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NEW ITEMS 2018

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

BRAWA

A PASSION FOR DETAIL



70 JAHRE

LIEBE ZUM DETAIL

1948 

Business founded by Artur Braun

1950 

First models in H0 and TT gauges

1952 

First time exhibiting at the Nuremberg Toy Fair

70 YEARS
ATTENTION TO DETAIL

OUR GREATEST TRADITION HAS A GREAT FUTURE

2018 is a special year for BRAWA. We look back on 70 years of company history and on this anniversary we want to share our joy with you. In a limited edition with our anniversary set "Schwäbische Waldbahn" we are bringing out a treat for all model railway fans, and in addition we invite anyone who buys this set to an exclusive BRAWA special trip with the standard train in the Welzheimer Wald. So secure your own model as soon as possible!

On our anniversary these are also 10 different freight cars which will take you on a small historic journey through the last seven decades with their historic graphics and cargoes.

In addition to these special models, this year BRAWA is also once more bringing out a multitude of new models and new types in 0, H0 and N gauges. With more than 280 new products we continue to follow our greatest tradition: attention to detail. And with the Rheingold-Express, which celebrates its 90th anniversary this year, we offer especially prized new types in H0 gauge, which impress with their exceptional trueness to the original. We hope you have fun discovering your personal favourites!

Günter Braun
Managing Partner

Katrin Braun
Managing Partner

HO **02 H0 GAUGE**
02 Anniversary products
06 Steam locomotives
18 Diesel locomotives
20 Railcars
25 Passenger coaches
48 Freight cars

N **78 N GAUGE**
78 Electric locomotives
80 Diesel locomotives
80 Railcars
82 Passenger coaches
84 Freight cars

O **96 0 GAUGE**
96 Freight cars

1955 
Artur Braun produced a first cable railway in H0

1960 
Signals, lights and cables add to the range

1963 BRAWA
The BRAWA brand name is established

1970 
In the meantime BRAWA has 400 products in its range

70 JAHRE

LIEBE ZUM DETAIL

ANNIVERSARY SET SCHWÄBISCHE WALDBAHN

RAILWAY HISTORY AT ITS BEST

For our 70th company anniversary we are bringing out a very special treat for real model railway enthusiasts with the anniversary set "Schwäbische Waldbahn" in limited numbers. The BRAWA anniversary-set comprises a passenger train as it ran at the end of the 1980s in BRAWA's home area. The 22.9 km long rail line from Remstal in the Schwäbische Wald runs through a fascinating landscape with its three impressive viaducts. After a long break, the historic diesel train now runs once more on Sundays and bank holidays on its original route – operated by the Verein DBK Historische Bahn e.V.

The BRAWA diesel locomotive BR 212 is equipped lovingly with etched coolers and fan grids, projecting rails and rods, replica brake rods and many other details. The digital version EXTRA is fitted with a functioning switchable fan and digital coupling.

The "Schwäbische Waldbahn" anniversary set is supplied in an exclusive gift box with the following contents:

- DBK diesel locomotive BR 212
- DBK passenger carriage AB4yg
- DBK passenger coaches B4yg (2x with different road number)
- Certificate for product registration with BRAWA
- Voucher to an exclusive special journey in September 2018*

* All owners of a registered anniversary set are invited by BRAWA to an exclusive special journey with the historic Schwäbische Waldbahn diesel lokomotive (Deadline for registration: 15th of July 2018). Further information will be released after your registration.



1971 
Cable from specialists from in-house manufacture

1982 
BRAWA sets new standards for lights

1985 
With the Köf II a small locomotive becomes a big star

1993 
BRAWA brings the first H0 diesel locomotive onto the market



REPLICA OF THE ORIGINAL: WOLFGANG SCHIMMAYER

DIE SCHWÄBISCHE WALDBAHN

Diesel Locomotive BR 212 DBK

Road no. 212 084-8

Order no. **45912**	Order no. **45914**
Order no. **45913**	Order no. **45915**



Passenger Coach AB4yg DBK	Passenger Coach B4yg DBK	Passenger Coach B4yg DBK
Road no. 34 082 Köl / 75 80 38-11 002-2	Road no. 75 684 Stg / 75 80 29-11 004-9	Road no. 75 869 Köl / 75 80 29-11 005-6

DELIVERY DATE: 2ND QUARTER 2018

TAKE PART IN THE COMPETITION NOW

AND WIN A BR 212 DIESEL LOCOMOTIVE AS WELL AS A TICKET FOR THE BRAWA SPECIAL JOURNEY.
WWW.BRAWA.DE/GEWINNSPIEL | PARTICIPATION DEADLINE: 15TH OF JULY 2018

1996 
DR 242: premiere of the first BRAWA electric locomotive

1997 
Standard locomotive worth saving: BRAWA brings out the E95 01

1998 
The Württemberg T3: First steam locomotive from BRAWA in H0

2001 
BRAWA adds the "giant locomotive" BR 06 001 to its programme

70 YEARS OF BRAWA:
A BRIEF JOURNEY THROUGH TIME

LIMITED SPECIAL EDITION

On its 70th anniversary, BRAWA is offering a special edition with 10 different freight cars, which you can drive through a small historic journey through the past seven decades of our company history, complete with their historic emblems and cargoes. We hope that you enjoy this brief journey through time!



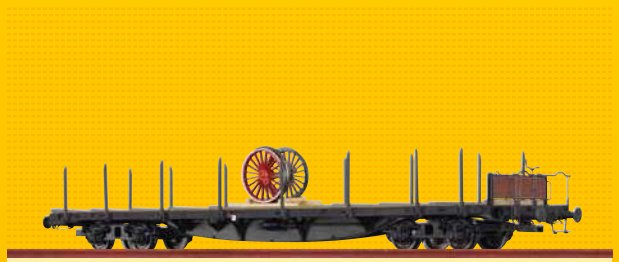
STAKE CAR RMMS 663 DB, WITH LOAD "CASE MOTORDRAISINE"



Order no. **47117**

DELIVERY DATE: 3RD QUARTER 2018

RAIL CAR SSLMA 44 BRIT-US-ZONE, WITH LOAD "STREAM LOCOMOTIVE WHEEL"



Order no. **47233**

DELIVERY DATE: 3RD QUARTER 2018

COVERED FREIGHT CAR GLMHS 50 „LÖHMANN" DB



Order no. **47279**

DELIVERY DATE: 4TH QUARTER 2018

COVERED FREIGHT CAR GMS 30 „EHEIM ESSLINGER ELEKTROSPIELWAREN" BRIT-US-ZONE



Order no. **47974**

DELIVERY DATE: 3RD QUARTER 2018

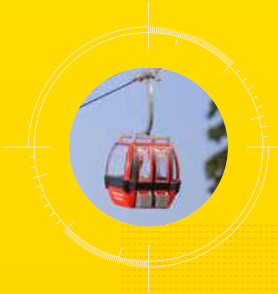
2003 
The superlatives continue: Diesel locomotive V320 001

2004 
Steam locomotive S 2/6 – record-breaking in terms of details

2008 

BRAWA celebrates 60 years as an example of trueness to the original

2010 
Even more BRAWA choice with 0 gauge



OPEN FREIGHT CAR E-52 OMM DB, WITH LOAD "GONDOLA"



Order no. **48626**

III NEM | 115,9 | NEM | 2187 | DB

DELIVERY DATE: 3RD QUARTER 2018

STAKE CAR KKLM 433 DB, WITH LOAD "CABLE REEL"



Order no. **48735**

IV NEM | 139,1 | NEM | 2187 | DB

DELIVERY DATE: 3RD QUARTER 2018

COVERED FREIGHT CAR GLTR 23 „TROLLEYBUS/BRAWA" BRIT-US-ZONE



Order no. **48736**

III NEM | 139,1 | NEM | 2187 | Deutsche Bundesbahn

DELIVERY DATE: 3RD QUARTER 2018

TANK CAR ZZ [P] „NIKOLAUS SPIELWAREN" DB



Order no. **48947**

III NEM | 142,5 | NEM | 2188 | DB

DELIVERY DATE: 2ND QUARTER 2018

MAINTENANCE CAR XR 35 DB, WITH LOAD "PHONE BOX"



Order no. **49353**

III NEM | 104,6 | NEM | 2187 | DB

DELIVERY DATE: 4TH QUARTER 2018

COVERED FREIGHT CAR G10 „EUROPA SPIELWAREN" DB



Order no. **49747**

III NEM | 110,3 | NEM | 2187 | DB

DELIVERY DATE: 3RD QUARTER 2018

PLEASE NOTE THAT THE FREIGHT CARS ARE ONLY AVAILABLE TO THE TRADE AS A COMPLETE SET (ORDER NO. B1801). FOR THIS REASON, PLEASE CONTACT YOUR SPECIALIST DEALER AS QUICKLY AS POSSIBLE TO SECURE THE MODEL YOU DESIRE.

2012 

Sophisticated technical equipment: Diesel locomotive Gravita® 10 BB and 15 D

2013 

Breuer Lokomotor: first vehicle in 0 gauge

2017 

TWINDEXX Vario®: Modern double-deck railcars

2018

BRAWA celebrates 70 years Attention to detail

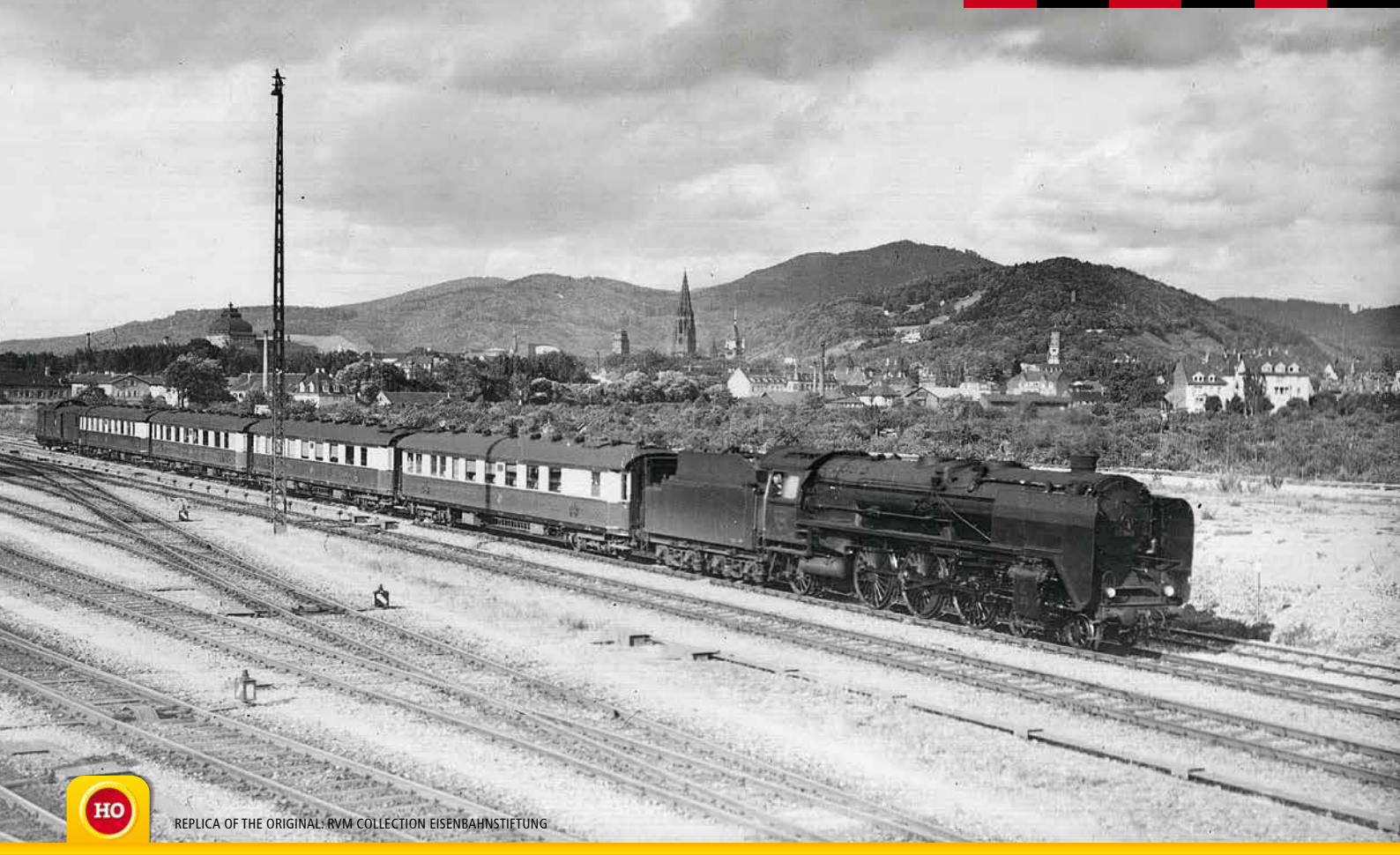
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90 YEARS OF RHEINGOLD EXPRESS
A LUXURIOUS TIME TRIP IN MINIATURE

GOLDEN AGE FOR MODEL RAILWAY ENTHUSIASTS

RHEINGOLD





HO

REPLICA OF THE ORIGINAL: RVM COLLECTION EISENBAHNSTIFTUNG



Wagen 3
Amsterdam
Düsseldorf – Köln – Mannheim
Luzern

On their way to Switzerland and onwards to Italy countless luxury passengers from Great Britain and The Netherlands used CIWL couchette cars of CIWL through France. DRG was very interested in "redirecting" this wealthy clientele to their routes. For this reason it introduced a luxury day train with the name "Rheingold Express" in 1928 between Hoek van Holland/Amsterdam and Basel SBB. From 1929 the train service was extended in the summer to Lucerne and Zurich. The extent of the competitive pressure can be seen in the fact that CIWL reacted to the DRG offensive as early as 1928 with its own day train "Edelweiss" via Brussels Luxembourg, Strasbourg.

When designing the train, DRG took reference to the similar CIWL day trains. The interior included open-plan cars and in some cases partially divided compartments, in first cases even with freestanding benches. Each car had a different decor made of different precious woods or cloth-covered walls and ceilings. The exterior of the train was a dark violet – ebony coloured special paint.

Thus 26 cars were produced in four different versions (each in 1st and 2nd class with and without galley), as well as three luggage wagons. A train generally consists of five carriages – one carriage each with and without kitchen in first and second class (one galley served two cars) as well as a luggage wagon. Since at that time the luggage wagon still had to run as a protective wagon behind the locomotive, when changing direction in Mannheim, an additional luggage wagon was needed. For this, DRG repainted two Prussian and Baden-Wurttemberg cars according to the Rheingold colour scheme. In the Netherlands the traction was transferred to the 3700 and 3900 series. On the German section, for many years the BR 184-5 of the Mainz railway depot ran as far as Mannheim. From 1936 the new Deutzerfelder 01 pull the Rheingold Express. Offenburger 183 transport the train on the southern section, having already been replaced by the BR 01 in 1930. From Basel, Ae 4/7 bring the train into the interior of Switzerland in the summer. When the war started in 1939, the luxury train was stopped without a replacement.

The BRAWA models of the Express Train Locomotive BR 01 are created true to the original and are equipped with many complex details. So for example the boiler, the driver's cab and the tender are designed as highly-detailed plastic components and even the vertical boiler backplate is true to the original. The latticed bar frames and the spoke wheels are made from die-cast zinc. Numerous parts are recreated individually – such as for example the pipes, platforms and steps. Depending on the motor and equipment version the BRAWA BR 01 express train locomotives are available either with smoke generator and sound decoder or prepared for retrofitting.

FFD 102 "RHEINGOLD"
HOLLAND – SCHWEIZ

FFD 101 "RHEINGOLD"
SCHWEIZ – HOLLAND

distance express locomotive 1st and 2nd class
with salon buffet coach and continuous coaches

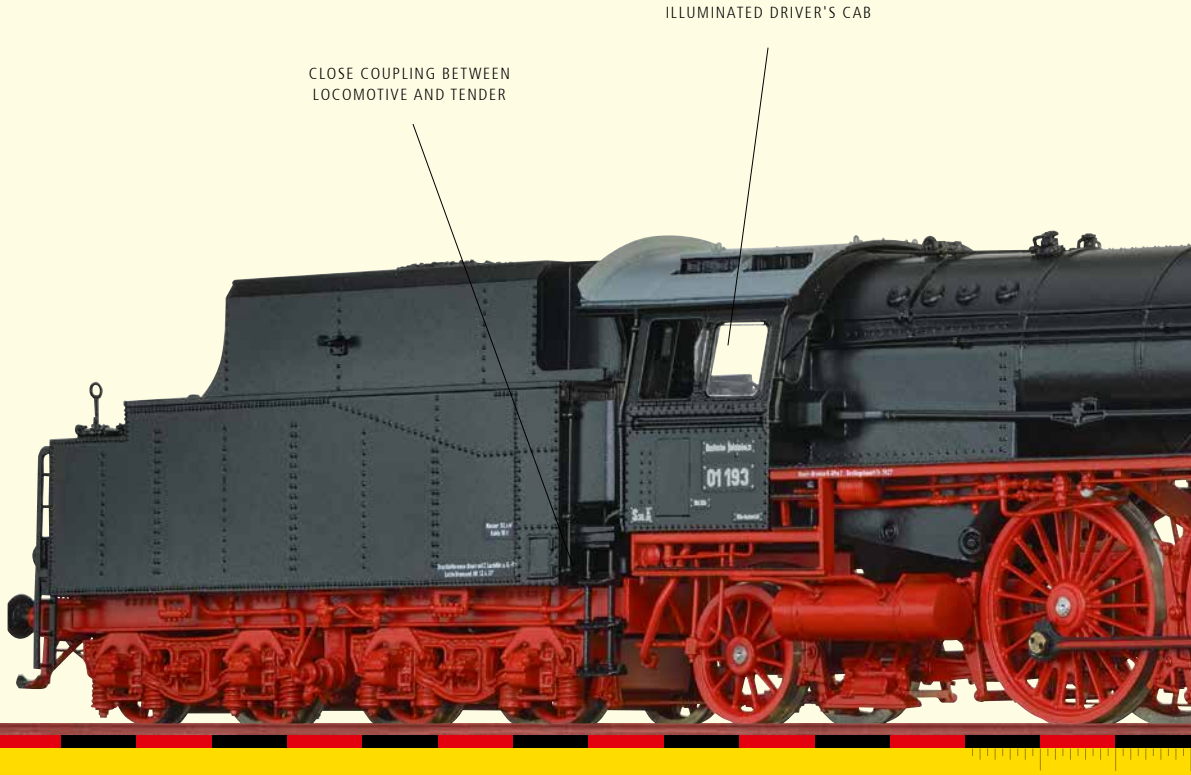
London			Hoek van Holland		
" – Luzern	=	1183 km	" – Mainz	=	483 km
" – Zürich	=	1177 "	" – Mannheim	=	559 "
" – Hoek van Holland	=	269 "	" – Karlsruhe	=	620 "
Hoek van Holland			" – Baden-Baden	=	651 "
" – Rotterdam	=	28 "	" – Freiburg (Br.)	=	753 "
" – Utrecht	=	80 "	" – Basel S.B.B.	=	819 "
" – Zevenaar	=	151 "	" – Zürich	=	908 "
" – Duisburg	=	236 "	" – Luzern	=	914 "
" – Düsseldorf	=	260 "	Amsterdam		
" – Köln	=	300 "	" – Utrecht	=	40 "


REPLICA OF THE ORIGINAL: BVM COLLECTION EISENBAHNSTIFTUNG

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STANDARD LOCOMOTIVE FOR EXPRESS TRAIN SERVICE
THE LEGENDARY BR 01



Steam Locomotive BR 01 DRG
Road no. 01 193

The Cologne Reichsbahn directorate did not receive the 01 192 – 198 locomotives for operations along the Rhine until 1936/1937, which was very late indeed. 01 193 was phased out on 21.12.1936 and assigned to the Deutzerfeld railway depot. The area of responsibility for the locomotive included the route of the legendary "Rheingold-Express", assumed from the BR 18.5. As early as 1930, the Offenburg railway depot operated it with an 01 vehicle along the Upper Rhine to Basel. The 01 193 also survived the war in Cologne and moved to Hamm in 1948. Here, it operated on the East-West axis between Aachen and Hanover with numerous sister locomotives until 1959 and was then transferred to Paderborn. A new high-performance boiler was installed in Nied in 1960. In 1964, it was passed on to Rheine after only five years. As was the case with trains starting in Paderborn, it turned in Kassel and travelled north to Bremen, Emden and Oldenburg. The "Rheiner 01" vehicles were often installed with a 2'2T30 Tender for utilisation in The Netherlands. The increasing allocation of the 01.10 meant that the 01 became expendable, the 001 193-2 was decommissioned as early as 21.06.1968. Gustav Ahrens GmbH dismantled it in Essen-Rellinghausen in September and October 1969.

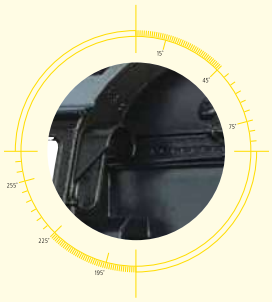
DELIVERY DATE: 2ND QUARTER 2019

Order no. **40900**	Analog BASIC+	Order no. **40902**	Digital EXTRA
Order no. **40901**	Digital BASIC+	Order no. **40903**	Digital EXTRA

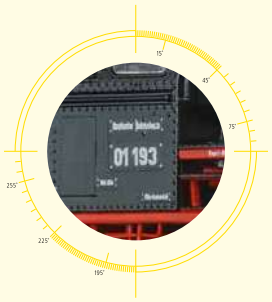
NEM | 275,3 | Rmin 360° | Rmin 420 | PluX 22 | 4 | NEM

Model: 1000 mm leading wheels; valve gear holder in cast design; tender 2'2' T32, 2nd construction type

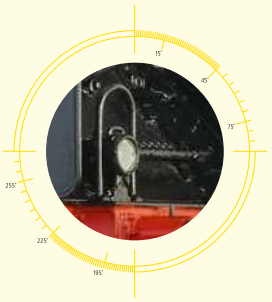
Recommended products: Suitable for all passenger coaches on page 10/11



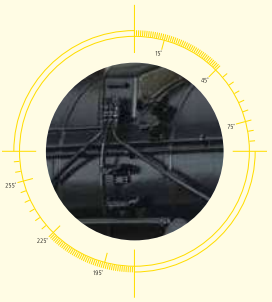
1_Lines and extra mounted parts in minimum material thickness



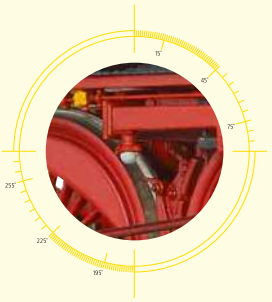
2_Finest paintwork and printing



3_True-to-epoch lighting, multipart lamp housing



4_Extra mounted steps



5_True-to-scale details

SPOKED WHEELS IN DIE-CAST ZINC

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



LAYOUT VERSION BASED ON WEINERT-MODEL

NEW 2018– MOULD

Technical functions	Analog BASIC+ =	Digital BASIC+ ~	Digital EXTRA =	Digital EXTRA ~
Light change	⊕	⊕	⊕	⊕
Fire flickering			⊕	⊕
Driver cabin lighting	⊕ 1)	⊕ 1)	⊕	⊕
Engine lighting			⊕	⊕
Smoke generator			⊕	⊕
Digital interface	PluX22	PluX22	PluX22	PluX22
Decoder		⊕	⊕	⊕
Sound			⊕	⊕

1) 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
- Smoke generator and sound decoder, either built in or as a retrofit option
- Illuminated driver's cab
- True-to epoch lighting, multipart lamp housing
- Standard shaft rear with link guide
- Close coupling between locomotive and tender
- Perfectly replicated back boilerplate
- Finest paintwork and printing
- Lines and extra mounted parts in minimum material thickness
- Extra mounted steps
- Drive in the tender
- Single axle bearing
- True-to-scale details
- Engine lighting
- Many extra mounted parts
- Fire flickering

*** Navigable minimum radius:** The models of BR 01 are technically suitable for R 360. For best driving characteristics we recommend the use on R 420.

