2012

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NEW ITEMS 2012

LOCOMOTIVES AND WAGONS IN GAUGE 0, H0 AND N

BRAWA

A PASSION FOR DETAIL

GLEICH- UND WECHSELSTROM · DIRECT AND ALTERNATING CURRENT

SHORTENS THE WAITING PERIOD: THE NEWS EXPRESS

Holding a new locomotive or a new wagon in your hands and putting it on your own tracks is ranking among the most exciting moments of a model-railway fan. In order to inform you even faster on novelties and to shorten the waiting time, The News Express will be published up to three times a year in the future. It will also introduce models that you won't find in the new items brochure and these models will be available at short notice. So look forward to The News Express! It will be available at trade fairs and in specialised trade shops, and will be sent out by mail or e-mail.

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HO

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Hotline: Monday – Thursday, 13.00 – 15.00 Cet. +49 7151 97935-68

HAPPY ANTICIPATION IN THREE GAUGES – SUSTAINABILITY FOR THREE GENERATIONS

Welcome to the 2012 new items catalogue. It presents new models in three gauges, including many exciting new designs, four alone in gauge 0. By the way: The last year's great novelty – gauge 0 – has gone down very well with the model railroad friends; of course we have new models in the pipeline again in 2012. However, no matter which gauge your heart is set on – all BRAWA models create enthusiasm due to their precise scale and a level of detail that is unparalleled with series production models. It's no accident. Our brand promise „Love of Detail" and its fulfilment with each new model is backed by the passionate and sustainable way of thinking and acting of a family-owned enterprise in the third generation. New things are continuously created on the basis of a corporate culture that is aware of values. As part of the Braun group, BRAWA additionally benefits from the know-how and innovative power of the cable specialists Braunkabel and Eagle Cable and the HiFi specialist in-akustik.

BRAWA LIEBE ZUM DETAIL

BRAUNKABEL Verbindung aus Leidenschaft

inakustik KABEL | LAUTSPRECHER | MUSIK

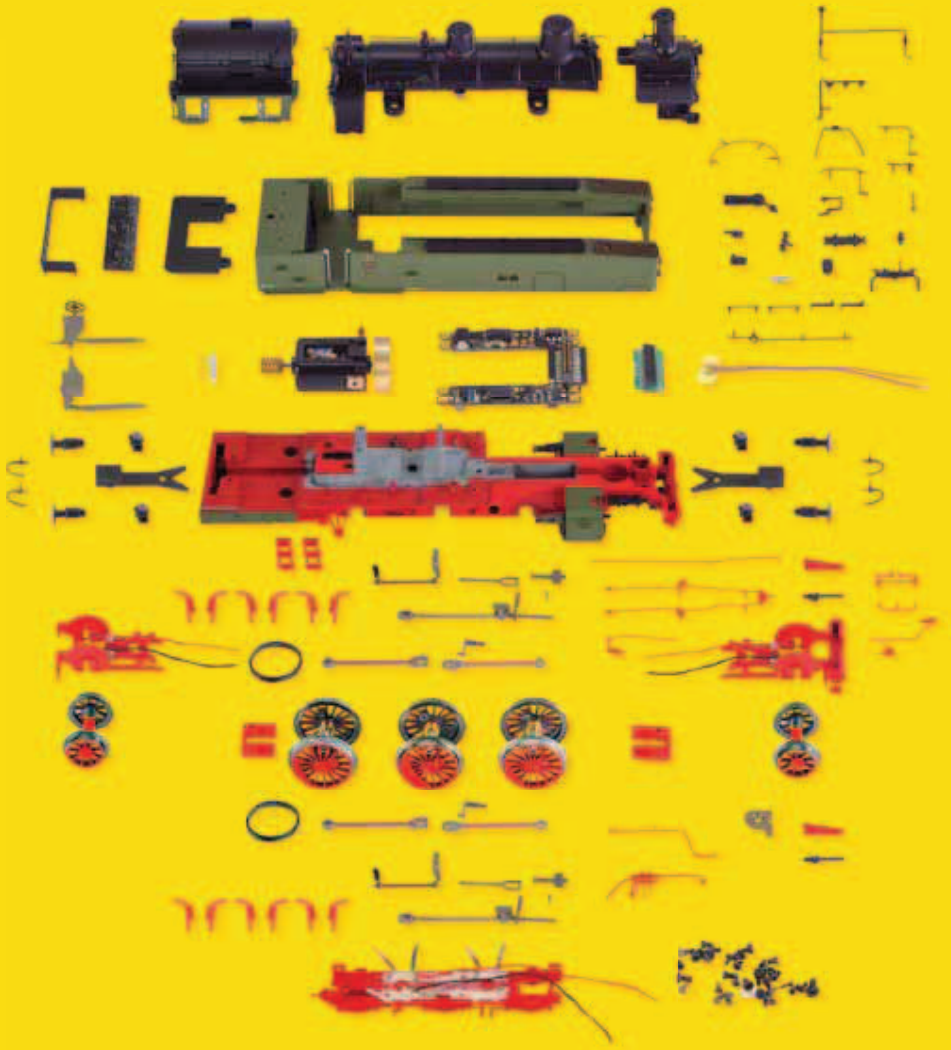
EAGLE CABLE

ORIGINAL TREUE

A FASCINATING NUMBER OF INDIVIDUAL PARTS

Trueness to the original is not for nothing. It is the sum of a multitude of individual parts that are exactly true to scale and detailed with loving care. From supporting members made by zinc die casting over metal spoke wheels to handrails, door handles, tubes, steps or multi-piece lanterns modelled on the originals – the photo of an exploded view shows at first sight how much love of detail is in our models. For example in the T5 1203 steam locomotive of the K.W.St.E. It consists of about 350 components for which 43 injection casting and pressure casting tools and 6 punching tools as well as 10 painting templates and 20 printing plates were made.

This variety of components applies to all of our locomotives. For trueness to the original is the sum of a multitude of individual parts that are precisely true to scale and detailed with loving care. From structural elements made of zinc die-casting via metal spoke wheels to prototypically shaped handlebars, door handles, tubes, steps or multipart lanterns.



EXHIBITS MOST BEAUTIFUL DETAILS

NEW 2012 MOULD

Container Car BTrhs 30 DB

Road no. 010 001

Before the war, standardised large containers were already beginning to be transported right to the customer with rail and road vehicles. The outbreak of the Second World War stopped the further spread of the system, however.
In 1949, the Deutsche Bundesbahn (DB) returned to the "pa" container system (pa: French abbreviation for "porteur aménager") and decided to introduce it on a large scale.
While the containers were newly constructed, the DB fell back on underframes of various pre-war waggons that were available in ample numbers, but had suffered war damage to the superstructures. The most commonly refurbished undercarriages were those of the G 10, Gms 30/Ghs 31, Gmhs 35 and Omm 34 waggons. They were classified as BT 10 (ex G 10) and BT(hs) 30 in a common number range.

After the refurbishing of a total of 273 BT 30 (and 95 BT 10), the exclusively new construction of container waggons started in 1952. Shortly after being renumbered in Lb(r)s577, the last refurbished BT 30 waggons were taken out of service in 1971, and the last of the former BT 10s rolled onto the dead-end siding in 1970 as Lb576. There were numerous open and closed containers for the greatest variety of cargoes, and moreover, there were special containers for liquids, foodstuffs such as beer, and for the transport of frozen goods. From the end of the 60s, increasingly crowded out by the emerging containers, transport with the "pa" containers ceased at the end of the 90s.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **37150**

III NEM | 202 | NEM | DB

- Metal wheels
- Wheels profiled on the inside as well
- Wheelchocks attached
- Spring buffers
- Short coupling kinematics
- Structure and handles made of high-quality, impact-resistant plastic
- Extra braking system, handles, signal holders
- Axle brake frame with brake blocks in wheel plane
- Coupling compatible to Lenz

1:45

NEW 2012 MOULD

Order no. **37151**

III NEM | 202 | NEM | DB

Container Car BTs 30 DB

Road no. 010 328

DELIVERY DATE: 4TH QUARTER 2012

NEW 2012 MOULD

Order no. **37152**

IV NEM | 202 | NEM | DB

Container Car Lbs 577 DB

Road no. 20 80 411 0 187-3

DELIVERY DATE: 4TH QUARTER 2012

1_Extra mounted and printed axle box cover
2_Finest paintwork and printing
3_Exterior handles

(Pictures show order no. 48259)

NEW 2012 MOULD

LAYOUT VERSION

Container Car BTrhs 30 DB
Betriebs-Nr. 010 002

Around 750 units of closed Ekrt-type medium containers for part load were built between 1950 and 1957. The superstructure was a sheet metal profile design in light-gauge steel construction with cambered metal sheets. For loading and unloading, the front sides of the container had three-piece doors that opened up the whole container cross-section. The cambered sidewalls that were susceptible to outward bulging were replaced by stiffer beaded metal sheets as part of special work from 1960 onwards. The last containers were taken out of service in 1976.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **37153**

III NEW | 202 | NEW | DB

- Metal wheels
- Wheels profiled on the inside as well
- Wheelchocks attached
- Spring buffers
- Short coupling kinematics
- Structure and handles made of high-quality, impact-resistant plastic
- Extra braking system, handles, signal holders
- Axle brake frame with brake blocks in wheel plane
- Coupling compatible to Lenz

NEW 2012 MOULD

LAYOUT VERSION

Order no. **37154**

III NEW | 202 | NEW | DB

Container Car BTs 30 DB
Road no. 010 388

DELIVERY DATE: 4TH QUARTER 2012

NEW 2012 MOULD

LAYOUT VERSION

Order no. **37155**

IV NEW | 202 | NEW | DB

Container Car Lbs 577 DB
Road no. 20 80 411 0 220-2

DELIVERY DATE: 4TH QUARTER 2012

THE DETAILS SHOULD STIR THINGS UP QUITE A BIT

NEW 2012 MOULD

Cement Silo Car Kds 54 DB, with hand-brake platform
Road no. 359 490

After 1945, the vast destruction of residential buildings and infrastructure led to a high demand for the transport of building materials. Due to the number of buildings that needed to be replaced and the lack of manpower, the order of the day was to build fast and cheap. Thus, concrete was the building material of this period – this also occurred before the war, but not the same extent. One of the most important components, cement, was almost exclusively packed in paper bags and transported in covered trucks. This process was time-consuming and expensive. Tank cars for powdered materials such as coal dust had been available for some time, but their use was limited at that point to a few private adjusters. One of the reasons was that it was very difficult to completely empty the cargo, which caused many interruptions in loading and unloading. DB, jointly with the railcar industry, developed a new two-axle powder tank car with two standing containers. Westwaggon delivered the first ten cars to DB for inspection in 1953. Since they still had a Hik braking system, they were designated Kd 54. They also had a dual link suspension system, as did the next 150 cars from Talbot and Westwagon. Because of this, coupled with the very special undercarriage construction of the Kds 54, all subsequent deliveries received a simple link suspension system. After only 50 cars had been made, the container volume was 27 m³. The cars proved so useful that a total of 1222 Kds 54s were ordered by 1964. In addition, a car was designed with a tank of 34 m³ capacity and put into service as the Kds 56. In contrast to the Kds 54, which was rlv-compatible, the Kds 56 could only be used internationally under special agreements. In addition to DB, private adjuster cars of this type were produced as well, for example, the animal feed mill „Albert O. Petersen" („Club Mast"), varta and Heidezement.
AVAILABLE

Order no. **37103**

III NEM | 200 | NEM | DB

- Many free-standing fittings and cables
- Extra brake triangles and lifting hoops
- Metal wheels
- Wheels profiled on the inside as well
- Extra spring assemblies
- Extra braking system, exterior handles, signal holders
- Axle brake frame with brake blocks in wheel plane
- Structure and handles made of high-quality, impact-resistant plastic
- Spring buffers
- Short coupling kinematics
- Coupling compatible to Lenz

NEW 2012 MOULD

Order no. **37104**

III NEM | 200 | NEM | DB

Cement Silo Car Kds 54 DB, with hand-brake platform
Road no. 359 497

To make parked waggons safer, some of the Kds 54 waggons were equipped with a handbrake that could be operated on the platform. Unlike the Deutsche Bundesbahn's other newly constructed railway goods waggons, whose hand-brake platforms were bolted to the subframe, here they were directly integrated. In this way, the length over buffers of waggons equipped in such a manner remained unchanged and only the dead weight was increased. Compared with the total number of more than 1,000 waggons built, Kds 54 waggons equipped with a hand brake were relatively rare.
AVAILABLE

NEW 2012 MOULD

Order no. **37105**

IV NEM | 200 | NEM | DB

Cement Silo Car Ucs 908 DB
Road no. 21 80 910 5 712-3

With the introduction of the 12-digit UIC number, the Kds 54 waggons were renumbered in Ucs908. Even while the Ucs909 waggons were still being procured, a number of Kds 54/Ucs908 were converted into Kds 56/Ucs909. For many years, both types formed the backbone of the powder waggon stock of the Deutsche Bundesbahn (DB). 1965 is said to have seen the largest inventory of Kd/Kds 54, when 1,232 waggons were counted. The first reductions in stock were in 1967 when 86 waggons were sold. Further sales to EVA and VTG followed in later years, and by 1990 there were only 953 left in the inventory. In the 90s, the Deutsche Bahn AG (DBAG) relocated most of their waggons to their subsidiary MEG.
These waggons are home-based in Rüdersdorf, known for the local cement plant. Their use between Rostock and Regensburg gained some attention among railway enthusiasts because of the various tractive units used by MEG. Since then DB Schenker itself has reduced its stock to very few vehicles. At the end of 2008, the inventory had sunk to 87 waggons. Nevertheless, these include still some waggons of the first series, which have been in service for more than 50 years. These are mostly leased, or serve, for example, for the transport of traction sand for tractive units.
Other than cement, the waggons have also transported several other powdered goods over the years. These include, among others: stone dust, silica sand, kieserite, gypsum, sodium sulphate, Thomas sulphate, sugar, salt and aluminium hydroxide. The waggons were then generally home-based at a railway station.
AVAILABLE

FOR FLOUR AND SUGAR. WITH CRISPY DETAILS.

LAYOUT VERSION

Cement Silo Ucs 909 "Brandt Zwieback" DB
Road no. 41 80 910 8 459-9

For the transport of flour and sugar, the Brandt company used at least 12 Ucs909, which were home-based in Gevelsberg-Vogelsang. Striking promotional lettering was visible on the outside, in at least 2 variants. Their identification made it clear that these waggons were used in fixed travel, and should be returned to the home station immediately after loading or unloading.
AVAILABLE

Order no. **37108**

IV NEM | 200 | NEM | DB

- Many free-standing fittings and cables
- Extra brake triangles and lifting hoops
- Metal wheels
- Wheels profiled on the inside as well
- Extra spring assemblies
- Extra braking system, exterior handles, signal holders
- Axle brake frame with brake blocks in wheel plane
- Structure and handles made of high-quality, impact-resistant plastic
- Spring buffers
- Short coupling kinematics
- Coupling compatible to Lenz

LAYOUT VERSION

Order no. **37106**

IV NEM | 200 | NEM | DB

Cement Silo Car Ucs 909 "Heidelberger Zement" DB
Road n. 44 80 910 6 107-8 P

In their waggons, which conformed to the DB model Ucs909, the company Heidelberg Zement transported magnesium concentrate II, a mineral compound. As private waggons, they had a „P" behind the waggon number and had no type designation. Schelklingen was written down as the home station for these waggons.
AVAILABLE

Order no. **37107**

III NEM | 200 | NEM | DB

Cement Silo Car Kds 56 DB, with hand-brake platform
Road no. 356 144

DELIVERY DATE: 3RD QUARTER 2012

FULLY LOADED WITH METAL WHEELS AND SPRING BUFFERS

NEW 2012 MOULD

ILLUSTRATION

Covered Freight Car Gms 30 "Oppeln" DB

The introduction of welding technology from 1933 onwards increasingly made the Deutsche Reichsbahn (DR) switch to joining the components of their wagons by welding instead of riveting. One of the main advantages of welding technology was the weight saving which could then be used for increasing the cargo weight.
In order to respond to the demand for higher speeds in part-load traffic as well, the DR developed the „Gs Oppeln", starting in 1936. Due to its wheel base of 6000mm, its maximum permissible speed could be fixed at 90 km/h. In addition to the missing junction plates that were made superfluous by the welding technology, this wagon type mainly differed in the pointed truss frame required due to the long wheel base.
The increasing need for goods wagons due to the war led to the mass production of the „Gs Oppeln" from 1938 onwards. As a result, about 28,000 wagons without and 6,100 wagons with handbrake were built in the following years. Many of the wagons were equipped with a steam heating or even an electric heating system and could therefore be used as part-load wagons in semi-fast and express trains without any problems.
After the end of World War II, the wagons were distributed all over Europe and could be found, for example, in the service of the railway administrations of Austria, Czechoslovakia, Poland, or Belgium.
The reorganisation of the vehicle numbers of the young Deutsche Bundesbahn in the early fifties of the last century led to the change of „Gs Oppeln" into „Gms 30". Some of the wagons even came into the EUROP wagon pool, thus serving on an international basis. With the emergence of the first newly built goods wagons at the end of the fifties, a decision was made against an expensive general overhaul of the wagons. When the UIC numbering system was introduced, the existing wagons were re-numbered into „Glms 200", and some of them survived until 1979.
DELIVERY DATE: 4TH QUARTER 2012

III NEM | 202 | NEM | DB

Road no. 235 791 Order no. **37180**
Road no. 212 847 Order no. **37181**

- Metal wheels
- Wheels profiled on the inside as well
- Wheelchocks attached
- Spring buffers
- Short coupling kinematics
- Structure and handles made of high-quality, impact-resistant plastic
- Extra braking system, handles, signal holders
- Axle brake frame with brake blocks in wheel plane
- Coupling compatible to Lenz

NEW 2012 MOULD

ILLUSTRATION

Order no. **37182**

III NEM | 202 | NEM | DB

Covered Freight Car Gmrs "Oppeln "Goggo Motorroller" DB

Road no. 220 67

Encouraged by the success of the Italian Vespa scooter, the Hans Glas GmbH developed their own motor scooter, the „Goggo scooter", in 1951. The name was derived from the nickname „Gogg" from a grandson of Hans Glas. The scooter was produced in different designs until 1956, when the production was ceased due to the great success of the „Goggomobil". During these 5 years, about 60,000 „Goggo scooters" were built, and this scooter was the best-selling scooter in Germany.
DELIVERY DATE: 4TH QUARTER 2012

