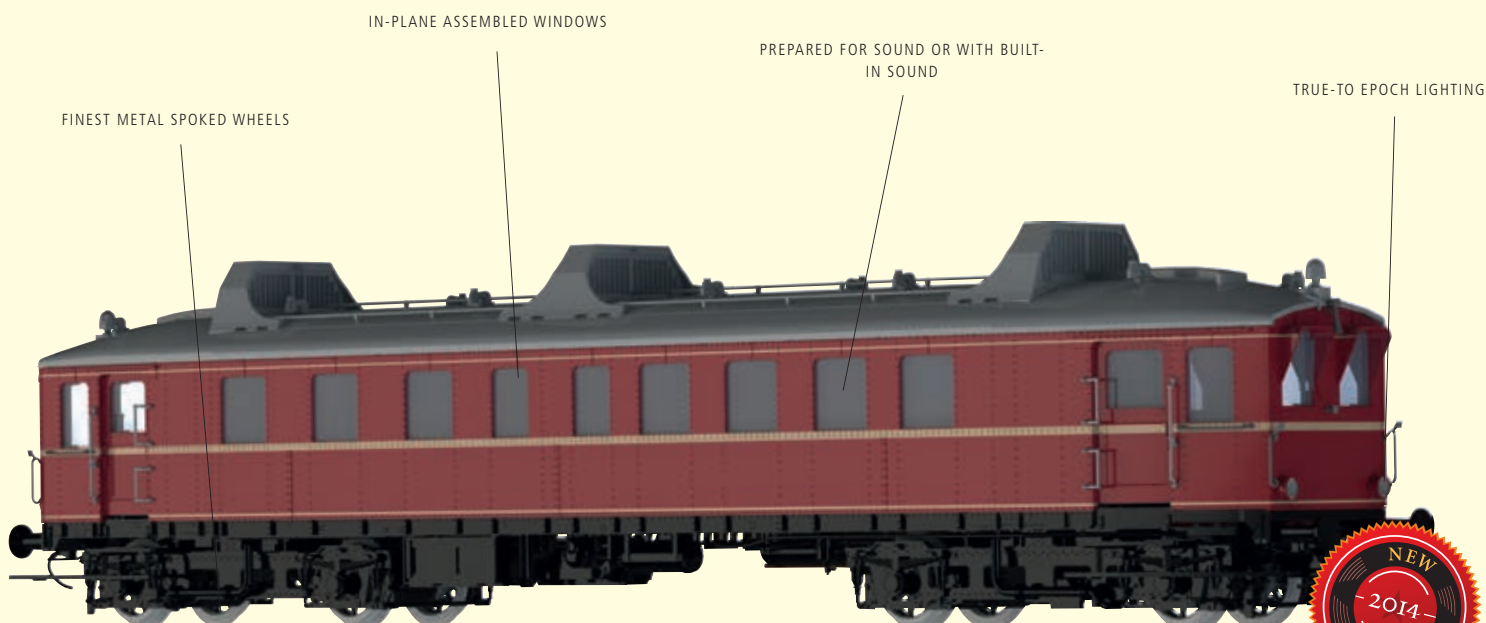
| | | | | | |
|--|--|------------------------|--|--|------------------------|
| | | Order no. 44400 | | | Order no. 44401 |
| | | Order no. 44402 | | | Order no. 44403 |
| | | | | | |
| | | | | | |

Model: Extra mounted and free-standing steps and handrails; repared for sound or with built-in sound; metal drive unit; multipart interior fittings; in-plane assembled windows; illuminated driver's cab; finest metal spoked wheels; drive in the locomotive to all four axles; with interior fittings; fine engravings; close-coupling; finely detailed bogies; true-to epoch lighting; original colour replication: roof silver, body green, chassis black



Deutsche Bundesbahn

"KAMELBUS" DISCONTINUED MODEL WITH ENDEARING CHARACTERISTICS



ILLUSTRATION

Deutsche Bundesbahn

Diesel Railcar VT 66.9 DB

Road no. VT 66 905

In 1947, DR gave all six WUMAG railcars in the western occupation zones new numbers. Now they were designated as VT 66 900 - 905. By now very much the worse for wear, the vehicles were refurbished in various ways, although not uniformly. For instance, the worn metal window frames were replaced by oak frames and the radiator, heating, exhaust gas and brake systems were overhauled. Four vehicles were newly painted in German railway purple with a silver roof. Daily, three railcars were deployed to Hof, Bayreuth, Rothenburg o.d.T., Neumarkt, Furth i. Wald, Weiden, Lichtenfels, Coburg, Dietfurt, Gräfenberg, Markt Erlbach and Unternbibert-Rügland. They went on special trips as far as Bad Kissingen, Stuttgart and Lindau on Lake Constance. In 1952, the VT 66 902, 904 and 905 were equipped with new diesel engines from Deutz or Daimler-Benz. The others kept their benzene engines because they were

approaching the end of their service life. The first to retire, in 1950, was the VT 66 900 and the others with benzene drive had all followed by 1954. In 1955, the VT 66 904 with the Deutz engine was also decommissioned. That left just the two VT with Daimler-Benz engines, which left Nuremberg in 1953 for the Hamm railway depot. There they were decommissioned in 1956. While the VT 66 905 served at various locations as a mobile ticket office and was dismantled in 1971, there were still VTs that made it to different private railways. Today, only the former "Nürnberg 761" (with "roof coolers") made of chipboard survives. The VT 66 902 was directly dismantled in 1957, but the other three were taken out of operation after fires or accidents between 1955 and 1979.

DELIVERY DATE: 4TH QUARTER 2014



Order no. **44408**



Order no. **44409**



Order no. **44410**



Order no. **44411**



241,7 Rmin 360

21 2)



Model: Extra mounted and free-standing steps and handrails; prepared for sound or with built-in sound; metal drive unit; multipart interior fittings; in-plane assembled windows; illuminated driver's cab; finest metal spoked wheels; drive in the locomotive to all four axles; with interior fittings; fine engravings; close-coupling; finely detailed bogies; true-to epoch lighting; original colour replication: roof silver, body red, chassis black

Recommended products: Suitable for Passenger Coaches Ci-33 DB (order no. 45525 and 45527) on page 43



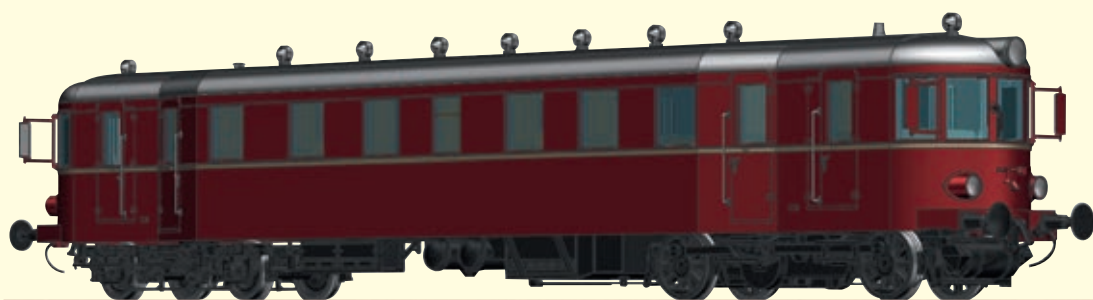



















Diesel Railcar VT 62.9 NSB

Road no. 18293

After the Second World War, NSB, Norway's state-owned railway, discovered several abandoned railcars of German design. These also included several VT 137 railcars of the BC4vT 32-34 design. Five of these were deployed as Cmdo 9 railcars with fleet numbers 18290-18294 for several years until around 1958.

DELIVERY DATE: 2ND QUARTER 2014



| | | | | | | | | |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|  |  | Order no. 44366 |  |  | Order no. 44367 | | | |
|  |  | Order no. 44368 |  |  | Order no. 44369 | | | |
|  |  |  |  |  |  |  |  |  |

Model: Extra mounted and free-standing metal handrails and steps; prepared for sound or with built-in sound; metal drive unit; multipart interior fittings; illuminated driver's cab and front light switchable; in-plane assembled windows; finest metal spoked wheels; metal reversing gear; drive to two axles; with interior lighting; fine rivets; short coupling kinematics; finely detailed bogies; true-to-original mirrows; third point light

Electric Railcar Talent BR 4024 "HAUPTÖÖBHOF" ÖBB





Road no. 4024 103-6

ÖBB is using Talent railcar 4024 103 to promote the new Vienna Central Station. Over 188 Talent railcars are already in use on the Austrian rail network.

DELIVERY DATE: 3RD QUARTER 2013



REPLICA OF THE ORIGINAL: ALFRED SCHMID

| | | | | | | | | |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|  |  | Order no. 44254 |  |  | Order no. 44255 | | | |
|  |  |  |  |  |  |  |  |  |

Model: Precise printing and lacquering; true-to-original roof fitting; bogie with many extra mounted parts; engraved bellows; engraved buttons and doors; revised gear; many extra mounted details, also on the roof; extra mounted snowplough





ILLUSTRATION



REPLICA OF THE ORIGINAL: HERBERT WEIL



Electric Railcar Talent BR 4024 "Tiroler-Talent" ÖBB

Road no. 4024 088-9

To motivate the employees of firms in Tyrol to switch to public transport, ÖBB and its partners have invited people to the first "Tyrol Company Competition". Among the winners was the company Tiroler Versicherung, which can look forward to having promotional lettering on a Talent railcar. The train has been en route in Tyrol since the middle of November 2013.
DELIVERY DATE: 3RD QUARTER 2013



Order no. **44256**



Order no. **44257**



Passenger Coach Ci-33 DRG

Road no. 140 173

As early as the 1920s, DRG [Deutsche Reichsbahn-Gesellschaft] procured passenger coaches in a steel construction design that were particularly intended for use on secondary routes. In contrast to carriages for main routes which boasted a wheel base of 8.5 m, these carriages only measured 6.2 m. Due to the lack of financial resources, only a small amount of carriages were procured and were primarily used in the Silesian network as trailer cars to the ET 89. The concept was picked up once again at the end of the 1930s. Following a trial range in a rivet construction design, a greater quantity of Ci wagons and Civ carriages were procured for use with diesel railcars. One of the domains of such vehicles is the Nuremberg Reichsbahn directorate. Numerous trailer cars in various designs are kept in stock for the two and four-axle combustion-driven railcars vehicles that are used here. Here, the riveted secondary line coaches from the 1920s were deployed behind diesel railcars as the inventory evidence from the Nuremberg directorate preserved in the Nuremberg Museum proves.

DELIVERY DATE: 3RD QUARTER 2014



Order no. **45523**



Modell: Wheelsets in toe bearing; originally reproduced, three-dimensional frame body; individually mounted axle box cover; brake shoes in wheel plane; extra mounted steps; separately mounted axle brake rod; extra mounted brake system; extra mounted Wendler-Ventilators; true-original interior fittings; wheelchocks attached; true-to-epoch different spring buffers; fine engravings and rivets

Recommended products: Suitable for Diesel Railcar VT 761 DRG (Order no. 44404 - 44407) on page 36



Order no. **45524**



Passenger Coach Ci-33 DRG

Road no. 140 174

DELIVERY DATE: 3RD QUARTER 2014

Passenger Coach Ci-33 BBÖ

Road no. 7540.01

Only very few welded standard secondary line coaches and the related trailer cars remained in Austria following the war. The trailer cars were incorporated into the 7540 range by ÖBB [Austrian Federal Railways] and were equipped with the transport-advertising blue/ivory coat for railcars. After being adapted in this manner, they served as trailer cars behind various combustion-driven railcars vehicles but were also used in locomotive-hauled trains behind all traction types which, thanks to their independent heating system, was not a problem.

DELIVERY DATE: 3RD QUARTER 2014



Order no. **45534**



Passenger Coach Ci-33 DB

Road no. EBA 177 023

Despite heavy losses, DB still retained a considerable inventory of standard secondary line coaches as well as trailer cars that were derived from them. As was the case before the war, the majority of these vehicles were used between Freiburg, Neustadt and Seeburg. Otherwise, passenger coaches were usually operated as individual units in the other directorates. In addition to travelling behind combustion-driven railcars, the trailer cars were also often operated in tandem with electric railcars; in order to do so, DB converted the majority into control cars. However, some vehicles remained that could only be used as trailer cars as well as some control cars for combustion-driven railcars. The Nuremberg federal railway directorate continued to remain a paradise for these trailer cars and control cars in the 1950s. On numerous main and secondary railways, the combustion-driven railcar vehicles in the pre-war design complete with combustion-driven railcar trailer cars and combustion-driven railcar control cars ensured inexpensive operation before they were replaced by the saviour of secondary railways – the railbus.

DELIVERY DATE: 3RD QUARTER 2014



Order no. **45525**



Modell: Wheelsets in toe bearing; originally reproduced, three-dimensional frame body; individually mounted axle box cover; brake shoes in wheel plane; extra mounted steps; separately mounted axle brake rod; extra mounted brake system; extra mounted Wendler-Ventilators; true-original interior fittings; wheelchocks attached; true-to-epoch different spring buffers; fine engravings and rivets

Recommended products: Suitable for Diesel Railcar VT 66.9 DB (Order no. 44408 - 44411) on page 39



Order no. **45527**



Passenger Coach Ci-33 DB

Road no. EBA 177 026

DELIVERY DATE: 3RD QUARTER 2014



Order no. **45537**



Passenger Coach Ci-33 SNCF

Road no. XR 9993

After the end of the war, some standard secondary railway wagons also remained on French soil and continued to be used by SNCF. They were run above all in the Est region together with other former German or AL wagons.

DELIVERY DATE: 3RD QUARTER 2014







Order no. **45480**



Model: Wheelsets in toe bearing; originally reproduced, three-dimensional frame body; individually mounted axle box cover; brake shoes in wheel plane; extra mounted steps; separately mounted axle brake rod; extra mounted brake system; extra mounted Wendler-Ventilators; true-original interior fittings; wheelchocks attached; true-to-epoch different spring buffers; fine engravings and rivets



Order no. **45481**



Order no. **45482**



Compartment Coach C3 K.P.E.V.

