NOVELTIES 2023

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N

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55 YEARS N-GAUGE

1968

We write the year 1 before piccolo. Attentive readers of the novelties catalogue 1968/69 will discover, almost completely hidden amongst all the large H0 steam locomotives, the first FLEISCHMANN freight train set in 9 millimetre gauge.

1969

The first set receives rail access: FLEISCHMANN presents its own track system with moulded-on track body at the International Toy Fair. This is followed by the class 50 steam locomotive and five new freight wagons in the usual high FLEISCHMANN standard detailing true to the prototypes. They include a model of a two-axle covered freight wagon, on which the two sliding doors can be opened for the first time in N-gauge.

1971/72

A sensation on the N-gauge market: FLEISCHMANN presents the first flexible track on which even the embankment body can be curved according to requirements. One highlight amongst the newly produced vehicles is also what is at the time a state of-the-art class 103 electric locomotive. From this point on, the number of products increases rapidly.

1973

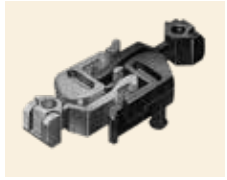
“Our trains can climb.” FLEISCHMANN is the only large-scale manufacturer to build the world‘s smallest rack-and-pinion railway. Thanks to the flexible rack and pinion track, the locomotive, with a few wagons in tow, is able to overcome gradients of up to 25 percent.

1985

The advent of digital systems: Starting this year, the FLEISCHMANN multi-train control FMZ, a digital control system for all DC locomotives, becomes available.

1987

For N-gauge modelers, FLEISCHMANN offers the new Profi coupling, which has a completely new pre-uncoupling function.



1994

The child becomes an adult: N-gauge at FLEISCHMANN celebrates its 25th anniversary. For many N-gauge model railway enthusiasts, the diesel multiple unit “Pendolino” was surely a highlight of the model year 1994.

1999

FLEISCHMANN‘s technical innovation: The model of the high-speed train ICE-T elegantly takes curves while the pantograph remains vertical, just like the real thing.

2004

Do you hear a sound? The first FLEISCHMANN sound model appears on dealers’ sales counters: two class 218 diesel locomotives in double traction.

2005/06

By launching the modern diesel locomotive Herkules in the year 2005 and the long-awaited class E 19 electric locomotive one year later as model highlights, FLEISCHMANN is continuing to expand its market and quality leadership.

2007

FLEISCHMANN celebrates its 120-year company anniversary.

2010

A fascinating N-gauge functional model of a freight wagon appears on the FLEISCHMANN exhibition stand, on which the doors can be opened and closed electrically via a DCC digital control unit.

2011

The bulls are let loose: FLEISCHMANN once again launches a true global innovation with its little Taurus models. Never before has so much sound been experienced in such a small model! The high beam can also be activated as an additional extra.
Another highlight is the class 52 steam locomotive, which rolls onto N-gauge tracks in numerous country-specific versions.

2012

This year marks the launch of two German and Swiss railway network classics: The standard workhorse class V 100 Ost diesel locomotive and the omnipresent, high-performance SBB class 460 and BLS 465 electric locomotives.

2013

Swipe and select: The Z21 digital system introduces the model railway control system to the smartphone and tablet. It guarantees maximum driving fun and proximity to the prototypical experience!

2015

Small is beautiful: The model of the smallest DB electric locomotive class E 69 naturally also becomes the smallest electric locomotive in N-gauge - perfectly made to scale - that FLEISCHMANN has ever produced.

2016/17

A successful concept: The TRAXX locomotive platforms are not just a success for Bombardier.
The FLEISCHMANN model version of the TRAXX locomotive platform, featuring the latest digital technology and illuminated train destination display, also causes a sensation. The wine barrel wagons with movable sliding doors which permit a view into the furnished interior with its two wine barrels also become a sales success.

2018

With its models of the Vectron locomotives, the double-pocket articulated wagon T2000 and the Swiss silo wagon type Uacns, FLEISCHMANN ignites a veritable fireworks display of new designs.






55 YEARS OF FLEISCHMANN N-GAUGE

2019

The highlight of this year is the class 44 steam locomotive with valve gear lighting. Next in the series of new designs is the class 210 diesel locomotive, featuring its special gas turbine sound. The diesel locomotive class V 180 is launched for fans of the German State Railway.

2020

The novelties catalogue is once again filled with many interesting new products. Two German Federal Railway classics appear with the class 515 battery electric multiple unit, also known as the “Akkublitz”, and the class 218 diesel locomotive.

2021

The striking class V 188 diesel double locomotive represents state-of-the-art model design. For friends of electric traction, the completely new SNCF BB 7200 design in their different versions are launched, as well as the Dutch 1600/1700/1800.

2022

In honour of the anniversary “175 years of railways in Switzerland”, the Re 6/6 electric locomotive is introduced onto N-gauge tracks. And there is plenty going on in the wagon sector, too! This year, the newly-developed UIC-X coaches finally roll into the establishments of specialist dealers. The Pwgs 41 goods train accompanying wagon appears first, featuring lettering from different railway administrations.

Also, a FLEISCHMANN logo update is carried out in the year 2022.

2023

After 55 years, we are still going strong. The class 01 express steam locomotive is another contemporary gusto piece in a small gauge. With the implementation of the class V 100 West diesel locomotive, FLEISCHMANN will once again prove what is possible in a very small space. In the meantime, the FLEISCHMANN N-gauge product range has achieved a level of perfection which hardly seems to allow any possibility of improvement. And yet each new model brings new finesses, so there should be plenty of positive surprises for the future.

FLEISCHMANN

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Dear FLEISCHMANN fans,

we are launching into a new model railway year with this novelties catalogue! As has been the case for many, we have had a challenging time, marked by the impacts of the Corona crisis. In addition to long delivery times, the procurement of electronic parts and other components has also entailed massive price increases in all areas. This is an issue which places high demands upon us and forces us to take continuous action. All the more reason to thank you for your loyalty to the FLEISCHMANN brand! This is a major motivator for our more than 1,000 employees!

This year, we at FLEISCHMANN will celebrate the introduction of the N-gauge range, which took place 55 years ago. 55 years which were - and still are - packed with innovative ideas and developments! Irrespective of whether we consider our first steam locomotives, or the introduction of the Fleischmann multi-train control system (FMZ): These were milestones which made our brand what it is today. The timeline presented in our catalogue commemorates our biggest highlights.

Following positive feedback regarding our last new design class 44 steam locomotive, a true icon is to roll onto N-gauge tracks in the year 2023!

The class 01 is to expand our range of finely-detailed models as the ideal monument to this special class. It is a delicately-crafted model implementation which is also perfect for pulling express trains on your home railway layout.

A further classic is to be launched in the form of the newly-designed class V 100 diesel locomotive belonging to the German Federal Railway. These locomotives are still used by countless railway administrations today, in part painted in colourful liveries, to the particular delight of all collectors.

This year again, more models are to be reproduced with technical innovations. The class 86 steam locomotive, for example, is manufactured for the first time with a new interface and in sound version.

Have fun discovering our novelties, and an exciting model railway year!

Your FLEISCHMANN Team

Content

STEAM LOCOMOTIVES

Fleischmann

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)

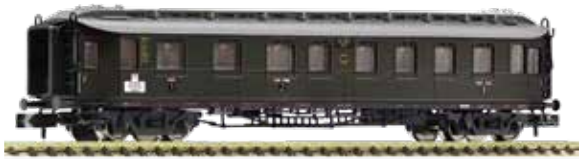
Q4/2023

714503	DC	2/2
714573	DCC	2/2

Ep II | 150 | NEM | Next18 | LED | R1

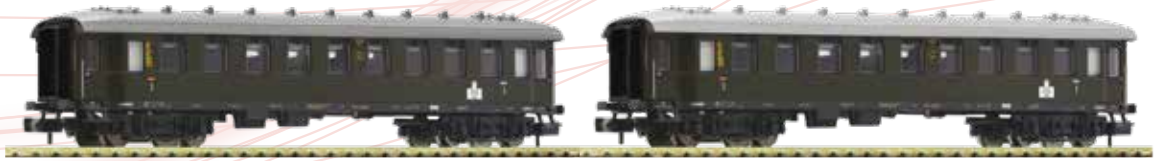
4-piece set: Express train

DRG



ABC4ü Pr09

PwPost 4ü-28



C4ü-35

Photomontage

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

Q4/2023

6260006

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

Ep II | 535 | NEM | 944501

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

NEW! design

Rendering

- 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: Express train

DB

ABüe 334 — Büe 336

- Baggage coach in bottle-green livery

Büe 336 — Pw4ye

Wagon set with four express train coaches belonging to the German Federal Railway. The set consists of one 1st/2nd class skirted coach type ABüe 334, two 2nd class skirted coaches type Büe 336, and one baggage coach with raised cab for the guard, type Pw4ye.

Q3/2023

6260004

Ep III | 527 | NEM | 946901

Fleischmann

Steam locomotive 55 3448

DB

Photomontage

- Metal die-cast chassis
- Digitally switchable flickering fire box (781390)
- Model with a tightly soldered decoder built-in from factory (781390)

Q1/2023		
781310	DC	2/1
781390	DCC	2/1

Ep III | 116 | R1

The class 55.25-56 (former Prussian G 8.1), of which almost 5,000 units were built, had a power output of 1,260 HP and a maximum speed of 55 km/h.
The locomotive was mainly used in goods trains and for heavy shunting services.

Steam locomotive class 65

DB

Photomontage

- Metal die-cast chassis
- Featuring on-board decoder and switchable sound functions (7170004)

The class 65 was a part of the new construction programme by the German Federal Railway and was first delivered in 1951. The characteristic design of this engine gives it a powerful and elegant appearance. It was most commonly operated as a passenger train tender locomotive in suburban and light rail traffic in the Ruhr area as well as on the Odenwaldbahn and the Überwaldbahn. Some of these locomotives were later equipped for push-pull service. The 18 locomotives were able to achieve a top speed of 85 km/h with a power output of 1,089 kW. The last locomotive was rolled into the sidings in 1972.

Q3/2023

7160004	DC	4/1
7170004	DCC	4/1

Ep	III		97		LED		R1

Fleischmann

Steam locomotive 086 400-9

DB

UP! date

- For the first time with Next18 interface and double-sided LED headlight
- Finely-detailed leading and trailing wheels with perforated spokes
- With prototypical sound functions (708674)

Photomontage

Q2/2023		
708604	DC	4/1
708674	DCC	4/1

Ep IV | 87 | Next18 | LED | R1

After the end of the Second World War, 386 class 86 locomotives were located in West German territory. Most of these proved repairable, meaning that the DB had 378 locomotives of this class in 1952. Their range of tasks included, in addition to use as classic branch line trains, the regular hauling of express trains and shunting in freight train stations. The last engines, designated class 086, were retired from service by DB in 1974.

