

NOVELTIES 2025

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N

Fleischmann



Dear FLEISCHMANN fans,

The new product year 2025 is just around the corner, bringing a veritable fireworks display of special models!

The highlight of this year is the brand-new construction of the ÖBB Nightjet! It is an absolute dream model that no collection should be without. All carriages are accurately replicated in 1:160 scale, faithfully reproducing the large originals. Perfectly inserted windows and detailed air conditioning units on the roof complete the elegant appearance. For the first time in the FLEISCHMANN range, the model is also available directly from the factory with built-in interior lighting and current-carrying couplings. This makes operating the small model at night an exceptional experience!

But fans of classic railways will also get their money's worth this year! For enthusiasts of the Austrian federal railways, the 1010 and 1110 class electric locomotives are rolling onto N-gauge tracks. The models have been completely revised and are particularly stunning with their detailed fronts and separately attached parts, such as the windscreen wipers. The roof also leaves nothing to be desired: the pantographs have been entirely redesigned and, depending on the prototype version, are convincingly rendered without fastening screws.

Swiss railway fans don't have to look to Austria for new models either: the Alpine classic, the Ae 6/6, has received a visual and technical makeover. Filigree pantographs with an invisible attachment are sure to impress. In addition, the driving characteristics of the models leave nothing to be desired, impressing with powerful and tractive engines!

Some models are also being introduced as technical revisions, directly to you! The popular railbus class VT 95 has been technically upgraded, and the ICE 2 is equally presented with technical revisions, featuring authentic sound functions.

Enthusiasts of modern transport will highly appreciate the new variants of the popular FLEISCHMANN Vectron. A perfect complement is the T3000e double pocket wagon, making it an ideal addition to the diverse selection of combined transport models.

But now, enough words - We wish you an enjoyable time exploring all of them.

Your FLEISCHMANN TEAM

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Fleischmann FASCINATION OF N-GAUGE





Fleischmann

NIGHTJET

ÖBB

NEW!
design

In 2018, ÖBB attracted a great deal of attention on the European railway market by ordering a new generation of night trains. Together with Siemens Mobility Austria, they presented the new vehicle generation based on the "Viaggio Comfort Next Level" passenger coach family only a short time later. Special attention was paid to state-of-the-art technology and collaboration with innovative partners. The specially developed lightweight bogies from the Siemens plant in Graz ensure smooth running and a perfect night's sleep for the passengers. The final production of the coaches, including final assembly, takes place at Siemens in Vienna. The windows of the coaches have a special surface that makes mobile communications in the train easier.

But the concept of the individual sleeping and couchette coaches alone is completely new in night train operation: In addition to high-quality 2- and 4-person compartments in the sleepers, which among other things feature their own toilet with shower facilities, it is mostly the Mini Cabins that are causing a sensation. They offer everything you need when travelling: Shelves, a folding table, reading lamps and separate storage facilities for shoes and luggage. Small seating areas in each mini cabin alcove are designed to encourage socialising, which is ideal for young travellers or groups. All in all, ÖBB will receive 33 7-piece trainsets, which it will use in Austria, Germany, Italy, Switzerland and the Netherlands, as well as in other countries. Maintenance of the modern trainsets will be carried out at the ÖBB plant in Vienna Simmering, which has been given its own modern maintenance hall especially for this purpose.







■ Handle rail repositioned as a free-standing element



■ Separately applied details on the control cab coach



■ Roof area realistically reproduced



Rendering



■ Buffer beam completely covered



■ Areas of the skirting elaborately reproduced



■ End car elaborately implemented

7 piece set: Nightjet



ÖBB

NEW!
design



Bfmpz



ABbmpz



Bcmz



Bcmz



Bcmz



WLA mz



WLA mz

Rendering

Q3/2025

6260065

DC

6270065

DCC



Ep

VI



1163



Next18



LED

- Sophisticated designed control cab coach with separately applied plug-in parts
- Each wagon is equipped with interior lighting and current-carrying couplers (6270065)
- Differently designed mini cabins for more variety (e.g.: open and closed doors)



Photo: ÖBB/Harald Eisenberger



Electric locomotive 1116 195-9 "Nightjet"



ÖBB

- In the current "Nightjet" livery
- Switchable high beam in digital mode



Photomontage

Q4/2025

7560039

DC

4/1

7570039

DCC



4/1

The locomotives previously in the Nightjet design have been given an overhaul. Instead of foiling, preference was given to a livery scheme in the colours of the latest Nightjet design. The previously used starry sky is now a thing of the past.

Ep	VI	121	NEM	NEM 651	LED	R1	Z21	Cab
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STEAM LOCOMOTIVES

Steam locomotive 44 089



DRG

- "Wagner" smoke deflectors
- First version with rivet tender 2'2' T 32
- Central drive axles with smaller wheel flanges
- Unobstructed view between boiler and chassis
- Switchable driver's cab and valve gear lighting in digital mode



Photomontage

Q2/2025

7160026

DC

2/2

7170026

DCC



2/2

Ep

II



141



NEM



Next18



LED



R1

The locomotives were capable of hauling trains with a total load of 1,200 tonnes, and 600 tonnes on steep ramps. Known as „Jumbo“ due to their high tractive power, the steam locomotives were widely used in Germany and many other European countries. They could reach a maximum speed of 80 km/h forward and 50 km/h in reverse. From 1937, the majority of locomotives were ordered with welded tenders, but these were immediately replaced with older riveted tenders from express locomotives.

Steam locomotive class 92.5-10



DRG

UPI!
date



Photomontage

- For the first time with authentic sound functions
- True-to-original, unobstructed view between boiler and chassis
- Maintenance-free bell armature motor

Q4/2025

7160014 DC 4/1

7170014 DCC 4/1

Ep II 69 NEM Next18 LED R1

4 piece set: Freight train



DRG

- The gravel wagons are loaded



G10

Talbot

Photomontage

Q2/2025

6660120

Ep II 196 NEM

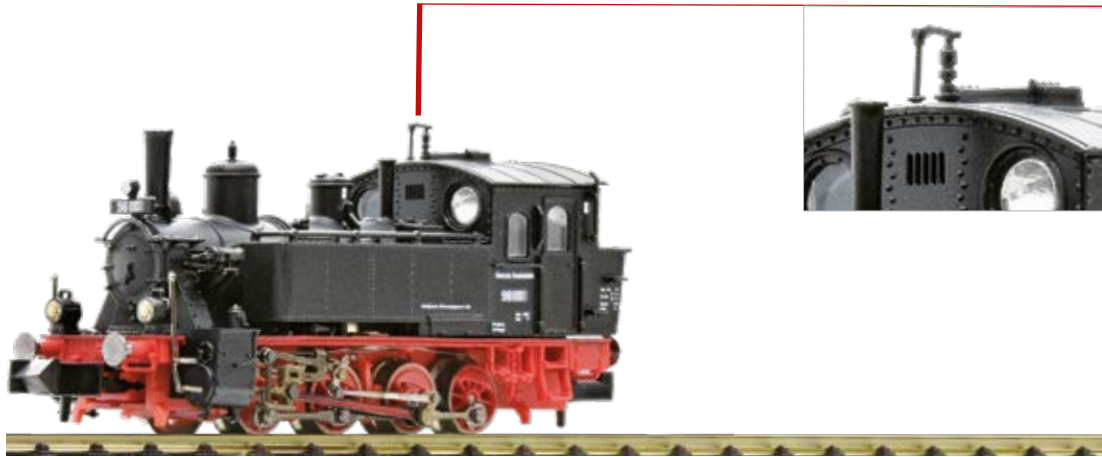
Consisting of one covered freight wagon with brakeman's cab, type G10, two gravel wagons, type Talbot, and one tank wagon with brakeman's platform.



Steam locomotive class 98.8



DB



Photomontage

- Used to draw passenger and lightweight freight trains on branch lines

The 98.8 series, the Bavarian GtL 4/4, was first put into service by the Royal Bavarian State Railway in 1911. With a few modifications, construction continued until 1927. These locomotives proved highly effective in operation and were some of the strongest Bavarian local railway engines with their output of 450 hp. The small, unpretentious machines were used by the German Federal Railway on many Bavarian local railway lines until 1953.