Road no. Altona 2180

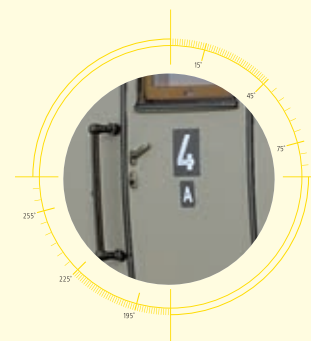
With the drawing-up of the standards for uniform design and construction (Normalien) in 1883/84, the compartment coach started to develop into the preferred railway carriage at the Königlich Preußische Eisenbahn-Verwaltung (KPEV). For the first time, all coaches were also equipped with the skylight roof that was later so typical for Prussia. When the directorates were dissatisfied in particular with the Normalien standards relating to secondary lines, the Royal Railway Directorate (KED) Magdeburg presented over 20 new Normalien sheets in 1891. A crucial visual change was then made in 1904. These drawings were first reviewed in 1907. Typical for the compartment coaches of this period were a wheel base of 7500 mm or 8000 mm, the roof ladder on the end opposite to the handbrake end, and truss axle guards. The procured 3rd-class compartment coaches according to the drawings were kept in stock by the later DRG under the designation C3 Pr 07, the D-coaches after the abolition of the 3rd class under the designation C3tr Pr 09. In 1935, both coach types were still available in a number of 750 and 1200, respectively. However, this allows only few conclusions as to the number of actually built coaches.

DELIVERY DATE: 4TH QUARTER 2014

Compartment Coach C3 K.P.E.V.

Road no. Altona 2219

DELIVERY DATE: 4TH QUARTER 2014



Passenger Coach Ci-33 SNCF

Road no. Altona 2881

DELIVERY DATE: 4TH QUARTER 2014





Compartment Coach C3 SNCB

Road no. 53967

AVAILABLE



Order no. **48455**



Model: Finest paintwork and printing; prepared for interior lighting; with interior fittings; extra mounted metal handrails

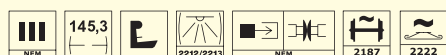
Compartment Coach C3 SNCB

Road no. 55579

AVAILABLE



Order no. **48467**



Express Train Coach C4 PKP

Road no. 012 269

DELIVERY DATE: 3RD QUARTER 2014



Order no. **45313**



Model: Prepared for interior lighting; open roof ventilator; with interior fittings; extra brake and heating systems; multi-part swanneck bogie with 3-point support; new steps and doors; free-standing handrails; applied steps in low material thickness





Order no. **45483**



Compartment Coach C3 SNCF

Road no. follows

DELIVERY DATE: 4TH QUARTER 2014

Model: Finest paintwork and printing; prepared for interior lighting; with interior fittings; extra mounted metal handrails



Order no. **45484**



Compartment Coach C3 SNCF

Road no. follows

DELIVERY DATE: 4TH QUARTER 2014



Order no. **45314**

Road no. follows

Order no. **45316**

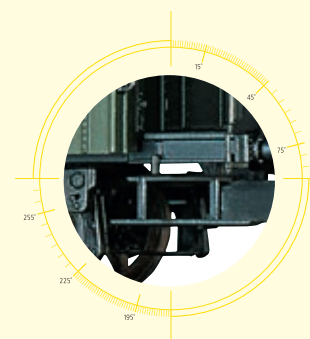
Road no. follows



Express Train Coach C4 PKP

DELIVERY DATE: 3RD QUARTER 2014

Model: Prepared for interior lighting; open roof ventilator; with interior fittings; extra brake and heating systems; multi-part swanneck bogie with 3-point support; new steps and doors; free-standing handrails; applied steps in low material thickness



Luggage Car PPü K.P.E.V.

Road no. Hannover 05798

The Königlich Preußische Eisenbahn-Verwaltungen K.P.E.V. also purchased four-axle iron construction type luggage cars. The principal dimensions and layout of the previous tried-and-tested cars were retained. By 1922 around 300 cars were built, the majority of them with corridor connections for D-trains, and a few without connections for use in conjunction with the four-axle compartment coaches. All of the K.P.E.V.'s luggage cars were painted in the brown colour of its freight and luggage cars.

DELIVERY DATE: 4TH QUARTER 2014



Order no. **45412**



Model: Finely detailed, three-dimensional bogie; multi-part brake system with brake shoes in wheel plane; extra mounted battery box; separate roof extension; reproduction of internal mesh of windows; extra mounted steps

Luggage Car Pw4ü "Rheingold" DRG

Road no. Karlsruhe 90062

In 1928, the spacer cars required for the Holland-Switzerland-Express, which had to be provided with the new train locomotive when changing direction in Mannheim, were ly adapted to the special cars of the „Rheingold“. They came from the fleet of the Reichsbahn division in Karlsruhe. Two of these cars were iron luggage cars of Class Pw4ü Pr 16 with the numbers Karlsruhe 90062 and 90063. The car represents an ideal companion to the historic „Rheingold“ of the Märklin company.

DELIVERY DATE: 4TH QUARTER 2014



Order no. **45410**



Passenger Coach Bib 21 DB, set of 3

Road no. 80 063 / 80 791 / 81 408 Han

In order to improve attractiveness for passenger service, DB made increasing use in the early 50s of so-called "Motorzugeinheiten" ("motorized rail units"). These consisted of diesel locomotives of the V 36 class and the side cars and control cars for the VT unit. Since these were not sufficient, biaxial standard cars were also equipped with stove heating and deployed in these services. Refurbished passenger cars or Pwghs 41s renovated from Pwif-41s served as control cars. In addition to the "Donnerbüchsen" ("thunderboxes"), a few Cid-21s also benefited from this refurbishment. In addition to self-heating systems, they also received new red-beige paintwork.

DELIVERY DATE: 4TH QUARTER 2014



Order no. **45984**



Model: Extra mounted steps and handrails in low-material thickness; multi-part brake system with brake shoes in wheel plane; finely detailed strut bracing of impact-resistant plastic; with interior fittings





Order no. **45411**

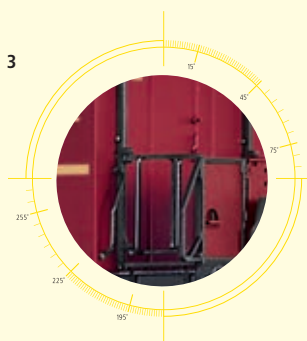
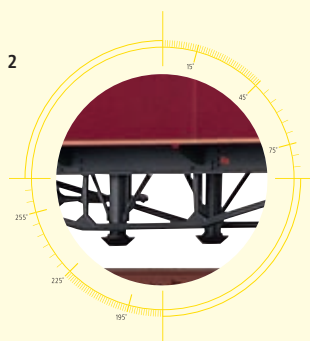
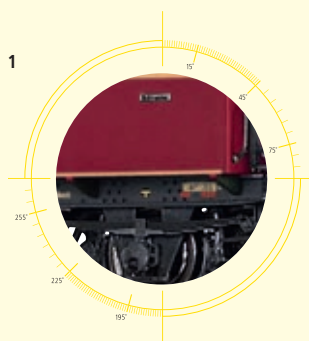


Model: Finely detailed, three-dimensional bogie; multi-part brake system with brake shoes in wheel plane; extra mounted battery box; separate roof extension; reproduction of internal mesh of windows; extra mounted steps

Freight Car 638

Road no. 60 80 99-29 851-5

DELIVERY DATE: 4TH QUARTER 2014



- 1_Finest paintwork and printing
- 2_Finely detailed strut bracing of impact-resistant plastic
- 3_Extra mounted steps and handrails in low-material thickness

(Pictures show order no. 45984)





COVERED TWIN AXLE ALWAYS BEST FOR LOADING



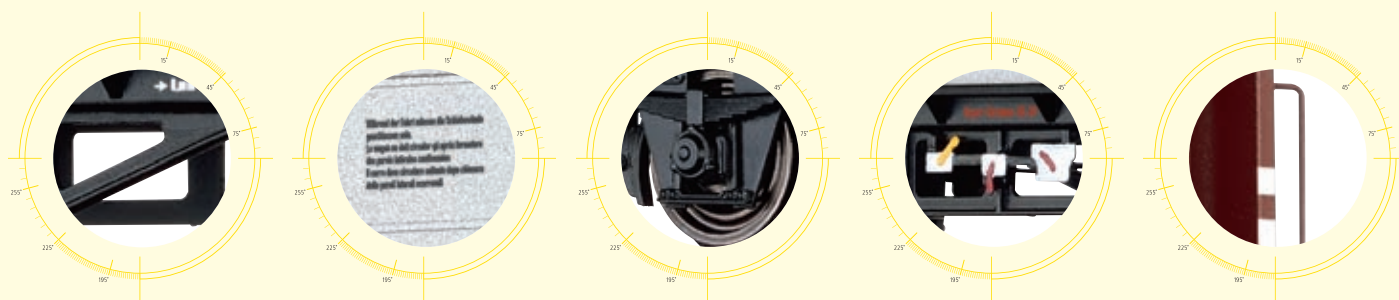
Sliding Wall Cars Hbis 299 DB, set of 3

Road no. 21 80 211 5 014-7 / 21 80 211 5 159-0 / 21 80 211 5 335-6

By the middle of the 1960s, DB procured numerous special wagons with a sliding roof and sliding walls. However, examinations proved that, in many cases, it was possible to forego the opening roof and that an optimised access from the side was sufficient for the majority of cargoes. Consequently, the Hbis 299 which was still initially called the Klmmgs was built from 1966 onwards. To a large extent, the design corresponded to the previously built Tbis 869 sliding roof wagons; the accessibility to the corner was primarily improved. The centre column only had a width of 320 mm; this width amounted to 1000 mm on the sliding roof wagons. The wagons proved themselves in operation and were accepted by the loaders. 2,950 units had

already been built by 1970 and the maximum quantity of 8,444 units was reached in 1975. From 1974 onwards, the wagons were equipped with spark arrester plate ex works; a percentage of the older wagons were retrofitted with this component. From 1984 onwards, they obtained the national secondary genre letters –ww. Approximately half of the built wagons were equipped with the “Daberkow” transport protection equipment system. They became Hbis-t from 1979 onwards and became Hbils from 1984 onwards. However, all of the transport protection equipment was removed from the mid-1980s. In return, 754 wagons obtained reinforced, lockable separating walls in 1991 and, from that point on, were given the designation





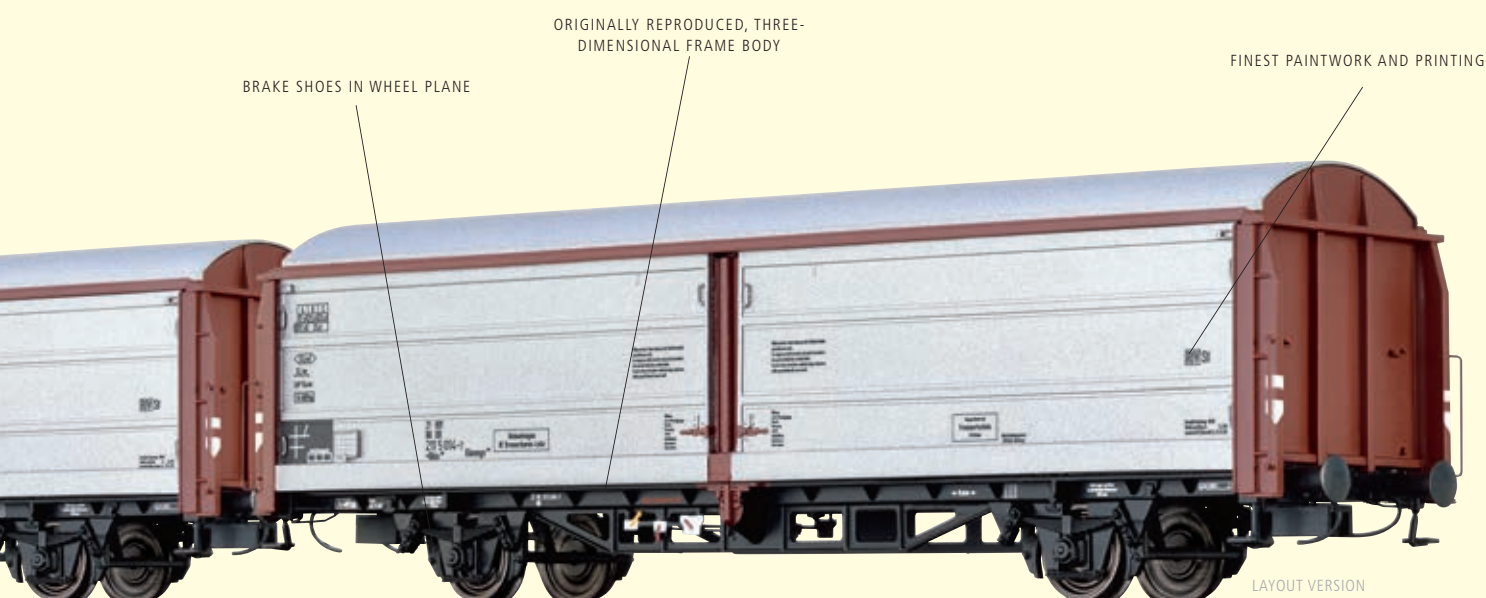
1_Originally reproduced,
three-dimensional frame body

2_Finest paintwork and printing

3_Brake shoes in wheel plane

4_Extra mounted brake system

5_Extra mounted handrails
and steps



LAYOUT VERSION

Hbills-x. In 1994, DB AG assumed 8,403 BA 299 wagons of all types. In 2000, 2,500 wagons were still being operated by "Railion", the Hbis-ww accounts for the largest share with approx. 2,700 wagons. Eight years later, just over 1,000 Hbis-ww and 90 Hbills-x were still being kept for goods traffic. In association with newer sliding wall carriages, they are now particularly striking thanks to their almost delicate appearance. The original colour was unpainted aluminium

and the undercarriage was black. This led to the development of all shades of contamination conditions during operation; address fields are bright or dark shadowed and even both in some cases in the event of a new lettering. To some extent, rented wagons contained the advertising lettering of the adjuster. (Supplement the 2012 inventory here – if the book is there!)
DELIVERY DATE: 4TH QUARTER 2014

Order no. **48950**



- Constructive consideration of the varying details between the Hbis 297 and Hbis 299, e.g. automatic load change
- Metal wheels
- Structure and handles made of high-quality, impact-resistant plastic, spring buffers

- Originally reproduced, three-dimensional frame body
- Brake shoes in wheel plane
- Extra mounted brake system
- Extra mounted handrails and steps
- Separately mounted axle brake rod



Sliding Wall Cars Hbis 297 and Hbis 299 "Staatl. Fachingen" DB, set of 3

Road no. 21 80 235 3 268-0 /

01 80 225 1 776-9 / 21 80 235 3 089-0

Between 1970 and 1972, over 2,100 almost identical Hbis 299 wagons that were only different from the Hbis 297 due to the automatic load braking system. They were added to the inventory under the Hbis 297 designation. In 1974, twelve of them were renovated in terms of running and braking characteristics for speeds of 120 km/h and were given the Hbiss designation. A further 30 followed in 1979 which were given the Hbiqss 297 designation and also boasted a heating and main air reservoir line. Equipped in this manner, they managed speeds of 120 km/h as post cars in passenger trains. A further six wagons were equipped with a heating line in 1980, this is made identifiable by the designation -v. BA 297 wagons also obtained the Daberkow equipment; this affected 250 wagons that were redesignated as Hbis-t 297 and, later, also as Hbils 297. Following the termination of post transport by rail, the Hbiqss was withdrawn in 1996/1997, the Hbis-v followed in 1999. There was still one in operation in 2006 and there were no BA 297 vehicles in the inventory by the end of 2007. DELIVERY DATE: 4TH QUARTER 2014

