NOVELTIES 2020

Photo:D. Beckmann

FLEISCHMANN

TRADITION AND PASSION

www.fleischmann.de


Photo: Heinz-Peter Gogg

Dear FLEISCHMANN fans,

the publication of this catalogue marks the conclusion of an exciting and eventful year. The points were set to secure a strong future for the FLEISCHMANN range, focussing on the N gauge track. However, the praise received for our innovations last year is always also an incentive for us to produce more exciting models.

Therefore, this innovations catalogue is once again filled with many interesting new products. We have completely redesigned three Deutsche Bundesbahn classics with the ETA 515 series accumulator railcar, also known as the “Akkublitz” (Accumulator lightning), the 218 series and the V 60 shunting locomotive. In addition, technical updates have rounded off our locomotive range with the 012 and 23 series.

Plenty of things have been happening in the wagon area, too. The Uacs bulk-freight silo wagon and the freight wagons in the Ks and Kbs families have been a familiar sight on Europe’s railways since epoch IV. We have created a completely redesigned R(e)mms 4-axle stake car as an N gauge freight wagon.

Get everyone on board, and the train can start!
You will be surprised by the comprehensive range of innovations over the following pages.

Best regards, your FLEISCHMANN Team

Content:

FLEISCHMANN | TRADITION AND PASSION

"Tradition and passion" has been one of FLEISCHMANN's maxims 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. Indeed, the longevity and robustness of all models is almost proverbial – qualities they regularly demonstrate during punishing use in enormous display installations.

quality

When it comes to quality, it is essential to choose the right materials: a metal chassis for precise engine, transmission and wheelset guidance as well as high-quality plastics to ensure attention to detail and perfect ornamentation. In some cases, the accuracy of fit between the individual parts lies in the hundredth-of-a-millimetre range. FLEISCHMANN vehicles are also known for their excellent running characteristics.

Full range

The full range – at FLEISCHMANN, model railway enthusiasts benefit from the advantages of a system provider that not only offers the perfect rolling stock, but also a practical track system, innovative digital technology and carefully matched accessories. When it comes to N Scale model trains, FLEISCHMANN is the international market leader. Our wide range of vehicles from all railway epochs leaves nothing to be desired. With the help of the latest digital technology, our model trains are ready to go in an instant and, with the Z21 System, can also be controlled via smartphone or tablet.

Starter set

For newcomers and old hands alike, FLEISCHMANN offers a selection of starter sets featuring professional models and easily expandable track and train elements. The attractively priced vehicles in our “start” range inspire even demanding model railway professionals thanks to their excellent price-performance ratio.

STEAM
LOCOMOTIVES

Photo: Archive Railway Foundation

4 piece set: Fast traffic “Ruhr Schnellverkehr”

2020 TRAIN OF THE YEAR

DRG

Ep	II
	441
	NEM
	R1

C4 pr04

BC4 pr04

CONTENTS:

1 tender locomotive class 78.0-5
1 2nd/3rd class compartment coach with brakeman cab
1 3rd class compartment coach with brakeman cab
1 3rd class compartment coach without brakeman cab

- Authentic and delicately designed train composition
- Wagons in wine-red/cream livery
- One wagon has rear end indicators

C4 pr04

Photo: HO

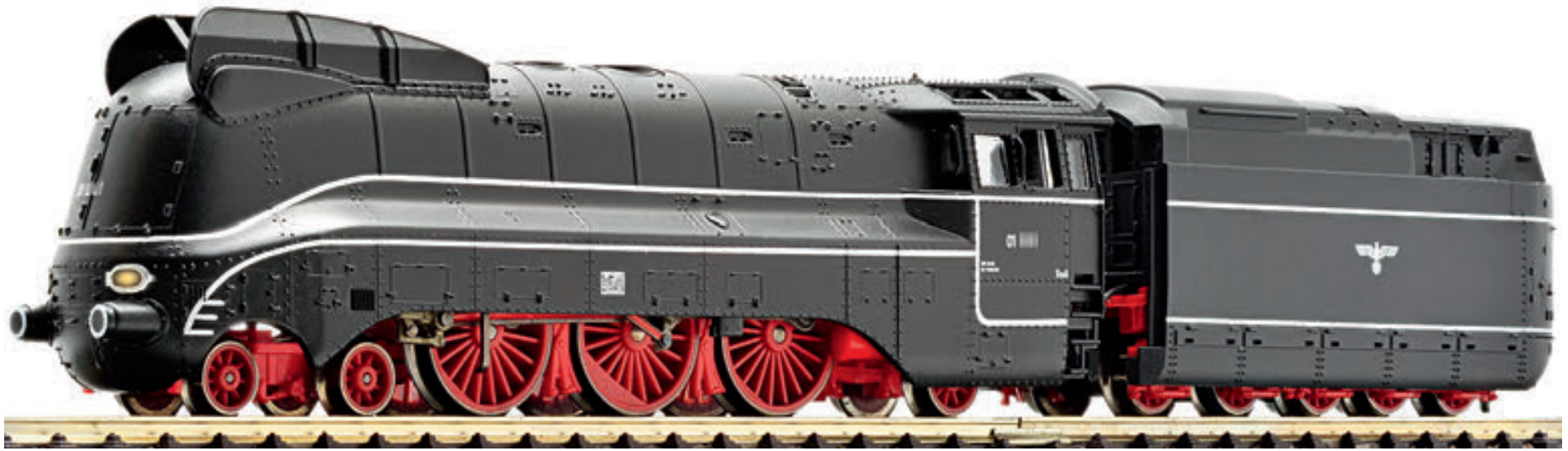
Q2/2020		
781209	=	3/1
781289	DCC	3/1

In 1932, the Deutsche Reichsbahn Gesellschaft introduced the so-called “Ruhr-Schnellverkehr”, a forerunner of the later S-Bahn. The train was formed with Prussian compartment cars of the types BC4 and C4 due to the required rapid passenger change. The colour scheme wine red / cream was the standard colour scheme in the Ruhr rapid traffic in the 1930s. The window sections of the second class were painted light blue for better recognition. The Reichsbahn had indeed noticed that the colours used for the time being violet and cream were actually reserved for the upmarket long-distance traffic. As train locomotives the series 38.10-40 (Prussian P 8) and 78 (pr. T 18) were used. The specially designed machines for the Ruhr rapid transit received a sign above the smoke chamber with the inscription “Ruhr Schnellverkehr”.

Steam locomotive class 01.10

DRB

Ep	II
	158
	Next18
	R1
	LED



Photomontage

- Model with recessed fairing on the motor bogie
- With flickering firebox in digital mode

Q2/2020		
717405	=	4/1
717475	=	4/1

In the years 1939/40, 55 three-cylinder locomotives of the class 01.10 were built for the Deutsche Reichsbahn. Due to the fact that the locomotive had a streamlined fairing, it was possible to drastically reduce the air resistance already in the wind tunnel. Driving tests confirmed the assumption that the locomotives could easily reach 150 km / h. The effective tractive force on the hook was also increased by almost 50 %. Since the initially mounted full fairing affected the cooling of the engine and the access to the engine was also very difficult for maintenance workers, the fairing of the class 01.10 was soon cut below.

1st/2nd class fast train coach

DRG

Ep	II
	135
	NEM
	944501

AB4ü-35 Photomontage

Q3/2020

863102

- In-plane assembled windows

3rd class fast train coach

DRG

Ep	II
	135
	NEM
	944501

C4ü-35 Photomontage

Q2/2020

863203

863204

- In-plane assembled windows
- The model has a different running number than item 863203

Fast train dining coach

DRG

Ep	II
	147
	NEM
	944501

WR4ü-35 Photomontage

Q2/2020

863302

Standard post and baggage coach

DRG

Ep	II
	141
	NEM
	944501

PwPost 4ü-28 Photomontage

Q3/2020

863604

- In-plane assembled windows and with skylight glazing

Steam locomotive class 44

DRG

Ep	II
	141
	NEM
	Next18
	R1
	LED

CAD drawing

- Model with “Wagner” smoke deflectors
- Running metal boards and skirt
- Central driven axle with low wheel flanges
- Unobstructed view through the boiler and the chassis
- Locomotive and tender are able to draw current
- Operation condition: 1930ies
- The locomotive is used to haul heavy goods trains

Q3/2020		
714403	=	2/2
714473	=	2/2

The locomotives were able to carry trains with a total load of 1200 t, - on steep ramps with 600 t. The steam locomotives, also known as the “Jumbo” for their strong traction power, were used with great success in almost all of Germany and in many other European countries. The locomotives reached a top speed of 80 km / h in forward gear and 50 km / h in reverse gear.

Photo: EK publishing company Werner Hubert

Steam locomotive class 23

update

DB

Ep III
134
Next18
R1

Photomontage

- With sound available for the first time
- The locomotive is now availabe with Next18 Decoder Interface
- In the Epoch III version

Q1/2020
712305 = 2/1
712375 = 2/1

The 023 series 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 an power outpout of 1314 kW (1785 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 used.

3 piece set mail train

DB

Ep III
426
NEM
944501
946901

Post4e

PwPost 4ü-28

Photomontage

PwPost 4ü-28

- Ideal supplement to steam locomotive BR 23
- In-plane applied windows and roof light glazing

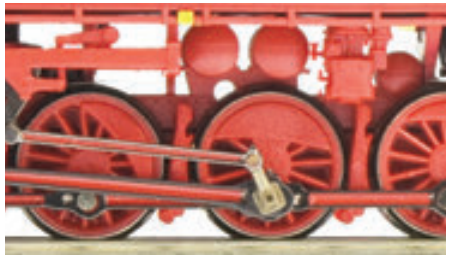
Q1/2020
814509

From an early stage in the history of the railway, postal administrations used the railway lines to transport postal items. The railway postal wagons were either placed individually in passenger trains or incorporated in larger numbers into mail-carrying express freight and goods trains. In the post-war period, the postal trains were dominated by the rolling stock of the former Deutsche Reichspost and were formed between large junction stations. These postal trains consisted of wagons which, depending on their design, served to transport letters or parcels. The conventional post was not just transported in the railway postal wagons – it was also actually sorted during the journey. Postal items that had already been pre-sorted and were simply being forwarded to the destination station were transported in covered freight wagons. These were usually rented from DB, however sometimes wagons owned by the Deutsche Bundespost were used.

