

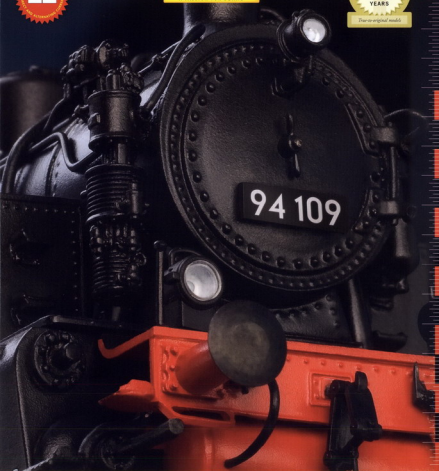


NOVELTIES 2008

LOCOMOTIVES, WAGONS AND ACCESSORIES FROM GAUGE N TO HO



BRAWA
A PASSION FOR DETAIL



JUBILÄUM/
ANNIVERSARY

2018

60
— ★ —
YEARS



True-to-original models





BRAWA IS BRINGING OUT MORE THAN 110 NEW PRODUCTS IN THE ANNIVERSARY YEAR 2008

Welcome to 60 exciting pages with a whole host of brand new models for you to discover. This year's catalogue includes more than 110 new models for three gauges – that's more than we've ever had before. The majority of these novelties – 83 to be precise – are H0 gauge models. Two of the absolute highlights among the new locomotives are the Prussian 59 express train locomotive and the DRG's BR 14 locomotive – both of which are perfect replicas of the originals. The wagons have also obviously been made with dedication to detail. One example is the "Polish Pike", a newcomer to the model railway world in 2008. Another interesting novelty is the H0 gauge roller test rig which can be integrated in your own model railway. There's a new TT gauge electrical locomotive, the E 95 DRG, and there are around 20 new

N gauge models including eight locomotives, two different railcars and nine wagons. We also have some information which, although not new, will still come as a pleasant surprise to many model railway fans: BRAWA models are available for direct and alternating current, which means they can be used on all common track systems. Now there's no need for anybody to miss out on passion to detail. Enjoy reading about BRAWA's new products for 2008. And on the subject of 2008: it's going to be a very special year for BRAWA because we'll be celebrating our 60th anniversary. There will be anniversary promotions according to the motto of "60 years true-to-original models" throughout the year and an anniversary product as well. Prepare for some fantastic surprises and celebrate with us!



H0 Gauge

Locomotives P. 4
Railcars P. 20
Wagons P. 24



N Gauge

Locomotives P. 50
Wagons P. 54



TT Gauge

Locomotives P. 50



Accessories

Roller Test Rig P. 58

Hotline: Monday–Thursday 1 to 3 p.m. +49 (0) 7151 97925-68



HO

VERY PRUSSIAN!
THE S9 IS BACK, WITH ATLANTIC DETAILS.

Prussian S9 Class Express Train Locomotive

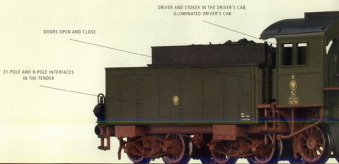
Read no. 908

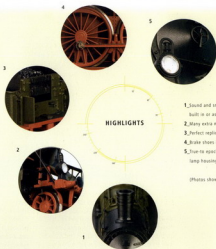
Locomotives with a 4-4-0 or 2B wheel arrangement (i.e. with a two-axle bogie and two driving axles) dominated the European express train and passenger train scene for around 20 years. The Preussische Staatsbahn purchased 3,472 locomotives with this wheel arrangement, the last one as late as 1913. At the turn of the 20th century, trains started getting heavier and heavier, and many of the 2B locomotives were reaching their performance limits. Another carrying axle had to be added so that the locomotives could be fitted with more efficient boilers. This gave birth to the 4-4-2 or 2B1 wheel arrangement, which was also called the 'Atlantic' type. The Atlantic Coast Line in the USA first used this locomotive type, which is where it got its name from. Locomotive experts know that the Atlantics were the most elegant and aesthetic steam locomotives ever built. They were also a great deal more powerful and ran a lot more quietly than their predecessors. Atlantic locomotives could travel at speeds of up to 200 km/h. The first Atlantics that the K.P.E.V. (Königlich Preussische Eisenbahn Verwaltung) purchased in 1902 were S7 Atlantics of two types – the Hanoverian type and the Graffenstaden type, each named after its supplier. The

locomotives ran extremely quietly and they were much more powerful than the 2B predecessors. Soon, however, they weren't able to meet the increasingly demanding requirements and the Hanoverian S7 was developed into a kind of "Super Atlantic", creating the S9. Designed and built at Hanomag in Hanover, 99 S9s were delivered from 1908 onwards. The S9's excellent running properties and its powerful boiler made it perfect for the flat terrain of northern Germany. Its maximum permissible speed was 110 km/h, and the large tender made long-distance journeys of over 250 km possible. It was also visually appealing and is considered to be one of the most beautiful Prussian locomotives of all time. It is strange, however, that these locomotives did not incorporate the efficient superheated steam process which was already in use at the time. This was corrected in 1914 when the process of retrofitting the locomotives with superheated steam capability began. Unfortunately, though, it was interrupted by the outbreak of the first world war and only two locomotives were retrofitted. The retrofitted models did, however, perform better.

DELIVERY DATE: 4TH QUARTER 2008

	Order no. 40270		Order no. 40271
	Order no. 40272		Order no. 40273
			





HIGHLIGHTS

1. Sound and smoke generator, either built in or as a retrofit option
2. Many extra mounted parts
3. Perfect replica of the tender plate
4. Brake shoes in wheel plane
5. Five-to-epoch lighting, multipoint lamp housing

(Photos show layout version)

BOILER, LOCOMOTIVE CHASSIS, WALKWAY
AND TENDER BOX IN DIE-CAST ZINC

PERFECTLY REPLICATED
BACK BOILERPLATE

FINEST METAL
SPOKED WHEELS

OPEN VIEW BETWEEN THE
FRAME AND THE BOILER

TRUE-TO-EPOCH LIGHTING,
MULTIPART LAMP HOUSING

SPRING BUFFERS



Layout version

Express Train Locomotive BR 14 DRG

Road no. 14 031

After the first world war, 17 locomotives had to be surrendered to Belgium and four to French railway companies. The Prussian S9 and the 14.0 series locomotives were allocated to the Deutsche Reichsbahn. 53 of the locomotives that were still in existence were included in the Deutsche Reichsbahn's preliminary redesignation plan of 1933. However, only three 14.0-type locomotives were included in the final redesignation plan of 1935. These were the two converted superheated steam locomotives with the designations 14 001 and 14 002, and another saturated steam locomotive with the designation 14 031. All three machines were based at the Hanover Central Station depot.

At that time, the traffic situation had completely changed as a result of Germany losing the war and the ensuing economic problems. There were no more light-

weight or express trains in service. Although far fewer trains were in operation than before the war, they were heavier and slower than their pre-war counterparts. The Prussian S9 and the 14.0 series locomotives, like all locomotives with double couplings, were obviously unsuitable. That's why the last three locomotives were taken out of service in 1936. The situation in Belgium was different, though, and fast, lightweight trains still operated in the lowlands. That's why the Belgium State Railway Company used the S9 "booty locomotives" as series 89 locomotives in these services with great success. It wasn't until after the second world war that the last S9s were taken out of service, which is a definite indication of their efficiency and solid design.