HO

RHEINGOLD EXPRESS TRAIN COACH SET WITH MOST BEAUTIFUL DETAILS



Express Train Coach SA4ü-28 DRG
Road no. 10 502 Köln

Rheingold Express Train Coach Set DRG, 5-unit

Order no. **45916**	2212	Order no. **45918**	Digital, PluX 22
Order no. **45917**	2212, 2222	Order no. **45919**	Digital, PluX 22

1306

DELIVERY DATE: 2ND QUARTER 2019

Technical functions	Analog =	Analog ~	Digital =	Digital ~
Ceiling lighting	2212	2212	⊕	⊕
Table lighting (Individual tables and lamps)			⊕	⊕
Entry lighting			⊕	⊕
Digital interface			PluX22	PluX22
Decoder			⊕	⊕
Sound (Operating and kitchen sound)			⊕	⊕
Electric coupling (for central electrical supply)			⊕	⊕

- Precise replica of the Görlitz II schwer bogies
- Different roofs and car bottoms
- Metal wheels
- Three-point support in metal axle support
- Multi-part and multi-colored interior fittings
- Individually placed table lamps
- Short coupling kinematics
- Finest paintwork and printing
- In-plane assembled windows
- Precise replica of the brake unit
- Originally reproduced frame
- All specific details of the different eras taken into account

Digital Version:

- Entry lighting
- Roof and table lighting
- Operating and kitchen sound

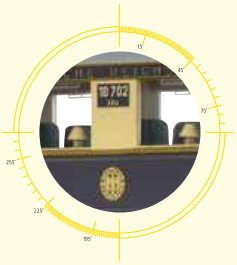


AVAILABLE AS SET OF 5



Express Train Coach SA4üK-28 DRG
Road no. 10 501 Köln

- Salon coach 1st class
- With kitchen





Express Train Coach SB4ü-28 DRG
Road no. 10 702 Köln

- Salon coach 1st class



Express Train Coach SB4üK-29 DRG
Road no. 10 707 Köln

- Salon coach 2nd class
- With kitchen



Express Train Coach SPw4ü-28 DRG
Road no 105 001 Köln

ALL PICTURES SHOW LAYOUT VERSIONS

NEW 2018 MOULD

FOR A TRUE TO ORIGINAL TRAIN OPERATION WE RECOMMEND
THE STEAM LOCOMOTIVE BR 01 ON PAGE 8/9



HO



REPLICA OF THE ORIGINAL: C. BELLINGRODT, SLG. EISENBAHNSTIFTUNG

NEW 2018 MOULD

Steam Locomotive BR 01 DRG

Road no. 01 032

The Kassel-based Henschel Company delivered the 01 032 to the Hamm railway depot under the works serial number 20835 in 1927. For many years, Hamm was home to the 01 that primarily operated as a heavy passenger train on the Aachen – Hanover axis. Via Göttingen, it made its way back to Braunschweig after the war where it then resumed operations to destinations such as Hamm until 1958. The new eastern border also changed many route sections. The BR 03 operated in Braunschweig railway depot from 1958 and, consequently, the 01 032 ran from Hanover on the East-West axis as well as the North-South axis that ran to Bebra and Hamburg for three years. During its final years, it then moved to the Palatinate Region of Germany where it operated in Ludwigshafen and Kaiserslautern until 01.07.1964 when it was removed from service. The scrapping process on this vehicle took place at the Trier repair centre and was completed by 30.09.1964.

DELIVERY DATE: 2ND QUARTER 2019

Order no. **40916**	Analog BASIC+	Order no. **40918**	Digital EXTRA
Order no. **40917**	Digital BASIC+	Order no. **40919**	Digital EXTRA

II NEM | 275,3 | Rmin 360* | Rmin 420 | PluX 22 | 4 | NEM

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

- Boiler, driver's cab and tender made of high-quality, impact-resistant plastic
- Perforated underframe and spoked wheels in die-cast zinc
- Smoke generator and sound decoder, either built in or as a retrofit option
- Illuminated driver's cab
- True-to epoch lighting, multipart lamp housing
- Standard shaft rear with link guide
- Close coupling between locomotive and tender
- Perfectly replicated back boilerplate
- Finest paintwork and printing
- Lines and extra mounted parts in minimum material thickness
- Extra mounted steps
- Drive in the tender
- Single axle bearing
- True-to-scale details
- Epoch-typical toe bearing
- Many extra mounted parts

HO

*** Navigable minimum radius:** The models of BR 01 are technically suitable for R 360. For best driving characteristics we recommend the use on R 420.



REPLICA OF THE ORIGINAL: K. ECKERT, SLG. EISENBAHNSTIFTUNG

NEW 2018 MOULD

Steam Locomotive BR 01 DB

Road no. 01 173

The Kassel-based Henschel Company delivered the 01 173 locomotive to the Göttingen P railway depot under the works serial number 22721 in 1936. In addition to the North-South route, the Göttinger 01 also operated on routes to the west and east and turned around in Berlin and Osnabrück. The 01 173 was not in operation at the end of the war and its association to a railway depot is unknown. It was only restored in 1948 and then moved to Cologne operating railway station via Hagen Eckesey. Except for a brief loan to Osnabrück, it remained here for almost twenty years, although it was located at the Deutzerfeld railway depot from 1964. The "Cologne 01" vehicles travelled along the Rhine from Ludwigshafen and Mannheim to Arnhem and Hamm as well as to Kassel and Osnabrück. In 1967, the locomotive relocated to Hof, the last 01 stronghold. It was here that the "Ulmer Eisenbahn Freunde e.V. (UEF)" [Ulm Railway Friends Association] noticed the locomotive in 1973. The association tried all Hofer 01 vehicles as part of their search for a larger club steam locomotive. The locomotive's good general condition saved it from the cutting torch. The UEF used it for numerous special train journey up until 1975 when it was replaced by a 01 1066 as a result of laborious boiler work. Today, the 01 173 is owned by the "Freunde und Förderer des Deutschen Technikmuseums Berlin e.V." [Friends and Sponsors of the German Museum of Technology, Berlin] and is currently being restored to an operative condition under museum-based aspect in cooperation with the UEF Historischer Dampfschnellzug e.V. [UEF Historical Steam Express Train Association].

DELIVERY DATE: 2ND QUARTER 2019

Order no. **40904**	Analog BASIC+	Order no. **40906**	Digital EXTRA
Order no. **40905**	Digital BASIC+	Order no. **40907**	Digital EXTRA

III NEM | 275,3 | Rmin 360* | Rmin 420 | PluX 22 | 4 | NEM

Model: 1000 mm leading wheels; cast discharge boxes on the cylinders; valve gear holder in welded design; tender 2'2' T34

- Boiler, driver's cab and tender made of high-quality, impact-resistant plastic
- Perforated underframe and spoked wheels in die-cast zinc
- Smoke generator and sound decoder, either built in or as a retrofit option
- Illuminated driver's cab
- True-to epoch lighting, multipart lamp housing
- Standard shaft rear with link guide
- Close coupling between locomotive and tender
- Perfectly replicated back boilerplate
- Finest paintwork and printing
- Lines and extra mounted parts in minimum material thickness
- Extra mounted steps
- Drive in the tender
- Single axle bearing
- True-to-scale details
- Epoch-typical toe bearing
- Many extra mounted parts

*** Navigable minimum radius:** The models of BR 01 are technically suitable for R 360. For best driving characteristics we recommend the use on R 420.

HO



REPLICA OF THE ORIGINAL: R. FELL, SLG. EISENBAHNSTIFTUNG

NEW 2018 MOULD

Steam Locomotive BR 001 DB

Road no. 001 088-4

In 1930 Hannover railway depot received further 01 locomotives, including 01 088, which was supplied by Krupp, with the works serial number 1167. This was transferred in 1935 to the railway depot Magdeburg Hbf, but continued to run mainly on the east-west line between Berlin and Hannover. By the end of the war it was a Magdeburg locomotive, but was evidently stationed in the western occupation zones, in the area surrounding its home at the RAW Braunschweig (state railway improvement workshop), so that it took up a role in Hannover in 1947 after repairs. After the electrification of the north-south section, it was transferred to Osnabrück. Via two sojourns in Paderborn and Hamm, it returned to Osnabrück, from whence it was soon transferred to Rheine. At this time it ran with a tender 2'2T30 in the Netherlands among others – here it could only be turned on a 20 m turntable, dictated by the short tender. In 1964, 01 088 was finally stationed in southern Germany. It ended up at the Hof railway depot, where it continued to fly the flag for steam traction until 1973. In 1975 it was dismantled by Bavaria Stahlkontor in Grafenwöhr.

DELIVERY DATE: 2ND QUARTER 2019

Order no. **40908**	Order no. **40910**
Order no. **40909**	Order no. **40911**

IV NEM | 275,3 | Rmin 360* | Rmin 420 | PluX 22 | 4

Model: 850 mm leading wheels; cast discharge boxes on the cylinders; valve gear holder in welded design; tender 2'2' T34

- Illuminated driver's cab
- Standard shaft front and rear with link guide
- Close coupling between locomotive and tender
- Finest paintwork and printing
- Epoch-typical toe bearing
- Lines and extra mounted parts in minimum material thickness
- Extra mounted steps
- Drive in the tender
- Many extra mounted parts
- Single axle bearing
- True-to-scale details
- Boiler, driver's cab and tender made of high-quality, impact-resistant plastic
- Perfectly replicated back boilerplate
- Perforated underframe and spoked wheels in die-cast zinc
- Smoke generator and sound decoder, either built in or as a retrofit option
- True-to-epoch lighting, multipart lamp housing

HO

*** Navigable minimum radius:** The models of BR 001 are technically suitable for R 360. For best driving characteristics we recommend the use on R 420.



REPLICA OF THE ORIGINAL: W. BÜGEL, SLG. EISENBAHNSTIFTUNG

NEW 2018 MOULD

Steam Locomotive BR 01 DR

Road no. 01 2066-7

The 01 066 was manufactured at the Schwartzkopff Company in 1928 and, as the final locomotive, represented the basic stock at the Hanover railway depot (01 050 – 066), which, from the centre, served the East-West and North-South routes to Hamm, Hamburg, Kassel and Magdeburg. It was located in Magdeburg at the end of the war, where it was also housed once again between 1954 and 1970 following brief stays in Leipzig, Nordhausen and Erfurt. The DR consolidated all of the locomotives up to Series 01 101 in Magdeburg. The 01 2066-7, only renamed in order to satisfy EDP requirements, then operated as part of the newly established Dresden railway depot inventory, primarily on the route running to the capital city of the GDR up until 1977. During the seventies, it was one of the few locomotives that largely corresponded to the original condition. After being decommissioned, it served as a steam dispenser at VEB Fettchemie in Nauen. It was "discovered" here by the Bavarian Railway Museum, Nördlingen in 1990 and, using numerous parts from the 01 024 steam dispenser and a 44 Series driver's cab in RAW Meiningen, was restored back to an operative condition.

DELIVERY DATE: 2ND QUARTER 2019

Order no. **40912** | Analog BASIC+ | 20 | IV NEM | 275,3 | Rmin 360* | Rmin 420 | PluX 22 | 4 | NEM | DR

Order no. **40914** | Digital EXTRA | D&H | IV NEM | 275,3 | Rmin 360* | Rmin 420 | PluX 22 | 4 | NEM | DR

Model: 850 mm leading wheels; screwed discharge boxes on the cylinders; valve gear holder in welded design; tender 2'2' T34

- Illuminated driver's cab
- Standard shaft front and rear with link guide
- Close coupling between locomotive and tender
- Finest paintwork and printing
- Epoch-typical toe bearing
- Lines and extra mounted parts in minimum material thickness
- Extra mounted steps
- Drive in the tender
- Many extra mounted parts
- Single axle bearing
- True-to-scale details
- Boiler, driver's cab and tender made of high-quality, impact-resistant plastic
- Perfectly replicated back boilerplate
- Perforated underframe and spoked wheels in die-cast zinc
- Smoke generator and sound decoder, either built in or as a retrofit option
- True-to-epoch lighting, multipart lamp housing

*** Navigable minimum radius:** The models of BR 01 are technically suitable for R 360. For best driving characteristics we recommend the use on R 420.

HO

Steam Locomotive G10 P.St.E.V.
Road no. 5531 Erfurt

The company Henschel took on the engineering of the locomotive designated the G10. They used the proven boiler of the P 8 and drive wheels with a diameter of 1,400 mm – a dimension that was to become the standard up to the end of the construction of steam locomotives for goods trains. In 1910, Henschel supplied the first 49 engines, which went into service at KED Breslau, Cöln, Frankfurt, Königsberg, Mainz and Saarbrücken. The 5101 Saarbrücken went on show at the Brussels World Exhibition, and the later 5428 Saarbrücken represented German locomotive production in Buenos Aires. Up to 1915, as many as 548 Prussian G10 were built. Due to the war, none were supplied in 1916. They were used in all Prussian directorates for goods and passenger trains. Most of the engines belonged to the rolling stock of the railway depots in the Rhine/Ruhr region.
DELIVERY DATE: 4TH QUARTER 2018



Order no. **40860** Analog BASIC+ 20
Order no. **40862** Digital EXTRA D&H
Order no. **40861** Digital BASIC+ 20 D&H
Order no. **40863** Digital EXTRA D&H
I NEM METAL 217,4 Rmin 360* Rmin 420 PluX 22 4 NEM P.St.E.V.

Model: With roof vent; 3 domes; short chimney; feed water heater; petroleum lighting

Steam Locomotive 57.10 DRG
Road no. 57 2191

Originally, the series designation was intended to be 33, however the G10 finally received the designation BR 57.10-35. In total, there were 2,358 engines with this designation. Just like in Prussian times, these engines were used especially on routes with a weaker superstructure but heavy goods traffic. Included here were Rbd (imperial railway directorate) Essen, Wuppertal, Breslau, Erfurt, Hannover and Kassel. The G10 also quickly became established in the Bavarian directorates, with Augsburg, München, Nuremberg, Regensburg, Würzburg and Ludwigshafen together accounting for 156 G 10s by 1924.
DELIVERY DATE: 4TH QUARTER 2018



Order no. **40868** Analog BASIC+ 20
Order no. **40870** Digital EXTRA D&T
Order no. **40869** Digital BASIC+ 20 D&T
Order no. **40871** Digital EXTRA D&T
II NEM METAL 217,4 Rmin 360* Rmin 420 PluX 22 4 NEM

Model: With roof vent; 4 domes; feed water heater; gas lighting

Steam Locomotive 57.10 DB
Road no. 57 2146

After the end of the war, a large number of G 10s were lost. In 1952 there was a remainder of 485 locomotives in the fleet. As in the time of the DRG, the largest stocks were in Essen and Wuppertal. Apart from its deployment on routes with a light superstructure, the BR 57 was often used as a shunting locomotive. For this purpose, several locomotives were equipped with shunting radio. They were used for shunting especially on the extensive tracks of the shunting stations in Basle (Haltingen depot) and the Hagen depot. The depot in Cochem used class 57 locomotives to shunt a large number of trains on the Mosel route. In the early 1950s, these services were also available in Hausach on the Schwarzwaldbahn (Black Forest railway). In many conurbations in the 1950s, the G 10 pulled the local goods trains, while the BR 50 was used for more difficult jobs.
DELIVERY DATE: 4TH QUARTER 2018



Order no. **40864** Analog BASIC+ 20
Order no. **40866** Digital EXTRA D&H
Order no. **40865** Digital BASIC+ 20 D&H
Order no. **40867** Digital EXTRA D&H
III NEM METAL 217,4 Rmin 360* Rmin 420 PluX 22 4 NEM Deutsche Bundesbahn

Model: With roof vent; 3 domes; feed water heater; electric lighting

* **Navigable minimum radius:** The models of BR 57.10 are technically suitable for R 360. For best driving characteristics we recommend the use on R 420.



Order no. **40836** | Order no. **40838**

IV NEM | METAL | 217,4 | Rmin 360* | Rmin 420 | PluX 22 | 4 | NEM

Model: With barrel roof; 3 domes; feed water heater; electric lighting

Steam Locomotive 57.10 DR
Road no. 57 2438-0

More than 100 locomotives remained after the war at DR in the Soviet occupation zone. They were mainly used in the north and central regions of the GDR in the directories Schwerin and Magdeburg. Here again, they frequently performed shunting duties, such as in the marine ports of Wismar and Rostock, as well as in Stendal, Güsten and Köthen. Other locations were Wittenberge, Salzwedel, Halberstadt and Güstrow. By 1970, the fleet in the GDR was also dramatically reduced. With the introduction of new computer numbers, fewer than ten engines were still in use. The decision was taken at an early date to transfer the Stendal 57 3297 to the transport museum. After appearing in many exhibitions, it is now on display in the round engine shed of the Chemnitz-Hilbersdorf railway museum.
DELIVERY DATE: 4TH QUARTER 2018



Order no. **40578** | Order no. **40580**
Order no. **40579** | Order no. **40581**

II NEM | METAL | 115,5 | Rmin 360 | PluX 22 | 2 | NEM

Model: With feed water cleaner; electric lighting

Steam Locomotive 98.10 DRG / Bavarian Group Administration Bayern
Road no. 98 1005

The independence of the "Bavarian Group Administration" within the DRG culminated not only in the continued and new procurement of independent locomotive designs, but also led to the continuation of the Bavarian colour scheme. Thus, up to the 30s, locomotives were delivered in green-black paint instead of the DRG standard look, which meant they didn't look too bad and were reminiscent of the "good old days".
DELIVERY DATE: 2ND QUARTER 2018



Order no. **40574** | Order no. **40576**
Order no. **40575** | Order no. **40577**

III NEM | METAL | 115,5 | Rmin 360 | PluX 22 | 2 | NEM | Deutsche Bundesbahn

Model: Without feed water cleaner; electric lighting

Steam Locomotive 98.10 DB
Road no. 98 1016

All 45 98.10 locomotives were recovered after 1945 by the Deutsche Bundesbahn, and continued to be used exclusively in their native Bavaria. Many of the locomotives were still used after this time, in freight service especially. DB did not make any more major changes or improvements; in the late 50s, they added a third headlight. If the coal bin or the water tanks had to be replaced due to corrosion, the new parts frequently arose from welding technology. In 1950 the locomotives were distributed to the three directorates of Munich, Augsburg and Regensburg. The great majority of the locomotives were headquartered at ED (railway district management) Regensburg, which took in 28 units as their own.
DELIVERY DATE: 2ND QUARTER 2018

A SMALL WORKER WITH A STRONG CHARACTER



Diesel Locomotive V36 DB
Road no. V36 102

One of the primary reasons behind the development of the 360 HP WR 360 C 14 diesel locomotive with fluid transmission was the demand made for the Wehrmacht railway facilities to be "smoke-free". The reason for this was to eliminate the possibility of locations such as ammunition depots or refineries to be detected from the air as a result of steam plumes generated by a steam locomotive. Thanks to a working partnership that included Berliner Maschinenfabrik AG (previously Louis Schwarzkopf), Orenstein & Koppel as well as Deutz and Voith (only for engine and transmission issues), two prototypes were created within one year which were then comprehensively tested by the German National Railway Locomotive Testing Office during the second half of 1937. The acquired knowledge was then immediately implemented into the further development so that further preliminary locomotives were manufactured as early as 1938. The first of the 245 volume production locomotives entered service at the start of 1939 and were supplied to the army, air force, navy as well as industrial companies. In doing so, the WR 360 C 14 trains were powered by Deutz or MWM engines that were also used in submarines at the time. During the Second World War, the WR 360 C 14 trains made it to many countries throughout Europe and even to North Africa, where some of them also remained. Consequently, several WR 360 C 14 were not only in use on the German Federal and National Railway after 1945; they were also running in countries such as Austria, France and Italy. Now operating under the V36 designation, the locomotives were primarily used in the shunting service and in front of transfer trains in the German Federal Railway. They were also used for suburban passenger transport in the greater Wuppertal, Frankfurt and Nuremberg areas. For this purpose, some locomotives were equipped with a simplified push-pull control or were converted to a one-man control system and equipped with a rooftop cockpit. This ensured that the locomotive staff had an improved view during journeys where the train was pushed. Further noticeable conversions to the Federal Railway locomotives included a larger and more striking cooling water expansion tank on the front end of the engine as well as adjustable radiator shutters. The last of these locomotives, then operating as the 236 range, remained in operation up until 1981. The V36 locomotives operated by the German National Railway were kept in operation for approximately 4 further years. Private railways and industrial companies continued to use some of the locomotives until the end of the 1980s.

DELIVERY DATE: 4TH QUARTER 2018

Order no. **41642**	Analog BASIC+	Order no. **41644**	Digital EXTRA, Digital Coupling, Energy Storage
Order no. **41643**	Digital BASIC+	Order no. **41645**	Digital EXTRA, Digital Coupling, Energy Storage

NEM, 105,7, Rmin 360, PluX 22, 1, NEM

HO

Model:

- Etched radiator grille (prototypically on models without radiator lamellas)
- Free-standing handles and handrails
- Clear view through the driver cabin
- Lights equipped with maintenance-free LEDs
- Three-point support
- Finely detailed chassis
- Finest paintwork and painting
- Reproduction of the brake linkage
- Metal frame and wheels, structure made of plastic
- NEM-standard short coupling
- Light change and driver cabin light

Digital Version EXTRA:

- Filigree electronic coupling (interchangeable thanks to NEM standard)*
- Incl. energy storage (buffers sound, motor and light)
- Extensive light functions: shunting lights, drivers cabin lighting, tail lights separately switchable
- Optimized lighting control for drive and shunting mode
- Flicker-free light, due to stabilized 5V power supply which is buffered through a separate capacitor
- Original sound
- Noiseless 16-bit sound with up to 8 independent channels thanks to latest sound technology and excellent sound characteristics
- Optimal motor and load control for perfect running characteristics
- Compatible with all established digital systems (DCC, Motorola, SX1 und SX2)
- Enclosed locomotive card in the AC version
- Driver cabin lighting

* It is possible to retrospectively convert from analogue to digital via a PluX22 interface (only sound functions). Please note that it is not possible to retrospectively convert the digital remotecontrol coupling or the additional light functions. For retrofitting of the product variant "Basic+" we recommend the sound decoder SD22A-4 (Order no. 99801).