2-piece set: Conversion coaches

DB

BD3yg

B3yg

Photomontage

Q1/2023

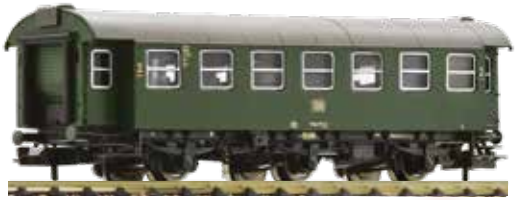
809910

- New running numbers
- The axles in the middle are laterally movable
- One coach features LED tail light

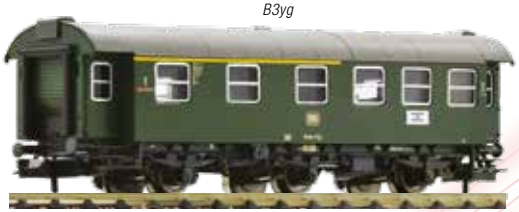
Ep IV | 166 | NEM | LED

2-piece set: Conversion coaches

DB



B3yg



AB3yg

Photomontage

Q1/2023

809911

- New running numbers
- The axles in the middle are laterally movable

Ep IV | 166 | NEM

All coaches on this page are an ideal addition to the steam locomotive class 086, item no. 708604/708674!

Steam locomotive class 24

DR

Photomontage

- Nicknamed the “Steppenpferd”
- Version with Wagner smoke deflectors
- Model with a tightly soldered decoder built-in from factory (7170006)

Q3/2023

7160006 | DC | 2/2

7170006 | DCC | 2/2

Ep III | 106 | R1

The class 24 was mainly intended for passenger trains. However, due to its sturdy design, its field of operations was soon expanded to light goods trains, and this made it a reliable multi-purpose locomotive for lighter services.

Fleischmann

Steam locomotive 86 1435-6

DR

Photomontage

- For the first time with Next18 interface and double-sided LED headlight
- Finely-detailed leading and trailing wheels with perforated spokes
- With prototypical sound functions (708774)

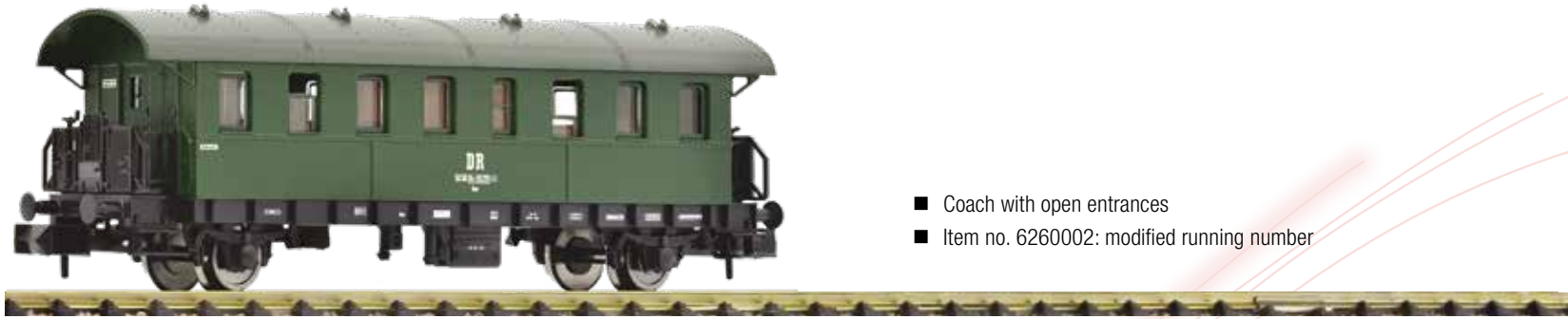
From 1928 to 1943, almost all German locomotive factories supplied a total of 775 engines of this class to the German State Railway Company. In terms of construction, these 1,000 HP locomotives were designed for speeds of 70–80 km/h, meaning that they could be used on main lines as well as their primary field of operation on branch lines. At the beginning of the 1950s, 164 class 86 locomotives were still available in the GDR. In 1970, 162 engines received an EDP-compliant running number. They were retired from service from 1973.

Q2/2023		
708704	DC	4/1
708774	DCC	4/1

Ep IV | 87 | Next18 | LED | R1

2nd class passenger coach

DR



Baai

Photomontage

- Coach with open entrances
- Item no. 6260002: modified running number

Q2/2023

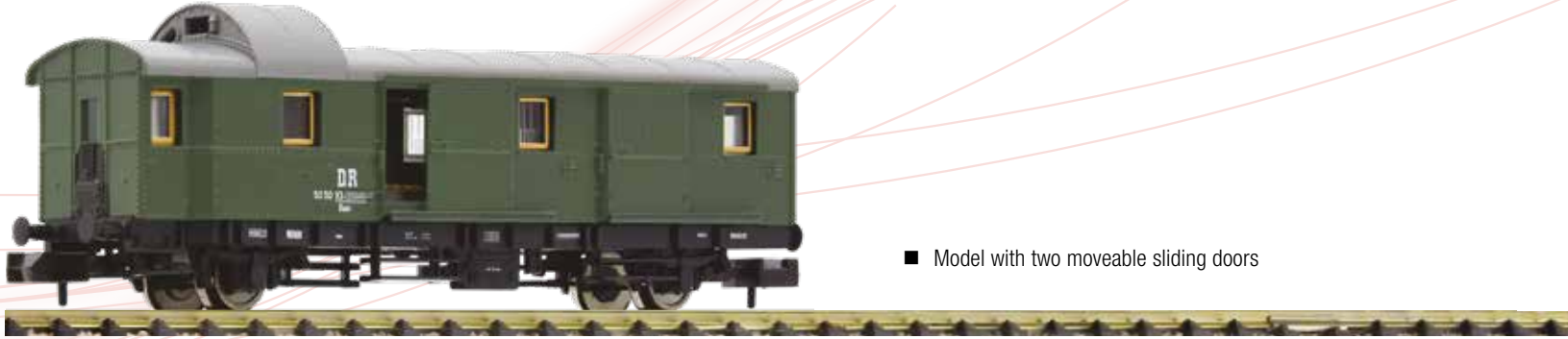
6260001

6260002

Ep IV | 87 | NEM

Baggage coach

DR



Daai

Photomontage

- Model with two moveable sliding doors

Q2/2023

6260003

Ep IV | 87 | NEM

Fleischmann

Steam locomotive 52 5354-7

DR

- Condition following general overhaul (GR) at the RAW Stendal
- Suitable for the overburden train, Item no. 6660013

Photomontage

Q1/2023

7160001	DC	2/2
7170001	DCC	2/2

Ep IV | 144 | NEM 651 | LED | R1 | Z21 Cab

From 1959 onwards, a general repair (GR) was carried out on a number of locomotives at the Reichsbahnausbesserungswerk (RAW) Stendal. The locomotives were only “de-refined” as a result of the war and worn components or insufficiently dimensioned assemblies had to be replaced. This meant that primarily only the outer firebox and bogies were replaced during such overhauls. The locomotives retained their original running number.

4-piece set: Overburden train

DR

E

- Flat wagons with load
- Open goods wagon without load
- Suitable for class 52 (GR), Item no. 7160001, 7170001

Res

Res

Res

Photomontage

Q2/2023

6660013

Ep IV | 435 | NEM

Fleischmann

Steam locomotive 86 785

ÖBB

UP! date

- For the first time with Next18 interface and double-sided LED headlight
- With prototypical sound functions (708775)

Photomontage

Q2/2023

708705	DC	4/1
708775	DCC	4/1

Ep III-IV | 87 | Next18 | LED | R1

The class 86 was a standard tender locomotive which was produced in large quantities by numerous German locomotive factories for the German State Railway. Some of these steam locomotives were located after the end of the war in Austria, where they were used in passenger and freight service. One of the most spectacular operations was its use in double-headed trains in front of the class 52 when hauling heavy ore trains. The locomotives were based at depots like Hieflau, Selzthal, Linz, Bischofshofen and St. Veit/Glan. The last of these engines remained in service until 1972.

ELECTRIC LOCOMOTIVES

Electric locomotive E 94 282

DB

Photomontage

- With free-standing handle rails on the front projections
- Metal die-cast chassis

Q3/2023		
7560005	DC	4/2
7570005	DCC	4/2

Ep III | 116 | NEM | NEM 651 | LED | R1

Electric locomotive 110 439-7

DB

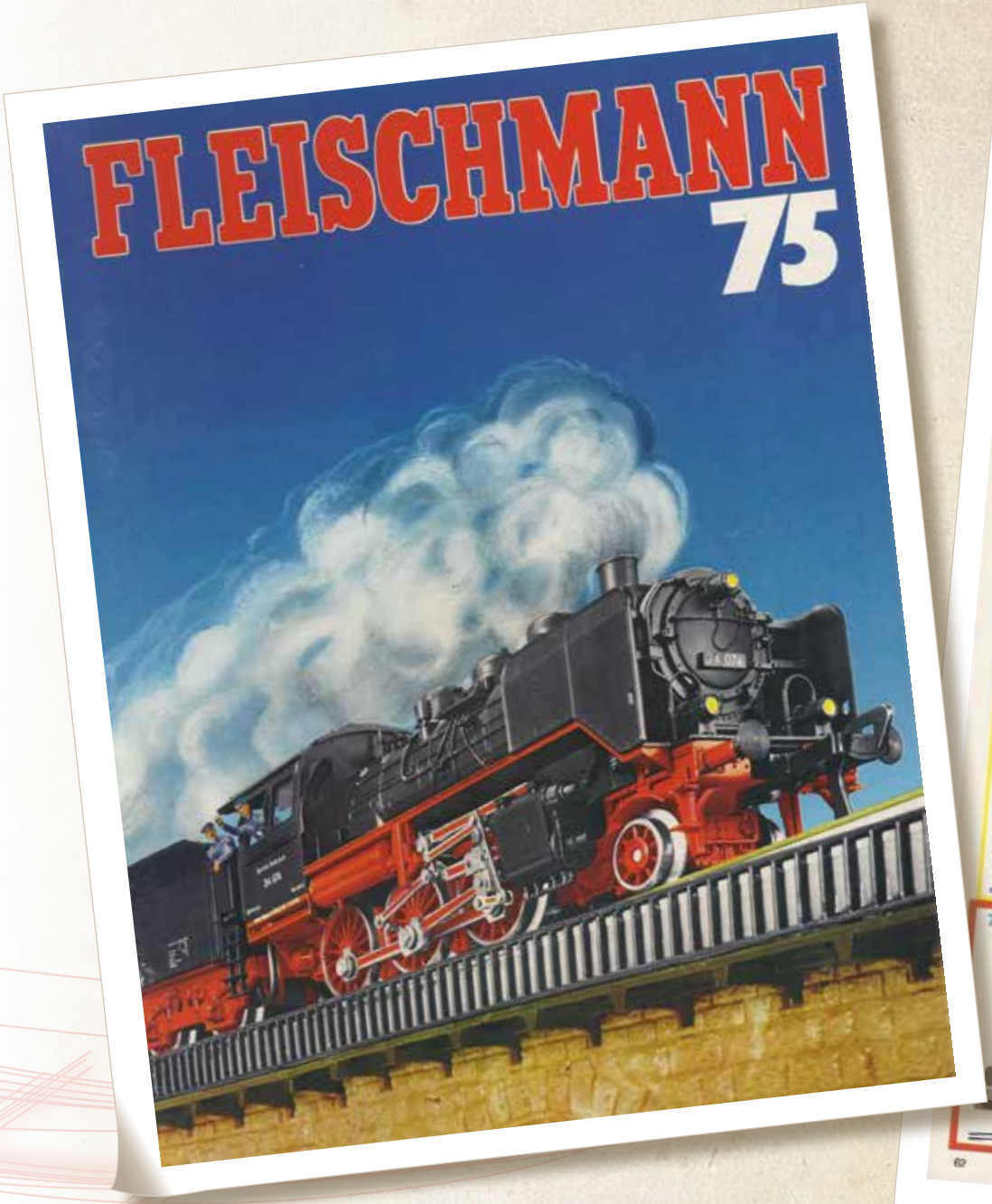
Photomontage

- Converted version without apron or buffer panelling and with individual fans, Klatte type
- Digitally switchable light and sound functions (733881)