DELIVERY DATE: 4TH QUARTER 2008



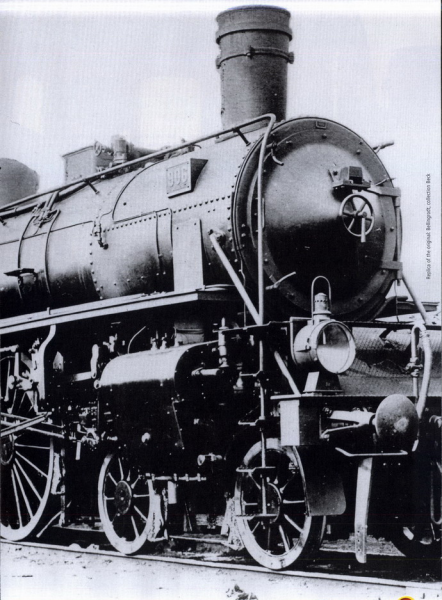
Replica of the original Prussian S9, collection Beck

	Order no. 40274		Order no. 40275
	Order no. 40276		Order no. 40277

Model: boiler, locomotive chassis, walkway and tender box in die-cast zinc; open view between the frame and boiler; engine and drive system are in the locomotive; finest metal spoked wheels in die-cast zinc; two traction tyres; suitable for a minimum radius of 360 mm; 21-pole and 8-pole interface in the tender; accurate and perfectly replicated paintwork; spring buffers; current supply points on 6 axes; perfectly replicated back boilerplate; driver and stoker in the driver's cab; driver's cab lighting; doors open and close; true-to-epoch lighting; multipoint lamp housing; integrated sound and smoke generator or available as a retrofit option close

Original colour replication: body, boiler, cylinder, driver's cab and water tank in black; frame, wheels and buffer plates in red

Matching to: Compartment Coach DRG on page 24/25



Replica of the original Hellenic collection Book

Steam Locomotive S 2/6 K.Bay.Sts.E.B.

Road no. 3209

According to old sources, Bavarian steam locomotives were traditionally painted green with red wheels. They were also adorned with numerous parts such as polished brass boiler rings. In contrast, the chassis was black. The S 2/6's look is perfectly coordinated with the appearance of the other Bavarian steam locomotives.

DELIVERY DATE: 4TH QUARTER 2008



		Order no. 40254			Order no. 40255
		Order no. 40256			Order no. 40257

Model: fully-mobile replica of the model-specific tender bogies, short coupling between locomotive and tender; with driver and stoker; true-to-detail replica of the underframe; finest metal spoked wheels; perfectly to-scale length over buffers, skew-wound S-pole motor with two flywheels

Steam Locomotive BR 19.10 DRG

Road no. 19 1001

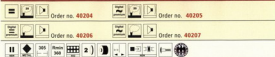
The Deutsche Reichsbahn's stream-lined locomotives were painted in anthracite grey from the end of 1940 onwards. This regulation mainly affected the new deliveries of 01.10 and 03.10 series locomotives, though it also stipulated that existing locomotives had to be repainted.

DELIVERY DATE: 1ST QUARTER 2008

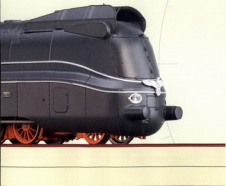


		Order no. 40134			Order no. 40135
		Order no. 40136			Order no. 40137

According to old sources, the Deutsche Reichsbahn traditionally painted its streamlined locomotives in an elegant dark red during the mid-nineteen thirties. The BR 86 was allegedly also painted in this colour. This is supported by several illustrations. DELIVERY DATE: 2ND. QUARTER 2008



Model: complete interior fittings in the driver's cab; with driver and smoker; filigree valve gear rods; metal rigging; perfectly replicated brake shoes and brake rigging underneath the locomotive; finest metal spoked wheels; variable locomotive-tender spacing; drive unit in the locomotive



1. Prototypical replica of the steam engines

2. Finest engraving and printing on the tender plate

3. Flawless printing and paintwork

1



2



3



HIGHLIGHTS

225°

Road no. 35,001

DELIVERY DATE: 2ND QUARTER 2008



Order no. 45015



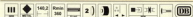
Order no. 40013



Order no. 40012



Order no. 40519



Model: differing from the picture the model's boiler will be equipped with turned doors

Road no. 89 402

DELIVERY DATE: 1ST QUARTER 2008



Order no. 48034



Order no. 40035



Example



DELIVERY DATE: 2ND QUARTER 2006

Road no. 719



Order no. 40652



Order no. 48053



Plaster



7



7



from 1920 onwards, the electric locomotives operated by the group headquarters in Bavaria had their bodies painted brown, with red or black wheels and engine parts. The same applied to the EG3-type freight tank locomotives which were delivered to Bavaria from 1924 onwards, and the EG3 locomotives which were delivered from August 1926 onwards. All 31 locomotives were based at the Munich Central Station depot. They were used for freight train services on the electrified lines departing from Munich.

DELIVERY DATE: 2ND QUARTER 2008



	Order no. 43032		Order no. 43033

Model: spring buffers; true-to-epoch reworking of roof-mounted structures; pantograph with four microsprings; mounted metal windscreen wipers

Diesel Locomotive BR 114 DR

Road no. 114 252-0

The DRG's V 100 locomotives had an efficient and reliable design. The only problem was that they only had 735 kW/1,000 HP of power, which was inadequate for many purposes. Special modifications were made to the 12-cylinder engine, which boosted the locomotive's power to 1,100 kW/1,500 HP. This engine unit was installed in 61 of the 110 series locomotives between 1963 and 1990. The DR gave the resulting most powerful version of the V 100 the class designation 114.

DELIVERY DATE: 1ST QUARTER 2008



	Order no. 41014		Order no. 41015
	Order no. 41016		Order no. 41017

NOW WITH
SOUND

Model: new metal transmission; LED lighting; 21-pole interface; prepared for sound or with built-in sound

Diesel Locomotive BR 132 DR

Road no. 132 659-4

Following the models 130 (maximum speed 140 km/h) and 131 (100 km/h), the DR 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 Worschilowgrad. After a few initial teething problems, the technical service finally had a reliable and multi-functional machine.

DELIVERY DATE: 2ND QUARTER 2008



	Order no. 41048		Order no. 41049
	Order no. 41050		Order no. 41051

NOW WITH
SOUND



	Order no. 41084		Order no. 41085
	Order no. 41086		Order no. 41087
	Order no. 41088		Order no. 41089

NOW WITH
SOUND

From 1977, the Deutsche Reichsbahn acquired 200 diesel locomotives in the 119 series from Romania. The six-axle machines had two separate machines with hydraulic power transmission. Romanian licensed structures were used from a MTU diesel engine with 990 kW performance. The 16 t axle load allowed the locomotive to be used on secondary lines. Due to the six round "port holes" on the side walls, the locomotives were nicknamed "submarines".

DELIVERY DATE: 3RD QUARTER 2008



	Order no. 41124		Order no. 41125
	Order no. 41126		Order no. 41127
	Order no. 41128		Order no. 41129

NOW WITH
SOUND

The standard main-line DB diesel locomotive was the single-engine V 160 and subsequent models which stemmed from this locomotive. The 10 pre-series locomotives of 1960 and 1963 were followed in 1964 to 1968 by 214 serial machines. The locomotives were manufactured by Krupp, Henschel, Krauss-Maffei and KHD. The locomotives were scattered throughout the whole of Germany, from Hamburg-Altona to Frier and were stationed in 16 different railway depots.

DELIVERY DATE: 3RD QUARTER 2008

Our models are based on the originals,
and we are motivated by our dedication to detail.
You will realise this, at the latest, when you discover
more and more new refinements on our models
with your eyes and fingertips.

The small locomotives in standardised design which were built from 1934 onwards proved to be so practical, that the DB retained the basic design and merely installed more powerful engines and modern transmissions. Another 736 small locomotives were built for the DB according to this concept between 1948 and 1965. The open design of the driver's cab continued to reflect the pre-war design. It wasn't until 1971 that some of the Kf8 locomotives were retrofitted with a closed driver's cab.

DELIVERY DATE: 2ND QUARTER 2008



maxon motor
driven by precision



Model: metal handles; perfect-fit printed window insets; open worked ventilation grills; spring buffers; white/white light change; maximum weight through complete die-cast zinc construction; 21-pole interface

Diesel Locomotive Kf8 II Meggle Milchindustrie

In 1882, Josef Anton Meggle established a small dairy. Over the next 125 years, it evolved into a major dairy enterprise called Meggle AG. The company had its own Kf8 locomotive to help it cope with the vast quantities of goods that had to be transported by rail. The small locomotive, the Kf8 6382, was built in 1959 by Gmeiner in Mosbach. It was later given the works number 322 520 and operated by the DB until 1980. Meggle AG purchased the locomotive in 1983 and used it until 2003. Today, it is housed in the Heilbronn Railway Museum. The blue locomotive features the Meggle AG clover leaf logo on each side.

