NOVELTIES 2022

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“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.

Electric locomotive Re 6/6

TRADITION & PASSION

THE STAR ON THE N-GAUGE MODEL RAILWAY HORIZON 2022 HAS BEEN UNVEILED:

Rendering

■ You can find more details and information on this locomotive on pages 40-41 and on our website www.fleischmann.de


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PLATZ
Foto: Barbara Brunner

Dear FLEISCHMANN fans,

Our N-gauge promotional campaign was rewarded last year with several awards from specialist magazines! This makes us particularly happy, and at the same time spurs us on to provide further exciting models in our innovations range.

In honour of the anniversary “175 years of railways in Switzerland”, an entirely new Re 6/6 electric locomotive design is to roll onto N-gauge tracks. Look forward to a finely-detailed and contemporary implementation to a scale of 1:160! For fans of French railways, there will also be a model in modern design - the BB 26000 “Sybic” electric locomotive.

And yet what would our little model railway world be without matching wagons! For this reason, some completely newly-developed models will also be appearing this year in our wagon range. The Pwgs 41 goods train bagagge wagon will appear first, featuring lettering from different railway administrations. And some true classics are also on their way: The self unloading hopper wagons type Fc 089 or Tds 928 is to be produced as a contemporary model. In the same way, the Eanos open goods wagon or the Swiss Tgpps silo wagon will make their appearance. These are widely-distributed and state of the art models.

In addition, we want to start the year 2022 with a fresher, more modern look, which is why we have revised our Corporate Design for the FLEISCHMANN brand, above all with regard to the logo and a few graphic elements. We have also taken on the challenge of overhauling the entire FLEISCHMANN website. You’ll be pleasantly surprised: see more soon on www.fleischmann.de!

Have fun browsing and discovering our innovations!

Your FLEISCHMANN Team

Content

STEAM LOCOMOTIVES

Foto: Markus Huber

Steam locomotive class Pt 2/3

K.Bay.Sts.B.

Photomontage

- Transition door at the rear of the driver‘s cab
- Many free-standing handles and extra applied parts
- Model with a tightly soldered decoder built-in from factory (707088)

Q1/2022

707008	DC	2/0
707088	DCC	2/0

Ep I | 58 | LED | R1

The type Pt 2/3 was a remarkable appearance among the light tender locomotives for passenger traffic. Its slender boiler, the large distance between the trailing axle and the coupling wheels (4000 mm!) and the relatively large driver‘s cab are its typical features. An additional door was built into the rear of the locomotive through which the fireman entered the train to take over the conductor‘s duties. The Bavarian State Railways put the first locomotives into service in 1909, the last in 1916. All the locomotives (type 1 B h2 with a maximum speed of 65 km/h) were supplied by Krauss in Munich.

3 piece set: Passenger train

K.Bay.Sts.B.

Photomontage

Photomontage

Photomontage

- Model with authentic decorative lines and inscriptions

Q1/2022

809004

Ep I | 216 | NEM | 9461

Set of two passenger coaches and one baggage coach for the Royal Bavarian State Railways.

Steam locomotive type GtL 4/4

K.Bay.Sts.B.

Photomontage

- Authentic paint scheme with fine decorative lines
- Hauls passenger trains and goods trains on branch lines
- Die-cast metal chassis

The Bavarian GtL 4/4 was put into service in 1911 for the first time. With a few modifications, it continued to be built until 1927. The locomotives proved themselves successful when operating, and, with an output of 450 hp, they were the toughest Bavarian local railway locomotives. A total of 117 locomotives were built. Almost all railway depots in Bavaria that served branch lines had GtL 4/4s in their rolling stock.

Q1/2022
709905 | DC | 4/0
Ep I | 58 | R1

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3 piece set goods wagons

K.Bay.Sts.B.

VO Photomontage

G Photomontage

Photomontage

Wagon set with one open cattle transport wagon, one covered freight wagon with brakeman's cab and one tank wagon with brakeman's cab.

Q1/2022
809005
Ep I | 168 | NEM

Steam locomotive 065 001-0

DB

Photomontage

16 BitSOUND

- With silver boiler rings
- Finely-detailed wheels and trailing wheels with perforated spokes

Q3/2022

706504	DC	4/1
706574	DCC	4/1

Ep IV | 97 | LED | R1

The class 65 was part of the new construction programme of the Deutsche Bundesbahn and was first delivered in 1951. The locomotive captivated with a sturdy and elegant look. She preferably operated as a passenger train locomotive in the suburban and city rail traffic in the Ruhr area, on the Odenwahlbahn and the Überwaldbahn. Some locomotives later received push-pull control. The 18 locomotives reached a top speed of 85 km/h and had a power output of 1,089 kW. The last locomotive drove onto the siding in 1972.

Steam locomotive 44 1325

DB

Photomontage

- With Era III lettering available for the first time
- With a clear view between the boiler and the chassis
- Digitally switchable light and sound functions (714479)

Q2/2022

714409	DC	2/2
714479	DCC	2/2

Ep III | 141 | NEM | Next18 | LED | R1

With the standard locomotive programme, the Deutsche Reichsbahn Gesellschaft (DRG) also focused on developing a powerful goods train locomotive. From the locomotive with triplet engine, designated as class 44, the railway company expected to transport goods trains of up to 1,200 t in the low mountain ranges and 600 t on steep ramps. In 1926, the first ten locomotives were delivered and had an axle arrangement of 1'E h3. It was not until 1937, after increasing demands for train support, that this locomotive went into serial production and was purchased in large numbers in various designs. Until they were replaced by modern diesel and electric locomotives, the class 44 locomotives formed the backbone of the heavy goods train service throughout Germany.

Fleischmann

Steam locomotive class 62

DB

Photomontage

- Finely-detailed wheels and trailing wheels with perforated spokes
- Operation condition: Epoch IIIa
- Smoke deflectors “Wagner”
- Model with a tightly soldered decoder built-in from factory (705383)

Q1/2022		
705303	DC	3/1
705383	DCC	3/1

Ep III | 107 | R1

The class 62 was developed and delivered by the company Henschel for the Deutsche Reichsbahn-Gesellschaft in the 1920s. The locomotives were two-cylinder hot steam locomotives and 15 units were built. Although the locomotives were built as early as 1928, the Deutsche Reichsbahn had the class 62 003 to 015 delivered not until 1932. The reasons for this were the low demand and the too high price for the locomotives. After the Second World War, seven locomotives remained with the Deutsche Bundesbahn. The DR withdrew the class 62 from service by 1956.

Foto: Markus Huber

2nd/3rd class express train coach

DB

Q2/2022
878002

Ep III | 124 | NEM | 944501

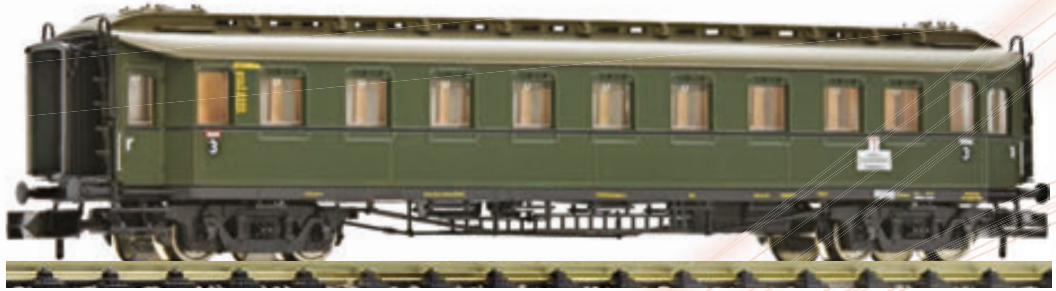
BC4ü (pr09) Photomontage

3rd class express train coach

DB

Q2/2022
878103
878104

Ep III | 124 | NEM | 944501



C4ü (pr 08) Photomontage

- Item no. 878103 with modified running number

Express train baggage coach

DB

Q2/2022
808002

Ep III | 116 | NEM | 944501

Pw4ü Photomontage

- Movable sliding doors

The so-called “Raised cab” on top of the roof of the baggage coach enabled the train driver to monitor signals which was his responsibility until the 1960s.

All **3 of these wagons** have been produced in the operating condition corresponding to **epoch IIIa!**

Steam locomotive 24 017

DB

Photomontage

- Finely-detailed wheels with perforated spokes
- Nickname “Steppe Horse”
- Model with a tightly soldered decoder built-in from factory (714283)

Q2/2022		
714203	DC	2/2
714283	DCC	2/2

Ep III | 106 | R1

The class 24 locomotive was initially intended for passenger trains, but its application field was soon extended to light goods trains. Thanks to its massive design, it was considered a reliable multi-purpose locomotive for lighter services.

Steam locomotive class 050

DB

Photomontage

- Finely-detailed wheels with perforated spokes
- Model with a tightly soldered decoder built-in from factory (718284)

Q2/2022		
718204	DC	4/2
718284	DCC	4/2

Ep IV | 144 | R1

In the beginning, the steam locomotive was intended to replace the Prussian G 10 in the freight traffic, but by the end of the age of the steam locomotives, the class 50 soon became a mixed-traffic locomotive. From 1939 to 1943, 3,164 locomotives were produced in twenty-one different locomotive factories. After 1945 there remained over 2,000 locomotives at the German Deutsche Bundesbahn and had to undergo major conversions, also creating various variant models. The locomotives reached a maximum speed of 80 km/h, had a power output of approx. 1,200 kW and an axle load of 15 t.

Steam locomotive 012 066-7

DB

- Finely-detailed wheels with perforated spokes
- Operation condition: early 1970s
- Digitally switchable sound functions (716976)

Photomontage

Q2/2022

716906	DC	4/1
716976	DCC	4/1

Ep IV | 158 | Next18 | LED | R1

To haul fast passenger trains in the highly frequented D-train network, the Deutsche Reichsbahn ordered a total of 55 class 01.10 locomotives in 1939. The big 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. During the conversion work at the Deutsche Bundesbahn, oil firing was to be installed and, from 1968 on, the “Iron horses” were designated as class 012.

Steam locomotive 64 518

DB

Photomontage

- Finely-detailed wheels and trailing wheels with perforated spokes
- Decals “Verein Historische Eisenbahn Emmental” attached to the package
- Model with a tightly soldered decoder built-in from factory (706484)

Q2/2022

706404	DC	3/1
706484	DCC	3/1

Ep III | 78 | R1

The class 64 tender locomotives were developed by the Deutsche Reichsbahn-Gesellschaft from 1926. After World War II, 278 locomotives remained with the DB. The DB mainly used them for passenger and freight services on branch lines. After being taken out of service in 1972, the DB sold the 64 518 to Eurovapor. In 1980, it was refurbished by the Sektion Emmental in Huttwil and then used for “steam journeys” in Switzerland until 2014.

Steam locomotive 55 4467-1

DR

Photomontage

- Die-cast metal chassis
- Digitally switchable flickering fire box (781389)
- Model with a tightly soldered decoder built-in from factory (781389)

Q1/2022

781309	DC	2/1
781389	DCC	2/1

Ep IV | 116 | R1

The class 55.25-56 locomotives (former Prussian G 8.1), of which the DB build almost 5,000 units, had a power output of 1,260 hp and reached a top speed of 55 km/h. The loco was mainly used in goods trains and for heavy shunting services.

