



NOVELTIES 2007

LOCOMOTIVES, WAGONS AND LIGHTS FROM GAUGE N TO Hm



57 409





MORE THAN 70 NOVELTIES IN FOUR GAUGES

Now of course it is part of the world of BRAWA – the H0 gauge. Even in 2007 our range of garden railway products is enhanced thanks to the addition of two new cars, and further novelties for this year are in the pipeline. Many new products have been added to the H0 range: 20 locomotives, 37 wagons and 3 pin-socket lights. It is especially worth mentioning the new moulds such as the K.W.St.E. steam locomotive class Hh and DRG BR 57 model. As far as electric locomotives are concerned, the new E 73 model in the DRG series and the EG 1 Bavarian model are outstanding. Other highlights in terms of accurately scaled models include our new lights. Equipped with LED lights, they are brighter and demonstrate the clear white light of their original models.

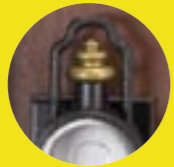
The LED technology is used for all new and all newly produced lights. There are also many new novelties in the range of small track gauges: An electric locomotive in the TT gauge and 14 new products in the N gauge range. And what's more, the new pin-socket lights of the N gauge are also fitted with LEDs. Enjoy browsing through our catalogue, whilst marvelling at and discovering the latest details. And there's more: Dedication to detail.

Hotline: Monday – Thursday: 1.00 p.m. to 3.00 p.m. +49 7151 97935-68

NEUHEITEN/ NOVELTIES 2007



Gauge Hm
Wagons P. 4



Gauge H0
Locomotives P. 6
Railcars P. 20
Wagons P. 24



Gauge TT
Locomotives P. 49



Gauge N
Locomotives P. 50
Wagons P. 52



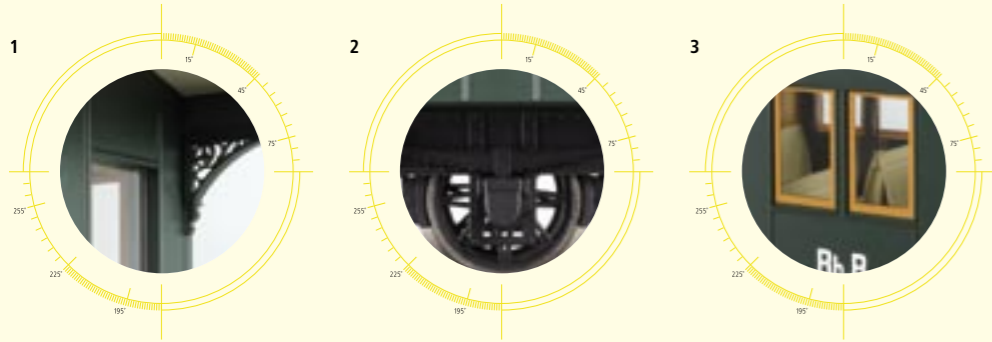
Lamps and accessories
Lamps P. 54
Accessories P. 55





THE IIm STORY CONTINUES
WITH TWO NEW WAGONS

What you see here is by far not all. Further novelties for 2007 are already scheduled. Please pay attention to releases in our e-newsletter and on our website www.brawa.de.



- 1_open work stilts
- 2_metal wheelsets with die-cast centres
- 3_complete interior decoration

Passenger Coach B1002 RhB

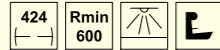
Road no. B 1002

When the Landquart-Davos-Bahn, predecessor of the Rhätische Bahn, put the first passenger coaches into service, single digit car numbers were sufficient. With the changeover to the Rhätische Bahn in 1895, two-digit and then even three-digit car numbers were needed.

In 1911 the RhB introduced a new numbering system using four-digit car numbers, which by and large is still in use these days.

DELIVERY DATE: 2ND QUARTER 2007

Order no. **15005**



Model: authentic platform lighting; sprung buffers; 3-point support; metal wheelsets with die-cast centres; folding gangway steps; grab rails, partially of metal; including replacement bulbs for 16 V analog operation

Passenger Coach C 2013 RhB

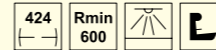
Road no. C 2013



When the numbering system changed in 1911, the old LD cars AB 21 and 22 became the RhB B cars 1001 und 1002. The car series C 201 to 227 was changed to the C 2001 to 2027. The new car number meant that the cars were in some cases still available as reserve cars up until the fifties. After that they were converted to rail service cars for all sorts of different purposes. Some of them have "survived" to this day and are now being converted back to passenger coaches for chartered trains.

DELIVERY DATE: 2ND QUARTER 2007

Order no. **15006**



Model: extra battery and generator; authentic platform lighting; sprung buffers; 3-point support; metal wheelsets with die-cast centres; folding gangway steps; grab rails, partially of metal; including replacement bulbs for 24 V digital operation



Replacement wheelset



layout version

Order no.

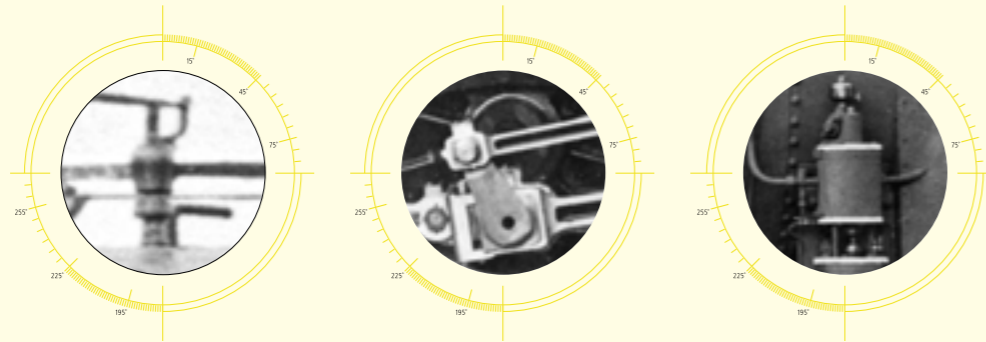
Disk wheel set made out of solid metal; wheel disks in die-cast zinc; externally pressed on tyres out of nickel-plated brass; axle length 70 mm; fits models of all other brands; pack of 2

DELIVERY DATE: 2ND QUARTER 2007

91701



THE LOCOMOTIVE WITH DOUBLE TRACTIVE POWER
WILL SOON HAVE ALL EYES DRAWN TO IT AGAIN



Steam Locomotive Class Hh K.W.St.E.

Road no. Hh 824

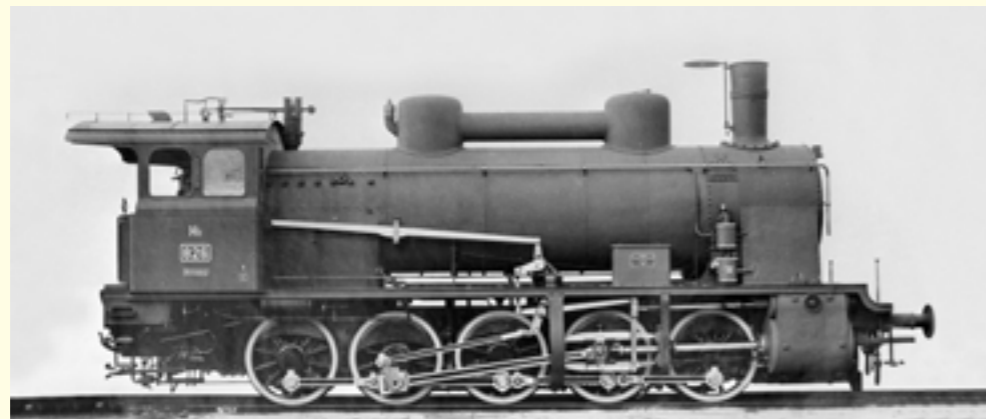
The main load of freight traffic of the Königlich Württembergische Staats-Eisenbahnen (K.W.St.E.) was carried by the three-coupled class F and Fc freight locomotives. There were only a few five-coupled class G Klose locomotives which were used particularly for steep inclinations.

The increase in freight traffic meant that freight trains had to be coupled more frequently to two locomotives. This however was very uneconomical and the K.W.St.E. wanted to produce a freight locomotive which could take twice as much traction power as a class Fc locomotive. The result was the class H five-coupled freight locomotive. In 1905 and 1909 a total of 8 of these saturated steam interlocking locomotives were put into service. These locomotives were 75% more powerful than the Fc class ones. In 1909, class H was updated to a super-

heated steam locomotive of class Hh. The boiler was redesigned and a twin engine was used instead of the compound engine. The new design proved to be worthwhile, in comparison to the saturated steam locomotives the performance levels could now be increased by 7%, whilst at the same time reducing the fuel and water consumption.

From 1909 to 1920, 28 saturated steam locomotives were put into service, all of which were manufactured at the machine factory in Esslingen. These locomotives were desperately required by the traction haulage service in order to pull the extremely heavy freight trains. The first machines arrived in the machine district in Stuttgart, then later in Ulm. In both regions they were primarily used on the main Bretten—Stuttgart—Ulm route.

DELIVERY DATE: 4TH QUARTER 2007



Replica of the original, collection R. Röthler

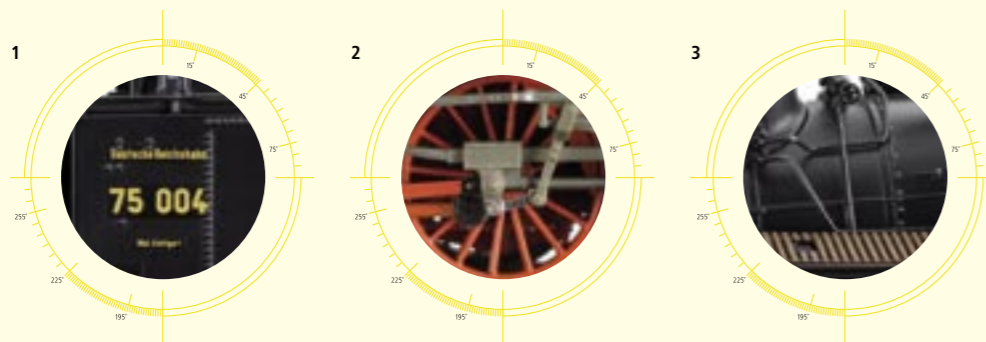
			Order no. 40154				Order no. 40155
			Order no. 40156				Order no. 40157

Model: Body green; frame, chassis and wheel red
Suitable freight cars are listed in our main catalogue or on our website www.brawa.de





TWO MORE DELIGHTS FOR YOUR TRACK
NEW TENDER LOCOMOTIVES FROM SWABIA



- 1_precise printing
- 2_finetest metal spoke wheels
- 3_many extra mounted details

Steam Locomotive BR 75.0 DRG

Road no. BR 75 004



		Order no. 40008			Order no. 40009
		Order no. 40010			Order no. 40011

Model: body and chassis are predominantly made of die-cast; finest metal spoke wheels; free-standing lanterns; sprung buffers; openable chimney cover; many mounted and free-standing details; precise printing

Steam Locomotive Class T3 K.W.St.E.

Road no. T₃ 945



	Order no. 40032			Order no. 40033

Model: body and chassis are predominantly made of die-cast; finest metal spoke wheels; free-standing lanterns; sprung buffers; openable chimney cover; many mounted and free-standing details; precise printing

Out of the 96 class T5 machines, 93 were with the Deutsche Reichsbahn and after 1925 they were allocated the locomotive numbers 75 001 to 75 093. The machines never left the directorate region of Stuttgart. Nearly all depots of the Stuttgart directorate used the T5, for the duration of the Reichsbahn it was an important part of traction haulage. It proved to be extremely versatile, in addition to its actual duties as passenger trains it could also be put into service alongside freight trains and even express trains.

DELIVERY DATE: 3RD QUARTER 2007

In addition to the machine factory in Esslingen, the machine construction company in Heilbronn also supplied T3 class locomotives to the Königlich Württembergische Staats-Eisenbahnen. This included the 945 locomotive, which the MBGH built as number 401 in 1901. The machine "did the rounds in the region", first of all it was put into service at the Machine Authority (MA) in Heilbronn, then in 1912 it was based at MA Ulm and two years later at MA Stuttgart. At the end of the Länderbahn era, K.W.St.E. locomotives were black and dark grey with a red trim.