- 1_Originally reproduced, three-dimensional frame body
- 2_Brake shoes in wheel plane
- 3_Finest paintwork and printing

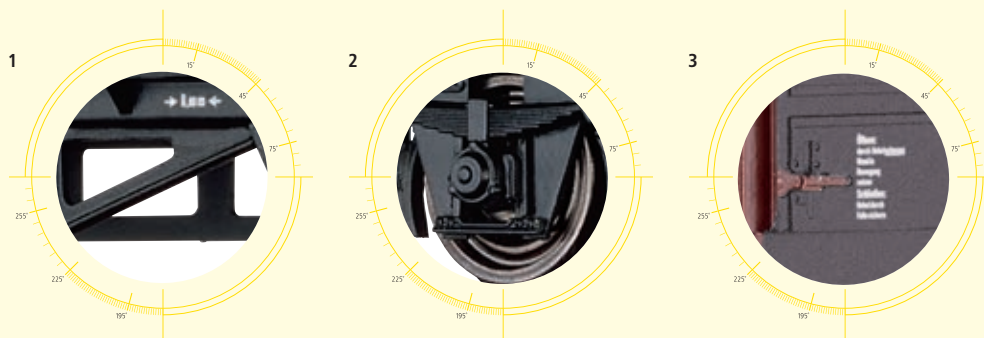
(Photos show order no. 48951)



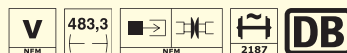
Order no. **48951**

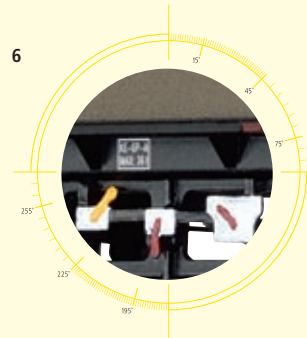
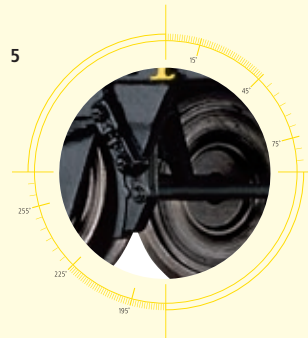
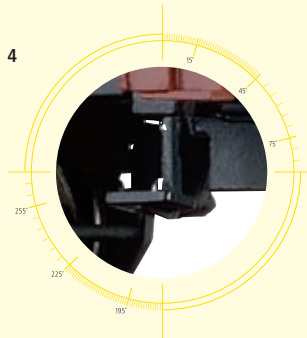


Model: Constructive consideration of the varying details between the Hbis 297 and Hbis 299, e.g. automatic load change; three-point support; metal axle bearings; originally reproduced, three-dimensional frame body; brake shoes in wheel plane; extra mounted steps; separately mounted axle brake rod; extra mounted brake system



Order no. **48952**





- 1_Extra mounted steps
- 2_Wheelsets with inside contours
- 3_Extra mounted brake system

(Photos show order no. 48952)



Sliding Wall Cars Hbis 297 and Hbis 299 "Maisel Bayreuth" DB, set of 3

Road no. 01 80 225 1 755-3 /
21 80 227 7 053-9 / 01 80 226 0 292-6

DELIVERY DATE: 4TH QUARTER 2014



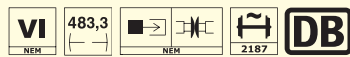
Sliding Wall Cars Hbis 299 "Apollinaris" DB, set of 3

Road no. 21 80 235 3 760-6 /
21 80 2256 726-5 / 21 80 235 3 980-0

DELIVERY DATE: 4TH QUARTER 2014



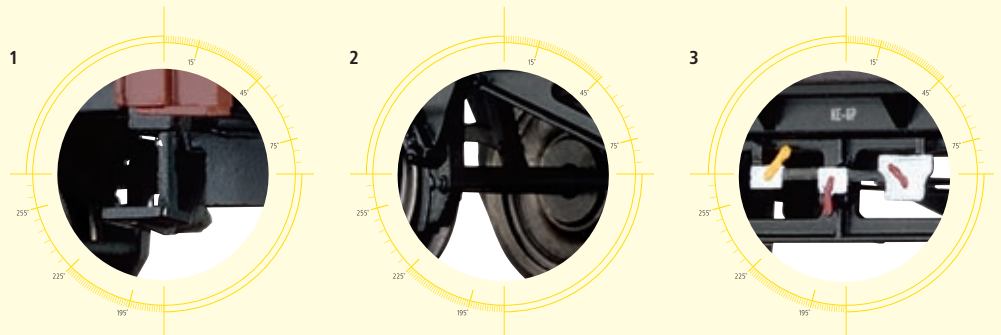
Order no. **48953**



Model: Constructive consideration of the varying details between the Hbis 297 and Hbis 299, e.g. automatic load change; three-point support; metal axle bearings; originally reproduced, three-dimensional frame body; brake shoes in wheel plane; extra mounted steps; separately mounted axle brake rod; extra mounted brake system

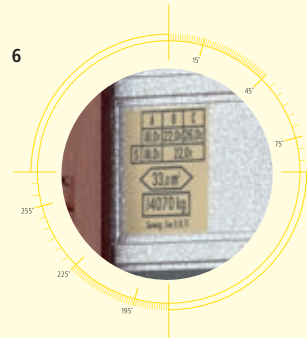
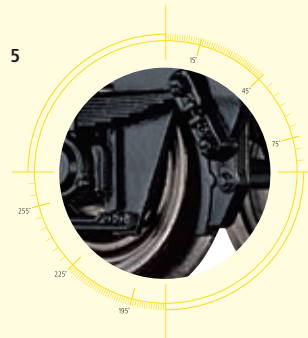
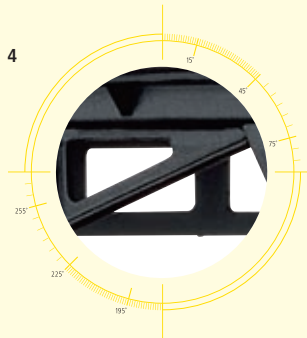
- 1_Extra mounted steps
- 2_Wheelsets with inside contours
- 3_Extra mounted brake system

(Photos show order no. 48953)



Order no. **48954**





- 1_Originally reproduced, three-dimensional frame body
- 2_Brake shoes in wheel plane
- 3_Finest paintwork and printing

(Pictures show order no. 48954)



Sliding Wall Cars Hbis 297/299
ÖBB, set of 3

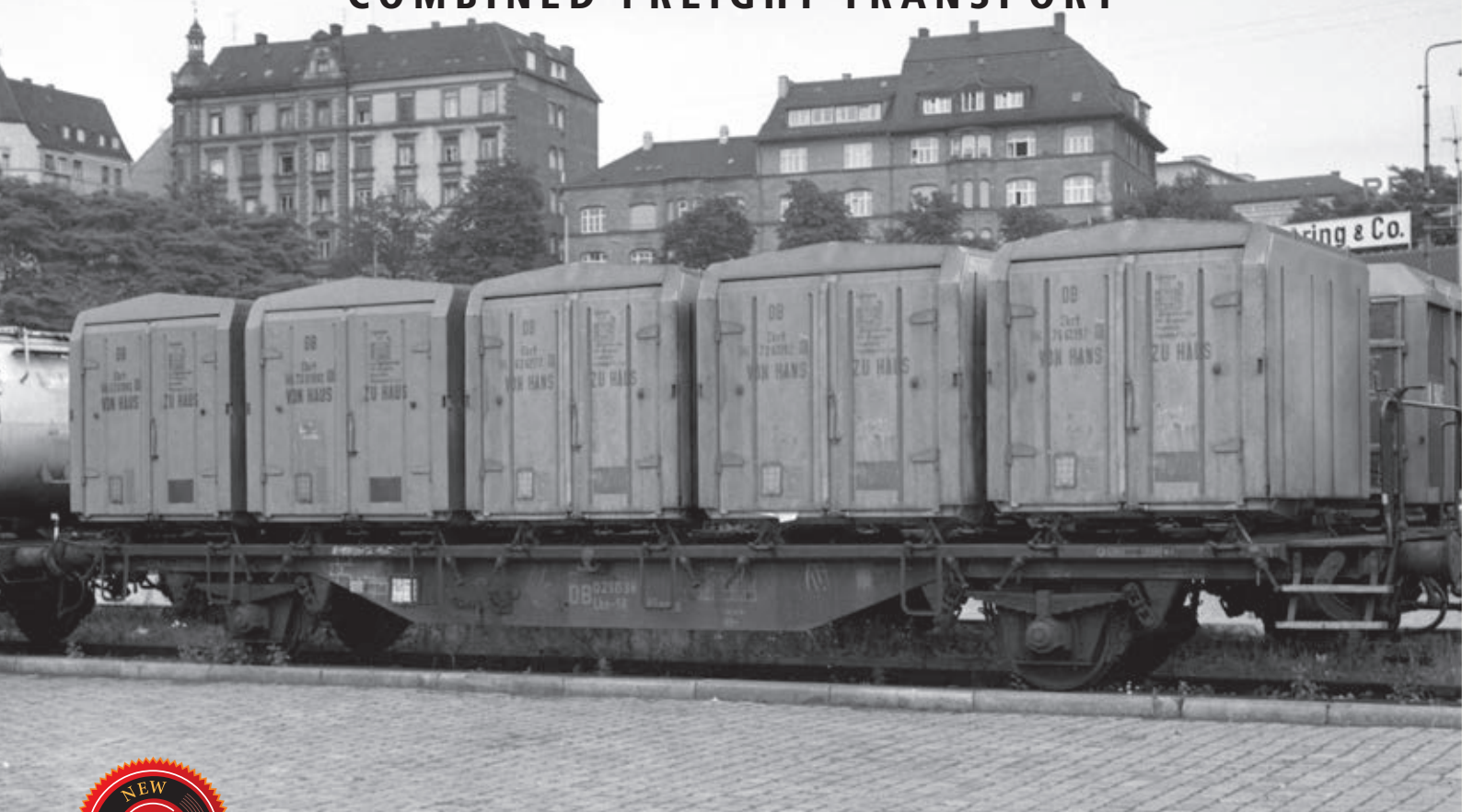
Road no. 21 81 2115 148-2 /
21 81 2115 005-4 / 21 81 2120 659-1

DELIVERY DATE: 3RD QUARTER 2013





FAVOURITE ADVERT CARRIER IN COMBINED FREIGHT TRANSPORT



REPLICA OF THE ORIGINAL 1:87 SCALE, BUS & CARSTERS



Container Car BTmms 58 DB, with Ekrt 212 Road no. follows

In 1958, the SEAG company built two prototypes of the BTmms 58 derived from the BTms 55, which was designed for four "pa" containers. The cars, one built of light metal and the other of ST 52 steel, could now be loaded with five "pa" containers. This allowed the specific cargo weight to be increased, which in turn allowed the carrier to pay more advantageous rates for freight.

The prototype made of steel proved its worth and was further developed to prepare it for volume production, which began in 1960. Over the next six years, a total of 2100 cars of the BTmms 58 class were produced. To simplify dispatching and loading, one end each car had a transition platform located above the buffers or a hand-brake platform in front of the vehicle frame.

DB simultaneously exchanged the 35-tonne buffers for heavy duty 59-tonne buffers which were also used from

the outset on cars constructed from 1964 onwards. From the end of the 1970s, a majority of the vehicles were prepared to accommodate the AK69e automatic central buffer couplings, but these were not installed in the end. As the further development of the Ekrt 211 closed medium container, the Ekrt 212 is distinguished by its smooth exterior. The necessary rigidity was achieved by means of vertical reinforcing seams on the side surfaces. To simplify loading and unloading, the Ekrt 212 had double wing doors that reached over the entire container height. The total of 200 containers built from 1958 were a favourite with the customers of Deutsche Bundesbahn, because the smooth outer surfaces were especially suitable as advertising surfaces.

DELIVERY DATE: 1ST QUARTER 2015

Order no. **49100**



- Three-point support
- Metal frame
- Originally reproduced, three-dimensional frame body
- Brake shoes in wheel plane
- Extra mounted steps
- Separately mounted axle brake rod

- Extra mounted brake system
- Model with transition platform or hand-brake platform
- NEM-standard close coupling
- Finest paintwork and printing
- Container removable
- With 5 containers (Ekrt 212)

Recommended products: Suitable for Steam Locomotive BR 057, Diesel Locomotive BR 232, BR 216, BR 211 - 213 and BR 323 in epoch III





Order no. **49101**



Container Car BTmms 58 DB, with Ekrt 212 "Südmilch"

Road no. follows

- Three-point support
- Metal frame
- Originally reproduced, three-dimensional frame body
- Brake shoes in wheel plane
- Extra mounted steps
- Separately mounted axle brake rod
- Extra mounted brake system
- Model with transition platform or hand-brake platform
- NEM-standard close coupling
- Finest paintwork and printing
- Container removable
- With 5 containers (Ekrt 212)

DELIVERY DATE: 1ST QUARTER 2015



Order no. **49102**



Container Car BTmms 58 DB, with Ekrt 212 "Bahlsen"

Road no. follows

- Three-point support
- Metal frame
- Originally reproduced, three-dimensional frame body
- Brake shoes in wheel plane
- Extra mounted steps
- Separately mounted axle brake rod
- Extra mounted brake system
- Model with transition platform or hand-brake platform
- NEM-standard close coupling
- Finest paintwork and printing
- Container removable
- With 5 containers (Ekrt 212)

DELIVERY DATE: 1ST QUARTER 2015



Order no. **49103**



Container Car BTmms 58 DB, with Ekrt 212

Road no. follows

- Three-point support
- Metal frame
- Originally reproduced, three-dimensional frame body
- Brake shoes in wheel plane
- Extra mounted steps
- Separately mounted axle brake rod
- Extra mounted brake system
- Model with transition platform or hand-brake platform
- NEM-standard close coupling
- Finest paintwork and printing
- Container removable
- With 5 containers (Ekrt 212)

DELIVERY DATE: 1ST QUARTER 2015

Recommended products: Suitable for Steam Locomotive BR 057, Diesel Locomotive BR 232, BR 216, BR 211 - 213 and BR 323 in epoch IV



*

PUTS STICKLERS FOR DETAIL IN THE BEST OF MOODS



REPLICA OF THE ORIGINAL P. DESIGN, SIG. & CARSTENS



Container Car BTmms 58 DB, with Ddikir 621 "Kulmbacher Reichelbräu" Road no. follows

Beginning in 1955 brand-specific "pa" containers were developed for beer transport. They were used mostly as private containers for individual breweries which marked them with their own advertising material. In addition, Deutsche Bundesbahn also held its own which it kept available for other liquid foodstuffs. In total, approximately 200 containers of types Ddikir 621-624, with a capacity of 5m³, were thus created through 1972. Beer containers had ceased to be used on railways by the end of the 1980s. Even today, however, individual containers continue to be used by breweries for large events, among other things.

