

NOVELTIES 2024

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N

Fleischmann

INNOVATION MEETS TECHNOLOGY – A MASTERPIECE IN 1:160

FLEISCHMANN has completely new designed the high-tech Beilhack snow blower as a functional model!



You can find more information about the N-gauge highlight of 2024 on pages 54–57

Dear FLEISCHMANN fans,

Miniaturisation and digitalisation do not stop at the N gauge and that is a good thing! With the Beilhack snow blower of the class 716, an absolute masterpiece is rolling onto the rails. Our designers have broken new ground. The smallest miniature motors are doing perfect work and highly sensitive sensors do the rest to make sure that all functions are in no way inferior to the larger original. No matter whether they are operating in the lowest speed range, rotating the impellers or the entire superstructure by 180 degrees, this model does it all. Of course, the action is also accompanied by appropriate sounds and rounded out with switchable lighting functions. This even delights the locomotive crew in the lovingly printed driver's cab. The Beilhack is an essential part of any collection. FLEISCHMANN proves once again what is possible today in the small track gauge.

For fans of Swiss railways, after the class Re 6/6, the class Re 4/4^{II} is also rolling onto the tracks in a complete and elaborate new design. Fine engravings, delicate bogies and finely finished roofs with pantographs know how to inspire.

And wagon fans will also get their money's worth: The T5 pocket wagon is a versatile vehicle that can be used in a variety of ways and, like the successful T2000, leaves nothing to be desired in terms of detailing.

Many highlights and special models are waiting for you! That's why we don't want to reveal all of our secrets and are giving the green light for the FLEISCHMANN innovations 2024!

Have fun browsing and discovering our innovations!

Your FLEISCHMANN Team

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Fleischmann

FASCINATION OF N-GAUGE





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RAIL FORCE ONE

1

SIEMENS 11 00 0153 020-4 0-0070

01411122



STEAM LOCOMOTIVES





Steam locomotive type GtL 4/4



K.Bay.Sts.B.



Photomontage

- Authentic livery with fine trim lines
- Used to draw passenger and lightweight freight trains on branch lines
- Metal die-cast chassis

The Bavarian GtL 4/4 was first put into service in 1911. Further locomotives were built with few changes to the design 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. A total of 117 locomotives were produced. Almost all the railway depots in Bavaria which served branch lines had GtL 4/4s in their fleet.

Q2/2024

7160012

DC

4/0

Ep

I



58



R1

3-piece set: Goods wagons



K.Bay.Sts.B.



Gm



V0



H

Photomontage

Wagon set with three goods wagons of the Royal Bavarian State Railways.

Q2/2024

6660061



- G wagon with brakeman's cab and two movable sliding doors
- H wagon loaded with logs
- Suitable for steam locomotive GtL 4/4, item no. 7160012

Steam locomotive class 56.20



DRG



Photomontage

- Metal die-cast chassis
- Model with a tightly soldered decoder built-in from factory (7170009)

Q2/2024

7160009 DC 2/2

7170009 DCC 2/2

Ep II 111 R1

Leig wagon unit 1



DRG



Gelh

Pwg

Photomontage

- Rigid close coupling with movable transitions between the wagons
- Baggage wagon with spoked wheels
- Each wagon features 2 moving sliding doors

Q2/2024

6660032

Ep II 124 NEM

Leig wagon unit 2



DRG



Gileh

Photomontage

- Rigid close coupling with movable transitions between the wagons
- One wagon with brakeman's cab
- Each wagon features 2 moving sliding doors

Q2/2024

6660033

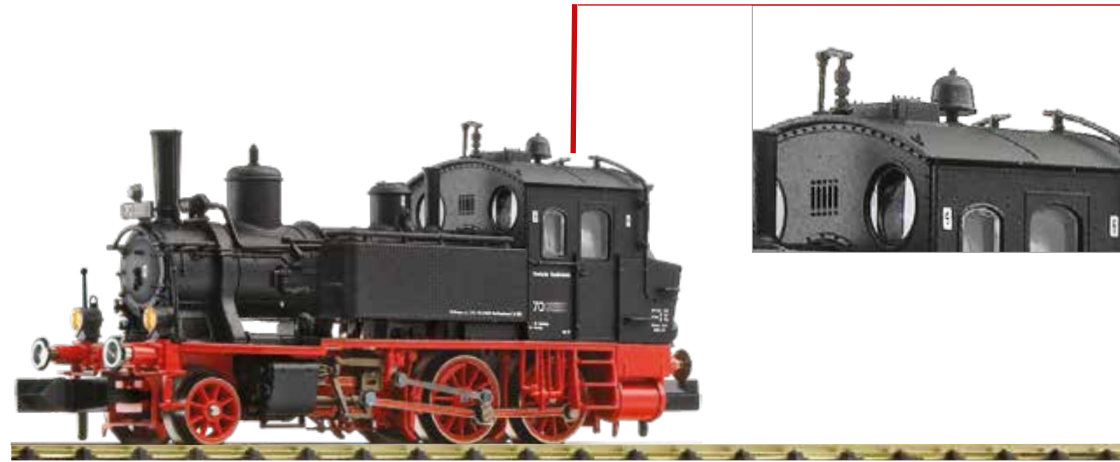
Ep II 151 NEM



Steam locomotive class 70.0



DB



- Finely-detailed model with springy beam chassis
- Metal die-cast housing
- Ideal for use on branch lines
- Model with a tightly soldered decoder built-in from factory (7170010)

Photomontage

Q2/2024

7160010 DC 2/0

7170010 DCC 2/0

Ep III 58 LED R1

The class 70.0 was a tender locomotive for light passenger trains. It was commissioned by the Royal Bavarian State Railways as the type Pt 2/3. Between 1909 to 1916, a total of 97 locomotives were constructed by Krauss in Munich. In order to optimise traffic on the local railways, a door was installed at the rear through which the stoker could enter the train to take over the conductor's duties. The doors were later partially removed to make room for a larger coal box.

3-piece set: Passenger train



DB



Cl



Cl



Pwi

Photomontage

Q3/2024

6260023

Ep III 216 NEM

Wagon set with three passenger coaches of the German Federal Railway.

Steam locomotive 86 201



DB



Photomontage

- Finely-detailed wheels and trailing wheels with perforated spokes
- Metal die-cast chassis

Q2/2024

7160008

DC

4/1

7170008

DCC



4/1

Ep

III



87



Next18



LED



R1

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

Steam locomotive 23 102



DB



Photomontage

- For the first time with Next18 interface and LED headlight

UP!
date

Q3/2024

7160003

DC

2/1

7170003

DCC



2/1

Ep

III



134



Next18



LED



R1

The Henschel company in Kassel had already received the order to prepare the construction drawings in September 1949, and delivered the first series of 15 machines in 1950. In addition to heavy passenger and light express service, it was also used for freight transport. It was approved for 110 km/h and had a power output of 1,314 kW. Of the 105 locomotives produced until 1959, the 23 102 was one of the last steam locomotives to be put into service by the German Federal Railway.



