

# HO

# FLEISCHMANN

CATALOGUE 2009/2010



Dear Fleischmann H0 Railway Modellers,

At last, the waiting has come to an end: the new Fleischmann H0 catalogue has arrived! Over 160 pages crammed full with high-precision delights for the railway modeller. Fleischmann has always been rightly praised for their steam locomotives, with every detail lovingly reproduced, leading to their legendary reputation. The latest goods hauler locomotive of the class 43 carries on this proud tradition: you will be able to get your hands on one at your local dealer just before Christmas.

As well as the previously announced new items for 2009, you will also find some additional, interesting Summer and Autumn new models within this catalogue. These models round off our complete range with unusual loco variations and goods wagons to fill in some gaps along the way. Historical locomotives and trains still continue to make up the centrepiece of the Fleischmann HO range, which has a well-proven past, and we feel truly obliged to continue into the future as proof of the outstanding strength of the brand name. It is our duty to remain true to this tradition of reliability and quality. We have therefore made great efforts to present the Fleischmann range to you in this handy catalogue, with its fresh and informative design.

Additional information and updates can be found on our new Internet site [www.fleischmann.de](http://www.fleischmann.de). Alongside other technical tips, you will find information about the current availability of items as well as operating instructions and spare parts sheets. Now, we don't want to keep you straining at the leash any longer. Jump straight into our wonderful World of Fleischmann model railways and enjoy exploring the various historical periods of the railways, whose fascination is brought to life today in a scale of 1:87 thanks to Fleischmann.

Yours sincerely,  
**Your Fleischmann Team**

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# Summer Specials

SUMMER SPECIALS

HO



**552200**

see page ..... 128



**552400**

see page ..... 110

# Autumn Specials

AUTUMN SPECIALS



**414372**

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**408605/75**

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**503303**

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**526801**

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**580909**

see page ..... 106



## FLEISCHMANN Model Railways: Quality right to the tiniest detail

For over 120 years, the Company of GEBR. FLEISCHMANN GMBH & CO. KG has been manufacturing quality toys and models for discerning customers. Within Germany itself, and also in other export countries, FLEISCHMANN models enjoy an enviable reputation for their exact attention to detail in modelling the prototype and their outstanding running performance. Ever since FLEISCHMANN model railways have been made, great value has been placed on the highest quality and precision. The fitting together of the many different components relies on tenths of a millimetre accuracy – ensured by quality control examination during each stage of the production. Only by taking these strenuous steps can we ensure the best appearance and mechanical reliability.

It's therefore no surprise that the model railway press awards FLEISCHMANN the „model railway Oscar“ as outstanding in the quality category. In order to achieve that legendary FLEISCHMANN quality, comprehensive examinations and tests must be undertaken. No loco, no wagon, leaves the production halls until they have passed the final quality control test.

How is a FLEISCHMANN high value model made? – Until an attractive vehicle finds its way to you in model form, many hours of intensive work goes into its manufacture. Archive material is researched and – if possible – the vehicle is exactly measured and photographed. Constructors and mould makers work alongside each other until they are absolutely satisfied with the model. The team of specialists is always striving to redefine the boundaries of what it is possible to make. In the final phase, the individual components are assembled by experienced hands and then tested to ensure that you will always be satisfied with the model.

Hundreds of tiny parts must fit exactly with each other with the precision of a watch before a FLEISCHMANN model can run with its accustomed running qualities over diverse routes of points. The loco chassis is made of die-cast metal so that there will be sufficient adhesion weight to cope with long trains. The loco body however, is made of high quality plastic in order to reproduce the tiny details of the prototype in model form. Tampoprint is the magic formula used to create the lettering sharp and clear enough to be examined under a magnifying glass. And besides: FLEISCHMANN exclusively uses non-poisonous paints. A reliable hand is then required to put all the parts together properly – a loco usually consists of around 200 pieces.

In sensitive products, like the locomotives, there is always no margin for error: each model is comprehensively put through its paces to ensure its reliability and superb finish. This is not solely dependent on the final inspection, but at each and every stage of the production process in our factory. Finally, the vehicle gets its last seal of approval before being securely packed.





The spare parts service: Thanks to the legendary FLEISCHMANN quality, our products are built to have a long life. Should however, a repair be necessary during this long period, then spare parts are held for many years after it goes on sale, which can be ordered from your dealer.