Steam locomotive class 044 with coal tender

DB

Ep	IV
	141
	NEM
	Next18
	R1
	LED



Photomontage

- DB smoke deflectors in lower position
- DB lamps

In digital mode:

- Driver's cab interior lighting
- Running gear lighting with 3 digitally switchable lamps per side

The development of a powerful freight train locomotive was a part of the German standard locomotive programme of the Deutsche Reichsbahn Gesellschaft (DRG). The locomotive designated the BR 44 with its triple cylinders was designed to transport freight wagons weighing up to 1,200 t in low mountain ranges and up to 600 t on steep ascents. In 1926, the first 10 locomotives were delivered with the 1'E h3 axle arrangement. This locomotive was not put into series production until the demands on train transport increased from 1937, after which it was procured in large quantities and in different designs. The series 44 locomotives formed the backbone of the heavy freight train service across the whole of Germany until they were replaced by modern diesel and electric locomotives.

Q3/2020		
714405	=	2/2
714475	=	2/2

Steam locomotive class 012

update

DB

Ep IV
158
Next18
R1
LED

Photomontage

- Model with Interface Next18 now available for the first time
- Operation conditions: 1970ies
- The locomotive is used for fast and express trains

Q3/2020

716904	=	4/1
716974	= 🔊	4/1

To haul fast passenger trains in the narrow network of the D-trains, the German Reichsbahn ordered in 1939 a total of 55 locomotives of the class 01.10. The big advantage of the express train steam locomotive was that it was able to reach a maximum speed of 140 km / h. Even on steep ramps, the locomotives kept a constant speed of about 100 km / h when tracting passenger trains. When the locomotives were converted to oil firing at the Deutsche Bundesbahn in 1968, the “Iron horses” received the new class designation 012.

Steam locomotive class 043

Henning Sound

DB

Ep IV
141
NEM
Next18
R1
LED

CAD drawing

- Mold variant with ÜK driver‘s cab
- Running metal boards and skirt
- Central driven axle with low wheel flanges
- Unobstructed view through the boiler and the chassis
- Locomotive and tender are able to draw current
- The locomotive is used to haul heavy goods trains
- Running gear lighting, digitally switchable with 3 lamps per side

Q3/2020

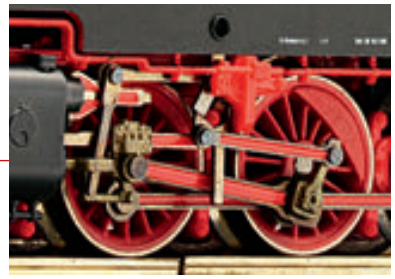
714404	=	2/2
714474	= 🔊	2/2

Steam locomotive class 064

DB

Ep	IV
	78
	R1

Photomontage



- Version with welded water tanks

Q1/2020		
706403	=	3/1
706483	DCC	3/1

Steam locomotive class 64

DR

Ep	IV
	78
	R1

Photomontage

- Execution with riveted water tanks

706103	=	3/1
706183	DCC	3/1

14 bar boiler pressure, 950 PSi, 90 km / h and a weight of 71 tons, these are the characteristics of the lovingly called “Bubikopf”(“Bob”) locomotive.
The standard passenger train tender locomotives of the class 64 were developed starting from 1926 on by the German Reichsbahn Gesellschaft. After the Second World War, more than 100 machines were transferred to the DR.

Steam locomotive BR 52 (GR)

Henning Sound

DR

Ep	IV
	144
	NEM 651
	R1
	LED

Photomontage

- Status after general repair (GR) in RAW Stendal
- Blind wheels with spokes
- Z21 for driver‘ cab is available now!

Q1/2020		
715214	=	2/2
715294	=	2/2

From 1959 on the Reichsbahnausbesserungswerk (RAW) Stendal carried out a general repair (GR) on some of the locomotives. The war-related reduced standards had to be upgraded and worn components or too weakly dimensioned assemblies had to be replaced. Thus, mainly the upright boiler and the bissel bogie were replaced. The locomotives kept their original serial number.

ELECTRIC

LOCOMOTIVES

Photo: R. Scheller

Electric locomotive class 194

DB

Ep	IV
	116
	NEM
	NEM 651
	R1
	LED

Photomontage

Q1/2020		
739419	=	4/2
739489	=	4/2

■ The locomotive has no decorative stripe in the middle part

The series 194 was nicknamed “German Crocodile” and designated a heavy six-axle electric locomotive of the Deutsche Reichsbahn that was developed for the goods traffic. The machines had a hourly power output of 3.300 kW and reached a top speed of 90 km/h.

ELECTRIC LOCOMOTIVE
CHRISTOFORUS-EXPRESS

Electric locomotive class 111

DB

Ep	IV
	105
	NEM 651
	R1

Photomontage

RAILWAY LINE D 1410/1411

Düsseldorf >> München

- Model in true to original livery of the S-Bahn - pebble grey and orange

From 1969, the Deutsche Bundesbahn established the D 1410/1411 as a fast daily connection between Duesseldorf/Cologne and Munich.
For the first time, DB was thus attempting to attract standard and business travel to the railways all year round with tariffs that were particularly favourable compared to the price of tourist tickets. The travel time totalled less than seven hours. To enable the train to reach speeds of up to 160 km/h, 20 DDm 915 wagons were equipped with magnetic rail brakes. From 1971, the electric locomotive series 103 was used as the engine, but other series, for example the BR 111, were also used as the traction unit.
The “Christoforus-Express” initially ran six times a week, and then daily from the summer of 1970. The D 1484/1485 “Auto-Traum-Express” from Hamburg-Altona to Munich East, introduced as an overnight connection, expanded the range of offers provided. These trains became the supporting pillar of motorail train traffic in the 1970s.

Q2/2020
734607 = 4/1

3 piece set 1: Motorail train “Christoforus”

DB

Ep	IV
	495
	NEM
	944501

Avmz 111

Avmz 111

Avmz 111 Photomontage

- Model with red skirt and grey roof

Q3/2020

881911

Set of three 1st class compartment cars for the Motorail train “Christoforus” of the Deutsche Bundesbahn.

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3 piece set 2: Motorail train “Christoforus”

DB

Ep	IV
	495
	NEM
	944501

Avmz 111

WRmz Photomontage

Avmz 111

- Model with red skirt and grey roof

Q3/2020

881912

Set of two 1st class compartment cars and one dining car for the Motorail train “Christoforus” of the Deutsche Bundesbahn.

MOTORAIL TRAIN CHRISTOFORUS-EXPRESS

2 piece set 3: Motorail train “Christoforus-Express”

DB

Ep	IV
	330
	NEM

DDm

DDm

Photomontage

Q3/2020

881913

Set of two stand-in coach carriers for the Motorail train “Christoforus” of the Deutsche Bundesbahn.

Dear FLEISCHMANN friends,

the FLEISCHMANN programme has everything a railway fan could want. Whether you’re looking for an Epoche I steam engine, a classic Epoche IV diesel locomotive or modern vehicles like the Vectron or ICE, FLEISCHMANN has it all.

The unadulterated fun also includes a reliable range of replacement parts, accessories, platforms and the latest steering technology, such as the Z21 system. The catalogue provides an overview of this wide spectrum.

Electric locomotive class 141

DB

Ep	IV
	104
	NEM
	NEM 651
	R1
	LED

Photomontage

- Version that features a single light lamp and an circumferential gutter
- The headlight can be switched off completely or partially with the aid of contact plates

Q1/2020		
734104	=	4/1
734174	=	4/1

The 141 series was intended to be used as a multipurpose locomotive and hauled light express and fast trains as well as passenger and goods trains on main and branch lines. Between 1956 and 1971, a total of 451 locomotives of this series were procured and were mainly used for push-pull train operations.

Electric locomotive class 139

DB AG

Ep	V
	104
	NEM
	NEM 651
	R1
	LED

Photomontage

- Model in ocean blue/beige livery with DB AG-Logo now available for the first time
- The headlights of the locomotive can be partially or even entirely switched off via contact plates

Q3/2020		
733102	=	4/1
733172	=	4/1

The BR 139 was a mixed traffic locomotive and was used in both freight and passenger traffic. The absolute highlight for the locomotive was when it hauled the InterRegio 2216/2217 “Höllental” on the Höllentalbahn-line in the Black Forest.

Photo: R. Auerweck

Electric locomotive 193 301-9

DB AG

Ep	VI
	119
	NEM
	Next18
	R1
	LED

Photomontage

- The locomotive is used in the international good traffic
- Model with sophisticated printing
- High beam switchable in digital mode

Q1/2020		
739317	=	4/1
739397	=	4/1

True to original livery and lettering. Die-cast metal chassis. White and red LED triple headlights that change with the direction of travel. The headlights of the locomotive can be partially or even entirely switched off with a DIP switch.

Electric locomotive 151 062-7

RAILPOOL

Ep	VI
	122
	NEM 651
	R1
	LED

- Model exclusively available from FLEISCHMANN

Q1/2020		
738012	=	4/1
738092	=	4/1

The original model of the class 151 locomotives has a power output of 5.962 kW (8.100 hp), weighs 118 tonnes and has a top speed of 120 km / h. A total of 170 units of this heavy goods train locomotive were delivered in the years between 1972 and 1978. The DB Cargo AG is selling 200 locomotives to a consortium including the companies Railpool and Toshiba. According to the DB Group, the class 151 electric locomotives and other vehicles can be rented after the sale, which also gives the DB Cargo the option to lease up to 100 locomotives, depending on the order situation. The rest of the locomotives are to be offered on the open market.