Q1/2023		
733811	DC	4/1
733881	DCC	4/1

Ep IV | 104 | NEM | NEM 651 | LED | R1

The E 10 class (from 1968: 110) was for many years the most important express train locomotive in the German Federal Railway fleet. From the running number 288 onwards, the locomotives were fitted with a new body. This improved the aerodynamics, but also gave rise to the nickname “Bügelfalte” (“crease”). The locomotives were able to achieve a top speed of 150 km/h with a power output of 3,620 kW. Numerous 110s were repainted in an ocean blue-ivory colour scheme during overhauls from 1974 onwards.


FLEISCHMANN
75


Moderne Kraftpakete für alle Zugarten – auf allen Strecken Ihrer N-Anlagen.
7334
7335
7375
7380
62

Electric locomotive class 143

DB AG

Photomontage

- Suitable for double-decker coach: Item no. 862705, 862811, 862812 and 862086
- Digitally switchable light and sound functions (7570007)

When the German State Railway made the decision to electrify all important main lines in 1980, this necessitated the procurement of powerful general-purpose locomotives. Built on experience gained with the class 250, the prototype for the class 212 was built in 1982 as a 140 km/h version of the class 243 put into series production from 1984 onwards, with a performance of 3,720 kW and a top speed of 120 km/h. From 1990, 150 locomotives were rented by the German Federal Railways and operated as class 143s, mainly in the region of Freiburg and the Ruhr region. Following the unification of the two German state railways in 1994, the remaining locomotives were redesignated and since then have been in use across the whole of Germany.

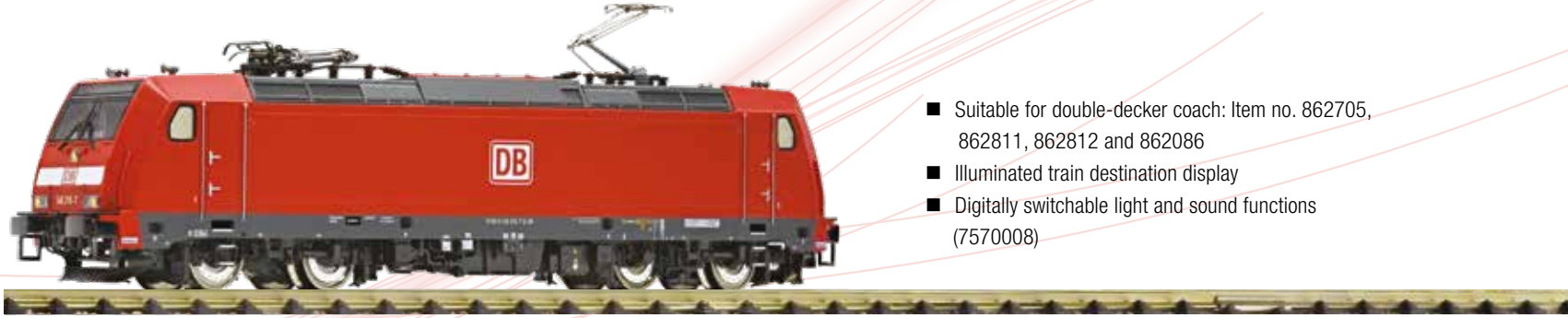
Q3/2023

7560007	DC	4/1
7570007	DCC	4/1

Ep VI | 104 | NEM | NEM 651 | LED | R1

Electric locomotive 146 216-7

DB AG



Photomontage

- Suitable for double-decker coach: Item no. 862705, 862811, 862812 and 862086
- Illuminated train destination display
- Digitally switchable light and sound functions (7570008)

The TRAXX 2 represents a consistent further development of the TRAXX classes. The most obvious difference of these locomotives is the revised locomotive body. The change took place in order to comply with the more stringent safety standards with regard to crash resistance. These engines are easily recognisable due to the folded-down corners on the locomotive body. The TRAXX 2 has also proven its worth in passenger service: A third series of the class 146, which has been delivered since 2005, also has the modifications introduced on the class 185.2, and is classified as class 146.2. These engines mainly pull double-decker trains.

Q1/2023

7560008	DC	4/1
7570008	DCC	4/1

Ep VI | 118 | NEM | Next18 | LED | R1

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1st/2nd class double deck coach

DB AG

DABpz 758

Photomontage

- DB Regio version

Q2/2023

862705

Ep VI | 167 | NEM

2nd class double deck coach

DB AG

DBpz 753

Photomontage

- DB Regio version
- Item no. 862812 with modified running number

Q2/2023

862811

Ep VI | 167 | NEM

2nd class double-deck coach

DB AG

DBpz 753

Photomontage

- DB Regio version
- Item no. 862811 with modified running number

Q2/2023

862812

Ep VI | 167 | NEM

2nd class double deck control cab coach

DB AG

DBpbzfa 766

Photomontage

- DB Regio version
- With function decoder for light change white/red and train destination display

Q2/2023

862086

Ep VI | 171 | NEM | LED

Electric locomotive 254 017-7

DR

- With free-standing handle rails on the front hoods
- Digitally switchable light and sound functions (7570004)

Photomontage

Q3/2023		
7560004	DC	4/2
7570004	DCC	4/2

Ep IV | 116 | NEM | NEM 651 | LED | R1

With their distinctive construction, the locomotives of the E 94 series were one of the most famous electric locomotives in Germany. With a sensible construction, it was also proven that speeds of up to 100 km/h could be achieved with a rigid frame drive. The power output of the E 94 was a respectable 3,240 kW, with an acceleration performance of even 3,900 kW. The remaining locomotives after the war were disrespectfully referred to as “Iron Pigs” by the DR.

Electric locomotive 1020.027-7

ÖBB

- In fir green colouring with decorative stripes
- Digitally switchable light and sound functions (739492)

Photomontage

After the end of the war, 44 locomotives from the DRG class E 94 were located in Austria. In 1952, the Austrian Federal Railways ordered three more locomotives.
The class designation was changed from E 94 to class 1020 in 1954. The class 1020 was used for more than five decades in goods train and ramp service in almost all of Austria.
The colours of the 1020 series were altered over time from fir green to blood orange, and finally to traffic red. Not all locomotives were affected by these changes, however. After the last of the three fir green reproduction locomotives ceased to operate in 1985, there were no more green 1020s put into service. It was not until 1990 that the 1020 042 was painted in fir green, and from then on was also available for nostalgic purposes (including as a train locomotive for the Nostalgia Orient Express).
About a year later, 1020 047 was also painted fir green. In addition, two green trim lines were applied to the locomotive body and one trim line to each of the front ends. In contrast to the 1020 042, the 1020 027 still featured Austrian Federal Railway logos, which were later removed.

Q1/2023

739422	DC	4/2
739492	DCC	4/2

Ep	V		116		NEM		NEM 651	LED	R1

Fleischmann

EC 16
“MAX REINHARDT”

On the occasion of the timetable change in May 1987, the new train category “EuroCity” (EC) was also introduced on the Austrian Federal Railways. These are internationally operating train connections which had to fulfil certain quality criteria. In addition to punctuality, cleanliness, improved service and a minimum average speed of 90 km/h, the use of air-conditioned coaches in both classes was agreed upon.

From 1996 onwards, the EuroCity “Max Reinhardt”, running from Vienna to Munich, was no longer operated with the multiple unit express train of the class 4010, but with a locomotive-hauled train consisting of Eurofima coaches.

Max Reinhardt was an Austrian theatre and film director. Probably Europe‘s most famous theatre impresario in his day, he founded the Salzburg Festival in 1920 together with Hugo von Hofmannsthal and Richard Strauss.