NEW 2012 MOULD

ILLUSTRATION

Order no. **37183**

IV NEM | 202 | NEM | DB

Covered Freight Car Gklm 200 "Oppeln" DB

Road no. 20 80 113 4 244-0

DELIVERY DATE: 4TH QUARTER 2012

Open Freight Car Omm 52 DB
Road no. 867 843

With the onset of economic recovery after 1945, there was also a significant need for new freight trains. The railcar manufacturer Uerdingen developed a vehicle jointly with DB which differed significantly from the conventional type.
The chassis consisted of hollow box profiles, and needed no strut bracing for reinforcement. It was equipped with a dual link suspension system with a 5.40 m wheelbase and roller bearings, which minimized upkeep and required significantly fewer hot-boxes. While the initial series was still equipped with Hik brakes, most of the cars were later constructed with the new KE (Knorr Einheitsbremse) brakes. The construction of the cars was also substantially different from its predecessors. The U-shaped side walls proved to be stable enough to get by without more corner columns. The boxes were only reinforced by the corner columns and the two profiles, which framed the double side door according to UIC directives.
DELIVERY DATE: 3RD QUARTER 2012

Order no. **37006**

III | 222 | DB

Model: Structure and handles made of high-quality, impact-resistant plastic; opening doors; metal wheels; wheels profiled on the inside as well; recreated three-dimensional interior of the cargo area; coupling compatible to Lenz; extra spring assemblies; braking system; exterior handles; crankshafts; signal holders; axle brake frame with brake blocks in wheel plane; spring buffers; short coupling kinematics; coupling compatible to Lenz

Open Freight Car Omm 52 DB, with hand-brake platform
Road no. 891 745

DELIVERY DATE: 3RD QUARTER 2012

Order no. **37007**

III | 233 | DB

Model: Structure and handles made of high-quality, impact-resistant plastic; opening doors; metal wheels; wheels profiled on the inside as well; recreated three-dimensional interior of the cargo area; coupling compatible to Lenz; extra spring assemblies; braking system; exterior handles; crankshafts; signal holders; axle brake frame with brake blocks in wheel plane; spring buffers; short coupling kinematics; coupling compatible to Lenz

Automobile Transport Car Off 52 DB
Road no. 869 199

One of the fields that significantly influenced the recovery of the Federal Republic after 1945 was the automobile industry. Since DB did not begin development of a special two-tier automobile transport car until 1954, for the time being 600 cars were set aside from the Omm 52 fleet. From December 1953 to March 1954, these were equipped with a second loading platform developed by the Minden BZA, and always coupled in pairs.
DELIVERY DATE: 3RD QUARTER 2012

Order no. **37053**

III | 488 | DB

Model: Metal wheels; wheels profiled on the inside as well; extra spring assemblies; wheelchocks attached; spring buffers; short coupling kinematics; 2 loading ramps attached; bridging plates foldable between the cars; top loading platform (deck) lowerable as in the original; structure and handles made of high-quality; impact-resistant plastic; extra braking system; exterior handles; signal holders; axle brake frame with brake blocks in wheel plane; suitable for loading of model vehicles in size 0; coupling compatible to Lenz

Order no. **37010**

IV | 222

Model: Structure and handles made of high-quality, impact-resistant plastic; opening doors; metal wheels; wheels profiled on the inside as well; recreated three-dimensional interior of the cargo area; coupling compatible to Lenz; extra spring assemblies; braking system; exterior handles; crankshafts; signal holders; axle brake frame with brake blocks in wheel plane; spring buffers; short coupling kinematics; coupling compatible to Lenz

Open Freight Car E 037 SBB
Road no. 20 85 508 5 001-9

DELIVERY DATE: 4TH QUARTER 2012

Best.-Nr. **37011**

IV | 233

Model: Structure and handles made of high-quality, impact-resistant plastic; opening doors; metal wheels; wheels profiled on the inside as well; recreated three-dimensional interior of the cargo area; coupling compatible to Lenz; extra spring assemblies; braking system; exterior handles; crankshafts; signal holders; axle brake frame with brake blocks in wheel plane; spring buffers; short coupling kinematics; coupling compatible to Lenz

Open Freight Car E 037 SBB, with hand-brake platform
Road no. 20 85 504 1 234-9

DELIVERY DATE: 4TH QUARTER 2012

Automobile Transport Car Laae^{540} DB
Road no. 21 80 423 2 025-7

To increase the load length, both cars received a front-end weld consistent with the hand brake unit. Thus equipped, each double car could ship two layers with five „bugs“ each, or eight automobiles of other kinds. Already in May 1954, the railway car manufacturer Graaff in Elze contracted to provide the upper platform with a handrail in order to prevent loading and unloading accidents. Since the maximum weight of the brakes was not reached even when the cars were loaded, the load change was set in the „empty“ position. The cars proved their worth in operation, and were mainly used for transport of Volkswagens.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **37055**

IV | 488 | DB

Model: Metal wheels; wheels profiled on the inside as well; extra spring assemblies; wheelchocks attached; spring buffers; short coupling kinematics; 2 loading ramps attached; bridging plates foldable between the cars; top loading platform (deck) lowerable as in the original; structure and handles made of high-quality; impact-resistant plastic; extra braking system; exterior handles; signal holders; axle brake frame with brake blocks in wheel plane; suitable for loading of model vehicles in size 0; coupling compatible to Lenz

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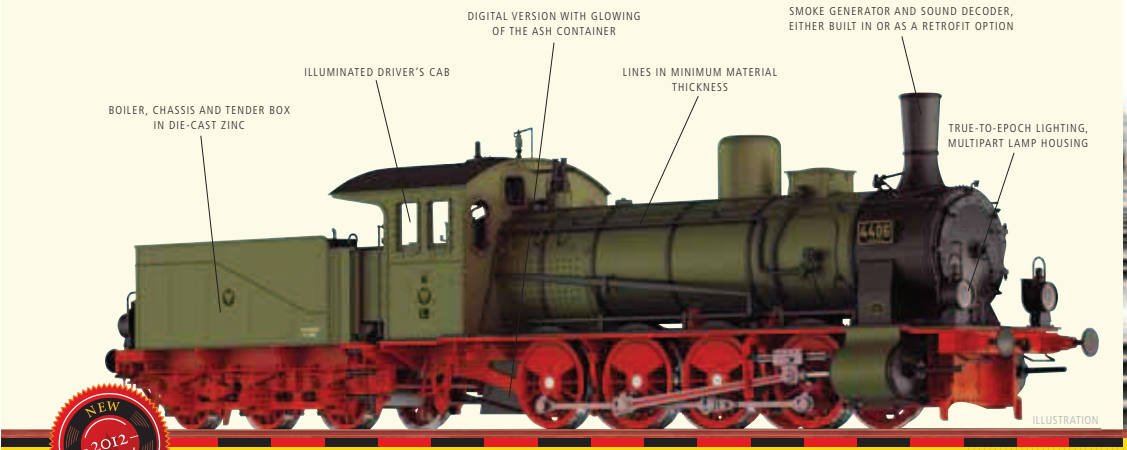
TRUE TO THE ORIGINAL UP TO THE GLOWING OF THE ASH CONTAINER



ILLUSTRATION

NEW 2012 MOULD

REPLICA OF THE ORIGINAL (DRG VERSION): CARL BELLINGRODT, COLLECTION MIAM

driven by precision

Steam Locomotive G 7.1 K.P.E.V.

Road no. Saarbrücken 4406

At the beginning of the 1890s, 3-fold coupled goods train locomotives had reached the limits of their performance, and it was necessary to pass over to 4 coupled wheel sets. The operation particularly called for a locomotive in order to do without additional harnessing and pushing services on intense and long slopes. Speed was secondary, and a wheel diameter of 1,250 mm was thought to be sufficient. The design drawings were prepared by Vulcan in Stettin, and the first 4 machines were delivered in 1893. The locomotives proved their worth, and they were included under the master drawing designation III 3 d in the standards for uniform design and construction („Normalien") for operating equipment. Until 1910, more than 1,000 G 71 locomotives were delivered to the directorates of the Royal Prussian Railway Administration (K.P.E.V.). The KED Essen bought the majority with 347 units, KED Cöln came in second with 197 machines, and Breslau bought 84 locomotives. As this shows, the main application of heavy goods traffic was in the industrial belt on the Rhine and the Ruhr, as well as in Silesia. In addition to the K.P.E.V., LBE (3) and Gutehoffnungshütte (7) had also purchased tractive units in the Deutsches Reich according to the pattern of the K.P.E.V. From 1916 to 1918, the K.P.E.V. had about 200 more machines built. The most striking changes were the 2 sandboxes that were now available, and the larger tender 3T16,5. These locomotives were available to the royal military railway after their delivery, and came into use in the First World War. Once the war ended, there were large gaps in the G71 stocks. Many locomotives were lost in the chaos of war, remaining in foreign territories. A large number had to be given to the victors as part of the ceasefire and reparations. So, among others, Poland received 142 locomotives and 103 units were delivered to France. As a result, the Prussian G71 came into use throughout half of Europe after 1918. 680 locomotives had been recorded in the preliminary standardised renumbering plan („Umzeichnungsplan") of the Deutsche Reichsbahn Gesellschaft (DRG), and 660 were renumbered as 55 001 - 55 660.

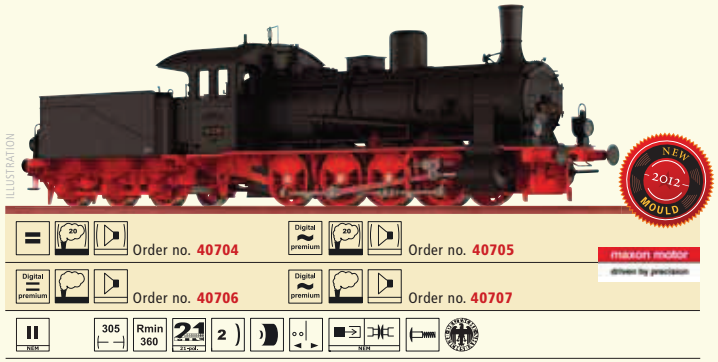
DELIVERY DATE: 4TH QUARTER 2012

Order no. **40700**	Order no. **40701**
Order no. **40702**	Order no. **40703**

Model: Boiler; locomotive chassis and tender box in die-cast zinc; finest metal spoked wheels; true-to-epoch lighting; multipart lamp housing; illuminated driver's cab; spring buffers; detailed boiler rear wall; short coupling between locomotive and tender; perfectly replicated back boilerplate; filigree rods and coupling rods; precise printing; pipes and extra mounted parts in low material thickness; digital version with glowing of the ash container; movable valve gear inside the frame; closed front end, exchangeable part and coupler pocket enclosed

Steam Locomotive G 7.1 DRG
Road no. 55 038

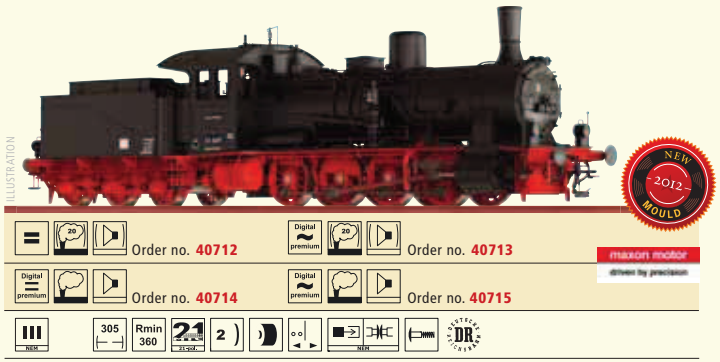
After the final adjustment of the standardised renumbering plan, DRG still had 660 G71s as BR 55 0-6. They had long ceased being high performers for route service in goods traffic, a role which now belonged to the BR 55 25-56, BR 57 10-40 and BR 58 10-21 (former G 81, G 10 and G 12).
The locomotives with eight coupled wheels were now preferred in shunting service and on branch lines, where large reserves were needed. Many locomotives used in shunting service received a conspicuous protective wall for the employees. According to the area of operation, the Reichsbahn maintenance and repair shops in Mülheim-Speldorf, Gleiwitz, Lingen and Kassel were the most important. The inventory had been cut almost in half by the middle of the 30s. But with the takeover of the Saar region, the nationalization of major private railways and the beginning of the war, it started to grow again. Thus, the LBE locomotives were classified as 55 681-683, the Saar railways locomotives were numbered 55 661-673, and 105 formerly German locomotives were added from Poland with already retired 55 series numbers. Every locomotive was needed in the war, so the aged G71s returned to employment. The situation was dire after the war ended. Most machines were shut down as defective, and many remained in their previous area of operation in the east. The Deutsche Reichsbahn (DR) returned all locomotives that had belonged to Poland before the war, but no such exchange occurred with the Deutsche Bundesbahn (DB). Following this adjustment, the Deutsche Bundesbahn took over nearly 100 locomotives numbered 55 0-6 after its founding.
DELIVERY DATE: 4TH QUARTER 2012



Model: Boiler, locomotive chassis and tender box in die-cast zinc, finest metal spoked wheels, true-to-epoch lighting, multipart lamp housing, illuminated driver's cab, spring buffers, detailed boiler rear wall, short coupling between locomotive and tender, perfectly replicated back boilerplate, filigree rods and coupling rods, precise printing, pipes and extra mounted parts in low material thickness; digital version with glowing of the ash container; movable valve gear inside the frame; closed front end, exchangeable part and coupler pocket enclosed

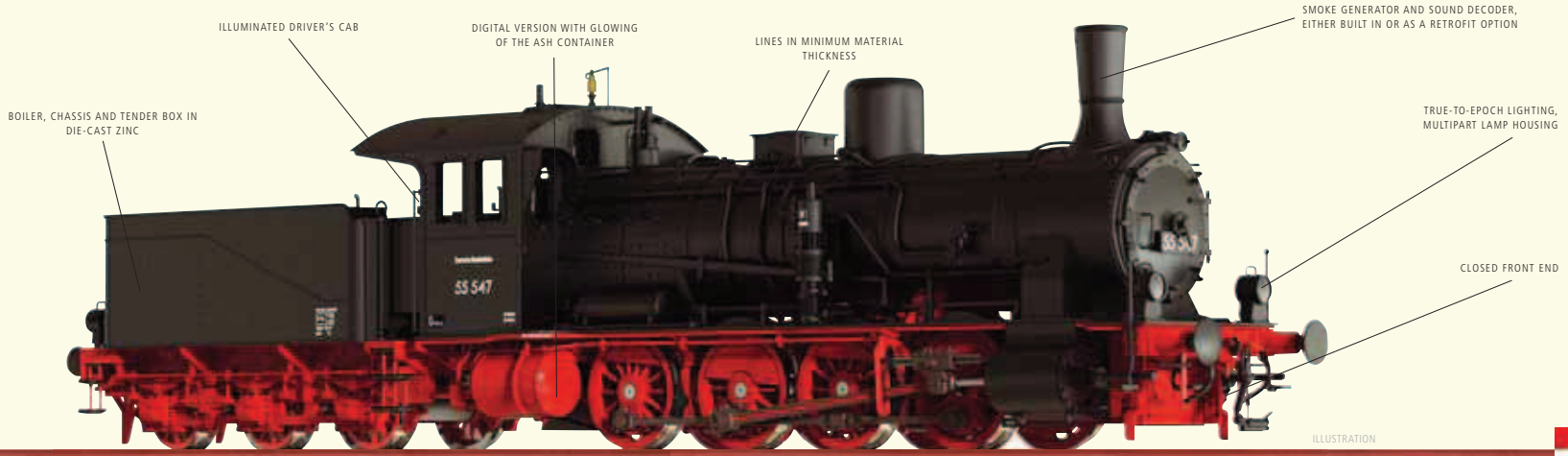
Steam Locomotive G 7.1 DR
Road no. 55 669

After the Second World War, 54 G71 were in the territory of the Soviet occupation zone, among which were also locomotives of the Polish State Railways (PKP) which never received their intended German numbers. Following this, by the mid-50s, the Deutsche Reichsbahn (DR) returned all the Polish foreign locomotives and took the shut-down war-damaged locomotives out of service. The remaining small inventory of G71 and G72 was concentrated in the Erfurt Reichsbahn directorate (Rbd). In 1960, a total of 8 G71 were home-based in the Erfurt P and Sangerhausen railway depots, and 6 G72 were available besides these. The Erfurt machines ran in the secondary railway service on the Erfurt - Nottleben line in front of older 4-axle express coaches, which looked quite bizarre. The 55 669 survived, and was early declared an historic tractive unit. Today it belongs to the inoperable inventory of the Dresden Transport Museum.
DELIVERY DATE: 4TH QUARTER 2012



Model: Boiler, locomotive chassis and tender box in die-cast zinc, finest metal spoked wheels, true-to-epoch lighting, multipart lamp housing, illuminated driver's cab, spring buffers, detailed boiler rear wall, short coupling between locomotive and tender, perfectly replicated back boilerplate, filigree rods and coupling rods, precise printing, pipes and extra mounted parts in low material thickness; digital version with glowing of the ash container; movable valve gear inside the frame; closed front end, exchangeable part and coupler pocket enclosed

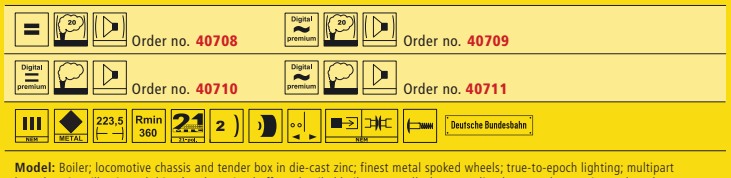
RANKING HIGHEST IN TERMS OF FAITHFULNESS TO THE ORIGINAL



Deutsche Bundesbahn

Steam Locomotive G 7.1 DB
Road no. 55 647

In 1950, the Deutsche Bundesbahn still had approx. 100 locos of the G71 in their inventory, of which about half were operational. In addition to railway depots (Bw) in the Ruhr area (including Duisburg, Essen, Hamm and Oberhausen), the Bw Minden and Kaiserslautern also had several operational machines in their inventories. They were mostly used for shunting and transfer service. Since there was a sufficient amount of newer and more powerful machines for these services, the final units of the series were eliminated from the inventory by the mid-50s.
DELIVERY DATE: 4TH QUARTER 2012

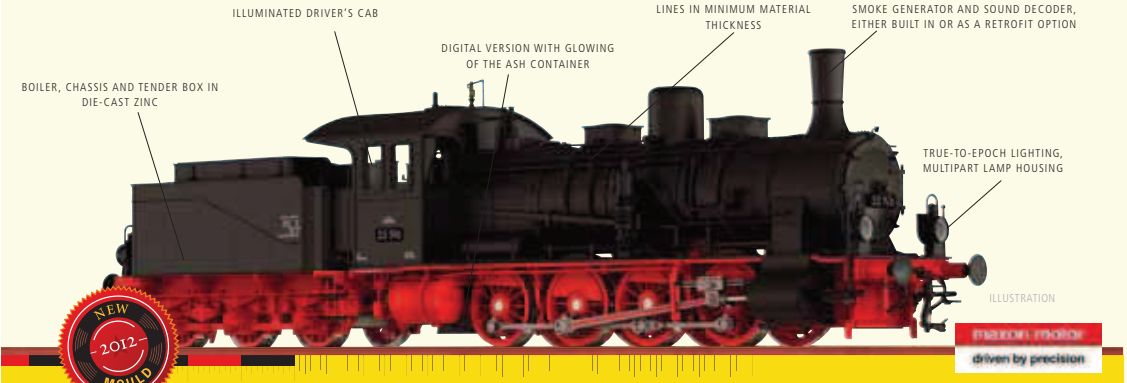


Model: Boiler; locomotive chassis and tender box in die-cast zinc; finest metal spoked wheels; true-to-epoch lighting; multipart lamp housing; illuminated driver's cab; spring buffers; detailed boiler rear wall; short coupling between locomotive and tender; perfectly replicated back boilerplate; filigree rods and coupling rods; precise printing; pipes and extra mounted parts in low material thickness; digital version with glowing of the ash container; movable valve gear inside the frame; closed front end, exchangeable part and coupler pocket enclosed

G 7.1

*

SMART AUSTRIAN LADY. CHARMING DETAILS



ILLUMINATED DRIVER'S CAB

LINES IN MINIMUM MATERIAL THICKNESS

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

DIGITAL VERSION WITH GLOWING OF THE ASH CONTAINER

BOILER, CHASSIS AND TENDER BOX IN DIE-CAST ZINC

TRUE-TO-EPOCH LIGHTING, MULTIPART LAMP HOUSING

NEW 2012 MOULD

maxon motor driven by precision

Steam Locomotive G 7.1 BBÖ

Road no. 55 196

A total of five Prussian G7.1s remained in Austrian territory after 1945. ÖBB indexed 4 of them as series 655 in their inventory. Their main area of use was shunting service in the Stadlau station. In addition, there have also been passenger train operations on the Siebenbrunn-Leopoldsdorf-Engelhartstetten branch terminal line. The last, 655.393, was taken out of service in 1957.