Order no. **41646** | Analog BASIC+

Order no. **41647** | Digital BASIC+

Order no. **41648** | Digital EXTRA, Digital Coupling, Energy Storage

Order no. **41649** | Digital EXTRA, Digital Coupling, Energy Storage

IV NEM | 105,7 | Rmin 360 | PluX 22 | 1 | DB

Diesel Locomotive 236 DB
Road no. 236 105-3

DELIVERY DATE: 4TH QUARTER 2018



Order no. **41650** | Analog BASIC+

Order no. **41652** | Digital EXTRA, Digital Coupling, Energy Storage

III NEM | 105,7 | Rmin 360 | PluX 22 | 1 | DR

Diesel Locomotive V36 DR
Road no. V36 023

DELIVERY DATE: 4TH QUARTER 2018

LIGHT SECONDARY-LINE RAILCAR EQUIPPED WITH AMPLE DETAILS



REPLICA OF THE ORIGINAL: R. TODT, SLG. EISENBAHNSTIFTUNG

Diesel Railcar BR VT60.5 and Trailer VS145 DB (double unit)
Road no. VT 60 505 / VS 145 232

After the railcars were assumed by the recently-founded German Federal Railway (DB), several design changes were made in the 1950s in order to retrofit the vehicles that now bore the designation VT60.5 for the upcoming service period. At the Friedrichshafen repair centre, the engines were replaced with 330 HP MAN machines that were already used in small locomotives from service group III. The upholstering of the 3rd class which was upgraded to become 2nd class also increased passenger comfort. Furthermore, many railcars were equipped with modern DB lights during the 1960s in order to improve the view of the track and the conspicuous railcar lights from the National Railway era were removed. Colour changes were also made as the uniform purple for DB diesel vehicles replaces the old DR colour scheme. In contrast to the initial settlement, DB distributed their 31 VT60.5 vehicles to many more operating locations. Consequently, the Rheine, Darmstadt, Stuttgart, Kassel, Frankfurt-Griesheim, Heilbronn, Nuremberg and Friedrichshafen railway depots became primary application locations. In doing so, six railcars were leased to the American occupying forces until 1960. During the Federal Railway era, a total of 10 VS145 vehicles were documented for 1952 and were primarily used with the VT60.5. In contrast, the vehicles were also deployed with the VT36.5 or V36 in Bremen and Wuppertal. Now bearing the designation 945, the last VT60.5 was discontinued at Rheine in 1972 together with the last VS145.



NEW 2018 MOULD

Order no. **44704**	Analog BASIC+	Order no. **44706**	Digital EXTRA
Order no. **44705**	Digital BASIC+	Order no. **44707**	Digital EXTRA

NEM | 506 | Rmin 360 | PluX 22 | 2 | NEM | DB

DELIVERY DATE: 4TH QUARTER 2018

- Drive to two axles
- Finely detailed bogies
- Fine rivets
- Illuminated driver's cab
- Prepared for sound or with built-in sound
- Metal drive unit
- Interior lighting
- Short coupling kinematics
- In-plane assembled windows
- Multipart interior fittings
- True to original corrugated wheel disks
- Extra mounted and free-standing metal handrails and steps
- True-to-epoch lighting

HO

LOVE OF DETAIL CAN BE A THING OF BEAUTY



REPLICA OF THE ORIGINAL: BRAWA

NEW 2018 MOULD

Diesel Railcar BR VT137 and Trailer BR VS145 DRG (double unit)
Road no. VT 137 378 and VS 145 207

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 rail-cars, the industry launched the last large-scale range of the typically light railcars on to the tracks in 1939 and 1940. The foundation 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. In line with their BCPw4itrvT-36 design designation, they boasted a 2nd class (B) compartment with 6 cushioned seats and a 3rd class (C) compartment with 43 spaces. They were equipped with wooden seats. The vehicles were also equipped with a luggage compartment (Pw) which was located behind the front driver's cab. The GO56 h Maybach engine, that is definitely not as well-isolated as today in terms of noise and heat, also protruded into the driver's cab from underneath and was equipped with an appropriate interior cladding. The power from the 225 HP engine was transferred to the second axle of the front bogie via the Voith transmission and allowed the VT to reach a top speed of 80 km/h. The beige and claret paint coat complete with black cover strips and bright roof clearly followed the paint specifications for vehicle coats of the time.

The wartime events which began in 1939 scuppered the original DR settlement plans. Although the first railcars arrived at Fulda railway depot as originally planned, the following deliveries were evenly distributed across the Hanover, Cologne and Saarbrücken directorates. Obviously, few railcars were actually handed over for regular service. Instead they were primarily used for military purposes.

DELIVERY DATE: 4TH QUARTER 2018

Order no. **44700**	Analog BASIC+	Order no. **44702**	Digital EXTRA
Order no. **44701**	Digital BASIC+	Order no. **44703**	Digital EXTRA

NEM | 506 | Rmin 360 | PluX 22 | 2

Model: Drive to two axles; finely detailed bogies; fine rivets; illuminated driver's cab; prepared for sound or with built-in sound; metal drive unit; interior lighting; short coupling kinematics; in-plane assembled windows; multipart interior fittings; true to original corrugated wheel disks; extra mounted and free-standing metal handrails and steps; true-to-epoch lighting

HO



REPLICA OF THE ORIGINAL: U. BUDDE

NEW 2018 MOULD

Diesel Railcar BR 660 and Trailer BR 945 DB (double unit)

Road no. 660 516-6 and 945 832-4

As the vehicles aged, the inventory of the VT60.5 shrunk by the mid-1960s and the Rheine railway depot became the de facto discontinuation railway depot for the remaining railcars of the old design belonging to DB. With a fleet of six vehicles, the inventory was the highest here at the start of the 1970s. Four more vehicles were stationed in Nuremberg and two further vehicles were also in service; one in Heilbronn and one in Kassel. These 12 vehicles, which were issued with the EDP-compliant 660 designation, were all removed from regular service by 1972. Converted to radio measurement wagons, the former 660 506 and 660 531 remained in service until 1979. Only the VT 60 531 exists today.

DELIVERY DATE: 4TH QUARTER 2018

Order no. **44708**	Analog BASIC+	Order no. **44710**	Digital EXTRA
Order no. **44709**	Digital BASIC+	Order no. **44711**	Digital EXTRA

IV NEM | 506 | Rmin 360 | PluX 22 | 2 | NEM | DB

Model: Drive to two axles; finely detailed bogies; fine rivets; illuminated driver's cab; prepared for sound or with built-in sound; metal drive unit; interior lighting; short coupling kinematics; in-plane assembled windows; multipart interior fittings; true to original corrugated wheel disks; extra mounted and free-standing metal handrails and steps; true-to-epoch lighting

HO



REPLICA OF THE ORIGINAL: G. FIEBIG, SLG. G. DIETZ

NEW 2018 MOULD

Diesel Railcar BR VT137 DR

Road no. VT 137 366

Only three railcars – the 137 348, 137 366 and the 137 387 – remained in the Soviet occupation zone following the war. They were utilised from the Aschersleben railway depot. However, all of the railcars were removed from service by 1969 as a result of the poor availability of replacement parts.

Order no. **44712**	Analog BASIC+	Order no. **44714**	Digital EXTRA
Order no. **44713**	Digital BASIC+	Order no. **44715**	Digital EXTRA

NEM | 253,8 | Rmin 360 | PluX 22 | 2 | NEM

DELIVERY DATE: 4TH QUARTER 2018

- Drive to two axles
- Finely detailed bogies
- Fine rivets
- Illuminated driver's cab
- Prepared for sound or with built-in sound
- Metal drive unit
- Interior lighting
- Short coupling kinematics
- In-plane assembled windows
- Multipart interior fittings
- True to original corrugated wheel disks
- True-to-epoch lighting
- Extra mounted and free-standing metal handrails and steps

HO



REPLICA OF THE ORIGINAL: H. HELESS

NEW 2018 MOULD

Order no. **45151**

III NEM | 252,2 | Rmin 360 | PluX 22 | 2218 | NEM | 2188 | 2222 | D&H | ÖBB

Diesel Railcar C4dB ÖBB
Road no. 7758.10

After the war, the Austrian Federal Railway had 17 VS145 vehicles in its possession and used 14 of them under the new fleet number 7758.00 – 14. However, the push/pull equipment was missing. The other three vehicles bearing the ES 6258.01 – 03 designation were converted to become control cars for the electric railcars. The trailer cars were discontinued at the start of the 1980s and the control cars were discontinued a good ten years prior to this.
DELIVERY DATE: 4TH QUARTER 2018



Order no. **45543**

III NEM | 148,9 | 2212 | NEM | 2187 | 2222 | Deutsche Bundesbahn

Model: Wheel sets in toe bearing; brake shoes in wheel plane; individually mounted axle box cover; extra mounted steps; true-to-epoch different spring buffers; extra mounted brake system and Wendler-Ventilators Separately mounted axle brake rod; finest paintwork and printing; fine engravings and rivets; separately mounted lines, handrails and signal holder Originally reproduced, three-dimensional frame body True-to-original interior fittings; true-to-original WC position

Passenger Coach VB 140 DB
Road no. 140 402 Kar

Despite heavy losses, DB still retained a considerable inventory of standard secondary line coaches as well as trailer cars that were derived from them. As was the case before the war, the majority of these vehicles were used between Freiburg, Neustadt and Seebrugg. Otherwise, passenger coaches were usually operated as individual units in the other directorates. In addition to travelling behind combustion-driven railcars, the trailer cars were also often operated in tandem with electric railcars; in order to do so, DB converted the majority into control cars. However, some vehicles remained that could only be used as trailer cars as well as some control cars for combustion-driven railcars. The Nuremberg federal railway directorate continued to remain a paradise for these trailer cars and control cars in the 1950s. On numerous main and secondary railways, the combustion-driven railcar vehicles in the pre-war design complete with combustion-driven railcar trailer cars and combustion-driven railcar control cars ensured inexpensive operation before they were replaced by the saviour of secondary railways – the railbus.
DELIVERY DATE: 3RD QUARTER 2018



Order no. **45544**

III NEM | 148,9 | 2212 | NEM | 2187 | 2222 | Deutsche Bundesbahn

Passenger Coach DB
Road no. 140 397 Kar

DELIVERY DATE: 3RD QUARTER 2018

THE CARRIAGES OF THE RHEINGOLD EXPRESS IN THE POST-WAR YEARS

WONDERFUL RELIC OF A GOLDEN RAILWAY ERA

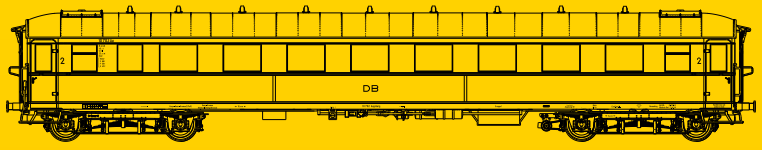
After 1945 at least 16 passenger cars and the three luggage wagons of the Rheingold Express remained with Deutsche Bahn. Since the train no longer ran in its previous form, the carriages were repurposed for different roles. Eight of these were used to create the DSG dining cars 1230, 1232 and 1234 – 1239. Five were converted into normal twin-class compartment carriages 11355 – 11359 and three were used to create the coaches 10801 – 10 803. The luggage wagons retained their role and were taken out of service between 1968 and 1977. Only one of them was retained by FEK Cologne. Today this society still has four original Rheingold carriages, which are however no longer all serviceable. In addition the shareholders of "Transeurop Eisenbahn AG" have now brought together a further six original carriages, of which two are operational to date. At least one carriage remained at CSD and was being used as the dining car 479 / 88-10 006-4 in the seventies. Presumably it was this carriage which was rescued by TEAG from a scrapyard in Most to be refurbished. One more carriage which was presumed lost turned up in a US military barracks near Wiesbaden and was also taken over by TEAG. This means that ten original Rheingold saloon cars remain today.

The BRAWA models show the period-relevant differences in construction details of the carriages and are each equipped with an exact reproduction of the frame, which has many attached details. Numerous details such as e.g. the finest reproduction of the roof rivets and the sharply contoured engraving of the fine details ensure that the reproduction is true to life. The carriages are fitted with a multi-part interior and precisely fitted windows and are prepared for internal lighting.



REPLICA OF THE ORIGINAL: J. CLAUS, SLG. EISENBAHNSTIFTUNG





RAILWAY HISTORY CLASSICS
WITH THE FINEST DETAILS





REPLICA OF THE ORIGINAL: G. SCHEINGRABER, SLG. EISENBAHNSTIFTUNG

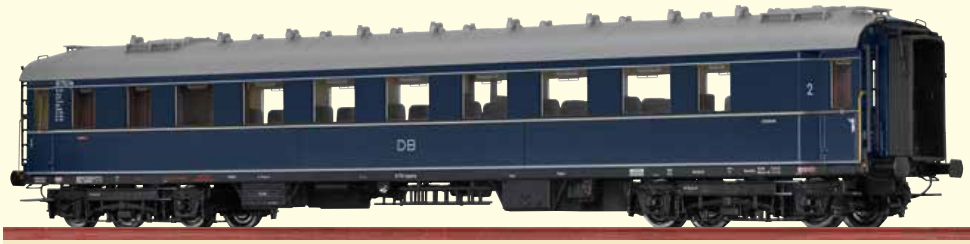


REPLICA OF THE ORIGINAL: F. WILLKE, SLG. STEFAN CARSTENS

HO

Express Train Coach B4üe-28/52
„F-Zugwagen" DB
Road no. 10 702 Au

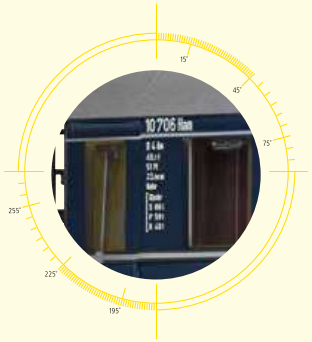
DELIVERY DATE: 2ND QUARTER 2019



Order no. **46410**

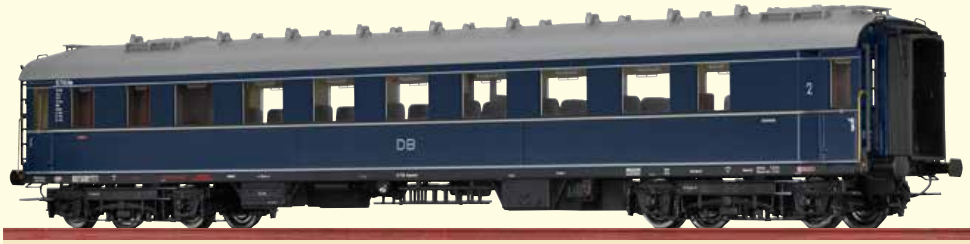


Model: singles cabins; without walkways



Express Train Coach B4üe-28/52
„F-Zugwagen" DB
Road no. 10 706 Han

DELIVERY DATE: 2ND QUARTER 2019



Order no. **46411**



Model: singles cabins; without walkways

Express Train Coach B4üe-28/52
„F-Zugwagen" DB
Road no. 10 708 Esn

DELIVERY DATE: 2ND QUARTER 2019



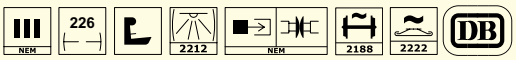
Order no. **46412**



Model: singles cabins; without walkways



Order no. **46413**

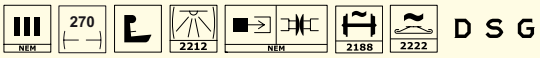


Express Train Coach Pw4ü-28 DB
Road no. 105 001 Köl

DELIVERY DATE: 2ND QUARTER 2019



Order no. **46414**



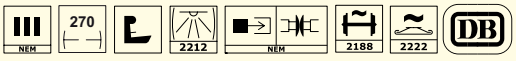
Model: Without walkways

Express Train Coach WR4ü-28/51 DSG
Road no. 1232

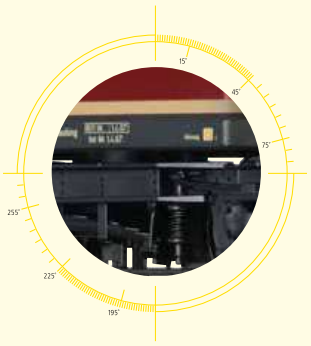
DELIVERY DATE: 2ND QUARTER 2019



Order no. **46415**



Model: Without walkways; with external loud speakers



Express Train Coach WGüklle-29/50 DB
Road no. 10 803 Mü

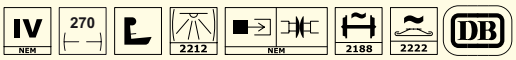
DELIVERY DATE: 2ND QUARTER 2019



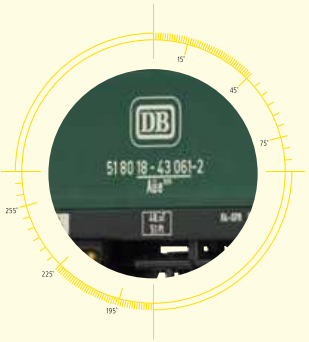
Express Train Coach Aüe 305 DB
Road no. 51 80 18-43 060-4

DELIVERY DATE: 2ND QUARTER 2019

Order no. **46416**



Model: singles cabins; without walkways

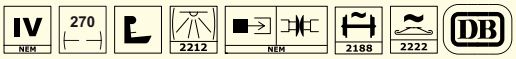




Express Train Coach Aüe 305 DB
Road no. 51 80 18-43 061-2

DELIVERY DATE: 2ND QUARTER 2019

Order no. **46417**



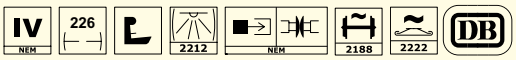
Model: singles cabins; without walkways



Luggage Coach Düe 949 DB
Road no. 51 80 92-43 311-0

DELIVERY DATE: 2ND QUARTER 2019

Order no. **46418**





Order no. **46419**

IV NEM | 270 | 2212 | NEM | 2188 | 2222 | DB

Model: Without walkways

Express Train Coach WRü(e) 151 DB
Road no. 51 80 88-46 232-1

DELIVERY DATE: 2ND QUARTER 2019



Order no. **46420**

IV NEM | 270 | 2212 | NEM | 2188 | 2222 | DB

Model: Without walkways; with external loud speakers

Express Train Coach WGük 822 DB
Road no. 51 80 89-43 522-7

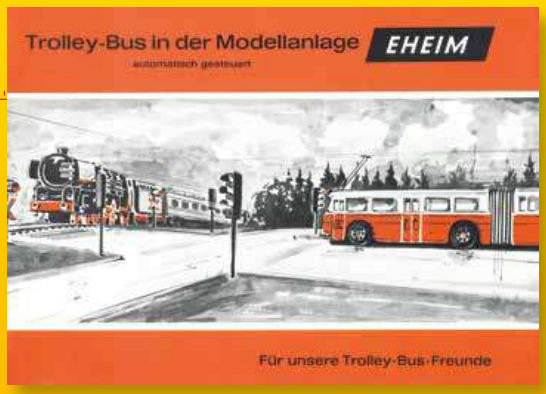
DELIVERY DATE: 2ND QUARTER 2019

70 JAHRE
LIEBE ZUM DETAIL

TAKE PART IN THE COMPETITION NOW & WIN A BR 212 DIESEL LOCOMOTIVE AS WELL AS A TICKET FOR THE BRAWA SPECIAL TRIP.
WWW.BRAWA.DE/GEWINNSPIEL

1950s

First models in gauge H0 and TT
Artur Braun takes over Europa Technische Spielwaren's exclusive rights to sell. Together with the construction engineer Gunther Eheim they design the first big sellers. The overall favourite is the trolley bus with its complete electrical overhead wire system, which is produced up to the end of the year 2000.



Sleeperette WL K.W.St.E.
Road no. 161

In 1883, the Württembergische Staatsbahn received a delivery of 10 passenger coaches from the Maschinenfabrik Esslingen 10, which had a strong Prussian appearance with their skylight roof. Originally they had 6 seats in 1st class and 28 seats in 2nd class as well as a toilet. With the ever expanding rail network in Germany, it became necessary to offer night trains as well in the future. For this purpose, sleeperettes were fitted out, which could clearly be distinguished from passenger coaches from a distance due to their livery.
DELIVERY DATE: 3RD QUARTER 2018



Order no. **45611**



Model: Extra mounted steps and handrails in low-material thickness; very finely pierced roof pillar; multi part brake system with brake shoes in wheel plane

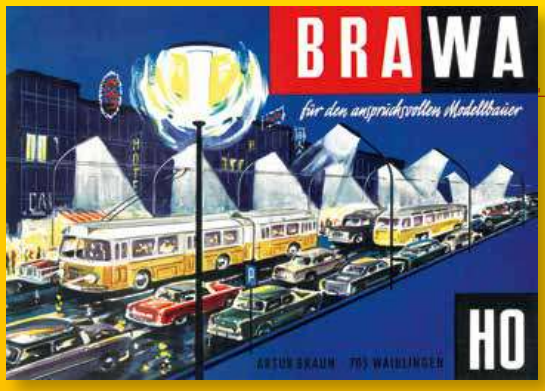


Sleeperette WL K.W.St.E.
Road no. 167

DELIVERY DATE: 3RD QUARTER 2018

Order no. **45612**





1960s

Finally „BRAWA"
Artur Braun in Waiblingen changes its name to BRAWA: A new company is created. The patented brand name protects the products from southern Germany all over the world. The new name stands for "Models with love for the detail" - today's motto was a matter of fact then.