Electric locomotive class 1043

ÖBB

Ep	IV
	98
	NEM 651
	R1
	LED

Photomontage

- Version with true to original colour theme

Q3/2020

736509 = 4/1

In order to meet the wishes of the ÖBB for rapid delivery of new locomotives for the freight transport on the “Tauernbahn”, four locomotives were branched off from the series production of the Swedish type Rc 2. The locomotives exceled with thyristor technology and quickly proved perfect for freight transportation. Until 1974 a total of ten locomotives was delivered to the ÖBB.

Photo: Heinz-Peter Gogg, HO

Electric locomotive 193 839-8

SETG

Ep	VI
	119
	NEM
	Next18
	R1
	LED

Photo: HO

- The model is used in the international goods traffic
- Model exclusively available from FLEISCHMANN
- Sophisticated printing on the model “Alpenlok”
- Delicate roof design
- The headlights of the locomotive can be partially or even entirely switched off with a DIP switch.

Q2/2020		
739309	=	4/1
739399	=	4/1

Since the beginning of 2019, this particularly eye-catching Vectron runs on the lines of Europe. Both locomotive ends are decorated with three different Alpine scene motifs.

FLEISCHMANN

CIRKUS KNIE

SPECIAL EDITION

Photo: Christian Zellweger Hinterkappelen

One hundred years ago, Circus Knie celebrated its premiere in a circus tent on the Schützenmatte in Bern. However, the history of the famous circus dynasty began in 1803 with a romance involving Friedrich Knie, who fell in love with a trick rider at the age of 19, abandoned his studies and joined the travelling troupe of artists. After the short-lived romance, he founded his own company of tightrope walkers and performers. He rose to fame in Germany, Austria and Switzerland and was also admired by kings and princes.

Important milestones in the history of Knie's circus were his acquisition of Swiss citizenship (1900) and the construction of a permanent winter residence in Rapperswil (1919). In the same year, they gave the first guest performance in their own circus tent and named their company "Schweizer National-Circus Gebrüder Knie". Today, the eighth generation of the circus performs in the arena and inspires the audiences with their brilliant show.

For 100 years, Circus Knie has transported most of its material from one venue to the next on SBB trains. There is always plenty going on whenever a circus train is underway way or is being loaded or unloaded. Circus wagons of all kinds are loaded onto the stake cars, including a large number of caravans for the artists and circus personnel. Then there are special cage wagons that house the predators. There are also numerous baggage cars, in which everything that belongs to a circus must be accommodated, from the tent roof and its masts, posts and tensioning ropes to the spectator benches and orchestra podium, as well as the spotlights and artists' equipment. The horses and camels (among other things) are transported in covered freight wagons. For the accompanying personnel, a passenger car is also transported aboard the train. Lastly, there are wagons on which tractors, towing vehicles, compressors etc. are loaded – all essential components of a circus fleet.

Two circus locomotives were arranged in collaboration with the Swiss Federal Railways to mark the 100th anniversary of the company's founding. In 2019 the Circus Knie's trains travelled a total of 2,568 kilometres throughout Switzerland during its tour of 33 cities.

Electric locomotive 420 294-1 “Circus Knie”

SBB

Ep	VI
	98
	NEM
	NEM 651
	R1
	LED

Photomontage

- Finely detailed pantographs
- Model with delicately etched wipers
- Freestanding handles
- Z21 driver cab available

Q4/2020		
734014	=	4/1
734094	=	4/1

To celebrate the **100-year anniversary** of the Swiss National Circus Knie, FLEISCHMANN is to produce a **special edition** featuring locomotives and wagons as the **“Circus Knie Edition”**.

Electric locomotive 460 058-1 “Circus Knie”

SBB

Ep	VI
	116
	NEM
	NEM 651
	R1
	LED

Photomontage

- Driver‘s cab ilumination is digitally switchable
- True to original inscription and livery
- In-plane applied windows
- Die-cast metal chassis
- The closed front skirt is attached to the package

Q1/2020		
731501	=	4/1
731571	=	4/1

2 piece set “Circus Knie”

SBB

Ep	VI
	172
	NEM

Kps Photo: HO

Photomontage

- Stake wagons with new design
- Circus wagon in cooperation with Artitec®

Q4/2020
825732

On the occasion of the 100th anniversary of the Swiss National Circus Knie, FLEISCHMANN launches a special “Circus Knie edition” with a lot of locomotives and wagons.

Photo: D. Häusermann

Electric locomotive Re 465

BLS

Ep	V
	116
	NEM
	NEM 651
	R1
	LED

Photomontage

- Model in operating status of the original model
- Closed skirt is attached to the package
- Driver cab lighting, can be switched in digital mode

Q2/2020

731401	=	4/1
731471	=	4/1

The Bern-Lötschberg-Simplon-Bahn (BLS) ordered from the Swiss companies SLM Winterthur and ABB Zurich under the serial number 465 an advanced mixed-traffic locomotive based on the construction of the SBB Re 460. Compared to the Re 460, the locomotives do not have just one inverter per bogie, but also one inverter per axle. This allows the traction power to be optimally put on the line. The BLS uses the 18 locomotives mainly in the freight traffic, but also in front of commuter trains together with EW I and EW II wagons.

3 piece set clay transport wagons

DB AG

Ep	V
	232
	NEM

Tamns 886

- The rolling roof is detachable
- Perfect for the formation of block trains

Taes 887

Taes 887 Photomontage

Q2/2020

829357

3 piece set clay transport wagons

DB AG

Ep	V
	248
	NEM

Taes 887

- The rolling roof is detachable
- Perfect for the formation of block trains

Tamns 886

Tamns 886 Photomontage

Q2/2020
829358

After the Second World War, the export of clay from the German clay mining areas became increasingly important. From the middle of the seventies onward, clay transports to Italy - to the northern Italian regions with ceramic manufacturers - were more and more transferred from the truck to the railways. The transports were organized in the epoch V by subsidiaries of the Deutsche Bahn. The trains go on a 900 km long journey from the German Westerwald via Switzerland to Italy.

Photo: D. Schärer

Electric locomotive 193 521-2

SBB

Ep VI
119
NEM
Next18
R1
CH
LED

- Vectron, baptised the “Donau” (Danube)
- Cross-border service in freight transport
- With detailed roof design
- The headlight can be completely or partially switched off using a DIP switch
- In cooperation with Railcolor DESIGN

Q2/2020		
739319	=	4/1
739389	=	4/1

SBB Cargo International is a rail transport company mainly operating in the north-south corridor between the North Sea ports and Northern Italy, with its own rail transport company licenses in the Netherlands, Germany, Switzerland and Italy. SBB Cargo International moves more than 30,000 trains per year using approximately 135 locomotives.

Electric locomotive class 193

HUPAC

Ep VI
119
NEM
Next18
R1
CH
LED

- Model in delicate livery with sophisticated printing
- Model with four pantographs
- In cooperation with Railcolor DESIGN

Q1/2020		
739316	=	4/1
739396	=	4/1

The Hupac AG is a Swiss group of companies engaged in transalpine freight transport. It provides accompanied (full tractor unit) as well as unaccompanied (only semitrailer or sea container without towing vehicle) transport services and operates in the so-called combined or intermodal traffic. The company‘s name comes from the designation “Huckepack”“Piggyback”, which is a no longer common word for the combined freight transport. The head office is located in the border town of Chiasso in the canton of Ticino. HUPAC was founded in 1967.

Electric locomotive 193 623-6

RAIL FORCE ONE

Ep	VI
	119
	NEM
	Next18
	R1
	LED

Photomontage

- Model with four pantographs
- The model is used in the international goods traffic
- Model exclusively available from FLEISCHMANN
- Sophisticated printing
- In cooperation with Railcolor DESIGN

Q3/2020		
739290	=	4/1
739360	=	4/1

The Dutch railway company Rail Force One has put into service a Vectron locomotive in a remarkable design. The loco and its design ressembles a shark. The machine is mainly used to haul goods trains in the Netherlands, Germany and Poland.

Photo: J. Herfurth

FLEISCHMANN

ACCUMULATOR RAILCAR


Photo: G. Wagner

Operations using an accumulator mobile unit were introduced in Germany before the First World War. The “Wittfeld” two-part accumulator mobile unit, the accumulators of which were accommodated in the striking front projections, were used until after the Second World War. After 1945, the Deutsche Bundesbahn began to focus on this drive configuration once more. The ETA 176 made quite a name for itself as the “Limburger Zigarre” (Limburger cigar), but only eight of these units were actually built. From 1953, the ETA 150, a less expensive model with approximately the same performance characteristics, was put into service in large numbers. Until 1965, a total of 232 ETA 150 (from 1968, series 515) units were built. Furthermore, another 216 ESA 150 (later series 815) control cars were put into operation.

The traction unit, which was produced in lightweight steel construction, and the accumulators of which were installed under the floor in the car body centre, was outstandingly comfortable to travel in due to its high dead weight, and it ran less noisily than the series VT 95 and 98 diesel railcars. The first series up to the classification number 33 was supplied with the seat distribution 2+3 and was designed as a third class carriage in the style common at that time. After use of the “ordinary class” designation was ceased in 1956, the carriages were renamed second class carriages. The subsequent series from the numbers 101 and 501 then received the seat distribution 2+2 in the second class, and in addition a differently-designed first class area. The increase in accumulator capacity meant that the unit’s range extended up to 400 km. The traction units were equipped with normal draw and buffer gear, so that back-up or freight wagons could also be attached.