DELIVERY DATE: 2ND QUARTER 2007



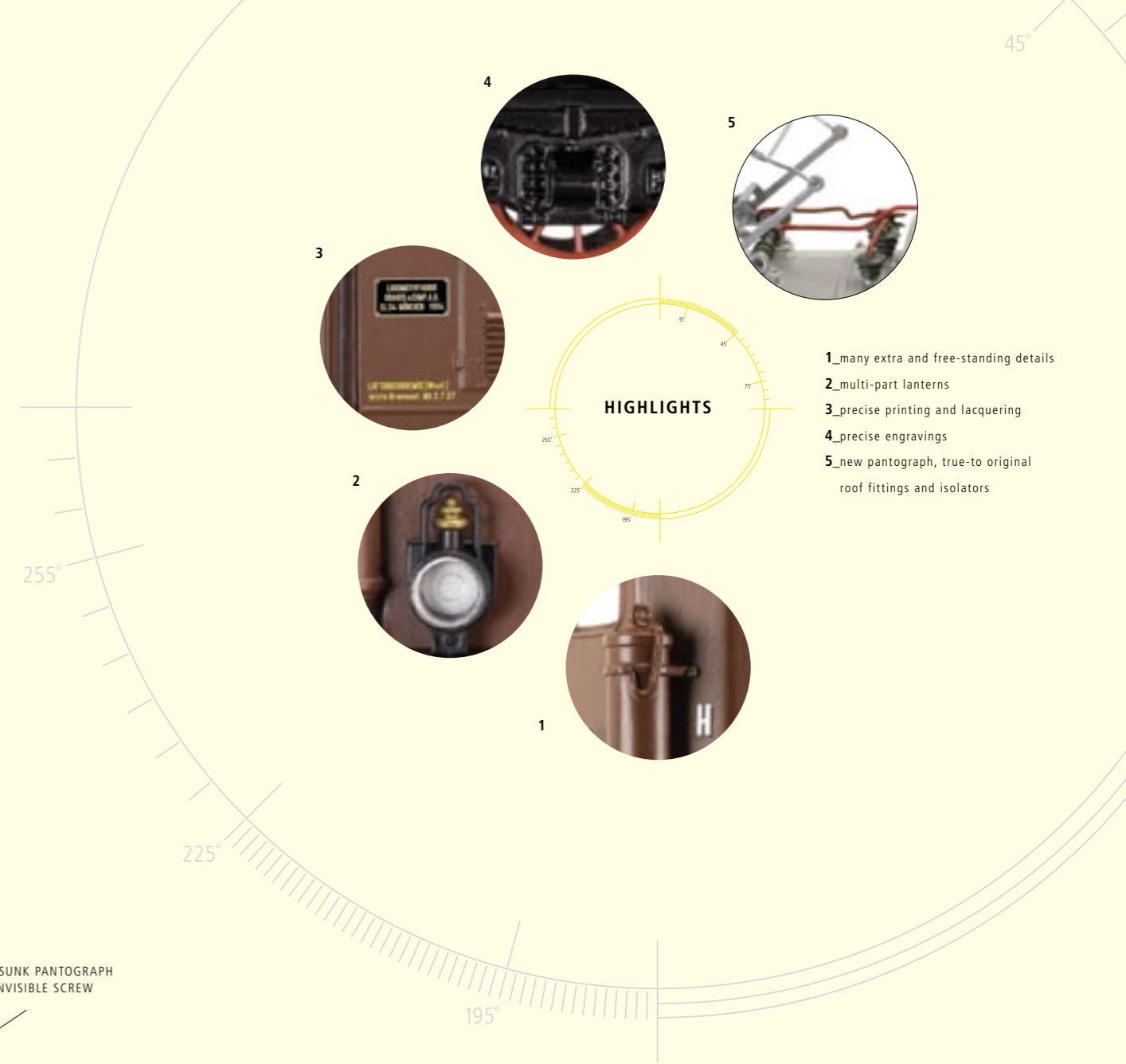
Electric Locomotive E 73 DRG

Road no. E 73 01

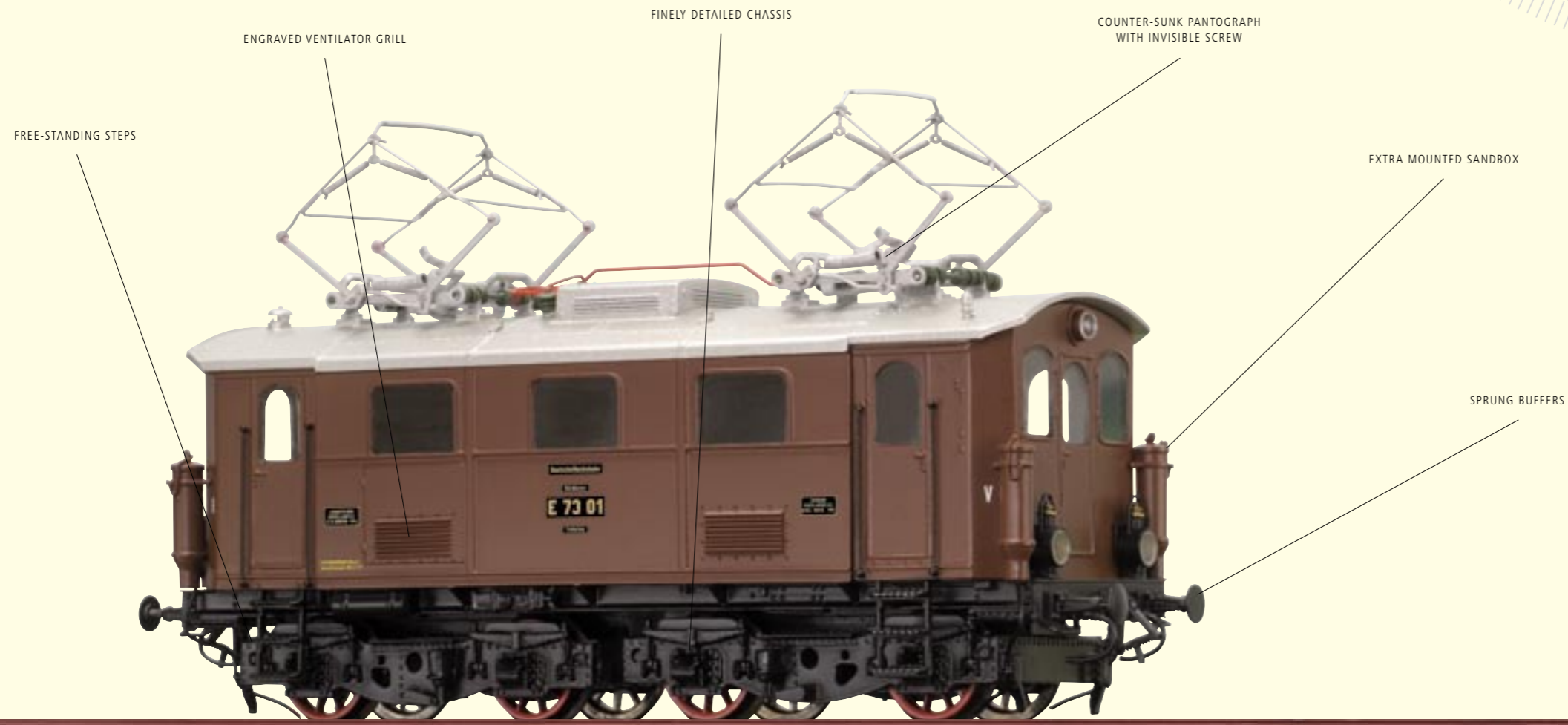
The two Bavarian EG 4 X 1/1 still existed after the First World War and had been taken over by the Deutsche Reichsbahn district management of Bavaria. After 1923 the complex designation was replaced by a simple EG 1 and after 1926 they were then allocated the E 73 series for the DRG. Both locomotives were always based in Freilassing, in addition to their regular route they were

also used for shunting purposes in Salzburg. At the DRG they were obviously very satisfied as well, as the locomotives were only removed from service in 1937 and 1941. One of the two locomotives was converted to a snow-plough and it remained in service for many, many years.
DELIVERY DATE: 4TH QUARTER 2007

		Order no. 43050			Order no. 43051
		Order no. 43052			Order no. 43053



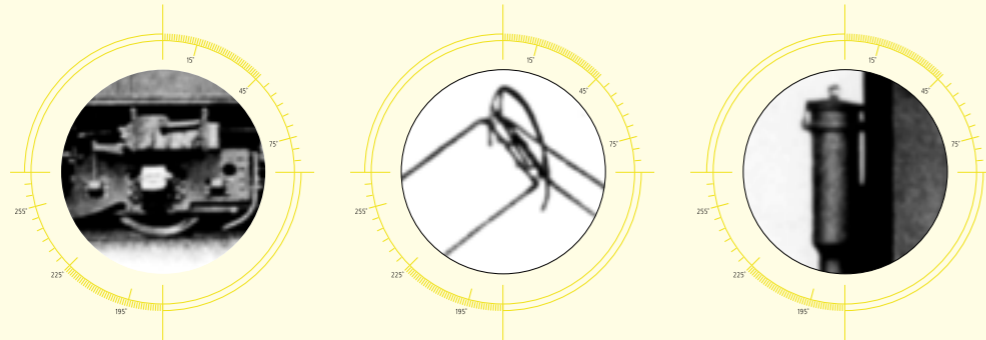
- 1_many extra and free-standing details
- 2_multi-part lanterns
- 3_precise printing and lacquering
- 4_precise engravings
- 5_new pantograph, true-to original roof fittings and isolators



layout version



ONE OF THE FIRST ELECTRIC LOCOMOTIVES IS BACK WITH ELECTRIFIED DETAILS



Electric Locomotive EG1 K.Bay.Sts.E.B.

Road no. EG 4x1/1 20202

In 1912 the Königlich Bayerische Staats-Eisenbahnen started to electrify the first tracks. Out of the first 17 electric locomotives, there were two which technically speaking distinguished themselves from the conventional ones and then proved to be extremely innovative. Whilst in those days electric locomotives usually had the well known side rod drive from the steam locomotive, these two machines already had a single axle drive, as is standard practice nowadays with all modern electric locomotives. Single axle drive means that every driver axle has its own electric motor. Both locomotives were ordered in 1912 and supplied in 1914 and 1915 by Krauss (technical vehicular components) and Bergmanns Elektrische Werke (electric

components). They were stationed in Freilassing and put into service on the hilly route between Freilassing and Berchtesgaden. Both locomotives were originally designated as EG 4 X 1/1 in accordance with Bavarian customs. With an overall weight of 56 t they were able to produce a maximum tractive force of 9,300 kg, whilst the maximum speed was set at 50 km/h. They proved to be outstanding, a replica build of this locomotive or development of the drive concept however didn't happen initially, it was only 20 years later that the single axle drive made its breakthrough. The locomotives were obviously ahead of their time. DELIVERY DATE: 4TH QUARTER 2007



		Order no. 43054			Order no. 43055
		Order no. 43056			Order no. 43057

Model: Body green; upper body off-white; roof grey; chassis black
Suitable freight cars are shown on page 34/35.



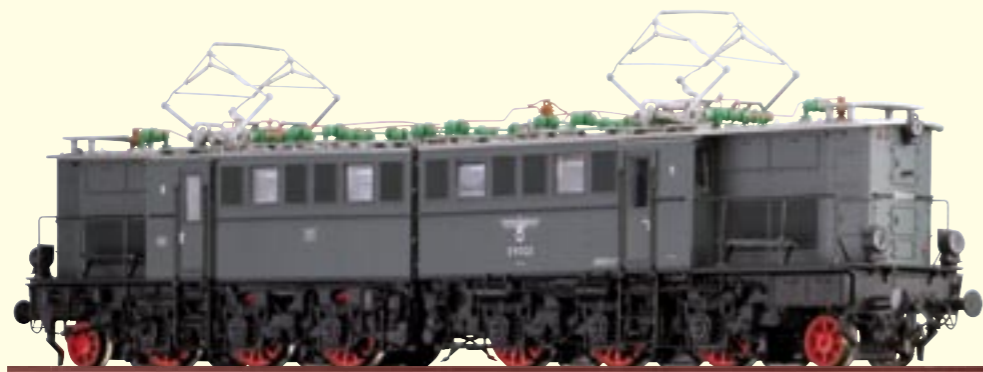
Replicas of the original, collection of Eisenbahn-Journal

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 2007

Electric Locomotive BR E 95 DRG

Road no. E 95 05



	Order no. 43022		Order no. 43023					
	240,3	Rmin 360						

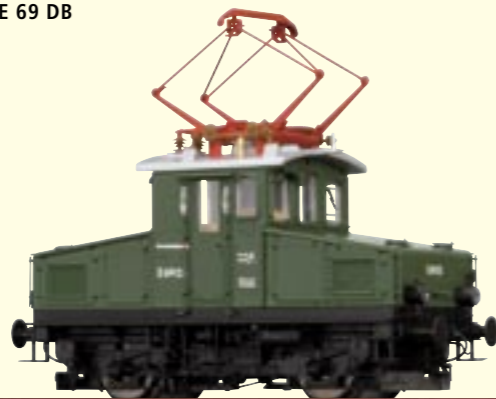
Model: prototypical roof-fittings; two motors; detailed three-dimensional chassis; extra handrails and steps

Electric Locomotive BR E 69 DB

Road no. E 69 03

The diverging power system which is only 5 kV and 16 Hz forced the E 69 series locomotives to have to stick to their regular route from Murnau to Oberammergau. In 1954 the route was converted to the normal DB power system. The change-over made to the locomotives in 1955 at the repair workshops Freimann to the conventional power system of the DB meant that they could be used more liberally. The E 69 03 was therefore able to be used in Rosenheim and Heidelberg for shunting purposes. At that time it was painted in regulatory green to comply with the DB electric locomotives.

DELIVERY DATE: 4TH QUARTER 2007



	Order no. 43080		Order no. 43081					
		85,8	Rmin 300					

Diesel Locomotive BR V 160 DB

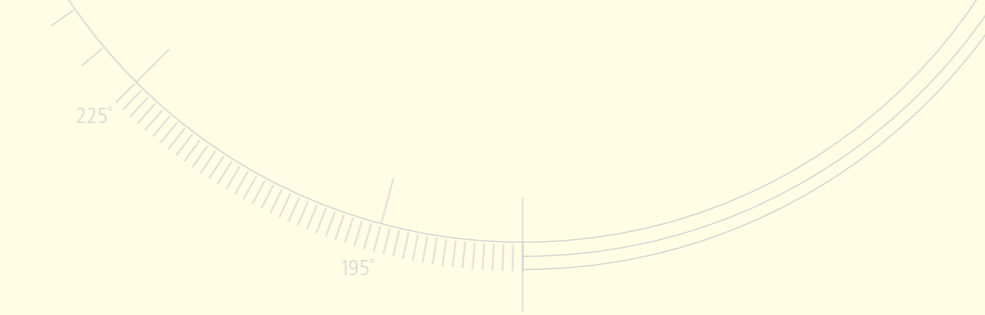
Road no. V160 072

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.

