



# NEW ITEMS 2016

LOCOMOTIVES AND WAGONS IN GAUGE 0, H0 AND N

**BRAWA**  
A PASSION FOR DETAIL





## WHEN TRADITION IS EXTRA SPECIAL

65 YEARS OF BRAWA  
AT THE INTERNATIONAL TOY FAIR

Welcome to the BRAWA New Items brochure which is linked to a very special anniversary this year. BRAWA first appeared as an exhibitor at the International Toy Fair in Nuremberg in 1951 and this year marks the 65th anniversary of this wonderful tradition.

Continuing the theme of tradition, this year's New Items brochure will once again showcase a range of new models with lovingly-designed details which will ensure plenty of faithfulness to the original on your model railway system. Over 84 pages, we will present you with approx. 200 new models in three gauge sizes including new designs such as the 425 electric railcars and the H0 gauge B3yg passenger carriages.

We will also be launching various strictly limited edition models to celebrate our trade fair anniversary. Particular highlights here include the goods locomotive G 7.1 from the Deutsche Reichsbahn-Gesellschaft railway company in the H0 gauge and the perfectly matching Deutsche Reichsbahn-Gesellschaft railway company Otw coal car in a 10 car set. Both the goods locomotive and the coal cars are individually coated by hand and therefore offer the highest possible of driving fun that is faithful to the original.

A passion for detail - we hope you enjoy discovering our most wonderful tradition.

Günter Braun  
Managing Director

Katrin Braun  
Managing Director



**04 GAUGE O**  
04 Freight Cars



**70 GAUGE N**  
68 Diesel Locomotives  
70 Electric Locomotives  
71 Passenger Coaches  
71 Freight Cars



**08 GAUGE H0**  
08 Steam Locomotives  
09 Electric Locomotives  
12 Diesel Locomotives  
16 Railcars  
22 Passenger Coaches  
36 Freight Cars

**80 EXCLUSIVE MODELS**



**spielwarenmesse®**

1952 – 2016  
BRAWA at the International Toy Fair

1952



Artur Braun takes part in the  
Nuremberg Toy Fair for the first time

1955



Presentation of the first  
cable railway in the H0 gauge

1957



Minister for Economic Affairs,  
Ludwig Erhardt, visiting the trade fair booth

1963



First trade fair appearance under  
the new BRAWA company name



spielwarenmesse®



# TWO REASONS TO CELEBRATE

LIMITED EDITION FOR  
BRAWA'S 65TH TOY FAIR ANNIVERSARY

This year marks Brawa's 65th appearance as an exhibitor at the International Toy Fair in Nuremberg. To mark this trade fair anniversary, BRAWA will launch the coated models of the goods locomotive G 7.1 from the Deutsche Reichsbahn-Gesellschaft railway company as well as the perfectly matching Deutsche Reichsbahn-Gesellschaft railway company Otw coal car in a 10 car set. Each model will be individually

distressed professionally by hand. The airbrushed rust and dirt look incredibly real – for even more satisfaction with a model railway „drawn from life“. Both the goods locomotive as well as the wagon set will only be available as a limited edition at the 2016 International Toy Fair in Nuremberg. **So speak with your BRAWA specialist dealer as quickly as possible to secure your own model now.**



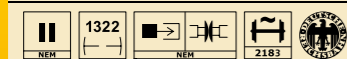
LIMITED  
PATINIERT  
WEATHERED  
EDITION



### Coal Cars Otw DRG, set of 10

(In the trade stores also separately available)  
Road no. Mainz 111 / 242 / 316 / 489 / 550 / 673 /  
792 / 865 / 1001 / 1198

- Multipart, filigree axle bearings
- Body in die-cast zinc
- Finest paintwork and printing
- Separately mounted coach body supports
- Finest metal spoked wheels
- Individually distressed professionally by hand



DELIVERY DATE: APRIL 2016



### Freight Locomotive G 7.1 DRG

Road no. 55 038

- Digital version with glowing of the ash container
- Movable valve gear inside the frame
- Boiler, locomotive chassis and tender box 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
- Individually distressed professionally by hand
- And much more



DELIVERY DATE: APRIL 2016



1970



The product range now consists of approximately 400 products

1982



With its lights, BRAWA sets new standards for technical perfection

1993



With the DR 119, BRAWA presents the first diesel locomotive in H0

1996



BRAWA presents a model from the DR 242 range, the first electric locomotive in the H0 gauge

1998



With the T3 in H0, BRAWA offers a steam locomotive for the first time

2013



On the company's 65th anniversary, BRAWA presents the first vehicle in 0

2016



BRAWA presents its innovations at the Toy Fair for the 65th time



spielwarenmesse®

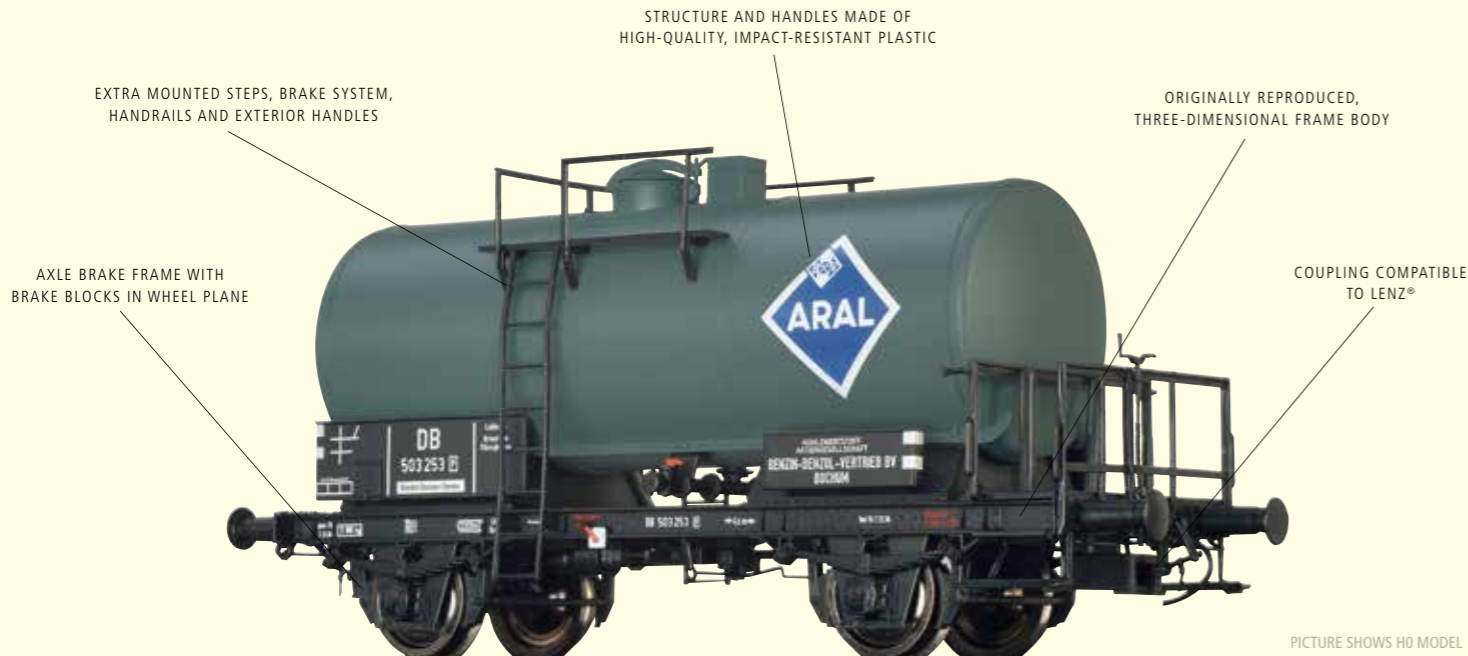
HO

HO



## A CLASSIC OF FUEL SUPPLY. WITH SUPER DETAILS

### TANK CAR 2-AXLE "ARAL" DB



PICTURE SHOWS H0 MODEL

#### Tank Car 2-axle "Aral" DB Road no. 503 253 [P]



In the mid 30ies, the progress in lightweight construction led to new generations in wagon building in rapid succession. The introduction of welded tanks allowed weight savings, the benefit of which was increased cargo weight. Consequently, the wheel base of the classical two-axle tank wagon design was increased from 4.00 m to 4.50 m starting at the end of the thirties. The running gear corresponded to the design which was simultaneously developed for the welded DR wagon, and was conspicuous by its long suspension springs for smooth running, even at higher velocities. The resulting design was built by many European wagon factories in very large numbers until 1943 – alone MAN, although no classical tank wagon manufacturer, delivered 2250 units. In addition to a few private owners, the sham firms and camouflage organisations of the German Reich were predominantly supplied as part of the war preparations.

These included the "Wissenschaftliche Forschungsgemeinschaft" ("Wifo") and various "oil associations" ("Oelvereine"). In another case, the wagon user was more clearly identified by the name "Wilhelmshaven Naval Dockyard"; these wagons were used for the fuel supply of the submarine fleet. In the aggregate, far more than 10,000 units of these wagons with tanks of 20 m<sup>3</sup>, 22 m<sup>3</sup> and 26.5 m<sup>3</sup> were probably built. After the war, they were scattered all over Europe and, as a result, came into the possession of many mineral oil industry companies as private wagons. In addition to the classical grey-and-black paint coats, many wagons were given conspicuous advertising paint coats from white and yellow (Mobil) up to green and blue (Texaco / Aral). The last wagons were still being used in 1989 in the fleet of the GDR's Deutsche Reichsbahn.

DELIVERY DATE: 2ND QUARTER 2016

Order no. 37258



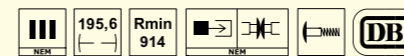
- Axle brake frame with brake blocks in wheel plane
- Structure and handles made of high-quality, impact-resistant plastic
- Extra mounted steps, handrails, exterior handles, brake system and axle brake rod
- Spring buffers
- Engraved and separately mounted toe bearing
- Coupling compatible to Lenz®
- Short-coupling kinematics

- Originally reproduced, three-dimensional frame body
- Metal wheels, with inside contours
- Metal exterior handles



PICTURE SHOWS H0 MODEL

Order no. 37257



#### Tank Car 2-axle "VTG" DB Road no. 589 610 [P]

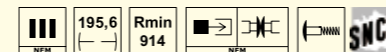
The VTG in Hamburg is one of the largest car rental companies in Europe and specialises particularly in the transport of fluids. 2-axle tank cars also belonged to the stock of this company and were rented to customers of the chemical industry.

DELIVERY DATE: 2ND QUARTER 2016



PICTURE SHOWS H0 MODEL

Order no. 37261



#### Tank Car 2-axle "Locamat" SNCF Road no. 7566180 [P]

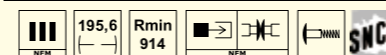
Locamat is a Belgian company specialised in the leasing of industrial plants. Historical recordings showed that this included railway wagons in early years. Locamat has also placed former German war tank wagons in the SNCF fleet.

DELIVERY DATE: 2ND QUARTER 2016



PICTURE SHOWS H0 MODEL

Order no. 37262

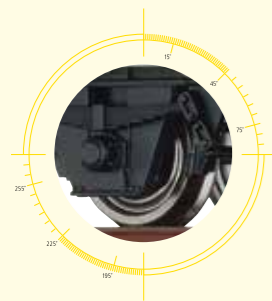


#### Tank Car 2-axle "Paul Millet" SNCF Road no. 7563225 [P]

In 1898, Paul Millet purchased the first wine barrel wagon in order to lease it. Business developed successfully and the rolling stock grew. The company suffered a setback due to the First World War and the partial destruction of the rolling stock. In 1929, the company was supplemented by a wagon factory in Königshoffen. Following the Second World War, many former German tank wagons were also part of the inventory. In 1980, the company had 280 wagons in service. A massive expansion followed in subsequent years resulting in the inventory doubling in size between 1993 (1000 wagons) and 2001. Today, Millet tank wagons can be seen in operation in close proximity to many refineries.

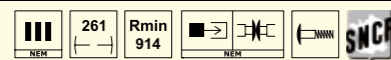
DELIVERY DATE: 2ND QUARTER 2016





PICTURE SHOWS HO MODEL

Order no. **37214**



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

**Refrigerator Car UIC Standard 1  
"Evian" SNCF**

Road no. 506 011 [P]

DELIVERY DATE: 2ND QUARTER 2016



DEVIATING ROAD NO.

Order no. **37215**



**Refrigerator Car UIC Standard 1  
"STEF" SNCF**

Road no. 525 289 [P]

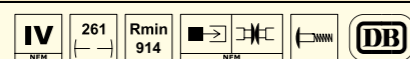
The International Union of Railways (UIC) included two refrigerated cars in its proposals for standardised models. The national railway in Greece, Morocco, Italy, Switzerland, France, the Netherlands and Belgium purchased ST. 1 refrigerated cars.

DELIVERY DATE: 2ND QUARTER 2016



PICTURE SHOWS HO MODEL

Order no. **37218**



**Refrigerator Car UIC Standard 1  
"Dole" DB**

Road no. 11 80 083 0 026-1 [P]

It is still true today that more units of the UIC Standard 1 (St. 1) were produced than any other make of refrigeration cars. It is mainly used to transport fruit, vegetables, meat and fish. In addition to the state railways, many private companies also owned these vehicles.

DELIVERY DATE: 2ND QUARTER 2016





**Electric Locomotive Ae 477**  
**Lokoop Orient-Express**  
 Road no. 477 905-4

The nostalgic Orient Express was operated by the Schweizer Mittel Thurgau rail company (MThB). When the nostalgic Orient Express was driven under the contact wire, it was often connected to a locomotive which was painted in the special night blue colour of the Orient Express. This was a locomotive of the series Ae 477, a former E 42 of the DR. In 1994, 12 of the E 42 were sold to Switzerland.  
 DELIVERY DATE: 3RD QUARTER 2016



Order no. <b>43098</b>	Analog	Order no. <b>43099</b>	Digital
Order no. <b>43100</b>	Digital	Order no. <b>43101</b>	Digital

IV 187,6 Rmin 360 21 2 )

**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; fully functional pantograph

**Electric Locomotive BR 211 DR**  
 Road no. 211 048-4

The "Holzroller", as the electric locomotives of Class E 11/E 42 were also nicknamed, were supplied to the Deutsche Reichsbahn by VEB Lokomotivbau-Elektrotechnische Werke "Hans Beimler" in Henningsdorf from 1961 onwards. After 1970 the locomotives were then re-designated according to the valid regulations as Class 211/242 and for a long time they were the backbone of electric train transport at the DR.  
 DELIVERY DATE: 3RD QUARTER 2016



Order no. <b>43102</b>	Analog	Order no. <b>43103</b>	Digital
Order no. <b>43104</b>	Digital	Order no. <b>43105</b>	Digital

IV 187,6 Rmin 360 21 2 )

**TRAXX Electric Locomotive**  
**BR 484 SBB Cargo**  
 Road no. Re 484.007 SR

At the beginning of 2006, SBB Cargo ordered 15 locomotives from Bombardier, the AC 2 variant of the TRAXX family which is classified as the Re 482.2 in Switzerland. The locomotives registered for Germany, Austria and Switzerland are not only used in transit traffic; they can now be encountered throughout Germany. With a total of 71 locomotives of the TRAXX family, SBB has the largest inventory of TRAXX locomotives at a state-owned railway outside of Germany.  
 DELIVERY DATE: 3RD QUARTER 2016



Order no. <b>43982</b>	Analog BASIC	Order no. <b>43984</b>	Analog BASIC+	Order no. <b>43986</b>	Digital EXTRA
		Order no. <b>43985</b>	Digital BASIC+	Order no. <b>43987</b>	Digital EXTRA

VI 217,2 Rmin 360 PluX 22 2 )

**TRAXX Electric Locomotive**  
**BR 146 DB AG**  
 Road no. 146 572-3

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. 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. Bombardier has globally produced over 1500 units of this highly successful TRAXX family.  
 DELIVERY DATE: 3RD QUARTER 2016



Order no. <b>43976</b>	Analog BASIC	Order no. <b>43978</b>	Analog BASIC+	Order no. <b>43980</b>	Digital EXTRA
		Order no. <b>43979</b>	Digital BASIC+	Order no. <b>43981</b>	Digital EXTRA

VI 217,2 Rmin 360 PluX 22 2 )

**Recommended products:** Suitable for TWINDEXX Vario IC-Doppelstockwagen DB AG (order-no. 44504), see page 24

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

		BASIC	BASIC+	EXTRA	
Order numbers	Ep.	Analog Basic =	Analog BASIC+ =	Digital BASIC+ ~	Digital EXTRA =
TRAXX Electric Loc. BR 146 DB AG	VI	Order-no. <b>43976</b>	Order-no. <b>43978</b>	Order-no. <b>43979</b>	Order-no. <b>43980</b>
TRAXX Electric Loc. BR 484 SBB Cargo	VI	Order-no. <b>43982</b>	Order-no. <b>43984</b>	Order-no. <b>43985</b>	Order-no. <b>43986</b>
Technical functions		Analog Basic =	Analog BASIC+ =	Digital BASIC+ ~	Digital EXTRA =
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			PluX22	PluX22	PluX22
Decoder				+	+
Sound					+
Additional information		Cannot be digitized	<ul style="list-style-type: none"> <li>Optimised light control for driving and shunting modes</li> <li>Subsequent conversion from analog to digital via PluX22 interface possible</li> <li>Easy decoder installation without extensive reprogramming; all significant values for the control of the light for instance can be found on the main circuit board and do not depend on the installed decoder</li> </ul>	<ul style="list-style-type: none"> <li>Optimised light control for driving and shunting modes</li> <li>Compatible with and programmable in all common digital systems (DCC, Motorola, SX1 and SX2)</li> </ul>	<ul style="list-style-type: none"> <li>Optimised light control for driving and shunting modes</li> <li>Latest sound technology and excellent sound quality</li> <li>Compatible with and programmable in all common digital systems (DCC, Motorola, SX1 and SX2)</li> <li>Improved motor and load control</li> </ul>

<sup>1)</sup> Function only available in digital mode

For the TRAXX diesel and electric locomotives in H0 gauge, 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 Mfx operation
- The technical components are developed and manufactured exclusively in Germany.



