NOVELTIES
2021

Photo: Hannes Auer

1 PLACE

Photo: Rainer Wahl

Dear FLEISCHMANN fans,

in spite of an unusual model railway year, we hereby present to you our ideas for the year 2021 in this catalogue! At the same time, we would like to thank you for your loyalty and your enjoyment of our N-gauge models!

With the completely new design of the striking double diesel locomotive class V188, we are fulfilling a number of customer request for this massive locomotive. As usual from our current new designs, the implementation of the model naturally corresponds to today's standards.

For friends of electric traction, the completely new designs of the SNCF BB 7200 as well as the Dutch series 1600/1700/18000 will appear. In addition to their contemporary technical equipment with a Next18 interface, these models stand out due to their authentic engravings and delicate pantographs.

And there is plenty going on in the wagon sector, too! This year, the newly-designed UIC coaches will finally roll into the shops of specialist dealers. We have also closed a gap in our range with the revision of the EW-IV-coaches and the completely new design of the EW-IV-dining coach. As far as freight wagons are concerned, the Type Uahs/Zas tank wagon has been developed as a finely-designed reproduction of this widely-used wagon. The Gbs 1500 covered goods wagon has also been entirely newly developed to roll on N-gauge-tracks, closely pursued by the modern Hbbillns sliding-wall wagon.

We hope to have provided you with everything you wished for! We would also like to thank you for the numerous entries into our photo competition. You will find the winning photos presented in the catalogue!

We wish you lots of enjoyment with our 2021 innovations!

Your FLEISCHMANN Team

Content:

FLEISCHMANN

TRADITION AND PASSION

"Tradition and passion" has been a FLEISCHMANN's maxim for **over 130 years**. Our model railway products are characterised by top quality in both visual and mechanical aspects, ensuring limitless fun for many years to come. One reason for this is the high level of suitability for everyday use of all models that prove their longevity and robustness even under tough conditions on huge public model railway layouts.
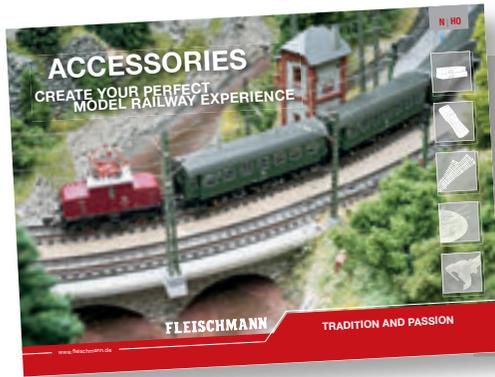
Accessories catalog

The FLEISCHMANN program leaves hardly anything to be desired for railway fans. Whether an Epoch I steam engine, a diesel engine from the classic Epoch IV or a modern vehicle such as the Vectron or the ICE, FLEISCHMANN can offer you everything you want. And yet a reliable supply of spare parts, accessories, tracks and ultra-modern control technology such as the Z21 system are also contributing factors towards unclouded play enjoyment. The FLEISCHMANN accessories catalogue provides an overview of this wide range of products.

Start Flyer

The FLEISCHMANN "start" brochure displays an overview over the attractively-priced range of vehicles and Startsets, including innovations, which are not just of interest for those new to the game. Take the opportunity to benefit from these offers.

Z21 Flyer

Digital driving enjoyment begins with the Z21® digital control centre! This is where all the elements of your model railway system are brought together, whether a standard handheld controller or modern touch operation via an app. All your inputs are translated as control commands for locos and turnouts, and output to the track. This turns the control of multiple trains into child's play! The new Z21 brochure contains all information regarding the popular control system, and presents the latest innovations from the digital model railway world.

STEAM
LOCOMOTIVES

6 piece set "Prussian goods train"

KPEV

Ep	I
	398
	NEM
	R1

2021
TRAIN OF THE YEAR
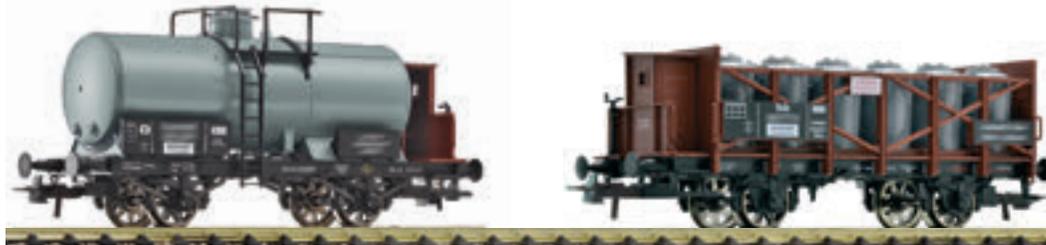
Photo: H0

CONTENT:

1 Steam locomotive type G 8.2
1 Tank wagon
1 Acid pot wagon
1 3-axle covered goods wagon wirh brakeman's cab
1 Small animal wagon with two movable sliding doors
1 Brake van with two movable sliding doors

■ Authentic and delicately designed train composition
■ Three wagons with brakeman's cab
■ Two wagons with movable sliding doors
    781290:
■ The steam locomotive is equipped at the factory with a fixed-soldered decoder

Q4/2021		
781210	=	2/2
781290	DCC	2/2

Steam locomotive 01 1056

DB

Ep	III
	158
	Next18
	R1
	LED

Photomontage

- Model with Next18 interface and LED headlights available for the first time
  716975:
- Digitally switchable light and sound functions

Q2/2021		
716905	=	4/1
716975	= 🔊	4/1

To haul fast passenger trains in the highly frequented network, the Deutsche Reichsbahn ordered a total of 55 class 01.10 locomotives in 1939. The significant advantage of the express steam locomotive was that it could reach a maximum speed of 140 km/h. When used with long-distance passenger trains, the locomotives were able to keep, even on inclined rail sections, a constant speed of 100 km/ h.

Steam locomotive class 98.8

DB

Ep	III
	58
	R1

Q3/2021

| 709904 | | 4/0 |

Photomontage

■ Chassis made of metal die-cast material

The Bavarian GtL 4/4 was put into service for the first time in 1911 by the Bavarian State Railways. The locomotives have undergone a few modifications and were then built until 1927. The locomotives proved to be very successful when operating and with an output of 450 hp, they were considered the strongest local train locomotives of Bavaria. A total of 117 locomotives were produced. Almost all maintenance depots in Bavaria, which served branch lines, had GtL 4/4 locomotives in their rolling stock. The two last Bavarian GtL 4/4 of the "depot Schweinfurt" were one of the favorite locomotives of the railway fans in the 1960s. Towards the end of her career, the 098 812 ran on the branch line from Bad Neustadt (Saale) to Königshofen (im Grabfeld) and hauled passenger and goods trains. The still running locomotive has been preserved for the use in museums and belongs to the "Ulmer Eisenbahnfreunde".

Steam locomotive class 78

DB

Ep	III
	93
	R1

Q3/2021

| 707504 | | 3/1 |
| 707584 | DCC | 3/1 |

Photomontage

■ Version equipped with extension on coal tender
■ Ventilation superstructure on top of the driver's cab
   707584:
■ Factory-fitted with a DCC decoder for digital operation

The T 18 was the last tender locomotive developed for the Prussian state railways. The locomotive was originally conceived for services on the island of Rügen as a replacement for the T 12 and the T 10. The locomotive emerged when, in 1912, a certain class of locomotive was conceived that was to handle express and passenger trains in border areas or in commuter services on short distances. The design of a tender locomotive with symmetrical chassis was envisaged because, unlike a tow-tender-locomotive, it was able to run equally fast forwards and backwards and also could be operated on return journeys without having to be turned on a turntable. Its power and top speed were to be the same as those of the P 8. Robert Garbe designed this 2'C2' tender locomotive to reach a top speed of 100 km/h with a 17-ton axle load and contracted the Vulkan Werke in Stettin to build it. It was given the designation T 18.

FLEISCHMANN | N

Steam locomotive class 065

DB

Ep	IV
	97
	R1
	LED

u: **update**

Photo: H. J. Eggerstedt/Sammlung J. Sauter

Photomontage

- Chassis made of metal die-cast material

    706573:

- Model with sound available for the first time

The class 65 was part of the new design programme of the Deutsche Bundesbahn and was first delivered in 1951. The locomotive captured with a sturdy and elegant look. The tank locomotive preferably operated passenger trains in the suburban and city rail traffic in the Ruhr area. Some engines later received push-pull control. The 18 locomotives reached a top speed of 65 km / h and had a power output of 1,089 kW. The last locomotive drove onto the siding in 1972.

Q2/2021		
706503	=	4/1
706573	DCC 🔊	4/1

Steam locomotive class 023

DB

Ep	IV
	134
	R1

Photo: S. Carstens

Photomontage

- ■ Chassis made of metal die-cast material
- ■ Brake shoes between the wheels

712376:
- ■ The model is equipped with digital decoder and digitally switchable sound and light functions

The class 023 was a true all-round genius. The locomotive hauled commuter trains, fast and express trains. Sometimes they hauled even freight trains. The newly designed locomotive of the class 023 (which until 1968 was designated class 23) was being used even in the epoch IV. 76 locomotives were a permanent part of the rolling stock of the DB and without exception they were stationed at the three railway depots Saarbrücken, Kaiserslautern and Crailsheim.The modern class 23 "survived" the Prussian replacement locomotive P 8 only for a year. She had a power outpout of 1,314 kW (1,785 hp), weighed 131.8 t and achieved a maximum speed of 110 km/h (forward gear) and with tender ahead 85 km /h. After the official decommissioning of the locomotive in December 1975, eight of the locomotives have been preserved for future generations in associations and museums. Some of the locomotives still can be seen in occasional service.

Q1/2021		
712306	=	2/2
712376	DCC 🔊	2/2

Steam locomotive 44 1281-3

DR

Ep	IV
	141
	NEM
	Next18
	R1
	LED

Henning Sound

Photomontage

Q2/2021

714406	=	2/2
714476	= 🔊	2/2

- Elevated DR smoke deflectors
- With ÜK driver's cab
- Central driving axles with low wheel flanges
- Pumps in the front area

7014476:
- Digitally-switchable driver's cab interior lighting
- Valve gear lighting, digitally switchable with 3 lamps per side
- Digitally switchable light and sound functions

Steam locomotive 64 311

ÖBB

Ep	III
	78
	R1

Photomontage

Q4/2021

706104	=	3/1
706184	DCC	3/1

706184:
- Chassis made of metal die-cast material
- The model is equipped at the factory with a fixed-soldered decoder

The Deutsche Reichsbahn Gesellschaft developed the class 64 tender locomotives from 1926 onwards. After the Second World War, one locomotive remained with the ÖBB. The ÖBB mainly used it for passenger and goods train services on branch lines.

Steam locomotive 150 X

SNCF

Ep	III
	141
	NEM
	Next18
	R1
	LED

Q3/2021

714407		2/2
714477		2/2

Photomontage

- Model without smoke deflectors
- Implementation of the 150 X in black livery
- Middle-drive axles with lower wheel flanges
- Used for heavy goods train services

714477:
- Digitally-switchable driver's cab interior lighting
- Valve gear lighting, digitally switchable with 3 lamps per side
- Digitally switchable light and sound functions

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3 piece set goods wagons

SNCF

Ep	III
	200
	NEM

Q4/2021

880904

Gs

Photomontage

00

- Rich detailing on the models
- Perfectly matches the steam locomotive class 150 X - Item nos. 714407/714477

ELECTRIC
LOCOMOTIVES

Photo: Heinz Peter Gogg

Electric locomotive E 19 02

DB

Ep	III
	106
	NEM
	NEM 651
	R1
	LED

Photo: Dr. Scheingaber EK Verlag

Photomontage

- Locomotive in operating condition of the early 1950s ideally suited to haul trains of the former "Blue F-train network"
- With elevated signs
- Chassis made of metal die-cast material

The "Blue F-Train-Network" of the Epoch III has long been a legend: Already in 1951 fast long-distance trains could be found on the train time tables of the Deutsche Bundesbahnen. The stealth blue coaches were eye-catching through their different colourful markings on the longitudinal beams. In the center of the coach, the raised silver DB letters featured decorations. All "blue" trains, except two of them that operated in foreign countries, carried the 2nd class exclusively. The 2nd class of the three-class classification was applied until the new classification was implemented in summer 1956. The old "Plush" class was being replaced by the 1st class which is still in use until now. A metal plaque covered the class number 1, which was not always the case, as many pictures of the coaches show.