DELIVERY DATE: 4TH QUARTER 2012

Order no. **40716** | Order no. **40717**

Order no. **40718** | Order no. **40719**

NEW | METAL | 223,5 | Rmin 360 | 21 21-pol. | 2 | NEW

Model: Boiler; locomotive chassis and tender box in die-cast zinc; finest metal spoked wheels; true-to-epoch lighting; multipart lamp housing; illuminated driver's cab; spring buffers; detailed boiler rear wall; short coupling between locomotive and tender; perfectly replicated back boilerplate; filigree rods and coupling rods; precise printing; pipes and extra mounted parts in low material thickness; digital version with glowing of the ash container; movable valve gear inside the frame; closed front end, exchangeable part and coupler pocket enclosed

NEW 2012 MOULD

Order no. **40720** | Order no. **40721**

Order no. **40722** | Order no. **40723**

maxon motor driven by precision

NEW | METAL | 140,2 | Rmin 360 | 21 21-pol. | 2 | NEW

Model: Boiler; locomotive chassis and tender box in die-cast zinc; finest metal spoked wheels; true-to-epoch lighting; multipart lamp housing; illuminated driver's cab; spring buffers; detailed boiler rear wall; short coupling between locomotive and tender; perfectly replicated back boilerplate; filigree rods and coupling rods; precise printing; pipes and extra mounted parts in low material thickness; digital version with glowing of the ash container; movable valve gear inside the frame; closed front end, exchangeable part and coupler pocket enclosed

Steam Locomotive G 7.1 ÖBB

Road no. 655393

DELIVERY DATE: 4TH QUARTER 2012

* Road no. and picture follow. Further information will be provided on the BRAWA website later this year.

NEW 2012 MOULD

Order no. **40724*** | Order no. **40725***

Order no. **40726*** | Order no. **40727***

maxon motor driven by precision

NEW | METAL | 140,2 | Rmin 360 | 21 21-pol. | 2 | NEW

Steam Locomotive G 7.1 SNCF

A large number had to be given to the victors as part of the ceasefire and reparations. So, among others, Poland received 142 locomotives and 103 units were delivered to France. As a result, Prussian G 7.1 locomotives were employed in half of Europe after 1918. 680 locomotives had been recorded in the preliminary standardised renumbering plan („Umzeichnungsplan") of the Deutsche Reichsbahn Gesellschaft (DRG), and 660 were renumbered as 55 001 - 55 660.

DELIVERY DATE: 4TH QUARTER 2012

Order no. **40112** | Order no. **40113**

Order no. **40114** | Order no. **40115**

NEW | METAL | 209,8 | Rmin 360 | 21 21-pol. | 2 | NEW

Steam Locomotive G 4/5 H SNCF

The G 4/5 H had a slanting four-cylinder engine combined with a filigree underframe. The boiler, which operated on the basis of the relatively new superheated steam process that was developed by Schmitt, was extremely efficient. Thanks to the balanced fourcylinder engine, a maximum speed of 60 km/h could easily be attained despite the compact 1,270 mm size of the driver wheels. The locomotive had considerable tractive power and was able to pull 1,000 tonnes on an 11 % incline at 18 km/h.

DELIVERY DATE: 3RD QUARTER 2012

Order no. **40138** | Order no. **40139**

Order no. **40140** | Order no. **40141**

Model: Spring buffers; free-standing safeguard for coal box cover; adjustable tender distance; free-standing ladders in low material thickness; metal chassis, wheels and body; drive in the locomotive to all four axles; authentic reproduction of brake callipers and brake rods at bottom of locomotive; metal spoked wheels; authentic, 3-piece smoke deflectors

Express Train Locomotive BR 19.10 DRG
Road no. 19 1001

DELIVERY DATE: 4TH QUARTER 2012

Express Train Locomotive BR 39.10 DRG
Road no. 39 1012p

Even after the invasion of Poland and the takeover of management by the Deutsche Reichsbahn the originally negotiated vehicle construction contracts were allowed to remain in force. The Pt 31 procured by the Polish State Railways since 1932 were thus delivered in 1940, with 12 units.
They bore the usual Polish green-black colour scheme, strongly reminiscent of the former K.P.E.V. colouring. This delivery were numbered 39 1001P - 39 1012p, and thus classified under the passenger train locomotives. It was not until 1941, after extensive tests, that the DR arranged the renumbering in BR 19.1, thus as "fully fledged" express locomotives.
DELIVERY DATE: 3RD QUARTER 2012

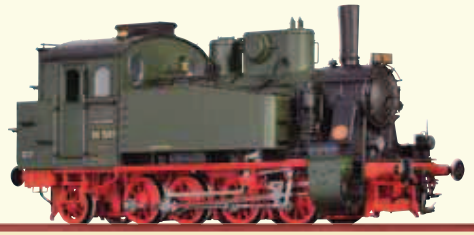
Order no. **40440** | Order no. **40441**

Order no. **40442** | Order no. **40443**

Model: Finest metal spoked wheels; boiler, locomotive chassis and tender housing made of metal; 5-pole skew-wound motor with flywheel drives in the locomotive; driver's cab lighting; detailed boiler rear wall; spring buffer; train driver and fireman in driver's cab; multi-part lamp housing; 2 wheels with friction tyres; variable locomotive-tender spacing; free-standing pipes and handrails made of metal; open view between chassis and boiler; link guide between locomotive and tender; standard shaft front and rear with link guide; spoked tender bogies

Tender Locomotive BR 98.10 DRG
Road no. 98 1001

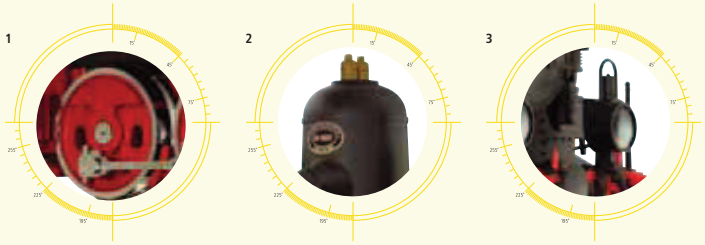
The independence of the "Bavarian Group Administration" within the DRG culminated not only in the continued and new procurement of independent locomotive designs, but also led to the continuation of the Bavarian colour scheme. Thus, up to the 30s, locomotives were delivered in green-black paint instead of the DRG standard look, which meant they didn't look too bad and were reminiscent of the "good old days".
DELIVERY DATE: 3RD QUARTER 2012



Order no. **40558** | Order no. **40559**

Order no. **40560** | Order no. **40561**

Model: Boiler, chassis, water tanks in die-cast zinc; close-coupling; extra mounted metal handrails; finest paintwork and printing; finest metal spoked wheels; smoke generator and sound decoder, either built in or as a retrofit option; true-to epoch lighting, multipart lamp housing; filigree reversing gear



1_Metal Boxpok wheels
2_Metal boiler, water tanks and chassis
3_Mulit-part lamp housing

(Pictures show order no. 40616)

Order no. **40616** | Order no. **40617**

Order no. **40618** | Order no. **40619**

Model: Metal boiler, water tanks, chassis and wheels; boxpok-wheels; extra mounted metal handrails; finest paintwork and printing; smoke generator and sound decoder, either built in or as a retrofit option; true-to epoch lighting, multipart lamp housing; filigree reversing gear; AC analog: alternating direction of travel not possible

Tender Locomotive 92.22 DRG
Road no. 92 2326

On 18th March 1938, the Federal Austrian Railways (BBÖ) were handed over to the Deutsche Reichsbahn by act of law, and the Federal Railway Directorates were converted to Reichsbahn Directorates. The Reichsbahn Central Office in Berlin issued a renumbering plan for all locomotives of the BBÖ as of 25th November 1938. This plan provided for the renumbering of the 178 series into 92.22 series was numbered through with the fleet numbers 92 2211 to 92 2294.
DELIVERY DATE: 3RD QUARTER 2012

Order no. **40620** | Order no. **40621**

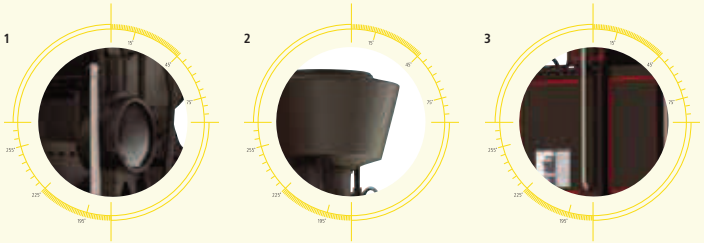
Order no. **40622** | Order no. **40623**

Tender Locomotive 92.22 DR
Road no. 92 2218

After the occupation of Austria, three locomotives of the 178 series, now designated as 92.22 series, were hired out by the Deutsche Reichsbahn to the Leuna works at the end of the 1930ies. After the end of the war, the 92 2218 locomotive remained in the territory of the Soviet occupation zone and was thus taken over into the fleet of the Deutsche Reichsbahn (East). At the end of its service period, the locomotive was home-based in the Hoyerswerda railway depot and was decommissioned there on 05 April 1960.
DELIVERY DATE: 3RD QUARTER 2012

1_True-to-epoch lighting, multipart lamp housing
2_Kobel chimney
3_Metal handrails

(Pictures show order no. 40624)



ILLUSTRATION

Order no. **40624** | Order no. **40625**
Order no. **40626** | Order no. **40627**

Model: Metal boiler, water tanks, chassis and wheels; boxpok-wheels; extra mounted metal handrails; finest paintwork and printing; smoke generator and sound decoder, either built in or as a retrofit option; true-to epoch lighting, multipart lamp housing; filigree reversing gear; AC analog: alternating direction of travel not possible

Tender Locomotive 178 kkStB
Road no. 178.50

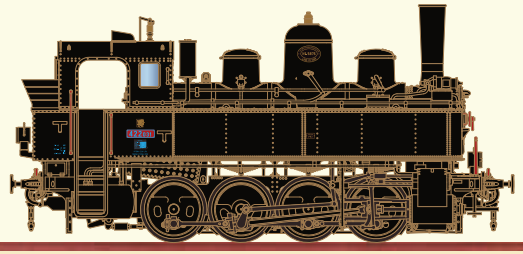
Derived from the small locos with eight coupled wheels and compound drive („Verbundtriebwerk") developed by Karl Gölsdorf for the Schneeberg railway in 1898, 211 machines of the 178 series were built until 1924. All locos were equipped with the typical funnel called „Kobelschornstein", but differed slightly in weight because of differently large storage tanks.
DELIVERY DATE: 4TH QUARTER 2012

Tender Locomotive 178 Montafonerbahn
Road no. 178.84

The 178.84 locomotive was built in 1909 under the works serial number 6123 by Krauss in Linz and delivered to the Imperial-Royal [Austrian] State Railways (kkStB). When the BBÖ was taken over by the Deutsche Reichsbahn (DR), the locomotive received the loco number 92 2231 which remained until it was decommissioned by the Austrian Federal Railway (ÖBB) on 26 March 1970. After its decommissioning, the locomotive came to the Montafon Railway company in Vorarlberg. During the overhaul, the locomotive was given back its distinctive funnel („Kobelschornstein"). After its end of use on the Montafon Railway in 1993, the locomotive was transferred to the technical museum in Vienna.
DELIVERY DATE: 4TH QUARTER 2012

ILLUSTRATION

Order no. **40628** | Order no. **40629**
Order no. **40630** | Order no. **40631**



ILLUSTRATION

Order no. **40644** | Order no. **40645**
Order no. **40646** | Order no. **40647**

Tender Locomotive 178 CSD
Road no. 422.031

After the end of World War I in 1918, 105 locomotives of the 178 series of the Imperial-Royal [Austrian] State Railways (kkStB) remained in the fleet of the newly founded Czechoslovakian State Railway CSD. At the CSD, the locos were placed in the group designated 442.0. The last locos were sidetracked in 1970, but several machines survived.
DELIVERY DATE: 3RD QUARTER 2012

ILLUSTRATION

Order no. **40612** | Order no. **40613**
Order no. **40614** | Order no. **40615**

Tender Locomotive 178 SZD
Road no. Tb 2235

DELIVERY DATE: 3RD QUARTER 2012

Order no. **43036** | Order no. **43037**

Model: Fully functional pantograph; spring buffers; roof fittings revised to suit period; pantograph each with four inserted micro-springs; applied metal windscreen wiper

Electric Locomotive EG3 DRG Gruppenverwaltung Bayern
Road no. 22012

Starting in 1920, the electric locomotives of the Bavarian Group Administration („Gruppenverwaltung Bayern") received a brown painted locomotive body as well as red or black wheels and power train components. The class EG3 goods locomotives supplied to Bavaria from 1924 onwards which were still delivered under the German State Railway numbers 22 001 through 22 031. The renaming to the E 77 series and accordingly the relettering of the locos were not ordered until August 1926. All 31 locos built came into the railway depot of the Munich central station. They were used in goods train service on the electrified routes starting from Munich.
DELIVERY DATE: 4TH QUARTER 2012

Diesel Locomotive BR 216 DB
Road no. 216 035-6

When compiling the standard design programme of the Deutsche Bundesbahn, a mainline diesel locomotive with an output of 1500-1600 HP had already been considered. The engine and drive system of the resulting V160 is closely based on the locomotives of V100. The locomotives of Class 216 were used in nearly all railway divisions of the Deutsche Bundesbahn. They were used for both passenger and freight transport, where they provided good service.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **41144** | Order no. **41145**
Order no. **41146** | Order no. **41147**

Model: Metal chassis, body and grab rails; finely detailed, three-dimensional bogie; new lighting with warm white LED

Diesel Locomotive V 100 DR
Road no. 110 003-1

The model for the V100 of the Deutsche Reichsbahn (DR) was the V100 003 from the Lokomotivbau - Elektrotechnische Werke [LEW] Hans Beimler. Painted in an appealing white-green, it was introduced to the public on the Leipzig trade fair in 1966. It was also the first loco of the series to be taken over by the DR. According to the DR's new numbering scheme, the loco was renamed to 110 003-1 as of 1 June 1970. After its decommissioning, the „Förderverein Berlin-Anhaltische-Eisenbahn e.V." took over the loco in 1995, reconstituted it into the state of 1966, and has been using it in museum traffic.
DELIVERY DATE: 3RD QUARTER 2012

Order no. **41220** | Order no. **41221**
Order no. **41222** | Order no. **41223**

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

Diesel Locomotive V 100 ITL
Road no. 293.02

The ITL is a Dresden based privately owned rail traffic company founded in 1998. It is mainly engaged in railway freight transport in Saxony and on the Czech Republic - North Sea connections. Building site logistics is another part of the company's range of services. For this, ITL has 35 locomotives and 845 wagons at their disposal. The locomotives also include three former 142 series DR machines marked W 232.01 and W 232.03-04. In addition, the fleet stock includes the W 232.09 which was an original Soviet variant of the 132 and was put into service as TE 109 026.
DELIVERY DATE: 3RD QUARTER 2012

Order no. **41228** | Order no. **41229**
Order no. **41230** | Order no. **41231**

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

Order no. **41224** | Order no. **41225**
Order no. **41226** | Order no. **41227**

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

Diesel Locomotive V 100 Spitzke Logistik
Road no. V 100-SP-001

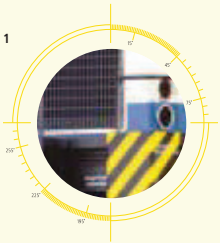
The Spitzke Group is one of the largest and most efficient rail infrastructure companies in Germany. With 1,600 employees, they offer new construction, renovation and maintenance of rail facilities for rail and tram networks. They also hold an extensive rolling stock of locomotives and waggons available. The Spitzke Logistik GmbH also has former DR 9-V 100, most of which underwent extensive reconstruction at Alstom in Stendal. They are designated as SLG V 100-SP-001 to 010; 002 was delivered in 2007. All locomotives are operational in Germany and the Netherlands.
DELIVERY DATE: 3RD QUARTER 2012

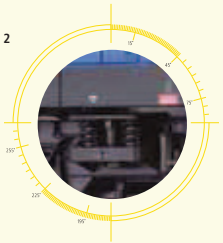
Order no. **41244** | Order no. **41245**
Order no. **41246** | Order no. **41247**

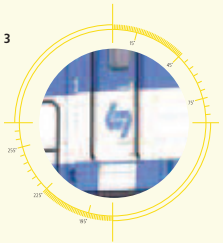
Model: New metal transmission; LED lighting; 21-pole interface; prepared for sound or with built-in sound; free-standing handrails; precise printing; true-to-scale fan-grill; true-to-scale engravings and details; multi-part bogie

Diesel Locomotive V 100 Wiener Lokalbahn
Road no. WLB 90

The Wiener Lokalbahn has evolved from an overland tramway to an international rail service provider. Like many other companies, the WLB uses converted DR V 100 locomotives for its freight train services.
DELIVERY DATE: 3RD QUARTER 2012







1_Open fan grill
2_Mulit-part bogie
3_Filigree hand rails

(Pictures show Order no. 41244)

Diesel Locomotive BR 199 HSB
Road no. 199 892-1

The increasing proneness to faults of the newly built locomotives of the BR 99.72 and the completely wornout state of the Mallet locomotives of the BR 99.59 gave rise to the decision in the 1980s to convert the narrow gauge lines in the Harz region to diesel engines. To keep costs down, it was decided to equip standard gauge locomotives of the BR 110 with new bogies. In 1988 and 1989, the two prototypes 199 863 and 199 871 were delivered, which proved themselves very successfully in operation. Only ten were completed, which were all added to the stock of the newly founded HSB in 1992.
DELIVERY DATE: 4TH QUARTER 2012

LAYOUT VERSION

Order no. **41232** | Order no. **41233**

V NEM | 160 | Rmin 360 | 21 21-pol. | 2

Model: All axles driven; precise printing; prepared for sound; true-to-scale fan-grill; H0m bogies, axles for H0e attached

Diesel Locomotive BR 232 EKO-Stahl
Road no. DE 300.02

In 1994, the DB AG released 2 BR 232 locomotives to the Kaliningrad railway. They were put to use there, but only sporadically, and in 1999 both locomotives returned to Germany. They had been acquired by the Bahngesellschaft Waldhof Mannheim (railway company). After a refurbishment by the Gemeinder company in Mosbach, which also installed a Caterpillar engine, they received a white/blue coat of paint and were used to pull the BASF lime trains, among others. Later, they were used by the Eisenbahnen und Verkehrsbetriebe Elbe - Weser (EVB) between Hamburg and Bremen. After a new general inspection in Neustrelitz, the locomotive received the number 232 850-8 (92 80 1232 850-8 D-EKO) and is now used by the EKO transportation company of the steel manufacturer Arcelor-Mittal, in an attractive silver/orange paint finish.
DELIVERY DATE: 3RD QUARTER 2012

REPLICA OF THE ORIGINAL: COLLECTION FRANK HEILMANN

Order no. **41426** | Order no. **41427**

Order no. **41428** | Order no. **41429**

V NEM | 239 | Rmin 360 | 21 21-pol.