Q1/2025					
7160022		DC	4/0		
Ep	III	58		●●	R1

Steam locomotive 86 049



DR



Photomontage

- Next18 interface and LED headlights on both sides of the locomotive
- Fine leading and trailing wheels with perforated spokes

Q2/2025					
7160016		DC	4/1		
7170016		DCC	🔊	4/1	
Ep	III	87		Next18	LED

Steam locomotive 055 635-7



DB



Photomontage

- Digitally switchable flickering firebox (7170017)
- DCC-Model with a tightly soldered decoder built-in from factory (7170017)
- Die-cast metal chassis

Q1/2025

7160017

DC

2/1

7170017

DCC

2/1

The Prussian Class G 8.1, of which almost 5.000 units were built, had a power output of 1.260 hp and reached a top speed of 55 km/h. The locomotive was mainly used in goods trains and for heavy shunting services.

Ep

IV



116



R1





Photo: EK Verlag

Steam locomotive 01 200



DB



- "Wagner" smoke deflectors
- Unobstructed view between boiler and chassis
- Switchable driver's cab and valve gear lighting in digital mode



Photomontage

The two-cylinder engines of class 01 are considered the first express train locomotives to be produced according to the standard construction programme. The first construction lots had leading wheels with a diameter of 800 mm and were approved for a maximum speed of 120 km/h. Later models, starting from 01 102, were equipped with 1.000 mm leading wheels and reinforced brakes, allowing for an increased maximum speed of 130 km/h. The golden age of the class 01 locomotives began in 1934 with the summer timetable. The high level of commitment and performance expected from them in the following years posed significant challenges for both the locomotives and the personnel. After the Second World War, these standards were not achieved again until the introduction of electric locomotives and large-scale diesel locomotives. In 1935, locomotive 01 200 was transferred from Henschel to the Hof depot, and from there it was called upon to haul fast and express trains between Bamberg and Hof on the Schiefen Ebene line.

Q2/2025		
714502	DC	2/2
714572	DCC	2/2

Ep	III	150	NEM	Next18	LED	R1
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1st class express train coach



DB



A4üm

Photomontage

Q4/2025

6260068



1st/2nd class express train coach



DB



AB4üm

Photomontage

Q4/2025

6260069



2nd class express train coach with luggage compartment



DB



BD4üm

Photomontage

Q4/2025

6260072



2nd class express train coach



DB



B4üm

Photomontage

Q4/2025

6260070

6260071

Ep III [] 165 [] NEM [] 946901

■ Item no. 6260071: Modified running number

Semi-dining coach



DB



BR4ymg

Photomontage

Q4/2025

6260073

Ep III [] 165 [] NEM [] 946901



Steam locomotive 638.1809



ÖBB



Photomontage

- Boiler without smoke deflectors
- Ideal addition to the ÖBB passenger train on this page

Q1/2025

7160021

DC

4/2

7170021

DCC

4/2

With almost 4,000 units produced, the Prussian P 8, later classified as class 38, went down in history as one of the most powerful steam locomotives of times in terms of number. After the turmoil of the two world wars, they were in service with almost all European railway administrations. Five locomotives ultimately remained in Austria and formed ÖBB class 638.

Ep

III



122



R1

3 piece set: Passenger train



ÖBB



C3



C3



Dih

Photomontage

- Central axle of the compartment coaches can be moved to the side

Q1/2025

6260055

Ep

III



245



NEM

The design of the compartment coaches dates back to the early days of the railway. The "pr 11" design was one of the last Prussian compartment coaches built with a skylight roof and at the same time the most frequently built passenger coach on German soil. The three-axle and two-axle coaches were available with and without a brakeman's cab. Some models are still kept at museum railways today. ÖBB also purchased various Prussian compartment coach vehicles.

Steam locomotive class 64



SNCB



- Prototypical view between boiler and chassis
- Metal die-cast chassis

Photomontage

Q1/2025

7160020 DC 4/2

7170020 DCC 4/2

Ep III 122 R1

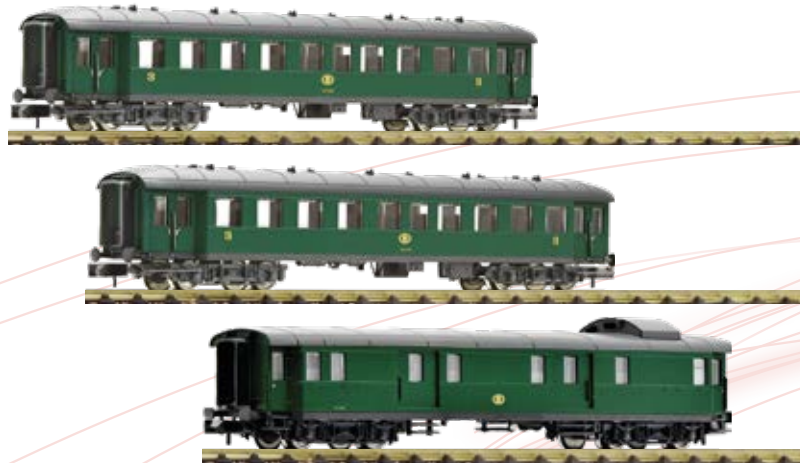
A milestone in the development of Prussian passenger locomotives was the P 8, as the later class 38 was called in both East and West. After the turmoil of the two world wars, they were in service with almost all European railway administrations. In Belgium, the SNCB still had 148 operational machines. With the renumbering plan of 1946, the locomotives were given class designation 64.

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3 piece set: Passenger train



SNCB



Photomontage

Q2/2025

6260054

Ep III 393 NEM 944501 946901

Goods train baggage wagon



SNCB



Pwgs

Photomontage

Q1/2025

830156

Ep III 64 NEM

- Finely detailed model with separately attached plug-in parts
- Design without raised cab

Steam locomotive class 232 TC



SNCF



Photomontage

- Round roof
- Model with a tightly soldered-in digital decoder built-in from factory (7170025)

Q2/2025

7160025

DC

3/1

7170025

DCC

3/1

Ep

III



93



R1



The SNCF purchased twenty-seven locomotives of type T18 from the Reichseisenbahnen in Alsace-Lorraine. The locomotives were built between 1915 and 1918 by the Vulcan works. They were stationed in Strasbourg, Haguenau, Sélestat, Colmar, and Mulhouse. Due to their incredible top speed of 100 km/h, large water reservoir, and much-appreciated smooth-running characteristics, they were mainly used in fast suburban traffic. The last 232 TCs quit regular services at the SNCF and were decommissioned in 1966.

3 piece set: Passenger train



SNCF



ABmyf



Bmyf



Photomontage

Q2/2025

6260067

Ep

III



393



NEM



944501

Passenger coaches of German design could still be encountered relatively frequently in the railway epoch III in the service of the French State Railways SNCF.



ELECTRIC LOCOMOTIVES

Electric locomotive E 10 228



DB



Photomontage

- Version with rain gutter, double lamps and all-around handle rail
- Switchable headlight or tail light in digital mode

Q4/2025

7560058

DC

4/1

7570058

DCC



4/1

Ep

III



104



NEM

NEM 651



LED



R1

The E 10 class locomotives were put into service by the Deutsche Bundesbahn in 1956 for heavy express and fast trains on main lines. The locomotives reached a top speed of 150 km/h and had an output of 3,260 kW. During production (starting with E 10 216), the large single lamps were replaced by two smaller lamps (one as a headlight and one as a tail light); this version was designated E 10.2 according to the serial numbers.

Electric locomotive 140 047-2



DB



Photomontage

- Version with rubber rain gutters, double lamps and a handle bar at the front
- Digitally switchable light and sound functions

Q2/2025

7560051

DC

4/1

7570051

DCC



4/1

Ep

IV



104



NEM

NEM 651



LED



R1

BZA Munich, Kraus-Maffei and SSW developed class E 40, which largely corresponds to the E 10.1 in terms of its technical design, for hauling heavy freight trains on main lines in the lowlands. Only the gear ratio was changed and an electric brake was not fitted as standard. Over 800 of the 110 km/h machines were put into service from 1957. Their power output was 3,260 kW. In 1968, it was redesignated class 140. For a long time, it carried the main load of freight trains on electrified lines, but was also used to pull passenger trains. It was decommissioned at the end of 2016 after almost 60 years of service with DB.

Fleischmann

ELECTRIC

LOCOMOTIVE

CLASS 120, DB/DB AG

NEW!
design

The Class 120, a pioneering three-phase locomotive, achieved remarkable speeds that still inspire awe today. In 1979 and 1980, five prototypes were built with three-phase asynchronous traction motors. These locomotives, certified for 160 km/h, were all approved for 200 km/h after extensive test runs. In 1984, the 120 001 set a record speed of 265 km/h.

The extensive tests of this first universal locomotive ultimately took too long for the DB; it needed the new vehicles as quickly as possible. Any weak points were to be remedied in the follow-up series 121 (which was never realised). In addition, the Deutsche Bundesbahn had reoriented itself in terms of its intended use during the construction period in 1986: the locomotives were now to be used mainly in fast passenger services. As a result, the gear ratio had to be changed to achieve better pulling power at high speeds. This was implemented starting with the 120 137 locomotive.