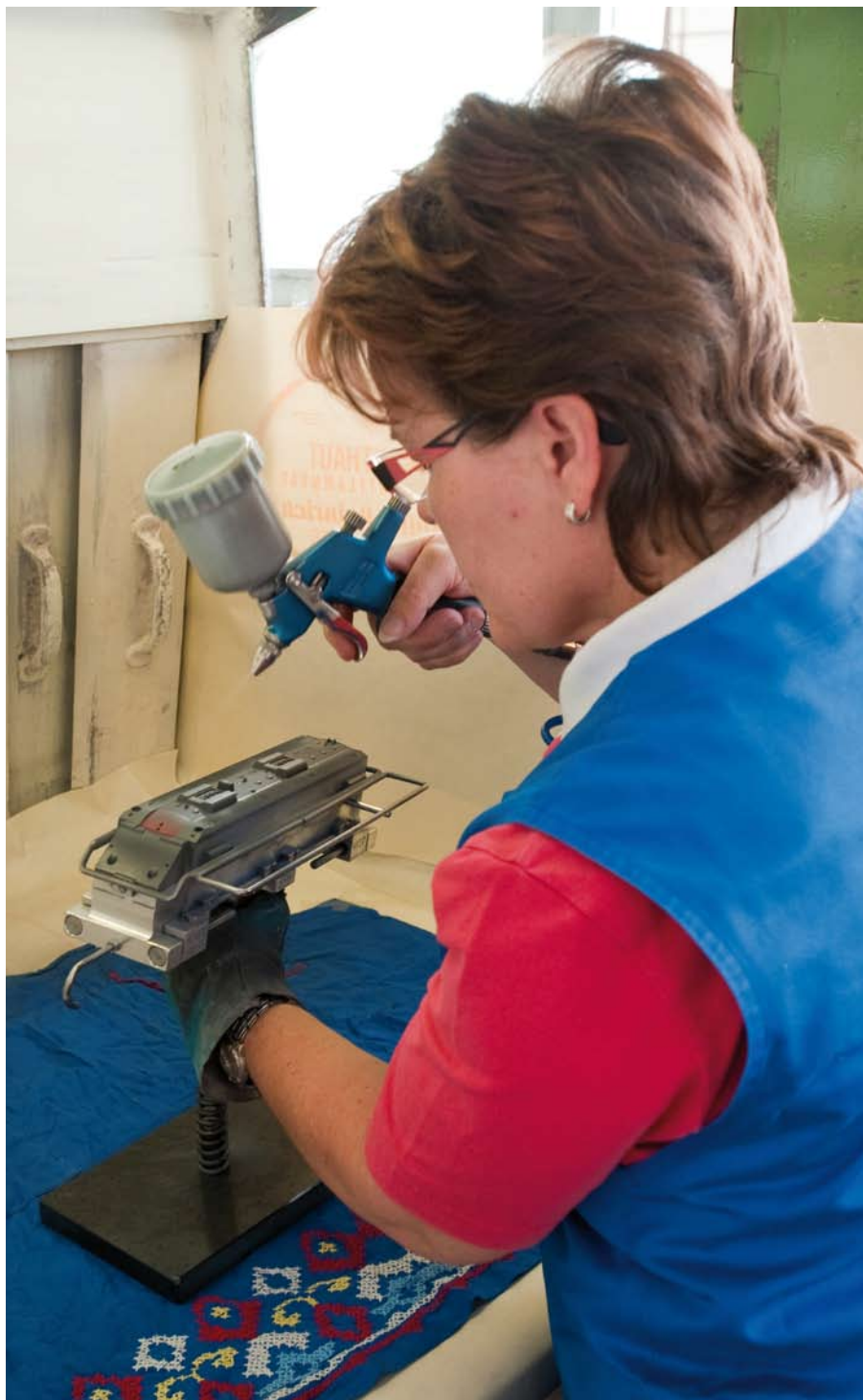


## A FLEISCHMANN loco is the winner in a „Stress test“

The specialists of „LOXX Miniatur Welten Berlin“, the huge public model railway exhibition layout in the heart of the capital city, undertook an interesting experiment, in conjunction with the magazine „Modellbahn Illustrierte“, which became known by the workers as the „Stress test“. At the start, they selected five different H0 locomotives. One of which was a FLEISCHMANN loco, naturally just chosen at random, taken straight from the production line. One by one, each of the other stress tested locos fell by the wayside, right up to the real kilometre marker of 2,546 kilometre when only the FLEISCHMANN loco was still running as the sole survivor of the Marathon runners running round and round, lap after lap, to become the „stress resistant“ victor.

The success of our loco was no accident, especially as the documented long distance performance would be much, much higher than that of its life expectancy on a „normal“ model railway layout.

Long-life, innovation and service – for over 120 years, the leading principles of the Company of GEBR. FLEISCHMANN





637181



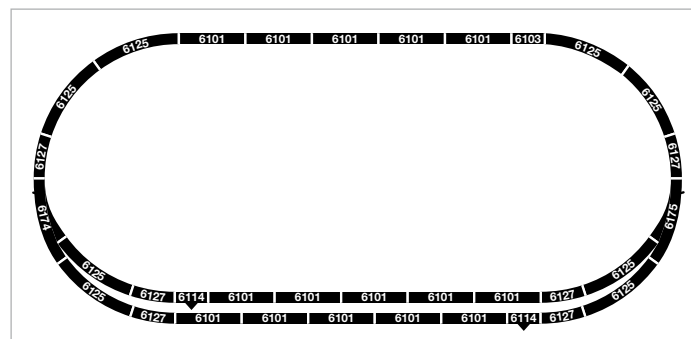
Ep III

DCC

## DCC-Startset „Light express train of the DB“.

**Contents:** 1 digital tender loco, class 03 0-2, fitted with load-regulated DCC-decoder, 1 3rd class control-cab coach with baggage compartment and function decoder for light change, one 2nd/3rd class and two 3rd class coaches.

Train length: approx. 1410 mm. 1 Fleischmann-multiMaus digital controller with transformer and amplifier, 16 straight tracks, 14 curved tracks, 2 uncoupler tracks, 1 left hand and 1 right hand curved point, 1 re-railer and connection material. The track contents make up a track oval of radius 2 (R=420 mm) and a long passing loop. Size of layout: 198 cm x 88 cm. The control-cab coach, type BDymf 456 is factory-fitted with a function decoder which will operate the headlight changeover (white / red) in conjunction with the direction of travel, working equally with analog or digital operation. To operate digitally, then the control-cab coach should be given the same address as the train loco.



Hand-made model

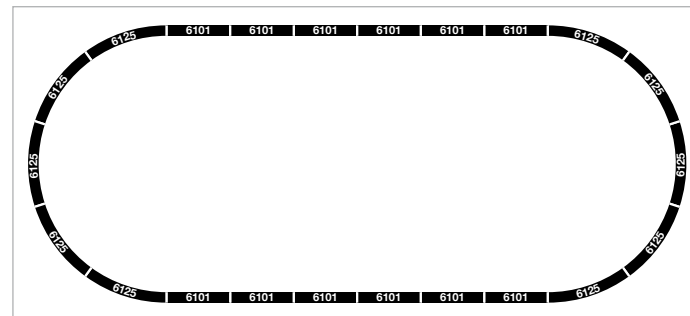
## Digital Start Set with a tank engine, class 78.0-5 and 4 convert coaches.

**Contents:** 1 digital tank engine, class 78.0-5, fitted with load-regulated DCC-decoder, 1 2nd class local coach with baggage compartment, one 1st/2nd class local coach and two 2nd class local coaches. Train length: approx. 1060 mm. Fleischmann-multiMaus digital controller with transformer and amplifier, 12 straight tracks, 10 curved tracks to make up a track oval of radius 2 (R=420 mm). 1 re-railer and connection material.

Size of layout: 208 cm x 88 cm.



Handmuster



NEW PRODUCT

639981



Ep III

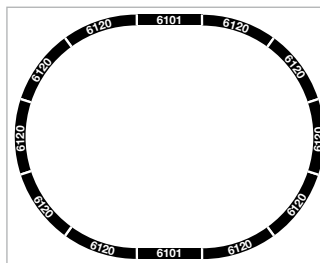
DCC

HO

6330

310

## Start Set with Goods Train.

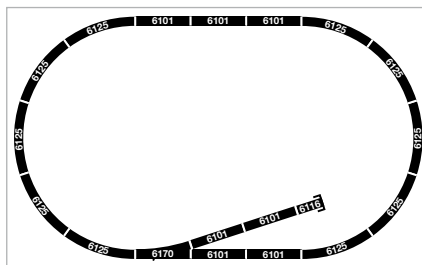


Complete starter set with mixed traffic tank engine, two goods trucks, one controller and plug-in transformer, as well as an oval of ready-ballasted PROFI track (2 x 6101, 10 x 6120 – with connecting wires). Train length (approx.): 310 mm, size of layout: 95 cm x 75 cm.

