



NEW ITEMS 2020

LOCOMOTIVES AND WAGONS IN GAUGE HO AND N





WELCOME TO THE BRAWA NEW PRODUCTS FOR 2020!

DISCOVER YOUR PERSONAL FAVOURITES

Our current New Items Brochure presents numerous new locomotives and wagons in H0 and N gauges – as true-to-original models with countless details. More than 300 new models are waiting to be discovered. These include a large number of new types in H0, such as the BR02 express steam locomotive and the E11 series – the GDR's first new electric locomotive. We also offer a wide range of country-specific versions of freight wagons,

such as our acid transport cars and the new Z tank wagon in H0. At the International Toy Fair 2020, BRAWA will once again offer exclusive models in limited editions, which can only be ordered by specialist dealers during the fair. So speak with your specialist dealer as soon as possible to ensure you don't miss out. We hope you enjoy discovering your new favourite models!

All delivery dates are available at:

WWW.BRAWA.DE



Visit our Youtube Channel and discover the digital functions of the BRAWA TWINDEXX Vario® IC2!



H0

- 02 GAUGE H0
- 02 Steam locomotives
- 06 Electric locomotives
- 08 Diesel locomotives
- 14 Railcars
- 18 Passenger coaches
- 33 Freight cars

N

- 62 GAUGE N
- 62 Diesel locomotives
- 64 Railcars
- 66 Passenger coaches
- 67 Freight cars
- 68 EXCLUSIVE MODELS



H O



SIMPLY POWERFUL: STEAM LOCOMOTIVE BR 02 WITH FOUR CYLINDER-COMPOUND ENGINE

STEAM LOCOMOTIVE BR 02



CLOSE COUPLING BETWEEN LOCOMOTIVE AND TENDER

ILLUMINATED DRIVER'S CAB (VERSION DIGITAL EXTRA)

REPLICA OF THE INNER DRIVING GEAR

Steam Locomotive BR 02 DRG

Road no. 02 001

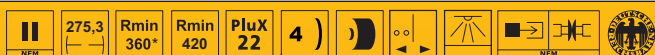


In parallel to the 01 series, the Deutsche Reichsbahn (German National Railway) developed the closely related 02 series. In a direct comparison between the twin two-cylinder design (BR 01) and the composite four-cylinder design (BR 02), the Erfurt, Hamm P and Hof depots began tests to determine which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

higher ongoing maintenance costs then finally led to the decision to give the BR 01 priority in series production. Between 1937 and 1942 the 10 locomotives of the BR 02 series were converted into locomotives of the BR 01 at the Reichsbahnausbesserungswerk (national railway repair works) in Meiningen and renumbered as 01 011 (ex 02 001) and 01 233-241 (ex 02 002-010). In this condition all 10 locomotives entered service with the Deutsche Bundesbahn (West German Federal Railway). The 001 234-4 was the last to be taken out of service at the Hof railway depot in 1972.

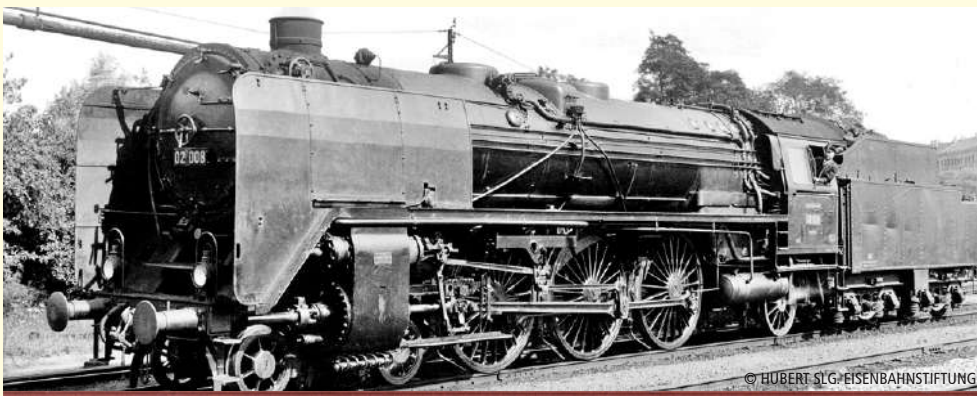
DELIVERY DATE: END OF Q3/2020

Order no. 40920	Analog BASIC+	20	Speaker	Order no. 40922	Digital EXTRA	Cloud	Speaker	D&H
				Order no. 40923	Digital EXTRA	Cloud	Speaker	D&H



Model: 850 mm leading wheels; valve gear holder in cast design; tender 2'2' T32, 1st construction type; small Wagner smoke deflector





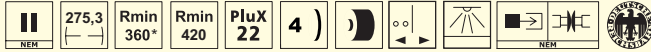
Order no.
40940



Order no.
40942



Order no.
40943



Model: 850 mm leading wheels; valve gear holder in cast design; tender 2'2" T34; large Wagner smoke deflector

Steam Locomotive BR 02 DRG
Road no. 02 008

DELIVERY DATE: END OF Q3/2020



ALL SPECIFIC DETAILS OF THE DIFFERENT TYPES:
SMALL WAGNER SMOKE DEFLECTORS

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

ILLUSTRATION



Technical functions	Analog BASIC+ =	Digital EXTRA =	Digital EXTRA ~
Light change	+	+	+
Fire flickering		+	+
Driver cabin lighting	+*	+	+
Engine lighting		+	+
Smoke generator		+	+
Digital interface	PluX22	PluX22	PluX22
Decoder		+	+
Sound		+	+

* Function only available in digital mode

- Boiler, driver's cab and tender made of high-quality, impact-resistant plastic
- Perforated underframe and spoked wheels in die-cast zinc
- True-to epoch lighting, multipart lamp housing
- Standard shaft rear with link guide
- Close coupling between locomotive and tender

- Perfectly replicated back boilerplate
- Extra mounted steps
- Drive in the tender
- Single axle bearing
- True-to-scale details
- Many extra mounted parts

* Navigable minimum radius: The models of BR 02 are technically suitable for R 360. For best driving characteristics we recommend the use on R 420.



Steam Locomotive BR 06 DRG
Road no. 06 001

In 1934, in order to round off the program for the unit locomotives, the company Krupp was initially commissioned to build two locomotives of the construction series 06. During the realisation of this project, the Deutsche Reichsbahn started to lose interest in the giant locomotives. The locomotive of construction series 06 001 was first delivered in March 1939, the locomotive 06 002 only in August 1939. At the end of 1940, the Deutsche Reichsbahn issued a new paint regulation which specified that in the future the upper structures of the streamlined locomotives should no longer be black but anthracite grey.



Order no. 40224	Analog BASIC+	20		Order no. 40226	Digital EXTRA			D&H
				Order no. 40227	Digital EXTRA			D&H
III NEM	METAL	305	Rmin 360	PluX 22	2			

Model: Drive in the locomotive; spring buffers; finest metal spoke wheels; interior fittings in the driver's cab; short coupling cinematic; true-to-original replica of the brake shoes; adjustable tender distance

**Passenger Coaches Bu, Cu, Cu and CDU
kkStB, Set of 4**
Road no. 4223 / 9044 / 9015 / 12091



Order no. B2011	III NEM	114,9			2212				2187	2222	K.K. St.B.
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Steam Locomotive 92.22 ÖBB
Road no. 92 2220

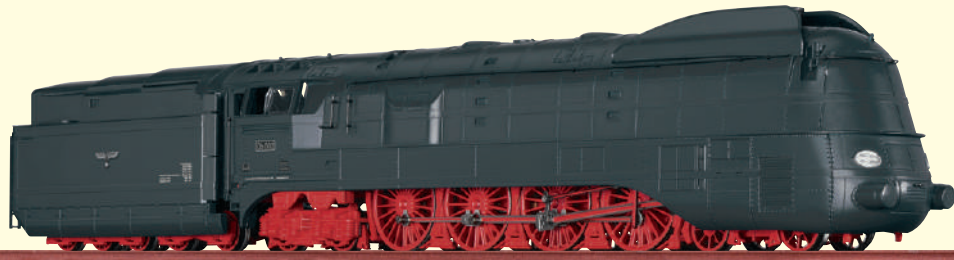
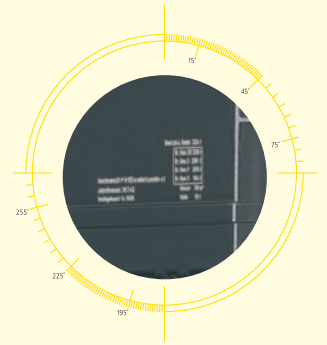
On 18th March 1938, the Federal Austrian Railways (BBÖ) were handed over to the Deutsche Reichsbahn by act of law, and the Federal Railway Directorates were converted to Reichsbahn Directorates. The Reichsbahn Central Office in Berlin issued a renumbering plan for all locomotives of the BBÖ as of 25th November 1938. This plan provided for the renumbering of the 178 series into 92.22 series was numbered through with the fleet numbers 92 2211 to 92 2294.



Order no. 70004	Analog BASIC+	20		Order no. 70006	Digital EXTRA			D&H
				Order no. 70007	Digital EXTRA			D&H
III NEM	106,9	Rmin 360	PluX 22					ÖBB

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





Order no. 40228	Analog BASIC+	20		Order no. 40230	Digital EXTRA			D&H
				Order no. 40231	Digital EXTRA			D&H
II	METAL	305	Rmin 360	PluX 22	2			

Steam Locomotive BR 06 DRG
Road no. 06 002



Order no. 70000	Analog BASIC+	Order no. 70002	Digital EXTRA	Order no. 70003	Digital EXTRA
I	106,9	Rmin 360	PluX 22		

Steam Locomotive 178 kkStB
Road no. 178.10





THE FIRST NEW-CONSTRUCTION ELECTRIC LOCOMOTIVE FROM THE GDR

ELECTRIC LOCOMOTIVE E11



ORIGINAL

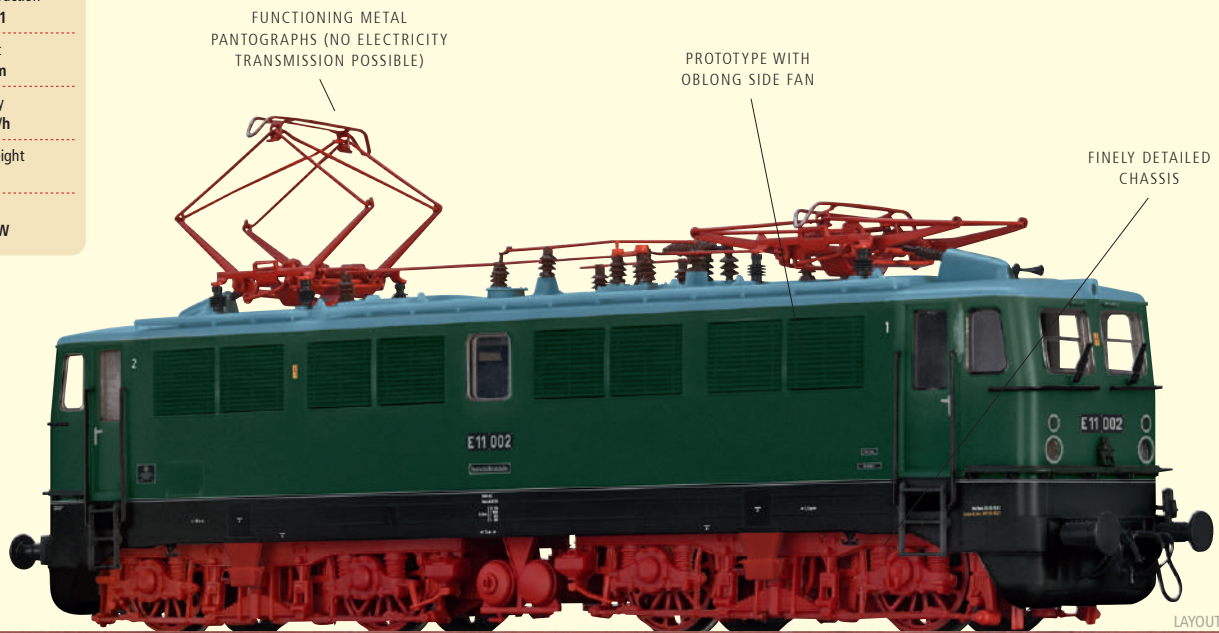
Year of construction
1960/61

Length
16,26 m

Velocity
120 km/h

Service weight
82,5 t

Power
2500 kW



LAYOUT VERSION

Electric Locomotive BR E11 DR
Road no. E11 002



Capable of transporting 700-ton express trains up 10 % gradients at 90 km/h – this was the requirement issued by the Technical Central Office of the East German Deutsche Reichsbahn in its specifications for a new electric locomotive. This requirement was based very closely on the specifications for the prototypes of the E10 series under construction at the Deutsche Bundesbahn (West German Federal Railway). In cooperation with Lokomotivbau Elektronisch Werke (LEW), the Deutsche Reichsbahn began developing the universal locomotive E11 in the mid-1950s. As with Deutsche Bahn, however, it soon became clear that there was no getting around the need to derive an independent freight locomotive. The mechanical part of the new series was very much based on the U4 developed by LEW for the Polish State Railways. In addition, the construction principles of the electric locomoti-

ves without running axles, which were put into service at BLS and SBB in the 1940s, served as the basis for the development. For the electrical systems, the plan was to acquire West German licences, however this was ultimately not possible and so these systems had to be developed internally. The development work culminated in the two test locomotives E11 001 and 002, which were handed over by LEW to the Deutsche Reichsbahn in 1960 for testing. After completion of the test drives, the knowledge thus gained flowed into the series production of the E11 and E42. The two test locomotives entered regular service and were technically adapted to match the series locomotives by 1966. With the service number 211 001-3, the GDR's first new electric locomotive has survived to this day and can be seen in the DB Museum in Halle/Saale.

LIEFERTERMIN: ENDE Q3/2020

Order no.
43130



Order no.
43132



- Extra mounted handrails
- Finely detailed chassis
- Free-standing roof lines
- Illuminated driver's cab (Version Digital EXTRA)
- Prepared for sound or with built-in sound
- NEM-standard close-coupling
- Metal wheels and frame
- Prototypical multipart roof-fittings
- Metal pantographs
- Extra mounted windscreen wiper
- Finest paintwork and painting





© BERND ZÖLLNER

Order no.
43134



Order no.
43136



Electric Locomotive BR E11 DR
Road no. 211 001-3

DELIVERY DATE: END OF Q3/2020



© AXEL MEHNERT

Order no.
43146



Order no.
43148



Electric Locomotive BR 242 DR
Road no. 242 006-5

DELIVERY DATE: END OF Q3/2020



LAYOUT VERSION

Order no.
43138

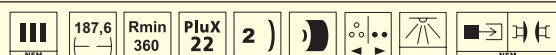


Order no.
43140




Electric Locomotive BR Ae 477
„Kreuzlingen“ Lokoop
Road no. 477 900-5

DELIVERY DATE: END OF Q3/2020



Electric Locomotive BR E95 DRG
Road no. E95 06

DEVIATING ROAD NO.