**Diesel Locomotive V 100.10 DB**  
Road no. V100 1008

With the adoption of the 1955 diesel locomotive type program, the foundation for a success story was laid at the Deutsche Bundesbahn (DB) [German Federal Railway] which, to some extent, continues to the present day. The decision was made to develop a diesel locomotive for the secondary railway service with an engine output of between 1,000 and 1,200 HP, the V 100 series. By 1957, this resulting catalogue of requirements thus lead to a largely completed construction of which the Deutsche Bundesbahn ordered six trial locomotives. With the V 100 000, the first of 744 manufactured locomotives of the V 100 series left the MaK factory halls in Kiel in March 1958. Like no other locomotive series, it embodied the structural change on the railway that was inevitably coming.  
DELIVERY DATE: 4TH QUARTER 2016



Order no. <b>42856</b>	Analog BASIC+	Order no. <b>42858</b>	Digital EXTRA	Digital Coupling	
Order no. <b>42857</b>	Digital BASIC+	Order no. <b>42859</b>	Digital EXTRA	Digital Coupling	
III	139,1	Rmin 360	PluX 22	2 )	DB



Order no. <b>42844</b>	Analog BASIC+	Order no. <b>42846</b>	Digital EXTRA	Digital Coupling	PluX 22	DB
Order no. <b>42845</b>	Digital BASIC+	Order no. <b>42847</b>	Digital EXTRA	Digital Coupling	PluX 22	DB
IV	141,4	Rmin 360	2 )	DB		

**Diesel Locomotive BR 212 DB**  
Road no. 212 311-5

AVAILABLE



Order no. <b>42840</b>	Analog BASIC+	Order no. <b>42842</b>	Digital EXTRA	Digital Coupling	PluX 22	DB
Order no. <b>42841</b>	Digital BASIC+	Order no. <b>42843</b>	Digital EXTRA	Digital Coupling	PluX 22	DB
III	141,4	Rmin 360	2 )	DB		

**Diesel Locomotive V 100.23 DB**  
Road no. V100 2334

AVAILABLE

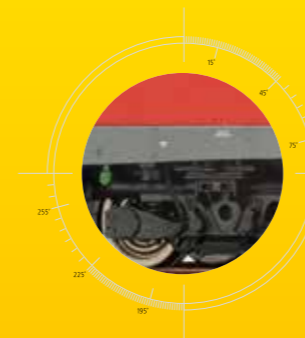
**Model:** V 100 Locomotive for lines with steep gradients, all specific details taken in consideration



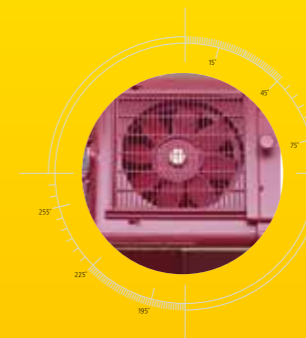
Order no. <b>42848</b>	Analog BASIC+	Order no. <b>42850</b>	Digital EXTRA	Digital Coupling	PluX 22	DB
Order no. <b>42849</b>	Digital BASIC+	Order no. <b>42851</b>	Digital EXTRA	Digital Coupling	PluX 22	DB
IV	139,1	Rmin 360	2 )	DB		

**Diesel Locomotive BR 211 DB**  
Road no. 211 259-7

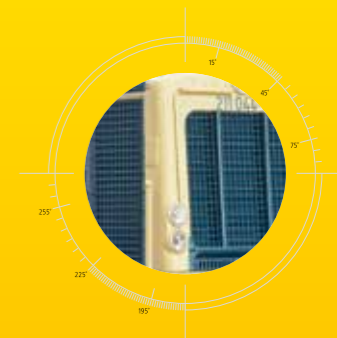
The diverse applicability of all three subtypes ensured that the V 100 was widely distributed throughout Germany and kept many less frequented secondary railways alive. Approximately a third of all V 100 locomotives were equipped with a push-pull train control and multitraction control ex works in order to do away with the time-intensive shunting in train stations where it was necessary to turn the train around. The first large quantities of the BR 211 were only withdrawn from service at the end of the 1980s. A reasonably large amount were sold on to other railway companies abroad. Thanks to their reliability and robustness in particular, there are still a few locomotives in operation today after approximately 50 years of operation and are largely being used by private railway companies in Germany.  
AVAILABLE



- 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

It is possible to retrospectively convert the model from analog to digital via a 21-pin NEM interface (only sound functions). Please note that it is not possible to retrospectively convert the digital remotecontrol coupling, the driven fan or the additional light functions.







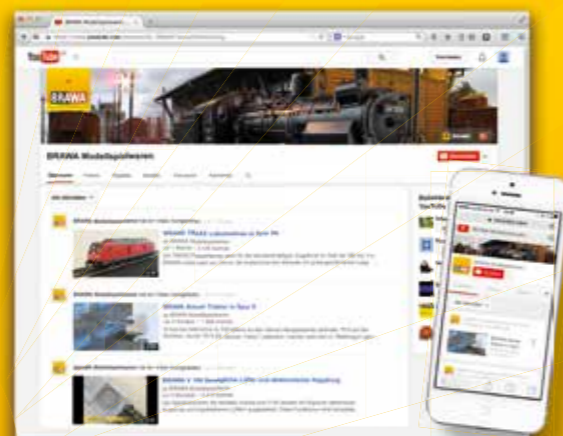
## ALWAYS ONE STOP AHEAD

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 – from turning up the high-beam lights to the true-to-life driver's cab lighting, right up to the faithfully reproduced illuminated train destination display. 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.



Simply scan the QR code to access the BRAWA YouTube channel on your tablet or smartphone.



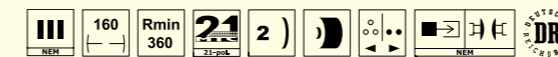
BRAWA YOUTUBE-CHANNEL

DEVIATING ROAD NO.



Order no. <b>41280</b>	Analog		Order no. <b>41281</b>	Digital	
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Order no. <b>41282</b>	Digital		Order no. <b>41283</b>	Digital	
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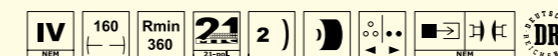


**Model:** 21-pole interface; true-to-scale fan-grill; free-standing handrails; prepared for sound or with built-in sound; metal transmission; LED lighting; precise printing; multipart bogie; true-to-scale engravings and details



Order no. <b>41276</b>	Analog		Order no. <b>41277</b>	Digital	
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Order no. <b>41278</b>	Digital		Order no. <b>41279</b>	Digital	
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### Diesel Locomotive V 100 DR Road no. V100 016

Shortly after LKM Babelsberg had delivered the two prototypes of the new BR V 100, the government of the GDR decided to stop building locomotives here. Now only the "VEB Lokomotivbau-Elektrotechnische Werke Hans Beimler" was responsible for supplying new traction vehicles. Following the experience with V 100 001 and 002, a third prototype was produced there, which proved itself in trial runs. Therefore the first serial engines were delivered to the DR in 1967.

DELIVERY DATE: 3RD QUARTER 2016

### Diesel Locomotive BR 108 DR Road no. 108 036-5

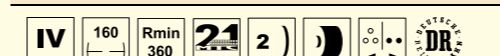
Although LEW (Lokomotivbau – Elektrotechnische Werke Hennigsdorf) offered the V 100.4 as a V 100 version that was specifically suited for shunting operations with a max. speed of only 65 km/h and without train heating, the DR (Deutsche Reichsbahn of the former German Democratic Republic) made several own tests in this direction. To improve the visibility during shunting operations, they received conspicuous orange-coloured contrast areas. While already initially designated high-handedly as 108 001 and 108 002, they were in deed re-labelled at a later time – though while keeping their old fleet numbers.

DELIVERY DATE: 3RD QUARTER 2016

DEVIATING ROAD NO.



Order no. <b>41274</b>	Analog		Order no. <b>41275</b>	Digital	
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**Model:** Narrow gauge (H0m/e); H0m bogies, axles for H0e attached

### Diesel Locomotive BR 199 DR Road no. 199 872-3

The increasing proneness to faults of the newly built locomotives of the BR 99.72 and the completely wornout state of the Mallet locomotives of the BR 99.59 gave rise to the decision in the 1980s to convert the narrow gauge lines in the Harz region to diesel engines. To keep costs down, it was decided to equip standard gauge locomotives of the BR 110 with new bogies. In 1988 and 1989, the two prototypes 199 863 and 199 871 were delivered, which proved themselves very successfully in operation but were naturally unpopular with railway enthusiasts. Freight traffic, which was in decline after reunification and reduced business travel prevented the originally planned conversion of 30 engines. Only ten were completed, which were all added to the stock of the newly founded HSB in 1992.

DELIVERY DATE: 3RD QUARTER 2016





# OPERATES IN REGIONAL TRAFFIC. ON YOUR TRACK IN THE NEAR FUTURE

ELECTRIC RAILCAR BR 425 DB AG



## Electric Railcar BR 425 DB AG



For use in regional traffic, DB AG procured numerous new vehicles that were primarily designed as railcars at the end of the 1990s. Consequently, 249 units of a four-part electric railcar which was given the BR 425 designation were also procured from the Siemens/Adtranz/Bombardier/DWA consortium between 1999 and 2008. An identical two-part version for less-frequented routes was also created and given the BR 426 designation. The car bodies are manufactured from aluminium extruded profiles and the windows are bonded flush. The car bodies support each other via Jacobs bogies and the end bogies are respectively driven by two three-phase engines. The wagon is fully accessible from the inside and has

room for 206 seated and 228 standing passengers. The wagon also boasts 30 folding seats with a further 24 normal seats in the first class cabin. The 425 was and continues to be utilised by DB Regio NRW; Baden-Württemberg; Südwest; Bayern; Südost; Nord; Schleswig-Holstein and Berlin; no private railway companies procured these railcars. Tasks entrusted to this railcar included service in various suburban rail networks such as those in the Ludwigshafen – Mannheim – Heidelberg area of the Rhine-Neckar transport association as well as an RE service on long-distance routes. This includes routes such as Mannheim – Saarbrücken – Trier or Magdeburg – Stendal – Wittenberge / – Salzwedel.

## OVERVIEW OF ORDER NUMBERS AND TECHNICAL FUNCTIONS BR 425

Order numbers	Page	Ep.	BASIC+		EXTRA	
			Analog BASIC+ =	Digital BASIC+ ~	Digital EXTRA =	Digital EXTRA ~
El. Railcar BR 425 DB Regio AG North Rhine Westphalia	17	V	Order-no. 44600	Order-no. 44601	Order-no. 44602	Order-no. 44603
El. Railcar BR 425 DB Regio AG Southeast	17	V	Order-no. 44604	Order-no. 44605	Order-no. 44606	Order-no. 44607
El. Railcar BR 425 DB Regio AG North Rhine Westphalia	17	VI	Order-no. 44608	Order-no. 44609	Order-no. 44610	Order-no. 44611
El. Railcar BR 425 DB Regio AG, 3-Löwen-Takt	17	VI	Order-no. 44612	Order-no. 44613	Order-no. 44614	Order-no. 44615
El. Railcar BR 425 DB Regio AG Southwest	18	VI	Order-no. 44616	Order-no. 44617	Order-no. 44618	Order-no. 44619
El. Railcar BR 425 DB Regio AG Bavaria	18	VI	Order-no. 44620	Order-no. 44621	Order-no. 44622	Order-no. 44623
El. Railcar BR 425 DB Regio AG North	18	VI	Order-no. 44624	Order-no. 44625	Order-no. 44626	Order-no. 44627
El. Railcar BR 425 DB Regio AG Hesse	18	VI	Order-no. 44628	Order-no. 44629	Order-no. 44630	Order-no. 44631

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

<sup>1)</sup> Function only available in digital mode



- Perfectly replicated three-dimensional front
- Extra mounted air conditioning installation and high voltage equipment
- Finely detailed pantograph
- Finest paintwork and printing
- Fine engravings

- In-plane assembled windows
- Functional and illuminated destination indicator
- Prepared for sound or with built-in sound
- With interior lighting
- Interior fittings
- LED lighting
- Optimal power input

- Precise replica of the bogies, incl. consideration of all frame differences for the Electric Railcars BR 425 and BR 426
- Windscreen wipers individually mounted
- Destination indicator at the front sides behind the pane
- True-to-original rest position of the pantographs



Electric Railcar BR 425 DB Regio North Rhine Westphalia  
Road no. 425 007-2



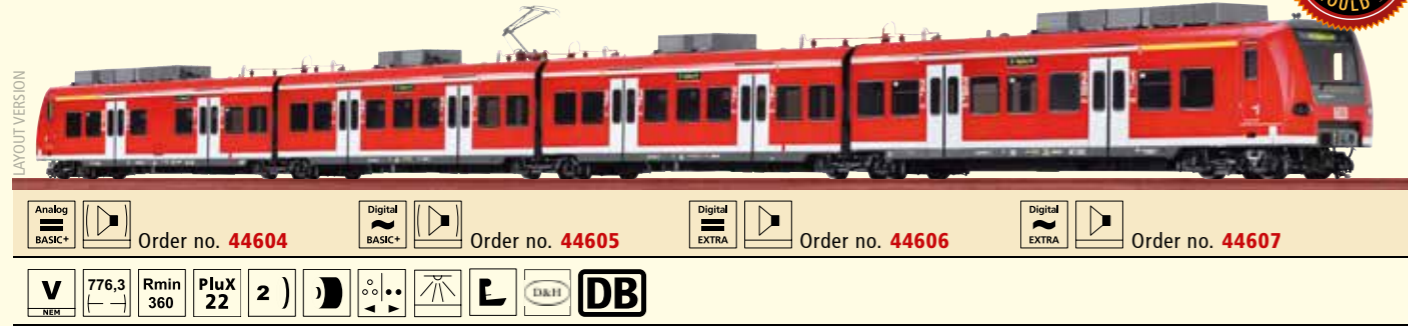
DELIVERY DATE: 4TH QUARTER 2016

Electric Railcar BR 425 DB Regio Southwest  
Road no. 94 80 0425 086-6



DELIVERY DATE: 4TH QUARTER 2016

Electric Railcar BR 425 DB Regio Southeast  
Road no. 425 003-1



DELIVERY DATE: 4TH QUARTER 2016

Electric Railcar BR 425 DB Regio Bavaria  
Road no. 94 80 0425 047-8



DELIVERY DATE: 4TH QUARTER 2016

Electric Railcar BR 425 DB Regio North Rhine Westphalia  
Road no. 94 80 0425 054-4