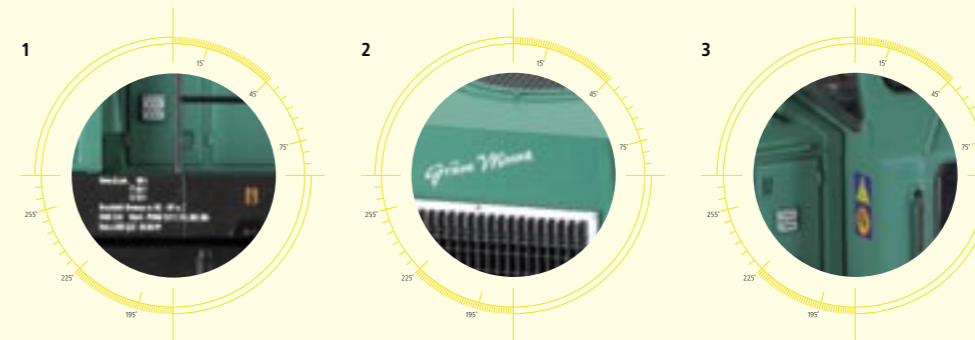
DELIVERY DATE: 2ND QUARTER 2007



	Order no. 41122		Order no. 41123					
		184	Rmin 360					



MAY WE PRESENT:
GRÜNER KLAUS, HEINERLE AND GRÜNE MINNA



- 1_precise printing
- 2_true-to-scale fan-grill
- 3_true-to-scale engravings and details

Diesel Locomotive BASF 1003 "Grüne Minna"

Road no. BASF 1003

The BASF is licensed as a railway company. This is why it can use its own locomotives not only in the works area, but also across the whole German rail network. The BASF also uses former DR V 100. The three BASF locomotives were fully rebuilt in 1998 and 1999 by Adtranz.

BASF has resurrected the old traditions of the locomotive names for these vehicles. The three locomotives bear the names "Grüner Klaus", "Heinerle" and "Grüne Minna".

DELIVERY DATE: 3RD QUARTER 2007



	Order no. 41010		Order no. 41011					
		160	Rmin 360					

Diesel Locomotive BR 110 DR

Road no. BR 110 006-4

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 fishbellied way. The machines were supplied in this way until the V 100 043.

DELIVERY DATE: 3RD QUARTER 2007



	Order no. 41012		Order no. 41013

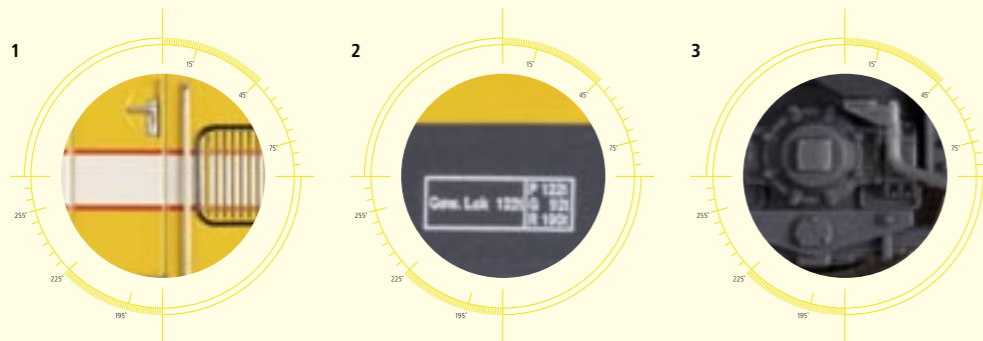
Diesel Locomotive V 320 001 WIEBE

Road no. WIEBE V 320 001

Wiebe Gleisbaumaschinen GmbH (GBM) is one of the largest providers of track construction and track maintenance services. In order to advance their largest quick conversion and bunker train, the GBM uses the former DB V 320. This is why this locomotive was brought back from Italy in 1999 and then retrofitted and modernised.

Since 2000 it has been crossing the whole of Germany in front of the Wiebe trains. Thanks to its integrated performance of 2 X 1900 HP, this powerful locomotive has no problem driving the longest and heaviest trains. DELIVERY DATE: 3RD QUARTER 2007

- 1_handles and steps in lower-density material
- 2_precise printing
- 3_bogies with inside bearings



	Order no. 41304		Order no. 41305
	Order no. 41306		Order no. 41307

Model: sound version equipped with two sound decoders and speakers; metal chassis; extra fuel lines and supports; metal drive-train halves; engine driver; reproduction of cooling fan, perforated ventilator grill; finest printing and lacquering; extra steel springs (bogie)



Diesel Locomotive BR 132 DR

Road no. BR 132 454-0

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 2007



	Order no. 41046		Order no. 41047

Diesel Locomotive BR 219 DR

Road no. BR 219 025-4

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: 2ND QUARTER 2007



	Order no. 41082		Order no. 41083

Diesel Locomotive BR V 23 DR

Road no. V23 048

When a more powerful diesel engine became available, the V 15 was updated to produce the V 23. The new 220 HP/162 kW engine and new transmissions were installed into the V 15 which remained virtually unchanged. The outer frame had to be reinforced in the area below the driver's cab. From 1968, the DR acquired a total of 81 locomotives in the V 23 series. They were used for shunting purposes throughout the whole of the former GDR.

DELIVERY DATE: 4TH QUARTER 2007



	Order no. 42600

THE ÖBB TALENT RAILCAR
ALONG WITH OUR TALENT FOR PERFECT DETAILS

The ÖBB uses the Talent railcar as a construction model with an electric drive unit for local passenger services. Typical dedication to detail: our standards demand that we implement this construction true to the original into two models, a brand new development and a completely new mould – the first of its kind for Austria in H0 gauge – in the customary Brawa quality with outstanding dedication to detail. The model is implemented in accordance with the latest technical standards and will be available in eight different versions: as a 3-unit and 4-unit, using direct current and alternating current and optionally with sound decoder.

Railcar Talent BR 4024 "Liesing" ÖBB, 4-unit

Road no. ÖBB 4024 050-9

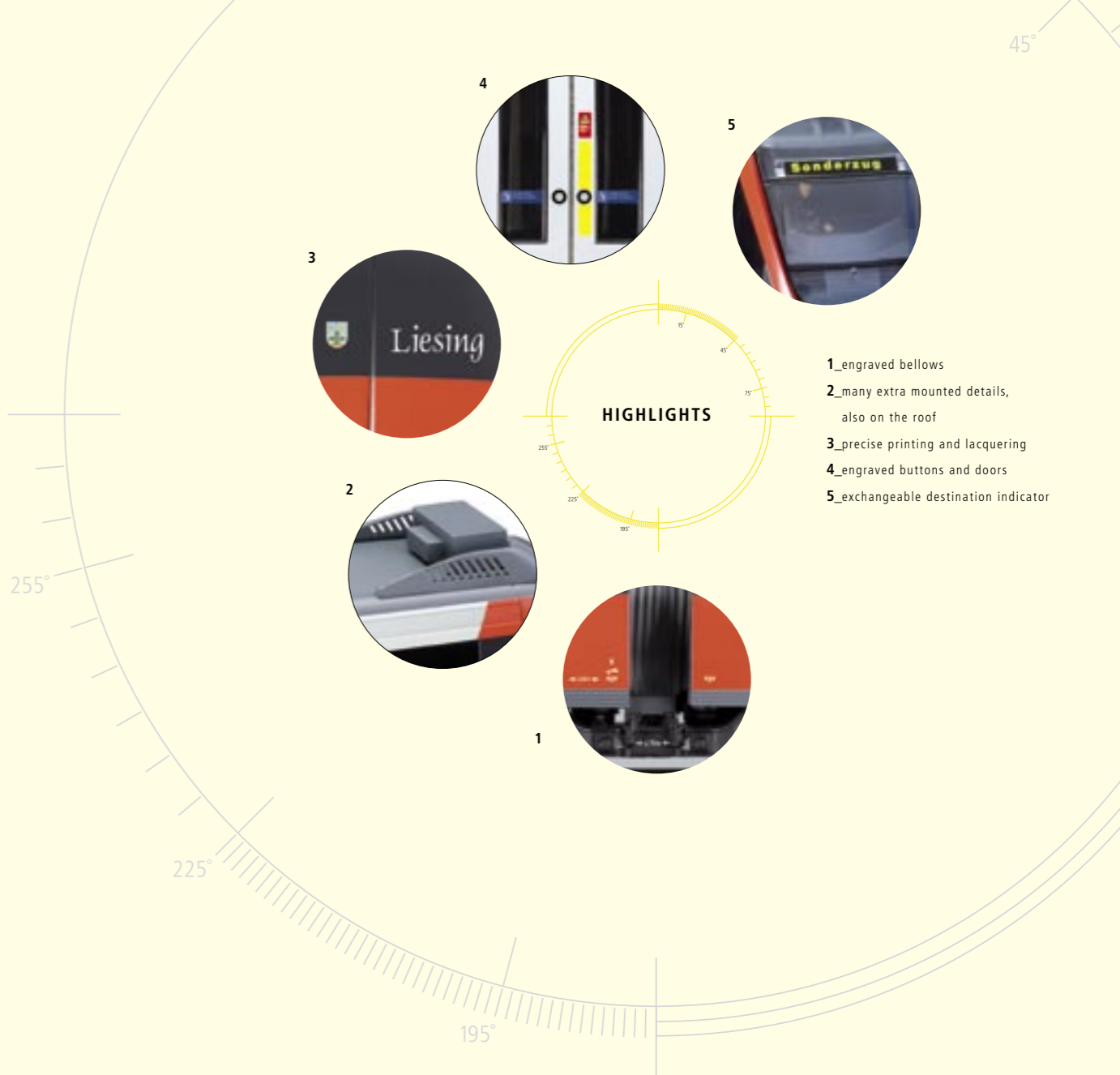
The four-unit Talents in the 4024 series are in service in the Austrian capital city of Vienna's suburban rail network. They are 66.87 m long and their engines deliver 1,520 kW of power. The Talent family railcar's design also allowed for an electric drive unit. The Österreichische Bundesbahnen (ÖBB) is the first railway operating company to take advantage of this option.

The ÖBB ordered Talents in two versions: the three-unit railcars in the 4023 series and the four-unit version in the 4024 series. A total of 111 railcars have been ordered and the majority have already been delivered. Some have also been put into operation in neighbouring countries such as Germany.

DELIVERY DATE: 4TH QUARTER 2007



		Order no. 44072			Order no. 44073
		Order no. 44076			Order no. 44077



TRUE-TO-ORIGINAL ROOF FITTING

BOGIE WITH MANY EXTRA MOUNTED PARTS

PANTOGRAPH WITH CENTER POSITION

REVISED GEAR

EXTRA MOUNTED SNOWPLOW



layout version

Railcar Talent BR 4023 "Freilassing" ÖBB, 3-unit

Road no. ÖBB 4023 003-9



Replica of the original

		Order no. 44070			Order no. 44071
		Order no. 44074			Order no. 44075

The 3-unit railcars in the 4023 series are used for local passenger services in the Salzburg region. The first railcar was already delivered in June 2003, although administrative problems delayed their approval until April 2004. The railcar is now in service throughout the whole of Austria. Some have also been put into operation in neighbouring countries such as Germany. The 3-unit railcar is 51.12 m long and has an installed power of 1,440 kW.

DELIVERY DATE: 4TH QUARTER 2007

Railcar Talent MAV, 4-unit

Road no. not identified yet



Replica of the original

		Order no. 44066			Order no. 44067
		Order no. 44068			Order no. 44069

The Hungarian National Railway Company MAV ordered a total of 10 Talent electric railcars in March 2006. The first one should already have been delivered by the end of March. The railcars are built from a consortium of Bombardier and ELIN/Siemens and are equipped with the two different electrical systems for Austria and Hungary: for alternating current of 15 kV and 25 kV. They are however currently only in service in Hungary.

DELIVERY DATE: 4TH QUARTER 2007

Railcar Talent VT 716 NWB, 3-unit

Road no. NWB VT 716



	Order no. 44006		Order no. 44007

Nordwestbahn (NWB) operates the local passenger services (SPNV) over a total of 300 km in the Weser-Ems region. The NWB is a company which is part of the Connex Group. The main NWB factory is in Osnabrück. In order to manage the SPNV, the NWB has opted for the Talent which is manufactured by Talbot/Bombardier in Aachen. 28 railcars in the 643-800 series were ordered from Bombardier.