DELIVERY DATE: 1ST QUARTER 2015

Order no. **49106**



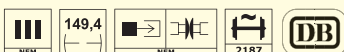
- Three-point support
- Metal frame
- Originally reproduced, three-dimensional frame body
- Brake shoes in wheel plane
- Extra mounted steps
- Separately mounted axle brake rod
- Extra mounted brake system
- Model with transition platform or hand-brake platform
- NEM-standard close coupling
- Finest paintwork and printing
- Container removable
- With 5 containers (Ddikir 621)

Recommended products: Suitable for Steam Locomotive BR 057, Diesel Locomotive BR 232, BR 216, BR 211 - 213 and BR 323 in epoch IV





Order no. **49104**



Recommended products: Suitable for Steam Locomotive BR 94.1, BR 98.10, BR 57.10, Diesel Locomotive V 320, V 160, V 100.10 - 23 and Köf II in epoch III



Container Car BTmms 58 DB, with Ddikir 621 "Dortmunder Union Bier"

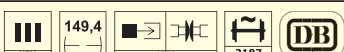
Road no. follows

- Three-point support
- Metal frame
- Originally reproduced, three-dimensional frame body
- Brake shoes in wheel plane
- Extra mounted steps
- Separately mounted axle brake rod
- Extra mounted brake system
- Model with transition platform or hand-brake platform
- NEM-standard close coupling
- Finest paintwork and printing
- Container removable
- With 5 containers (Ddikir 621)

DELIVERY DATE: 1ST QUARTER 2015



Order no. **49105**



Container Car BTmms 58 DB, with Ddikir 621 "Holsten-Bier"

Road no. follows

- Three-point support
- Metal frame
- Originally reproduced, three-dimensional frame body
- Brake shoes in wheel plane
- Extra mounted steps
- Separately mounted axle brake rod
- Extra mounted brake system
- Model with transition platform or hand-brake platform
- NEM-standard close coupling
- Finest paintwork and printing
- Container removable
- With 5 containers (Ddikir 621)

DELIVERY DATE: 1ST QUARTER 2015



Order no. **49107**



Container Car BTmms 58 DB, with Ddikir 621 "Dinkelacker Biere"

Road no. follows

- Three-point support
- Metal frame
- Originally reproduced, three-dimensional frame body
- Brake shoes in wheel plane
- Extra mounted steps
- Separately mounted axle brake rod
- Extra mounted brake system
- Model with transition platform or hand-brake platform
- NEM-standard close coupling
- Finest paintwork and printing
- Container removable
- With 5 containers (Ddikir 621)

DELIVERY DATE: 1ST QUARTER 2015





Rail Car SSIma 44 DRG

Road no. follows

When the DRG [Deutsche Reichsbahn-Gesellschaft] was founded, a large quantity of rail carriages according to the Prussian standards were assumed meaning that, due to the modest financial means, there was no opportunity to procure high quantities of succession models. Demand for a new 4-axle rail carriage only grew with the emergence of welding technology and the armament of the German Reich. Consequently, multiple prototypes and ranges with numerous differences were created in quick succession. In 1934, SEAG supplied the first two trial wagons. They were produced using St 52 and also had a removable wooden or steel brakeman's cab respectively. The further deliveries up until 1939 were also produced using St 52, had three cross-members and seven stake pairs. The brakeman's cab was removable. An amended

variant was built from 1941 onwards. This now consisted of the weaker St 37 which meant that a fourth cross-member had to be included. Accordingly, there were now eight lateral stake pairs. For vehicle transports, the brakeman's cab only had a foldable platform railing. At the request of the Wehrmacht, all of the older wagons had to be converted in this manner. The first deliveries boasted a welded box bogie but all later deliveries were equipped with the press plate bogies. In addition to the deliveries to the DR, the Wehrmacht also received wagons and used them for military purposes, e.g. in the trains of the mobile V2 ramps. In total, approximately 3,500 wagons were built by the end of the war.

DELIVERY DATE: 1ST QUARTER 2015

Order no. **47200**



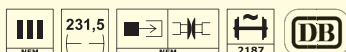
- Floor in die-cast zinc
- Three dimensional reproduction of the fish beam frame true to the original
- Brake shoes in wheel plane
- Separately mounted axle brake rod
- Extra mounted brake system
- NEM-standard close coupling
- Finest paintwork and printing
- Delivery without load
- Insertable stakes and individually enclosed
- Separately mounted toe bearing

Recommended products: Suitable for all Steam Locomotives, Electric Locomotives E 95 and E 77 in epoch II





Order no. **47201**



Model: Floor in die-cast zinc; three-dimensional reproduction of the fish beam frame true to the original; brake shoes in wheel plane; separately mounted axle brake rod; extra mounted brake system; NEM-standard close coupling; finest paint-work and printing; delivery without load; insertable stakes and individually enclosed; separately mounted toe bearing.

Recommended products: Suitable for all Steam Locomotives and Diesel Locomotives in epoch III

Rail Car SSIma 44 DB

Road no. 918 713

DELIVERY DATE: 3RD QUARTER 2014



Order no. **47202**



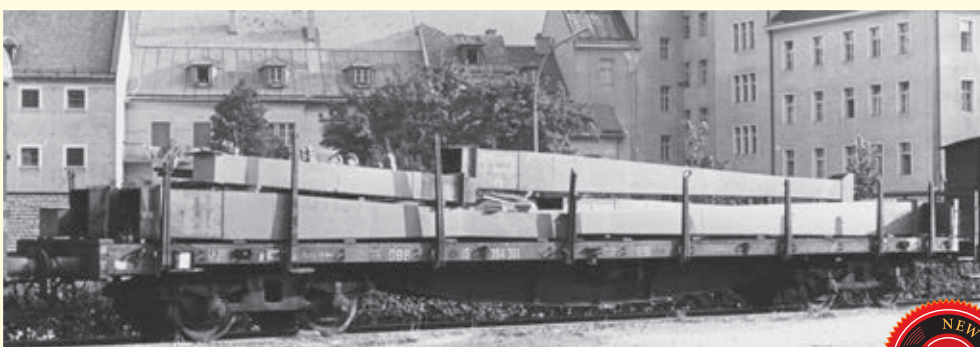
Recommended products: Suitable for Steam Locomotive BR 057, all Diesel Locomotives and Electric Locomotives in epoch IV

Rail Car SSIma 44 DB

Road no. 30 80 380 0 907-9

without load

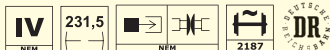
DELIVERY DATE: 3RD QUARTER 2014



Rail Car SSIma 44 DR

Order no. **47203**

Road no. 21 50 384 1 456-5



Rail Car SSIma 44 ÖBB

Order no. **47204**

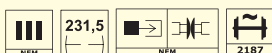
Road no. 394 353



Rail Car SSIma 44 SNCF

Order no. **47205**

Road no. follows



Rail Car SSIma 44 FS

Order no. **47206**

Road no. follows



Rail Car SSIma 44 DR

Road no. 21 50 384 1 456-5

without load

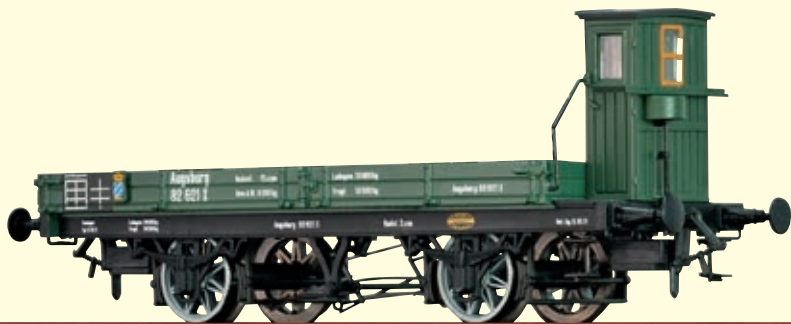
After 1945, the welded rail carriages were distributed throughout half of Europe. In France, the equipping of these carriages with new bogies is still common. At the end of the war, DB had approximately 1,400 wagons in the inventory and it is estimated that DR had about 500. Both railway companies continued to use the wagons for a long period of time and they were only withdrawn in the 1980s. Even in 1979, DB had over 1,000 of the wagons bearing the R 672 designation in use. The original wagons were withdrawn earlier in the DR. However, the lack of wagons in the 1980s lead to the last R 672 wagons being purchased from DB. DR designated them as Rkk [3811] and used them until the slump in traffic volume in 1990.

DELIVERY DATE: 3RD QUARTER 2014

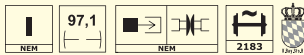


Flat Car X K.Bay.Sts.B.
Road no. Augsburg 82 621

According to sheet 390 of the rolling stock index, the Königlich Bayerische Staatseisenbahnen had 188 flat cars. The cars all had a handbrake with brakeman's cab, but nevertheless a symmetrical undercarriage. The cars delivered in the years 1889 to 1891 had a load carrying capacity of 10.5 t and were classified as maintenance cars with the classification X. Thus they provided the railway's own transport of rails, rubble and other track materials.
DELIVERY DATE: 3RD QUARTER 2014



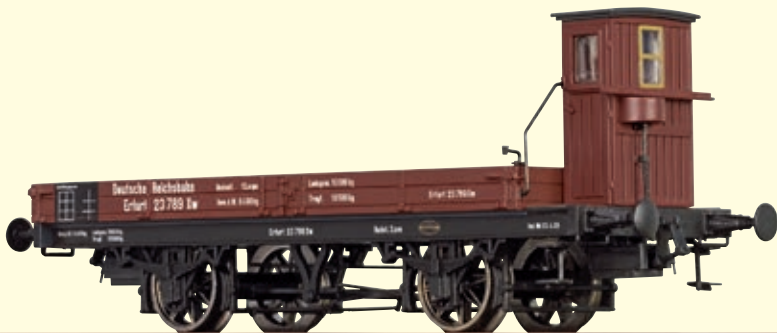
Order no. **48020**



Model: Extra mounted steps; metal car body; extra mounted springs; cordon in lower-density material; NEM-standard short-coupling

Flat Car Xw DRG
Road no. Erfurt 23 789

The Deutsche Reichsbahn took over many low side cars from the former Bayerische Staatsbahn. They were painted in the standard brown colour of the Reichsbahn freight cars and assigned to the Erfurt region, where they provided a useful service on the Reichsbahn's rails for some years to come.
DELIVERY DATE: 3RD QUARTER 2014



Order no. **48021**

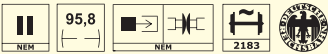


Tank Car K2 "Kraftfutter Rheinland" DRG
Road no. Elberfeld 541 791 P

DELIVERY DATE: 3RD QUARTER 2014

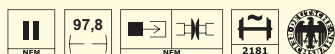


Order no. **47821**





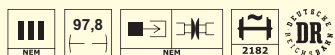
Order no. **48360**



Model: Metal spoked wheels; extra mounted ventilators; in-plane assembled windows; NEM-standard close coupling; multi-part railing



Order no. **48361**



Covered Luggage Car Pwg DRG

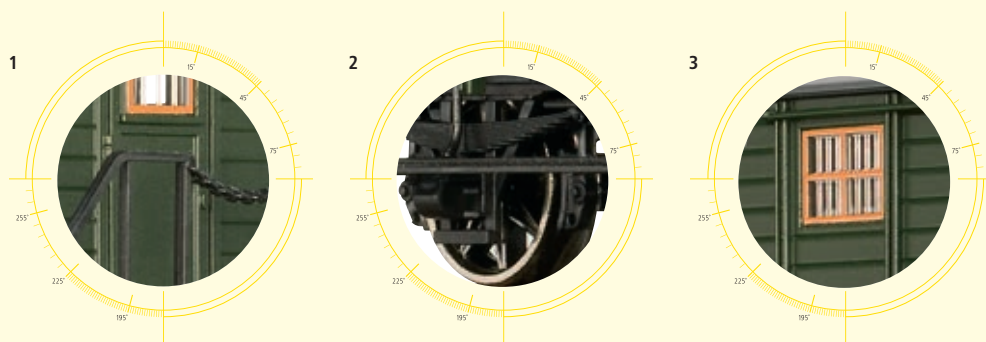
Road no. Essen 127 422

The DRG took over the goods train baggage wagons of the Länder railways and placed them into the fleets of the individual local directorates. There was no uniform system; each directorate was allowed to assign own wagon numbers which therefore could be found several times. This proved to be a great hindrance in case of relocations so that a new numbering plan for all passenger coaches and baggage wagons was issued in 1930. From then on, goods train baggage wagons covered the number range from 120 000 to 132 996. At the DRG, they received a brown-green paint coating in analogy to the passenger coaches. DELIVERY DATE: 4TH QUARTER 2014

Covered Luggage Car Pwgi DR

Road no. 88-80-09

DELIVERY DATE: 4TH QUARTER 2014



- 1_Multi-part railing
- 2_Finest metal spoked wheels
- 3_In-plane assembled windows

(Pictures show order no. 48361)



Coal Car DRG, set of 2

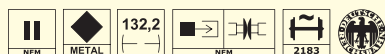
Road no. Mainz 1018, 831

The Deutsche Reichsbahn took over all cars and classified them as Otr(u) in the „Mainz“ class district and continued to use them exclusively in the Saarland. One producing steel works on the Saar is today to be found in Dillingen. The Völklinger steel mill was completely preserved after it was shut down and today is one of the UNESCO world heritage sites as a unique museum. In addition to cultural events of all types, impressive information can be obtained on steel production and its history. The exhibits also include several railway vehicles of various epochs, which are shown in their historic environment.

AVAILABLE



Order no. **48790**



Model: Multi-part, filigree axle bearings; body in die-cast zinc; finest paintwork and printing; separately mounted coach body supports; finest metal spoked wheels

Coal Cars OOtz DB, set of 3

Road no. 610 119, 610 165, 610 193

The Deutsche Bundesbahn (German federal railway) took over 134 units of the first self-unloading coal cars. The DB named these waggons OOtz 23 where the "z" character meant usage for mineral transport because the waggons were used exclusively for mineral transport from the middle of the 1940s. This is also indicated by the large "Erz II" lettering on the sides. This type of lettering was introduced in 1937 and means here "wagon must only be used for mineral transport and is 3.98 m high".