Q1/2021

731905   4/1

F-Train baggage coach

DB

Ep	III
	135
	NEM
	944501

Pw4ü-37   Photomontage

Q1/2021

863004

■ In true to original livery and lettering

2nd class F-Train coach

DB

Ep	III
	135
	NEM
	944501

AB4ü-35

AB4ü-35

AB4ü-35   Photomontage

Q1/2021

863103

863104

863105

■ All coaches on this page feature different running numbers

F-Train dining car

DSG/DB

Ep	III
	147
	NEM
	944501

WR4ü-35   Photomontage

Q1/2021

863303

Electric locomotive 103 002-2

DB

Ep	IV
	122
	NEM
	NEM 651
	R1
	LED

Photomontage

- Pre-series locomotive
  781576:
- Sound functions
- With switchable engine room lighting
- In digital mode available with individually switchable top or tail light
- Z21 driver's cab available

Q4/2021

| 781506 | = | | 4/1 |
| 781576 | = | 🔊 | 4/1 |

In 1961, the DB commissioned German electric and locomotive manufacturing companies to submit appropriate designs for a six-axle locomotive with at least 5,000 kW output and a maximum speed of 200 km/h. The first of four pre-series locomotives were delivered in February 1965. However, Germany's new showpiece locomotives could not be used in regular service to their full extent, because they did not meet the speed regulations at the time. When the class 103.1 series locomotives came into service in 1970, the pre-series locomotives increasingly lost their importance but were still available for test runs with new coaches.

Photo: R. Scheller

Electric locomotive 194 178-0

DB

Ep	IV
	116
	NEM
	NEM 651
	R1
	LED

Photomontage

- Model in ocean/blue livery in "Blue Mauritius" design
- With freestanding handrails applied on the short hoods
  739491:
- Digitally switchable light and sound functions

The Deutsche Bundesbahn had 124 locomotives of the class E94 (later class 194) in their rolling stock. Like other designs from the past, the E 94 had a characteristic shape with two short hoods and therefore soon was given the nickname "German Crocodile". Technically, the designers relied on an axle-hung drive which was perfect for the transport of heavy goods trains for which the "crocodiles" were precisely built. The locomotive 194 178 was the only locomotive which was painted in ocean blue/beige livery in 1974. Because of the unique colour combination the photographers affectionately called the locomotive "Blue Mauritius".

Q3/2021

739421			4/2
739491		🔊	4/2

Electric locomotive class 140

DB

Ep	IV
	104
	NEM
	NEM 651
	R1
	LED

Q4/2021		
733004	=	4/1
733074	= 🔊	4/1

Photomontage

- Model with single lamps and rain gutter
- Chassis made of metal die-cast materiall
- The headlights can be partially or entirely switched off with a DIP switch
  733074:
- Digitally switchable light and sound functions

The BZA Munich, Kraus-Maffei and the SSW developed the class E 40 to operate heavy goods trains on main lines in the lowlands. The technical design of the class E 40 corresponds mainly to the E 10.1 locomotive. Only the gear ratio was changed and the standard installation of an electric brake was abandoned. Over 800 of the 110 km/h fast engines were put into operation from 1957 onwards. Their power output is 3,260 kW. In 1968 it was renamed class 140. For a long time, it hauled most of the goods trains on electrified lines; however, it was also used in front of passenger trains. At the end of 2016, it was taken out of service by the DB after almost 60 years of operation.

Electric locomotive class 112.1

DB AG

Ep	VI
	104
	NEM
	NEM 651
	R1
	LED

Q2/2021		
734508	=	4/1
734578	= 🔊	4/1

Photomontage

- The loco perfectly matches the double-decker coaches (item numbers 862810 and 862809)
  734578:
- Digitally switchable light and sound functions

Photo: R. Auerweck

3-piece set: Electrical multiple unit (EMU) ICE class 411

DB AG

Ep	VI
	495
	NEM
	NEM 651
	R1
	LED
945301	946701

Q4/2021

746002	=	4/1
746072	= 🔊	4/1

■ End wagons with green stripe available for the first time
■ Curve-dependent, automatic tilting of the car body

■ Function decoder factory-installed for white/red light change
■ Rigid close coupling with moveable corridors between the wagons

"ICE-T" is the collective name for the Deutsche Bahn's high-speed trains 411 and 415. The trains are designed for traffic on upgraded lines which usually have a higher gradient and numerous curves; so these multiple units are equipped with tilting technology. The maximum permitted speed of the ICE-T is 230 km/h.

2 piece set: Matching coaches for the EMU ICE class 411

DB AG

Ep	VI
	314
	946701

Photomontage

Q4/2021

746102

■ Curve-dependent, automatic tilting of the car body
■ Rigid close coupling with moveable corridors between the wagons

746072:
■ Digitally switchable light and sound functions

Photomontage

2 piece set: Matching coaches for the EMU ICE class 411

DB AG

Ep	VI
⊢◼◼⊣	314
⊼	946701

Photomontage

Q4/2021

746402

■ Curve-dependent, automatic tilting of the car body
■ Rigid close coupling with moveable corridors between the wagons

FLEISCHMANN
RACK-AND-PINION
RAILWAY

The Alpspitz-Bahn

With their unique combination of mountain landscape and venturesome routing featuring numerous bridges and tunnels, rack-and-pinion railways engender particular fascination. The movement of the train is achieved through the engagement of a toothed wheel in a toothed rack positioned in the centre of the track, as the usual friction generated between wheels and rails is insufficient for the steep inclines.

After the rack-and-pinion trains, which were originally produced for tourist and industrial traffic, plans were formed to utilise the toothed rack for continuous passenger and freight transport, and thus railways in the so-called mixed system were developed. These systems feature the alternating use of friction and toothed rack sections depending on the gradient ratios. The traction is exercised by one and the same engine.

The first rack-and-pinion railways were exclusively operated using steam locomotives. At the end of the nineteenth century, electric traction increased greatly in significance. Today, many of the trains originally operated using steam have been electrified; on several of these, the steam locomotives have been replaced or supplemented with diesel traction units. Because steam engines were so popular with the tourists, several rack-and-pinion railway operators procured new, oil-fired steam locomotives in the 1990s.

It is possible to find a particularly large number of private rack-and-pinion railways in the Alps, and these attract tourists from all over the world. Some of the most famous railways are the Zugspitzbahn in Germany, the Schafbergbahn in Austria and the Vitznau-Rigi-Bahn in Switzerland, which is the country with the most rack-and-pinion railways.

Electric rack-and-pinion locomotive

Alpspitz-Bahn

Ep	III-VI
⊨⊧	54
⋯	NEM 651
◢◣	R1
⦂⦂	LED

Q2/2021

737110	═	2/0
737190	DCC	2/0

Photomontage

- Locomotive for realistic rack-and-pinion railway operation
- Suitable for the FLEISCHMANN rack track 9119
- Due to its enormous climbing ability on rack-and-pinion rails, the loco can cope with extreme differences in altitude (up to 25 %) even when space is limited
- The locomotive is suitable for operation on FLEISCHMANN rack-and-pinion rails but also on standard rails
  737190:
- Red LED tail light on right side, can be switched off

Rack-and-pinion railway passenger coach

Alpspitz-Bahn

Ep	III - VI
⊨⊧	56
⊨⊧	NEM
木	9456

Q2/2021

805304

805305

Photomontage

- All carriages on this page feature different operating numbers

Rack-and-pinion railway baggage coach

Alpspitz-Bahn

Ep	III - VI
⊨⊧	56
⊨⊧	NEM
木	9456

Q2/2021

805402

Photomontage

- Movable sliding doors

Electric locomotive 193 776-2

Lokomotion

Ep	VI
	119
	NEM
	Next18
	R1
	LED

soundlab

Photo: HO

- Model in "Zebra" design with characteristic red stripes
- With a new motor and revised gearbox
- The model has a true to original roof design for the use with a DAI-Vectron
- The locomotive is used in the international goods traffic
- The headlights can be completely or partially switched off with a DIP switch **739354:**
- Sound development in cooperation with LeoSoundLab

Q1/2021			
739284	=		4/1
739354	=	🔊	4/1

The private railway company Lokomotion, based in Munich, has been operating in the cross-border goods traffic for almost 20 years. It is known for its locomotives in Zebra design. No matter whether they are blue, red, green, silver or multi-coloured - you can be sure that they are always an eye-catcher.

Electric locomotive 1020 016-0

ÖBB

Ep	IV-V
	116
	NEM
	NEM 651
	R1
	LED

Photomontage

- Model in blood orange livery with computer number **739490:**
- Digitally switchable light and sound functions

Q2/2021			
739420	=		4/2
739490	=	🔊	4/2

Forty-four of the DRG class E 94 built from 1940 on remained in Austria after the Second World War and received the new designation 1020.01–44 in 1954. In the same year, the locomotive factory in Floridsdorf delivered three more locomotives using existing parts. From 1967 on, except for the youngest three, all locomotives underwent an extensive overhaul and received a new look. They then differed significantly from the German sister locos without losing their unique character.
The robust 118.5 t weighty and 90 km/h fast locomotives were initially used to haul all types of trains. However, after a while, they mostly operated on steep grades as helper engines.

FLEISCHMANN | N

Electric locomotive class 1044

ÖBB

Ep	V
	100
	NEM 651
	R1
	LED

Q3/2021		
736607		4/1
736677		4/1

Photomontage

- Model with high roof ventilators
- Inscription with computer number **736677:**
- In digital mode available with individually switchable headlights and tail light
- Switchable light functions (head- and tail lights)

The class 1044 is an electric universal locomotive that perfectly matches heavy express trains and goods trains which operate in the lowlands and along mountain routes. At the time of commissioning, it was the most powerful four-axle electric locomotive in the world and, until the Taurus was launched, the absolute showpiece of the Austrian Federal Railways.

Electric locomotive 1116 225-4

ÖBB

Ep	VI
	121
	NEM
	NEM 651
	R1
	LED

Q3/2021		
781703		4/1
781773	DCC	4/1

Photomontage

- With printed advertising "Heute. Für morgen. Für uns."
- Finely detailed version with two pantographs **781773:**
- In digital mode available with switchable high beam
- Model with digital decoder and digitally switchable sound and light functions
- Z21 driver's cab available

With the new claim "Heute. Für morgen. Für uns.", the ÖBB's current brand identity sums up what it is all about: What is being worked on today makes sense for tomorrow and all of us. In autumn 2019, the ÖBB completely redefined their advertising line before launching it. On this occasion, the ÖBB had the 1116 225 redesigned and the loco has been travelling on Austria's rails as a brand ambassador ever since.

Electric locomotive Re 460 068-0

SBB

Ep	VI
	116
	NEM
	NEM 651
	R1
	LED

Q4/2021

731402	=	4/1
731472	DCC 🔊	4/1

Photomontage

- Model with baptistal name "Gütsch"
- Delicately designed pantographs of the type Faiveley
- Closed front skirt is attached to the package
  731472:
- Driver's cab lighting switchable in digital mode
- Model with digital decoder and digitally switchable sound and light functions

For the implementation of the "Bahn 2000" concept, the SBB procured 24 locomotives of this class. Another series of 75 locomotives was built to cope with the 1994 implemented piggyback corridor through Switzerland. These locomotives were later assigned to passenger transport. Until today they are indispensable for the traction of the dense Swiss regular traffic.