Conversion coach 1st/2nd class



DB

Q3/2024

6260026

Ep III 122 NEM 946901



AB4yge

Photomontage

Conversion coach 2nd class



DB

Q3/2024

6260027

6260028

Ep III 122 NEM 946901



B4yg

Photomontage

■ Item no. 6260028: Changed running number

Conversion coach 2nd class with baggage compartment



DB

Q3/2024

6260029

Ep III 122 NEM 946901



BD4yg

Photomontage

All coaches on this page are an ideal addition to the steam locomotives class 23, item no. 7160003, 7170003 and class 86, item no. 7160008, 7170008



Steam locomotive 001 150-2



DB

- Version with open front apron and Witte wind deflectors
- Tender type 2'2' T 34
- Unobstructed view between boiler and chassis
- With switchable driver's cab and engine lighting in digital mode (714570)



Photomontage

Q3/2024		
714500	DC	2/2
714570	DCC	2/2
Ep	IV	150
NEM	Next18	LED
R1		

Locomotive 01 150 was delivered in 1935 with factory number 22698 by the Henschel & Sohn locomotive works in Kassel. It first proved its worth in the low mountain ranges in Hesse and Thuringia, from Bebra. It remained loyal to its Hessian homeland for thirty years. Darmstadt, Hanau, Frankfurt/M, Wiesbaden and Giessen were its stations and the main lines on the Rhine and Lahn rivers, over the Spessart hills and the Wetterau region, were its territory. It was retired in Hof in November 1973.

Steam locomotive 62 1007-4



DR



Photomontage

- The only class 62 locomotive to feature an EDP number
- Operating condition: 1970
- Model with a tightly soldered decoder built-in from factory (7170005)

Q1/2024

7160005	DC	3/1
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7170005	DCC	3/1
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Ep	IV		107			R1
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The class 62 was developed and supplied by the Henschel company for the German State Railway Company (DRG) in the 1920s. These engines were two-cylinder superheated steam locomotives. A total of 15 engines were produced. Although the locomotives had already been built by 1928, the DRG did not procure the 62 003–015 until 1932. The reasons for the delay were low requirements and the excessively high price of the locomotives. After the Second World War, eight of these locomotives were retained by the railway company of the German Democratic Republic (Deutsche Reichsbahn). The 62 007 was the only one provided with an EDP numbering.



2nd class express train coach



DR

Q1/2024

6260020

Ep IV 131 NEM 944501



Bühe

Photomontage

2nd class express train coach



DR

Q1/2024

6260021

Ep IV 131 NEM 944501



Bühe

Photomontage

■ Item no. 6260020: Changed running number

Baggage coach



DR

Q1/2024

6260022

Ep IV 131 NEM 946901



Dge

Photomontage

All coaches on this page are an ideal addition to the steam locomotives class 62, item no. 7160005, 7170005



Steam locomotive 01 2226-7



DR

- Tender type 2'2' T34
- Wagner smoke deflectors
- Unobstructed view between boiler and chassis
- With switchable driver's cab and engine lighting in digital mode (714571)



Rendering

The twin-cylinder engines of class 01 are considered the first express train locomotives to be produced in accordance with the standard construction program. The first construction lots were equipped with wheels with an 800 mm diameter and were authorised for 120 km/h. From the 01 102, wheels with a diameter of 1000 mm were used, as were reinforced brakes, which meant the authorised maximum speed could be raised to 130 km/h. After the Second World War, the DR maintained the original design with the large Wagner smoke deflectors and the air and feed pumps in the smoke chamber niches.

Locomotive 01 226 remained with the railway company of the German Democratic Republic (Deutsche Reichsbahn) after the war. After conversion to the EDP numbering plan, it was renumbered 01 2226-7 and remained in service until 1973.

Q4/2024						
714501	DC	2/2				
714571	DCC	2/2				
Ep	IV	150	NEM	Next18	LED	R1

Steam locomotive 152 288



ÖBB



- Version with Giesl ejector
- Design with tub-style tender

Photomontage

Q1/2024			
7160011	DC		2/2
7170011	DCC		2/2
Ep	III-IV	144	NEM 651 LED R1 Z21 Cab

Steam locomotive 460 010



FS



Photomontage

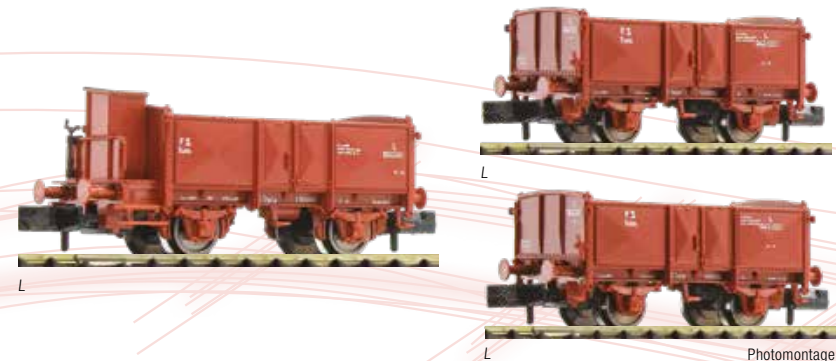
Q1/2024			
715504	DC		2/1
715584	DCC		2/1
Ep	III	116	R1

■ Metal die-cast chassis

3-piece set: Open goods wagons



FS



Photomontage

Q2/2024			
6660034			
Ep	II-III	127	

Consisting of one wagon with brakeman's cab of the type L and two unbraked wagons of the type L.



ELECTRIC LOCOMOTIVES

Electric locomotive class E 19



DRB



Photomontage

- Design with front apron and imperial eagle

Q4/2024

7560030

DC

2/1

Ep

II



106



NEM 651



LED



R1

3-piece set: Rack-and-pinion railway



Privatbahn



Photomontage

- Locomotive for real rack-and-pinion railway operation
- Suitable for FLEISCHMANN rack-and-pinion track 9119
- Due to the enormous climbing capacity (up to 25%) on rack-and-pinion tracks, the locomotive manages extraordinary differences in height even in the smallest space

Q3/2024

5560001

DC

2/0

5570001

DCC

2/0

Ep

III-IV



228



NEM



NEM 651



LED



R1



Electric locomotive 103 232-5



DB



- Version with long driver's cab and single-arm pantograph
- With switchable headlight or tail light and machine room lighting in digital mode

Photomontage

Q3/2024

7560006 DC 4/1

7570006 DCC 4/1

In the 1960s, the class E 03 class was built as the most powerful electric locomotive up to this time. It was intended for use in passenger transport on the German Federal Railway. From 1970 and 1974, a total of 145 of these locomotives were built and officially designated as class 103.1. Visually, the 103s are still regarded as one of the most beautifully designed electric locomotives.

Ep IV 126 NEM NEM 651 LED R1 Z21 Cab

Skirted dining coach



DB



WRüge

Photomontage

- Epoch IV design with ocean blue/beige livery

Q4/2024

6260038

Starting in 1936, the German State Railway Company (DRG) put streamlined express train coaches into service. The windows and doors were installed completely flush in the exterior walls of the wagon; the side walls ran down over the actual end of the coach and between the bogies. The "skirted wagon" thus achieved substantial reductions in wind resistance. In 1974, eight skirted dining coaches were painted ocean blue and beige.

Ep IV 147 NEM 946901

1st class express train coach



DB



Am 203

Photomontage

Q3/2024

6260033

Ep IV 165 NEM 946901

1st/2nd class express train coach



DB



ABm 225

Photomontage

Q3/2024

6260034

Ep IV 165 NEM 946901

2nd class express train coach



DB



Bm 235

Photomontage

Q3/2024

6260035

6260036

■ Item no. 6260035: modified running number

Ep IV 165 NEM 946901

2nd class express train coach with baggage compartment



DB



BDms 273

Photomontage

Q4/2024

6260037

Ep IV 165 NEM 946901



U. Buddle

Electric locomotive 169 005-6



DB



Photomontage

- Paintwork in faded operating condition with touch-ups
- Digitally switchable, red tail light on right-hand side

Q2/2024

7560022

DC

2/0

7570022

DCC

2/0

Ep

IV



54



NEM 651



LED



R1

On 24 January 1905, electric operation began on the 23.7 km long railway line into the Ammer valley. From 1930 onwards, the brawny LAG 5 - later redesignated the 169 005 - reinforced the electric locomotive fleet on the Oberammergau railway. In spite of its short length of 8.7 m, this little powerhouse was able to prove its worth. Over the decades, the railway became highly popular with all railway enthusiasts due to the level of comfort and idyllic surroundings of the Bavarian local railway. The era of the "Neinasechzga" in local transport on the Oberammergau railway came to an end in May 1981. On withdrawal of the old locomotives, a regular service was introduced and the charm of an incomparable era irretrievably disappeared.