6336

295

## Start Set with Goods Train and Siding.



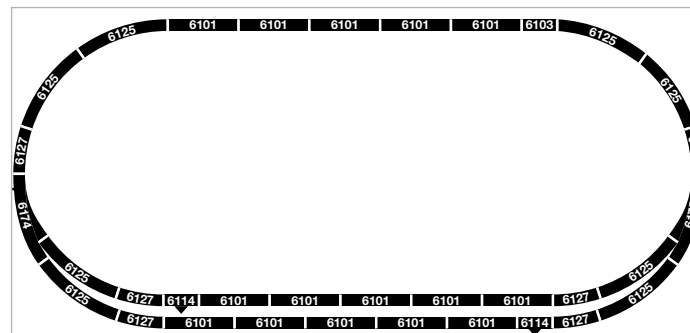
Complete starter set with a siding for an interesting operation. Containing: 1 mixed traffic tank engine, 1 high sided goods truck, 1 stake wagon, 1 controller and 1 plug-in transformer. Ready ballasted PROFI track (7 x 6101, 10 x 6125, of which 1 with connecting wires, 1 buffer stop track 6116), 1 left hand point 6170. Train length: approx. 295 mm. The track contents will make up an oval of track with radius R 2 and a siding. Train length (approx.): 295 mm, size of layout: 148 cm x 88 cm.



# HO



Ep IV  
..... NEM

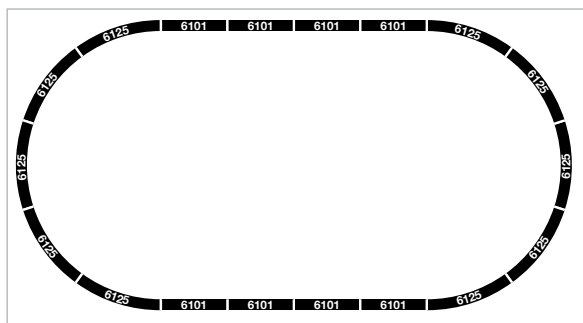


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6367

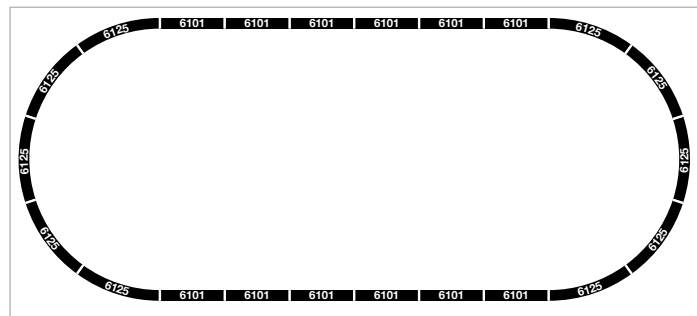


The „Regional Express“ in an attractive Start-Set with everything you need for the perfect start in the World of modern trains.



**Contents:** 1 diesel loco, class 218.4 in traffic red livery, with digital decoder socket NEM 651 to install a decoder (DCC: 6876) with headlights co-ordinated with direction of travel. 2 double-deck coaches (1./2. class and 2. class) in traffic red livery. 1 controller and plug-in transformer, PROFIL tracks (8 x 6101, 10 x 6125 – with feed wires) and a catalogue. The track contents will make up an oval with the larger radius R 2 curves. Train length (approx.): 760 mm, size of layout: 168 cm x 88 cm.

## Start Set ICE 2.



**Contents:** ICE-2 motorised coach with digital decoder socket, and ICE-2 trailer coach, both with directionally coordinated light change (white / red) two ICE-2 1st class intermediate coaches, one „Bordrestaurant“ and three ICE-2 2nd class coaches. Complete train length: approx. 2220 mm. 1 controller with plug-in transformer, 12 straight tracks, and 10 curved tracks (inc. power feed track) to make up a track oval of radius 2 (R=420 mm). Size of layout: 208 cm x 88 cm.

NEW PRODUCT

638301



Ep	V
.....	NEM
€	319,00

HO
FLEISCHMANN

**ICE 2-Startset**

- Triebkopf mit Motor und Digitalschaltstelle
- Triebkopf und Steuerwagen mit Lichtwechsel
- Steuerwagen und Zwischenwagen für Innenbeleuchtung vorgesehen
- Alle Fahrzeuge mit Kurzschluss
- Trillertechnik PROFI-Gleise mit Schotterbett für ein großes Gleisnetz
- Vielseitig ausbaufähiges Gleissystem
- Fahrregler und Steckernetzteil
- Komplett spielfertig, aufbauen, anschließen und abfahren!

638301

208 cm x 88 cm  
 Gleislänge ca. 5,08 m





## Steam locomotive, class S 10.1 of the K.P.E.V.

Ideal coaches: 580901 - 580904.

The Prussian S 10.1 was the classic express locomotive of the K.P.E.V. On a test run at the LVA Grunewald they reached a phenomenal top speed of 152 km/h.



Hand-made model

## 6-axled, 1st/2nd class express coach, type AB 6ü (pr06), of the K.P.E.V.

Ideal train loco: Art.-Nr. 480901.



Hand-made model

### NEW PRODUCT

**480901**



Ep	I
241	II
•••••	NEM
€	RRP 375,00

**390901**

~	AC
€	RRP 425,00

### NEW PRODUCT

**580901**



Ep	I
226	II
€	RRP 62,50



NEW PRODUCT

580902



Ep	I
236	
€	RRP 57,50

6-axled, restaurant coach, type WR 6ü, of the DESG.

Ideal train loco: Art.-Nr. 480901.



Hand-made model

NEW PRODUCT

580903



Ep	I
226	
€	RRP 57,50

3rd class express coach, type C 4ü Pr08, of the K.P.E.V., with tail indicators.

Ideal train loco: Art.-Nr. 480901.



Hand-made model

NEW PRODUCT

580904



Ep	I
236	
€	RRP 62,50

6-axled, sleeping coach, type WL 6ü, of the K.P.E.V.

Ideal train loco: Art.-Nr. 480901.



Hand-made model



## Train Pack - „FD-Zug Berlin – Hamburg“ of the DRG, consisting of one steam locomotive, class 03.0-2 and 4 express coaches.