DELIVERY DATE: 4TH QUARTER 2016

Electric Railcar BR 425 DB Regio North  
Road no. 94 80 0425 150-0



DELIVERY DATE: 4TH QUARTER 2016

Electric Railcar BR 425 DB Regio, 3-Löwen-Takt  
Road no. 94 80 0425 306-8



DELIVERY DATE: 4TH QUARTER 2016

Electric Railcar BR 425 DB Regio Hesse  
Road no. 94 80 0425 089-0



DELIVERY DATE: 4TH QUARTER 2016





### Diesel Railcar VT 761 DRG

Road no. VT 761

In order to process tourist traffic on secondary lines in a more efficient manner in particular, the young Deutsche Reichsbahn-Gesellschaft railway company made several attempts to use two-axle and four-axle railcars from 1921 onwards. Based upon the experiences of the initial attempts, 18 four-axle railcars complete with bogies were procured between 1925 and 1929. WUMAG supplied a third of these railcars which were given designations ranging from 757 to 762. The car body was a riveted steel design. Two cooler attachments located on the roof gave the vehicle its distinctive appearance. In accordance with the specifications for passenger carriages, the railcars were given a green paint coat with a silver-grey roof. Upon acceptance, the railcars were used in locations such as Frankfurt/O., Breslau Hbf, Allenstein, Trier, Templin and Oldenburg. All six vehicles moved to the Nuremberg Hbf railway depot in 1930. All vehicles were fitted with a third cooler on the roof during the course of the drive and technology improvements. In 1932, the Deutsche Reichsbahn-Gesellschaft railway company introduced the famous red/ivory railcar paint coat which all VTs were given from this point onwards. They were utilised together with VB 140 trailer cars on secondary railways in the Nuremberg area including to destinations such as Behringersmühle, Markterlbach and Eschenau. DELIVERY DATE: 1ST QUARTER 2016

### Diesel Railcar VT 762 DRG

Road no. VT 762

DELIVERY DATE: 1ST QUARTER 2016



Order no. <b>44412</b>	Analog	Order no. <b>44413</b>	Digital
Order no. <b>44414</b>	Digital	Order no. <b>44415</b>	Digital

**Model:** Drive in the locomotive to all four axles; extra mounted and free-standing steps and handrails; true-to-epoch lighting; finely detailed bogies; fine engravings; finest metal spoked wheels; illuminated driver's cab; prepared for sound or with built-in sound; metal drive unit; in-plane assembled windows; multipart interior fittings



Order no. <b>44416</b>	Analog	Order no. <b>44417</b>	Digital
Order no. <b>44418</b>	Digital	Order no. <b>44419</b>	Digital



Order no. <b>44420</b>	Analog	Order no. <b>44421</b>	Digital
Order no. <b>44422</b>	Digital	Order no. <b>44423</b>	Digital

### Diesel Railcar VT 66.9 DB

Road no. VT 66 904

In 1947, DR gave all six WUMAG railcars in the western occupation zones new numbers. Four vehicles were newly painted in German railway purple with a silver roof. Daily, three railcars were deployed from Nuremberg to Hof, Bayreuth, Rothenburg o.d.T., Neumarkt, Furth i. Wald, Weiden, Lichtenfels, Coburg, Dietfurt, Gräfenberg, Markt Erlbach and Untertibert-Rügland. They went on special trips as far as Bad Kissingen, Stuttgart and Lindau on Lake Constance. DELIVERY DATE: 1ST QUARTER 2016



Order no. <b>44390</b>	Analog	Order no. <b>44391</b>	Digital
Order no. <b>44392</b>	Digital	Order no. <b>44393</b>	Digital

**Model:** Drive to two axles; extra mounted and free-standing metal handrails and steps; true-to-epoch lighting; finely detailed bogies; fine rivets; finest metal spoked wheels; illuminated driver's cab and front light switchable; prepared for sound or with built-in sound; metal drive unit; metal reversing gear; multipart interior fittings

### Diesel Railcar VT 62.9 SNCF

Road no. Z25311

DELIVERY DATE: 2ND QUARTER 2016





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DISCOVER 360 DEGREE VIEWS OF LOCOMOTIVES AND WAGONS AND MUCH MORE



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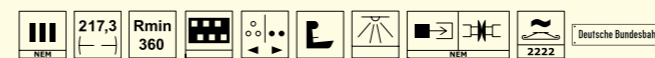
It goes without saying that you can experience our attention to detail online, 24 hours a day. For this purpose, we have integrated the 360 degree view on our website for instance: You can rotate numerous locomotives and wagons around their own axes at the click of a mouse button. In doing so, you can 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!



1. Call up the desired model
2. Click on the 360° view
3. Enjoy from all angles



Order no. 45248



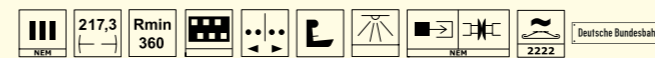
**Model:** Extra mounted and free-standing metal handrails and steps; finely detailed bogies; fine rivets; with interior lighting and tail lighting; with interior fittings; in-plane assembled windows; metal wheels.  
If the sidecar has to be digitized, a function decoder BFD-01 (order no. 0014766.01) is necessary.  
Replacement wheel set for AC (Order no. 0017383.00)

**Control Car VB 147 DB**  
Road no. VB 147 002 Wt

DB took on seven VB 147 and in some cases fitted a driver's cab for indirect and later direct push-pull operation. Strangely, they were not renamed "VS". They were utilised together with BR V 36 locomotives in short-distance traffic in the Wuppertal area.  
DELIVERY DATE: 2ND QUARTER 2016



Order no. 45249

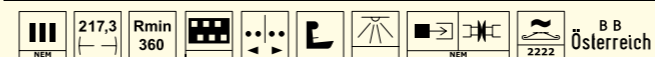


**Trailer VB 147 DB**  
Road no. VB 147 012 Wt

DELIVERY DATE: 2ND QUARTER 2016



Order no. 45245



**Trailer VB 147 BBÖ**  
Road no. 7558.07

In addition to the VT 137 008 that was returned to DB, eight C4v31-32 trailer cars and one BC4iv 34 remained in Austria. They were repainted in the Federal Railway of Austria (BBÖ) railcar colours but initially kept their old DRG numbers.  
DELIVERY DATE: 2ND QUARTER 2016





# INTERCITY IC 2 - TWINDEXX VARIO® DOUBLE-DECK COACHES FOR DB FERNVERKEHR AG

INNOVATIVE ELECTRONICS ON BOARD:  
INTELLIGENT TRAIN BUS TECHNOLOGY  
FOR EVEN MORE PLAYING FUN



## Intercity „IC 2“ TWINDEXX Vario® Double-Deck Coaches for DB Fernverkehr AG

“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](http://www.brawa.de)  
DELIVERY DATE: 3RD QUARTER 2016

Order numbers	BASIC +	EXTRA
	Analog =	Digital =
<b>TWINDEXX Vario® IC 2-Double-Deck Coaches, 3-unit</b> Road no. 50 80 86-81 873-1 / 50 80 26-81 402-2 / 50 80 26-81 469-1 (Content: 1 Control Car, 2 Middle Wagons 2nd Class)	Order no. <b>44504</b> <sup>1)</sup>	Order no. <b>44507</b> <sup>3)</sup>
<b>TWINDEXX Vario® IC 2-Double-Deck Middle Wagon 1st Class</b> Road no. 50 80 16-81 171-5 (addition to 3-unit coaches 44504 or 44507)	Order no. <b>44505</b> <sup>2)</sup>	Order no. <b>44508</b> <sup>2)</sup>
<b>TWINDEXX Vario® IC 2-Double-Deck Middle Wagon 2nd class</b> Road no. 50 80 26-81 468-3 (addition to 3-unit coaches 44504 or 44507)	Order no. <b>44506</b> <sup>2)</sup>	Order no. <b>44509</b> <sup>2)</sup>
Technical functions	Analog =	Digital =
Light change (Control Car)		
Tail lights separately switchable		
Driver cabin lighting		
Passenger compartment lighting	not retrofittable	
Shunting lights		
Long-distance headlights		
Destination indicator		
Light setting programmable for analogue operation		
Digital interface	PluX22	PluX22
Decoder		
Sound		
Additional information	<p><sup>1)</sup> Necessary for AC operation: Replacement wheel set order no.: 2192, Decoder 99816 and AC pick-up 2222</p> <p><sup>2)</sup> Necessary for AC operation: Replacement wheel set order no.: 2192</p> <p><sup>3)</sup> Function only available in digital mode</p> <p>• Cannot be equipped with interior lighting</p> <p>• Easy decoder installation without extensive reprogramming; all significant values for the control of the light for instance can be found on the main circuit board and do not depend on the installed decoder</p> <p><sup>4)</sup> Necessary for AC operation: Replacement wheel set order no.: 2192</p> <p><sup>5)</sup> Necessary for AC operation: Replacement wheel set order no.: 2192 and AC pick-up 2222</p> <p><sup>6)</sup> Sound functions only in connection with BR 146.5 order no. 43976 available</p> <p>• Interior lighting in each wagon can be individually controlled with ZugBUS (train BUS)</p> <p>• Compatible with and programmable in all common digital systems (DCC, Motorola, SX1 and SX2)</p>	



**Recommended products:** suitable for TRAXX Electric Locomotive BR 146.5 DB AG (Order no. 43976 – 43979), see page 10

**Digitalversion EXTRA (44507, 44508, 44509):**

- Includes all equipment contained in the base version
- Incl. complete interior lighting

- Interior lighting in each wagon can be individually controlled with „ZugBUS“ (train BUS)
- Illuminated train destination display



## ALL ON BOARD. 3YG-PAIR WITH MANY EXTRA MOUNTED PARTS



REPLICA OF THE ORIGINAL SLG - EISENBAHNTIFTUNG BURKHARD WOLLNY

LAYOUT VERSION



### Passenger Coach B3yg DB, set of 2

Road no. 87 518 Köl / 87 519 Köl

At the beginning of the 1950s, the recently-established Deutsche Bundesbahn (DB) utilised approximately 6,000 three-axle passenger carriages for suburban train and passenger train traffic alone. The general condition of these wooden-structured vehicles which were around 50 years old at the time was correspondingly poor. Therefore, DB compared the cost-efficiency of a refurbishment of the R5 damaged group in which the old wagons would not be modernised with that of a complete conversion. A substitution with completely new constructions was rejected due to financial constraints. As the average costs for the refurbishment matched or, in some cases, exceeded the calculated 35,000 DM for the conversion, the decision to convert instead was correspondingly easy. The conversions were allocated to the refurbishment facilities in Neuau- bing, Karlsruhe, Ludwigshafen, Limburg and Hannover. As a result, the production of, initially, 1,230 wagons started on 01.02.1954. These wagons were spread across the C3yg, BC3yg and CPw3yg classes. Whilst also reusing the undercarriages from the most diverse international models, a uniform length of 13,300 mm over buffers was achieved by

means of extension, welding or shortening work. The new, fully-welded car body was initially created as a so-called rib construction. However, this method turned out to be uneconomical in mass production. Therefore, the refurbishing factory in Hannover promptly switched to pre-assembling the individual carriage segments and only welding the walls, porch and roof together at the end. On the now-identical layout with asymmet- rical distribution, a 3rd class cabin complete with toilet was always pre- sent on the smaller side. In contrast, either a large 2nd class cabin, a 3rd class cabin or a baggage compartment with space for the train conductor was optionally available on the handbrake end. By 1959, approximately 6,500 3yg conversion wagons had been manufactured and it was impos- sible to imagine commuter traffic without them during the 1950s and 1960s. In order to improve travelling comfort, two wagons were always permanently coupled as a so-called "3yg pair" with a pre-load of 3 t. Upon the class reform and the omission of the 3rd wagon class, the desi- gnation of the wagons changed to B3yg, AB3yg and BD3yg. DELIVERY DATE: 4TH QUARTER 2016

Order no. **46300**



- 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

**Recommended products:** suitable for Diesel Locomotive V 100 DB and Passenger Coaches 4yg





# COMBINATION EXAMPLES

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

An appropriate combination of locomotives and wagons suitable to the era makes the train operation on your model railway as true to the original as possible. We use an example to demonstrate how you can assemble trains in a model fashion. You can find many other suitable product recommendations for numerous locomotives and wagons at [www.brawa.de](http://www.brawa.de).

PASSENGER COACHES  
AB4YG DB  
SEE PAGE 32

PASSENGER COACHES BC4I  
AND C4I DB  
SEE PAGE 79

PASSENGER COACHES  
3YG DB  
SEE PAGE 26

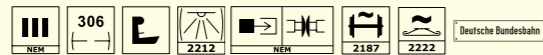
LUGGAGE WAGON  
MD4YGE DB  
SEE PAGE 36

DIESEL LOCOMOTIVE V 100 DB  
SEE PAGE 12



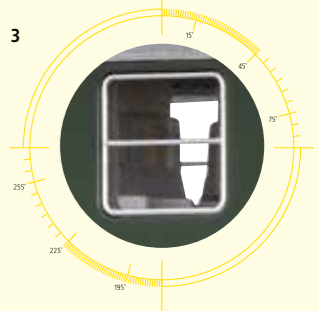
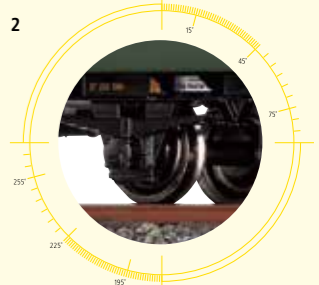
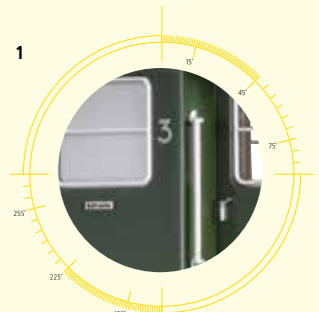
LAYOUT VERSION

Order no. **46301**



Passenger Coach BC3yge and  
C3yge DB, set of 2  
Road no. 37 332 Köl / 87 774 Köl

DELIVERY DATE: 4TH QUARTER 2016



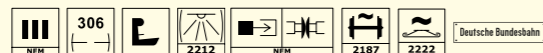
- 1\_Free standing handrails
- 2\_Adjustable center axle
- 3\_In-plane assembled windows

(Photos show order no. 46301)



LAYOUT VERSION

Order no. **46302**

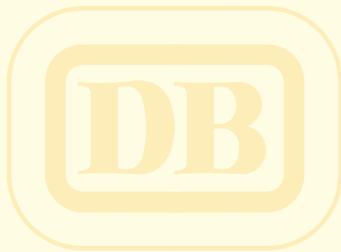


Passenger Coach B3yge and  
BPw3yge DB, set of 2  
Road no. 87 396 Köl / 99 407 Köl

DELIVERY DATE: 4TH QUARTER 2016







LAYOUT VERSION

Order no. **46303**



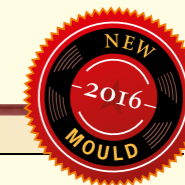
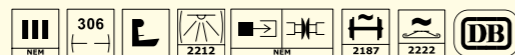
Passenger Coach B3yg DB, set of 2  
Road no. 86 136 Esn / 86 137 Esn

DELIVERY DATE: 4TH QUARTER 2016



LAYOUT VERSION

Order no. **46304**



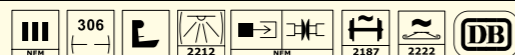
Passenger Coach AB3yg and B3yg DB, set of 2  
Road no. 37 207 Esn / 86 123 Esn

DELIVERY DATE: 4TH QUARTER 2016



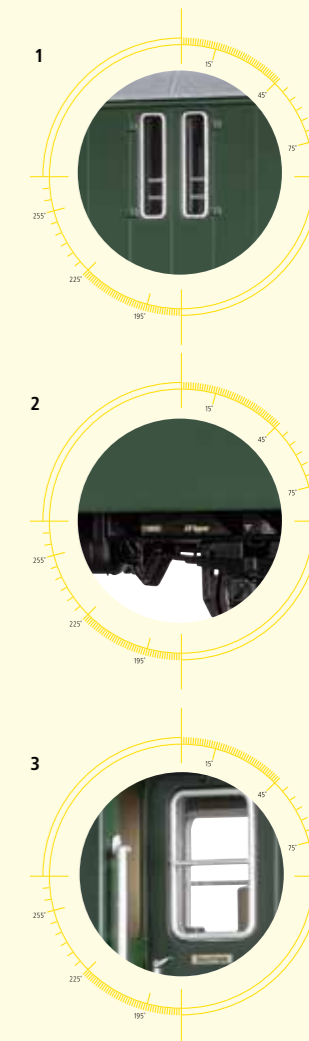
LAYOUT VERSION

Order no. **46305**



Passenger Coach B3yg and BD3yg DB, set of 2  
Road no. 86 243 Esn / 99 443 Esn

DELIVERY DATE: 4TH QUARTER 2016



- 1\_Consideration of all frame differences for the AB3yg, B3yg and BPw3yg
- 2\_True-to-original frame with many extra mounted parts
- 3\_Front side windows in the driver's department of the BPw3yg