70 JAHRE
LIEBE ZUM DETAIL

TAKE PART IN THE COMPETITION NOW & WIN A BR 212 DIESEL LOCOMOTIVE AS WELL AS A TICKET FOR THE BRAWA SPECIAL TRIP.
WWW.BRAWA.DE/GEWINNSPIEL



Order no. **45763**

Passenger Coach Cid 21 DRG
Road no. 81 401

From 1921 to 1923, a total of 2,236 Di 21 type coaches were built. 397 Di 21a-type coaches with slightly different interior fittings were also built. No other German passenger coach was ever built in such a large number. The coaches could seat 66 passengers in fourth class. They had a length over buffers of 13 920 mm and an 8,500 mm wheelbase, which ensured that they ran very quietly. When fourth class was abolished in 1928, the coaches were upgraded to third class and given the designation Cid 21.
DELIVERY DATE: 3RD QUARTER 2018

Model: Precisely-fitting windows; extra Wendler ventilator; axles with metal bearings; extra steps; window with opening handle; nterior fittings



Order no. **45764**

Passenger Coach Bi 21 DB
Road no. 81 257

A vast number of Cid 21 passenger coaches came to the DB after the second world war. The DB couldn't do without this relatively new coach and put it into passenger services throughout Germany. When third class coaches were abolished in 1956, the Cid coaches were upgraded to second class and used from that time on with the designation Bid 21. Passengers paid for the comfort of the fourth class coach, which was abolished in 1928, with a new second class ticket.
DELIVERY DATE: 3RD QUARTER 2018

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



Order no. **45765**

Passenger Coach Bitr DR
Road no. 340-345

DELIVERY DATE: 3RD QUARTER 2018



Order no. **45766**

Passenger Coach BPosti DR
Road no. 311-608

DELIVERY DATE: 3RD QUARTER 2018

Passenger Coach DBpza 783.0 „NAH.SH" DB AG
Road no. 50 80 26-81 396-6



Order no. **44517** =

Order no. **44518** ~

VI NEM | 303 | Rmin 360 | 2212 | NEM | 2222 | DB

DELIVERY DATE: 2ND QUARTER 2018

Passenger Coach DBpza 783.0 „NAH.SH" DB AG
Road no. 50 80 26-81 393-3



Order no. **44519** =

Order no. **44520** ~

VI NEM | 303 | Rmin 360 | 2212 | NEM | 2222 | DB

DELIVERY DATE: 2ND QUARTER 2018

Compartment Coach C3 DRG
Road no. 57 252 Altona

Since, after the formation of the DRG, it had been established that in particular the vehicle fleet of the south-west German Reichsbahn directorate was heavily over-aged, many coaches were handed over to that directorate. In this way, 2500 Prussian compartment coaches came to the south-west and about 1000 to Saxony by 1929. After the abolition of the 3rd class, the previous so-called heavy-handluggage coaches ("Traglastenwagen") of the master drawing editions were additionally equipped with seat benches according to drawing Ib 11. After the modification, they were all classified as C3u Pr 04/30 – a particularity that was actually atypical and makes the identification of the original type of construction more difficult. The younger ones could still be identified by the pressed-sheet axle guards and the steps instead of the ladder at the car's end wall. Despite the procurement of new standardised coaches ("Einheitswagen"), the DRG could not do without the compartment coaches for the time being. In 1935, over 7000 C3 Pr 11 coaches were counted, and around 4000 C3tr pr 13 coaches around 3000 of which were meanwhile running without heavy-hand-luggage compartment.
DELIVERY DATE: 3RD QUARTER 2018



Order no. **45486**

II NEM | 145,3 | 2212 | NEM | 2187 | 2222

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



Order no. **45487**

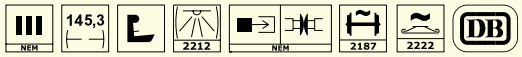
II NEM | 145,3 | 2212 | NEM | 2187 | 2222

Compartment Coach C3tr DRG
Road no. 59 899 Altona

DELIVERY DATE: 3RD QUARTER 2018



Order no. **45488**

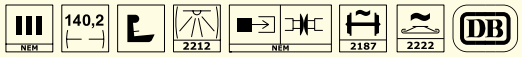


Compartment Coach B3 DB
Road no. 057 780 Han

The passenger coach fleet of the DB after 1945 was characterised by severe losses and extreme shortage. The first thing therefore was to get everything running that had wheels. During necessary inspections, many brakeman's cabins that had remained were removed, the installation of new metal plates continued, and electric lighting installed. This resulted in the typical DB compartment coach at the end of the 50ies that had a relatively smooth outward appearance. In the early 50ies, the DB had begun to bring the undercarriages of compartment coaches to a uniform standard and to equip them with new vehicle bodies. The "converted coach" ("Umbauwagen") was born. The numbers were now dwindling rapidly, and at the end of the 50ies, compartment coaches were already rare at the DB. The last of them rolled onto the dead-end siding upon the ban of coaches with wooden bodies.
DELIVERY DATE: 3RD QUARTER 2018



Order no. **45489**



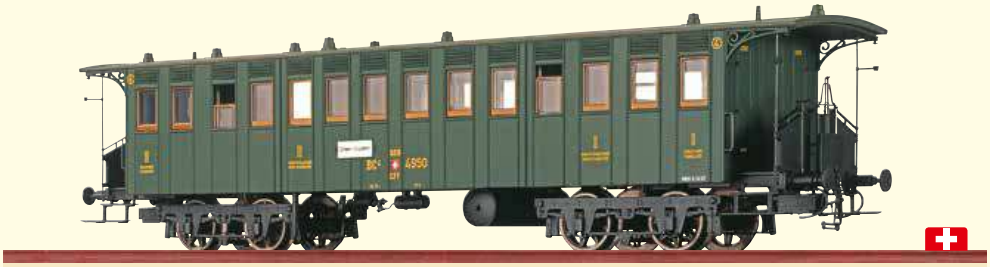
Compartment Coach B3tr DB
Road no. 053 456 Han

DELIVERY DATE: 3RD QUARTER 2018

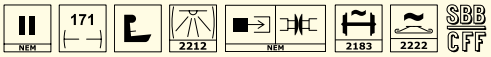


Passenger Coach BC4 SBB
Road no. 4950

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.
DELIVERY DATE: 3RD QUARTER 2018



Order no. **45061**



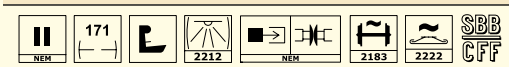
Model: Tip bearing wheelsets; True-to-scale side frames; completely lacquered wagon body, housing and roof with soot marks; handles and steps in lower-density material

Passenger Coach C4 SBB
Road no. 8790

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.
DELIVERY DATE: 3RD QUARTER 2018



Order no. **45062**

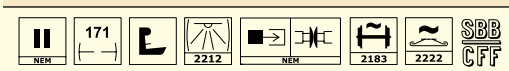


Passenger Coach C4 SBB
Road no. 9311

DELIVERY DATE: 3RD QUARTER 2018



Order no. **45063**





Order no. **45373**

Model: In-plane assembled windows; printed window frames; interior fittings in multicolour painting; prepared for interior lighting; alternator on bogie separately mounted (not visible in the photo); elastic rubber bulge; NEM-standard short coupling; precise replica of the „Görlitz V" bogies

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

Like the DB, the DR also struggled after the Second World War with the enormous maintenance costs of ageing wooden type 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 „Bghwe" were produced, which was therefore to be found in nearly every passenger coach of the DR in the 1970s and 1980s.
DELIVERY DATE: 3RD QUARTER 2018



Order no. **45374**

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

DELIVERY DATE: 3RD QUARTER 2018



Order no. **45375**

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

DELIVERY DATE: 3RD QUARTER 2018

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

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.
DELIVERY DATE: 3RD QUARTER 2018



Order no. **46032**

IV NEM | 303 | 2212 | NEM | 2187 | 2221 | DR

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 in low material thickness; interior fittings in multi-color painting; coloring in accordance with TGL, corresponding to the original; exact replica of the "Görlitz V" pivot mountings

Passenger Coach AByee MAV
Road no. 50 55 31-55 022-4

Quite a number of "Halberstädter" coaches were made dispensable within the Deutsche Bundesbahn (DB) due to the advancing renewal of the rolling stock and the introduction of new railcars. This gave the Hungarian State Railway (MÁV) the opportunity of acquiring a total of around 300 ABy and Byz coaches from the DB in order to modernise their own rolling stock. Meanwhile, almost all of these coaches appear in a grey-blue paint coat adapted to the DB colour scheme. The coaches are being employed by MÁV's subsidiary MÁV-START.
DELIVERY DATE: 3RD QUARTER 2018



Order no. **46028**

VI NEM | 303 | 2212 | NEM | 2187 | 2221 | MÁV-START

Passenger Coach AByz GYSEV
Road no. 51 43 31-30 000-4

Getting things going in Western Hungary and Easter Austria - that is the goal of the Raaberbahn. The GYSEV takes an important role in traffic between Vienna, Budapest, Sopron and Györ, in the Szombathely-Szentgotthárd-Graz connection, and on the route of the Neusiedler Seebahn AG. The EURegio trains to Vienna, or the ones operating between Vienna's Neustadt, Szombathely and Szentgotthárd, serve regional transportation.
DELIVERY DATE: 3RD QUARTER 2018



Order no. **46030**

VI NEM | 303 | 2212 | NEM | 2187 | 2221



DEVIATING ROAD NO.

Order no. **46033**

IV NEM | 303 | 2212 | NEM | 2187 | 2221 | DR

Passenger Coach Bmh DR
Road no. 51 50 21-40 125-9

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.
DELIVERY DATE: 3RD QUARTER 2018



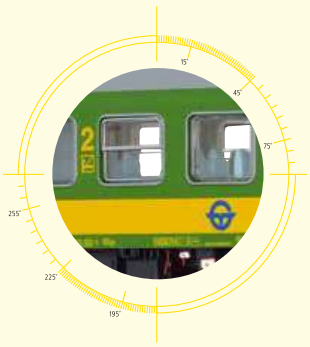
DEVIATING ROAD NO.

Order no. **46029**

VI NEM | 303 | 2212 | NEM | 2187 | 2221 | MÁV-START

Passenger Coach Byee MAV
Road no. 50 55 21-55 023-4

DELIVERY DATE: 3RD QUARTER 2018





DEVIATING ROAD NO.

Order no. **46031**

VI NEM | 303 | 2212 | NEM | 2187 | 2221 | GYSEV

Passenger Coach BDyz GYSEV
Road no. 51 43 84-33 002-3

DELIVERY DATE: 3RD QUARTER 2018



Fast Train Coach C4i DRG
Road no. 73428 Reg

DELIVERY DATE: 3RD QUARTER 2018

Order no. **46181**



COMFORTABLE FOUR-AXLE WAGON

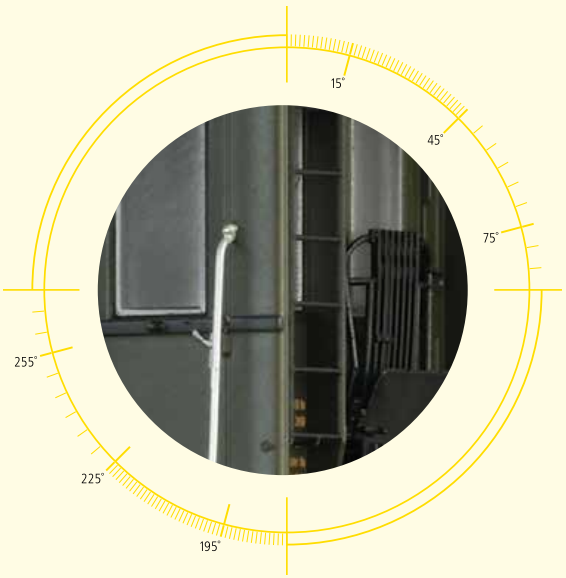


In the mid-20s, DRG began significantly upgrading travel comfort in its Order no. express and passenger train networks. Apart from the newly-acquired two-axle models, it started to use above all four- axle compartment waggons on long-distance lines (e.g. Munich – Berlin express trains). From 1928, the company tried out several four-axle corridor carriages with open transitions for future use in this kind of transport. These test waggons proved a success, and from 1930 the company purchased more than 1,000 B, BC and C4i models in riveted design. Characteristic for these waggons was that the B part always had single-wing doors, while the C part featured double doors. Then, when advances in welding technology could also be applied in wagon building, it was time to upgrade the old construction type. Therefore, in 1935 three BC and three C test waggons were bought, which led to mass production of these types in almost unchanged design. Despite the weight savings, the welded waggons offered fewer seats than their riveted predecessors because DRG designed the passenger compartments more spaciously. Included here were for instance larger windows with 150-mm lower sills, which offered above all the youngest travellers a better view of railway operations not yet dominated by sound protection walls. In six years, more than 1,000 welded C and 145 BC waggons were built before further advances in the form of skirted passenger waggons made more improvements possible. The war scattered express train waggons across half of Europe, with larger stocks outside German railway operators, for instance at ÖBB, SNCF and PKP. These waggons remained invaluable in regional transport for DB and DR up to the late seventies, reaching an age of over forty years. They were also used internationally into the sixties, travelling as far as Scandinavia and the Balkans. There were many conversions, for instance into sleeping, buffet and semi-luggage carriages. On the occasion of the anniversary in 1985, DB put together an entire train from several different types of express wagon. Unfortunately, these waggons are today spread over several locations and hardly any are operable.

DELIVERY DATE: 2ND QUARTER 2018

HO





TRUE-TO-ORIGINAL IN EVERY WAY



Fast Train Coach BC4i DRG
Road no. 33 698 Nür

Order no. **46180**

DELIVERY DATE: 3RD QUARTER 2018

- True-to-epoch construction types
- Prepared for interior lighting
- Individual seats
- Short coupling kinematics
- Precise replica of the Görlitz III bogies with quadruple spring system
- Replica of the rivets on the roof
- Three-point support
- Wheelsets in toe bearing
- Multipart interior fittings in multicolour painting
- Precise replica of the frame with many extra mounted parts
- In-plane assembled windows
- Metal wheels
- Precise replica of the brake unit
- True-to-scale windows



Fast Train Coach B4ye-36/50 DB
Road no. 73 864 Ffm

AVAILABLE

Order no. **46174**

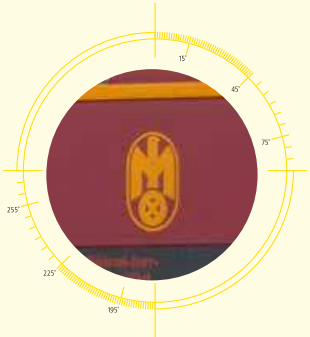
Model: True-to-epoch construction types; precise replica of the Görlitz III bogies with quadruple spring system; precise replica of the frame with many extra mounted parts; prepared for interior lighting; multipart interior fittings in multicolour painting; individual seats; short coupling kinematics;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



Semi-Luggage Coach APw4yse DB
Road no. 25 294 Hmb

DELIVERY DATE: 3RD QUARTER 2018

Order no. **46189**





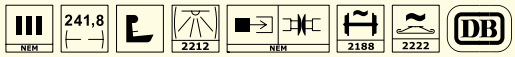
Sleeping Coach WL4ü-36/50 DSG
Road no. 19 105

DELIVERY DATE: 3RD QUARTER 2018

Order no. **46186**

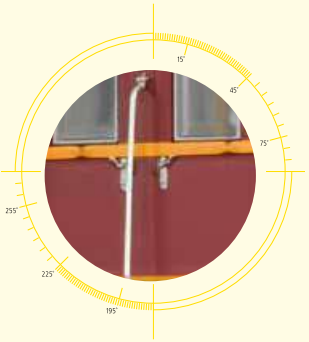


Order no. **46175**



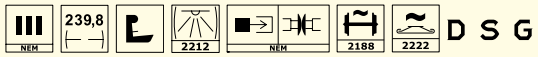
Fast Train Coach B4ye-36/50 DB
Road no. 74 249 Ffm

AVAILABLE





Order no. **46191**

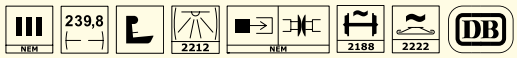


Fast Train Coach WR4yke-36-49 DSG
Road no. 555

DELIVERY DATE: 3RD QUARTER 2018



Order no. **46187**



Sleeping Coach WG4ü-36/50 DB
Road no. 10 815 Han

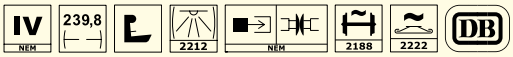
DELIVERY DATE: 3RD QUARTER 2018



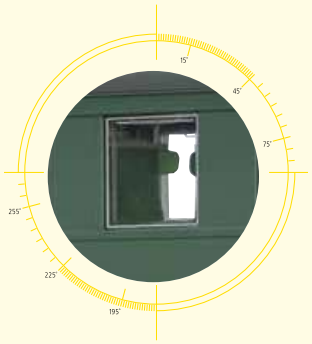
Fast Train Coach Bye 667 DB
Road no. 50 80 28-11 344-9

AVAILABLE

Order no. **46177**



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

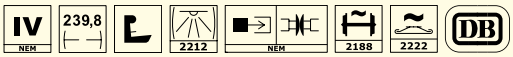




Fast Train Coach Bye 667 DB
Road no. 50 80 28-11 524-6

AVAILABLE

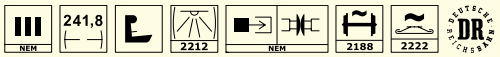
Order no. **46178**







Order no. **46182**



Fast Train Coaches ABghe DR
Road no. 244-136

DELIVERY DATE: 3RD QUARTER 2018



Order no. **46183**



Fast Train Coaches Bghe DR
Road no. 245-310

DELIVERY DATE: 3RD QUARTER 2018

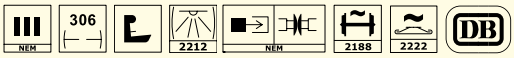


Passenger Coaches B3yge DB, set of 2
Road no. 87 026 Kar / 87 027 Kar

AVAILABLE



Order no. **46306**



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

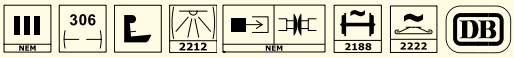
Passenger Coaches AB3yge and B3yge DB, set of 2
Road no. 37 545 Kar / 87 112 Kar

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 asymmetrical distribution, a 3rd class cabin complete with toilet was always present 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 impossible 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 designation of the wagons changed to B3yg, AB3yg and BD3yg.

AVAILABLE



Order no. **46307**

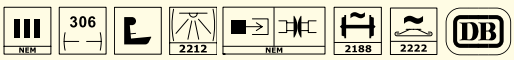


Passenger Coaches B3yge and BPw3yge DB, set of 2
Road no. 87 111 Kar / 99 318 Kar

AVAILABLE



Order no. **46308**



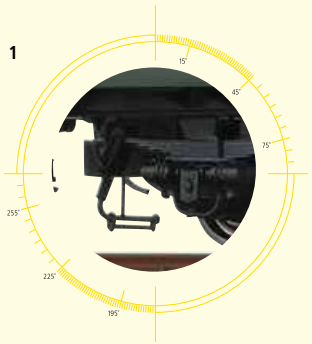
HO



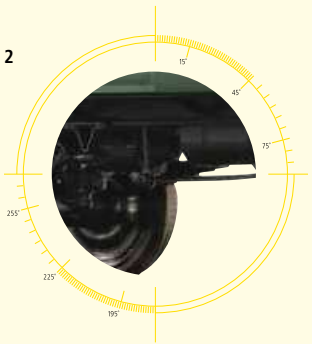




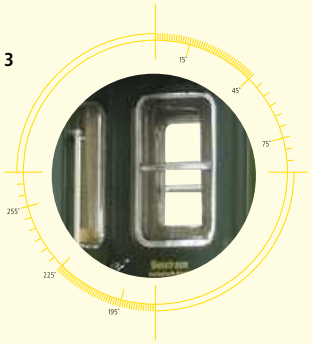
1



2



3



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 compartment of the BPw3yg

(Photos show order no. 46308)

Freight Car Pg (pr IIa 13a) K.P.E.V.
Road no. Essen 5105



Up to the twenties of the previous century, goods trains of all German railway administrations were operated with manual brakes. In addition to the locomotive personnel, the crew of the train therefore included a chief train conductor as the highest authority, a master packer, train conductor and shunter as well as several brakeman. These persons were responsible for braking the train, for the shunting work during stops en route, and the exchange and processing of freight documents of the transported goods. For this purpose, a special accompanying wagon was carried along behind the locomotive that served as a rolling working and recreation place. Only the brakeman had to stay in one of the brakeman's cabins during the trip. Completing the own development, the KPEV (Royal Prussian Railway Administration) procured luggage wagons ("Pwg") according to master drawing pr IIa 13a for the first time in 1913/14. After the end of World War I, this design was selected as replacement of the old or missing accompanying wagons of the most German Länder railway operators. So, over 7,000 "Pwg" were built according to the 2nd revised edition of the master drawing until 1929 and spread not only in the former KPEV region, but also in Baden, Bavaria, Wuerttemberg, and Saxony. Starting at the end of the thirties, the DRB removed the through-going running boards and handlebars, allegedly due to an attempted robbery of a train. Additional structural alterations even before the outbreak of the war included reinforcements of the wagon body frame and the removal of the window in the storage space door.
DELIVERY DATE: 3RD QUARTER 2018

Order no. **49412**

- Wheelsets in toe bearing
- Bogie with three-point support
- Brake blocks in wheel plane
- Originally reproduced, Three-dimensional frame body
- Extra mounted handrails and steps
- Extra mounted axle brake frame
- Extra braking system
- Individually mounted axle box cover
- Perforated coach body supports
- Era-conforming realisation such as throughgoing and separated steps, gas or electric lighting, without or with diagonal stiffening

Freight Car Pwg pr 14 DRG
Road no. 123 318 Nürnberg



Order no. **49410**

DELIVERY DATE: 3RD QUARTER 2018

Freight Car Pwg 14 DB
Road no. 123 114



Order no. **49404**

DELIVERY DATE: 3RD QUARTER 2018

HO



Order no. **49405**

III NEM | 97,7 | NEM | 2188 | DR

Freight Car Pwg DR
Road no. 88-31-04

DELIVERY DATE: 3RD QUARTER 2018



Order no. **49414**

IV NEM | 97,7 | NEM | 2188 | DR

Freight Car Pwg DR
Road no. 30 50 940 2265-7

DELIVERY DATE: 3RD QUARTER 2018



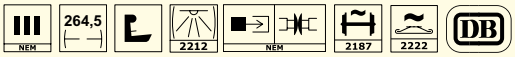
REPLICA OF THE ORIGINAL: DLA DARMSTADT, SLG. EISENBAHNSTIFTUNG

Luggage Car MPw4i DB
Road no. 113 880 Kar

After the war, there was a major lack of luggage wagons for highspeed 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.
DELIVERY DATE: 4TH QUARTER 2018



Order no. **46257**



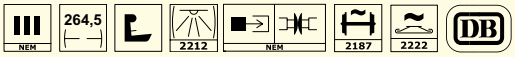
Model: All handles are free-standing; precise replica of the frame with many extra mounted details; extra mounted battery box; finely detailed, three-dimensional bogie; Free-standing brake system; prepared for interior lighting; short coupling kinematics; multipart interior fittings in multicolour painting; In-plane assembled windows; reproduction of internal mesh of the windows; metal tip bearing; True-to-original replica of the brake unit

Luggage Car MD4yge DB
Road no. 113 993 Stg

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.
DELIVERY DATE: 4TH QUARTER 2018



Order no. **46258**

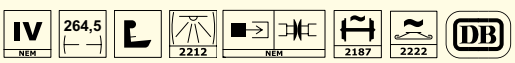


Luggage Car MDyg 986 DB
Road no. 50 80 92-11 823-3 Ffm

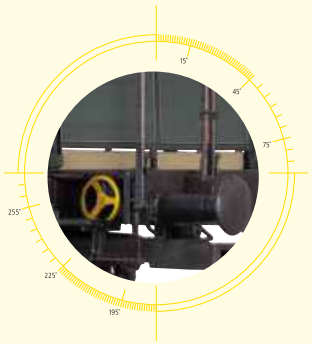
Numerous wagons that were given the designations MDyg- 986 and -996 from 1966 onwards were further modernised and equipped with panel walls and new rubber-mounted windows. These wagons also remained in use in this design after 1989 and were also used in the DR (German Railway) area for the transport of express goods.
DELIVERY DATE: 4TH QUARTER 2018

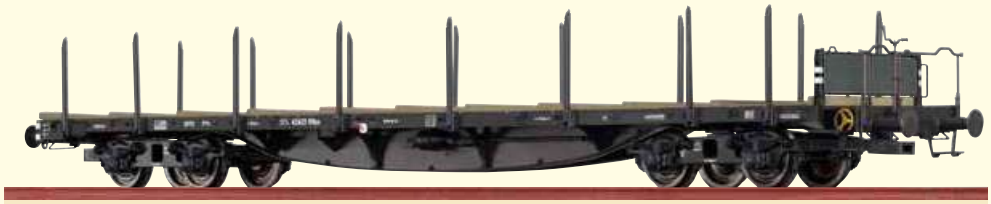


Order no. **46259**



HO





Order no. **47231**

CFL

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 bea; NEM-standard close coupling; Three-dimensional floor in die-cast zinc; insertable stakes and individually enclosed

Rail Car RRlyw CFL
Road no. 42423

DELIVERY DATE: 3RD QUARTER 2018



Order no. **47232**

SNCF

Rail Car Rrywv SNCF
Road no. 611 510

DELIVERY DATE: 3RD QUARTER 2018

70 JAHRE
LIEBE ZUM DETAIL

TAKE PART IN THE COMPETITION NOW & WIN A BR 212 DIESEL LOCOMOTIVE AS WELL AS A TICKET FOR THE BRAWA SPECIAL TRIP.
WWW.BRAWA.DE/GEWINNSPIEL

1970s

A product range of 400 items

In the meantime, BRAWA's product range includes approx. 400 products. It includes a large number of lights as well as a complete gantry system, insulated cables and wires. An important new addition to the catalogue is a range of semaphore signals and light signals. The production in Waiblingen can no longer stand up to the requirements resulting from this diversity. Hence a new building is under construction in Remshalden / Grunbach.



