NEW ITEMS 2017
LOCOMOTIVES, WAGONS AND ACCESSORIES IN GAUGE 0, HO AND N
The hearts of model railway enthusiasts are now beating faster again: In 2017, BRAWA will launch a variety of new models of gauge 0, H0 and N that convince through finest details and highest trueness to the original. The more than 200 new products of gauge H0 include many new model releases such as the E44 electric locomotive that is offered in five different variants of the Deutsche Reichsbahn (DRG), the Deutsche Bahn (DB), and the East-German Deutsche Reichsbahn (DR). The BRAWA model of this classic railway product has been designed in conformity to the original with numerous details such as a functioning pantograph-type power collector, prototypical roof equipment, and finely detailed undercarriages.

For all N-gauge friends, there are more than 60 new locomotives and wagons/coaches, including five new variants of the BR 216 diesel locomotive which is now also available with sound conforming to the original. And in gauge 0, BRAWA offers two different versions of the Xr-type work wagons as well as two medium containers for the individual equipping of container-carrying wagons.

To coincide with the Nuremberg Toy Fair, BRAWA will again release exclusive special models in a limited edition; these are introduced on the pages 94/95. These models with era-conforming advertising labels can be ordered by BRAWA specialist dealers only during the 2017 Toy Fair. So contact your BRAWA specialist dealer as quickly as possible to secure your own model already now.

We hope you have fun discovering your personally desired models!
Maintenance Car Xr 35 DB, without freight
Road no. 462 671

Work wagons have always been indispensable for the railway company. They were used, for example, on every working site, howsoever small, to transport construction materials such as crushed stone or tools. However, as no money could be earned with these so-called X-wagons by the transport of goods for third parties, the intent from the beginning was to find cheap solutions for the procurement of work wagons. A solution that offered itself for this purpose was to refurbish wagons of older types by modification and to adapt them to the new requirements. Due to the continuously changing demand and the decommissioning of worn wagons, the number of the X-wagons strongly fluctuated time and again between around 48,500 (1920), 25,000 (1930), 41,500 (1943) and 15,000 (1953).

The Xr-35 type selected by BRAWA is based on Gms-30 type wagons that lost their wagon bodies in the early 50s, or already before due to damage suffered during the war. The remaining undercarriages were equipped with new, stable side panels, thus adapting the wagons to the changed task areas.

DELIVERY DATE: 3RD QUARTER 2018

Order no. 37300

- Axle brake frame with brake blocks in wheel plane
- Extra mounted steps, exterior handles, brake system and axle brake rod
- Engraved and separately mounted toe bearing
- Spring buffers
- Separately mounted and perforated coach body supports
- Coupling compatible to Lenz®
- Short-coupling kinematics
- Metal wheels, with inside contours
- Metal frame
- Metal exterior handles
- Originally reproduced, three-dimensional frame body

* Place your pre-order until May 31st 2017 at your specialist dealer!
The model will only be produced, if a certain amount of pre-orders will be reached.
Order no. **37301**

Maintenance Car Xr 35 DB, with wooden box as freight
Road no. 464 417

DELIVERY DATE: 3RD QUARTER 2018

Wooden Box

For loading of BRAWA H0 Freight Cars, e. g. Maintenance Car Xr, etc.

Order no. **93712**

Closed Medium Container Type Ekrt, individual suitable for Container Cars BTs 30

DELIVERY DATE: 2ND QUARTER 2017

Open Medium Container Type Eoskrt 021, individual suitable for Container Cars BTs 30

Order no. **93708**

DELIVERY DATE: 2ND QUARTER 2017

Order no. **93709**

DELIVERY DATE: 2ND QUARTER 2017

Printing Wooden Box: DB
Further information see www.brawa.de
Steam Locomotive BR G10 K.P.E.V.
Road no. 5490 Königsberg

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, Cöln, 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: 3RD QUARTER 2017

Order no. 40840 Order no. 40842

Order no. 40841 Order no. 40843

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
Steam Locomotive BR 57.10 DRG
Road no. 57 1673

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. 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, Munich, Nuremberg, Regensburg, Würzburg and Ludwigshafen together accounting for 156 G 10s by 1924.

DELIVERY DATE: 3RD QUARTER 2017

Steam Locomotive BR 57.10 DB
Road no. 57 1390

DELIVERY DATE: 3RD QUARTER 2017

Steam Locomotive BR 61 a NSB
Road no. 57 3431

DELIVERY DATE: 3RD QUARTER 2017
Steam Locomotive BR 422 CSD
Road no. 422.0115

After the end of World War I in 1918, 105 locomotives of the 178 series of the Imperial-Royal [Austrian] State Railways (kkStB) remained in the fleet of the newly founded Czechoslovakian State Railway CSD. At the CSD, the locos were placed in the group designated 442.0. The last locos were sidetracked in 1970, but several machines survived.
DELIVERY DATE: 3RD QUARTER 2017

Electric Locomotive BR 211 DR
Road no. 211 071-6

The “Holzroller”, as the electric locomotives of Class E11/E42 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: 3RD QUARTER 2017

Electric Locomotive BR E95 DRB
Road no. E95 01

The Deutsche Reichsbahn Gesellschaft was dissolved in 1937 in accordance with the law and the Deutsche Reichsbahn was directly assigned as special assets to the Transport Minister as member of the German Government. The new legal structure also became evident on the outside of the locomotives, which were given a new identity of ownership, a combination of the imperial eagle and the party symbol. The 6 locomotives in the E95 series were also gradually adorned with this new identity. All locomotives in the E95 series were stationed at this time at the Hirschberg depot in Silesia.
DELIVERY DATE: 2ND QUARTER 2017
Steam Locomotive BR 178 BBÖ
Road no. 178.802
After the First World War, the stock of locomotives of the 178 class had been seriously depleted. There were only 66 machines that could be taken over by the BBÖ. Through rebuilding and the acquisition of locomotives built for private railways, they increased the stock slightly to 85 units. In 1938, DRG classified 84 of them as 92 2211 – 92 2294. The ÖBB had 50 locomotives in 1945. They were deployed for shunt service and for the operation of ports. Most of them were discharged and disassembled between 1958 and 1968. 4 of these little machines still remain in Austria today.
DELIVERY DATE: 3RD QUARTER 2017

Electric Locomotive BR 211 DR
Road no. 211 049-2
DELIVERY DATE: 3RD QUARTER 2017

Electric Locomotive BR E95 DRG
Road no. E95 06
In the mid-nineteen twenties, the Deutsche Reichsbahn required a fast and powerful electric locomotive for transporting coal to Berlin. It was planned to use this locomotive for freight trains with loads of up to 2,200 tonnes and to pull passenger trains at a speed of 65 km/h. The necessary tractive power meant that the locomotive needed at least six driven axles, and in order to attain the planned speeds at the state of the art, additional guiding axles were necessary. The first of a total of six locomotives were delivered by AEG in late 1927. The rest had been delivered by mid-1928. The locomotives consisted of double locomotive units, each half being practically identical. The locomotives delivered 2,418 kW of power. Their length of 20.9 m and service mass of 138.5 tonnes make them the largest and heaviest German electric locomotives ever built.
DELIVERY DATE: 2ND QUARTER 2017

Model: Metal chassis, boiler, wheels and water tanks; extra mounted metal handrails; true-to epoch lighting, multipart lamp housing; finest paintwork and printing; filigree reversing gear; smoke generator and sound decoder, either built in or as a retrofit option

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

Model: Additional mirror; finest paintwork and printing; true-to-scale fan-grill; extra mounted steps and handrails in low material thickness; extra mounted windscreen wiper; true-to-original pantograph
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 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 E44 187G, to DB on 29 November 1954. The predominant distribution to central and southern Germany led to the fact that approximately 100 locomotives remained in West Germany and around 50 in East Germany after the war. 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.
Electrical Locomotive BR E44 DRG
Road no. E44 007

Extra mounted handrails in low-material thickness
Three-point support
True-to-epoch lightning
Finely detailed chassis
Free standing roof lines
Illuminated driver’s cab
Functioning metal pantographs (mechanical)
Prepared for sound or with built-in sound
LED lighting
NEM-standard close-coupling
Illuminated machine room
Metal wheels and frame
Prototypical multipart roof-fittings
Many extra mounted parts
Reproduction of the different pantograph and main switch types

For more details on the technical functions of the various engine types, see the overview on page 11.
Electric Locomotive BR E44 DB
Road no. E44 119-5
DELIVERY DATE: 1ST QUARTER 2018

After the annexation of Austria, the E44 locomotives were supposed to be used also on the alpine routes of the "Ostmark". In order to minimize the brake block wear during downhill ride, the installation of an electric dynamic brake was required. The German National Railway (DRB) ordered such an additional device for the machines of the batch E44 152 – 191 and referred to the subtype as E44w for "Widerstandsbremse" (dynamic brake). Because of the war, only the models E44w 152 – 183 were delivered between 1943 and 1951. Externally, the machines attracted attention primarily by the roof-mounted vent stacks of the dynamic brakes. After 1945, the German Railway (DB) maintained the dynamic brake only for the 16 Freiburg-based locomotives, which were used on the Höllental railway track, and referred to these as E44 111 from 1968 onwards. On all other machines, the electric brake was removed or, in case of a damage, decommissioned. The machines E44 1170 and 1180 survived; we can only hope that one of them will once again "hum" past the Hirschsprung (location where a stag is said to have leapt over the Höllental).
DELIVERY DATE: 1ST QUARTER 2018

Electric Locomotive BR 144 DB
Road no. 144 119-5
DELIVERY DATE: 1ST QUARTER 2018

Model: Pantograph type SBS 10; main switch type R 618; with 8 sand boxes, induci and extended roof
## Overview of Order Numbers and Technical Functions BR E44

<table>
<thead>
<tr>
<th>Electric Locomotive BR E44 DRG</th>
<th>Ep.</th>
<th>Analog BASIC* =</th>
<th>Digital BASIC* ~</th>
<th>Digital EXTRA =</th>
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### Technical Functions

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<tr>
<th>Driving function</th>
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<td>Driver cabin lighting</td>
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<td>Long-distance headlights</td>
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<td>Shunting lights</td>
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<td>Light setting programmable for analogue operation</td>
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<td>Digital interface</td>
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<td>Decoder</td>
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<td>Sound</td>
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<td>Energy Storage</td>
<td>(9)</td>
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</tbody>
</table>

### Additional Information

1. In analog mode function over switch selectable and in digital mode over function button
2. Function only available in digital mode

| Energy Storage | Optimised light control for driving and shunting modes
| Digital EXTRA = | Optimised light control for driving and shunting modes
| Digital EXTRA ~ | Optimised light control for driving and shunting modes
| Digital EXTRA ~ | Optimised light control for driving and shunting modes

**Model:** Pantograph type RBS 58; main switch type DAT1; with 8 sand boxes

### Features

- Extra mounted handrails in low-material thickness
- Three-point support
- True-to-epoch lightning
- Finely detailed chassis
- Finest paintwork and printing
- Free standing roof lines
- Illuminated driver’s cab
- Functioning metal pantographs (mechanical)
- Prepared for sound or with built-in sound
- LED lighting
- NEM-standard close-coupling
- Illuminated machine room
- Metal wheels
- Prototypical multipart roof-fittings
- Many extra mounted parts
- Reproduction of the different pantograph and main switch types

### Electric Locomotive BR 244 DR

Road no. 244 069-1

**Delivery Date:** 1st Quarter 2018
Electric Locomotive BR E75 DRG
Road no. E75 62

In 1926, DRG ordered further electric locomotives as improvements on the E77 for operation in the southern and central German network. While the electrical systems remained virtually unchanged, a new one part vehicle frame was designed with the axle sequence 1’BB1’. Due to the running gear changes, the maximum permissible speed was set at 70 km/h, raising hopes of better utility in mixed passenger and goods train schedules. 79 locomotives were planned. E75 01-12 went to south Germany, while the E75 51-69 went to Leipzig West, Wahren, Bitterfeld and Magdeburg-Buckau.

DELIVERY DATE: 3RD QUARTER 2017

OVERVIEW OF ORDER NUMBERS AND TECHNICAL FUNCTIONS E75

<table>
<thead>
<tr>
<th>Electric Locomotive BR E75 DB</th>
<th>Ep.</th>
<th>Analog BASIC+ =</th>
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<td>Order no. 43232</td>
<td>Order no. 43233</td>
<td>Order no. 43234</td>
<td>Order no. 43235</td>
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</table>

Technical functions
- Driving function
- Light change
- Tail lights separately switchable
- Driver cabin lighting
- Long-distance headlights
- Shunting lights
- Light setting programmable for analogue operation
- Digital interface: PluX22
- Decoder
- Sound

Additional information
- In analog mode function over switch selectable and in digital mode over function button
- Subsequent conversion from analog to digital via PluX22 interface possible
- Independent of and programmable in all common digital systems (DCC, MotoreX, SX1 and SX2)
- Optimized light control for driving and shunting modes
- Latest sound technology and excellent sound quality
- Compatible with and programmable in all common digital systems (DCC, MotoreX, SX1 and SX2)
- Improved motor and load control

- Extra mounted handrails in low-material thickness
- Three-point support
- Finely detailed chassis
- Functioning pantographs (mechanical)
- Reproduction of machine room
- LED lighting
- Metal arrangement of rods
- Metal wheels and frame
- True-to-original: different front windows and lanterns
- Prototypical multipart roof-fittings
- High maintainability due to simple dismantling of the body
- Re-lubrication of the engine bearings and screws is possible through holes in the PC board and gearbox cover or after dismantling of the body
AW Freimann performed a general overhaul of the locomotives E75 09, E75 55 and E75 69 between 1960 and 1961. Apart from ly invisible changes such as hard manganese plates on the axle guides or new wiring, the front ends of the locomotives were visibly modified. The window screens were replaced by new, rubber-mounted windscreens.

DELIVERY DATE: 3RD QUARTER 2017

Electric Locomotive BR E75 DB
Road no. E75 55

The Deutsche Bundesbahn ran the E75 mostly in the region of BD Munich. Freilassing, Ingolstadt, München, Rosenheim and Treuchtlingen were now the new homes of all the remaining E75s. Of the 22 locomotives still around in 1950, the last were taken out of service in 1972.