DELIVERY DATE: 2ND QUARTER 2008



maxon motor
driven by precision



Model: metal handles; perfect-fit printed window insets; open worked ventilation grills; spring buffers; white/white light change; maximum weight through complete die-cast zinc construction; 21-pole interface

Diesel Locomotive 323 DB

Road no. 323 722-9

The Kf8 locomotives were criticised for the open design of their driver's cab. They were made "winterproof" to improve the operators' working conditions. During the retrofitting process, the driver's cab was fitted with windows, doors and a hot air heating system. Between 1971 and 1976, 403 locomotives were made "winterproof" at the Bremen and Nuremberg depots. At least another 44 Kf8s were retrofitted at the local depots.

DELIVERY DATE: 2ND QUARTER 2008



maxon motor
driven by precision

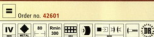


Model: metal handles; perfect-fit printed window insets; open worked ventilation grills; spring buffers; white/white light change; maximum weight through complete die-cast zinc construction; 21-pole interface



The locomotive maker, VEB Lokomotivbau Karl Marx in Babelsberg, delivered type V18B and V22B diesel locomotives to the East German armed forces. They were used at the depots and warehouses for the international switching service. When the East German armed forces were disbanded in 1990, some of these locomotives were taken over by the Bundeswehr for a short while. One of these was locomotive number 53, which was delivered to the Ministry for National Defence in 1976. It was stationed in Neubrandenburg until 1999 and is today kept at the Eisenbahnfreunde Zollernbahn in Tübingen.

DELIVERY DATE: 3RD QUARTER 2008



The successor to Kfz II was the V 15 shunting locomotive which was built by LKM Babelsberg. On the basis of a sample locomotive made in 1958, a zero-series of 20 machines was produced which was followed by the 249 type V 15.20 locomotives after 1960. When they were delivered, the DR's V 15 locomotives were painted blue. From 1970 onwards, the V 15 locomotives were known as 101 series locomotives.

DELIVERY DATE: 3RD QUARTER 2008



True-to-original models

This page shows five of over 110 items that will be taking us through our anniversary year. BRAWA is 60 years young, and we're obviously going to celebrate our anniversary in 'model style'. True to the motto of "60 years of true-to-original models", there will be special promotions and an anniversary product available throughout the year. That's why it's even more worth your while to check out our website regularly, where you can find the latest news and information.

The Reichsbahn headquarters in Stuttgart purchased late series ET 65 electric railcars for local passenger services from Maschinenfabrik Esslingen in 1933. The 17 railcars and 16 cab cars provided a scheduled local passenger service on the Plochingen – Stuttgart – Ludwigsburg route, and they were the precursors to the present-day S-Bahn service. The appearance of these modern and fast railcars is one reason why they were so successful. The ET 65s had dark red and beige paintwork when they came from the factory. This railcar colour scheme had been in place since 1932.

DELIVERY DATE: 3RD QUARTER 2008

Railcar ET 65 DRG

Road no. Stg 1204 and Stg 2204



The electric railcars for local passenger services in Stuttgart generally operated in the configuration of railcar – carriage coaches – control cab coach. However, no new vehicles were purchased as carriage coaches. Instead, the very reliable steel double cars, which were still relatively new at the time, were used. They were retrofitted at the Cannstatt repair workshop. In addition to the necessary electrical fittings, they were given attractive two-colour paintwork to match the railcars.

DELIVERY DATE: 3RD QUARTER 2008

Passenger Coach EM 65 DRG

Road no. Stg 2656 and Stg 2657



Between 1961 and 1963, all the 23 railcars were transferred to the Stuttgart-Bad Cannstatt depot and completely reworked. The most striking modification was the complete replacement of the front section and the rubber corridor connections between the carriages. Post 1968, after the modernisation, the ET 65 railcar with the road number 465 provided a reliable daily service until it was replaced by the S-Bahn suburban rail service in 1977. Initially, the modernised ET 65s had the same dark red paintwork, though advertising was added to the outside from the end of the nineteen sixties onwards. One of the companies that the ET 65 advertised from that time on was "Jägermeister".

DELIVERY DATE: 3RD QUARTER 2008

Railcar ET 65 DB

Road no. 465 005-1 and 865 611-8





NOW WITH
SOUND



1. True-to-original reproduction of „Jägermeister“ advertisement
2. Headlights red/white alternating with the direction of travel
3. Exactly painted decorative strip
4. Many extra mounted details at bogie

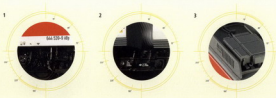
The various railcars Talent are often called the "regional ICE" because of the way they look. The front ends of the ICE and Talent are very similar in looks, which is probably no accident, because an appealing appearance is always a good sales argument. 644 series diesel-electric railcars were delivered before the diesel-mechanical 643 series "Talents". They are designed for municipal railway services around Cologne and have 1,000 kW engine power (compared with the 643's 570 kW). In combination with electric power transmission, this enables very good acceleration of 1.0 m/s, and the top speed of 120 km/h matches that of the 643. The 644s are almost 4 m longer and have twice as many doors as the 643 to ensure smooth passenger flows.

DELIVERY DATE: 3RD QUARTER 2008



- 1_Chassis with many extra details
- 2_Replicated bearing components
- 3_Individually-mounted components on the roof

(Details 1-3 show order no. 44052 H.)



Railcar BR 426 DB

Road no. 426 034-5

The regional railcars in the 426 series are used throughout the DB AG network. The 426 railcar has two units and achieves a maximum speed of 160 km/h. The two final bogies are driven, and the central Jacobs-type bogie is not driven. The total installed power is 1,175 kW. When the railcar is braked, electrical energy can be fed into the mains and the released heat can be used for heating purposes.

DELIVERY DATE: 4TH QUARTER 2008





NOW WITH
SOUND

4



5



6



- 4_Extra-mounted air conditioning installation and supply pipes
- 5_Seamless paintwork and printing
- 6_Perfectly-replicated three-dimensional front

(Details 4-6 show order no. 44100 PL)



NOW WITH
SOUND

The passenger carriage design that predominated until after the second world war – the compartment coach – has more or less been forgotten today, and it is seldom seen in use. The first railway carriages were compartment coaches, based on the post carriage's body. Several of these carriage bodies were placed one behind another on railway running gear. The compartment doors opened straight onto the platform so that passengers could disembark and embark quickly at the stations. The Preussische Staatsbahn used compartment coaches in various designs. Two and, later, three-axle compartment coaches were used in passenger trains. Four-axle compartment coaches were introduced from 1890 onwards for express trains. After several prototypes, the first compartment coaches were manufactured from 1895 onwards on the basis of official drawings. These first "normal" coaches were followed from 1900 onwards by a total of 700 slightly longer and improved coaches based on official design numbers D.I.21 to D.I.23. The bodies met the require-

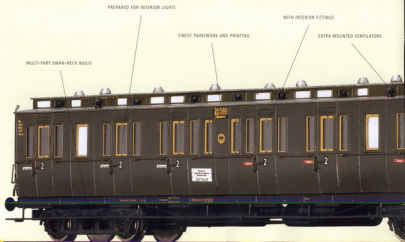
ments of the relevant class, though they all had a number of design features in common. All coaches had the same frame and the elevated brakeman's cab. These 700 coaches and others of similar design were used in the express trains throughout Prussia, and some of them ended up in the neighbouring states of Saxony, Baden and Bavaria. Although many compartment coaches fell into the hands of the allied forces after the first world war, the majority went to the Deutsche Reichsbahn, where they were put back into service on first-class express trains. It wasn't until 1930 that there were enough four-axle modern compartment coaches in use that some could be assigned to regular passenger train services. Many were also used by the Bundesbahn for its passenger services. When new coaches had been delivered and the conversion programme commenced in the mid-fifties, the compartment coaches were finally taken out of service.

DELIVERY DATE: 4TH QUARTER 2008

Order no. 45250



Matching to: Express Train Locomotive BR 14 DRG on page 6





Layout version

Order no. 45251



Matching to: Express Train Locomotive BR 14 DRG on page 6



Layout version

Order no. 45252



Matching to: Express Train Locomotive BR 14 DRG on page 6

The first class compartment was also dispersed with in the earlier compartment coaches. They were then operated with the designations BC4 Pr 00 or BC4 Pr 98a. The coaches were regularly adapted to meet changing requirements. For example, they were quickly fitted with plunger buffers in place of the cage buffers and with other brake hoses. The "Bachmann caps" on the skylights were also replaced by Wendler suction cups.