AVAILABLE

Railcar Talent BR 643.2 DB, 2-unit

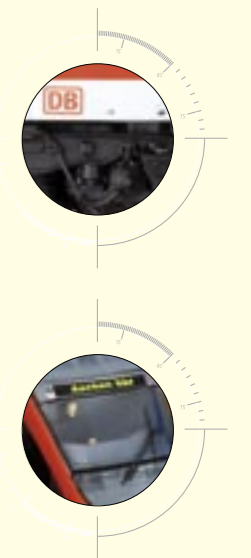
Road no. DB 643 213-2, DB 643 713-1



	Order no. 44008		Order no. 44009

In addition to the 3-unit Talents in the 644 and 643 series, the DB AG is increasingly using 2-unit diesel railcars such as the Talent 643.2. For lines where there is less traffic, these railcars are a much more economical alternative. Many of these railcars have also been given permission to travel on foreign lines or can travel on inner-city lines in accordance with EBO-Strab. It demands greater braking deceleration than the EBO.

AVAILABLE



Standard Passenger Coach Di 24 DB ("Einheits-Nebenbahnwagen")

Road no. 98 030 Mü

The Deutsche Reichsbahn acquired special coaches for secondary lines. Due to the many bends on the lines, these coaches had a shorter wheelbase and shorter length including buffer than the contemporary main railway coaches ("Donnerbüchsen"). The design of the construction and individual components however corresponded to the standard type construction which was developed for main lines. Different bodies were placed onto a uniform frame. Since many old regional line coaches were still able to be used on secondary lines, the number of secondary line unit coaches remained relatively low. They were nevertheless quickly scattered across the whole of Germany and were put into service in many different areas. Orenstein and Koppel delivered 40 Di 24 coaches during

1926 and 1927. The coaches could seat 56 4th class passengers. Some of the coaches were used as additional carriages for electric railcars, others were used for the passenger train service. When 4th class was removed in 1924, the coaches were used as 3rd class coaches, but the interior was only slightly adapted to meet the standards of 3rd class. The same happened when 3rd class was removed in 1956. Now of course it could well happen that officially you were travelling in 2nd class but the interior was still that previously found in 4th class. The last remaining coaches were in service with the DB until 1964.

DELIVERY DATE: 4TH QUARTER 2007

Order no. 45804



IMPACT RESISTANT HANDRAILS

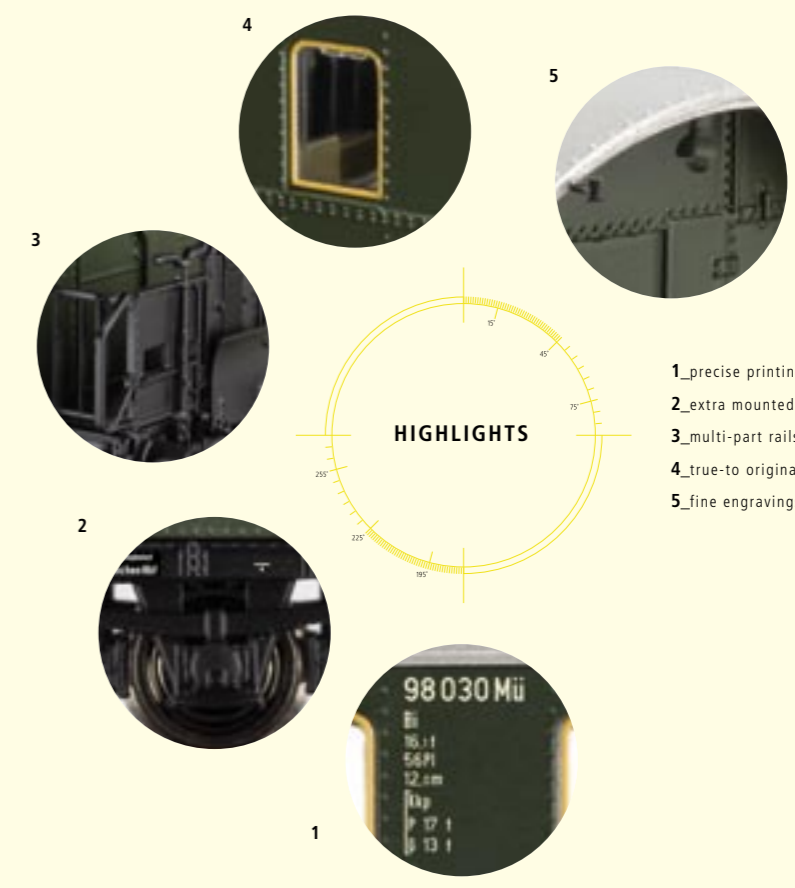
IN-PLANE ASSEMBLED WINDOWS

DETAILED CAR BOTTOM WITH MANY EXTRA MOUNTED DETAILS

EXTRA MOUNTED VENTILATOR

NEM-STANDARD SHORT-COUPLING

FILIGREE STEPS



HIGHLIGHTS

- 1_precise printing and lacquering
- 2_extra mounted bearing cover
- 3_multi-part rails
- 4_true-to original interior decoration
- 5_fine engravings and rivets

255°

225°

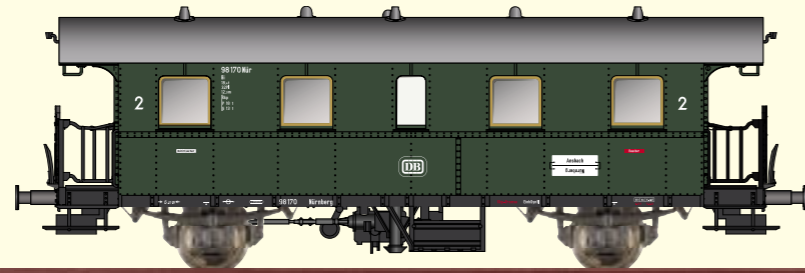
195°

Standard Passenger Coach Bi 24 DB ("Einheits-Nebenbahnwagen")

Road no. 98 170 Nür

In 1926 the Wegmann carriage factory delivered 5 2nd class coaches, Bi 24 type. They were used as additional carriages for electric railcars and then later on as normal passenger coaches. These luxurious coaches enhanced the secondary line coach range with modern 2nd class coaches. Some of these coaches were acquired by the DB where they remained in service until 1965.

DELIVERY DATE: 4TH QUARTER 2007



illustration

Order no. **45800**

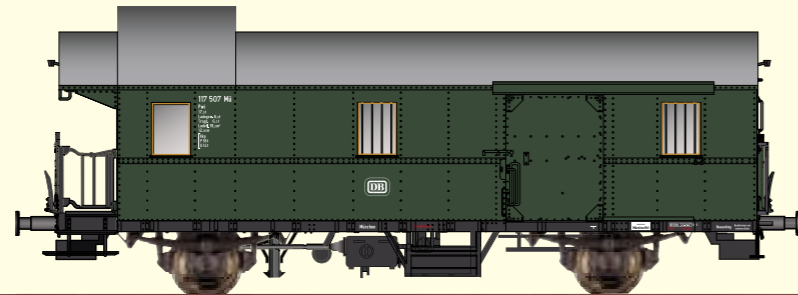


Standard Luggage Car Pwi 29a DB ("Einheits-Nebenbahnwagen")

Road no. 117 507 Mü

In order to expand its fleet of passenger coaches, the DRG acquired 7 baggage cars in 1929 for its secondary lines. They were the same size as passenger coaches but only had a platform on one side. Some of the baggage cars were also used as additional carriages for electric railcars. The baggage cars have remained the longest serving cars, and the last of the two DB cars was only removed from service in 1979.

DELIVERY DATE: 4TH QUARTER 2007



illustration

Order no. **45805**



Standard Cell Car Z 28 DB ("Einheits-Zellenwagen")

Road no. 10 017 Nür

Prisoners also used to be transported to and from prisons using the railway lines. The inside of the cars was fitted with lockable prisoner cells and compartments for accompanying personnel. They were in service as part of normal passenger trains and travelled in accordance with special timetables. The Deutsche Reichsbahn used the frame from secondary line unit cars for its cell cars. In accordance with the previous designs of 1921 and 1926, a mass production of the Z 28 was acquired after 1928. The cars had room for 10 double-seat and 2 four-seat compartments and even had space for four accompanying personnel. The design was further developed and delivered in varying series at a later stage being in service with the DB until 1962.

DELIVERY DATE: 4TH QUARTER 2007



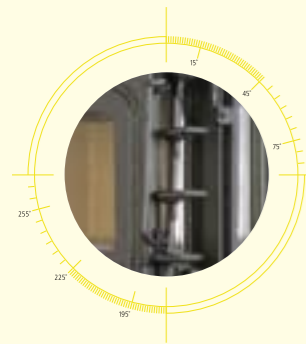
layout version

Order no. **45806**



Prussian-type express train coaches represented the majority of the Deutsche Reichsbahn car fleet, solely because of the number of cars used. Even though the DRG had more unit cars than Prussian express train coaches because of its car construction programmes in the early thirties, there still wasn't a single express train which was not accompanied by a former Prussian car. More than half of the 2nd class express train coaches which were acquired by the KPEV had an iron-type construction. The coaches, in accordance with the Be 462 designation, provided extremely comfortable and luxurious seating for a total of 42 passengers in their seven compartments. One of the first express train coaches to be mass-produced by the KPEV was the future AB 4ü pr 15. The roof ends of these coaches were clearly different to those which were delivered later on.

DELIVERY DATE: 2ND QUARTER 2007



Express Train Coach B4ü Pr 21 DRG

Road no. 15 463 Hannover



Order no. **45205**



Model: secondary suspension recognisable as double spring; bogie multi-part, thus: round secondary spring; to-scale side plate; integrated current pick-up; wheelsets in toe bearing; bellow replaceable pushed in or extended; multi-part braking system with brake callipers in wheel plane

Express Train Coach AB4ü Pr 15 DRG

Road no. 13 956 Hannover



Order no. **45206**



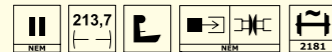
Model: secondary suspension recognisable as double spring; bogie multi-part, thus: round secondary spring; to-scale side plate; integrated current pick-up; wheelsets in toe bearing; bellow replaceable pushed in or extended; multi-part braking system with brake callipers in wheel plane

Luggage Car Pw4ü Pr 16 DRG

Road no. 107 912 Hannover



Order no. **45403**



Model: multi-part braking system with brake callipers in wheel plane; reproduction of internal mesh of windows; very finely detailed, three-dimensional bogie

Passenger Coach Cid 21 DRG

Road no. 80 074 Stuttgart



Order no. **45752**



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

Passenger Coach CPostid 21 DRG

Road no. 99 503 Stuttgart



Order no. **45753**



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

Passenger Coach C4i Wü 01 DRG

Road no. 34 117 Stuttgart



Order no. **45703**



From 1921 to 1923, the Reichsbahn acquired a total of 2,236 Di 21 type cars. No other passenger coach of the Reichsbahn was ever to reach this figure. A total of 22 carriage construction companies from the whole of the former German Republic were involved in the construction of these coaches. They weighed 18 t and could seat 66 passengers. When 4th class was abolished in 1928, the coaches were given the designation Cid 21.

DELIVERY DATE: 3RD QUARTER 2007

In 1930, the Reichsbahn repair workshop in Karlsruhe converted five coaches into semi-postal coaches. To do so, a postal room was installed in the larger of the two compartments and the door which faced the platform and other large compartment, was locked. The new type of coaches was named CPostid 22/30. The second digit indicated the approximate year of reconstruction. These CPostid 21 have proven very successful because a further 30 coaches were converted in 1934.

DELIVERY DATE: 3RD QUARTER 2007

The old K.W.St.E. American-style coaches proved to be extremely durable. After various rebuilds, some of them were even used in the passenger train service with the Deutsche Reichsbahn. This included the second youngest redesign with its small individual windows and central lavatory. These were still in service with the DRG on some of the branch lines of the Stuttgart district and some of them even clocked up 80 years of service. After that they were relegated to the construction train service and some of them even managed to reach the "Hundred year milestone".

DELIVERY DATE: 2ND QUARTER 2007

Passenger Coach AB SBB

Road no. 1428

When the SBB was founded in 1902, it took over the whole fleet from its predecessors. This included a number of two-axle passenger coaches such as these 1st and 2nd class coaches which originated from the former Swiss Central Railways SCB. During the First World War many passenger coaches had to be converted to freight cars. Some of the coaches survived this retrofit and were used without further alterations by the SBB in the passenger train service.



Order no. **45603**



DELIVERY DATE: 3RD QUARTER 2007

Passenger Coach DRG

Road no. 3947 Stuttgart

When 4th class was introduced in Württemberg in 1907, older coaches were relegated to this class. This also affected the few remaining compartment passenger coaches. In doing so, the once rather luxurious furnishings of 2nd class were removed and replaced by simple benches. Some of these coaches nevertheless made their way to the Deutsche Reichsbahn, where they were in service on branch lines until 4th class was abolished in 1928.



Order no. **45604**



DELIVERY DATE: 3RD QUARTER 2007

Passenger Coach C4 K.W.St.E.

Road no. C4 4621

The old American-style four-axle passenger coaches were always being converted and changed to meet the latest requirements. It was therefore often the case that a "retrofit" was more like a complete new rebuild. At the turn of the century, the last retrofit included large windows and lavatories. This made the coaches look quite modern and it was only the old bogies which gave away the actual age of these coaches to anyone with a professional eye. At the time of the retrofit this could amount to more than 50 years for some coaches.



Order no. **45704**



DELIVERY DATE: 2ND QUARTER 2007



Up until 1920 there were three postal services in Germany: the imperial (German) Postal Service, the Royal Württemberg Postal Service and the Royal Bavarian Postal Service. The old Württemberg post cars included 36 cars with a rather modern two-axle type design. They were built between 1898 and 1913 by ME. These were so-called "carry-all-post-cars", which not only carried letters but also parcels.