Acid Carrying Car Z [P] DRG
Road no. 546 323 [P]



ILLUSTRATION

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. In the FRG, Degussa donated its last acid wagon to the Bochum-Dahlhausen Railway Museum in 1985. Acid wagons were still used at the DR until 1990 and several clubs still own retained wagons such as those in Aschersleben, Magdeburg and Stassfurt.

DELIVERY DATE: 4TH QUARTER 2018

Order no. **49302**

II | 106,9 | 2188

- Individually mounted axle box cover
- Brake system with brake shoes in wheel plane
- Extra mounted steps
- Separately mounted axle brake rod
- Extra braking system
- Precise replica of board joints
- Separately mounted address plates
- True-to-oiginal details
- Wheelsets with inside contours
- Acid containers with single-mounted locking devices
- Filigree replica of the body
- Short coupling kinematics
- Originally reproduced, three-dimensional frame body
- Bogie with three-point support in matal axle bearings

Acid Carrying Car Z [P] DB
Road no. 546 504 [P]



Order no. **49300** III | 106,9 | 2188 | DB

DELIVERY DATE: 4TH QUARTER 2018

Acid Carrying Car Z [P] DB
Road no. 21 80 090 0 104-9 [P]



Order no. **49301** IV | 106,9 | 2188 | DB

DELIVERY DATE: 4TH QUARTER 2018

HO

Acid Carrying Car Z DR
Road no. 53-72-08



Order no. **49303**

DELIVERY DATE: 4TH QUARTER 2018

Acid Carrying Car Z DR
Road no. 21 50 071 6330-0



Order no. **49304**

DELIVERY DATE: 4TH QUARTER 2018

Acid Carrying Car Z [P] NS
Road no. 520 218 [P]



Order no. **49305**

DELIVERY DATE: 4TH QUARTER 2018

Acid Carrying Car Z [P] DSB
Road no. 508 060 [P]



Order no. **49306**

DELIVERY DATE: 4TH QUARTER 2018

Acid Carrying Car Z [P] CSD
Road no. 566311 [P]



Order no. **49307**

DELIVERY DATE: 4TH QUARTER 2018

Acid Carrying Car Z [P] SNCF
Road no. 506485 [P]



Order no. **49308**

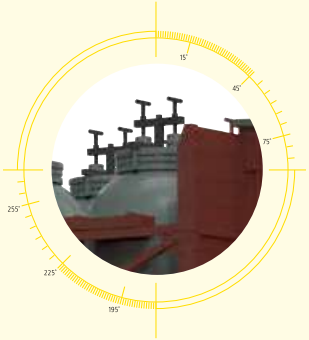
DELIVERY DATE: 4TH QUARTER 2018

Acid Carrying Car Z [P] ÖBB
Road no. 502 457 [P]



Order no. **49309**

DELIVERY DATE: 4TH QUARTER 2018



Covered Freight Car G K.Bay.Sts.B.
Road no. 33158



Order no. **48027** | I | 97,1 | NEM | NEM | 2183

DELIVERY DATE: 2ND QUARTER 2018

Covered Freight Car Gw DRG
Road no. 2144



Order no. **48028** | II | 97,1 | NEM | NEM | 2183

DELIVERY DATE: 2ND QUARTER 2018

Tank Car Z [P] „BP" DRG
Road no. 545 515 [P]



Order no. **47864** | II | 95,8 | NEM | NEM | 2183

DELIVERY DATE: 2ND QUARTER 2018

Covered Freight Car Gw Brit-US-Zone
Road no. 1701



Order no. **48029** | III | 97,1 | NEM | NEM | 2183

DELIVERY DATE: 2ND QUARTER 2018

Milk Car Gh 03 „Stollwerk" DB
Road no. 101 229



Order no. **48661** | III | 110,2 | NEM | NEM | 2187 | DB

DELIVERY DATE: 3RD QUARTER 2018

Milk Car Gh 03 „Gubor Schokolade" DB
Road no. 546 278 [P]



Order no. **48663** | III | 110,2 | NEM | NEM | 2187 | DB

DELIVERY DATE: 3RD QUARTER 2018



1980s

A little locomotive became a big star

A small, busy shunting locomotive has developed into BRAWA's big seller. Twenty years ago, the model of the Köfll was presented as a novelty. Now, these special editions have turned into much sought after collector's pieces. They fulfil the increasing requirement for true to the original detail and fine workmanship.

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LIEBE ZUM DETAIL

TAKE PART IN THE COMPETITION NOW & WIN A BR 212 DIESEL LOCOMOTIVE AS WELL AS A TICKET FOR THE BRAWA SPECIAL TRIP.
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HO

Covered Freight Car K2 „Ricola" der SBB
Road no. 34 801



Order no. **47853** | III NEM | 95,8 | NEM | 2188 | SBB CFF

DELIVERY DATE: 2ND QUARTER 2018

Covered Freight Car K2 BLS
Road no. 3117



Order no. **47855** | III NEM | 95,8 | NEM | 2188 | BLS

DELIVERY DATE: 2ND QUARTER 2018

Covered Freight Car K2 „Ramseier" SBB
Road no. 32 009



Order no. **47856** | III NEM | 95,8 | NEM | 2188 | SBB CFF

DELIVERY DATE: 2ND QUARTER 2018

Tank Car K2 „Maggi" SBB
Road no. 544 505 [P]



Order no. **47858** | III NEM | 95,8 | NEM | 2183 | SBB CFF

DELIVERY DATE: 2ND QUARTER 2018

Covered Freight Car K2 „Caotina" SBB
Road no. 35 717



Order no. **47859** | III NEM | 95,8 | NEM | 2188 | SBB CFF

DELIVERY DATE: 2ND QUARTER 2018

Covered Freight Car K2 „Ricola" SBB
Road no. 31 984



Order no. **47862** | III NEM | 95,8 | NEM | 2188 | SBB CFF

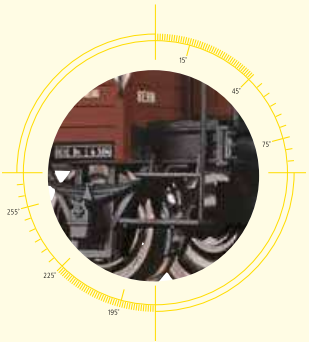
DELIVERY DATE: 2ND QUARTER 2018

Covered Freight Car Gklm „Appenzeller Käse" SBB
Road no. 20 85 111 8 101-7



Order no. **47860** | IV NEM | 95,8 | NEM | 2188 | ⇔

DELIVERY DATE: 2ND QUARTER 2018



Open Freight Car Om Königsberg DRG
Road no. Königsberg 2 176



Order no. **48432** | II NEM | 104,6 | NEM | 2187

DELIVERY DATE: 2ND QUARTER 2018

Open Freight Car Om 21 „EUROP" DB
Road no. 750 967



Order no. **48433** | III NEM | 104,6 | NEM | 2187 | DB

DELIVERY DATE: 2ND QUARTER 2018

Open Freight Car Omu (O) DR
Road no. 21 50 559 6257-9



Order no. **48434** | IV NEM | 104,6 | NEM | 2187 | DR

DELIVERY DATE: 2ND QUARTER 2018

Open Freight Car Omm 52 „EUROP" DB
Road no. 867501



Order no. **48624** | III NEM | 115 | NEM | 2187 | DB

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car Ts-51 Kmmks DB
Road no. 362133



Order no. **48627** | III NEM | 115 | NEM | 2187 | DB

DELIVERY DATE: 3RD QUARTER 2018

Open Freight Car E 037 DB
Road no. 01 80 504 3 675-9



Order no. **48625** | IV NEM | 115 | NEM | 2187 | DB

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car Gms 30 SAAR / EUROP
Road no. 17 002



Order no. **47973** | III NEM | 112,6 | NEM | 2187 | SAAR

DELIVERY DATE: 3TH QUARTER 2018



HO

Tank Car ZZ [P] „Eva" DB
Road no. 540 717 [P]



Order no. **47413**

DELIVERY DATE: 2ND QUARTER 2018

Tank Car ZZ [P] „VTG" DB
Road no. 20 80 005 5 033-4 [P]



Order no. **47415**

DELIVERY DATE: 2ND QUARTER 2018

Tank Car ZZ „Leuna-Capprolactam" DR
Road no. 52-96-19 [P]



Order no. **47414**

DELIVERY DATE: 2ND QUARTER 2018



Coal Cars Otr(u) K.P.E.V., set of 2
Road no. Saarbrücken 57 811 / 57 872



Order no. **48802**

DELIVERY DATE: 2ND QUARTER 2018



Coal Car Otw "Eschweiler Bergwerksverein"
Road no. 307



Order no. **48803**

DELIVERY DATE: 2ND QUARTER 2018

PREPARED FOR NEW TASKS
READY FOR USE ON YOUR INSTALLATION

MAINTENANCE CAR XR 35 DB



REPLICA OF THE ORIGINAL: W. ILLENSEER

NEW 2018 MOULD

Maintenance Car Xr 35 DB

Work wagons have always been indispensable for the railway company. They were used, for example, on every working site, how ever small, to transport construction materials such as crushed stone or tools. However, as no money could be earned with these so-called X-wagons by the transport of goods for third parties, the intent from the beginning was to find cheap solutions for the procurement of work wagons. A solution that offered itself for this purpose was to refurbish wagons of older types by modification and to adapt them to the new requirements. Due to the continuously changing demand and the decommissioning of worn wagons, the number of the X-wagons strongly fluctuated time and again between around 48,500 (1920), 25,000 (1930), 41,500 (1943) and 15,000 (1953).The Xr-35 type selected by BRAWA is based on Gms-30 type wagons that lost their wagon bodies in the early 50s, or already before due to damage suffered during the war. The remaining undercarriages were equipped with new, stable side panels, thus adapting the wagons to the changed task areas.

DELIVERY DATE: 4TH QUARTER 2018

Order no. **49350**	Road no. 464 417
Order no. **49354**	Road no. 460 465

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

HO

Maintenance Car Xr 35 DR Brit-US-Zone

Road no. 462 671



LAYOUT VERSION

Order no. **49351**

III NEM | 104,6 | NEM | 2187

DELIVERY DATE: 4TH QUARTER 2018

Maintenance Car Kklmmo 493 DB



LAYOUT VERSION

Order no. **49352** Road no. 20 80 327 1 039-3

Order no. **49355** Road no. 20 80 327 1 031-0

IV NEM | 104,6 | NEM | 2187 | DB

DELIVERY DATE: 4TH QUARTER 2018

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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.
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www.brawa.de/newsletter

Tank Car 2-axle Z [P] „VTG" DB
Road no. 590 077 [P]



Order no. **49239**

DELIVERY DATE: 2ND QUARTER 2018

Tank Car 2-axle Z [P] „Luhns" DB
Road no. 543 830 [P]



Order no. **49245**

DELIVERY DATE: 2ND QUARTER 2018

Tank Car 2-axle „Eva" DB
Road no. 21 80 071 8 005-0 [P]



Order no. **49242**

DELIVERY DATE: 2ND QUARTER 2018

Tank Car 2-axle ZE „Esso D.D.P.A" DSB
Road no. 502 282 [P]



Order no. **48856**

DELIVERY DATE: 2ND QUARTER 2018

Tank Car 2-axle Z [P] „MARTHA" ÖBB
Road no. 519 137 [P]



Order no. **49244**

DELIVERY DATE: 2ND QUARTER 2018

Tank Car 2-axle Z [P] „PAM" NS
Road no. 501 309 [P]



Order no. **49246**

DELIVERY DATE: 2ND QUARTER 2018





Order no. **47116**

IV NEM | METAL | 161,4 | NEM | 2181 | DB

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

Stake Car Remms 665 DB
Road no. 31 80 394 8 280-3

In the mid-70s, DB also ordered flat cars of UIC type 2 in the car industry. To save weight, they took the unusual step of equipping the cars with sideboards made of aluminium. They proved themselves extremely useful, in retrospect. This was unfortunately less true for bogies of the class 661, which had to be replaced with Y 25 Lsd1 bogies because of cracks. The BRAWA model is available for the first time in the delivery state of era IVa, and can be used with the last DB steam locomotive classes.
DELIVERY DATE: 3RD QUARTER 2018



Order no. **47118**

IV NEM | METAL | 161,4 | NEM | 2188 | B

Stake Car Rmmns SNCB
Road no. 31 88 397 1064-3

In addition to the long standard type 1, UIC set standards for another car that was especially suited to heavier loads, with a length of only 14.04 m. Following this, it was purchased by many European railway companies, with and without side panels. Unlike the other railway companies, DB used side panels made of aluminium to save weight; almost all the other railway companies ordered the car with conventional steel panels. In addition, SNCB used bogies of type Y 25 to draw their cars.
DELIVERY DATE: 3RD QUARTER 2018



Order no. **48988**

V NEM | 161,1 | NEM | 2188 | DB

Model: Constructive consideration of the varying details between the Hbis297 and Hbis299, e.g. automatic load change; metal wheels; structure and handles made of high-quality, impactresistant plastic; spring buffers; originally reproduced, three-dimensional frame body; brake shoes in wheel plane; extra mounted brake system; extra mounted handrails and steps; separately mounted axle brake rod

Sliding Wall Car Hbills 299 DB AG
Road no. 21 80 235 4 506-2

AVAILABLE

Covered Freight Cars Tdgs 930 DB, set of 3
Road no. 21 80 574 1 587-7 /
21 80 574 1 487- 0 / 21 80 574 1 417-7

DELIVERY DATE: 3RD QUARTER 2018

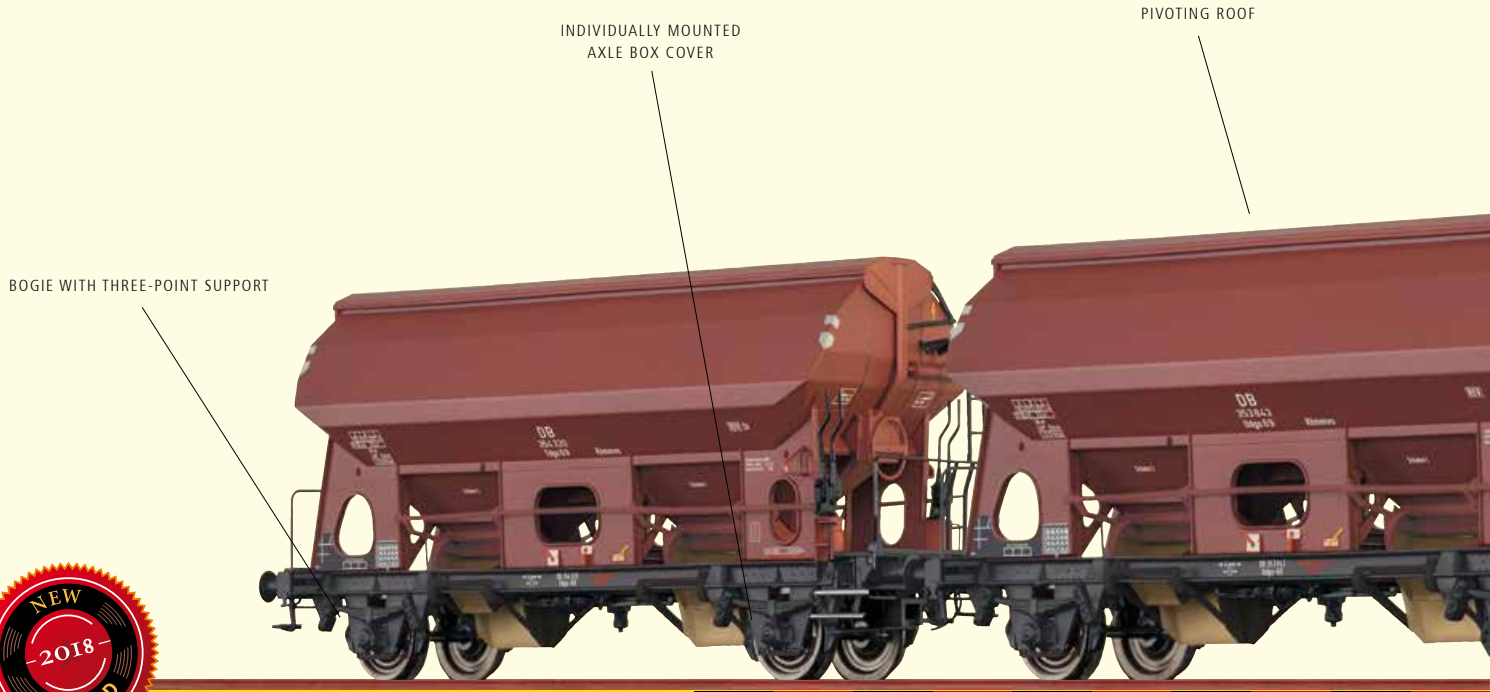
PRE-PRODUCTION SAMPLE



Order no. **49510**

IV NEM | 332,4 | NEM | 2187 | DB

TRANSPORT TALENT



NEW 2018 MOULD

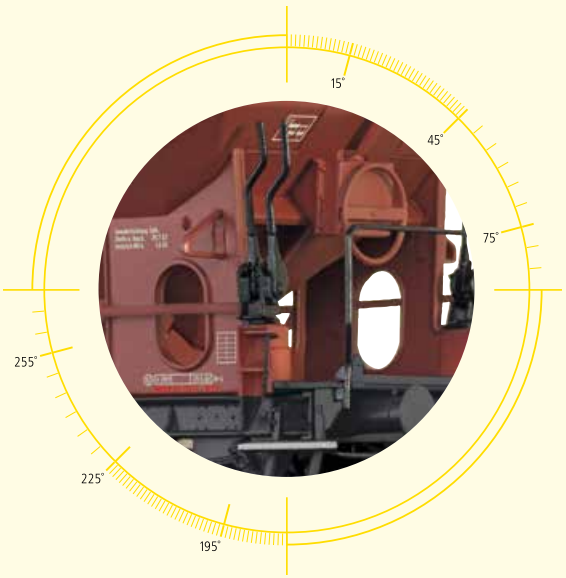
DB

In order to achieve a larger loading space of 40 m³, the undercarriage and the wheel base of the previous Otmm wagons were extended by 500 mm. The first of these wagons with a capacity of 40 m³ was built by the Paderborn railway repair shop on a trial basis in 1961. The design stood the test, and so the railway repair shops of Kaiserslautern and Weiden built more than 16,000 Otmm 70/Ed 090 wagons between 1961 and 1970, also using profiles of old but usable Omm 37 wagons. The wagons - referred to as Fc 090 from 1980 onwards - ran as single wagons and in block trains with bulk goods of all kinds. A shortage of hinged roof wagons led to the fact that they were also covered with tarpaulins and used for the transport of cereals. Consequently, 1,500 wagons were equipped with hinged roofs in 1978/79 and referred to as Tdgs-z 932. Many other wagons received a load alteration switchover and were referred to as Fcs 090 or, after being adapted for further operation from 1991 onwards, as Fcs 092. In 1994, the DB AG took over even more than 8,500 Fc(s) 090 wagons which were decommissioned until 2007. In 2012, around 2,600 of the Fcs 092 wagons were still in service, another 786 wagons were used as Fcs-x 092 in coal transport.