The traction units, which were mainly used on flatland lines, were often nicknamed the “Taschenlampen-Express”, “Steckdosen-InterCity” or “Akkublitz” (Pocket torch Express, Socket Intercity or Accumulator lightning). They were put into service in the Augsburg, Schleswig-Holstein, East Lower Saxony, Rhineland-Palatinate, South Hesse and the Ruhr district regions. The traction units, which were originally supplied in red, were in part repainted in ocean blue-beige from 1975 onwards. Some of them were put into service on the so-called Nokia railway (Bochum-Gelsenkirchen) in a colour combination of white and mint green. In the time period between 1982 and 1995, the vehicles were gradually shut down and phased out. Today, several carriages are still preserved in railway museums and on museum railway lines.

Accumulator railcar class 515 and control cab coach

DB

Ep IV

293

NEM

Next18

R1

LED

Photo: H0

Q4/2020

740100 = 2/1

740170 = 2/1

- Rich detailing on the model in red design
- Unobstructed view through passenger compartment
- Model with separately applied plug-in parts
- The motor wagon features a 1st class compartment with 6 seats
- Headlights and interior lighting can be switched with a DIP switch
- Z21 driver cab available
- With decoder in the traction unit and control car in the digital version

Photo: Johannes Bünger

FLEISCHMANN

DIESEL

LOCOMOTIVES

Photo: F. Fanger

The 218 locomotives are the most recently developed member of the V-160 locomotive family. Under the leadership of Krupp in Essen, this diesel locomotive series was initially developed as BR V 164. A pre-series comprising 12 units was put into service in 1968 as Class 218.

Due to the conversion of the DB fleet of passenger coaches to electric heating systems, the electric train heating system adopted from the BR 217 was installed. With the installation of the 1840 kW engine that was first used in the BR 215, an auxiliary diesel engine for operation of the heating generator was no longer required. The 218's top speed of 140 km/h, compared to120 km/h of the BR 216, required an improved braking system. The entire series was therefore equipped with a hydrodynamic brake.

Deliveries were staggered across four series. From 1971 to 1979 a total of 398 machines were built. MaK, Krupp, Henschel and Krauss-Maffei are listed as the manufacturers in the register of companies. The former 210-series gas-turbine locomotives were reclassified as 218 901 to 908 after dismantling.

The 218 series has included several colour variants over the years. The first 218s were still delivered in the purple/red colour scheme that was typical for diesel locomotives. From 1975 the locomotives' exteriors were painted in ocean blue/beige. However, due to the susceptibility of the beige areas to soiling, oriental red became the standard colour from 1987 onwards. For environmental reasons, this paint was water-based and therefore less resistant to ageing. Finally, from 1997 onwards, traffic red was used for new vehicles in accordance with the new colour concept.

With electric train heating and the reversing train control, the 218 series is an all-purpose locomotive. These locomotives are used for both passenger and freight train services. Over many years they have proven to be the most important mainline diesel locomotives operated by Deutsche Bahn. Over time, their primary area of use has increasingly shifted towards local transport. Locomotives are currently still in service at the Ulm, Kempten and Mühldorf am Inn locations.

Diesel locomotive class 210 with gas turbine drive

DB

Ep	IV
	102
	NEM
	Next18
	R1
	LED

Photo: Dieter Kempf

- The headlights of the locomotive can be partially or even entirely switched off via a DIP switch
- Suitable wagons: 4 piece set “Popwagen”, item no. 881908
- Driver cab lighting, can be switched in digital mode

Q1/2020		
724210	=	4/1
724290	=	4/1

To convert some of the popular V160 locomotives, the DB ordered high-performance AVCO Lycoming type T53-L13 turbines from the former Klöckner-Humboldt-Deutz plants. From the year 1970 the units were integrated into the locomotives which were then redesignated series 210. The locomotives with the operating numbers 210 001-008 quickly started to operate on their standard lines. The locomotives hauled on a daily basis the express train “TEE Bavaria” as well as several other heavy express trains on the lines between the Bavarian state capital of Munich and Lindau.

Diesel locomotive class 218

DB AG

Ep	V-VI
	102
	NEM
	Next18
	R1
	LED

Photomontage

- Rich detailing on the model with many separately applied plug-in parts
- Z21 driver cab available
- Driver cab lighting, can be switched in digital mode

Q3/2020		
724218	=	4/1
724298	=	4/1

From 1971 on, the Deutsche Bundesbahn put 398 class 218 locomotives into operation and uses them both to haul passenger carriages and goods trains. They are used on most non-electrified lines and reach a top speed of 140 km / h. They have a power output of 1840 kW.

FLEISCHMANN

DIESEL

LOCOMOTIVES

Photo: R. Krauss/Slg. S. Carstens

From the middle of the 1950s, the Deutsch Bundesbahn procured a total of 942 series V 60/V 60.1 locomotives for light and heavy-duty shunting services.
The engines were constructed in five series by all renowned German locomotive manufacturers until 1964. The drive concept version of this three-axle locomotive featured a blind shaft and coupling rod.

The difference between the V 60 (260) and V 60.1 (261) series is the higher friction load of the BR 261. Due to its more robustly-dimensioned framework, the BR 261 weighed 54 t; the lighter version weighed 48 tonnes. In shunting mode, the machines were able to reach a maximum speed of 30 km/h, and 60 km/h in main-line operation. The power output of the water-cooled, twelve-cylinder four-stroke diesel engine totalled 478 kW. To prevent the cooling water freezing in winter, the locomotives had coke-fired burner units. Gradually, these units were retrofitted with oil burners. Further improvements made to the locomotives from 1997 included new Webasto preheating units.
As of 1st October 1987, the series designation was changed to 360 or 361, and the engines were downgraded to small locomotives. This allowed them to be operated by small locomotive operators instead of the better-paid traction unit drivers. Those locomotives equipped with radio remote control and automatic shunting coupling from 1988 were renamed as BR 364 or 365. During the course of remotorisation with Caterpillar engines, some engines were renamed yet again. The locomotives received the designations 362 (lightweight construction) or 363 (heavyweight construction).

The engines were not only using for shunting, but also pulled lightweight freight trains and work trains. Occasionally the engines were also used to draw passenger trains, in spite of their low maximum speed of 60 km/h and lack of train heating. After the first of these trains were phased out in the 1980s, many of them were sold to private and factory railways both at home and abroad.

Diesel locomotive class 260

update

DB

Ep	IV
	65
	R1
	LED

Photomontage

722401	=	3/0
722481	DCC	3/0

- Maintenance free motor
- LED headlights on each end of the locomotive
- 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
- Digitally-switchable light functions

Photo: K. Gerke

Diesel locomotive class 363

update

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
- Digitally-switchable light functions

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. These machines, 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 cosidered to remotorize some machines with a state-of-the-art motor for the first time. Only machines which were converted to radio control from 1997 on, received a Caterpillar motor and were redesignated class 363.

Diesel locomotive class 118

DR

Ep	IV
	121
	NEM
	Next18
	R1
	LED

Photomontage

- In Bordeaux red color
- 4-axle version
- The tail light can be switched off on each side of the locomotive using a DIP switch

Q1/2020		
721401	=	4/1
721471	= 🔊	4/1

Diesel locomotive class 120

DR

Ep	IV
	110
	NEM
	NEM 651
	R1
	LED

Photomontage

- Close coupling mechanism
- LED lighting
- Separately applied plug-in parts

Q3/2020		
725212	=	4/1
725292	= 🔊	4/1

Diesel locomotive class 203

DB AG

Ep	V-VI
	87
	NEM
	NEM 651
	R1
	LED

721014	=	4/1

Photo: J. Wilke

- The locomotive mainly hauls construction/maintenance trains and material trains

The vehicle fleet of the DB consists mainly of older rolling stock. Some class 203 locomotives are also used in the construction site traffic and for the transfer of cranes and machinery. These locomotives are basically converted former DR V 100 locomotives from the Alstom's Stendal factory.

Diesel railcar 642 006-1

DB AG

Ep	VI
	261
	NEM 651
	LED
	R1
	946501

Q1/2020		
742008	=	2/1
742098	=	2/1

Photomontage

Adapter with coupling shaft according to NEM 355 standards and PROFI coupler 9545 for multiple traction are attached to the package.

- Prepared ready for interior lighting

The diesel railcar 642 006 of the Westfrankenbahn is currently the only "Desiro" that is painted with the eye-catching "3-Löwen-Takt" livery. The Westfrankenbahn has been operating as a medium-sized company under the umbrella of the Deutsche Bahn since January 1 2006. It makes 3.3 million train kilometers every year.

Diesel locomotive class 223

ALEX

Ep	VI
	121
	NEM
	Next18
	R1
	LED

Photo: Bernd Hasenfratz

update

- For the first time with Next18 interface and white/red light change
- Brake discs in contrasting colour
- Suitable carriages: Item No. 881901

Q3/2020		
781901	=	4/1
781971	=	4/1

Diesel locomotive series 223 of the Länderbahn GmbH in “bodo” advertising design. The Länderbahn is a private railway company which provides local passenger transport services in Germany and the Czech Republic, amongst others with the “alex” product brand. The Länderbahn has belonged to NETINERA Deutschland GmbH since 2011.

3 piece set Eurofima coaches

ALEX

Ep	VI
	495
	NEM
	946901

Bmz

Bmz

ABmz

Photomontage

Q3/2020	
881901	

The set contains two differently numbered 2nd class coaches and one 1st/2nd class coach in current livery. The wagons perfectly match the locomotive BR 223 (Item 781901).