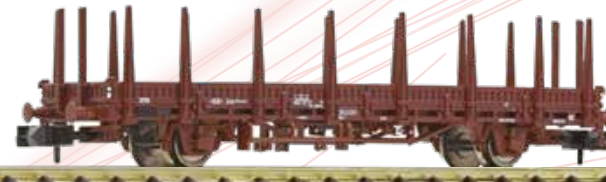
4-piece set: Freight train



DB



Pwgs 41



Kbs



Tds



Gbkl 236

Photomontage

Q4/2024

6660044

Ep

IV



282



NEM

- Covered goods wagon with moving sliding doors

Electric locomotive 243 354-8



DR



Photomontage

Q3/2024

7560015 DC 4/1

7570015 DCC 4/1

Ep IV 104 NEM NEM 651 LED R1

- Suitable locomotive for double-decker coach sets, item. no. 6260041 and 6260042

Electric locomotive class 141



DB AG



Photomontage

Q4/2024

7560019 DC 4/1

7570019 DCC 4/1

Ep V 98 NEM 651 LED R1

- Orient red livery with bib
- Version with double lamps
- Individually switchable headlight or tail light in digital mode

Electric locomotive 151 077-5



DB AG



Photomontage

Q2/2024

7560023

DC

4/1

7570023

DCC



4/1

Ep

V

122

NEM 651



LED



R1

- Ocean blue/beige livery with DB AG logo
- Finely-detailed model with separately attached plug-in parts

Electric locomotive 182 536-3



DB AG



Photomontage

Q4/2024

7560026

DC

4/1

7570026

DCC



4/1

Ep

VI

121

NEM



Next18



LED



R1

- Design in DB network livery
- Switchable high beam and individually switchable headlight or tail light in digital mode

Measuring train coach



DB AG



Bim 547.5

Photomontage

Q4/2024

6260032

Ep

VI

165

NEM

946901

Fleischmann

ICE-T

CLASS 411, DB AG

In 1994, Deutsche Bahn AG ordered multiple units with tilting technology from a consortium made up of Bombardier, Deutscher Waggonbau, DUEWAG, Fiat and Siemens in order to be able to connect curvy routes to the ICE network. The individual cars and components were produced in different plants. Due to the success of the concept, the order was increased once again, and the success of the ICE-T multiple unit has made it an important part of the long-distance fleets. It was important to the then-young DB AG Group that the new ICE-T and ICE 3 multiple units would herald a new era in long-distance transportation. The idea was that passengers would immediately notice that this was a completely new generation of vehicles thanks to the new and innovative design, which is why the Group did not impose many specifications on the designers at the time. That is why it is not surprising that class 411 and 415 multiple units are still modern vehicles that have already undergone several successful redesigns. With a maximum speed of 230 km/h, they still meet the current requirements of the ICE network and enjoy a high level of reliability.





3-piece set: Electrical multiple unit class 411



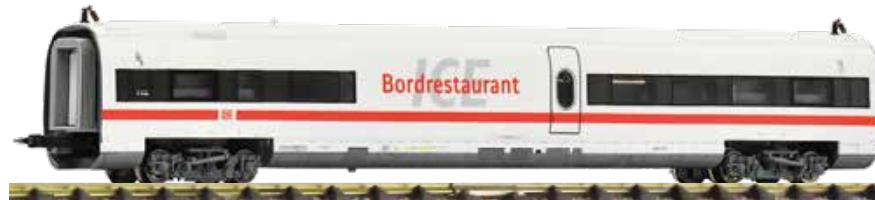
DB AG



Apmzf 411.0

Bpmzf 411.5

Photomontage



WRmz 411.2

Q2/2024

7760006

DC

4/1

7770006

DCC



4/1

Ep

VI



495



Next18



LED



R1



945301

Only for end cars

- Automatic inclination of the car body during curves
- Rigid close coupling with movable transitions between the coaches

2-piece set 1: Intermediate coaches ICE-T



DB AG



ABpmz 411.1



Bpmz 411.8

Photomontage

Q3/2024

7760007

- Automatic inclination of the car body during curves
- Rigid close coupling with movable transitions between the coaches

Ep

VI



314



946701

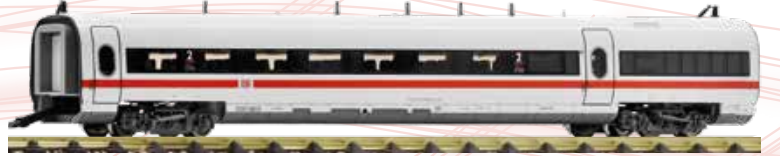
2-piece set 2: Intermediate coaches ICE-T



DB AG



Bpmzb 411.6



Bpmz 411.7

Photomontage

Q3/2024

7760008

- Automatic inclination of the car body during curves
- Rigid close coupling with movable transitions between the coaches

Ep

VI



314



946701





Electric locomotive 101 019-8



DB AG

- Model available exclusively from FLEISCHMANN
- With switchable shunting light, headlight or tail light in digital mode



Photomontage

Since summer 2023, DB AG electric locomotive 101 019 has had a special design! In cooperation between FLEISCHMANN and Fahrtziel Natur, the locomotive now displays a message of climate-friendly and, above all, car-free tourism on its large sides. In the cooperative project entitled "Fahrtziel Natur" (Destination Nature), the major German environmental organisations BUND, NABU, VCD and the Deutsche Bahn, together with national parks, nature parks and biosphere reserves within Germany, Austria and Switzerland are displaying their commitment. All these regions can be visited by train, which is very environmentally friendly. This was reason enough for FLEISCHMANN to support this unique cooperation. The Saxon Switzerland National Park in Germany and the Hohe Tauern National Park (Carinthia) in Austria were chosen as partners for this special locomotive. The designs show the impressive landscape of the region and make you want to see it for yourself! Exclusively at FLEISCHMANN, the special model of the "Fahrtziel Natur" locomotive will be available. Make sure to get this special model for your collection!