Electric locomotive Re 465 013-1

BLS

Ep	VI
	116
	NEM
	NEM 651
	R1
	LED

Q4/2021

731321	=	4/1
731391	DCC 🔊	4/1

Photo: BLS

- Colour scheme in "Refit" design
- Closed front skirt is attached to the package
  731391:
- Driver's cab lighting switchable in digital mode
- Model with digital decoder and digitally switchable sound and light functions

Eighteen BLS locomotives of the type Re 465 will be modernised by 2022 and given a new paint coat. The BLS will have them equipped with suitable multiple control systems to use them with Vectron and Traxx locomotives for the goods transport. Furthermore, an Ethernet train will serve as a backbone to haul the "Car tunnel trains" and the future "Goldenpass trains". The baptismal names once placed on the nose of the locomotives will no longer be used. The overhaul will be carried out in the factory in Bönigen.

Electric locomotive 193 258-1

SBB CARGO INTERNATIONAL

Ep	VI
⊨ ⊨	119
	NEM
	Next18
	R1
	LED

Photo: D. Häusermann

- Delicately designed model with four pantographs
- With a new motor and revised gearbox
- The loco hauls goods trains in the cross-border traffic
- The headlights can be completely or partially switched off with a DIP switch
  739349:
- Sound development in cooperation with LeoSoundLab
- Model with digital decoder and digitally switchable sound and light functions

Q3/2021		
739279	=	4/1
739349	= 🔊	4/1

With the new flat trajectory line and the opening of the Gotthard Base Tunnel (GBT), the requirements in the Swiss freight transport changed significantly. Multi-system locomotives became indispensable for continuous operation of the trains from the North Sea to Italy. When the SBB Cargo International rented Vectron MS locomotives from the Viennese leasing company ELL Austria GmbH in 2017, an increase in efficiency was achieved. The engines feature equipment for service in Germany, Austria, Switzerland, Italy and the Netherlands (DACHINL).

Electric locomotive 193 525-3

SBB CARGO INTERNATIONAL

Ep	VI
⊨ ⊨	119
	NEM
	Next18
	R1
	LED

Photomontage

- Model with baptistal name **"Rotterdam"**
- With a new motor and revised gearbox
- In cooperation with Railcolor Design **RAILCOLOR** DESIGN
  739353:
- Model with digital decoder and digitally switchable sound and light functions
- Light functions can be switched acc. the Swiss archetype

Q1/2021		
739283	=	4/1
739353	= 🔊	4/1

In 2019, the company SBB Cargo International ordered 20 Vectron locomotives from the company Siemens Mobility in cooperation with the SüdLeasing GmbH.
The engines are equipped for operation in Germany, Austria, Switzerland, Italy and the Netherlands (DACHINL).
To celebrate the opening of the office in the Netherlands, one loco was given a special design. Model railway fans call the loco "Holland Piercer".

Photo: D. Schärer

Electric locomotive 193 206-0

REGIOJET

Ep	VI
	119
	NEM
	Next18
	R1
	LED

soundlab

Photomontage

- Rich detailing on the model with four pantographs
- The model hauls long distance trains in the cross-border traffic
- With a new motor and revised gearbox
   739392:
- With switchable high beams
- Model with digital decoder and digitally switchable sound and lighting functions
- Sound development in cooperation with LeoSoundLab

Regiojet was founded in 2009 as a subsidiary of the Student Agency in Brno. In 2011 Regiojet took over 28 used Eurofima coaches from the Austrian Federal Railways (ÖBB) and one year later another twelve from the Swiss Federal Railways (SBB). Mainly for the Bratislava - Žilina - Košice connection, which has been in operation since December 2014, the Regiojet has rented an additional three Vectron locomotives class 193 from the company ELL Austria. The Regiojet had another 18 coaches delivered from the ÖBB, so a total of 84 former Austrian coaches became part of the Regiojet rolling stock.

Q3/2021

739312	=		4/1
739392	=	🔊	4/1

3 piece set Eurofima coaches

Photo: HO

REGIOJET

Ep	VI
	495
	NEM
	946901

Q3/2021
881902

The "Regiojet" (also RJ or RGJ) is a private railway company in the Czech Republic based in Brno. It is a daughter company of the "Student Agency" which cooperates with the company Keolis. The company also offers long-distance bus travel services and is also represented in Germany on the Berlin-Dresden-Prague route. On December 10 2017, the long-distance traffic was extended as well and with the destinations Vienna-Brno-Prague, "Regiojet" can also offer connections in Austria now.

Photo: R. Auerweck

FLEISCHMANN

ELECTRIC
LOCOMOTIVES

Electric locomotive BB 7200

In the 1970s, the French State Railways initiated a procurement program for new, multi-purpose locomotives. Based on a modular system to cater for the different traction and power system requirements, Alsthom and Matériel de Traction Électrique (MTE) developed the direct-current version BB 7200 based on the BB 15000 (alternating-current version) and, as a multi-system version, the BB 22200. The series designation of the BB 22200 forms the sum of the two sister types.

From 1976, the French State Railways (SNCF) procured a total of 237 pieces of the BB 7200 series for use in the French direct-current 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. From the locomotive with the operating number 7236 onwards, the sharp incline of the front windscreen was reduced to create more space in the driver's cab.

As multi-purpose locomotives, they are used to haul both heavy freight trains and fast passenger trains. For this purpose, different gear ratios were installed in the uniform basic construction. The 68 locomotives for use as freight trains have a top speed of 100 km/h with an hourly output of approximately 4,000 kW. The engines for passenger train service are approved for 160 km/h.

On delivery, all BB 7200 series locomotives were painted in the "Béton" colouration used at the time (grey with an orange decorative strip). From the year 2000 onwards, the locomotives were repainted to designate their affiliation with different SNCF business units.

Photo: M. Puech

Electric locomotive BB 22200

Built on the same platform, the class BB 22200 was built for the use on the direct-current network, which was electrified with 1.5 kV, and also on the SNCF alterna-ting-current network, whcih was electrified with 25 kV / 50 Hz.. In the years 1976 to 1986, a total of 205 locomotives were delivered in six series. Due to the mul-ti-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. From 2006 onwards, several locomotives were retrofitted with a reversing train control in order to haul push-pull-trains.

The locomotives originally delivered in "Béton" livery became increasingly colourful over time. From 1996, several locomotives were painted in the "Corail +" and "Multiservices" colours over the course of repair work. When the SNCF was split into different business groups from the year 2000, comprehensive repainting work was carried out. In the freight business group, the locomotives received their green "Fret" colouration (jade green, white and two shades of grey). The long-dis-tance locomotives were provided with the "En voyage" or "Fantôme" liveries. The engines used in regional traffic (TER) were given regional colourations, and those assigned to the SNCF Infra were painted yellow with a red longitudinal strip under-neath the roof edge.

Electric locomotive BB 7200

n:

SNCF

Ep	IV
⊢⊣	109
⊣⊢	NEM
▦	Next18
◢▮▮▮	R1
○○ ••	LED

Photo: H0

■ Delicately designed model with separately applied plug-in parts

■ Filigree design of the pantographs

732205:

■ In digital mode with switchable headlights and tail light

■ Digitally switchable sound functions

Q4/2021			
732135	═		4/1
732205	═	◁⑴	4/1

Electric locomotive BB 22347

n:

SNCF

Ep	V–VI
	109
	NEM
	Next18
	R1
	LED

Photo: HO

- Model in silver-grey "Multiservice" design
- Delicately designed model with separately applied plug-in parts
- Filigree design of the pantographs
  732206:
- In digital mode with switchable headlights and tail light
- Digitally switchable sound functions

Q4/2021			
732136	=		4/1
732206	=	🔊	4/1

FLEISCHMANN

ELECTRIC
LOCOMOTIVES NS 1600

n:

Photo: V. v. Werkhoven

The "Nederlandse Spoorwegen" (NS) received 58 four-axle electric locomotives of the 1600 series, based on the French electric locomotive BB 7200. In the year 1981, when they were introduced, they were the most powerful locos in the rolling stock of the NS. The engines for the Netherlands direct-current network with 1.5 kV were designed for a top speed of up to 180 km/h; the permitted top speed in daily service was 140 km/h. They had an output of 4,540 kW on the rails. All the locomotives were decorated with the coats of arms of cities within the Netherlands.

As a modernised version of the class 1600, 81 engines of the class 1700 were procured from 1991 to 1994. They distinguish themselves through the increased deployment of electronic components, as well as the updated train control system and a different braking system.

When the Netherlands freight transport merged with the German Railion Group, the DB AG received access to some of the NS class 1600 electric locomotives. However, these locomotives retained their old numbers, but the engines remaining with the NS were changed to the class 1800 series whilst retaining the locomotive number.

The NS also had a true world record holder in its fleet; the 1607: In the year 1989, this locomotive hauled a train made up of approximately 60 passenger coaches, thus transporting the longest passenger train in the world. Today, several locomotives are operated by private railway companies. The 1632 locomotive is used by the HSL, painted in a conspicuous chessboard design. With the 9908, Locon also operates a locomotive of the former NS fleet. Both locomotives are mainly deployed in freight transport or set before special trains.

Electric locomotive 1601

n:

NS

Ep	IV
	109
	NEM
	Next18
	R1
	LED

Photo: J. Ype/Sammlung Brutzer

- True to original model without air conditioning
- Delicately designed model with separately applied plug-in parts
- Filigree design of the pantographs

732170:
- In digital mode with switchable headlights and tail light
- Digitally switchable sound functions

Q3/2021

| 732100 | = | | 4/1 |
| 732170 | = | 🔊 | 4/1 |

The NS bought four-axle electric locomotives class 1600, which were based on the French electric locomotives class BB 7200. When they were launched in 1981, they were the most powerful locomotives of the NS rolling stock. With a service weight of 83 t, they had a power output of 4,540 kW and reached a top speed of 140 km/h.

Electric locomotive 1616

n:

DB AG

Ep	VI
	109
	NEM
	Next18
	R1
	LED

Photo: Marcel van Eupen

- True to original model with air conditioning
- Delicately designed model with separately applied plug-in parts
- Filigree design of the pantographs

732171:
- In digital mode with switchable headlights and tail light
- Digitally switchable sound functions

Q3/2021

732101	=		4/1
732171	=	🔊	4/1

With the merger of the Dutch freight traffic and the German Railion Group, the DB AG gained access to some of the electric locomotives class 1600 of the NS. In 2012, ten locos were painted traffic red as part of the maintenance program. At the initiative of some locomotive drivers, the last three locomotives which ended their career at the DB Cargo NL in 2020, were pasted with farewell texts.

FLEISCHMANN

DIESEL
LOCOMOTIVE CLASS V 188

n:

Photo: RKrauss/SC

Diesel electric double locomotive
D 311/class V 188/class 288

In 1941 and 1942, a total of four class D 311 double locomotives were put into service by the Deutsche Wehrmacht. The D 311.01 a/b, also known as "Walli", was used on the Crimean peninsula. Along with its sister engine, the D 311.02 a/b "Dora", it manoeuvred the largest railroad gun ever built. The locomotives D 311.03 and 04 were intended for use with the "Schwerer Gustav 2" gun, and were probably put into use in the West of Germany. The fifth and sixth double locomotives were ordered from Krupp, but ultimately could not be built due to war events.

   The engines were equipped with electric power transmission. For each half-unit, a DC generator directly powered by a diesel engine supplied the electric traction motors on each of the four wheelsets with power. Accordingly, the axle arrangement designation was Do+Do. The controls of both locomotive halves were electrically coupled, and were operated from the respective preceding driver's cab. The locomotive weighed 147 tonnes in total. Its top speed was 75 km/h. In the "Dora" firing position, the locomotives also supplied the electrical power for operation of the gun.