Steam locomotive class 44

BBÖ

- Clear view between the boiler and the chassis
- Digitally switchable light and sound functions (714478)

Photomontage

Q2/2022

714408	DC	2/2
714478	DCC	2/2

Ep III | 141 | NEM | Next18 | LED | R1

With the expansion of the Passau-Wels line for 20 tons axle weight, the powerful three-cylinder locomotives of the class 44 could also be used in Austria from 1938. They were indispensable for transporting heavy, exceptionally long block trains from West Germany to the Linz steelworks. The BBÖ also transported ore trains from Hieflau - via Amstetten to Linz. After the Second World War, some locomotives continued to operate. However, due to the costly maintenance, the BBÖ soon scrapped them.

Steam locomotive 460 010

FS

Photomontage

- Die-cast metal chassis
- Digitally switchable flickering fire box (715584)
- Model with a tightly soldered decoder built-in from factory (715584)

Q2/2022

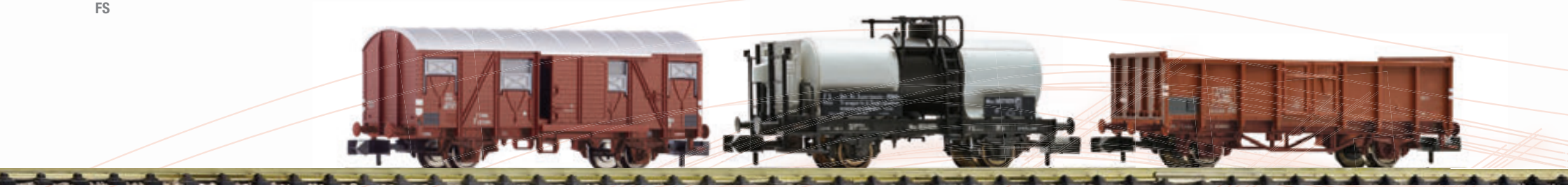
715504	DC	2/1
715584	DCC	2/1

Ep III | 116 | ○○ | R1

The Prussian steam locomotive class G 8.1, out of which almost 5,000 units were built, with a power output of 1,260 hp and a top speed of 55 km/h, was mainly used in freight trains and heavy shunting services. After World War I, the Italian State Railways received 45 locomotives as reparations and integrated them as Gruppo 460 in their locomotive fleet.

3 piece set goods wagons

FS



Gs *Zs* *E*

Photomontage

Q2/2022

880909

Ep III | 184 | NEM

Wagon set with one covered freight wagon, one tank wagon and one open freight wagon.

- Perfectly match the class 460 steam locomotive - items 715504/715584

Photo: Markus Huber

ELECTRIC LOCOMOTIVES

Fleischmann

Electric locomotive E 10 1311

DB

Photomontage

- Matches the “Hans Sachs” F-train
- Die-cast metal chassis
- Digitally switchable light and sound functions (733879)

Q4/2022

733809	DC	4/1
733879	DCC	4/1

Ep III | 104 | NEM | NEM 651 | LED | R1

In May 1962, the Deutsche Bundesbahn put six E 10 locomotives with special Henschel bogies and designed for a maximum speed of 160 km/h into service for the high-speed “Rheingold” and “Rheinpfeil” trains. After extensive test runs, the locomotives entered regular service in autumn 1962.

Photo: R. Krauss, Slg. S. Carstens

4-piece set long-distance train “Hans Sachs”

DB

- Coaches with extra applied plug-in parts and prototypical buffer height
- Dining coach “Schürzenwagen”
- Perfectly matches the electric locomotive class E 10.3 - item no. 733809/733879

WR4ü-38

Aüm Aüm

Aüm Photomontage

Starting in 1952, the Deutsche Bundesbahn put the express train coaches known as UIC-X into service. The coaches offered an unmatched comfort never seen in Europe before. The UIC-X coaches immediately entered the high-quality express train service. Very soon, the existing F-train network, with its until 1956 first and second class service (but later only the first class service), was supplied with UIC coaches.

Q4/2022

881910

Ep III | 640 | NEM | 944701 | 946901

Foto: Markus Huber

Electric railcar ET 91 01

DB

- In red-beige livery
- With built-in interior lighting as standard

Photomontage

To make travels and excursions more attractive again for the German population in the early 1930s, the Deutsche Reichsbahn Gesellschaft (DRG) decided to build a total of five observation railcars. At the time, the DRG considered it essential to stand up to the increasing competition from buses in the excursion traffic sector. The aim of building the railcars was to provide all passengers with a free and unobstructed view of the landscape. Additionally to the three diesel-hydraulic vehicles, the DRG ordered two more railcars for electric operation. The wagon manufacturer H. Fuchs Waggonfabrik in Heidelberg was responsible for the mechanical part, the AEG from Berlin supplied the electrical components.

Both railcars ET 91 01 and 02, which were given the melodious name „Gläserner Zug“ („Glass train“) by the public, quickly established themselves among the passengers. Popular excursions were the Karwendel Round Trip via Mittenwald to Innsbruck or the Alpine Round Trip via Salzburg, Bischofshofen and Kufstein to Munich.

Q3/2022

741103 | DC | 2/1

Ep III | 129 | R1

Fleischmann

35 years OF EUROCITY

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

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

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

Photo: M. Oesterreich

Electric locomotive 103 174-9

DB

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

Photomontage

Q3/2022		
737812	DC	4/1
737882	DCC	4/1

Ep IV | 126 | NEM | NEM 651 | LED | R1

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

4 piece set EC 145/148 “Frans Hals”

DB

Avmz

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

Bbmz

Bbmz

Bpm(b)z

Photomontage

Q3/2022

881915

Ep IV | 660 | NEM | 946901

Electric locomotive “Rail grinding locomotive”

Photomontage

- With rotating cleaning pads driven by the motor, Rails become clean without liquid cleaners
- Model with a tightly soldered decoder built-in from factory (796885)

Q4/2022

796805	DC	2/0
796885	DCC	2/0

Ep III-V | 63 | R1

Electric locomotive 193 318-3

DB AG

Photomontage

- Model exclusively available at FLEISCHMANN
- In digital mode with switchable high beam and individually switchable headlights or tail lights (739347)
- Digitally switchable light and sound functions (739347)

Q3/2022

739277	DC	4/1
739347	DCC	4/1

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

Usually, the locomotives of the freight division of the Deutsche Bahn are painted red. As part of the “I am” class of the DB Cargo, they have recently become much more colourful. In July 2020, another Vectron multi-system locomotive of the class 193 was provided with self-promotion surfaces. Since then, it has been running on European rails and turned heads with their design “I am the backbone of the economy”. The Corona crisis also made it clear: Rail freight transport is, in fact, the backbone of the economy.

Photo: M. Oesterreich

Photo: M. Oestreich

Electric locomotive 101 013-1

DB AG

- Matching coaches on page 66/67
- Digitally switchable sound functions (735579)

Photomontage

Q4/2022

735509	DC	4/1
735579	DCC	4/1

Ep VI | 119 | NEM | NEM 651 | LED | R1

The standard colour scheme for DB long-distance locomotives is traffic red with a light grey front bar. For the anniversary "50 years of Intercity in Germany", in September 2021, the Deutsche Bahn gave the 101 013 an unique colour scheme to match the paint scheme of the IC coaches. It was given the light grey design with traffic red decorative stripes; already known from the ICE and long-distance coaches. In total, 145 units of the 101 class locomotive were put into service by the end of 1999.

Fleischmann

AIRPORT EXPRESS BERLIN

The new BER capital city airport is the largest international transport node in Berlin. When it opened on 31st October, 2020, the new Flughafen-Express (FEX) between Berlin main train station and the BER Airport Terminals 1-2 also began to run via Gesundbrunnen and Ostkreuz. These are the important interchange station stops, to permit as many travellers as possible coming from all directions to get to the new airport quickly and conveniently. The new airport railway station is located directly beneath Terminal 1.

The FEX runs twice per hour and supplements the existing RE7 and RB14 lines which stop at the Berlin light rail stations and which each run once per hour. Overall, this produces a fast connection four times per hour from Berlin Hbf, or Ostkreuz to the BER Terminals 1-2.

The FEX consists of four modern double-decker coaches, one of these being a control cab coach which has been especially adapted to the requirements of flight passengers. The Flughafen-Express is already easily recognisable from the outside. Conspicuously large pictograms clearly show passengers which train coaches offer which services. These include, for example, particularly large storage compartments for luggage. The FEX also provides a high-comfort first class compartment. A Class 147 electric locomotive is generally used to pull the train.

Photo: C. Topp

Electric locomotive 147 002-0

DB AG

- Finest pantographs
- Locomotive pulls the “FEX”
- Illuminated train destination display (739072)
- Digitally switchable light and sound functions (739072)

Photomontage

Q3/2022

739002	DC	4/1
739072	DCC	4/1

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

It is not only because of the newly designed locomotive body that Bombardier's TRAXX3s clearly differ from their former models: For the first time, the side surfaces of an electric locomotive were equipped with a device for clamping tarpaulins on which you can place advertising. In 2014, the first twenty class 147 locomotives (type P160 AC3), specially adapted to local transport requirements, were delivered to the DB Regio. With an output of 5,600 kW and a maximum speed of 160 km/h, they have also been operating in Berlin and Brandenburg since 2018.

4 piece set “FEX” double-deck coaches

DB AG

- Airport Express (FEX) Berlin
- Control cab coach with function decoder for white and red light changeover in analogue as well as digital mode
- In digital mode with switchable illumination of the train destination display (control cab coach)

DABpz 758

DBpz 753

DBpbzfa 766

Photomontage

DBpz 753

Q3/2022

881916

Ep VI | 672 | LED | NEM

Fleischmann

Electric locomotive 1116 199-1 “60 Years ROCO”

ÖBB

- Z21 driver's cab available
- In digital mode with switchable high beam (781775)
- Authentic light and sound functions switchable via onboard decoder (781775)

Photomontage

Photomontage

Due to multiple requests by N-gauge railway enthusiasts, the **“60 years of ROCO” art locomotive** has also been introduced into the product range 2022 for them, too. The company created the delicate design of the Taurus locomotive again in collaboration with the outstanding artist Gudrun Geiblinger. The locomotive symbolises the bridge from the founding of ROCO with children's toys production, such as the well-known sand bucket, to today's masterpieces of the model railway world. "60 years of ROCO" means six decades of innovation and state of the art model building on a small scale, but at the same time in an exquisite style. And of course, the most important brand logo is included: The well-known ROCO lettering in its transformation from the past right up until today.