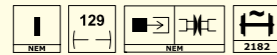
DELIVERY DATE: 2ND QUARTER 2007

Postal Car, Royal Württemberg Postal Serv

Road no. P. 142



Order no. **45001**



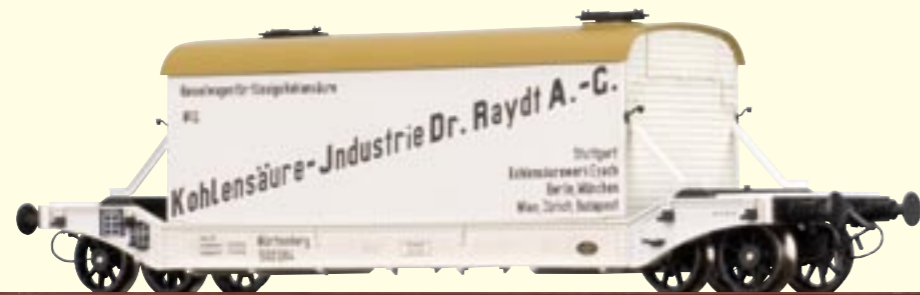
Model: multi-part brake system with brake clips at wheel level; true-to-scale side frames; extra post box; metal handles and steps; finest replica of skylights and ventilators; tip bearing wheelsets

Senior teacher Dr. W. Raydt had developed a process to liquefy carbon dioxide. As a result, the "Kohlensäure Industrie Dr. Raydt" was founded in 1881 which operated throughout the whole of Germany producing and selling carbon dioxide. In Royal Württemberg and Hohenzollern, carbon dioxide was conveyed and exported near Eyach.

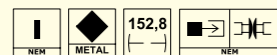
DELIVERY DATE: 3RD QUARTER 2007

Flat Car Carbon Dioxide "Dr. Raydt" K.W.St.E.

Road no. 502 084 P



Order no. **47905**



The Imperial and Royal privileged State Railway, or St.E.G. for short, which was founded in 1855, acquired a large number of boxcars with a brakeman's platform and two ventilation openings on each side. They were not only put into service on the St.E.G. network and on all Austrian lines, but they even made it as far as neighbouring countries.

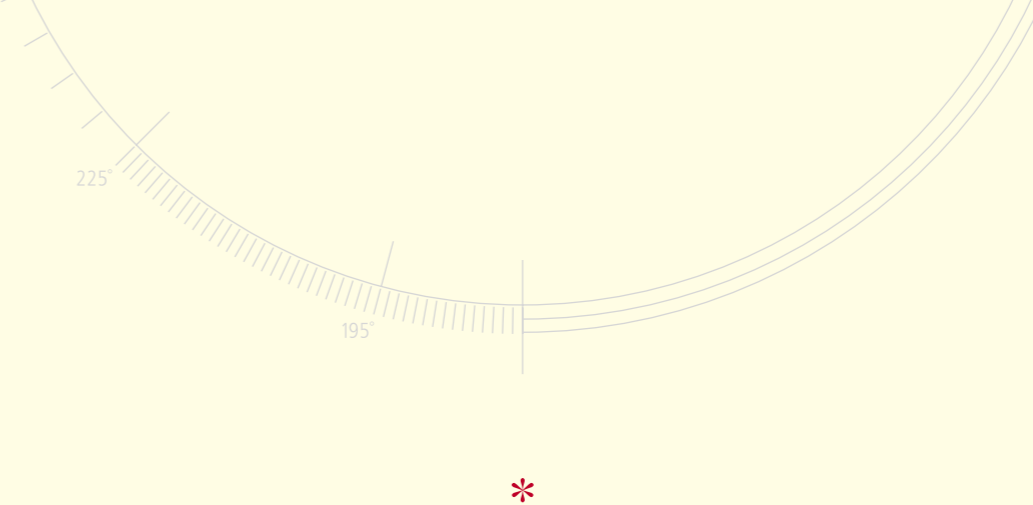
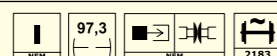
DELIVERY DATE: 3RD QUARTER 2007

Covered Freight Car G St.E.G.

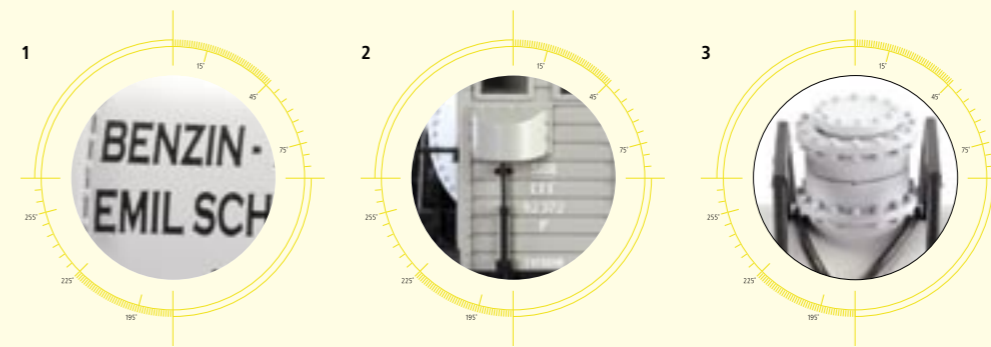
Road no. 8759



Order no. **47711**



A FORMER SWISS EXPORT HIT
WILL SOON BE BACK IN SERVICE FROM REMSHALDEN



- 1_ precise printing
- 2_finetest metal spoke wheels
- 3_free-standing lanterns

Tank Car "Emil Scheller" SBB

Road no. 92 372 P

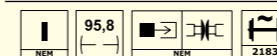
Emil Scheller, aged only 23, founded a company in 1877 which would be able to trade chemicals. Later, the business was expanded to include the trading of crude oil products. For this reason, a "petrol cellar" was built in 1912 in Dietikon which would be able to

hold 400,000 litres, which in those days was phenomenal. In order to transport the petrol, Scheller acquired tank wagons which were put into service with the SBB and which then travelled throughout Europe.

DELIVERY DATE: 3RD QUARTER 2007



Order no. **47803**



Model: applied grab rails and steps in low material thickness; wheelsets in toe bearing;



FIVE ATTRACTIVE FREIGHT CARS
FOR GENUINE BAVARIAN FANS

All five novelties shown below are models of the K.Bay.Sts.E.B., from era I and should therefore go perfectly with the steam locomotive G 4/5 H and electric locomotive EG1 by the same railway company.

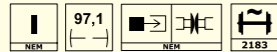


Covered Freight Car G K.Bay.Sts.E.B.

Road no. Regensburg 34 160 G



Order no. 48002



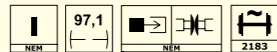
Model: applied grab rails and steps in low material thickness; wheelsets in toe bearing;

Covered Freight Car G K.Bay.Sts.E.B.

Road no. Regensburg 33 824 G



Order no. 48004



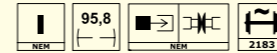
Model: applied grab rails and steps in low material thickness; wheelsets in toe bearing;

Tank Car "Heufeld" K.Bay.Sts.E.B.

Road no. 502 504



Order no. 47804



Model: applied grab rails and steps in low material thickness; wheelsets in toe bearing;

Justus von Liebig, the famous German Chemist was a co-founder of the "Bayerische Actiengesellschaft für Chemie und landwirtschaftlich chemische Produkte" (Bavarian joint stock company for chemistry and agricultural chemical products), BAG for short. Its main factory was founded in 1857 in Heufeld in Upper Bavaria. In order to transport chemicals, BAG needed a large number of tank wagons, which were in service as passenger coaches with the Königlich Bayerische Staats-Eisenbahnen. Some of these coaches were also used to transport sulphuric acid.

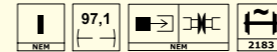
DELIVERY DATE: 1ST QUARTER 2007

Flat Car X K.Bay.Sts.E.B.

Road no. Würzburg 82575 X



Order no. 48003



Model: metal chassis; applied grab rails and steps in low material thickness; wheelsets in toe bearing

Due to the shortage of newer vehicles of this kind, the K.Bay.Sts.E.B. had to continue to use the old low side cars of 1889. Always well maintained and painted red-brown, they were used to transport the railway's own rails, ballasts and other track materials.

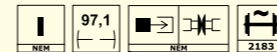
DELIVERY DATE: 3RD QUARTER 2007

Flat Car "Augsburg" K.Bay.Sts.E.B.

Road no. 82574 X



Order no. 48005



Model: metal chassis; applied grab rails and steps in low material thickness; wheelsets in toe bearing

According to sheet 390 of the rolling stock index, the Königlich Bayerische Staats-Eisenbahnen received a series of 190 flat cars between 1889 and 1891. The cars all had a handbrake with brakeman's cab and a symmetrical undercarriage. They had a load carrying capacity of 10.5 t and were classified as working cars with the classification X. The railway administration used them primarily to transport tracks, ballasts and other track materials.

DELIVERY DATE: 1ST QUARTER 2007

Freight Car J. K.W.St.E.

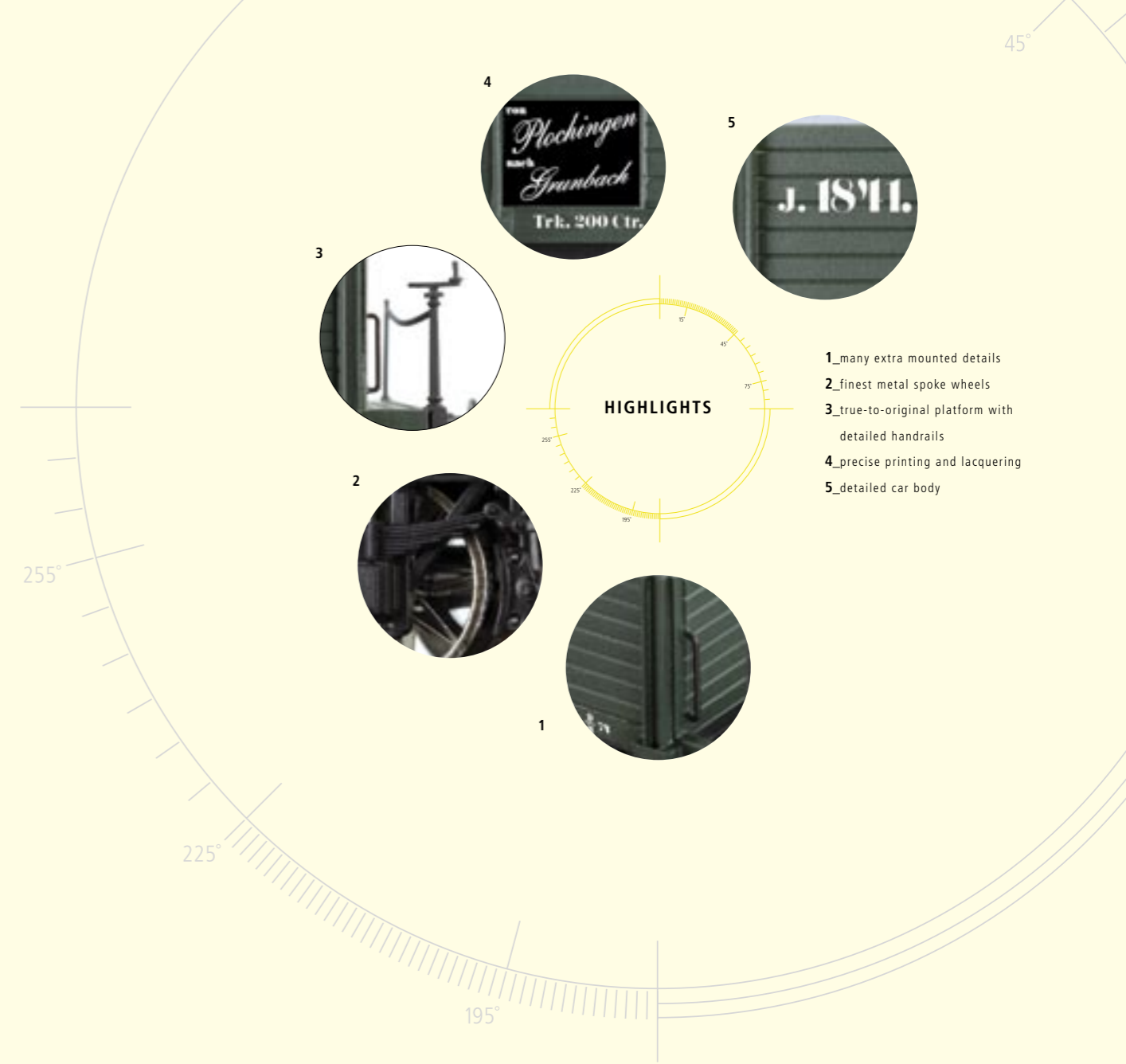
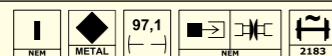
Road no. J.1841.