DELIVERY DATE: 3RD QUARTER 2017

Electric Locomotive BR E75 DB
Road no. E75 66

DELIVERY DATE: 3RD QUARTER 2017

Electric Locomotive BR 175 DB
Road no. 175 054-6

The Deutsche Bundesbahn ran the E75 mostly in the region of BD Munich. Freilassing, Ingolstadt, München, Rosenheim and Treuchtlingen were now the new homes of all the remaining E75s. Of the 22 locomotives still around in 1950, the last were taken out of service in 1972.

DELIVERY DATE: 3RD QUARTER 2017
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.

DELIVERY DATE: 3RD QUARTER 2017

TRAXX Electric Locomotive Re1428
Green Cargo
Road no. 91 74 000 1428-3

TRAXX Electric Locomotive CE 119
CargoNet
Road no. 91 76 0119 002-3

TRAXX Electric Locomotive BR 186
“Alpinist” BLS
Road no. 91 85 4486 504-4
OVERVIEW OF ORDER NUMBERS AND TECHNICAL FUNCTIONS TRAXX

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<th>Order numbers</th>
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Driving function

Light change

Tail lights separately switchable

Driver cabin lighting

Shunting lights

Long-distance headlights

Destination indicator (model dependently)

Light setting programmable for analogue operation

Digital interface

Decoder

Sound

Technical functions

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<thead>
<tr>
<th>Analog Basic =</th>
<th>Analog BASIC+ =</th>
<th>Digital BASIC+ =</th>
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</tr>
<tr>
<td>Light setting programmable for analogue operation</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>Digital interface</td>
<td>PluX22</td>
<td>PluX22</td>
<td>PluX22</td>
<td>PluX22</td>
</tr>
<tr>
<td>Decoder</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>Sound</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
</tr>
</tbody>
</table>

Additional information

- Cannot be digitized
- Optimised light control for driving and shunting modes
- Easy decoder installation without extensive reprogramming; all significant values for the control of the lights for instance can be found on the main circuit board and do not depend on the installed decoder
- Optimised light control for driving and shunting modes
- Easy decoder installation without extensive reprogramming
- Version-specific sound: diesel and electric locomotive, passenger train or goods locomotive
- Easy to program
- Optimised light control for driving and shunting modes
- Extensive light functions: raised headlights, dipped headlights, shunting lights, driver’s cab lighting, country-specific light functions Germany / Switzerland (also capable of analog control)
- Illuminated train destination display in true-to-original lettering size and colour (for passenger train models)
- Easy decoder installation without extensive reprogramming
- AC version with locomotive card included for recognition of the function symbols in MX operation
- The technical components are developed and manufactured exclusively in Germany.

GENERAL INFORMATION ABOUT OUR DIGITAL DECODER

For all our locomotives we use digital decoders developed by BRAWA in cooperation with Doehler & Haass:

- Compatible with and programmable in all common digital systems (DCC, Motorola, SX1 and SX2)
- RailCom® compatible
- Improved motor and load control for perfect running properties
- Interference-free 16-bit sound with up to 8 independent channels thanks to the latest sound technology and excellent sound quality, e.g. signal horn with true-to-original reverberation
- Version-specific sound: diesel and electric locomotive, passenger train or goods locomotive
- Easy to program
- Optimised light control for driving and shunting modes
- Extensive light functions: raised headlights, dipped headlights, shunting lights, driver’s cab lighting, country-specific light functions Germany / Switzerland (also capable of analog control)
- Illuminated train destination display in true-to-original lettering size and colour (for passenger train models)
- Easy decoder installation without extensive reprogramming
- AC version with locomotive card included for recognition of the function symbols in MX operation
- The technical components are developed and manufactured exclusively in Germany.
One of the primary reasons behind the development of the 360 HP WR 360 C 14 diesel locomotive with fluid transmission was the demand made for the Wehrmacht railway facilities to be “smoke-free”. The reason for this was to eliminate the possibility of locations such as ammunition depots or refineries to be detected from the air as a result of steam plumes generated by a steam locomotive. Thanks to a working partnership that included Berliner Maschinenfabrik AG (previously Louis Schwartzkopff), Orenstein & Koppel as well as Deutz and Voith (only for engine and transmission issues), two prototypes were created within one year which were then comprehensively tested by the German National Railway Locomotive Testing Office during the second half of 1937. The acquired knowledge was then immediately implemented into the further development so that further preliminary locomotives were manufactured as early as 1938. The first of the 245 volume production locomotives entered service at the start of 1939 and were supplied to the army, air force, navy as well as industrial companies. In doing so, the WR 360 C 14 trains were powered by Deutz or MWM engines that were also used in submarines at the time. During the Second World War, the WR 360 C 14 trains made it to many countries throughout Europe and even to North Africa, where some of them also remained. Consequently, several WR 360 C 14 were not only in use on the German Federal and National Railway after 1945; they were also running in countries such as Austria, France and Italy. Now operating under the V36 designation, the locomotives were primarily used in the shunting service and in front of transfer trains in the German Federal Railway. They were also used for suburban passenger transport in the greater Wuppertal, Frankfurt and Nuremberg areas. For this purpose, some locomotives were equipped with a simplified push-pull control or were converted to a one-man control system and equipped with a rooftop cockpit. This ensured that the locomotive staff had an improved view during journeys where the train was pushed. Further noticeable conversions to the Federal Railway locomotives included a larger and more striking cooling water expansion tank on the front end of the engine as well as adjustable radiator shutters. The last of these locomotives, then operating as the 236 range, remained in operation up until 1981. The V36 locomotives operated by the German National Railway were kept in operation for approximately 4 further years. Private railways and industrial companies continued to use some of the locomotives until the end of the 1980s and, even today, it is possible to experience several V36 locomotives in operation on various museum tracks.
Details:
- Etched radiator grille (potentially at models without radiator lamellas)
- Free-standing handles and handrails
- Clear view through the driver cabin
- Lights equipped with maintenance-free LEDs
- Three-point support
- Finely detailed chassis
- Finest paintwork and painting
- Reproduction of the brake linkage
- Metal frame and wheels, structure made of plastic
- NEM-standard short-coupling
- Light change

Digital Version EXTRA:
- Filigree electronic coupling (interchangeable thanks to NEM-Norm)
- Incl. Energy storage (buffers sound, motor and light)
- Extensive light functions: shunting lights, drivers cabin lighting, tail lights separately switchable
- Optimized lighting control for drive and shunting mode
- Flicker-free light, due to stabilized and through a separate capacitor buffered 5 V power supply
- True-to-original sound
- Noiseless 16-bit Sound with up to 8 independent channels thanks to newest sound technology and excellent sound characteristics
- Optimal motor and load control for perfect running characteristics
- Applicable in all established digital systems (DCC, Motorola, SX1 and SX2)
- Enclosed Locomotive card in the AC-Version

Note: We use digital decoders developed by Brawa in cooperation with Doehler & Haass for models belonging to the BRAWA V36 range. The retrospective conversion to the digital version is possible via a 22-pin interface (only sound function). Please note that a later conversion of the digital remotecontrol coupling is not possible.
Diesel Locomotive V36 DB
Road no. V36 234
DELIVERY DATE: SUMMER 2017

Model: Original colour replication: body grey, wheels red

Diesel Locomotive WR 360 DRB
Road no. 36 255
DELIVERY DATE: SUMMER 2017

Model: True to original with rooftop cockpit

Diesel Locomotive 236 DB
Road no. 236 110-3
DELIVERY DATE: SUMMER 2017
Diesel Locomotive 103 DR
Road no. 103 016-2
DELIVERY DATE: SUMMER 2017
Diesel Locomotive 236 FS
Road no. 236 003
DELIVERY DATE: SUMMER 2017

Diezel Locomotive T DSB
Road no. 1
DELIVERY DATE: SUMMER 2017

Diesel Locomotive 030 SNCF
Road no. 030 DB-9
DELIVERY DATE: SUMMER 2017

Model: Original colour replication: brown/green

Model: Original colour replication: grey/red

Model: Original colour replication: green/black
<table>
<thead>
<tr>
<th>Model</th>
<th>Order no.</th>
<th>Original colour replication</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diesel Locomotive 2065 ÖBB</td>
<td>41629</td>
<td>green/black</td>
</tr>
<tr>
<td>Diesel Locomotive 230 SNCB</td>
<td>41632</td>
<td>green/black</td>
</tr>
<tr>
<td>Diesel Locomotive T334 CSD</td>
<td>41638</td>
<td>blue/black</td>
</tr>
</tbody>
</table>

**Deliveries**

- **ÖBB**: Diesel Locomotive 2065 ÖBB (Order no. 41629) and Diesel Locomotive 230 SNCB (Order no. 41632)
- **ČSD**: Diesel Locomotive T334 CSD (Order no. 41638)
Diesel Locomotive V100.20 DB
Road no. V100 2007

Equipping the V100 006 with the more powerful 1,350-HP motor on a trial basis was very successful. Without really waiting for the results of further trials, the German Federal Railway (DB) ordered additional machines with the stronger motor unit. It wasn’t noticed until later that the cooling system reached its capacity limits very often, whereupon, starting with V100 2020, the frame and the motor’s front-end section were lengthened for a larger cooler. This is why the V100 2002-2019 differed externally from the other V100.10 only by their higher fleet number.

DELIVERY DATE: 2ND QUARTER 2017

Order no. 42869
Order no. 42870
Order no. 42871
Order no. 42872

Order no. 42868
Order no. 42870
Order no. 42871
Order no. 42872

Order no. 42865
Order no. 42866
Order no. 42867
Order no. 42868

Available

Diesel Locomotive 212 DB
Road no. 212 074-9

Trials indicated that equipping the V100 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 V100 2020 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 V100.10 is the omission of the protective grating in front of the cooler shutters that were now exposed.

Available

Order no. 42860
Order no. 42861
Order no. 42862
Order no. 42863

Order no. 42864
Order no. 42865
Order no. 42866
Order no. 42867

Available

Diesel Locomotive 213 DB
Road no. 213 340-3

During the mid-1960s, the Deutsche Bundesbahn was looking for an inexpensive replacement for the steam locomotives from the B2 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 V100.20 with an additional hydrodynamic brake alongside the compressed air brake and handbrake. The most striking distinguishing feature of the V100 2332 to 2341 compared to the V100.20 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.

Available
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 2017**

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It is possible to retrospectively convert the model from analog to digital via a 22-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.

- Etched cooler grille and fan grille
- Free-standing handrails
- Spring buffers
- Clear view through the driver’s cabin
- NEM-standard coupling
- Realistic reproduction of the tubular frame bogies incl. axle drive

- Reproduction of brake rods
- Completely recreated driver’s cab
- Zinc die-cast chassis and gear housing
- Lights fitted with maintenance-free LEDs
- All specific details of the different series taken into consideration

- Digital EXTRA: complete with the following features that can be digitally controlled: Sound, automatic decoupling, driver’s cabin lighting, driven fans, shunting light and red light can be individually controlled.
Diesel Locomotive BR V90 DB
Road no. V90 039

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

DELIVERY DATE: 2ND QUARTER 2017

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Diesel Locomotive BR 290 DB
Road no. 290 132-0

DELIVERY DATE: 2ND QUARTER 2017

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Diesel Locomotive BR 291 DB
Road no. 291 020-6

DELIVERY DATE: 2ND QUARTER 2017
**Diesel Locomotive V 90**

**Detail- and function overview (PDF-document)**

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**OVERVIEW OF ORDER NUMBERS AND TECHNICAL FUNCTIONS V90**

<table>
<thead>
<tr>
<th>Basic</th>
<th>Basic+</th>
<th>Extra</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Technical functions</strong></td>
<td><strong>Analog Basic</strong></td>
<td><strong>Analog BASIC+</strong></td>
</tr>
<tr>
<td>Driving function</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Light change</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Tail lights separately switchable</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Driver cabin lighting</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Shunting lights</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Light setting programmable for analogue operation</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Digital interface</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Decoder</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Sound</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Energy storage</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Driven fan motor</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Digital Coupling (NEM-standard close coupling)</td>
<td>O</td>
<td>O</td>
</tr>
<tr>
<td>Additional information</td>
<td>Cannot be digitized</td>
<td></td>
</tr>
</tbody>
</table>

---

1) Function only available in digital mode
2) Storage capacitor for interruption-free travel in sections without current or on soiled tracks

It is possible to retrospectively convert the Diesel Locomotive V 90 from analogue to digital via a PluX22 interface (only sound functions). Please note that it is not possible to retrospectively convert the digital remotecontrol coupling, the driven fan or the additional light functions. For retrofitting of the product variant “Basic+” we recommend the electronic components on pages 94/95.

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**Diesel Locomotive BR 294 DB**

Road no. 90 80 3294 154-0

To save on shunting personnel, a large number of 290s were converted to radio control from 1995. To allow a distinction between these locomotives and the non-converted ones, the series designation was increased from 290 to 294.