Photo: Nico Sandner

Diesel locomotive class 2016

update

ÖBB

Ep	VI
	121
	NEM
	Next18
	R1
	LED

Photomontage

- Model with Interface Next18 and white/red light changeover available now for the first time
- Reissue model which carries a modified UIC running number
- Brake discs in contrasting colours

Q3/2020		
726019	=	4/1
726089	= 🔊	4/1

The locomotive Siemens ER20 of the Eurorunner series is a diesel-electric locomotive built by Siemens Mobility (formerly Siemens Transportation Systems). These locomotives were initially built on behalf of the Austrian Federal Railways and referred to as 2016 or Hercules.

Diesel multiple unit series 5022 “Cityjet”

ÖBB

Ep	VI
	261
	NEM 651
	R1
	LED
	946501

Photo: K. Steiner

- Model with current “Cityjet” design of the ÖBB
- Licensed ÖBB model

Q1/2020		
742206	=	2/1
742277	= 🔊	2/1

Adapter with coupling shaft according to NEM 355 standards and PROFI coupler 9545 for multiple traction are attached to the package.

Diesel locomotive series 340

RENFE

Ep	IV-V
	115
	NEM
	NEM 651
	R1

Photomontage

- Furnished driver's cab
- Die-cast metal chassis

Q2/2020		
725010	=	4/1
725080	=	4/1

Two locomotives of the RENFE series 340 have been preserved in museums. They are technically and visually related to the German V 200.1 series.

Diesel locomotive 24

RRF

Ep	VI
	87
	NEM
	NEM 651
	R1
	LED

Photo: Daniel de Prenter

- Rich detailing on the model with elaborate printing
- Delicately designed platform railings

Q3/2020		
721015	=	4/1

Rotterdam Rail Feeding B.V. (RRF) is a railway company that operates in the Netherlands, Belgium and Germany. RRF specializes in the transportation of short-distance trains and shunting services at terminals and industrial sites. The RRF uses the modernized V 100.1 series of the DR to haul these trains


2
PLACE
Photo: Norbert Laabs

z21 digital set: Electric locomotive class 193 and goods train

LOKOMOTION

Ep | VI

CONTENT:

1 digitally controlled electric locomotive class 193 with sound and DCC decoder
2 pocket wagons T3 which carry semi-trailers of the forwarding agent “Schenker”
1 pocket wagon T3 which carries a 40’ container of the company “Shun ping da Co.,Ltd.”
1 pocket wagon T3 with two tank containers
1 z21
1 Z21 WLANMAUS
1 WLAN router
1 plug-in power supply

Photo: H0

Photomontage

Tracks with ballast bed to build an oval track layout (Radius R1) with long passing loop:

6 straight tracks 9100, 8 curved tracks 9120, 1 left curved track 9168, 1 right curved track 9169, 1 rerailer 9480 and electric connection elements.
Size of track layout: 85 x 45 cm. Total track length: approx. 3,20 m.

Q2/2020

931891

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

Photomontage

DB

Ep IV

CONTENT:

- 1 digitally controlled electric locomotive class 140
- 4 high capacity self unloading hopper wagons
- 1 z21 start
- 1 FLEISCHMANN multiMAUS
- 1 plug-in power supply

Q4/2020

931895

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 an electric connecting elements. Size of track layout: 96 cm x 40 cm.

z21 start digital set: Diesel locomotive class 110 and goods train

Photomontage

DR

Ep IV

CONTENT:

- 1 digitally controlled diesel locomotive class 110
- 1 tank wagon
- 1 covered freight wagon
- 1 stanchion wagon
- 1 open goods wagon
- 1 z21 start
- 1 FLEISCHMANN multiMAUS
- 1 plug-in power supply

Q3/2020

931892

Tracks (without ballast beds) to build an oval track layout with siding (2 x 22202, 3 x 22203, 1 x 22216, 1 x 22253, 12 x 22222) and an electric connecting cable 22217. Size of track layout: 77 cm x 46 cm.

Analogue start set: Diesel locomotive class 212 and goods wagon

Photomontage

DB AG

Ep V

CONTENT:

- 1 diesel locomotive class 212
- 3 self unloading hopper wagons
- 1 manual regulator
- 1 plug-in power supply

Q3/2020

931705

Tracks with ballast beds 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.

z21 start digital set: Electric locomotive Re 420 and goods train

SBB

Ep | V

CONTENT:

1 digitally controlled electric locomotive Re 420
3 4-axle gondolas
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.

Q4/2020
931893

Photomontage

z21 start digital set: Diesel locomotive class 340 and goods train

RENFE

Ep | IV-V

CONTENT:

1 digitally controlled diesel locomotive class 340
2 boxcars
1 tank car
1 z21 start
1 FLEISCHMANN multiMAUS
1 plug-in power supply

Tracks (without ballast beds) to build an oval track layout with siding (2 x 22202, 3 x 22203, 1 x 22216, 1 x 22253, 12 x 22222) and an electric connecting cable 22217. Size of track layout: 77 cm x 46 cm.

Q3/2020
931894

Photomontage

FLEISCHMANN

PASSENGER COACHES

The Deutsche Bundesbahn express train carriage standard UIC-X

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

From 1960 onwards, a new International Union of Railways (UIC) standard demanded that car bodies were 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 through train usage group 53 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 used in Intercity service from 1979. For the InterRegio service, these carriages were subjected to comprehensive conversions and used as the “im” carriage type in trains in and around Germany.

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

A prototypical express train can be replicated using the Popwagen (featuring experimental stripes of colour) on page 59 and the BR 012 steam locomotive, Art. Nos.: 716904 and 716974.

4 piece wagon set “Popfarbener DC-Zug”

DB

Ep	IV
	660
	NEM
	944701

BDüm 273

Bm 232

Bm 232

Aüm 202

Photo: HO

■ Coaches with separately applied plug-in parts. Models with true to original 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 D trains 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 bodies of the type Minden-Deutz.

Q4/2020
881908

1st class express train coach

DB

Ep IV
165
NEM
944701

Q4/2020
863920

A4üm Photomontage

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

1st/2nd class express train coach

DB

Ep IV
165
NEM
944701

Q4/2020
863925

ABüm 225 Photo: HO

Half-dining coach

DB

Ep IV
165
NEM
944701

Q4/2020
863921

BR4ymg-51 Photomontage

2nd class express train coach

DB

Ep IV
165
NEM
944701

Q4/2020
863922 863923

B4üm Photomontage

■ Item no. 863923: different running number

2nd class express train coach with baggage compartment

DB

Ep IV
165
NEM
944701

Q4/2020
863924

BD4üm Photo: HO

2nd class express train coach

DB AG

Ep	VI
	165
	NEM
	944701

Bm 235

Photomontage

- Version in IC design
- Item no. 863927: different running number
- Coach with separately applied plug-in parts. Model with true to original buffer height.

863926
863927

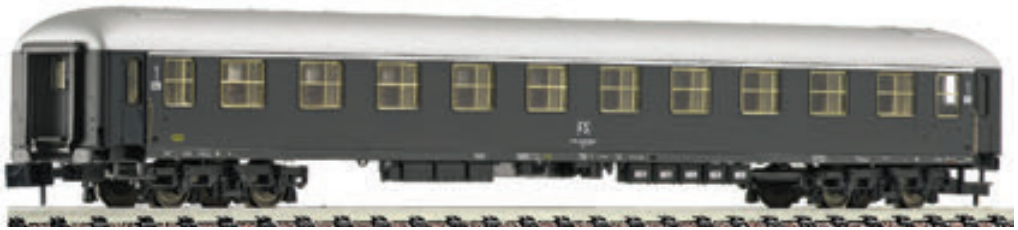
From the year 2001 onwards, all IC carriages were designed in a new colour scheme. The base colour of the design is light grey (RAL 7035) with a wide traffic red stripe (RAL 3020) under the windows. Some UIC-X carriages in the original construction were also given this colour scheme, and acted as back-up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

Photo: R. Krauss/Slg. S. Carstens

1st class express train coach UIC-X type

FS

Ep	IV
	165
	NEM
	944701



A

Photo: HO

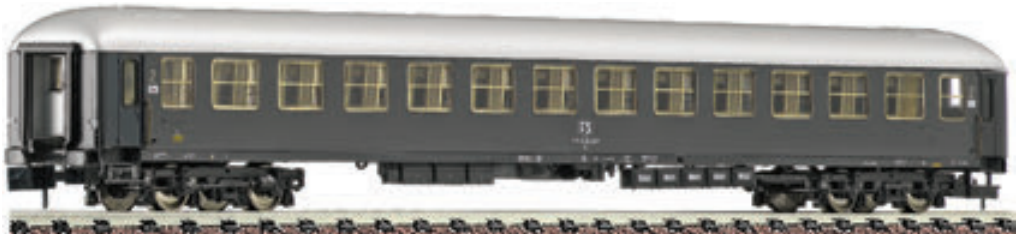
863960

Model in Ardesia grey livery without skirt. Coach with separately applied plug-in parts. Model with true to original buffer height.

2nd class express train coach UIC-X type

FS

Ep	IV
	165
	NEM
	944701



B

Photo: HO

863961

■ The coach has a different running number than item 863962.

2nd class express train coach UIC-X type

FS

Ep	IV
	165
	NEM
	944701

B

Photo: HO

863962

■ The coach has a different running number than item 863961.