DELIVERY DATE: 4TH QUARTER 2008

There were 76 third class seats in the C4 Pr 02 third class coach. All other modernisations were, however, implemented on this coach. For instance, it was given modern plunger buffers and equipped with double low level brake hoses and Wendler suction cups on the skylights. After these modifications, the coaches were used on express and passenger train services for many years to come.

DELIVERY DATE: 4TH QUARTER 2008

MANY EXTRA MOUNTED HANDRAILS

EXTRA MOUNTED BREAKMAN'S CAB

METAL HANDRAILS



Layout version

200 "four-axle first and second class compartment coaches with 3 toilets" were built between 1900 and 1906 according to official design number D.I.21. They had five second class compartments and two first class compartments at the centre of the coach. The three toilets were arranged so that each compartment could access one of them via an anteroom.

DELIVERY DATE: 4TH QUARTER 2008

Compartment Coach 1st/2nd Class K.P.E.V.

Road no. Hannover 145



Illustration

Order no. 45256



200 first, second and third class compartment coaches were also built according to official design number D.I.22 between 1901 and 1906. They were painted in the colours of the class that they were to be used for; brown for third class, green for second and first class – with a yellow trim on the first class coaches. This ensured that every passenger – even the ones who couldn't read – could find their seat.

DELIVERY DATE: 4TH QUARTER 2008

Compartment Coach 1st/2nd/3rd K.P.E.V.

Road no. Hannover 825



Illustration

Order no. 45257



Requirements of third class coaches were obviously highest, and 300 were built according to official design number D.I.23 between 1902 and 1906. The coaches had 9 compartments and 5 toilets. Unlike the higher class coaches, however, they didn't have anterooms outside the toilets. Instead, they were accessed straight from the compartments.

DELIVERY DATE: 4TH QUARTER 2008

Compartment Coach 3rd K.P.E.V.

Road no. Hannover 1641



Illustration

Order no. 45258





Order no. 45209



Model: secondary suspension recognisable as double spring; multipart bogie, hence round secondary spring; to-scale side plates; integrated current pick-up; wheelsets in toe bearings; exchangeable extended or retracted gangway bellows; multipart brake system with brake shoes in wheel plane

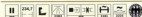
Matching to: order no. 40134 and 40204 (page 12) and all BR 06 and BR 19

The Deutsche Reichsbahn Gesellschaft DRG was nationalised in 1937, and the DRG's headquarters was integrated in the German Ministry of Transport. The former Director General of the Reichsbahn was then appointed as Minister for Transport. This change of ownership was soon documented by modified lettering on the vehicles. The DRG emblem on the passenger carriages was replaced by a stylised German eagle on the carriage sides. Thus equipped, the "iron Prussians" ran behind the streamlined series 06 and 19.10 locomotives.

DELIVERY DATE: 1ST QUARTER 2008
(45209, 45210 AND 45211)



Order no. 45210

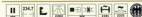


Model: secondary suspension recognisable as double spring; multipart bogie, hence round secondary spring; to-scale side plates; integrated current pick-up; wheelsets in toe bearings; exchangeable extended or retracted gangway bellows; multipart brake system with brake shoes in wheel plane

Matching to: order no. 40134 and 40204 (page 12) and all BR 06 and BR 19



Order no. 45211



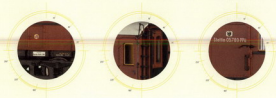
Model: secondary suspension recognisable as double spring; multipart bogie, hence round secondary spring; to-scale side plates; integrated current pick-up; wheelsets in toe bearings; exchangeable extended or retracted gangway bellows; multipart brake system with brake shoes in wheel plane

Matching to: order no. 40134 and 40204 (page 12) and all BR 06 and BR 19



EXCITING DETAILS FROM AXLE TO ROOF

The two four-axle iron construction-type cars were used in the nineteen twenties as luggage cars in the K.P.E.V. and the DRG's express trains in northern Germany and throughout the German empire.



Luggage Car K.P.E.V.

Road no. 05789

The Königlich Preussische Eisenbahn-Verwaltungen K.P.E.V. also purchased four-axle iron construction type luggage cars. The principal dimensions and layout of the previous tried-and-tested cars were retained. By 1922 around 300 cars were built, the majority of them with corridor con-

nections for D-trains, and a few without connections for use in conjunction with the four-axle compartment coaches. All of the K.P.E.V.'s luggage cars were painted in the brown colour of its freight and luggage cars.

DELIVERY DATE: 3RD QUARTER 2008

Order no. 45405



Model: multipart brake system with brake shoes in wheel plane; replicated inside window grille; three-dimensional bogie in finest detail

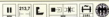


Luggage Car Pw40 Pr16 DRG

Road no. 107 977 Berlin



Order no. 45404



Model: multi-part brake system with brake shoes in wheel plane; replicated inside window grille; three-dimensional bogie in finest detail

Matching to: order no. 40134 and 40104 (page 12) and all BR 96 and BR 19

The majority of the iron D-train luggage cars came to the DRG, and all cars that were built after 1920 were taken over directly. They were given the designation Pw40 Pr 16. Since there were so many of them, they weren't just used in the northern German regions, but throughout the German empire. They dominated the German express and D-train scene until larger orders of standard luggage cars were delivered at the end of the nineteen twenties.

DELIVERY DATE: 3RD QUARTER 2008

Luggage Car PPI EGD Stuttgart

Road no. Stuttgart 53



Order no. 45051



From 1845 onwards, the Königlich Württembergische Staats-Eisenbahnen (K.W.St.E.) purchased a total of 350 four-axle passenger coaches. 64 four-axle trailer coaches to match the passenger coaches were also purchased. The loading doors were unusually large. There was an additional dog compartment underneath the coaches' floor. Two coaches went to EGD Stuttgart in 1920.

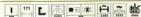
DELIVERY DATE: 3RD QUARTER 2008

Passenger Coach C. K.W.St.E.

Road no. C. 37



Order no. 45705



Model: wheelsets in toe bearings; extra mounted wheel bearing and spring unit; to-scale side plates; extra mounted gas containers; completely painted body, housing and roof with soot marks; mounted handles and steps with low material thickness

Matching to: order no. 45103 on page 38

From 1845 onwards, the Königlich Württembergische Staats-Eisenbahnen (K.W.St.E.) purchased a total of 350 four-axle passenger coaches. They were regularly modified so they could be adapted to changing requirements. In 1899, a conversion programme was initiated in which some of the coaches were fitted with new bodies and modern double windows. The four-axle 3rd class coach was designated as a C-type coach. In this modernised form, some of the old coaches were in service for over 100 years.

DELIVERY DATE: 4TH QUARTER 2008

HIGHLIGHTS

- 1_Extended or retracted gangway bellows (exchangeable)
- 2_Metal springs
- 3_Finest paintwork and printing
- 4_Extra bearing collars
- 5_Fine-engraved rivets

(Photos show layout version)

WITH INTERIOR FITTINGS

3-POINT SUPPORT

MULTI-PART SWAN-NECK BOGIE

CLOSE-COUPING

APPLIED STEPS IN LOW MATERIAL THICKNESS

Layout version

WAGONS

BRAWA

31

HO

DB converted this car from the BC 40-30 PKP. From 1952 onwards, various railcar manufacturers were involved in the conversion programme. At PKP, the cars had the designation Allhuaz.

DELIVERY DATE: 4TH QUARTER 2008

Express Train Car 1st/2nd Class AB40 30/52a DB

Road no. 250 341



Replica of the original: Heintz Lünemann, archive Michael Meinelhof

Order no. 45301



FRESH ON THE RAILS
WITH APPEALING DETAILS

The former third class cars were all upgraded to second class cars when the class reform was introduced in 1956. They were also built from C40-30 PKPs, which had the designation Chuzx at PKP.

DELIVERY DATE: 4TH QUARTER 2008

Express Train Car 2nd Class B40w 30/52 DB

Road no. 250 872



Replica of the original: Joachim Claus, archive Michael Meinelhof

Order no. 45302



Even in epoch IV the DB couldn't manage without the pre-war cars because they were essential components of its express train stock. The DB didn't put the final "Polish Pike" out of service until the early eighties. DELIVERY DATE: 4TH QUARTER 2008



Illustration

Order no. 45303



The former AB40 30/52a cars were allocated to type ABöe 324 in 1966 when international designations were harmonised. One of these cars was converted into an excursion car and it is still in Würzburg today. DELIVERY DATE: 4TH QUARTER 2008



Illustration

Order no. 45304



The B40w 30/52 was renamed as Böe 368 in 1966. One of these cars is an exhibit at the railway museum in Heilbronn. DELIVERY DATE: 4TH QUARTER 2008



Illustration

Order no. 45305



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 Bld 21. Passengers paid for the comfort of the fourth class coach, which was abolished in 1928, with a new second class ticket!