Q1/2022		
781705	DC	4/1
781775	DCC	4/1

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

Electric locomotive 193 736-6

SETG

- Model exclusively available at FLEISCHMANN
- In digital mode with switchable high beam and individually switchable headlights or tail lights (739348)

Photomontage

Photomontage

Where once traders like Marco Polo scouted out trade routes, today railway companies try their luck and become part of the international business. SETG is one of them and has many connections from the seaports to Central Europe. The North Sea ports of Hamburg, Bremerhaven and Wilhelmshaven, and the Adriatic port of Koper are linked to the Austrian terminals in Salzburg, Enns and Wolfurt. SETG is drawing attention to this with the “Marco Polo” Vectron, which is authorized to run in Germany, Austria, Hungary, Poland, the Czech Republic, Slovakia, Romania, Croatia and Slovenia.

Q3/2022

739278	DC	4/1
739348	DCC	4/1

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

Fleischmann

Electric locomotive 1216 012-5 “Nightjet”

ÖBB

Photomontage

- In digital mode with switchable high beam (781874)
- Authentic light and sound functions switchable via onboard decoder (781874)

The “Nightjet” locomotive 1216 012 is the second Taurus locomotive existing in this design, along with the ÖBB 1116 195. A striking feature of the 1216 is the red stripe on both front ends, which is necessary for Italian registration. With the timetable change in December 2016, the ÖBB launched the Europe-wide night train service under the brand name “Nightjet”. Since December 2017, the name “Nightjet (NJ)” has also been used as a train category. The ÖBB provided the Nightjet coaches with adhesive foils to give them a new design. The eye-catching design is in night blue with a subtle starry sky.

Q1/2022

781804	DC	4/1
781874	DCC	4/1

Ep VI | 122 | NEM | NEM 651 | LED | R1

Electric locomotive 1293 200-2 “Nightjet”

ÖBB

Photomontage

- In digital mode with switchable high beam and individually switchable headlights or tail lights (739351)

The first ÖBB Vectron locomotive 1293 200 was covered with adhesives foils in the “Nightjet” design in May 2021. The decoration promotes the new “Nightjet” trains, which are to be in service from the end of 2022. The locomotive is equipped with the country package DE-AT-PL-NL-BE-CZ-SK-HU-RO-BG-HR-RS. Since the end of 2016, the ÖBB has been one of the few large transport companies that operate a dense and attractive night train service with popular destinations such as Brussels, Hamburg, Venice and Warsaw. As a first step, the locomotives will be used for connections from Austria and Germany to Italy.

Q3/2022

739281	DC	4/1
739351	DCC	4/1

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

Photo: R. Auerweck

Fleischmann

ELECTRIC
LOCOMOTIVE Re 6/6

Although the Ae 6/6 locomotives operating since the 1950s - mainly on the Gotthard - could be considered a complete success, some technical defects became apparent: These were primarily related to the lower curve speed and the lack of multiple control. Also, the use of Re 4/4^{II} in double traction did not deliver the desired results. Therefore, the SBB decided again to design a six-axle locomotive - in contrast to the Ae 6/6, however, with three two-axle bogies - which was an essential prerequisite to get the licence to run as series R.

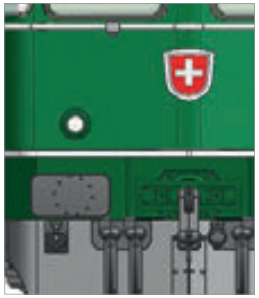
After intensive testing of four prototype locomotives, 89 locomotives were built in two delivery series by the Schweizerische Lokomotiv- und Maschinenfabrik (SLM) and the joint-stock company Brown- Boveri & Cie (BBC) from 1972 onwards. With an hourly output of 7,850 kW and a top speed of 140 km/h, the Re 6/6 is still one of the most powerful locomotives operating in Switzerland. The exterior of the Re 6/6 is characterised - as with the Re 4/4^{II} and Re 4/4^{III} - by chrome-plated locomotive numbers, letters of the ownership designation and the Swiss coat of arms on the front end. All Re 6/6s were decorated with names and coats of arms of places associated with the railway.

Soon the Re 6/6s had taken over passenger and freight transportation on the Gotthard. Another field of use was the Simplon line between Domodossola and Vallorbe and the Lötschberg. Soon you could find the Re 6/6 everywhere, be it in single traction, in multiple control among themselves and especially for freight traffic, mostly as so-called Re 10/10 combined with a Re 4/4^{II} or Re 4/4^{III}.

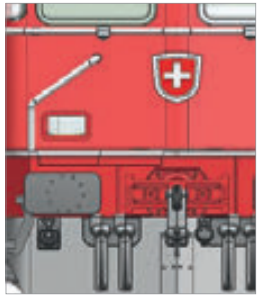
Over time, the Re 6/6s have been painted red. Other externally recognisable changes include the fitting of the UIC socket, the handles and the shunting steps. Furthermore, the two lower round headlights were replaced by rectangular headlights. From 2005 onwards, most locomotives were equipped with a driver's cab air conditioning system. All remaining locomotives, designated Re 620 and in blue/red livery, are operating for the SBB Cargo until today.

Photo: D. Häusermann

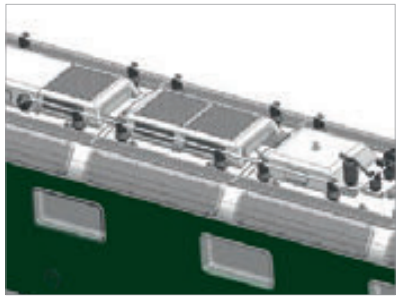
ELECTRIC LOCOMOTIVE Re 6/6 / CAD DETAIL VIEWS



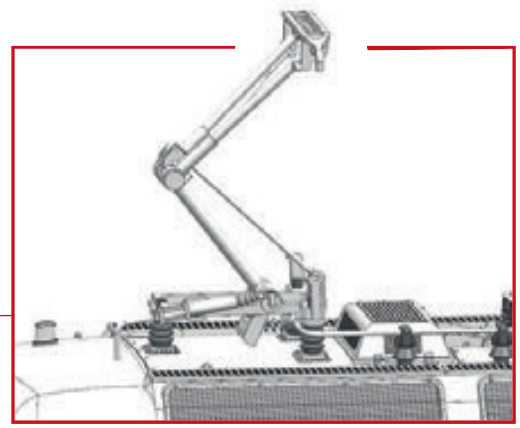
■ round headlights



■ rectangular headlights



■ highly detailed roofsection



■ filigree pantographs

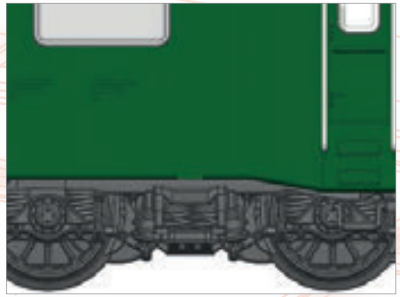
Rendering

■ version without step and handrail

■ version with buffer step and handrail

■ closed snow plough

■ open snow plough



■ highly detailed bogies

Electric locomotive Re 6/6

SBB

NEW! design

- Filigree pantographs
- Closed snow ploughs attached to the package
- In digital mode with individually switchable headlights or tail lights (734190)
- Digitally switchable sound functions (734190)

Rendering

Q3/2022

734120 DC

734190 DCC

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

Fleischmann

Electric locomotive Re 620 051-3

SBB Cargo

NEW! design

- Buffer beam with steps and handle on the right side
- In digital mode with individually switchable headlights or tail lights (739072)
- Digitally switchable sound functions (734191)

Photomontage

Q4/2022

734121	DC	4/1
734191	DCC	4/1

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

Electric locomotive 193 497-5

BLS Cargo

Photomontage

- Delicately designed model with four pantographs
- Hupac rental locomotive with “Alpinist” design
- Model with digital decoder and digitally switchable sound and light functions (739355)

Q1/2022

739285	DC	4/1
739355	DCC	4/1

The Swiss logistics company for combined transport Hupac received eight Vectron MS goods locomotives from Siemens in 2018. The multi-system traction units have been procured for use on the Rhine-Alpine corridor crossing Germany, Austria, Switzerland, Italy and the Netherlands (DACHINL). The locomotives enable the operators cooperating with Hupac to bring the European economic areas together.

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

Electric locomotive 383 003-1

CD Cargo

Photomontage

- Use in the international goods traffic
- In digital mode with switchable high beam and individually switchable headlights or tail lights (739395)

Q1/2022

739315	DC	4/1
739395	DCC	4/1

CD Cargo began modernising its locomotive fleet in 2016, opting for the Vectron type. The now 13 multi-system locomotives are operated in the Czech Republic as series 383 and are mainly used in the Czech Republic, Germany and Slovakia. The locomotives are also in operation in Austria, Poland, Hungary and Romania.

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

Fleischmann

ELECTRIC LOCOMOTIVE BB 26000 “SYBIC” SNCF

Because the French railway network is divided into a DC and an AC network, it was decided that only dual-system locomotives should be ordered when procuring them new. After the BB 22200, which was delivered to SNCF in 1976 as the first serial dual-system locomotive, the BB 26000 followed from 1988 onwards in a series of 234 engines. The name “Sybic” was rapidly coined for these locomotives, which is a combination of the terms “synchronous” (referring to the synchronous motors) and “bicourant” (referring to the locomotives’ dual-system capacities). The Sybic locomotives are used both in luxury express train transport, in regional transport and in the “FRET” freight transport sector.

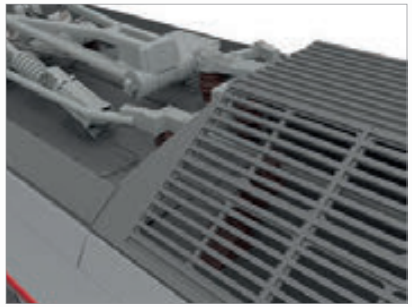
Photo: M. Puech

ELECTRIC LOCOMOTIVE BB 26000 / CAD DETAIL VIEWS

■ filigree roof details and pantographs

■ prototypical headlights

Photomontage



■ etched see-through roof part

■ highly detailed buffer beam can be retrofitted with separate parts

Electric locomotive BB 26008

SNCF

NEW! design

Photomontage

- Model with dual headlights
- Elaborate design of the two different pantographs
- In digital mode with individually switchable headlights or tail lights (732310)
- Digitally switchable sound functions (732310)

Q1/2022											
732240	DC		4/1								
732310	DCC		4/1								
Ep	IV		111		NEM		Next18		LED		R1

Electric locomotive BB 26227

SNCF

NEW! design

Photomontage

- Elaborate design of the two different pantographs
- In digital mode with individually switchable headlights or tail lights (732311)
- Digitally switchable sound functions (732311)

Q1/2022											
732241	DC		4/1								
732311	DCC		4/1								
Ep	V		111		NEM		Next18		LED		R1

Electric locomotive BB 507310

SNCF

Photomontage

- Model in “Fantôme” livery
- Delicately designed model with extra applied plug-in parts
- Digitally switchable sound functions (732207)

Q4/2022

732137	DC	4/1
732207	DCC	4/1

The French State Railways (SNCF) acquired 237 locomotives of the multi-purpose locomotive BB 7200 from 1976 onwards for use on the French direct current network. The design of the locomotives with the so-called “Nez cassé” (“Broken nose”) came from the hand of Frenchman Paul Arzens, who was responsible for the design of several SNCF locomotives at the time. From the year 1999, the locomotives were divided into various business sections and have since been used in front of a wide variety of train types.