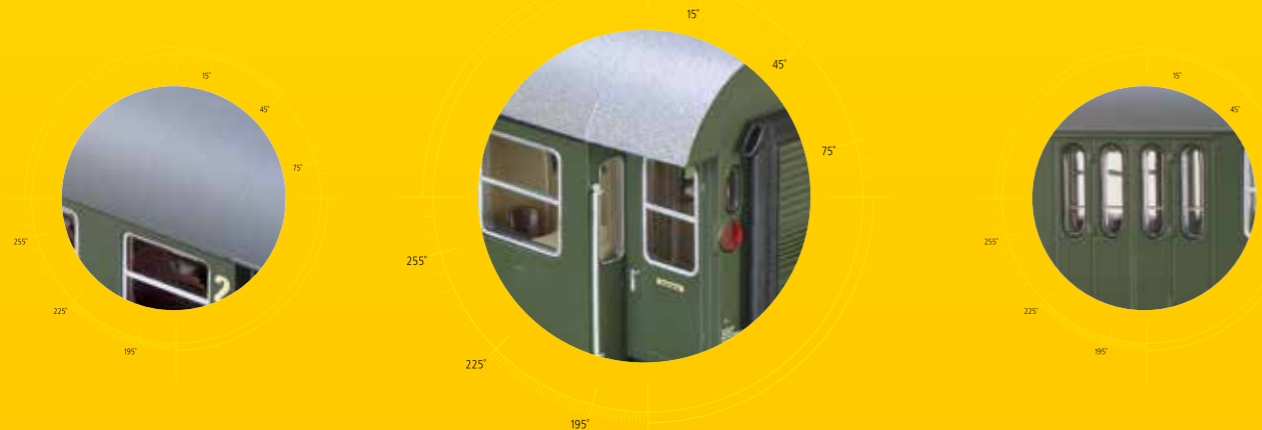
(Photos show order no. 46305)



\*

## PASSENGERS COACHES AT ITS BEST

PASSENGER COACHES 4 YG DB



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

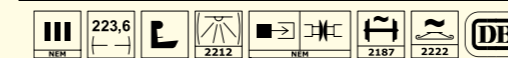
- Individual seats
- Consideration of all frame differences for the AB4yg and B4yg
- Multipart and precise replica of the bogies
- Free-standing car body supports
- Precise replica of the chassis with many extra mounted details
- Free-standing handrails, even on the central entrance
- Prepared for interior lighting (order no. 2212) and tail light (order no. 2216)
- Interior fittings in multicolour painting
- Short coupling kinematics
- Narrow frame to scale
- True-to-scale tail light
- Multipart interior fittings
- Reproduction of the roof welding seams
- In-plane assembled windows
- Front side windows in the driver's department
- Reproduction of the step grille on all entrances
- True-to-original replica of the brake unit

PASSENGER COACHES 4YG DB  
SEE PAGE 33

DIESEL LOCOMOTIVE V 100.10 DB  
SEE PAGE 12



Order no. **46081**



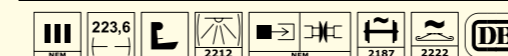
**Passenger Coach AB4yg DB**  
Road no. 34 054 Mst

- With Minden-Deutz 41 bogies

DELIVERY DATE: 1ST QUARTER 2016



Order no. **46082**



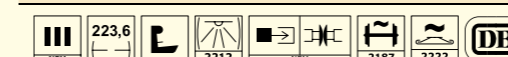
**Passenger Coach B4yg DB**  
Road no. 75 480 Mst

- With Minden-Deutz 41 bogies

DELIVERY DATE: 1ST QUARTER 2016



Order no. **46083**



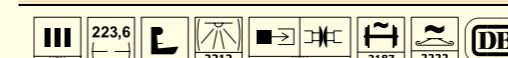
**Passenger Coach B4yg DB**  
Road no. 75 530 Mst

- With Minden-Deutz 41 bogies

DELIVERY DATE: 1ST QUARTER 2016



Order no. **46084**



**Passenger Coach BD4yg DB**  
Road no. 98 029 Mst

- With Minden-Deutz 41 bogies

DELIVERY DATE: 1ST QUARTER 2016



Order no. **46085**

**Passenger Coach AB4yg DB**  
Road no. 32 188 Ksl

- With Minden-Deutz 41 bogies

DELIVERY DATE: 1ST QUARTER 2016



Order no. **46089**

**Passenger Coach AB4yg DB**  
Road no. 50 80 38-11 241-5

- With Minden-Deutz 41 bogies
- With smoker / nonsmoker icon

DELIVERY DATE: 1ST QUARTER 2016



Order no. **46086**

**Passenger Coach B4yg DB**  
Road no. 75 562 Ksl

- With prussian Regel bogies

DELIVERY DATE: 1ST QUARTER 2016



Order no. **46090**

**Passenger Coach B4yg DB**  
Road no. 50 80 29-11 502-1

- With Schwanenhals bogies
- With smoker / nonsmoker icon

DELIVERY DATE: 1ST QUARTER 2016



Order no. **46087**

**Passenger Coach B4yg DB**  
Road no. 75 418 Ksl

- With prussian Regel bogies

DELIVERY DATE: 1ST QUARTER 2016

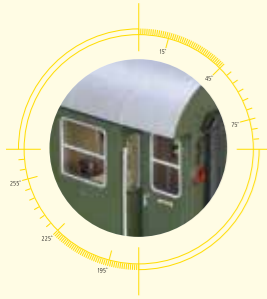


Order no. **46091**

**Passenger Coach B4yg DB**  
Road no. 50 80 29-11 518-7

- With prussian Regel bogies
- With smoker / nonsmoker icon

DELIVERY DATE: 1ST QUARTER 2016



Order no. **46088**

**Passenger Coach BD4yg DB**  
Road no. 98 254 Ksl

- With prussian Regel bogies

DELIVERY DATE: 1ST QUARTER 2016



Order no. **46092**

**Passenger Coach BD4yg DB**  
Road no. 50 80 82-12 127-0

- With Minden-Deutz 41 bogies
- With smoker / nonsmoker icon

DELIVERY DATE: 1ST QUARTER 2016



**Luggage Wagon MPw4yge-57 (MD4yge) DB**  
Road no. 113 975 Esn

DELIVERY DATE: 4TH QUARTER 2016



**Luggage Wagon MPw4ie-50 (MD4ie) DB**  
Road no. 113 710 Ffm

DELIVERY DATE: 4TH QUARTER 2016



**Luggage Wagons MPw4yge-57 (MD4yge) and MPw4ie-50 (MD4ie) DB**  
Road no. 113 725 / 113 967 Hmb

After the war, there was a major lack of luggage wagons for high-speed long-distance trains. However, the young DB decided to use the available money to construct new passenger carriages and to solve the luggage wagon problem through conversions. In order to do so, it used approximately 600 substitute passenger carriages that remained in its inventory. Passengers could not be expected to travel in these wagons due to their interior fittings and their mediocre running properties. Two of these car bodies were connected, equipped with a strut bracing and placed on two American-design bogies. The approximately 290 luggage wagons that were produced in this manner from 1950 onwards were given the MPw4ie-54/55 and MPw4yg-57 designations. Although the first wagons were only equipped with the open entrance platforms from their donor carriages, they were quickly replaced with a "transfer tunnel" in order to offer a transfer to the next wagon whilst also being protected against the elements. This

transfer was also then equipped with a rubber bulge in order to connect to modern wagons. DB arranged for numerous medical and auxiliary equipment cars to be built using the same construction principles. To begin with, the wagons were first used in the premium high-speed train service. However, they were then moved to express goods and district services upon the emergence of new wagons. Some wagons were given additional equipment for the transport of freshly-hatched chicks and travelled in express trains between Italy and Germany. Numerous wagons that were given the designations MDyg-986 and -996 from 1966 onwards were further modernised and equipped with panel walls and new rubber-mounted windows. These wagons also remained in use in this design after 1989 and were also used in the DR (German Railway) area for the transport of express goods. The use of these wagons was halted suddenly in 1992 following a tragic train accident. A

buffer fell from a track maintenance wagon causing 14 goods wagons to derail with which an approaching express train collided. The cause was material fatigue on the console upon which the buffers were fastened in order to create space for the access platform. Consequently, all wagons equipped with such consoles were removed from service

and only those that had to be used were refurbished. This affected the auxiliary equipment cars built on the same principle but did not affect the MDyg.  
DELIVERY DATE: 4TH QUARTER 2016

Order no. **46252**



- 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, Passenger Coaches BC4i and C4i, Passenger Coaches 3yg and Diesel Locomotive V 100 DB



### Rail Car SSlma 44 DRG

Road no. Köln 13 811

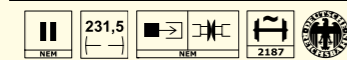
SEAG delivered the first two test wagons from the SSlma44 class in 1934. They were produced using St 52 and each had a removable brakeman's cab manufactured from wood or steel. The further deliveries up until 1939, also produced using St 52, were equipped with three cross-members and seven stake pairs. An amended version was built from 1941 onwards. This version now consisted of the weaker St 37 which meant that a fourth cross-member had to be included.

The wagon now had eight lateral stake pairs. For vehicle transports, the brakeman's cab now only had a foldable platform railing. A total of approx. 3,500 wagons were built before the end of the war. After 1945, the welded rail carriages were distributed throughout half of Europe. Equipping these carriages with new bogies is still common in France. At the end of the war, DB had approximately 1,400 wagons in the inventory and it is estimated that DR had about 500.

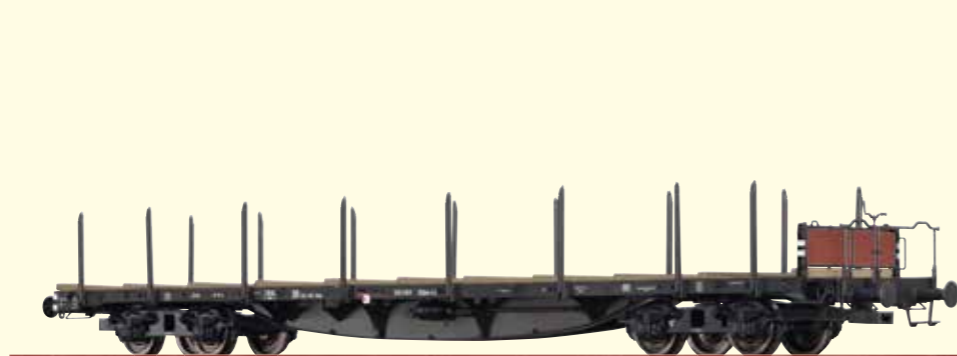
DELIVERY DATE: 2ND QUARTER 2016



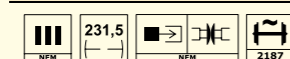
Order no. **47217**



**Model:** Delivery without load; brake shoes in wheel plane; separately mounted axle brake rod, toe bearing and brake system; finest paintwork and printing; three dimensional reproduction of the fish sea; NEM-standard close coupling; three-dimensional floor in die-cast zinc; insertable stakes and individually enclosed



Order no. **47215**



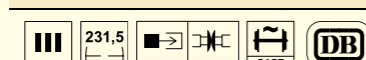
### Rail Car SSlma 44 DR, Brit-US-Zone

Road no. 918 689

DELIVERY DATE: 2ND QUARTER 2016



Order no. **47216**



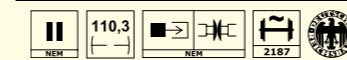
### Rail Car SSlma 44 DB

Road no. 918 712

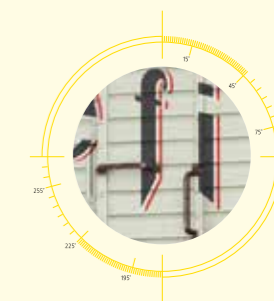
DELIVERY DATE: 2ND QUARTER 2016



Order no. **48284**



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



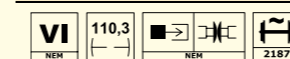
### Covered Freight Car G 10 "Wärmeschutzwagen Seefische" DRG

Road no. Berlin 286

DELIVERY DATE: 3RD QUARTER 2016



Order no. **49031**



### Covered Freight Car G 10 "Schwarzer Friese" MKO (Museum Car)

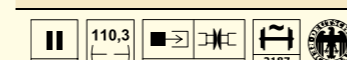
Road no. 47 103

The legacy railway "Küstenbahn Ostfriesland" in Norden sometimes uses a grey and blue covered freight car of class "Karlsruhe" in its trains which advertises the well-known tea company "Onno Behrends". The "Schwarze Friese" or "Black Frisian" is a tea blend which lives up to its name. The combination of the very pronounced bitterness and the fine aroma is particularly popular with East Frisians. Real connoisseurs enjoy this tea with cream and rock candy.

DELIVERY DATE: 3RD QUARTER 2016



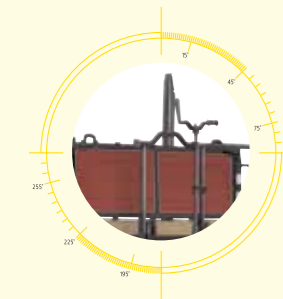
Order no. **49033**



### Covered Freight Car G 10 "Rittersport" DRG

Road no. 513 654 [P]

DELIVERY DATE: 3RD QUARTER 2016



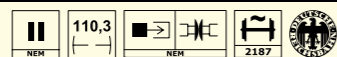


**Covered Freight Car G 10  
"Persil" DRG**

Road no. Köln 535 329 [P]

DELIVERY DATE: 3RD QUARTER 2016

Order no. **49023**



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

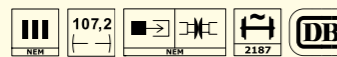


**Covered Freight Car G 10  
"Darmol" DB**

Road no. 512 740 [P]

DELIVERY DATE: 3RD QUARTER 2016

Order no. **49050**

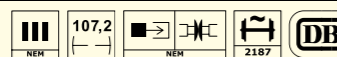


**Covered Freight Car G 10 DB**  
Road no. 125 325

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. 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.  
DELIVERY DATE: 3RD QUARTER 2016



Order no. **49085**



Order no. **49057**



ÖBB

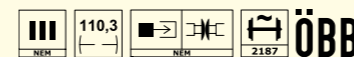
**Covered Freight Car G 10  
"PEZ" ÖBB**

Road no. 127 313

DELIVERY DATE: 3RD QUARTER 2016



Order no. **49060**

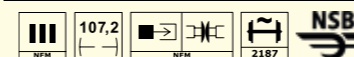


**Beer Car "Heineken" ÖBB**  
Road no. 563 112 [P]

DELIVERY DATE: 3RD QUARTER 2016



Order no. **49065**

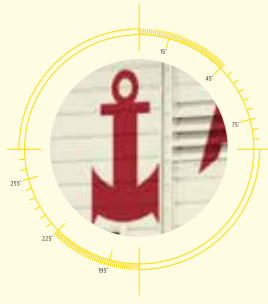


NSB

**Covered Freight Car G 10 NSB**  
Road no. G 33 356

DELIVERY DATE: 3RD QUARTER 2016





Order no. **49068**

III 110,3 2187 SNCF

**Beer Car "Ancre Pils" SNCF**  
Road no. 505 051 [P]

DELIVERY DATE: 3RD QUARTER 2016



Order no. **48330**

III 135 2181 SNCF

**Refrigerator Car UIC Standard 1 "Evian" SNCF**

Road no. 506 011 [P]

DELIVERY DATE: 2ND QUARTER 2016

**Model:** Applied grab rails and steps in low material thickness; finest paintwork and printing; multipart brake system in wheel plane; wheelsets in toe bearing



Order no. **49069**

III 110,3 2187 SNCF

**Beer Car "Biere de Sarrebourg" SNCF**

Road no. 505 261 [P]

DELIVERY DATE: 3RD QUARTER 2016



Order no. **48332**

IV 135 2181 SNCF

**Refrigerator Car UIC Standard 1 "STEF" SNCF**

Road no. 11 87 082 7 068-1 [P]

The International Union of Railways (UIC) included two refrigerated cars in its proposals for standardised models. The national railway in Greece, Morocco, Italy, Switzerland, France, the Netherlands and Belgium purchased ST. 1 refrigerated cars.