DELIVERY DATE: 1ST QUARTER 2008

Passenger Coach Bld 21 DB

Road no. 81 047 Stg



Order no. 45757



The last 2-axle wooden coaches which the DB used for regular passenger services were Bld 21s. The last coach wasn't taken out of service until 1964, shortly before the UIC numbering scheme was introduced. Many of them remained in use as construction train cars. Some went to museum railways where they can still be found today in various states of preservation.

DELIVERY DATE: 1ST QUARTER 2008

Passenger Coach Bld 21 DB

Road no. 80 963 Stg



Order no. 45758



Mixed passenger and post coaches were often used on secondary lines where it wasn't worth using an entire post coach. The DB didn't purchase any more new coaches of this type and it had to meet requirements with pre-war coaches. This is the reason why the earlier CPostid 21 remained in service for some years to come. The seating compartment was upgraded to second class and the coaches were operated with the designation BPostid 21.

DELIVERY DATE: 1ST QUARTER 2008

Post-/Passenger Coach BPostid 21 DB

Road no. 99 505 Stg



Order no. 45759



Model: applied grab rails and steps in low material thickness; multi-part braking system with brake callipers in wheel plane; finely detailed strut bracing of impact-resistant plastic



Order no. 45760



2,633 Di 21 and Di 21a-type passenger coaches were built between 1921 and 1923. 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. When fourth class was abolished in 1928, the coaches were given the designation Cid 21. After the war, many of these coaches remained with the DR in the "Soviet zone". The DR couldn't do without this relatively modern coach for long, and most were also upgraded to second class. They were used for passenger services until the late nineteen sixties.

DELIVERY DATE: 1ST QUARTER 2008



Order no. 45761



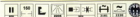
Model: precisely-fitting windows; extra Wendler ventilator; extra brass rod; axles with metal bearings; extra steps; window with opening handle; interior fittings

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 2008



Order no. 45762



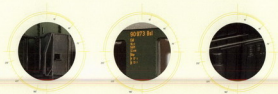
The Reichsbahn's repair workshop in Karlsruhe integrated post compartments in 5 Cid 21-type coaches in 1930. These CPostid 21 coaches were obviously a success because another 30 coaches were converted in 1934. Half of the coach was sectioned off and fitted with the necessary post coach equipment. The front doors were removed on the post coach side because passengers and rail personnel were not permitted to walk through the post coach or post compartments.

DELIVERY DATE: 3RD QUARTER 2008



FOUR STANDARD COACHES WITHOUT A STANDARD LOOK,
BUT WITH PLENTY OF VARIETY AND DETAILS

The DRG used a standard frame with different body variations – including a cell car for prisoners.
The versatility of this standard coach made it one of the best-selling vehicles of its time.



Standard Passenger Coach Bi 24 DRG

Road no. 29 864 Breslau

In 1926, the Wiegmann carriage factory delivered 5 Bi 24-type second class coaches. All five were immediately put to use at the Reichsbahn's main depot in Breslau as additional carriages for electric railcars. In 1942, two of them were modified for use as normal passenger coaches. They were also painted in the standard passenger coach colours at that time, with the yellow German "Reichsadler" on the sides.

DELIVERY DATE: 2ND QUARTER 2008



Order no. 45807



Model: impact resistant handrails; in-plane assembled windows; detailed car bottom with many extra mounted details; extra mounted ventilator; filigree steps; NEM-standard short-coupling

Standard Passenger Coach Cid 24 DRG

Road no. 90 973 Breslau

The largest order of standard secondary line passenger coaches ever placed was for the fourth-class Di 24 coach. Orenstein and Koppel delivered a total of 40 coaches between 1926 and 1927. When the fourth class was abolished in 1928, they were used as third class coaches after only slight modifications to the interior. The third class coaches with the old fourth class interiors were allocated to service class Cid.

DELIVERY DATE: 2ND QUARTER 2008



Order no. 45808



Model: impact resistant handrails; in-plane assembled windows; detailed car bottom with many extra mounted details; extra mounted ventilator; filigree steps; NEM-standard short-coupling

Standard Luggage Car Pwi 29a DRG

Road no. 117 502 Breslau



Order no. 45809



Model: impact resistant handrails; in-plane assembled windows; detailed car bottom with many extra mounted details; extra mounted ventilator; filigree steps; NEM-standard short-coupling

In 1929, the DRG supplemented its passenger coaches with luggage cars for secondary lines services. They had the same principal dimensions as the passenger coaches, but only had a platform on one side. All 7 luggage cars were used as trailer coaches for electric railcars at the Breslau main depot. In 1942, two of them were modified for use as normal passenger coaches. They were also painted in the standard colours for passenger coaches at that time.

DELIVERY DATE: 2ND QUARTER 2008

Standard Cell Car Z 28 DRG

Road no. 10 020 Frankfurt



Order no. 45810



Model: impact resistant handrails; in-plane assembled windows; detailed car bottom with many extra mounted details; extra mounted ventilator; filigree steps; NEM-standard short-coupling

Cell cars were in service as part of regular passenger trains which travelled according to special timetables. There were also station prisons in case the transportation of prisoners had to be interrupted for an overnight stay or for timetable-related reasons. From 1928 onwards, the Deutsche Reichsbahn purchased a series of 40 Z 28 cell cars from the Wegmann carriage factory. The cars had room for 10 double-seat and 2 four-seat compartments, and further space for four accompanying personnel. They also had a toilet and a heating system that operated independently of the other carriages.

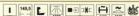
DELIVERY DATE: 2ND QUARTER 2008

From 1904 onwards, the K.W.St.E. (Königlich Württembergische Staats-Eisenbahnen) purchased a great many of these third class coaches. They had the same proven dimensions and layout as the predecessor design. However, the small double windows on the predecessor model were replaced by large paneled windows. Between 1904 and 1907, Esslingen, Rastatt and Fuchs in Heidelberg delivered a total of 325 of these coaches, which were very modern in their day.

DELIVERY DATE: 3RD QUARTER 2008



Order no. 45103



Passenger Coach Bi DRG

Road no. 36 020 Stuttgart

In 1883, Maschinenfabrik Esslingen delivered 10 passenger coaches to K.W.St.E. They stood out among the railway company's other carriage stock because they were very different to its contemporary coaches, having more Prussian design features. The coaches were initially used for first and second class services and later converted as pure second class coaches. Two were briefly operated by the Deutsche Reichsbahn in the nineteen twenties.

DELIVERY DATE: 2ND QUARTER 2008



Order no. 45606



Passenger Coach Bi WEG

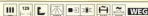
Road no. 14

Württembergische Eisenbahn Gesellschaft AG was founded in Stuttgart in 1899. It successively opened 7 secondary lines in the Kingdom of Württemberg, one of them a narrow-gauge line. The WEG often purchased decommissioned vehicles from the Staatsbahn and adapted them for its own purposes to supplement or replace vehicles in its own stock. These vehicles proved to be incredibly durable, and many of them were painted as railcar trailers. These stylish red and beige coloured passenger cars remained on the rails until the nineteen sixties.

DELIVERY DATE: 2ND QUARTER 2008



Order no. 45605





Around 180,000 of the Verbandsbauart covered freight cars – freight cars in a design standardised by the Deutsche Staatsbahnwagen-Verband (German Railway Wagon Association) – and their predecessors with regional designs were built. There were so many of these cars that they could be seen in most of the Deutsche Reichsbahn's freight trains. Generally, every freight train included several of this type of freight car. No differentiation was made from an operational perspective between the Verbandsbauart cars and their predecessors, e. g. freight cars from Württemberg.

