

# LONG-DISTANCE TRAFFIC IN EUROPE 2023

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# STEAM LOCOMOTIVE CLASS 01

Following the merger of the former state railways to form the Deutsche Reichsbahn-Gesellschaft (DRG, German State Railway Company), the "Committee for the Standardisation of Locomotives" was founded at the beginning of 1921. The first major task of this committee of recognised experts was to draw up a type programme for the construction of new standardised locomotives. The type plan adopted in Chemnitz in September 1922 provided for the development of a total of 14 different locomotive types.

This new construction programme also included two locomotive types for express train service in the form of the 01 and 02 series. After the construction of pre-series of 10 locomotives each and thorough trials, the decision was made in favour of the two-cylinder hot steam locomotive of the 01 class. A total of 231 of these locomotives were put into service by 1942.

The first construction lots were equipped with leading wheels of 800 mm diameter and approved for 120 km/h. From 01 102, 1,000 mm leading wheels were used and the brakes reinforced, thus the allowed maximum speed could be increased to 130 km/h.

In the 1930s, the focus of the operation was on the relatively few lines that had already been upgraded to 20 tonnes axle load. Until 1939, the locomotives ran with the riveted tenders of the 2'2' T 32 design. After that, the new deliveries received the welded 2'2' T 34 tenders, and the locomotives already in service were gradually converted as well.

The German Federal Railway used 165 locomotives of the 01 series. Over time, the original design with the large Wagner smoke deflectors and the air and feed pumps in the smoke chamber niches were rebuilt. The large smoke deflectors were replaced with Witte smoke deflectors and most of the running boards were changed. Relocation of the pumps to the centre of the vehicles resulted in a better view of the line.

Over the years, the famous Pacific locomotives were used in many different ways. In passenger transit, all services were operated, from heavy express trains to light passenger trains. During the end of steam locomotive operation on the German Federal Railway, the runs over the famously steep "Schiefe Ebene" track achieved cult status among many railway enthusiasts. The last locomotives were taken out of service by DB in June 1973.



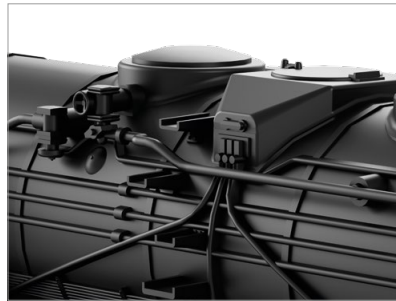


Photo: K. Gerke

# STEAM LOCOMOTIVE CLASS 01, DRG



■ Finest rivets on the Wagner smoke deflectors



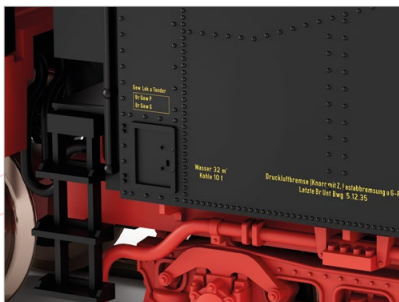
■ Elaborate reproduction of boiler pipes



■ Completely new T32-type tender design development



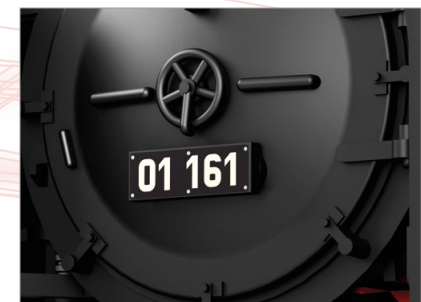
Rendering



■ Well-defined engravings



■ Prototypical driver's cab roof implementation



■ Smokebox doors with central locking system

## Steam locomotive 01 161



DRG

**NEW!**  
design



Rendering

- Wagner smoke deflectors
- With grey driver's cab roof
- Unobstructed view between boiler and chassis
- Tender 2'2' T 32
- Driver's cab and valve gear lighting switchable in digital mode (714573)