**DELIVERY DATE: 2ND QUARTER 2017**

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**Diesel Locomotive BR 295 "Hamburg" Metrans**

Road no. 9880 3295 092-1

**DELIVERY DATE: 2ND QUARTER 2017**

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**Model**: All axles are driven; all specific details of the 290, 291, 294, 295 and 296 ranges taken into account (e.g. different position of the fan, additional handrails and different bogie equipment); lights equipped with maintenance-free LEDs; chassis and gearbox housing manufactured from zinc die-casting; etched ventilator grille; spring buffers; free standing handles and handrails; clear view through the driver’s cabin; light change; reproduction of the brake linkage; realistic presentation of the bogie frame incl. the axle drives.
For many years now, double-decker trains have successfully formed the backbone of regional traffic. Double-decker trains are the ideal solution, especially on routes with low platform lengths and a high volume of passengers. The tried-and-tested single-wagon concept of the TWINDEXX Vario® double-decker fleet is now being supplemented with an electrical railcar. Until today, DB Regio AG has ordered more than 50 of these Railcars in different configurations, as 4-, 5-, and 6-unit train versions. Each of these Railcars consist of two Motor cars and two to four middle cars. In Bavaria, the Main-Spessart-Express will operate in total twelve of these Railcars in the 4-Unit version, all of them are going to be based in Würzburg. This railcar can be combined with additional middle wagons depending upon the application and desired capacity. The central buffer coupling enables operation with double traction and, as a result, the implementation of a wing-train concept. The trains are comfortably equipped with generous seat spacing and plenty of storage space. Furthermore, the double-decker individual wagons permit the extension and shortening of the block train and, consequently, an adjustment to fluctuating demand or future development. As a result, they can be utilised for the most diverse of operational applications in both regional traffic.
### Technical functions

<table>
<thead>
<tr>
<th>Light change (Control Car)</th>
<th>Analog BASIC+</th>
<th>Digital BASIC+</th>
<th>Digital EXTRA</th>
<th>Digital EXTRA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tail lights separately switchable</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Driver cabin lighting</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger compartment lighting (lower and upper deck)</td>
<td>not retrofittable</td>
<td>not retrofittable</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shunting lights</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Long-distance headlights</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Illuminated destination indicator</td>
<td>only front side</td>
<td>only front side</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Light setting programmable for analogue operation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All lights settings dimmable</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Digital interface</td>
<td>PluX22</td>
<td>PluX22</td>
<td>PluX22</td>
<td>PluX22</td>
</tr>
<tr>
<td>Decoder</td>
<td>Order no. 99800</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Train control by brake section</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TrainBUS and Current Conducting Coupler</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sound</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Additional information**
- Function only available in digital mode
- **Not retrofittable**
- Cannot be equipped with interior lighting
- Easy decoder installation

**Technical functions not retrofittable**
- 1) Function only available in digital mode
- Cannot be equipped with interior lighting
- Easy decoder installation
- Interior lighting in each wagon can be individually controlled with ZugBUS (train BUS)
- Compatible with and programmable in all common digital systems (DCC, Motorola, SX1 and SX2)

### Detailed Description
- **Exactly scale 1:87**
- **True-to-original length over Scharfenbeck coupling**
- **Structure made of high-quality, impact-resistant plastic**
- **Metal bottom plate**
- **Printed window frames**
- **In-plane assembled windows**
- **Illuminated destination indicator (digital)**
- **Lighting with warm white LEDs**

| TWINDEXX Vario® Double-Deck Train Main-Spessart-Express, DB Regio, 3-unit |
|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| **Road no. follow** | **Order no. 44500** | **Order no. 44501** | **Order no. 44502** | **Order no. 44503** |
| **Content:** 2 Railcars 2nd class, 1 Middle Wagon 1st / 2nd class | **DELIVERY DATE: 4TH QUARTER 2017** |

| TWINDEXX Vario® Double-Deck Middle Wagon Main-Spessart-Express, DB Regio |
|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| **Road no. follow** | **Order no. 44510** | **Order no. 44511** | **Order no. 44512** | **Order no. 44513** |
| **Addition to Double-Deck Train 44500 to 44503** | **DELIVERY DATE: 4TH QUARTER 2017** |
"IC 2" is the new name for the DB Fernverkehr AG TWINDEXX Vario® trains introduced following the timetable change on 13.12.2015. Back in 2010, Bombardier Transportation received the first order for 27 five-part double-deck trains in combination with the BR 146.5 locomotives from a previously-concluded framework contract with DB AG for a total of 800 double-deck trains. An order was placed for a further 17 trains in March 2015. The TWINDEXX Vario® is a further development of the tried-and-trusted double-deck platform from Görlitz. Each train has 468 seats, 70 of which are in 1st class as well as 10 bicycle parking spaces. The top speed of the trains is 160 km/h. The IC 2 will gradually replace all previous IC trains in the new long-distance traffic concept from DB Fernverkehr AG. Following the timetable change, the first routes for these trains are Leipzig – Norddeich Mole, Dresden – Köln and Koblenz – Norddeich Mole. The BRAWA models of the TWINDEXX Vario® IC double-deck coaches can be ideally combined with the TRAXX BR 146.5 electric locomotive from DB AG (Order No. 43976 – 43979) to create a train that is true to the original. More information is available at www.brawa.de

### Technical functions

<table>
<thead>
<tr>
<th>BASIC +</th>
<th>EXTRA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Analog</strong></td>
<td><strong>Digital</strong></td>
</tr>
<tr>
<td>Light change (Control Car)</td>
<td></td>
</tr>
<tr>
<td>Tail lights separately switchable</td>
<td></td>
</tr>
<tr>
<td>Driver cabin lighting (Control Car)</td>
<td></td>
</tr>
<tr>
<td>Passenger compartment lighting (lower and upper deck)</td>
<td></td>
</tr>
<tr>
<td>Shunting lights</td>
<td></td>
</tr>
<tr>
<td>Long-distance headlights</td>
<td></td>
</tr>
<tr>
<td>Destination indicator</td>
<td>at the front side</td>
</tr>
<tr>
<td>All lights settings dimmable</td>
<td></td>
</tr>
<tr>
<td>Digital interface (Control Car)</td>
<td>PluX22</td>
</tr>
<tr>
<td>Decoder (Control Car)</td>
<td></td>
</tr>
<tr>
<td>TrainBUS and Current Conducting Coupler</td>
<td></td>
</tr>
<tr>
<td>Sound</td>
<td></td>
</tr>
</tbody>
</table>

- **Digital =** / ~ **Analogue =**

<table>
<thead>
<tr>
<th>Order no.</th>
<th>Order no.</th>
<th>Order no.</th>
</tr>
</thead>
<tbody>
<tr>
<td>44504</td>
<td>44507</td>
<td>44514</td>
</tr>
<tr>
<td>44506</td>
<td>44508</td>
<td>44515</td>
</tr>
</tbody>
</table>

#### Additional information

- **Necessary for AC operation: Replacement wheel set order no.: 2192, Decoder 99816 and AC pick-up 2222 (set no. 99817)**
- **Necessary for AC operation: Replacement wheel set order no.: 2192**
- **Function only available in digital mode**
  - Cannot be equipped with interior lighting
  - Easy decoder installation
- **Sound functions only in connection with a locomotive, e.g. BRAWA BR 146.5 order no. 43976 available**
  - Interior lighting in each wagon can be individually controlled with ZugBUS (train BUS)
  - Compatible with and programmable in all common digital systems (DCC, Matico, SX1 and SX2)

**Recommended products:** suitable for TRAXX Electric Locomotive BR 146.5 DB AG (Order no. 43976 – 43979)

**INFORMATION ABOUT TRUE-TO-ORIGINAL COMBINATION OF TRAINS AT:**

www.brawa.de/twindexx
TWINDEXX VARIO® IC 2-Double-Deck Coaches, 3-unit (Content: 1 Control Car, 2 Middle Wagons 2nd Class)
Road no. 50 80 86-81 873-1 / 50 80 26-81 402-2 / 50 80 26-81 469-1

TWINDEXX VARIO® IC 2-Double-Deck Middle Wagon 2nd Class (Addition to 3-unit coaches 44504 or 44507/44514)
Road no. 50 80 26-81 468-3

TWINDEXX VARIO® IC 2-Double-Deck Middle Wagon 1st Class (Addition to 3-unit coaches 44504 or 44507/44514)
Road no. 50 80 16-81 171-5

Analog BASIC +
Order no. 44504
Order no. 44505
Order no. 44506

Digital EXTRA =
Order no. 44507
Order no. 44508
Order no. 44509

Digital EXTRA ~
Order no. 44514
Order no. 44515
Order no. 44516
Diesel Railcar VT62.9 DB
Road no. VT62 902

From the railcars with the 210 HP system, DB only renamed the VT137 127 into the VT62 902. DB utilised the VT62 902, initially starting from Bielefeld or Hamburg. The last of the eleven VB147 vehicles was only discontinued at the start of the 1970s.
AVAILABLE

Diesel Railcar VT137 DR
Road no. VT137 007

The six VT137 002, 005, 006, 007, 012 and 013 units from the first delivery series that were all repaired stood on DR territory. The railcars that remained with DR continued to travel from Zittau in Upper Lusatia until the start of the 1960s. Ultimately, the increasingly absent spare parts lead to discontinuation. The last VT62 quit service in Braunschweig at the end of the 1950s.
AVAILABLE

Diesel Railcar VB147 DR
Road no. 147 014

DR has five VB in its inventory and uses them mainly in locomotive-drawn application with diesel locomotives. Initially, V36 were used (Halle/Usedom island), but they were later replaced by the BR V15, V23 and V60. The last of the VBs, designated BR 197 since 1970, operated until 1985 at Jerichow railway depot with a BR 110 locomotive.
AVAILABLE
Thanks to their low dead weight, the wagons were primarily used in areas where it was only possible to transport low tensile loads due to gradients. Right into the 1960s, the Höllentalbahn ("Hell Valley Railway") from Freiburg to Neustadt and Seebrugg was one of the most important routes. In addition to running behind railcars, the trailer cars also often ran with battery railcars. All classes suffered significant losses during the Second World War. DB primarily converted the Civ-33 into control cars for battery railcars. However, some vehicles remained that could only be used as trailer cars and there were also some control cars for railcars. Following the decommissioning of the last battery railcars, the remaining control cars were put into the railway carriage fleet once again and were decommissioned once the useful service life was over.

**DELIVERY DATE: 2ND QUARTER 2017**

**Passenger Coach Civ-33 DB**

Road no. 85 778 Ksl

**Model:** Wheel sets 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 and Wendler-Ventilators; true-original interior fittings; wheelchocks attached; true-to-epoch different spring buffers; fine engravings and rivets

**Deliver no. 45540**

**Passenger Coach Ci-33 DB**

Road no. 85 871 Ksl

**Model:** Wheel sets 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 and Wendler-Ventilators; true-original interior fittings; wheelchocks attached; true-to-epoch different spring buffers; fine engravings and rivets

**Deliver no. 45541**

1. Replica of the rivets on the roof
2. In-plane assembled windows
3. Many extra mounted parts

(Pictures show order no 45541)
Sleeping Car C4uPWL DSG
Road no. 19 1104 Han

The war scattered express train wagons across half of Europe, with larger stocks outside German railway operators, for instance at ÖBB, SNCF and PKP. These wagons remained invaluable in regional transport for DB and DR up to the late seventies, reaching an age of over forty years. They were also used internationally up to the sixties, travelling as far as Scandinavia and the Balkans. There were many conversions, for instance into sleeping, dining, buffet and semi-luggage carriages. On the occasion of the anniversary in 1985, DB put together an entire train from several different types of express train wagons. Unfortunately, these wagons are today spread over several locations, and only a few of them are operable.
DELIVERY DATE: 3RD QUARTER 2017

Sleeping Car WL4u-36/50 DSG
Road no. 19 110

DELIVERY DATE: 3RD QUARTER 2017

Order no. 46168

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

Order no. 46169

Model: True-to-epoch construction types; precise replica of the Görlitz III bogies with quadruple spring system; precise replica of the frame with many extra mounted parts; prepared for interior lighting; multipart interior fittings in multicolour painting; individual seats; short coupling kinematics; three-point support; wheelsets in toe bearing; replica of the rivets on the roof; in-plane assembled windows; metal wheels; precise replica of the brake unit; true-to-scale windows
Order no. 46170

Company Coach WG4ü-36/50 DB
Road no. 74 454 Köl
DELIVERY DATE: 3RD QUARTER 2017

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

Order no. 46171

Company Coach WGYe 831.1 DB
Road no. 50 80 89-53 705-6
DELIVERY DATE: 3RD QUARTER 2017

Perfect replicas of the original's
Semi-Luggage Coach
Order no. 46172
Road no. 50 80 81-11 003-5
DELIVERY DATE: 3RD QUARTER 2017

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

Semi-Luggage Coach ADyse 641 DB
Order no. 46173
Road no. 50 80 81-11 003-5
DELIVERY DATE: 3RD QUARTER 2017

Perfect replicas of the original's...
Order no. 46176

Semi-Buffet Coach BR4ye-36/51 DB
Road no. 73 844 Ffm
DELIVERY DATE: 3RD QUARTER 2017

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

Order no. 46179

Semi-Buffet Coach BRye 693 DB
Road no. 50 80 85-11 026-2
DELIVERY DATE: 3RD QUARTER 2017

REPLICA OF THE ORIGINAL: RVM (WESTWAGGONG)
Passenger Coaches B3yge DB, set of 2
Road no. 50 80 23-11 102-6 Reg / 50 80 23-11 122-4 Reg

With the change-over to the new UIC numbering system valid from 1 January 1968, also 3yg-type wagons partly received new vehicle numbers suitable for EDP. Since sufficient modern n-type wagons were available in the vehicle fleet in the early seventies, the expectable remaining life of the 3yg-type wagons was easily assessable. Therefore the German Federal Railway (DB) implemented the new numbering system for the wagons only inconsistently. So, on all three subtypes, the main address field between the windows was indeed adjusted, and the vehicle number was placed centrally of the side panel, but on the AB3yg and BD3yg wagons, the old vehicle number was kept. From then on, the B3yg wagons travelled across the country with a modern EDP suitable number.