DELIVERY DATE: 2ND QUARTER 2008

Covered Freight Car DRG, Set of 3

Road no. 11 855, 29 978, 34 263



Order no. 48212



Model: wheelsets in toe bearing; applied grab rails and steps in low material thickness; close coupling; extra steps; undercarriage with extra brake system; extra signal holder; many extra parts such as door latches

In the early nineteen fifties, the Deutsche Bundesbahn had almost 40,000 Verbandsbauart covered freight cars – freight cars in a design standardised by the Deutsche Staatsbahnwagen-Verband (German Railway Wagon Association) – in its fleet. The covered freight car that was used most often by the DB at this time received the new designation G 10 in 1951. Although the cars were reinforced to cope with the additional loads caused by the installation of air brakes and higher speed trains, some of the cars in the original versions remained in service right up to the end. They had a pneumatic line instead of air brakes, which is why they were called "line cars".

DELIVERY DATE: 3RD QUARTER 2008

Covered Freight Car G10 DB

Road no. 124 573



Photo shows HO model

Order no. 48214



Model: wheelsets in toe bearing; applied grab rails and steps in low material thickness; close coupling; extra steps; undercarriage with extra brake system; extra signal holder; many extra parts such as door latches

Covered Freight Car K3 Red Cross SBL, Set of 3

Road no. 134 125, 134 128, 194 643



Order no. 48217



Verbandsbauart covered freight cars – freight cars in a design standardised by the Deutsche Staatsbahnwagen-Verband (German Railway Wagon Association) – were also used in Switzerland. After the first and second world wars, many of these cars remained in Switzerland. In the second world war, some of them were used to provide food and medical supplies to the Swiss population. They had large Swiss and red crosses painted on their roofs to indicate their status to the many low-flying aircraft in the border regions.

DELIVERY DATE: 4TH QUARTER 2008



Covered Freight Car G DR

Road no. 05-51-73



Order no. 48215



Model: wheelsets in toe bearing; applied grab rails and steps in low material thickness; close coupling; extra steps; undercarriage with extra brake system; extra signal holder; many extra parts such as door latches

Numerous Verbandsbauart covered freight cars – in a design standardised by the Deutsche Staatsbahnen-Verband (German Railway Wagon Association) – came to the Deutsche Reichsbahn in the Soviet zone. There, too, they were a supporting pillar of freight train services for many years. The cars were given the key number 04. Even in the mid-nineteen sixties, a range of numbers for 9,000 vehicles was reserved for this type of freight car.

DELIVERY DATE: 3RD QUARTER 2008



Numerous Verbandsbauart covered freight cars – in a design standardised by the Deutsche Staatsbahnwagen – Verband (German Railway Wagon Association) were fitted with a brake as standard. A hand brake was the state-of-the-art at that time. The brakeman worked in an elevated brakeman's cab which provided him with a view of the entire train. When the locomotive's whistle was sounded, he applied or released the brake. In bad weather, the unheated brakeman's cab wasn't a pleasant place to work.

DELIVERY DATE: 3RD QUARTER 2008

Covered Freight Car G Karlsruhe DRG

Road no. 25 105



Order no. 48213



The previously independent regional railways were transferred to Deutsche Reichsbahn ownership in 1920. One of the first things that the Deutsche Reichsbahn did was to standardise all parts used for locomotives and carriages, e.g. thread sizes and fits – and entire sets of structural components. Although the entire locomotives were constructed from scratch, the reliable freight car designs were often merely modified so that all parts were standardised. The Om type open freight car, which was developed on the basis of the German Railway Wagon Association's A 10 standard design, was one of the first of these freight cars with standard components. The previous principal dimensions were retained. Most open cars were later transferred to DB, where they were given the road number Om 21 in 1951. In the nineteen fifties, many freight cars were taken apart in the conversion programme and any parts in good working order were incorporated in new cars with a higher carrying capacity. In 1961 there were still 390 of these freight cars on the rails. The last ones weren't taken out of service until 1969.

DELIVERY DATE: 2ND QUARTER 2008

Open Freight Car Om 21 DB

Road no. 754 281



Order no. 48405



Model: floor in die-cast zinc; 3D replica of the buckle plate inside; all handles are individually mounted; extra bearing collars; individually mounted brake change shifts; wheelsets with inside contours; incl. real coal

Open Freight Car Om 21 DB

Road no. 753 146



Order no. 48406



Model: floor in die-cast zinc; 3D replica of the buckle plate inside; all handles are individually mounted; extra bearing collars; individually mounted brake change shifts; wheelsets with inside contours; incl. real coal



Order no. 48407



Model: floor in die-cast zinc; 3D replica of the buckle plate inside; all handles are individually mounted; extra bearing collars; individually mounted brake change shifts; wheelsets with inside contours; incl. real coal

The Deutsche Reichsbahn allocated its freight cars to various regions. The regions were indicated by city names. Initially, each of these cities was the location of the Reichsbahn's main depot to which the freight cars were assigned. Freight cars of the same type and, in some cases, built by the same manufacturer, were allocated to the same region. The 19,979 open freight cars that were built between 1927 and 1933 and between 1940 and 1942, were allocated to the "Königsberg" region.

DELIVERY DATE: 2ND QUARTER 2008
(48407 AND 48408)



CALIBRATED FOR SUCCESS:
STANDARD DESIGN OPEN FREIGHT CARS OM 21



1. 3D replica of the buckle plate inside
2. Wheelsets with inside contours
3. Individually mounted hinges on the side walls

Open Freight Car Omu DR

Road no. 41-38-13



Order no. 48408



Model: floor in die-cast zinc; 3D replica of the buckle plate inside; all handles are individually mounted; extra bearing collars; individually mounted brake change shifts; wheelsets with inside contours; incl. real coal

The Deutsche Bundesbahn itself did not purchase any St. 1 refrigerator waggons; they existed exclusively as private waggons of the Interfrigo company. The waggons used in Germany usually had no electric ventilation. The eight Flettner rotors with various construction types on the roof were the distinctive feature here. The air stream over these rotors drove ventilators on the inside which ensured an even distribution of the cold air inside the wagon.

DELIVERY DATE: 2ND QUARTER 2008



Order no. 46307



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 GGhsz model from 1966 onwards. These cars were then later designated as Gagnrs-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 2008

Covered Freight Car GGhsz DR

Road no. 15-50-53



Order no. 48381



Covered Freight Car Gags DR

Road no. 31-50-1990365-9



Order no. 48382



Depressed Centre Flat Car DB

Road no. 980 804



Order no. 47906



"Depressed centre flat cars" built between 1879 and 1901 by various manufacturers proved to be extremely durable. Some of these "Methusalems of the rails" even came to the DB, where they were kept in service until new depressed centre flat cars with a higher loading capacity were purchased.

DELIVERY DATE: 2ND QUARTER 2008

Flat Car Carbon Dioxide DRG

Road no. 543 121



Order no. 47907



The Dr. Raydt carbon dioxide factory bought two four-axle carbon-dioxide cars based on the popular depressed centre flat car design. Since the loading area was low, the pressurised bottles could be transported in an upright position. When Dr. Raydt AG was taken over by Eyacher Kohlen-säure, the two reliable carbon dioxide cars were also taken over and remained in use for the transportation of liquid carbon dioxide.

DELIVERY DATE: 2ND QUARTER 2008

Depressed Centre Flat Car SBB

Road no. 93 501



Order no. 47908



The Schweizerische Bundesbahnen's fleet also included a private car made by the SUM locomotive factory in Winterthur. The car was primarily used to transport SUM's locomotives and machine parts, though SUM's suppliers such as Escher Wyss & Cie were also able to use the car.

DELIVERY DATE: 2ND QUARTER 2008

The Deutsche Reichsbahn in the former GDR purchased R8ym 60-type six-axle flat cars with low side walls from 1952 onwards. They were originally designed for the transportation of military vehicles, though the DR used them for other purposes. They transported heavy single loads such as vehicles or machine parts and steelworks products such as profile bundles.

DELIVERY DATE: 4TH QUARTER 2008

Heavy Duty Freight Car R8ym DR, with Freight

Road no. 60-02-28



Order no. 47003



The basic design for self-unloading freight cars which is still in use today was first created when the first 520 series coal cars were ordered in 1927. These first coal cars, which were purchased until 1932, had four leading axles in a frame instead of bogies. They were assigned to the Oldenburg region in the first successful attempt at the cost-effective mass transportation of bulk freight.