DELIVERY DATE: 3RD QUARTER 2018

HO





FOR BULK GOODS

ORIGINALLY REPRODUCED,
THREE-DIMENSIONAL FRAME BODY

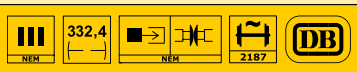
EXTRA MOUNTED HANDRAILS
AND STEPS



PRE-PRODUCTION SAMPLE

Covered Freight Cars Udgs 69 Ktmmvs DB, set of 3
Road no. 353 907 / 354 843 / 354 320

Order no. **49509**



- Bogie with three-point support
- Individually mounted axle box cover
- Brake blocks in wheel plane
- Extra mounted handrails and steps
- Extra mounted axle brake frame
- Extra braking system
- NEM close coupling
- Representation of the supports in the funnel
- Originally reproduced, three-dimensional frame body





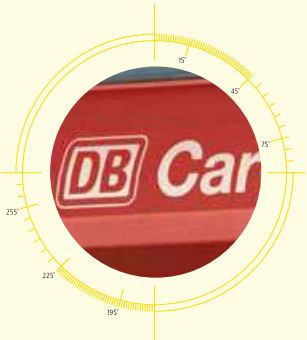
PRE-PRODUCTION SAMPLE

Covered Freight Car Tds 930 DB AG
Road no. 21 80 072 2 840-4

DELIVERY DATE: 3RD QUARTER 2018

Order no. **49511**







PRE-PRODUCTION SAMPLE

Covered Freight Car Tdgs-v 930
„DB Cargo" DB AG
Road no. 21 80 014 8 202-3

DELIVERY DATE: 3RD QUARTER 2018

Order no. **49512**



HO

Covered Freight Car Tds ÖBB
Road no. 21 81 573 3 947-2



PRE-PRODUCTION SAMPLE

Order no. **49513**

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car Tds ÖBB
Road no. 21 81 573 2 108-2



PRE-PRODUCTION SAMPLE

Order no. **49514**

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car Uds-v NS
Road no. 95023



PRE-PRODUCTION SAMPLE

Order no. **49516**

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car Eds Type 1000 D1 SNCB
Road no. 21 88 573 0 213-5



PRE-PRODUCTION SAMPLE

Order no. **49517**

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car Uds-v DSB
Road no. 21 86 574 0 293-7

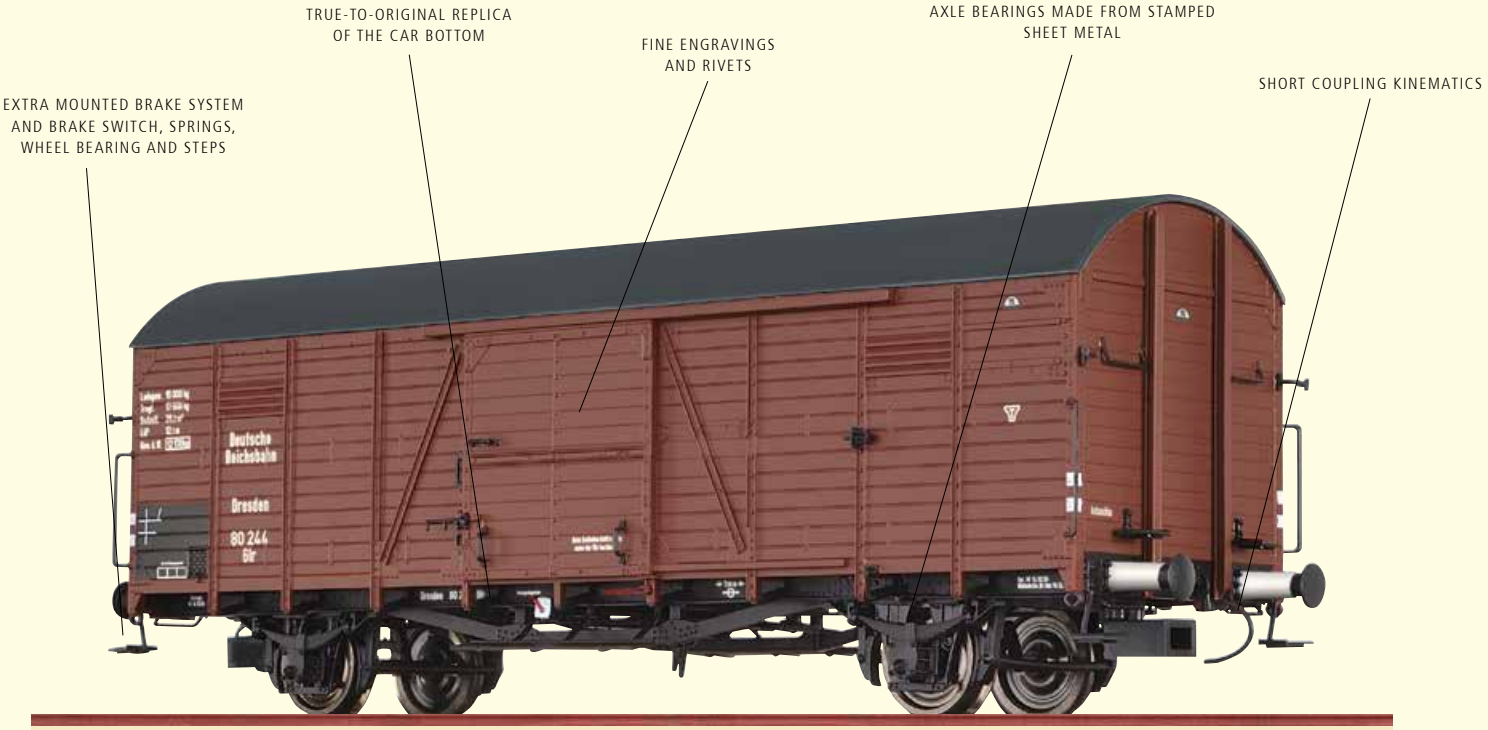


PRE-PRODUCTION SAMPLE

Order no. **49515**

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car Glr DRG
Road no. 80 244



Order no. **48728** | II NEM | 139,1 | NEM | 2188

DELIVERY DATE: 2ND QUARTER 2018

Covered Freight Car Gltr „Carl Zeiss Jena" DRG
Road no. 83 345



Order no. **48725** | II NEM | 139,1 | NEM | 2188

DELIVERY DATE: 2ND QUARTER 2018

Covered Freight Car Glt 23 DB
Road no. 195 173



Order no. **48729** | III NEM | 139,1 | NEM | 2188 | DB

DELIVERY DATE: 2ND QUARTER 2018

Covered Freight Car Gltr 23 „Holder" DB
Road no. 195 495



Order no. **48734** | III NEM | 139,1 | NEM | 2188 | DB

DELIVERY DATE: 2ND QUARTER 2018

Covered Freight Car (Ghltuw) Glthu DR
Road no. 21 50 208 5257-4



Order no. **48730** | IV NEM | 139,1 | NEM | 2188 | DR

DELIVERY DATE: 2ND QUARTER 2018

HO

Covered Freight Car Kuw CFL
Road no. 23 331



Order no. **48721** III NEM | 139,1 | NEM | 2188 | CFL

DELIVERY DATE: 2ND QUARTER 2018

Covered Freight Car Hbcs-w ÖBB
Road no. 21 81 213 2 105-1



Order no. **48722** IV NEM | 139,1 | NEM | 2188

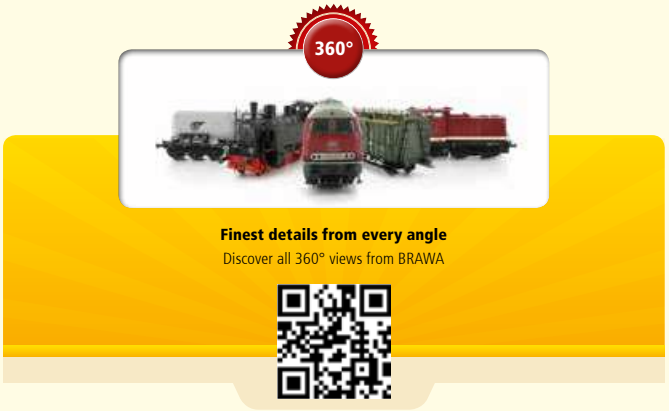
DELIVERY DATE: 2ND QUARTER 2018

Covered Freight Car Hbcs SNCF
Road no. 21 87 212 4 103-0



Order no. **48723** IV NEM | 139,1 | NEM | 2188 | SNCF

DELIVERY DATE: 2ND QUARTER 2018



Tank Car Uia „ERMEFER" SNCF
Road no. 33 87 7849 9470-7 [P]



Order no. **48771** IV NEM | 187,5 | NEM | 2187 | SNCF

DELIVERY DATE: 3RD QUARTER 2018

Tank Car „Avia Osterwalder" NS
Road no. 33 84 785 0 155-4 [P]



Order no. **48772** V NEM | 187,5 | NEM | 2187 | NS

DELIVERY DATE: 3RD QUARTER 2018

Tank Car Uia „Fazeni" GATX
Road no. 33 80 7956 618-2



Order no. **48769** VI NEM | 187,5 | NEM | 2187 | GATX

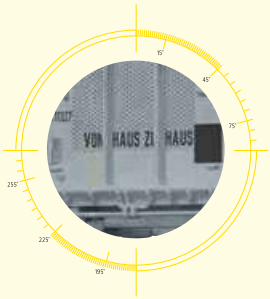
AVAILABLE

Tank Car GATX
Road no. 33 80 7956 689-4 [P]



Order no. **48773** VI NEM | 187,5 | NEM | 2187 | GATX

DELIVERY DATE: 3RD QUARTER 2018





Container Car BTmms58
„Von Haus zu Haus" DB
Road no. 020 018

DELIVERY DATE: 1ST QUARTER 2018

Order no. **49120**

III NEM | 149,4 | NEM | 2188 | DB

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

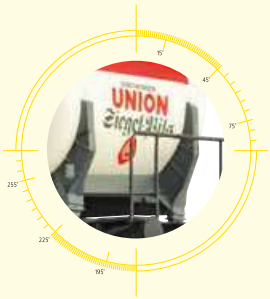


Container Car Lbs589 „Avia" DB
Road no. 21 80 411 3 055-8

DELIVERY DATE: 1ST QUARTER 2018

Order no. **49119**

IV NEM | 149,4 | NEM | 2188 | DB





Container Car Lbs 589 / Ddikr 612
„Union Siegel-Pils" DB
Road no. 21 80 411 3 309-9

DELIVERY DATE: 1ST QUARTER 2018

Order no. **49110**

IV NEM | 149,4 | NEM | 2188 | DB



Order no. **47269**

IV NEM | 189,6 | NEM | 2181 | DR

Model: Steps in lower-density material; True-to-original roof fittings; extra mounted braking system; true-to-scale fan-grill; bogie with three-point support; NEM-standard short-coupling

Covered Freight Car Gags-v „Fortschritt" DR
Road no. 31 50 199 2018-2

The Deutsche Bundesbahn did not acquire any four-axle boxcars, unlike the DR where they were an important part of the freight car fleet. The result of developments during the war produced different types of four-axle boxcars which were then produced in large quantities. These developments produced the GGhrsz model from 1966 onwards. These cars were then later designated as Gagmrs-v and then as Gags type code number 1992. The definitive form of the four-axle boxcars of the Deutsche Reichsbahn had finally been identified thanks to this style, which is why the cars were produced in large quantities. The vehicles had a length including buffer of 16.52 m and a loading capacity of 57 t. The body was made up of sheet metal which was welded together and the floor was made out of wood. After the German reunification, these cars were no longer in the communal freight car fleet, but some of them continued to be used as private cars.
DELIVERY DATE: 2ND QUARTER 2018



Order no. **47271**

IV NEM | 189,6 | NEM | 2181 | DR

Covered Freight Car Gags-v „Malimo" DR
Road no. 31 50 199 2698-1

DELIVERY DATE: 2ND QUARTER 2018

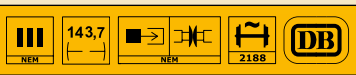


Covered Freight Car Glmehs 50 DB
Road no. 204 718



Based on the UIC standard coach Gmhs 53, DB developed a 2-m longer waggon which otherwise complied with the UIC requirements in all its equipment features. Unlike its predecessor, it already had the newly standardised 2-m-wide loading door. At the time, UIC was not able to agree on a larger standard design, so this emerged only later in the form of the Glmms 61. Therefore, the waggon - designated Glm(e)hs 50 - was only a little longer than the pre-war large-capacity covered freight cars, which caused a great deal of controversy even at the time of construction. Even then, there were demands for a waggon with a loading length of at least 12.5 m, which meant the enlargement of the loading space did not go far enough for many customers, while others considered the waggons were too far removed from UIC requirements. Despite all these issues, some 12,000 waggons were built from 1953 – 1958 – up to 1954 with board walls, then with plate walls. Some one quarter of all waggons were fitted with a handbrake, at first with the characteristic sheet metal brakeman's cab. At least 700 waggons featured electric heating so that they could compete in express goods traffic in passenger trains. Some waggons were rented long-term and painted with advertising of the renting company. By the mid- seventies, the waggons with board walls had been decommissioned or upgraded with plate walls. Since 1965, the Glm(e)hs 50 were designated Gbrs(-v) 245, in 1980 after the heating pipes were mostly removed, they were renamed Gos(-uv) 245. Then, in the 80s, the inventory started to be reduced, although larger inventories were sold to DR In 1997, 35 waggons were still in the inventory, and the last three were taken out of service in 2000.
DELIVERY DATE: 4TH QUARTER 2018

Order no. **47277**



- 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
- Wheelsets with inside contours
- Originally reproduced, three-dimensional frame body

Covered Freight Car Glmhs 50 DB
Road no. 208 376



Order no. **47278**

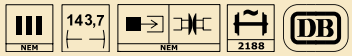


DELIVERY DATE: 4TH QUARTER 2018

Covered Freight Car Glmhs 50 „Afri Cola" DB
Road no. 201 336

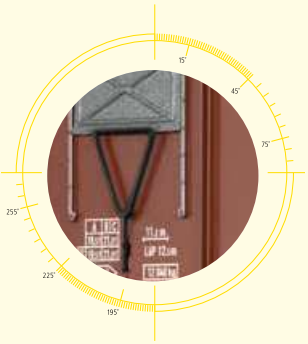


Order no. **47272**



DELIVERY DATE: 4TH QUARTER 2018

HO





Order no. **47273**

III NEM | 143,7 | NEM | 2188 | DB

Covered Freight Car Glmhs 50
„Bluna" DB
Road no. 201 769

DELIVERY DATE: 4TH QUARTER 2018



Order no. **47268**

IV NEM | 143,7 | NEM | 2188 | DB

Covered Freight Car Gbs 245
„Ültje" DB
Road no. 21 80 154 5 028-9

DELIVERY DATE: 4TH QUARTER 2018



Order no. **47274**

IV NEM | 143,7 | NEM | 2188 | DB

Covered Freight Car Gbs-uv 253
„BASF Trocken Eis" DB
Road no. 25 80 141 4 412-9 [P]

DELIVERY DATE: 4TH QUARTER 2018

Covered Freight Car G DRG
Road no. 30 117



Since the drawings for the wagons of the 'interchangeable component manufacture' type (so-called "Austauschbau" wagons) were not yet available, the DRG had the proven "Verbandsbau" types reproduced even after the first world war. In the meantime, the wagons were delivered with compressed-air brake which was expressed by the subsidiary class letter "n" and the inscription "Luftdruckbremse Kunze-Knorr". The freight car manufactured according to the master drawing A2 became the most-built freight car in the world. The system of the class names by districts had been adopted from Bavaria – the "Verbandsbau" wagons were assigned the districts "Munich" and "Cassel".

Order no. **49718**

II | NEM | 110,3 | NEM | 2187

DELIVERY DATE: 3RD QUARTER 2018

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

Covered Freight Car Gm K.W.St.E.
Road no. Würtemberg 29 645



Order no. **49722**

I | NEM | 107,2 | NEM | 2187

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car Gm K.Sächs.Sts.E.B.
Road no. 15111



Order no. **49724**

I | NEM | 110,3 | NEM | 2187 | K.Sächs.Sts.E.B.

DELIVERY DATE: 3RD QUARTER 2018

HO

Covered Freight Car G10 „DARMOL" DRG
Road no. 513 124 [P]



Order no. **49049** | II NEM | 110,3 | NEM | 2187

AVAILABLE

Covered Freight Car G10 „Vivil" DRG
Road no. 5 671



Order no. **49743** | II NEM | 110,3 | NEM | 2187

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car G10 DB
Road no. 126 263



Order no. **49721** | III NEM | 110,3 | NEM | 2187 | DB

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car G10 „Caramba Öl" DB
Road no. 133 343



Order no. **49729** | III NEM | 107,2 | NEM | 2187 | DB

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car G10 „Kühne" DB
Road no. 131 238



Order no. **49730** | III NEM | 107,2 | NEM | 2187 | DB

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car G10 „UHU" DB
Road no. 129 399



Order no. **49739** | III NEM | 107,2 | NEM | 2187 | DB

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car G10 „Zwilling" DB
Road no. 130 003



Order no. **49740** | III NEM | 107,2 | NEM | 2187 | DB

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car Gklm 191 DB
Road no. 20 80 112 1 979-6



Order no. **49719** | IV NEM | 107,2 | NEM | 2187 | DB

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car 1121 „Materialkurswagen" DR
Road no. 40 50 943 1104-1



Order no. **49725**

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car (Gw) G „Fortschritt" DR
Road no. 21 50 112 3344-6



Order no. **49731**

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car G „Diekirch" CFL
Road no. 500004 [P]



Order no. **49733**

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car Z „Skoda" CSD
Road no. 1.47218



Order no. **49744**

DELIVERY DATE: 3RD QUARTER 2018

Beer Car G10 „UNOX" NS
Road no. 554 627 [P]



Order no. **49063**

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car G NSB
Road no. 33 351



Order no. **49717**

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car L „Staropramen" CSD
Road no. 5.10009 [P]



Order no. **49734**

DELIVERY DATE: 3RD QUARTER 2018

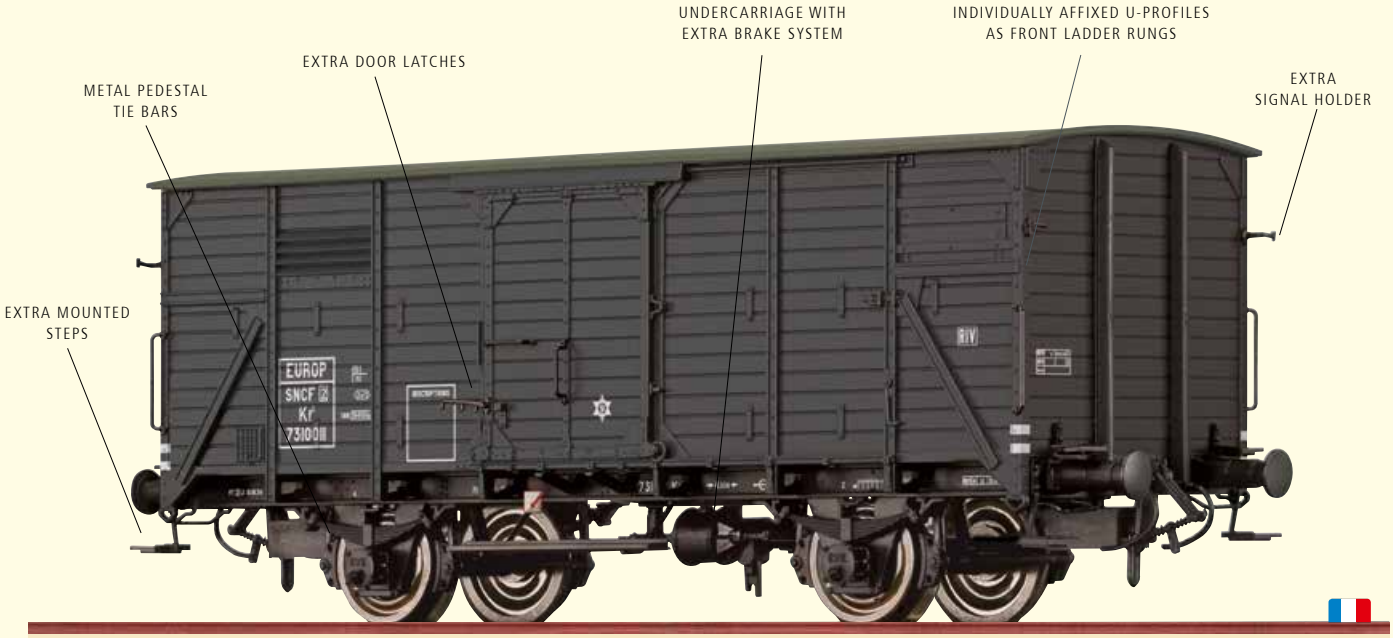
Covered Freight Car IE DSB
Road no. 18 791



Order no. **49720**

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car Kf2 SNCF
Road no. 7310011



Order no. **49726** | NEM | 107,2 | NEM | 2187 | SNCF

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car KKu SNCF
Road no. 277 669



Order no. **49095** | NEM | 107,2 | NEM | 2187 | SNCF

AVAILABLE

Covered Freight Car Lw „ALSTHOM" SNCF
Road no. 449528



Order no. **49745** | NEM | 107,2 | NEM | 2187 | SNCF

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car Gb „Pilsen" kkStB
Road no. 221 339 [P]



Order no. **48030** | NEM | 107,2 | NEM | 2187 | K.K. St.B.

DELIVERY DATE: 2ND QUARTER 2018

Covered Freight Car G10 „Wiener Lokomotivfabrik" BBÖ
Road no. 72 599



Order no. **49746** | NEM | 107,2 | NEM | 2187 | B B Österreich

DELIVERY DATE: 3RD QUARTER 2018

FUEL FOR TRAILERS
CRAFTED WITH A WONDERFUL ATTENTION TO DETAIL

LIGHTWEIGHT TANK CAR UERDINGEN



Tank Car Uerdingen ZZ [P] „VTG" DB
Road no. 598 510 [P]

In 1939/40, the Köln-Deutz (Cologne-Deutz) and Uerdingen wagon factories each constructed a quadruple axle tank wagon in a lightweight design. Directly related to this, Westwaggon also manufactured the prototype of the tub-style tender, with which the war locomotives belonging to the BR 42 and 52 were coupled. The development was primarily driven by the military since it was necessary to transport enormous amounts of crude oil and fuels for replenishment purposes. As was the case with all war designs, the lightweight design was fully utilised in order to maximise the potential of the available steel quota. However, it soon became apparent that this was done to the detriment of the durability. At this point, both manufacturers were developing wagons with self-supporting tanks. Whilst Deutz left it at buffer beams, the Uerdinger design also boasted solebars manufactured from bevelled profiles that were intended to contribute in absorbing longitudinal compression forces. The main specifications of both versions were identical: the length over buffers amounted to 12.40 m, the bogie pivot distance amounted to 6.60 m and the tank contained 63 m3. As a result of the compact design, this amount lead to axle and metre load problems, meaning that it was not possible to completely fill the tank on all routes. Pressed sheet-metal bogies with a 2.00 m wheelbase were used as the running gear. The wagons that were built up until 1945 were deployed at "Wifo" (scientific research community) and oil associations in order to supply the German armed forces. After 1945, various European companies reproduced the wagons in a more advanced form, as did Tatra in Prague in 1946. In 1955, SEAG supplied almost 500 units of the wagons developed from the Uerdingen design to the United States Transportation Corps (USTC). Due to the war, many wagons were lost or remained in the territories of other European state railways . The wagons located in the catchment area of the western occupation zones made their way to VTG, which emerged from the former "Wifo" in 1951. In addition to this, mineral oil companies deployed further wagons in the form of P wagons and emerged as the main tenants of the VTG wagons. The wagons that stayed with DR remained in the inventory of the state railway and were only leased out on a long-term basis, primarily to PCK Schwedt/Oder in this case. The last wagons were only removed from the inventory in the 1990s and were being used as maintenance cars or station wagons. In this guise, they could still be regularly seen after the turn of the millennium.