   At the end of the war, the double locomotive D 311.03 a/b was located near to Freilassing, and was put into operation once more after an overhaul in 1948-49 at Krauss-Maffei as the V 188 001 a/b for the "Reichsbahn West". The D 311.04 a/b was found in the Netherlands, and was purchased at the end of 1949 by the still-young Deutsche Bundesbahn. This engine was then handed over to the company after renovation in 1951 as the V 188 002 a/b. The D 311.02 a/b, which had ended up at Krupp in Essen, was merely used to provide spare parts. The two refurbished class V 188 locomotives proved their worth in heavy freight train and shunting services, mainly on the Spessart-Rampe. At the end of the 1950s, the locomotives were equipped with Maybach engines, such as those used in the V 200.0 and in the VT 08.

   After damage to the generator, the V 188 001 was phased out in 1968. The V 188 002, later the 288 002, remained in operation in the Franconian region until 1972. Both locomotives were scrapped in 1973.

Diesel electric double locomotive D 311.01

n:

DWM

Ep	II
	141
	NEM
	Next18
	R1
	LED
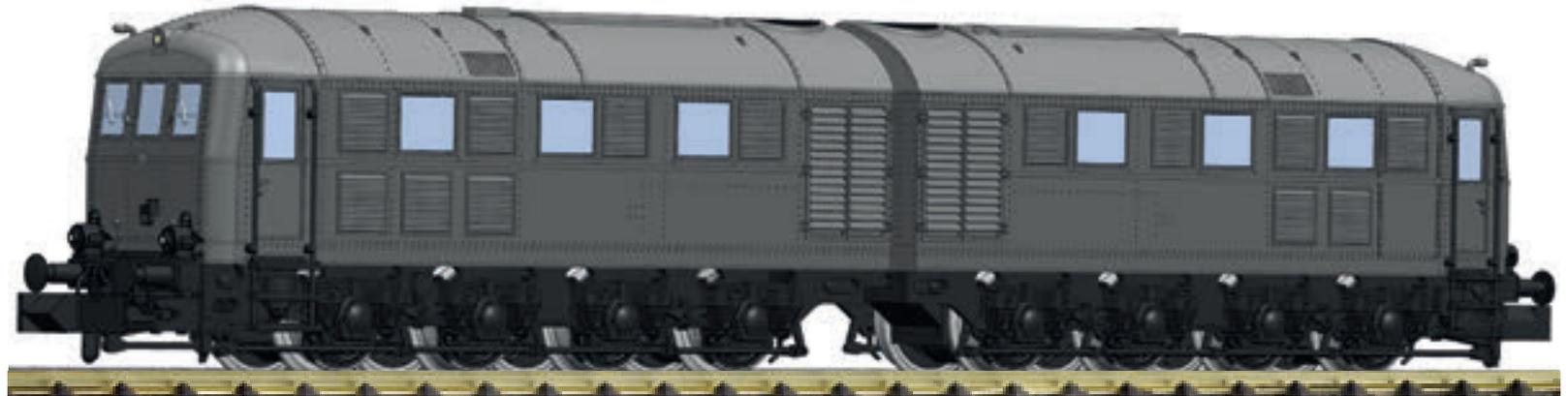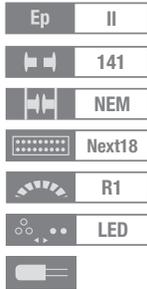
CAD drawing

- Rich detailing on the model with separately applied plug-in parts
- Large socket at each end of the locomotive
- Frame trims with 8 sandboxes each
- 2 headlights with blackout lamps, depending on driving direction
  725171:
- Each headlight per side can be switched off separately
- Top front lamp at front and rear can be switched separately
- Switchable driver's cab and machine room lighting
- With digitally switchable sound functions
- Large loudspeaker with resonance body for powerful sound
- Buffer capacitor

Q4/2021			
725101	=		2/2
725171	=	🔊	2/2

3 piece set heavy duty flat wagons

DRB

Ep	II
	204

SSy

SSy

SSy

Photomontage

■ The wagon carries the armoured fighting vehicle V "Panther"
■ Different turret numbers enclosed as decals
■ in cooperation with Artitec   **Artitec®**

Q4/2021

845606

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4 piece set goods wagons

DRB

Ep	II
	252
	NEM

Photomontage

■ Perfectly matches the diesel locomotive D 311.01 - Item nos. 725101/725171
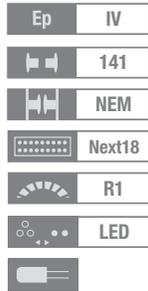
Q4/2021

880907

The set contains a covered goods wagon type G10 with brakeman's cab and two moveable sliding doors, a covered goods wagon type Gl "Dresden" with two moveable sliding doors, an open goods wagon type Om "Breslau" that carries coal and a tank wagon with brakeman's cab.

Diesel electric double locomotive 288 002-9

n:

DB

Ep	IV
	141
	NEM
	Next18
	R1
	LED

CAD drawing

- Rich detailing on the model with separately applied plug-in parts
- Extra ventilation grilles mounted under the arched roof
- Frame trims with four sandboxes each and INDUSI reproduction
- 3 headlights and two red tail lights, depending on driving direction
  725170:
- 3 headlights per side, can be switched off separately
- Separately switchable tail lights
- Switchable driver's cab and machine room lighting
- With digitally switchable sound functions
- Large loudspeaker with resonance body for powerful sound
- Buffer capacitor

Q4/2021			
725100	=		2/2
725170	=	🔊	2/2

6 piece set goods wagons

DB

Ep	III-IV
	446
	NEM

Gbs 252
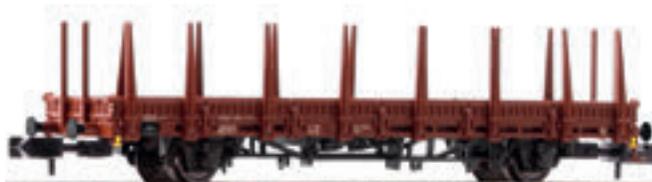
Gmhs 53

Es 050

Hbis 299

Kbs

Photomontage

■ Perfectly matches the diesel locomotive class 288, Item nos. 725100/725170

The set contains a covered goods wagon type Gbs 252, a covered goods wagon type Gmhs 53 with two moveable sliding doors, an open goods wagon type Es 050, a sliding wall wagon type Hbis 299, a flat wagon with stakes type Kbs and a tank wagon with brakeman's platform.

Diesel locomotive 218 217-8

DB

Ep	IV
	102
	NEM
	Next18
	R1
	LED

Photomontage

- Model in TEE livery with separately applied plug-in parts in delicate design
  724289:
- In digital mode with switchable headlights and tail light
- Digitally switchable sound functions
- Driver cab lighting
- Z21 driver's cab available

Q4/2021		
724219	=	4/1
724289	= 🔊	4/1

From 1971 on the Deutsche Bundesbahn put 398 class 218 locomotives into service. The locomotives hauled both passenger trains and goods trains. They are mostly used on non-electrified lines and reach a top speed of 140 km/h at a power output of 1,840 kW. Over the years, the class 218 has been painted in various colours. The first series of the class 218 locos were still delivered in the usual purple-red livery for diesel locomotives. From 1975 onwards, ocean blue/beige became the locomotives' standard colour. As an individual loco, the DB gave the 218 217 a trial paint job with TEE colours, which she kept until 2002.

Diesel locomotive class 260

DB

Ep	IV
	65
	R1
	LED

u: update

Photomontage

- Maintenance free motor
- Spring loaded central axle
- Metal rods
- The locomotive "noses" are reproduced to exact scale
- Separately applied shunter's handles
- Unobstructed view throught the driver's cab
  722481:
- Digitally-switchable light functions

Q2/2021		
722401	=	3/0
722481	DCC	3/0

Accumulator rail car class 515 with control cab coach

DB

Ep	IV
	293
	NEM
	Next18
	R1
	LED

Q2/2021

740101	═	2/1
740171	═ 🔊	2/1

Photo: R. Scheller

- Unobstructed view through the passenger compartment
- Model with separately applied plug-in parts
- Headlights and interior lighting can be switched via DIP switch
  740171:
- Model with decoder integrated into the railcar and the driving trailer
- Switchable light and sound functions
- Interior lighting
- Z21 driver's cab is available

The accumulator railcars were already introduced in Germany before the First World War. After 1945, the German Federal Railways began again to deal with this type of power drive. The ETA 176 has made a name for itself as the "Limburg cigar", but only eight of them were built. From the ETA 150 (from 1968 designated class 515) a total of 232 units were built until 1965. Furthermore, 216 driving trailers of the class ESA 150 (later designated class 815) were put into operation.

Diesel locomotive class 218 156-8

DB AG

Ep	V
	102
	NEM
	Next18
	R1
	LED

Q4/2021

724220	═	4/1
724300	═ 🔊	4/1

Photo: W. Brutzer

- Version in orient red livery
- Model with delicate, separately applied plug-in parts
  724300:
- With individually switchable headlight or tail light
- Digitally switchable sound functions
- Model with driver's cab lighting
- Z21 driver's cab is available

FLEISCHMANN
HOLIDAY
TRAINS

Photo: R. Rossberg

The idea of a holiday in the modern sense originated during the interwar period, when a large part of the population could finally afford to travel during their holidays. Here the railway played an important role. After the Second World War, an increasing number of Germans caught the „travel bug" with every passing year.

Initially, interregional traffic flows consisting of long-distance express trains developed beyond the borders of (West) Germany. They included routes from the channel coast in the direction of the Balkans and South-East Europe, as well as from Western Europe to Scandinavia. Many routes included through-coach services, whereby the carriages were moved from one train to another with a different planned route at junction stations, making it unnecessary for the passengers to change trains. Whether to savour the summer breeze at the seaside, for hiking or winter sports in the mountains, or for overnight city visits – the railway offered numerous possibilities for holiday travel. These services are also associated with the names of famous trains, such as the „Alpen-See-Express", „Johann Strauß", „Christoforus-Express", and many more.

4 piece set: Diesel multiple unit class 601

DB

Ep	IV
⊢⊣	480
⌶⌶⌶⌶⌶⌶	NEM 651
	R1
	LED

ALPEN-SEE-EXPRESS

Photomontage

- Operation conditions: 1980ies
- True to origianl livery and lettering
- Model equipped with interior lighting from factory
  741085:
- For the first time with sound effects in both end cars

Q2/2021

| 741005 | | = | 2/2 | ⋔ |
| 741085 | = | ◁» | 2/2 | ⋔ |

With the introduction of the series classification table of the DB on January 1st 1968 the powered end cars of the VT 11.5 were renumbered to class 601, the middle coaches to class 901. In 1971 the Deutsche Bundesbahn set up the Intercity system as a city express traffic system with 1st class vehicles and a every two hours interval. On average six units were in service every day. After a conversion in 1980, the unit operated in the special tourist traffic ("Alpen-See-Express"). Departing from Hamburg and Dortmund the tourist trains ran to popular vacation areas in Southern Germany and Austria.

3 piece set: Additional coaches matching the "Alpen-See-Express"

DB

Ep	VI
⊨⊨ ⊨⊨	345

Photomontage

Q1/2021

741006

- Operation condition: 1980ies
- True to original livery and lettering
- With integrated LED interior lighting

Photo: Roland Scheller

Diesel locomotive class 363

DB AG

Ep	V-VI
	65
	R1
	LED

Photomontage

■ Maintenance-free motor
■ LED headlights on both ends of the locomotive
■ Spring-loaded middle axle
■ Rod made of metal
■ Precisely reproduced locomotive "noses"
■ Separately applied shunter handles
■ Unobstructed view through the driver's cab
   722482:
■ Digitally-switchable light functions

Q2/2021		
722402	=	3/0
722482	DCC	3/0

The Deutsche Bundesbahn procured the locomotives of the class V 60 from the mid-1950s to remedy the lack of efficient shunting locomotives. The locomotives, which can be found at almost all German shunting yards, achieved a top speed of 30 km/h during shunting maneuvers and a line speed of 60 km/h. In the early 1990s, the DB considered to remotorize some locomotives with a state-of-the-art motor. Only locomotives which were converted to radio control from 1997 on, received a Caterpillar motor and were redesignated class 363.