Due to various difficulties during production, acceptance testing and the opening of the new lines, it was even a curiosity that the DB accepted all 60 locomotives in the summer of 1988; however, all 60 locomotives were actually available for service in May 1989.

Class 120.1 could have represented an optimal design if its development had been given a bit more time. In addition, the brand-new locomotives were subjected to excessive wear and tear in the early years, with running times of 22 hours per day not uncommon. During the day, they often thundered along the new lines with InterCity trains, and at night, they returned in a „night jump“ ahead of heavy goods trains.

Due to technical progress in rail vehicle technology, Class 120 is now considered obsolete. A small fleet of class 120 still ran according to schedule on the Stuttgart-Karlsruhe and Stuttgart-Nuremberg routes until July 2020. The last scheduled journey of the Class 120 in DB long-distance services took place in July 2020 with IC 2161 from Stuttgart to Munich. Some vehicles have since been sold to private railway companies.





Photo: R. Auerweck

Electric locomotive 120 001-3



DB

- Precise realisation of the pre-series locomotive
- Fine windscreen wipers
- Roof garden, multi-part and elaborately modelled
- With switchable headlight or tail light and driver's cab lighting in digital mode

NEW!
design



Q3/2025

7560059 DC 4/1

7570059 DCC 4/1

Ep IV 120 NEM Next18 LED R1

Electric locomotive class 120.1



DB AG

- Precise realisation of the Class 120.1
- Fine windscreen wipers
- Filigree design of the pantographs
- Roof garden, multi-part and elaborately modelled
- With switchable headlight or tail light and driver's cab lighting in digital mode



Q4/2025

7560062

DC

4/1

7570062

DCC



4/1

Ep VI 120 NEM Next18 LED R1





Electric locomotive 230 003-6



DR



Photomontage

- Elaborate roof design with authentic pantographs
- Switchable headlight or tail light in digital mode

In the 1980s, the DR purchased electric dual-system locomotives to enhance its ability to manage cross-border traffic operations and the steadily growing traffic volume on the lines between the GDR and Czechoslovakia. However, due to a lack of experience in dual voltage technology (GDR: AC voltage 15 kV/16 2/3 Hz, CSSR: DC voltage 3 kV) and the full capacity production at the electric locomotive manufacturer LEW in Hennigsdorf, the locomotives were built based on the CSD series ES 499.1 and 499.2. The Škoda locomotive factory had no prior experience in manufacturing locomotives for the AC system 15 kV/16 2/3 Hz. Consequently, the AC equipment components were sourced from the GDR. The CSD's demand led to a double order for Škoda, resulting in 15 locomotives of class 372 and 20 locomotives of class 230 for the DR.

Q3/2025	
7560042	DC 4/1
7570042	DCC 4/1

Ep IV 105 NEM Next18 LED R1

Electric locomotive 139 558-1



RAILADVENTURE



Photomontage

- Operating condition: from 2012
- Ideal design for covering transfer trains or test runs

As one of four classes in the German Federal Railway product range for standard electric locomotives, the E 40 was also developed as a locomotive for pulling freight trains on flat terrain. For gradients, 31 locomotives were delivered with resistance brakes independent of the contact wire and designated as substructure class E 40.11. This multi-purpose locomotive was used on the Höllentalbahn railway, among others. From 1968, the class designation of these locomotives was changed to 139 (ex E 40.11) to suit computer compatibility. To this day, a few of these locomotives are still in service with private railway companies.

Q2/2025	
7560033	DC 4/1
7570033	DCC 4/1

Ep VI 104 NEM NEM 651 LED R1

Electric locomotive 193 818-2



SIEMENS

- Used as an advertising medium for Siemens
- Switchable high beam and separately switchable headlights/taillights



Photomontage

The introduction of the Vectron opened a new chapter in Siemens locomotive history. An exceptionally aerodynamic design, excellent crash safety and great flexibility speak in favour of the Vectron. The advantage for customers of the Vectron lies in the countless possibilities for customising its technical features. A modular system ensures that the most diverse requirements of the respective railway companies can be met. Locomotives are available at different speeds and with power and train control systems.

Siemens test, homologation or demonstration locomotives include all locomotives used by Siemens Mobility for its purpose. The locomotives have a dark grey frame and are painted white.

Q4/2025		
7560011	DC	4/1
7570011	DCC	4/1

Ep	VI	119	NEM	Next18	LED	R1
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Electric locomotive 112 172-2



DB



Photomontage

- In orient red livery with "Latz"

Q2/2025

7560043

DC

4/1

7570043

DCC



4/1

Ep

IV-V



104



NEM



NEM 651



LED



R1

Since 1992, the improved Class 112.1 has been procured jointly by DB and DR. The most obvious external change to Class 112.0 is the consolidation of the large head and tail lights into smaller combined halogen lamps. These express locomotives have an output of 4,000 kW and a top speed of 160 km/h and are used throughout Germany to haul Intercity, regional express and special passenger trains.

Electric locomotive 101 003-2



DB AG



Photomontage

- Design in orient red paintwork
- Switchable shunting light and individually switchable headlight or tail light in digital mode

Q1/2025

7560032

DC

4/1

7570032

DCC



4/1

Ep

V



119



NEM



NEM 651



LED



R1

Deutsche Bahn class 101, the successor to the proven but technically obsolete class 103, was equipped with the latest technology. The three-phase asynchronous motors with single-axle drive had a continuous output of 6,400 kW and a starting tractive force of 300 kN. This enabled it to reach a top speed of 220 km/h. A total of 145 units of class 101 were put into service between summer 1996 and the end of 1999. The first three locomotives were still painted in the oriental red colour scheme.

Electric locomotive 103 233-3



DB

- Special livery: Traffic red
- Digitally switchable light and sound functions (7570034)



Photomontage

In the mid-1960s, the E 03 class was created. It was the most powerful DB locomotive to date and was intended to haul heavy passenger trains. Between 1970 and 1974, 145 series locomotives were put into service. The last 30 locomotives (from 103 216 on) were given an enlarged driver's cab, making them 700 mm longer.

After completing her official service period, many fans of this locomotive class suggested that a new traffic red livery with a colour-contrasting frame be designed for the locomotive. This new design is similar to the classic 103 locomotives, which feature a red/beige colour combination. The ROCO company acted as a sponsor for this livery. As a unique feature during the presentation, the locomotive received a dedication text under each right-hand side cab window.

Q2/2025

7560034

DC

4/1

7570034

DCC



4/1

Ep

V



126



NEM



NEM 651



LED



R1



Z21

Cab

3 piece set 1: Passenger coaches "IR 2471"



DB AG



ARkimbz 262.6



Aimz 261.6



Bimz 264.6

Photomontage

Q1/2025

6260024

Ep V [] 495 [] NEM [] 944701

■ Train route Heidelberg – Constance

2 piece set 2: Passenger coaches "IR 2471"



DB AG



Bimdz 268.6



Bimz 264.6

Photomontage

Q1/2025

6260025

Ep V [] 330 [] NEM [] 944701

■ Train route Heidelberg – Constance

Fleischmann

ICE 2

CLASS 402, DB AG

UPI
date

The Deutsche Bahn uses the ICE 2 in the form of half-length trains, which consist of a power car, six intermediate cars and a driving trailer. If necessary, two half-length trains can be coupled together to form a full set.

If possible, the full sets run with driving trailers at either end, so that the 250 km/h speed can be reached at both ends of the train. However, combinations of power car/driving trailer or power car/power car are also possible. The class 402 power cars differ from their predecessors mainly in the modified front end, which can be opened for coupling. The driving trailer is also equipped with this front end.





4 piece set: Electrical multiple unit ICE 2 (class 402)



DB AG

UP!
date

- With green stripes on the end cars
- In "Redesign 2005" operating condition
- For the first time with Next18 interface and LED headlight



805.0



807.0

808.0

Photomontage

Q4/2025

7760003 DC 4/1

7770003 DCC 4/1

Ep VI 625 NEM Next18 LED R1 944701 945301

4 piece set: Intermediate coaches ICE 2 (class 402)



DB-AG

- In "Redesign 2005" operating condition
- Also suitable for ICE-2 start set, art. no. 931884



805.3

806.0



806.3

806.6

Photomontage

Q4/2025

7760004

Ep VI 660 NEM 944701

Fleischmann

ELECTRIC LOCOMOTIVE CLASSES 1010/1110/1110.5, ÖBB

NEW!
design

In the booming post-war years, the Austrian federal railways also focused on modernisation. The most important railway lines in the country were electrified and could now be used at a maximum speed of 120 km/h. However, the older electric locomotives were only suitable for such operations to a limited extent, which is why the ÖBB commissioned the construction of a new locomotive. This led to the development of the Class 1010 in the mid-1950s.