DELIVERY DATE: 2ND QUARTER 2018

Order no. **48935**

- Bogie with three-point support
- Individually mounted axle box cover and wheel chocks
- Brake shoes in wheel plane
- Extra mounted handrails and steps
- Separately mounted axle brake rod
- Extra mounted braking system
- Finely detailed bogie

Tank Car Uerdingen ZZ [P] „IVG" DB
Road no. 5 533 023 [P]



Order no. **48937**

DELIVERY DATE: 2ND QUARTER 2018

Tank Car Uerdingen ZZ [P] „BP" DB
Road no. 581 393 [P]



Order no. **48945**

DELIVERY DATE: 2ND QUARTER 2018

Tank Car Uerdingen ZZ DR
Road no. 52-43-42 [P]



Order no. **48940**

DELIVERY DATE: 2ND QUARTER 2018

Tank Car Uerdingen ZZ „Minol" DR
Road no. 51-72-23 [P]



Order no. **48942**

DELIVERY DATE: 2ND QUARTER 2018

Tank Car Uerdingen SCwf
„Société Produits Chimiques Clamecy" SNCF
Road no. 569597 [P]



Order no. **48934**

DELIVERY DATE: 2ND QUARTER 2018

Tank Car Uerdingen „Simotra" SCywf SNCF
Road no. 588992 [P]



Order no. **48943**

DELIVERY DATE: 2ND QUARTER 2018

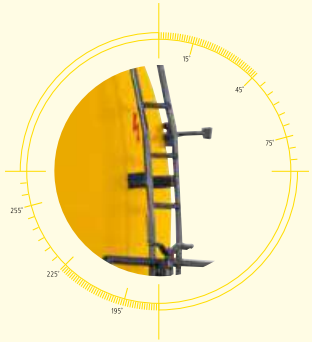
Tank Car Uerdingen ZZ [P] „VTG" ÖBB
Road no. 21 81 005 6 659-3 [P]

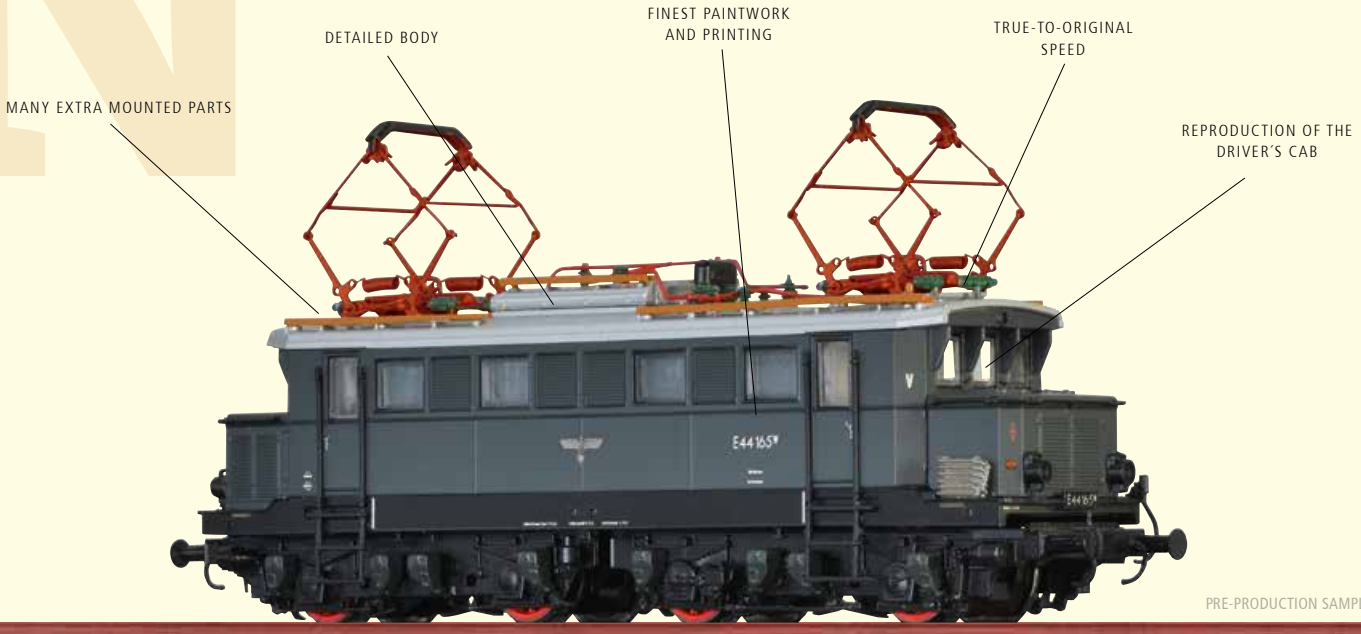


Order no. **48946**

DELIVERY DATE: 2ND QUARTER 2018







Electric Locomotive E44^{w} DRG

Road no. E44 165W

At the end of the 1920s, it became clear that Deutsche Reichsbahn Gesellschaft (DRG) would have to acquire new electric locomotives, among other things, to accelerate its goods traffic. The need to increase maximum speeds to at least 80 km/h could not be met with the most recently purchased E77 and E75 series since the standard drive technology by means of bars and additional trailing wheelsets did not allow for higher speeds. The good experiences from abroad and with the two Bavarian EG 1 with the Bo'Bo' two-bogie locomotives convinced the DRG to deviate from single-frame construction as well. The arrival of the world economic crisis in 1929, however, put a halt to this plan by interrupting the cost- intensive electrical expansion of the lines, thus eliminating the need for electric locomotives. The locomotive industry in Germany, however, feared falling behind current developments due to this pause in procurement. They therefore began developing a cheaper design at their own costs. Thus a prototype with the designation E44 70 was created at the Siemens-Schuckert Works (SSW) under the general management of Walter Reichel. This prototype later became the E44 001. SSW was able to integrate its experience with electric arc welding from its production of components for electric generators into locomotive manufacturing, which led to significant savings in materials and manufacturing costs. The prototype's positive test results convinced DRG to further develop the new locomotive type into a universal locomotive. The result was Germany's first two-bogie electric locomotive produced in series, which can safely be categorised as the prototype for the subsequently developed standard electric locomotive of Deutsche Bundesbahn (DB). Due to the war the delivery of the locomotives, which were registered for 90 km/h, stretched from 1933 into the postwar period, and Henschel only handed over the last one, a E44 187G, to DB on 29 November 1954. The predominant distribution to central and southern Germany led to the fact that approximately 100 locomotives remained in West Germany and around 50 in East Germany after the war. The most conspicuous design changes at DB were the lengthening of the roof shield for accident prevention and the Indusi (inductive train control system) equipment. The last locomotives, however, remained in service until 1985. Of the original 187 locomotives, only 21 still exist today, partially as museum locomotives and as spare parts donors.

DELIVERY DATE: 4TH QUARTER 2018

Order no. **63106**

Order no. **63107**

95,6 | Rmin 192 | 2

Model: Pantograph type SBS 39; main swith type R 628; with 8 sand boxes; with dynamic brake for the first time in a model (deviating photo)

- Detailed body
- Fine engravings and rivets
- Many extra mounted parts, such as handles, ladders and multi-part cooling coil
- Reproduction of the driver´s cab
- Precise replica of the bogies
- Separately mounted brake cylinder, brake pull rod, sand box and cowcatcher
- Precise replica of the roof, versions with normal and extended roof
- Prototypical roof-fittings, with many individually mounted parts
- Free-standing roof lines
- Various insulators
- Different main switch types
- Finely detailed pantographs
- True-to-original length of the roof walkways
- Bogie with three-point support
- Finest paintwork and printing
- 3rd front light can be switched on or off also in analog mode
- Driver's cab with LED lighting and in the sound version also in the machine room
- NEM-standard short coupling
- Next18 interface

Digital Version EXTRA:

- All light functions can be switched on and off in digital mode, also machine roof lighting
- Optimal motor and load control for perfect running characteristics
- Noiseless 16-bit sound with up to 8 independent channels thanks to latest sound technology and excellent sound characteristics
- Compatible with all established digital systems (DCC, Motorola, SX1 und SX2)
- Sound decoder on the main circuit board

Electric Locomotive E44^{w} DB

Road no. E44 181^{w}



LAYOUT VERSION

Order no. **63108** Order no. **63109**

III NEM | 95,6 | Rmin 192 | 2) | DB

Model: Pantograph type SBS 39; main swith type R 628; with 8 sand boxes, indusi and extended roof; with dynamic brake for the first time in a model (deviating photo)

After the annexation of Austria, the E44 locomotives were supposed to be used also on the alpine routes of the „Ostmark". In order to minimize the brake block wear during downhill ride, the installation of an electric dynamic brake was required. The German National Railway (DRB) ordered such an additional device for the machines of the batch E44 152 - 191 and referred to the subtype as E44W for „Widerstandsbremse" (dynamic brake). Because of the war, only the models E44W 152 - 183 were delivered between 1943 and 1951. Externally, the machines attracted attention primarily by the roof- mounted vent stacks of the dynamic brakes. After 1945, the German Railway (DB) maintained the dynamic brake only for the 16 Freiburg- based locomotives, which were used on the Höllental railway track, and referred to these as E44.11 from 1962 onwards, and as BR 145 after 1968. On all other machines, the electric brake was removed or, in case of a damage, decommissioned. The machines E44 1170 and 1180 survived; we can only hope that one of them will once again „hum" past the Hirschsprung (location where a stag is said to have leapt over the Höllental).

DELIVERY DATE: 4TH QUARTER 2018

Electric Locomotive 144 DB

Road no. 144 119-5



LAYOUT VERSION

Order no. **63110** Order no. **63111**

IV NEM | 95,6 | Rmin 192 | 2) | DB

Model: Pantograph type SBS 39; main swith type R 628; with 8 sand boxes, indusi and extended roof; design with small DB reflective-glazing lanterns

DELIVERY DATE: 4TH QUARTER 2018

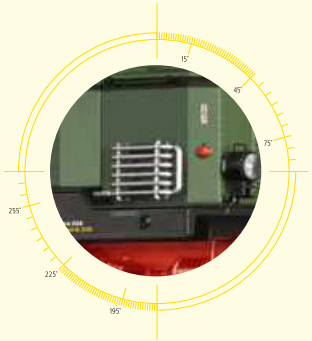


LAYOUT VERSION

Order no. **63116** Order no. **63117**

III NEM | 95,6 | Rmin 192 | 2) | DR

Model: Pantograph type SBS 39; main swith type R 628; with 4 sand boxes



Electric Locomotive E44 DR

Road no. E44 134

DELIVERY DATE: 4TH QUARTER 2018

Diesel Locomotive 132 DR
Road no. 132 144-7

Following the models 130 (maximum speed 140 km/h) and 131 (100 km/h), the DB put the 132 model (120 km/h) into service after 1974 with the electric heating system. Thanks to its configuration, the DR had found its optimum machine. This is why the DR acquired 709 locomotives from the factory in Woroschilowgrad. After a few initial teething problems, the technical service finally had a reliable and multi-functional machine.

DELIVERY DATE: 2ND QUARTER 2018



Order no. **61026** Order no. **61027**

IV NEM | 130,1 | Rmin 192 | 2) | NEM | DR

Model: With sound, interface and changing front light (red/white); interface accessible with a cover; standard shaft to NEM 355; 5-pole motor; all axles driven; front light changes according to direction of travel



Diesel Locomotive 232 DR
Road no. 132 019-6

DELIVERY DATE: 2ND QUARTER 2018

Order no. **61028** Order no. **61029**

IV NEM | 130,1 | Rmin 192 | 2) | NEM | DR

Diesel Railcar VT 2.09 and VS 2.09 DR
Road no. VT 2.09.206 / VS 2.09.206

In 1957, VEB Waggonbau Bautzen produced the first prototype of what was to become the universally familiar rail bus. Over the course of the 1960s, it evolved into the undisputed number 1 on side lines of the DR. Thousands commuted daily between their homes and workplaces – using the "Ferkeltaxe". In 1959, Waggonbau Bautzen unveiled a second test vehicle. Now the rail bus featured a diesel engine that was twice as powerful as the first prototype, at 180 hp. The VT 2.09.1, which was implemented in 1965/69, was distinguished above all by the multiple control system of the basic model. Now it was possible to drive two engines from one driver's cab.
AVAILABLE



Order no. **64324** Order no. **64325**

III NEM | 169,4 | Rmin 192 | NEM | DR

N





Order no. **61030**

Order no. **61031**

VI NEM | 130,1 | Rmin 192 | 2) | NEM | DB

Diesel Locomotive 232 DB AG
Road no. 92 80 1232 528-0

DELIVERY DATE: 2ND QUARTER 2018



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

Passenger Coach AByee MAV
Road no. 50 55 31-55 003-4

Quite a number of "Halberstädter" coaches were made dispensable within the Deutsche Bundesbahn (DB) due to the advancing renewal of the rolling stock and the introduction of new railcars. This gave the Hungarian State Railway (MÁV) the opportunity of acquiring a total of around 300 ABy and Byz coaches from the DB in order to modernise their own rolling stock. Meanwhile, almost all of these coaches appear in a grey-blue paint coat adapted to the DB colour scheme. The coaches are being employed by MÁV's subsidiary MÁV-START.

DELIVERY DATE: 3RD QUARTER 2018



Order no. **65140**

VI NEM | 165 | 2214 | NEM | MÁV-START

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

Passenger Coach Byee MAV
Road no. 50 55 21-55 045-7

DELIVERY DATE: 3RD QUARTER 2018



Order no. **65141**

VI NEM | 165 | 2214 | NEM | MÁV-START

Control Car Bybdtee MAV
Road no. 50 55 80-55 023-2

DELIVERY DATE: 3RD QUARTER 2018



Order no. **65142**

VI NEM | 165 | 651 | 2214 | NEM | MÁV-START

Control Car Bybdzf 482.1 „VR" DB AG
Road no. 50 80 80-35 587-0

To speed up operation to transfer and terminus stations and to improve the lifetime of the locomotives, operation with control cars was greatly expanded starting in the mid-1990s. The new vehicles were converted from Bmh cars starting in 1994. These received a new head at one end, its appearance corresponding to the locomotives of the BR 628. The engineer thus received a spacious ergonomic workplace.

DELIVERY DATE: 3RD QUARTER 2018



Order no. **65145**

V NEM | 165 | 651 | 2214 | NEM | DB

Model: Lights change from white to red when there is a change in the direction of travel; interface in accordance with nem 651; "wittenberger kopf" faithfully reproduced to scale; pivot mountingwith extra sand pits and indusi; interior corresponding to the original, with 2nd-class compartment, bicycle compartment, baggage compartment and large-capacity wc; Interior lacquered in multiple colors; excellent running qualities with 3-point suspension; freestandinganti-roll support on the pivot mounting; coloring in accordance with RAL, corresponding to the original; replica of the airheating system in the car floor; exact replica of the "Görlitz V" pivot mountings

DEVIATING ROAD NO.



Order no. **65143**

VI NEM | 165 | 2214 NEM

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

Passenger Coach AByz GYSEV
Road no. 51 43 31-30 000-4

Getting things going in Western Hungary and Easter Austria - that is the goal of the Raaberbahn. The GYSEV takes an important role in traffic between Vienna, Budapest, Sopron and Györ, in the Szombathely-Szentgotthárd-Graz connection, and on the route of the Neusiedler Seebahn AG. The EURegio trains to Vienna, or the ones operating between Vienna's Neustadt, Szombathely and Szentgotthárd, serve regional transportation.

DELIVERY DATE: 3RD QUARTER 2018

DEVIATING ROAD NO.



Order no. **65144**

VI NEM | 165 | 2214 NEM

Passenger Coach Byz GYSEV
Road no. 51 43 84-33 002-3

DELIVERY DATE: 3RD QUARTER 2018



Order no. **65138**

IV NEM | 165 | 2214 NEM | DR

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

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.

DELIVERY DATE: 3RD QUARTER 2018



Order no. **65139**

IV NEM | 165 | 2214 NEM | DR

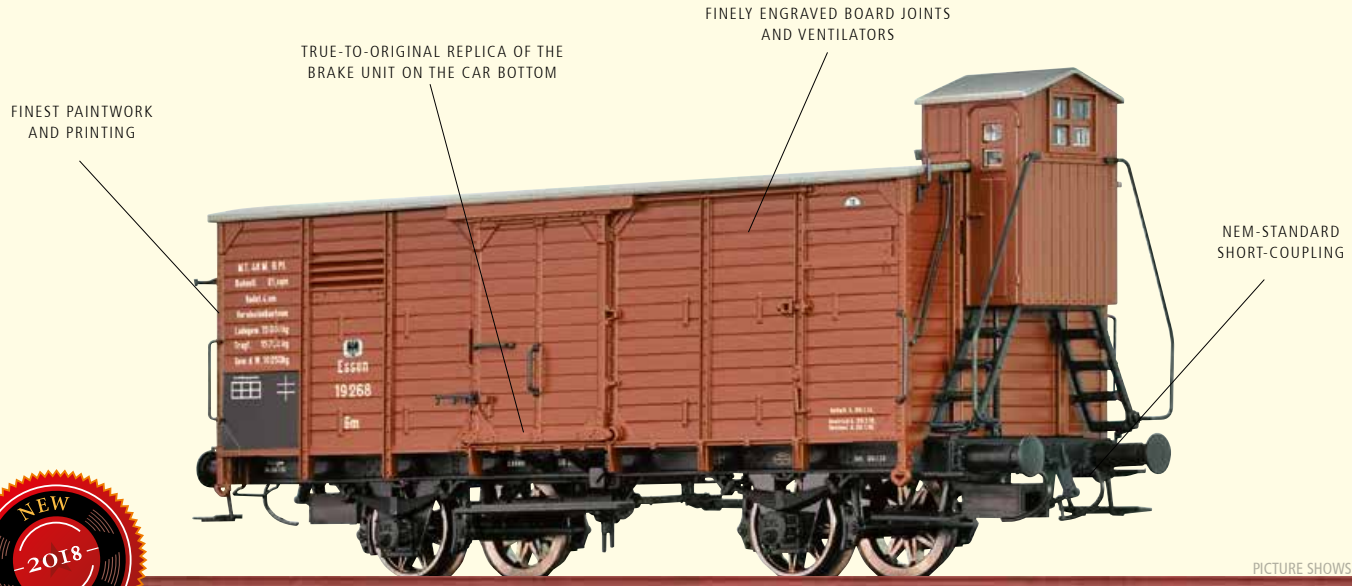
Passenger Coach Bmhe DR
Road no. 51 50 21-40 125-9

DELIVERY DATE: 3RD QUARTER 2018

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NOW WITH BRAKEMAN´S PLATFORM AND NEW AS BEER CAR

COVERED FREIGHT CAR G10



NEW 2018 MOULD

PICTURE SHOWS H0-MODEL

Covered Freight Car Gm K.P.E.V.
Road no. 19 268

Tariff conditions on the one hand and technical conditions on the other resulted in all State railway administrations developing box cars with almost identical dimensions and payloads. These cars had a 4.5 m wheelbase, a length over buffers of 9.3 m for unbraked cars, a payload of 15 t, later 17 t and a floor area of approx. 21 square metres. This type of freight construction became the most important and most built box car; it originally had the type identifier Gm.
The most common of these State railway cars, which numbered 47,533, were built according to the Prussian style sheet IId8. After the founding of the Deutscher Staatsbahn Wagen Verband (German state railway car federation) DWV in 1909, the federation car construction type A2 was developed from this. From 1911 a phenomenal total of 121,770 units were built, making it the most heavily produced box car. It dominated the image of the German goods trains until the early days of the third era. These cars were scattered all over Europe by two world wars, there were no European railway administrations where this type of car was not used at least temporarily.
From 1938 the cars were reinforced in order to absorb the loads due to installation of compressed air brakes and the increased speeds. Diagonal struts were welded into the end panels, the front posts were partly rotated by 90 degrees. The last cars converted in this way were in service until the 1970s; afterwards they migrated into track repair service. Some of these still exist today, partly in museum railways.
DELIVERY DATE: 3RD QUARTER 2018

Order no. **67455**

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

N

Covered Freight Car G DRG
Road no. 24 655



PICTURE SHOWS H0-MODEL

Order no. **67454**

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car G10 DB
Road no. 144 607



PICTURE SHOWS H0-MODEL

Order no. **67453**

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car G „Schwarzer Friese" DRG (MKO Museum Cars)
Road no. 47 103 [P]



PICTURE SHOWS H0-MODEL

Order no. **67463**

DELIVERY DATE: 3RD QUARTER 2018

Beer Car Hlf „Kronenbourg" SNCF
Road no. 505020 [P]



PICTURE SHOWS H0-MODEL

Order no. **67456**

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car G BBÖ
Road no. 74 193



PICTURE SHOWS H0-MODEL

Order no. **67452**

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car G ÖBB
Road no. 131 439



PICTURE SHOWS H0-MODEL

Order no. **67451**

DELIVERY DATE: 3RD QUARTER 2018

Beer Car „Grolsch Pilsener" NS
Road no. 560 806 [P]



PICTURE SHOWS H0-MODEL

Order no. **67458**

DELIVERY DATE: 3RD QUARTER 2018

Beer Car L „Pilsener Urquell" CSD
Road no. 5-17304 [P]



PICTURE SHOWS H0-MODEL

Order no. **67462**

DELIVERY DATE: 3RD QUARTER 2018

*

NOW WITH NEW CASE AND BRAKEMAN´S CAB

BEER CAR SETS IN GAUGE N

NEW 2018 MOULD

LIMITED EDITION

TRUE-TO-ORIGINAL REPLICA OF THE BRAKE UNIT ON THE CAR BOTTOM

FINELY ENGRAVED BOARD JOINTS AND VENTILATORS

FINEST PAINTWORK AND PRINTING

NEM-STANDARD SHORT-COUPLING



PICTURE SHOWS H0-MODEL

Beer Car G10
„Dom Kölsch" DB, Ep. III
Order no. **67471**



Beer Car G10
„Stuttgarter Hofbräu" DB, Ep. III
Order no. **67472**



Beer Car G10
„Tucher Bier" DB, Ep. III
Order no. **67473**



Beer Car G10
„Schultheiss (Berlin)" DB, Ep. III
Order no. **67474**



Beer Car G10
„Rothaus – Wappen größer" DB, Ep. III
Order no. **67475**



Beer Car G10
„DAB" DB, Ep. III
Order no. **67476**



Beer Car G10
„Flensburger" DB, Ep. III
Order no. **67477**



Beer Car G10
„Holsten Bier" DB, Ep. III
Order no. **67478**



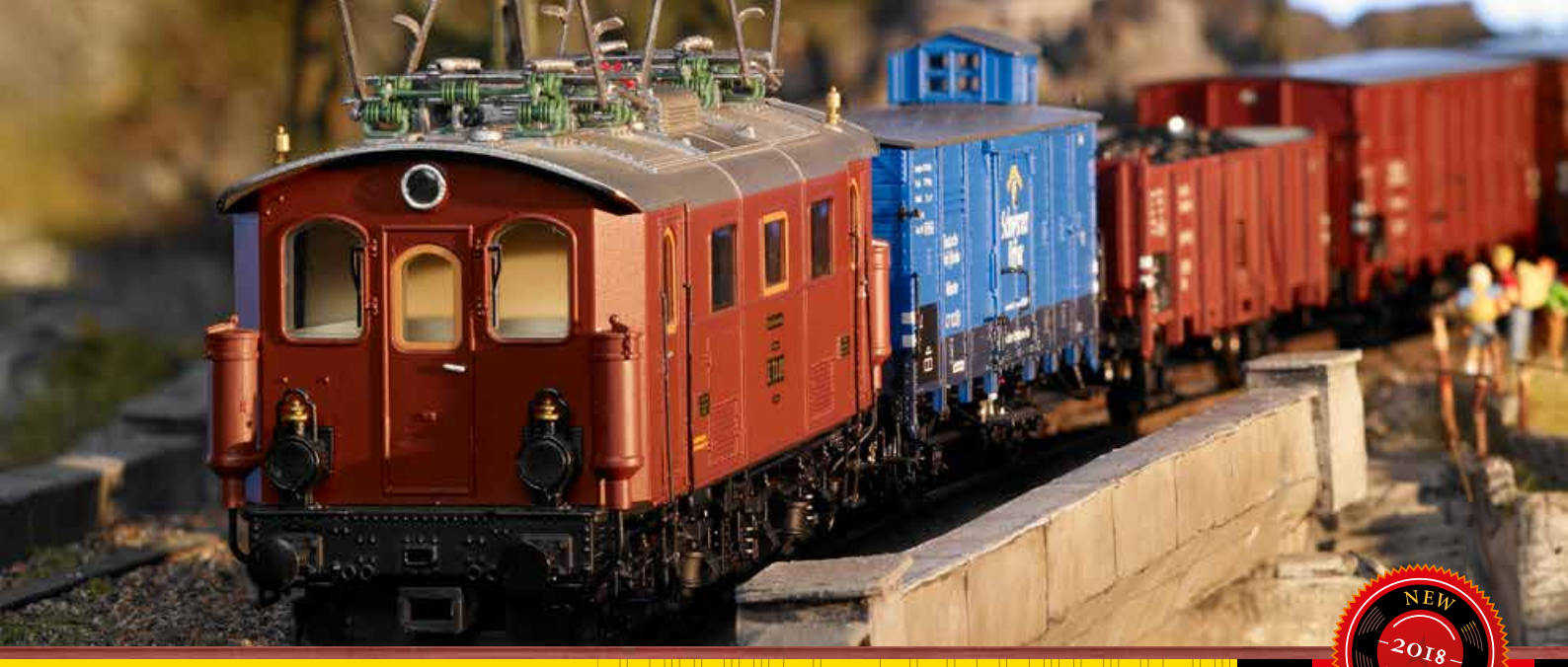
Covered Freight Car G10
„Selters" DB, Ep. III
Order no. **67479**