Order no. 43166	Analog BASIC*	Digital EXTRA	D&H
Order no. 43168	Digital EXTRA	D&H	D&H
Order no. 43169	Digital EXTRA	D&H	D&H

III 240,3 Rmin 360 PluX 22 4))

NEH NEM DR

Electric Locomotive BR E95 DR
Road no. E95 02




Order no. 43170	Analog BASIC*	Digital EXTRA	D&H
Order no. 43172	Digital EXTRA	D&H	D&H
Order no. 43173	Digital EXTRA	D&H	D&H

III 240,3 Rmin 360 PluX 22 4))


NEH NEM DR

Diesel Locomotive WR 360 „Wirtschaftliche Forschungsges.m.b.H.“ DRG
Road no. 38

Visit our YouTube channel and discover more features about the diesel locomotive V36



DEVIATING ROAD NO.




Order no. 41658	Analog BASIC*	Digital EXTRA	Digital Coupling	Energy Storage	D&H
Order no. 41660	Digital EXTRA	Digital Coupling	Energy Storage	D&H	
Order no. 41661	Digital EXTRA	Digital Coupling	Energy Storage	D&H	

II 105,7 Rmin 360 PluX 22 1))

NEH NEM

Diesel Locomotive BR V36 DB
Road no. V36 214




Order no. 41654	Analog BASIC*	Digital EXTRA	Digital Coupling	Energy Storage	D&H
Order no. 41656	Digital EXTRA	Digital Coupling	Energy Storage	D&H	
Order no. 41657	Digital EXTRA	Digital Coupling	Energy Storage	D&H	

III 105,7 Rmin 360 PluX 22 1))

NEH NEM DB

Diesel Locomotive BR 103 DR
Road no. 103 022-0

DEVIATING ROAD NO.



Order no. 41662	Analog BASIC*	Digital EXTRA	Digital Coupling	Energy Storage	D&H
Order no. 41664	Digital EXTRA	Digital Coupling	Energy Storage	D&H	
Order no. 41665	Digital EXTRA	Digital Coupling	Energy Storage	D&H	

IV 105,7 Rmin 360 PluX 22 1))

NEH NEM DR



Diesel Locomotive 291 „SUNRAIL” Metrans

Road no. 291 038-8



© ROGER MAHLER

Order no. 41574	Analog BASIC+		Order no. 41576	Digital EXTRA		Digital Coupling		Energy Storage	
			Order no. 41577	Digital EXTRA		Digital Coupling		Energy Storage	
	164,6	Rmin 360	PluX 22	2)					

★

**THE SWEET SOUND OF
ATTENTION TO DETAIL**

Download the richly detailed BRAWA locomotive sounds for true-to-life background noise on your model railway set.

DOWNLOAD

Diesel Locomotive BR V100.10 DB

Road no. V100 1045



DEVIATING ROAD NO.

Order no. 42300	Analog BASIC+		Order no. 42302	Digital EXTRA		Digital Coupling		Energy Storage	
			Order no. 42303	Digital EXTRA		Digital Coupling		Energy Storage	
	139,1	Rmin 360	PluX 22	2)					

Diesel Locomotive BR 212 Wiebe

Road no. 92 80 1212 192-9



Order no. 42888	Analog BASIC+		Order no. 42890	Digital EXTRA		Digital Coupling		Energy Storage	
			Order no. 42891	Digital EXTRA		Digital Coupling		Energy Storage	
	141,4	Rmin 360	PluX 22	2)					

Diesel Locomotive BR 245 „Fernverkehr Sylt” DB AG

Road no. 92 80 1245 024-5



Order no. 42910	Analog BASIC+		Order no. 42912	Digital EXTRA		Energy Storage	
			Order no. 42913	Digital EXTRA		Energy Storage	
	217,2	Rmin 360	PluX 22	2)			





TECHNICALLY REWORKED

Diesel Locomotive BR V100 DR
Road no. V100 015

- LED light
- New electronics e.g. energy storage (Version Digital EXTRA)
- Digital coupling (Version Digital EXTRA)
- D&H sound (Version Digital EXTRA)
- Drivers cab interior fittings
- New motor

DELIVERY DATE: END OF Q4/2020



Order no. 41284	Analog BASK+		Order no. 41285	Digital EXTRA		Digital Coupling	Energy Storage	D&H
	160	Rmin 360	PluX 22	2				

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

Diesel Locomotive BR V110 DR
Road no. 110 322-5

- LED light
- New electronics e.g. energy storage (Version Digital EXTRA)
- Digital coupling (Version Digital EXTRA)
- D&H sound (Version Digital EXTRA)
- Drivers cab interior fittings
- New motor

DELIVERY DATE: END OF Q4/2020



Order no. 41286	Analog BASK+		Order no. 41287	Digital EXTRA		Digital Coupling	Energy Storage	D&H
	160	Rmin 360	PluX 22	2				

Diesel Locomotive BR 199 DR
Road no. 199 861-6

- LED light
- New electronics e.g. energy storage (Version Digital EXTRA)
- Digital coupling (Version Digital EXTRA)
- D&H sound (Version Digital EXTRA)
- Drivers cab interior fittings
- New motor

DELIVERY DATE: END OF Q4/2020



Order no. 41272	Analog BASK+		Order no. 41273	Digital EXTRA		Digital Coupling	Energy Storage	D&H
	156	Rmin 360	PluX 22	4				





© RALPH STEINHAGEN



Diesel Locomotive BR 203 DB AG
Road no. 203 113-6

- ALSTOM version BR 203
- LED light
- New electronics e.g. energy storage (Version Digital EXTRA)
- Digital coupling (Version Digital EXTRA)
- D&H sound (Version Digital EXTRA)
- Drivers cab interior fittings
- New motor

DELIVERY DATE: END OF Q4/2020

Order no. 41288	Analog BASIC+	Order no. 41290	Digital EXTRA	Digital Coupling	Energy Storage	D&H
		Order no. 41291	Digital EXTRA	Digital Coupling	Energy Storage	D&H



© MATTHIAS MUSCHKE

Diesel Locomotive BR 203
SBB Cargo Deutschland
Road no. 92 80 1203 151-6

- ALSTOM version BR 203
- LED light
- New electronics e.g. energy storage (Version Digital EXTRA)
- Digital coupling (Version Digital EXTRA)
- D&H sound (Version Digital EXTRA)
- Drivers cab interior fittings
- New motor

DELIVERY DATE: END OF Q4/2020

Order no. 41292	Analog BASIC+	Order no. 41294	Digital EXTRA	Digital Coupling	Energy Storage	D&H
		Order no. 41295	Digital EXTRA	Digital Coupling	Energy Storage	D&H



© SEBASTIAN KOCH

Diesel Locomotive BR 203 HVLE
Road no. V160.07 / 203 150-1

- ALSTOM version BR 203
- LED light
- New electronics e.g. energy storage (Version Digital EXTRA)
- Digital coupling (Version Digital EXTRA)
- D&H sound (Version Digital EXTRA)
- Drivers cab interior fittings
- New motor

DELIVERY DATE: END OF Q4/2020

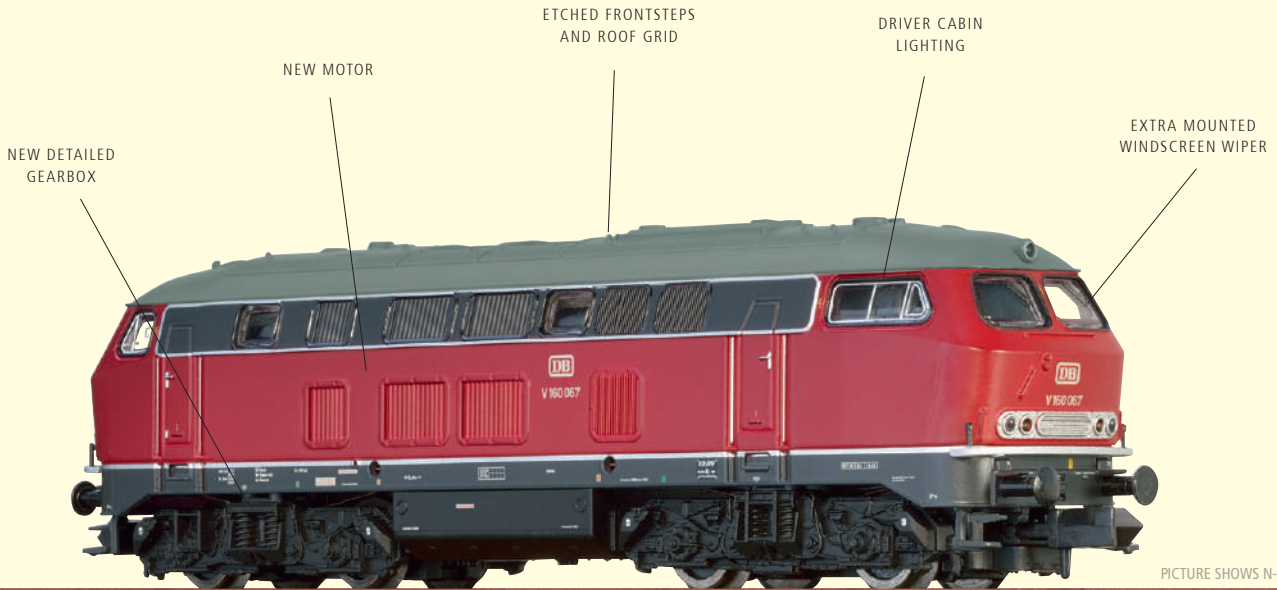
Order no. 41700	Analog BASIC+	Order no. 41702	Digital EXTRA	Digital Coupling	Energy Storage	D&H
		Order no. 41703	Digital EXTRA	Digital Coupling	Energy Storage	D&H





SINGLE-ENGINE DIESEL LOCOMOTIVE FOR MEDIUM-LOAD LINE SERVICE

DIESEL LOCOMOTIVE BR V160 DB



PICTURE SHOWS N-MODEL

Diesel Locomotive BR V160 DB

Road no. V160 067



Up until the mid-fifties, motor engineering did not make it possible to build a main-line diesel locomotive with only one propulsion system and sufficient power. Consequently, the V200 and V200.1 series were built with two propulsion systems in order to meet their performance requirements. However, the manufacturers worked at full stretch on stronger motors, and by the end of the decade, a power of 1,400 kW from one propulsion system was no longer an illusion. As early as 1956, the Krupp company began to develop a medium-duty main-line diesel locomotive with one motor, a steam heating system, and a Vmax of 120 km/h. In 1960, Krupp and Henschel delivered a total of ten pilot-production machines, nine of which received the nickname "Lollo" due to their exterior, inspired by Gina Lollobrigida. The tenth locomotive already had a prosaic, much more angular shape and could be produced considerably more cheaply and was therefore adopted for the series production. The machines stood the test in goods train service and passenger service and, after extensive testing, they were produced in series from 1964 to 1968. The companies

Krupp, Henschel, KHD, Krauss-Maffei, and MaK supplied 214 series locomotives in total. They were used in the entire German federal territory, more and more in goods traffic following the delivery of the BR 218 locomotive and the increasing use of electrical train heating. After the prototype locomotives had been withdrawn by 1984, the removal of the series locomotives started in 1993. More and more railcars were used in passenger service, which led to a further elimination of diesel locomotives. Goods traffic declined, and the 232 series came from the East German Deutsche Reichsbahn (DR). One locomotive of this series often replaced a double traction. By 2004, all 216-series locomotives had been decommissioned; however, many locomotives were taken over by private railway enterprises at home and abroad. In the meantime, some of the locomotives have even returned and are in use in the approximated original state. The DB Museum received the 216 003 locomotive in Lübeck and the 216 067 locomotive in Koblenz.

DELIVERY DATE: END OF Q4/2020

Order no. 41156	Analog BASIC+		Order no. 41158	Digital EXTRA		
			Order no. 41159	Digital EXTRA		

- V160 models technically & optically reworked
- Improved power consumption
- Driver's cab light
- LED lighting
- Etched front steps
- New motor
- Extra mounted windscreen wiper
- New with NEM-standard short-coupling
- PluX22 interface
- New true to original gearbox
- Buffer screed & roof in more detail
- D&H sound



PICTURE SHOWS N-MODEL



Order no.
41160



Order no.
41162



Order no.
41163



Diesel Locomotive BR 216 DB
Road no. 216 118-0

When compiling the standard design programme of the Deutsche Bundesbahn, a mainline diesel locomotive with an output of 1500-1600 HP had already been considered. The engine and drive system of the resulting V160 is closely based on the V100 locomotives.. The locomotives of Class 216 were used in nearly all railway divisions of the Deutsche Bundesbahn. They were used for both passenger and freight transport, where they provided good service. The 216 118-0 was based at the Oldenburg depot of the Münster railway division at the beginning of the 1970s and was used there mostly for passenger trains.

DELIVERY DATE: END OF Q4/2020

PICTURE SHOWS N-MODEL



Order no.
41168



Order no.
41170



Order no.
41171



Diesel Locomotive BR 216 DB Cargo
Road no. 216 139-6

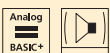
The 216 locomotive series had already reached the end of its useful life in the 1990s. After the locomotives and employees were split up across the business areas, the 216 was operated by DB Cargo, as the freight traffic division was called at that time. As the management – unlike in former years – pinned their hopes on a rapid implementation of the “corporate identity”, many locomotives of all series were repainted even a few years prior to their decommissioning.

DELIVERY DATE: END OF Q4/2020

PICTURE SHOWS N-MODEL



Order no.
41172



Order no.
41174



Order no.
41175



Diesel Locomotive BR 216 Wiebe
Road no. 216 122-2

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

DELIVERY DATE: END OF Q4/2020



Electric Railcar BR 4024 ÖBB

Road no. see website

The four-part Talents of the 4024 class are put to use in the S-Bahn in the Austrian capital, Vienna. The trains have a total length of 66.87 m, and the engines have a combined output of 1,520 kW. Electric propulsion was also considered in the construction of the power cars in the Talent family. The österreichische Bundesbahnen ÖBB is the first railroad company to make use of this option. The ÖBB ordered Talents in two versions: the three-part power trains of the 4023 class and the four-part version as the 4024 class. So far a total of 111 engine cars have been ordered. Some of them are also used in routes to neighbouring countries, such as to Germany.



© FRITZ RAUCH

Order no. 44262	Analog BASK+		Order no. 44264	Digital EXTRA		D&H	Order no. 44265	Digital EXTRA		D&H
ÖBB										



Order no. 44716	Analog BASK+		Order no. 44718	Digital EXTRA		D&H	Order no. 44719	Digital EXTRA		D&H

Diesel Railcar BR VT 60.5 and Trailer BR VS 145 DB

Road no. VT 60 530 / VT 145 393

Going back to a proposed development from the Westwaggon Company who, together with Waggon- und Maschinenfabrik A.G. and Düsseldorfer Waggonfabrik, was responsible for the manufacture of the new VT 137 347 - 366 and 137 377 - 396 secondary railway railcars, the industry launched the last large-scale range of the typically light railcars on to the tracks in 1939 and 1940. Basis for this was the German National Railway (DR) procurement programme from 1936 which, until this point, ensured the continuous further development of railcars. Typically for this era, the striking basket arch shape with the large buffers characterised the front of the vehicle and allowed the staff to move to the adjacent vehicle via a respective passage located on the front sides during the journey.