Diesel locomotive class V 180 227

DR

Ep	III
	121
	NEM
	Next18
	R1
	LED

Photomontage

■ 4-axle version
■ Paitwork with double stripes
■ Delicately design model with separately applied plug-in parts
   721473:
■ The taillights of each locomotive end can be switched off via DIP switch
■ Digitally switchable sound functions

Q4/2021			
721403	=		4/1
721473	=	🔊	4/1

Diesel locomotive class 2048

ÖBB

Ep	V
	78
	R1

Photomontage

- Loco in true to original livery and lettering
- Metal die-cast chassis
  722887:
- With installed digital decoder

Q2/2021		
722807	=	4/1
722887	DCC	4/1

Diesel locomotive M62 902

GySEV

Ep	IV-V
	110
	NEM
	NEM 651
	R1
	LED

Photo: H0

- Rich detailing on the model with separately applied plug-in parts
- Model in orange-yellow livery
  725291:
- Equipped with prototypical sound in the digital version
- With digitally switchable light and sound functions

Q4/2021		
725211	=	4/1
725291	= ◁»	4/1

Diesel locomotive class M62

RZD

Ep	VI
	110
	NEM
	NEM 651
	R1
	LED

Photo: H0

- In current red and grey livery
- Delicately designed model with separately applied plug-in parts
  725290:
- Equipped with prototypical sound in the digital version
- With digitally switchable light and sound functions

Q1/2021		
725210	=	4/1
725290	= ◁»	4/1

FLEISCHMANN Premium - z21 digital set: Steam locomotive class 044 and ore train

PREMIUM

Henning Sound

DB

Ep	IV
	609
	NEM
	Next18
	R1
	LED

CONTENT:

1 digitally controlled steam locomotive class 044 with DCC decoder and Henning sound

6 self-unloading hopper wagons

1 z21

1 Z21 WLANMAUS

1 WLAN router

1 plug-in power supply

- Cab lighting
- Running gear lighting, digitally switchable with 3 lamps per side

Ballast tracks for an oval track layout (radius R1) with a long passing siding:

6 straight tracks 9100, 8 curved tracks 9120, 1 left curved turnout 9168, 1 right curved turnout 9169, 1 rerailer 9480, Electrical connection material.

Size of track layout: 85 x 45 cm. Length of track oval: ca. 3,20 m.

Q3/2021

931898

z21 start digital set: Electric locomotive class 151 and goods train

DB

Ep	IV
	404
	NEM
	NEM 651
	R1
	LED

CONTENT:

1 digitally controlled electric locomotive class 151

3 self-unloading hopper wagons

1 z21 start

1 FLEISCHMANN multiMAUS

1 plug-in power supply

Photomontage

Tracks to build an oval track layout (Radius R1) with siding
(5 x 9100, 3 x 9101, 1 x 9114, 8 x 9120, 1 x 9170, 1 x 9116)
and electric connection elements.
Size of track layout: 96 cm x 40 cm.

Q1/2021

931896

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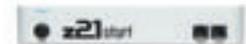
z21 start digital set: Diesel locomotive class 212 and construction/maintenance train

DB

Ep	IV
	401
	NEM
	R1

CONTENT:

1 Diesel locomotive class 212 with soldered decoder installed from factory

1 construction train wagon

1 four-part crane train

1 z21 start

1 FLEISCHMANN multiMAUS

1 plug-in power supply

Tracks to build an oval track layout (Radius R1) with siding
(5 x 9100, 3 x 9101, 1 x 9114, 8 x 9120, 1 x 9170, 1 x 9116)
and electric connection elements.
Size of track layout: 96 cm x 40 cm.

Q3/2021

931899

z21 start digital set: Diesel locomotive class 245 and passenger train

DB AG

Ep	VI
	452
	NEM
	Next18
	R1
	LED

Q2/2021

931897

CONTENT:

1 digitally controlled diesel locomotive class 245

2 double-decker coaches

1 z21 start

1 FLEISCHMANN multiMAUS

1 plug-in power supply

Tracks to build an oval track layout (Radius R1) with siding
(5 x 9100, 3 x 9101, 1 x 9114, 8 x 9120, 1 x 9170, 1 x 9116)
and electric connection elements.
Dimensions of track layout: 96 cm x 40 cm.

Photomontage

2
PLACE

Foto: Patrick Herting

FLEISCHMANN

PASSENGER
COACHES

n:

Photo: K. Gerke

The Deutsche Bundesbahn express train coaches standard UIC-X

After the Deutsche Bundesbahn was founded, the development of a new generation of express train coaches began. The group 53 carriages represented the first modern express train coaches procured by DB in larger quantities. The coaches were built from 1953 onwards and formed the basis of the DB express train carriage fleet for many years. These coaches featured a level of comfort hitherto unknown in Europe.

From 1960 onwards, a new International Union of Railways (UIC) standard demanded that coach bodies had to be made stronger. The carriage transitions and the entrance points had to be redesigned due to the installation of reinforced ramming pillars. Two-wing sliding doors were installed in the transitions, and the entrance points were equipped with hinged folding doors. In 1961, the UIC determined the new regulations as the standard carriage "UIC-X". A multitude of wagon manufacturers participated in the construction of the carriages (e.g. LHB, DWM, O & K, WMD, Uerdingen, WU, MBB, MAN, Credé, Hansa, Wegmann, ...)

The first carriages of the design types AB4üm61 and B4üm61 still had the windows of the group 53 coaches in the second class compartments. In the subsequent series, these were widened to 1200 mm. Further conversions and improvements were undertaken on the carriages in the second series. The access points were fitted with foldable steps. Originally, the carriages were designed for a top speed of 140 km/h. Many of the carriages were later optimised with yaw dampers and magnetic rail brakes for a maximum speed of 200 km/h. Carriages of this design type Bm 234 were renamed Bm 235 and were used in Intercity service from 1979. For the InterRegio service, these coaches were subjected to comprehensive conversions and used as the "im" carriage type in trains in and around Germany.

This coach series was gradually decommissioned from 1988. Some of the carriages were sold to various railway administrations (NS, Hector Rail, alex). However, many of these robust express train coaches are still used in charter and nostalgic services on private railways.

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

DB

Ep	IV
	660
	NEM
	944701

BDüm 273

Bm 232

Bm 232

Aüm 202

Photo: HO

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

More than 6.145 express train passenger coaches of the DB are designated UIC X-coaches. The coaches were put into operation from 1952 on. Some of them were used in trough train service for half a century and operated in the Intercity traffic. These coaches offered an unmatched comfort never seen in Europe before. The technical design of the express train passenger coaches with a new standard length of 26.4 m was developed in 1950. Responsible for development and design was the coach factory "Westwaggon" in Cologne-Deutz. The design of the coaches was based on the specifications which were provided by the coach construction and purchasing department of the Federal Railways Central Office in Minden.
All coaches had bogies of the type Minden-Deutz.

Q4/2021

881908

n:

1st class express train coach

DB

Ep	IV
🚊🚊	165
🚊🚊	NEM
⚟	944701

Q3/2021

863920

A4üm   Photomontage

All UIC-X-coaches with separately applied plug-in parts.
Model with true to original buffer height.

1st/2nd class express train coach

DB

Ep	IV
🚊🚊	165
🚊🚊	NEM
⚟	944701

Q3/2021

863925

ABüm 225   Photo: HO

Half-dining coach

DB

Ep	IV
🚊🚊	165
🚊🚊	NEM
⚟	944701

Q3/2021

863921

BR4ymg-51   Photomontage

2nd class express train coach

DB

Ep	IV
🚊🚊	165
🚊🚊	NEM
⚟	944701

Q3/2021

863922   **863923**

B4üm   Photomontage

■ Item no. 863923: different running number

2nd class express train coach with baggage compartment

DB

Ep	IV
🚊🚊	165
🚊🚊	NEM
⚟	944701

Q3/2021

863924

BD4üm   Photo: HO

2nd class express train coach

DB AG

Ep	V
	165
	NEM
	944701

Bm 235

Photomontage

- Version in IC design
- Carriage with separately attached plug-in parts and buffer height acc. archetypehe
- Art. no.: 863926: Changed operating number

Q4/2021

863926

863927

From the year 2001 onwards, all IC carriages were designed in a new colour scheme. The base colour of the design is light grey (RAL 7035) with a wide traffic red stripe (RAL 3020) under the windows. Some UIC-X coaches in the original version were also given this colour scheme, and acted as back-up carriages in IC trains.

---

2 piece set conversion coaches

DB

Ep	IV
	166
	NEM
	LED

BD3yg

B3yg

Photomontage

Q1/2021

809908

- 3-axle model
- One coach has a taillight

2 piece set conversion coaches

DB

Ep	IV
	166
	NEM

AB3yg

B3yg

Photomontage

Q1/2021

809909

- 3-axle model

1st/2nd class fast train coach

ÖBB

Ep	IV
🔲 🔳	131
🔲🔳	NEM
🔺	944501

Q4/2021

867607

AB4ipüh — Photomontage

- ◼ With big class numbers
- ◼ Model in fir green livery
- ◼ Version with single-hung windows

2nd class fast train coach

ÖBB

Ep	IV
🔲 🔳	131
🔲🔳	NEM
🔺	944501

Q4/2021

867715   867716

B4ipüh — Photomontage

- ◼ Item 867716 with a modified running number

Baggage coach

ÖBB

Ep	IV
🔲 🔳	131
🔲🔳	NEM
🔺	946901

Q4/2021

862903

D4üh — Photomontage

- ◼ Perfectly matches for express train coaches

FLEISCHMANN

STANDARD
COACH IV

Photo: D. Häusermann

The rather mixed quality of experiences with the standard coach III in aluminium design caused the Swiss Federal Railways, together with the wagon industry, to develop the standard coach IV (EW IV). These coaches possess design features of both the SNCF Corail coach and the Eurofima coach procured by the SBB. The coach body is produced as a welded steel lightweight construction.

The first, air-conditioned standard coach IV for first class passengers was delivered in 1981, with swing-sliding doors offset to the centre of the coach, analogue to the Corail coaches. In 1983, the second class coaches and dining coaches were added. In total, 540 EW IV passenger coaches were built, of these 496 for the SBB. The Bern-Lötschberg-Simplon-Bahn (BLS), the Swiss Südostbahn (SOB) and the Bodensee-Toggenburg-Bahn (BT) railways procured coaches of the same design. Over the course of time, the EW IV coaches for the abovementioned private railway companies were replaced with the SBB's EW I, II and III coaches, as they were better-suited to the operating conditions. No luggage vans were designed for the EW IV type; instead, EW II luggage vans were adapted, and later used MC76 luggage vans of the Corail type were purchased from the SCNF.

As long-distance trains became push-pull trains from the year 1996 onwards, the SBB procured 60 control cars of the type IC Bt. Such Intercity push-pull trains consist, in addition to the control car, adapted intermediate EW IV cars, former French luggage vans and locomotives of the type Re 460. The design of the coach, featuring 62 seats, is based on the familiar Eurocity car. 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.

The EW IV coaches and the associated control cars and luggage vans did not change a great deal in appearance over the course of time. The initially rather conservative-looking green/stone grey, green/cream and blue/cream colouration was replaced by a smart black/white livery. Travellers loved these coaches due to their generously-sized interiors with face to face seating, and the fact that they ran smoothly even at high speeds. The EW IV coaches have been subjected to diverse modernisations, but still run today across almost all of Switzerland.