DELIVERY DATE: 2ND QUARTER 2016



Order no. **48333**

IV 135 2181

**Refrigerator Car UIC Standard 1 "Bell" SBB**

Road no. 21 85 802 0 606-4 [P]

The international railway association UIC incorporated two refrigerated cars in its proposals for standardised car construction types. The Standard 1 (St.1) has today become the most common refrigerated car. Meat companies, breweries and food retail chains took these cars out of service. A total of around 6.500 cars were built.

DELIVERY DATE: 2ND QUARTER 2016

**Model:** Applied grab rails and steps in low material thickness; finest paintwork and printing; multipart brake system in wheel plane; wheelsets in toe bearing



Order no. **48329**

IV 135 2181 DB

**Refrigerator Car UIC Standard 1 "Transthermos Kühlverkehr" DB**

Road no. 11 80 083 0 023-8 [P]

It is still true today that more units of the UIC Standard 1 (St. 1) were produced than any other refrigeration car. It is mainly used to transport fruit, vegetables, meat and fish. In addition to the state railways, many private companies also owned these vehicles.

DELIVERY DATE: 2ND QUARTER 2016





Order no. **47018**



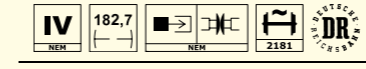
**Model:** Metal chassis and wheels; finest paintwork and printing; filigree bogie; multipart brake system with brake shoes in wheel plane; swivelling stakes

**Flat Car RRym DR**  
Road no. 60-21-74

The Deutsche Reichsbahn in the former GDR purchased RRym 60-type six-axle flat cars with low side walls from 1952 onwards. They were originally designed for the transportation of military vehicles, though the DR used them for other purposes. They transported heavy single loads such as vehicles or machine parts and steelworks products such as profile bundles. DELIVERY DATE: 2ND QUARTER 2016



Order no. **47019**



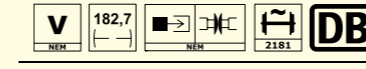
**Model:** Finest paintwork and printing; finest rivets

**Flat Car Samm DR**  
Road no. 31 50 482 0326-1

From 1952, Waggonbau Niesky built six-axle heavy duty freight cars for the Deutsche Reichsbahn. The cars had folding side walls made of steel and were already prepared for the planned installation of automatic couplings. In addition to transporting individual heavy loads, use as work train cars and for transporting railway construction material was also common. DELIVERY DATE: 2ND QUARTER 2016



Order no. **47017**



**Flat Car Samms-u 453 DB AG**  
Road no. 31 80 482 0436-2

In the 1990s, the heavy duty freight cars of the Deutsche Reichsbahn were still to be found in the stock of the DB AG. The six-axle cars built in Belgium and Yugoslavia had a load-bearing capacity of 89 tonnes, were equipped with a Knorr standard brake and a floor-operated handbrake. However, the originally planned task – transporting heavy track vehicles – meanwhile turned into more civilian use. DELIVERY DATE: 2ND QUARTER 2016

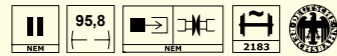




**Tank Car K2 "Berentzen" DRG**  
Road no. 579 259

DELIVERY DATE: 2ND QUARTER 2016

Order no. **47840**



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



**Tank Car K2 "Mövenpick" SBB**  
Road no. 541 345 P

DELIVERY DATE: 2ND QUARTER 2016

Order no. **47839**



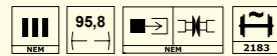
**Model:** Extra mounted steps and handrails in low-material thickness; tip bearing wheelsets; metal wheels



**Covered Freight Car K2 MThB**  
Road no. SP 1101

DELIVERY DATE: 2ND QUARTER 2016

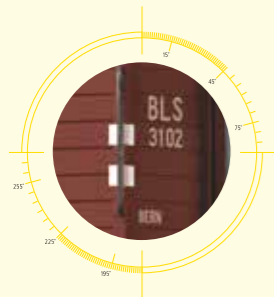
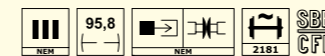
Order no. **47837**



**Covered Freight Car K2 "Ovomaltine" SBB**  
Road no. 31 616

DELIVERY DATE: 2ND QUARTER 2016

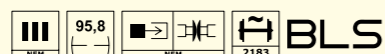
Order no. **47838**



**Covered Freight Car K2 BLS**  
Road no. 3102

DELIVERY DATE: 2ND QUARTER 2016

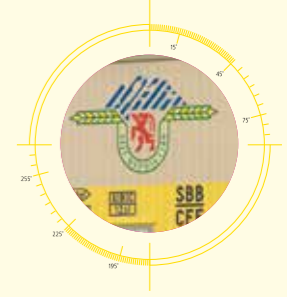
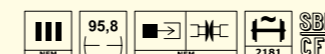
Order no. **47836**



**Covered Freight Car K2 "Calanda" SBB**  
Road no. 518 069 P

DELIVERY DATE: 2ND QUARTER 2016

Order no. **47841**



### Covered Freight Car Glr 22 DB

Road no. 190 005

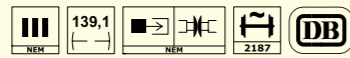
The Deutsche Bundesbahn had numerous Glr cars in its stock after 1945 – a count in 1952 listed 700 vehicles. Many of them were worn out after 1945 and had to be completely overhauled. In the case of handbrake cars, the brakeman's cab was removed and only a handbrake platform without a shelter was left. In individual cases, new aluminium loading and ventilation flaps were installed and additional end panel reinforcements installed in the outer board panels. At the beginning of the 1960s, the end of the service life was reached. In a large-scale programme, conversion of the modern freight cars of class Glmms61 was carried out, the origin of which was no longer visible. The stock of Glr22 now quickly decreased accordingly. Whereas 660 vehicles were still in stock on 31.12.1960, only 182 bore the designation Gbkl 238 on 31.12.1966.

AVAILABLE



DEVIATING ROAD NO.

Order no. 48711

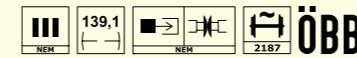


**Model:** Axle bearings made out stamped sheet metal; extra mounted brake system and brake-switch, springs, wheel bearing and steps; fine engravings and rivets; precise printing and lacquering; short coupling cinematic; true-to-original replica of the car bottom; wheelsets with inside contours



DEVIATING ROAD NO.

Order no. 48706



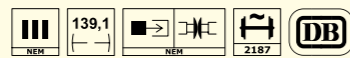
### Covered Freight Car Glt 23 "Steyr Puch" ÖBB

Road no. 222 943

AVAILABLE



Order no. 48713



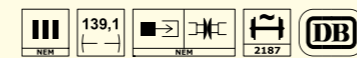
### Covered Freight Car Glr 22 „Löwensenf“ DB

Road no. 190 236

AVAILABLE



Order no. 48710



**Model:** Axle bearings made out stamped sheet metal; extra mounted brake system, brake-switch steps, springs and wheel bearing; fine engravings; precise printing and lacquering; short coupling cinematic; true-to-original replica of the car bottom; wheelsets with inside contours; extra mounted stakes

### Stake Car R 20 DB

Road no. 81 111

After 1945, the Rr were distributed over several European countries. The DB counted around 800 cars in 1952. The most visually conspicuous change was the use of pressed sheet metal. The replacement of the wooden stakes took place from the beginning of the 1950s onwards. However, on many cars the stakes were removed completely. Thus marked as R(o), they were now mainly used for vehicle transport. As with the Gl cars, at the end of the 1950s a decision had to be made as to what should happen to the interchangeable stake cars. It was also decided to dismantle them and rebuild in accordance with UIC directives. Thus from 1959 onwards, new Rlmms 58 were built.

AVAILABLE

### Covered Freight Car Glr 22 „Bauknecht“ DB

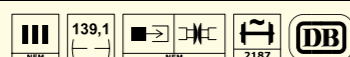
Road no. 192 000

Companies with a regularly large freight volume used to place own freight cars into the DB's fleet. These could be identified by the "P" after the wagon number and were generally home-based at a railway station. To a certain extent they also carried conspicuous advertising referring to the owner. Since 1948, "Bauknecht" had been producing electric household appliances such as refrigerators, washing machines, and dishwashers. These were transported in closed goods wagons from Württemberg and the Saarland and then shipped from Germany all over the world.

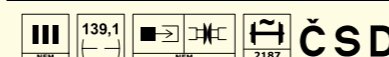
AVAILABLE



Order no. 48714



Order no. 48726



### Stake Car R 20 CSD

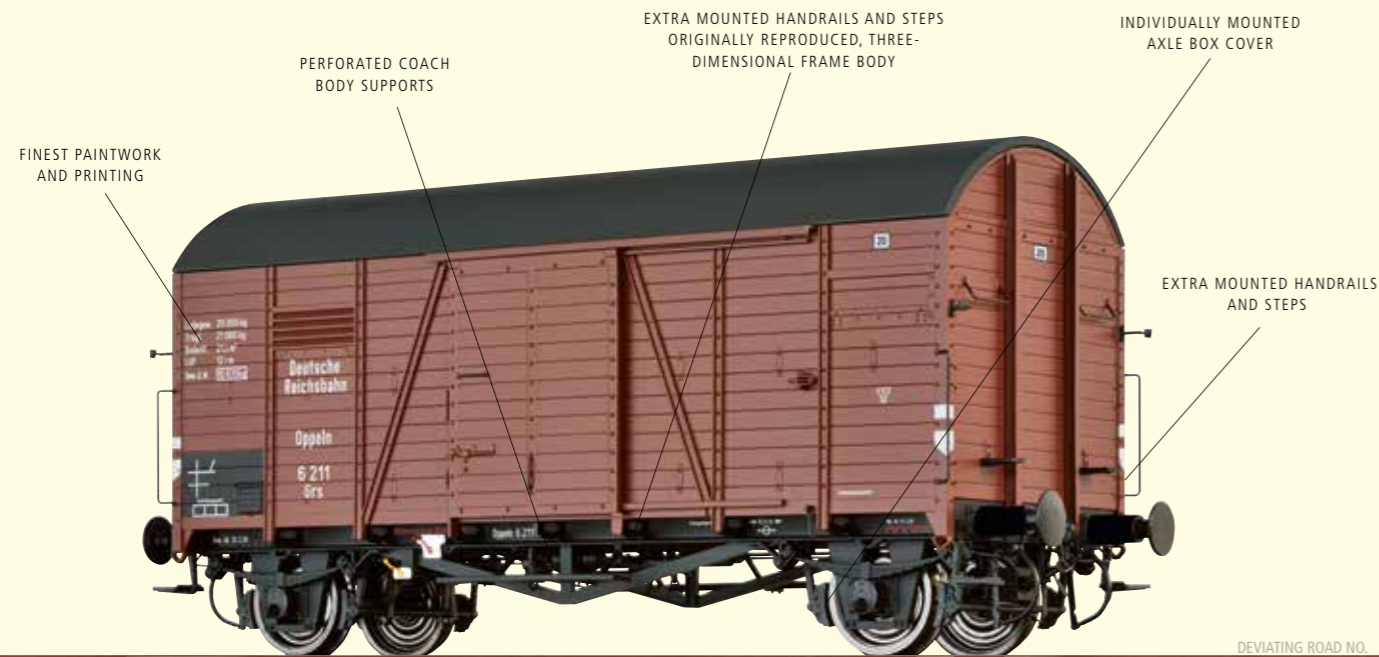
Road no. 3-36792

DELIVERY DATE: 4TH QUARTER 2016





\*  
**WELDED, NOT RIVETED.**  
**WITH A LICENSE FOR GREAT DETAILS**



DEVIATING ROAD NO.

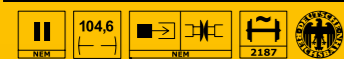
**Covered Freight Car Gms 30 DRG**  
Road no. 2134

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 "Glms 200", and some of them survived until 1979.

AVAILABLE

Order no. **48835**



- 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 Gms 30 "EBzet" DB**  
Road no. 221 401



Order no. **48832**

AVAILABLE

**Covered Freight Car Gms 30 „ALAK" DB**  
Road no. 222 359



PICTURE SHOWS 0-MODEL

Order no. **48834**

AVAILABLE

**Covered Freight Car Gms 30 DB / EUROP**  
Road no. 225 636



Order no. **47933**

DELIVERY DATE: 3RD QUARTER 2016

**Covered Freight Car Gms 30 DR**  
Road no. 27 50 222 5432-8



DEVIATING ROAD NO.

Order no. **47921**

AVAILABLE

**Covered Freight Car Gms 30 "Tetraethylblei" DR**  
Road no. 21 50 010 0517-5 [P]



Order no. **47937**

DELIVERY DATE: 3RD QUARTER 2016

**Covered Freight Car Gms 30 CSD**  
Road no. 1-33778



Order no. **48837**

AVAILABLE

**Covered Freight Car Gms 30 SNCF**  
Road no. 437 926



PICTURE SHOWS 0-MODEL

Order no. **48838**

AVAILABLE

**Covered Freight Car Gms 30 NS**  
Road no. 14 605



Order no. **48839**

AVAILABLE





**Covered Freight Car Gms 30 SAAR / ÖBB / SNCF (EUROP set of 3)**

Road no. 22 019 / 140 651 / 438536

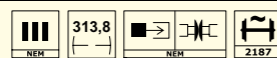
DELIVERY DATE: 3RD QUARTER 2016



EUROP



Order no. **45901**



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

**Tank Car "Gasolin" DB**

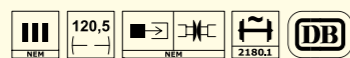
Road no. 565 218 P

Deutsche Gasolin Aktiengesellschaft was founded in Berlin-Charlottenburg in 1926. It had originally intended to distribute Leuna petrol, though it did in fact also distribute other oil products. In 1956, Gasolin merged with the Wintershall's Nitag petrol station chain to form "Deutsche Gasolin-Nitag AG", based in Hanover. It was one of the largest German petrol station chains at the time. The oil products were transported in the company's own tank cars.

DELIVERY DATE: 2ND QUARTER 2016



Order no. **47097**



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

**Tank Car „VTG“ DB**

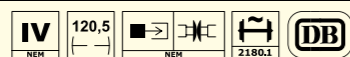
Road no. 20 80 077 3 215-8

The VTG in Hamburg is one of the largest car rental companies in Europe and specialises particularly in the transport of fluids. Tank cars also belonged to the stock of this company and were rented to customers of the chemical industry.

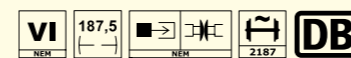
DELIVERY DATE: 2ND QUARTER 2016



Order no. **47098**



Order no. **48760**



**Model:** Extra brake systems; finely detailed Y-25 bogie; finest paintwork and printing; filigree handrails; walkway etched

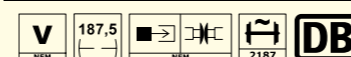
**Tank Car Uia "BP" DB AG**

Road no. 33 80 7957 108-3 P

AVAILABLE



Order no. **48761**



**Tank Car Uia "DEA" DB AG**

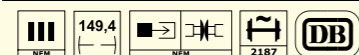
Road no. 33 80 795 6 250-4

AVAILABLE





Order no. 49118



Model: With 5 containers (Ekrt 212); 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 BTmms 58 DB, with Ekrt 212 "Langnese"

Road no. 020 373

DELIVERY DATE: 2ND QUARTER 2016

Container Car Btmms 58 DB, with Ddtkr 621

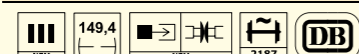
Road no. 020 150

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. The prototype made of steel proved its worth and was further developed to prepare it for volume production. Over the next 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. In addition, Deutsche Bundesbahn also held its own which it kept available for other liquid foodstuffs. In total, approximately 200 containers of types Ddtkr 621-624, with a capacity of 5m³, were thus created.