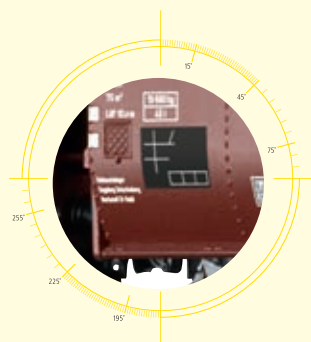
DELIVERY DATE: 2ND QUARTER 2014



Order no. **47030**



Model: Finest paintwork and printing; multi-part brake system with brake shoes in wheel plane; openable unloading hatches; extra signal holder



Order no. **47031**



Coal Car Otr(u) K.P.E.V., set of 2

Road no. Saarbrücken 57 401, 57 913

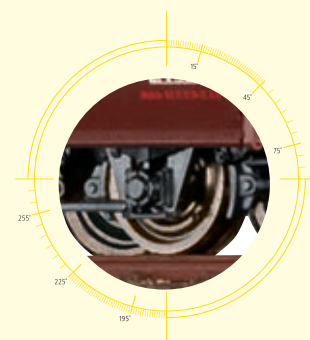
With the onset of the industrial revolution, more and more steel works are built in the Saarland. Especially to supply these mills and steel works, the Prussian State Railway bought special coal hopper cars from 1883 onwards. On an undercarriage with a 2,800 mm axle base sat a funnel-shaped structure, which could be unloaded very quickly both via a flap on the left and right and through floor flaps over a deep bunker. With a freight capacity of 13.2 m³, the cars had a payload of 10 t. As the construction type proved itself in its special area of application, the design was revised and from 1897 onwards a reinforced type was purchased. The cars built according to design Ilc12 had a larger hold with a capacity of 15.3 m³ and could now handle a payload of 12.5 t. AVAILABLE



Order no. **48791**



Model: Multi-part, filigree axle bearings; body in die-cast zinc; finest paintwork and printing; separately mounted coach body supports; finest metal spoked wheels



Coal Cars 00t DRG, set of 3

Road no. Saarbrücken 590, 639, 698

Until 1935, open cars of the 00t class were used by DRG in the Oldenburg region. By abandoning this region all cars that had already been built or were yet to be delivered were assigned to the new "Saarbrücken" region. With this change, the labelling moved from the top centre to the left side flap. The 00t cars normally ran in block trains on fixed routes between the mines and the large power plants. Because of the high coupling hook load, contrary to the norm, the baggage car with the conductor was placed among them at the rear of the train.

DELIVERY DATE: 2ND QUARTER 2014





Tank Car K2 "Tschudy" SBB

Road no. 533 688 P

AVAILABLE

Order no. **47816**



Model: Extra mounted steps and handrails in low-material thickness; tip bearing wheelsets; metal wheels

Tank Car K2 "Maggi" SBB

Road no. 544 501 P

Alongside covered carriages, tank wagons were also used for the transport of food. Cargo included edible oils and milk. Subsequently, it was not possible to use these wagons for any other type of goods. Naturally, tank wagons were also ideally suited for the application of promotional lettering.

DELIVERY DATE: 2ND QUARTER 2014

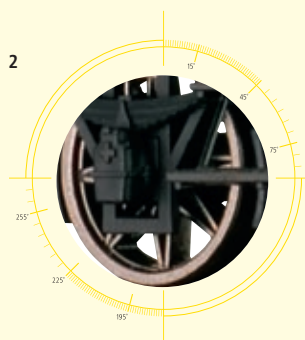
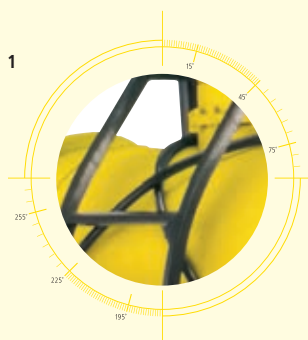


Order no. **47822**



- 1_Extra mounted steps and handrails in low-material thickness
- 2_Metal wheels
- 3_Finest paintwork and printing

(Pictures show order no. 47822)





Order no. **47824**



Model: Extra mounted steps and handrails in low-material thickness; tip bearing wheelsets; metal wheels

Covered Freight Car K2 "Ramseier" SBB

Road no. 37 115

DELIVERY DATE: 2ND QUARTER 2014



Order no. **47826**



Covered Freight Car K2 "Maggi" SBB

Road no. 40 619

Despite the sharp expansion abroad, a significant part of "Maggi" production continued to be carried out in the Swiss parent plant in Kempththal. In Switzerland, a country with a long-standing railway tradition, it goes without saying that the raw materials were received and the finished goods were dispatched by railway. For this purpose, Maggi utilised numerous Swiss standard-type covered wagons. Maggi rapidly realised the benefit of advertising and also used the means of transport to create striking presentations to the public.

DELIVERY DATE: 2ND QUARTER 2014



Order no. **47825**



Covered Freight Car K2 "Valser Wasser" SBB

Road no. 515 250 P

Valser water collects at a depth of 1,000 metres and is mineralised in water-carrying strata of the Piz Aul. After that, it takes between two and two hundred years for it to emerge at the source, Petersquelle. This source was developed in 1960 on the order of the German investor Kurt Vorlop and soon afterwards sold to Donald Hess. Ever since, the water has been marketed by the Hess Group under the brand name «Valser». The company relies above all on the railway for transport of the water, and part of the advertising strategy is to display full-side adverts on goods wagons.

DELIVERY DATE: 2ND QUARTER 2014



Tank Car "VDOM" DB
Road no. 547 012 P

In 1883, the "Fettwarenhandlung Rudolf Trautmann jun." Company established an edible oil factory in Mannheim. In 1884, the company took over a factory in Obertürkheim and in 1887, the company which was by this time operating under the name of "Aktiengesellschaft Mannheimer Ölfabrik" merged with five other edible oil factories. "Verein deutscher Ölfabriken" – VDOM for short. The edible oil produced by VDOM accounted for the majority of the German edible oil consumption. Furthermore, a particularly important by-product was oil cakes that were used as cattle feed in the field of farming. VDOM used a large quantity of private tank wagons for the transport of raw materials and the oil. In 1990, VDOM was sold to the Franco-Italian Eridiana Béghin-Say Group. The company primarily produces biodiesel today.
DELIVERY DATE: 3RD QUARTER 2014



Order no. **48862**



Model: Wheelsets in toe bearing; extra mounted steps; originally reproduced, three-dimensional frame body; individually mounted axle box cover; brake shoes in wheel plane

Tank Car "Texaco" DB
Road no. 21 80 000 1 375-3 P

AVAILABLE



Order no. **48848**



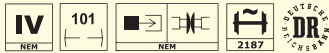
Model: Wheelsets in toe bearing; extra mounted steps; originally reproduced, three-dimensional frame body; individually mounted axle box cover; brake shoes in wheel plane

Tank Car "Leuna" DR
Road no. 25 50 724 3059-8 P

AVAILABLE



Order no. **48854**





Order no. **48864**

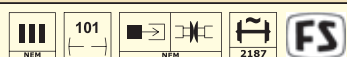


Tank Car "OMV" ÖBB
Road no. 534 102 P

DELIVERY DATE: 3RD QUARTER 2014



Order no. **48866**

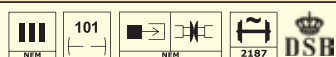


Tank Car "Nafta" FS
Road no. 7920 002

DELIVERY DATE: 3RD QUARTER 2014

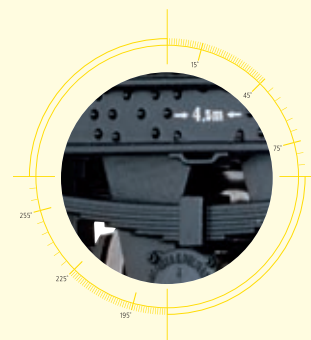


Order no. **48867**



Tank Car ZE "Shell" DSB
Road no. 502 812

DELIVERY DATE: 3RD QUARTER 2014



Tank Car "Chemische Werke Hül's" DB

Road no. 509 220 P

In 1938, the Chemical Works Hül's, in short CWH, were founded in Marl in the Ruhr region. Here plastics, raw materials for paints and detergents and other chemical products were produced. Today, the Chemical Park Hül's is one of the largest plant locations with 30 companies employing more than 10,000 people. To transport various chemical raw materials, including caustic soda, the CWH also had several six-axle tank cars built in the 1940s available. In 1961, 31 cars with the numbers 509 210 – 509 240 were in service at the DB, of which 23 also witnessed the electronic age. AVAILABLE



Order no. **48530**



Model: Finest paintwork and printing; three-dimensional bogie with many individually mounted parts; finest detail thin-walled frame; individually mounted brake triangles

Flat Car S DR

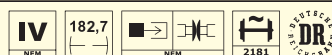
Road no. 80-50-973 4905-6

Several large railway depots of the DR were able to carry out repairs of even high damage independently. This also included replacing motors, gearboxes and bogies. The relevant replacement parts were obtained from the responsible repair shop and were of course transported by rail. There were therefore several former Samm 4818, which were kept for transporting bogies of the BR 130-142 to the responsible repair shop „Hermann Matern“ in Cottbus. In accordance with their status as service cars, they were painted green and assigned as S 80 50 9734 ff., but kept their old class key number 4818.

DELIVERY DATE: 2ND QUARTER 2014



Order no. **47014**



Model: Finest paintwork and printing; finest rivets

Flat Car RRym DR, set of 3

Road no. 60-21-86 / 60-21-95 / 60-22-02

The Deutsche Reichsbahn in the former GDR purchased RRym 60-type six-axle flat cars with low side walls from 1952 onwards. They were originally designed for the transportation of military vehicles, though the DR used them for other purposes. They transported heavy single loads such as vehicles or machine parts and steelworks products such as profile bundles.

DELIVERY DATE: 2ND QUARTER 2014



Order no. **47016**





Order no. **48533**



Model: True-to-original filigree frame; filigree steps in low material thickness; bogies with fine-engraved rivets; wheelsets with inside contours; bogies with three-point support

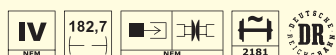
Tank Car "BASF" DB

Road no. 545 019 P

AVAILABLE



Order no. **47015**



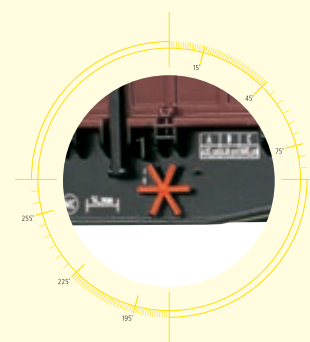
Model: Finest paintwork and printing; finest rivets

Flat Car Samm DR

Road no. 31-50-480 2564-9

The six-axle low-side platform wagons of the Samm class were indispensable in the DR services. Apart from tanks and track-type vehicles, they also carried heavy single loads such as marine engines, rollers, and steel sections. For transporting residential construction slabs of the WBS 70 system, the platform gates of some of the wagons were folded down or removed, and the wagons and received special transport frames.

DELIVERY DATE: 2ND QUARTER 2014



Beer Cars "Gösser Bier" and "Wieselburger Bier" BBÖ, set of 2

DELIVERY DATE: 3RD QUARTER 2014



Order no. **45987**



Model: Undercarriage with brake systems; extra signal holders; close coupling; wheelsets in toe bearing; metal pedestal tie bars, metal axles; new body: true-to-original gullwing doors

Beer Cars "Bièrè Mutzig" und "Kronenbourg Bière D'Alsace" SNCF, set of 2

Road no. 505132 P / 505020 P

Kronenbourg was founded in 1664 by Geronimus Hatt (Jérôme Hatt) of Strasbourg and today it is France's largest brewery. The name comes from the city's Cronenbourg district where the company is headquartered. Brewing at the main seat stopped in 2001 and is now carried out in Obernai in Alsace. The name changed several times over the corporate history because of the partly German and partly French history of Strasbourg (first Brasserie Hatt, then Tigre Bock, Kronenbourg, Cronenbourg, and Kronenbourg). The railways of Alsace-Lorraine acquired several beer wagons for the beer transport. Due to the conditions at the time, these complied with Prussian standards. Over their service lives, the wagons were painted with various advertisements. The last wagons were not decommissioned until the late 1960s. Since 29th April 2008, after the takeover of Scottish & Newcastle by Heineken and Carlsberg, Kronenbourg has been a subsidiary of Carlsberg.

DELIVERY DATE: 3RD QUARTER 2014



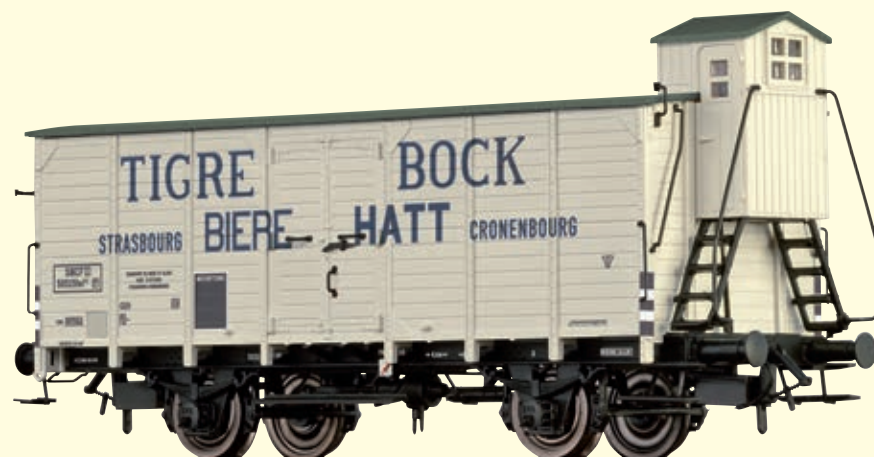
Order no. **45986**



Covered Freight Car "Tigre Bock Strasbourg" SNCF

Road no. 505251 P

DELIVERY DATE: 3RD QUARTER 2014

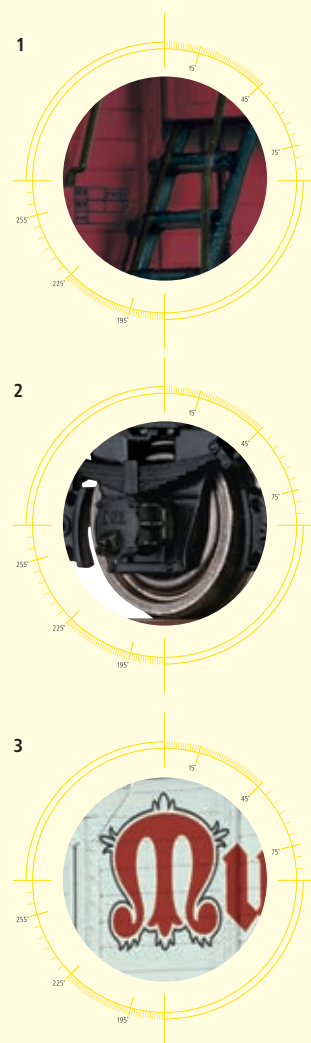


Order no. **48279**





Order no. **48280**



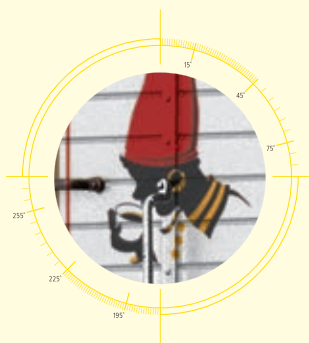
- 1_Extra mounted steps and handrails
- 2_Multi-part brake system with brake shoes in wheel plane
- 3_Finest paintwork and printing

(Photos show order no. 45986)

Covered Freight Car G 10 NSB
Road no. 33 020

DELIVERY DATE: 3RD QUARTER 2014





Covered Freight Car G "Meinl" BBÖ

Road no. 163 730

DELIVERY DATE: 3RD QUARTER 2014



Order no. **48292**



Model: Metal axles with conical bearings; individually affixed U-profiles as front ladder rungs; extra steps; metal pedal tie bars; NEM close-coupling cinematics; extra bearing collars, brake shoes at wheel level; finest paintwork and printing; undercarriage with extra brake system

Covered Freight Car G 10 "Frico" NS

Road no. 552 340 P

In January 1898, prominent businessmen in Leeuwarden founded a cooperative society dedicated to supporting the milk farmers and dairies in the region to export butter, milk and cheese. Its most important objective was ensuring uniform, high quality standards that could be trusted worldwide. In 1929, the name Friesche Coöperatieve, abbreviated to Frico, was registered as a trademark. Cooled and heat-protected wagons run by the Dutch rail companies were used to transport the products.