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

Electric locomotive 193 759-8

NS

Photomontage

- ELL-Vectron leased to the NS
- In digital mode with switchable high beam and individually switchable headlights or tail lights (739352)

Q3/2022

739282	DC	4/1
739352	DCC	4/1

The Dutch State Railways has leased two Vectron multi-system locomotives from the company European Locomotive Leasing (ELL) for Nightjet services from Amsterdam to Vienna (and back). The powerful locomotives can reach a top speed of up to 200 km/h in international passenger traffic. So the Dutch capital is once again connected to the European night train network. The NS, DB and ÖBB mutually operate the trains. That means that travelers will have a comfortable and inexpensive alternative to air travel on these routes in the future.

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

Electric locomotive 1829

Rail Force One

- Former Series 1600 locomotive in Rail Force One design
- Delicately designed model with extra applied plug-in parts
- Digitally switchable sound functions (732172)

Q1/2022

732102	DC	4/1
732172	DCC	4/1

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

The Dutch rail transport company Rail Force One bought six locomotives from Locon Nederland in 2017. The French-built electric locomotive 1829 (ex 1629 of the Dutch State Railways, built in 1982) was the first to be painted in the company colours.

Electric locomotive 1848

NS

Photomontage

- With the “Valkenburg” coat of arms
- Delicately designed model with extra applied plug-in parts
- Digitally switchable sound functions (732173)

Q2/2022

732103	DC	4/1
732173	DCC	4/1

Ep V | 109 | NEM | Next18 | LED | R1

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

DIESEL LOCOMOTIVES

Foto: Markus Huber

Fleischmann

Diesel electric double locomotive V 188 002

DB

- Era Epoch IIIa model in green livery with roof superstructure
- Frame panels with 4 sandboxes each
- Driver's cab and machine room lighting installed; switchable in digital mode
- Large loudspeaker with resonance body for a powerful sound (725173)

FORM! variation

Photomontage

In 1941 and 1942, the German Wehrmacht put four double locomotives of the class D 311 into service. They had been built to pull heavy railway guns. Two locomotives, the V 188 001 a/b and V 188 002 a/b, continued to be used by the Deutsche Bundesbahn after the war. A third locomotive served as a spare parts donor. They proved their worth in the heavy goods train and shunting service, mainly on the „Spessart" ramp. After the generator was damaged, the V 188 001 needed to be dismantled as early as 1968. The V 188 002, later designated as 288 002, still operated in the Franconian area until 1972. In 1973 both locomotives were scrapped.

Q4/2022			
725103	DC		2/2
725173	DCC		2/2

Ep III | 141 | NEM | Next18 | LED | R1

Accumulator railcar class ETA 150 with control cab coach

DB

- 1st class compartment with six seats in the motor vehicle
- Switchable headlights and interior lighting
- Roof without antenna
- Z21 driver's cab available
- With decoders in the railcar and the control cab coach (740173)

Photomontage

The accumulator railcars of the ETA 150 class were very popular with passengers due to their excellent travel comfort and low noise levels. A total of 232 units were built from 1954 to 1965. In addition, 216 class ESA 150 control cab coaches were put into operation. The railcars, which are preferably used on lowland routes, were also often referred to as "Taschenlampen-Express""Flashlight Express","Steckdosen-InterCity" "Socket InterCity" or "Akkublitz""Accu Flash". Their area of operation was the Augsburg region, Schleswig-Holstein, eastern Lower Saxony, Rhineland-Palatinate, southern Hesse and the Ruhr area.

Q4/2022

740103	DC		2/1						
740173	DCC		2/1						

Ep	III		293		NEM		Next18		LED		LED		R1		

Foto: Markus Huber

Diesel locomotive class V 60

DB

Photomontage

- Separately applied shunter handles
- Coupling rods made of metal
- Precisely reproduced locomotive “noses”

Q2/2022

722404	DC	3/0
722484	DCC	3/0

Ep III | 65 | NEM | LED | R1

From the mid-1950s, the Deutsche Bundesbahn procured 942 locomotives of the V 60/V 60.1 class for light and medium shunting services. The difference between the V 60 (260) and V 60.1 (261) class is the higher friction load of class 261. The locomotives achieved a top speed of 30 km/h during shunting manoeuvres and a line speed of 60 km/h. The power output is 478 kW.

Diesel locomotive class 260

DB

Photomontage

- Coupling rods made of metall
- Extra-applied shunter handles

Q3/2022

722403	DC	3/0
722483	DCC	3/0

Ep IV | 65 | NEM | LED | R1

From the mid-1950s, the Deutsche Bundesbahn procured 942 locomotives of the V 60/V 60.1 class for light and medium shunting services. The difference between the V 60 (260) and V 60.1 (261) class was the higher friction load of class 261. The locomotives achieved a top speed of 30 km/h during shunting manoeuvres and a line speed of 60 km/h. The power output was 478 kW. After the first locomotives were decommissioned in the 1980s, many were sold to railways in Germany and abroad.

Diesel locomotive 218 145-1

16 BitSOUND

DB

Photomontage

- Z21 driver's cab available
- Driver's cab illumination preinstalled; switchable in digital mode
- Model in "ancient red" livery
- With individually switchable headlight or tail light (724301)

Q4/2022

724221	DC	4/1
724301	DCC	4/1

From 1971, the Deutsche Bundesbahn put 398 class 218 serial locomotives into service and used them to haul passenger trains and goods trains. They operated on most non-electrified lines, and with a power output of 1,840 kW, they reached a top speed of 140 km/h.

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

Diesel locomotive 218 131-1

16 BitSOUND

DB AG

Photomontage

- Z21 driver's cab available
- Model with fine, extra applied plug-in parts
- Digitally switchable sound functions (724302)

Q3/2022

724222	DC	4/1
724302	DCC	4/1

From 1971 onwards, the Deutsche Bundesbahn put 398 class 218 serial locomotives into service and then used them to haul passenger and goods trains. They can be found on most non-electrified lines and reach a maximum speed of 140 km/h with a power output of 1,840 kW. Over the years, Class 218 has been painted with several colours, with traffic red becoming the standard colour from 1997 on.

Ep VI | 102 | NEM | Next18 | LED | R1

Diesel locomotive class 106

DR

Photomontage

- Delicately designed model with extra applied plug-in parts
- Die-cast metal chassis
- Model with a tightly soldered DCC decoder built-in from factory (722096)

From 1960 to 1982, the DR purchased class V 60 shunting locomotives. Despite a positive response from the staff and workshop, the DR had some improvements made after the first serial delivery. The friction mass was increased to 60 t by installing a 5-ton counterweight. The driver's cab underwent the most noticeable changes from the outside. It was now the same width as the frame and had a sun protection roof. The locomotives with the improved design were then delivered from 1964 as V 60.12; after the number system was changed at the DR: as class 106.

Q3/2022

722016	DC	4/1
722096	DCC	4/1

Ep IV | 68 | LED | R1

Diesel locomotive 112 303-3

DR

UP! date

Photomontage

- Painted in a burgundy colour scheme
- Die-cast metal chassis
- Available with Next18 interface and Next18 sound decoder for the first time (721086)

In 1972 the Deutsche Reichsbahn equipped three locomotives, class 110, with a 1,200 hp Diesel motor, which later has proven successful in the express train service. Just as with other components, the DR adjusted the hydrodynamic transmission accordingly. Between 1981 and 1990, further conversions (on approximately 500 locomotives) to 1,200 hp (883 kW) in the Raw Stendal were made using the motors 12 KVD 18/21 AL-4 and AL-5. These locomotives were designated as Class 112.

Q1/2022

721016	DC	4/1
721086	DCC	4/1

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

Foto: Markus Huber

Diesel locomotive 118 616-2

DR

- “Sparlack” design
- Driver’s cab illumination (721474)

Photomontage

The locomotive series V 180 of the Deutsche Reichsbahn was the largest diesel series ever built in the GDR. It was initially built in a four-axle version with two 2-axle bogies - later there were also 6-axle variants. The six-axle version with a low axle load of 15.6 t is even today still considered to be a masterpiece of the engineers involved. The low axle load allows for an universal use so the locomotive can also operate on branch lines. The resulting range of possible applications is unique for large German diesel locomotives.
The V 180 accelerated the traction change at the Deutsche Reichsbahn, replacing various steam locomotive series in the performance classes above the V 100. In 1995, the last locomotives were withdrawn from service at the DB AG. After that, the DB AG sold many locomotives to private railways.

Q1/2022

721404	DC	4/1
721474	DCC	4/1

Ep IV | 121 | NEM | Next18 | LED | R1


2
PLATZ
Foto: Florian Giwanski

z21 start digital set : Diesel locomotive class 221 and goods train

DB

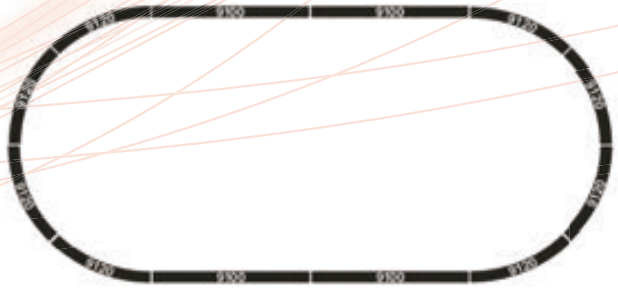
CONTENT:

1 digitally controlled Diesel locomotive class 221
3 heavy duty flat wagons that carry steel slabs
1 z21 start
1 Z21 multiMAUS
1 plug-in power supply unit

z21 is a modular design digital system:

- Begin with z21 start and Z21 multiMAUS.
- Upgrading with a WiFi router and activation code, item number 10814 and thus use of smartphone, Tablet, Z21 WLANMAUS and computer (Software-based 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.

Photomontage



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

Q2/2022

931902 | DCC | 4/1

Ep IV | 421 | NEM | NEM 651 | R1

Analogue Starter Set: Steam locomotive class 80 with passenger train

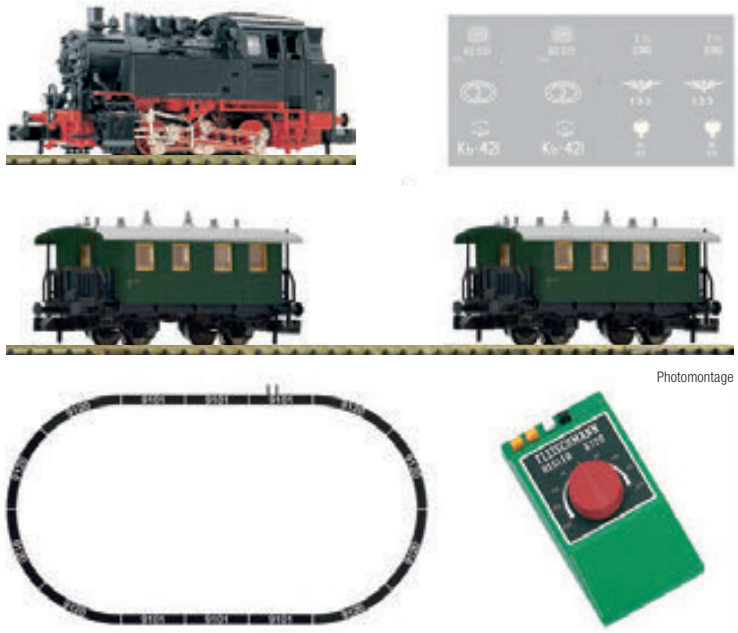
CONTENT:

1 Steam locomotive class 80
2 passenger coaches
1 electronic handheld regulator
1 plug-in power supply

- With letterings of different railway administrations

Ballast bed tracks for a track oval with radius R1
(5 x 9101, 8 x 9120), 1 feeder track.
Layout size: 75 cm x 40 cm.