1st class passenger coach

u: update

🇨🇭

SBB

Ep	VI
⊢■ ■⊣	165
⊢⊢ ⊣⊣	NEM
丌	946901

A   Photo: H0

Applies to all EW-IV coaches:
- Improved close coupler guide mechanism for trouble-free commuter train operation
- Bogies with anti-rolling devices
- Refined window frames

Q4/2021

890320

1st class passenger coach with service compartment

u: update

🇨🇭

SBB

Ep	VI
⊢■ ■⊣	165
⊢⊢ ⊣⊣	NEM
丌	946901

AS   Photo: H0

Q4/2021

890321

2nd class passenger coach

u: update

🇨🇭

SBB

Ep	VI
⊢■ ■⊣	165
⊢⊢ ⊣⊣	NEM
丌	946901

B   Photo: H0

Q4/2021

890322

890323

- The item 890323 has a different running number

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

u: update

🇨🇭

SBB

Ep	VI
⊢■ ■⊣	165
⊢⊢ ⊣⊣	NEM
⊙○ ○●	LED
丌	945301

Bt   Photo: H0

Q4/2021

890324

- Open front skirt for coupler mounting is attached to the package
- With function decoder for white/red light change (for both analogue and digital operation)

Photo: M. Stefani

Dining car

🇨🇭

SBB

Ep	VI
⊨⊨	165
⊣⊢	NEM

n:

WRm

Photo: H0

- ■ Bogies with anti-rolling devices
- ■ True to original model without pantograph
- ■ Perfectly matches all kinds of EW-IV wagons
- ■ Model in current livery

Sleeping car

FS

Ep	IV
⊨⊨	165
	NEM
	946901

T2S   Photomontage

Q3/2021

860711

■ The coaches are used in the international night train traffic

Photo: V. van Werkhoven

1ˢᵗ class ICK passenger coach

NS	
Ep	V
⊨ ⊨	165
⊭⊨	NEM
⊼	944701

Aimz   Photo: H0

Q3/2021
863997

■ The ideal supplement to the electric locomotive series 1600, item nos.: 732100, 732170
■ Coach with separately applied parts and authentic buffer height

---

2ⁿᵈ class ICK passenger coach

NS	
Ep	V
⊨ ⊨	165
⊭⊨	NEM
⊼	944701

Bimz   Photo: H0

Q4/2021
863998
863999

■ Coach with separately applied parts and authentic buffer height
■ The item 863999 has a modified running number

FLEISCHMANN

TANK
WAGON

n:
neu
konstruktion

Photo: P. Driesch Slg. S. Carstens

Tank wagon, type Uahs/Zas

On railways, tank wagons are used for the transportation of liquids and gases. They are generally filled from the top and emptied from the bottom. In order to avoid tank implosion during emptying, a forced ventilation system is frequently used. This means that a ventilation valve opens simultaneous to the nozzle during emptying. Wagons with this forced ventilation system are marked with a vertical, white banderole. The dome cover does not have to be opened for the emptying process.

The four-axle tank wagon of the type Uahs (known as the Zas from 1980), was built from the year 1972, featuring a load capacity of 880 hl or 88 m³, and was offered by wagon hire companies in many railway administrations as a private wagon [P]. The wagon was used for the transportation of heavy fuel oil and mineral oil products.

In addition to their main field of application in block train traffic from sea ports to inland locations, they are used in wagonload traffic, for example to the unloading facilities of mineral oil trading companies.

■ Separately attached access ladders and platform

■ Extremely detailed railings and steps

■ Free-standing pipes on tank floor

CAD drawing
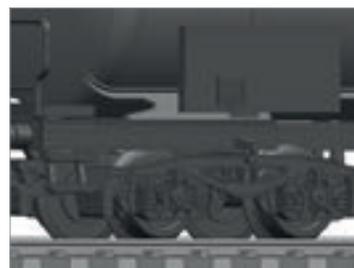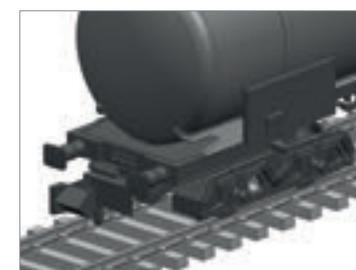
■ Prototypical bogie designs

2 piece set tank wagons

VTG

Ep	IV
⊩◀▶	196
⊩◁▷	NEM

Q3/2021

825810

Uahs

Uahs   CAD drawing

2 piece set tank wagons

ÖBB

Ep	IV-V
⊩◀▶	196
⊩◁▷	NEM

Q3/2021

825812

Uahs

Uahs   CAD drawing

3 piece set tank wagons

GATX

Ep	VI
⊩◀▶	294
⊩◁▷	NEM

Q3/2021

825813

Zans

Zans   CAD drawing

Zans

- ■ Wagons with type Y25 bogies in a welded design
- ■ With round buffers

Tank wagon

SNCB

Ep	IV
⊩◀▶	98
⊩◁▷	NEM

Q3/2021

825811

Uahs   CAD drawing

- ■ Delicately designed reproduction of the fittings and brake system

2 piece set tank wagons

PKP

Ep	V
⊩◀▶	196
⊩◁▷	NEM

Q3/2021

825814

Zas

Zas   CAD drawing

FLEISCHMANN
SLIDING-WALL
WAGONS

n:

Photo: P. Spoor

Sliding-wall wagons

In practically all European railway administrations, the twin-axle sliding-wall wagons of the type Hbbi(ll)ns(s) are currently the standard wagons. This wagon is ideal for the transport of weather-sensitive, large-volume and palletised cargo.

Different design variants were produced under the type designation Hbbillns or Hbbins (without partition walls for transport protection). Compared to our previous sliding-wall wagon models, the most distinctive feature of this wagon type is the absence of the narrow canopy at the apex. The "U"-shaped release levers at the front ends are also a typical feature of these wagons. The prototype of our model was first built by the wagon manufacturing company in Niesky (Saxony) for the Ahaus Alstätter Eisenbahn AG (AAE) and can be found in the wagon pools of ÖBB, SBB, AAE, BDZ, CD and GySEV.

The design permits fast and economical cargo handling and ensures adequate cargo protection. With its sliding-wall system, the wagon guarantees optimum accessibility of the loading area from each side with forklifts, pallet trucks, etc. Loading and unloading from above by crane is also possible. A large loading width and loading height due to optimum utilisation of the UIC external frame are characteristic of these wagons. The loading area can accommodate up to 44 EURO pallets. Hbbillns-type wagons are equipped with up to six bulkheads, which serve to additionally secure the load against longitudinal displacement inside the wagon. However, while the wagon protects the cargo against the weather, it has no ventilation or temperature control. The vehicle can be used freely on the RIV-Bahn network.

■ Finely-detailed bearings

■ Finely-detailed front walls featuring free-standing locks and rods

CAD drawing

■ Elaborately reproduced wagon undercarriage

■ Free-standing shunting treads and handrails

Sliding wall wagon

n:

AAE

Ep	VI
⊢■┥	97
⊢╎┥	NEM
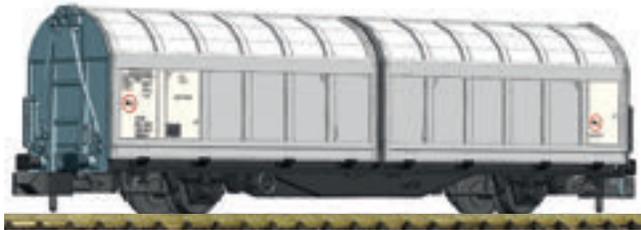
Hbbillns

CAD drawing

Applies to all sliding wall wagons:
- Delicately designed front and side walls
- Model with separately applied handles and operating rods
- True to original chassis

Q2/2021

826250

Sliding wall wagon

n:

ÖBB

Ep	VI
⊢■┥	97
⊢╎┥	NEM

Hbbillns
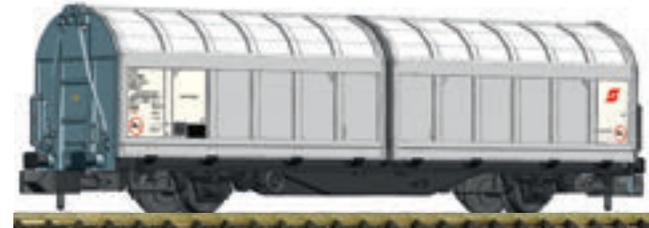
CAD drawing

Q2/2021

826252

Sliding wall wagon

n:

SBB Cargo

Ep	VI
⊢■┥	97
⊢╎┥	NEM

Hbbillns

CAD drawing

Q2/2021

826253

Sliding wall wagon

n:

CD CARGO

Ep	VI
⊢■┥	97
⊢╎┥	NEM

Hbbillns

CAD drwawing

Q2/2021

826251

FLEISCHMANN

GOODS
WAGON

Photo: F. Wilke Slg. S. Carstens

n:

Covered goods wagon Gbs 1500

Covered goods wagons originated almost at the same time as railways themselves, and are mainly used for the transportation of piece goods. In the 1950s, the Deutsche Reichsbahn (DDR) was only capable of catering for the demand for such wagons through the conversion and modernisation of older G wagons. In 1966, the RAW "Einheit" Leipzig began the construction of a Glmms-type prototype wagon with corrugated sheet metal walls, the interiors of which were cladded with wood. This type was also put into series production at the Gothaer Waggonfabrik from 1968, and was designated Glmms 14.05 (from 1977 as Gbs 1500).

The welded superstructure, with its striking corrugated side walls, extended down to the lower edge of the frame exterior longitudinal girder, and was connected with the box sections. This meant that the conventional wagon body supports were no longer required. Most of the wagons were built with reinforced doors. The floors were suitable for loading with fork-lift trucks, and made of pine planks.

Until 1983, over 17,000 pieces of the Gbs 1500 design were made. Amongst these were various versions as insulated covered goods wagons and express freight wagons. Several undercarriages were equipped with brakeman's platforms and heating pipes. Due to a lack of production capacities in their own factories, the wagons were also built in Serbia, Romania and even in Spain. Due to their suitability for operation in RIV, MC or OPW traffic, the wagons were also used for transport outside GDR borders, and could therefore frequently be seen in goods trains belonging to other railway administrations prior to the reunification. These wagons were still being used after the reunification as part of the DB AG inventory until the late 1990s. They were finally completely withdrawn from service in 2007.

Ibblps 8258
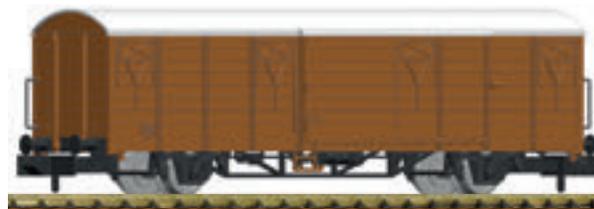
826212

Gbs 258

826210
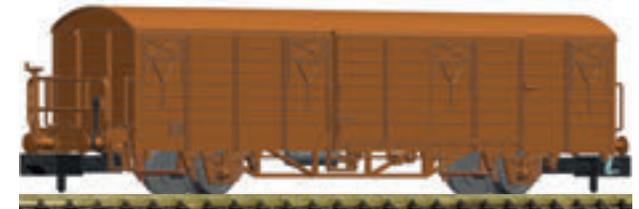
Gbqrss 1742

826214

■ Sliding doors with and without reinforcement
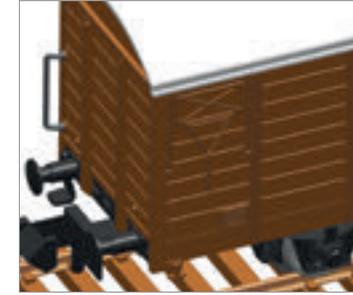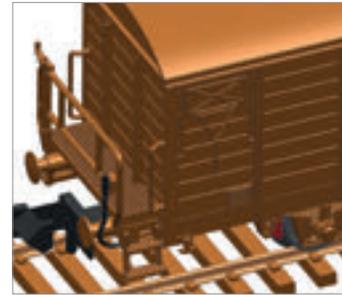
■ With and without brakeman's platform