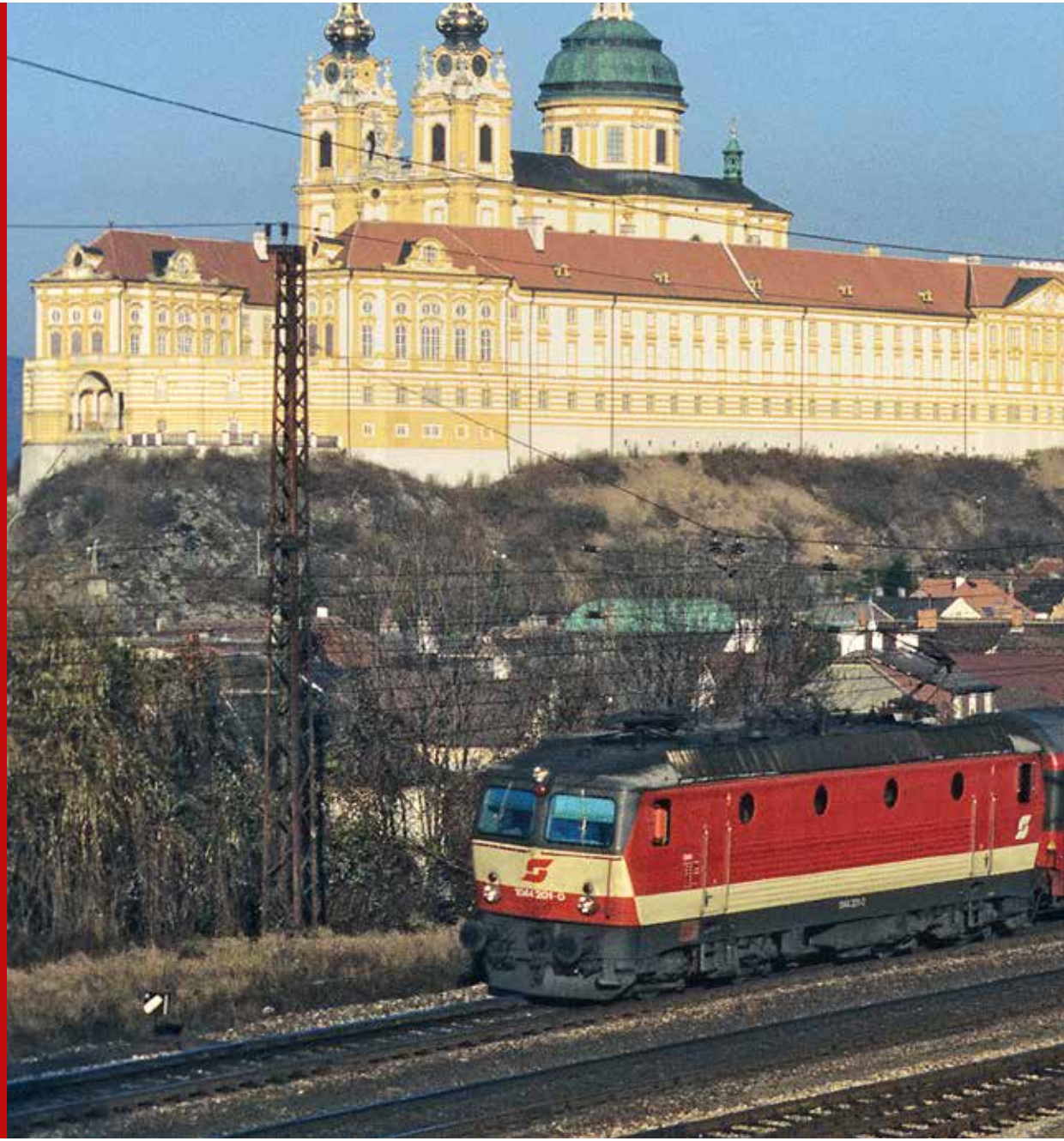

Photo: A. Freisinger

Electric locomotive 1044 202-8

ÖBB

- Design with high, continuous roof fans
- Prototypical light and sound functions, switchable using on-board decoder (7570009)

Photomontage

In May 1989, the 1044.202 was delivered by SGP-Graz to the ÖBB. The electrical part was produced by Siemens. It is one of the five locomotives painted in so-called chessboard design. The class 1044 is a multi-purpose electric locomotive which can be used both for heavy express train and freight train service in the lowlands and on mountain routes.
At the time they were put into service, these locomotives were the strongest four-axle electric locomotives in the world, and, until procurement of the Taurus, the pride showpiece of the Austrian Federal Railways.

Q1/2023		
7560009	DC	4/1
7570009	DCC	4/1

Ep | V-VI | 100 | NEM 651 | LED | R1

Eurofima coach 1st class, EC 16 “Max Reinhardt”

ÖBB

Q2/2023
814510

Amz Photomontage

Ep V | 165 | NEM | 946901

■ Train route Vienna Westbf–Munich Hbf

Eurofima coach 2nd class, EC 16 “Max Reinhardt”

ÖBB

Q2/2023
814511
814512
814513

Bmz Photomontage

Ep V | 165 | NEM | 946901

■ Item no. 814511, 814512, 814513: different running numbers

Eurofima dining coach, EC 16 “Max Reinhardt”

ÖBB

Q2/2023
814514

WRmz Photomontage

Ep V | 165 | NEM | 946901

■ Train route Vienna Westbf–Munich Hbf

Fleischmann

Electric locomotive 1116 181-9

ÖBB

- Current operating condition with black roof hood
- Z21 driver's cab available
- Prototypical light and sound functions, switchable using on-board decoder (7570016)

Photomontage

In 2019, the ÖBB initiated an upgrade programme for the renewal of double-decker trains (DOSTO). In this way, approx. 100 coaches are being optimised to the modern Cityjet standard by 2023. The modernisation comprises amongst other things on-board WIFI, reupholstered seats, multi-purpose areas in each intermediate coach with more space for bicycles, prams and baggage as well as newly-designated quiet zones. In May 2022, halfway through the running DOSTO upgrade programme, the electric locomotive 1116 181 was painted in the Cityjet-design. In this way, the ÖBB is sending an important signal advertising their attractive public transport offers, in particular for local commuter transport in Lower Austria.

Q1/2023

7560016	DC	4/1
7570016	DCC	4/1

Ep | VI | 121 | NEM | NEM 651 | LED | R1 | Z21 | Cab

Electric locomotive Re 6/6 11677

SBB

Photomontage

- With square lamps and front access point on right-hand side with handle
- Featuring the “Neuhausen am Rheinfall” emblem
- With individually switchable headlight or tail light in digital mode (734192)

Q1/2023

734122	DC	4/1
734192	DCC	4/1

The Re 6/6s are six-axle, electric locomotives belonging to the Swiss Federal Railways which were procured as a replacement for the Ae 6/6 to provide the heavy service on the Gotthard line. With an hourly output of 7,850 kW and a top speed of 140 km/h, the Re 6/6, which was first put into service in 1972, is still considered one of the strongest locomotives in Switzerland today.

Ep IV-V | 121 | NEM | Next18 | CH | R1

Electric locomotive Re 620 088-5

XRAIL

Photomontage

- With square lamps and air-conditioning system
- With off-centre “LINTHAL” crest
- With individually switchable headlight or tail light in digital mode (734197)

Q3/2023

734127	DC	4/1
734197	DCC	4/1

Ep V-VI | 121 | NEM | Next18 | CH | R1


Photo: D. Schärer

Electric locomotive 484 011-2

SBB Cargo

- The sides feature different languages: DE/FR
- Finely detailed model with four pantographs
- With individually switchable headlight or tail light in digital mode (738881)

Photomontage

The Re 484 011 rolled out of the workshop in October 2021 complete with the slogan “Gut auf der Schiene – gut fürs Klima” (Great on the rails - great for the climate).
The same message is applied to the opposite side in French. The depiction of the map of Switzerland with rail freight traffic passing through the middle symbolises the large increase in transport through Switzerland.

Q4/2023		
738811	DC	4/1
738881	DCC	4/1

Ep VI | 118 | NEM | Next18 | LED | R1

Photo: D. Schärer

Electric locomotive Re 460 073-0

SBB

Photomontage

- Baptised with the name “Monte Ceneri”
- Prototypical light and sound functions, switchable using on-board decoder (7570012)
- Driver’s cab lighting, can be switched in digital mode (7570012)

Q2/2023

7560012 | DC | 4/1

7570012 | DCC | 4/1

Ep VI | 116 | NEM | NEM 651 | LED | R1

The SBB procured 24 locomotives from this series for the realisation of the “Bahn 2000” concept. A further series totalling 75 locomotives was built in order to guarantee the Hucke-pack-Korridor service set up from 1.1.1994 through Switzerland. These locomotives were later allocated to passenger service during the course of divisionalisation. They remain essential for traction of the highly-frequent Swiss fixed-interval transport today.

1st class passenger coach

SBB

A

Photomontage

Q4/2023

6260014

6260015

- In updated design
- Item no. 6260015: modified running number

Ep VI | 165 | NEM | 946901

Fleischmann

2nd class passenger coach

SBB

B

Photomontage

- In updated design
- Item no. 6260016: modified running number

Q4/2023
6260016
6260017

Ep VI | 165 | NEM | 946901

The standard coaches of the type EW IV were delivered from 1981 to the SBB and form one of the largest Swiss coach fleets with 500 vehicles. The coach body is produced as a welded steel lightweight design. Travellers loved these coaches due to their generously-sized interiors with face to face seating, and the fact that they run smoothly even at high speeds. The EW IV coaches have been subjected to diverse modernisations, but still run today across almost all of Switzerland.

2nd class control cab coach for EW-IV push-pull trains

SBB

Bt

Photomontage

- In updated design
- With function decoder for light changes (white/red) both for analogue and for digital mode

Q4/2023
6260018

Ep VI | 165 | NEM | 945301 | LED

When the long-distance trains were converted into shuttle trains from the year 1996 onwards, the SBB procured 60 control cab coaches of the type IC Bt. Such Intercity shuttle trains comprise, in addition to the control cab coach, adapted intermediate EW IV coaches, former French baggage coaches and locomotives of the type Re 460. The design of the coach, featuring 62 seats, is based on the familiar Eurocity coach. The equipment also includes a wheelchair, pushchair and bicycle compartment, as well as a closed toilet system with bioreactor. The front end shape and the driver's cab look very similar to the Re 460 locomotives, thus producing a homogeneous appearance.

Electric locomotive 193 658-2 “Shadowpiercer”

SBB Cargo
International

- Baptised with the name “Vierwaldstättersee”
- Digitally switchable light and sound functions (739361)
- In cooperation with Railcolor DESIGN

Photomontage

SBB Cargo International is expanding its Vectron fleet, and since December 2021 has been procuring rental locomotives from the leasing company MRCE (Mitsui Rail Capital Europe). The newly-drafted design with the umbrella name “Shadowpiercer” is based on the original Alppiercer design and is painted in the base colour of the leasing company MRCE.
The name designation of the locomotive is typical for designs by Railcolor, which now bear the name and layout of Swiss lakes on all four corners. The Vectron fleet is equipped with the country packages for Germany, Austria, Switzerland, Italy and Holland (DACHINL).

Q3/2023

739291	DC	4/1
739361	DCC	4/1

Ep VI | 119 | NEM | Next18 | CH | R1

Electric locomotive Re 465 009-9

BLS

Photomontage

- Livery in refit design
- Prototypical light and sound functions, switchable using on-board decoders (7570013)
- Driver's cab lighting, can be switched in digital mode (7570013)

Q3/2023

7560013	DC	4/1
7570013	DCC	4/1

Ep VI | 116 | NEM | NEM 651 | LED | R1

Up until 2022, the 18 BLS locomotives type Re 465 were modernised and received a new livery. In order to facilitate use with Vectron and Traxx locomotives in freight transport, the appropriate multiple-unit controls were installed. Furthermore, an Ethernet Train Backbone has been implemented for traction of the Autotunnel and future GoldenPass trains. The names with which these locomotives were labelled are no longer used. The work was carried out at the company's own factory in Bönigen.

Electric locomotive Re 475 425-5

BLS Cargo

Photomontage

- For the first time in the new "Alpinist" design
- Digitally switchable light and sound functions (7570010)

Q4/2023

7560010	DC	4/1
7570010	DCC	4/1

Ep VI | 119 | NEM | Next18 | CH | R1

In 2019, BLS Cargo decided to increase its previous Vectron fleet of 15 engines to 25 engines. The new locomotives are equipped with the country packages for Germany, Austria, Switzerland, Italy and Holland, and also Belgium. These locomotives can mainly be distinguished by the new design along their sides. This design is closer to the "Alpinists" slogan, and depicts mountaineers high up in the impressive Swiss mountains. We have dedicated the selected locomotive number, Re 475 425, to the Re-425 fleet, which was replaced by the new Vectron locomotives and thus went into Swiss retirement.