DELIVERY DATE: 1ST QUARTER 2017

Passenger Coaches AB3yge and B3yge DB, set of 2
Road no. 37 249 Reg / 50 80 23-11 132-3 Reg

DELIVERY DATE: 1ST QUARTER 2017

Model: Freestanding handrails; consideration of all frame differences for the AB3yg, B3yg and BPw3yg; true-to-original frame with many extra mounted parts; elastic rubber bulge; reproduction of the roof welding seams; freestanding brake system and car body supports; front side windows in the driver’s department of the BPw3yg; prepared for interior lighting and tail light; short coupling kinematics; multipart interior fittings in multicolour painting; true-to-scale tail light; narrow frame to scale; in-plane assembled windows; metal tip bearing; reproduction of the step grille on all entrances; adjustable center axle

DELIVERY DATE: 1ST QUARTER 2017
Consideration of all frame differences for the AB3yg, B3yg and BPw3yg

1. True-to-original frame with many extra mounted parts
2. Front side windows in the driver’s department of the BPw3yg

(Photos show order no. 46311)
After numerous plans and decades-long projects and discussions, the Vienna light railway was built from 1898. However, instead of the planned six lines, only four were built, covering a track length of some 39 km. The central government bore the lion’s share of the cost, while the city of Vienna and the federal state of Lower Austria also contributed. As a reflection of this cost distribution, city planning considerations played only a subordinate role in construction. Instead, military strategies dominated. That is why there was neither a direct line into the centre, nor was electric traction used, even though the technology was already available then for urban transport. The track was built in standard gauge, and the railway was operated by k.k.Staatsbahn with steam locomotives. For the anticipated traffic, a total of 864 two-axle passenger train wagons of classes Cu and CDu were bought between 1896 and 1902. They featured a wheel base of 5,000 mm, a high, domed roof, steam heating, vacuum brakes and a brown wooden exterior with characteristic double windows. This shape served as a model for many other passenger train wagons for local railways. Later, the roof ends were sometimes built straight and the wagon bodies received sheet metal paneling. After the city of Vienna leased and electrified part of the city railway, it also served regional traffic in the wider Vienna area. In 1941, both classes were adopted in the DRG number range und the numbers 206 541-207 117 (ex Cu) and 207 701-207 838 (ex CDu). Due to the events of the war, many wagons were spread over half of Europe, ending up after 1945 for instance with DR, and in Yugoslavia and Romania. As a representative of the original Vienna light railway, a Cu 9424 is today on display in the Vienna Technical Museum.

DELIVERY DATE: 2ND QUARTER 2017

Order no. 45643

- Constructive consideration of the varying details between the different eras, e. g. walkway on the roof and ventilators
- Three-point support
- Finely detailed, three-dimensional railing
- Short coupling kinematics
- Replica of the vacuum brake
- Perforated coach body supports
- Replica of the vacuum brake

PASSENGER COACHES Cu/CDu K.K.StB.

Passenger Coach Cu kkStB
Road no. 9104

PASSENGER COACHES WITH VIENNESE CHARM AND EXCELLENT DETAILS
Passenger Coach Cu kkStB
Road no. 9007
Order no. 45644
DELIVERY DATE: 2ND QUARTER 2017

Passenger Coach Bu ÖBB
Road no. 47 162
Order no. 45645
DELIVERY DATE: 4TH QUARTER 2017

Passenger Coach Bu ÖBB
Road no. 47 104
Order no. 45646
DELIVERY DATE: 4TH QUARTER 2017

Passenger Coach Cu BBÖ
Road no. 47 101
Order no. 45649
DELIVERY DATE: 2ND QUARTER 2017

Passenger Coach Cu BBÖ
Road no. 47 042
Order no. 45650
DELIVERY DATE: 2ND QUARTER 2017

Passenger Coach Cu CSD
Road no. 35-521
Order no. 45651
DELIVERY DATE: 2ND QUARTER 2017

REPLICA OF THE ORIGINAL: SLG. H. HELESS
Passenger Coach F4 SBB
Road no. 18792

Together with the four-axle passenger train coaches, luggage cars of a corresponding design were also purchased. These were also taken over by the SBB on nationalisation but disappeared from the stock much faster than the passenger coaches. However, due to their large storage space, they were extremely suitable as service cars and for stationary use as a store. In contrast to Germany, a four-axle coach of American type remained in Switzerland. The BC4 with the number 4952 was renovated and can be inspected today in the Swiss Transport Museum in Lucerne.

Available

Order no. 45058

Model: Handles and steps in lower-density material; extra gas tank; completely lacquered wagon body, housing and roof with soot marks; tip bearing wheelsets; true-to-scale side frames; extra wheel bearing and suspension system

Passenger Coach BC4 SBB
Road no. 4813

Not only the Royal Württemberg State Railway Company but also several formerly private railways in Switzerland purchased four-axle vestibule coaches based on the “American system”. Around 300 of these coaches were still in existence and taken over by the Swiss National Railway Company when it was founded in 1902. These coaches were operated on Swiss National Railway Company routes for around 40 years. Many passenger trains were put together out of old coach material. It was not until 1941 that the last of these coaches, which were by then 82 years old, disappeared from the Swiss National Railway Company’s tracks, although some of the smaller private railways, such as the Oensingen Balsthal Railway Company, continued to use them for several years more!

Available

Order no. 45059

Passenger Coach C4 SBB
Road no. 8765

Available

Order no. 45060

Model: Handles and steps in lower-density material; extra gas tank; completely lacquered wagon body, housing and roof with soot marks; tip bearing wheelsets; true-to-scale side frames; extra wheel bearing and suspension system
PASSENGER COACHES
Up to the twenties of the previous century, goods trains of all German railway administrations were operated with manual brakes. In addition to the locomotive personnel, the crew of the train therefore included a chief train conductor as the highest authority, a master packer, train conductor and shunter as well as several brakeman. These persons were responsible for braking the train, for the shunting work during stops en route, and the exchange and processing of freight documents of the transported goods. For this purpose, a special accompanying wagon was carried along behind the locomotive that served as a rolling working and recreation place. Only the brakeman had to stay in one of the brakeman’s cabins during the trip. Completing the own development, the KPEV (Royal Prussian Railway Administration) procured luggage wagons (“Pwg”) according to master drawing pr IIa 13a for the first time in 1913/14. After the end of World War I, this design was selected as replacement of the old or missing accompanying wagons of the most German Länder railway operators. So, over 7,000 “Pwg” were built according to the 2nd revised edition of the master drawing until 1929 and spread not only in the former KPEV region, but also in Baden, Bavaria, Wuerttemberg, and Saxony. Starting at the end of the thirties, the DRB removed the through-going running boards and handlebars, allegedly due to an attempted robbery of a train. Additional structural alterations even before the outbreak of the war included reinforcements of the wagon body frame and the removal of the window in the storage space door.

DELIVERY DATE: 4TH QUARTER 2017

Order no. 49400

Wheelsets in toe bearing
Bogie with three-point support
Originally reproduced, three-dimensional frame body
Individually mounted axle box cover
Brake blocks in wheel plane
Extra mounted handrails and steps
Extra mounted axle brake frame
Extra braking system
Perforated coach body supports

Era-conforming realisation such as through-going and separated steps, gas or electric lighting, without or with diagonal stiffening

ACCOMPANYING WAGONS WITH THRILLING DETAILS
After the war, the DB reinforced their “Pwg pr 14” wagons according to prima facie uniform criteria. Nevertheless, this resulted in many differences so that no wagon resembled the other. Up to the early sixties, there were still also wagons with an unchanged body frame. At this time, however, the design type was already past its best. While around 2,700 wagons were counted in 1957, which were more than 50% of the “Pwg” stock, there were only a little over thousand left in 1961 and 201 in 1965. The last ones were used until 1972, but did not receive EDP-suitable wagon numbers anymore.
Freight Car Pwg pr 14 DR
Road no. 88-74-47

Also the East German Deutsche Reichsbahn (DR) reinforced the wagon body of their “Pwg”, but had more self-control regarding the diversity of variants than the responsible DB people, and they even built the standardised “Pwg” body upon the undercarriages of other wagons. Partly, the wagons were equipped with roller bearing wheel sets and new axle holders. The last of these old models were still in use up to the early nineties. At that time, for many years already, also the DR had no more trains that were accompanied by a chief train conductor, but due to the numerous railway stations and private siding tracks with goods traffic, a wagon for the co-travelling shunting personnel of the short-distance goods trains was needed in many places.

DELIVERY DATE: 4TH QUARTER 2017

Freight Car D CSD
Road no. 6-2458

DELIVERY DATE: 4TH QUARTER 2017

Order no. 49411

Model: Wheelsets in toe bearing; bogie with three-point support; originally reproduced, three-dimensional frame body; individually mounted axle box cover; brake blocks in wheel plane; extra mounted handrails and steps; extra mounted axle brake frame; extra braking system; perforated coach body supports; era-conforming realisation such as throughgoing and separated steps, gas or electric lighting, without or with diagonal stiffening

Order no. 49406
**Order no. 49408**

Freight Car Pwg pr 14 BBÖ
Road no. 75 117
DELIVERY DATE: 4TH QUARTER 2017

**Model:** Wheelsets in toe bearing; bogie with three-point support; originally reproduced, three-dimensional frame body; individually mounted axle box cover; brake blocks in wheel plane; extra mounted handrails and steps; extra mounted axle brake frame; extra braking system; perforated coach body supports; era-conforming realisation such as throughgoing and separated steps, gas or electric lighting, without or with diagonal stiffening

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**Order no. 49409**

Freight Car M SNCF
Road no. 935 038
DELIVERY DATE: 4TH QUARTER 2017
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 [Hanover 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.
Luggage Car Mdyg 986 DB
Road no. 50 80 92-11 491-9 Han

Order no. 46253

Model: With wooden walls

DELIVERY DATE: 2ND QUARTER 2017

Luggage Car Mdyg 986 DB
Road no. 50 80 92-11 326-7

Order no. 46255

Model: With slab walls and double windows; with closed transitions

DELIVERY DATE: 2ND QUARTER 2017

- All handles are free-standing
- Precise replica of the frame with many extra mounted details
- Extra mounted battery box
- Finely detailed, three-dimensional bogie
- Free-standing brake system
- Prepared for interior lighting
- Short coupling kinematics
- Multipart interior fittings in multicolour painting
- In-plane assembled windows
- Reproduction of internal mesh of the windows
- Metal tip bearing
- True-to-original replica of the brake unit

Recommended products: suitable for Passenger Coaches 4yg, Express Train Coaches, Passenger Coaches 3yg and Diesel Locomotive BR 212 / 213 / 216 DB
Tariff conditions on the one hand and technical conditions on the other resulted in all State railway administrations developing box cars with almost identical dimensions and payloads. These cars had a 4.5 m wheelbase, a length over buffers of 9.3 m for unbraked cars, a payload of 15 t, later 17 t and a floor area of approx. 21 square metres. This type of freight construction became the most important and most built box car; it originally had the type identifier Gm.

The most common of these State railway cars, which numbered 47,533, were built according to the Prussian style sheet IId8. After the founding of the Deutscher Staatsbahn Wagen Verband (German state railway car federation) DWV in 1909, the federation car construction type A2 was developed from this. From 1911 a phenomenal total of 121,770 units were built, making it the most heavily produced box car. It dominated the image of the German goods trains until the early days of the third era. These cars were scattered all over Europe by two world wars, there were no European railway administrations where this type of car was not used at least temporarily.

DELIVERY DATE: 3RD QUARTER 2017

Covered Freight Car G10 DB
Road no. 141 366

Covered Freight Car G10 SNCB / EUROP
Road no. 296691

Covered Freight Car G DR
Road no. 05-19-69

Order no. 49713

- Metal pedestal tie bars, metal axles
- Extra signal holders
- Separately mounted axle box cover
- Finest paintwork and printing
- Close coupling
- Wheelsets in toe bearing
- Extra mounted steps and handrails in low-material thickness
- Multi-part brake system with brake shoes in wheel plane
- Undercarriage with brake systems

Available

DELIVERY DATE: 3RD QUARTER 2017
Covered Freight Car G10 “Nivea” DRG
Road no. 528 798 [P]

Covered Freight Car G10 “Hansaplast” DB
Road no. 127 087

Covered Freight Car G10 “Berentzen Traditionskorn” DB
Road no. 125 334

Covered Freight Car G10 “Maggi” DB
Road no. 126 534

Covered Freight Car G10 “Felix” DB
Road no. 525 330 [P]

Covered Freight Car G10 “Fritz Homann” DB
Road no. 136 350

Covered Freight Car G10 “Doornkaat” DB
Road no. 135 398

Covered Freight Car Kuwf A.L.
Road no. 314.466

Order no. 49032

Order no. 49035

Order no. 49045

Order no. 49070

Order no. 49074

Order no. 49091

Order no. 49711

Order no. 49094

DELIVERY DATE: 3RD QUARTER 2017

AVAILABLE

AVAILABLE

AVAILABLE

DELIVERY DATE: 3RD QUARTER 2017

DELIVERY DATE: 3RD QUARTER 2017

DELIVERY DATE: 3RD QUARTER 2017

DELIVERY DATE: 3RD QUARTER 2017
Covered Freight Car G10 “Zwanenberg” NS  
Road no. 555 361 [P]  
Order no. 49061  
DELIVERY DATE: 3RD QUARTER 2017

Covered Freight Car G10 “Amstel Brouwerij N.V.” NS  
Road no. 560 016 [P]  
Order no. 49062  
DELIVERY DATE: 3RD QUARTER 2017

Covered Freight Car SS “Boterverkoop” NS  
Road no. 1002 [P]  
Order no. 49064  
AVAILABLE

Covered Freight Car Z CSD  
Road no. 1.47307  
Order no. 49067  
DELIVERY DATE: 3RD QUARTER 2017

Covered Freight Car Gg “Cosmanos” CSD  
Road no. 1.0004 [P]  
Order no. 49092  
DELIVERY DATE: 3RD QUARTER 2017

Covered Freight Car Gb “Prior” CSD  
Road no. 221-514 [P]  
Order no. 49093  
DELIVERY DATE: 3RD QUARTER 2017

Covered Freight Car G BBÖ  
Road no. 79 167  
Order no. 49071  
DELIVERY DATE: 3RD QUARTER 2017

Covered Freight Car G “Kaiser Bier” ÖBB  
Road no. 560 411 [P]  
Order no. 49084  
DELIVERY DATE: 3RD QUARTER 2017
Tank Car ZZ [P] DRG
Road no. 501 493 [P]

ORDER NO.

DELIVERY DATE: 2ND QUARTER 2017

Refrigerator Car UIC Standard 1 lbc "Interfrigo" FS
Road no. 14 83 083 2 106-3

ORDER NO.

AVAILABLE

Refrigerator Car UIC Standard 1 Hlv "BADOIT" SNCF
Road no. 525 015 [P]

ORDER NO.

DELIVERY DATE: 2ND QUARTER 2017

Refrigerator Car UIC Standard 1 lbc "Interfrigo" NS
Road no. 26 656

ORDER NO.

DELIVERY DATE: 2ND QUARTER 2017

Tank Car ZZ [P] “LEUNA” DR
Road no. 52-97-38 [P]

ORDER NO.

DELIVERY DATE: 2ND QUARTER 2017

Refrigerator Car UIC Standard 1 lbc "Interfrigo " DB
Road no. 11 80 083 0 021-2 [P]

ORDER NO.