Q3/2022
931706 | DC | 3/0
Ep III | 172 | NEM | 9456 | R1



Photomontage

z21 start digital set: Diesel locomotive class 203 with goods train

SBB Cargo

CONTENT:

1 digitally controlled class 203 diesel locomotive with sound
1 swivel stake wagon
1 sliding wall wagon
1 sliding tarpaulin wagon
1 z21 start
1 Z21 multiMAUS
1 plug-in power supply

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

Locomotive update!:

- With Next18 interface and Next18 sound decoder available for the first time
- True to original sound functions

Q4/2022
931903 | DCC | 4/1
Ep V | 394 | NEM | Next18 | LED | R1

Photomontage

Foto: Markus Huber

PASSANGER COACHES


Photo: Markus Huber

Fleischmann

1st class IC/EC open seating coach

DB AG

Apmmz 126.2 Photomontage

Q3/2022
861204

■ IC/EC coach with current lettering

Ep VI | 165 | NEM | 944501

2nd class IC/EC compartment coach

DB AG

Bvmmsz 187.6 Photomontage

Q3/2022
861304

■ IC/EC coach with current lettering

Ep VI | 165 | NEM | 944701

Although the DB AG had new ICE multiple units delivered, there were still many locomotive-hauled IC trains in operation at the DB AG. The standard locomotive is class 101.

2nd class IC/EC open seating coach

DB AG

Bpmmz 284.4 Photomontage

Q3/2022
861404

■ IC/EC coach with current lettering

Ep VI | 165 | NEM | 944501

2nd class IC/EC open seating coach

DB AG

Bpmmz 284.5 Photomontage

Q3/2022
861104

■ IC/EC coach with current lettering

Ep VI | 165 | NEM | 944501

IC/EC coach with on-board bistro

DB AG

ARkimmbz 288.4 Photomontage

Q3/2022
861604

- IC/EC coach with current lettering

Ep VI | 165 | NEM | 944701

2nd class IC/EC control cab coach

DB AG

Bpmmbdzf 286.3 Photomontage

Q3/2022
860884

- In analogue as well as digital mode, with function decoder for white and red light changeover

Ep VI | 165 | NEM | 945301

Photo: R. Auerweck

Fleischmann

Electric locomotive Re 460

SBB

- Closed front skirt attached to the package
- Authentic light and sound functions switchable via onboard decoder (731370)
- Perfectly matches the EW-IV coaches - items 890326-890329

Photomontage

Q3/2022		
731300	DC	4/1
731370	DCC	4/1

Ep | V | 116 | NEM | NEM 651 | LED | R1 | LED

1st class passenger coach

SBB

EW IV

Photomontage

- Not suitable for push-pull trains
- Bogies without yaw dampers
- Delicately designed window frames

Q3/2022
890326

Ep V | 165 | NEM | 946901

2nd class passenger coach

SBB

EW IV

Photomontage

- Not suitable for push-pull trains
- Bogies without yaw dampers
- Item no. 890328 with modified running number

Q3/2022
890327
890328

Ep V | 165 | NEM | 946901

Dining coach

SBB

EW IV

Photomontage

- Not suitable for push-pull trains
- Bogies without yaw dampers
- Finely detailed window frames

The standard coaches of type EW IV were delivered to the SBB from 1981 onwards and, with over 500 units, form one of the largest Swiss wagon fleets. The coach body is of welded lightweight steel design. The coaches are very popular with passengers because of their spacious interiors with face-to-face seating and their quiet running characteristics even at high speeds. The car fleet also includes dining coaches, which were each initially equipped with a pantograph. These served for direct supply of the on-board kitchen as well as all other electrical equipment. Over the course of various modernisations, the pantographs were later removed and the wagon is now supplied via the trainlines. Thanks to diverse modernisations, the EW-IV coaches are still in daily use today.

Q3/2022
890329

Ep V | 165 | NEM | 946901

Fleischmann

GOODS TRAIN BAGAGGE WAGON

Pwgs 41

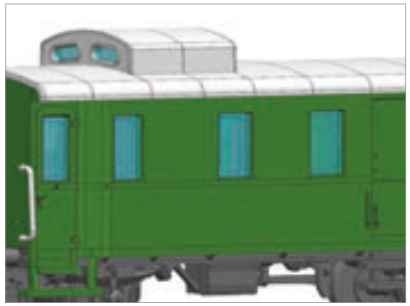
For many years, freight trains were accompanied by personnel in their own baggage wagons. These provided space for the guard, and also for the baggage master and the shunters employed for shunting procedures at the stations. Before the air brakes were introduced on all wagons, this van also housed the brakemen. They were able to warm themselves up and eat there during station stops. The customary type description for the accompanying car was Pwg (baggage wagon for freight trains).

From 1941, onwards, during the course of the general acceleration of freight transport, the Deutsch Reichsbahn (DRB) procured more than 700 accompanying wagons from various wagon factories (Waggonwerke West, Rastatt, SGP). These were manufactured in steel construction in several series and according to different drawings. They could be heated, and possessed, in addition to the baggage compartment, a guard's compartment, an entrance area and a toilet. The baggage compartment was accessible via interior sliding doors. Some wagons were still supplied with raised cabs for the guard. This permitted them to observe the signals. Until the 1960s, guards were obligated to observe these signals. Later, most railway companies had these raised cabs removed.

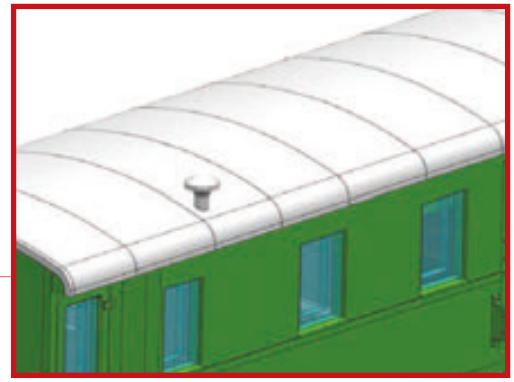
Because the wagons were constructed in several different factories, and remained in diverse countries within Europe after the Second World War, they differ in several striking details, in particular regarding the roof, the head end, the side walls, the window layout and the number of windows. The vehicles were deployed for a long time in many freight trains as freight baggage wagons or also as freight accompanying wagons; some railway companies also used them in passenger trains due to their maximum possible running speed of 100 km/h.

Photo: P. Driesch Sammlung S. Carstens

GOODS TRAIN BAGAGGE WAGON / CAD DETAIL VIEWS



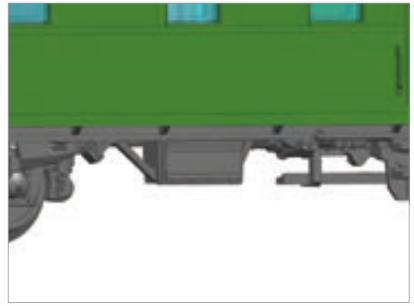
■ Roof with raised cab



■ Smooth roof with chimney

■ Free-standing handle rails and steps

CAD Drawing



■ Detailed underbody

■ Step, wide

■ Step, narrow

Goods train bagagge wagon

NEW! design

DB

Pwgs 41 CAD drawing

Q2/2022
830150

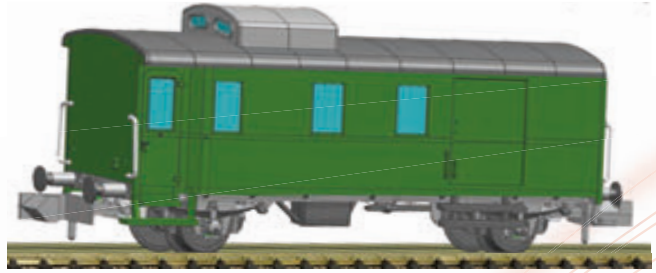
■ Stairs on the luggage compartment doors in modernised, narrow design

Ep IV | 64 | NEM

Goods train bagagge wagon

NEW! design

DR



Pwgs 41 CAD drwaing

Q2/2022
830151

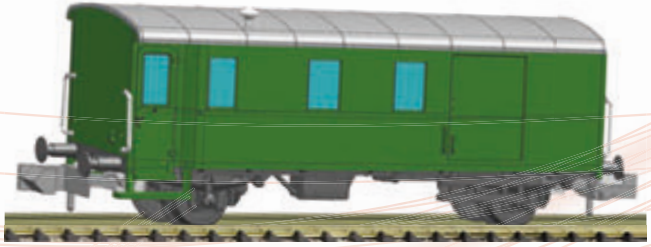
■ Version with roof pulpit

Ep IV | 64 | NEM

Goods train bagagge wagon

NEW! design

PKP



F CAD drawing

Q2/2022
830152

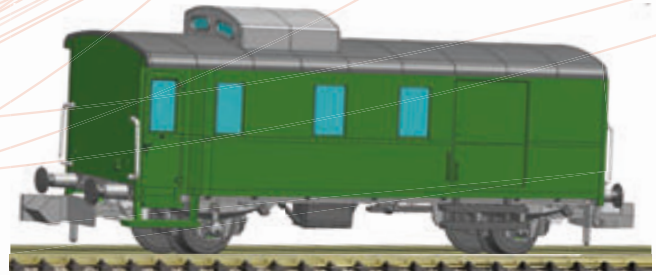
■ Delicately designed model with extra applied plug-in parts

Ep IV | 64 | NEM

Goods train bagagge wagon

NEW! design

ÖBB



Dih CAD drawing

Q2/2022
830157

■ Version with roof pulpit

Ep III | 64 | NEM

Fleischmann

OPEN GOODS WAGONS

Eanos, Ea(n)s

Four-axle open goods wagons have characterised the railway lines of Europe for decades. Loading or unloading with cranes, excavators or tipping systems allows the wagons to be handled quickly at stations and connecting railways.

In the mid-1980s, the international railway association (Union internationale des chemins de fer, UIC), at the insistence of the French state railways, defined the dimensions for four-axle open goods wagons with a longer loading length. Compared to the previous type Eaos, the wagons are 1.70 metres longer and have reinforced doors, end and side walls, and steel floors.