In the 1930's, steam locos had to prove their worth. Therefore several of the 03s from the Hamburg-Altona depot were upgraded from 120 km/h to run at a top speed of 140 km/h. In FD trains at that time, the top-link locos hauled the most modern coaches in the olive green livery with rounded DRG Adler symbol. For the route between Berlin and Hamburg, they only needed just over two and a half hours, which was an outstanding achievement for that time! FLEISCHMANN recreates this FD train once more: a steam locomotive, class 03 with Indusi safety system and 2'2' T 32 tender (riveted), a baggage coach, a wine-red MITROPA restaurant coach, and two 1st/ 2nd class passenger coaches, the last of which is fitted with tail indicators. The baggage coach has access ladders at each end, whilst the other coaches have the running boards along the roof but without the access steps.

**Ideal additional coach:** 563602.



## Standard Post- and baggage coach, type PwPost 4ü-28, of the DRG.

With glazed roof outlook and 2 sliding opening doors.

**Additional coach to the Train Pack 485201.**



NEW PRODUCT

485201



Ep II

••••• NEM

€ 464,00

NEW PRODUCT

563602



Ep II

259

€ 62,00

401001



Ep	II
101	
.....	NEM
€	224,00

Steam locomotive, class 89.70-75 of the DRG.



The locomotives of the class T 3 of the Prussian State Railways were an 0-6-0 coupled tank engine. They were first delivered by Henschel in 1882, and in 1925, the Deutsche Reichsbahn took over 511 of the Prussian T3s renumbering them as class 89.70-75.

4032



Ep	II
123	
.....	NEM
€	209,00

Steam locomotive, class 91.3-18 of the DRG.



The DRG took over more than 1,500 tank engines from the previous regional and state railways of the class 91.3-18 with running numbers 91 301 to 91 1805. The prototype of the FLEISCHMANN model, 91 1834, shows the Prussian T9.3 in her typical epoch II appearance, i.e. with rigid buffers and driver's cab with roof vent.

4091



Ep	II
145	
.....	NEM
€	265,00

Steam locomotive, class 94.5-18 of the DRG.



The class 94 - given a complete makeover, with close-coupling, decoder socket, closed buffer beams and improved current pick-up.

### Steam locomotive, class 76.0 of the DRG.

The Prussian T 10 locos (later: class 76.0) were used on the short line linking the two terminus stations of Frankfurt (Main) and Wiesbaden from 1909 onwards. The locos ran both forwards and backwards at speeds of up to 100 km/h and could develop 880 horse power. The valve gear and drive were very similar to that of the P 8, with a shortened boiler from the class P 6 (class 37.0-1).



4046



Ep II

136

NEM

€ 264,00

74046

SOUND

€ 439,00

1046

AC

€ 324,00

### Steam locomotive, class 77 (95) of the DRG.

Warm-white LED lighting. Axles with side-play for negotiating all Fleischmann track radii.

The engines from the Prussian class T 20, later the class 95.0, were amongst the giants of German tank engines, of which the first examples first saw service in 1922. The first ten locos were ordered as T20 Magdeburg 9201 - 9210, although delivered as 77 001 to 77 010 as they were already designated to be classified as class 77. After 1923, they became the class 95 001 to 010.



NEW PRODUCT

405502



Ep II

174

NEM

€ 319,00

NEW PRODUCT

405572

SOUND

€ 435,00



4117



Ep	II
241	
.....	NEM
€	RRP 389,00

74117

SOUND	
€	RRP 524,00

### Steam locomotive, class 17.10 of the DRG.

During the production run of the S 10, an order was passed to Henschel for the manufacture of a compound locomotive.

This was to take into consideration a lower coal consumption. The S 10.1 classified loco was not actually based on the original S 10, but was a completely new construction. The four-cylinder compound motion was of the De Glehn type. In other words, the set back outer cylinders drove the second coupled axle, whilst the inner cylinders drove the first. The engines themselves were larger and more powerful than the S 10, and much more economical because of this type of motion. Between 1911 and 1914, 135 examples were produced in two batches for Prussian Railways and 17 for Alsace Lorraine. As three locos were given to foreign companies, as reparation, the Reichsbahn took over the remaining 132 as class 17.10-11, with the numbers 17 1001 - 17 1123 and 17 1145 - 17 1153. The 17 1055 (former Eastern 1135) has been preserved more or less in her original condition and belongs to the transport museum of Dresden.



4119



Ep	II
246	
.....	NEM
€	RRP 374,00

### Steam locomotive, class 18.5 of the DRG.

Prototypical reproduction of the four-cylinder compound motion, complete with inner cylinder motion.

The second construction period of the legendary Bavarian S 3/6 first began in the 1920's and ended in 1930/1931 with the last two locos from Henschel. In the 1950's, the DB modernised 30 of the class 18.5, reclassified as class 18.6.

411971

SOUND	
€	RRP 519,00



## Steam locomotive, class S 3/6 (18.5) of the DRG.

Prototypical reproduction of the four-cylinder motion with operating inner motion.

The loco „BAYERN S 3/6 3709“ was exhibited at the „Eisenbahntechnischen Ausstellung“ in Seddin in 1924, and among the other 20 steam locomotives on display, was the star of the show. Her fancy blue dress with golden touches of polished brass gives railway fans even today a nostalgic memory of the aesthetics of a railway era long gone by.



Hand-made model

## Steam locomotive of class bay. G 3/4 H of the DRG.

1920 saw the Bavarian State railways integrated into the DRG. The Bavarian G 3/4 H is now presented in the handsome livery of this „handover period“.



### NEW PRODUCT

**480902**



Ep	I
246	1:1
.....	NEM
€	389,00

### NEW PRODUCT

**390902**

AC	1:1
€	429,00

### NEW PRODUCT

**414402**



Ep	II
201	1:1
.....	NEM
€	329,00

### NEW PRODUCT

**394402**

AC	1:1
€	385,00

NEW PRODUCT

414301



Ep	II
263	
.....	NEM
€	RRP 379,00

NEW PRODUCT

414371

SOUND	
€	RRP 499,00

**New construction!**  
**Steam locomotive, class 43 of the DRG.**

Between 1927 and 1928, a total of 35 heavy goods engines of class 43 were delivered in two batches from the makers Henschel and Schwartzkopf. The first examples of the 1,880 horsepower loco with a speed of up to 70 km/h, did not have smoke deflectors.



Hand-made model

NEW PRODUCT

413801



Ep	II
.....	NEM
264	
€	RRP 279,00

**Steam locomotive, class 39.0-2 / Prussian P 10 of the DRG.**

The P 10 (once again) but in the attractive „Länderbahn“ livery.