Diesel Locomotive BR 232 PCC
Road no. BR 232-171

PCC Rail SA was founded at the end of the 1990s as a subsidiary of Petro Carbo Chem Rohstoffhandelsgesellschaft mbH (PCC GmbH), which was founded in Duisburg in 1993. PCC Rail SA, with its fleet of 105 locomotives and approximately 3600 carriages, is today the largest private rail transport company in Poland and also performs transport services in other European companies. The company also has engines of type BR 232 for this, which can be seen with conspicuous blue-orange livery. In 2009, the PCC Rail Group was bought by DB Schenker Rail.
DELIVERY DATE: 3RD QUARTER 2012

ORIGINALFOTO

Order no. **41418** | Order no. **41419**

Order no. **41420** | Order no. **41421**

VI NEM | 239 | Rmin 360 | 21 21-pol.

Order no. **42612** | Order no. **42613**

IV NEM | METAL | 80 | Rmin 300 | 6x2 | NEM

Model: Metal handrails; perfect-fit printed window insets; maximum weight through complete die-cast zinc construction; spring buffers; true-to-scale details; finest paintwork and printing

Diesel Locomotive BR 102.0 DR
Road no. 102 049-4

For some tasks, especially shunting of heavy railway coach sets, the performance of the V 15/BR 101 was too weak. There was therefore further development with a more powerful engine, carried out in collaboration with LKM Babelsberg. The new series was designated as V 23, and renumbered in 102.0 series in 1970. In all, 81 machines were delivered to the DR. All still received the typical blue paint that characterised the DR's small diesel locomotives.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **42610** | Order no. **42611**

V NEM | METAL | 80 | Rmin 300 | 6x2 | NEM

Diesel Locomotive BR 102 Spitzke Logistik
Road no. V 22-SP-031

In addition to larger locomotives for the extensive transports involved in new construction/conversion and maintenance of track systems, Spitzke Logistik GmbH also holds a stock of smaller locomotives available for shunting. This includes 3 machines of LKM-type V 22, all of which were taken over from former industrial operations. They also made a valuable contribution as V22-SP-030 to 032. They received a special soot particle filter for use in tunnels. All 3 bear a blue/black coat of paint with white pinstripes.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **42630** | Order no. **42631**

IV NEM | 92 | Rmin 300 | 6x2 | NEM

Diesel Locomotive BR 102.1 DR
Road no. 102 178-1

As a further development of the 102.0 series, VEB (nationally owned enterprise) LKM „Karl Marx" Babelsberg, which soon after received the firm name of VEB Kombinat Luft- und Kältetechnik, „Karl Marx" Babelsberg, delivered the locomotives of the 102.1 series starting in 1970. The most conspicuous change was the wide ascent at the rear with access to the driver's cab. Another change was the orange paint in order to make the locomotives more easily noticeable for the prevention of accidents. The locomotives proved themselves in shunting service and were also used on branch lines in front of passenger and goods trains. Until it was put out of operation, the 102 178-1 from Bw Wittenberge was one of the stem locomotives on the well-known Perleberg circular railway line.
DELIVERY DATE: 4TH QUARTER 2012

SUBURBAN BEAUTY WITH FINEST EXTRAS. PLEASE GET ON AND ENJOY INTERIOR DETAILS

NEW 2012 MOULD

ILLUSTRATION

Rail Car Stettin VT 137 DRG

Road no. VT 137 328

After a successful trial with hydrodynamic power transmission in lower-performance railcars, the Deutsche Reichsbahn Gesellschaft (DRG) purchased higher-performance railcars with hydrodynamic gear units for the first time since 1935. Among them were short-coupled vehicles for suburban services in conurbations and metropolitan areas. In addition to 3-piece railcars which were to be used in the Ruhr area and Saarland, 6 twin railcars were ordered for suburban transport in the area of Szczecin, and an additional 10 were ordered later. While the vehicle part of all cars was manufactured by WUMAG in Görlitz, the engines for the first series came from Humboldt-Deutz and DWK, and Voith delivered the gear units. In the second shipment, the engines were manufactured by MAN and Daimler-Benz and the gear units were manufactured by AEG. The completion of all vehicles in the final railcar construction of the Reichsbahn didn't occur until after the beginning of the war.

According to the new paint specifications, the DRG no longer received railcars with the two-coloured coat, but rather a very elegant dark red with bright pinstripes. All the VT 137 "Stettin" railcars had multiple traction capable control, equipped with the RZA multiple-unit control, type 1936. Moreover, 16 control cars with a mail compartment were procured for use with them at Lindner in Ammendorf. The Wittenberge repair depot was responsible for their maintenance. After the end of civilian operation due to the rationing of liquid fuels, the VT railcars were now available to the Wehrmacht. It used them only as a reserve and kept the railcars in Wittenberg, Jädickendorf and Bütow. The VT 137 327 had already burned out in 1944 and was no longer in the inventory. After the end of the war, railcars were in the Soviet occupation zone and in the British. Of the two missing VT 137 330 and 372, 137 372 was discovered with the SD, and the other was never found.

DELIVERY DATE: 4TH QUARTER 2012

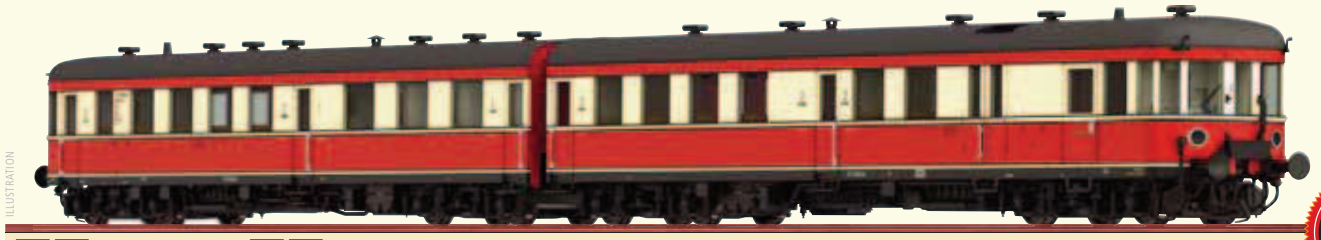
Order no. **44180**	Order no. **44181**
Order no. **44182**	Order no. **44183**

468 | Rmin 360 | 21 | 2

Rail Car Stettin VT 137 DR

Road no. VT 137 329a/b

The VT 137 "Stettin" remaining in the Deutsche Reichsbahn were found in the Greifswald and Schwerin RBD after the war ended, and later the SD returned their M 262 101. VT 137 329, 331, 367, 368 and 371 were put back into service. The others were disassembled after years of storage, some not until the 60s. Initially, the railcars were even used in the rapid rail system, as Halle and Berlin-Karlshorst were the home stations at this time.
In 1960, all 5 railcars were brought together in Leipzig. The Deutsche Reichsbahn returned to the traditional two-colour paint in red/ivory. After disassembly of the machine drive system, 4 pieces were used as trailer cars from 1964 onwards with the numbers VB 147 551 - 554. Having been modified in this way, they were now especially used behind BR 101-106 diesel locomotives. Classic application routes were the branch lines of Altmark and Mark Brandenburg. They were all renumbered in 197 840 to 843. After the withdrawal from service, many were still used for stationary tasks, such as a classroom and youth club in Güsten. The former VT 137 367 survived and was converted into VB 147 551 a/b from 1962 to 1964. After its with-drawal from service in 1974, it served in Aschersleben as the housing for a model railway system, and it is currently preserved by ECA Aschersleben's successor organization as VB.
DELIVERY DATE: 4TH QUARTER 2012



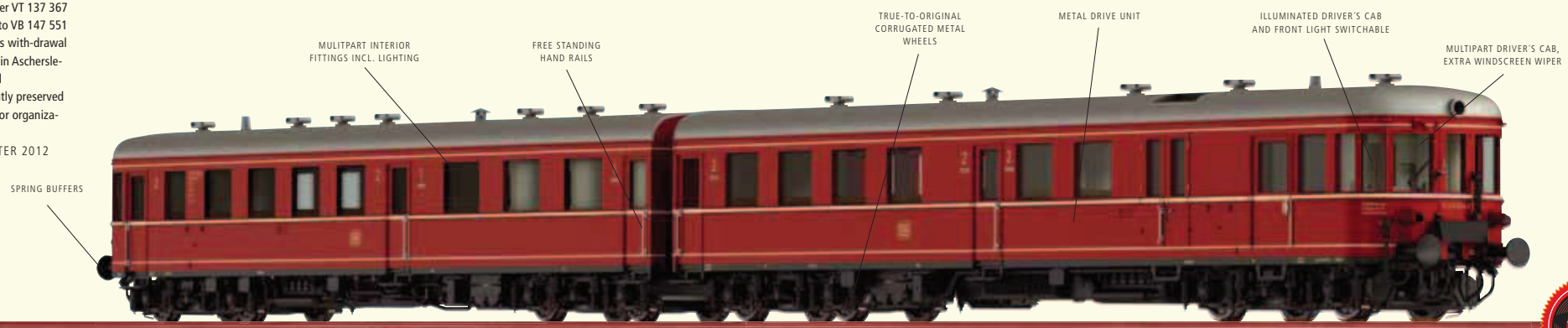
NEW 2012 MOULD

Order no. **44188** | Order no. **44189**

Order no. **44190** | Order no. **44191**

468 | Rmin 360 | 21 | DR

RAILCAR WITH RESPECTABLE ENDURANCE. WITH DETAILS GIVING PLEASURE FOR A LONG TIME



NEW 2012 MOULD

Rail Car Stettin VT 45.5 DB

Road no. VT 45 504

Of the railcars in the British zone, some were refurbished again, the other had to be taken out of service because of war damage. However, this resulted in various spare parts, which ensured a long preservation for the remaining vehicles. In the refurbishment of the railcars, they were given a completely red coat of paint once again, reminiscent of their colour when they were first delivered. Bielefeld was the site of deployment for many years for the vehicles now designated VT 45 502 - 504. From this location, they were used in the 50s for respectable cross-country routes. There was thus a broken connection in the main train station in Kassel to Frankfurt/M.-Bielefeld and the triangular route Bielefeld-Würzburg, Würzburg-Hannover, Hannover-Kassel-Bielefeld. After 2 railcars were modernised in 1960, fitted with fluorescent lighting and new seats, among other things, the Bielefeld railcar service was suspended in 1966. Today the former roundhouse of the depot houses a disco which carries the same name. The VT 455 were new to the Braunschweig depot, where they received the EDP-compatible designation 645 102/402 - 645 104/404. In 1969, all were taken out of service and, unfortunately, also disassembled.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **44184** | Order no. **44185**

Order no. **44186** | Order no. **44187**

468 | Rmin 360 | 21 | 2 | DB

Electric Railcar elT 1017 DRG (Rübezahl), with snow plow
Road no. elT 1017

The DRG procured a total of 11 four-axle railcars with "maximum" bogies as "Breslau 511-521" for use between Hirschberg and Polaun. Two-axle branch line cars were equipped with control lines as trailer cars, which then ran between 2 railcars. Thus, the classical set consisted of 2 railcars with 4 trailers between them. Between Josephinenhütte and Grünthal, one railcar managed the volume of traffic on its own.
DELIVERY DATE: 2ND QUARTER 2012

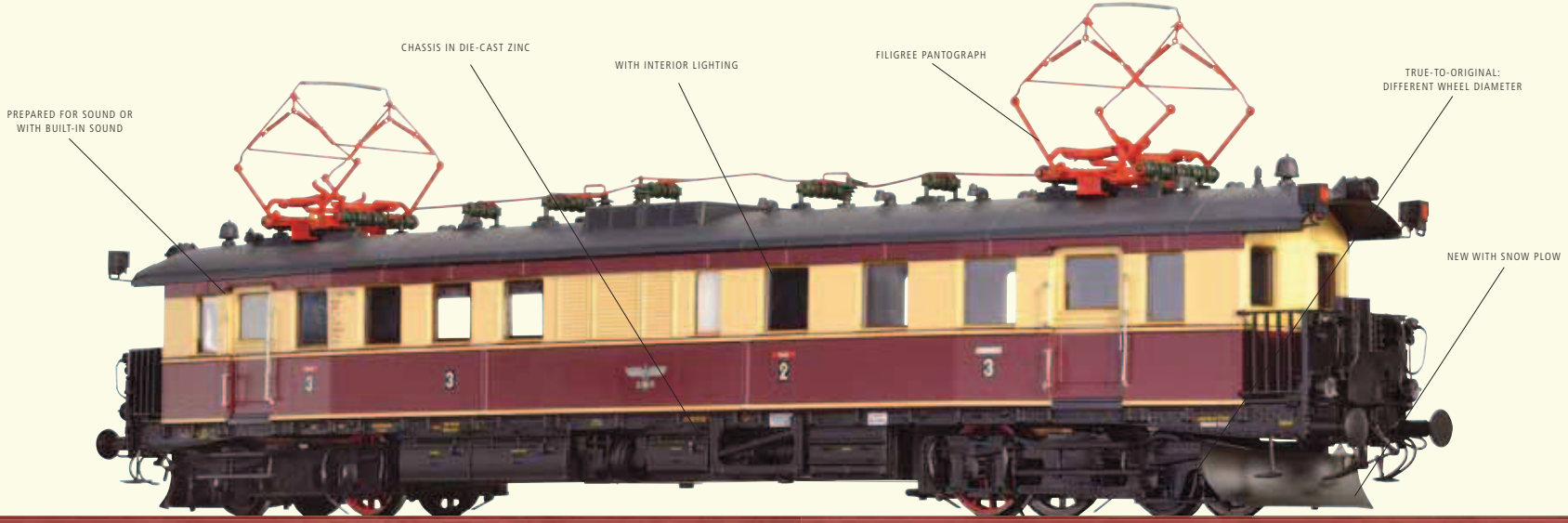
Order no. **44146** | Order no. **44147**
Order no. **44148** | Order no. **44149**

Order no. **44154** | Order no. **44155**
Order no. **44156** | Order no. **44157**

Electric Railcar ET 89 DB (Rübezahl)
Road no. ET 89 04

Three of the railcars, designated as ET 89 since 1941, arrived in the Western occupation zones. The Deutsche Bundesbahn placed the ET 89 04 back into service. Used in Munich, it served almost exclusively as a personal shuttle for railway workers between various Munich stations. For the class reform in 1956, it was renamed from "C4el" to "B4el" before being taken out of service on 2nd Sept. 1959. Unfortunately, it was not preserved in a museum.
DELIVERY DATE: 2ND QUARTER 2012

THE RÜBEZAHL. READY FOR SEVERE WINTERS



Electric Railcar ET 89 DRG (Rübezahl), with snow plow
Road no. ET 89 11

The volume of traffic in the summer in the Riesengebirge was sometimes so heavy that 2 railcars and up to eight trailers had to be used, but the rush of people arriving when the weather was good for winter sports put everything else in the shade. Now, up to 3 railcars with up to 12 trailers drove on the charming scenic route. To cope with all the snow, the "Rübezahl" railcars had their own especially large snow plow attachments.
DELIVERY DATE: 2ND QUARTER 2012

Order no. **44150** | Order no. **44151**
Order no. **44152** | Order no. **44153**

Model: Fine engravings and rivets; metal spoked wheels; finely detailed bogie; true-to epoch lighting, multipart lamp housing; prototypical roof-fittings; true-to-scale fan-grill; prepared for sound or with built-in sound; chassis in die-cast zinc; with interior lighting; filigree pantograph; snow plow: Brawa coupler fully functionable, restricted use of close coupling.
Recommended products: Suitable for order no. 45818,45819, 48820, 45821

Diesel Railcar (LVT) VT 2.09 DR
Road no. VT 2.09.208 VS 2.09.208

In 1969 the Deutsche Reichsbahn received the last delivery of the successful light railcars. As the previous supplier, VEB Waggonbau Bautzen, was no longer available as a manufacturer, the 73 railcars, for which 73 control cars were also produced, were supplied by VEB Waggonbau Görlitz. Compared with previous series, several improvements and changes were made, which increased the service weight of the vehicles by four tonnes. In addition to railway depots which already had experience of the use of LVTs, several divisions were also considered for which the use of LVTs was completely new.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **44126** Order no. **44127**