The wagons were built in **four types**:

Type 1 - Eanos(-x) 052 (with two different bogie designs)

Type 2 - Eanos-x 055 (with different door designs and automatic load-proportional braking systems)

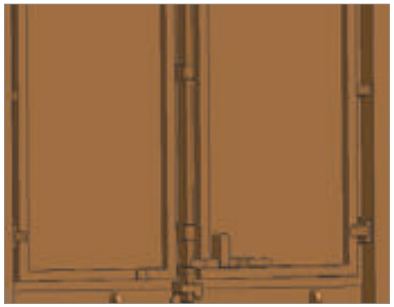
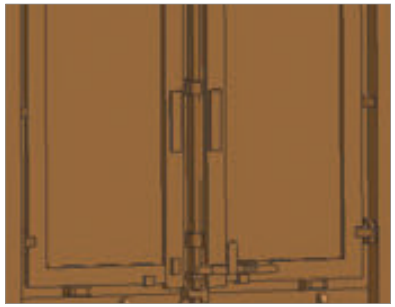
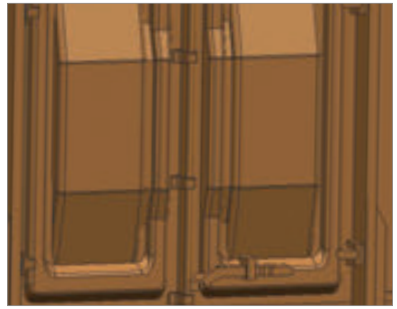
Type 3 - Eanos-x 059 (with only one loading door on each side)

Type 4 - Eas 5948/ Ea(n)s 069 (type Arad for use with the DR, with cambered doors and drop ends)

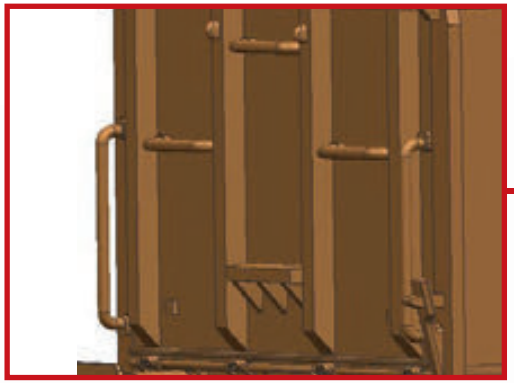
With several thousand units operating throughout Europe, the open goods wagons play an important role in the vehicle fleets of many railway companies. The wagons are Europe wide used in mixed goods trains as well as in block trains. They transport all sorts of goods such as scrap metal, wood, coal, car parts and sugar beets.

Photo: C. Auerweck

OPEN GOODS WAGONS / CAD DETAIL VIEWS

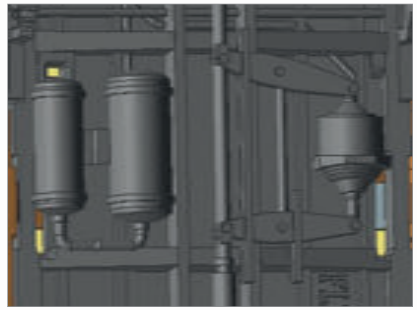




■ Different loading compartment doors



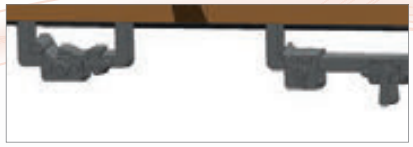
■ Detailed front sides

CAD drawing



■ Replication of underbody





■ Brake lever in prototypical design

2 piece set open goods wagons

NEW! design

DB

Eanos 052

Photomontage

- Delicately designed models with extra applied handles and steps
- Perfectly match block trains

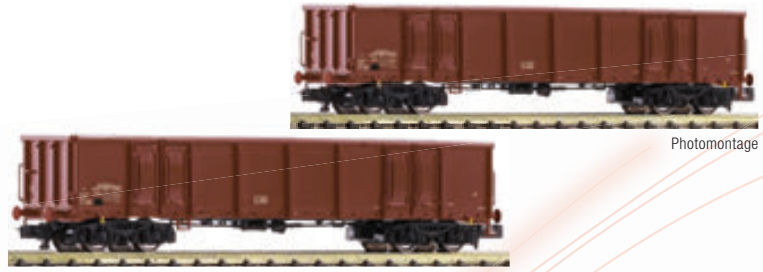
Q2/2022
830250

Ep IV | 196 | NEM

2 piece set open goods wagons

NEW! design

DR



Photomontage

Eas 5948

- Authentic replicas of the wagon underbody
- Typical pressed sheet metal doors and round buffers

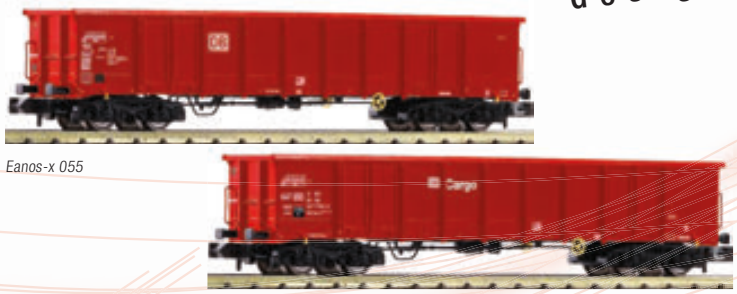
Q2/2022
830253

Ep IV | 196 | NEM

2 piece set open goods wagons

NEW! design

DB AG



Eanos-x 055

Photomontage

- Execution in traffic red livery
- Type Y25 welded bogies; angular buffers

Q2/2022
830251

Ep V | 196 | NEM

2 piece set open goods wagons

ÖBB

Photomontage

Eanos

Q3/2022
830256

Ep VI | 196 | NEM

2 piece set open goods wagons

NEW! design

SBB

Photomontage

Eanos

Q3/2022
830252

Ep V | 196 | NEM

Fleischmann

SELF UNLOADING HOPPER WAGON

Fc^{089} AND Td(s)^{928}

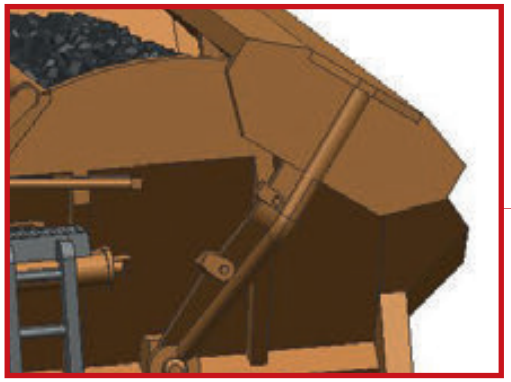
Relying on the experience with the bulk goods wagons designed from 1954 onwards to load granular products by gravity flow and metered discharge, the Deutsche Bundesbahn procured various types from several wagon factories from 1959 to 1962.

Initially, they used self-unloading wagons without a swivel roof of the type Otmm 64, from 1980 redesignated as Fc 089. The wagons mainly transported ballast, ore and coal. To ensure the transport of moisture-sensitive bulk goods such as grain, sugar or chemical goods, the wagons of the type Ktmm(v) 65, from 1968 designated Td(s) 928, were converted from the type described above by the installation of a new top box with swivel roof.

Between 1983 and 1986, part of the Fc 089 wagons was sold to the Deutsche Reichsbahn. From 1988 onwards, when the wagons reached their economic life, the ranks of the self-unloading wagons thinned. However, some are still used today, mainly in construction/maintenance train traffic and on various private railways.