Q4/2024			
7560003	DC	4/1	
7570003	DCC	4/1	
Ep	VI	119	NEM
		NEM 651	LED
		R1	

Fahrtziel natur



Electric locomotive class 185.2



DB AG



Photomontage

Q4/2024

7560018 DC 4/1

7570018 DCC 4/1

Ep VI 118 NEM Next18 LED R1

- Finely-detailed pantographs
- With switchable headlight or tail light in digital mode

Electric locomotive 162.007



HECTORRAIL



Photomontage

Q3/2024

7560021 DC 4/1

7570021 DCC 4/1

Ep VI 122 NEM 651 LED R1

- Use in heavy-duty freight transport

Electric locomotive 1144 279-7



ÖBB



Photomontage

Q2/2024		
7560025	DC	4/1
7570025	DCC	4/1
Ep	VI	100
Next18	LED	R1

- Modern design with high continuous roof fans painted in grey
- Finely-detailed pantographs

Electric locomotive 1216 227-9



ÖBB



Photomontage

Q4/2024		
7560029	DC	4/1
7570029	DCC	4/1
Ep	VI	122
NEM	Next18	LED
		R1

- Finely detailed model with many separately attached plug-in parts
- Elaborate roof design with four pantographs
- With switchable high beam and individually switchable headlight or tail light in digital mode

Fleischmann

ELECTRIC LOCOMOTIVE Re 4/4^{II}, SBB

The history of the Re 4/4^{II} began in 1960 with the order of six prototypes of a multi-purpose, high-powered locomotive featuring a very stocky design with the Bo'Bo' axle arrangement. Uncertainty as to the weight of the locomotives prevented definition of whether they should be designated as Ae or Re. For this reason, they were provided with the neutral designation "BoBo". This name, originally intended to be temporary, actually established itself as a synonym for the locomotives and has remained in use until today.

The prototypes proved their worth, and formed the prelude to what became by far the largest vehicle series ever produced in the Swiss Confederation. The first series, ordered in 1965 and totalling 49 locomotives, was delivered between January 1967 and November 1968. The locomotives featured only one single scissors pantograph. However, this design proved to have adverse effects in everyday operation.

From January 1969, all locomotives of the subsequent series were fitted with two single-arm pantographs and an adapted roof superstructure layout for reasons of space. The required reduction of the shock wave produced at train crossings meant that the front ends had to be slanted off more severely. For this reason, the locomotives were retrofitted with the tried and tested slant angle design of the Ae 6/6. This design also substantially improved the running characteristics. Furthermore, the locomotives had a new length over buffers of 15,410 mm. This also permitted enlargement of the driver's cab. With an output of 4,700 kW, the engines were able to achieve a maximum speed of 140 km/h. All the locomotives are equipped with multiple-unit control.

The locomotives of the class Re 4/4^{II} are considered general-purpose locomotives and were procured to haul heavy passenger and freight trains. Until 1985, a total of 277 locomotives were delivered to the SBB. One of the requirement profile stipulations was that the locomotives had to be able to cope with the small curve radii typical on Swiss railways, even at high speeds. The Re 4/4^{II} is still registered under very different class designations in Switzerland today, and still acts as a loyal workhorse in daily operations.







■ Separately attached windscreen wipers



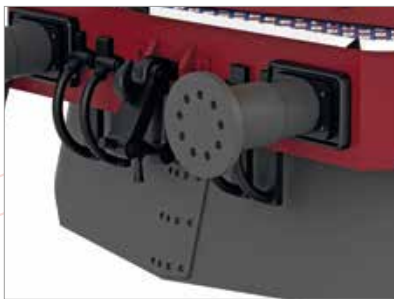
■ Delicate pantograph design with invisible mounting



■ Handle rails on the access points made of metal



Rendering



■ Prototypical designs with snow plough



■ Authentic reproduction of bogies



■ Train control magnet

NEW!
design

Electric locomotive Re 4/4 " 11158



SBB



Rendering

- Closed snow ploughs attached to the package
- With switchable headlight or tail light and driver's cab lighting in digital mode

Q3/2024

732400	DC	4/1
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732470	DCC	4/1
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Ep IV-V 96 NEM Next18 CH R1 Z21 Cab

Electric locomotive 421 389-8



SBB Cargo



Rendering

NEW!
design

- Design without air conditioning
- Finely-detailed pantographs for CH and D
- With switchable headlight or tail light and driver's cab lighting in digital mode

Q3/2024

732402	DC	4/1
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732472	DCC	4/1
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Ep VI 96 NEM Next18 CH R1 Z21 Cab

Electric locomotive Re 6/6 11673



SBB



- With square lamps and air conditioning
- Closed snow ploughs attached to the package
- With switchable headlight or tail light and driver's cab lighting in digital mode

Photomontage

Q3/2024

734124 DC 4/1

734194 DCC 4/1

Ep V 121 NEM Next18 CH R1

Electric locomotive Re 6/6 11662



SBB



- With "Reuchenette-Pery" crest
- Closed snow ploughs attached to the package
- With switchable headlight or tail light and driver's cab lighting in digital mode

Photomontage

Q3/2024

734126 DC 4/1

734196 DCC 4/1

Ep V-VI 121 NEM Next18 CH R1

With an hourly output of 7,850 kW and a top speed of 140 km/h, the Re 6/6, which was first put into operation in 1972, is still considered one of the strongest locomotives in Switzerland today. To achieve high speeds on bends, the axle arrangement Bo'Bo'Bo' became the preferred model in comparison to the standard Co'Co'. The more complex three bogies – an advancement of the Re 4/4^{II} – also proved highly advantageous with regard to wheel flange and track wear. The Re 6/6 are seen all over the place, whether in single traction, in multiple-unit control with other engines of its kind, and above all in freight transport, mainly as the so-called Re 10/10 together with an Re 4/4^{II} or Re 4/4^{III}.

Electric locomotive 193 110-4 “Goldpiercer”



SBB CI



Photomontage

- Baptised with the name “Zugersee”
- With switchable Swiss light, headlight or tail light in digital mode

Q4/2024

7560027

DC

4/1

7570027

DCC



4/1

Now the Railpool 193 110 “Goldpiercer” has also been painted for SBB Cargo International in the style of the previous Nightpiercer series. The “Goldpiercer” is already the seventh special locomotive that has been created on a Vectron. Like their predecessors (MRCE Vectron – also called the “Shadowpiercer”), the DACHINL locomotives will be given Swiss lake names. The choice of the 193 110 name “Zugersee” with the special design is not a coincidence, as it is Railpool’s 300th new locomotive, which is why it also has discreet golden stripes.

Ep	VI	119	NEM	Next18	CH	R1
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D. Schärer

Fleischmann

TRAVELLING WITH CISALPINO

Cisalpino AG, founded in 1993, was a railway company based in Muri near Berne. It was a joint venture between SBB and Trenitalia. Cisalpino, abbreviated to CIS, represented both the company name and the trains operated by it.

The company used standard trains hauled by locomotives for several railway connections running between Switzerland and Italy. These were mainly formed using EuroCity large-capacity coaches of the SBB as well as other coach types of the FS. Some of these received a Cisalpino livery. In August 2005, Cisalpino rented some class 484 locomotives. They were used for cross-border EuroCity traffic between Berne, Geneva and Milan. This meant that a locomotive change was no longer necessary at the border, which shortened the transition and therefore the total travel duration.

These locomotives featured a striking design in silver, red and light blue. In this way, the class 484 was used to haul passenger trains for the first time. Due to delivery delays on new multiple units, Cisalpino continued operation of the six locomotives until the end of 2007.





Electric locomotive Re 484 018-7



CISALPINO



Photomontage

Q4/2024
7560017 DC 4/1
7570017 DCC 4/1
Ep V-VI 118 NEM Next18 CH R1

- With four pantographs for travelling between Italy and Switzerland
- With switchable headlight or tail light in digital mode

3-piece set: Cisalpino



CISALPINO



A



B



B

Photomontage

Q3/2024
6260019
Ep V-VI 495 NEM 946901

- Cisalpino livery with blue stripes

Electric locomotive 1216 903-5



Photomontage

Q4/2024		7560024		DC	4/1
7570024		DCC		4/1	
Ep	VI		122		Next18

- Paintwork in the "Najbrt design"
- Elaborate roof design with four pantographs
- With switchable high beam and individually switchable headlight or tail light in digital mode

3-piece set: Eurofima coaches



ABmz



Bmz



Bmz

Photomontage

The set consists of one 1st/2nd class Eurofima express train coach type ABmz 346, one 2nd class Eurofima express train coach type Bmz 226 and one 2nd class Eurofima express train coach type Bmz 229 with children's cinema.