III NEM | 312 | Rmin 360 | 21 2-rail | NEM | DR

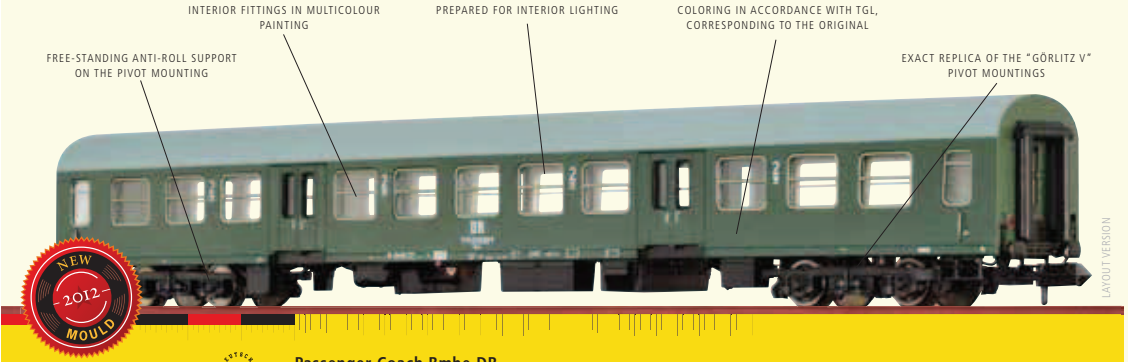
Diesel Railcar BR 772 DB "Bergbahn"
Road no. VT 2.09.208 VS 2.09.208

DELIVERY DATE: 4TH QUARTER 2012

Order no. **44128** Order no. **44129**

VI NEM | 156 | Rmin 360 | 21 2-rail | NEM | DB

THEY'RE BACK: FIVE GREAT HEROES OF THE DR RAILWAY WORLD



Passenger Coach Bmhe DR
Road no. 51 50 21-40 039-2

By 1977, the Halberstadt RAW (Reichsbahn repair shop) had produced over 3000 fouraxle Reko cars for the DR. Their body length was due to a concession to the RAWs structural conditions. By that time, these cars were out of date for commuter and local transport, and no longer suitable for premium service. Since the railcar industry in the DDR was fully occupied with export orders, Halberstadt RAW was the only shop available for the construction of the new car. Because the facilities there had been expanded by this time, the new vehicle could now fully exploit the UIC measure of 26.4 m. There was a prototype as early as 1973, and a second followed in 1975. Both were tested extensively in daily operations. The name „Langer Halberstädter" was coined rather quickly in common parlance, making a connection with the famous sausages produced there. While the cars were still in construction, a request came from DR to make the car suitable for „premium international assignments", which naturally led to changes in the design. A car was built with two entrances and three passenger compartments with a central corridor. At first glance, the Bmhe seems like a copy of the DB Silberling, but it was in fact a new version of the Bghwe car, with many new components. This is especially evident in the unladen weight, which is fairly high at 39 tons and not compatible with the „world class" level so often aspired to in the DDR. The cars proved themselves in operation, and the passengers perceived them to be definite steps forward. In accordance with the requirements from the order, they were originally used almost exclusively in high-speed trains for national and international transport. They also achieved objectives in Czechoslovakia, Poland and West Germany. The cars that were delivered from 1982 onwards featured the new green and ivory-colored paint for express cars.

DELIVERY DATE: 3RD QUARTER 2012

Order no. **46000**

Model: Precise replica of the bogies; in-plane assembled windows; true-to epoch interior fittings; prepared for interior lighting; printed window frames; elastic rubber bulge; NEM-standard short coupling; replica of the air heating system in the car floor; alternator on bogie separately mounted; finest paintwork and printing; free-standing handrails; applied steps in low material thickness

Order no. **46001**

Passenger Coach Bmhe DR
Road no. 51 50 21-40 045-9

DELIVERY DATE: 3RD QUARTER 2012

Order no. **46002**

Passenger Coach Bmhe DR
Road no. 51 50 21-40 071-5

DELIVERY DATE: 3RD QUARTER 2012

Order no. **46003**

Passenger Coach Bmhe DR
Road no. 51 50 21-40 106-9

DELIVERY DATE: 3RD QUARTER 2012

Passenger Coach Bmhe DR
Road no. 51 50 21-45 078-5

The cars that were delivered from 1982 onwards featured the new green and ivory colored paint for express cars. Some cars were given the orange-ivory color; these reinforced the city express trains. By1983, a total of 1279 cars of the Bmhe type were built. They were conducted under the DOK number 2329. Starting in 1981, ten cars were used by the DR to test the central power supply (ZEV) in the locomotive. These cars had the designation Bmhee. Until 1989, there were no major changes in the Bmh cars (the „e" was dropped in 1987). Together with the Reko cars and modernization cars, they formed the backbone of the passenger and express train fleet in the DR for many years, putting their stamp on the image of DR trains.
DELIVERY DATE: 3RD QUARTER 2012

LAYOUT VERSION

NEW 2012 MOULD

Order no. **46004**

IV NEM | 303 | 2210/2211 | NEM | 2281 | 2221 | DR

Model: Precise replica of the bogies; in-plane assembled windows; true-to epoch interior fittings; prepared for interior lighting; printed window frames; elastic rubber bulge; NEM-standard short coupling; replica of the air heating system in the car floor; alternator on bogie separately mounted; finest paintwork and printing; free-standing handrails; applied steps in low material thickness

Passenger Coach Bmhe DR
Road no. 51 50 21-45 094-2

DELIVERY DATE: 3RD QUARTER 2012

LAYOUT VERSION

NEW 2012 MOULD

Order no. **46005**

IV NEM | 303 | 2210/2211 | NEM | 2281 | 2221 | DR

Passenger Coach Bmhe DR
Road no. 51 50 21-45 101-5

DELIVERY DATE: 3RD QUARTER 2012

LAYOUT VERSION

NEW 2012 MOULD

Order no. **46006**

IV NEM | 303 | 2210/2211 | NEM | 2281 | 2221 | DR

Passenger Coach Bmhe DR
Road no. 51 50 21-45 120-5

DELIVERY DATE: 3RD QUARTER 2012

LAYOUT VERSION

NEW 2012 MOULD

Order no. **46007**

IV NEM | 303 | 2210/2211 | NEM | 2281 | 2221 | DR

Passenger Coach Bmh DR
Road no. 50 50 21-11 834-2

Since 1976, the DR had operated the "City Express" trains that enabled a fast one-day connection between the district capitals and Berlin. Destinations deviating from the system were Meiningen as an alternate station for train parking and Zwickau as an important industrial centre. Of course both railway stations served the respective governmental centres Suhl, Erfurt, Halle and Karl-Marx-Stadt, although there were no other intermediate stops for these trains. The trains were formed from 1st and 2nd class coaches of the Y/B 70 type, 103 of which had been taken over "all of a sudden" by the DR from the Bautzen wagon building plant. Originally, they had been ordered by the National Czechoslovakian Railways (CSD) but could not been taken delivery of due to financing problems. As the trains and their operational concept soon enjoyed great popularity, the DR needed further coaches as a reinforcement and operating reserve in the early 80ies.
DELIVERY DATE: 3RD QUARTER 2012

LAYOUT VERSION

NEW 2012 MOULD

Order no. **46008**

IV NEM | 303 | 2210/2211 | NEM | 2281 | 2221 | DR

Model: Precise replica of the bogies; in-plane assembled windows; true-to epoch interior fittings; prepared for interior lighting; printed window frames; elastic rubber bulge; NEM-standard short coupling; replica of the air heating system in the car floor; alternator on bogie separately mounted; finest paintwork and printing; free-standing handrails; applied steps in low material thickness

LAYOUT VERSION

NEW 2012 MOULD

Order no. **46009**

IV NEM | 303 | 2210/2211 | NEM | 2281 | 2221 | DR

Passenger Coach Bmh DR
Road no. 50 50 21-11 836-7

DELIVERY DATE: 3RD QUARTER 2012

LAYOUT VERSION

NEW 2012 MOULD

Order no. **46010**

IV NEM | 303 | 2210/2211 | NEM | 2281 | 2221 | DR

Passenger Coach Bmh DR
Road no. 50 50 21-12 000-9

DELIVERY DATE: 3RD QUARTER 2012

LAYOUT VERSION

NEW 2012 MOULD

Order no. **46011**

IV NEM | 303 | 2210/2211 | NEM | 2281 | 2221 | DR

Passenger Coach Bmh DR
Road no. 50 50 21-12 004-1

DELIVERY DATE: 3RD QUARTER 2012

Passenger Coach Aby 407 DB
Road no. 50 80 31-43 067-3

The new cars had to include a first class section, which did not exist in DR local trains; this led to the creation of a B and an AB car. Almost simultaneously with these modifications, it was announced that DB, together with PFA Weiden, had issued a new blueprint for the interior design from their Design Center (DC). This too led the DR to create a model car. The most prominent difference was the use of new individual seats, which made the cars more comfortable for passengers. As a result, Potsdam, Neustrelitz and Weiden acquired a total of 270 new 1st/2nd class cars of type Aby (z) 407. Since the DR was still using DOK numbers, the Aby 407 was initially designated DOK 2231.

DELIVERY DATE: 3RD QUARTER 2012

LAYOUT VERSION

Order no. **46012**

NEW 2012 MOULD

V NEM | 303 | 2212/2213 | NEM | DB

Model: Precise replica of the bogies; in-plane assembled windows; true-to epoch interior fittings; prepared for interior lighting; printed window frames; elastic rubber bulge; NEM-standard short coupling; replica of the air heating system in the car floor; alternator on bogie separately mounted; finest paintwork and printing; free-standing handrails; applied steps in low material thickness

Passenger Coach Byu 438 DB
Road no. 50 80 21-45 010-3

DELIVERY DATE: 3RD QUARTER 2012

LAYOUT VERSION

Order no. **46013**

NEW 2012 MOULD

V NEM | 303 | 2212/2213 | NEM | DB

Passenger Coach Byu 438 DB
Road no. 50 80 21-45 028-5

DELIVERY DATE: 3RD QUARTER 2012

LAYOUT VERSION

Order no. **46014**

NEW 2012 MOULD

V NEM | 303 | 2212/2213 | NEM | DB

Passenger Coach Byu 438 DB
Road no. 50 80 21-45 050-9

DELIVERY DATE: 3RD QUARTER 2012

LAYOUT VERSION

Order no. **46015**

NEW 2012 MOULD

V NEM | 303 | 2212/2213 | NEM | DB

Passenger Coach Aby 407.1 DB Regio
Road no. 50 80 31-43 033-5

Various changes, especially to the WC units, later led to several sub-types. The first track on which the new cars were used was the Leipzig - Chemnitz line, declared a regional express train (RegionalSchnellBahn, or RSB). The locomotive used here was the BR 232. Because of the progressive decommissionings of the DR and replacements by railcars, the cars were also used in states of former West Germany. For use in push-pull trains with locomotives without ZWS, some received the 36-pole control line from the old DB pushpull control cars. Most, however, went into operation with the control cars converted in 1995 from Bybdzf 482 into push-pull service with ZWS. In the former DR region, the BR 112, 143, 219 and 234 were especially used in this capacity. By now, most cars have been scrapped or sold. Many were taken over by Hungarian State Railways. Eisenach - Hall is one of the last lines in the DB in which the „langer Halberstädter" are used.

DELIVERY DATE: 3RD QUARTER 2012

LAYOUT VERSION

Order no. **46016**

NEW 2012 MOULD

V NEM | 303 | 2212/2213 | NEM | DB

Model: Precise replica of the bogies; in-plane assembled windows; true-to epoch interior fittings; prepared for interior lighting; printed window frames; elastic rubber bulge; NEM-standard short coupling; replica of the air heating system in the car floor; alternator on bogie separately mounted; finest paintwork and printing; free-standing handrails; applied steps in low material thickness

Passenger Coach Byz 438.4 DB Regio
Road no. 50 80 21-33 142-8

DELIVERY DATE: 3RD QUARTER 2012

LAYOUT VERSION

Order no. **46017**

NEW 2012 MOULD

V NEM | 303 | 2212/2213 | NEM | DB

Passenger Coach Byz 438.4 DB Regio
Road no. 50 80 21-33 167-5

DELIVERY DATE: 3RD QUARTER 2012

LAYOUT VERSION

Order no. **46018**

NEW 2012 MOULD

V NEM | 303 | 2212/2213 | NEM | DB

Passenger Coach Byz 438.4 DB Regio
Road no. 50 80 21-33 177-4

DELIVERY DATE: 3RD QUARTER 2012

LAYOUT VERSION

Order no. **46019**

NEW 2012 MOULD

V NEM | 303 | 2212/2213 | NEM | DB

Passenger Coach 1. / 2. Klasse
AByz GYSEV
Road no. 51 43 31-30 001-2

Getting things going in Western Hungary and Easter Austria - that is the goal of the Raaberbahn. The GYSEV takes an important role in traffic between Vienna, Budapest, Sopron and Györ, in the Szombathely-Szentgotthárd-Graz connection, and on the route of the Neusiedler Seebahn AG. The EURegio trains to Vienna, or the ones operating between Vienna's Neustadt, Szombathely and Szentgotthárd, serve regional transportation.
DELIVERY DATE: 2ND QUARTER 2012

ILLUSTRATION

Order no. **46022**

Model: Precise replica of the bogies; in-plane assembled windows; true-to epoch interior fittings; prepared for interior lighting; printed window frames; elastic rubber bulge; NEM-standard short coupling; replica of the air heating system in the car floor; alternator on bogie separately mounted; finest paintwork and printing; free-standing handrails; applied steps in low material thickness

Passenger Coach 2. Klasse Byz
GYSEV
Road no. 51 43 21-30 001-4

DELIVERY DATE: 2ND QUARTER 2012

ILLUSTRATION

Order no. **46023**

Passenger Coach 2. Klasse Byz
GYSEV
Road no. 51 43 21-30 015-4

DELIVERY DATE: 2ND QUARTER 2012

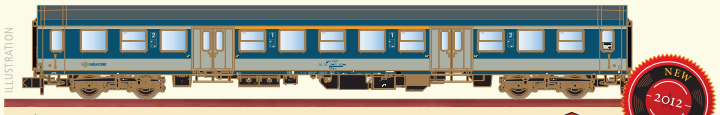
ILLUSTRATION

Order no. **46024**

Passenger Coach 1. / 2. Klasse
AByz MAV
Road no. 50 55 31-55 003-4

Quite a number of "Halberstädter" coaches were made dispensable within the Deutsche Bundesbahn (DB) due to the advancing renewal of the rolling stock and the introduction of new railcars. This gave the Hungarian State Railway (MÁV) the opportunity of acquiring a total of around 300 ABy and Byz coaches from the DB in order to modernise their own rolling stock. Meanwhile, almost all of these coaches appear in a grey-blue paint coat adapted to the DB colour scheme. The coaches are being employed by MÁV's subsidiary MÁV-START.
DELIVERY DATE: 2ND QUARTER 2012

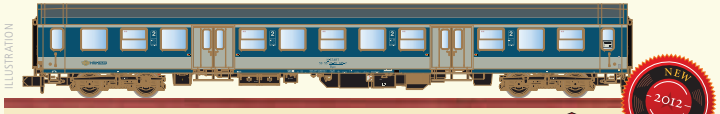
ILLUSTRATION



Order no. **46025**

Model: Precise replica of the bogies; in-plane assembled windows; true-to epoch interior fittings; prepared for interior lighting; printed window frames; elastic rubber bulge; NEM-standard short coupling; replica of the air heating system in the car floor; alternator on bogie separately mounted; finest paintwork and printing; free-standing handrails; applied steps in low material thickness

ILLUSTRATION

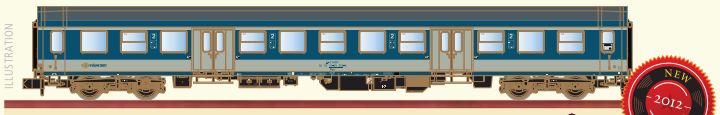


Order no. **46026**

Passenger Coach 2. Klasse Byz
MAV
Road no. 50 55 21-55 045-7

DELIVERY DATE: 2ND QUARTER 2012

ILLUSTRATION



Order no. **46027**

Passenger Coach 2. Klasse Byz
MAV
Road no. 50 55 31-55 055-6

DELIVERY DATE: 2ND QUARTER 2012

Luggage Car Gep K.W.St.E.
Road no. 11

Analogue to passengers coches, 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 modernized and were in service for very long time. They completed their time of service on the Württemberg branch lines.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **45052**

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

Passenger Coach D4i DRG
Road no. 34 109 Stuttgart

Within the scope of conversion measures, some of the old American coaches were furnished with modern bodies, double windows and a central lavatory system from 1899 onwards. In 1906, these coaches were relegated from third to fourth class and some of the vents above the windows were removed. At the Reichsbahn, these coaches were called D4i/C4id Wü 99 and used until the 1930´s, which means they were the longest-serving "American coaches".
DELIVERY DATE: 4TH QUARTER 2012

Order no. **45053**

Passenger Coach BC4i DRG
Road no. 31 007 Stuttgart

Combined second and third-class coaches were purchased to provide second-class seating in short trains. These coaches had 14 little windows. As in the purely third-class coaches, the transom windows were later removed and they were fitted with gas lamps, hydraulic brakes and a lavatory at the Cannstatt coach workshop.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **45054**

Luggage Car F4 SBB
Road no. 18 781

Together with the four-axle passenger train coaches, luggage cars of a corresponding design were also purchased. These were also taken over by the SBB on nationalisation but disappeared from the stock much faster than the passenger coaches. However, due to their large storage space, they were extremely suitable as service cars and for stationary use as a store. In contrast to Germany, a four-axle coach of American type remained in Switzerland. The BC4 with the number 4952 was renovated and can be inspected today in the Swiss Transport Museum in Lucerne.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **45055**

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

Passenger Coach AB4 SBB
Road no. 4950

Between 1855 and 1892, even private Swiss rail companies, the predecessors of the SBB, purchased 4-axle vestibule cars based on the "American system". In 1902 when the Swiss state railway was founded, there were still about 300 of these cars which were then taken over. In addition to third class cars, the SBB also took over numerous mixed class cars of the 2nd and 3rd class category as well as luggage cars.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **45056**

Passenger Coach C4 SBB
Road no. 9301

Although the SBB had taken over large numbers of the American four-axle coaches and the coaches had proven their worth in service, when ordering new vehicles it was decided to use a three-axle design. After some time, the long coach body showed a high level of warping and deformation. The reason for this was the very poor running properties of the primitive bogies without secondary suspension. Nevertheless, some remained in service until 1941 and trains formed solely with four-axle coaches of the same class still travelled between Winterthur and Wil in 1930.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **45057**