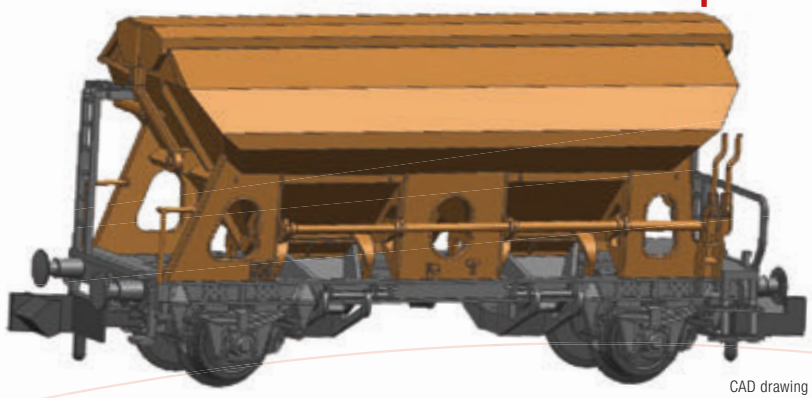
Photo: F. Willke, s. Carstens

SELF UNLOADING HOPPER WAGON / CAD DETAIL VIEWS

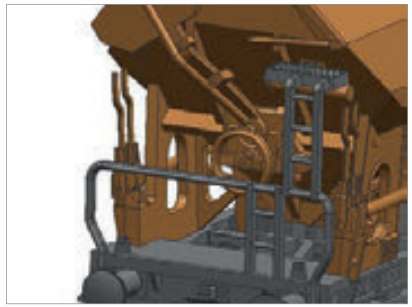


■ Swivelling roof

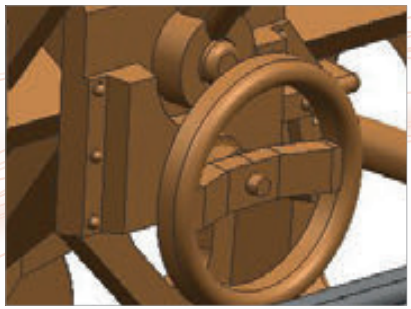
■ Separately attached ladder



CAD drawing



■ Elaborate reproduction of the shunting platform and free-standing lever

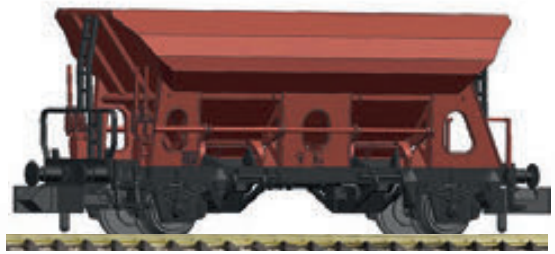


■ Detailed reproduction of handwheel

Self unloading hopper wagon

NEW! design

DB



Ed 089 CAD drawing

- Fine steps, ladders and platform railings
- Version with black chassis

Q3/2022
830350

Ep IV | 57 | NEM

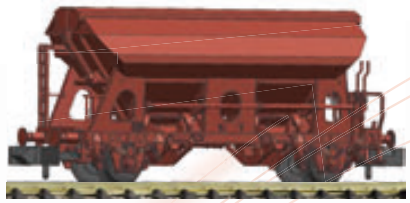
3 piece set swing roof wagons

NEW! design

DB

Td(s) 928

Td(s) 928



Td(s) 928 CAD drawing

- With many extra applied plug-in parts
- Ideal for building block trains

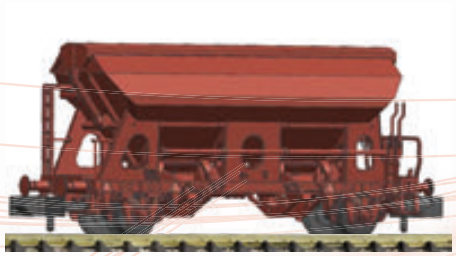
Q3/2022
830351

Ep IV | 171 | NEM

Swing roof wagon

NEW! design

DR



Tdg-y 5640 CAD drawing

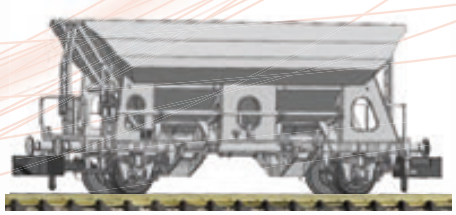
Q3/2022
830352

Ep IV | 57 | NEM

Self unloading hopper wagon

NEW! design

SBB



Fcs CAD drawing

Q3/2022
830353

Ep IV-V | 57 | NEM

Swing roof wagon

NEW! design

DB AG

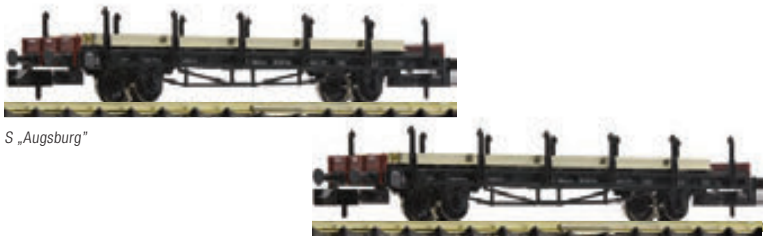
Td(s) 928 CAD drawing

Q3/2022
830354

Ep V | 57 | NEM

2 piece set rail transport wagon

DRB



S „Augsburg"

Photomontage

Q4/2022

823607

- Carries rail profiles

Ep II | 180 | NEM

Double container carrier wagon unit

DB

BTs 50

Photomontage

Q3/2022

823307

- Carries containers of the company "Südzucker"
- Delicately designed model with detachable containers

Ep III | 110 | NEM

Heavy-duty flat wagon

DB

SSy

Photomontage

Q3/2022

845604

- True to origianl livery and lettering

Ep III | 68

Stake wagon

DB

Rlmms 58

Photomontage

Q3/2022

825754

- Model with round buffers

Ep III | 86 | NEM

2 piece set covered goods wagons

DB

Photomontage

Gbs 252

Q1/2022

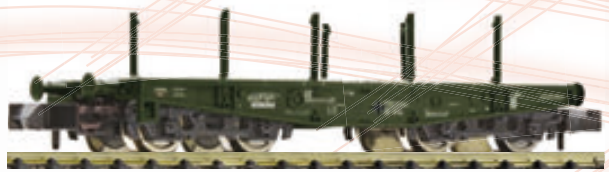
831514

- Each wagon has a different running number

Ep IV | 88 | NEM

Heavy-duty flat wagon

BW



Photomontage

Q3/2022

845605

- Painted in the colour of the Deutsche Bundeswehr (BW))

Ep IV | 68

Track cleaning wagon “FLEISCHMANN Clean”

DB

Photomontage

Q1/2022

833408

- Keeps rails always in excellent condition

Ep IV | 87

Swivel stake wagon

DB AG

Ks 446

Photomontage

Q3/2022

825742

- Model with round buffers
- With a solid beam instead of a strut bracing

Ep V | 86 | NEM

2 piece set covered goods wagons

DB AG

CAD drawing

Gbsqss

Q4/2022

826216

- Each goods wagon with a brakeman’s platform

Ep V | 180 | NEM

2 piece set covered goods wagons

DR

Photomontage

Gbs

Q1/2022

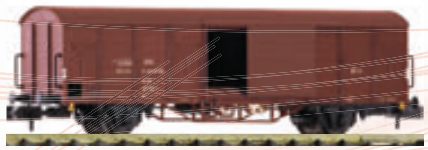
831515

- Each wagon has a different running number

Ep IV | 176 | NEM

Covered goods wagon

DR



Gbs [1500]

Photomontage

Q1/2022

826211

- With moveable sliding doors

Ep IV | 88 | NEM

2 piece set refrigerator wagons “Interfrigo”

DR

CAD drawing

Ibbhss

Q4/2022

826215

- Variant with reinforced side doors

Ep IV | 176 | NEM

3 piece set flat wagons

DB AG

Rmms

Rmms

Rmms

Photomontage

Q3/2022

826710

- Version with type 661 bogies

Ep VI | 264 | NEM

Fleischmann

COMBINATED TRANSPORT

A world without containers and swap bodies on rail and road is no longer imaginable today. With these transport units, the continuous transport of goods from the consignor to the consignee is manageable. It is not the actual goods reloaded but the containers that change the means of transportation in the transport chain - between truck, rail and ship.

Container handling on flat wagons is most common when it comes to combined transport (CT). CT would not work without the so-called (double) pocket wagons, on which both containers and trailers can be loaded. The vehicles are indispensable! Transhipment usually takes place vertically (with cranes or reach stackers) at a terminal. For this purpose, junction stations with loading facilities are set up at the ports and in the hinterland.

The “Rolling Highway”, also known as piggyback transport, established itself as another type of transport. Truck units for longer distances travel independently on special low-floor carrier wagons. The truck drivers spend their time during the travel in the accompanying couchettes.

Combined transport is the best way to bring goods traffic back onto the railways and equally provide innovative solutions for energy-efficient, environmentally and climate-friendly mobility of goods.

Photo: C. Auerweck

Pocket wagon T3

AAE

Sdgmns 33 Photomontage

Q4/2022
825059

- Die-cast metal chassis

Ep VI | 115 | NEM

Pocket wagon T3

AAE

Sdgmns 33 Photomontage

Q4/2022
825060

- Filigree handles and platform railings

Ep VI | 115 | NEM

Pocket wagon T3

AAE

Sdgmns 33 Photomontage

- Loaded with a P&O Ferrymasters trailer
- Die-cast metal chassis
- Delicately designed handles and platform railings

Q4/2022
825061

Ep VI | 115 | NEM

Container carrier wagon

AAE

Sgns Photomontage

Q2/2022
865243

- Loaded with two swap bodies of the company Bell

Ep VI | 123 | NEM

Double container carrier wagon

CLIP

Q3/2022
825342

Ep VI | 218 | NEM

Sggmrs Photomontage

■ Used on the connection from the Netherlands to Poland

Double container carrier wagon

GYSEV CARGO

Q4/2022
825340

Ep VI | 218 | NEM

Sggmrs Photomontage

■ Carries two 40’ containers

Articulated double pocket wagon

AAE

Q1/2022
825014

Ep VI | 219 | NEM

Sdggmrs/T2000 Photomontage

■ Loaded with swap bodies from Railcare

2 piece set heavy duty flat wagons

ÖBB

Ssy

Ssy Photomontage

- Loaded with steel slabs
- Each wagon has a different running number

Q1/2022
845607

Ep III | 136

Leig wagon unit

ÖBB

Hkr-v "Dresden" Photomontage

- Rigid close coupling with moveable corridors between the wagons
- Four moveable sliding doors
- One wagon has a brakeman's cab

Q1/2022
830606

Ep IV | 156 | NEM

3 piece set slurry wagons

ATIR-RAIL

Zacens Photomontage

Zacens

Zacens

- Delicate design with different running numbers
- Perfectly match the electric locomotive 193 736-6 - item no. 739278 / 739348

Q4/2022
846007

Ep VI | 245 | NEM

Foto: Markus Huber

Fleischmann

GRAIN AND SILO WAGONS

Tgpps/Tpps

For loose grain and food transport, the Swiss Federal Railways have been using two-axle wagons of exceptional design with openable roofs and gravity unloading since 1956.

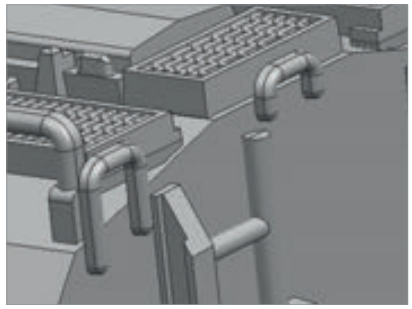
Grain has always been a critical product to transport. Besides grain, wagons also needed to carry malt, rice, sugar, etc.. For a long time, the SBB had pourable products transported only in sacks on covered goods wagons. For large quantities, this is a very cumbersome method of transport. Therefore, engineers developed an appropriate wagon that could be quickly loaded and unloaded with loose products.

The first three prototype wagons were delivered by the company Josef Meyer AG in Rheinfelden. After thorough testing, the SBB had the optimised series, with an increased loading capacity of 42,000 litres manufactured. The two suppliers Josef Meyer AG and Ferriere Cattaneo Giubiasco delivered 380 wagons from 1958 to 1962. Thirty-five wagons of this series were later reserved for the transport of quartz sand. To avoid confusion with the grain wagons, the designation „Quarzsand" with inscriptions in German and French appear on the side with the brake platform.

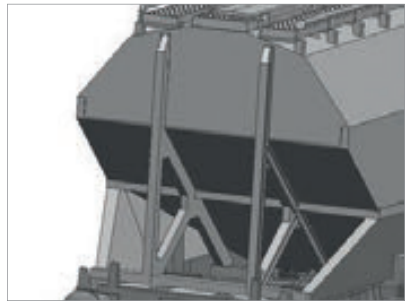
Most of the transport of agricultural products in Switzerland is domestic. In the first step, domestic grain is transported from a collection point to an intermediate storage facility. From there, it is transported to the processing plants. Exports of domestic grain are rare, which is why Swiss wagons are rarely found abroad. Occasionally, some of them were hired out or sold to industrial companies. These wagons were and still are in use with partly colourful paint schemes.