■ With moveable sliding doors
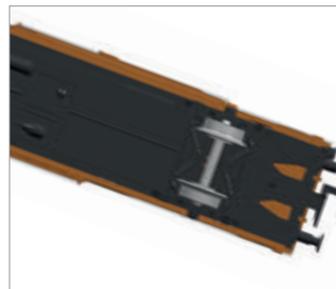
■ Elaborately-reproduced wagon undercarriage
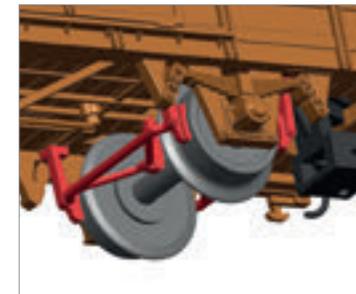
■ Filigree design of brakes

2 piece set covered goods wagons

n:

DR

Ep	IV
⊢⊣	176
⊢⊣	NEM

Glmms

Glmms

CAD drawing

Q4/2021

826210

- All wagons on this page feature moveable sliding doors
- Version without reinforced side doors

2 piece set refrigerated wagons

n:

DR

Ep	IV
⊢⊣	176
⊢⊣	NEM

Ibblps 8258

Ibblps 8258

CAD drawing

Q4/2021

826212

2 piece set covered goods wagons

n:

DR

Ep	IV
⊢⊣	180
⊢⊣	NEM

Gbqrss 1742
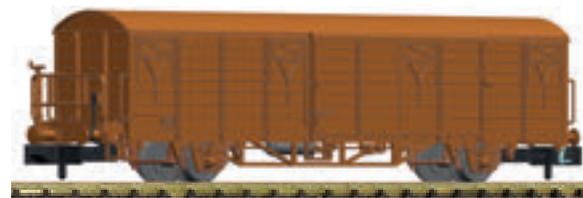
Gbqrss 1742

CAD drawing

Q4/2021

826214

- With express goods wagon inscription
- Both covered wagons have brakeman's platforms

2 piece set covered goods wagons

n:

DB AG

Ep	V
⊢⊣	176
⊢⊣	NEM

Gbs 258

Gbs 258

CAD drawing

Q4/2021

826213

- Rich detailing on the models with separately applied plug-in parts
- Version with reinforced side doors

2 piece set stake wagons

DRG

Ep	II
	166
	NEM

Q1/2021

828507

SSk „Köln"

Photomontage

- One stake wagon has a raised open brakeman's cab
- The other one a brakeman's platform

3 piece set ballast wagons

DRG

Ep	II
	129
	NEM

Q1/2021
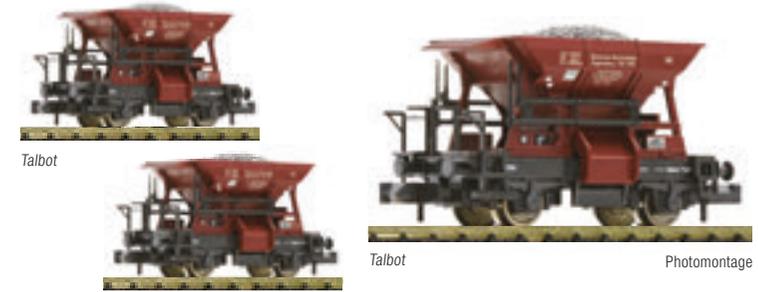
822706

Talbot

Talbot

Talbot

Photomontage

- Each wagon has a different running number and carries a load

Double container carrier wagon

DB

Ep	IV
	110
	NEM

Q4/2021

823306

BTs 50

Photomontage

- Rich detailing on the model with removable containers

2 piece set tank wagons

DB

Ep	IV
	110
	NEM

Q2/2021

841402

Photomontage

- Model with brakeman's platform

2 piece set postal goods wagon

DBP

Ep	IV
	176
	NEM

Q2/2021

831513

Post 2ss-t/13

Post 2ss-t/13

Photomontage

- The pair consists of one green postal wagon and one brown postal wagon

Flat wagon

DB

Ep	IV
	88
	NEM

Q3/2021

826707

Rmms

Photomontage

3 piece set tank wagons

EVA

Ep	IV
⊢■⊣	264
⊢⊢	NEM

Q1/2021

848028

Photomontage

■ Wagons equipped with a bogies of the type Y25

3 piece set tank wagons

EVA

Ep	IV
⊢■⊣	264
⊢⊢	NEM

Q1/2021

848029

Photomontage

■ Wagons equipped with Minden-Deutz bogie

High capacity sliding wall wagon

DB

Ep	IV-V
⊢■⊣	145
⊢⊢	NEM

Q1/2021

838318

Habins

Photomontage

■ Model with separately applied handrails

Stake wagon

DB

Ep	IV
⊢■⊣	86
⊢⊢	NEM

Q3/2021

825740
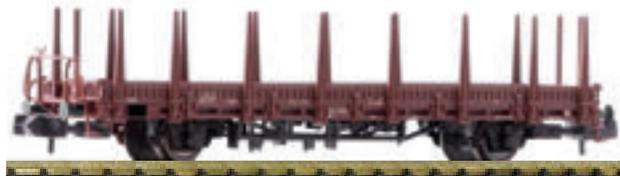
Kbs 443

Photomontage

■ Model with brakeman's platform and round buffers

Pressure gas tank wagon

DB

Ep	IV-V
⊢■⊣	110
⊢⊢	NEM

Q3/2021

849117

Zags

Photomontage

■ Rich detailing on the model with authentic "LPG Margas" lettering
■ Model with black sun protection roof

2 piece set dust silo wagons

n:

DR

Ep	IV
⊢⊣	238
⊢⊣	NEM

Uacs-x

Uacs-x

Photomontage

Q3/2021

849006

- With many attached partially perforated plug-in parts
- Perfectly match block trains

Swivel stake wagon

DR

Ep	IV
⊢⊣	86
⊢⊣	NEM
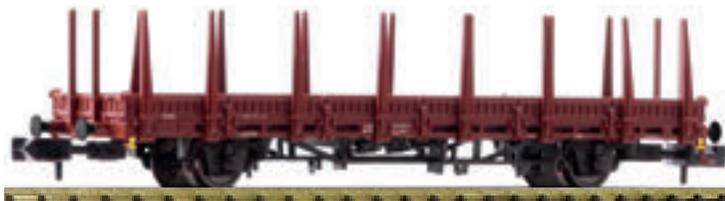
Kbs

Photomontage

Q3/2021

825743

- With open truss
- The model features round buffers

High capacity self unloading hopper wagon

DR

Ep	IV
⊢⊣	72
⊢⊣	NEM

Fad

Q1/2021

852216

- Combinable with blocktrains
- These wagons were used for the transportation of heavy bulk goods such as ore, limestone, coal, coke and gravel

2 piece set dust silo wagons

n:

GATX

Ep	V-VI
	238
	NEM

Uacs

Photomontage

Uacs

Q3/2021

849008

■ Combinable with blocktrains

Swivel stake wagon

DB AG

Ep	V
	86
	NEM
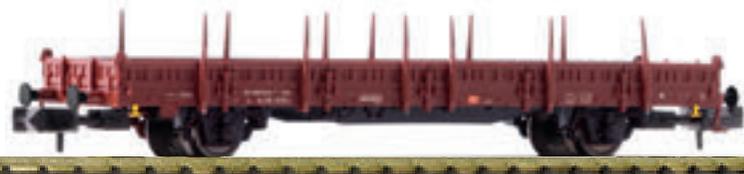
Ks 446

Photomontage

Q3/2021

825744

■ The model features round buffer
■ With a solid beam instead of a strut bracing

Stake wagon

DB AG

Ep	V-VI
	124
	NEM

Res

Q1/2021

828814

■ The wagon carries wire rolls

6 piece display: Pressure gas tank wagons

GATX/VTG

Ep	VI
⊢⊣	NEM

Per wagon:

⊢⊣	110

Zags

Photomontage

Zags

Photomontage

Zags

Photomontage

Q4/2021

849110

■ Ideal for the formation of block trains
■ Single wagons available from your specialized dealer

3 piece set goods wagons

ÖBB

Ep	III
⊨⊨	179
⊨⊨	NEM

Q4/2021

880905

Om   *Om*   *K*   Photomontage

- Moveable hinged cover
- The open goods wagons carry real coal

Swivel stake wagon

ÖBB

Ep	IV
⊨⊨	86
⊨⊨	NEM
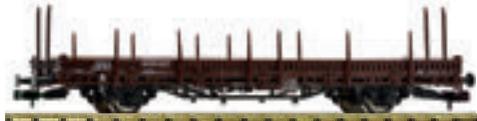
Q3/2021

825745

Ks   Photo: HO

- Version with brown coloured chassis and round buffers

Double sliding wall wagon unit

ÖBB

Ep	IV-V
⊨⊨	176
⊨⊨	NEM
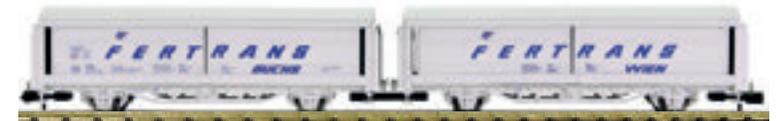
Q4/2021

833507

Hbis

- The wagons are coupled via a detachable tow bar
- Sliding walls can be opened

---

2 piece set stand-in deck car carriers for passenger trains

ÖBB

Ep	VI
⊨⊨	330
⊨⊨	NEM

Q3/2021

829502

DDm

DDm   Photomontage

- These wagons run on Nightjet trains of the ÖBB and carry cars and motorcycles

2 piece set slide tarpaulin wagon

ÖBB

Ep	VI
⊨⊨	150
⊨⊨	NEM

Q4/2021

838820

Shimmns   *Shimmns*   Photomontage

- With current RCW lettering

4 piece set "Rollende Landstraße"

ÖBB	
Ep	V
⊨◀ ▶⊨	526
⊨⊣⊢⊨	NEM
⊼	944701

Bmcz

Saadkms

Saadkms

Saadkms   Photomontage

Q1/2021

881914

- One low-floor intermediate wagon has buffers
- Two intermediate wagons have a low floor coupling mounted on the wagon end
- Matching wagon to rebuild a true to original long distance train: Item 827110

Low floor intermediate wagon

ÖBB	
Ep	V
⊨◀ ▶⊨	117

Saadkms   Photomontage

Q1/2021

827110

- Intermediate wagon as matching supplement to Set 881914

Stake wagon

ÖBB	
Ep	V
⊨◀ ▶⊨	124
⊨⊣⊢⊨	NEM

Res   Photomontage

Q1/2021

828816

- The model features moveable pivotable stakes
- The wagon carries wire rolls

Flat wagon

SNCB

Ep	IV-V
↦◼↤	124
⊞⊟	NEM

Remms   Photomontage

Q3/2021

826708

- ◼ Model with ribbed side walls
- ◼ Wagon with type Y25 bogies in a welded design

Pressure gas tank wagon

SBB

Ep	V
↦◼↤	110
⊞⊟	NEM

Zags   Photomontage

Q3/2021

849118

- ◼ Delicately design model with authentic "Carbagas" lettering

2 piece set high-capacity sliding wall wagons

WASCOSA

Ep	VI
↦◼↤	290
⊞⊟	NEM

Habbiillnss

Q3/2021

838322

- ◼ New labels for the Swiss Post

Habbiillnss   Photomontage

2 piece set ballast wagons

SBB

Ep	VI
↦◼↤	120
⊞⊟	NEM

Fccnpps (Xns)

Fccnpps (Xns)   Photomontage

Q3/2021

822920

- ◼ The models have different running numbers than item 822914
- ◼ Ideal for operation in track maintenance traffic

Container carrier wagon

SBB

Ep	VI
↦◼↤	123
⊞⊟	NEM

Sgnss   Photomontage

Q2/2021

865244

- ◼ The wagon carries two swap bodies from the company SBB Cargo with advertising motif "Im Zug statt im Stau"