DELIVERY DATE: 1ST QUARTER 2008

Coal Car 00t Oldenburg DRG, Set of 3

Road no. 709, 725, 746



Order no. 47022



The Deutsche Bundesbahn (German federal railway) took over 134 units of the first self-unloading coal cars. The DB named these waggons 00tz 23 where the "z" character meant usage for mineral transport because the waggons were used exclusively for mineral transport from the middle of the 1940s. This is also indicated by the large "Erz II" lettering on the sides. This type of lettering was introduced in 1937 and means here "wagon must only be used for mineral transport and is 3.98 m high".

DELIVERY DATE: 1ST QUARTER 2008

Coal Car 00tz 23 DB

Road no. 610 142



Order no. 47023



Heavy Duty Freight Car Samms-u DB AG, with Freight

Road no. 31 80 486 7 243-6



Order no. 47004



DB AG took over 1,044 six-axle flat cars of the former Rilm 60 type and gave them the designation Samms 451. They enabled DB AG to offer a universal vehicle to customers such as the Rohrwerk Mauthütte GmbH pipeworks. Rohrwerk Mauthütte GmbH originated from Mauthütte, which was founded in 1852/53, and it is still manufacturing high-quality steel pipes today.

DELIVERY DATE: 4TH QUARTER 2008



Luggage Car K.P.E.V.

Road no. Frankfurt 4623



Order no. 48352



The Königlich Preussische Eisenbahn Verwaltungen K.P.E.V. converted the standard 1883 cars into freight train luggage cars according to its own design specifications. The Prussian luggage cars for freight trains had a raised service compartment at the end which could be accessed from an open end platform. It adjoined the toilet and service room. There was such a high demand for luggage cars in those days that every freight train had one. These luggage cars weren't just operated in Prussia, but also in neighbouring countries.

DELIVERY DATE: 2ND QUARTER 2008

The fifties and sixties were the golden age of the colourful tank cars. At that time there were many more petrol brands than today and almost every company used the tank cars for advertising space. Shell had the largest number of colourful tank cars. Its yellow tank cars brought some change in the otherwise predominantly brown and grey of the goods trains.

DELIVERY DATE: 3RD QUARTER 2008

Tank Car SHELL DB

Road no. 582 521



Order no. 47944



German merchants joined forces with US "Standard Oil of Ohio" in 1890 to found the "Deutsch-Amerikanische Petroleum Gesellschaft" (DAPG). The DAPG marketed its petrol under the brand name of "Dapolin" until 1931, and then as "Standard Benzin" and "Super Esso". Esso is the phonetic pronunciation of the first letters of standard and oil. The DAPG had a large number of its own tank cars in the Deutsche Reichsbahn's fleet for the transportation of the oil products, many of them featuring large company logos.

DELIVERY DATE: 1ST QUARTER 2008

Tank Car D.A.P.G. DRG

Road no. 524 301



Order no. 47805



The DB AG converted Eas 070-type open freight cars for woodchip transportation. It increased the side wall height for the transportation of this lightweight freight. A total of 378 of these cars, now with the designation Ealos 053, were created by conversion between 1995 and 1996. A further 198 Ealos-x cars, with similar exteriors, were created from a different car type. The cars are used to transport shredded wood waste from waste disposal companies for processing into chipboard and they often make up entire trains.

DELIVERY DATE: 4TH QUARTER 2008

Open Freight Car Ealos 053 DB

Road no. 592 8 011-1



Order no. 48500



Tank Car GASOLIN DB

Road no. 587 963



Order no. 47945



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

DELIVERY DATE: 3RD QUARTER 2008

Tank Car Zeller & Gmelin K.W.St.E.

Road no. 502 065



Order no. 47886



Albert Traugott Zeller established an oil refinery in Eddingen an der Rils in 1867. The company evolved into the largest of its kind in the Kingdom of Württemberg in the following years. It had a large fleet of its own tank cars to transport the raw and finished products directly along the Stuttgart to Ulm railway line. In 1911, Zeller und Gmelin had 21 tank cars in operation, which was more than any other company in Württemberg.

DELIVERY DATE: 1ST QUARTER 2008

Flat Car Erfurt DRG

Road no. 7328



Order no. 48005



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

DELIVERY DATE: 4TH QUARTER 2008

The Deutsche Reichsbahn Gesellschaft was dissolved in 1937 in accordance with the law and the Deutsche Reichsbahn was directly assigned as special assets to the Transport Minister as member of the German Government. The new legal structure also became evident on the outside of the locomotives, which were given a new identity of ownership, a combination of the imperial eagle and the party symbol. The 6 locomotives in the E 95 series were also gradually adorned with this new identity. All locomotives in the E 95 series were stationed at this time at the Hirschberg depot in Silesia.

DELIVERY DATE: 3RD QUARTER 2008

Electric Locomotive E 95 DRG

Road no. E 95 05



Photo shows 40 model

Order no. 53001



N GAUGE NOVELTIES

SMALL ON SCALE, BIG ON DETAILS

BRAVA will also be introducing attractive novelties in the popular N gauge on a scale of 1 : 160 in 2008. There are a total of 19 models, including eight locomotives, two different railcars and nine wagons.

In 1951, new powerful steam locomotives were to modernise the aged fleet of locomotives run by Deutsche Reichsbahn in GDR. The corresponding construction programme stated 7 different locomotive types necessary for this purpose. Four types were in fact eventually built. The tender locomotive BR 65.10 was built in the former Prussian performance category P 8 and T 18. After elimination of the design faults, the BR 65.10 turned out to be a reliable, popular locomotive. It was frequently used in peak rush hour traffic with many short distances between stations. It was finally taken out of service in 1978.

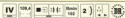
DELIVERY DATE: 3RD QUARTER 2008

Steam Locomotive BR 65.10 DR

Road no. 65 1057-2



Order no. 60000



Electric Locomotive E77 DRG

Road no. E 77 31



Photo shows HO model

Order no. 63809



From 1920 onwards, the electric locomotives operated by the group headquarters in Bavaria had their bodies painted brown, with red or black wheels and engine parts. The same applied to the EG3-type freight tank locomotives which were delivered to Bavaria from 1924 onwards, and the EG3 locomotives which were delivered from August 1926 onwards. All 31 locomotives were based at the Munich Central Station depot. They were used for freight train services on the electrified lines departing from Munich.

DELIVERY DATE: 2ND QUARTER 2008

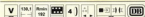
Diesel Locomotive BR 232 D8

Road no. 232 675-9



Photo shows HO model

Order no. 61004



The DB Group has changed its "corporate identity" again. The famous DB logo will have "Mobility", "Networks" and "Logistics" added to it, depending on which DB division the vehicle belongs to in future. Since Railion is part of the DB Logistics division, the Railion locomotives' logo will be changed. This model has the Railion logo, without the famous box, supplemented by "DB Logistics". One of the first locomotives to be affected is the 232 675-9.

DELIVERY DATE: 2ND QUARTER 2008

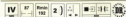
Diesel Locomotive BR 114 DR

Road no. 114 252-0



Photo shows HO model

Order no. 61104



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

DELIVERY DATE: 3RD QUARTER 2008

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

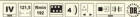
DELIVERY DATE: 2ND QUARTER 2008

Diesel Locomotive BR 119 DR

Road no. 119 049-5



Order no. 61122



Model: standard shaft to NEM 335, 5-pole motor, all axes driven; front light changes according to direction of travel

The standard main-line DB diesel locomotive was the single-engine V 160 and subsequent models which stemmed from this locomotive. The 10 pre-series locomotives of 1960 and 1963 were followed in 1964 to 1968 by 214 serial machines. The locomotives were manufactured by Krupp, Henschel, Krauss-Maffei and KHD. The locomotives were scattered throughout the whole of Germany, from Hamburg-Altona to Trier and were stationed in 16 different railway depots.

DELIVERY DATE: 3RD QUARTER 2008

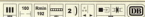
Diesel Locomotive BR 216 DB

Road no. V 160 072



Photo shows H0 model

Order no. 61200



Railcar Talent NWB, 2-unit

Road no. VT 703

Nordwestbahn GmbH (NWB) operates a rail passenger service in Lower Saxony and North Rhine-Westphalia. Its shareholders are the Connex Group, Stadtwerke Osnabrück and Oldenburger Verkehr und Wasser GmbH. The NWB is another fan of the reliable railcars Talent.