Photo: M. Maiss

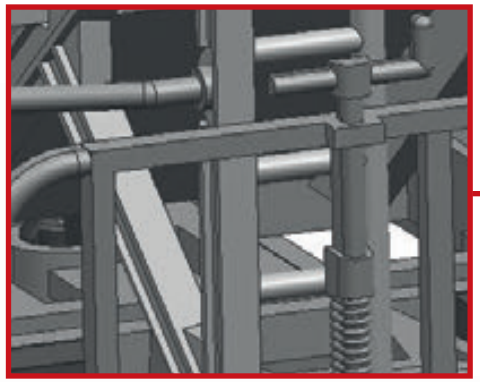
GRAIN SILO WAGONS / CAD DETAIL VIEWS



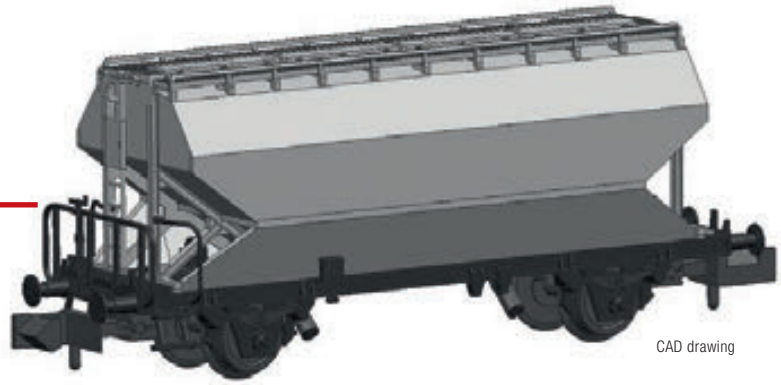
■ Free-standing handle rails



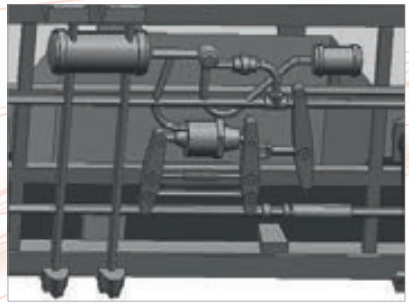
■ Delicately-worked struts



■ Detailed brake crank design



CAD drawing

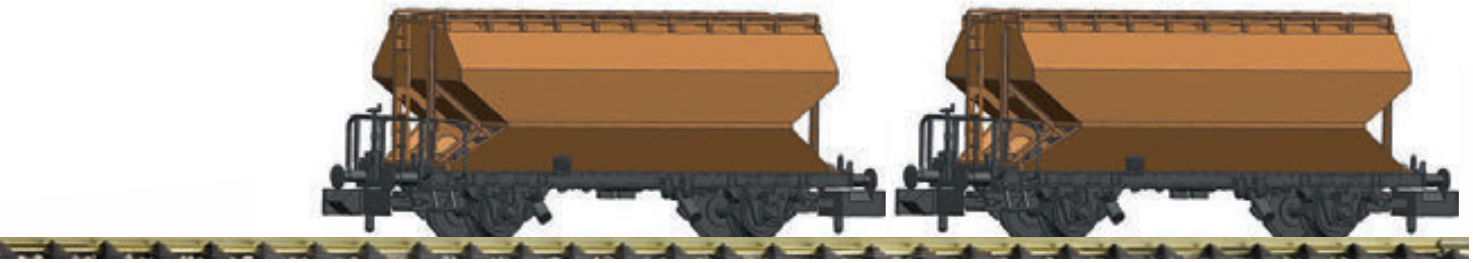


■ Modelled underbody with discharge pipes

■ Brake blocks at wheel tread level

2 piece set grain silo wagons

BLS



Tgpps *Tgpps* Photomontage

- Delicately designed models with extra applied plug-in parts
- Filigree walkway grids
- Each wagon with a different running number

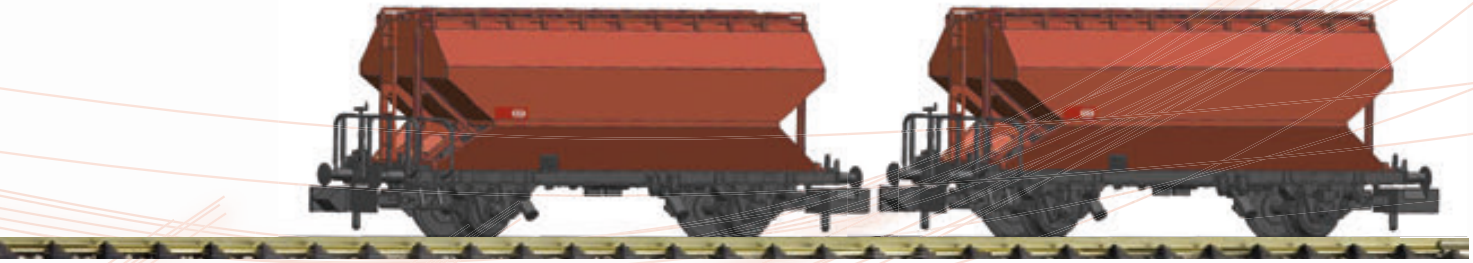
Q3/2022

830310

Ep III | 132 | NEM

2 piece set grain silo wagons

SBB



Tgpps *Tgpps* Photomontage

- Variant with a small SBB logo
- Filigree walkway grids
- Each wagon with different running number

Q3/2022

830312

Ep IV-V | 132 | NEM

Swivel stake wagon

SBB

Ks-w Photomontage

Q4/2022
825750

- Brakeman's platform and round buffers

Ep III | 86 | NEM

Sliding wall wagon

SBB CARGO

Hbbillns Photomontage

Q4/2022
826254

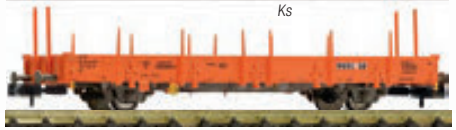
- Delicately designed front and side walls
- True to original chassis

Ep V | 97 | NEM

2 piece set swivel stake wagons

WASCOSA

Ks



Ks Photomontage

Q1/2022
825752

Ep VI | 172 | NEM

High capacity sliding wall wagon

TRANSWAGGON

Habbiins Photomontage

Q1/2022
838309

- Delicately designed model

Ep VI | 145 | NEM

2 piece set "Circus Knie"

SBB

Kps Photomontage

Q1/2022
825753

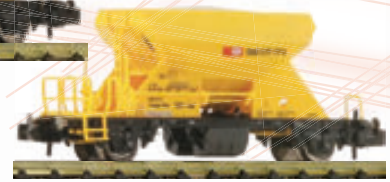
- In cooperation with Artitec
- The ideal addition to the item no. 825732

Ep VI | 172 | NEM

2 piece set ballast wagons

SBB

Fccnpps (Xns)



Fccnpps (Xns) Photomontage

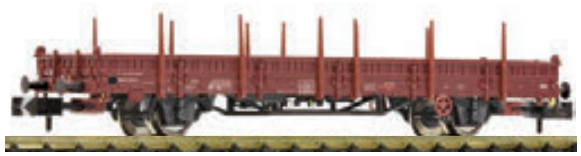
Q1/2022
822914

- With new running numbers

Ep VI | 120 | NEM

Swivel stake wagon

CSD



Kns Photomontage

Q3/2022

825746

■ Model with round buffers

Ep IV | 86 | NEM

Sliding tarpaulin wagon

CD Cargo

Rils Photomontage

Q3/2022

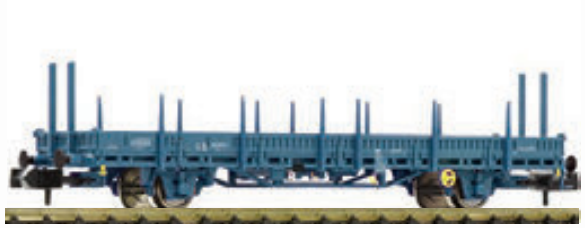
837715

■ Authentic structure of the tarpaulin

Ep V | 124 | NEM

Swivel stake wagon

SNCB



Ks Photomontage

Q3/2022

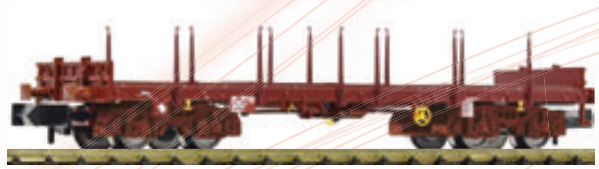
825748

■ Round buffers

Ep V | 86 | NEM

Flat wagon

SNCF



Remms Photomontage

Q3/2022

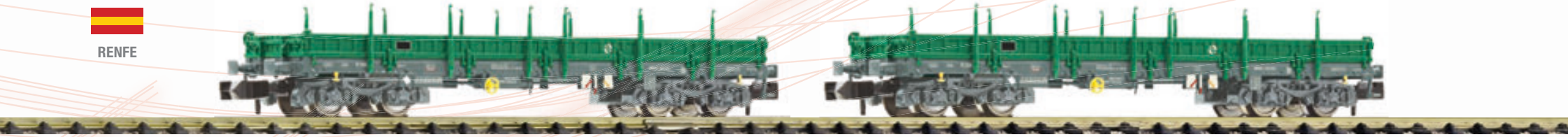
826711

■ Wagon with type Y25 bogies; welded

Ep V-VI | 88 | NEM

2 piece set flat wagons

RENFE



Remmns *Remmns* Photomontage

Q3/2022

826705

■ Wagons with type Y25 welded bogies

Ep V | 176 | NEM

Fleischmann

3 piece set general cargo transport

NS

Gs-v

Photomontage

Q1/2022
833303

- Model with yellow corner bands and different running numbers

Ep III | 195

High capacity sliding wall wagon

NS CARGO

Habins

Photomontage

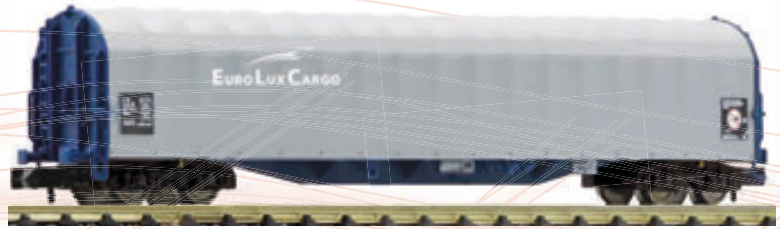
Q3/2022
838323

- Rich detailing on the model

Ep V | 145 | NEM

Sliding tarpaulin wagon

RAILION NEDERLAND



Rilnss

Photomontage

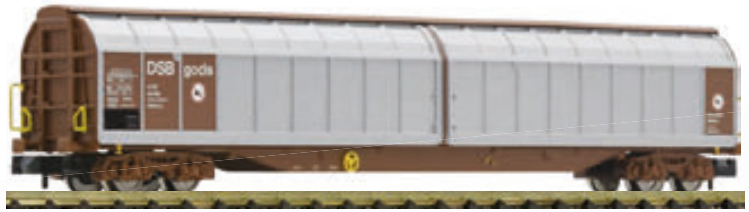
Q4/2022
837714

- Delicately designed model

Ep V-VI | 124 | NEM

High capacity sliding wall wagon

DSB



Habins-y Photomontage

Q3/2022
838320

- Rich detailing on the model

Ep V | 145 | NEM

Sliding wall wagon

AAE

Hbbinss Photomontage

Q4/2022
826255

- Extra applied handles and operating rods

Ep VI | 97 | NEM

3 piece set tank wagons

ERMEWA

Zacns Photomontage

Q4/2022
825817

- Delicately designed replica of the fittings and braking system
- Each wagon has a different running number

Ep VI | 294 | NEM

TRAIN COMBINATIONS

The Bavarian classic

707008 809004

Power for the freight train

725103 830150 845604 823307

Shunting with the BR 260

722403 830250 831514 825754

The strong V 100

721016 830151 830253 826211

Express travel with DB

705303 808002 878002 878103 878104

Travelling with the InterCity

735509	861204	861304	861604	861404	861104

Combination travel

739277	825059	825060	825061

Slurry transport

739278	846007

NOVELTIES

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Foto: Markus Huber


3
PLATZ
Foto: Thomas Walder

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)

LEGEND

000000	Article 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

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