Order no. 44720	Analog BASK+		Order no. 44722	Digital EXTRA		D&H	Order no. 44723	Digital EXTRA		D&H



© ANDOR NÉMETH



Order no.
44258



Order no.
44260



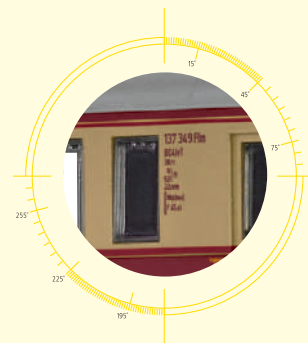
Order no.
44261



Electric Railcar BR 425 MAV
Road no. 425 003



Model: Extra mounted air conditioning installation and high voltage equipment; finely detailed pantograph; finest paintwork and printing; fine engravings; In-plane assembled windows; prepared for sound or with built-in sound; with interior lighting; Interior fittings; LED lighting; Precise replica of the bogies; Windscreen wipers individually mounted



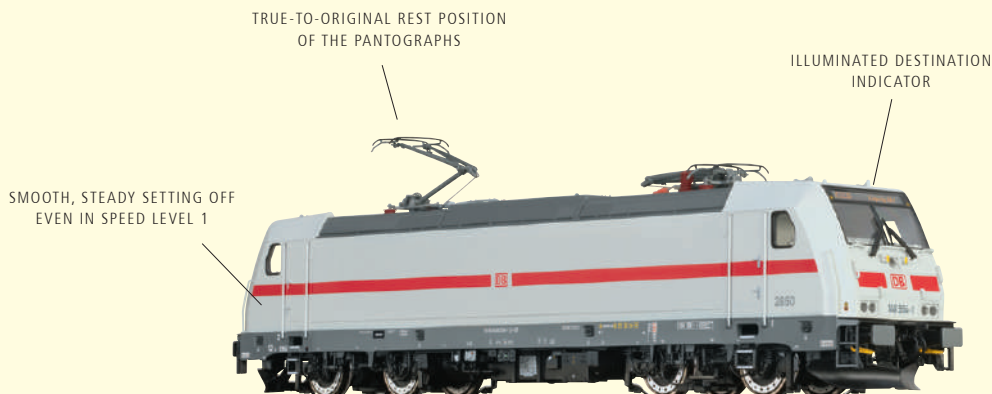
**Diesel Railcar BR VT 137 and Trailer
BR VS 145 DRG**
Road no. 137 349 / 145 252





COVETED MULTI-TALENT FOR UNIVERSAL USE

TRAXX ELECTRIC LOCOMOTIVE BR 164.5 DB AG



TRAXX Electric Locomotive BR 146.5 DB AG
Betriebs-Nr. 146 554-1

Order no. 43806	Analog BASIC*	Order no. 43808	Digital EXTRA	Order no. 43809	Digital EXTRA

Technical functions TRAXX Electric locomotive 146.5	Analog BASIC+ =	Digital EXTRA =	Digital EXTRA ~
Driving function	+	+	+
Light change	+	+	+
Tail lights separately switchable	+*	+	+
Driver cabin lighting	+*	+	+
Shunting lights	+*	+	+
Long-distance headlights	+*	+	+
Destination indicator (model dependent)	+	+	+
Light setting programmable for analogue operation	+	+	+
Digital interface	PluX22	PluX22	PluX22
Decoder		+	+
Sound		+	+
Additional information	<ul style="list-style-type: none"> Optimised light control for driving and shunting modes Latest sound technology and excellent sound quality Compatible with and programmable in all common digital systems (DCC, Motorola, SX1 and SX2) Improved motor and load control 		



* Function only available in digital mode





PERFECTLY COMPLEMENTS THE TRAXX – WITH CURRENT DESIGN

TWINDEXX VARIO® IC2 DB AG

LIGHT PASSENGER COMPARTMENT DIMMABLE (VERSION DIGITAL EXTRA)

AUTOMATIC DETECTION OF THE POSITION OF ALL COACHES (VERSION DIGITAL EXTRA)

ILLUMINATED DESTINATION INDICATOR

CURRENT DESIGN



TWINDEXX Vario® IC2-double-deck Coaches DB AG, set of 3 (1 control car, 2 passenger coaches 2nd class)
Road no. 50 80 86-81 850-9 / 50 80 26-81 441-0 / 50 80 26-81 473-3

Order no.
44521



Order no.
44527



Order no.
44530



TWINDEXX Vario® IC2 middle Wagon DB AG, 1st class
Road no. 50 80 16-81 157-4

TWINDEXX Vario® IC2 middle Wagon DB AG, 2nd class
Road no. 50 80 26-81 426-1



Order no.
44522



Order no.
44528



Order no.
44531



Order no.
44523



Order no.
44529



Order no.
44532



YouTube

DISCOVER ADDITIONAL FUNCTIONS OF THE IC2

HO



TWO-AXLE STANDARD CORRIDOR COACHES – WITH DETAILS TRUE TO ORIGINAL



The development of the two-axle standard corridor carriages of the "Austauschbauart" (a design based on standardised components) was closely linked to the production of standardised railway components, which emerged as a key industry in the 1920s. The DRG (Deutsche Reichsbahn Gesellschaft) had set itself the goal of having wagon components manufactured on a cross-company basis in accordance with standardised specifications and conditions, in order to drastically reduce the cost of subsequent maintenance at its own works and to ensure the use of interchangeable components.

Against this background, the DRG commissioned the Gesellschaft Deutscher Waggonfabriken (D.W.V.) to develop and deliver the required standard corridor carriages. The specification for the standardised wagons of the "Austauschbauart" meant it was no longer necessary to produce around 1,400 drawings for each individual wagon class. Instead, there was now one basic type that provided the basis for the modified designs, which required approximately 150 drawings each. Starting in 1928, almost 5,500 cars of the various classes BCI-28, Ci-28, CDi-29, Pwi-28, Ci-29 BCI-29, Pwi-29, Bi-29 and Ci-30 were



ALL INFORMATION ABOUT THE DONNERBÜCHSEN AT:

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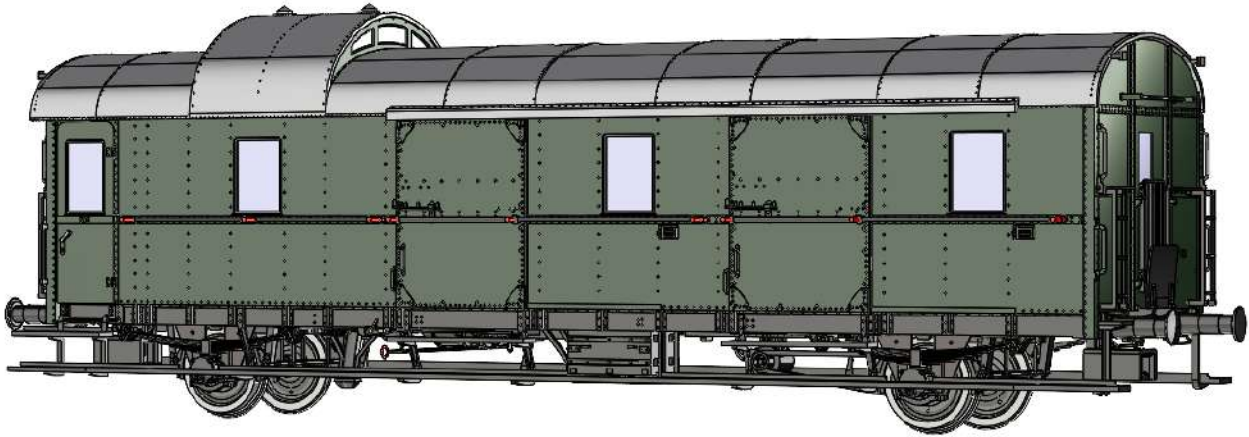
produced for passenger transport in several delivery series. These wagons met the expectations of the DRG and meant that many older state railway cars and related classes could be decommissioned. The running characteristics of these coaches, which were not particularly satisfactory for the passengers, soon earned them the well-known nickname "Donnerbüchsen". The turmoil of the war years inevitably led to the two-axle standard corridor carriages subsequently finding their way into the inventories of many European railway companies. However, they all shared a common fate – by the late 1960s and early

1970s all of these carriages had been removed from the general maintenance stock. The cars that still exist today serve as very popular attractions at various railway museums in Germany and abroad.

- Wheelsets in toe bearing
- Individually mounted axle box cover
- Brake shoes in wheel plane
- Extra mounted steps
- Separately mounted axle brake rod
- Extra mounted brake system
- Extra mounted Wendler ventilators
- True-to-original interior fittings
- Wheel chocks attached
- Fine engravings and rivets