Electric locomotive BB 22241

SNCF

Photomontage

- Version in “Béton” colour scheme

The BB 22200 is a French electric locomotive class for use both on the SNCF‘s 1.5 kV electrified DC network and on the 25 kV 50 Hz electrified AC network. The design of these locomotives, with their so-called “nez cassé” (broken nose), was created by the Frenchman Paul Arzens, who was responsible for designing several SNCF locomotives around that time. In the years 1976 to 1986, a total of 205 locomotives in six different construction series were produced by Alstom. Due to the multi-system capability and the design as a general-purpose locomotive, the BB 22200 is used on almost all standard-gauge electrified routes in France to haul freight and passenger trains.

Q1/2023

7560014	DC	4/1
7570014	DCC	4/1

Ep IV | 109 | NEM | Next18 | LED | R1

Electric locomotive BB 426230

SNCF

Photomontage

- Finely-detailed model with separately attached plug-in parts

From 1988 to 1998, 234 dual system electric locomotives, series BB 26000, were delivered to the National French Railways. These engines, nicknamed “Sybic”, were deployed in front of all types of train across France. These multi-purpose locomotives can achieve a maximum speed of 200 km/h and can produce an output of 5,600 kW.

Q1/2023

7560002	DC	4/1
7570002	DCC	4/1

Ep V-VI | 111 | NEM | Next18 | LED | R1

Fleischmann

Electric locomotive 471 502-9

GYSEV

Photomontage

- In digital mode with switchable high beam and individually switchable headlights or tail lights (739378)

The Hungarian GYSEV / Raaberbahn bought some locomotives of the Vectron family at the company Siemens for the use in the freight transport as well as in the IC passenger service. The first locomotives were delivered to Hungary in the summer of 2017. The locomotives are set in the fleet as class 471. Two locomotives are equipped with a so-called diesel power module. Three locomotives of the type 471.5 are multiple-current-system locomotives and are designed for the use in the passenger as well as the cross-border freight service.

Q3/2023

739308	DC	4/1
739378	DCC	4/1

Ep | VI | 119 | NEM | Next18 | LED | R1

3 piece set: Eurofima coaches

GYSEV

- Sophisticated painting in Raaberbahn design

ABmz

Bmz

Bmz

Photomontage

Q2/2023

814439

Ep	VI	495	NEM	946901

Fleischmann

Electric locomotive 9903

RailAdventure

Photomontage

- Featuring signal horn box
- With switchable headlight or tail light and driver's cab lighting in digital mode (732175)

RailAdventure GmbH, with its headquarters in Munich, is the market leader for test and transfer runs of rail vehicles across all of Europe. The company possesses locomotives, coupling adapter wagons and braking wagons. In addition to German electric locomotives, RailAdventure also has foreign locomotives. Since May 2021, their fleet also includes a locomotive from the Dutch series 1600. Locomotive 9903 (formerly NS 1611) is the first locomotive in company livery to be deployed on the Dutch railway network.

Q3/2023

732105	DC	4/1
732175	DCC	4/1

Ep VI | 109 | NEM | Next18 | LED | R1

Electric locomotive "Nicole"

Strukton Rail

Photomontage

- Version with air-conditioning
- With switchable headlight or tail light and driver's cab lighting in digital mode (732176)

Strukton procured its first electric locomotive in May 2019. A locomotive from the former class 1600/1800 from the Dutch State Railways (NS). The original company number was the 1824. After a thorough overhaul and repainting, it was named "Nicole". It is currently in regular use for the transportation of engines and infrastructure in support of work being carried out on Dutch tracks. Strukton's objective is to equip the locomotives with batteries so that they can run independently on routes without catenaries. The planning for this conversion is currently underway.

Q3/2023

732106	DC	4/1
732176	DCC	4/1

Ep VI | 109 | NEM | Next18 | LED | R1

DIESEL LOCOMOTIVES

Fleischmann

DIESEL

LOCOMOTIVE CLASS V 100, DB

In the 1950s, the German Federal Railways needed a versatile 100 km/h fast diesel locomotive that could provide passenger and goods services on non-electrified branch lines but also on main lines for hauling light trains during off-peak hours. The development of the V 100 was based on the excellent experiences with the class V 80. In 1955, the DB included a bogie locomotive with a central driver's cab and 800 to 1,000 hp in their type programme.

The locomotive was designed by the Maschinenfabrik Kiel (MaK) in close cooperation with the Bundesbahn-Zentralamt (BZA) in Munich. Seven test locomotives were initially built there in 1958. The rapid further development of the diesel motors allowed the installation of 1,100 hp motors; one locomotive even had a 1,350 hp motor installed. After the test runs, it became evident that the V 100 was a great success and that the steam locomotives class 38, 64, 65, 66, 82 and 86 finally could be replaced.

In 1961, the delivery of the pre-series began with V 100 1008 to 1043, followed by the series V 100 1044 to 1365 from 1962 on. Parallel to the V 100.10s with 1,100 hp motors, a total of 380 locomotives with 1,350 hp motors were built and later designated V 100.20 from 1962 to 1965. All the major German locomotive manufacturers were involved in the construction of the V 100 such as Henschel, Jung, KHD, Krauss-Maffei, Krupp, MaK and the Maschinenfabrik Esslingen. Soon the V 100 was to be found on many lines. There was hardly any depot that was not having a V 100 in its vehicle fleet, at least for a short time.

When the DB introduced the computer numbering, they also changed the locomotive's series designation to 211, for the more powerful locomotive to 212. After the classic red, many locomotives received an ocean blue/beige livery from 1974 to 75. From 1987, "orient red" as primary colour followed, and a good ten years later, the current "traffic red".

With the merger of the German railways DB and DR, the success of the V 100 soon began to decline. After the closure of numerous branch lines, the classic field of application of the V 100 was somewhat limited. As before, mainly local and transfer trains were then listed on the locomotive's operational programme. Some locomotives were used for work train services. That the V 100 can be considered one of the most successful locomotive designs in Germany is proven because very few parked locomotives had to make their way to scrap treatment plants. Numerous locomotives found new owners, including the private Railways and track construction companies in Germany and abroad.

Photo: R. Schelle

DIESEL LOCOMOTIVE CLASS 211, DB

■ Well-defined engravings on the hoods

■ Fans in perforated look

■ Free-standing, finely-crafted handle rails

Rendering

■ Prototypical designs with snow plough

■ Authentic reproduction of bogies

■ Free-standing handle rails on driver's cab

Diesel locomotive 211 236-5

DB

NEW! design

- Unobstructed view through the driver's cab
- Braking shoes follow the wheel arches exactly
- Finest handles and steps partially made of metal
- In digital mode with individually switchable headlight or tail light and switchable driver's cab lighting (721280)

Rendering

Q4/2023

721210	DC	4/1
721280	DCC	4/1

Ep IV | 76 | NEM | Next18 | LED | R1


Die kraftvolle Dieselgeneration steht zu Diensten!
Die rote Ameise
"V 100" Vielseitig im Einsatz


...und nun
frohe
Freizeit
mit
FLEISCHMANN

Diesel locomotive V 200 126

DB

- In “antique red” livery
- Metal die-cast chassis

Photomontage

The class V 200.1 is a further development of the V 200.0. The first locomotive was delivered to the German Federal Railway in 1962. The last models were taken out of service at the Oberhausen 1 depot for the summer timetable of 1988. This general-purpose locomotive could produce an output of 2,700 HP. It was therefore able to haul very different types of trains. Its express train operations on the “Vogelfluglinie” or the mountainous Black Forest Railway were legendary and later, on the Emsland route, as successor to the 043 with the ore trains “Langer Heinrich” (“Long Henry”), Emden-Rheine.

Q4/2023

7360007	DC	4/1
7370007	DCC	4/1

Ep III | 115 | NEM | NEM 651 | LED | R1

Fleischmann

GAS TURBINE

MULTIPLE UNIT CLASS 602, DB

Because the performance of the diesel-powered VT 11.5 (class 601) proved insufficient, four power heads were converted to gas turbine drive in 1971, the most striking feature of which was the large air intakes in front of the driver's cab which supplied the turbine with air.

Unfortunately, this new type of drive was not very successful and was never able to establish itself decisively. Not just the high noise level - especially when starting up - was viewed as a deficiency, but also the significantly higher fuel consumption, which is why the capacity of the fuel tank had to be doubled to 5,000 litres.

It was quite problematic to adapt the gas turbine engines, which had admittedly proven their worth in aviation, to the operating conditions for rail vehicles. The air intakes were originally too small - especially in case of train encounters - and the air filter box clogged up in snow drifts. Fine cracks in turbine system components led to a deflagration in 1974, triggered by a response from the fuel quick-acting valve.

These defects rendered operation of these trains increasingly uneconomical, which is why the multiple units running under the designation class 602 were taken out of service again by the DB in 1978 and 1979. Only the power head 602 003 has been preserved for museum purposes. It can now be found in the DB Museum in Nuremberg.

However, there is a silver lining in every cloud. The 602 was immensely popular with railway enthusiasts. Not only was the excellent sprinting ability of these units inspiring, but even more so the optical-acoustic "rollercoaster" that conjured up a pleasant tingling sensation in viewers' spines: People saw a train, but believed they heard a plane!

Fleischmann

8-piece set: Gas turbine multiple unit class 602

DB

- Gas turbine version of our popular TEE/Intercity multiple unit
- With sound in both end units (7770001)

Photomontage

Because the performance of the diesel-powered VT 11.5 (class 601) proved insufficient, four power heads were converted to gas turbine drive in 1971, the most striking feature of which was the large air intakes in front of the driver's cab which supplied the turbine with air.
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Q4/2023

7760001	DC	2/2	
7770001	DCC	2/2	

Ep IV | 934 | NEM 651 | LED | R2

Diesel locomotive 365 425-8

DB

Photomontage

- Hoods precisely to scale
- Model with a tightly soldered decoder built-in from factory (7370003)

Q4/2023		
7360003	DC	3/0
7370003	DCC	3/0

Ep V | 65 | LED | R1

Diesel locomotive 218 469-5

FORM! variation

DB

Photomontage

- With large fan wheel
- Driver's cab lighting installed, switchable in digital mode (7360011)
- Z21 driver's cab available

Q4/2023		
7360011	DC	4/1
7370011	DCC	4/1

Ep IV | 102 | NEM | Next18 | LED | R1

Diesel multiple unit 642 057-3

DB AG

Photomontage

- "Desiro" of the Erzgebirgsbahn
- Digitally switchable sound functions (742080)
- Operation in cross-border transport between Germany and the Czech Republic

Q4/2023		
742010	DC	2/1
742080	DCC	2/1

Ep VI | 261 | NEM 651 | LED | R1

Fleischmann

Diesel locomotive class 245

DB AG

Photomontage

- Illuminated train destination display
- In digital mode with individually switchable headlight or tail light (7370010)