DELIVERY DATE: 4TH QUARTER 2008



Order no. 64903

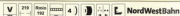
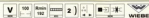




Photo: Chris Reid

Order no. 61201



DBAG has already started decommissioning the V 160/216 locomotives. The former 216 032 locomotive, on the other hand, is being used throughout Germany by Wiebe Gleisbau Maschinen GmbH. Wiebe Gleisbau Maschinen GmbH purchased the 216 032 via Francesco Ventura in Piacenza/Italy.

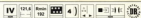
DELIVER DATE: SEP-2008

Diesel Locomotive #8 118 DR

Road no. 118 755-8



Order no. 61181



The V 180 diesel locomotives were the last big diesel locomotives to be developed in the GDR. Since the 4-axis locomotives were too heavy for many DR routes, a 6-axis version with lower axle weight was developed. Between 1966 and 1970, the Deutsche Reichsbahn procured a total of 206 6-axis locomotives and used them throughout the DR network.

DELIVERY DATE: 1ND QUARTER 2008



Photo shows 440 model



The various Talent railcars are often called the "regional ICE" because of the way they look. The front ends of the ICE and Talent are very similar in looks, which is probably no accident, because an appealing appearance is always a good sales argument.

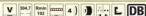
DELIVERY DATE: 4TH QUARTER 2008

Railcar Talent BR 643 DB, 3-unit

Road no. 643 071-4



Order no. 64302



The Swiss St.1 cars differ from the standard design because they have an aluminium door and modified ventilation switching unit.

DELIVERY DATE: 1ST QUARTER 2008

Refrigerated Car SBB, Set of 3

Road no. 082 7 613-8, 083 0 025-6, 805 7 012-8



Order no. 67100



The Deutsche Bundesbahn itself did not purchase any St. 1 refrigerator waggons; they existed exclusively as private waggons of the Interfrigo company. The waggons used in Germany usually had no electric ventilation. The eight Flettner rotors with various construction types on the roof were the distinctive feature here. The air stream over these rotors drove ventilators on the inside which ensured an even distribution of the cold air inside the waggon.

DELIVERY DATE: 1ST QUARTER 2008

Refrigerated Car INTERFRIGO DB

Road no. 524 029



Order no. 67101





Coal Car 001 DRG

Read no. 725



Order no. 67031



The basic form of self-unloading cars was originally established when the first 520 production cars were ordered in 1927. The cars did not have pivoted bogies until 1932; initially they had 4 steering axles in a frame. The cars assigned to the Oldenburg region were an initial successful attempt to rationalise the mass transport of bulk solids.

DELIVERY DATE: 1ST QUARTER 2008

The passenger coaches in era III were used by DB as special trains (ski-express from Stuttgart to the Schwäbische Alb) and even for reversible trains with diesel locomotives.

DELIVERY DATE: 3RD QUARTER 2008

Passenger Coach CI 05 DB

Road no. 092 947



Order no. 65802



The passenger coaches in era III were used by DB as special trains (ski-express from Stuttgart to the Schwäbische Alb) and even for reversible trains with diesel locomotives.

DELIVERY DATE: 3RD QUARTER 2008

Passenger Coach BI 05 DB

Road no. 094 407



Order no. 65803



The third-class Württemberg passenger coach, which was built in 1905, was allocated the Road no. CI WU 05 at the Deutsche Reichsbahn. Some of the coaches were converted into fourth-class coaches. However, the majority were used as third-class coaches and subsequently taken over by the Deutsche Bahn.

DELIVERY DATE: 3RD QUARTER 2008

Passenger Coach CI 05 DRG

Road no. 40 061



Order no. 65804





Order no. 65805



DR took over nearly all of the Württemberg fourth class cars of the construction types 1908 and 1912. Until 1928, the latter were identified as Di wü 12; after the abolition of the 4th class, they were given the designation Di wü 12. These vehicles were a mainstay of the passenger service in the Stuttgart Reichsbahn district for a long time.

DELIVERY DATE: 3RD QUARTER 2008



Photo shows H0 model

Order no. 67903



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

DELIVERY DATE: 2ND QUARTER 2008



Photo shows H0 model

Order no. 67904



DB AG took over 1,044 six-axle flat cars of the former Rflm 60 type and gave them the designation Samm 451. They enabled DB AG to offer a universal vehicle to customers such as the Rohrwerk Maxhütte GmbH pipeworks. Rohrwerk Maxhütte GmbH originated from Maxhütte, which was founded in 1852/53, and it is still manufacturing high-quality steel pipes today.

DELIVERY DATE: 3RD QUARTER 2008



TEST LIKE THE PROFESSIONALS WITH THE DRIVABLE ROLLER TEST RIG FOR HO GAUGE

A new impressive feature for your model railway: the BRAVA roller test rig in two lengths. It is lowered by a remote controlled servo motor, which ensures that it can be completely integrated in your rail network and it is freely drivable. It's perfect for testing and maintenance work on digital and analogue locomotives. For example, it can be used to test showcase models or to programme digital locomotives.



1

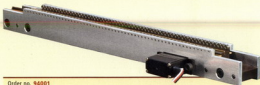


3



4

Roller Test Rig, drivable, 240 mm



Largest version

Order no. 94001

Fully integrable and freely drivable roller test rig, remote controlled lifting and lowering with servo motor; digital and analogue control; suitable for all direct and alternating current systems; compatible with all HO models; navigable length: 240 mm; mounting dimensions: length 300 mm, width 30 mm, depth 25 mm; power supply: 16 V, alternating current.
DELIVERY DATE: 4TH QUARTER 2008

Roller Test Rig, drivable, 125 mm



Largest version

Order no. 94000

Fully integrable and freely drivable roller test rig, remote controlled lifting and lowering with servo motor; digital and analogue control; suitable for all direct and alternating current systems; compatible with all HO models; navigable length: 125 mm; mounting dimensions: length 140 mm, width 30 mm, depth 25 mm; power supply: 16 V, alternating current.
DELIVERY DATE: 4TH QUARTER 2008

- 1_Roller test rig in an idle state
- 2_Driving the locomotive onto the test rig
- 3_Lowering the platform (with a servo motor)
- 4_Test run on the roller test rig

2



- Integrated centre rail
- External rails and centre rail are connected separately
- Can be used immediately for all locomotives without adjustment
- Superstructure in aluminium
- Equipped with many precision bearings

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We recommend our website in supplement to this annual catalogue. The BRAWA world is always right up to date there. The latest information about the company and its products, competitions, many downloads and lots of other things make the website an appealing and informative medium for BRAWA and model railway fans.

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Simply click on the gauge to view a list of new products and product groups, and it will only take you a few clicks to reach the product you are looking for.

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From product to retailer. Search for products with product code or full-text search. A few words are all you need. German and international retailers are listed separately.

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5. New products and news

This section includes the latest news about new models, trade fairs, events, cooperations etc. Information about product availability is provided in conjunction with the product.

The symbols and their meaning

	Traction designation		Number of wheels with friction tyres		The model has spring buffers
	Direct current		Locomotive has a smoke generator		Replacement wheel set for AC (in: g. BRAWA product code 2180)
	Alternating current		Locomotive is prepared for the installation of a smoke generator (in: g. Sealtex No. 20)		AC pick-up can be retrofitted (in: g. BRAWA product code 2230)
	Alternating current with digital decoder		Locomotive has flywheel drive		Integrated locomotive sound
	Alternating current DIGITAL PREMIUM		Double headlights alternating with the direction of travel		Prepared for locomotive sound
	Direct current DIGITAL PREMIUM		Double headlights and one red tail light alternating with the direction of travel		Vehicle predominantly in metal
	Length over buffer in mm		Triple headlights alternating with the direction of travel		Logo of the railway company (in: g. DRG)
	Navigable minimum radius in mm		Triple headlights and two red tail lights alternating with the direction of travel		
	Can be switched over to overhead line operation		With interior lighting		
	NEM 651 interface		Interior lighting can be retrofitted (in: g. BRAWA product code 2290)		
	NEM 652 interface		With interior fittings		
	Interface with soldering points		The model has a coupler pocket but no short coupling cinematic		
	21-pole interface		The model has a coupler pocket and short coupling cinematic		

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

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ONE OF OUR HIGHLIGHTS FOR THE ANNIVERSARY YEAR 2008:
STEAM LOCOMOTIVE BR 94.1 DB, H0 GAUGE



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