The twenty express train locomotives of Class 1010, delivered from 1955 onward, were based on Classes 1040 and 1041 but offered significantly greater power. The six-axle electric locomotives, with a power output of 4,000 kW, reached a maximum speed of 130 km/h. For use on the mountainous lines of the Tauern, Brenner, and Arlberg railways, a series of locomotives with higher power and a slightly lower maximum speed was developed based on this design. These locomotives were incorporated into the ÖBB as the Class 1110. Another version, equipped with an additional electric brake, was designated as the 1110.5. The braking resistor boxes on the roof distinguish these locomotives from other models. With a maximum speed of 110 km/h, the 1110 and 1110.5 classes were used for both express and goods train services and were accordingly deployed across Austria.





Electric locomotive class 1110



ÖBB

NEW!
design

- Rich detailing on the model with many separately applied plug-in parts
- Switchable headlight or tail light and driver's cab lighting in digital mode



Rendering

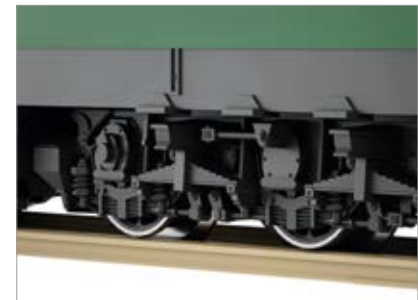
Q4/2025		
7560038	DC	4/1
7570038	DCC	4/1
Ep	IV	112
	NEM	Next18
	LED	R1



■ Windscreen wiper filigree replica



■ Delicate current collectors with invisible fastening



■ Bogies deeply engraved



Rendering



■ Handle bars attached separately at the front



■ Prototypical design of the lamp types



■ Buffer beam can be fully retrofitted

Electric locomotive 1044 107-9



ÖBB



Photomontage

Q2/2025

7560052 DC 4/1

7570052 DCC 4/1

Ep IV-V 100 NEM 651 LED R1

- Filigree design of the pantographs
- Version with high roof ventilators

Electric locomotive Re 4/4 II 11214



SBB



Photomontage

Q3/2025

732401 DC 4/1

732471 DCC 4/1

Ep IV 96 NEM Next18 CH R1 Z21 Cab

- Filigree design of the pantographs
- Closed rail scrapers included in the package
- Switchable headlight or tail light and driver's cab lighting in digital mode

Electric locomotive double traction Re 10/10



SBB

- Re 6/6 with the coat of arm "Balerna"
- The set contains Re 6/6 11672 and Re 4/4 II 11361
- Each locomotives are fully equipped
- Each locomotive in traffic red livery



Photomontage

Q2/2025

7560049

DC

8/2

7570049

DCC



8/2

Ep IV 217 NEM Next18 CH R1

The double traction of the Re 4/4 II and the Re 6/6 is named Re 10/10 for simplicity. This designation is derived from the ten powered axles that the double train has and, therefore, does not refer to a particular locomotive type. The Re 10/10 are used by the SBB almost exclusively in front of heavy goods trains on the Saint Gotthard line. The potent duo manages to pull the allowed maximum load of 1,400 tonnes with the towing hook at a speed of 80 kilometres per hour on a gradient of 26 per thousand.

Electric locomotiv Re 421 394-8



SBB



Photomontage

- In "Zurich-Munich" advertising livery
- Filigree design of the pantographs for CH and D

Q4/2025

732405 DC 4/1

732475 DCC 4/1

Ep VI 96 NEM Next18 CH R1 Z21 Cab

From 2021, six daily connections with a journey time of 3.5 hours will be offered between Zurich's central station and Munich's main station. The reason for the acceleration is to close the electrification gap in the section of the Deutsche Bahn line between Geltendorf and Lindau. SBB Personenverkehr has wrapped two of its Re 421 locomotives in dark blue advertising livery to draw attention to this. The locomotives are mainly used between Zurich HB-Lindau and Zurich HB-Singen.

Electric locomotive 193 451-2



SBB Cargo International



Photomontage

- Baptismal name "Bavaria München"
- In cooperation with RIKOLR DESIGN

Q4/2025

7560048 DC 4/1

7570048 DCC 4/1

Ep VI 109 NEM Next18 CH R1

In July 2022, the Swiss company SBB Cargo International AG, in cooperation with SüdLeasing GmbH, ordered 20 Vectron multi-system locomotives from Siemens Mobility, including the XLoad equipment package. The Vectron XLoad is intended to improve friction coefficient utilization, enabling the transport of increased trailer loads.



Electric locomotive 460 078-9 "Nendaz"



SBB



- Elaborate printing in the "Nendaz and I" design with different side designs
- Prototypical light and sound functions, switchable using on-board decoder (7570053)



Photomontage

Q1/2025

7560053

DC

4/1

7570053

DCC



4/1

Ep VI 116 NEM NEM 651 LED R1

Since May 2023, the 460 078 class has been advertising for the "Swisustainable on the Road" campaign by Schweiz Tourismus. Swisustainable is the sustainability strategy of Schweiz Tourismus and the tourism industry. The aim is to promote sustainable travel. That is why the locomotive bears the advertising message "Nendaz and I", which refers to travelling from the tourist resort of Nendaz, located in the canton of Valais, into the whole of Switzerland.



Fleischmann

ELECTRIC LOCOMOTIVE CLASS Ae 6/6 SBB

To replace the Gotthard “Crocodiles”, the Swiss Federal Railways began acquiring universal locomotives of the Ae 6/6 class in 1955. These locomotives quickly proved to be ideal workhorses, particularly on the Gotthard route, where they efficiently transported increasingly heavy train loads at high speeds over long inclines. The slower “Crocodile” locomotives struggled with the heavily utilized track sections, taking too long to complete their journeys.

With a power output of 4,410 kW, the Ae 6/6 locomotives were designed for a maximum speed of 125 km/h. However, due to the impact of their three-axle bogies on the tracks when navigating curves, their permissible speed was limited to 110 km/h and further reduced to 100 km/h on switch sections. An eventual increase in speed for the “A” train series allowed a maximum speed of 120 km/h.

By 1966, a total of 120 Ae 6/6 class locomotives had been put into service. The first 25 of these are designated as cantonal locomotives, as they feature the coats of arms of the 25 Swiss cantons. The locomotives are adorned with chrome trim lines, a distinctive “moustache” on the front, and coats of arms on the sides. This decorative design became quite popular, making these powerful locomotives renowned throughout Europe.