Q4/2023

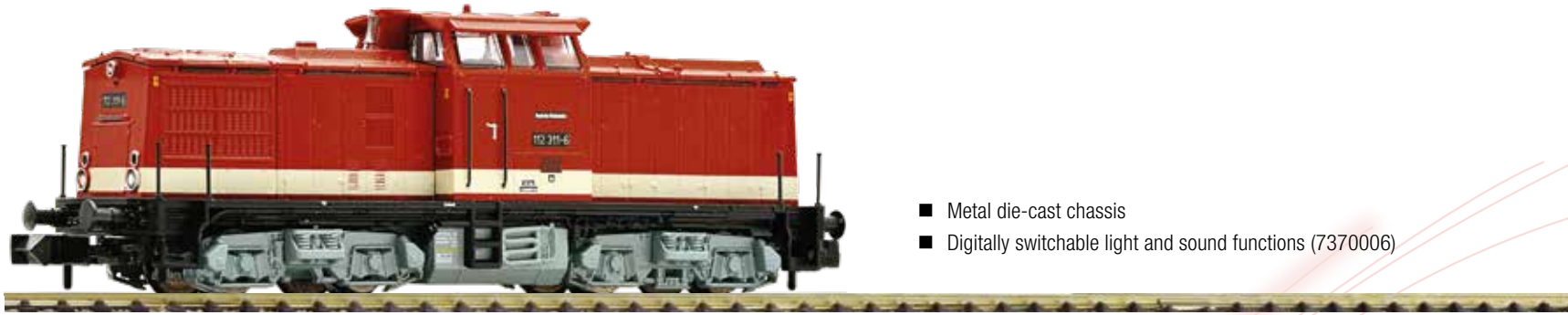
7360010	DC	4/1
7370010	DCC	4/1

Ep VI | 118 | NEM | Next18 | LED | R1

The class 245 locomotives were intended to replace the class 218 diesel locomotives, which were meanwhile looking rather outdated. The diesel-electric locomotives possess four diesel engines which drive four generators to produce electricity, which in turn feed the traction motors via the power converters.

Diesel locomotive 112 311-6

DR



- Metal die-cast chassis
- Digitally switchable light and sound functions (7370006)

Photomontage

Q2/2023

7360006	DC	4/1
7370006	DCC	4/1

Ep IV | 87 | NEM | Next18 | LED | R1

On a trial basis, in 1972 the German State Railway in the former GDR initially equipped three examples of the class 110 with a 1,200 hp diesel engine which also proved excellent in express train service. The hydrodynamic drive and other components were adapted appropriately. Between 1981 and 1990, further conversions were carried out (on approx. 500 locomotives) to achieve 1,200 hp (883 kW) at Raw Stendal using the 12 KVD 18/21 AL-4 and AL-5 engines. These locomotives were designated as class 112.

Diesel locomotive 120 024-5

DR

- Design with exhaust silencer
- Digitally switchable sound functions (7370009)

Photomontage

Q4/2023

7360009	DC	4/1
7370009	DCC	4/1

Ep IV | 110 | NEM | NEM 651 | LED | R1

In order to accelerate the traction change, the German State Railway (DR) procured a total of 378 class V 200 (later class 120) locomotives from the Soviet Union from 1966 to 1975. Because the locomotives had no train heating in their ex works condition, they were mainly used in goods train service. Due to their loud engine noise, they were quickly given the nickname “Taigatrommel” (Taiga drum).

Diesel locomotive V 100.53

NEW! design

SETG

CAD drawing

- Unobstructed view through the driver's cab
- In digital mode with individually switchable headlights or tail lights (721283)

Q4/2023		
721213	DC	4/1
721283	DCC	4/1

Ep VI | 76 | NEM | LED | Next18 | R1

Diesel locomotive 2016 043-9

ÖBB

Photomontage

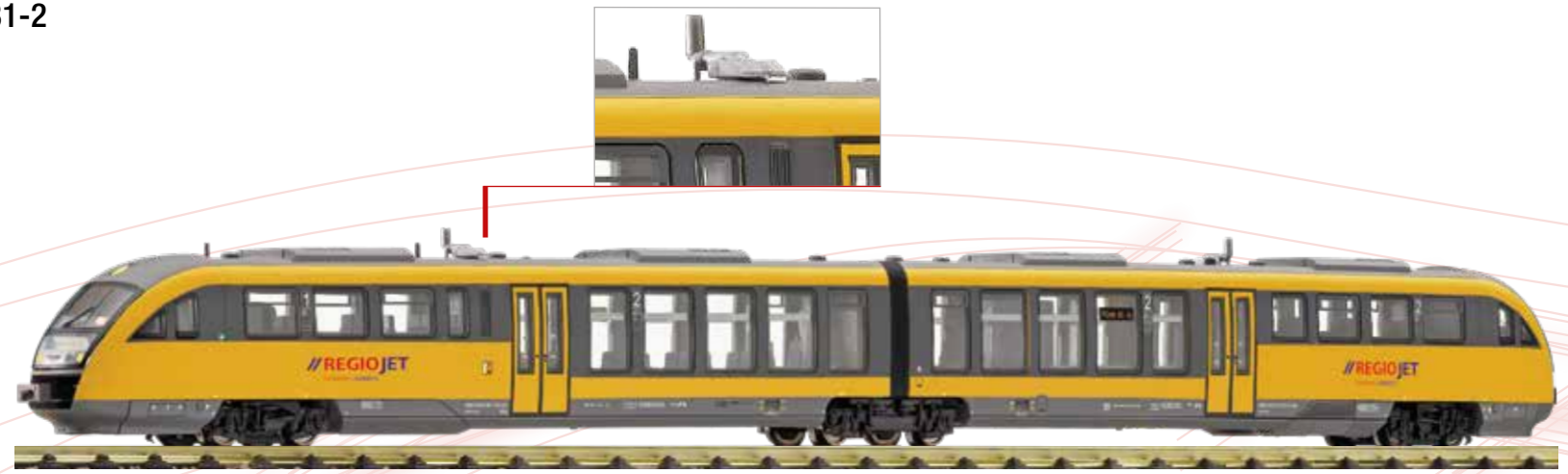
- In digital mode with individually switchable headlights or tail lights (7370012)

Q4/2023		
7360012	DC	4/1
7370012	DCC	4/1

Ep VI | 121 | NEM | Next18 | LED | R1

Diesel multiple unit 642 331-2

REGIOJET



Photomontage

Q3/2023		
742011	DC	2/1
742081	DCC	2/1

Ep VI | 261 | NEM 651 | LED | R1


ÖBB
ÖBB

Analogue Start Set: Steam locomotive class 80 with goods train

CONTENT:

1 Steam locomotive class 80
2 open goods wagons
1 electronic handheld controller
1 plug-in power supply

- Labels of different railway administrations enclosed

Ballast bed tracks for a track oval with radius R1:
5 x 9101, 8 x 9120, 1 connection track.
Size of track layout: 75 cm x 40 cm.

Q3/2023
5160002 | DC | 3/0
Ep III | 186 | NEM | R1

Photomontage

z21 start digital set: Diesel locomotive class 111 with goods train

DR

CONTENT:

1 digitally controlled diesel locomotive class 111
1 covered goods wagon
1 swivel stake wagon
1 pressurised gas tank wagon
1 z21 start
1 Z21 multiMAUS
1 plug-in power supply

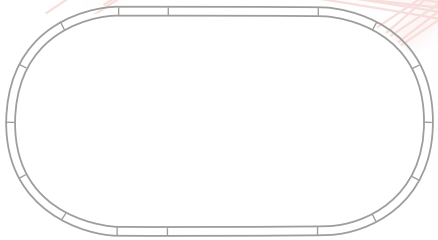
Tracks (without ballast bed) for an track oval
(2 x 22202, 2 x 22203, 12 x 22222) and a 2-pole connection cable (22217).
Size of track layout: 88 cm x 46 cm

z21 is a modular design digital system:

- Begin with z21 start and Z21 multiMAUS
- Upgrading with a WiFi router and activation code, item no. 10814 and thus use of smartphone, Tablet-PC, Z21 WLANMAUS and computer (Software-protected model train control) is possible.
- If you already have your own WiFi router and you know how to work with WiFi networks, then the activation code 10818 is sufficient for the aforementioned upgrading.

Q3/2023
5170001 | DCC | 4/1
Ep IV | 371 | NEM | Next18 | LED | R1

Photomontage



z21 start digital set: Electric locomotive class 140 with goods train

DB AG

CONTENT:

1 digitally controlled electric locomotive class 140
3 self-unloading wagons
1 z21 start
1 Z21 multiMAUS
1 plug-in power supply

z21 is a modular design digital system:

- Begin with z21 start and Z21 multiMAUS
- Upgrading with a WiFi router and activation code, item no. 10814 and thus use of smartphone, Tablet-PC, Z21 WLANMAUS and computer (Software-protected model train control) is possible.
- If you already have your own WiFi router and you know how to work with WiFi networks, then the activation code 10818 is sufficient for the aforementioned upgrading.

Ballast bed tracks for a track oval with radius R1 (4 x 9100, 8 x 9120), electrical connection material.
Size of track layout: 85 cm x 40 cm.

Q3/2023
5170002 | DCC | 4/1
Ep | V-VI | 338 | NEM | NEM 651 | LED | R1

PASSENGER COACHES

3-piece set: Center entry coaches

DB

AB4ymg

B4ymg

BDymf

Photomontage

- Control cab coach with function decoder for light changes (white/red) both for analogue and for digital mode
- Suitable for steam locomotive class 65, Item no. 7160004, 7170004

Q4/2023
6260011

Ep III | 495 | NEM | LED | 945301 | 944701

Compartment coach 2nd class

DR

B3

Photomontage

Q4/2023
6260007

Ep III | 79 | NEM

- The axle in the middle are laterally movable
- With brakeman's cab

Compartment coach 2nd class

DR

B3

Photomontage

Q4/2023
6260008
6260009

Ep III | 79 | NEM

- The axle in the middle are laterally movable
- Item no. 6260009: modified running numbers

Baggage wagon

DR

Pw3

Photomontage

Q4/2023
6260010

Ep III | 81 | NEM

- The axle in the middle are laterally movable

THE FUTURE OF SUSTAINABLE PASSENGER TRANSPORT IN EUROPE IS ROLLING ONTO THE TRACKS!

The train as an environmentally friendly alternative to air travel is a pioneer in terms of sustainable transport. Since the end of 2016, the ÖBB is one of the largest transport companies to operate a regular and attractive night train service with popular destinations across most of Europe. The ÖBB and “Siemens Mobility”, as a manufacturer of rail vehicles,will put a total of 33 seven-part trainsets of the new “Nightjet” into service over the next few years. They each consist of two seating coaches, three couchette coaches and two sleepers, which offer the highest level of comfort and a high-quality interior design. Parallel to the prototype, FLEISCHMANN is also working on the detailed implementation of this new “super train”. As usual with FLEISCHMANN products, the models will delight with optimised operating characteristics paired with high detailing.

nightjet

We will issue further information on the new Nightjet models via our website as well as our Newsletter.