DELIVERY DATE: 2ND QUARTER 2016



Order no. 49108



Model: With 5 containers (Ddtkr 621); 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 Btmms 58 DB, with Ddtkr 621 "Tucher"

Road no. 020 436

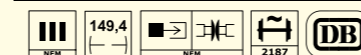
DELIVERY DATE: 2ND QUARTER 2016



Order no. 49112



Order no. 49113



Model: With 5 containers (Ddtkr 621); 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 Btmms 58 DB, with Ddtkr 621 "Flensburger"

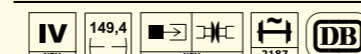
Road no. 020 687

Beginning in 1955 brand-specific "pa" containers were developed for beer transport. They were used mostly as private containers for individual breweries which marked them with their own advertising material. Beer containers had ceased to be used on railways by the end of the 1980s. Even today, individual containers continue to be used by breweries for large events, among other things.

DELIVERY DATE: 2ND QUARTER 2016



Order no. 49109



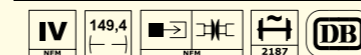
Container Car Lbs589 DB, with Ddtkr 621

Road no. 21 80 411 3 200-0

DELIVERY DATE: 2ND QUARTER 2016



Order no. 49111



Container Car Lbs589 DB, with Ddtkr 621 "Stern Export"

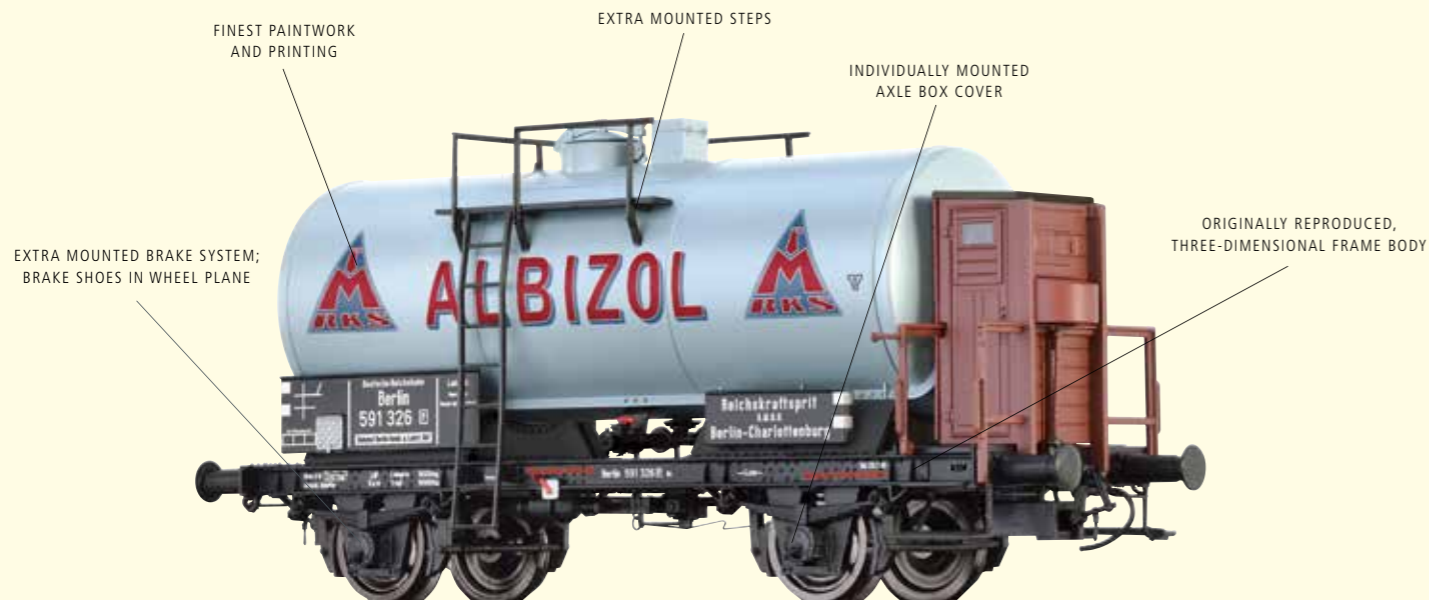
Road no. 21 80 411 3 430-3

DELIVERY DATE: 2ND QUARTER 2016





\*  
**A CLASSIC OF FUEL SUPPLY.  
 WITH SUPER DETAILS**



**Tank Car 2-axle "Alles klar mit Korn" DB**  
 Road no. 21 80 735 5 831-2 [P]



Order no. **49212**

DELIVERY DATE: 3RD QUARTER 2016

**Tank Car 2-axle "Leuna" DR**  
 Road no. 25 50 724 3057-2 [P]



Order no. **49211**

DELIVERY DATE: 3RD QUARTER 2016

**Tank Car 2-axle "Ugilor" SNCF**  
 Road no. 571 865 [P]



Order no. **49208**

DELIVERY DATE: 3RD QUARTER 2016

**Tank Car 2-axle CSD**  
 Road no. 21 54 702 2272-4



Order no. **49210**

DELIVERY DATE: 3RD QUARTER 2016

**Tank Car 2-axle "Natronchemie" NS**  
 Road no. 23 84 715 5 506-4



Order no. **49214**

DELIVERY DATE: 3RD QUARTER 2016

**Tank Car 2-axle DSB**  
 Road no. 40 86 9470313-8



Order no. **49207**

DELIVERY DATE: 3RD QUARTER 2016

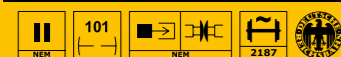
**Tank Car 2-axle „Monopolin/Albizol“ DRG**  
 Road no. 591 326

In the mid 30ies, the progress in lightweight construction led to new generations in wagon building in rapid succession. The introduction of welded tanks allowed weight savings, the benefit of which was increased cargo weight. Consequently, the wheel base of the classical two-axle tank wagon design was increased from 4.00 m to 4.50 m starting at the end of the thirties. The running gear corresponded to the design which was simultaneously developed for the welded DR wagon, and was conspicuous by its long suspension springs for smooth running, even at higher velocities. The resulting design was built by many European wagon factories in very large numbers until 1943 – alone MAN, although no classical tank wagon manufacturer, delivered 2250 units. In addition to a few private owners, the sham firms and camouflage organisations of the German Reich were predominantly supplied as

part of the war preparations. These included the „Wissenschaftliche Forschungsgemeinschaft“ („Wifo“) and various „oil associations“ („Oelvereine“). In another case, the wagon user was more clearly identified by the name „Wilhelmshaven Naval Dockyard“; these wagon were used for the fuel supply of the submarine fleet. In the aggregate, far more than 10,000 units of these wagon with tanks of 20 m<sup>3</sup>, 22 m<sup>3</sup> and 26.5 m<sup>3</sup> were probably built. After the war, they were scattered all over Europe and, as a result, came into the possession of many mineral oil industry companies as private wagon. In addition to the classical grey-and-black paint coats, many wagon were given conspicuous advertising paint coats from white and yellow (Mobil) up to green and blue (Texaco / Aral). The last wagon were still being used in 1989 in the fleet of the GDR's Deutsche Reichsbahn.

DELIVERY DATE: 3RD QUARTER 2016

Order no. **49220**



- Brake shoes in wheel plane
- Three-point support
- Extra axle brake rod
- Individually mounted axle box cover, step and braking system
- Wheelsets in toe bearing
- Originally reproduced, three-dimensional frame body



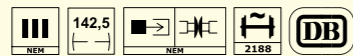
**Tank Car Uerdingen „Optimol“ DB**  
Road no. 516 624 P

In 1939/40, the Köln-Deutz and Uerdingen wagon factories each constructed a quadruple axle tank wagons in a lightweight design. 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 Uerdinger 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 6.60 m and the tank contained 63 m<sup>3</sup>.

AVAILABLE



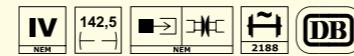
Order no. **48909**



**Model:** Brake shoes in wheel plane; bogie with three-point support; individually mounted axle box cover, braking system, wheelchocks, handrails and steps; separately mounted axle brake rod; finely detailed bogie



Order no. **48924**



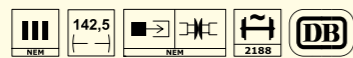
**Model:** Brake shoes in wheel plane; bogie with three-point support; individually mounted axle box cover, braking system, wheelchocks, handrails and steps; separately mounted axle brake rod; finely detailed bogie

**Tank Car Uerdingen DB**  
Road no. 80 80 972 3 195-1

DELIVERY DATE: 2ND QUARTER 2016



Order no. **48907**

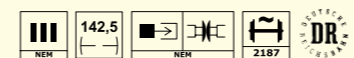


**Tank Car Uerdingen „Aral“ DB**  
Road no. 503 269 [P]

AVAILABLE

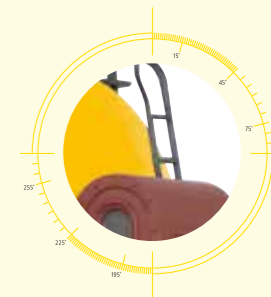


Order no. **48911**



**Tank Car Uerdingen „Minol“ DR**  
Road no. 51-72-13

AVAILABLE



**Tank Car Uerdingen „VTG“ DB**  
Road no. 588 317 [P]

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.

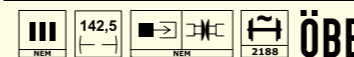
DELIVERY DATE: 2ND QUARTER 2016



Order no. **48929**



Order no. **48922**



**Tank Car Uerdingen "OMV" ÖBB**  
Road no. 537 466 [P]

DELIVERY DATE: 2ND QUARTER 2016





# ALL-ROUND PROTECTION FOR ESPECIALLY SENSITIVE GOODS

ORIGINALLY REPRODUCED, THREE-DIMENSIONAL FRAME BODY



**Sliding Wall Car Hbis 299 DB**  
Road no. 21 80 211 5 001-4



By the middle of the 1960s, DB procured numerous special wagons with a sliding roof and sliding walls. However, examinations proved that, in many cases, it was possible to forego the opening roof and that an optimised access from the side was sufficient for the majority of cargoes. Consequently, the Hbis 299 which was still initially called the Klmmgs was built from 1966 onwards. To a large extent, the design corresponded to the previously built Tbis 869 sliding roof wagons; the accessibility to the corner was primarily improved. The centre column only had a width of 320 mm; this width amounted to 1000 mm on the sliding roof wagons. The wagons proved themselves in operation and were accepted by the loaders. 2,950 units had already been built by 1970 and the maximum quantity of 8,444 units was reached in 1975. From 1974 onwards, the wagons were equipped with spark arrestor plate ex works; a percentage of the older wagons were retrofitted with this component. From 1984 onwards, they obtained the national secondary genre letters -ww. Approximately half of the built wagons were equipped with the "Daberkow" transport protection equipment system.

They became Hbis-t from 1979 onwards and became Hbils from 1984 onwards. However, all of the transport protection equipment was removed from the mid-1980s. In return, 754 wagons obtained reinforced, lockable separating walls in 1991 and, from that point on, were given the designation Hbills-x. In 1994, DB AG assumed 8,403 BA 299 wagons of all types. In 2000, 2,500 wagons were still being operated by "Railion", the Hbis-ww accounts for the largest share with approx. 2,700 wagons. Eight years later, just over 1,000 Hbis-ww and 90 Hbills-x were still being kept for goods traffic. In association with newer sliding wall carriages, they are now particularly striking thanks to their almost delicate appearance. The original colour was unpainted aluminium and the undercarriage was black. This led to the development of all shades of contamination conditions during operation; address fields are bright or dark shadowed and even both in some cases in the event of a new lettering. To some extent, rented wagons contained the advertising lettering of the adjuster.

AVAILABLE

Order no. **48959**

III 161,1 2188 DB

- Brake shoes in wheel plane
- Bogie with three-point support
- Extra mounted handrails and steps
- Separately mounted axle brake rod
- Extra mounted brake system
- Metal wheels
- Constructive consideration of the varying details between the Hbis 297 and Hbis 299, e.g. automatic load change

**Sliding Wall Car Hbis 297 DB**  
Road no. 01 80 225 2 221-0



Order no. **48960** IV 161,1 2188 DB

AVAILABLE

**Sliding Wall Car Hbis "Schwaben Bräu" DB**  
Road no. 21 80 211 6 956-8



Order no. **48975** IV 161,1 2188 DB

DELIVERY DATE: 3RD QUARTER 2016

**Sliding Wall Car Hbis 299 DB AG**  
Road no. 21 80 2260 385-4



Order no. **48965** VI 161,1 2188 DB

AVAILABLE

**Sliding Wall Car Hbis "OL" DSB**  
Road no. 42 86 225 0 460-6



Order no. **48976** VI 161,1 2188 DSB

DELIVERY DATE: 3RD QUARTER 2016

**Sliding Wall Car Hbis 299 "Kulmbacher Mönchshof-Bräu" DB**  
Road no. 23 80 235 0 001-6



Order no. **48964** IV 161,1 2188 DB

AVAILABLE

**Sliding Wall Car Hbis 299 DB AG**  
Road no. 21 80 225 4 099-9



Order no. **48963** V 161,1 2188 DB

AVAILABLE

**Sliding Wall Car Hbis "Heraklith" ÖBB**  
Road no. 21 81 221 5 010-4



Order no. **48966** IV 161,1 2188 ÖBB

AVAILABLE

**Sliding Wall Car Hbis "SWS" DSB**  
Road no. 44 86 225 0 003-2



Order no. **48977** VI 161,1 2188 DSB

DELIVERY DATE: 3RD QUARTER 2016





Sliding Wall Cars Hbis "FERTRANS" ÖBB, set of 2  
Road no. 23 81 292 0 106-3 [P] / 23 81 292 0 106-3 [P]



Order no. 48971

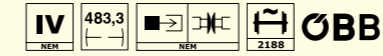


DELIVERY DATE: 3RD QUARTER 2016

Sliding Wall Cars Hbis "FERTRANS" ÖBB, set of 2  
Road no. 23 81 292 0 117-1 [P] / 23 81 292 0 117-1 [P]



Order no. 48980



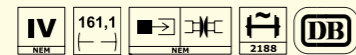
DELIVERY DATE: 3RD QUARTER 2016

Sliding Roof / Sliding Wall Car Tbis DB  
Road no. 21 80 571 9 689-9

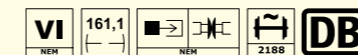
The design of the Tbis 869 sliding roof carriages was revised from 1966. While the carriages built previously had an appearance similar to the Tbis 870 - differing from it in the form of the undercarriage designed for central buffer coupling - the new carriages with the designation B were immediately recognisable from the much narrower centre column. Furthermore, the sliding roofs were now operated from the ground. Up to 1975, 1,100 carriages of this type were built, and the last ones were taken out of service in 2006. Another 800 carriages of the same type were built from 1970 - 1972. They had a brake system that enabled speeds of 120 km/h, and were therefore designated Tbis 875. DB AG bought another 790 carriages, but rapidly reduced its inventory by 2008 down to 25 carriages, which were decommissioned shortly afterward.  
DELIVERY DATE: 3RD QUARTER 2016



Order no. 48972



Order no. 48974



Sliding Roof / Sliding Wall Car Tbis DB AG  
Road no. 21 80 071 7 031-7

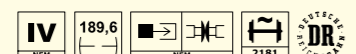
DELIVERY DATE: 3RD QUARTER 2016

Covered Freight Car Gags "Fortschritt" DR  
Road no. 31 50 199 2675-9

DELIVERY DATE: 4TH QUARTER 2016



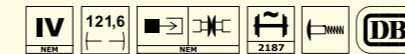
Order no. 48388



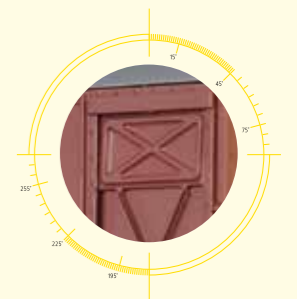
**Model:** Bogies with three-point support; extra braking system; true-to-scale fan-grill; NEM-standard close coupling; applied steps in low material thickness; true-to-original roof fittings



Order no. 48818



**Model:** Axle bearing spring-loaded as on the original; movable ventilation flaps with etching-processed louvres located behind; movable door latches; individually mounted car body supports; extra mounted handles and steps; spring buffers; finest paintwork and printing; filigree wheel bearings; new motion links; true-to-original replica of the car bottom; wheelsets with inside contours; opening doors