3
PLACE
Photo: Lutz Koallick

1st class express train coach

DB

Ep III
136
NEM
944501

A4ys-30/55 Photomontage

Q2/2020
867504

- Ideal supplement to the FLEISCHMANN steam locomotive range
- Riveted design type

1st/2nd class express train coach

DB

Ep III
131
NEM
944501

AB4yswe-37/55 Photomontage

Q2/2020
867505

- Welded model

2nd class express train coach

DB

Ep III
131
NEM
944501

B4ywe-36/50 Photomontage

Q2/2020
867506
867507

- Item no. 867507: different running number
- Welded model

Baggage coach

DB

Ep III
135
NEM
944501

Düe 941 Photomontage

Q2/2020
867508

- Welded model

1st/2nd class center entry coach

DB

Ep IV
165
NEM
944701

Q1/2020
866506

Photomontage

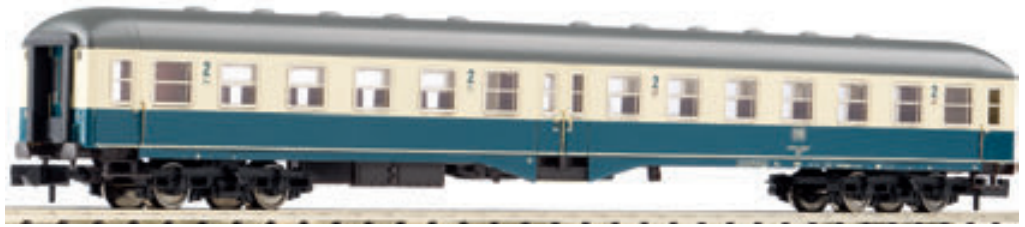
The so-called center entry control cab coaches operated almost anywhere on the rail routes of the DB.

2nd class center entry coach

DB

Ep IV
165
NEM
944701

Q1/2020
866607 866608



Photomontage

■ Item no. 866608: different running number

2nd class center entry coach with control cab and baggage compartment

DB

Ep IV
165
NEM
944701
LED

Q1/2020 866487

BDymf 456

Photomontage

This model is equiped with a function decoder for light change (red/white) and can be used in analogue as well as digital mode.

2nd class passenger coach

DR

Ep IV

87

NEM

Baai Photomontage

865907

865908

- Wagon with open entrances
- Item no. 865908: different running number

Baggage coach

DR

Ep IV

87

NEM

Daai Photomontage

866003

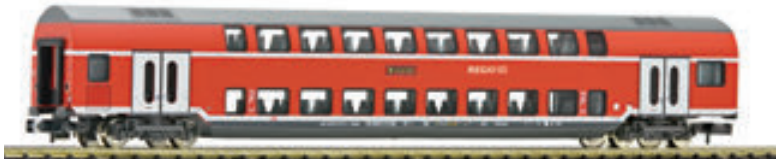
- Model with two moveable sliding doors

Photo: C. Bellingrodt EK-Verlag

3 piece set double deck coaches

DBpbzfa 766

DABpz 758



DBpz 753

Photomontage

DB AG

Ep	V-VI
	505
	NEM
	LED
	944701
	945301

- Train destination display of the control cab coach can be switched in digital mode
- Matching wagons are available with item 862809
- Perfectly matching locomotives: 734508 and 734578

Q3/2020

862810

The set contains a 1st/2nd class coach type DABpz 758, a 2nd class coach type DBpz753 and a control cab coach type Dbpbzfa 766 with function decoder. White/red lights can be switched in analogue as well as digital mode.

Double deck coach

DBpz 753

Photomontage

DB AG

Ep	V-VI
	167
	NEM
	944701

Q3/2020

862809

- The model perfectly matches item 862810
- It also harmonises with the locomotives 734508 and 734578

3 piece set Eurofima wagons

SNCB

Ep	V
	495
	NEM
	946901

Photomontage

Q1/2020

814508

The attractive wagon set contains one 1st class Eurofima wagon and two 2nd class Eurofima wagons.

1st class passenger carriage

BLS

Ep	V
	165
	NEM
	946901

A Photomontage

Q2/2020

890208

2nd class passenger carriage

BLS

Ep	V
	165
	NEM
	946901

B Photomontage

Q2/2020

890209

890210

■ Item no. 890210: different running number

FLEISCHMANN

GOODS WAGONS

Photo: Archiv R. Kammer

Dust silo wagons Uacs-x and Uacs-y

The four-axle container wagons of the Uacs type are freight wagons designed for the transport of bulk and powdery goods. The wagons are subdivided according to the type of goods to be transported. While the Uacs-x are loaded with industrial goods such as coal dust, the Uacs-y are used for the transport of foodstuffs such as soda or flour. The large original variants feature a special epoxy resin interior coating and a pneumatic disaggregation device. Both types, the Uacs-x and the Uacs-y, have the same basic structure with type Y-25 Cs UIC bogies and a welded undercarriage. The wagons are loaded by means of filling covers on the container roof, which can be reached by catwalks. The wagons are emptied using a compressed air system.

Dust silo wagon

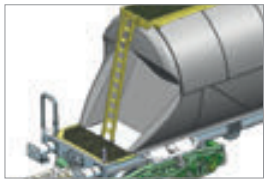
DR

Ep	IV
	119
	NEM

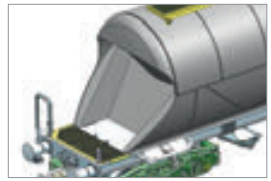
Uacs-x

Photo: H0

CAD drawing



CAD drawing



CAD drawing

Q4/2020

849001

- Model equipped with many separately applied plug-in parts partially perforated
- Perfectly matches block trains

2 piece set dust silo wagons

KVG

Ep	IV-V
	238
	NEM

Uacs-x

Uacs-x

Photo: H0

Q4/2020

849002

- Model equipped with many separately applied plug-in parts partially perforated
- Perfectly matches block trains

2 piece set dust silo wagons

VTG

Ep	V
	238
	NEM

Uacs-x

Uacs-x Photo: H0

Q4/2020
849004

- Model equipped with many separately applied plug-in parts partially perforated
- Perfectly matches block trains

---

2 piece set dust silo wagons

GATX

Ep	V-VI
	238
	NEM

Uacs-x

Uacs-x Photo: H0

Q4/2020
849005

- Model equipped with many separately applied plug-in parts partially perforated
- Perfectly matches block trains

Dust silo wagon

ÖBB

Ep	VI
	119
	NEM

Uacs-x Photomontage

Q4/2020
849003

- Model equipped with many separately applied plug-in parts partially perforated
- Perfectly matches block trains

FLEISCHMANN

TANK WAGONS

Photo: S. Carstens

Tank wagon

Tank wagons are specially designed to transport liquefied, deep-frozen or dissolved gases. Loading and unloading takes place via devices that can be operated from the ground (bottom discharge). The striking, approx. 30cm-high orange vertical stripe in the middle of the tank is typical for European wagons.

For a long time, these wagons were used exclusively as private wagons [P], which were hired by the national railway administrations. In contrast to other types of wagon, they are now owned by specialised wagon hire companies. The complex management of these wagons includes regular maintenance and inspection, etc. of the wagon fleet.

3 piece set pressure gas tank wagon

VTG

Ep	IV
	330
	NEM

Zags

Zags

Zags

Photo: H0

Q4/2020

849102

- Model with long sun protection roof
- Perfectly matches block trains
- The model perfectly matches item steam locomotive class 043, Item no. 714404, 714474

Pressure gas tank wagon

DR

Ep	IV
	110
	NEM

Zags

Photo: H0

Q4/2020

849103

- The model perfectly matches item diesel locomotive class 120, item no. 725212, 725292

Pressure gas tank wagon

PKP

Ep	V
	110
	NEM

Zags Photo: H0

- Rich detailing on the model with short authentic lettering
- Model equipped with short sun protection roof

Q4/2020
849104

Pressure gas tank wagon, type Zags, with sun protection roof from the company “Petrochemia Plock S.A” which operates for the Polish State Railways (PKP).

Pressure gas tank wagon

WASCOSA

Ep	V
	110
	NEM

Zags Photo: H0

Q4/2020
849105

- Rich detailing on the model with authentic lettering “Wascosa”
- Model equipped with short sun protection roof

FLEISCHMANN

STAKE WAGONS

Photo: F. Willke Sammlung S. Carstens

Insert-type stake car type Rlmms(o) 58 (Kbs 443)

At the beginning of the 1960s Deutsche Bundesbahn experienced a significant shortage of flat wagons. Soon after the start of procurement of new flat wagons of the type Rlmms 56 (later Kbs 442), the first wagons of the type Rlmms 58 (later Kbs 443) were put into service. These were largely the same as the Rlmms 56, but were not made exclusively using new materials. During their construction, old but serviceable parts were taken from the undercarriages of older stake cars whose equipment no longer met the requirements. As a result, these wagons were 1,000 kg heavier than the brand new wagons and their load limits were correspondingly lower. The construction of the front flaps and side walls consisted entirely of new material. The bulkhead stakes and side-wall press-plate stakes were again adopted from the predecessor designs.

Swivel-type stake car Ks 446/447

In 1969/70, the German Reichsbahn of the GDR procured approx. 1,200 new stake cars of type Ks 446 from the wagon factory in Arad; and 300 of type Ks 447 from the wagon manufacturer in Niesky (Saxony). DR, unlike DB, opted for swivel stakes instead of insert stakes for the construction of these wagons. This eliminated the need for stake pockets and stake storage boxes underneath the wagon floor. This design was later also used by DB AG, and was also supplied to other railway companies.

Swivel-type stake car type M5/Ks 330

From 1959 to 1970, the Swiss Federal Railways SBB-CFF-FFS procured the stake cars of type M5/Ks-w, later Ks 330, in seven construction lots, of which the third series consisting of 300 cars from 1969 was the most numerous.

Stake cars are primarily designed to transport bulky goods, such as steel, wood, large machines and motor vehicles as well as prefabricated construction parts and heavy individual loads. They are also used to transport soil and gravel. Due to the shortage of container wagons in the early 1970s, some vehicles were equipped with devices for securing containers to the wagon floor.