DELIVERY DATE: 2ND QUARTER 2017

Refrigerator Car UIC Standard 1 lbc "STEF " SNCF
Road no. 11 87 082 7 051-7 [P]

ORDER NO.

DELIVERY DATE: 2ND QUARTER 2017

Finest details from every angle
Discover all 360°-views from BRAWA
In order to achieve a larger loading space of 40 m³, the undercarriage and the wheel base of the previous Otmm wagons were extended by 500 mm. The first of these wagons with a capacity of 40 m³ was built by the Paderborn railway repair shop on a trial basis in 1961. The design stood the test, and so the railway repair shops of Kaiserslautern and Weiden built more than 16,000 Otmm 70/Ed 090 wagons between 1961 and 1970, also using profiles of old but usable Omm 37 wagons. The wagons - referred to as Fc 090 from 1980 onwards - ran as single wagons and in block trains with bulk goods of all kinds. A shortage of hinged roof wagons led to the fact that they were also covered with tarpaulins and used for the transport of cereals. Consequently, 1,500 wagons were equipped with hinged roofs in 1978/79 and referred to as Tdgs-z 932. Many other wagons received a load alteration switchover and were referred to as Fc 090 or, after being adapted for further operation from 1991 onwards, as Fc 092. In 1994, the DB AG took over even more than 8,500 Fc(s) 090 wagons which were decommissioned until 2007. In 2012, around 2,600 of the Fc 092 wagons were still in service, another 786 wagons were used as Fc-x 092 in coal transport.
Open Freight Car Otmm 70 DB, set of 3
Order no. 49500
Road no. 645 174 / 645 394 / 646 230
DELIVERY DATE: 1ST QUARTER 2018

Open Freight Car Fcs 092 DB AG
Order no. 49501
Road no. 01 80 646 1 787-3
DELIVERY DATE: 1ST QUARTER 2018

Open Freight Car Ed 090 DB, set of 3
Order no. 49502
Road no. 21 80 542 3 040-6 / 21 80 542 3 156-6 / 21 80 542 6 899-6
DELIVERY DATE: 1ST QUARTER 2018

Open Freight Car Fcs 092 DB AG
Road no. 01 80 646 1 787-3
DELIVERY DATE: 1ST QUARTER 2018
Open Freight Car Fcs 092 DB AG
Road no. 21 80 6458 876-5

DELIVERY DATE: 1ST QUARTER 2018

Order no. 49503

Open Freight Car Eds-u Ommstu DR, set of 3
Road no. 21 50 550 0045-3 / 21 50 550 0352-3 / 21 50 550 0555-1

DELIVERY DATE: 1ST QUARTER 2018

Order no. 49504

Open Freight Car Fcs 092 DB AG
Road no. 21 80 6458 876-5

DELIVERY DATE: 1ST QUARTER 2018

Order no. 49505
Order no. 49506

Open Freight Car Fds NS
Road no. 50081
DELIVERY DATE: 1ST QUARTER 2018

Order no. 49507

Open Freight Car Eds CFL
Road no. 01 82 550 5 247-6
DELIVERY DATE: 1ST QUARTER 2018

Order no. 49508

Open Freight Car Eds NS
Type 1000 E2 SNCB
Road no. 01 88 550 5 539-0
DELIVERY DATE: 1ST QUARTER 2018
Tank Car Z [P] “VTG” DB
Road no. 589 735 [P]

Order no. 49222

DELIVERY DATE: 2ND QUARTER 2017

Tank Car Z [P] DRG
Road no. Halle 904 888 [P]

Order no. 49221

DELIVERY DATE: 2ND QUARTER 2017

Tank Car Z [P] “Albizol/Monopolin” DRG
Road no. Berlin 591 323 [P]

Order no. 49225

DELIVERY DATE: 2ND QUARTER 2017

Tank Car Z [P] “ESSO” DB
Road no. 23 80 703 2 015-1 [P]

Order no. 49224

DELIVERY DATE: 2ND QUARTER 2017

Tank Car Z [P] “VEB Bitterfeld” DR
Road no. 25 50 715 8647-3 [P]

Order no. 49223

DELIVERY DATE: 2ND QUARTER 2017

FINES UPWORK
AND PRINTING

EXTRA MOUNTED STEPS

INDIVIDUALLY MOUNTED
AXLE BOX COVER

EXTRA MOUNTED BRAKE SYSTEM;
BRAKE SHOES IN WHEEL PLANE

ORIGINALLY REPRODUCED,
THREE-DIMENSIONAL FRAME BODY

INDIVIDUALLY MOUNTED
AXLE BOX COVER

EXTRA MOUNTED STEPS

FINES UPWORK
AND PRINTING

EXTRA MOUNTED BRAKE SYSTEM;
BRAKE SHOES IN WHEEL PLANE

ORIGINALLY REPRODUCED,
THREE-DIMENSIONAL FRAME BODY

FINEST PAINTWORK
AND PRINTING

EXTRA MOUNTED STEPS

INDIVIDUALLY MOUNTED
AXLE BOX COVER

EXTRA MOUNTED BRAKE SYSTEM;
BRAKE SHOES IN WHEEL PLANE

ORIGINALLY REPRODUCED,
THREE-DIMENSIONAL FRAME BODY

FINEST PAINTWORK
AND PRINTING

EXTRA MOUNTED STEPS

INDIVIDUALLY MOUNTED
AXLE BOX COVER

EXTRA MOUNTED BRAKE SYSTEM;
BRAKE SHOES IN WHEEL PLANE

ORIGINALLY REPRODUCED,
THREE-DIMENSIONAL FRAME BODY

FINEST PAINTWORK
AND PRINTING

EXTRA MOUNTED STEPS

INDIVIDUALLY MOUNTED
AXLE BOX COVER

EXTRA MOUNTED BRAKE SYSTEM;
BRAKE SHOES IN WHEEL PLANE

ORIGINALLY REPRODUCED,
THREE-DIMENSIONAL FRAME BODY
Tank Car SCwf “Locataire Naphtachimie” SNCF
Road no. 7573826 [P]
Order no. 49217
DELIVERY DATE: 2ND QUARTER 2017

Tank Car SCwf “Simontra / ESSO” SNCF
Road no. 7596113 [P]
Order no. 49219
AVAILBLE

Tank Car SCwf “Lambiotte” SNCF
Road no. 569543 [P]
Order no. 49229
DELIVERY DATE: 2ND QUARTER 2017

Tank Car Z [P] “Stroh & Co.” ÖBB
Road no. 21 81 001 1 427-9 [P]
Order no. 49226
DELIVERY DATE: 2ND QUARTER 2017

Tank Car Z [P] “Staatsmijen” NS
Road no. 515615 [P]
Order no. 49227
DELIVERY DATE: 2ND QUARTER 2017

Tank Car Z [P] “Nieuwe Matex” NS
Road no. 510128 [P]
Order no. 49228
DELIVERY DATE: 2ND QUARTER 2017

Tank Car R [P] CSD
Road no. B-72249 P
Order no. 48887
DELIVERY DATE: 2ND QUARTER 2017
Covered Freight Car Hbis 297 DB
Road no. 21 80 211 7 994-8

Order no. 48985

Covered Freight Car Hbis 299 “Kaldewei” DB
Road no. 21 80 211 6 534-4

Order no. 48984

Covered Freight Car Hbis “Post” DSB
Road no. 46 86 225 0 440-4

Order no. 48978

Covered Freight Car Hbis „Gösser Bier“ ÖBB
Road no. 21 81 211 6 005-3

Order no. 48983

Covered Freight Car Hbis “Grand Danois” DSB
Road no. 21 86 225 0 209-2

Order no. 48979

DELIVERY DATE: 3RD QUARTER 2017

AVAILABLE

REPLICA OF THE ORIGINAL: F. WILKIE, SLG. S. CARSTENS
Rail Car SS1a DRG  
Road no. Köln 15 582

Order no. 47218  
Suitable load: Marble Block  
Order no. 94702 (see page 75)

Stake Car Rmms FS  
Road no. 31 83 395 9 085-9

Order no. 47114  
Available

Suitable load: Marble Block  
Order no. 94702 (see page 75)

Flat Car Samm-u 453 DB AG  
Road no. 31 80 482 0 026-1

Order no. 47501  
Available

Suitable load: Wooden Box  
Order no. 94701 (see page 75)

Rail Car SS1ma 44 DB  
Road no. 21 80 380 0 416-3

Order no. 47219  
Available

Suitable load: Wooden Box  
Order no. 94701 (see page 75)

Stake Car Rmms TSS  
Road no. 83 54 3959 066-2

Order no. 47115  
Available

Suitable load: Wooden Box  
Order no. 94701 (see page 75)

Flat Car SSla DRG  
Road no. Köl 15 582

Order no. 47218  
Available

Suitable load: Marble Block  
Order no. 94702 (see page 75)

Flat Car Samm-u 453 DB AG  
Road no. 31 80 482 0 026-1

Order no. 47501  
Available

Suitable load: Wooden Box  
Order no. 94701 (see page 75)

Flat Car RRym DR  
Road no. 60-21-35

Order no. 47502  
Available

Suitable load: Wooden Box  
Order no. 94701 (see page 75)
The introduction of welding technology from 1933 onwards increasingly made the Deutsche Reichsbahn (DR) switch to joining the components of their wagons by welding instead of riveting. One of the main advantages of welding technology was the weight saving which could then be used for increasing the cargo weight. In order to respond to the demand for higher speeds in part-load traffic as well, the DR developed the “Gs Oppeln”, starting in 1936. Due to its wheel base of 6000mm, its maximum permissible speed could be fixed at 90 km/h. In addition to the missing junction plates that were made superfluous by the welding technology, this wagon type mainly differed in the pointed truss frame required due to the long wheel base. The increasing need for goods wagons due to the war led to the mass production of the “Gs Oppeln” from 1938 onwards. As a result, about 28,000 wagons without and 6,100 wagons with handbrake were built in the following years. Many of the wagons were equipped with a steam heating or even an electric heating system and could therefore be used as part-load wagons in semi-fast and express trains without any problems. After the end of World War II, the wagons were distributed all over Europe and could be found, for example, in the service of the railway administrations of Austria, Czechoslovakia, Poland or Belgium. The reorganisation of the vehicle numbers of the young Deutsche Bundesbahn in the early fifties of the last century led to the change of “Gs Oppeln” into “Gms 30”. Some of the wagons even came into the EUROP wagon pool, thus serving on an international basis. With the emergence of the first newly built goods wagons at the end of the fifties, a decision was made against an expensive general overhaul of the wagons. When the UIC numbering system was introduced, the existing wagons were re-numbered into “Gms 200”, and some of them survived until 1979.

DELIVERY DATE: 3RD QUARTER 2017
Order no. **47948**

Covered Freight Car Grs DRG
Road no. Oppeln 28 300
DELIVERY DATE: 3RD QUARTER 2017

Order no. **47949**

Covered Freight Car Gms 30 DB / EUROP
Road no. 221 847
DELIVERY DATE: 3RD QUARTER 2017

Order no. **47950**

Covered Freight Car Gms 30 DB / EUROP
Road no. 228 096
DELIVERY DATE: 3RD QUARTER 2017
Covered Freight Car Grs “ALAK” DB (Brit-US-Zone)
Road no. 5088
DELIVERY DATE: 3RD QUARTER 2017

Model: Wheelsets in toe bearing; bogie with three-point support; originally reproduced, three-dimensional frame body; individually mounted axle box cover; brake blocks in wheel plane; extra mounted handrails and steps; extra mounted axle brake frame; extra braking system; perforated coach body supports

Covered Freight Car Gklm 200 DB
Road no. 21 80 145 2 994-3
DELIVERY DATE: 3RD QUARTER 2017

Covered Freight Car Gms ÖBB
Road no. 140 061
DELIVERY DATE: 3RD QUARTER 2017
Order no. 47954

Covered Freight Car Ms DR
Road no. 07-13-17
DELIVERY DATE: 3RD QUARTER 2017

Model: Wheelsets in toe bearing; bogie with three-point support; originally reproduced, three-dimensional frame body; individually mounted axle box cover; brake blocks in wheel plane; extra mounted handrails and steps; extra mounted axle brake frame; extra braking system; perforated coach body supports

Order no. 47955

Covered Freight Car Hkms DR
Road no. 27 50 222 7914-3
DELIVERY DATE: 3RD QUARTER 2017

Order no. 47953

Covered Freight Car Kr SNCF / EUROP
Road no. 7440903
DELIVERY DATE: 3RD QUARTER 2017
Covered Freight Car Grs DRG
Road no. Oppeln 5080

Covered Freight Car Gms 30 "Libella" DB
Road no. 225 466

Covered Freight Car Gmhhs 30 DB
Road no. 224 482

Covered Freight Car Mrhhs DR
Road no. 07-56-71

Covered Freight Car Gms "Anker Brot" ÖBB
Road no. 140 333

Covered Freight Car Gms "PEZ " ÖBB
Road no. 140 477
Covered Freight Car Gms ÖBB
Road no. 140 786

Tank Car K2 “Doornkaat” DRG
Road no. Münster 579 256 [P]

Tank Car K2 “Ovomaltine” SBB
Road no. 32 211 [P]

Covered Freight Car K2 "Maggi" SBB
Road no. 31 112

Covered Freight Car Zr CSD
Road no. 1.35055

Tank Car K2 “Luhns Antuka” DRG
Road no. Wuppertal 544 352 [P]

Tank Car K2 K2 SBB
Road no. 31 117

Covered Freight Car K2 SBB
Road no. 35012

Delivered:

Order no. 47962
ÖBB
DELIVERY DATE: 3RD QUARTER 2017

Order no. 47942
ČSD
DELIVERY DATE: 3RD QUARTER 2017

Order no. 47846
DELIVERY DATE: 3RD QUARTER 2017

Order no. 47850
DELIVERY DATE: 3RD QUARTER 2017

Order no. 47844
Available

Order no. 47848
Available

Order no. 47835
Available

Order no. 47849
Available

Delivery Date: 3rd Quarter 2017

Available

Available
Tariff conditions on the one hand and technical conditions on the other resulted in all State railway administrations developing box cars with almost identical dimensions and payloads. These cars had a 4.5 m wheelbase, a length over buffers of 9.3 m for unbraked cars, a payload of 15 t, later 17 t and a floor area of approx. 21 square metres. This type of freight construction became the most important and most built box car; it originally had the type identifier Gm.