Q3/2024		6260030	
Ep	VI		495

Passenger train car transport wagon



DDm

Photomontage

Q4/2024		6260031	
Ep	VI		165

Electric locomotive 371 002-7



CD



Photomontage

- Finely-detailed model with separately attached plug-in parts
- Elaborate roof design with authentic pantographs
- With individually switchable headlight or tail light in digital mode

Q4/2024

7560031 DC 4/1

7570031 DCC 4/1

Ep V-VI 105 NEM Next18 LED R1

In the 1980s, the CSD and the DR decided to procure dual-system locomotives in order to simplify the constantly increasing flow of traffic and operational processes in cross-border transport along the Berlin-Dresden-Prague line. The development of the Decin-Prague connection at a maximum speed of 160 km/h made it necessary to upgrade several locomotives. From 1994, six Czech class 372 locomotives were adapted for the faster international passenger trains and have since then run under the class designation 371 – “Turbobastard”. The CD relocated these converted engines to the Prague depot.



Electric locomotive BB 422369



SNCF



Photomontage

- Filigree pantograph design
- Headlight switchable in digital mode in line with the French prototype

Q1/2024

732138

DC

4/1

732208

DCC



4/1

Ep

V-VI



109



NEM



Next18



LED



R1

The BB 22200 is a French electric locomotive class for use both on the SNCF's 1.5 kV electrified DC network and on the 25 kV 50 Hz electrified AC network. The design of these locomotives, with their so-called "nez cassé" (broken nose), was created by the Frenchman Paul Arzens, who was responsible for designing several SNCF locomotives around that time. In the years 1976 to 1986, a total of 205 locomotives in six different construction series were produced by Alstom. From the year 1999 onwards, the locomotives were distributed between the different business units. The locomotives which were issued to the freight transport sector were given the grey/green/white FRET livery.

Electric locomotive BB 126163



SNCF



Photomontage

- Version with two-light headlight signal in "En Voyage" design
- Headlight switchable in digital mode in accordance with the French prototype

Q3/2024

7560020

DC

4/1

7570020

DCC



4/1

Ep

VI



111



NEM



Next18



LED



R1

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

Electric locomotive 1753



NS



Photomontage

- Design with air conditioning unit
- Individually switchable headlight or tail light in digital mode

Q3/2024

732104 DC 4/1

732174 DCC 4/1

Ep V 109 NEM Next18 LED R1

As a modernised version of the 1600 series, 81 engines of the 1700 series were procured from 1991 to 1994. They are characterised by the increased used of electronic components as well as the updated train control system and a different braking system. The 1753 locomotive was delivered by Alstom in 1993. Until 2000, it was mostly used with double-decker trains. After that, the machine hauled domestic intercity trains and international trains such as the IC Amsterdam – Berlin (to Bad Bentheim). The IC Den Haag – Venlo with ICK passenger coaches were also part of its service. The 1753, like most 1700s, had no city coat of arms.

Electric locomotive EU46-523



PKP



Photomontage

- Current PKP Cargo design
- Switchable high beam with individually switchable headlight or tail light in digital mode

Q4/2024

7560028 DC 4/1

7570028 DCC 4/1

Ep VI 119 NEM Next18 LED R1

In 2022/23, PKP Cargo received five more Vectron MS locomotives. Unlike the grey painted locomotives previously delivered, they received the blue PKP Cargo design. They are approved for Poland, Germany, Austria, Czech Republic, Slovakia and Hungary.



DIESEL LOCOMOTIVES

Fleischmann

BEILHACK

SNOW BLOWER, DB AG

Since the beginning of the railway era, it has been necessary to clear snow from the tracks. The spectrum of railway service vehicles ranges from simple snow clearing plates to large snow ploughs and heavy-duty snow blowers. For the German Federal Railway, it became necessary to replace the old steam-powered snow blowers starting in the 1960s. Various compact heavy-duty wagons with Beilhack diesel snow blower units were tested the Alps, in the Allgäu region and abroad. A disadvantage of these vehicles was that an additional locomotive was used to drive them. A self-driving heavy-duty snow blower was developed to make snow removal even more efficient. It is approved for a speed of up to 120 km/h for transfers. Three identical twelve-cylinder diesel motors from Daimler are used in the machine. Each one has a power output of 405 kW. This means snow drifts of up to 3 metres can be cleared. A rim that can be rotated by 180° makes it possible to turn on the spot. This means it can master even the most difficult weather conditions.







■ Detailed reproduction of front and driver's cab



■ Finely-detailed railings and ladders



■ Separately attached exhaust system



Rendering



■ Large fully-functional blade wheels



■ Detailed reproduction of chassis



■ Elaborate printing of ladders

Beilhack snow blower



DB AG

NEW!
design

- Digital function model!
- Self-driving model
- Rotating blower wheels
- Body rotatable by 180°
- Elaborately designed model with numerous digitally switchable functions



Rendering

Q1/2024
7370001 DCC 1/1
Ep VI 104 LED R1



Diesel locomotive class V 100.20



DB



Photomontage

FORM!
variation

- Design in "antique red" livery
- With individually switchable headlight or tail light and switchable driver's cab lighting in digital mode

The class 212 is considered to be the direct sub-class of the V 100, as it was built according to the latter's development requirements. Only a more powerful engine with 993 kW was used in the locomotive. Used from 1962 to 1965 as class V 100.20, it was also intended for main and steep line service, in contrast to the V 100.10 used in branch line service.

Because an enlarged cooling system proved expedient on the V 100.10 locomotives due to the increased engine power, the front end and the frame cover plate were extended from the V 100 2022 model onwards from 12,100 mm to 12,300 mm. The larger cooling system can be identified by its vertical slats in comparison to the horizontal slats on the other series locomotives. The locomotives were considered very sturdy and reliable and their running performance was strong and trouble-free. The machines were widespread in almost all of Germany.

Q4/2024

7360016 DC 4/1

7370016 DCC 4/1

Ep III 77 NEM Next18 LED R1

Accumulator railcar 515 529-6 with control cab coach



DB AG



Photomontage

- Version with DB AG logo
- With switchable headlight and interior lighting in digital mode

Q2/2024

740102 DC 2/1

740172 DCC 2/1

Ep V 293 NEM Next18 LED LED R1 Z21 Cab

Diesel locomotive 210 007-1



DB



Photomontage

- Model with finely-detailed, separately attached plug-in parts
- With switchable headlight or tail light and driver's cab lighting in digital mode

Q4/2024

7360008

DC

4/1

7370008

DCC

4/1

Ep

IV



102



NEM



Next18



LED



R1

For the series conversion of some of the popular V-160 family models, the DB ordered powerful turbines of the type AVCO Lycoming T53-L13 from the former Klöckner-Humboldt-Deutz works. These units were installed in the locomotives, now redesignated class 210, from the year 1970. The locomotives with the running numbers 210 001–008 were rapidly deployed to their intended main routes.

The express train "TEE Bavaria" and further heavy-duty fast trains were operated daily between the Bavarian state capital of Munich and Lindau.

Diesel locomotive 212 055-8



DB AG



Photomontage



FORM!
variation!