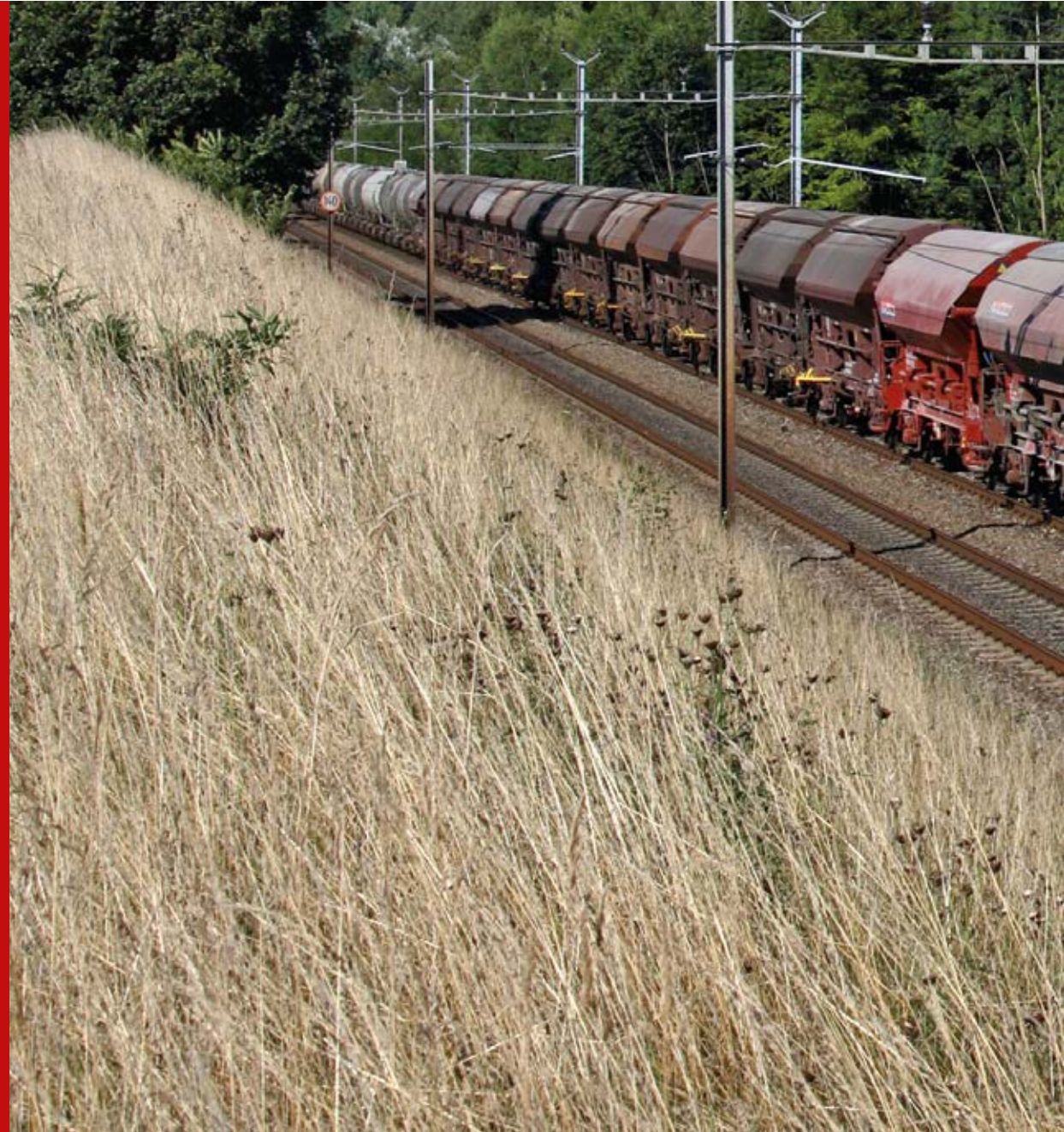




Photo - D. Häusermann



■ Extra applied windscreen wipers



■ New filigree insulators and roof cables



■ Dainty pantographs



Rendering



■ Buffer beam can be fully retrofitted



■ Finest engravings



■ Separately attached handle rails

Electric locomotive Ae 610 487-1



SBB

UP!
date

- Featuring the “Langenthal” emblem
- With switchable headlight or tail light and driver’s cab lighting in digital mode



Photomontage

Q4/2025			
7560063	DC		4/1
7570063	DCC		4/1

Ep	V		115		NEM		Next18		CH		R1
----	---	--	-----	--	-----	--	--------	--	----	--	----

Electric locomotive BB 426063 "FRET"



SNCF



Photomontage

Q3/2025

7560036	DC	4/1
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7570036	DCC		4/1
---------	-----	--	-----

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

- Filigree design of the two different pantographs
- Digitally switchable sound functions

Electric locomotive 193 696-2



CD



Photomontage

Q1/2025

7560056	DC	4/1
---------	----	-----

7570056	DCC		4/1
---------	-----	--	-----

Ep	VI		119		NEM		Next18		LED		R1
----	----	--	-----	--	-----	--	--------	--	-----	--	----

- In the latest CD design with advertising for the bicycle hire service
- Finely detailed model with elaborate roof design
- Switchable high beam and individually switchable headlight or tail light in digital mode

Electric locomotive 7178



Photomontage

- Version with air conditioning unit
- Switchable headlight or tail light and driver's cab lighting in digital mode

Q2/2025

7560055

DC

4/1

7570055

DCC



4/1

Ep

VI



109



NEM



Next18



LED



R1

In October 2020, VolkerRail purchased three 1700 series locomotives and three spare parts donors from the Dutch State Railways. After extensive maintenance and painting in the company colours, the first of the company's electric locomotives, "VolkerRail 7178", was put into service in January 2021. Formerly known as 1778 at the NS, the Dutch rail infrastructure company used it to haul the various work trains.

Electric locomotive 9902



Photomontage

- Model exclusively available at FLEISCHMANN
- Switchable headlight or tail light and driver's cab lighting in digital mode

Q1/2025

7560057

DC

4/1

7570057

DCC



4/1

Ep

VI



109



NEM



Next18



LED



R1

Created together with FLEISCHMANN, an electric locomotive of the 1600 series shines with an eye-catching design. An attractive ambassador locomotive has been designed featuring the "Tommie and Tess" children's books. Charming motifs from these popular books decorate the sides of the locomotive and make it an absolute must-have for every collector.



DIESEL LOCOMOTIVES

Railbus VT 95 with trailer VB 142



DB



Photomontage

UP!
date

- For the first time with Next18 interface and LED headlights on the lower lamps
 - No annoying cable connection between the the two units
 - Skylight window above the driver's cab
- Only for 7770005:
- Switchable headlights and interior lighting
 - Railbus and trailer with decoder

Q1/2025

7760005

DC

2/0

7770005

DCC



2/0



Ep

III



153



NEM



Next18



LED



R1

The red railbuses, known as the "rescuers of the branch lines", were introduced in the 1950s. The FLEISCHMANN model is based on the VT 95 single-motor railbus with the shorter VB 142 trailer. Today, DB still uses the VT 95 with the trailer VB 142 as a museum vehicle. Since the trailer did not have the equipment of a control cab coach with a driver's cab, the railbus could not be used for a permanently coupled push-pull train in a 2-part operation. As a result, it always ran with the "motor car ahead" and needed to be switched at the destination station.

Diesel locomotive class 260



DB



Photomontage

- Metal rods
- Unobstructed view through the driver's cab
- Model with a tightly soldered decoder built-in from factory (7370027)

Q4/2025

7360027

DC

3/0

7370027

DCC

3/0

Ep

IV



65



LED



R1

The Deutsche Bundesbahn procured 942 locomotives of the class V 60/V 60.1 from the mid-1950s to use them for heavy and light shunting services. The difference between the series V 60 (260) and V 60.1 (261) consists of the higher friction load of the Class 261. The machines achieved a top speed of 30 km/h during shunting manoeuvres and a line speed of 60 km/h. It has a power output of 478 kW. After the decommissioning of the first locomotives in the 1980s, many of them were delivered to domestic and foreign railway administrations.

Diesel locomotive 211 319-9



DB



Photomontage

- Design in ocean blue/beige paintwork
- With switchable headlight or tail light and driver's cab lighting in digital mode

Q1/2025

7360024 DC 4/1

7370024 DCC 4/1

Ep IV 76 NEM Next18 LED R1

Class V 100 was purchased in series from 1961/62 after testing pilot series machines. It was used in mixed branch line operation on non-electrified lines and in light service on main lines. With an output of 1,100 hp (810 kW), it was approved for 110 km/h. In 1968, the locomotives were renamed class 211. After the classic red, many machines were given an ocean blue/beige colour scheme from 1974/75.

Diesel locomotive 218 144-4



DB



Photomontage

- Version in CityBahn livery
- Switchable headlight or tail light and driver's cab lighting in digital mode

Q3/2025

7360023 DC 4/1

7370023 DCC 4/1

Ep IV 102 NEM Next18 LED R1 Z21 Cab

In 1984, the Deutsche Bundesbahn introduced the new "CityBahn" train type to make branch lines more attractive for local transport. To achieve this, 25 n-coaches (Silberlinge) were refurbished with a modern interior and received a pure orange/pebble grey livery. Additionally, ten class 218 locomotives were given the same striking colour scheme.

Diesel locomotive 218 054-3



PRESS



Photomontage

- Rail scraper attached to the package
- Switchable headlight or tail light and driver's cab lighting in digital mode

Q2/2025

7360022

DC

4/1

7370022

DCC



4/1

Locomotive 218 054 became part of the PRESS fleet at the beginning of 2020. It was the 54th locomotive to receive this running number. Originally delivered to DB in 1977 as 218 448, it was most recently in use by DB Regio Niedersachsen.

Ep VI 102 NEM Next18 LED R1 Z21 Cab



Photo: R. Laiten



Photo: T. Frister

Diesel locomotive 120 272-0



DR

- Model with large chrome strip below the front windows
- Roof variant with silencer
- Stationed at Railway Mangement Dresden, Dresden depot



Photomontage

Q4/2025		
7360030	DC	4/1
7370030	DCC	4/1
Ep	IV	110
	NEM	NEM 651
	LED	R1

The V 200, later Class 120, with its 1,470 kW, is ideally suited for goods train service. This type was in the tried and tested M 62 design, which had been supplied to Soviet and foreign railways in Luhansk (Ukraine) for many years. From 1966 to 1975, the railway company of the German Democratic Republic purchased 378 locomotives of this class.