DELIVERY DATE: 3RD QUARTER 2014



Order no. **48297**



Order no. **48299**



Covered Freight Car G 10 "Grolsch Pilsner" NS

Road no. 560 806 P

DELIVERY DATE: 3RD QUARTER 2014





Refrigerator Car UIC Standard 1 "Interfrigo" FS

Road no. 324 764

A total of 6,500 specimens of the Standard 1 refrigerator wagon were constructed. With over 3,500 such wagons, FS Italia has the lion's share. Even when other railway administrators had long since removed the Standard 1 wagons from service, they continued to transport fruit, vegetables, and flowers over the Alps to central Europe "under the Italian flag".
DELIVERY DATE: 3RD QUARTER 2014

Order no. **48320**



Refrigerator Car UIC Standard 1 "Bell" SBB

Road no. 21 85 802 0 600-7 P

DELIVERY DATE: 3RD QUARTER 2014

Order no. **48321**

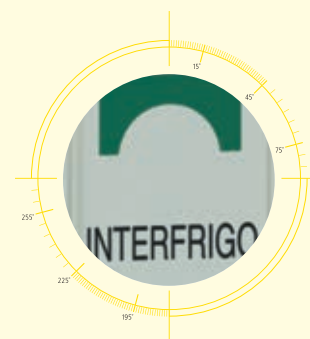


Refrigerator Car UIC Standard 1 "Migros" SBB

Road no. 11 83 082 7 601-3 P

DELIVERY DATE: 3RD QUARTER 2014

Order no. **48322**

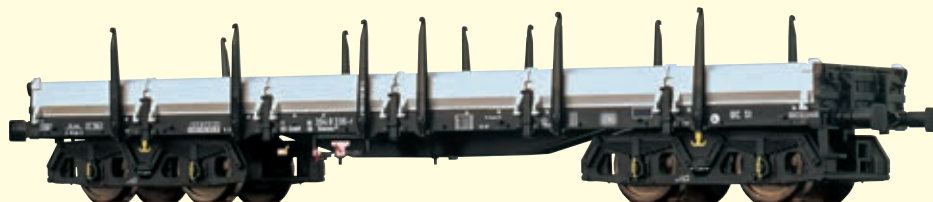
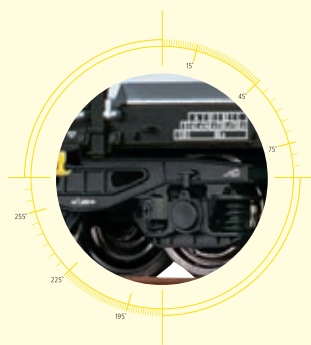


Flat Car Remms 655 DB

Road no. 11 80 394 8 336-7

In the mid-70s, DB also ordered flat cars of UIC type 2 in the car industry. To save weight, they took the unusual step of equipping the cars with sideboards made of aluminium. They proved themselves extremely useful, in retrospect. This was unfortunately less true for bogies of the class 661, which had to be replaced with Y 25 Lsd1 bogies because of cracks. The BRAWA model is available in the delivery state of era IVa, and can be used with the last DB steam locomotive classes.

DELIVERY DATE: 2ND QUARTER 2014



Order no. **47107**



Model: Metal chassis and wheels; swivelling stakes; finest paintwork and printing; filigree bogie; multi-part brake system with brake shoes in wheel plane

Flat Car Remms 655 DB AG

Road no. 31 80 3948 295-1

DELIVERY DATE: 2ND QUARTER 2014



Order no. **47110**



Covered Freight Car Gags-v DR, set of 3

Road no. 11 50 199 2454-3, 11 50 199 1325-6, 11 50 199 2454-3

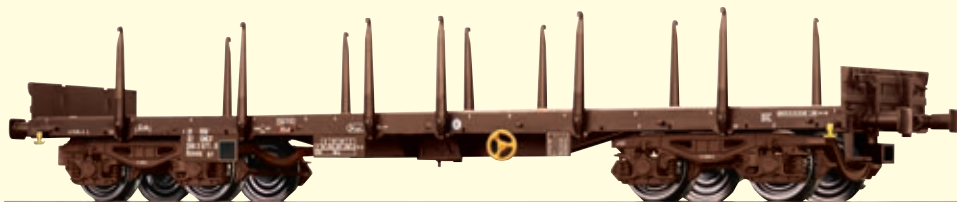
From 1963 onwards, the DR received closed 4-axle goods wagons in all-steel construction according to UIC information sheet 571-2 from the Arad wagon building works in Romania. The wagons equipped with Niesky-type bogies were particularly suited for transporting grain in bulk and had, for this purpose, roof hatches and bottom hoppers for unloading. Some of the wagons had a hand-brake platform with sheet-metal brakeman's cabin. By the end of the 80ies, most of them had already been taken out of service. Some of them were later used as works cars for internal transport. One wagon that survived in this function may today be viewed in Aschersleben.

DELIVERY DATE: 4TH QUARTER 2014

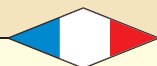
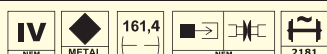


Order no. **48386**

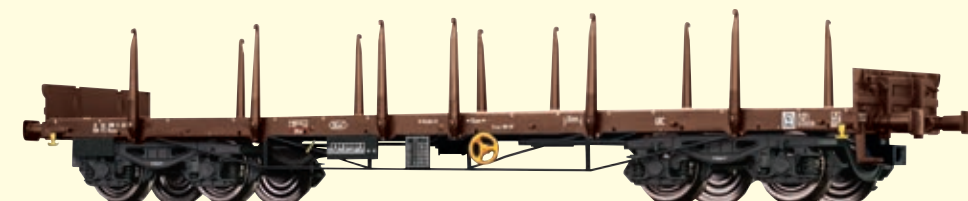




Order no. **47108**



Model: Metal chassis and wheels; swivelling stakes; finest paintwork and printing; filigree bogie; multi-part brake system with brake shoes in wheel plane



Order no. **47109**



Flat Car Rmms SNCF

Road no. 31 87 398 3 971-0

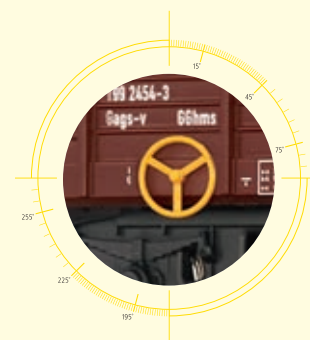
When ordering their cars, SNCF also decided on the Remms class for the less delicate, but heavier, steel side panels. Since the bogie type Y 25, which has since spread throughout Europe, was originally a French development, these cars are naturally equipped in the same manner. Some of the French Remms have been placed in the EUROP fleet and were thus freely available for international use. In 2002, this chapter in European rail history ended with the withdrawal of DB. DELIVERY DATE: 2ND QUARTER 2014

Flat Car Rmms FS

Road no. 31 83 396 9 212-7

The Rmms and Remms flat cars were standardised by the UIC and purchased by diverse European railways. FS Italia, which celebrated its 100th anniversary in 2005, reinforced its Rmms with braces.

DELIVERY DATE: 2ND QUARTER 2014





Tank Car "Hugo Stinnes" DB

Road no. 579 680 P

DELIVERY DATE: 2ND QUARTER 2014

Order no. **47080**



Model: Extra mounted steps and handrails in low-material thickness; authentically reproduced chassis



Tank Car "Westfalen" DB

Road no. 525 480 P

DELIVERY DATE: 2ND QUARTER 2014

Order no. **47081**



Tank Car "Gasolin" DB

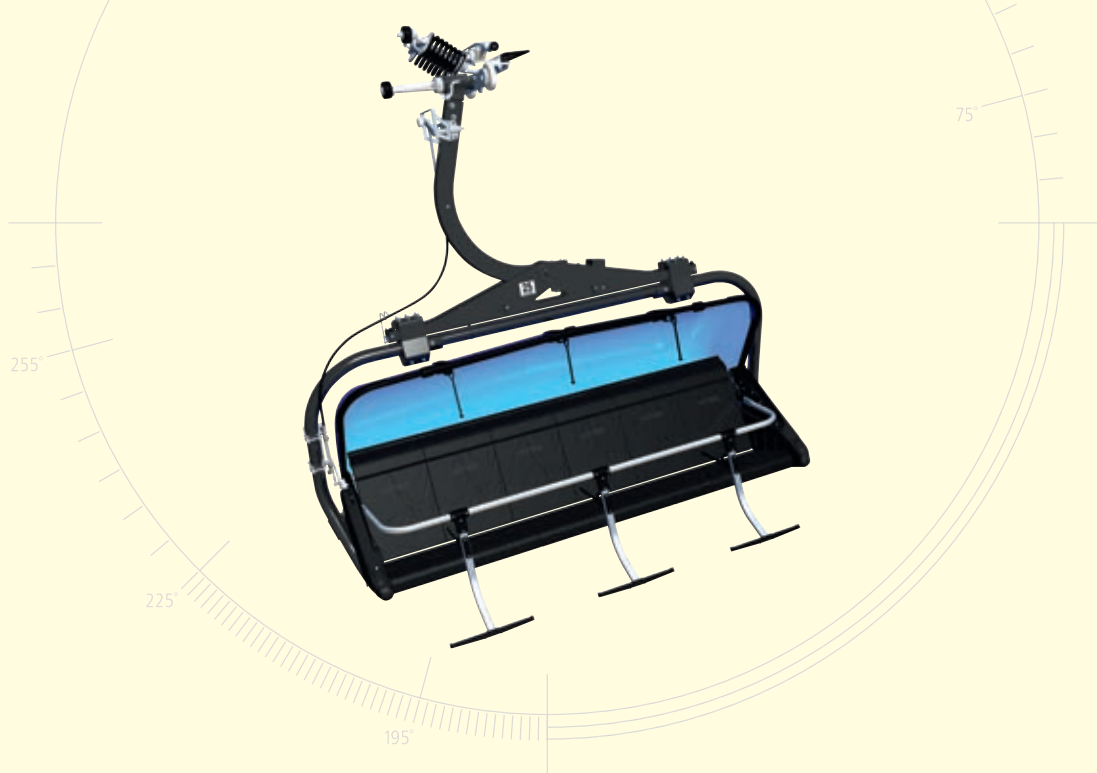
Road no. 565 342 P

DELIVERY DATE: 2ND QUARTER 2014

Order no. **47082**







BEAUTIFUL PERSPECTIVES FOR ALL MOUNTAIN-ENTHUSIASTS

BRAWA CHAIRLIFT
WITH MANY TRUE-TO-ORIGINAL DETAILS



CHAIRLIFT

Funicular systems from LEITNER ropeways are used throughout the world and fulfil various tasks with sustained success. Over 100 years ago, Gabriel Leitner received his first order from the innkeeper Josef Stafler to construct a cable car for passenger transportation. Conditions were different at that time and the ability to get to the top of a mountain so quickly and easily was considered a sensation. As one of the leading global manufacturers of cableway systems, LEITNER ropeways currently produces primarily technically advanced detachable gondola lifts and chairlifts, aerial tramways, funicular ropeways, inclined elevators and fix-gripped ski lifts. LEITNER has supplied over 2,000 kilometres of funiculars in 50 countries. In winter it's skiers and snowboarders who want to be transported; in summer very different passengers, from hikers to mountain bikers through to paraglider pilots, use the funiculars for transport. The funiculars continue to offer increased comfort and a stimulating travel experience.

The new BRAWA chairlift is modelled after a detachable 6-seat lift. The desire to innovate and attention to quality have always ensured that the automatically detachable chairlifts from LEITNER ropeways are state-of-the-art and simultaneously set new standards for comfort, design and efficiency. Since the beginning, the successful design of automatically detachable chairlifts has been based on the uncompromising pursuit of quality and the prioritisation of efficiency. All bearing iron parts of the original chairs are hot-dip galvanised. All require limited maintenance and are extremely durable. With its compact stations, LEITNER ropeways offers a technically sophisticated structure with an optimised space-saving arrangement that is easy to maintain and features high functionality. All LEITNER chairs, the 2-, 4-, 6-, and 8-seater, offer exclusive sitting comfort and can be ordered with optional seat heating and a lockable overhead bracket. The LEITNER seat canopies have an attractive and functional design: in particular at windy elevations, at extreme sub-zero





PICTURES: LEITNER ropeways

temperatures and on long routes, canopy chairs are the ideal mode of transport. The canopy's special concave design made of transparent polycarbonate plastic results in no feeling of constriction and guarantees a clear panoramic view even when closed. In addition, a wide seat, a raised seat back and an optimally shaped footrest provide premium sitting comfort.