Passenger Coach E K.W.St.E.
Road no. 2914

From 1904 onwards, the Königlich Württembergische Staats-Eisenbahnen purchased a great number of these third-class coaches. The dimensions and compartment layout were identical to those in the predecessor coach model dating back to the year 1899. However, the formerly small double windows were replaced by large panes of glass. Between 1904 and 1907, Esslingen, Rastatt and Fuchs in Heidelberg supplied a total of 325 coaches.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **45105**

Model: Applied signs, grab rails and steps; specially applied brake return of etched plate; multi-part braking system with brake callipers in wheel plane

Passenger Coach E K.W.St.E.
Road no. 11301

The passenger cars in era III were used by DB as special trains (ski-express from Stuttgart to the Alb) and even for reversible trains with diesel locomotives.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **45106**

Passenger Coach Ci DRG
Road no. 92 969 Stuttgart

The third-class Württemberg passenger coach, which was built in 1905, was allocated the Road no. Ci Wü 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: 4TH QUARTER 2012

Order no. **45107**

Order no. **45108**

Model: Applied signs, grab rails and steps; specially applied brake return of etched plate; multi-part braking system with brake callipers in wheel plane

Passenger Coach Cid DRG
Road no. 94 375 Stuttgart

DRG 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 Cid wü 12. These vehicles were a mainstay of the passenger service in the Stuttgart Reichsbahn district for a long time.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **45109**

Passenger Coach Bid DB
Road no. 092 695 Stg

DELIVERY DATE: 4TH QUARTER 2012

Order no. **45110**

Passenger Coach Bid DB
Road no. 094 411 Stg

DELIVERY DATE: 4TH QUARTER 2012

Passenger Coach AB SBB
Road no. 1424

The SBB took over several double-axle first and second-class coaches from the Swiss Central Railway Company (SCB). The coaches were highly modern, built according to contemporary standards, had lavatories, gas lamps, steam heating and Westinghouse double brakes. These modern vehicles served throughout the SBB network for many years.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **45111**

Model: Applied signs, grab rails and steps; specially applied brake return of etched plate; multi-part braking system with brake callipers in wheel plane

Skylight Roof Car Bi WEG
Road no. 13

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: 4TH QUARTER 2012

Order no. **45609**

Order no. **45468**

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

Passenger Coach C3i Pr 11 ÖBB
Road no. 43 827

DELIVERY DATE: 3RD QUARTER 2012

Order no. **45469**

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

Passenger Coach C3itr Pr 11 ÖBB
Road no. 43 753

DELIVERY DATE: 3RD QUARTER 2012

Coal Car Otr(u) K.P.E.V., Set of 2
Road no. 57412, 57093

With the onset of the industrial revolution, more and more steel works are built in the Saarland. Especially to supply these mills and steel works, the Prussian State Railway bought special coal hopper cars from 1883 onwards. On an undercarriage with a 2,800 mm axle base sat a funnel-shaped structure, which could be unloaded very quickly both via a flap on the left and right and through floor flaps over a deep bunker. With a freight capacity of 13.2 m3 , the cars had a payload of 10 t. As the construction type proved itself in its special area of application, the design was revised and from 1897 onwards a reinforced type was purchased. The cars built according to design IIc12 had a larger hold with a capacity of 15.3 m3 and could now handle a payload of 12.5 t.
DELIVERY DATE: 2ND QUARTER 2012

Order no. **48786**

Model: Multi-part, filigree axle bearings; body in die-cast zinc; finest paintwork and printing; separately mounted coach body supports; finest metal spoked wheels

Coal Car DRG, Set of 2
Road no. 921 Mainz, 1341 Mainz

The Deutsche Reichsbahn took over all cars and classified them as Otr(u) in the „Mainz" class district and continued to use them exclusively in the Saarland. One producing steel works on the Saar is today to be found in Dillingen. The Völklinger steel mill was completely preserved after it was shut down and today is one of the UNESCO world heritage sites as a unique museum. In addition to cultural events of all types, impressive information can be obtained on steel production and its history. The exhibits also include several railway vehicles of various epochs, which are shown in their historic environment.
DELIVERY DATE: 2ND QUARTER 2012

Order no. **48787**

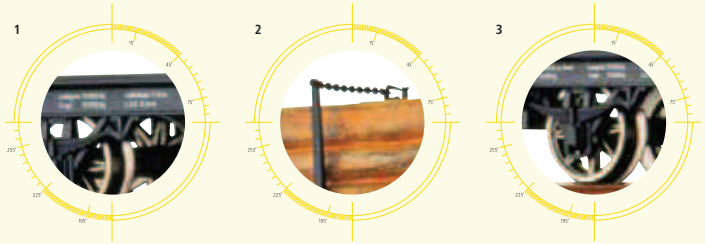
Model: Multi-part, filigree axle bearings; body in die-cast zinc; finest paintwork and printing; separately mounted coach body supports; finest metal spoked wheels

Slag Car Xt K.W.St.E.
Road no. 62 555

The K.W.St.E. described its flat cars as slag cars. From 1863 onwards, 75 slag cars with two platforms were purchased, some of which were converted open J-type freight cars. These proved to be extremely practical in construction trains for putting tarmac on platforms.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **47720**

Modell: Extra mounted steps; metal car body; extra mounted springs; cordon in lower-density material; NEM-standard shortcoupling



1_Finest paintwork and printing
2_Cordon in lower-density material
3_Finest metal spoked wheels

(Pictures show order no. 47721)

Pair of Log Cars DRG
Road no. 371, 374 Regensburg

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: 4TH QUARTER 2012

Order no. **47721**

Model: Metal chassis; consisting of two individual carriages; close coupling between the two carriages

Tank Car K2 "Dujardin" DRG
Road no. 540 567 P

For the transport of wine for brandy production, Dujardin & Co GmbH, formerly Gebr. Melcher from Uerdingen on the Rhine, had placed several tank waggons in the rolling stock of the Deutsche Reichsbahn Gesellschaft.
The waggons featured a conspicuous label for the owner and the product, and were still in use even after the war.
DELIVERY DATE: 3RD QUARTER 2012

Order no. **47811**

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

Flat Car K.Bay.Sts.B.
Road no. 82 649

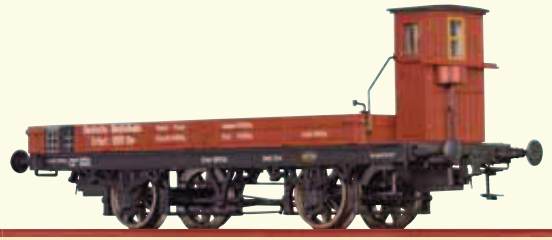
According to sheet 390 of the rolling stock index, the Königlich Bayerische Staats-Eisenbahnen received a series of 190 flat cars between 1889 and 1891. The cars all had a handbrake with brakeman's cab and a symmetrical undercarriage. They had a load carrying capacity of 10.5 t and were classified as working cars with the classification X. The railway administration used them primarily to transport tracks, ballasts and other track materials.
DELIVERY DATE: 3RD QUARTER 2012

Order no. **48015**

Model: Extra mounted steps; metal car body; extra mounted springs; cordon in lower-density material; NEM-standard shortcoupling

Flat Car DRG
Road no. Xw 9511

All works cars were integrated by DRG into the generic region "Erfurt". This also included many of the former gravel cars from K.W.St.E. from 1863. The cars which were now called "Erfurt" flat cars were well suited for use as construction trains or in the works service. They were used to move rubble, parts of tracks, bumping posts, signal and switch parts, working equipment and all types of spare parts to and from the building sites.
DELIVERY DATE: 3RD QUARTER 2012



Order no. **48016**

Covered Freight Car DRG
Road no. Gw 2009

The DRG assigned covered cars with a payload of less than 15 tonnes to the "Magdeburg" grouping. This also applied to the older Württemberg G-cars which had been taken over. They had already been classified as "G" since 1905 and were painted in Prussian red-brown from 1909 onwards. The cars were no longer equipped with a compressed air brake and as freight volumes decreased with the beginning of the global economic crisis, the last cars of this type were put out of regular service. However, a few survived for several years as station or maintenance cars.
DELIVERY DATE: 3RD QUARTER 2012

Order no. **48017**

Order no. **48562**

Model: Filigree replica of the wheel bearing; extra mounted steps; true-to-original replica of the car bottom; extra mounted brake switch; wheelsets with inside contours; short coupling cinematic; precise printing and lacquering; fine engravings and rivets; true-to-original ventilator grill; extra mounted brake systems

Order no. **48561**

Order no. **48563**

Covered Peak Roof Car Hcg DRG
Road no. 307 117

Many waggons were scattered across Europe by the chaos of war. Often they were used by the local railway authorities like own waggons until the restitution procedure was settled. To ensure that the waggons didn't disappear never to return (which still happens even today), when they left the local network, they received a reference to the railway they entered, or were used by, in addition to the address of the local railway administration. This took the form of an arrow (here -> DR Brit.-US Zone), and as a result, these waggons were colloquially known as „arrow waggons" among railway men. This waggon thus belongs to the Italian State Railway (Ferrovie dello Stato - FS) and is currently being used by the Deutsche Reichsbahn in the American/British Zone.
DELIVERY DATE: 4TH QUARTER 2012

Covered Peak Roof Car G DR
Road no 79-41-03

In addition to the German designs, the Deutsche Reichsbahn had large numbers of foreign goods waggons in their stock after 1945. Every available waggon was initially used to meet the transport requirements, but soon they sought a certain standardisation of the rolling stock. Therefore, so called „Splittergattungen" (classes with only a few waggons in them) were preferred for the conversion into railway maintenance cars, the life of which was thus often prolonged by many years. Closed goods waggons were used in work trains for the storage of materials and reserves, as a mobile workshop, and, after further modification, as culture, washing, residential, sleeping and kitchen waggons.
DELIVERY DATE: 4TH QUARTER 2012

Covered Peak Roof Car Rtu MAV
Road no 500 075

The Hungarian State Railways also had some pointed roof refrigerator waggons in their inventory after 1945. The waggons remained unchanged, except for the removal of the nonmatching brakes, and operated as milk transport waggons on fixed routes.
DELIVERY DATE: 4TH QUARTER 2012

Covered Peak Roof Car Gcg, Fc and FC FS, Set of 3
Road no. 306 993/114 329/115 111

The FS bought cars of a riveted all metal construction, which stood out due to their wheel base of 6.10 m with very short overhangs. A characteristic feature was the peak roof which was used apart from a few exceptions. Less conspicuous but just as typical was the use of I-sections for the sole bar. The wheelsets were run in plain bearings and were supported by one, two or even three spring assemblies depending on the class. One of the main tasks was transporting fruit and vegetables all over Europe.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **48560**

II NEM | 315 | NEM | 2187 | FS

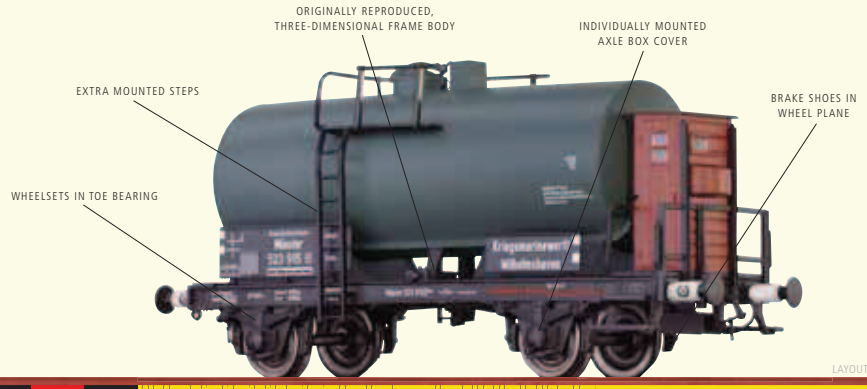
Open Freight Car Ealos DB AG, Set of 3
Road no. 31 80 592 8 458-4/
31 80 592 8 060-8/31 80 592 8 311-5

For the transport of waste wood from waste disposal companies, DB AG reworked the Eas 70 type. To create more space for the lightweight load, the walls were raised. In total, 378 cars, now called Ealos 053, were produced as a result of the conversion work in the years 1995 and 1996. A further 198 Ealos-x, which look very similar, were produced from other basic cars.
DELIVERY DATE: 3RD QUARTER 2012

Order no. **48503**

V NEM | 484,8 | NEM | 2181 | DB

A CLASSIC OF FUEL SUPPLY. WITH FANTASTIC DETAILS



LAYOUT VERSION

NEW 2012 MOULD

Tank Car 2-axle DRG
Road no. 523 915 P

In the mid 30ies, the progress in lightweight construction led to new generations in wagon building in rapid succession. The introduction of welded tanks allowed weight savings, the benefit of which was increased cargo weight. Consequently, the wheel base of the classical two-axle tank wagon design was increased from 4.00 m to 4.50 m starting at the end of thirties. The running gear corresponded to the design which was simultaneously developed for the welded DR wagons, and was conspicuous by its long suspension springs for smooth running, even at higher velocities. The resulting design was built by many European wagon factories in very large numbers until 1943 – alone MAN, although no classical tank wagon manufacturer, delivered 2250 units. In addition to a few private owners, the sham firms and camouflage organisations of the German Reich were predominantly supplied as part of the war preparations. These included the „Wissenschaftliche Forschungsgemeinschaft" („Wifo") and various „oil associations" („Oelvereine"). In another case, the wagon user was more clearly identified by the name „Wilhelmshaven Naval Dockyard"; these wagons were used for the fuel supply of the submarine fleet. In the aggregate, far more than 10,000 units of these wagons with tanks of 20 m3, 22 m3 and 26.5 m3 were probably built.
After the war, they were scattered all over Europe and, as a result, came into the possession of many mineral oil industry companies as private wagons. In addition to the classical grey-and-black paint coats, many wagons were given conspicuous advertising paint coats from white and yellow (Mobil / Shell) up to green and blue (Texaco / Aral). The last wagons were still being used in 1989 in the fleet of the GDR's Deutsche Reichsbahn.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **48840**

LAYOUT VERSION

NEW 2012 MOULD

Order no. **48841**

Tank Car 2-axle DRG
Road no. 567 820 P

DELIVERY DATE: 4TH QUARTER 2012

LAYOUT VERSION

NEW 2012 MOULD

Order no. **48842**

Tank Car 2-axle DB
Road no. 589 610 P

DELIVERY DATE: 4TH QUARTER 2012

LAYOUT VERSION

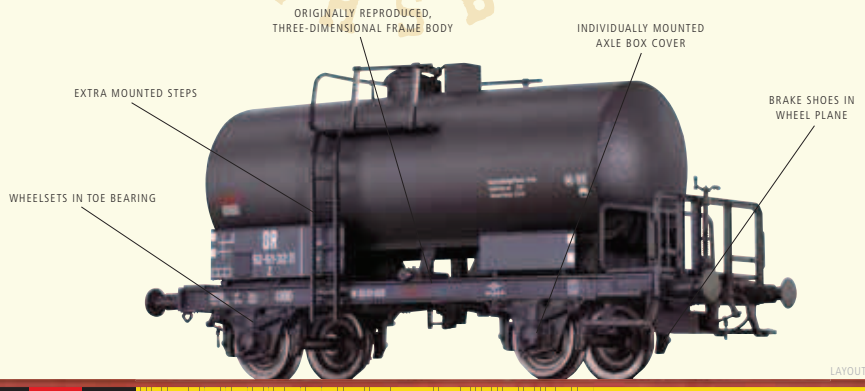
NEW 2012 MOULD

Order no. **48843**

Tank Car 2-axle DB
Road no. 525 510 P

DELIVERY DATE: 4TH QUARTER 2012

TRUE TO THE ORIGINAL IN EVERY RESPECT

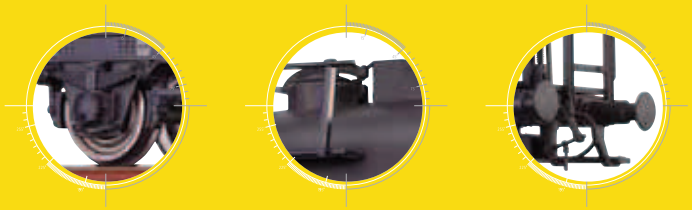


NEW 2012 MOULD

LAYOUT VERSION

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

DELIVERY DATE: 4TH QUARTER 2012



Order no. **48844**

III | 101 | 2181

LAYOUT VERSION

Order no. **48845**

III | 101 | 2181

NEW 2012 MOULD

Tank Car 2-axle DR
Road no 21 50 070 2594-7

DELIVERY DATE: 4TH QUARTER 2012

LAYOUT VERSION

Order no. **48613**

IV | 115,9 | 2187

Model: Wheelsets with inside contours; inside of the loading area replicated three-dimensional; metal car bottom; extra mounted springs and wheel bearings; extra mounted: brake system, door handle, slip box, signal holder, metal pedestal tie bars, brake system with bake clips at wheel level

Open Freight Car El[5598] DR
Road no. 21 50 559 8 636-2

DELIVERY DATE: 3RD QUARTER 2012

LAYOUT VERSION

Order no. **48614**

IV | 115,9 | 2187

Open Freight Car El[5598] DR
Road no. 21 50 559 8 655-2

DELIVERY DATE: 3RD QUARTER 2012

Covered Freight Car Pwg DR
Road no. 88-41-26

The Deutsche Reichsbahn could not long do without its remaining pre-war baggage waggons, as most of the newly acquired series of baggage waggons were immediately transferred to passenger service. A renovation or the construction of cabin tenders, as used by the Deutsche Bundesbahn, was also impossible for reasons of capacity and lack of material. The coach bodies were often unified later, on the model of of the Pwg pr 14, and the windows and doors were standardised. It was also typical to replace the T-shaped box section with a U-shaped one. The last waggons were still in service in 1989 and were only withdrawn as a result of the drop in traffic as a consequence of the currency reform.
DELIVERY DATE: 2ND QUARTER 2012

Order no. **48359**

Model: Metal spoked wheels; extra mounted ventilators and chimney; in-plane assembled windows; NEM-standard close coupling

Covered Freight Car Pwg BBÖ
Road no. 75 012

Like Deutsche Reichsbahn, the ÖBB (Federal Austrian Railway) had their goods trains accompanied by a train conductor, who was responsible for handling papers while driving. On so-called „Fahrverschubzügen", the goods train baggage waggon was then also a meeting place and break room for all staff on the train. Because of the events of the war, the ÖBB's rolling stock became all mixed together, and there were also many German models in the inventory.
DELIVERY DATE: 2ND QUARTER 2012

Order no. **48358**

Model: Metal spoked wheels; extra mounted ventilators and chimney; in-plane assembled windows; NEM-standard close coupling