Diesel locomotive 106 382-5



DR



Photomontage

- Model with a tightly soldered digital decoder built-in from factory (7370015)

Q1/2025

7360015 DC 4/1

7370015 DCC 4/1

Ep IV 68 LED R1

From 1960 to 1982, the DR procured class V 60 shunting locomotives. Despite being well received by staff and workshops, some improvements were made after delivery of the first class. The friction mass was increased to 60 tonnes by installing a 5 tonne ballast weight. The most noticeable external change was to the driver's cab. It then had the same width as the frame and was equipped with a sun canopy. The improved design was delivered from 1964 as the V 60.12, and after the DR changed the numbering system, it was designated as class 106.

Diesel locomotive 118 104-9



DR



Photomontage

- Engine room window designed as a half window
- Switchable headlight or tail light and driver's cab lighting in digital mode

Q3/2025

7360028 DC 4/1

7370028 DCC 4/1

Ep IV 121 NEM Next18 LED R1

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 branchlines. In addition to that, it has also the license to haul trains over steep railway sections. The resulting potential application area is unique with large German diesel locomotives.



Beilhack rotary snow blower



ÖBB Infra

- Digital functional model
- Self-propelled model
- Large impeller wheels fully functional
- Vehicle platform can be turned 180°
- Elaborately designed model with many digitally switchable functions



Photomontage

In 2019, the ÖBB-Infrastruktur AG put a new high-performance snow blower in service. Even two 793 kW (approx. 1,100 hp) MAN twelve-cylinder motors are installed in the locomotive, which is used to clear snow-covered railway tracks. One motor powers the vehicle, and the other operates the blower. The snow blower can handle up to 10,000 tonnes of snow per hour with a throwing range of 40 metres. It is allowed to run at speeds up to 100 km/h during transfer travels. A rim that can be rotated by 180° lets it turn on the spot. So railway companies can cope with even the most demanding alpine weather conditions.

Note: The model can only be used to a limited extent in analogue mode, so we recommend digital operation. In analogue mode, the snow blower starts to move, the headlights and the driving sound are activated and the blade wheels also turn.

Q2/2025

7370020

DCC



1/1



Ep

VI



104



LED



R1

Beilhack rotary snow blower



SBB

- Digital functional model
- Self-propelled model
- Large impeller wheels fully functional
- Vehicle platform can be turned 180°
- Elaborately designed model with many digitally switchable functions



Photomontage

The decommissioning of the rotary steam snow blower used on the Gotthard and the need to expand the snow blower fleet and have a reserve, led to the procurement of two self-propelled diesel snow blowers from Beilhack, Rosenheim (Germany) in 1980. The Beilhack type, which had already been supplied to Norway and Austria, also proved effective on the Gotthard, with the two snow blowers being or having been stationed in Göschenen and Erstfeld. A special feature of this type is that the entire control platform can be rotated by 180°, allowing the snow thrower to change its working direction.

Note: The model can only be used to a limited extent in analogue mode, so we recommend digital operation. In analogue mode, the snow blower starts to move, the headlights and the driving sound are activated and the blade wheels also turn.

Q2/2025

7370021

DCC



1/1



Ep

VI



104



LED



R1

Diesel locomotive 340-020-3



RENFE



Photomontage

Q2/2025						
7360026	DC 4/1					
7370026	DCC 4/1					
Ep	IV-V	115	NEM	NEM 651	LED	R1

Diesel locomotive M62 263



MAV



Photomontage

- Version with silencer
- Front with decorative stripes
- Operation condition: 1980s

Q2/2025						
7360025	DC 4/1					
7370025	DCC 4/1					
Ep	IV	110	NEM	NEM 651	LED	R1

The history of the M62, known as "Szergej" in Hungary, began in 1965 with the delivery of the world's first locomotive from Lugansk (M62 001). A total of 288 locomotives were then delivered to MAV, with 15 of them being broad gauge versions. These locomotives took over heavy goods transport and consequently brought an early end to older steam locomotive types.

Diesel locomotive 761 102-3



METRANS



Photomontage

- Model exclusively available at FLEISCHMANN
- Elaborate realisation in anniversary design
- Switchable headlight or tail light in digital mode
- In co-operation with Railcolor Design

Q2/2025

7360029

DC

4/1

7370029

DCC



4/1

Ep

VI



121



NEM



Next18



LED



R1

In 2023, Metrans' 761 102 was given an eye-catching advertising livery with the motto "Past, Present, Future". The grey front part represents the past, the yellow and red side parts represent the present, and the other blue front part represents the future. If you look closely, you'll notice that the grey front part, representing the past, has the original company logo, which can still be seen on some other Metrans Hercules today, while the blue front part, representing the future, has the new logo.





START SETS

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



DB

THE SET CONTAINS:

- 1 digitally controlled class 221 diesel locomotive
- 3 self-unloading hopper wagons
- 1 z21 start
- 1 Z21 multiMAUS
- 1 plug-in power supply unit



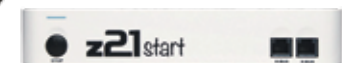
Photomontage

z21 is a modular design digital system:

- Begin with z21 start-Zentrale and Z21 multiMAUS
- Upgrading with a WiFi router and activation code, item number 10814, and thus the use of a smartphone, Tablet-PC, Z21 WLANMAUS and computer (Software-protected model train control) is possible.
- If you already have your own WiFi router and you know how to work with WiFi networks, then the activation code 10818 is sufficient for the aforementioned upgrade.

Ballast bed track for a track oval with radius R1 (4 x 9100, 8 x 9120), electrical connection material.

Size of track layout: 85 cm x 40 cm.



Q4/2025

5170003

DCC

4/1

Ep

IV

349

NEM

NEM 651

LED

R1



PASSENGER COACHES

1st/2nd class center entry coach



DB



ABymb 411

Photomontage

Q2/2025

6260050

Ep IV 165 NEM 944701

2nd class center entry coach



DB



Bymb 421

Photomontage

Q2/2025

6260051

Ep IV 165 NEM 944701

2nd class center entry control cab coach with luggage compartment



DB



BDymf 456

Photomontage

Q2/2025

6260052

DCC

Ep IV 165 NEM LED 945301

■ With function decoder for light changes (white/red) for both analogue and digital mode

2 piece set (1): Double-deck coaches



DR



DBmq



DBmue

Photomontage

Q3/2025

6260074

In 1971, VEB Waggonbau Görlitz delivered two prototypes of the double-deck single coach to the DR. The double-deck single coaches were expected to be more flexible in adapting to changing passenger volumes and reducing damage. After extensive testing of the two prototypes, the first series of around 138 vehicles was delivered from 1974 on. The lower floor of this coach was entirely fitted with seats. The coaches were initially used in southern urban centres and on busy lines.

Ep IV 334 NEM NEM 651 LED LT10

■ Models in an authentic "mustard" hue

2 piece set (2): Double-deck coaches



DR



DBmue



Photomontage

Q3/2025

6260075

Ep IV 334 NEM LT10

■ Models in an authentic "mustard" hue



IC/EC 1st class large-capacity coach



DB AG

Q1/2025

6260044

Ep VI 165 NEM 944501



Apmz 126.2

Photomontage

IC/EC 2nd class large-capacity coach



DB AG

Q1/2025

6260043

Ep VI 165 NEM 944501



Bpmmz 284.4

Photomontage

IC/EC 2nd class large-capacity coach



DB AG

Q1/2025

6260046

Ep VI 165 NEM 944501



Bpmmz 284.4

Photomontage

■ IC/EC coaches with updated lettering

IC/EC 2nd class compartment coach



DB AG



Bvmmsz 187.5

Photomontage

Q1/2025

6260045

Ep VI [165] NEM 944701

IC/EC on-board bistro coach



DB AG



ARkimmbz 288.4

Photomontage

Q1/2025

6260047

Ep VI [165] NEM 944701

■ C/EC coach with updated lettering

IC/EC 2nd class control cab coach



DB AG



Bpmbdzf 286.3

Photomontage

Q1/2025

6260048

Ep VI [165] NEM LED 945301

■ With function decoder for light changes (white/red) for both analogue and digital mode