- Braking shoes follow the wheel arches exactly
- Finest handles and steps
- With individually switchable headlight or tail light and switchable driver's cab lighting in digital mode

Q2/2024

721211

DC

4/1

721281

DCC



4/1

Ep

V



77



NEM



Next18



LED



R1

The class 212 is considered a direct sub-class of the V 100, as it was built according to its development standards. Only a more powerful motor with 993 kW was mounted. It was put into service from 1962 to 1965 as class V 100.20, intended for main line and steep line services, in contrast to the V 100.10 used for branch line services. The locomotives were considered very robust and reliable, achieving high, trouble-free mileages. They were widespread in almost all of Germany.



Diesel locomotive 112 278-7



DR



Photomontage

- In Bordeaux-red livery

Q3/2024

7360018

DC

4/1

7370018

DCC



4/1

Ep

IV



87



NEM



Next18



LED



R1

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

Diesel locomotive 228 751-4



DB AG



Photomontage



- 6-axle design with single banderole
- With individually switchable headlight or tail light and switchable driver's cab lighting in digital mode

Q1/2024

7360005

DC

4/1

7370005

DCC



4/1

Ep

V



121



NEM



Next18



LED



R1

Diesel locomotive 2016 902-5



RADVE



Photomontage

- Brake discs in contrasting colours
- With individually switchable headlight or tail light in digital mode

Q4/2024		
7360017	DC	4/1
7370017	DCC	4/1

RailAdventure GmbH, with its headquarters in Munich, is the market leader for test and transfer runs of rail vehicles across the whole of Europe. The company possesses locomotives, coupling adapter wagons and braking wagons. In addition to various electric locomotives, RailAdventure also runs a Siemens EuroRunner diesel-electric locomotive for non-electrified lines with low axle loads. At the end of 2022, the locomotive was purchased by the Styrian Railway and then given the RailAdventure design.

Ep VI 121 NEM Next18 LED R1

Diesel locomotive class 2048



ÖBB



Photomontage

- Clear view through driver's cab
- With individually switchable headlight or tail light and switchable driver's cab lighting in digital mode

Q2/2024		
7360014	DC	4/1
7370014	DCC	4/1

The introduction of the New Austro-Takt (NAT) in June 1991 resulted in a deficit of diesel locomotives with electric train heating for the ÖBB. In order to leave the classes 2043 and 2143 free for passenger train service, 34 locomotives of the DB class 211 were procured. These locomotives, remotorised with a Caterpillar engine, were used in shunting and freight train services at the Wels, Wien Nord, Amstetten and Krems depots.

Ep V 76 NEM Next18 LED R1

Diesel locomotive Am 847 957-8



SERSA



- Finest handles and steps
- With individually switchable headlight or tail light and switchable driver's cab lighting in digital mode



Photomontage

Q1/2024

721212

DC

4/1

721282

DCC



4/1

Ep

V



76



NEM



Next18



LED



R1

After the German Federal Railway had class 211 locomotives taken out of service, also the Sersa AG bought a few of them. The Swiss railway technology group specializes in the superstructure of railways and focuses on classic core activities such as track construction, track maintenance, contact line construction, electrical systems, railway measurement systems and rail technology project management.

2-piece set: Track maintenance train



SERSA



Vs



Vs

Photomontage

Q2/2024

6660042

Ep

V



152



NEM

- Suitable for the diesel locomotive Am 847, Item no. 721212, 721282

Diesel-electric double locomotive L5



Photomontage

- Frame trims with 8 sandboxes each
- Large loudspeaker with resonance body for powerful sound (725174)
- With individually switchable headlight or tail light, driver's cab lighting and machine room lighting in digital mode

As one of a total of four double locomotives of type D 311, this locomotive was put into service in 1942 by the German Wehrmacht as the D 311.04. It was intended for use with the "Schwerer Gustav 2" gun. However, manufacture of the gun was never completed, and the locomotive was therefore put into service in and around Calais. In September 1944, the locomotive ran aground on Dutch territory and was appropriated as spoils of war by the Dutch State Railways. Attempts to put the locomotive back into operation failed due to missing parts. Following mediation by a Haarlem-based scrap merchant, the locomotive returned to Germany, where it was returned to service in 1950/51 as the V 188 002, and remained in operation in the Franconian region until 1972.

Q2/2024									
725104	DC	2/2							
725174	DCC	2/2	Speaker						
Ep	III	141	NEM	Next18	LED	R1			

Diesel locomotive 363 723-3



Photomontage

- Rods made from metal
- The model is equipped at the factory with a fixed-soldered digital decoder (7370013)

From the middle of the 1950s, the German Federal Railway procured a total of 942 series V 60/V 60.1 locomotives for light and heavy-duty shunting services. The difference between the V 60 (260) and V 60.1 (261) series is the higher friction load of the class 261. During the course of remotorisation with Caterpillar engines from the middle of the 1990s, some engines were renamed class 363. After retirement, many of them were sold to private and factory railways both at home and abroad.

Q3/2024							
7360013	DC	3/0					
7370013	DCC	3/0					
Ep	VI	65	LED	R1			



START^{SETS}

Analogue Starter Set: Steam locomotive class 80 with passenger train

CONTENTS:

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

- Labels of different railway administrations enclosed

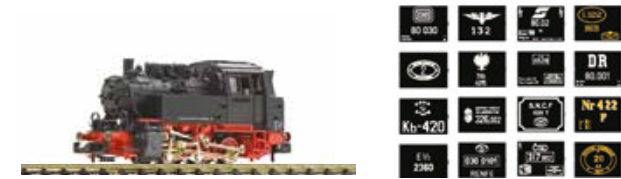
Ballast bed tracks for a track oval with radius R1

5 x 9101, 8 x 9120, 1 connection track.

Size of track layout: 75 cm x 40 cm.

Q4/2024
5160003 DC 3/0

Ep III 172 NEM 9456 R1



Photomontage



z21 start digital set: Diesel locomotive class 204 with goods train



DB AG

CONTENTS:

- 1 digitally controlled diesel locomotive class 204
- 3 open goods wagons
- 1 z21 start
- 1 Z21 multiMAUS
- 1 plug-in power supply

Ballast bed tracks for a track oval with radius R1:

4 x 9100, 8 x 9120, electrical connection material.

Size of track layout: 85 cm x 40 cm.

Q3/2024
5170005 DCC 4/1

Ep V-VI 351 NEM Next18 LED R1

z21 is a modular design digital system:

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



Photomontage



z21 start digital set: Steam locomotive class 051 with crane train



DB

CONTENTS:

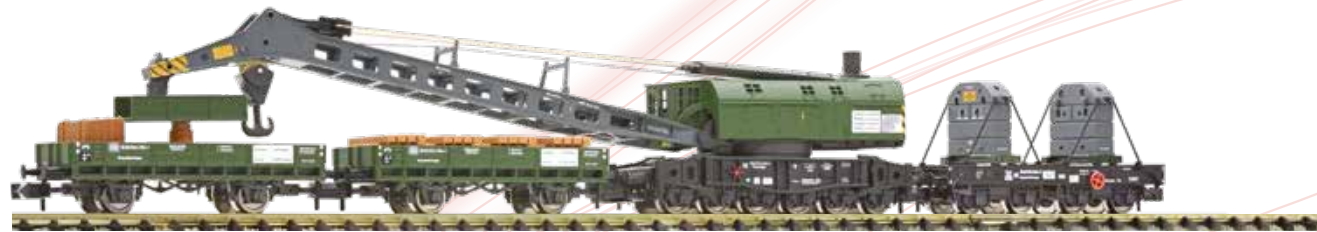
- 1 Steam locomotive class 051 equipped at the factory with a fixed-soldered decoder
- 1 construction train wagon
- 1 four-piece crane train
- 1 z21 start
- 1 Z21 multiMAUS
- 1 plug-in power supply



The crane in detail:

(can be operated manually)

- Swing-out outriggers
- Rotatable crane house
- Height-adjustable crane boom
- The main flange is operated using a cable pull for lifting and lowering



Photomontage

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



Q3/2024

5170004

DCC

4/2

Ep

IV

441

NEM



R1



PASSENGER COACHES

Skirted mail wagon



DB

- As a supplement to the express train wagon set, item no. 6260004



Post 4üe

Following the construction of test wagons in the years 1936-38, the DRG put streamlined express train wagons into service. The windows and doors were installed completely flush in the exterior walls of the wagon; the side walls ran down over the actual end of the wagon and between the bogies. The "skirted wagon" thus achieved substantial reductions in wind resistance. The German Imperial Post and MITROPA also ordered wagons in this new form.