The most common of these State railway cars, which numbered 47,533, were built according to the Prussian style sheet IId8. After the founding of the Deutscher Staatsbahn Wagen Verband (German state railway car federation) DWV in 1909, the federation car construction type A2 was developed from this. From 1911 a phenomenal total of 121,770 units were built, making it the most heavily produced box car. It dominated the image of the German goods trains until the early days of the third era. These cars were scattered all over Europe by two world wars, there were no European railway administrations where this type of car was not used at least temporarily.

**DELIVERY DATE: 1ST QUARTER 2017**

**Order no. 47259**

- Metal wheels
- Extra signal holders
- Separately mounted axle box cover
- Finest paintwork and printing
- Close coupling
- Wheelsets in toe bearing
- Extra mounted steps and handrails in low-material thickness
- Multi-part brake system with brake shoes in wheel plane
- Undercarriage with brake systems

**DELIVERY DATE: 1ST QUARTER 2017**

**Covered Freight Car Hbrs-57 DB**
Road no. 217 087

**Order no. 47260**

**DELIVERY DATE: 1ST QUARTER 2017**

**Covered Freight Car Gms 253 DB**
Road no. 21 80 155 5 584-8

**Order no. 47261**

**DELIVERY DATE: 1ST QUARTER 2017**
Covered Freight Car Gbs 253 DB  
Road no. 21 80 155 5 219-1

Order no. 47262

DELIVERY DATE: 1ST QUARTER 2017

Covered Freight Car Gos 253 DB AG  
Road no. 21 80 141 3 544-4

Order no. 47263

DELIVERY DATE: 1ST QUARTER 2017

Covered Freight Car Gbs 245 DB, set of 2  
Road no. 21 80 152 4 169-6 / 22 80 152 5 820-3

Order no. 47265

DELIVERY DATE: 3RD QUARTER 2017

Covered Freight Car Gos DR  
Road no. 21 50 140 1027-3

Order no. 47266

DELIVERY DATE: 3RD QUARTER 2017

Covered Freight Car Gos-uv 253 "Peugeot Talbot" DB  
Road no. 21 80 141 4 413-1

Order no. 47267

DELIVERY DATE: 3RD QUARTER 2017

Covered Freight Car Gltr 23 "Goggo Motorroller" DB  
Road no. 195 469

Order no. 48712

AVAILABLE

Covered Freight Car Gltrhs 23 "MAN" DB  
Road no. 195 058

Order no. 48718

DELIVERY DATE: 3RD QUARTER 2017
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. With their V2A containers having a capacity of 5 m³, the medium tank wagons of the types Dikr 602 and 603 were solely designed for the transport of food such as edible oils, juices, and wine. However, also sea water and fuel oils have been documented as cargo for these container types.

DELIVERY DATE: 4TH QUARTER 2017

### Container Car BTmms 58 “Von Haus zu Haus” DB, with Dikr 602 „Von Haus zu Haus“

Betriebs-Nr. 020 031

- With 5 containers (Dikr603)
- Model with transition platform or hand-brake platform
- Container removable
- Brake shoes in wheel plane
- Three-point support
- Separately mounted axle brake rod
- Extra mounted steps and brake system
- Finest paintwork and printing
- NEM-standard close coupling
- Originally reproduced, three-dimensional frame body
- Metal frame

### Container Car Lbs 589 DB, with Ddikr603 “Texaco”

Road no. 21 80 411 3 120-0

### Container Car Lbs 589 DB, with Ddikr603 “DEA”

Road no. 21 80 411 3 187-9

**DELIVERY DATE: 4TH QUARTER 2017**
Open “pa” containers were generally used for bulk goods such as sand and coal. Around 5,300 units of the Eoskrt 022 “pa” container were built between 1960 and 1973, thus making it one of the most widespread types. In particular the small urban fuel traders quickly recognised the advantages of the open “pa” containers. Both the cargo handling and the portioning were made significantly easier, and it was possible to cleanly separate different types of coal within a single delivery. In addition to bulk goods that were not sensitive to moisture, the transported goods included bricks, roof tiles, construction and mining timber as well as bulky general cargo that could then be covered with tarpaulins.

DELIVERY DATE: 4TH QUARTER 2017

Order no. 49125

- With 5 containers (Eoskrt 022)
- Model with transition platform or hand-brake platform
- Container removable
- Brake shoes in wheel plane
- Three-point support
- Separately mounted axle brake rod
- Extra mounted steps and brake system
- Finest paintwork and printing
- NEM-standard close coupling
- Originally reproduced, three-dimensional frame body
- Metal frame

Container Car Lbs 589 DB, with Eoskrt022 “Von Haus zu Haus”
Road no. 21 80 411 3 266-1

DELIVERY DATE: 4TH QUARTER 2017

Order no. 49126

- NEM-standard close coupling
- Originally reproduced, three-dimensional frame body
- Metal frame

Container Car Lbs 589 DB, with Eoskrt022 “Von Haus zu Haus”
Road no. 21 80 411 2 248-0

DELIVERY DATE: 4TH QUARTER 2017

Order no. 49127
Container Car Lbs 58 DB, with Ddikr 612 „Erstes Kulmbacher Actienbier“
Road no. 020 024

DELIVERY DATE: 1ST QUARTER 2017

Order no. 49114

Container Car BTmms 58 DB, with Ddikr 612 "Dortmunder Stifts-Bier"
Road no. 020 245

Order no. 49116

DELIVERY DATE: 1ST QUARTER 2017

Open Medium Container Type Eoskrt 022 "Von Haus zu Haus", individual, suitable for Container Car BTmms 58

Order no. 94703

DELIVERY DATE: 4TH QUARTER 2017

Container Car Lbs-58 DB, with Ekrt 212 “Bahlsen”
Road no. 020 144

Order no. 49124

DELIVERY DATE: 4TH QUARTER 2017

Open Medium Container Type Eoskrt 022 "Von Haus zu Haus", individual, suitable for Container Car Lbs-58

Order no. 94704

DELIVERY DATE: 4TH QUARTER 2017
Tank Car Zas „Fazeni“ GATX
Road no. 33 80 7956 518-4

Order no. 48763

Tank Car Zas "Wassertransportwagen" SBB
Road no. 98 85 93-90 001-7

Order no. 48763

Tank Car Zas "Wassertransportwagen" SBB
Road no. 98 85 93-90 002-5

Order no. 48764

Tank Car Uahs-w "Buna" DR
Road no. 31 50 727 0 243-6

Order no. 48766
Tank Car ZZ [P] „VTG“ DB  
Road no. 591 453 [P]

Order no. 48938  
DELIVERY DATE: 2ND QUARTER 2017

Tank Car ZZ [P] „EVA“ DB  
Road no. 539 314 [P]

Order no. 48939  
DELIVERY DATE: 2ND QUARTER 2017

Tank Car ZZ [P] „Dynamit Nobel“ DB  
Road no. 546 098 [P]

Order no. 48914  
DELIVERY DATE: 2ND QUARTER 2017

Tank Car ZZ "Leuna" DR  
Road no. 51-74-83 P

Order no. 48927  
DELIVERY DATE: 2ND QUARTER 2017
Tank Car ZZr DR
Road no. 51-71-36 [P]

Order no. 48932
DELIVERY DATE: 2ND QUARTER 2017

Tank Car Ra CSD
Road no. 558044 [P]

Order no. 48928
DELIVERY DATE: 2ND QUARTER 2017

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

Order no. 48933
DELIVERY DATE: 2ND QUARTER 2017

Covered Freight Car GGhrs DR
Road no. 15-51-71

Order no. 48391
DELIVERY DATE: 3RD QUARTER 2017
WE MAKE SOME OF OUR MODELS SHOW THEIR AGE...

- Limited Edition -

This is another example of our love of detail. Fans of raw realism can enjoy selected BRAWA models with natural-looking signs of ageing. However, they come in strictly limited editions, with each model individually distressed professionally by hand. The airbrushed rust and dirt look incredibly real – for even more satisfaction with a model railway „drawn from life“.

Open Freight Car Om 21 SAAR / EUROP
Road no. 2825

Order no. 48428
AVAILABLE

Open Freight Car Om 21 SAAR / EUROP
Road no. 2125

Order no. 48431
DELIVERY DATE: 2ND QUARTER 2017

Covered Freight Car Kmmks 51 DB
Road no. 360 376

Order no. 48617
AVAILABLE

Covered Freight Car Kmmks 51 DB
Road no. 360 376

Order no. 48622
DELIVERY DATE: 2ND QUARTER 2017

Covered Freight Car Ts 851 DB
Road no. 21 80 570 1 819-2

Order no. 48620
AVAILABLE

Covered Freight Car Ts 851 DB
Road no. 2’ 80 570 1 819-2

Order no. 48623
DELIVERY DATE: 2ND QUARTER 2017
Coal Cars OOtz 23 DB, set of 10
(in the trade stores als separately available)
Road no. 610 097 / 610 102 / 610 111 / 610 126
/ 610 133 / 610 140 / 610 144 / 610 151 / 610 158 / 610 166

Coat Cars OOtz 23 DB, set of 10
(in the trade stores als separately available)
Road no. 610 097 / 610 102 / 610 111 / 610 126
/ 610 133 / 610 140 / 610 144 / 610 151 / 610 158 / 610 166

Order no. 45908
DELIVERY DATE: 1ST QUARTER 2017

Order no. 45909
DELIVERY DATE: 2ND QUARTER 2017

New mould wide angle of reflection (160°),
for perfect illumination of buildings
Ø 1,5 cm, round
Light: warm white
Low power input
Virtually unlimited service life due to
LED technology
With 2 cables
With 2 mounting lug
Individual, packed in bag
DELIVERY DATE: AUTUMN 2017

For loading of BRAWA H0 Freight Cars, e. g.
Rail Car SS1ma, Flat Car Samm, Stake Car Rr,
etc.
Dimensions: 72 x 30 x 27 mm (width x height x depth)
DELIVERY DATE: 2ND QUARTER 2017

Order no. 94700

Order no. 94701

Order no. 94702
Up to the mid-fifties, motor engineering did not make it possible to build a main-line diesel locomotive with only one propulsion system and sufficient power. Consequently, the V200 and V200.1 series were built with two propulsion systems in order to meet their performance requirements. However, the manufacturers worked at full stretch on stronger motors, and already at the end of the decade, a power of 1400kW from one propulsion system was no illusion anymore. Already in 1956, the Krupp company began to develop a medium-duty main-line diesel locomotive with one motor, a steam heating system, and a Vmax of 120 km/h. In 1960, Krupp and Henschel delivered a total of ten pilot-production machines nine of which received the nickname “Lollo” due to their exterior, inspired by Gina Lollobrigida. The tenth locomotive had already a prosaic, much more angular shape and could be produced considerably cheaper and was therefore adopted for the series production. The machines stood the test in goods train service and passenger service and, after extensive testing, they were produced in series from 1964 to 1968. The companies Krupp, Henschel, KHD, Krauss-Maffei, and MaK supplied 214 series locomotives in total. They were used in the entire German Federal Territory, more and more in goods traffic following the delivery of the BR 218 locomotive and the increasing use of the electrical train heating. After the prototype locomotives had been withdrawn by 1984, the removal of the series locomotives started in 1993. More and more railcars were used in passenger service which led to a further elimination of diesel locomotives. Goods traffic declined, and the 232 series came from the East-German Deutsche Reichsbahn (DR). One locomotive of this series often replaced a double traction. By 2004, all 216-series locomotives had been decommissioned; however, many locomotives were taken over by private railway enterprises at home and abroad. In the meantime, some of the locomotives have even returned and are in use in the approximated original state. The DB Museum received the 216 003 locomotive in Lübeck and the 216 067 locomotive in Koblenz.

DELIVERY DATE: 4TH QUARTER 2017

MORE INFORMATION ABOUT THE DIESEL LOCOMOTIVES BR 216 AT:

- New with Next18 interface
- Rear signals
- Illuminated driver’s cab
- Sound
- True-to-original speed
- 5-pole motor
- All axles driven
- Standard shaft to NEM 355
- Finest paintwork and printing
- Front light changes according to direction of travel
- Improved traction
The 216 locomotive series had already reached the end of its useful life in the 90ies. After the split-up of locomotives and employees over the business areas, the 216 was operated by DB Cargo, as the freight traffic division was called at that time. As the management - unlike in former years - pinned their hopes to a rapid implementation of the “corporate identity”, many locomotives of all series were repainted even a few years prior to their decommissioning.

DELIVERY DATE: 4TH QUARTER 2017

After numerous debates, the Deutsche Bundesbahn introduced a new colour scheme to underline its modernity. Whereas there were very innovative ideas among the proposals, underlining the elegance of many railway vehicles, the result was rather modest in the opinion of many experts. „Ocean bluebeige“, as the new creation was called, was the most unpopular colour design among railway enthusiasts and only became a popular subject of photographs towards its foreseeable end.

DELIVERY DATE: 4TH QUARTER 2017

The 216 locomotive series had already reached the end of its useful life in the 90ies. After the split-up of locomotives and employees over the business areas, the 216 was operated by DB Cargo, as the freight traffic division was called at that time. As the management - unlike in former years - pinned their hopes to a rapid implementation of the “corporate identity”, many locomotives of all series were repainted even a few years prior to their decommissioning.

DELIVERY DATE: 4TH QUARTER 2017

DB AG has already started decommissioning the V160/216 locomotives. The former 216 122-2 locomotive, on the other hand, is being used throughout Germany by Wiebe Gleisbau Maschinen GmbH.