2nd class fast train coach



ÖBB



Bp

Photomontage

Q2/2025

6260063

6260064

Ep IV 131 NEM 944501

■ Item no. 6260064: Modified running number

1st class express train coach



RENFE



AA

Photomontage

Q2/2025

863901

Ep

IV-V



165



NEM



946901

■ Coach with extra applied plug-in parts

2nd class express train coach



RENFE



BB

Photomontage

Q2/2025

863902

863903

Ep

IV-V



165



NEM



946901

- Coach with extra applied plug-in parts
- Item no. 863903: Modified running number

1st class passenger coach



SBB



A

Photomontage

Q3/2025

6260056



- Original version suitable for push-pull trains
- Bogies without yaw dampers

2nd class passenger coach



SBB



B

Photomontage

Q3/2025

6260057

6260058



- Original version suitable for push-pull trains
- Item no. 6260058: Modified running number

Dining coach



SBB



WR

Photomontage

Q3/2025

6260060

Ep V [] 165 [] NEM [] 946901

- Bogies without yaw dampers
- True to original pantographs

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



SBB



Bt

Photomontage

Q3/2025

6260059

DCC

Ep V [] 165 [] NEM [] LED [] 945301

- Original version
- With function decoder for light changes (white/red) for both analogue and digital mode

1st class express train coach



FS



Az

Photomontage

Q2/2025

863960

Ep IV

165

NEM

946901

■ Model in Ardesia grey livery without skirt

2nd class express train coach



FS



Bz

Photomontage

Q2/2025

863961

863962

Ep IV

165

NEM

946901

■ Item no. 863962: modified running number



GOODS WAGONS

Goods train luggage wagon



DRB



Pwgs 41

Photomontage

Q2/2025

6660082

- Steps at the luggage compartment doors are true to the original width



Carbonic acid wagon



DRG



Photomontage

Q3/2025

6660127



Double container carrier wagon



DB



BTs 50

Photomontage

Q2/2025

6660106



Acid transport wagon



DB



Photomontage

Q3/2025

6660128

- Version with brakeman's platform



Pressurised gas tank wagon



VTG



Zags

Photomontage

Q3/2025

6660116

- Version with long sunroof



Flat wagon



DB



Remms

Photomontage

Q3/2025

6660109

- Model with corrugated steel fronts and aluminium sides



4 piece set: Goods train



DB



Pwg

Otm 64

Gmhs 53

Rms

Photomontage

Q2/2025

6660119

Ep III 251

The set contains a caboose, type Pwg, a self-unloading hopper wagon without a swivel roof, type Otm 64, a covered wagon, type Gmhs 53, and a stake wagon, type Rms.

Sliding tarpaulin wagon



DB



Rms

Photomontage

Q3/2025

6660113

■ With separately attached handle rails

Ep IV 124 NEM

Pressurised gas tank wagon



DB



Zags

Photomontage

Q3/2025

6660081

■ Version without sunroof

Ep IV 110 NEM

Heavy duty flat wagon



DB



Samms

Photomontage

Q4/2025

6660122

Ep IV 102 NEM

Open goods wagon



DR



Eas

Photomontage

Q4/2025

6660110

■ Carries scrap

Ep IV 98 NEM

Swivel roof wagon



DR



Tadgs

Photomontage

Q4/2025

6660115

■ Finely detailed model with separately applied plug-in parts

Ep IV 135 NEM

High capacity sliding wall wagon



AAE



Habbllns

Photomontage

Q4/2025

6660114

Ep VI 145 NEM

3 piece set: Swivel roof wagons



DR



Tadgs

Photomontage

Q3/2025

6660071

Ep IV 171 NEM

■ Models suitable for a grain train

Sliding wall wagon



AAE



Hbbillns

Photomontage

Q3/2025

6660108

Ep VI [] 97 [] NEM

Tank wagon



GATX



Zans

Photomontage

Q1/2025

6660107

Ep VI [] 98 [] NEM

2 piece set: Sliding tarpaulin wagons



WASCOSA



Shimmns

Photomontage

Q3/2025

6660105

Ep VI [] 150 [] NEM

Dust silo wagon



VTG



Uacs

Photomontage

Q4/2025

6660124

■ With many applied plug-in parts, some in perforated design

Ep V-VI [] 119 [] NEM

2 piece set: Car transport



ARS ALTMANN



Hccrrs



Photomontage

Q1/2025

6660111

6660112

Ep VI [] 342 [] NEM

Container carrier wagon



AAE



Sgnss

Photomontage

Q4/2025

6660126

Ep VI [] 123 [] NEM

Fleischmann

ARTICULATED DOUBLE-POCKET WAGON T3000e

NEW!
design

The first pocket wagons were built back in the early 1970s and procured by a number of European railway administrations. Over time, they were adapted and further developed to meet the constantly increasing requirements.

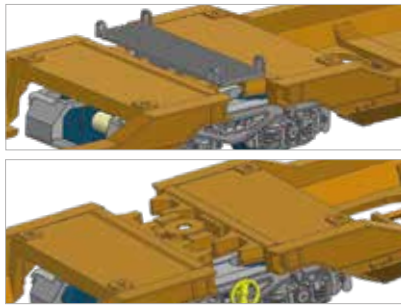
The "T3000e" mega trailer pocket wagon is the further development of the "T2000" type. The loading space with a pocket width of 2,700 mm is adapted to the low-lying vehicle parts of the megatrailers. This means that megatrailers can be transported without having to fold away essential parts of the semi-trailer. The length over buffers is 34,200 mm. However, trailers of older designs as well as swap bodies and containers up to 7.82 metres long can also be loaded. No 30' containers can be loaded due to the folding latches located in fixed centre positions.

The pocket wagons are equipped with outer longitudinal girders so that the so-called pockets in which the wheels of the semi-trailers are placed are as close as possible to the top of the rail. This is necessary to ensure compliance with the railway loading gauge. The wagons are equipped with a height-adjustable trestle on which the kingpin of the semi-trailer is secured. Over the past ten years, the "T3000e" has become the most popular wagon for the transport of semi-trailers and swap bodies in combined transport.

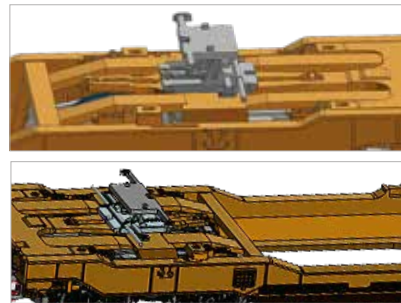




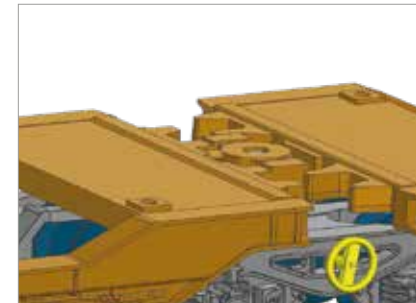
Photo: R. Auerweck



■ With and without a protective guard



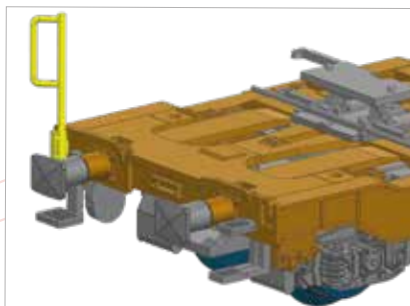
■ Trestle in a high position for semi-trailers and a low position for loading containers



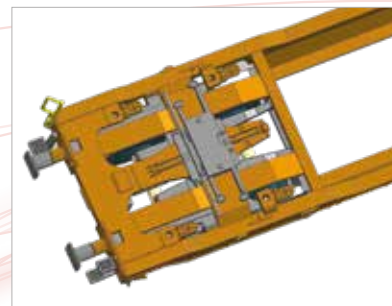
■ Prototypical model implementation of the swivel



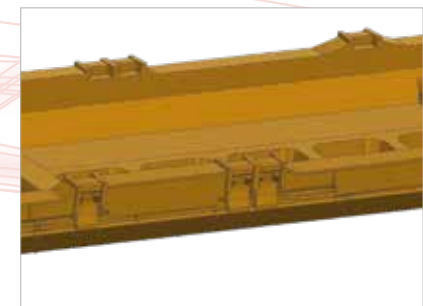
CAD drawing



■ Freestanding manoeuvring handle at the end of the wagon



■ Openwork details



■ Number of snap locks correctly implemented depending on the prototype

Articulated double-pocket wagon T3000e



DB AG



Sdggmrs 738

Photomontage

Q1/2025

6660050

Ep	VI	214	NEM
----	----	-----	-----

■ Loaded with two truck trailers from the forwarding agent LKW Walter

Articulated double-pocket wagon T3000e



DB AG



Sdggmrs 738

Photomontage

Q1/2025

6660051

Ep	VI	214	NEM
----	----	-----	-----

■ Loaded with four "DHL" swap bodies

Articulated double-pocket wagon T3000e



ÖBB

NEW!
design



Sdggmrs 738

Photomontage

Q1/2025

6660054



■ Loaded with four tank containers from TWS

Articulated double-pocket wagon T3000e



WASCOSA

NEW!
design



Sdggmrs 738

Photomontage

Q1/2025

6660052



■ Loaded with four tank containers from Bertschi

Pocket wagon T5



WASCOSA



Sdgnss

Photomontage

Q4/2025

6660083

■ Loaded with a truck trailer the forwarding agent LKW Walter; Anniversary design