Covered Freight Car Glr DR
Road no. 21 50 118 0 079-8

The DR of the GDR also added Gl(r) cars to its stock after the war. In contrast to the DB, the DR decided not on a complete reconstruction but gradually adapted its cars to the changed transport requirements.
Many of the Gl cars were equipped with chimneys on the roof in order to accommodate field kitchens of the NVA and to serve as a kitchen on wheels in the case of troop transport (sub-class mark „kü"). Often, softer springs and roller bearings were also installed, frequently in combination with the new double chain links and UIC axle holders, for higher speeds. The last of the Gl(r) cars were only retired at the end of the 1980s. In their last years of service, they often travelled between the Raw and Bw as maintenance cars.
AVAILABLE

Order no. **48698**

Model: Extra mounted steps; wheelsets with inside contours; true-to-original replica of the car bottom; extra mounted brake system and brake-switch; precise printing and lacquering; extra mounted springs and wheel bearing; fine engravings and rivets; short coupling cinematic

Covered Freight Car Glr ÖBB
Road no. 213 920

AVAILABLE

Order no. **48696**

Model: Extra mounted steps; wheelsets with inside contours; true-to-original replica of the car bottom; extra mounted brake system and brake-switch; precise printing and lacquering; extra mounted springs and wheel bearing; fine engravings and rivets; short coupling cinematic

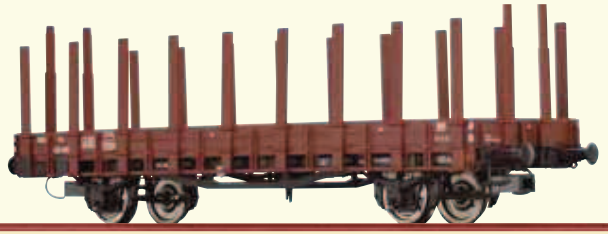
Covered Freight Car Glr 22 DB
Road no. 190 812

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

Order no. **48697**

Stake Car Rr ÖBB
Road no. 433 489

DELIVERY DATE: 4TH QUARTER 2012



Order no. **48673**

Covered Freight Car "Dresden" "Miele" DB
Road no. 192 222

After the procurement was finished, the Deutsche Reichsbahn Gesellschaft (DRG) still had 121,770 waggons according to the A2 master drawing in their inventory in 1934, making it the most constructed closed goods waggons in the world. Due to the larger tensile loads, the use of air brakes and higher speeds, the underframe was exposed to stresses requiring reinforcement. The waggon bodies were stabilised in the Reichsbahn repair depots by means of additional struts. In addition, the brakeman's cab was reduced by the part standing above the roof to prevent the permeation of moisture at this location. The two jobs were not necessarily carried out at the same time, so there were waggons in different conversion combinations.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **48670**

III | 139,1 | NEM | 2187 | DB

Model: extra mounted steps; wheelsets with inside contours; true-to-original replica of the car bottom; extra mounted brake system and brake-switch; precise printing and lacquering; extra mounted springs and wheel bearing; fine engravings and rivets; short coupling cinematic

Covered Freight Car G K.P.E.V.
Road no. 600 094

From 1916 onwards, the Berlin Central Railway Office and the Central Purchasing Company bought refrigerator waggons in large quantities. The basis for the procurement was the covered goods waggon according to the A2 master drawing. From the outside, they were only recognizable as refrigerator waggons by the second ventilating shutter, the roof ventilators, and a white coat of paint to protect against sunlight. The waggons were leased to various war societies and Reich agencies, so their waggon number was not followed by a P. They were used for the transport of frozen meat and butter, since more and more frozen meat had to be sent instead of live animals for slaughter.
DELIVERY DATE: 2ND QUARTER 2012

Order no. **48266**

I | 110,3 | NEM | 2187 | K.P.E.V.

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; metal axles with conical bearings; extra door latches; metal pedestal tie bars; individually affixed U-profiles as front ladder rungs; NEM close-coupling cinematics

Covered Freight Car G 10 "Persil" DR
Road no. 535 333 P

At the beginning of the 20th century, chemists of the Henkel group developed a new automatic washing powder which came onto the market under the name „Persil". In 1922, the Berlin artist Kurt Heiligenstaedt created the famous „white lady", who from then on dominated the Persil advertising. To transport raw materials between the factories and Düsseldorf, tank cars but also covered freight cars were used. Therefore to increase familiarity, some G-cars of the federation construction type were also painted green and advertised clean washing with the logo of "Persil".
DELIVERY DATE: 2ND QUARTER 2012

Order no. **48259**

II | 106,9 | NEM | 2183

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; metal axles with conical bearings; extra door latches; metal pedestal tie bars; individually affixed U-profiles as front ladder rungs; NEM close-coupling cinematics

Covered Freight Car Gm K.W.St.E.
Road no. 29 955

Starting in 1907, the Royal Württemberg State Railways procured closed goods waggons which corresponded to their Prussian counterparts in all essential dimensions. Typical for Württemberg was the division of the body into 8 segments, with the weakening of a box column for the sliding door. This was lined with sheet metal for Württemberg waggons. In 1905 the Royal Württemberg State Railways adopted the Prussian system of designation, but the waggons were still painted in independent fir green. The first vehicles delivered still had framework-like axle guards, which soon had to give ground to guards made of pressed sheet for the following deliveries. All waggons were built without air brakes and hand brakes. 1,813 waggons were delivered in all.
DELIVERY DATE: 2ND QUARTER 2012

Order no. **48264**

I | 106,9 | NEM | 2183

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; metal axles with conical bearings; extra door latches; metal pedestal tie bars; individually affixed U-profiles as front ladder rungs; NEM close-coupling cinematics

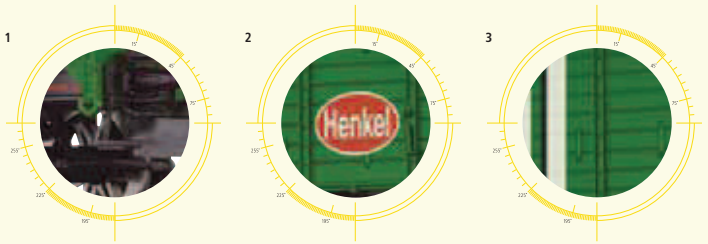
Covered Freight Car Gw (G) DR
Road no. 21 50 112 3056-6

Numerous Verbandsbauart covered freight cars – in a design standardised by the Deutsche Staatsbahn-wagen-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.
DELIVERY DATE: 2ND QUARTER 2012

Order no. **48260**

IV | 106,9 | NEM | 2187 | DR

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; metal axles with conical bearings; extra door latches; metal pedestal tie bars; individually affixed U-profiles as front ladder rungs; NEM close-coupling cinematics



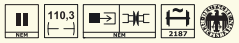
1_Extra mounted steps
2_Finest paintwork and printing
3_Fine engravings and rivets

(Pictures show order no. 48259)

Covered Freight Car "Klosterbrauerei Alpirsbach" DRG
Road no. 513 688 P

In 1877, Johann Gottfried Glauner decided to breathe new life into the closed-down brewery in Alpirsbach. His reason was the rail connection under construction in the town and the increasing number of spa visitors. To this end he sent his son to Bavaria, to have him trained by the Weihenstephan brewers. Originally, the brewery plant was located on the grounds of the famous Alpirsbach monastery - hence the name „Klosterbrauerei" (monastery brewery). Two wings of the monastery still belonged to the brewery until 1995. Glauner bought the Löwen-Post inn in 1885, and then began to increasingly expand the brewing operation. In 1883, the brewery was converted to steam operation with the purchase of the first locomotive. The beer was initially delivered around the area by horse-drawn carriage, then the sales radius expanded rapidly. For this purpose, the monastery brewery placed several beer waggons with large promotional addresses for the „Klosterbrauerei Alpirsbach Carl Glauner" in the rolling stock of the Stuttgart Reichsbahn directorate. Even after 1945, the Deutsche Bundesbahn still had 3 of these waggons in their inventory.
DELIVERY DATE: 2ND QUARTER 2012

Order no. **48267**



Order no. **48269**

Covered Freight Car "Fürstenberg Bräu Donaueschingen" DB
Road no. 546 038 P

DELIVERY DATE: 2ND QUARTER 2012

END OF THE LEAN PERIOD FOR FANS OF DANISH (MODEL) RAILWAYS AND EQUIPMENT

LAYOUT VERSION

Covered Freight Car "Carlsberg" DSB, Set of 3
Road no. 99 552 P, 99 557 P, 99 559 P

When Jacob Christian Jacobsen founded the Carlsberg-Bryggerier Kjøbenhavn in 1847, he certainly didn't imagine that some day the Carlsberg beer brand would rise to one of the biggest beer manufacturers in the world; nevertheless, he laid the foundations thereof. In 1868, the Carlsberger Pilsner was on sale for the first time in England, and approximately 60 years later, around 55% of the English beer import came from the brewery in Copenhagen.

In order to satisfy the steadily growing demand for Carlsberg, the brewery, among other things, maintained their own stock of private goods wagons. These also included refrigerator wagons that had been derived from the Prussian G10 according to the A2 master drawing. The most conspicuous difference was made up by the two-wing hinged doors installed instead of the lateral sliding doors. Furthermore, the wagons were insulated from the inside.
DELIVERY DATE: 2ND QUARTER 2012

Order no. **48277**

Covered Freight Car IE DSB
Road no. 18 800

In 1919, Danish privately-owned railways ordered 50 closed goods waggons (boxcars) from Christoph & Unmack in Niesky, which corresponded to the Prussian A2 master drawing to the greatest extent possible. The Danish State Railway (DSB) took over 14 of these waggons in 1939/40 and classified them as IE 18787–18800. In Denmark, the „I" represents closed waggons for non-contaminating goods such as meat, butter, eggs, and milk – nevertheless they are not refrigerator vans. The last of these waggons were taken out of service in 1966, but still served as station waggons at various stations. One was restored to its original condition in Niesky in 2009, commemorating the 175th anniversary of the local railway carriage construction.
DELIVERY DATE: 2ND QUARTER 2012

LAYOUT VERSION

Order no. **48261**

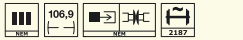
Model: Wheelsets in toe bearing; applied grab rails and steps in low material thickness; close coupling; extra steps; undercarriage with extra brake system; extra signal holder; many extra parts such as door latches

Covered Freight Car CHDG NS
Road no. 10 139

The Dutch state Railways (Nederlandse Spoorwegen - NS) also had closed waggons already before the war that were reminiscent of the Prussian A2 master drawing. More waggons were added as a result of the war. The NS attached special retention walls to the waggons in order to be able to transport grain in bulk. That was the preferred storage type for this good all throughout Europe. Special container waggons weren't built for this purpose in large numbers until the late 50s.
DELIVERY DATE: 2ND QUARTER 2012

LAYOUT VERSION

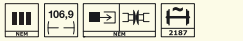
Order no. **48262**



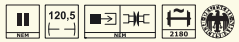
Covered Freight Car Lw SNCF-EUROP
Road no. 7 492 478

The Alsace-Lorraine Imperial Railways procured a large amount of operating equipment according to Prussian standards for uniform design and construction („Normalien"). Many of these waggons were transferred to the newly established French state railway SNCF in 1938. Many other freight waggons of German design were transferred to the SNCF after 1945. In 1951, the Deutsche Bundesbahn (DB) and the SNCF founded the EUROP wagon pool, in which open and closed goods waggons were placed together for common use. In addition to waggons in accordance with OCEM design principles, the SNCF also placed numerous waggons of German origin or in accordance with German pattern drawings in the EUROP wagon pool. Among them were also numerous G waggons following the Prussian A2 master drawing.
DELIVERY DATE: 2ND QUARTER 2012

Order no. **48263**



Order no. **47061**



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

Tank Car DRG
Road no. 501 132 P

Larger tank car models were to be used after the First World War in order to reduce unladen weight and train lenghts. Krupp commenced production of larger tank cars in 1922. The first models were used for the transportation of tar. They weretwo-axle cars with four wheelbases - a model between the two-axle cars and the present-day four-axle cars with bogies.
DELIVERY DATE: 2ND QUARTER 2012

Order no. **47065**

Tank Car "DEROP" DRG
Road no. 565 275 P

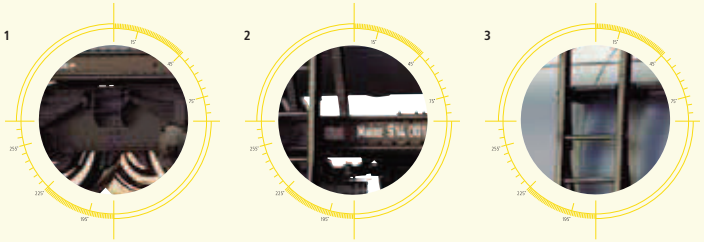
LIEFERTERMIN: 2. QUARTAL 2012

Tank Car "ESSO" DB
Road no. 585 689 P

The „Standard Oil Company of New Jersey", formed as part of the break-up of the Standard Oil Trust, was abbreviated to SO, reflected in the name „Esso", which was later renamed Exxon. The German subsidiary operated as D.A.P.G. (Deutsch-Amerikanische Petroleum Gesellschaft) until the start of the war. Together with IG Farben, they held a stake in Deutsche Gasolin, and cooperated in the production of synthetic oil. After the war, Esso became a brand name in Europe as well. ExxonMobil currently operates gas stations in Europe under that name. In order to increase brand awareness, Esso placed advertisements on the tank waggon of several European railway administrations.
DELIVERY DATE: 2ND QUARTER 2012

Order no. **47062**

1_Bogies with fine-engraved rivets
2_Filigree, true-to-original frame
3_Extra mounted steps and handrails in low-material thickness



Tank Car ZZd "BASF" DRG
Road no. 514 001 P

At the beginning of the 60s, there were still more than 100 six-axle tank waggons that had been placed in the Deutsche Bundesbahn's rolling stock. The vast majority of the waggons had been registered by Farbwerke Hoechst, with their factories in Gendorf and Hoechst. The number of units placed into the rolling stock by the remaining waggon owners was rather low. For example, BASF (former I. G. Farben) in Ludwigshafen maintained only 3 six-axle waggons in their extensive rolling stock. Only one of these waggons received the new EDP number.
DELIVERY DATE: 3RD QUARTER 2012

Order no. **48529**

155,0 | 2187

Model: True-to-original filigree frame; filigree steps in low material thickness; bogies with fine-engraved rivets; wheelsets with inside contours; bogies with three-point support

Tank Car ZZd DR
Road no. 53-40-01

In contrast to the Deutsche Bundesbahn, the tank waggons operated by the Deutsche Reichsbahn remained railway property and were leased to the transporting companies. Of the 6-axle tank waggons, a little over sixty units were left in the Soviet occupation zone and operated mostly for companies in central Germany. The 53-40-01 waggon served VEB Farbenfabrik Wolfen for the transport of acids, and was home-based in the Bitterfeld station for this purpose. It was maintained in the Zwickau repair depot.
DELIVERY DATE: 3RD QUARTER 2012

Order no. **48531**

155,0 | 2187

Covered Freight Car K2 SBB
Road no. 38 166

Even before the major Swiss railway companies were nationalised in 1903, when they merged to form the Swiss National Railway Company (SBB), the private railway companies had agreed to purchase freight cars called "Reformwagen" with virtually identical designs. Covered wagons were relatively short, with a frame length of 7.10 m and wheel bases of 4.40 m, 4.50 m or 5.00 m. These waggons were called K2 after 1902. They have 12.5 t weight loaded and 40 to 44 m2 loading volume. The SBB also had reproductions of the 5.0 m version built for some time afterwards. The K2s were also operated by all reputable private railways.
DELIVERY DATE: 3RD QUARTER 2012

Order no. **47812**

95,8 | 2183

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

Order no. **47813**

95,8 | 2183

Covered Freight Car K2 "Cardinal" SBB
Road no. 510 723

DELIVERY DATE: 3RD QUARTER 2012

Covered Freight Car K2 "Feldschlösschen" SBB
Road no. 516 299

The K2 design was obviously a success because further wagon types were built with the same dimensions. The most significant of these were the many refrigeration and beer cars. Many Swiss breweries ordered wagons that corresponded to the K2 for the transportation of their valuable beer. The body had the same dimensions but double walls to provide insulation and vertical planking. The doors differed in design and there were waggons with and without a brakeman's cab, which meant different loading lengths. Some beer cars came to the SBB later as a result of takeovers and were used as "regular" refrigerated cars for food transportation.
DELIVERY DATE: 3RD QUARTER 2012

Order no. **47814**

95,8 | 2183

NOW WITH SOUND

NEW 2012 MOULD

Diesel Locomotive Gravita 10 BB MRCE Dispolok

The Gravita 10 BB was first introduced on the InnoTrans 2008 trade fair, with the paint coat for MRCE Dispolok GmbH. Various leasings followed, among others to Stahl Gerlafingen AG in Switzerland.

DELIVERY DATE: 3RD QUARTER 2012

Order no. **62708** Order no. **62709**

VI | 98,2 | Rmin 192

Model: Digital sound version with multi protocol decoder; DCC and SX-format; analog version: can not be converted to sound additionally

Diesel Locomotive Gravita 10 BB NorthRail

Northrail GmbH was one of the first purchasers of the Voith Gravita 10 BB. The company, founded in 2008, is acting as a locomotive leasing company and has since then been hiring out the locos to third parties. For example, the first 10 of the 260 models without Diesel particulate filter, which were built for the DB, have been placed in Northrail's fleet and leased to DB Schenker. Other companies such as BASF AG or Mindener Kreisbahnen GmbH are also among the leasee.

DELIVERY DATE: 3RD QUARTER 2012

Order no. **62710** Order no. **62711**

VI | 98,2 | Rmin 192

Model: Digital sound version with multi protocol decoder; DCC and SX-format; analog version: can not be converted to sound additionally

Order no. **62704** Order no. **62705**

VI | 98,2 | Rmin 192

Model: Digital sound version with multi protocol decoder; DCC and SX-format; analog version: can not be converted to sound additionally

Diesel Locomotive Gravita 10 BB Panlog

At the same time as Stahl Gerlafingen AG, the Swiss logistics service provider Panlog bought three Gravita 10 BB from Voith, the locomotive manufacturer based in Kiel. The locos are primary used in domestic traffic, but also in neighbouring foreign countries, and mainly to transport raw materials and steel industry products.

DELIVERY DATE: 3RD QUARTER 2012

Order no. **62706** Order no. **62707**

VI | 98,2 | Rmin 192

Model: Digital sound version with multi protocol decoder; DCC and SX-format; analog version: can not be converted to sound additionally

Diesel Locomotive Gravita 10 BB Gerlafingen

Stahl Gerlafingen AG bought two Gravita 10 BB locomotives for their own interfactory traffic and light transfer service. The locos have been used in Switzerland since 5 March 2010.