Passenger Coach Pwi 28 DRG
Road no. 114 565 Stettin



ILLUSTRATION

Order no. **46700**

DELIVERY DATE: END OF Q4/2020

Passenger Coach Bi 29 DRG
Road no. 27 938 Stettin



© BRAWA

Order no. **46701**

DELIVERY DATE: END OF Q4/2020

Passenger Coach BCi 28 DRG
Road no. 36 914 Stettin



© BRAWA

Order no. **46702**

DELIVERY DATE: END OF Q4/2020

Passenger Coach Ci 28 DRG
Road no. 83 950 Stettin



© BRAWA

Order no. **46703**

DELIVERY DATE: END OF Q4/2020

Passenger Coach Ci 28 DRG
Road no. 83 956 Stettin



© BRAWA

Order no. **46704**

DELIVERY DATE: END OF Q4/2020



Passenger Coach Pwi DB
Road no. 114 695 Ksl



© FRITZ WILLKE SLG. STEFAN CARSTENS

Order no. **46705**

DELIVERY DATE: END OF Q4/2020

Passenger Coach Ai DB
Road no. 27 391 Ksl



© FRITZ WILLKE SLG. STEFAN CARSTENS

Order no. **46706**

DELIVERY DATE: END OF Q4/2020

Passenger Coach ABi DB
Road no. 36 084 Ksl



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Order no. **46707**

DELIVERY DATE: END OF Q4/2020

Passenger Coach Bi DB
Road no. 84 132 Ksl



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Order no. **46708**

DELIVERY DATE: END OF Q4/2020

Passenger Coach Bi DB
Road no. 84 828 Ksl



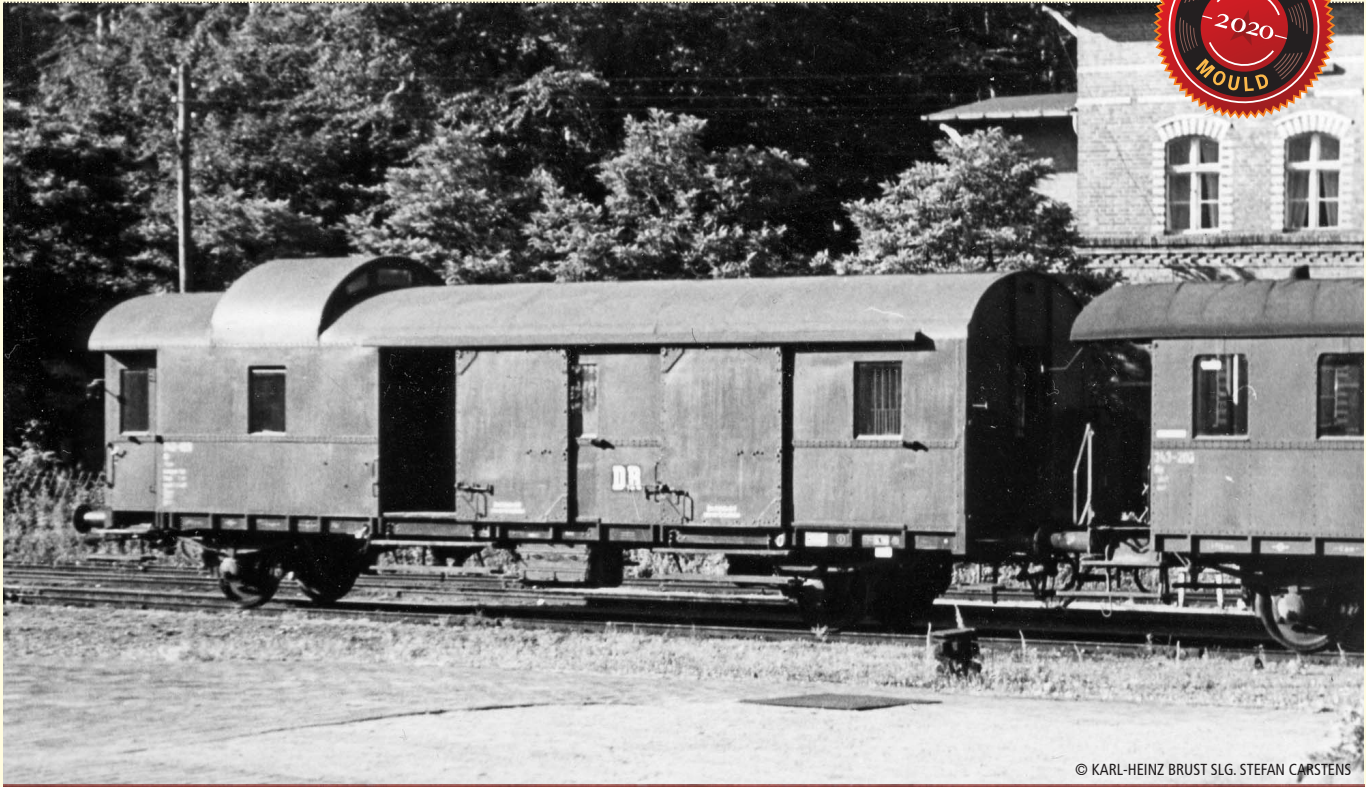
© FRITZ WILLKE SLG. STEFAN CARSTENS

Order no. **46709**

DELIVERY DATE: END OF Q4/2020



Passenger Coach Pwi DR
Road no. 742-042



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Order no. **46710**

DELIVERY DATE: END OF Q4/2020

Passenger Coach Bip DR
Road no. 341-268

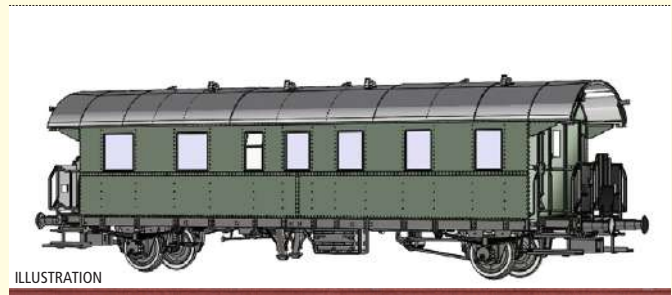


© KARL-HEINZ BRUST SLG. STEFAN CARSTENS

Order no. **46711**

DELIVERY DATE: END OF Q4/2020

Passenger Coach BBitr DR
Road no. 341-220



ILLUSTRATION

Order no. **46712**

DELIVERY DATE: END OF Q4/2020

Passenger Coach Bi DR
Road no. 341-268



© KARL-HEINZ BRUST SLG. STEFAN CARSTENS

Order no. **46713**

DELIVERY DATE: END OF Q4/2020

Passenger Coach Bi DR
Road no. 342-349



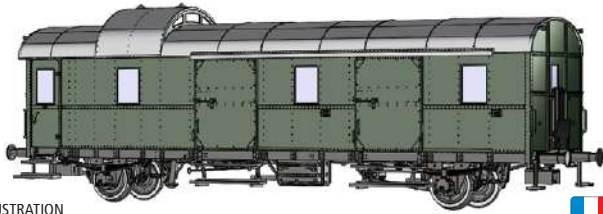
© KARL-HEINZ BRUST SLG. STEFAN CARSTENS

Order no. **46714**

DELIVERY DATE: END OF Q4/2020



Passenger Coach Pwi-29 SNCF
Road no. see website



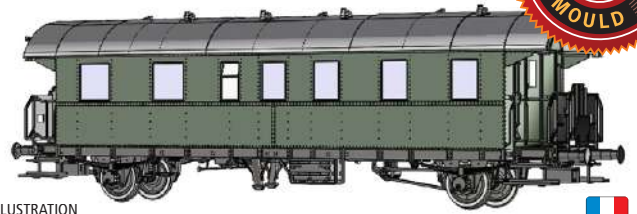
ILLUSTRATION



Order no. **46715**

DELIVERY DATE: END OF Q4/2020

Passenger Coach BCi-28 SNC
Road no. see website



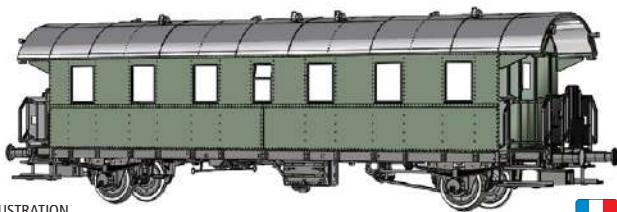
ILLUSTRATION



Order no. **46716**

DELIVERY DATE: END OF Q4/2020

Passenger Coach Ci-28 SNC
Road no. see website



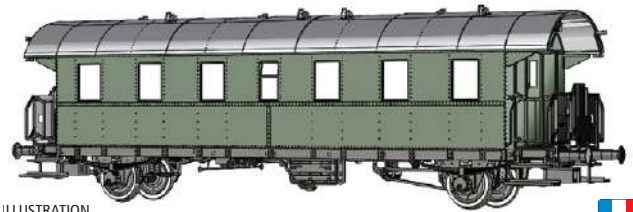
ILLUSTRATION



Order no. **46717**

DELIVERY DATE: END OF Q4/2020

Passenger Coach Ci-28 SNC
Road no. see website



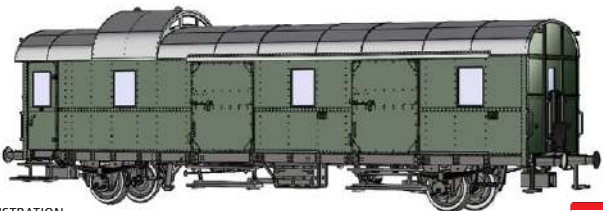
ILLUSTRATION



Order no. **46718**

DELIVERY DATE: END OF Q4/2020

Passenger Coach D2mep der CFL
Road no. 7023



ILLUSTRATION



Order no. **46719**

DELIVERY DATE: END OF Q4/2020

Passenger Coach AB2mp der CFL
Road no. 2024



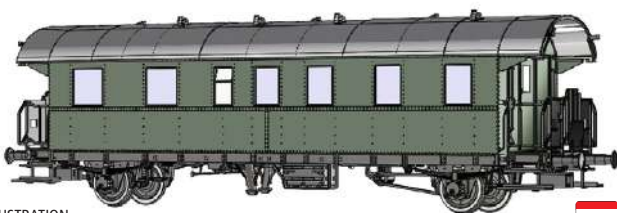
ILLUSTRATION



Order no. **46720**

DELIVERY DATE: END OF Q4/2020

Passenger Coach B2mp der CFL
Road no. 3119



ILLUSTRATION



Order no. **46721**

DELIVERY DATE: END OF Q4/2020

Passenger Coach B2mp der CFL
Road no. 3116



ILLUSTRATION



Order no. **46722**

DELIVERY DATE: END OF Q4/2020



Passenger Coach ABiph ÖBB
Road no. 27 407

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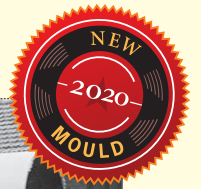


Order no. **46723** III 161,4 E 2212 NEM 2187 2222 ÖBB

DELIVERY DATE: END OF Q4/2020

Passenger Coach ABih ÖBB
Road no. 27 453

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Order no. **46724** III 160 E 2212 NEM 2187 2222 ÖBB

DELIVERY DATE: END OF Q4/2020

Passenger Coach Bih ÖBB
Road no. 37 439

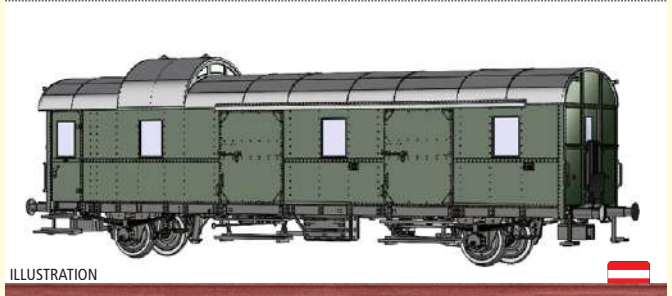
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Order no. **46725** III 160 E 2212 NEM 2187 2222 ÖBB

DELIVERY DATE: END OF Q4/2020

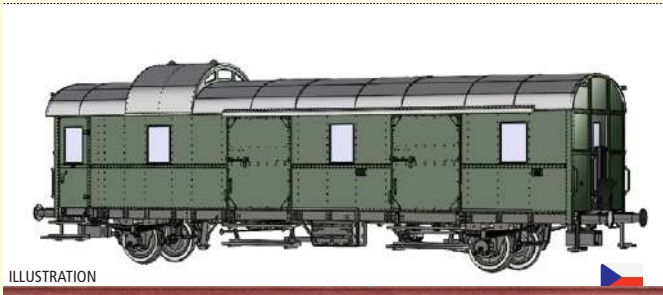
Passenger Coach Pwih ÖBB
Road no. 65 112



Order no. **46726** III 160 E 2212 NEM 2187 2222 ÖBB

DELIVERY DATE: END OF Q4/2020

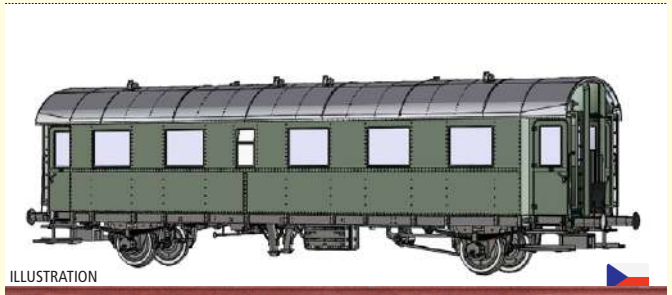
Passenger Coach Pwi-29 CSD
Road no. see website



Order no. **46727** III 160 E 2212 NEM 2187 2222 ČSD

DELIVERY DATE: END OF Q4/2020

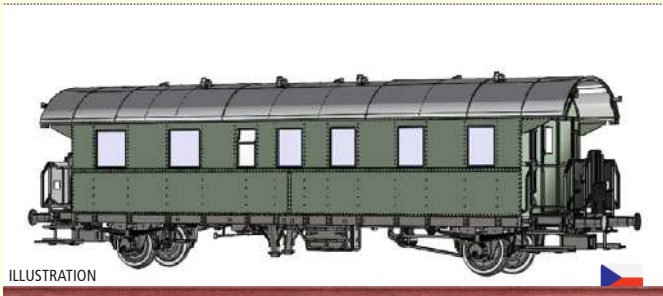
Passenger Coach Bi-29 CSD
Road no. see website



Order no. **46728** III 161,4 E 2212 NEM 2187 2222 ČSD

DELIVERY DATE: END OF Q4/2020

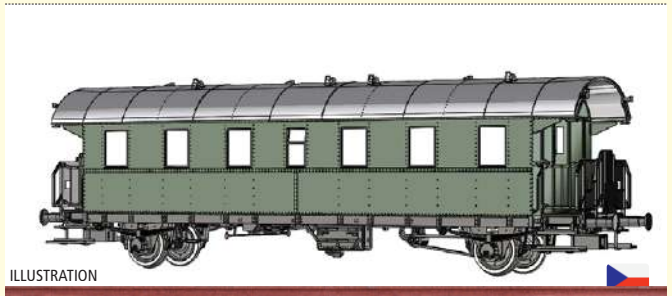
Passenger Coach BCi-28 CSD
Road no. see website



Order no. **46729** III 160 E 2212 NEM 2187 2222 ČSD

DELIVERY DATE: END OF Q4/2020

Passenger Coach Ci-28 CSD
Road no. see website



Order no. **46730** III 160 E 2212 NEM 2187 2222 ČSD

DELIVERY DATE: END OF Q4/2020



DEVIATING ROAD NO.



Order no. **45064**



Model: Tip bearing wheelsets; extra wheel bearing and suspension system; true-to-scale side frames; extra gas tank; completely lacquered wagon body, housing and roof with soot marks

Passenger Coach BC4 SBB
Road no. 4911

Between 1855 and 1892, even private Swiss rail companies, the predecessors of the SBB, purchased 4- axle vestibule cars based on the "American system". In 1902 when the Swiss state railway was founded, there were still about 300 of these cars which were then taken over. In addition to third class cars, the SBB also took over numerous mixed class cars of the 2nd and 3rd class category as well as luggage cars.

DEVIATING ROAD NO.



Order no. **45065**



Passenger Coach C4 SBB
Road no. 9033

Although the SBB had taken over large numbers of the American four-axle coaches and the coaches had proven their worth in service, when ordering new vehicles it was decided to use a three-axle design. After some time, the long coach body showed a high level of warping and deformation. The reason for this was the very poor running properties of the primitive bogies without secondary suspension. Nevertheless, some remained in service until 1941 and trains formed solely with four-axle coaches of the same class still travelled between Winterthur and Wil in 1930.

DEVIATING ROAD NO.



Order no. **45066**



Passenger Coach C4 SBB
Road no. 9280

DEVIATING ROAD NO.



Order no. **45067**



Passenger Coach F4 SBB
Road no. 18788

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



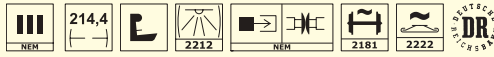
**NEU
NEW**
OPTICALLY REWORKED
ENTRY DOORS WITH TRUE TO
ORIGINAL DIMENSIONS



Passenger Coach B4mgl(e) DR
Road no. 260-236

- Entry doors with true to original dimensions
- American bogie

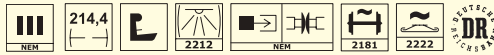
Order no. **45382**



Passenger Coach BDghwse DR
Road no. 57 50 82-15 016-1

- Entry doors with true to original dimensions
- Görlitz V bogie

Order no. **45384**



Passenger Coach BDghwse DR
Road no. 50 50 82-15 043-2

- Entry doors with true to original dimensions
- Görlitz V bogie

Order no. **45376**



**Passenger Coach B3yg Tegernsee
Bahn, set of 2**
Road no. 35 / 36

Order no. **46314**



AVAILABLE





Order no. **45381**



Passenger Coach B4mgl der DR
Road no. 260-370

- Entry doors with true to original dimensions
- Prussian bogie



Order no. **45383**

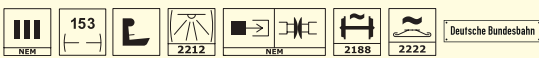


Passenger Coach B4mgle DR
Road no. 260-221

- Entry doors with true to original dimensions
- American bogie



Order no. **46315**



Passenger Coach B3ygk DB
Road no. 90 231 KöI

- Kitchen coach

AVAILABLE



Passenger Coach Bmhe DR
Road no. 50 50 21-11 141-2

Since the railcar industry in the DDR was fully occupied with export orders, Halberstadt RAW was the only shop available for the construction of the new car. Because the facilities there had been expanded by this time, the new vehicle could now fully exploit the UIC measure of 26.4 m. There was a prototype as early as 1973, and a second followed in 1975. Both were tested extensively in daily operations. The name „Langer Halberstädter“ was coined rather quickly in common parlance, making a connection with the famous sausages produced there. While the cars were still in construction, a request came from DR to make the car suitable for „premium international assignments“, which naturally led to changes in the design.



Order no. **46042**



Model: Precise replica of the bogies; In-plane assembled windows; True-to epoch interior fittings; prepared for interior lighting; printed window frames; elastic rubber bulge; NEM-standard short coupling; replica of the air heating system in the car floor; alternator on bogie separately mounted; finest paintwork and printing; applied steps; interior fittings in multi-color painting

Passenger Coach Bmhe DR
Road no. 51 50 21-40 262-0



Order no. **46043**



Passenger Coach Bmhe DR
Road no. 50 50 21-11 135-4



Order no. **46044**



Passenger Coach Bmhe DR
Road no. 50 50 21-11 673-4



Order no. **46045**



DEVIATING ROAD NO.



Order no. **46046**



Passenger Coach Bmhe DR
Road no. 50 50 21-11 762-5

A car was built with two entrances and three passenger compartments with a central corridor. At first glance, the Bmhe seems like a copy of the DB Silberling, but it was in fact a new version of the Bghwe car, with many new components. This is especially evident in the unladen weight, which is fairly high at 39 tons and not compatible with the „world class” level so often aspired to in the DDR. The cars proved themselves in operation, and the passengers perceived them to be definite steps forward. In accordance with the requirements from the order, they were originally used almost exclusively in high-speed trains for national and international transport. They also achieved objectives in Czechoslovakia, Poland and West Germany. The cars that were delivered from 1982 onwards featured the new green and ivory-colored paint for express cars.

DEVIATING ROAD NO.



Order no. **46047**

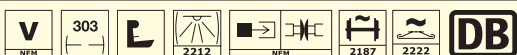


Passenger Coach Byz 438.4 DB AG
Road no. 50 80 21-33 131-1

DEVIATING ROAD NO.



Order no. **46048**



Passenger Coach Byu 438.1 DB AG
Road no. 50 80 21-45 026-9

DEVIATING ROAD NO.