Q4/2023

714503 DC 2/2

714573 DCC 2/2

Ep II 150 NEM Next18 LED R1

## 4-piece set: Express train



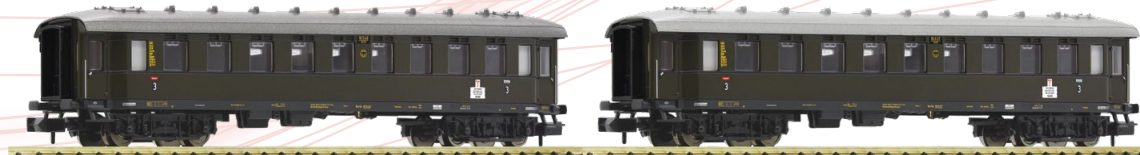
DRG



ABC4ü Pr09



PwPost 4ü-28



C4ü-35

Photomontage

- Suitable for the steam locomotive class 01, Item no. 714503, 714573

Q4/2023

6260006

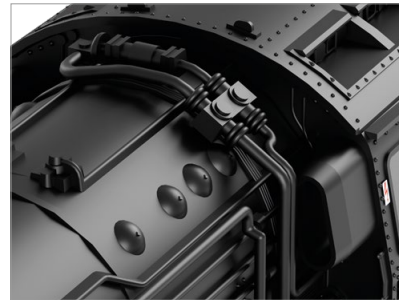
Ep II 535 NEM 944501

Wagon set with three express train coaches and one mail/baggage wagon belonging to the German State Railway Company.

# STEAM LOCOMOTIVE CLASS 01, DB



■ Delicately-crafted lamps with mounting brackets



■ Free-standing pipes in front of the driver's cab



■ Comprehensive driver's cab roof design



Rendering



■ Faithful replica of the DB smokebox doors



■ Elaborately designed wheel and valve gear lighting



■ Driver's cab with modernised screen

## Steam locomotive 01 102



DB



Rendering

**NEW!**  
design

- Version of fourth construction lot featuring reinforced brakes
- Boiler in original design
- Tender 2'2' T 34
- Digitally-switchable driver's cab and valve gear lighting (714575)

Q2/2023

714505 DC 2/2

714575 DCC 2/2

Ep III 150 NEM Next18 LED R1

## 4-piece set: F-train "Hans Sachs"



DB



Aüm



Aüm

- Dining coach "Schürzenwagen"



Aüm



WR4ü-38

Photomontage

Q2/2023

881910

Ep III 640 NEM 946901

The set contains three express train coaches UIC-X, type Aüm, and a dining coach, type WR4ü-38.





## Steam locomotive class 012



DB



- New running number
- Finely-detailed wheels with perforated spokes
- Hauls express trains and stopping trains
- Digitally switchable sound functions (716976)

716906	DC	4/1
716976	DCC	4/1
Ep	IV	158
	Next18	LED
	R1	

## 4-piece wagon set: "Pop-colored" Express train



DB



Aüm

Büm



Büm

BDüms

881908		
Ep	IV	660
	NEM	946901

- All coaches with separately attached plug-in parts and prototypical buffer height

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# 35 years OF EUROCIITY

From the summer train schedule 1987 onwards, a third connection was introduced between the Netherlands and Southern Germany to complement the two traditional trains “Erasmus” and “Rembrandt” - the EuroCity 26/27 “Frans Hals”. This train was named in honour of the famous Dutch painter. The new EuroCity linked Munich with Amsterdam on the already-existing DB and NS InterCity routes.

When ICE traffic began on the new sections Hannover-Würzburg and Mannheim-Stuttgart, and the related schedule changes were made to the summer train schedule of 1991, the distance range of the “Frans Hals” was shortened. It was given the new train numbers EC 145 (Amsterdam–Cologne) and EC 148 (Cologne–Amsterdam). The train travelled at 100 km/h during a travel time of 2 hours and 40 minutes. The formerly-impressive set of coaches was temporarily reduced to only 4 coaches.

On 3<sup>rd</sup> November, 2000, the story of the EuroCity “Frans Hals” came to an end. The new, rather staid-looking ICE-3 units of the Class 406 replaced this colourful EuroCity train under the new ICE International brand.