Q1/2024

6260005

Ep III 142 NEM 946901



2-piece set 1: Double-decker coaches



DR



DBmq



DBmue

Photomontage

In 1971, VEB Waggonbau Görlitz delivered two prototypes of the double-decker individual coach to the DR. The double-decker individual coaches were expected to be more flexible in adapting to changing passenger volumes as well as savings in the event of damage. After extensive testing of the two prototypes, an initial series of around 138 vehicles was delivered from 1974. The lower floor of this coach was completely equipped with seats. It was first used in the southern urban centres and routes with high traffic volumes.

Q4/2024

6260041

Ep IV 334 NEM NEM 651 LED

■ Control cab coach with white/red light change

2-piece set 2: Double-decker coaches



DR



DBmue



Photomontage

Q4/2024

6260042

Ep IV 334 NEM

■ Suitable for double-decker coach set, item no. 6260041



GOODS WAGONS

Stake wagon



DB



Kbs

Photomontage

Q4/2024

6660059

Ep III 86 NEM

■ Version with brakeman's platform

2-piece set: Dump wagons



DB



Ommi 51

Photomontage

Q4/2024

6660060

Ep III 112 NEM

Container carrier wagon double unit



DB



Laabkkmms

Photomontage

Q4/2024

6660046

Ep III-IV 110 NEM

■ Finely-detailed design

2-piece set: Tank wagons



VTG



Photomontage

Q1/2024

825820

Ep IV 196 NEM

Low-loader wagon



DB



Uai

Photomontage

Q1/2024

6660031

Ep IV 151 NEM

■ Loaded with two removable cable drums

■ Plug-in stakes included

Covered goods wagon



DR



Gehlmmss

Photomontage

Q1/2024

6660022

Ep IV 88 NEM

■ With moveable sliding doors

Swing roof wagon



DR



Tds-y

Photomontage

Q4/2024

6660043

Ep

IV



57



NEM

- Fine treads, ladders and platform railings

Swivel stake wagon



DR



Res

Photomontage

Q4/2024

6660045

Ep

IV



124



NEM

- Loaded with one 40' container

Dust silo wagon



DR



Uacs-x

Photomontage

Q4/2024

6660062

Ep

IV



119



NEM

- With many separately attached plug-in parts, some of which are in perforated design
- Ideal for building block trains

Sliding tarpaulin wagon



DB AG



Rils

Photomontage

Q4/2024

6660067

Ep

V



124



NEM

- Realistic structure of the tarpaulin
- Model with square buffers

Pocket wagon T3



DB AG



Sdgmns 33

Photomontage

Q2/2024

6660008

Ep VI [] 115 [] NEM

- Metal die-cast chassis
- Loaded with a truck trailer from the LKW Walter forwarding company

High capacity sliding wall wagon



DB AG



Habbiins

Photomontage

Q4/2024

6660065

Ep VI [] 145 [] NEM

- With separately attached handle rails

High capacity sliding wall wagon



RAILADVENTURE



Habfis

Photomontage

Q4/2024

6660068

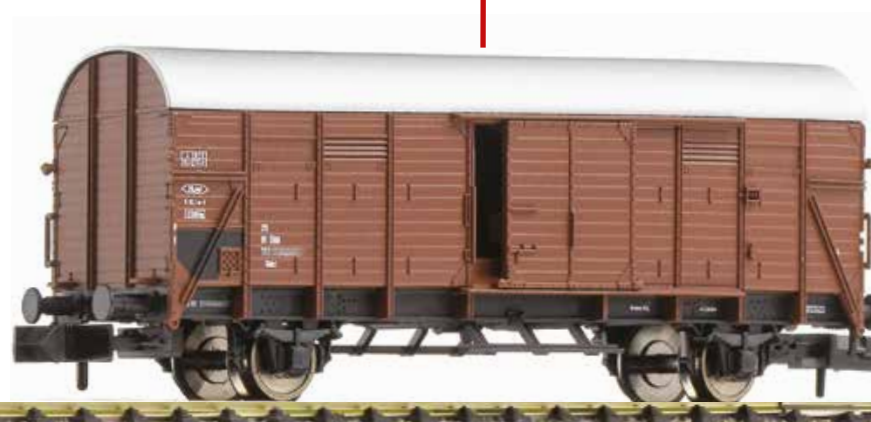
Ep VI [] 145 [] NEM

- With separately attached handle rails

Covered goods wagon



ÖBB



GI



Photomontage

Q1/2024

6660018



- With two moveable sliding doors

2-piece set: Open goods wagons



ÖBB



Eanos



Q1/2024

6660020



- Loaded with coal
- Elaborately reproduced wagon undercarriage

2-piece set: Telescopic hood wagons



ÖBB



Shimms

Photomontage

Q1/2024

6660035

Ep

V



150



NEM

2-piece set: Stake wagons



ÖBB



Rs

Photomontage

Q2/2024

6660048

Ep

V



248



NEM

■ With timber load

3-piece set: Gravel wagons



ÖBB



Photomontage

Q4/2024

6660057

Ep

V-VI

171

NEM

- Model with "WIR BAUEN FÜR SIE" (WE BUILD FOR YOU) inscriptions
- Fine treads, ladders and platform railings
- Ideal for building block trains

Dust silo wagon



ÖBB



Uacs-x

Photomontage

Q2/2024

6660063

Ep

V-VI

119

NEM

- With many separately attached plug-in parts, some of which are in perforated design
- Ideal for building block trains

2-piece set: Tank wagons



ÖBB



Photomontage

Q2/2024

6660058

Ep

VI

196

NEM

Swivel stake wagon



SNCB



Ks

Photomontage

Q4/2024

825739

Ep V 86 NEM

Sliding tarpaulin wagon



TRAMESA



Shimms

Q1/2024

838819

Ep V-VI 75 NEM

Flat wagon



FS



Rgmms

Photomontage

Q3/2024

6660002

■ Loaded with rail profiles

Ep V 88 NEM

Sliding-wall wagon



CD



Hbbilns

Photomontage

Q2/2024

6660010

■ Handles and actuating rods attached separately

Ep V 97 NEM

Open goods wagon



FS



Eanos

Photomontage

Q1/2024

830254

Ep V 98 NEM

High capacity sliding wall wagon



SJ



Habis

Photomontage

Q1/2024

838321

Ep IV 145 NEM

Fleischmann POCKET WAGON T5

As early as the beginning of the 1970s, the first pocket wagons were built and procured by several European railway administrations. Over time, these were adapted and further developed to meet the constantly increasing requirements. Versatility and flexibility are the key features of the T5 pocket wagon. It is used to transport mega-trailers and conventional semi-trailers with an internal height of between 2.55 and 3.0 metres. The length over buffer is 20,000 mm. For flexible use in combined transport, the pocket wagons feature folding latches with ISO pins on the longitudinal girder so that containers and swap bodies up to 45' can also be accommodated. Loading of 30' containers is also possible with this wagon type. The use of the T5 pocket wagon thus increases the flexibility of the train compositions and offers clear advantages in terms of availability for different loading units.