Order no. **46049**



Passenger Coach Byu 438.1 DB AG
Road no. 50 80 21-45 015-2















SILBERLINGE



Passenger Coach AB4nb-59 DB
Road no. 31 344 Hmb

- 1st/2nd class





Order no. **46536**   Order no. **46553**  









       



Passenger Coach B4nb-59a DB
Road no. 42 110 Hmb

- 2nd class





Order no. **46537**   Order no. **46554**  









       



Passenger Coach B4nb-59a DB
Road no. 42 114 Hmb

- 2nd class






Order no. **46538**   Order no. **46555**  








       











Control Car BD4nf-59 DB
Road no. 96 264 Hmb

- Hasenkasten
- 2nd class

Order no. **46539**    Order no. **46556**  

Order no. **46540**       



ROTLINGE



Order no. **46546**

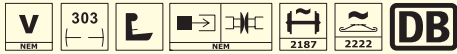


Order no. **46557**



Passenger Coach ABnrz 417.4
DB AG
Road no. 50 80 31-33 465-1

■ 1st/2nd class



Order no. **46547**



Order no. **46558**



Passenger Coach Bnrz 436.0
DB AG
Road no. 50 80 22-34 079-0

■ 2nd class



Order no. **46548**



Order no. **46559**



Passenger Coach Bn 440
DB AG
Road no. 50 80 22-33 198-9

■ 2nd class



Order no. **46549**



Order no. **46560**



Control Car Bnrzdf 740.2
DB AG
Road no. 50 80 82-34 095-3

■ Karlsruhe version
■ 2nd class



MINTLINGE



Control Car Bndzf 483.1 DB AG
Road no. 50 80 80-35 191-1

- Wittenberg version
- 2nd class

Order no. 46551	Analog BASC*	2212	Order no. 46561	Analog BASC*	2212
Order no. 46552	Digital BASC*	2212	303	PluX 22	DB
V NEX	303	PluX 22	DB	DB	DB



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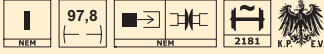


Freight Car Pg K.P.E.V.
Road no. 3549

DEVIATING ROAD NO.



Order no.
48363



Freight Car Pwg DRG
Road no. 127 132

DEVIATING ROAD NO.



Order no.
48364

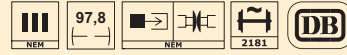


Freight Car Pwgi DB
Road no. 127 146

DEVIATING ROAD NO.



Order no.
48365



Stake Car Rr20 DB
Road no. 411 458

DEVIATING ROAD NO.



Order no.
50451



Stake Car Ndk CSD
Road no. 3.36756

DEVIATING ROAD NO.

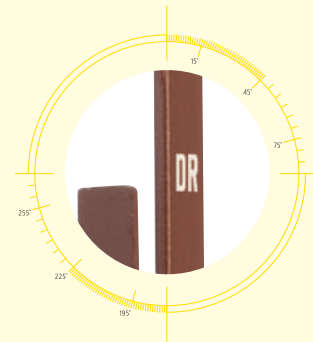
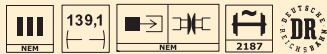


Order no.
50450



Stake Car Rr DR
Road no. 61-30-24

Order no.
48749





BARREL ROOF CAR WITH CHARACTERISTIC VENTILATION SLIDE

COVERED FREIGHT CAR GMMHS 56



© FRITZ WILLKE SLG. S. CARSTENS

Covered Freight Car Gmmhs 56 DB

Road no. 291 137

The International Union of Railways (Union internationale des chemins de fer, UIC) founded its own research and development institute (ORE) in 1949, thus laying the foundation for internationally standardised construction principles for goods wagons. The European railway administrations soon developed their own vehicles on the basis of the ORE's designs and principles for a two-axle standard goods wagon. In accordance with the fundamental idea put forward by the UIC, these were used within the territories of the member administrations to transport goods and freight. The German Federal Railway (Deutsche Bundesbahn) took the first steps via an initial procurement of around 3,500 wagons (as per the preliminary designs) and, with the Gmm(e)hs 56, successfully put the first 2,662 genuine UIC standard wagons into service as early as 1957. Externally, the standardised design was indicated by the inscription RIV St UIC. Other railway administrations, including the SNCF, FS, ÖBB, NS, DSB, MAV, P.K.P., CFL, SBB, acted in a similar way

and produced their own versions of the UIC standard wagons. The wagons are all very similar due to this fact, however they also include some country-specific design differences. Since DB had a very high demand for new wagons and there was also a modernisation backlog for older wagon classes, they did not solely rely on brand new UIC St wagons. The wagon types Gmms 44, Gmm(e)hs 60, Gmms 40 and 216 were gradually created via several conversion programmes in which individual parts from older wagons were reused. With over 100,000 units built, these wagon types became synonymous with goods traffic in Europe and were used in almost every goods train from the 1960s to the 1990s.

Order no. **50100**



DELIVERY DATE: END OF Q4/2020

Covered Freight Car Gmms 44 "EUROP" DB

Road no. 270 019

© FRITZ WILLKE SLG. S. CARSTENS



- Metal wheels
- Separately mounted handrails
- Separately mounted axle box cover
- Close coupling
- Wheelsets in toe bearing
- Multi-part brake system
- Brake shoes in wheel plane
- Undercarriage with brake systems

Order no. **50102**



DELIVERY DATE: END OF Q4/2020



Covered Freight Car Gs 211 „EUROP” DB
Road no. 01 80 123 0920-1

© FRITZ WILLKE SLG. S. CARSTENS



Order no. **50104**

DELIVERY DATE: END OF Q4/2020

Covered Freight Car Gs 212 "EUROP" DB
Road no. 01 80 125 3 829-6

© STEFAN CARSTENS



Order no. **50105**

DELIVERY DATE: END OF Q4/2020

Covered Freight Car Gmms [14.02] „MC RIV” DR
Road no. 21 50 120 0091-9

© FRITZ WILLKE SLG. S. CARSTENS

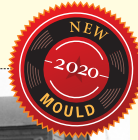


Order no. **50107**

DELIVERY DATE: END OF Q4/2020

Covered Freight Car Gs [1200] "MC RIV" DR
Road no. 21 50 120 0055-4

© BENNO WIESMÜLLER



Order no. **50108**

DELIVERY DATE: END OF Q4/2020

Covered Freight Car K „EUROP” SNCF
Road no. 340 413

© FRITZ WILLKE SLG. S. CARSTENS



Order no. **50109**

DELIVERY DATE: END OF Q4/2020

Covered Freight Car Gs "EUROP" SNCF
Road no. 01 87 121 3 153-3

© FRITZ WILLKE SLG. S. CARSTENS



Order no. **50110**

DELIVERY DATE: END OF Q4/2020

Covered Freight Car Kks „EUROP” CFL
Road no. 28319

© FRITZ WILLKE SLG. S. CARSTENS



Order no. **50112**

DELIVERY DATE: END OF Q4/2020

Covered Freight Car Gs "EUROP" FS
Road no. 01 83 120 4 428-4

© FRITZ WILLKE SLG. S. CARSTENS



Order no. **50115**

DELIVERY DATE: END OF Q4/2020

Covered Freight Car S-CHO "EUROP" NS
Road no. 6714

© FRITZ WILLKE SLG. S. CARSTENS



Order no. **50116**

DELIVERY DATE: END OF Q4/2020

Covered Freight Car Gs "EUROP" NS
Road no. 01 84 127 2 155-9

© FRITZ WILLKE SLG. S. CARSTENS



Order no. **50117**

DELIVERY DATE: END OF Q4/2020

Covered Freight Car K4 SBB
Road no. 47128

© FRITZ WILLKE SLG. S. CARSTENS



Order no. **50119**

DELIVERY DATE: END OF Q4/2020

Covered Freight Car Gs "EUROP" SBB
Road no. 01 85 120 3 479-6

© BENNO WIESMÜLLER



Order no. **50121**

DELIVERY DATE: END OF Q4/2020

The annual BRAWA Product Overviews for HO and N, as well as the accessories catalogue for both gauges, are available from your specialist dealer.

Covered Freight Car Gs "EUROP" DSB
Road no. 01 86 123 0 174-9

© FRITZ WILLKE SLG. S. CARSTENS

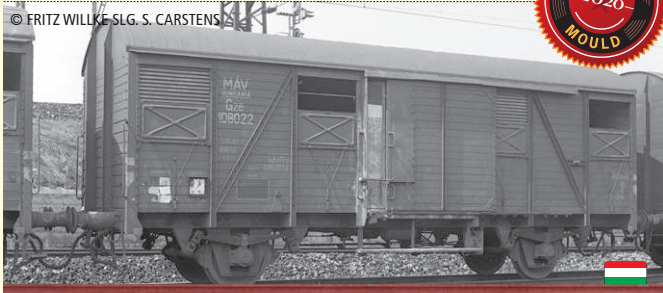


Order no. **50125**

DELIVERY DATE: END OF Q4/2020

Covered Freight Car Gze MAV
Road no. 103 154

© FRITZ WILLKE SLG. S. CARSTENS



Order no. **50126**

DELIVERY DATE: END OF Q4/2020

Covered Freight Car Ggs "Mc RIV" der MAV
Road no. 22 55 149 4 049-6

© FRITZ WILLKE SLG. S. CARSTENS



Order no. **50127**

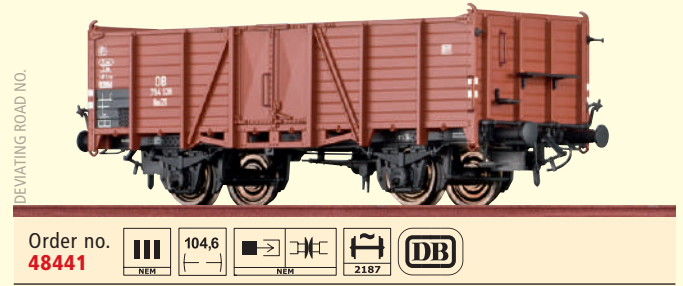
DELIVERY DATE: END OF Q4/2020



Open Freight Car Om Königsberg DRB
Road no. 37 625



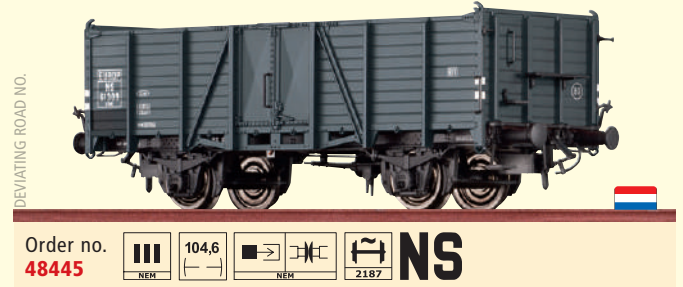
Open Freight Car Om 21 DB
Road no. 750 436



Open Freight Car Omu DR
Road no. 41-17-09



Open Freight Car GTMK „EUROP“ NS
Road no. 60 982



Open Freight Car Vtu CSD
Road no. 4.81133



Open Freight Car Tow SNCF
Road no. 653 349



Acid Carrying Car Z [P] "BASF" DR, Brit-Us-Zone
 Road no. 514 661 [P]



Order no.
49315



For a long time, tank wagons were unsuitable for the transport of aggressive liquids such as acids. Although boilers equipped with a rubber cladding were available as early as the 1920s, acid wagons were still generally used in order to transport such goods. In doing so, the wagon construction companies used the undercarriage of the standard layout wagon with a wheel base of 4.00 m or 4.50 m and arranged ten or twelve earthenware containers, each with a filling capacity of between 1000 and 1200 L. The containers were held in place using wood and rubber attachments and the box supports were reinforced using diagonal braces.

The inclined floor which improved the ability of spilled cargo to flow away was partially cast using a bitumen compound or was protected with a lead sheet. A wooden walkway can be found between the containers. The containers are sealed using rubber or wooden stoppers. A tall bulkhead protects the personnel on the braking platform which is mandatory on the acid wagons. Many small and large chemical companies used such wagons as private wagons at their respective railway directorate.



Acid Carrying Car Z [P] „Alpine Chemische A.G. Kufstein“ ÖBB
Road no. 551 051 [P]



Order no. **49318** III 106,9 NEM 2187 **ÖBB**

Acid Carrying Car Rj CSD
Road no. 569 394 [P]



Order no. **49316** III 106,9 NEM 2187 **ČSD**

Acid Carrying Car SZWF "Kuhlmann" SNCF
Road no. 569468 [P]



Order no. **49317** III 106,9 NEM 2187 **SNCF**

Acid Carrying Car Z DR
Road no. 21 50 071 6335-9



Order no. **49319** IV 106,9 NEM 2187 **DR**



- Bogie with three-point support
- Individually mounted axle box cover
- Brake system with brake shoes in wheel plane
- Extra mounted steps
- Separately mounted axle brake rod

- Separately mounted braking system
- Precise replica of board joints
- Separately mounted address plates
- Acid containers with detailed locking devices
- True-to-original details

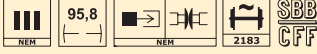
- Wheelsets with inside contours
- Filigree replica of the body
- Short coupling kinematics
- Originally reproduced, three-dimensional frame body



Covered Freight Car K2 „Falken Brauerei Schaffhausen“ SBB
Road no. 90592



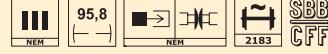
Order no. **47875**



Covered Freight Car K2 „Actienbrauerei Basel“ SBB
Road no. 513 012 [P]



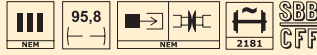
Order no. **47878**



Covered Freight Car K2 „Boissons Riviera“ SBB
Road no. 513 725 [P]



Order no. **47879**



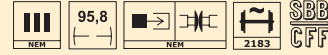
Covered Freight Car K2 SBB
Road no. 31 502



DEVIATING ROAD NO.



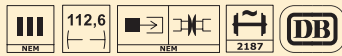
Order no. **47880**



Covered Freight Car Gms 30 "Zündapp" DB
Road no. 220 105



Order no. **47981**



Covered Freight Car Gms 30 "Löwensenf" DB
Road no. 221 074



Order no. **47984**



Covered Freight Car Mrhhs "Mignon Schokolade" DR
Road no. 07-06-05



Order no. **47986**



Covered Freight Car Gms "Steyr Puch" ÖBB
Road no. 140 809



Order no. **47987**



DEVIATING ROAD NO.



Order no.
47235



Rail Car SS1ma 44 DB
Road no. 918 342

At the end of the war, DB had approximately 1,400 wagons in the inventory and it is estimated that DR had about 500. Both railway companies continued to use the wagons for a long period of time and they were only withdrawn in the 1980s. Even in 1979, DB had over 1,000 of the wagons bearing the R 672 designation in use. The original wagons were withdrawn earlier in the DR. However, the lack of wagons in the 1980s lead to the last R 672 wagons being purchased from DB. DR designated them as Rkk [3811] and used them until the slump in traffic volume in 1990.

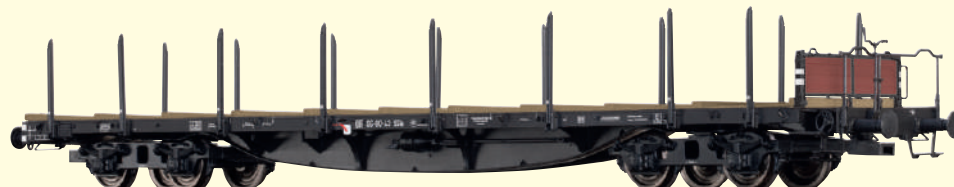


Order no.
47234



Rail Car Pae CSD
Road no. 3-14115

DEVIATING ROAD NO.



Order no.
47236



Rail Car SS1a DR
Road no. 65-80-32

DEVIATING ROAD NO.