NEW PRODUCT

413871

SOUND	
€	RRP 344,00

NEW PRODUCT

394371

	AC
SOUND	
€	RRP 499,00

NEW PRODUCT

393871

SOUND	
	AC
€	RRP 359,00



## Steam locomotive, class 03.10 of the DRG.

The class 03.10 was a further development of the class 03 engines. The first 03.10 was built in 1939. It was planned to produce another 140 locos, although with the outbreak of the Second World War, and the production capabilities being switched to „wartime locos“ for goods, only 60 engines were actually made. Our model of this express loco has open inspection panels so that the lights surrounding the valve gear can be turned on (function f3) as well as prototypical sound.



### NEW PRODUCT

417171



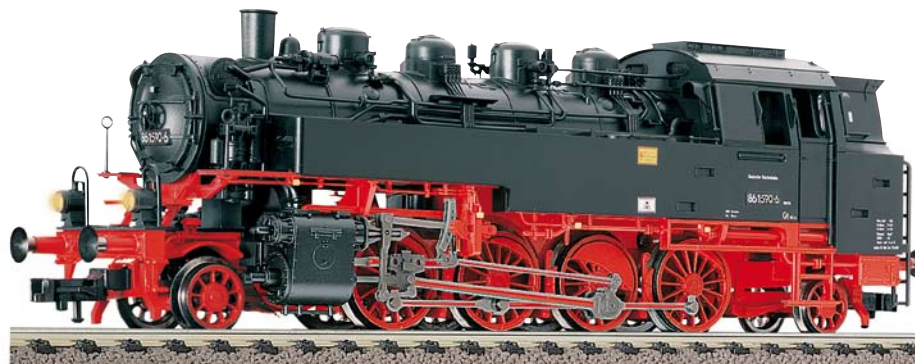
Ep II

280

SOUND

€ 419,00

## Steam locomotive, class 86 of the DR.



### AUTUMN SPECIALS

408605

DR

Ep IV

160

..... NEM

€ 255,00

### AUTUMN SPECIALS

408675

SOUND

€ 399,00

4031

DR

Ep	III
123	
€	209,00

Steam locomotive, class 91.3-18 of the DR.



After the Second World War, the number of the T 9.3 soon melted away. Only four were actually listed in the numbering plan of the DR. All of them were removed from service by the start of the 1970's although several remained in use as works locos until around 1968.

4092

DR

Ep	III
145	
.....	NEM
€	274,00

Steam locomotive, class 94.5-18 of the DR.



The class 94 - given a complete makeover, with close-coupling, decoder socket, closed buffer beams and improved current pick-up.

The prototype of the class 94.5-18 developed 788 kW (1070 PS), weighed 85 tons and ran both forwards and backwards at a top speed of 60 km/h. Around 1,250 locomotives of this class hauled both passenger and goods trains over steep gradients. Traditional loco depots in East Germany (DR) were Arnstadt, Suhl and Meiningen. Loco 94 1292 was preserved in 1977 as a museum loco.

4090

DB

Ep	III
145	
.....	NEM
€	274,00

Steam locomotive, class 94.5-18 of the DB.



The class 94 - given a complete makeover, with close-coupling, decoder socket, closed buffer beams and improved current pick-up.

The prototype of the class 94.5-18 developed 788 kW (1070 PS), weighed 85 tons and ran both forwards and backwards at a top speed of 60 km/h. Around 1,250 locomotives of this class hauled both passenger and goods trains over steep gradients. Their other duties included banking and shunting as well as being used in hump-shunt yards.

## Steam locomotive, class 95 of the DR.

Warm-white LED lighting. Axles with side-play for negotiating all Fleischmann track radii.

The engines from the Prussian class T 20, later the class 95.0, were amongst the giants of German tank engines, of which the first examples first saw service in 1922.



## Steam locomotive, class 89.62 of the DR.

Just a few T 3 engines are preserved today and when operational are used on museum trains. One of these, 89 6009 (before conversion 89 7403), exists as a museum loco of the DB AG in the Railway Museum based at the Dresden-Altstadt depot.

Foto: Fleischmann-Archiv



NEW PRODUCT

405503

DR

Ep	III
174	II
.....	NEM
€	289,00

NEW PRODUCT

411501

DR

Ep	III
171	II
.....	NEM
€	235,00



4122

DR

Ep	III
272	🔊
•••••	NEM
€	RRP 349,00

412271

SOUND	🔊
€	RRP 519,00



## NEW PRODUCT

414302

DR

Ep	III
263	🔊
•••••	NEM
€	RRP 379,00

## AUTUMN SPECIALS ▶

414372

SOUND	🔊
€	RRP 499,00



Hand-made model

**Steam locomotive, class 22 of the DR.**

Between 1958 - 1962 the DR took 85 engines of the class 39.0-2 (Prussian P 10) into a reconstruction programme. The basis of this extensive conversion was to fit them with a new, welded firebox chamber. The driver's cab came from another new style of loco, so that in conjunction with the Witte style smoke deflectors, a modern steam locomotive in a standard style was created. The main area of operations for this 110 km/h class 22 was on passenger trains within the undulating routes of Saxony and Thuringia. These locomotives could also be seen at the head of the so-called Interzonal trains on DB lines.

**Steam locomotive, class 43 of the DR.**

Between 1927 and 1928, a total of 35 heavy goods engines of class 43 were delivered in two batches from the makers Henschel and Schwartzkopf. After 1945, all of the class 43 engines remained on the DR (East Germany). The last locos were based in the area of Cottbus up to 1967. 43 001 has been preserved as a museum loco.

## Steam locomotive, class 50 of the DR.

At the end of the Second World War, 350 examples of the class 50 remained on Eastern tracks of the DR (East). Since the middle of the 1970's, they were so rapidly removed from service, that by the 1980's they had become a rarity.. The last old-style class 50s ended their active service at the same time as the reconstructed class 50.35 in 1987.



418271

DR

Ep	III
265	
SOUND	
€ RRP	509,00

## Steam locomotive, class 95 of the DB.

Warm-white LED lighting. Axles with side-play for negotiating all Fleischmann track radii.

The engines from the Prussian class T 20, later the class 95.0, were amongst the giants of German tank engines, of which the first examples first saw service in 1922. The DB received 14 locos. They were last in use, stationed at the Aschaffenburg depot, on banker duties for the heavy trains travelling up the steep gradients of the Spessart ramps between Laufach and Heigenbrücken.