Sound Package

BRAWA offers additionally a sound package, which was developed for upgrading of all BRAWA cableways.

| | |
|-----------|-----------------------|
| Chairlift | Order no. 6346 |
|-----------|-----------------------|

Content: 8 modern 6-seat gondolas, 4 masts, building set for mountain and valley station, drive unit with complete mountain and valley station, cable 10 m long no. 9292, powerful, low gear ratio, low-noise motor with integrated gearbox, simple assembly

DELIVERY DATE: 4TH QUARTER 2014

| | |
|---------------|-----------------------|
| Sound Package | Order no. 6345 |
|---------------|-----------------------|

AVAILABLE





TWO REASONS TO BE EXCITED: NEW ORIGINALS ON THE HORIZON

AND PERFECTLY DETAILED MODELS

At the end of 2010, Bombardier Transportation obtained an order for 27 five-part Bombardier TWINDEXX Vario double-decker push-pull trains belonging to the 2010 generation. The block trains with comfortable equipment for long-distance traffic consist of three 2nd class middle wagons, one 1st class middle wagon and one 2nd class control car respectively. The TWINDEXX Vario is a further development of the

tried-and-trusted double-decker platform from Görlitz. Each train has 468 seats, 70 of which are in 1st class as well as 9 bicycle parking spaces. The top speed of the trains is 160 km/h. The equipment of the double-decker trains for use in long-distance traffic will correspond to the level of comfort found in ICE trains.



TWINDEXX Vario IC-Double-Deck Coaches DB AG

Base Version N

TWINDEXX Vario IC-Double-Deck Coaches, 3-unit
(Content: 1 Control Car, 2 Middle Wagons 2nd Class)



Order no. **64504**

TWINDEXX Vario IC-Double-Deck Middle Wagon 1st Class
(addition to 3-unit coaches 64504)

Order no. **64505**

TWINDEXX Vario IC-Double-Deck Middle Wagon 2nd Class
(addition to 3-unit coaches 64504)

Order no. **64506**



Rmin
192



Version with interior lighting N

TWINDEXX Vario IC-Double-Deck Coaches, 3-unit
(Content: 1 Control Car, 2 Middle Wagons 2nd Class)



Order no. **64507**

TWINDEXX Vario IC-Double-Deck Middle Wagon 1st Class
(addition to 3-unit coaches 64507)



Order no. **64508**

TWINDEXX Vario IC-Double-Deck Middle Wagon 2nd Class
(addition to 3-unit coaches 64507)



Order no. **64509**



Rmin
192





For many years now, double-decker trains have successfully formed the backbone of regional traffic. Doubledecker 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 now being supplemented with an electrical railcar. Bombardier Transportation will supply 16 Bombardier TWINDEXX Vario railcars with regional train equipment to Deutsche Bahn AG. The new four-part railcars from the „Do 2010“ generation consist of 2 railcars and 2 middle wagons respectively. With the newly-developed driven TWINDEXX Vario railcar, it is now possible to utilise the trains as pure double-decker multiple unit trains. As a result, it is also possible to use this vehicle as an electric multiple unit train alongside

the classic push-pull operation with an electric or diesel locomotive. 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 with a combined upper and lower entrance 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 longdistance traffic.



TWINDEXX Vario Double-Deck Train DB AG

Base Version N

TWINDEXX Vario Double-Deck Train, 3-unit
(Content: 2 Railcars 1./2nd Class, 1 Middle Wagon 2nd Class)



Order no. **64500**

TWINDEXX Vario Double-Deck Middle Wagon 2nd Class
(addition to 3-unit train 64500)

Order no. **64501**



Version with sound / interior lighting N

TWINDEXX Vario Double-Deck Train, 3-unit
(Content: 2 Railcars 1./2nd Class, 1 Middle Wagon 2nd Class)



Order no. **64502**

TWINDEXX Vario Double-Deck Middle Wagon 2nd Class
(addition to 3-unit train 64502)



Order no. **64503**



Advice: Please note that it is not possible to retrospectively convert the interior lighting (order no. 64500, 64501, 64504, 64505 and 64506). Further information will be provided on the BRAWA website later this year.

Delivery date: To be able to create perfect and true-to-original TWINDEXX models even latest changes to the original trains will be taken into account for the product development of the BRAWA models. The exact delivery date is therefore depending on the completion of the original trains.



LAYOUT VERSION



Electric Locomotive E 44 DB

Road no. E 44 006

Order no. **63102**Order no. **63103**

95,6

Rmin
192

2)



DELIVERY DATE: 1ST QUARTER 2015

MILESTONE IN ELECTRIC LOCOMOTIVE

MANY EXTRA MOUNTED PARTS

FREESTANDING ROOF LINES

TRUE-TO EPOCH LIGHTING

NEM-STANDARD CLOSE COUPLING

LAYOUT VERSION



Electric Locomotive E 44 DRG

Road no. E 44 019

At the end of the 1920s, it became clear that Deutsche Reichsbahn Gesellschaft (DRG) would have to acquire new electric locomotives, among other things, to accelerate its goods traffic. The need to increase maximum speeds to at least 80 km/h could not be met with the most recently purchased E77 and E75 series since the standard drive technology by means of bars and additional trailing wheelsets did not allow for higher speeds. The good experiences from abroad and with the two Bavarian EG 1 with the Bo'Bo' two-bogie locomotives convinced the DRG to deviate from single-frame construction as well. The arrival of the world economic crisis in 1929, however, put a halt to this plan by interrupting the cost-intensive electrical expansion of the lines, thus

eliminating the need for electric locomotives. The locomotive industry in Germany, however, feared falling behind current developments due to this pause in procurement. They therefore began developing a cheaper design at their own costs. Thus a prototype with the designation E44 70 was created at the Siemens-Schuckert Works (SSW) under the general management of Walter Reichel. This prototype later became the E44 001. SSW was able to integrate its experience with electric arc welding from its production of components for electric generators into locomotive manufacturing, which led to significant savings in materials and manufacturing costs. The prototype's positive test results convinced DRG to further develop the new locomotive type into a universal

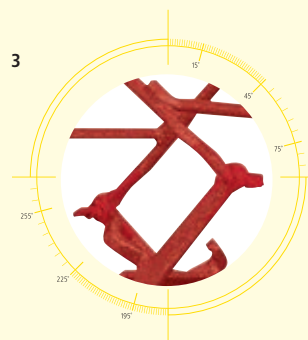
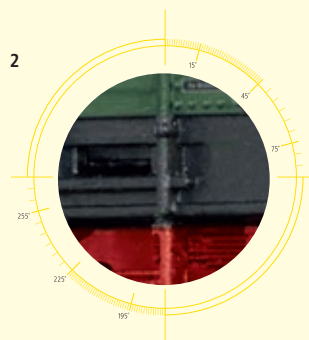
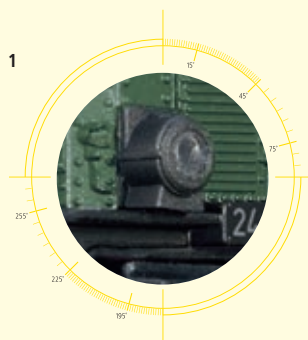


Order no. **63104**Order no. **63105****Electric Locomotive E 44 DR**

Road no. 244 044-4

DELIVERY DATE: 1ST QUARTER 2015

DEVELOPMENT WITH PULSATING DETAILS



- 1_True-to epoch lighting
- 2_Freestanding handrails
- 3_Metal pantograph

(Pictures show order no. 63104)

locomotive. The result was Germany's first two-bogie electric locomotive produced in series, which can safely be categorised as the prototype for the subsequently developed standard electric locomotive of Deutsche Bundesbahn (DB). Due to the war the delivery of the locomotives, which were registered for 90 km/h, stretched from 1933 into the postwar period, and Henschel only handed over the last one, a E 44 187G, to DB on 29 November 1954. The predominant distribution to central and southern Germany led to the fact that approximately 100

locomotives remained in West Germany and around 50 in East Germany after the war. The most conspicuous design changes at DB were the lengthening of the roof shield for accident prevention and the Indusi (inductive train control system) equipment. The last locomotives, however, remained in service until 1985. Of the original 187 locomotives, only 21 still exist today, partially as museum locomotives and as spare parts donors.

DELIVERY DATE: 1ST QUARTER 2015

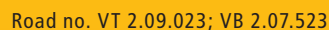
Order no. **63100**Order no. **63101**

Model: Many extra mounted parts; free-standing handrails; DB version with extended roof; digital version: with sound; finest paintwork and printing; NEM-standard short-coupling; true-to epoch lighting; metal pantograph; free-standing roof lines; perforated wheels



Road no. VT 2.09.113; VS 2.08.113

DELIVERY DATE: 4TH QUARTER 2014



DELIVERY DATE: 4TH QUARTER 2014





THE LEGENDARY "FERKELTAXE" ("PIGLET TAXI")

FINEST PAINTWORK AND PRINTING

NEW ENGINE

DIGITAL VERSIONS: DECODER AND LOUDSPEAKER IN THE ENGINE CAR

NEW BODY WITH PANORAMA WINDOW



LAYOUT VERSION



Order no. **64300**



Order no. **64301**



169,4

Rmin
192



Model: Free view into the passenger compartment; True-to-original lighting; Three-point support; Improved power take-up via wheel loop; New conducting coupling; Light between wagon units can be switched off (analog and digital); New body with panorama window; Interior lighting; With interior fittings; New engine; New transmission; Digital versions: decoder and loudspeaker in the engine car

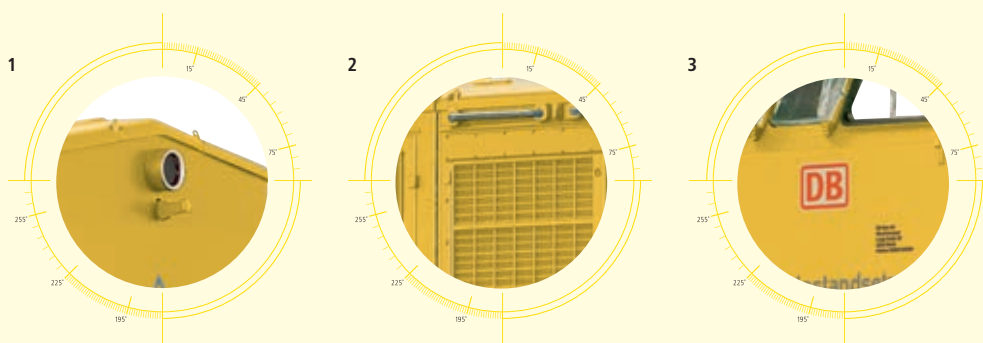




SMALL GAUGE. BIG DIESEL DETAILS

- 1_Front light changes according to direction of travel
- 2_Fine engravings
- 3_Finest paintwork and printing

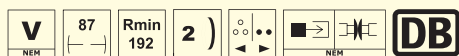
(Pictures show order no. 61115)



Diesel Locomotive V 100 DB
Road no. 203 312-4

DELIVERY DATE: 2ND QUARTER 2014

Order no. **61115**



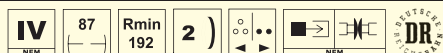
Model: Standard shaft to NEM 355; 5-pole motor; all axles driven; front light changes according to direction of travel

Diesel Locomotive V 100 DR
Road no. 115 513-4

Delivery of the V 100 model serial locomotives was launched in January 1967 by the V 100 004. The serial locomotives were painted in the regulatory DR colours. The wine-red appearance of the locomotive was given a less harsh appearance by adding a lighter coloured stripe. The frame was painted black and the bogies grey. The main frame of the locomotives was reinforced in the middle at the bottom in a fishbellied way. The machines were supplied in this way until the V 100 043. DELIVERY DATE: 2ND QUARTER 2014



Order no. **61116**



Passenger Coach 1./2. Class Aby 407.1 DB Regio

Road no. 50 80 31-43 063-2

Various changes, especially to the WC units, later led to several sub-types. The first track on which the new cars were used was the Leipzig - Chemnitz line, declared a regional express train (RegionalSchnellBahn, or RSB). The locomotive used here was the BR 232. Because of the progressive decommissionings of the DR and replacements by railcars, the cars were also used in states of former West Germany. For use in push-pull trains with locomotives without ZWS, some received the 36-pole control line from the old DB pushpull control cars. Most, however, went into operation with the control cars converted in 1995 from Bydżf 482 into push-pull service with ZWS. In the former DR region, the BR 112, 143, 219 and 234 were especially used in this capacity. By now, most cars have been scrapped or sold. Many were taken over by Hungarian State Railways. Eisenach - Hall is one of the last lines in the DB in which the „langer Halberstädter“ are used.

AVAILABLE

Passenger Coach 2nd Class Byz 438.4 DB Regio

Road no. 50 80 21-33 169-1

AVAILABLE

Passenger Coach 2nd Class Byz 438.4 DB Regio

Road no. 50 80 21-33 308-5

AVAILABLE

Passenger Coach 2nd Class Byz 438.4 DB Regio

Road no. 50 80 21-33 396-0

AVAILABLE



Order no. **65130**



Model: Excellent running qualities with 3-point suspension; interior lacquered in multiple colors; equipped for interior lighting; free-standing anti-roll support on the pivot mounting; coloring in accordance with RAL, corresponding to the original; precisely inserted sliding windows and printed window frames throughout; replica of the air heating system in the car floor; exact replica of the "Görlitz V" pivot mountings; generator attached to the pivot mounting; short coupling kinematic in accordance with NEM; rubber bulge applied separately, mounted when assembled/1 additional piece when unassembled



Order no. **65131**



Order no. **65132**



Order no. **65133**



Passenger Coach 2nd Class
Bmhe DR

Road no.51 50 21-40 010-3

By 1977, the Halberstadt RAW (Reichsbahn repair shop) had produced over 3000 four-axle 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.