Order no.
47237



Rail Car Rm-z DR
Road no. 21-50-381 1122-9



Covered Freight Car Gags-v DR
Road no. 82 50 199 0665-0



Order no. **48397** IV 189,6 NEM 2181 DR

Covered Freight Car Gags DR
Road no. 82 50 190 1995-9 [P]



Order no. **48398** IV 189,6 NEM 2181 DR

Covered Freight Car Gags-v "Fortschritt" DR
Road no. 31 50 199 2702-1



Order no. **48399** IV 189,6 NEM 2181 DR

Covered Freight Car Gas CFR
Road no. 11 53 1901 000-1



Order no. **50400** IV 189,6 NEM 2181 CFR

Covered Freight Car G K.Bay.Sts.B.
Road no. 29 815



Order no. **48032** I 97,1 NEM 2183

Covered Freight Car G „Erste Kulmbacher Actien-Exportbier-Brauerei“ K.Bay.Sts.B.
Road no. 80 077



Order no. **48038** I 97,1 NEM 2183

Covered Freight Car Gw DRG
Road no. 3265



Order no. **48033** II 97,1 NEM 2183 DRG

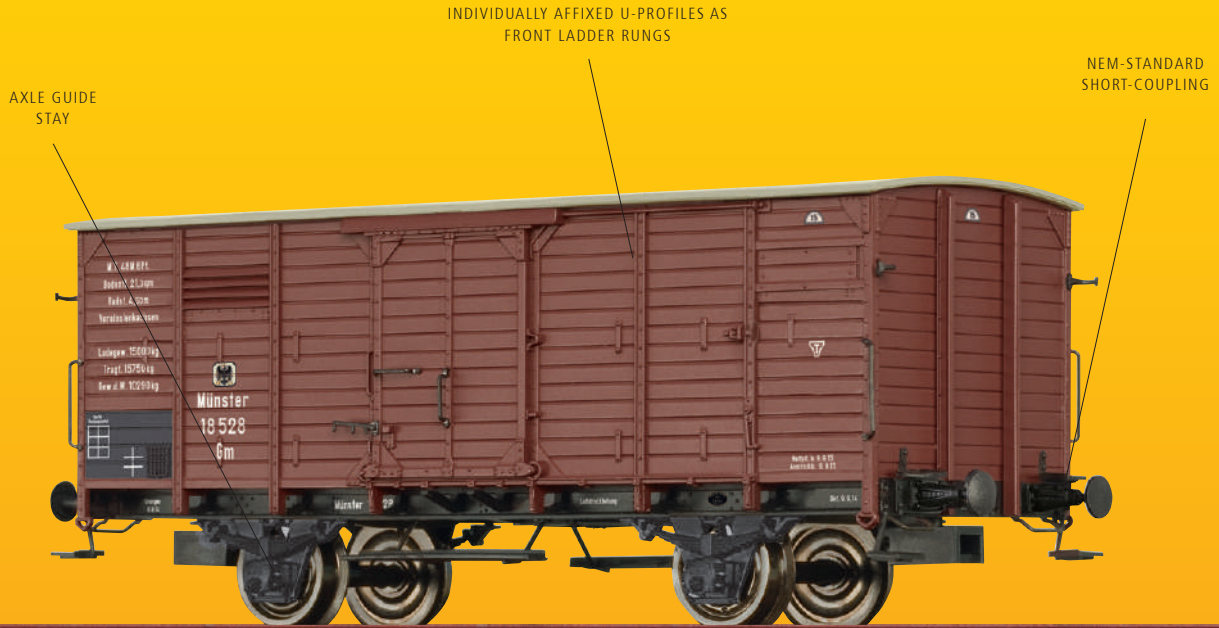
Covered Freight Car Gw „C. D. Magirus A.-G.“ DRG
Road no. 2256



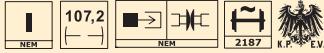
Order no. **48037** II 97,1 NEM 2183 DRG



Covered Freight Car Gm K.P.E.V.
Road no. 18 528



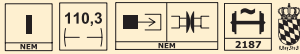
Order no. **49789**



Covered Freight Car Gm K.Bay.Sts.B.
Road no. 31 199



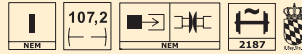
Order no. **49788**



Covered Freight Car Gm "Teisnacher Papierfabrik" K.Bay.Sts.B.
Road no. 31 101



Order no. **49794**



Covered Freight Car Gm K.Sächs.Sts.E.B.
Road no. 23 930



Order no. **49787**



Beer Car Gb "Brauhaus Pilsen" kkStB
Road no. 221 335



Order no. **49801**



Refrigerator Car "Philipp L. Fauth" DRG
Road no. 578 772 [P]



Order no. **49781** 110,3 Deutsche Reichsbahn

Refrigerator Car Gkh DRG
Road no. 374



Order no. **49795** 107,2 Deutsche Reichsbahn

Refrigerator Car Gkh "Fish Car" DRG
Road no. 212



Order no. **49796** 110,3

Beer Car „Champagne Mercier” Elsass Lothringen
Road no. 600389



Order no. **49805** 110,3

Covered Freight Car Geh10 DB
Road no. 115 770



DEVIATING ROAD NO.

Order no. **49790** 107,2

Covered Freight Car CHDG NS
Road no. 14 459



Order no. **49791** 107,2 **NS**

Covered Freight Car G10 "Viking" DSB
Road no. 99 680 [P]



Order no. **49762** 107,2

Covered Freight Car IE DSB
Road no. 18 793








Order no. **49792** 107,2








Covered Freight Car G ÖBB
Road no. 165 701



Order no. **49793**  107,2     **ÖBB**

Covered Freight Car G "Meinl" ÖBB
Road no. 161 517



Order no. **49800**  110,3     **ÖBB**







Covered Freight Car G10 "Onno Behrends Tee"
Road no. 47103



Order no. **49786**  110,3    







Covered Freight Car G10 „Köstritzer Schwarzbier“ DRG
Road no. 544 498 [P]



Order no. **49782**  110,3     







Freight Car K.W.St.E.
Road no. 61044



Order no. **47723**  97,3     

Freight Car DRG
Road no. 715 015









Order no. **47724**  97,3     

Freight Car Hmz K.W.St.E.
Road no. 50 155 / 50 180









DEVIATING ROAD NO.

Order no. **47725**  97,3     

Freight Car Hw DRG
Road no. 496 / 522



DEVIATING ROAD NO.

Order no. **47726**  97,3     



Refrigerator Car Tnf Berlin „Seefische“ DRG
Road no. 9 797



Order no. **47615**   




Refrigerator Car Tnfs 38 "Fisch Union" DB
Road no. 304 689



Order no. **47613**   



Refrigerator Car Ibdlprs-v 382 „Schmidt + Co Cuxhaven“ DB
Road no. 11 80 802 5 011-1



Order no. **47612**   




Refrigerator Car Ibdlprs 383 „Kulmbacher Sandlerbräu“ DB
Road no. 21 80 082 0 671-4 [P]



Order no. **47616**   




Refrigerator Cars Ibs 394 „INTERFRIGO - MIGROS“ DB, set of 2
Road no. 05 80 805 0 900-1 [P] / 05 80 805 0 903-5 [P]




Order no. **47611**   

Refrigerator Car Ibdlprs 383 „Würzburger Hofbräu“ DB
Road no. 21 80 082 0 691-2 [P]



Order no. **47604**   



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Covered Freight Car Glimms DR
Road no. 21 50 150 3147-3



DEVIATING ROAD NO.

Order no. **49910**

IV NEM	161,1 (-)	→	⇄	DR 2187
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Covered Freight Car Gbqss-z [1742] „Reisegepäck Expressgut“ DR
Road no. 21 50 174 2263-9



Order no. **49911**

IV NEM	165,7 (-)	→	⇄	DR 2187
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Covered Freight Car Gehlms DR
Road no. 21 50 174 2011-2



Order no. **49912**

IV NEM	165,7 (-)	→	⇄	DR 2187
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Gedeckter Güterwagen Tehmnos „Interfrigo“ der DR
Road no. 01 50 815 8001-9



Order no. **49913**

IV NEM	161,1 (-)	→	⇄	DR 2187
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Covered Freight Car Gbqss-z [1742] „Postwagen“ DR
Road no. 21 50 174 2205-0



Order no. **49914**

IV NEM	165,7 (-)	→	⇄	DR 2187
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FOR PREMIUM FUEL WITH PREMIUM DETAILS

TANK CAR Z [P]



Tank Car Z [P] „Öl-Verein“ DRG
Road no. Kar 935 053 [P]

30m³ lightweight tank wagon in Uerdinger design – thanks to general technical advances in lightweight construction and welding technology, the management at the National Railway (Reichsbahn) decided to dispense with the actual vehicle frame when designing new tank wagons. Instead, the tensile and impact forces would, as far as possible, be absorbed by the boiler. Through the extensive use of welding technology, the goal was to reduce the raw-material requirements and manufacturing costs while at the same time obtaining more robust vehicles. For this reason, the wagon factory in Uerdingen received an order in 1938 to develop a lightweight tank car with a cargo volume of 30m³. As early as 1939, the three prototypes were handed over to two private goods-wagon rental companies as well as the state's economic research association (Wirtschaftliche Forschungsgesellschaft (Wifo)) for testing. Following a small intermediate series in 1940, series production of the 30m³ Uerdinger-type lightweight tank wagon began in 1941. The

largest customer was the German air force (Luftwaffe) with approx. 2,200 units, followed by the Wifo and many smaller companies, which resulted in a total of around 3,700 cars being built. In the post-war period, the wagons acquired by the Wifo and Luftwaffe were redistributed to other wagon operators in both German states. In the following decades, the wagons were primarily used by larger companies in the mineral oil industry, and also by smaller private companies as well as DB and DR themselves. Some of the wagons also remained abroad, where they were operated by new owners. In 2016 one of these wagons was still in use in internal interfactory traffic at Haltermann in Hamburg.

Order no. **50000**



DELIVERY DATE: END OF Q2/2020

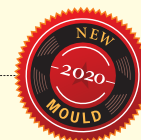
Tank Car Z [P] „Aral“ DB
Road no. 503 121 [P]



Order no. **50002**

AVAILABLE

Tank Car Z [P] „Esso“ DB
Road no. 584 907 [P]



Order no. **50003**

AVAILABLE

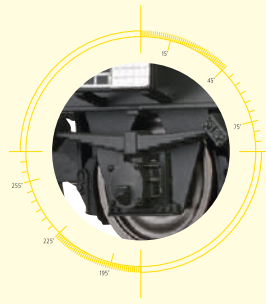




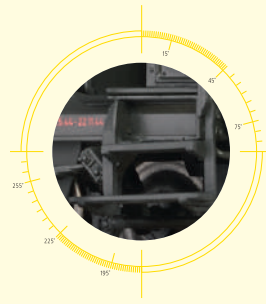
1_Extra braking system



2_Finest paintwork and printing



3_Brake shoes in wheel plane



4_Extra mounted steps

Tank Car Z [P] „Kontinentale Öl-Transport AG” DB
Road no. 558 720 [P]



Order no. **50008** III 101,1 NEM NEM 2188 DB

AVAILABLE

Tank Car Z [P] „VTG” DB
Road no. 594 203 [P]



Order no. **50009** III 101,1 NEM NEM 2188 DB

AVAILABLE

Tank Car Z [P] „ÖMV” ÖBB
Road no. 532 659 [P]



Order no. **50012** III 101,1 NEM NEM 2188 ÖBB

AVAILABLE

Tank Car Zw DR
Road no. 7-50-09-69



Order no. **50006** III 101,1 NEM NEM 2188 DR

AVAILABLE

Tank Car Z [P] DR
Road no. 21 50 070 2027-8



Order no. **50007** IV 101,1 NEM NEM 2188 DR

AVAILABLE

Tank Car Z [P] „VTG” DB
Road no. 23 80 708 0 095-4 [P]



Order no. **50004** IV 101,1 NEM NEM 2188 DB

AVAILABLE



Tank Car SCwf SNCF
Road no. 595769 [P]



Order no. **50013**

AVAILABLE

Tank Car SCwf „Simotra” SNCF
Road no. 595444 [P]



Order no. **50014**

Tank Car Z [P] „Tankwagon-Anvers” SNCB
Road no. 506130 [P]



Order no. **50019**

AVAILABLE

Tank Car Z [P] "ETRA" SBB
Road no. 538 611 [P]



Order no. **50020**

AVAILABLE

Tank Car Z [P] „Gulf” NS
Road no. 500602 [P]



Order no. **50015**

AVAILABLE

Tank Car Uh „Gulf” der NS
Road no. 21 84 070 2 349-6 [P]



Order no. **50016**

AVAILABLE

Tank Car Ze „BP” DSB
Road no. 503 372 [P]



Order no. **50017**

AVAILABLE

Tank Car Z [P] „Gulf” DSB
Road no. 20 86 070 0 830-5 [P]

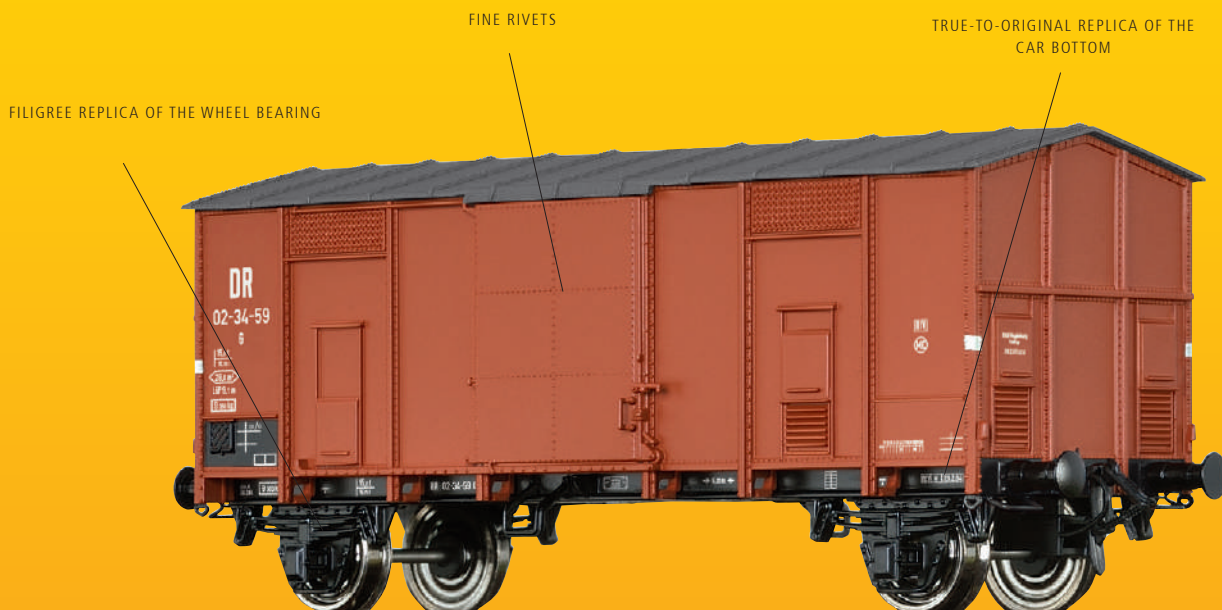


Order no. **50018**

AVAILABLE



Peak Roof Car Gu DR
Road no. 02-32-98



DEVIATING ROAD NO.