Covered Freight Car Gms 54 "Bauknecht" DB  
Road no. 21 80 133 9 170-9

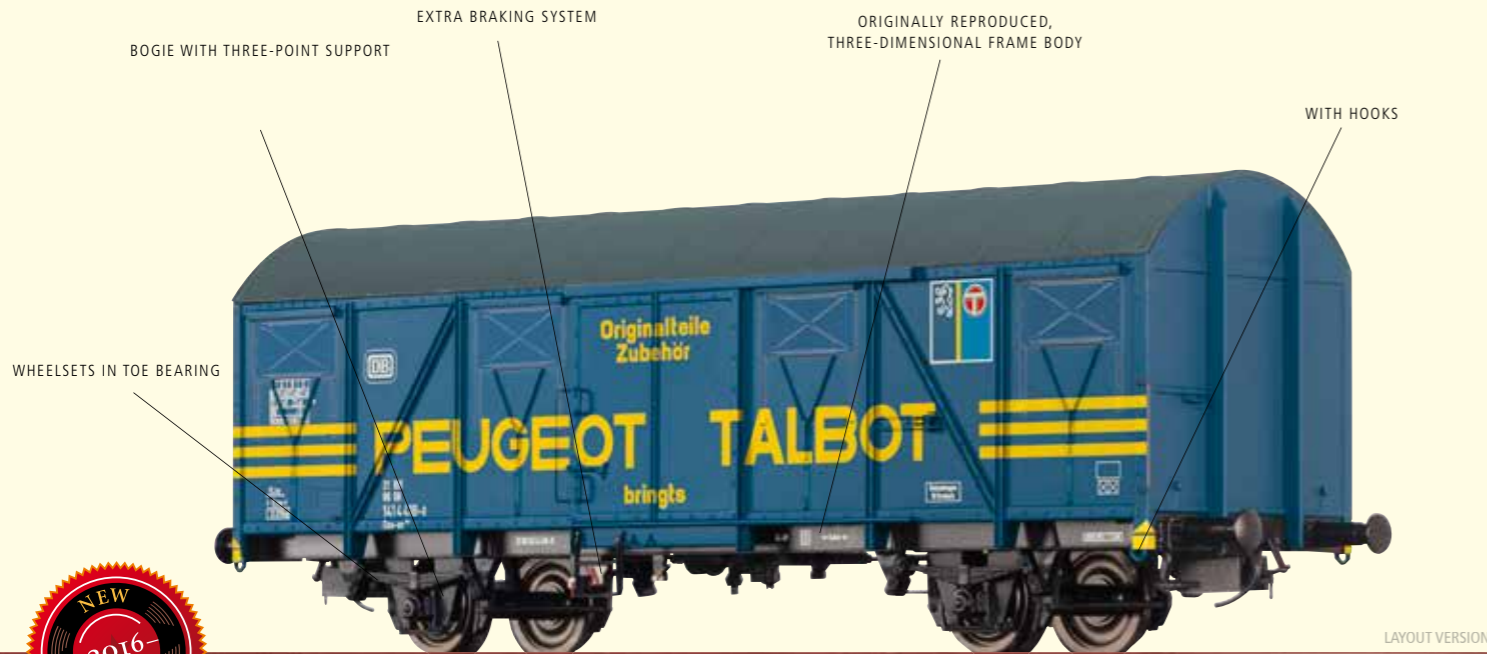
AVAILABLE





# CLASSIC GOODS TRAFFIC MODEL

COVERED FREIGHT CAR GOS-UV<sup>253</sup> „PEUGEOT TALBOT“ DB



LAYOUT VERSION



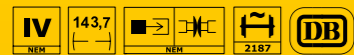
**Covered Freight Car Gos-uv<sup>253</sup> "Peugeot Talbot" DB**  
Road no. 21 80 141 4 418-8



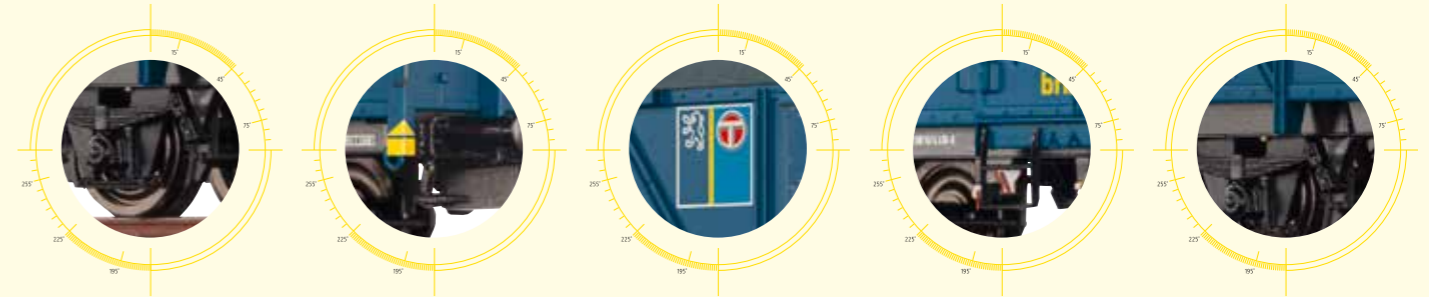
Once delivery of the G1mhs 50 had been completed, the design was revised which resulted in the load capacity increasing by 5 t. The only difference on the outside of the wagons was the rope anchors which replaced the rope eyelets from the previous versions. A total of 1,315 wagons were built between 1960 and 1962. 200 of them were equipped with an automatic loaded braking system and a double

brake chock. Equipped in such a manner, these wagons ran in passenger trains with a striking "GEP I/II" address. A total of 952 wagons of both versions were assumed by DB AG in 1994 and were phased out by 2005.  
DELIVERY DATE: 4TH QUARTER 2016

Order no. **47258**



- Brake shoes in wheel plane
- Three-point support
- Extra mounted steps
- Separately mounted axle brake rod
- Extra brake systems
- Finest paintwork and printing
- Narrow frame to scale
- Metal axle bearings
- Originally reproduced, three-dimensional frame body
- Wheelsets with inside contours

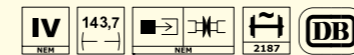


1\_Brake shoes in wheel plane 2\_Extra mounted steps and handrails 3\_Finest paintwork and printing 4\_Extra brake systems 5\_Originally reproduced, three-dimensional frame body



LAYOUT VERSION

Order no. **47256**



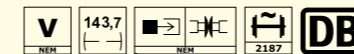
**Covered Freight Car Ibb1ps 395 DB**  
Road no. 01 80 083 4 251-1

DELIVERY DATE: 4TH QUARTER 2016



LAYOUT VERSION

Order no. **47257**



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

DELIVERY DATE: 4TH QUARTER 2016



**Flar Car Remms 665 DB AG**  
Road no. 31 80 3948 300-9

The UIC standardised a flat car as the UIC standard type 2 with a loading length of 12.64 m and a length over buffers of 14.04 m. The car was ordered by almost all European railway companies, both with and without side walls. From 1968 onwards, the Deutsche Bahn ordered a total of 2695 type 663 and 664 cars with side walls and 660 type 665 cars with side walls. The Deutsche Bahn wagons were special because their side walls were made of aluminium, while other European railway companies preferred side walls in steel. Most of the wagons purchased by the Deutsche Bahn are still in use, though several modifications have been made. Some have been fitted with type Y25 bogies and some have been converted into container cars. DELIVERY DATE: 2ND QUARTER 2016



Order no. **47111**

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



Order no. **47112**

**Flar Car Rmms 663 DB AG**  
Road no. 31 80 3960 802-0

DELIVERY DATE: 2ND QUARTER 2016



Order no. **47113**

**Flar Car Rmms 663 DB AG**  
Road no. 31 80 3964 198-6

DELIVERY DATE: 2ND QUARTER 2016



Order no. **48505**

**Open Freight Car Eaos DB AG**  
Road no. 31 80 5927 573-1

DELIVERY DATE: 2ND QUARTER 2016

**Open Freight Cars Eaos DB AG, set of 3**  
Road no. 31 80 5927 112-8 /  
31 80 5927 235-7 / 31 80 5927 409-8

For the transport of waste wood from waste disposal companies, DB AG reworked the Eas 70 type. To create more space for the light-weight load, the walls were raised. In total, 378 cars, now called Ealos 053, were produced as a result of the conversion work in the years 1995 and 1996. A further 198 Ealos-x, which look very similar, were produced from other basic cars. DELIVERY DATE: 2ND QUARTER 2016



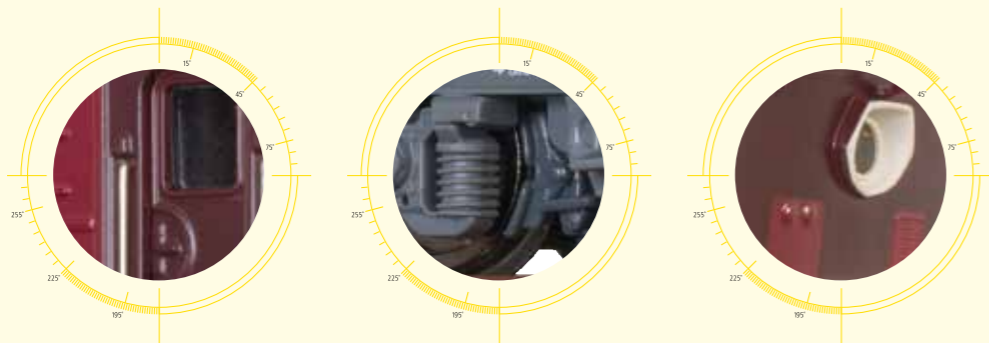
Order no. **48504**

**Model:** Extra mounted brake system and steps; finest paintwork and printing; wheelsets with inside contours; NEM-standard short-coupling



# N GAUGE NEW ITEMS

SMALL ON SCALE - BIG ON DETAILS



Order no. **61016** Order no. **61017**



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



Order no. **61018** Order no. **61019**



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



Order no. **61128**



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



Order no. **61129**



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



Order no. **61193**



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



Order no. **61194**



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

**Diesel Locomotive BR 119 DR**  
Road no. 119 031-3

Since the GDR was only permitted to build locomotives with up to 2,000 HP under RGW contracts, the order was given to the "23 August Locomotive Factory" in Bucharest in 1974. When the locomotives had been delivered in two designs, the construction of BR 119-type diesel-hydraulic locomotives commenced in 1978. These locomotives had two machine systems and electric train heating, so they were initially trouble-prone and not very reliable. After several changes and the replacement of the engines and gears, the BR 119s – which could achieve speeds of up to 120 km/h – were also used for passenger trains.  
DELIVERY DATE: 4TH QUARTER 2016

**Diesel Locomotive BR 229 DR**  
Road no. 229 193-8

Throughout the course of their lives, the locomotives belonging to the 119 series had varying appearances. In some cases, particular details of the locomotives were changed during procurement, meaning that the individual series were different from one another (e.g. central head light located at the top of the vehicle or in the centre of the locomotive beneath the windows). Further changes were carried out during its use. This led to hardly any of the locomotives looking alike whilst in service.  
DELIVERY DATE: 4TH QUARTER 2016

**Diesel Locomotive V 180 DR**  
Road no. V 180 150

In the mid-1950s, the design programme of the Deutsche Reichsbahn for acquiring new diesel locomotives also included a four-axle mainline diesel locomotive with an output of 1800 HP. The locomotives equipped with two diesel engines of Class 12KVD had a steam heating system. After delivery of a prototype and pre-series, a total of 83 four-axle locomotives of Class V 180 were put into service by the Deutsche Reichsbahn up to 1965. When in 1970 the conversion to EDP took place, the locomotives were reclassified as Class 118.0.  
DELIVERY DATE: 4TH QUARTER 2016

**Diesel Locomotive BR 118 DR**  
Road no. 118 168-4

The diesel locomotives of the series V 180 were the last important development in this field made by the communist GDR. Since the four-axle locomotives were too heavy for many parts of the DR rail system, a six-axle version with less wheel pressure was produced. Between 1966 and 1970, the Deutsche Reichsbahn bought a total of 206 locomotives of this type, which were suitable for service in all parts of the country.  
DELIVERY DATE: 4TH QUARTER 2016

**Diesel Locomotive BR 132 DR**  
Road no. 132 566-1

DELIVERY DATE: 2ND QUARTER 2016

**Diesel Locomotive BR 132 DR**  
Road no. 132 041-5

Since 1973 the locomotives of Class 132 have provided good service in heavy duty freight and passenger transport. Due to the delivery of large numbers of the 120 kph locomotives equipped with electric train heating, the replacement of the last steam locomotives was also initiated at the Deutsche Reichsbahn.  
DELIVERY DATE: 2ND QUARTER 2016



**Electric Locomotive BR 242**  
**Lokoop Orient-Express**  
 Road no. 477 905-4

The nostalgic Orient Express was operated by the Schweizer Mittel Thurgau rail company (MThB). If the nostalgic Orient Express was driven under the contact wire, it was often connected to a locomotive which was painted in the special night –blue colour of the Orient Express. This was a locomotive of the series Ae 477, a former E 42 of the DR. In 1994, 12 of the E 42 were sold to Switzerland. DELIVERY DATE: 3RD QUARTER 2016

PICTURE SHOWS HO-MODEL



Order no. **63018**

IV 101,6 Rmin 192 2 )

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

**Electric Locomotive BR 211 DR**  
 Road no. 211 048-4

The "Holzroller", as the electric locomotives of Class E 11/E 42 were also nicknamed, were supplied to the Deutsche Reichsbahn by VEB Lokomotivbau-Elektrotechnische Werke "Hans Beimler" in Henningsdorf from 1961 onwards. After 1970 the locomotives were then re-designated according to the valid regulations as Class 211/242 and for a long time they were the backbone of electric train transport at the DR. DELIVERY DATE: 3RD QUARTER 2016



Order no. **63019**

IV 101,6 Rmin 192 2 )

**Passenger Coach EW II A SBB**  
 Road no. 2565



Order no. **65229**

148,1

Model: Printed window frames throughout; equipped for interior lighting; excellent running qualities with 3-point-suspension; interior lacquering in multiple colors; short coupling kinematik in accordance with NEM