3 piece set: "Rollende Autobahn"

RALPIN

Ep	VI
	409
	NEM
	946901

T2S

Saadkmms

Saadkmms *Photomontage*

Q3/2021

827112

- One low-floor wagon with attached buffer beams
- One intermediate wagon with a low-floor coupler on the rear
- The wagons perfectly match the true to original long train Item 827113

Low-floor intermediate wagon

RALPIN

Ep	VI
	117

Saadkmms *Photomontage*

Q3/2021

827113

- Intermediate wagon as a suitable addition to set 827112

Stake wagon

SBB CARGO

Ep	VI
	124
	NEM
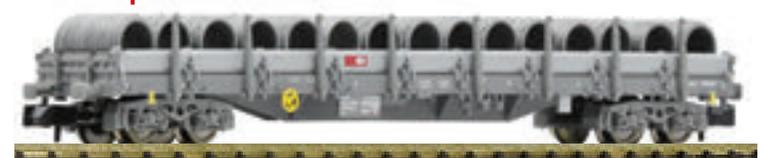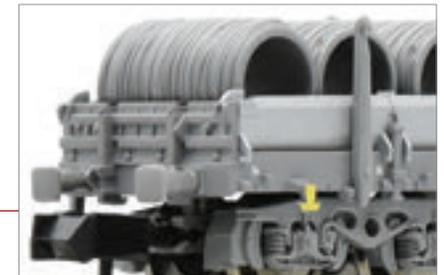
Res

Q1/2021

828824

- Moveable pivotable stanchions
- The wagon carries wire rolls

Sliding tarpaulin wagon

VTG

Ep	VI
🚋🚋	124
🚋🚋	NEM

Q2/2021

837712

Rilns — Photomontage

- True to original structure of the tarpaulin
- The wagon is used for the transportation of weather-sensitive goods

Swivel stake wagon

SBB

Ep	VI
🚋🚋	86
🚋🚋	NEM

Q3/2021

825749

Ks — Photomontage

- The model features square buffers

Container carrier wagon

AAE

Ep	VI
🚋🚋	123
🚋🚋	NEM

Q4/2021

825214

Sgnss — Photomontage

- Chassis made of metal die-cast material

Sliding tarpaulin wagon

CD

Ep	VI
🚋🚋	124
🚋🚋	NEM

Q3/2021

837708

Rils — Photomontage

Pressurized gas tank wagon

DSB

Ep	IV
🚋🚋	110
🚋🚋	NEM

Q1/2021

849106

Zags — Photomontage

- Sophisticated design without sun protection roof with authentic lettering

Pressurized gas tank wagon

RENFE

Ep	VI
🚋🚋	110
🚋🚋	NEM

Q1/2021

849107

Zags — Photomontage

- Version with long sun protection roof

FLEISCHMANN
COMBINED
TRANSPORT

The technical term for transportation using different transport modes is intermodal transport. The key point about this form of transport is that the goods never leave their transport units over the entire transport chain. Classic truck trailers or standard containers, also known as ISO containers, are used for pallet goods or bulky goods. Tank containers are generally used for liquid goods such as fuels or foodstuffs.

The actual transportation of the goods can be divided into the individual route sections. The so-called collection and delivery in the container terminals are generally executed by a truck. On arrival at the terminal, the cranable trailers or containers are then loaded using huge container cranes onto the so-called pocket wagons. Cranable semitrailers can be recognised, for example, by the two, usually yellow, markings on their side walls. However for non-craneable trailers there are now separate pockets attached with which they can be lifted and stored in the pocket wagons. This requires a ground level access to the wagons in the terminal.

For some decades now, combined transport has been supplemented by a so called "rolling road system". This concept features the transportation of entire trucks using a towing vehicle over a partial area of frequently-used route sections, such as the Brennerbahn in Austria, or between Freiburg/Breisgau in Germany and Novara in Italy. The lorry drivers spend their travel time in the comfortable coach.

In comparison to the truck as the only means of transport, combined transport provides forwarders above all with a substation advantage as far as their environmental balance is concerned. Only the so-called "last mile" still has to be undertaken by truck. In the Europe-wide climate objectives, the development of this transport method, with all its necessary systems such as terminals, has been given highest priority, and all such operators are registering increased turnovers.

Photo: R. Auerweck

Pocket wagon T3

AAE

Ep	VI
⊨⊣	115
⊨⊦	NEM

Sdgmns 33/T3 Photomontage

Q1/2021

825058

- ■ The wagon carries two swap bodies of the forwarding agent "Paneuropa"
- ■ Chassis made of metal die-cast material
- ■ Delicately designed handrails and platform-railings

Pocket wagon T3

AAE

Ep	VI
⊨⊣	115
⊨⊦	NEM

Sdgmns 33/T3 Photomontage

Q1/2021

825056

- ■ The wagon carries two swap bodies of the forwarding agent "Terratrans"
- ■ Chassis made of metal die-cast material
- ■ Delicately designed handrails and platform railings

Pocket wagon T3

AAE

Ep	VI
⊨⊣	115
⊨⊦	NEM

Sdgmns 33/T3 Photomontage

Q1/2021

825057

- ■ The model carries trailers of the company Wetron and is used in the German/Dutch transport
- ■ Chassis made of metal die-cast material
- ■ Delicately designed handrails and platform railings

Pocket wagon T3

AAE

Ep	VI
⊨⊣	115
⊨⊦	NEM

Sdgmns 33/T3 Photomontage

Q4/2021

825062

- ■ The model carries a semitrailer of the forwarding agent Arcese
- ■ Chassis made of metal die-cast material
- ■ Delicately designed handrails and platform railings

Articulated double pocket wagon

CARGONET

Ep	VI
	219
	NEM

Sdggmrs IT2000

Photomontage

Q1/2021

825012

■ Loaded with truck trailers belonging to the forwarder Kjell Hansen

Articulated double pocket wagon

WASCOSA

Ep	VI
	219
	NEM

Sdggmrs IT2000

Photomontage

Q3/2021

825013

■ The wagon carries two 20' containers and one 40' container

7 piece display: "Forwarding agent Winner"

PRIVAT

| Ep | VI |
| NEM |

Sdggmrs IT2000

Sdggmrs IT2000

Sdggmrs IT2000

Sgns

Sdgmns 33/T3

Sgns

Sdgmns 33/T3

Photomontage

Q3/2021

825030

- Included in display: 3 x T2000, 2 x T3, 2 x Sgns
- Each truck trailer has a different number plates

- Ideal for the formation of block trains "Forwarding agent Winner"
- The item is only available from your specialized dealer

Sliding tarpaulin wagon

SNCF

Ep	IV-V
⊨▪◾	124
◾◾◾	NEM
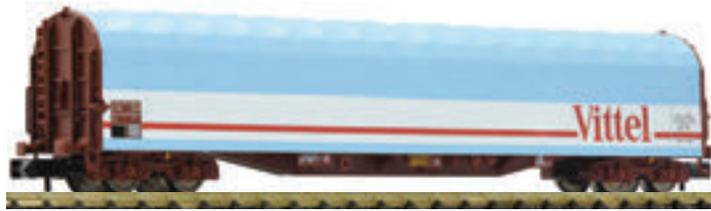
Rils

Photomontage

Q1/2021

837711

- Rich detailing on the model
- Vehicle with separately applied handles
- True to original design of the tarpaulin
- Execution with rectangular buffers

Sliding tarpaulin wagon

SNCF

Ep	V
⊨▪◾	124
◾◾◾	NEM

Rils

Photomontage

Q3/2021

837713

- Rich detailing on the model
- Authentic structure of the tarpaulin

Open goods wagon

GYSEV

Ep	IV-V
⊨▪◾	88
◾◾◾	NEM

Eas

Photomontage

Q2/2021

828348

- These wagons are used in many European countries and are particularly suited for the transportation of weather-insensitive goods

Flat wagon

FS

Ep	IV
⊨▪◾	88
◾◾◾	NEM

Rmms

Photomontage

Q3/2021

826709

- Wagon with type Y25 bogies in a welded design

Pressurized gas tank wagon

FS

Ep	V
⊨▪◾	110
◾◾◾	NEM

Zags

Photomontage

Q1/2021

849108

- Version with short sun protection roof

Refrigerated wagon of the brewery "Van Vollenhoven's"

NS

Ep	III
⊨▪◾	62
◾◾◾	NEM

Photomontage

Q4/2021

834802

- Model with brakeman's platform

2 piece set pressurized gas tank wagons

NS

Ep	IV
⮂	220
⮂	NEM

Zags

Zags — Photomontage

Q1/2021
849101

■ Perfectly matches block trains
■ Models with short sun protection roof

Pressurized gas tank wagon

PKP

Ep	V
⮂	110
⮂	NEM

Zags — Photomontage

Q1/2021
849109

■ Sophisticated design with authentic lettering
■ Version with short sun protection roof

3 piece set self-unloading hopper wagons

PKP CARGO

Ep	VI
⮂	234
⮂	NEM

Falns

Falns

Falns — Photomontage

Q3/2021
852330

■ Perfectly matches block trains
■ Each wagon has a different running number

Swivel stake wagon

PKP

Ep	V-VI
⮂	86
⮂	NEM

24Z — Photomontage

Q3/2021
825747

■ Model with round buffers

Sliding wall wagon

SJ

Ep	V
⮂	145
⮂	NEM

Habins — Photomontage

Q1/2021
838319

■ Rich detailing on the model
■ Model with separately applied handrails

The steam locomotive for regional traffic

706503   809908   809909

Express traffic through Germany

716905   863004   863103   863303   863104

Moving freight in the GDR

714406   849006   825743   849101

The German Krokodil in freight transport

739421   848028   848029

High-quality traffic through Switzerland

890324   890322   890321   890320   731402

From the mountains to the Netherlands

| 739283 | 865244 | 825058 | 825056 | 825057 |

Shunting with the class 260

| 722401 | 831513 | 841402 | 849101 |

A workaholic in combined transport

| 739284 | 825030 |

| 825030 |

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3
PLACE

Photo: Marcel Wenk

NOTES

N | FLEISCHMANN

Photo: M. Leidel

Newsletter

Subscribe to the FLEISCHMANN newsletter on **www.fleischmann.de** and stay informed about novelties, exclusive models and special series.
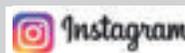
Ersatzteile

We also deliver spare parts!
You can order the spare parts suitable for your models on **www.fleischmann.de**.
The spare parts shop and spare parts finder are open 24/7 and deliver directly to you!

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To always stay up-to-date, visit us on **Facebook**, **Instagram** and **Youtube**, where you will find daily updates on our models and novelties.

SYMBOLS OF RAILWAY OPERATORS

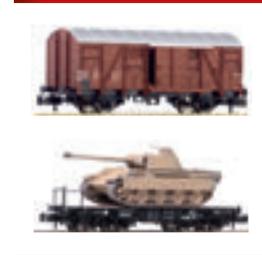|	
K.K.Sts.B.	Imperial Royal State Railways
ÖBB BBÖ	Austrian Federal Railways
K.Bay.Sts.B.	Royal Bavarian State Railways
K.P.E.V.	Royal Prussian Railway
DRG	German State Railway Company (up until 1937)
DRB	German State Railway (1937-1949)
DR	German State Railway (after 1945)
DB	German Federal Railways (1951-1993)
DB AG	German Bahn AG (since 1.1.1994)
SBB	Swiss Federal Railways (SBB-CFF-FFS)
BLS	Lötschbergbahn 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
RŽD	Russian Railways
DSB	Danish State Railways
ČSD	Czechoslovak State Railways
ČD	Czech Railways
PKP	Polish State Railways
AAE	Ahaus Alstätter Eisenbahn private Railway Company
SŽ	Slovenian Railways

LEGEND

Symbol	Description
000000	Article number
Q1-4/2019	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
=	Direct current DC
= 🔊	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
	Digital version with buffer capacitor
R1	Minimum drivable radius

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

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