It was only for a very short time that the Königlich Württembergische Staats-Eisenbahnen (K.W.St.E.) acquired four-axle freight cars replicating the American model. Very soon they switched to the standard European two-axle cars. Open freight cars with a 3.6 m wheelbase and a loading capacity of 200 metric hundredweight were acquired from 1862 onwards. These cars became the standard cars of the K.W.St.E. for quite some time. The dimensions of the frame corresponded to the dimensions of the boxcars which were being used at those times, even both platforms had been kept. They were still being used in Württemberg even after the introduction of couplings

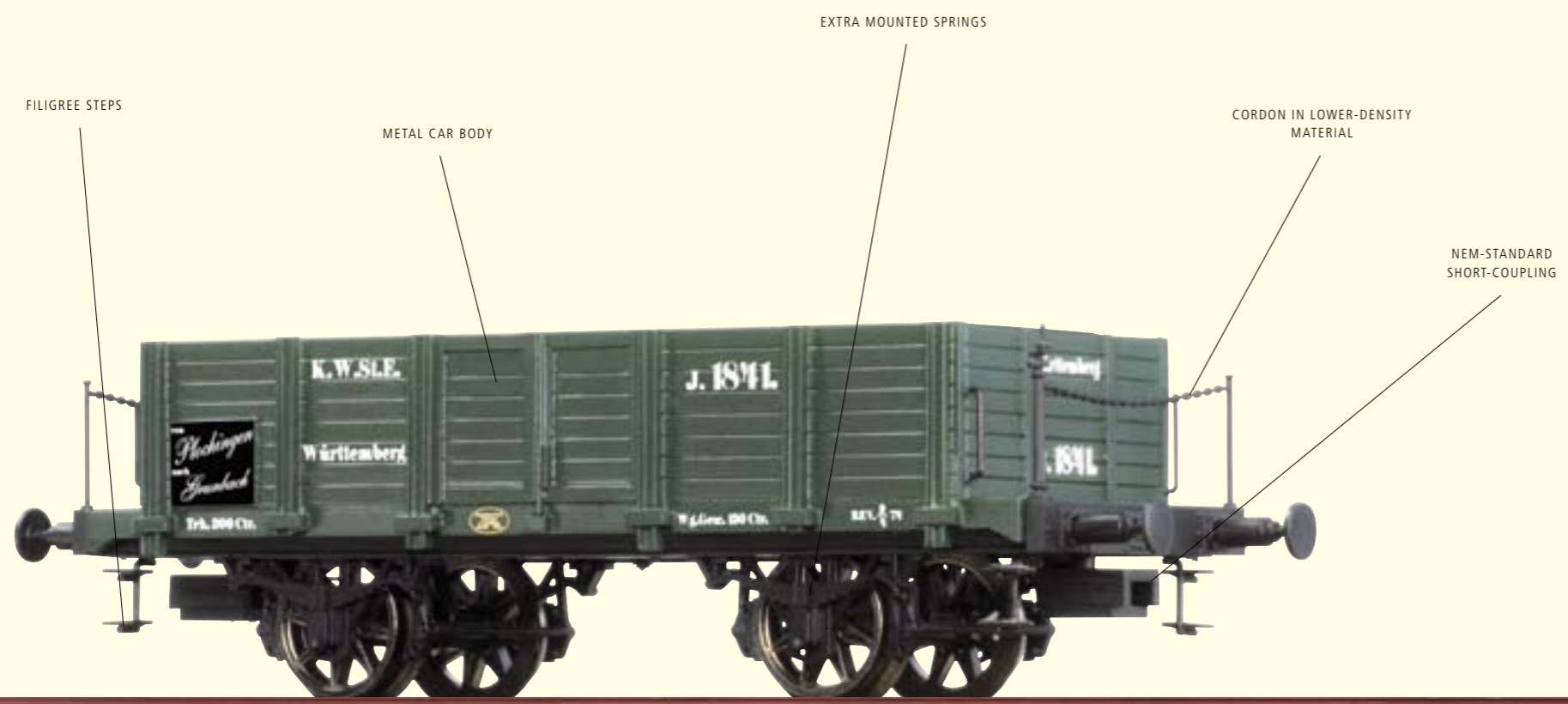
with side buffers. They were manufactured by the machine factory in Esslingen, MAN and the iron foundry in Wasseraffingen. The exact number of cars to have been built can no longer be determined, but 125 cars were still available in 1889. At that time, many of the cars had already been converted to N-type gravel hoppers or J-type latrine cars. In the period following, these cars continued to be converted so that none of these cars were actually available in their original form in 1911.

DELIVERY DATE: 3RD QUARTER 2007

Order no. **47708**



- 1_many extra mounted details
- 2_finetest metal spoke wheels
- 3_true-to-original platform with detailed handrails
- 4_precise printing and lacquering
- 5_detailed car body



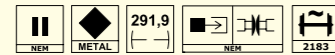
layout version

Latrine Car DRG, set of 3

Road no. 715 003, 715 004, 715 005

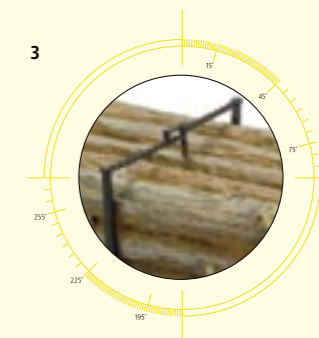
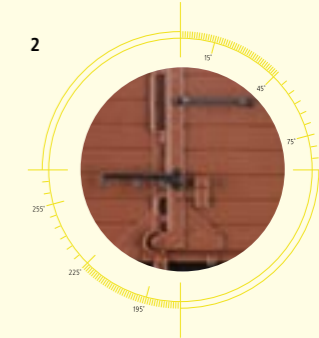
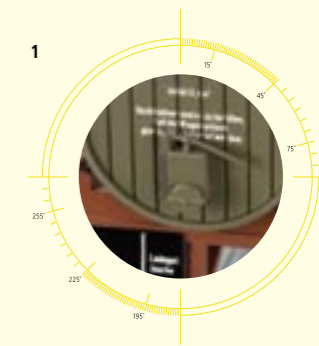


Order no. **47709**



Latrine cars were used as means to dispose of waste in major cities. The cesspools were emptied by the city's sanitation authorities or private organisations and transported to transshipment yards using horse and carts. The Deutsche Reichsbahn continued to use the old K.W.St.E. latrine cars for some time until the sewerage of large Württemberg cities made most of the cars redundant. The few remaining cars with its 3 characteristic wooden barrels were then replaced by new cars with steel tanks.

DELIVERY DATE: 3RD QUARTER 2007

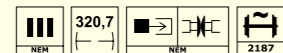


Covered Freight Car G10 DB, set of 3

Road no. 133 602, 135 782, 129 325



Order no. **48205**



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 fifties, the Deutsche Bundesbahn still had nearly 40,000 federation construction type boxcars as part of its fleet. In those days it was the most common and important boxcar of the DB. From 1951 onwards they were given a new designation, the G 10. There wasn't a freight train which was not associated to several of these cars. They remained unchanged and continued to be used for several more years to transport moisture-sensitive goods, before they were modernised by several different conversion programmes.

AVAILABLE

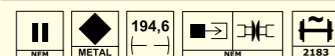
- 1 true-to-scale plug valve (order no. 47709)
- 2 many extra mounted and free-standing parts (order no. 48205)
- 3 true-to-scale cargo (order no. 47710)

Pair of Log Cars DRG

Road no. Regensburg 371, Regensburg 374



Order no. **47710**



Model: suitable for G 4/5 H; metal chassis; consisting of two individual carriages; close coupling between the two carriages

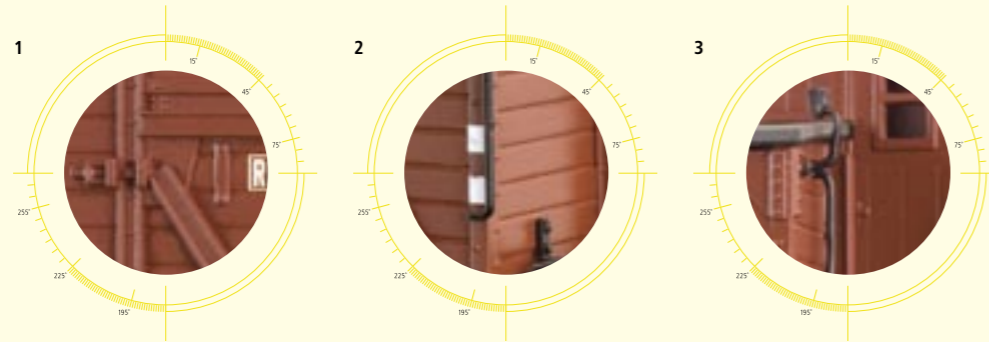
The Deutsche Reichsbahn took over a number of log cars or swivelling bolster cars from the regional railways. They were all allocated to the "Regensburg" region. Since the next generation was only produced in insignificant quantities, the DRG had to continue to rely on the old swivelling bolster cars for a long time. There were detailed regulations which had to be adhered to when using log cars, which is why the log car pairs were only allowed to be coupled to the end of the train. The number of swivelling bolster car pairs was also limited depending on the route they took and the type of train.

DELIVERY DATE: 3RD QUARTER 2007



DETAILED UP TO THE ROOF –
OUR NEW COVERED FREIGHT CARS

- 1_true to original cross-struts
- 2_many extra mounted details
- 3_true to original steps at brakeman's cab



Covered Freight Car G10 DB

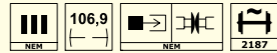
Road no. 142 537

There was also a federation boxcar construction type A2 which was a restrained version. At the time of construction (1911) this meant the installation of a handbrake which was operated by accompanying brakemen in the cars as soon as they heard the blast of the whistle from the locomotive. The cars therefore had a raised brakeman's cab which would give the brakemen some protection from the weather. It wasn't heated though.

A large proportion of the approximate 130,000 cars were built according to this design. It was only later on that a pneumatic brake was installed in the cars. Even though many of the brakeman's cabs were converted or removed from many cars, some of them continued to operate with the original large brakeman's cab until their last days of service.

DELIVERY DATE: 3RD QUARTER 2007

Order no. 48203



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



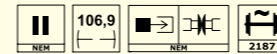
layout version

Covered Freight Car G DRG

Road no. München 30 823



Order no. 48206



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

The Deutsche Reichsbahn Company (DRG) took over 110 203 federation construction type A2 boxcars from the regional railways. Additional cars from this tried and tested type were built until the end of the twenties so that in 1934 the DRG finally had 121 770 of these cars in its fleet. Due to the large quantity of cars, the DRG had to allocate them to two regions: "Kassel" and "Munich".

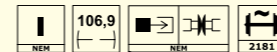
AVAILABLE

Covered Freight Car Gm K.W.St.E.

Road no. 29 953



Order no. 48207



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

The Königlich Württembergische Staats-Eisenbahnen received a total of 1813 of these boxcars between 1907 and 1911. These cars were built by car construction plants throughout the whole of Germany. There were different models of the frame, none of which had a brake. The dimensions and carrying capacity did correspond to later state railway federation cars. Prior to 1910, they were painted pine-green the same as all Württemberg freight cars.

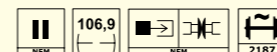
AVAILABLE

Covered Freight Car Gu DRG

Road no. Hannover 1504



Order no. 48208



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

From 1893 onwards, the Königlich Sächsische Staats-Eisenbahnen (Royal Saxon State Railways) received boxcars with a 4.5 m long wheelbase, a length over buffer of 9.3 m for brakeless cars and a surface area of approximately 21 square metres. Typical Saxon construction features included the cross-struts and 4 ventilation openings on each side. The last cars to be delivered had a chassis which already resembled that of the later federation car construction type. Many of these cars of this construction type came to the DRG where they were classified in the "Hannover" class district.

AVAILABLE

Luggage Car Pwgi Pr 99 DRG

Road no. 126 941 Oppeln

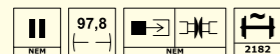
In the past, every freight train basically had to be accompanied by a baggage car. The guard was housed in the baggage car and was in charge of all freight train personnel such as the conductor, brakeman and assistant brakeman. In addition to the guard in his raised cab, the baggage car also housed the conductor and the tools which were stored by the brakemen who were scattered throughout the train. In addition to the baggage room and raised cab where the guard resided, it also had a number of seats and lockers to offer. There was a stove too which not only provided heating, but was also used by the personnel to prepare warm drinks and meals when they were working long hours.

There was originally no unique model for freight train baggage cars, newer cars were simply used for the passenger train service and older cars for the freight train service. As a result of the revised standards of 1883 for freight train baggage cars, the Königlich Preußische Eisenbahn-Verwaltung (Royal Prussian Railway Administration) KPEV introduced a unique model with pattern

design. The Prussian baggage cars for passenger and freight railway services were constructed in the same way, with a raised service compartment at one end which could be accessed from an open end platform. Lavatory and duty room were added to this. The freight train baggage cars had an axle base of 4.0 m which was only slightly shorter than that of their counterparts. The axle base increased with time to 4.70 m. The open platform was replaced from 1899 onwards by a front part with doors on both sides. Both versions, whether with open platform or covered front part, were the basis upon which a large number of cars were produced in various variants, with the most modern designs being replicated right up to the period of the Reichsbahn. Due to the number of cars, the Prussian freight train baggage cars dominated the wagon stock until the end of the steam locomotive era when even the freight train baggage cars became superfluous.