Photo: M. Oestrich

## Electric locomotive 103 244-0



DB

- Z21 driver's cab available
- Perfectly matches the EC "Frans Hals" - item 881915
- Digitally switchable light and sound functions (737882)



Photomontage

Q2/2023

737812

DC

4/1

737882

DCC



4/1

Ep

IV



126



NEM



NEM 651



LED



R1

In the 1960s, the Deutsche Bundesbahn created with the class E 03 the most powerful electric passenger locomotive ever built. Altogether 145 locomotives of the later designated class 103 were delivered from 1970 until 1974. Up to now, the locomotive class 103 is considered one of the most elegant locomotives in the railway world. From 1987, with the introduction of the new DB colour concept, most locomotives were painted in orient red with a white bib below the windscreen.

4-piece set: EC 145/148 "Frans Hals"



DB



Avmz

- Coaches in operation condition around 1989
- Train run Cologne – Amsterdam CS



Bpmz



Bpmz



Bpmbz

Photomontage

Q2/2023

881915

Ep IV 660 NEM 946901

The set contains a 1st class compartment coach, type Avmz, two 2nd class open seating coaches, type Bpmz, and an open seating coach, type Bpmbz.

## SYMBOLS OF RAILWAY OPERATORS

<b>ÖBB BBÖ</b>	Austrian Federal Railways
<b>K.Bay.Sts.B.</b>	Royal Bavarian State Railways
<b>K.P.E.V.</b>	Royal Prussian Railway
<b>DRG</b>	German State Railway Company (up until 1937)
<b>DRB</b>	German State Railway (1937-1949)
<b>DR</b>	German State Railway (after 1945)
<b>DB</b>	German Federal Railways (1951-1993)
<b>DB AG</b>	German Bahn AG (since 1.1.1994)
<b>SBB</b>	Swiss Federal Railways (SBB-CFF-FFS)
<b>BLS</b>	BLS AG, private rail company (Swiss)
<b>SNCF</b>	National French Railways
<b>SNCB</b>	National Railway Company of Belgium
<b>NS</b>	Dutch Railways
<b>CFL</b>	Luxembourg National Railways
<b>RENFE</b>	Spanish Railways
<b>FS</b>	Italian State Railways
<b>RZD</b>	Russian Railways
<b>DSB</b>	Danish State Railways
<b>ČSD</b>	Czechoslovak State Railways
<b>ČD</b>	Czech Railways
<b>PKP</b>	Polnische Staatsbahnen
<b>AAE</b>	Ahaus Alstätter Eisenbahn private Railway Company
<b>SŽ</b>	Slovenian Railways

## EPOCH EXPLANATION

	Epoch I: approx. 1870 – 1920
	Epoch II: approx. 1920 – 1945
	Epoch III: approx. 1945 – 1968
	Epoch IV: approx. 1968 – 1994
	Epoch V: 1994 – 2006
	Epoch VI: since 2007

## COUNTRY EXPLANATION

	Austria (A)		Schweden (S)
	Belgium (B)		Slovak Republic (SK)
	Switzerland (CH)		Slovak Republic (SK)
	Czech Republic (CZ)		The Netherlands (NL)
	Germany (D)		Norway (N)
	Denmark (DK)		Poland (PL)
	Spain (E)		Romania (RO)
	France (F)		Russland (RUS)
	Hungary (H)		United States (USA)
	Italy (I)		Europäische Union (EU)
	Luxembourg (L)		

## LEGEND

	Item number
	Release: 1 <sup>st</sup> -4 <sup>th</sup> quarter of the same year
	Epoch
	Overall length
	Drive on X-axes / X-axes have traction tyres
	Direct current DC
	Direct current DC with sound
	DCC (Digital)
	6-pole interface NEM 651
	Next18 interface
	Coupler pocket according to NEM standards 355 with close-coupling mechanism
	Triple headlights on the front
	White head lights changeover
	White/red head light changeover
	Head light changeover according to the original model (e. g. Swiss)
	LED illumination
	Electric illumination (light bulbs)
	Tail light (passenger coaches)
	Interior lighting
	Interior lighting installation kit
	Interior lighting LED
	Digital version with buffer capacitor
	Minimum drivable radius
	Z21 driver's cab available



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