Order no.
48564



Peak Roof Car Fc FS
Road no. 126 352



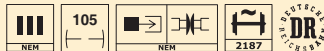
Order no.
48565



Peak Roof Car G DR
Road no. 73-17-09



Order no.
48566



Covered Freight Car F „EUROP” FS
Road no. 1148 099



Order no.
48568



Peak Roof Car Hcg FS
Road no. 307 615



DEVIATING ROAD NO.

Order no.
48569



Peak Roof Car Rtu MAV
Road no. 500075



Order no. **48567** **MAV**

Peak Roof Car Ghms FS
Road no. 21 83 165 0 055-0



Order no. **48570** **FS**

*

PERFECTLY EQUIPPED

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

Peak Roof Car Ims „Kühlwagen“ FS
Road no. 11 83 813 1 125-7



Order no. **48571** **FS**

Milk Car Gh 03 DB
Road no. 101 653



Order no. **48668** **DB**

Milk Car Gh 03 DB
Road no. 104 374



Order no. **50351** **DB**



MODEL RAILWAY HISTORY OF SPECIAL KIND



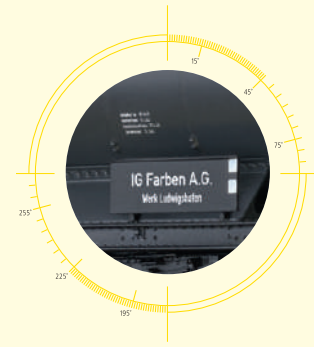
At the BRAWA Museum you will find an extensive selection of locomotives, railcars, passenger coaches and freight cars (gauge HO, N, TT, O and IIm), that are no longer available ex works.

We wish you much fun while discovering our "historic" models.



WWW.BRAWA.DE/FANWELT/ONLINE-MUSEUM

Tank Car 6-axle ZZd [P] DRG
Road no. 514 041 [P]



Order no. **48548**

Tank Car 6-axle ZZd [P] "EVA" DB
Road no. 510 382 [P]



Order no. **48545**

Tank Car 6-axle ZZd [P] "VTG" DB
Road no. 33 80 005 5 037-0 [P]



Order no. **48544**

Tank Car ZZd [P] „VEB Farbenfabrik Wolfen“ DR
Road no. 53-40-05 [P]



Order no. **48546**

Tank Car 6-axle ZZh DR
Road no. 27 50 087 3011-9 [P]



Order no. **48547**

Tank Car 6-axle Scwf "Simotra" SNCF
Road no. 589024 [P]



Order no. **50505**

Tank Car 6-axle Ra CSD
Road no. 566178 [P]



Order no. **48549**





In the 1970s, the works of the GDR coach building industry produced almost exclusively for export. The DR therefore had to look elsewhere to replace the ageing fleet of vehicles and have more vehicles available for the increased transport requirements. This was partly solved by producing new cars in own repair shops but this technology was not suitable for special cars. At the beginning of the 1970s, the foreign trade ministry of the GDR succeeded in concluding comprehensive compensation business with France, as a result of which the DR received approx. 20,000 new freight cars of various classes. Among these, 1,250 four-axle mineral oil tank cars were delivered from 1975 onwards, which were classified under the documentation number 8105 and Class Uahs. Their number group began with 727 0000. The car had a welded undercarriage made of St 52-3 without middle longitudinal supports with bogies of type Y25Cs and a divided draw gear. The five-section tank made of 7mm steel plate (9mm in the floor area) has a volume of 85150 litres and there-

fore allows complete exploitation of the maximum permissible wheelset load at that time of 20t. The compressed air brake of type KE-GP with brake rod actuators and mechanical load braking was complemented by a handbrake operated from a platform and complied with the latest technical standards of that time. The cars were used above all in block trains mainly to transport fuels such as petrol and diesel. As the GDR also exported these to obtain foreign currency, the cars also came to the NSW or non-socialist economic area with such transports.

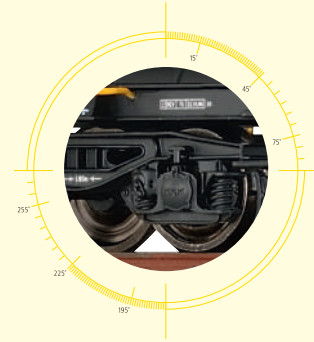
Order no. **50501**



Tank Car Uahs „MILLET” SNCF
Road no. 33 87 7850 175-3 [P]



Order no. **50503** **IV** 187,5 **SNCF**



Tank Car Zas CSD
Road no. 31 54 785 0 366-9



Order no. **50502** **IV** 187,5 **ČSD**

Tank Car Zas "Water Car" Wiebe
Road no. 33 80 7856 313-1



Order no. **48779** **VI** 187,5 **H.F. WIEBE**

Tank Car Uia GATX
Road no. 33 80 7957 178-6 [P]



Order no. **50500** **VI** 187,5 **GATX**

Tank Car Uia BASF
Road no. 33 80 795 6 725-5 [P]

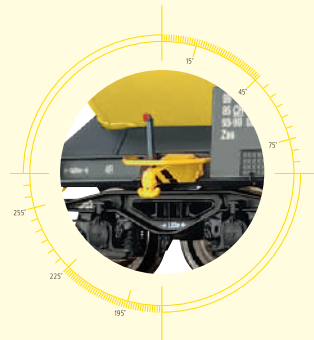


Order no. **48777** **VI** 187,5

Tank Car Zas "Water Car" SBB
Road no. 99 85 93-90 004-1



Order no. **48778** **VI** 187,5



Refrigerator Car UIC Standard 1 "Frico" NS
Road no. 26 659



Order no. **48344** III 135 NEM NEM 2181 NS

Refrigerator Car UIC St 1 „Interfrigo“ SNCB
Road no. 521 040 [P]



Order no. **48331** III 135 NEM NEM 2181 B

Refrigerator Car IF „STEF“ SNCF
Road no. 05 87 803 7 010-0 [P]



Order no. **48346** IV 135 NEM NEM 2181 SNCF

Refrigerator Car O SBB
Road no. 70 251



Order no. **48347** III 135 NEM NEM 2181 SBB CFF

Covered Freight Car Glmh5 57 "MAN" DB
Road no. 216 651



Order no. **47292** III 143,7 NEM NEM 2187 DB

Covered Freight Car Gbs-uv 253 "BASF Trocken Eis" DB
Road no. 23 80 1415 007-8 [P]



Order no. **47276** IV 143,7 NEM NEM 2187 DB

Covered Freight Car Gos 1404 „ORWO“ DR
Road no. 21 50 140 4234-9



Order no. **47293** IV 143,7 NEM NEM 2187 DR

Covered Freight Car Gos 1404 "Konsum" DR
Road no. 21 50 140 4356-0



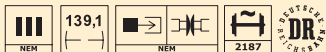
Order no. **47294** IV 143,7 NEM NEM 2187 DR



Covered Freight Car Glr "VEB Kühlautomat" DR
Road no. 12-80-79



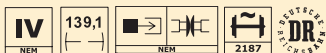
Order no. **50452**



Covered Freight Car Glthsu „Robur“ DR
Road no. 21 50 208 5011-5



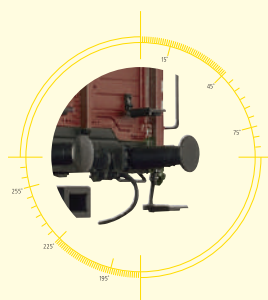
Order no. **48746**



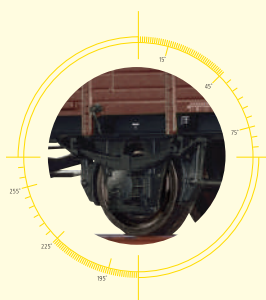
Covered Freight Car Hbcs-w „Krems“ ÖBB
Road no. 21 81 213 2 000-4



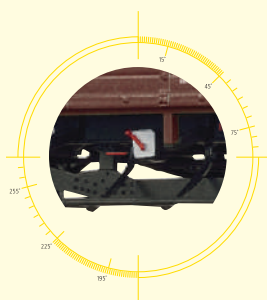
Order no. **48747**



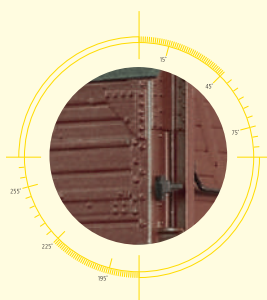
1_Short coupling cinematic



2_True-to-original replica of the car bottom



3_Extra mounted brake system



4_Fine engravings and rivets





PERFECT FOR TRANSPORTING POWDER GOODS

CONTAINER CAR KKDS 55

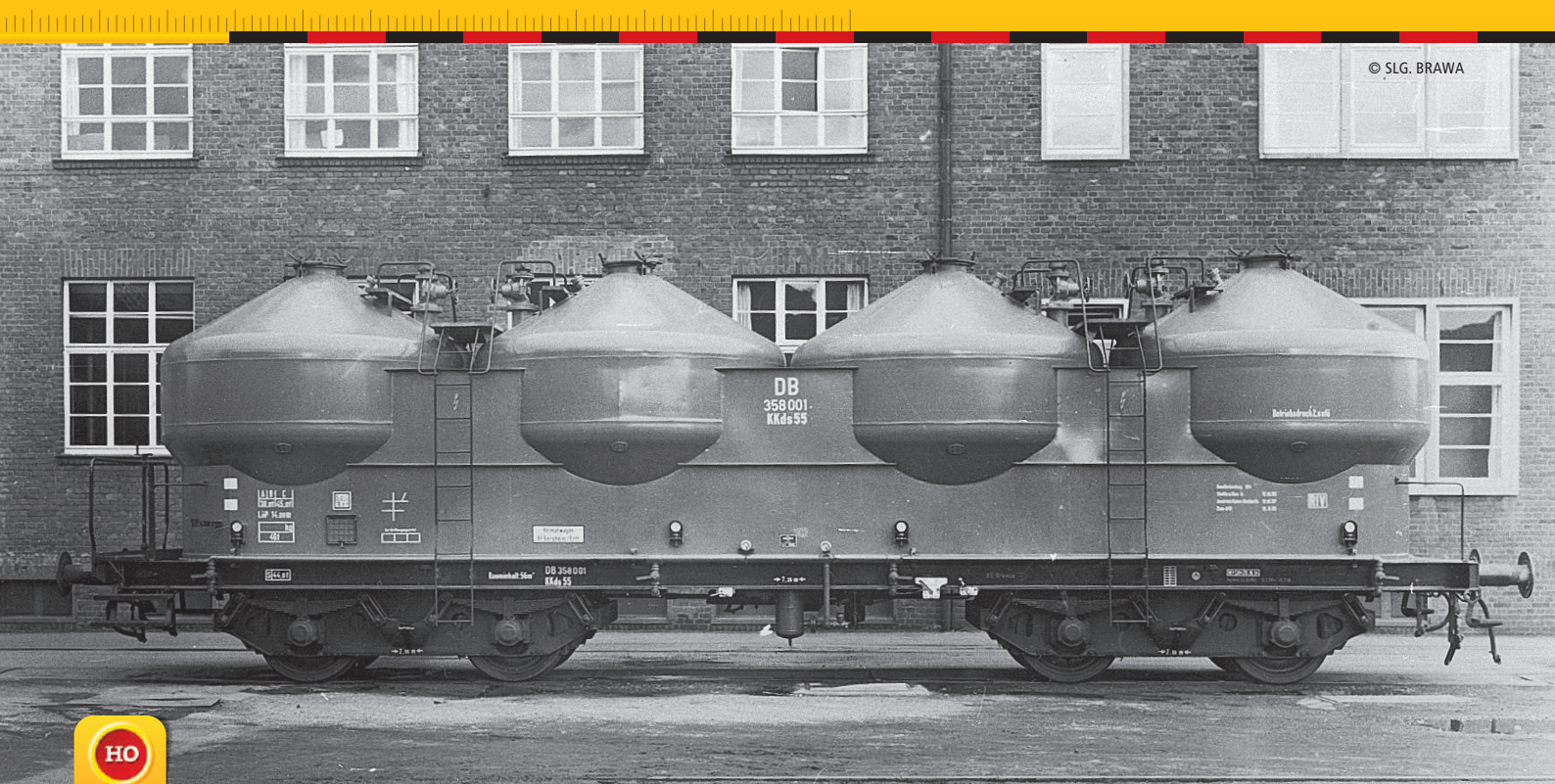
After an initial series of EKW 49's that were converted to KKd 49's, the Deutsche Bundesbahn (West German Federal Railway) quickly began developing its own entirely new powder wagons. The findings from the conversion and operation of the KKd 49 were immediately incorporated into the new design. The result was the KKds 55 wagon type, which was intended for the transport of alumina. The vehicle frame rests on two type 931 Minden-Dorstfeld bogies. Since the basic structure of the powdered goods containers is integrated into the wagons' load-bearing structure, they do not require internal longitudinal beams. Advantageously, this made it possible to pull the container bottoms down a long way over the track.

The four silo containers of the same size included an emptying device with a dispersal base in each container. Compressed air was used to unload the cargo from the containers.

The small series (only 24 units) that was ordered from the Talbot wagon factory was delivered to the DB from 1954 onwards. As well as transporting alumina, aluminium oxide was also loaded into these wagons. In addition, they were also leased to corresponding companies as private wagons. Due to the small total quantity, the wagons were all taken out of service by 1998.



- New construction of the bogie type 931
- True to original open construction between the containers
- Separately mounted container cover and valves
- Brake shoes in wheel plane
- Extra mounted steps
- Separately mounted axle brake rod
- Extra mounted brake system
- NEM-standard close coupling



© SLG. BRAWA





LAYOUT VERSION



Order no. **50300**

Container Car KKds 55 DB
Road no. 358 001

DELIVERY DATE: END OF Q4/2020



LAYOUT VERSION



Order no. **50301**

Container Car KKds 55 DB
Road no. 358 019

DELIVERY DATE: END OF Q4/2020



LAYOUT VERSION



Order no. **50302**

Container Car Uacs 946 DB
Road no. 31 80 930 5 004-1

DELIVERY DATE: END OF Q4/2020



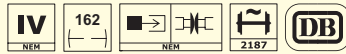


LAYOUT VERSION



Container Car Uacs 946 DB
Road no. 31 80 930 5 021-5

Order no. **50303**



DELIVERY DATE: END OF Q4/2020



LAYOUT VERSION



Container Car Uacs 946 DB AG
Road no. 31 80 930 5 005-8

Order no. **50304**



DELIVERY DATE: END OF Q4/2020



LAYOUT VERSION



Container Car Uacs 946 DB AG
Road no. 33 80 930 5 131-0 [P]

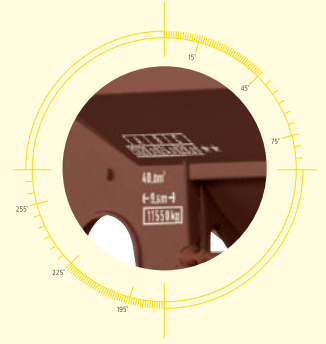
Order no. **50305**



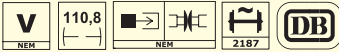
DELIVERY DATE: END OF Q4/2020



DEVIATING ROAD NO.