DELIVERY DATE: 4TH QUARTER 2007

Order no. **48350**



EXTRA MOUNTED VENTILATOR AND CHIMNEY

IN-PLANE WINDOWS

PREPARED FOR INTERIOR LIGHTING

FINEST METAL SPOKE WHEELS

OPEN WORK ROOF STILTS

NEM-STANDARD SHORT-COUPLING



HIGHLIGHTS

- 1_multi-part platform rails
- 2_fine engravings, extra mounted steps
- 3_many extra mounted parts
- 4_true-to-scale window grills
- 5_precise printing and lacquering

255°

225°

195°

Covered Freight Car Gags DR

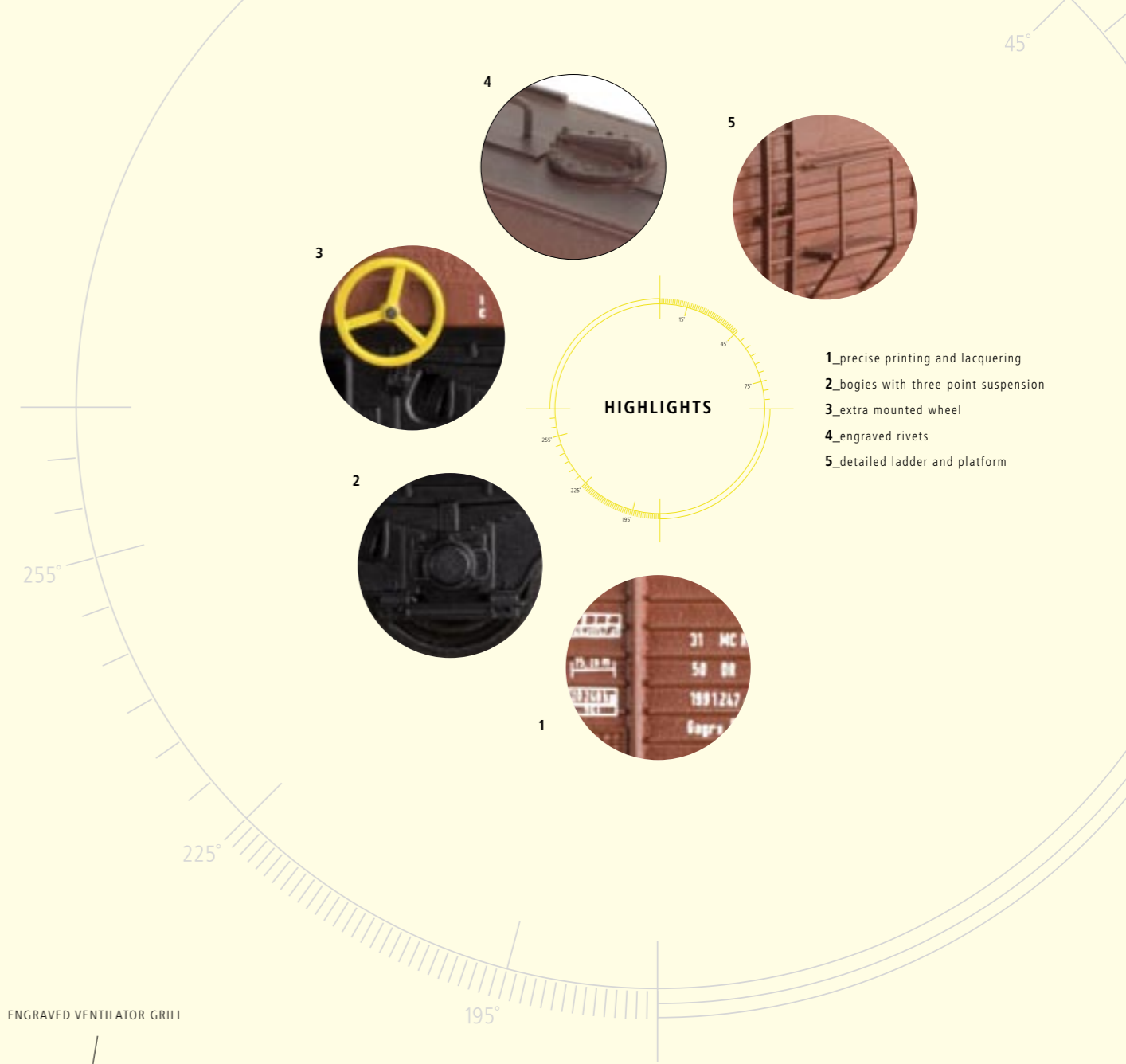
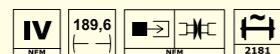
Road no. 31-50-100 1247-8

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 GGhrs 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: 4TH QUARTER 2007

Order no. **48380**



- 1_precise printing and lacquering
- 2_bogies with three-point suspension
- 3_extra mounted wheel
- 4_engraved rivets
- 5_detailed ladder and platform

STEPS IN LOWER-DENSITY MATERIAL

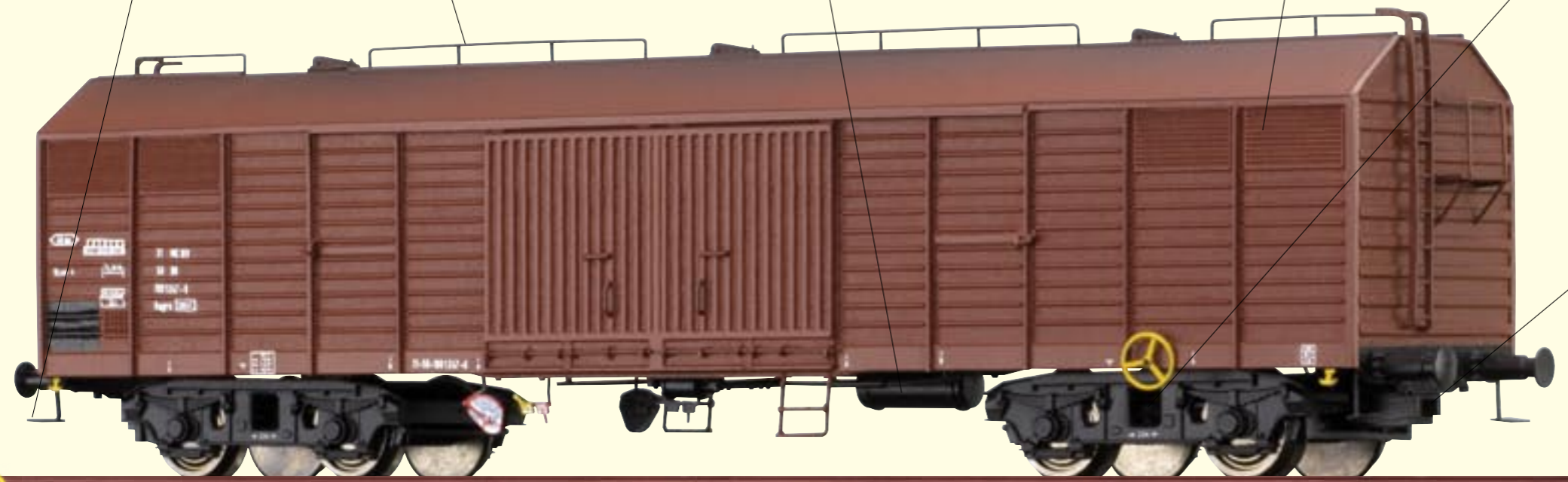
TRUE-TO-ORIGINAL ROOF FITTING WITH MANY EXTRA MOUNTED PARTS

EXTRA MOUNTED BRAKE SYSTEM

ENGRAVED VENTILATOR GRILL

BOGIE WITH THREE-POINT SUSPENSION

NEM-STANDARD SHORT-COUPLING



layout version

Originally designed for military purposes, the six-axle heavy duty flat cars were primarily used for "civil" purposes. They could transport heavy individual loads such as vehicles or machine components as well as steelwork products. This is how most of the large pipes from the VEB Industrie- und Kraftwerksrohrleitungen in Bitterfeld were transported.

DELIVERY DATE: 3RD QUARTER 2007

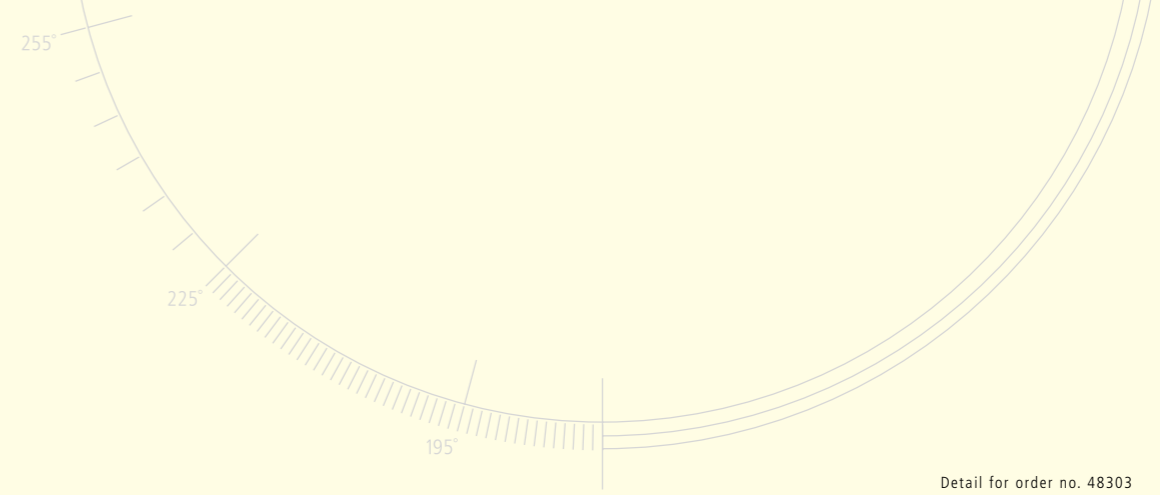
Heavy Duty Flat Car Samm DR, with pipe load

Road no. 31 50 481 8 193-9



Order no. **47002**

IV	182,7			
NEH		NEH	NEH	2181



Detail for order no. 48303
1_precise printing and lacquering
2_extra mounted door handle
3_many extra mounted parts

Today the Ahaus Altstätter Eisenbahn AAE is the market leader for the hiring of standard freight cars. Customers can choose from a fleet of 20,000 freight cars. One of its major areas of concentration is the hiring of cars for container traffic. This is why AAE has the "megafret" 8-axle double cars as part of its stock. They can load various combinations up to four 20-foot containers. The cars are in service on all European railways, including the UK. AVAILABLE

Container Car "megafret" AAE

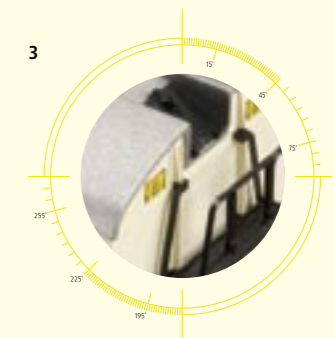
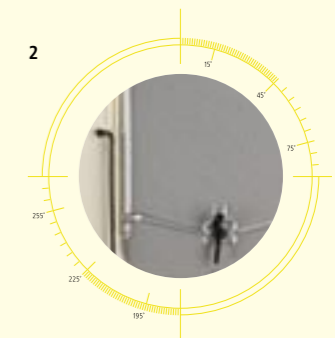
Road no. 490 9 514-4



Order no. **48101**

V		418,8		
NEH	METAL		NEH	

Model: frame in die-cast zinc; cars can be used without container; true-to-original connecting drawbar; brake pipes assembled with steel profiles; intricate printing – also in the container recesses; extra hand wheel



From the end of the fifties onwards, the UIC Standard 1 (St. 1) refrigerator car was purchased by nearly every European railway. The aluminium doors and modified ventilation change-over of the Swiss St1 cars distinguished them from the conventional design. In Switzerland, industrial manufacturers also have cars like these, such as Bell AG in Basel. These cars were used to transport meat specialities from Basel to the rest of Switzerland and to neighbouring countries. DELIVERY DATE: 2ND QUARTER 2007

Refrigerator Car SBB, set of 3

Road no. 553 079 P, 70 264, 70 252



Order no. **48303**

IV	405			
NEH		NEH	NEH	2181

In 1935 it was proven that it was possible to produce petrol from coal. A year later Rheinpreußen GmbH started to found the coal mine of the same name in Meerbeck and produce synthetic petrol. This petrol was then sold by a network of petrol stations. On the 4th October 1936, the first tank wagon was loaded with synthetic Rheinpreußen petrol. Rheinpreußen petrol could be purchased until 1959.

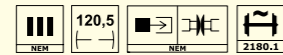
DELIVERY DATE: 2ND QUARTER 2007

Tank Car "Rheinpreußen" DB

Road no. 541 409 P



Order no. **47042**



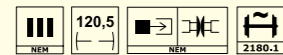
Model: applied grab rails and steps in low material thickness; hinged sidewalls; authentically reproduced chassis

Tank Car "Minol" DR

Road no. 51-72-04 P



Order no. **47043**



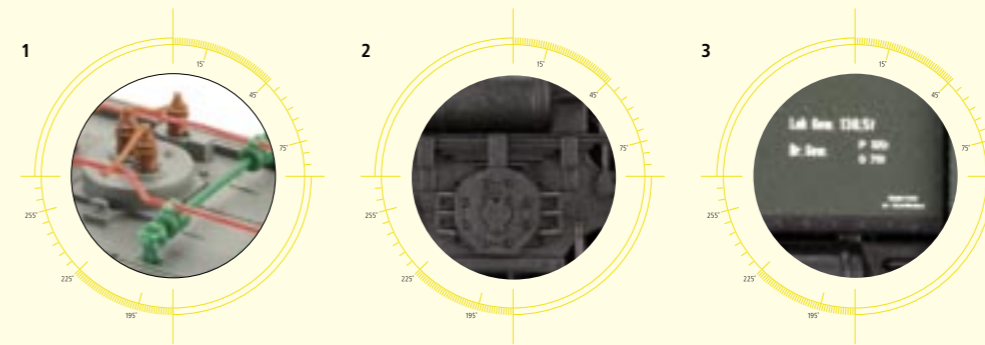
Model: applied grab rails and steps in low material thickness; hinged sidewalls; authentically reproduced chassis

The marketing name Minol was invented in 1949. VEB Kombinat Minol was founded on 1st January 1956. Minol supplied the GDR with fuel and oil products. A large proportion of oil products was transported by rail. Minol was able to do this due to the large number of tank wagons which it had in stock.