DELIVERY DATE: 4TH QUARTER 2017
Diesel Railcar VT171 DR, with panorama windows
Road no. 171 012-8 / 171 812-1

A local traffic legend - known as the Blutblase (blood blister), Ferkeltaxe (piglet taxi) or simply Schienenbus (rail bus). In 1957, VEB Waggonbau Bautzen produced the first prototype of what was to become the universally familiar rail bus. Over the course of the 1960s, it evolved into the undisputed number 1 on side lines of the DR. Thousands commuted daily between their homes and workplaces – using the “Ferkeltaxe”. In 1959, Waggonbau Bautzen unveiled a second test vehicle. Now the rail bus featured a diesel engine that was twice as powerful as the first prototype, at 180 hp. The VT 2.09.1, which was implemented in 1965/69, was distinguished above all by the multiple control system of the basic model. Now it was possible to drive two engines from one driver’s cab.
DELIVERY DATE: 2ND QUARTER 2017

Diesel Railcar VT172 DR
Road no. 172 112-5 / 172 712-2

DELIVERY DATE: 2ND QUARTER 2017
For coupling sand trains for the purpose of restoring the uranium-ore mines in the Ronneburg region, the Wismut AG was still using their V200 which had been directly delivered there in the 70ies. With the increasing age and the removal from service at the DBAG, economic maintenance of this series was no longer ensured. Therefore, three machines of this series were taken over and re-motorised in Cottbus. They have the fleet number V300 001 - 003 and are painted in mint-green/grey.

**DELIVERY DATE: 2ND QUARTER 2017**

Interior fittings; new engine and new transmission; digital versions: decoder and loudspeaker in the engine car; with taillights and headlights; trailer true-to-original only with red taillights.
TWO REASONS TO BE EXCITED: NEW ORIGINALS ON THE HORIZON

For many years now, double-decker trains have successfully formed the backbone of regional traffic. Double-decker trains are the ideal solution, especially on routes with low platform lengths and a high volume of passengers. The tried-and-tested single-wagon concept of the TWINDEXX Vario double-decker fleet is now being supplemented with an electrical railcar. Until today, DB Regio AG has ordered more than 50 of these Railcars in different configurations, as 4-, 5- and 6-unit train versions. Each of these Railcars consist of two Motor cars and two to four middle cars. In Bavaria, the Main-Spessart-Express will operate in total twelve of these Railcars in the 4-Unit version, all of them are going to be based in Würzburg. This railcar can be combined with additional middle wagons depending upon the application and desired capacity. The central buffer coupling enables operation with double traction and, as a result, the implementation of a wing-train concept. The trains are comfortably equipped with generous seat spacing and plenty of storage space. Furthermore, the double-decker individual wagons permit the extension and shortening of the block train and, consequently, an adjustment to fluctuating demand or future development. As a result, they can be utilised for the most diverse of operational applications in both regional traffic.

Base Version N

TWINDEXX Vario® Double-Deck Train DB Regio, 3-unit
Road no. follow
(Content: 2 Railcars 2nd class, 1 Middle Wagon 1st / 2nd class)
Order no. 64500
DELIVERY DATE: 4TH QUARTER 2017

TWINDEXX Vario® Double-Deck Middle Wagon DB Regio
Road no. follow
(Addition to Double-Deck Train 64500)
Order no. 64501
DELIVERY DATE: 4TH QUARTER 2017

Version digital with sound

TWINDEXX Vario® Double-Deck Train DB Regio, 3-unit
Road no. follow
(Content: 2 Railcars 2nd class, 1 Middle Wagon 1st / 2nd class)
Order no. 64502
DELIVERY DATE: 4TH QUARTER 2017

TWINDEXX Vario® Double-Deck Middle Wagon DB Regio
Road no. follow
(Addition to Double-Deck Train 64502)
Order no. 64503
DELIVERY DATE: 4TH QUARTER 2017

Advice: Please note that it is not possible to retrospectively convert the interior lighting (order no. 64500 and 64501). Further information will be provided on the BRAWA website later this year.
For many years now, double-decker trains have successfully formed the backbone of regional traffic. Double-deckers 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® IC 2-Double-Deck Coaches, 3-unit** (Content: 1 Control Car, 2 Middle Wagons 2nd Class), with interior lighting
Road no. 50 80 86-81 873-1 / 50 80 26-81 402-2 / 50 80 26-81 469-1

**TWINDEXX VARIO® IC 2-Double-Deck Middle Wagon 2nd Class** (Addition to 3-unit coaches 64507), with interior lighting
Road no. 50 80 16-81 171-5

**TWINDEXX VARIO® IC 2-Double-Deck Middle Wagon 1st Class**
Road no. 50 80 26-81 468-3

**TWINDEXX VARIO® IC 2-Double-Deck Middle Wagon 2nd Class** (Addition to 3-unit coaches 64507), with interior lighting
Road no. 50 80 26-81 468-3

- Exact scale 1:160
- True-to-original length over buffer
- Structure made of high-quality, impact-resistant plastic
- Metal bottom plate
- Printed window frames
- In-plane assembled windows
- Illuminated destination indicator (digital)
- Lighting with warm white LEDs
- Long-distance headlights (digital)
- True-to-scale details
- Perfectly replicated three-dimensional front
- Finely engraved details
- Finest paintwork and printing
- Illuminated driver’s cab
- With interior fittings, incl. driver’s cab
- NEM-standard close coupling
- Lights change white/red, in the direction of travel
- For digitizing the coaches: function decoder order no. 99821
Tariff conditions on the one hand and technical conditions on the other resulted in all State railway administrations developing box cars with almost identical dimensions and payloads. These cars had a 4.5 m wheelbase, a length over buffers of 9.3 m for unbraked cars, a payload of 15 t, later 17 t and a floor area of approx. 21 square metres. This type of freight construction became the most important and most built box car; it originally had the type identifier Gm. The most common of these State railway cars, which numbered 47,533, were built according to the Prussian style sheet IId8. After the founding of the Deutscher Staatsbahn Wagen Verband (German state railway car federation) DWV in 1909, the federation car construction type A2 was developed from this. From 1911 a phenomenal total of 121,770 units were built, making it the most heavily produced box car. It dominated the image of the German goods trains until the early days of the third era. These cars were scattered all over Europe by two world wars, there were no European railway administrations where this type of car was not used at least temporarily. From 1938 the cars were reinforced in order to absorb the loads due to installation of compressed air brakes and the increased speeds. Diagonal struts were welded into the end panels, the front posts were partly rotated by 90 degrees. The last cars converted in this way were in service until the 1970s; afterwards they migrated into track repair service. Some of these still exist today, partly in museum railways.

DELIVERY DATE: 4TH QUARTER 2017

Covered Freight Car Gos-UV 253 “Peugeot Talbot” DB
Road no. 21 80 141 4 418-8

Covered Freight Car Glmhs 50 DB
Road no. 250 195
Refrigerator Car for bananas Ibbis
Transthermos GmbH / DB
Road no. 01 80 083 4 251-1

Covered Freight Car Gos 245 DB AG
Road no. 21 80 140 6 417-2

Covered Freight Car Glmhs 50 DB
Road no. 203 050 / 206 023 / 203 665

Covered Freight Car Gbs 245 DB
Road no. 11 21 80 152 5 661-1 / 21 80 152 5 154-8 / 21 80 152 7 356-7

DELIVERY DATE: 4TH QUARTER 2017

PICTURE SHOWS H0 MODEL
Tank Car Uahs-w “Buna” DR
Road no. 31 50 727 0 243-6

Tank Car Zas “Fazeni” GATX
Road no. 33 80 7956 518-4

Tank Car Zas “Wassertransportwagen” SBB
Road no. 98 85 93-90 001-7

Tank Car Zas “Wassertransportwagen” SBB
Road no. 98 85 93-90 002-5

Refrigerator Car UIC Standard 1 “Interfrigo” DB
Road no. 01 83 803 5 625-5 [P]

Refrigerator Car UIC Standard 1 lbeqs “Interfrigo” FS
Road no. 01 83 803 5 625-5 [P]
Tank Car ZZ [P] “Gasolin” DB
Road no. 565 228 [P]

Order no. 67072
DELIVERY DATE: 2ND QUARTER 2017

Tank Car ZZ [P] “VTG” DB
Road no. 20 80 077 3 215-8 [P]

Order no. 67073
DELIVERY DATE: 2ND QUARTER 2017

Covered Freight Car Gms 35 “Darmol” DB
Road no. 232 040

Order no. 67312
AVAILABLE

Flat Car Samm-u 453 DB AG
Road no. 31-80 482 0 026-1

Order no. 67012
DELIVERY DATE: 3RD QUARTER 2017

Flat Cars Samm DR, set of 3
Road no. 31-50-486 7317-4 / 31-50-482 0388-1 / 31-50-486 7578-1

Order no. 67011
DELIVERY DATE: 3RD QUARTER 2017

Which new models are in the starting blocks? Are technical innovations in the pipeline? Where can I experience BRAWA live in the near future?

If you wish, you can have the answers to these questions and many more sent to you regularly and free to your door.

Simply subscribe to the free BRAWA newsletter at www.brawa.de and you’ll always know what’s currently happening.

www.brawa.de/newsletter
In 1939/40, the Köln-Deutz (Cologne-Deutz) and Uerdingen wagon factories each constructed a quadruple axle tank wagons in a lightweight design. Directly related to this, Westwaggon also manufactured the prototype of the tub-style tender, with which the war locomotives belonging to the BR 42 and 52 were coupled. The development was primarily driven by the military since it was necessary to transport enormous amounts of crude oil and fuels for replenishment purposes. As was the case with all war designs, the lightweight design was fully utilised in order to maximise the potential of the available steel quota. However, it soon became apparent that this was done to the detriment of the durability. At this point, both manufacturers were developing wagons with self-supporting tanks. Whilst Deutz left it at puffer beams, the Uerdingen design also boasted solebars manufactured from bevelled profiles that were intended to contribute in absorbing longitudinal compression forces. The main data of both versions was identical: The length over buffers amounted to 12.40 m, the bogie pivot distance amounted to 6.80 m and the tank contained 63 m³. As a result of the compact design, this amount lead to axle and metre load problems, meaning that it was not possible to completely fill the tank on all routes. Pressed sheet metal bogies with a 2.00 m wheel base were used as the running gear. The wagons that were built up until 1945 were deployed at “Wifo” (scientific research community) and oil associations in order to supply the German Armed Forces. After 1945, various European companies reproduced the wagons in a more advanced form, as did Tatra in Prague in 1946. In 1955, SEAG supplied almost 500 units of the wagons developed from the Uerdingen design to the United States Transportation Corps (USTC). Due to the war, many wagons were lost or remained in the territories of other European state railways. The wagons located in the catchment area of the western occupation zones made their way to VTG, which emerged from the former “Wifo” in 1951. In addition to this, mineral oil companies deployed further wagons in the form of P wagons and emerged as main tenants of the VTG wagons. The wagons that stayed with DR remained in the inventory of the state railway and were only leased out on a long-term basis, primarily to PCK Schwedt/ Oder in this case. The last wagons were only removed from the inventory in the 1990s and were being used as maintenance cars or station wagons. In this guise, they could still be regularly seen after the turn of the millennium. 

**DELIVERY DATE: 4TH QUARTER 2017**

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**Tank Car ZZ [P] “Wirtschaftliche Forschungsgesellschaft m.b.H. Berlin” DRB**
Road no. 920 152 [P]

In 1939/40, the Köln-Deutz (Cologne-Deutz) and Uerdingen wagon factories each constructed a quadruple axle tank wagons in a lightweight design. Directly related to this, Westwaggon also manufactured the prototype of the tub-style tender, with which the war locomotives belonging to the BR 42 and 52 were coupled. The development was primarily driven by the military since it was necessary to transport enormous amounts of crude oil and fuels for replenishment purposes. As was the case with all war designs, the lightweight design was fully utilised in order to maximise the potential of the available steel quota. However, it soon became apparent that this was done to the detriment of the durability. At this point, both manufacturers were developing wagons with self-supporting tanks. Whilst Deutz left it at puffer beams, the Uerdingen design also boasted solebars manufactured from bevelled profiles that were intended to contribute in absorbing longitudinal compression forces. The main data of both versions was identical: The length over buffers amounted to 12.40 m, the bogie pivot distance amounted to 6.80 m and the tank contained 63 m³. As a result of the compact design, this amount lead to axle and metre load problems, meaning that it was not possible to completely fill the tank on all routes. Pressed sheet metal bogies with a 2.00 m wheel base were used as the running gear. The wagons that were built up until 1945 were deployed at “Wifo” (scientific research community) and oil associations in order to supply the German Armed Forces. After 1945, various European companies reproduced the wagons in a more advanced form, as did Tatra in Prague in 1946. In 1955, SEAG supplied almost 500 units of the wagons developed from the Uerdingen design to the United States Transportation Corps (USTC). Due to the war, many wagons were lost or remained in the territories of other European state railways. The wagons located in the catchment area of the western occupation zones made their way to VTG, which emerged from the former “Wifo” in 1951. In addition to this, mineral oil companies deployed further wagons in the form of P wagons and emerged as main tenants of the VTG wagons. The wagons that stayed with DR remained in the inventory of the state railway and were only leased out on a long-term basis, primarily to PCK Schwedt/ Oder in this case. The last wagons were only removed from the inventory in the 1990s and were being used as maintenance cars or station wagons. In this guise, they could still be regularly seen after the turn of the millennium.