AVAILABLE

**Passenger Coach EW II B SBB**  
 Road no. 8517



Order no. **65230**

154,1

AVAILABLE

**Passenger Coach EW II B SBB**  
 Road no. 8546



Order no. **65231**

154,1

AVAILABLE

**Refrigerator Car UIC Standard 1 "Evian" SNCF**  
 Road no. 506 011 [P]



Order no. **67109**

73,3

DELIVERY DATE: 2ND QUARTER 2016

**Refrigerator Car UIC Standard 1 „STEF“ SNCF**  
 Road no. 11 87 082 7 068-1 [P]



Order no. **67113**

73,3

DELIVERY DATE: 2ND QUARTER 2016

**Refrigerator Car UIC Standard 1 "Bell" SBB**  
 Road no. 21 85 802 0 606-4 [P]



Order no. **67111**

73,3

DELIVERY DATE: 2ND QUARTER 2016

**Refrigerator Car UIC Standard 1 "Transthermos Kühlverkehr" DB**  
 Road no. 11 80 083 0 023-8 [P]



Order no. **67110**

73,3

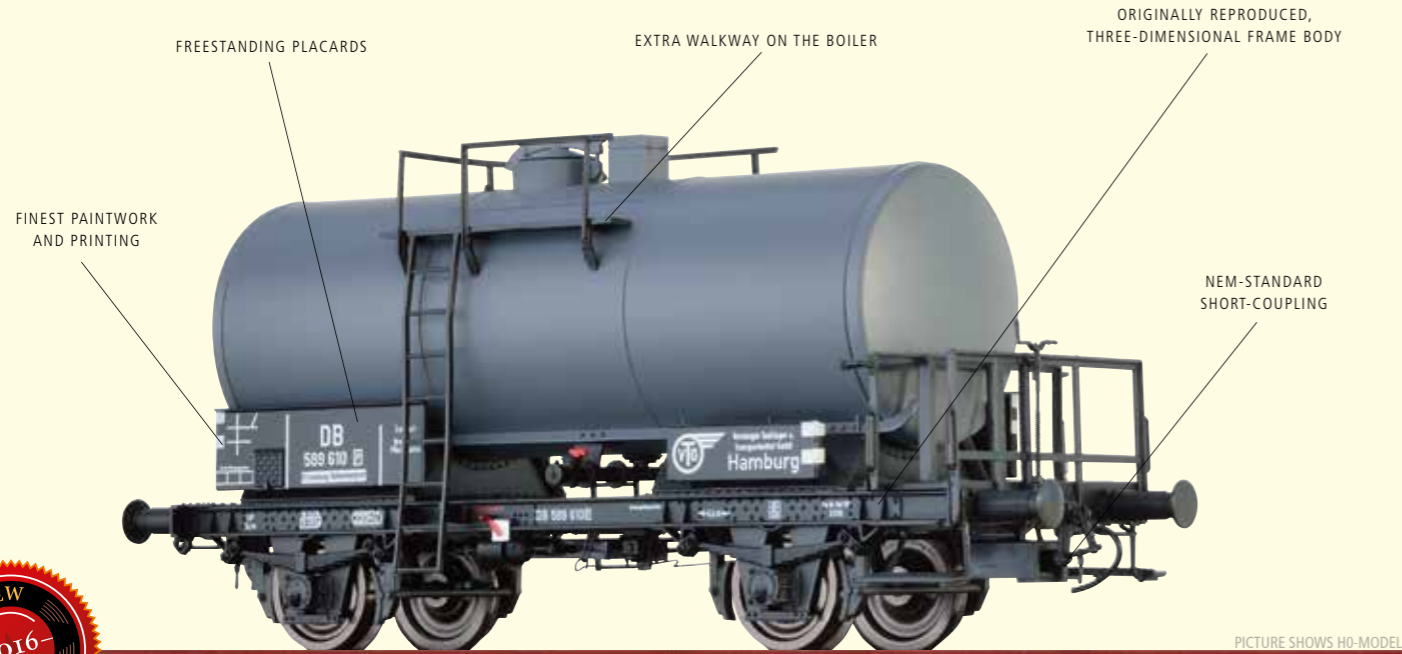
DELIVERY DATE: 2ND QUARTER 2016





# A CLASSIC OF FUEL SUPPLY. WITH SUPER DETAILS

TANK CAR 2-AXLE „VTG“ DB



PICTURE SHOWS HO-MODEL



**Tank Car 2-axle "VTG" DB**  
Road no. 589 610 [P]



In the mid 30ies, the progress in lightweight construction led to new generations in wagon building in rapid succession. The introduction of welded tanks allowed weight savings, the benefit of which was increased cargo weight. Consequently, the wheel base of the classical two-axle tank wagon design was increased from 4.00 m to 4.50 m starting at the end of thirties. The running gear corresponded to the design which was simultaneously developed for the welded DR wagons, and was conspicuous by its long suspension springs for smooth running, even at higher velocities. The resulting design was built by many European wagon factories in very large numbers until 1943 – alone MAN, although no classical tank wagon manufacturer, delivered 2250 units. In addition to a few private owners, the sham firms and camouflage organisations of the German Reich were predominantly supplied as part of the war preparations. These included the „Wissen-

schaftliche Forschungsgemeinschaft" („Wifo“) and various „oil associations“ („Oelvereine“). In another case, the wagon user was more clearly identified by the name „Wilhelmshaven Naval Dockyard“; these wagons were used for the fuel supply of the submarine fleet. In the aggregate, far more than 10,000 units of these wagons with tanks of 20 m<sup>3</sup>, 22 m<sup>3</sup> and 26.5 m<sup>3</sup> were probably built. After the war, they were scattered all over Europe and, as a result, came into the possession of many mineral oil industry companies as private wagons. In addition to the classical grey-and-black paint coats, many wagons were given conspicuous advertising paint coats from white and yellow (Mobil / Shell) up to green and blue (Texaco / Aral). The last wagons were still being used in 1989 in the fleet of the GDR's Deutsche Reichsbahn.

DELIVERY DATE: 4TH QUARTER 2016

Order no. **67504**



- Brake shoes in wheel plane
- Extra walkway on the boiler
- Separately mounted buffers

- Finest paintwork and printing
- Freestanding placards
- NEM-standard short-coupling

- Metal wheels
- Originally reproduced, three-dimensional frame body



**Tank Car 2-axle "Esso" DB**  
Road no. 525 610 [P]



Order no. **67506** III 54,9 DB

DELIVERY DATE: 4TH QUARTER 2016

**Tank Car 2-axle "VTG" DB**  
Road no. 23 80 0704 830-5 [P]



Order no. **67505** IV 54,9 DB

DELIVERY DATE: 4TH QUARTER 2016

**Tank Car 2-axle DR**  
Road no. 52-51-32 [P]



Order no. **67509** III 54,9 DR

DELIVERY DATE: 4TH QUARTER 2016

**Tank Car 2-axle "OMV" ÖBB**  
Road no. 531 314 [P]



Order no. **67502** III 54,9 ÖBB

DELIVERY DATE: 4TH QUARTER 2016

**Tank Car 2-axle "Aral" DB**  
Road no. 503 253 [P]



Order no. **67507** III 54,9 DB

DELIVERY DATE: 4TH QUARTER 2016

**Tank Car 2-axle "Texaco" DB**  
Road no. 21 80 000 1 375-3 [P]



Order no. **67513** IV 54,9 DB

DELIVERY DATE: 4TH QUARTER 2016

**Tank Car 2-axle DR**  
Road no. 21 50 070 2594-7 [P]



Order no. **67510** IV 54,9 DR

DELIVERY DATE: 4TH QUARTER 2016

**Tank Car 2-axle "OMV" ÖBB**  
Road no. 534 102 [P]



Order no. **67503** III 54,9 ÖBB

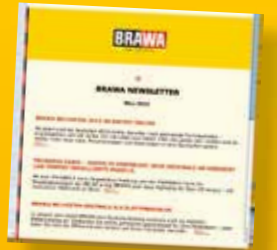
DELIVERY DATE: 4TH QUARTER 2016





**AUTOMATICALLY 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? 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](http://www.brawa.de) and you'll always know what's currently happening.

**Tank Car 2-axle "Locamat" SNCF**  
Road no. 7566180 [P]



PICTURE SHOWS HO-MODEL



Order no. **67500** III 54,9 NEM NEM SNCF

DELIVERY DATE: 4TH QUARTER 2016

**Tank Car 2-axle "Paul Millet" SNCF**  
Road no. 7563225 [P]



PICTURE SHOWS HO-MODEL



Order no. **67501** III 54,9 NEM NEM SNCF

DELIVERY DATE: 4TH QUARTER 2016

**Covered Freight Car Gmhs 35 "EBzet" DB**  
Road no. 245 611



Order no. **67302** III 62,5 NEM NEM DB

AVAILABLE

**Covered Freight Car Gms 35 „Bauknecht“ DB**  
Road no. 230 009



Order no. **67308** III 62,5 NEM NEM DB

DELIVERY DATE: 3RD QUARTER 2016

**Tank Car 2-axle "Nafta" FS**  
Road no. 7920 002



PICTURE SHOWS HO-MODEL



Order no. **67511** III 54,9 NEM NEM FS Italia

DELIVERY DATE: 4TH QUARTER 2016

**Tank Car 2-axle "DDSF" DSB**  
Road no. 503 611 [P]



PICTURE SHOWS HO-MODEL



Order no. **67512** III 54,9 NEM NEM DSB

DELIVERY DATE: 4TH QUARTER 2016

**Covered Freight Car Gms 35 „PEZ“ DB**  
Road no. 230 300



Order no. **67309** III 62,5 NEM NEM DB

DELIVERY DATE: 3RD QUARTER 2016

**Covered Freight Car Gms 35 „Kaldewei“ DB**  
Road no. 231 146



Order no. **67311** III 62,5 NEM NEM DB

DELIVERY DATE: 3RD QUARTER 2016

360°



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



**Tank Car 2-axle "Caltex" NS**  
Road no. 510 759 [P]



PICTURE SHOWS HO-MODEL



Order no. **67508** IV 54,9 NEM NEM NS

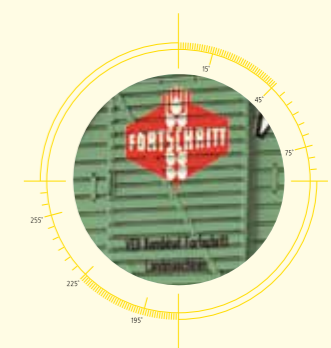
DELIVERY DATE: 4TH QUARTER 2016

**Covered Freight Car GImrs „Fortschritt“ DR**  
Road no. 31 50 136 4234-5



Order no. **67310** IV 62,5 NEM NEM DR

DELIVERY DATE: 3RD QUARTER 2016



**Covered Freight Cars G 10 DRG, set of 2**  
Betriebs-Nr. 45 897 Kassel / 8 927 München



FINEST PAINTWORK AND PRINTING  
TRUE-TO-ORIGINAL REPLICA OF THE BRAKE UNIT ON THE CAR BOTTOM  
TRUE-TO-ORIGINAL FRAME BODY  
FINELY ENGRAVED BOARD JOINTS AND VENTILATORS  
METAL WHEELS  
NEM-STANDARD HORT-COUPLING

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 Ild8. 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: 2ND QUARTER 2016

Order no. **67432**

III 58,1 NEM DB

- Finely engraved board joints and ventilators
- Finest paintwork and printing
- NEM-standard short-coupling
- True-to-original replica of the brake unit on the car bottom
- Metal wheels
- True-to-original frame body

**Covered Freight Car G 10 "Fritz Homann" DRG**  
Road no. 579 021 P



Order no. **67406**

III 58,1 NEM DB

AVAILABLE

**Covered Freight Car G 10 DB, Bauzugwagen**  
Road no. 30 80 945 3 336-8



Order no. **67407**

III 58,1 NEM DB

AVAILABLE

**Covered Freight Car G 10 "Bauknecht" DB**  
Road no. 513 738 P



Order no. **67417**

III 58,1 NEM DB

AVAILABLE

**Covered Freight Car G 10 "Darmol" DB**  
Road no. 512 740 [P]



Order no. **67419**

III 58,1 NEM DB

AVAILABLE

**Covered Freight Cars G 10 DB, set of 2**  
Road no. 124 739 / 131 477



Order no. **67433**

III 116,2 NEM DB

DELIVERY DATE: 2ND QUARTER 2016

**Covered Freight Car G 10 "Palmer's" BBÖ**  
Road no. 597 050 P



Order no. **67415**

III 58,1 NEM B B Österreich

AVAILABLE

**Covered Freight Car G 10 "Meinl" BBÖ**  
Road no. 163 730



Order no. **67416**

III 58,1 NEM B B Österreich

AVAILABLE

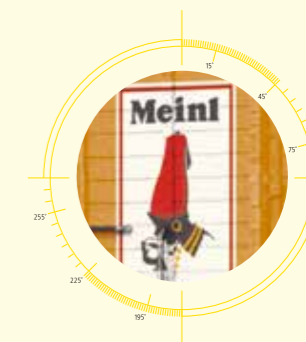
**Covered Freight Car G 10 "Grolsch Pilsner" NS**  
Road no. 560 806 P



Order no. **67429**

III 58,1 NEM

DELIVERY DATE: 2ND QUARTER 2016





# 2016 WILL BE EXTRA SPECIAL WITH THESE MODELS

DELIVERY DATES OF LOCOMOTIVES AND WAGONS IN HO AND N GAUGES



FREIGHT LOCOMOTIVE BR 57.10 / G 10



HO Order no.: 40800 – 40830



DELIVERY DATE:  
2ND QUARTER

ELECTRIC LOCOMOTIVES E 75



HO Order no. 43200 – 43211



DELIVERY DATE:  
2ND QUARTER

DIESEL LOCOMOTIVES V 90



HO Order no. 41500 – 41525



DELIVERY DATE:  
2ND QUARTER

COVERED FREIGHT CARS GLMHS 50



HO Order no. 47250 – 47255



DELIVERY DATE:  
2ND QUARTER

CONTAINER CARS BTMMS 58



HO Order no. 49100 – 49107



DELIVERY DATE:  
2ND QUARTER

PASSENGER COACHES AB4YSE



HO Order no. 46150 – 46167



DELIVERY DATE:  
3RD QUARTER

Preview:  
The following versions will be also produced in the next years: Society Car, Sleeping Car, Half Luggage Car and Half Dining Car

CHAIRLIFT



HO Order no. 6346



DELIVERY DATE:  
4TH QUARTER

TWINDEXX VARIO DOUBLE-DECK TRAIN



HO Order no. 44500 – 44503

N Order no. 64500 – 64503



DELIVERY DATE:  
2017

TWINDEXX VARIO IC 2-DOUBLE-DECK COACHES



N Order no. 64504 – 64509



DELIVERY DATE:  
2017

DIESEL RAILCAR VT 2.09



N Order no. 64300 – 64303



DELIVERY DATE:  
1ST QUARTER

ELECTRIC LOCOMOTIVES E 44



N Order no. 63100 – 63105



DELIVERY DATE:  
JANUARY 2017

## EXCLUSIVE LIMITED EDITION MODELS

SECURE YOUR PERSONAL MODELS AS QUICKLY AS POSSIBLE!

To coincide with its anniversary year, BRAWA is releasing a total of 6 exclusive series models in the H0 and N gauges at the Nuremberg Toy Fair, all in strictly limited editions. The beer wagons, tank wagons and closed goods wagons from the G 10 and Gms 30 ranges with advertising panels can be exclusively ordered from BRAWA specialist dealers during the 2016 Toy Fair.

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

\* 1 € per sold item goes to favour of

**H0**  



**Covered Freight Cars Gms 30 (Oppeln) DB**

DELIVERY DATE: 4TH QUARTER 2016

**H0** 

**Tank Cars DB, 2-axle**

DELIVERY DATE: 2ND QUARTER 2016

**H0** 

**Beer Cars G 10 DB and DR**


DELIVERY DATE: 3RD QUARTER 2016

**H0** 




**Tank Cars Uerdingen DB**


DELIVERY DATE: 2ND QUARTER 2016

**H0** 


**Covered Freight Cars G 10 "Henkel" DR**

			
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DELIVERY DATE: 3RD QUARTER 2016

**N** 

**Covered Freight Cars G 10 "Henkel" DB**

		
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DELIVERY DATE: 2ND QUARTER 2016



## CUTS WAITING TIME: THE BRAWA NOVELTY EXPRESS

KEEPS YOU UP TO DATE!

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 2016 - you may be curious!



## THE SYMBOLS AND THEIR MEANING

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

Products modifications are possible after this brochure is printed. Subject to modifications in design and shape. Colour deviations are possible. ALAK, Albizol, Alles klar mit Korn, Ancre Pils, Aral, ATA, Avia, Bauknecht, Bell, Berentzen, Bier de Sarrebourg, Bimoid, Binding Bier, BLS, Bombardier Transportation, BP, BP Helios, Brandt, Calanda, Caltex, Castrol, CSD, Darnol, DB, DB AG, DB Regio, DDSF, DEA, Degussa, Deutz Oel, Doehler & Haass, Dole, Dortmunder Kronen, DSB, Esso, Eszet, Evian, Feldschlößchen Brauerei Dresden, FERTRANS, Flensburger Brauerei, Fortschritt, Fritz Homann, Gasolin, Goggo Motorroller, Grolsch Pilsner, Haltermann, Heineken, Henkel, Heraklith, Hexawa, Hugo Stinnes, IMI, Julius Meini, Kaldewei, Kulmbacher Mönchshof-Bräu, Langnese, Leitner, Lenz, Leuna, Linoleum, Locamat, Löwenstern, Miele, Minol, MKO, Mobil, Monopolin, Mövengpick, MThB, Nafta, Natronchemie, NS, NSB, ÖBB, OMV, Optimol, Orient-Express, Ovomaltine, Palmers, Palmin, Paul Millet, Persil, Peugeot Talbot, PEZ, Pyraser Bier, Redeberger, Rittersport, SBB, SBB Cargo, Schlösser Alt, Schultheiss, Schwaben Bräu, Schwarzer Friese, Seefische, Sion Kölsch, SNCF, Spee, Spielwarenmesse, Staatl. Fachingen STEF, Stern Export, Steyr Puch, Südzucker, SWS, Texaco, Transthermos Kühlverkehr, TRAXX, Tucher Bier, TWINDEXX, Ugilior, Ur-Kroft-tzer, Valvoline, Varta, Veedol, VTG und 3-Löwen-Takt are registered trademarks.

# LIEBE ZUM DETAIL



EXEMPLARILY DETAILED – TRUE-TO-ORIGINAL:  
THE ELECTRIC RAILCAR BR 425 DB AG 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

**BRAWA**  
A PASSION FOR DETAIL