DELIVERY DATE: 2ND QUARTER 2007



THE TT HULK IS BACK AS A DR VERSION



- 1_true-to-original roof fittings
- 2_bogies many extra details
- 3_precise printing

Electric Locomotive E 95 D

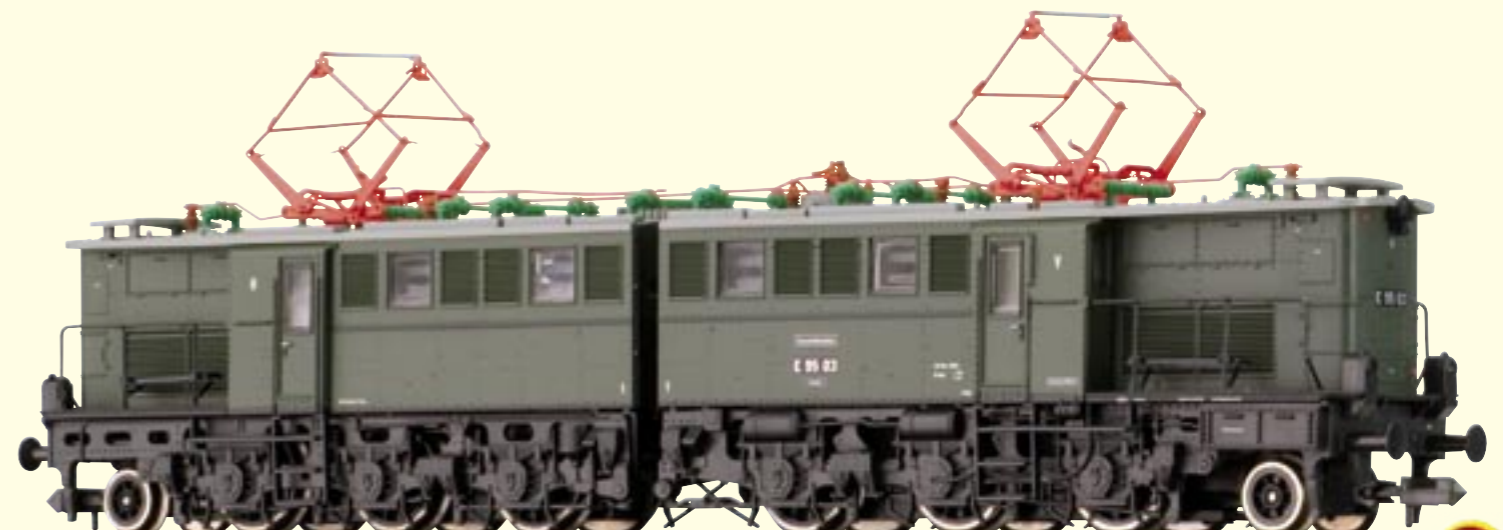
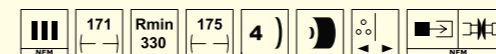
Road no. E 95 03

When the GDR was allowed to buy back the electric locomotives in 1952 which had been seized by the USSR, this also included all six E 95 electric locomotives. The E 95 01 to E 95 03 were restored to working order again whilst the rest of them were used for spare parts. The locomotives which had been restored to working order

remained in the freight train service for many years. The E 95 01 and 02 were only taken out of service in 1969, followed by the E 95 03 in 1970. Whilst the first two locomotives were scrapped, the E 95 03 became a museum piece.

DELIVERY DATE: 4TH QUARTER 2007

Order no. **53000**



Railcar Talent BR 643.2 DB, 2-unit

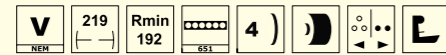
Road no. 643 713-1, 643 213-2

The Euregiobahn includes the partners Aachener Verkehrsverbund, DB Regionalbahn Rheinland and Euregio Verkehrsschienenetz. Together they operate the rail traffic in the Aachen region. They have chosen the Talent which is built in Aachen as their traction vehicle. In addition to four Talents in the 644 series, it will be the 26 Talent 643.2 2-unit diesel railcars which have been ordered, which will carry the main load of the traffic.

DELIVERY DATE: 4TH QUARTER 2007



Order no. 64001



Diesel Locomotive BR 232 DB

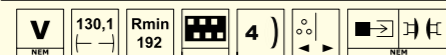
Road no. 234 304-4

After the German reunification, the first 232 series locomotive was painted in various shades of blue. These colours had never been used before by DB on locomotives. However, it was only this locomotive which was painted blue. As a result, the 234 304-7 is the 'blue Mauritius' of the Deutsche Bahn AG's locomotive fleet.

DELIVERY DATE: 2ND QUARTER 2007



Order no. 61002



Diesel Locomotive BR 132 DR

Road no. 132 454-0

The universal 132 series locomotives were built from 1973 onwards and, due to the fact that they were equipped with heating systems, they could also be used for passenger services. Their maximum speed of 120 km/h was initially adequate for this purpose.

DELIVERY DATE: 2ND QUARTER 2007



Order no. 61003



Diesel Locomotive V 100 DR

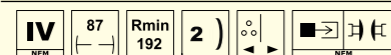
Road no. 110 006-4

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 fishbellied way. The machines were supplied in this way until the V 100 043.

DELIVERY DATE: 3RD QUARTER 2007



Order no. 61102



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

Diesel Locomotive V 100 DB

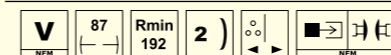
Road no. 298 301-3

Former DR locomotives were painted in the DB colours after the German reunification. Following the merge of the two German railway companies, a number of former DR locomotives were painted in the DB colours of the day. The 202 535 of the local freight railway transport service in Görlitz was also painted orient red with light grey contrast surfaces.

DELIVERY DATE: 2ND QUARTER 2007



Order no. 61103



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

The Königlich Württembergische Staats-Eisenbahnen (K.W.St.E.) purchased its first American-style four-axle coaches. In order to also be able to provide 2nd class in short trains, they also bought a combination of 2nd and 3rd class coaches. These coaches each had 14 little windows. The coaches remained in service for a very long time. They were gradually fitted with gas lamps, hydraulic brakes and a lavatory at the Cannstatt coach workshop.

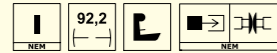
DELIVERY DATE: 3RD QUARTER 2007

Passenger Coach BCCi K.W.St.E.

Road no. BC 39



Order no. 65020



In 1899, a conversion programme was initiated in which some of the old American coaches were fitted with new bodies and modern double windows. In time for the timetable change in May 1907, southern Germany introduced the 4th class on their trains after being pressurised to do so by Prussia. Since there were no 4th class coaches in Württemberg, older 3rd class coaches were simply renamed. This also affected the coaches being converted in 1899. They were painted in grey which was typical of fourth class coaches.

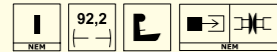
DELIVERY DATE: 3RD QUARTER 2007

Passenger Coach C4 K.W.St.E.

Road no. C4 72



Order no. 65021



Analogue to passenger coaches, the Königlich Württembergische Staats-Eisenbahnen also purchased 64 large four-axle luggage cars. Unlike passenger coaches, all luggage cars were built at the machine factory in Esslingen. These cars had unusually large loading doors. They also had an additional dog compartment underneath the floor. The luggage cars were constantly being modernised and were in service for a very long time. They completed their time of service on the Württemberg branch lines.

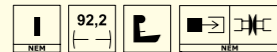
DELIVERY DATE: 3RD QUARTER 2007

Luggage Car GEP K.W.St.E.

Road no. GEP 13



Order no. 65022

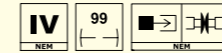


Heavy Duty Flat Car Samm DR, with pipe load

Road no. 31 50 481 8 193-9



Order no. 67002



Model: inc. freight; specially applied grab rails and steps in low material thickness

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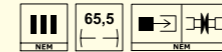
DELIVERY DATE: 3RD QUARTER 2007

Tank Car "Rheinpreußen" DB

Road no. 541 409 P



Order no. 67050



In 1935 it was proven that it was possible to produce petrol from coal. A year later Rheinpreußen GmbH started to found the coal mine of the same name in Meerbeck and produce synthetic petrol. This petrol was then sold by a network of petrol stations. On the 4th October 1936, the first tank wagon was loaded with synthetic Rheinpreußen petrol. Rheinpreußen petrol could be purchased until 1959.

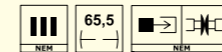
DELIVERY DATE: 3RD QUARTER 2007

Tank Car „Minol“ DR

Road no. 51-72-04 P



Order no. 67051

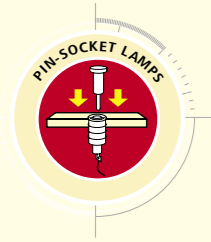


The marketing name Minol was invented in 1949. VEB Kombinat Minol was founded on 1st January 1956. Minol supplied the GDR with fuel and oil products. A large proportion of oil products was transported by rail. Minol was able to do this due to the large number of tank wagons which it had in stock.

DELIVERY DATE: 3RD QUARTER 2007

*

LIGHTS FOR THE SYSTEM
PIN-SOCKET LIGHTS WITH NEW LED-TECHNOLOGY



The new lights are fitted with LEDs. They demonstrate the clear white light of their original models, have a virtually unlimited lifespan and can withstand vibrations. The new LED technology is gradually being used by all new and newly produced lights.



LED

Order no. **5833**

Gas Light Baden-Baden, set of 2
Height 50 mm

LED

Order no. **5834**

Gas Light, set of 2
Height 50 mm

LED

Order no. **5803**

Rectangular-Head Light, set of 2
Height 115 mm

LED

Order no. **4021**

Gas Light Baden-Baden
Height 40 mm

LED

Order no. **4022**

Park Latern
Height 38 mm

LED

Order no. **4002**

Platform Light
Height 65 mm



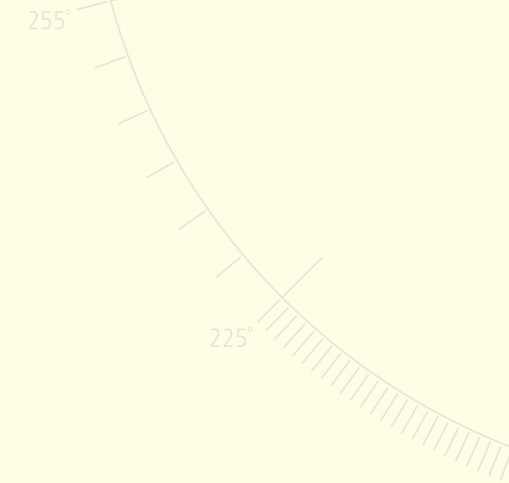
Order no. **3099**

Connection-Set
1 cable ring (10 m) brown and yellow
6 plugs brown and yellow



Order no. **3415**

Plastic bulb holders
14-19 V/50 mA
white socket, with cable
6 pieces packed in blister



The symbols and their meaning

	Era designation		21-pole interface		The model has a coupler pocket and short coupling cinematic
	Direct current		Number of wheels with friction tyres		The model has spring buffers
	Alternating current		Locomotive has a smoke generator		Replacement wheel set for AC (e.g. BRAWA product code 2180)
	Alternating current with digital decoder		Locomotive is prepared for the installation of a smoke generator (e.g. Seuthe No. 20)		AC pick-up can be retrofitted (e.g. BRAWA product code 2220)
	Alternating current DIGITAL PREMIUM		Locomotive has flywheel drive		Integrated locomotive sound
	Direct current DIGITAL PREMIUM		Double headlights alternating with the direction of travel		Prepared for locomotive sound
	65,5 Length over buffer in mm		Double headlights and one red taillight alternating with the direction of travel		Integrated locomotive sound with two sound modules and speakers
	Rmin 360 Navigable minimum radius in mm		Triple headlights alternating with the direction of travel		Vehicle predominantly in metal
	Can be switched over to overhead line operation		Triple headlights and two red taillights alternating with the direction of travel		
	NEM 651 interface		With interior lighting		
	NEM 652 interface		Interior lighting can be retrofitted (e.g. BRAWA product code 2200)		
	4-pole interface for BRAWA decoder, product code 9751		With interior fittings		
	Interface with soldering points		The model has a coupler pocket but no short coupling cinematic		

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LIEBE ZUM DETAIL



ONE HIGHLIGHT OF OUR 70 NOVELTIES:
STEAM LOCOMOTIVE 57.4 DRG, GAUGE H0



BRAWA Artur Braun Modellspielwarenfabrik GmbH + Co. · Postfach/Post box 1274 · D-73625 Remshalden
Hotline: Monday – Thursday: 1.00 p.m. to 3.00 p.m. +49 7151 97935-68
Fax +49 7151 74662 · Info@brawa.de · www.brawa.de