**DELIVERY DATE: 4TH QUARTER 2017**
Tank Car ZZ [P] “VTG” DB
Road no. 596 778 [P]

Tank Car ZZ [P] “BP” DB
Road no. 581 672 [P]

Tank Car ZZ [P] “Esso” DB
Road no. 21 80 005 1 287-9

Tank Car ZZ [P] “IVG” DB
Road no. 5 533 023 [P]

Tank Car ZZ [P] “OMV” ÖBB
Road no. 537 466 P

Tank Car ZZ [P] “OMV” ÖBB
Road no. 537 419 P

Order no. 67701
Order no. 67703
Order no. 67702
Order no. 67704
Order no. 67705
Order no. 67706
Order no. 67708
Order no. 67707

DELIVERY DATE: 4TH QUARTER 2017
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PICTURE SHOWS H0-MODEL
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FREIGHT CARS 87
### Covered Freight Car Gm K.P.E.V.
- **Road no.** Münster 18 621

### Covered Freight Car Gn DRG
- **Road no.** Cassel 78 455

### Covered Freight Car G10 DB
- **Road no.** 141 366

### Covered Freight Car Gk1m 191 DB
- **Road no.** 20 80 112 4 901-7

### Covered Freight Car G DR
- **Road no.** 21 50 112 7020-8

**Order no.**
- **67440**
- **67441**
- **67442**
- **67443**

**DELIVERY DATE:** 4TH QUARTER 2017

**Covered Freight Car Gm K.P.E.V.**
- **Road no.** Münster 18 621
- **Order no.** 67440
- **Price:** 54.9
- **Delivery Date:** 4TH QUARTER 2017

**Covered Freight Car Gn DRG**
- **Road no.** Cassel 78 455
- **Order no.** 67441
- **Price:** 54.9
- **Delivery Date:** 4TH QUARTER 2017

**Covered Freight Car G10 DB**
- **Road no.** 141 366
- **Order no.** 67442
- **Price:** 54.9
- **Delivery Date:** 4TH QUARTER 2017

**Covered Freight Car Gk1m 191 DB**
- **Road no.** 20 80 112 4 901-7
- **Order no.** 67443
- **Price:** 54.9
- **Delivery Date:** 4TH QUARTER 2017

**Covered Freight Car G DR**
- **Road no.** 21 50 112 7020-8
- **Order no.** 67444
- **Price:** 54.9
- **Delivery Date:** 4TH QUARTER 2017
Covered Freight Car G DR
Road no. 05-42-46

Order no. 67434
Available

Covered Freight Car G10 “Südzucker” DB
Road no. 123 672

Order no. 67420
Available

Covered Freight Car G10 “Felix” DB
Road no. 136 351

Order no. 67448
Delivery date: 4th quarter 2017

Covered Freight Car G “DARMOL” DRG
Road no. Stuttgart 513 123 [P]

Order no. 67418
Available

Covered Freight Car G10 “Pattex” DB
Road no. 132 485

Order no. 67423
Delivery date: 4th quarter 2017

Covered Freight Car G “Anker Brot” ÖBB
Road no. 161 643

Order no. 67422
Available
Covered Freight Car Lw SNCF / EUROP
Road no. 7494223

Covered Freight Car Qc GDS
Road no. 122

Covered Freight Car Z CSD
Road no. 1.47307

Tank Car Z [P] "Albizol/Monopolin" DRG
Road no. Berlin 591 326 [P]

Tank Car Z [P] "Alles klar mit Korn" DB
Road no. 21 80 735 5 842-9 P

Order no. 67427
Order no. 67428
Order no. 67439
Order no. 67527
Order no. 67517
Order no. 67524
Order no. 67525

Order no.
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ORDER NO.
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DELIVERY DATE: 2ND QUARTER 2017
DELIVERY DATE: 3RD QUARTER 2017
DELIVERY DATE: 2ND QUARTER 2017
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PICTURE SHOWS H0-MODEL
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PICTURE SHOWS H0-MODEL

FREIGHT CARS

Finest details from every angle
Discover all 360°-views from BRAWA

Available Available Available Available Available Available

DELIVERY DATE: 3RD QUARTER 2017
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DELIVERY DATE: 3RD QUARTER 2017

FREIGHT CARS
Tank Car Z [P] “VTG” DB  
Road no. 23 80 735 0 189-5 [P]  

Tank Car SCwf “Ugilor” SNCF  
Road no. 571 865 [P]  

Tank Car Z [P] “Zoutindustrie” NS  
Road no. 530 712 [P]  

Tank Car Z [P] “Nieuwe Matex” NS  
Road no. 510 129 [P]  

Tank Car Z [P] “Stroh & Co.” ÖBB  
Road no. 21 81 001 1 427-9 [P]  

Tank Car ZE “J.A.F.” DSB  
Road no. 503 295 [P]  

1. Brake shoes in wheel plane  
2. Extra walkway on the boiler  
3. Finest paintwork and printing  
4. Separately mounted buffers  
5. Originally reproduced, three-dimensional frame body
ALWAYS ONE STOP AHEAD
BRAWA OFFERS WORKSHOP VIDEOS VIA AN OWN CHANNEL ON YOUTUBE

A new service from BRAWA is our own YouTube channel. In our workshop videos, we present new models and functions – for instance the diesel locomotive V 100 in H0 gauge with driven fan and electronic coupling. As an example, the TRAXX diesel locomotive video shows you the excellent slow driving properties of the H0 model and presents product details such as the interference-free 16-bit sound or the extensive lighting functions. It’s worth taking a look, because we constantly update our BRAWA YouTube channel. Even before new models are delivered to specialist dealers, you can get an initial impression of the numerous details that distinguish our products here.

BRAWA ALSO SHOWS OFF THE BEST SIDE OF ITS MODELS ONLINE
FINEST DETAILS FROM EVERY ANGLE

It goes without saying that you can experience our attention to detail online, 24 hours a day. For this purpose, we have integrated the 360 degree view on our website for instance: You can rotate numerous locomotives and wagons around their own axes at the click of a mouse button. In doing so, you can individually control how quickly the model rotates by using the slide control, thus being able to have a good look at all details at your leisure. But that’s not all that awaits you at www.brawa.de. Simply come back from time to time, we’ll keep you up to date!
CUTS WAITING TIME.
THE BRAWA NEWS EXPRESS

SUPPLEMENTARY PUBLICATIONS

In order to inform you even faster on novelties and to shorten the waiting time, The News Express will be published up to three times a year in the future. It will also introduce models that you won’t find in the new items brochure and these models will be available at short notice. So look forward to The News Express! It will be available at trade fairs and in specialised trade shops, and will be sent out by mail or e-mail.

The first issue appears already in the spring 2017 - you may be curious!

AUTOMATIVALLY RECEIVE
NEWS FROM BRAWA

ALWAYS UP-TO-DATE

Which new models are in the starting blocks?
Are technical innovations in the pipeline? Where can I experience BRAWA live in the near future?
The fastest way to receive information is to subscribe to our free BRAWA e-newsletter. It provides regular reports of the current happenings at BRAWA - from new products to current events and interesting workshops reports. With the e-newsletter, you’ll become a BRAWA insider as, here, you will receive the latest news prior to publication on our website.
To coincide with its anniversary year, BRAWA is releasing a total of 7 exclusive series models in the H0 and N gauges at the Nuremberg Toy Fair, all in strictly limited editions. The wagons with advertising panels can be exclusively ordered from BRAWA specialist dealers during the 2017 Toy Fair.

So contact your BRAWA specialist dealer as quickly as possible to secure your own model now.

**EXCLUSIVE LIMITED EDITION MODELS 2017**

**SECURE YOUR PERSONAL MODELS AS QUICKLY AS POSSIBLE!**

"Technical History", set of 10*

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<td>Order no. 47967</td>
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Order no. 49706

Covered Freight Car G10 „Maschinenfabrik Esslingen“ K.W.S.E., Ep. I
Order no. 49707

Covered Freight Car G10 „Henschel“ DRG, Ep. II
Order no. 49708

Covered Freight Car G10 „BMAG“ DRG, Ep. II
Order no. 49709

Covered Freight Car G10 „Krupp“ DB, Ep. III
Order no. 49710

**Tank Cars**, set of 4*

**BASF**
Order no. 47400

**GATX**
Tank Car Zas GATX, Ep. V
Order no. 48765

**DEA**
Order no. 48931

**Eva**
Order no. 49230

**Economic Miracle**, set of 4*

**OSRAM**
Covered Freight Car Gms 30 „Osram“ DB, Ep. III
Order no. 47963

**Erdal**
Covered Freight Car Gms 30 „Erdal“ DB, Ep. III
Order no. 47964

**Magirus Deutz**
Covered Freight Car G10 „Magirus Deutz“ DB, Ep. III
Order no. 48715

**VIVIL**
Covered Freight Car G10 „Vivil“ DB, Ep. III
Order no. 49096

DELIVERY DATE: 4TH QUARTER 2017
**“Chocolates”, set of 4**

- **Covered Freight Car Bay, Milchwagen „Ritter Sport“ DB, Ep. III**
  - Order no. **48657**

- **Covered Freight Car Bay, Milchwagen „Sarotti“ DB, Ep. II**
  - Order no. **48658**

- **Covered Freight Car Bay, Milchwagen „Eszet“ DB, Ep. III**
  - Order no. **48659**

- **Covered Freight Car Bay, Milchwagen „Stollwerck“ DB, Ep. II**
  - Order no. **48660**

**“Brands of the GDR”, set of 4**

- **Covered Freight Car Hkms „Fewa“ DR, Ep. IV**
  - Order no. **47965**

- **Covered Freight Car Gag-v „IFA“ DR, Ep. IV**
  - Order no. **48390**

- **Tank Car Ula „Bautzener Senf“ DR, Ep. IV**
  - Order no. **48767**

- **Covered Freight Car G10 „Kathi“ DR, Ep. III**
  - Order no. **49702**

**“Tank Cars”, set of 4**

- **BASF**
    - Order no. **67071**

- **GATX**
  - Tank Car Zas GATX, Ep. V
    - Order no. **67248**

- **DEA**
  - Tank Car ZZ [P] „DEA“ DB, Ep. IV
    - Order no. **67710**

- **EVA**
    - Order no. **67520**

**“Economic Miracle”, set of 4**

- **Covered Freight Car Gms 35 „Osram“ DB, Ep. III**
  - Order no. **67314**

- **Covered Freight Car Gms 35 „Erdal“ DB, Ep. III**
  - Order no. **67315**

- **Covered Freight Car G10 „Magirus Deutz“ DB, Ep. III**
  - Order no. **67446**

- **Covered Freight Car G10 „Vivil“ DB, Ep. III**
  - Order no. **67447**

* For specialist dealers only available as set.
Delivery dates: see BRAWA-Website
OUR ATTENTION TO DETAIL
IS ALSO VALID IN SERVICE

Your concern is always important to us. This is why our hotline is available to you at any time during our business hours.
Your concern will be taken care of personally, flexibly, and proficiently. You can also find the right answer to many frequently asked questions on our website on a 24/7 basis.

www.brawa.de/faq

QUESTIONS RELATING TO DIGITAL TECHNOLOGY

Is it possible to digitise BRAWA locomotives at a later date?
All H0 locomotives, except the BRAWA basic variants, have standardised interfaces. They can therefore be upgraded easily using a commercially available decoder.

Which digital systems are supported by the BRAWA decoder?
We support DCC, Motorola, and Selectrix.*

Which decoders are used by BRAWA for locomotives?
We use decoders from Doehler & Haass that are tuned to our models in each case. With their Super-Soft-Drive engine control systems, they ensure perfect running characteristics. These electronic components which are completely developed and produced in Germany are now available from specialist BRAWA retailers.

How can I get an instruction manual?
The instruction manuals for our models are enclosed with the respective product packing. If you have misplaced or lost your instruction manual you can find a corresponding PDF document for any model on our website. For this purpose, please visit the respective product page. You may also search directly for the appropriate PDF file by entering the item number under Download/Manuals.

How can I get genuine BRAWA spare parts?
You may order spare parts via your specialist dealer or make your enquiry directly with BRAWA. A detailed spare parts sheet is enclosed with each packing. This sheet can be used to order the desired spare parts. Please note that only the items listed are available as spare parts. If spare parts are ordered via BRAWA we will deliver free domicile within Germany. Please note that we will charge a flat-rate processing fee of EUR 5.00.

QUESTIONS RELATING TO THE SERVICE

Can I send my locomotive to BRAWA for repair?
You are welcome to send your model directly to BRAWA for repair. We carry out all repairs in-house – with love, know-how, and speedily – so that you get back your precious piece very soon.
EXPERIENCE BRAWA LIVE
TRADE FAIRS AND EVENTS

Experience new products, classic models and the people behind them live at trade fairs and events. Visit us at several model-making and model railway fairs in Germany. Additionally our specialized dealers in Germany invite you to the BRAWA expert days.

Check our website for dates and addresses.

www.brawa.de/en/fairs

THE SYMBOLS AND THEIR MEANING

- **Era designation**
- **Min. 360**
- **Navigable minimum radius in mm**
- **Locomotive has flywheel drive**
- **The model has spring buffers**
- **Direct current Analog**
- **Can be switched over to overhead line operation**
- **Double headlights alternating with the direction of travel**
- **AC pick-up can be retrofitted (e.g. BRAWA product code 2180)**
- **Direct current Analog BASIC**
- **NEM 651 interface**
- **Double headlights and one red taillight alternating with the direction of travel**
- **AC pick-up can be retrofitted (e.g. BRAWA product code 2220)**
- **Alternating current Analog BASIC**
- **NEM 652 interface**
- **Triple headlights alternating with the direction of travel**
- **Integrated sound**
- **Alternating current Digital**
- **Interface with soldering points**
- **Triple headlights and two red taillights alternating with the direction of travel**
- **Prepared for sound**
- **Alternating current Digital EXTRA**
- **Next 1B interface**
- **Two red taillights**
- **Vehicle predominantly in metal**
- **Direct current Digital**
- **21-pole interface**
- **With interior lighting**
- **Logo of the railway company (e.g. DRG)**
- **Direct current Digital BASIC**
- **PluX22 interface**
- **Interior lighting can be retrofitted (e.g. BRAWA product code 2200)**
- **Digital Coupling**
- **Direct current Digital EXTRA**
- **Number of wheels with friction tyres**
- **With interior fittings**
- **Functional, switchable fan**
- **Decoder Doehler & Haass**
- **Locomotive has a smoke generator**
- **The model has a coupler pocket but no short coupling cinematic**
- **Energy Storage**
- **With interior fittings**
- **The model has a coupler pocket and short coupling cinematic**
- **Length over buffer in mm**
- **Locomotive is prepared for the installation of a smoke generator (e.g. Selthe No. 20)**
- **The model has a coupler pocket but no short coupling cinematic**

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

MILESTONE IN ELECTRIC LOCOMOTIVE:
THE ELECTRIC LOCOMOTIVE E 44 DB FROM BRAWA

BRAWA Artur Braun Modellspielwarenfabrik GmbH & Co. KG
Uferstr. 26-30  73630 Remshalden
Hotline: Monday – Thursday: 1 p.m. to 3 p.m. Phone +49 7151 97935-68
Fax +49 7151 74662 info@brawa.de www.brawa.de

A PASSION FOR DETAIL