Stake wagon

DB

Ep III

86

NEM

Kbs Photo: H0

Q4/2020

825730

- Version with brakeman's platform
- Loaded with sawn timber (the load depicted is a symbolic representation)

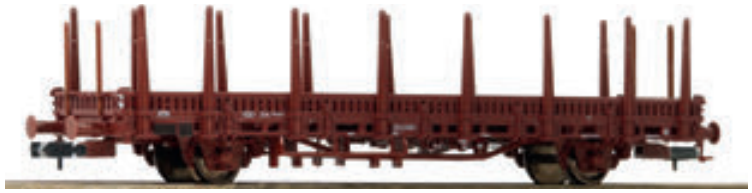
Stake wagon

DB

Ep IV

86

NEM



Kbs Photo: H0

Q4/2020

825733

Swivel stake wagon

DR

Ep IV

86

NEM

Ks Photo: H0

Q4/2020

825738

The cargo is secured against slipping by the stanchions which are fastened around the sides of these cars. They are ideal for transporting wood, metal and hardware, vehicles and machinery.

Stake wagon

ÖBB

Ep IV

86

NEM

Kbs Photo: H0

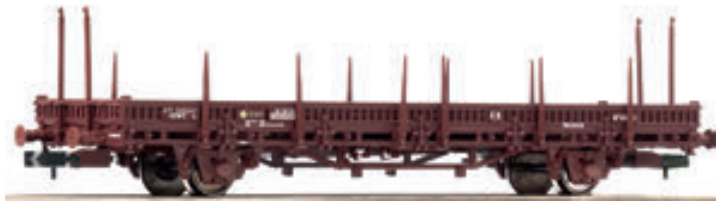
Q4/2020

825731

Swivel stake wagon

RENFE

Ep	IV-V
	86
	NEM



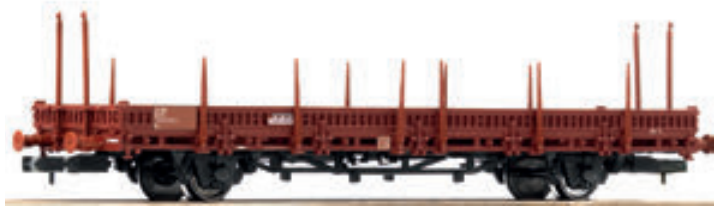
Ks Photo: H0

Q4/2020
825737

Swivel stake wagon

FS

Ep	IV
	86
	NEM



Ks Photo: H0

Q4/2020
825735

- The model features round buffers

Stake wagon

NS

Ep	IV
	86
	NEM

Kbs Photo: H0

Q4/2020
825734

- The wagon carries two 20ft containers “KNSM”

Swivel stake wagon

SNCF

Ep	IV-V
	86
	NEM

Us Photo: H0

Q4/2020
825736

- The model features rectangular buffers
- and carries a 20’ container

FLEISCHMANN

FLAT WAGONS

Bogie flat wagon type Rmms 663/664 and Remms 665

In 1968, Deutsche Bundesbahn commissioned Maschinenfabrik Augsburg-Nürnberg AG (MAN) to develop a short bogie flat wagon in accordance with the specifications for the UIC standard type 2. Deliveries of the first series of type Rmms 663 began in 1969. The successor model was equipped with KE-GP brakes with automatic load braking and was designated as the Rmms 664. More than 2,500 units of both types were produced in total. All wagons feature folding, split loading thresholds and end boards, as well as six swivel stakes on each side. The wagons are primarily suitable for the transport of heavy rolled sections and vehicles. The front flaps, which can be used as drive-over plates, enable vehicle loading via front loading ramps.

Immediately following the end of production of the Rmms 663/664, Deutsche Bundesbahn ordered the production of 660 wagons of the type Remms 665. The wagons also have folding aluminium side boards, which are secured by stanchions. This means that they can also be used to transport bulk materials. Over time, the Minden-Siegen bogies increasingly suffered damage and were replaced with Y-25 bogies.

This type of wagon was also supplied with corrugated steel side walls for the French and Belgian state railways. Another difference to the German design are the cast Y-25 bogies.

Flat wagon

DB

Ep IV

88

NEM

Remms

- Model with aluminium tailboards

Q4/2020

826701

The flat wagons are suitable for transporting heavy rolled sections or steel plates. But also vehicles and other bulky and heavy goods are transported with them.

3 piece set flat wagons

DB AG

Ep VI

264

NEM

Rmms

Rmms

Rmms

- The models carry tubes. (The pipes depicted are a symbolic representation)

Q4/2020

826702

The set contains three 4-axle flat wagons type Remms of the Deutschen Bahn AG.

Flat wagon

SNCF

Ep	V
	88
	NEM

Remms

Q4/2020

826703

- The model has corrugated tailboards

Heavy duty flat wagon

DRG

Ep II

68

Rimmps 651 Photo: H0

Q1/2020

845602

Boxcar loaded with wine barrel

DR

Ep III

51

NEM

Gkw Photo: H0

Q3/2020

845712

- Two moveable sliding doors
- Replicas of wine barrels

3 piece set goods wagons “Seefische”

DRG

Ep II

182

NEM

Gkwh, Gkh Photo: H0

881810

- The 3-axled-wagon with brakeman’s cab has a center axle that is laterally sliding
- The wagons with different colouring have different running numbers

Boxcar

DB

Ep III

66

NEM

Gmhs 53 Photomontage

Q2/2020

831002

- Model with moveable sliding doors

Slide tarpaulin wagon

DB

Ep IV

124

NEM

Rils 652 Photomontage

Q3/2020

837709

- Model with blue tarpaulin and red logo of the Bundesbahn

Stake wagon that carries steel plates

DB AG

Ep V

124

NEM

Rs

Q3/2019

826811

- True to original livery and lettering

3 piece set tank wagons

EVA

Ep IV

264

NEM

Photomontage

848028

- Rich detailing on the model which has a different running number
- Wagon equipped with a bogie of the type Y25
- The tank is available in various colours

3 piece set tank wagons

EVA

Ep IV

264

NEM

Photomontage

848029

- Rich detailing on the model which has a different running number
- Wagon equipped with Minden-Deutz bogie
- The tank is available in various colours

Double deck car carrier wagon unit for goods trains

DB

Ep IV

138

NEM

Laaes 541 Photomontage

822401

- Perfect for the formation of block trains

Heavy duty flat wagon

DB

Ep IV

68

Rlmmps 651 Photomontage

Q1/2020

845601

Tank wagon “VEB Teerverarbeitungswerk Rositz”

DR

Ep IV

55

NEM

Z Photomontage

Q2/2020

842615

- Model with brakeman’s platform

High capacity self unloading hopper wagon

DR

Ep IV

72

NEM

Fad Photomontage

Q1/2020

852216

- Model with two moveable side flaps
- Combinable with blocktrains
- These wagons were used for the transportation of heavy bulk goods such as ore, limestone, coal, coke and grave

High capacity sliding wall wagon

DB

Ep VI
145
NEM

Habbins Photomontage

Q3/2020
838315

- Rich detailing on the model
- Model with separately applied handles

High capacity sliding wall wagon

AAE

Ep V
145
NEM

Habbins Photomontage

Q3/2020
838316

- Rich detailing on the model
- Model with separately applied handles

2 piece set slide tarpaulin wagons

GATX

Ep VI
150
NEM

Shimmns

Shimmns Photomontage

Q3/2020
837931

- Perfect for the formation of block trains

3 piece set slide tarpaulin wagons

CAPTRAIN

Ep VI
225
NEM

Shimmns

Shimmns

Shimmns Photomontage

Q3/2020
837932

- One wagon with delicately printed advertising “WANTED”

FLEISCHMANN

COMBINED TRANSPORT

Photo: R. Auerweck

Combined transport is the future!

In view of the growing traffic flows in Europe, especially on the roads, measures were taken at an early stage to increase the use of environmentally friendly modes of transport – including "combined transport". In the latter, rather than unloading and reloading the transported goods, the entire transport containers are conveyed along the transport chain using different means of transport, i.e. HGVs, trains and ships.

Container handling on flat wagons is the most common type of combined transport (CT). The so-called (double) pocket wagons, on which both containers and trailers can be loaded, are also indispensable for CT. For this purpose, junction stations with loading facilities have been established both at the ports and inland.

The Rolling Highway was developed to allow the rail transport of entire lorries, which are independently driven onto the trains during loading. The lorry drivers spend their travel time in the accompanying RoLa car.

The practice of exchanging and shunting individual wagons in stations is too time-consuming and therefore in decline. Single-wagon traffic also requires special wagons to avoid shunting impacts and the resulting cargo damage.

The Swiss company Hupac developed the concept of shuttle trains in the 1990s – a special variant of block trains that run with a fixed wagon combination. Today, numerous other operators also use this mode of transport on the various railway main lines throughout Europe.

In Europe, the rail network is so densely meshed that most areas are accessible by rail. The main corridors for combined transport over the Alps are the Gotthard line in Switzerland and the Brenner axis in Austria. Numerous CT trains can also be observed using the Tauern Pass Railway and the Schober Pass – their destinations are the Adriatic ports. Since the Eastern European countries joined the EU, the East-West axes have also played an important role. They distribute the CT cargo from the North Sea ports to Central and Eastern Europe.

Pocket wagon

AAE

Ep VI

115

NEM

Sdgmns 33 Photomontage

Q1/2020

825052

Pocket wagon type T3 of the Ahaus Alstätter Eisenbahn AG that carries a trailer of the forwarding agency “Nor-Cargo”.

Pocket wagon

AAE

Ep VI

115

NEM

Sdgmns 33 Photomontage

Q3/2020

825055

- Chassis made of metal die-cast material
- Delicately designed handles and platform railings

Pocket wagon

AAE

Ep VI

115

NEM

Sdgmns 33 Photomontage

Q1/2020

825053

Pocket wagon type Sdgmns 33 of the Ahaus Alstätter Eisenbahn AG that carries a trailer of the forwarding agent “Transped”.

Container carrier wagon

ÖBB

Ep VI

123

NEM

Sgns Photo: HO

Q1/2020

825210

Container carrier wagon type Sgns of the Austrian Federal Railways that carries 2 swap bodies of the forwarding agency “DANZAS”.