2-piece set: Passenger coaches

ÖBB

Bih Photomontage

Bih Photomontage

Q4/2023

6260012

Ep III-IV | 174 | NEM

2-piece set: Sleepers “Nightjet”

ÖBB

WLABmz Photomontage

- ÖBB/SBB partner branding
- Operation in international night train services

Q4/2023

6260013

Ep VI | 330 | NEM | 946901

For their new Nightjet connections, the ÖBB had all type T2s sleepers still in its fleet upgraded in 2021. This overhaul means that the vehicles now comply with the current Nightjet standards. They are operated in cooperation with the SBB in international night train services.

3-piece set: Passenger coaches

NS

Plan W

Photomontage

Q4/2023

814713

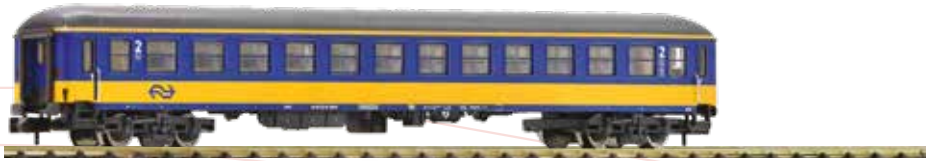
Ep IV | 495 | NEM | 944501

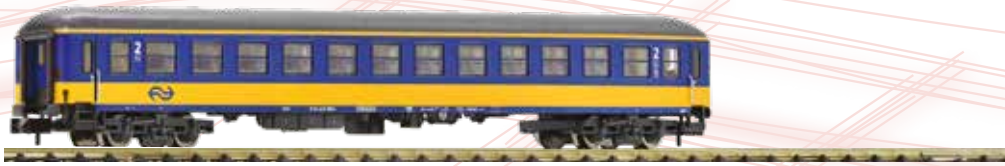
The passenger train coaches of the type “Plan W” were built from 1966 onwards at Werkspoor in Utrecht. The initial series of 24 coaches was explicitly developed for cross-border transport to Germany and Belgium. The remaining coaches were used in inland transport until 2003. Some of these coaches have been preserved in museum railways.

3-piece set: Express train coaches

NS

ICK





Photomontage

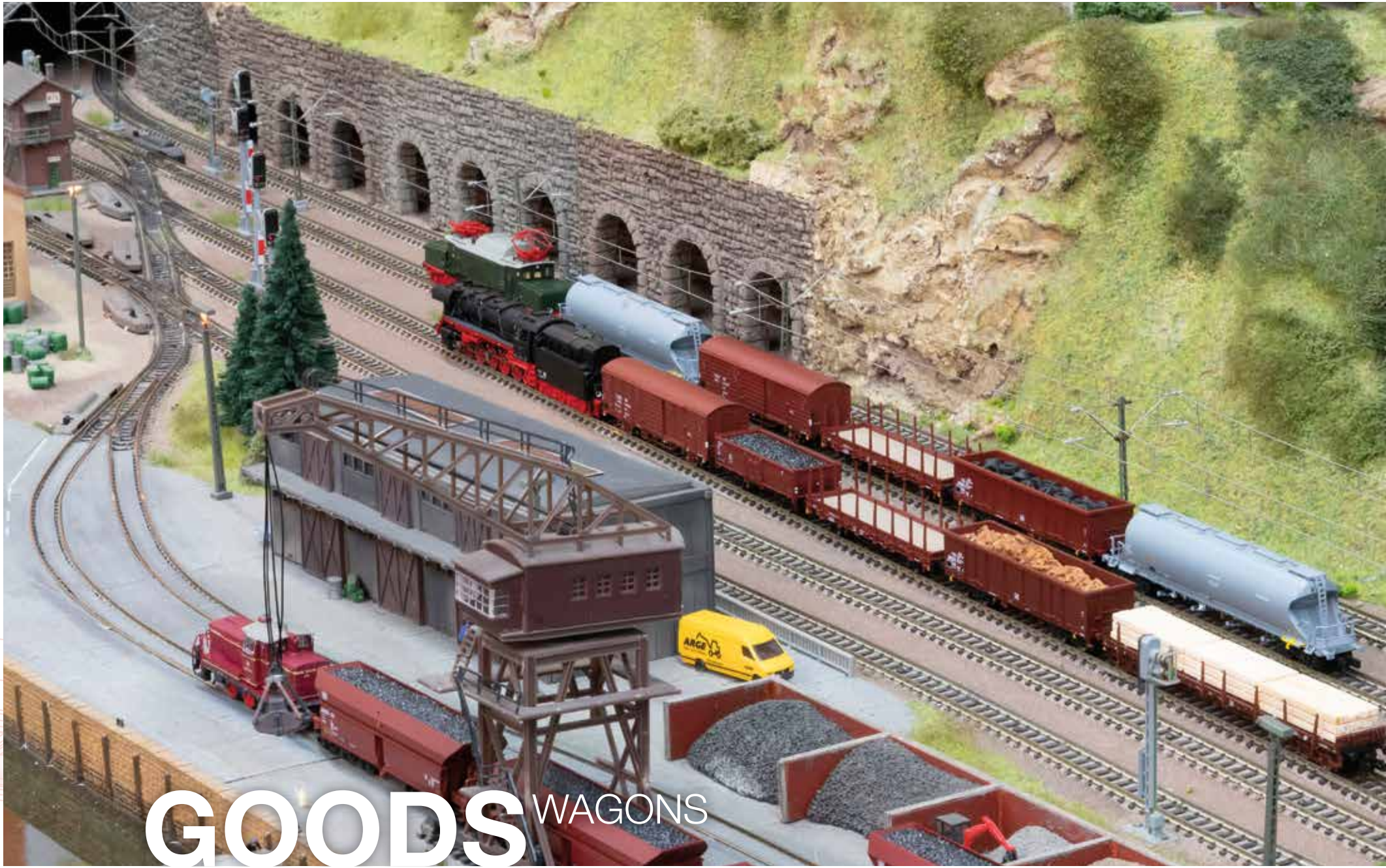
Q4/2023

881917

Ep V | 495 | NEM | 944701

The coaches operated by the Nederlandse Spoorwege (Netherlands State Railways) are former German long-distance coaches.
The ICK coaches were subdivided into units of three coaches. One train consisted of several units. The ICK trains were in service from 2002 to 2009.

- Operation: National express trains



GOODS WAGONS

Self unloading hopper wagon

DB

Otmm 64 Photomontage

Q3/2023
830355

- Fine treads, ladders and platform railings

Ep III | 57 | NEM

Swing roof wagon

DB

Td 928 Photomontage

Q3/2023
830357

- Fine treads, ladders and platform railings

Ep IV | 57 | NEM

Swing roof wagon

DB

Tadgs 959 Photomontage

Q4/2023
6660017

- Suitable for moisture-sensitive bulk goods

Ep IV | 135 | NEM

Goods train baggage wagon

DB

Pwgs 41 Photomontage

Q4/2023
830153

- Design with raised cab

Ep III | 64 | NEM

Track cleaning wagon “FLEISCHMANN Clean”

DB

Photomontage

Q3/2023
6660015

- Your rails will always be kept perfectly clean

Ep IV | 87

2 piece set: Tank wagons

VTG

Zas

Q1/2023
825819

- New running numbers

Ep IV | 196 | NEM

3-piece set: Swing roof wagons

DB AG

Tds 928

Photomontage

Q3/2023

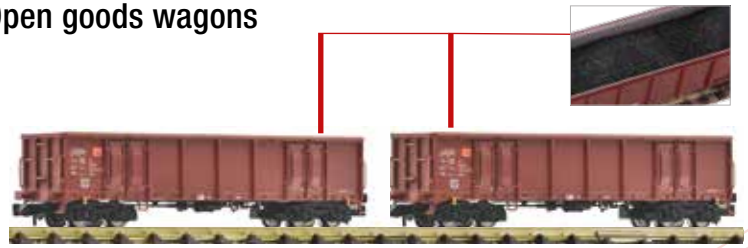
830358

- Perfectly match block trains

Ep V | 171 | NEM

2-piece set: Open goods wagons

DB-AG



Eans

Photomontage

Q1/2023

830257

- Loaded with coal
- Elaborately reproduced wagon undercarriage

Ep VI | 196 | NEM

2-piece set: Dust silo wagons

VTG

Uacs-x

Photomontage

Q4/2023

6660003

- Perfectly match block trains

Ep V-VI | 238 | NEM

3-piece set: Sliding tarpaulin wagons

DB AG

Shimmns

Photomontage

Q3/2023

6660014

- Perfectly match block trains
- One wagon with advertising print “Das ist grün” (That’s green)

Ep VI | 225 | NEM

6-piece display: Tipping bucket wagons

DB AG

Fans 128

Q3/2023

6660023

- Different company numbers
- Three wagons with brake-wheel, three wagons with axle-generator
- Individual wagons available from specialist retailers