DELIVERY DATE: 3RD QUARTER 2012

Electric Locomotive EG 3 DRG Gruppenverwaltung Bayern
Road no. 22012

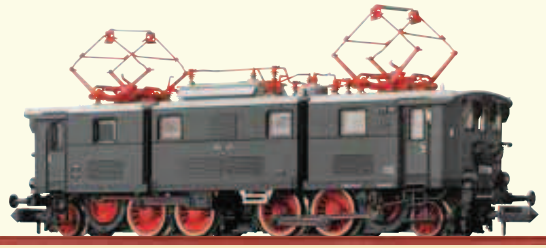
From 1920 onwards, the electric locomotives operated by the group headquarters in Bavaria had their bodies painted brown, with red or black wheels and engine parts. The same applied to the EG3-type freight tank locomotives which were delivered to Bavaria from 1924 onwards, and the EG3 locomotives which 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: 4TH QUARTER 2012

PICTURE SHOWS H0-MODEL

Order no. **63002**

Electric Locomotive E 77 DRG
Road no. E 77 28

The first electric loco in the E 77 series was delivered in 1924. The machines came from the factory to the RBD Halle (Leipzig West, Roßlau, Wahren and Halle (P) depots) and Munich (Munich main railway station depot). The DRG introduced the standard grey paintwork for electric locos in the year 1927. However the new standard paintwork was not specified until 1933 by the Bavaria network administration, the RBD Munich.
DELIVERY DATE: 4TH QUARTER 2012



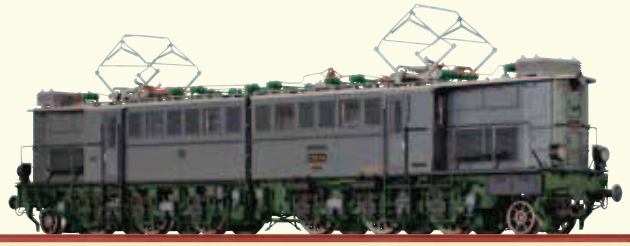
Order no. **63003**

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

Electric Locomotive E 95 DRG
Road no. E 95 04

The DRG 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 locs, which were given a new identity of ownership. The 6 locs 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: 4TH QUARTER 2012

LAYOUT VERSION

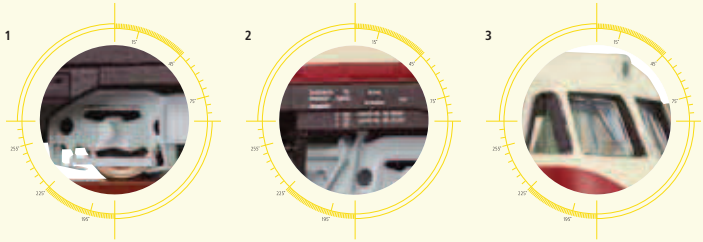


Order no. **63020**

Electric Locomotive E 95 DR
Road no. E 95 02

The E 95 02 has had the status of a museum locomotive for 40 years already, but the work on it has since been limited to the completion and the preservation of the status quo. This did not change until a few years ago when a group of enthusiasts got together in Halle (Saale) with the objective of refurbishing the machine to an operating condition. Now the work is near completion. On the occasion of the anniversary of locomotive manufacture in Hennigsdorf, E 95 02 was presented to the public in September 2010 for the first time again outside shed P of the depot.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **63021**

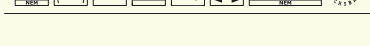


1_With 2-axle bogies
2_Finest paintwork and printing
3_Front light changes according to direction of travel

(Pictures show order no. 61186)

LAYOUT VERSION

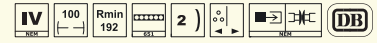
Order no. **61186**



Diesel Locomotive BR 118 DR, Set of 2
Road no. 118 548-7/118 552-9

DELIVERY DATE: 4TH QUARTER 2012

Order no. **61203**



Diesel Locomotive BR 216 DB
Road no. 216 035-6

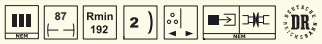
When compiling the standard design programme of the DB, a mainline diesel locomotive with an output of 1500-1600 HP had already been considered. The engine and drive system of the V160 is closely based on the locomotives of V100. The locomotives of Class 216 were used in nearly all railway divisions of the Deutsche Bundesbahn. They were used for both passenger and freight transport, where they provided good service.
DELIVERY DATE: 3RD QUARTER 2012

Diesel Locomotive V 100 DR
Road no. V 100 100

Shortly after LKM Babelsberg had delivered the two prototypes of the new BR V 100, the government of the GDR decided to stop building locomotives here. Now only the „VEB Lokomotivbau-Elektrotechnische Werke Hans Beimler“ was responsible for supplying new traction vehicles. Following the experience with V 100 001 and 002, a third prototype was produced there, which proved itself in trial runs. Therefore the first serial engines were delivered to the DR in 1967.
DELIVERY DATE: 3RD QUARTER 2012

LAYOUT VERSION

Order no. **61112**



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

Diesel Locomotive BR 110 DR
Road no. 110 003-1

The model for the V100 of the Deutsche Reichsbahn (DR) was the V100 003 from the Lokomotivbau - Elektrotechnische Werke [LEW] Hans Beimler. Painted in an appealing white-green, it was introduced to the public on the Leipzig trade fair in 1966. It was also the first loco of the series to be taken over by the DR. According to the DR's new numbering scheme, the loco was renamed to 110 003-1 as of 1 June 1970.
DELIVERY DATE: 3RD QUARTER 2012

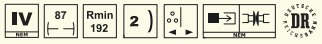
PICTURE SHOWS HO-MODEL

Order no. **61111**

Diesel Locomotive BR 111 DR
Road no. 111 128-5

DELIVERY DATE: 3RD QUARTER 2012

Order no. **61113**



Diesel Locomotive V 100 RailPro
Road no. V 100 093

DELIVERY DATE: 3RD QUARTER 2012

Order no. **61114**

LAYOUT VERSION

Order no. **61187**

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

Order no. **61124**

Order no. **61006**

Order no. **61007**

Diesel Locomotive V 180 „Leuna“ DR
Road no. 203

DELIVERY DATE: 3RD QUARTER 2012

Diesel Locomotive BR 119 DR
Road no. 119 070-1

Halberstadt am Harz was one of the last running sheds of the DR to be assigned the locomotive series 119. This was supposed to replace the last steam locomotives of the 50.35 series. The 50.35 rolled in Halberstadt and at the Oschersleben operating station, thus terminating the use of steam locomotives in all Germany. Already in 1989, also the last 119-series locomotives were relocated to Salzwedel; their second operating time did not begin until in 1998.
DELIVERY DATE: 3RD QUARTER 2012

Diesel Locomotive BR 232 PCC
Road no. BR 232-171

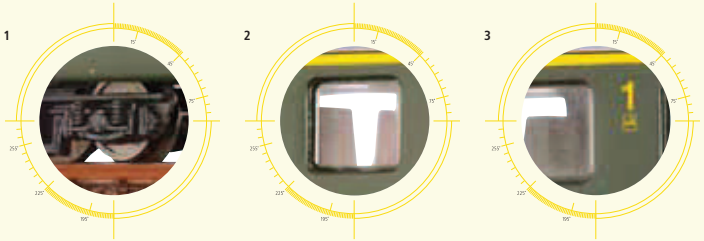
PCC Rail SA was founded at the end of the 1990s as a subsidiary of Petro Carbo Chem Rohstoffhandelsgesellschaft mbH (PCC GmbH), which was founded in Duisburg in 1993. PCC Rail SA, with its fleet of 105 locomotives and approximately 3600 carriages, is today the largest private rail transport company in Poland and also performs transport services in other European companies. The company also has engines of type BR 232 for this, which can be seen with conspicuous blue-orange livery. In 2009, the PCC Rail Group was bought by DB Schenker Rail.
DELIVERY DATE: 4TH QUARTER 2012

Diesel Locomotive BR 232 East West
Road no. 232 333-5

In 2007, the German-Polish railway company EastWestRail with its headquarters in Wroclaw/Poland was founded as a subsidiary of Railion Deutschland AG and the Polish PCC Rail SA. This company, mainly involved in freight transport, has since used locomotives of Class 232 from the former stock of the DB AG, which have been given new, conspicuous -livery.
DELIVERY DATE: 4TH QUARTER 2012

1_Excellent running qualities with 3-point suspension
2_Interior lacquered in multiple colors
3_Printed window frames throughout

(Pictures show order no. 65206)



Passenger Coach EW II SBB 1st Class

Road no. 50 85 18-33 621-1

With the introduction of the EW IV standard coaches, the EW I and II standard coaches partly migrated to the regional traffic. Apart from this, they continue to run in inter-regional trains and express trains, in the latter mainly as supplementary coaches during peak traffic times. During the R4 complete overhauls carried out from August 1985 onwards, the coaches were fundamentally modernised internally. Instead of the simulated woodwork, the walls received plastic claddings carrying a tile imitation. The seat cushions were equipped with new fabric covers. Instead of the axle-driven generator, the vehicles were provided with battery chargers. In order to create a visual contrast to the coaches not yet modified and to highlight the modernisation externally, they were painted with a coach-wide turquoise „comfort strip".

DELIVERY DATE: 3RD QUARTER 2012

Model: Excellent running qualities with 3-point-suspension; interior lacquering in multiple colors; equipped for interior lighting; short coupling cinematic in accordance with NEM

Passenger Coach EW II SBB 2nd Class

Road no. 50 85 20-34 693-5

DELIVERY DATE: 3RD QUARTER 2012

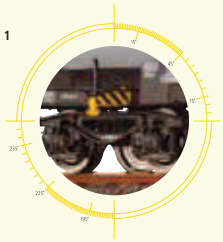
Passenger Coach EW II SBB 2nd Class

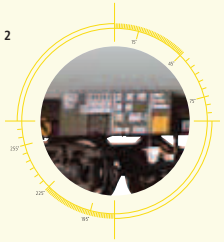
Road no. 50 85 20-34 721-4

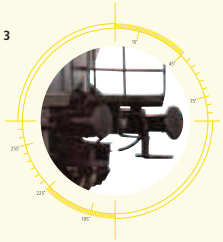
DELIVERY DATE: 3RD QUARTER 2012

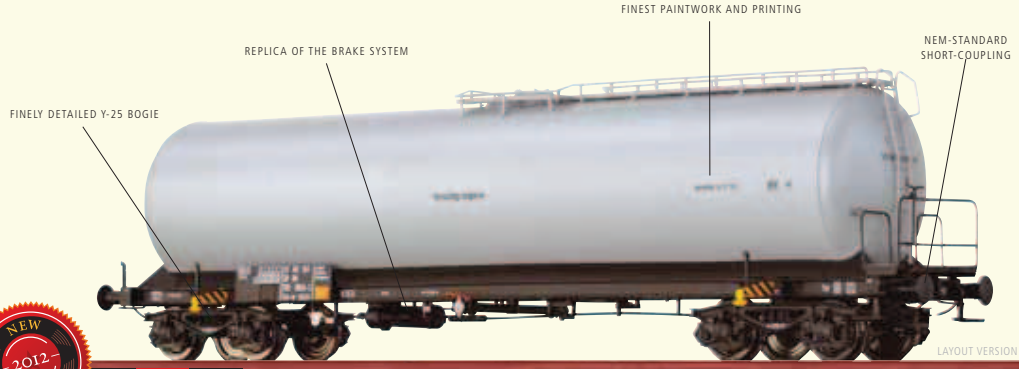
1_Finely detailed Y-25 bogie
2_Finest paintwork and printing
3_NEM-standard short-coupling

(Pictures show Order no. 67230)









NEW 2012 MOULD

Tank Car 4-axle DR
Road no. 31 50 727 0 267-5

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

The compressed air brake of type KE-GP with brake rod actuators and mechanical load braking was complemented by a handbrake operated from a platform and complied with the latest technical standards of that time. The cars were used above all in block trains mainly to transport fuels such as petrol and diesel.
DELIVERY DATE: 4TH QUARTER 2012

Order no. **67230**

IV | 102 | NEM | DR

FOR PREMIUM FUEL. WITH PREMIUM DETAILS

NEW 2012 MOULD

Order no. **67234**

V | 102 | NEM | DB

Tank Car 4-axle DB
Road no. 33 50 785 0 046-9

DELIVERY DATE: 4TH QUARTER 2012

NEW 2012 MOULD

Order no. **67232**

V | 102 | NEM | DB

Tank Car 4-axle KVG
Road no. 33 80 795 6 682-8

In the middle of 1991, the DR listed over 1,200 tank cars of documentation number 8105 in its stock. The largest customer, KVG – Kesselwagenvermietungsgesellschaft. It acquired around 70 % of the tank car stock and thus also approx. 690 cars of number 8105. The most obvious example is the equipment with a so-called gas displacement system from the end of the 20th century onwards.
DELIVERY DATE: 4TH QUARTER 2012

NEW 2012 MOULD

Order no. **67233**

V | 102 | NEM | DB

Tank Car 4-axle Ermewa
Road no. 32 80 795 7 116-6

In 1981, Ermewa enters the sector of car rental with the purchase of 1,000 in France. In 1989 the SATI Group was taken over with 10,000 cars. With the privatisation of the tank car fleet, Ermewa secures approx. 175 tank cars of number 8105. Several of the tank cars were painted very conspicuously in blue and green. Today Ermewa is represented in 20 countries, especially in Central, Southern and Eastern Europe and has 15,200 cars. A further 4,000 cars are managed for third parties.
DELIVERY DATE: 4TH QUARTER 2012

Covered Freight Car Gms 35 "Persil" DB
Road no. 571 320 P

DELIVERY DATE: 2ND QUARTER 2012

Order no. **67216**

IV | 62,5 | NEM | DB

Model: Finest paintwork and printing; true-to-scale fan-grill; true-to-original replica of the brake unit on the car bottom; short coupling kinematik in accordance with NEM

Covered Freight Car "Bremen" DRG
Road no. 4 321

AVAILABLE

Order no. **67212**

II | 62,5 | NEM

Covered Freight Car Gms 35 DB
Road no. 232 160

AVAILABLE

Order no. **67209**

III | 62,5 | NEM | DB

Covered Freight Car Gms 35 "Goggo Motorroller" DB
Road no. 231 055

AVAILABLE

Order no. **67210**

III | 62,5 | NEM | DB

Order no. **67059**

II | 65,5 | NEM

Tank Car "DEROP" DRG
Road no. 565 275 P

DELIVERY DATE: 2ND QUARTER 2012

Order no. **67213**

IV | 62,5 | NEM | DR

Model: NEM-standard close coupling; finest paintwork and printing; with interior fittings; extra mounted chimney; individually mounted windows

Luggage Car Pwg "Bremen" DR
Road no. 40 50 940-12 09-4

AVAILABLE

Order no. **67010**

IV | 99 | NEM | DR

Flat Car Samms DR
Road no. 31 50 482 0 687-6

DELIVERY DATE: 2ND QUARTER 2012

Order no. **67009**

IV | 99 | NEM | DR

Flat Car Samms DR
Road no. 80 50 973 4 904-9

DELIVERY DATE: 4TH QUARTER 2012

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Our service always goes down well

The BRAWA quality includes a large-scale service ranging from the supply of spare parts to maintenance and telephone hotline up to accessories on the market. Thanks to our large stock of spare parts, even the smallest component may be reordered after years. The drawing and component list supplied with each locomotive make ordering easy; the delivery is fast and reliable. Of course we also carry out repairs and technical tests. Simply phone us or send in your model by mail. We perform all work with know-how, loving care, and speedily. For any questions and concerns around BRAWA, call our hotline: + 49 7151-97935-68 from Monday – Thursday, 13:00 – 15:00 CET.

Due to continuous training, our specialised retail trade partners are always informed and equipped up-to-the-minute. You will benefit from professional advice or the product certificate which is issued along with a BRAWA locomotive by a BRAWA Premium Partner or BRAWA Point.

Our new highlight in terms of service: the product certificate

As of now we are offering a new bonus when you purchase a BRAWA locomotive from a BRAWA Premium Partner or BRAWA Point Partner: the BRAWA product certificate. With this you can extend the warranty. After you buy, send the certificate with the dealer's stamp to BRAWA to register your locomotive. The warranty is extended from the date of purchase via the statutory warranty by a further year to a total of 3 years.

The symbols and their meaning

NEM	Era designation	2	Number of wheels with friction tyres	2180	Replacement wheel set for AC (e.g. BRAWA product code 2180)
	Direct current		Locomotive has a smoke generator	2220	AC pick-up can be retrofitted (e.g. BRAWA product code 2220)
	Alternating current	20	Locomotive is prpared for the installation of a smoke generator (e.g. Seuthe No. 20)		Intergrated locomotive sound
Digital	Alternating current with digital decoder		Locomotive has flywheel drive		Prepared for locomotive sound
Digital premium	Alternating current DIGITAL PREMIUM		Double headlights alternating with direction of travel	METAL	Vehicle predominantly in metal
Digital premium	Direct current DIGITAL PREMIUM		Double headlights and one red taillight alternating with direction of travel	DRG	Logo of the railway company (e.g. DRG)
65,5	Lenght over buffer in mm		Triple headlights alternating with direction of travel		
Rmin 360	Navigable minimum radius in mm		Triple headlights with two red taillights alternating with direction of travel		
	Can be switched over to overhead line operation		With interior lighting		
651	NEM 651 interface	2200	Interior lighting can be retrofitted (e.g. BRAWA product code 2200)		
652	NEM 652 interface		With interior fittings		
	Interface with soldering points	NEM	The model has a coupler pocket but no short coupling cinematic		
21 NLOK	21-pole interface	NEM	The model has a coupler pocket and short coupling cinematic		
Next 18	Next18 interface		The model has spring buffers		

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

Alpirsbacher Klosterbräu, Arnold, Birkel, Brandt Zwieback, Cardinal, Carlsberg, DB AG, DSB, Dujardin Weinbrand, East West Railways, EKO-Stahl, Ermewa, ESSO, ESU, Feldschlösschen, FS, Fürstenberg, GATX, Goggo Motorroller, Gravita, GYSEV, Heidelberger Zement, Henkel, ITL, KVG, Lenz, Märklin, MAV-Start, Maxon Motor, Miele, MRCE, Northrail, NS, ÖBB, Panlog, PCC, Persil, SBB, Shell, SNCF, Spitzke Logistik, Stahl Geralfingen, Voith, Wiener Lokalbahn sind eingetragene Warenzeichen.

ESU

All BRAWA Sound- and AC-locomotives in gauge H0 are assembled with Loksound- Lokpilot-Decoder from ESU. Analog DC-locomotives are prepared for assembly (interface).

LIEBE ZUM DETAIL

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EXEMPLARILY DETAILED – TRUE-TO-ORIGINAL:
RAIL CAR STETTIN VT 137 DRG

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BRAWA
A PASSION FOR DETAIL