The pocket wagons are equipped with external longitudinal girders so that the so-called pockets, in which the wheels of the semi-trailers are deposited, have the smallest possible distance to the upper edge of the rail. This is necessary for compliance with the railway clearance gauge regulations. On the wagons there is a height-adjustable support frame in which the king pin of the semi-trailer is fixed. This has made the T5 an indispensable component for combined transport.







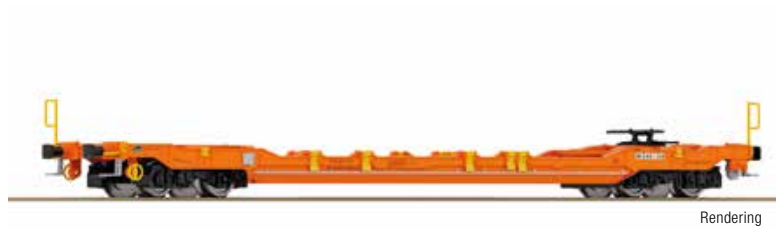
■ Free-standing access points



■ Finely-detailed support frame



■ Free-standing shunter handles



■ Tub area with authentic design



■ Folding bar with realistic design

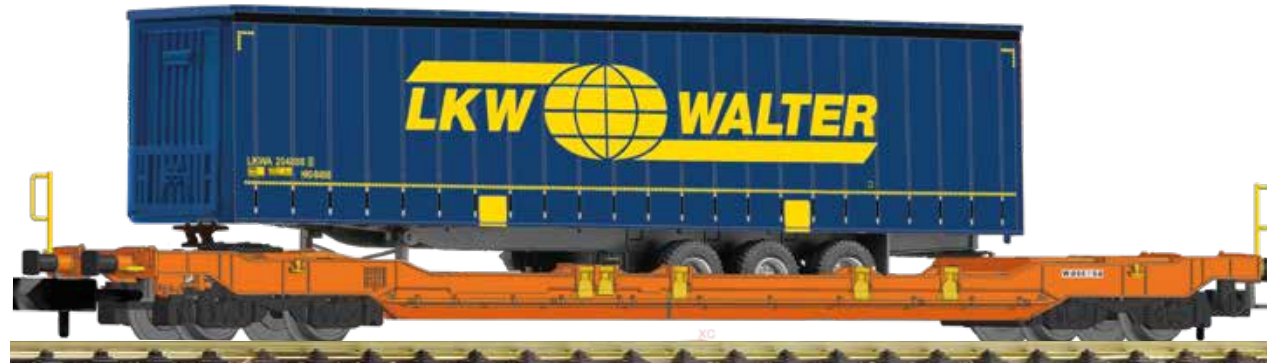


■ Rope anchor hooks in contrasting colours

Pocket wagon T5



WASCOSA



Sdgnss/T5

Photomontage

NEW!
design

Q4/2024

6660039

Ep V-VI 125 NEM

- Metal die-cast chassis
- Loaded with a truck trailer from the LKW Walter forwarding company

Pocket wagon T5



HUPAC



Sdgnss/T5

Photomontage

NEW!
design

Q4/2024

6660038

Ep VI 125 NEM

- Metal die-cast chassis
- Loaded with a truck trailer from the Schöni forwarding company

Pocket wagon T5



WASCOSA



Sdgnss/T5

Photomontage

NEW!
design

Q4/2024

6660040

Ep V-VI 125 NEM

- Metal die-cast chassis
- Loaded with a truck trailer from the Fercam forwarding company

Container carrier wagon



SBB



Sgnss

Photomontage

Q1/2024

6660036

- Loaded with two tank containers



Sliding tarpaulin wagon



SBB



Rlins

Photomontage

Q4/2024

6660066

- Finely-detailed design



2-piece set: Grain silo wagons



SBB



Tgpps

Photomontage

Q2/2024

831313



2-piece set: Telescopic hood wagons



SBB



Shimmns

Photomontage

Q1/2024

6660037

- Wagons with type Y25 bogies; casted



Stake wagon



SBB



Rs

Photomontage

Q2/2024

6660049

- With authentic timber load



2-piece set: "Circus Knie"



SBB



Kps

Photomontage

Q2/2024

6660030

- In cooperation with Artitec



2-piece set: Silo wagons



HOLCIM



Uacns

Photomontage

Q4/2024

6660047

■ For the first time with new "Holcim" logo

Ep VI 170 NEM

2-piece set: Heavy-duty flat wagons



NS



S

Photomontage

Q1/2024

845608

Ep III 136

2 piece set: Stake wagons



STRUKTON RAIL



Kbs



Res



Photomontage

Q2/2024

880908

Ep VI 210 NEM

■ Each of the 2 wagons carries a load (Kbs: 20', container; Res: rail profiles)

High capacity sliding wall wagon



SBB Cargo



Habbillns

Photomontage

Q4/2024

6660064

■ With separately attached handle rails

Ep VI 145 NEM

3-piece set: Pressurised gas tank wagons



DB



Zags

Photomontage

Q2/2024

849119

Ep V 330 NEM

Bavarian branch line



7160012

6660061

Local transport of the German Federal Railway



7160003

6260029

6260028

6260027

6260026

Noble racer of the railway company of the German Democratic Republic



714501

6260022

6260020

6260021

Double-decker of the railway company of the German Democratic Republic



6260041

6260042

7560015

Freight transport, blue/beige



7560023

6660067

6660065

6660020

“Hoover” Alpine train



7560025

6660063

6660057

Swiss freight transport



732402

6660036

6660066

6660037



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SYMBOLS OF RAILWAY OPERATORS

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

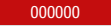
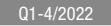



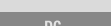

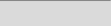
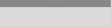
















EPOCH EXPLANATION

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

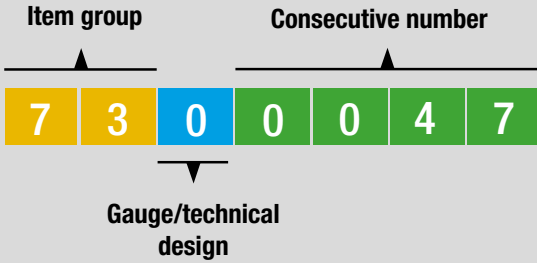
COUNTRY EXPLANATION

 Austria (A)	 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
	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)
	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

NEW ITEM NUMBER SYSTEM



Item groups in detail

- | | | |
|---|---|---------------------------|
| 1 | 0 | Electronics |
| 4 | 0 | Accessories |
| 5 | 1 | Start Set |
| 5 | 3 | Start Set "Premium" |
| 5 | 5 | Trainset |
| 5 | 7 | Trainset "Premium" |
| 6 | 1 | Passenger coaches "Start" |
| 6 | 2 | Passenger coaches |
| 6 | 5 | Goods wagons "Start" |
| 6 | 6 | Goods wagons |
| 7 | 1 | Steam locomotives |
| 7 | 3 | Diesel locomotives |
| 7 | 5 | Electric locomotives |
| 7 | 7 | Railcars |

Gauge / technical design in detail

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

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