4055

DB

Ep	III
174	
.....	NEM
€ RRP	304,00

1055

~	AC
€ RRP	364,00



4065



Ep	III
178	178
.....	NEM
€	299,00

Steam locomotive, class 65 of the DB.



The prototype was a new construction by the DB. Their top speed both forwards and backwards was 85 km/h. The loco was designed for push/pull operations. With a power rating of 1088 kW (1,480 horsepower) they weighed 107,6 tons and 18 of them were built. After serving at Darmstadt, Düsseldorf Abstellbahnhof, Essen-Hauptbahnhof and several other smaller depots, they saw out the end of their days in Aschaffenburg. Their last area in use was the Main valley line from Aschaffenburg to Miltenberg. The last loco of this class, 65 018, was taken out of service in April 1973.

4070



Ep	III
107	107
.....	NEM
€	234,00

Steam locomotive, class 70.0 of the DB.



The class 70.0 had an attractive appearance for a light passenger, tank engine. Her slim boiler and the huge distance between the leading bogie wheels and the driving wheels (4000mm diameter) together with the relatively large driver's cab made her stand out. The Bavarian State Railways put the first locos of the Pt 2/3 in service in 1909, the last ones came in 1916. All of the engines (2-6-0, top speed 65 km/h) were delivered by Krauss of Munich. The Deutsche Bundesbahn took the last engine out of service in 1963.

4000

91	91
€	75,80

Tank engine - „The Black Anna“.



This little tank engine is ideally suited for use on industrial lines.





### Steam locomotive, class 81 of the DB.

In 1928, the company of Hanomag delivered a series of 10 locos of class 81 designed for heavy banker duties. Many of the parts were similar to the smaller class 80 engines. During the DB period, many of the locos were stationed in the Oldenburg area. One example is kept as a preserved loco.



4081



Ep	III
128	
.....	NEM
€	244,00

### Steam locomotive, class 86 of the DB.

The class 86 locos were a standard goods loco of the Deutsche Reichsbahn. They were primarily designed to haul goods trains on branch lines and were delivered by the majority of manufacturers working for the Reichsbahn at that time. From 1942 onwards, they were constructed in a much simpler form as an Übergangskriegslokomotive (ÜK) [wartime loco]. The most noticeable change to be seen was the removal of the two front cab windows. The DB took the last ones out of service in 1974.



408671



Ep	III
160	
SOUND	
€	364,00

4102



Ep	III
275	
.....	NEM
€	319,00

### Steam locomotive, class 03.0-2 of DB.

Alongside the class, 01, the class 03 were express locos of the Deutschen Bundesbahn (German Federal Railways).

154 engines were taken over by the DB. With their two metre tall driving wheels, and their slim boiler, they were a particularly elegant looking locomotive. A total of 298 engines were in service..They developed 1,980 horsepower and attained a top speed of 130 km/h. In the earlier epoch III, the good looking express haulers only had double headlights.



410701



Ep	III
275	
.....	NEM
€	319,00

### Steam locomotive, class 03.0-2 of the DB.

Alongside the class, 01, the class 03 were express locos of the Deutschen Bundesbahn (German Federal Railways).

154 engines were taken over by the DB. With their two metre tall driving wheels, and their slim boiler, they were a particularly elegant looking locomotive. A total of 298 engines were in service..They developed 1,980 horsepower and attained a top speed of 130 km/h. Just as did a few others of the class, the prototype is coupled with a standard riveted tender 2'2'T32.



410771

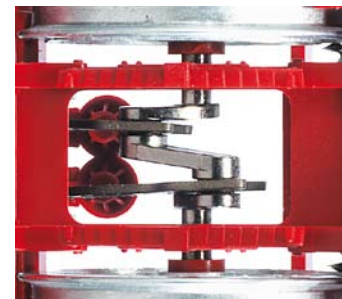
SOUND	
€	489,00

### Steam locomotive, class 18.4 of the DB.

Prototypical reproduction of the four-cylinder compound motion, complete with inner cylinder motion. The S 3/6 examples of the series „K“ were still running into the 1960's on the DB.



Prototypical reproduction of the four-cylinder compound motion, complete with inner cylinder motion.



#### NEW PRODUCT

**411901**



Ep	III
246	II
.....	NEM
€	RRP 374,00

### Steam locomotive, class 18.6 of the DB.

Prototypical reproduction of the four-cylinder compound motion, complete with inner cylinder motion. The model shows the loco fitted with new boiler in the operating condition of the 1950's, with double headlights.



#### NEW PRODUCT

**411801**



Ep	III
246	II
.....	NEM
€	RRP 374,00

#### NEW PRODUCT

**411871**

SOUND	II
€	RRP 514,00



4118



Ep	III
246	
.....	NEM
€	374,00

### Stream Locomotive, class 18.6 of the DB.

Prototypical reproduction of the four-cylinder compound motion, complete with inner cylinder motion.

At the beginning of the 1950's, there was a shortage of powerful express locomotives on the DB. As a result, 30 engines of the class 18.5 were given a new, welded boiler with a new firebox. Even the driver's cab and fittings were changed on the class 18.6. The reconstruction works made these one of the most economical to operate of the DB fleet. They achieved almost impossible performance figures. They covered between 500 and 600 km per day, their longest run being the 372 km between Stuttgart and Hof. When they were finally taken out of service in 1965, the majority of them had around one million kilometres on the clock.



414001



Ep	III
195	
.....	NEM
€	254,00

### Steam locomotive, class 24 of the DB.

The locomotives of the class 24 were delivered in 1926, primarily for use on passenger trains. The locos were a „parallel“ design to the class 64. Several parts and assemblies were interchangeable between the two. First of all, they were used on long branch line routes in both East and West Prussia. That's where they made their name as „Prancing Horses“. At the start of the DB, 48 were still in use, only 5 on the DR, although several more were running on the PKP in Poland. The last „Prancing Horse“ of the DB, 24 067, finished her career in August 1966 at the Rheydt depot. As opposed to when they were first delivered, the loco had been fitted with the „modern“ Witte smoke deflectors. and triple headlights.



Foto: Wortmann

### Steam locomotive, class 38.10-40 of the DB.

There were around 3.800 examples of the P 8. They hauled passenger trains on main and branch lines.

They were well loved by their loco crews because of their good running qualities. They developed 868 kW (1,180 horsepower), weighed 120 tons, and had a top speed of 100 km/h.