Container carrier wagon

CEMAT

Ep VI

123

NEM

Sgns Photomontage

- The model carries two “Hoyer” tank containers

Q2/2020

825216

Container carrier wagon type Sgns of the italian logistics company CEMAT (Combined European Mangement and Transportation S.p.A.).

Articulated double pocket wagon

AAE

Ep VI
219
NEM

Sdggmrs/T2000 Photomontage

Q2/2020
825026

Articulated double-pocket wagon T2000 for the AAE (Ahaus Alstätter Eisenbahn AG) loaded with Bertschi tank containers.
Can be loaded with containers and semi-trailers. Wagon is made of metal die-cast material.

Articulated double pocket wagon

AAE

Ep VI
219
NEM

Sdggmrs/T2000 Photomontage

Q3/2020
825027

- The model carries two pink containers of the forwarding agent ONE

Articulated double pocket wagon

AAE

Ep VI
219
NEM

Sdggmrs/T2000 Photomontage

Q2/2020
825015

Can be loaded with containers and semi-trailers. Wagon is made of metal die-cast material.

Articulated double pocket wagon

AAE

Ep	VI
	219
	NEM

Sdggmrs/T2000 Photo: HO

Q1/2020
825006

- Delicately designed “true allrounder” for the use in the intermodal traffic
- Can be equipped with containers and semi-trailers
- Wagon is made of metal die-cast material

Articulated double pocket wagon

WASCOSA

Ep	VI
	219
	NEM

Sdggmrs/T2000 Photomontage

Q3/2020
825016

- The model carries a semi-trailer “arcese” as well as a semi-trailer “Gruber Logistics” in new current design
- Can be loaded with containers and semi-trailers
- Wagon made from metall die cast

Articulated double pocket wagon

AAE

Ep	VI
	219
	NEM

Sdggmrs/T2000 Photomontage

Q1/2020
825025

- The wagon carries trailers of the forwarding agency MOVE
- Can carry containers as well as trailers
- Wagon made of metal die cast

Heavy duty flat wagon

ÖBB

Ep	IV
	68

Ssy Photo: HO

Q1/2020
845603

These four-axle heavy duty flat wagons made from welded sheet metal beams and profiles were redeveloped in 1940 for the transport of heavy loads.

Tank wagon

ÖBB

Ep	IV
	88
	NEM

Photomontage

Q1/2020
848027

Gondola

ÖBB

Ep	IV
	63
	NEM

E Photomontage

820532

- Perfect for the formation of block trains
- Loaded with coal

Slide tarpaulin wagon

ÖBB

Ep	V
	124
	NEM

Rilns Photomontage

Q3/2020
837707

- The model carries the logos of the company Alusuisse and the logistic company Delacher

2 piece set standard pocket wagon

ÖBB

Ep	IV-V
	204
	NEM

Sdgkkms

Sdgkkms Photomontage

Q2/2020
845376

- One wagon carries swap bodies of the transport agent “Von Haus zu Haus”
- One wagon carries swap bodies of the transport agent “Schenker”

2 piece set standard pocket wagon

ÖBB

Ep	IV-V
	204
	NEM

Sdgkkms

Sdgkkms Photomontage

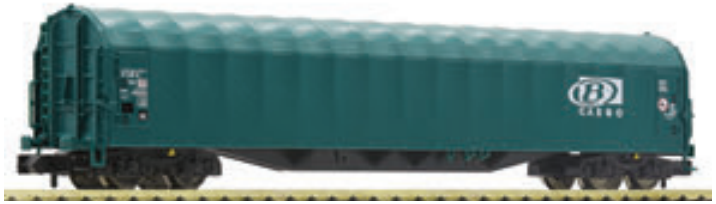
Q2/2020
845377

- One wagon carries two 20’ containers
- One wagon carries a 40’ container

Slide tarpaulin wagon

SNCB

Ep	VI
	124
	NEM



Rils

Q1/2020
837701

- Finely detailing on the model
- Model with separately applied handrails
- Realistic structure of the tarpaulin
- Version with rectangular buffers

Container carrier wagon

SBB

Ep	VI
	123
	NEM

Sgns Photomontage

Q1/2020
825209

Container carrier wagon type Sgns that carries 2 swap bodies of the Swiss Federal Railways.

2 piece set silo wagons

VIGIER CEMENT

Ep	VI
	170
	NEM

Uacns

Uacns Photomontage

Q3/2020
848905

- Model with many seperately applied plug-in parts in perforated design
- Perfect for the formation of block trains

2 piece set gondolas

ECCO RAIL

Ep	VI
	176
	NEM

Eaos

Eaos Photomontage

Q2/2020
841014

- True to original livery and lettering
- Each gondola has a different running number

Standard pocket wagon

RENFE

Ep	V
	102
	NEM

Sdgkkmss Photomontage

Q1/2020
845374

- With “Font Vella” trailer

Standard pocket wagon

RENFE

Ep	V
	102
	NEM

Sdgkkmss Photomontage

Q2/2020
845375

- Loaded with a 40’ container

High capacity sliding wall wagon

SNCF

Ep	V
	145
	NEM

Habbiins Photomontage

Q3/2020
838317

- Rich detailing on the model
- Model with separately applied handles

2 piece set slide tarpaulin wagons

FS

Ep	VI
	150
	NEM

Shimms Photomontage

Q2/2020
837928

- The model features the current logo of the Mercitalia Rail

Slide tarpaulin wagon

ERMEWA

Ep	VI
	124
	NEM

Rilns

Q1/2020
837710

- Realistic structure of the tarpaulin
- Version with rectangular buffers
- Finely detailing on the model
- Model with separately applied handrails

Slide tarpaulin wagon

CFL

Ep	VI
	124
	NEM

Q1/2020
837706

- Finely detailing on the model
- Model with separately applied handrails
- Realistic structure of the tarpaulin
- Version with rectangular buffers

Tank wagon “Pieter Bon”

NS

Ep IV

55

Q2/2020

842003

Photo: H0

2 piece set slide tarpaulin wagons

ERMEWA

Ep VI

150

NEM

Q1/2020

837927

Shimms

Shimms Photo: H0

2 piece set slide tarpaulin wagons

ONRAIL

Ep VI

150

NEM

Q3/2020

837930

Shimms Photomontage

Shimms

- The wagons perfectly match blocktrains

2 piece set stake wagons

PKP

Ep VI

248

NEM

Q1/2020

828825

Res

Res Photomontage

- Moveable pivotable stakes
- Detachable side tail lifts


Photo: M. Leidel
VTG
DB
VTG

DRB express train






717405 | 863604 | 863102 | 863302 | 863203 | 863204

Mail via train




712305 | 814509

Federal Railway regional transport





734104 | 866506 | 866607 | 866608 | 866487

With the crocodile in freight transport







739419 | 848028 | 848029

DR freight transport





725212 | 849001 | 849103 | 842615 | 852216

DR branch line train




706103 | 865907 | 865908 | 866003

Swiss clay transport

731401 | 829357 | 829358

Combined transport throughout Europe



739309 | 825026 | 825053 | 825055 | 825016

DB AG freight transport






739317 | 838316 | 849005 | 849105 | 838315

ÖBB transport




726019 | 837707 | 841014 | 838315 | 837931

NOVELTIES

Item no.	Page
706103	14
706183	14
706403	14
706483	14
712305	11
712375	11
714403	10
714404	13
714405	12
714473	10
714474	13
714475	12
715214	15
715294	15
716904	13
716974	13
717405	8
717475	8
721014	47
721015	51
721401	46
721471	46
722401	44
722402	45
722481	44
722482	45

Item no.	Page
724210	40
724218	41
724290	40
724298	41
725010	51
725080	51
725212	46
725292	46
726019	50
726089	50
731401	30
731471	30
731501	28
731571	28
733102	21
733172	21
734014	28
734094	28
734104	21
734174	21
734607	18
736509	24
738012	23
738092	23
739290	33
739309	25

Item no.	Page
739316	32
739317	23
739319	32
739360	33
739389	32
739397	23
739399	25
739419	17
739489	17
740100	36
740170	36
742008	47
742098	47
742206	50
742277	50
781209	7
781289	7
781901	48
781971	48
814508	67
814509	11
820532	93
822401	86
825006	92
825015	91
825016	92

Item no.	Page
825025	92
825026	91
825027	91
825052	90
825053	90
825055	90
825209	94
825210	90
825216	90
825730	78
825731	78
825732	29
825733	78
825734	78
825735	79
825736	79
825737	79
825738	78
826701	82
826702	82
826703	83
826811	85
828825	96
829357	30
829358	31
831002	84

Item no.	Page
837701	94
837706	95
837707	93
837709	85
837710	95
837927	96
837928	95
837930	96
837931	87
837932	87
838315	87
838316	87
838317	95
841014	94
842003	96
842615	86
845374	94
845375	94
845376	93
845377	93
845601	86
845602	84
845603	93
845712	84
848027	93
848028	85

Item no.	Page
848029	85
848905	94
849001	70
849002	70
849003	71
849004	71
849005	71
849102	74
849103	74
849104	75
849105	75
852216	86
862809	66
862810	66
863102	9
863203	9
863204	9
863302	9
863604	9
863920	59
863921	59
863922	59
863923	59
863924	59
863925	59
863926	60

Item no.	Page
863927	60
863960	61
863961	61
863962	61
865907	65
865908	65
866003	65
866487	64
866506	64
866607	64
866608	64
867504	63
867505	63
867506	63
867507	63
867508	63
881810	84
881901	48
881908	58
881911	19
881912	19
881913	20
890208	67
890209	67
890210	67
931705	54

Item no.	Page
931891	53
931892	54
931893	55
931894	55
931895	54

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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

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