Beer Car G10
„Pyraser Bier" DB, Ep. III
Order no. **67480**

DELIVERY DATE: 4TH QUARTER 2018

* For specialist dealers only available as set.
Order no. **69003**



NEW 2018 MOULD

PICTURE SHOWS H0-MODEL

Beer Car G10 „Radeberger" DR, Ep. IV

Order no. **67481**



Beer Car G10 „Ur-Krostitzer" DR, Ep. IV

Order no. **67482**



Beer Car G10 „Feldschlösschen (Dresden)" DR, Ep. IV

Order no. **67483**



DELIVERY DATE: 4TH QUARTER 2018

* For specialist dealers only available as set.
Order no. **69004**

Tank Car 4-axle ZZ [P] „B.V.-Aral" DRG
Road no. 501 041 [P]



Order no. **67075** | II | 65,5 | NEM | NEM

DELIVERY DATE: 3RD QUARTER 2018

Tank Car 4-axle ZZ [P] „DEA" DB
Road no. 581 005 [P]



Order no. **67076** | III | 65,5 | NEM | NEM | DB

DELIVERY DATE: 3RD QUARTER 2018

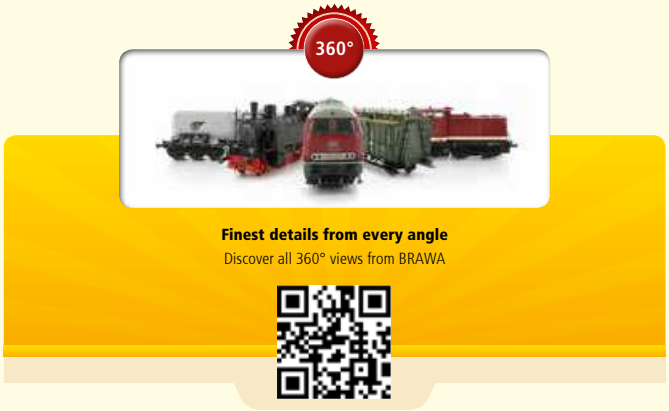
Tank Car 4-axle ZZ [P] „Leuna" DR
Road no. 52-97-38 [P]

PICTURE SHOWS H0-MODEL



Order no. **67074** | III | 65,5 | NEM | NEM | DR

DELIVERY DATE: 3RD QUARTER 2018



Covered Freight Car G Kassel „Zeiss" DRG
Road no. 29712



Order no. **67449** | II | 54,9 | NEM | NEM

DELIVERY DATE: 2ND QUARTER 2018

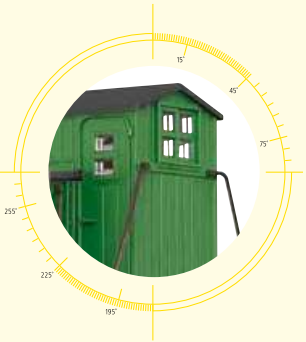
Covered Freight Car G10 "UHU" DB
Road no. 129 399

PICTURE SHOWS H0-MODEL



Order no. **67450** | III | 54,9 | NEM | NEM | DB

DELIVERY DATE: 3RD QUARTER 2018

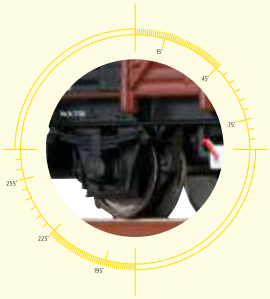


Covered Freight Car Gh „Kathi" DR
Road no. 04-43-07

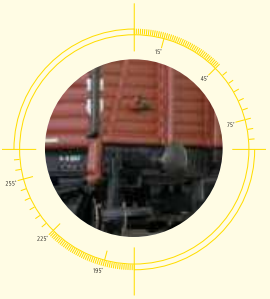


Order no. **67470** | III | 60 | NEM | NEM | DR

DELIVERY DATE: 3RD QUARTER 2018



1_Brake shoes in wheel plane



2_Extra mounted steps and handrails



3_Finest paintwork and printing

Covered Freight Car Gms „Osram " DRG
Road no. 2 653



Order no. **67316** | II NEM | 62,5 | NEM

AVAILABLE

Covered Freight Car Gmhs DRG
Road no. 2154



Order no. **67317** | II NEM | 62,5 | NEM

DELIVERY DATE: 3TH QUARTER 2018

Covered Freight Car Gmhs 35 „EUROP" DB
Road no. 230 371



Order no. **67318** | III NEM | 62,5 | NEM | DB

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car Gmhs DR
Road no. 11-03-56



Order no. **67319** | III NEM | 62,5 | NEM | DR

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car Gmhs „Fortschritt" DR
Road no. 3150 136 4234-1



Order no. **67320** | IV NEM | 62,5 | NEM | DR

DELIVERY DATE: 3RD QUARTER 2018

Covered Freight Car Gmhs „Fewa" DR
Road no. 11-05-02

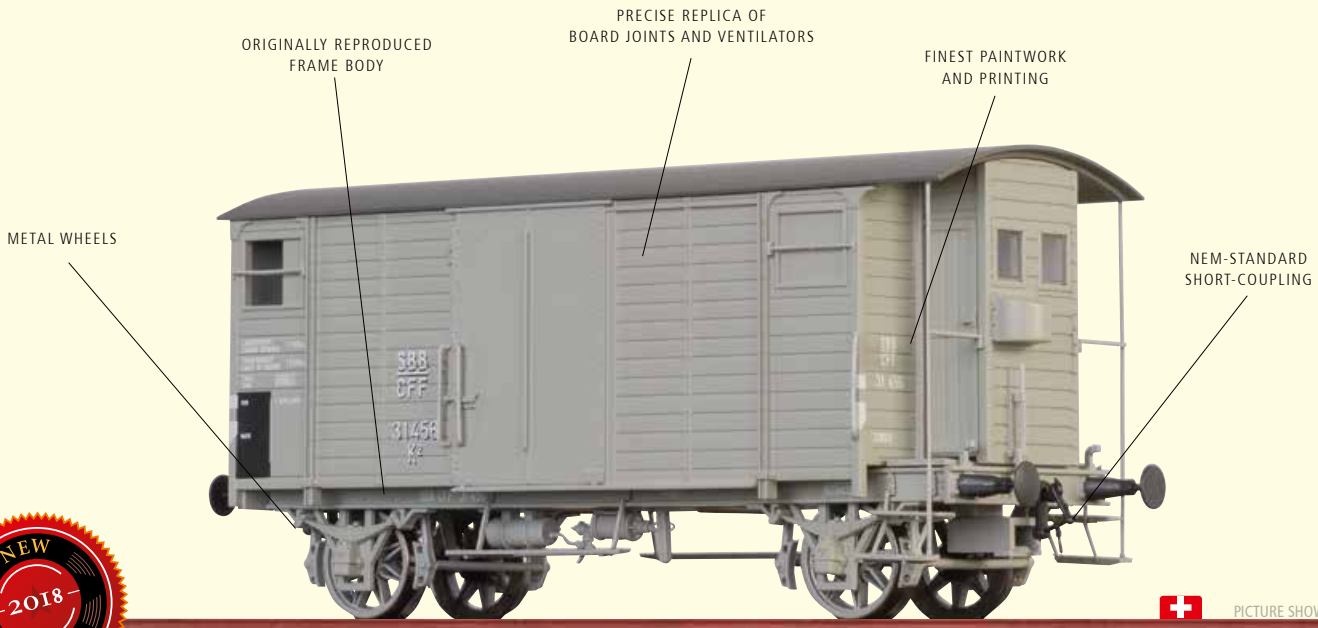


Order no. **67328** | III NEM | 62,5 | NEM | DR

DELIVERY DATE: 3RD QUARTER 2018

ATTRACTIVE FREIGHT CARS FOR GENUINE SWISS FANS

COVERED FREIGHT CAR K2



NEW 2018 MOULD

PICTURE SHOWS H0-MODEL

Covered Freight Car K2 SBB
Road no. 31 117

Even before the major Swiss railway companies were nationalised in 1903, when they merged to form the Swiss National Railway Company (SBB), the private railway companies had agreed to purchase freight cars called "Reformwagen" with virtually identical designs. Covered wagons were relatively short, with a frame length of 7.10 m and wheel bases of 4.40 m, 4.50 m or 5.00 m. These wagons were called K2 after 1902. They have 12.5 t weight loaded and 40 to 44 m2 loading volume. The SBB also had reproductions of the 5.0 m version built for some time afterwards. The K2s were also operated by all reputable private railways. Some of the wagons had a brakeman´s cab or an open brakeman´s platform and the latter had a slightly longer loading length. Some wagons were fitted with Westinghouse brakes, steam lines and painted red for use as express freight cars, while the others were grey and only had hand brakes. The K2 design was obviously a success because further wagon types were built with the same dimensions. The most significant of these were the many refrigeration and beer cars. Many Swiss breweries ordered wagons that corresponded to the K2 for the transportation of their valuable beer. The body had the same dimensions but double walls to provide insulation and vertical planking. The doors differed in design and there were wagons with and without a brakeman´s cab, which meant different loading lengths. Some beer cars came to the SBB later as a result of takeovers and were used as "regular" refrigerated cars for food transportation.

DELIVERY DATE: 4TH QUARTER 2018

Order no. **67850**



- Precise replica of board joints and ventilators
- Finest paintworkt and printing
- NEM-standard short-coupling
- Metal wheels
- Originally reproduced frame body

N

Covered Freight Car K2 SBB
Road no. 35 012



Order no. **67851**

DELIVERY DATE: 4TH QUARTER 2018

Covered Freight Car K2 „Valser" SBB
Road no. 515 249 [P]



Order no. **67854**

DELIVERY DATE: 4TH QUARTER 2018

Covered Freight Car K2 „Ramseier" SBB
Road no. 37 115



Order no. **67857**

DELIVERY DATE: 4TH QUARTER 2018

Covered Freight Car K2 „Mövenpick" SBB
Road no. 36 253



Order no. **67858**

DELIVERY DATE: 4TH QUARTER 2018

Covered Freight Car K2 BLS
Road no. 3102



Order no. **67852**

DELIVERY DATE: 4TH QUARTER 2018

Covered Freight Car K2 MThB
Road no. 1101



Order no. **67856**

DELIVERY DATE: 4TH QUARTER 2018

70 JAHRE
LIEBE ZUM DETAIL

TAKE PART IN THE COMPETITION NOW & WIN A BR 212 DIESEL LOCOMOTIVE AS WELL AS A TICKET FOR THE BRAWA SPECIAL TRIP.
WWW.BRAWA.DE/GEWINNSPIEL

1990s until today

Continuous extension of the product programme
From the 1990s until today BRAWA has constantly extended its product portfolio. Little by little, diesel locomotives electric locomotives, and steam locomotives were added and more and the products included more and more superlatives, such as for example the record-breaking S 2/6 steam locomotive. With the diesel locomotive Gravita, BRAWA offered an H0 locomotive for the first time in 2012 with especially refined technical equipment. In 2013 the 0 gauge was added, and in 2017 with the TWINDEXX Vario® BRAWA brought out the first modern traction unit to the trade. And one thing is certain today: BRAWA will continue to make history with many exciting details.



Open Freight Car OOtz 23 „ERZ III" Brit-US-Zone
Road no. 610 115



Order no. **67036**

DELIVERY DATE: 2ND QUARTER 2018

Coal Car OOt DR
Road no. 47-40-25



Order no. **67037**

DELIVERY DATE: 2ND QUARTER 2018

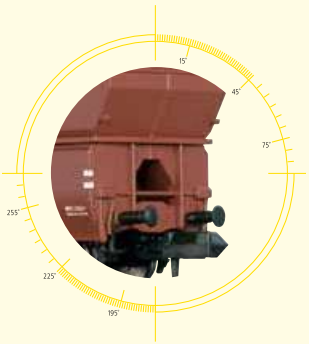
Coal Car SVyw „SGW" SNCF
Road no. 539404 [P]



PICTURE SHOWS HO-MODEL

Order no. **67038**

DELIVERY DATE: 2ND QUARTER 2018



Tank Car 2-axle Z [P]„ESSO" DRG
Road no. Hamburg 527 610 [P]



PICTURE SHOWS HO-MODEL

Order no. **67528**

DELIVERY DATE: 2ND QUARTER 2018

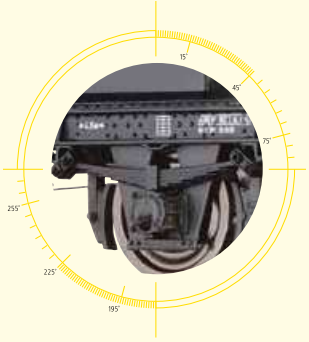
Tank Car 2-axle Z [P] „B.V.-Benzol B.V.-Aral" DRG
Road no. Essen 503 121 [P]



PICTURE SHOWS HO-MODEL

Order no. **67529**

DELIVERY DATE: 2ND QUARTER 2018



Tank Car 2-axle Z [P] „DEA" DB
Road no. 23 80 700 4 007-2 [P]



PICTURE SHOWS HO-MODEL

Order no. **67530**

DELIVERY DATE: 2ND QUARTER 2018

Covered Freight Car Glmmhs57 DB
Road no. 216 021



Order no. **67815**
III NEM | 81,2 | NEM | DB

DELIVERY DATE: 4TH QUARTER 2018

Covered Freight Car Glmhs50 „Afri Cola" DB
Road no. 201 335



Order no. **67808**
III NEM | 81,2 | NEM | DB

DELIVERY DATE: 4TH QUARTER 2018

Covered Freight Car Gbs-uv 253
„BASF Trocken Eis (Transthermos)" DB
Road no. 25 80 141 4 412-9 [P]



Order no. **67810**
IV NEM | 78,1 | NEM | DB

DELIVERY DATE: 4TH QUARTER 2018

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



Order no. **67813**
IV NEM | 78,1 | NEM | DR

DELIVERY DATE: 4TH QUARTER 2018

Tank Car 4-axle „Bautz'ner" DR
Road no. 31 50 785 0066-2



Order no. **67250**
IV NEM | 102 | NEM | DR

DELIVERY DATE: 3RD QUARTER 2018

Tank Car 4-axle „ERMEFER" SNCF
Road no. 33 87 784 9 947-9 [P]



Order no. **67252**
IV NEM | 102 | NEM | SNCF

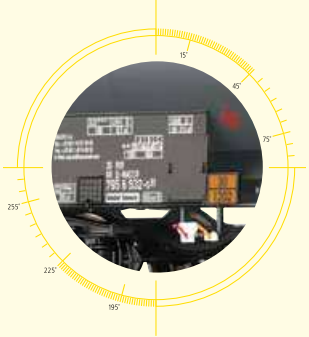
DELIVERY DATE: 3RD QUARTER 2018

Tank Car 4-axle Zas „NACCO"
Road no. 33 80 795 6 532-5 [P]



Order no. **67251**
VI NEM | 102 | NEM

DELIVERY DATE: 3RD QUARTER 2018



Tank Car Uerdingen ZZ [P] „Aral" DB
Road no. 503 269 [P]



PICTURE SHOWS H0-MODEL

Order no. **67714** | III NEM | 77,5 | NEM | DB

DELIVERY DATE: 3RD QUARTER 2018

Tank Car Uerdingen ZZ [P] „Valvoline" DB
Road no. 579 573 [P]



PICTURE SHOWS H0-MODEL

Order no. **67717** | III NEM | 77,5 | NEM | DB

DELIVERY DATE: 3RD QUARTER 2018

Tank Car Uerdingen ZZ [P] „VTG" DB
Road no. 591 453 [P]



PICTURE SHOWS H0-MODEL

Order no. **67720** | III NEM | 77,5 | NEM | DB

DELIVERY DATE: 3RD QUARTER 2018

Tank Car Uerdingen ZZ [P] DB
Road no. 80 80 972 3 195-1



PICTURE SHOWS H0-MODEL

Order no. **67718** | IV NEM | 77,5 | NEM | DB

DELIVERY DATE: 3RD QUARTER 2018

Tank Car Uerdingen ZZr [P] „Erdöl" DB
Road no. 51 71 12 [P]



PICTURE SHOWS H0-MODEL

Order no. **67712** | III NEM | 77,5 | NEM | DR

DELIVERY DATE: 3RD QUARTER 2018

Tank Car Uerdingen ZZ [P] „Buna" DR
Road no. 51-72-62 [P]



PICTURE SHOWS H0-MODEL

Order no. **67719** | III NEM | 77,5 | NEM | DR

DELIVERY DATE: 3RD QUARTER 2018

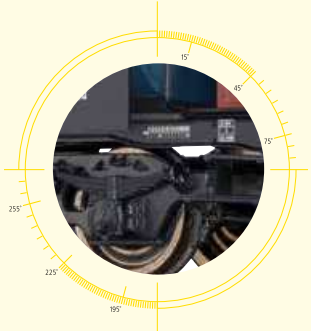
Tank Car Uerdingen SCwf
„Société Produits Chimiques Clamecy" SNCF
Road no. 569597 [P]



PICTURE SHOWS H0-MODEL

Order no. **67721** | III NEM | 77,5 | NEM | SNCF

DELIVERY DATE: 3RD QUARTER 2018



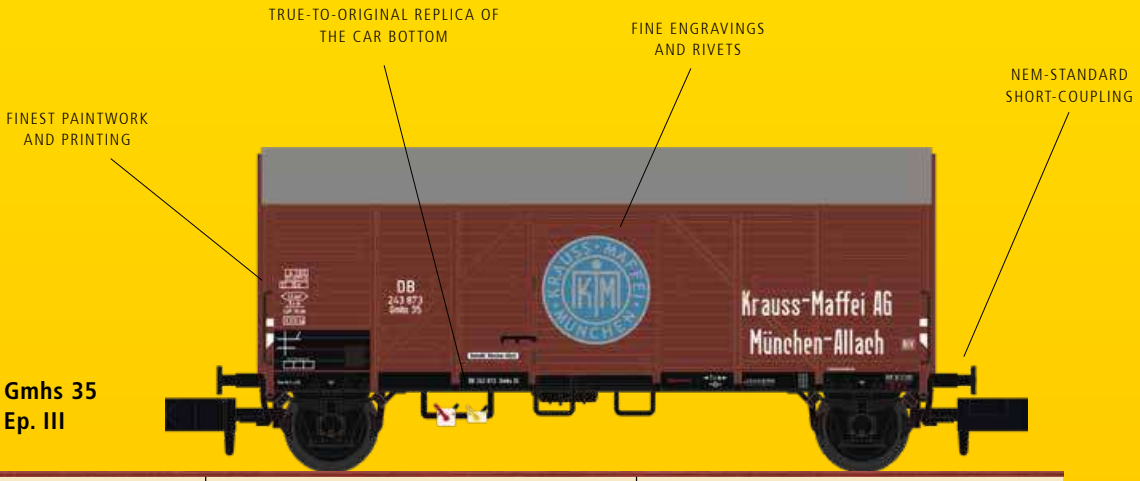
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TECHNICAL HISTORY

COVERED FREIGHT CARS

LIMITED EDITION



Covered Freight Car Gmhs 35
„Krauss Maffei" DB, Ep. III
Order no. **67322**



Covered Freight Car Gmhs
„Borsig Lokomotivwerke" DRG, Ep. II
Order no. **67323**



Covered Freight Car Gmhs 35
„Henschel" DB, Ep. III
Order no. **67324**



Covered Freight Car Gmhs 35
„O&K" DB, Ep. III
Order no. **67325**



Covered Freight Car Gmhs 35
„MaK" DB, Ep. III
Order no. **67326**



Covered Freight Car Gm „Sächsische Maschinenfabrik Hartmann" K.S.St.E.B., Ep. I
Order no. **67465**



Covered Freight Car Gm
„Maschinenfabrik Esslingen" K.W.St.E., Ep. I
Order no. **67466**



Covered Freight Car G
„Hohenzollern" DRG, Ep. II
Order no. **67467**



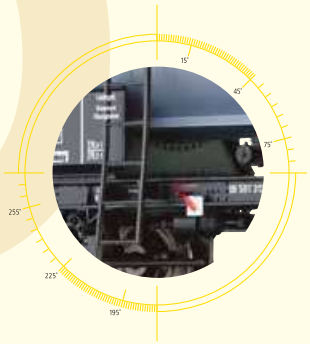
Covered Freight Car G
„BMAG" DRG, Ep. II
Order no. **67468**



Covered Freight Car G10
„Krupp" DB, Ep. III
Order no. **67469**

DELIVERY DATE: 2ND QUARTER 2018

* For specialist dealers only available as set.
Order no. **69005**



Tank Car 2-axle Z [P] „BP" DB

Road no. 581313 [P]



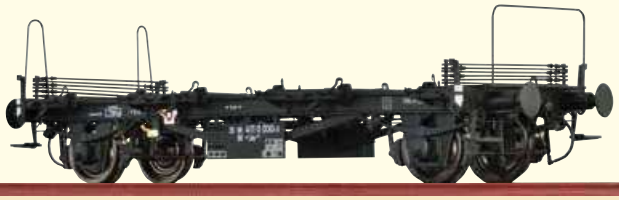
PICTURE SHOWS H0-MODEL

Order no. **37267**

AVAILABLE

Container Car BTs 30 / Ddikr 612 DB

Road no. 20 80 411 0 030-5



Order no. **37402**

Model: without containers

AVAILABLE

Container Car DB

Road no. 20 80 411 0 220-2



Order no. **37403**

Model: without containers

AVAILABLE



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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 travell	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 trave	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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Afri Cola, ALSTHOM, Appenzeller Käse, Avia Osterwalder, BASF, Bautz'ner, Bluna, Borsig Lokomotivwerke, BP, BMAG, Buna, B.V.-Aral, Caotina, Caramba Öl, Carl Zeiss Jena, CSD, DAB, DARMOL, DB AG, DB Cargo, DB Regio, DEA, Diekirch, Dom Kölsch, Eheim Esslinger, Elektrospielwaren, ERMEFER, Esso D. D. P. A., EUROP, Europa Spielwaren, Eva, Fazeni, Feldschlösschen, Fewa, Flensburger, Fortschritt, GATX, Grolsch Pilsener, Gubor Schokolade, Henschel, Hohenzollern, Holder, Holsten Bier, IVG, Kathi, Krauss Maffei, Kronenbourg, Krupp, Kühne, Königsberg, Leuna-Capprolactam, Luhns, Löhmann, Maschinenfabrik Esslingen, Maggi, MaK, Malimo, MARTHA, Minol, Mövenpick, NACCO, Nikolaus Spielwaren, NS, ÖBB, O&K, Osram, PAM, Pilsen, Pilsener Urquell, Pyraser Bier, Radeberger, Ramseier, Rothaus, Ricola, Sächsische Maschinenfabrik, SBB, Schultheiss, Schwarzer Friese, Selters, Simotra, Skoda, SNCF, Staropramen, Stollwerk, Stuttgarter Hofbräu, Tucher Bier, UHU, Ültje, UNOX, Union Siegel-Pils, Ur-Krostitzer, Valser, Valvoline, Vivil, VTG, Wiener Lokomotivfabriks AG W. Floridsdorf and Zwilling are registered trademarks.

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