416171



Ep III

214

SOUND

€ 479,00

### Steam locomotive, class 39.0-2 of the DB.

The prototype developed 1182 kW (1,620 horsepower), weighed 162 tons and could run forwards at 110 km/h and backwards at 50 km/h. A total of 260 locos were delivered to the Deutsche Reichsbahn Company from 1922 onwards, primarily hauling heavy passenger trains and expresses in the hilly areas. A few of the locos had their skirting removed by the DB, although the central part of the skirting remained in position to prevent ash and dirt collecting over the front cylinders whilst cleaning out the smokebox. The last three locos housed in Stuttgart still hauled trains up to 1967.



4135



Ep III

264

NEM

€ 359,00

## NEW PRODUCT

**413601**



Ep	III
265	1/2
.....	NEM
€ RRP	279,00

## NEW PRODUCT

**413671**

SOUND	1/2
€ RRP	344,00

**414401**



Ep	III
201	1/2
.....	NEM
€ RRP	325,00

## NEW PRODUCT

**394401**

AC	1/2
€ RRP	385,00

## Steam locomotive, class 39.0-2 of the DB.

Version with Witte smoke deflectors, standard tender and white rimmed buffers.

The prototype developed 1182 kW (1,620 horsepower), weighed 162 tons and could run forwards at 110 km/h and backwards at 50 km/h. A total of 260 locos were delivered to the Deutsche Reichsbahn Company from 1922 onwards, primarily hauling heavy passenger trains and expresses in the hilly areas.



## Steam locomotive, class 54.15-17 of the DB.

The original class G 3/4 H of the Royal Bavarian State Railways were built between 1919 and 1923.

In comparison to the older class G 3/4 N, they were fitted with hot steam, water pre-heater, a larger and higher mounted boiler, plus the re-introduced Adams axle. Grouped together by the DRG as the class 54.15-17, they were the most powerful 2-6-0 steam loco in Europe, and more economical than their predecessors. All 225 examples constructed, were taken over by the DRG and received the operating numbers 54 1501 to 1725. The majority of the locos survived the Second World War. Although designed for goods trains, they were often used for passenger trains too. The last examples were based in Nürnberg Rbf depot.



## NEW PRODUCT

**393671**

AC	1/2
SOUND	1/2
€ RRP	359,00



### Steam locomotive, class 41 of the DB.

Between 1936 and 1941, a total of 366 engines of the class 41 were constructed. Even though they originally designed primarily for goods trains, they were a true mixed traffic loco, with a top speed of 90 km/h and a power rating of 1900 horsepower. Because the first few locos were used to haul fast cattle trains, they soon were given the nickname „Ochsenlok“ [oxen loco]. Their slim boiler and well-proportioned running gear gave her an elegant appearance.



4130



Ep	III
275	
.....	NEM
€ RRP	319,00

### Steam locomotive, class 041 of the DB.

There was a total of 366 engines of the class 41, later 041, constructed between 1936 and 1941. They were a true mixed traffic loco, with a top speed of 90 km/h and a power of 1,900 horsepower, hauling express trains even though they were designed to haul fast goods trains. The last examples remaining at the Köln-Eifeltor and Hameln depots hung on long enough to be given the computerised numbers „041“. They remained in service on the DB until 1971.



4131



Ep	IV
275	
.....	NEM
€ RRP	339,00

4096



Ep IV

145

NEM

€ 274,00

### Steam locomotive, class 094 of the DB.

The class 94 - given a complete makeover, with close-coupling, decoder socket, closed buffer beams and improved current pick-up.

The prototype of the class 94.5-18 developed 788 kW (1070 PS), weighed 85 tons and ran both forwards and backwards at a top speed of 60 km/h. Around 1,250 locomotives of this class hauled both passenger and goods trains over steep gradients, and also used as bankers or shunting too. The depot at Dillenburg was the last operational depot on the DB where the class 94 was timetabled for main line duties.



Foto: Wortmann

74153



Ep IV

210

SOUND

€ 499,00

### Steam locomotive, class 055 of the DB.

Even in epoch IV the class 055 locos were still around within West Germany. However, once the Gremburg 055 538-3 was taken out of service, this marked the end of the original Prussian G 8.1 on the Deutsche Bundesbahn



Foto: Fleischmann-Archiv



### Diesel locomotive, class 221 of the DB.

The prototype bore the number 221 111-8, developed 2 x 994 kW (2 x 1,350 horsepower), weighed 81 tons, and reached a top speed of 140 km/h. The Bundesbahn ran over 50 locomotives of this class pulling fast passenger and goods trains. One of them had the honour of pulling a special train for Queen Elisabeth when she visited Germany in 1965. Towards the end of their careers, these powerful locos were used to haul goods trains in the industrial Ruhr area.



4235



Ep	IV
213	
.....	NEM
€	219,00

### Diesel locomotive, class 218 of the DB.

In 1974, 218 218-6 was the experimental pioneer for a new generation of colours. The loco was the first locomotive of the German Railways to be given the new turquoise blue and beige livery (with blue roof!). Hereafter, the turquoise and beige colours became the standard livery for the class 218 diesels.



The diesel loco, class 218, hauls a military train in epoch IV.  
To reproduce a realistic train, you can find the ideal wagons on the pages 106/107.

AUTUMN SPECIALS

423602



Ep	IV
189	
.....	NEM
€	204,00



Foto: Fingerle



4405



Ep	III
153	
€ RRP	159,00

74405

SOUND	
€ RRP	339,00

## Railbus motor coach, type VT 95 of the DB.

Interior lighting already factory fitted.



## Railbus unmotorised coach, class VB 142 of the DB.

Interior lighting already factory fitted.



As „the saviour of the branch line“ these little red railbuses appeared on the scene in the 1950's. The prototype of the FLEISCHMANN model is the single-engined railbus, class VT 95 with an accompanying coach VB 142, which is actually shorter than the motor coach. The DB today still has a VT 95 with coach VB 142 in service as a museum train. Because the accompanying coach had no driving controls, the railbus train did not run as a permanently coupled unit, but always with the „motor coach in front“. On reaching the terminus station, the motor coach had to run round the unmotorised coach. If you wish to reproduce this operation model form, then the vehicles can be fitted with PROFI couplings instead of the coupling bar fitted at the factory. In which case, the dummy „Scharfenbergkupplung“ mounted on the tiny section at the front must be removed.

4407



Ep	IV
153	
€ RRP	159,00

## Railbus motor coach, class 795 of the DB.

Interior lighting already factory fitted.



## Railbus unmotorised coach, class 995 of the DB.

Interior lighting already factory fitted.