Ep VI [] 125 [] NEM

Pocket wagon T5



HUPAC



Sdgnss

Photomontage

Q3/2025

6660070

■ Loaded with a truck trailer from the forwarding agent "Iemoli"

Ep VI [] 125 [] NEM

Container carrier wagon



SBB CARGO



Sgnss

Photomontage

Q4/2025

6660091

■ One swap body with coloured advertising on the front

Ep VI [] 123 [] NEM

Articulated double-pocket wagon T2000



WASCOSA



Sdggmrs

Photomontage

Q3/2025

825029

■ Loaded with a tarpaulin and a refrigerated semi-trailer from the forwarding agent Dissegna

Ep VI [] 214 [] NEM

2 piece set: Swivel-type stake wagons



ÖBB



Q1/2025

6660072

■ Loaded with wire reels



3 piece set: Tank wagons



ÖBB



Photomontage

Q1/2025

6660073



2 piece set: Telescopic hood wagons



RCW



Q3/2025

6660075

■ In current RCW lettering



High capacity sliding wall wagon



SETG



Habbiins

Photomontage

Q4/2025

6660121



3 piece set: Open goods wagons

ÖBB

Q4/2025
6660074

Eanos Photomontage

Ep VI 294 NEM

Grain silo wagon

SBB

Q4/2025
6660123

Tgpps Photomontage

Ep IV 66 NEM

- Delicate platform railings

2 piece set: Silo wagons

WASCOSA/JURA CEMENT

Uacns Photomontage

Q1/2025
6660090

Ep VI 170 NEM

Low-floor intermediate wagon

HUPAC

Photomontage

Q2/2025
6660094

Ep V-VI 117

- One side of the wagon equipped with a low-floor coupling

3 piece set: "Rollende Autobahn"

HUPAC

Photomontage

Q2/2025
6660093

Ep V-VI 351 NEM

- Buffer beams attached to one low-floor wagon

2 piece set: Sliding tarpaulin wagons



CD



Shimmns

Photomontage

Q3/2025

6660087

■ Ideal for the formation of block trains



High capacity sliding wall wagon



CD CARGO



Habbilnss

Photomontage

Q4/2025

6660079

■ Delicately designed model



Telescopic hood wagon



RENFE



Shimmns

Photomontage

Q3/2025

6660099



Sliding tarpaulin wagon



TRAMESA



Shimmns

Photomontage

Q3/2025

6660125

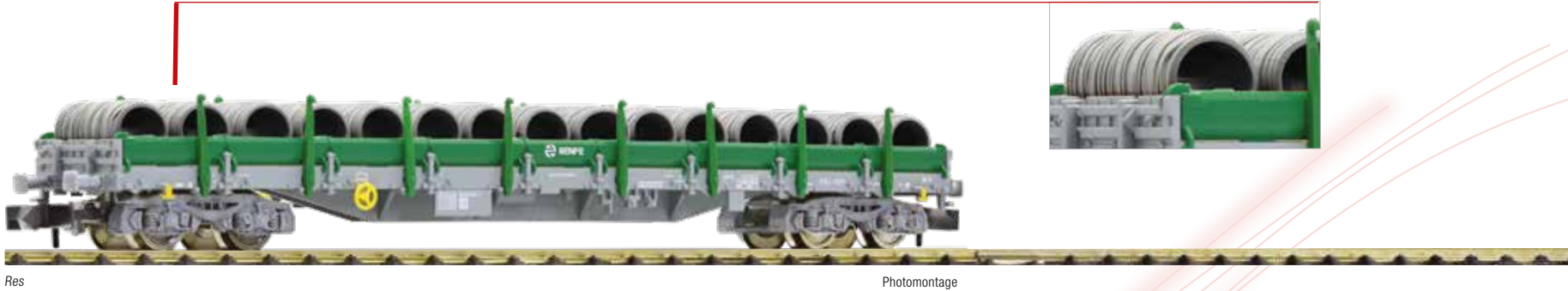
■ For the transport of steel coils



Stake wagon



RENFE



Q1/2025

6660100

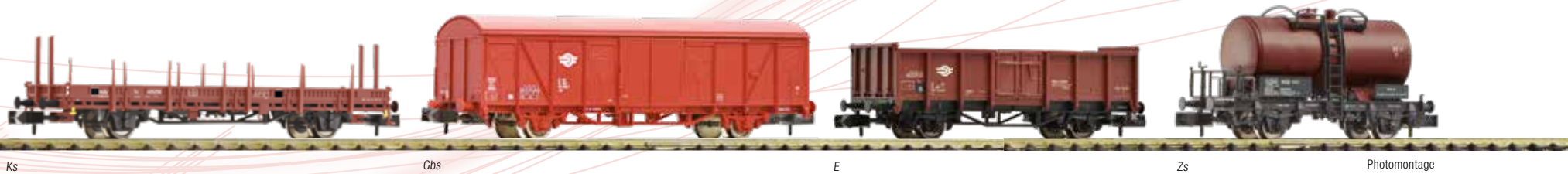
Ep VI 124 NEM

- Loaded with wire reels
- Featuring movable swivel stakes
- Removable side loading walls

4 piece set: Goods train



MAV



Q2/2025

6660096

Ep IV 292 NEM

- Wagon set to go with the M62 diesel locomotive, art. No. 7360025, 7370025

The set contains a swivelling stake wagon, type Ks, a covered goods wagon, type Gbs, an open goods wagon type E and a tank wagon type Zs.

Stake wagon



SNCF



Res

Photomontage

Q4/2025

6660085

Ep

V-VI



124



NEM

Pressurised gas tank wagon



DB



Zags

Photomontage

Q1/2025

6660117

Ep

IV



110



NEM

Pressurised gas tank wagon, type Zags, operated by the German Federal Railway.

Swivel-roof wagon



GRAWACO



Tadgs

Photomontage

Q1/2025

6660101

Ep VI [] 135 [] NEM

■ Finely detailed model with separately applied plug-in parts

Articulated double-pocket wagon T2000



WASCOSA



Sdggmrs

Photomontage

Q3/2025

6660118

Ep VI [] 214 [] NEM

■ Loaded with two truck trailers from the forwarding agent Hofman

3 piece set: Self-unloading hopper wagons "Norske Skog"



VTG



Falns



Photomontage

Q3/2025

6660089



■ Ideal for building block trains

3 piece set: Self-unloading hopper wagons



PKP



Falns

Photomontage

Q1/2025

6660086

Ep VI 234 NEM

■ Ideal for building block trains

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Published by:

Modelleisenbahn GmbH / Plainbachstrasse 4 / 5101 Bergheim, Austria
www.fleischmann.de

Photo credits:

Modelleisenbahn GmbH, Fleischmann-Archiv, Markus Huber, Michael Zirn Photography GmbH, Hannes Auer Fotografie GmbH, Heinz Peter Gogg as well as other photographers that are credited next to the pictures.

Printing and processing:

Druckerei Berger, Ferdinand Berger & Söhne GmbH, Wiener Straße 80, 3580 Horn, Austria

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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

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

COUNTRY EXPLANATION

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

LEGEND

	Item number
	Release: 1 st -4 th quarter of the same year
	Epoch
	Overall length
	Drive on X-axes / X-axes have traction tyres
	Direct current DC
	Direct current DC with sound
	DCC (Digital)
	6-pole interface NEM 651
	Next18 interface
	PluX16 interface
	Coupler pocket according to NEM standards 355 with close-coupling mechanism
	Triple headlights on the front
	White head lights changeover
	White/red head light changeover
	Head light changeover according to the original model (e. g. Swiss)
	LED illumination
	Electric illumination (light bulbs)
	Tail light (passenger coaches)
	Interior lighting
	Interior lighting installation kit
	Interior lighting LED
	Digital version with buffer capacitor
	Minimum drivable radius
	Z21 driver's cab available

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Modelleisenbahn GmbH
Plainbachstraße 4
5101 Bergheim | Austria
www.fleischmann.de