Ep VI | 73 | NEM

Per wagon

2-piece set: Dust silo wagons

ERMEWA

Q4/2023
849007

Ep V | 238 | NEM

Uacs Photomontage

- Perfectly match block trains

2-piece set: Tank wagons

GATX

Q3/2023
825816

Ep VI | 196 | NEM

Zans Photomontage

- Finely detailed design featuring different running numbers

Pocket wagon T3

DB AG

Sdgmns 33 Photomontage

Q4/2023
6660009

Ep VI | 115 | NEM

- Loaded with truck trailer of the forwarding company Dettendorfer

Articulated double-pocket wagon

DB AG

Sdggmrs / T2000 Photomontage

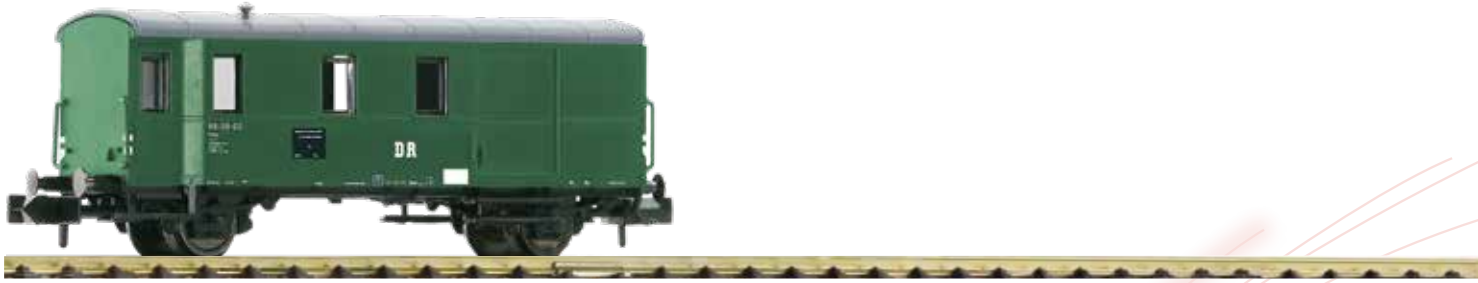
Q3/2023
825028

Ep VI | 219 | NEM

- Loaded with two containers of the forwarding company Eucon

Goods train baggage wagon

DR



Pwgs 41 Photomontage

Q4/2023

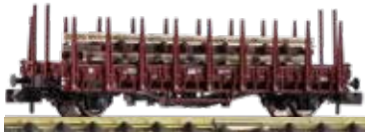
830154

Ep III | 64 | NEM

- Finely-detailed model with separately attached plug-in parts

2-piece set: Stake wagons

DR



Rm

Photomontage

Q3/2023

825805

- Loaded with two track yokes each

Ep IV | 150 | NEM

Pressurised gas tank wagon

DR

Zags Photomontage

Q4/2023

6660004

- Version featuring short sunroof

Ep IV | 110 | NEM

Swivel stake wagon

DR

Ks Photomontage

Q4/2023

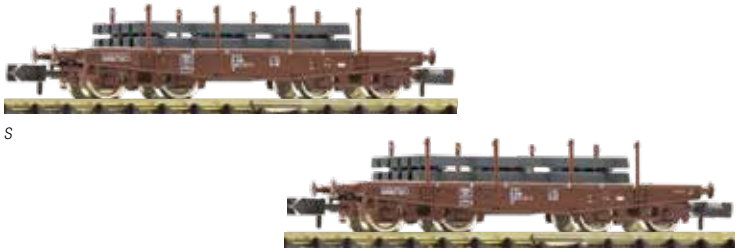
6660001

- With round buffers

Ep IV | 86 | NEM

2-piece set: Heavy-duty flat wagons

ÖBB



S

Photomontage

Q3/2023

845609

- Both wagons feature different running numbers

Ep IV | 136

Swivel roof wagon

ÖBB

Tadgs

Photomontage

Q4/2023

6660016

- Finely-detailed model with separately attached plug-in parts

Ep IV | 135 | NEM

Pressurised gas tank wagon

ÖBB

Zags

Photomontage

Q4/2023

6660005

- Version with long sunroof

Ep V | 110 | NEM

High capacity sliding wall wagon

ÖBB/RCW

Habbiins

Photomontage

Q4/2023

6660006

- Current Rail Cargo Wagon lettering

Ep VI | 145 | NEM

Self unloading hopper wagon

SBB

Fcs

Photomontage

Q3/2023

830356

- Fine treads, ladders and platform railings

Ep III | 57 | NEM

Grain silo wagon “Feldschlösschen”

SBB

Tgpps Photomontage

Q2/2023

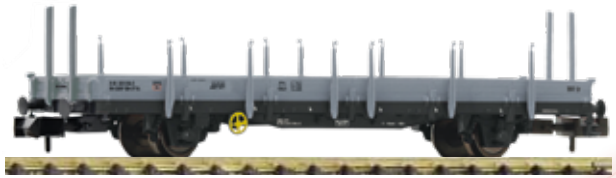
6660012

- Detailed platform railings

Ep IV | 66 | NEM

Swivel stake wagon

SBB



Ks Photomontage

Q3/2023

825751

- With black chassis and round buffers

Ep IV | 86 | NEM

2-piece set: Grain silo wagons

SBB

Tgpps

Photomontage

Q2/2023

830311

Ep V | 132 | NEM

Sliding wall wagon

TRANSWAGGON/
SBB Cargo

Hbbillns Photomontage

Q4/2023

6660011

Ep V | 97 | NEM

Container carrier wagon

SBB

Sgnss Photomontage

Q3/2023

825217

- Loaded with two HOLCIM tank containers

Ep VI | 123 | NEM

2 piece set: Silo wagons

HOLCIM/
WASCOSA

Uacns 932 Photomontage

Q4/2023
848901

Ep VI | 170 | NEM

Stake wagon

WASCOSA

Res Photomontage

Q3/2023
828826

- Used in construction service and for non-sensitive freight

Ep VI | 124 | NEM

Tank wagon

WASCOSA

Zans Photomontage

Q4/2023
6660021

- Finely detailed reproduction of the fittings and brake system

Ep VI | 98 | NEM

Pocket wagon T3

HUPAC

Sdgmnss Photomontage

Q4/2023
6660007

- Metal die-cast chassis

Ep VI | 115 | NEM

2 piece set: Tank wagons

CD Cargo

Zacns Photomontage

Q4/2023
825818

- Finely detailed design featuring different running numbers

Ep VI | 196 | NEM

Stake wagon

SNCF

Res Photomontage

Q4/2023
6660019

- Removable side loading walls
- Loaded with wire reels

Ep V | 124 | NEM

Swing roof wagon

NS

Tds Photomontage

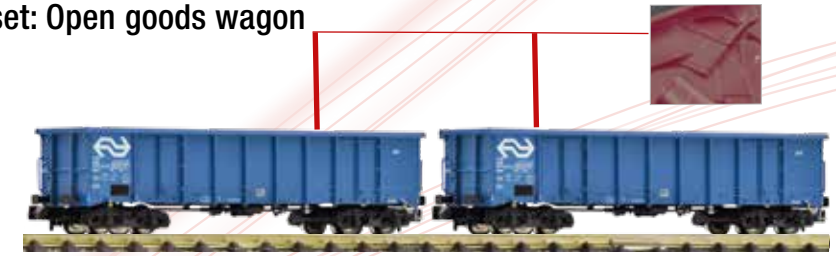
Q4/2023
830359

- Fine treads, ladders and platform railings

Ep IV | 57 | NEM

2-piece set: Open goods wagon

NS



Eanos Photomontage

Q4/2023
830258

- Both wagons with scrap loading

Ep V | 196 | NEM

2-piece set: Open goods wagons

PKP Cargo

Eanos Photomontage

Q1/2023
830255

Ep VI | 196 | NEM

Tank wagon

CFR Marfa

Zas Photomontage

Q3/2023
881224

Ep VI | 88 | NEM

Reichsbahn steam

714503 6260006

The “Steppenpferd” (“Steppe horse”) in operation

7160006 6260010 6260007 6260008 6260009

Full steam ahead through Austria

708705 6260012

Noble Bundesbahn racer

714505 6260004

Local traffic like in the past

708604 809910 809911

Swiss freight transport

738811 | 6660011 | 825217 | 6660007 | 825028

Freight train service with the V 100

721210 | 830153 | 830357 | 825819 | 6660017

Reichsbahn power in freight transport

7360009 | 825805 | 6660004 | 6660001

Modern freight train service in the Alps

7360012 | 6660006 | 6660005 | 825816

NOVELTIES


SBB CFF FFS

IMPRINT

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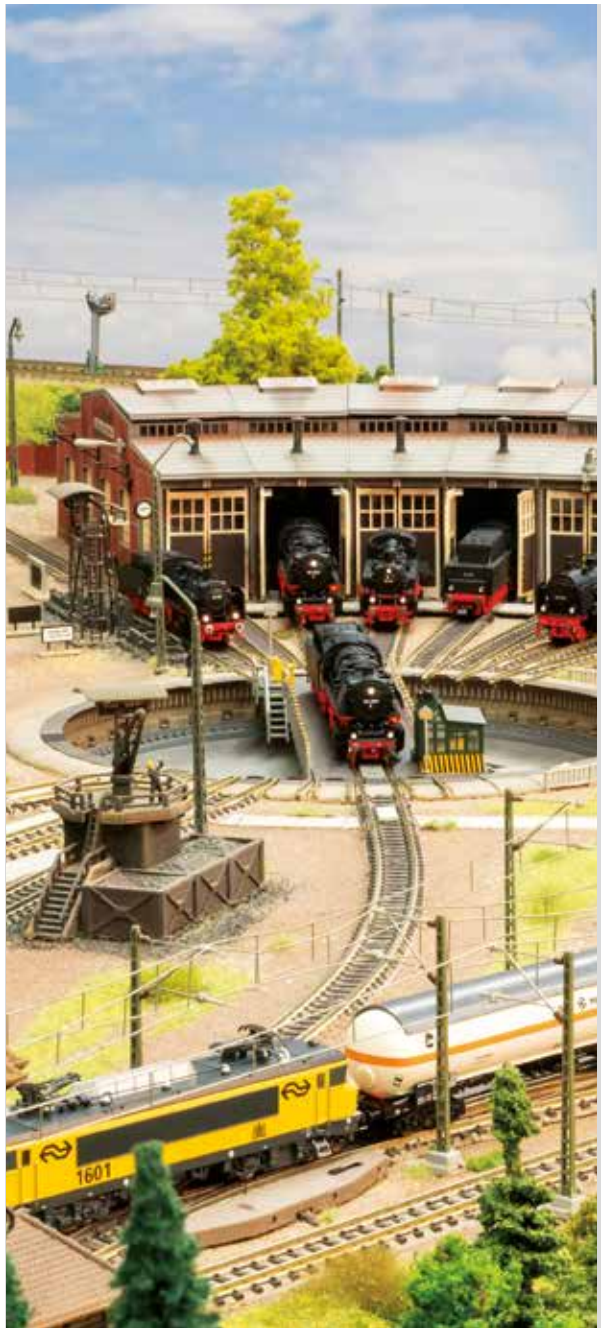


SYMBOLS OF RAILWAY OPERATORS

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

EPOCH EXPLANATION

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

COUNTRY EXPLANATION

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

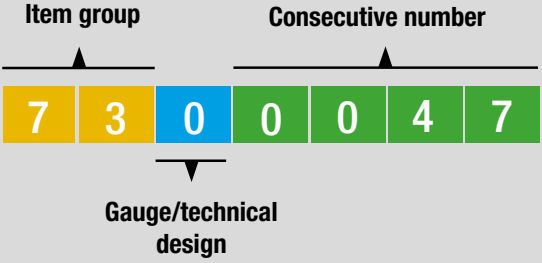
Fleischmann

LEGEND

000000	Item number
Q1-4/2022	Release: 1st-4th quarter of the same year
Ep III	Epoch
221	Overall length
5/2	Drive on X-axles / X-axles have traction tyres
DC	Direct current DC
DCC	Direct current DC with sound
DCC	DCC (Digital)
NEM 651	6-pole interface NEM 651
Next18	Next18 interface
NEM	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
CH	Head light changeover according to the original model (e. g. Swiss)
LED	LED illumination
	Electric illumination (light bulbs)
	Tail light (passenger coaches)
	Interior lighting
9452	Interior lighting installation kit
LED	Interior lighting LED
	Digital version with buffer capacitor
R1	Minimum drivable radius
Z21 Cab	Z21 driver's cab available

NEW ITEM NUMBER SYSTEM

With this novelty program we are starting our new item number system. To make it as easy as possible for you to find your desired technical version as quickly as possible, we have made it as simple as possible. During a transition period, the tried and tested FLEISCHMANN item numbers will still be used.



Item groups in detail

10	Electronics
40	Accessories
51	Start Set
53	Start Set “Premium”
55	Trainset
57	Trainset “Premium”
61	Passenger coaches “Start”
62	Passenger coaches
65	Goods wagons “Start”
66	Goods wagons
71	Steam locomotives
73	Diesel locomotives
75	Electric locomotives
77	Railcars

Gauge / technical design in detail

6	N-DC
7	N-DCC / DCC-Sound

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