AVAILABLE

Passenger Coach 2nd Class
Bmhe DR

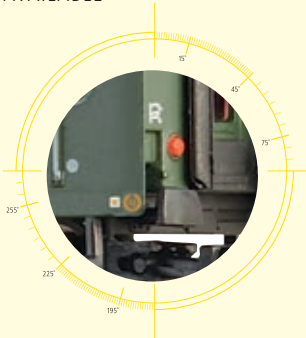
Road no. 51 50 21-40 022-8

AVAILABLE

Passenger Coach 2nd Class
Bmhe DR

Road no. 51 50 21-40 202-6

AVAILABLE



Passenger Coach 2nd Class
Bmhe DR

Road no. 51 50 21-40 299-2

AVAILABLE



Order no. **65122**



Model: Excellent running qualities with 3-point suspension; interior lacquered in multiple colors; equipped for interior lighting; free-standing anti-roll support on the pivot mounting; coloring in accordance with TGL, corresponding to the original; precisely inserted sliding windows and printed window frames throughout; replica of the air heating system in the car floor; exact replica of the "Görlitz V" pivot mountings; generator attached to the pivot mounting; short coupling kinematic in accordance with NEM; rubber bulge applied separately, mounted when; assembled/1 additional piece when unassembled



Order no. **65123**



Order no. **65124**



Order no. **65125**





Order no. **65126**



Model: Excellent running qualities with 3-point suspension; interior lacquered in multiple colors; equipped for interior lighting; free-standing anti-roll support on the pivot mounting; coloring in accordance with TGL, corresponding to the original; precisely inserted sliding windows and printed window frames throughout; replica of the air heating system in the car floor; exact replica of the "Görlitz V" pivot mountings; generator attached to the pivot mounting; short coupling kinematic in accordance with NEM; rubber bulge applied separately, mounted when assembled/1 additional piece when unassembled



Order no. **65127**



Order no. **65128**



Order no. **65129**



Passenger Coach 2nd Class Bmhe DR

Road no. 51 50 21-40 334-7

The cars that were delivered from 1982 onwards featured the new green and ivory colored paint for express cars. Some cars were given the orange-ivory color; these reinforced the city express trains. By 1983, a total of 1279 cars of the Bmhe type were built. They were conducted under the DOK number 2329. Starting in 1981, ten cars were used by the DR to test the central power supply (ZEV) in the locomotive. These cars had the designation Bmhee. Until 1989, there were no major changes in the Bmh cars (the „e“ was dropped in 1987). Together with the Reko cars and modernization cars, they formed the backbone of the passenger and express train fleet in the DR for many years, putting their stamp on the image of DR trains.

AVAILABLE

Passenger Coach 2nd Class Bmhe DR

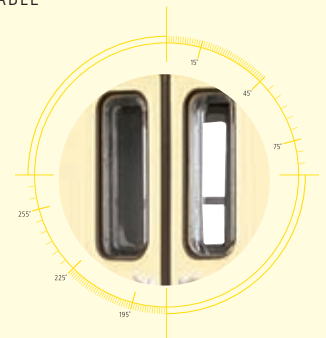
Road no. 51 50 21-40 473-1

AVAILABLE

Passenger Coach 2nd Class Bmhe DR

Road no. 51 50 21-40 515-1

AVAILABLE



Passenger Coach 2nd Class Bmhe DR

Road no. 51 50 21-40 526-8

AVAILABLE



Passenger Coach AB EW II SBB
Road no. 50 85 39-33 521-8

DELIVERY DATE: 4TH QUARTER 2014



Order no. **65220**



PARTICULARLY LIGHT-WEIGHT ORIGINAL.

EXCELLENT RUNNING QUALITIES
WITH 3-POINT SUSPENSION

INTERIOR FITTINGS IN
MULTICOLOUR PAINTING



Passenger Coach AB EW II SBB
Road no. 50 85 39-33 017-7



After the Great Depression, the SBB suffered from a decline in passenger volume and was therefore urged to make service range improvements. To increase the permissible speed on the numerous curvy sections and to enable faster acceleration after stops, particularly lightweight passenger coaches were developed. The resulting four-axle coaches with a weight of only 25 - 29 tonnes went down in Swiss railway history as light steel coaches and were built in a total of 1,163 specimens from 1936 onwards. The great success of the city express trains equipped with them made it advisable to continue the development. This resulted in so-called "Einheitswagen I" (EW I - standardised coaches) after World War II the first two of which were built in 1956. These vehicles, too, con-

tinued the success story of the light steel coaches. Within twelve years, 1,028 units of the 2nd class EW I coach alone were built. A total of 1,249 EW I were manufactured for the SBB. Further 181 coaches were ordered by various Swiss privately-owned railways. As the EW I stood the test of time in an excellent manner, only a few items had to be enhanced in its follow-up development towards EW II. In order to enable a lowfloor design, the EW II received new bogies with a wheel base of 2.500 mm and a wheel rolling circle diameter of only 800 mm. As the window line was accordingly lower as well, the coaches could clearly be identified in a train combination with EW I. The now double-glazed windows were also made of a single-piece and could be rolled down. While the 1st class coaches



LAYOUT VERSION

Order no. **65221****Passenger Coach AB EW II SBB**

Road no. 50 85 39-33 545-7

DELIVERY DATE: 4TH QUARTER 2014

PARTICULARLY DETAILED MODEL.

FINEST PAINTWORK AND PRINTING

PREPARED FOR INTERIOR LIGHTING

NEM-STANDARD
SHORT-COUPLING

LAYOUT VERSION

otherwise fully corresponded to their EW I counterparts, the 2nd class coaches were by 1 m longer due to enlarged seat spacing. The seats had red leatherette upholstery in the smoking compartments and a green one in the non-smoking compartments; the walls were clad by a green wood imitation. From 1965 to 1976, a total of 798 coaches were produced, including baggage and mail cars that did not exist in the EW-I range. 80 A-coaches, 145 AB-coaches, and 277 B-coaches were built for the SBB as

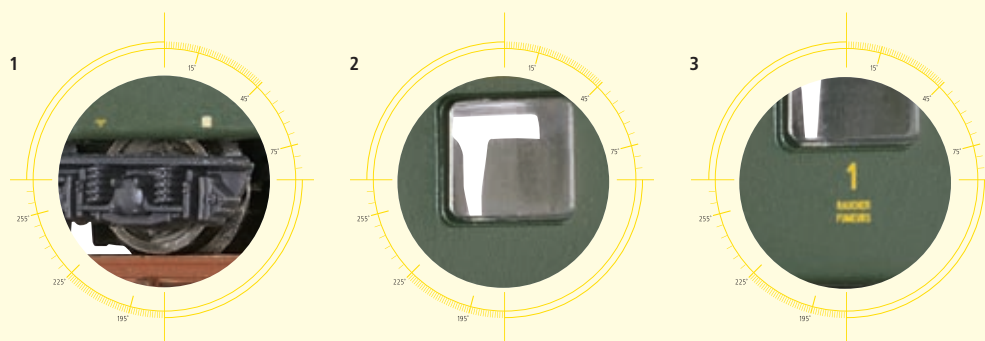
normal day coaches. When delivered, all these coaches had a typical green paint coating and were already equipped with the Vst III control line so that they could be used in shuffleservice trains. The EW II were substituted for the light steel coaches in the city express trains and were also employed in other long-distance traffic. A special agreement allowed, among other things, their use in Italy and Germany.

DELIVERY DATE: 4TH QUARTER 2014

Order no. **65219**

- 1_Excellent running qualities with 3-point suspension
- 2_Interior fittings in multicolour painting
- 3_Finest paintwork and printing

(Pictures show order no. 65209)



Passenger Coach A EW II SBB

Road no. 50 85 18-33 601-3

AVAILABLE



Order no. **65209**



Model: Excellent running qualities with 3-point-suspension; interior lacquering in multiple colors; equipped for interior lighting; short coupling cinematic in accordance with NEM

Passenger Coach B EW II SBB

Road no. 50 85 20-34 715-6

AVAILABLE



Order no. **65210**



Passenger Coach B EW II SBB

Road no. 50 85 20-34 506-3

AVAILABLE



Order no. **65211**



T PHOTO SHOWS HO-MODEL



Order no. **67062**



Tank Car "Esso" SJ

Road no. 502 079 P

DELIVERY DATE: 4TH QUARTER 2014

PHOTO SHOWS HO-MODEL



Order no. **67063**



Tank Car "Hugo Stinnes" DB

Road no. 579 680 P

DELIVERY DATE: 4TH QUARTER 2014



Order no. **67221**



Covered Freight Car Bremen

"Linde" DB

Road no. 241 202

AVAILABLE



Order no. **67223**

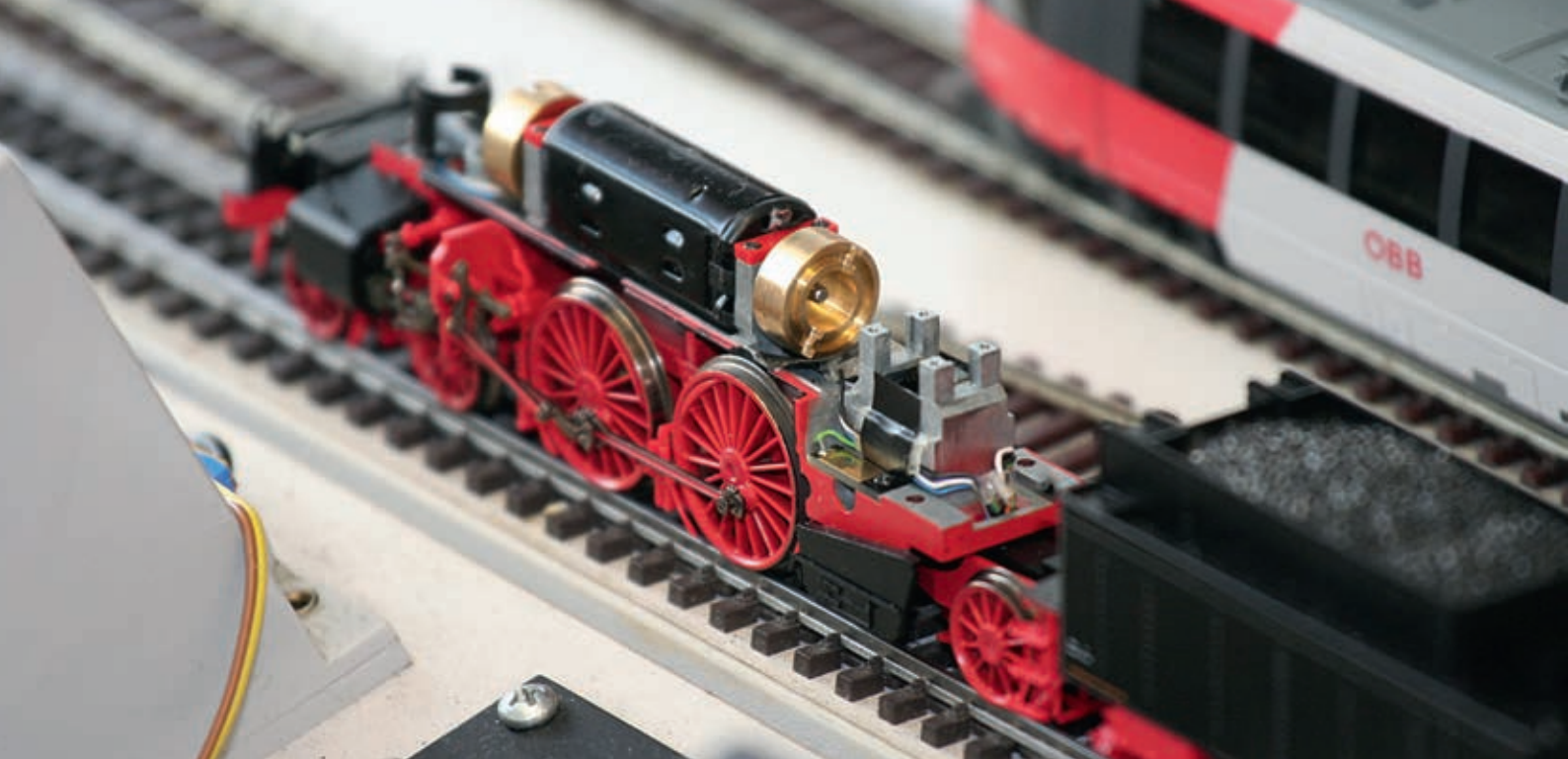


Covered Freight Car Bremen

"Expressgut" DR

Road no. 21 50 133 0019-3

AVAILABLE



REPLACEMENT PARTS CAN NOW ALSO BE CONVENIENTLY ORDERED ONLINE

SO THAT EVERYTHING RUNS SMOOTHLY

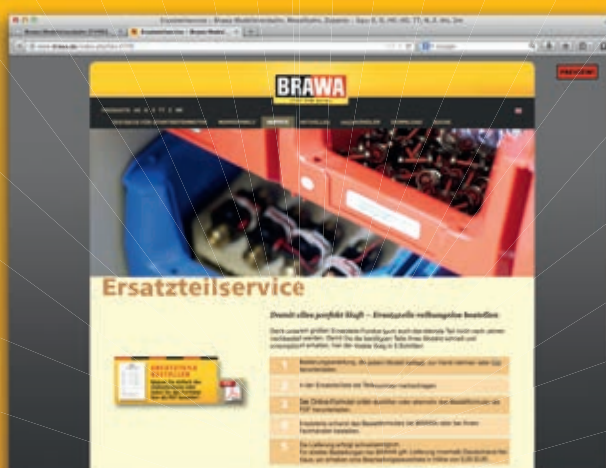
BRAWA has a huge pool of spare parts that reaches back 30 years. You can re-order almost every part, no matter how small. This too emphasises the value of our models. In each package we include a detailed replacement part sheet which you can use to order the desired replacement part through BRAWA directly. And we ship immediately.

ONLINE AROUND THE CLOCK WITH TOTAL CONVENIENCE VIA OUR ONLINE FORM

Order the spare part you want from the convenience of your own home 24 hours a day. Simply enter the number of the spare part at www.brawa.de/ersatzteilservice, add the shipping address, and send.

OFFLINE BY POST OR AT A SPECIALITY RETAILER OF YOUR CHOICE

You can of course also order the spare part you need at your BRAWA speciality retailer or by post directly at BRAWA. To do so, we recommend you use our order form which can be downloaded from our website as a PDF file.



WWW.BRAWA.DE



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THE SYMBOLS AND THEIR MEANING

| | | | | | | | |
|--|-------------------------------------------------|--|----------------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------|--|---------------------------------------------------------------|
| | Era designation | | 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) |
| | Direct current | | NEM 652 interface | | Triple headlights alternating with the direction of travel | | Integrated locomotive sound |
| | Alternating current | | Interface with soldering points | | Triple headlights and two red taillights alternating with the direction of travel | | Prepared for locomotive sound |
| | Dual Power | | 21-pole interface | | With interior lighting | | Vehicle predominantly in metal |
| | Alternating current with digital decoder | | Next 18 interface | | Interior lighting can be retrofitted (e. g. BRAWA product code 2200) | | Logo of the railway company (e. g. DRG) |
| | Alternating current DIGITAL PREMIUM | | Number of wheels with friction tyres | | With interior fittings | | Digital Coupling |
| | Direct current DIGITAL PREMIUM | | Locomotive has a smoke generator | | The model has a coupler pocket but no short coupling cinematic | | Functional, switchable fan |
| | 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 | | PluX22 interface |
| | Navigable minimum radius in mm | | Locomotive has flywheel drive | | The model has spring buffers | | |
| | 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) | | |

LIEBE ZUM DETAIL



EXEMPLARY BRAWA. BRILLIANTLY EQUIPPED WITH DETAILS:
THE DIESEL LOCOMOTIVE V 100.10 DB



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