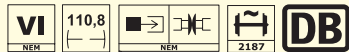
Order no. **49539**



Open Freight Car Fcs 092 „EUROP“ DB AG
Road no. 01 80 646 0 421-0



Order no. **49538**



Open Freight Car Fcs 092 DB AG
Road no. 21 80 6463 432-0



Order no. **49527**



Covered Freight Car Ktmmsv 69 and
open freight car Otmm 70 ÖBB,
set of 2
Road no. 40 81 942 9 004-0 /
40 81 942 1 809-0



N



SINGLE-ENGINE DIESEL LOCOMOTIVE FOR MEDIUM-LOAD LINE SERVICE

DIESEL LOCOMOTIVE BR V160 DB

Up until the mid-fifties, motor engineering did not make it possible to build a main-line diesel locomotive with only one propulsion system and sufficient power. Consequently, the V200 and V200.1 series were built with two propulsion systems in order to meet their performance requirements. However, the manufacturers worked at full stretch on stronger motors, and by the end of the decade, a power of 1,400 kW from one propulsion system was no longer an illusion. As early as 1956, the Krupp company began to develop a medium-duty main-line diesel locomotive with one motor, a steam heating system, and a Vmax of 120 km/h. In 1960, Krupp and Henschel delivered a total of ten pilot-production machines, nine of which received the nickname "Lollo" due to their exterior, inspired by Gina Lollobrigida. The tenth locomotive already had a prosaic, much more angular shape and could be produced considerably more cheaply and was therefore adopted for the series production. The machines stood the test in goods train service and passenger service and, after extensive testing, they were produced in series from 1964 to 1968. The companies Krupp, Henschel, KHD, Krauss-Maffei,

and MaK supplied 214 series locomotives in total. They were used in the entire German federal territory, more and more in goods traffic following the delivery of the BR 218 locomotive and the increasing use of electrical train heating. After the prototype locomotives had been withdrawn by 1984, the removal of the series locomotives started in 1993. More and more railcars were used in passenger service, which led to a further elimination of diesel locomotives. Goods traffic declined, and the 232 series came from the East German Deutsche Reichsbahn (DR). One locomotive of this series often replaced a double traction. By 2004, all 216-series locomotives had been decommissioned; however, many locomotives were taken over by private railway enterprises at home and abroad. In the meantime, some of the locomotives have even returned and are in use in the approximated original state. The DB Museum received the 216 003 locomotive in Lübeck and the 216 067 locomotive in Koblenz.

- With Next18 interface
- Rear signals
- Illuminated driver's cab

- Sound
- True-to-original speed
- 5-pole motor

- All axles driven
- Standard shaft to NEM 355
- Front light changes according to direction of travel





DEVIATING ROAD NO.



Order no.
61216

Order no.
61217



Diesel Locomotive BR V160 DB
Road no. V160 069

DEVIATING ROAD NO.



Order no.
61218

Order no.
61219



Diesel Locomotive BR 216 DB
Road no. 216 140-4

When compiling the standard design programme of the Deutsche Bundesbahn, a mainline diesel locomotive with an output of 1500-1600 HP had already been considered. The engine and drive system of the resulting V160 is closely based on the V100 locomotives.. The locomotives of Class 216 were used in nearly all railway divisions of the Deutsche Bundesbahn. They were used for both passenger and freight transport, where they provided good service. The 216 118-0 was based at the Oldenburg depot of the Münster railway division at the beginning of the 1970s and was used there mostly for passenger trains.



TWINDEXX Vario® IC2-Double-Deck Cars DB AG, 3-unit
 Road no. 50 80 86-81 850-9 / 50 80 26-81 441-0 / 50 80 26-81 473-3



Order no.
64512

PICTURE SHOWS HO-MODEL



TWINDEXX Vario® IC2-Double-Deck Middle Waggon, 1st class DB AG
 Road no. 50 80 16-81 157-4

TWINDEXX Vario® IC2-Double-Deck Middle Waggon, 2nd class DB AG
 Road no. 50 80 26-81 426-1



Order no.
64513

Order no.
64514

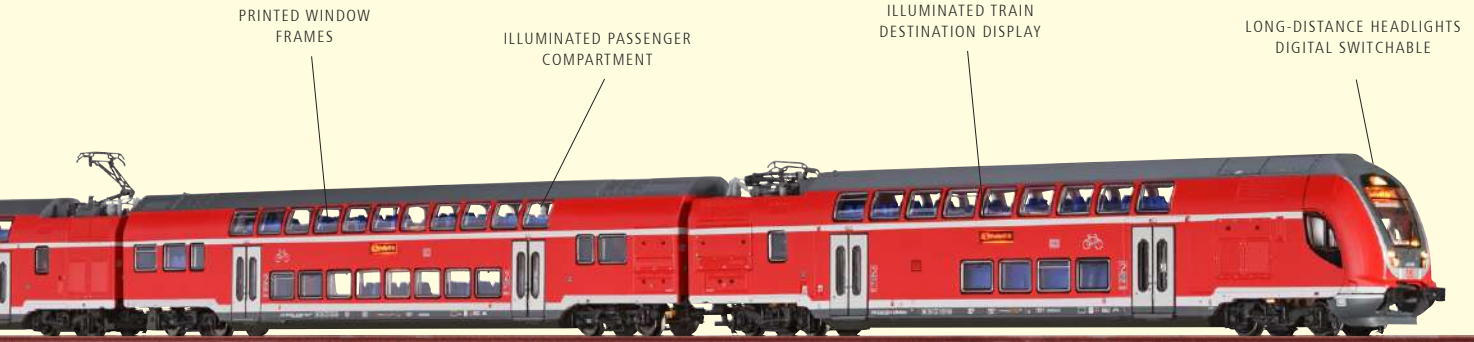


- Exact scale 1:160
- Illuminated passenger compartment
- Structure made of high-quality, impact-resistant plastic
- Metal bottom plate
- Lighting with white LEDs
- Illuminated destination indicator (analog permanently on, digitally switchable)
- Long-distance headlights (can only be used digitally with decoder)
- Perfectly replicated three-dimensional front
- Illuminated driver's cab (only with decoder)
- With interior fittings, incl. driver's cab
- NEM-standard close coupling
- Lights change white/red, in the direction of travel
- For digital operation, decoder (order no. 99821) are required for each individual vehicle (Operating the vehicle without decoder in digital mode can result in damage to the electronics)



WWW.BRAWA.DE

TWINDEXX Vario® Double-Deck Train DB AG, 3-unit
Road no. see website

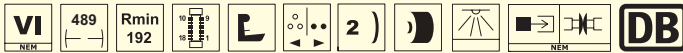


Order no.
64515

Order no.
64519



DEVIATING ROAD NO.



TWINDEXX Vario® Double-Deck Middle Waggon 1st/2nd class DB AG
Road no. see website

TWINDEXX Vario® Double-Deck Middle Waggon 2nd class DB AG
Road no. see website



Order no.
64516

Order no.
64520



Order no.
64517

Order no.
64521

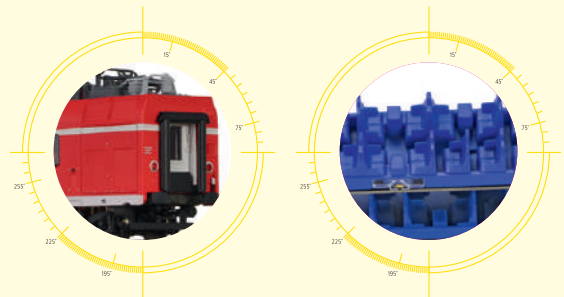


TWINDEXX Vario® Double-Deck Middle Waggon 2nd class DB AG
Road no. see website



Order no.
64518

Order no.
64522





PICTURE SHOWS HO-MODEL

Passenger Coaches Bghw DR
Road no. 50 50 28-13 176-9

Order no. **65067**

IV NEM	116,9	E	2211	NEM	DR DEUTSCHE REICHSB AHN
-----------	-------	---	------	-----	----------------------------------

Passenger Coaches Bghw DR
Road no. 50 50 28-13 288-2

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



PICTURE SHOWS HO-MODEL

Order no. **65068**

IV NEM	116,9	E	2211	NEM	DR DEUTSCHE REICHSB AHN
-----------	-------	---	------	-----	----------------------------------



PICTURE SHOWS HO-MODEL

Passenger Coaches Bghw DR
Road no. 50 50 28-13 676-8

Order no. **65069**

IV NEM	116,9	E	2211	NEM	DR DEUTSCHE REICHSB AHN
-----------	-------	---	------	-----	----------------------------------



DEVIATING ROAD NO.

Passenger Coaches WRg DR
Road no. 51 50 88-15 024-5

Order no. **65070**

IV NEM	116,9	E	2211	NEM	DR DEUTSCHE REICHSB AHN
-----------	-------	---	------	-----	----------------------------------



DEVIATING ROAD NO.



Order no.
65234



Passenger Coach EWII AB SBB
Road no. 50 85 39 33 573-9

As the EW-I stood the test of time in an excellent manner, only a few items had to be enhanced in its follow-up development towards EWII. In order to enable a low-floor design, the EWII received new bogies with a wheelbase of 2,500 mm and a wheel rolling circle diameter of only 800 mm. As the window line was accordingly lower as well, the coaches could clearly be identified in a train combination with EW-I. The now double-glazed windows were also made of a single-piece and could be rolled down. While the first class coaches otherwise fully corresponded to their EW-I counterparts, the second class coaches were one metre longer due to enlarged seat spacing. The seats had red leatherette upholstery in the smoking compartments and a green one in the non-smoking compartments; the walls were clad with green imitation wood. From 1965 to 1976, a total of 798 coaches were produced, including baggage and mail cars that did not exist in the EW-I range.

DEVIATING ROAD NO.



Order no.
65235



Passenger Coach EWII B SBB
Road no. 50 85 20 34 649-7

DEVIATING ROAD NO.



Order no.
65237



Passenger Coach EWII A SBB
Road no. 50 85 18 33 588-2

PICTURE SHOWS HO-MODEL



Order no.
67812



Covered Freight Car Gbs-uv 253
"BASF Trocken Eis" DB
Road no. 23 80 1415 007-8 [P]





EXCLUSIVE H0 LIMITED EDITION MODELS 2020

SECURE YOUR PERSONAL MODELS AS QUICKLY AS POSSIBLE!

BRAWA is releasing a total of 8 exclusive series models in the H0 gauge at the Nuremberg Toy Fair, all in limited editions.

The wagons can be exclusively ordered from BRAWA specialist dealers during the 2020 Toy Fair.

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



Train DB (Diesel locomotive BR 212 + four passenger coaches "silberlinge")



Diesellok BR 212 DB



Passenger Coach "Silberlinge"
ABnb 703 DB



Passenger Coach "Silberlinge"
Bnb 720 DB





H O



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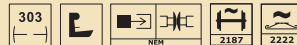
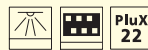
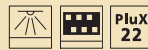
Passenger Coach "Silberlinge"
Bnb720 DB

*

Passenger Coach "Silberlinge"
BDnf735 DB

★

Only available as set



Order no. **B2008**



Order no. **B2009**



Order no. **B2010**





EXCLUSIVE H0 LIMITED EDITION MODELS 2020

SECURE YOUR PERSONAL MODELS AS QUICKLY AS POSSIBLE!



Deutsche Bundesbahn

Freight Cars "Max Neumann"

Only available as set: Order no. **B2001**



Covered Freight Car Gms 30
"Max Neumann" DR, Brit-US-Zone



Covered Freight Car G 10
"Max Neumann" DR Brit-US-Zone



Freight Cars "Liebherr"

Only available as set: Order no. **B2002**



Covered Freight Car Gms 30
"Liebherr" DB



Covered Freight Car G 10
"Liebherr" DB



Freight Cars "Miele"

Only available as set: Order no. **B2003**



Covered Freight Car Gms 30
"Miele" DB



Covered Freight Car Glimms 57
"Miele" DB



Freight Cars "Brandt"

Only available as set: Order no. **B2004**



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Covered Freight Car Gms 30
"Brandt" DB

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Covered Freight Car Gmhs 50
"Brandt" DB



Freight Cars "Kaldewei"

Only available as set: Order no. **B2005**



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Open Freight Car Om 21
"Kaldewei" DB

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Acid Carrying Car Z [P]
"Kaldewei" DB

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Covered Freight Car G 10
"Kaldewei" DB



Freight Cars "BASF"

Only available as set: Order no. **B2006**



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Tank Car 6-axle ZZd [P]
"BASF" DB

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Tank Car Z [P]
"BASF" DB



Freight Cars "Fortschritt"

Only available as set: Order no. **B2007**



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Flat Car Samm
"Fortschritt" DR

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Flat Car Samm
"Fortschritt" DR

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Flat Car Samm
"Fortschritt" DR



REAL ADDED VALUE: THE BRAWA WEBSITE



01 COMPREHENSIVE INFORMATION ON THE DETAILS OF THE MODEL VARIANTS WITH EXPLANATION OF ALL ICONS

02 INFORMATION ON AWARDS, HONOURS AND DISTINCTIONS RECEIVED BY MODELS

03 DETAILED DESCRIPTIONS OF THE MODEL DETAILS AND ADDITIONAL FUNCTIONS OF THE DIGITAL VERSION

04 FUNCTIONAL OVERVIEW OF THE MODEL VARIANTS

05 OPERATING INSTRUCTIONS WITH SPARE PARTS LISTS AND FUNCTION OVERVIEWS FOR DOWNLOAD



06 CONVENIENT "GOTO MENU" FOR FASTER NAVIGATION

07 INFORMATION ABOUT AND PHOTOS OF THE REAL STOCK OUR MODELS ARE BASED ON

08 CLEARLY ARRANGED LISTS OF ADDITIONAL MODELS OF THE SAME SERIES

09 INFORMATIVE PRODUCT AND WORKSHOP VIDEOS

10 PRODUCT RECOMMENDATIONS FOR ASSEMBLING TRAINS IN A HISTORICALLY ACCURATE MANNER



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www.brawa.de/en/news/fairs-events



WWW.BRAWA.DE



THE SYMBOLS AND THEIR MEANING

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

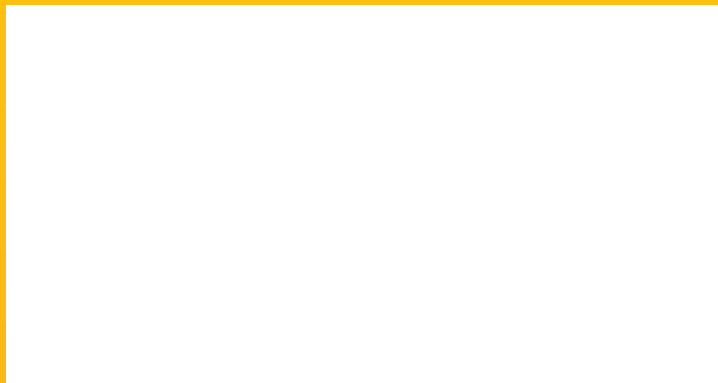
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LIEBE ZUM DETAIL



**SIMPLY POWERFUL:
THE BRAWA STEAM LOCOMOTIVE BR 02 DRG**



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