4406



Ep	III
127	
€ RRP	72,00

4408



Ep	IV
127	
€ RRP	72,00

## Diesel railcar, class 648 „LINT“ of the DB AG.

Interior lighting already factory fitted. Illuminated train destination panel on front and sides! Clear view through the windows. Closed front skirts with representation of the Scharfenberg coupling. Can be used as coupled unit.

The Alstom LHB Coradia LINT is a family of locally operated diesel railcars. LINT stands for „Leichter Innovativer Nahverkehrstriebwagen“. The LINT was originally developed by the company of Linke-Hofmann-Busch (LHB) although since its takeover by Alstom now appears in the ALSTOM Coradia family. The LINT 41 consists of two coach sections each resting on a Jakobs bogie in the centre. Up to three units can be coupled together via centre buffers. The vehicles have four outer doors, a toilet per railcar and a baggage compartment. Several operators have installed ticket machines near the doors. The 315 kW motors are mounted in the higher floor section between the driven bogie and the entry area of each coach, and drive the axles of the end bogies via cardan shafts. The number „41“ in the name comes from the length of the train (41,890 m on the LINT 41). The two-section LINT41 is run by the Deutsche Bahn AG as class 648.



Foto: Frank Zarges

74420



Ep V

481

SOUND

€ 499,00

432301

PRIVAT

Ep	V
217	
	NEM
€	289,00

## Electric locomotive, class 481 of the NIAG.

The electric loco 481 004-0 alias loco 14 of the Niederrheinischen Verkehrsbetriebe AG (NIAG) is a famous touch of colour in the German railway landscape. She is leased from the Mitsui MRCE to the NIAG vermietet and corresponds technically to the DB AG class 145. The previous owner from 2000 to 2002, was the MThB, and from 2002 to 2005, the SBB Cargo.



NEW PRODUCT

431901



Ep	IV
195	
	NEM
€	254,00

## Electric locomotive, class 119 of the DB.

Parallel to the first two locomotives of the class E 19 (AEG) built in co-operation with Henschel and SSW, two additional locos of this class were made. As they were taken into service in 1940, locos E 19 11 and 12 were equipped for express travel at speed of up to 225 km/h. The electric locos were permitted to run at 180 km/h, although the DRG were planning to operate an express service between the „Reichsaxis“ cities of Munich and Berlin. Thanks to the outbreak of the Second World War, the plans came to nothing. Later, the DB reduced their speeds to 140 km/h. Right up to the introduction of the class E 03, these four locos were the most powerful express electric locos on the DB. These elegant machines lived out their last days of service based at Nürnberg Hbf, from where they hauled fast trains to Munich and Probstzella.

The locos were indispensable, even as late as epoch IV.





### Diesel railcar, LINT 41 of the BRB (Bayerische Regiobahn) in Veolia-Design.

Illuminated destination indicator at the front and at the sides. Clear view through the windows. Closed front skirts with representation of the Scharfenberg coupling. Can be used as coupled unit.

The Bayerische Regiobahn, is a sister company of the Bayerischen Oberlandbahn GmbH in Holzkirchen and a daughter company of the Veolia Verkehr-Gruppe, operating for the main part S-Bahn traffic in and around Augsburg.



### Electric multiple unit, „ICE-T“ with tilting technology, class 411.0/411.5 of the DB AG.

An electric multiple unit with tilting technology – consisting of intermediate coaches, a restaurant coach and driving cab coaches. at each end. This new innovation - besides the tilting technology - dispenses with the powered driving coaches at each end as used on the ICE and ICE 2. The bogies of each of the coaches are motorised, making the ICE-T a true multiple unit in its classical meaning. A seven section unit has five powered intermediate coaches developing 4000 kW, giving the train a top speed of 230 km/h. The futuristic design is more evocative of a jet plane than a standard train.



#### NEW PRODUCT

442001

PRIVAT

Ep	V
481	1
••••	NEM
€	359,00

4460



Ep	V
588	1
••••	NEM
€	374,00

4461



Ep	V
277	
€	76,50

1st/ 2nd class, ICE-T intermediate coach with tilting technology, class 411.1 of the DB AG.



4462



Ep	V
277	
€	76,50

ICE-T restaurant coach, „Bord Restaurant“ with tilting technology, class 411.2 of the DB AG.

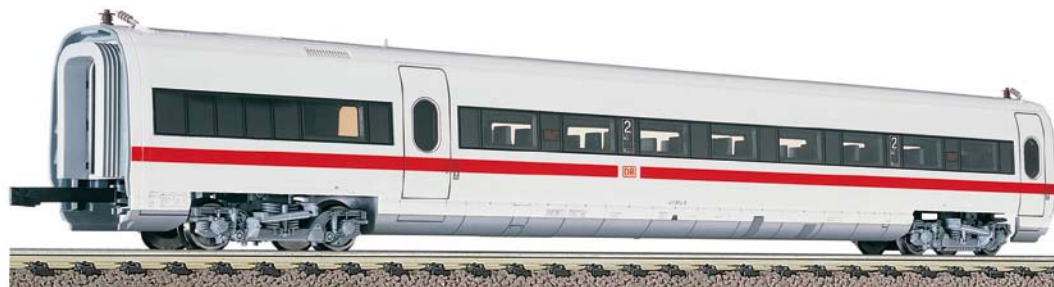


4463



Ep	V
277	
€	76,50

2nd class, ICE-T intermediate coach with tilting technology, class 411.8 of the DB AG.



2nd class, ICE-T intermediate coach with tilting technology, class 411.7 of the DB AG.



2nd class, ICE-T intermediate coach with tilting technology, class 411.6 of the DB AG.



4464



Ep	V
277	11
€	79,90

4465



Ep	V
277	11
€	76,50



## NEW PRODUCT

411702



Ep III

241

NEM

€ 375,00



Hand-made model

## NEW PRODUCT

414403



Ep III

201

NEM

€ 329,00



Hand-made model

**Steam locomotive, class 617 of the ÖBB.**

After 1945, the three former Prussian S 10.1. locos remaining on Austrian soil, were taken over by the Österreichische Bundesbahn (Austrian Federal Railways) and were reclassified as class 617.1004, 617.1089 and 617.1099 living for a few more years until 1957.

**Steam locomotive, class 654 of the ÖBB.**

Locos 541534, 1548, 1550, 1559, 1589 and 1663 survived the Second World War remaining on Austrian soil. The ÖBB ran them under the new classification of ÖBB class 654. All of the engines were removed from service in 1957. Loco 654.1663 came to the Simmering depot in 1956.

Electric multiple unit „ICE-T“ with tilting technology, class 4011 of the ÖBB.

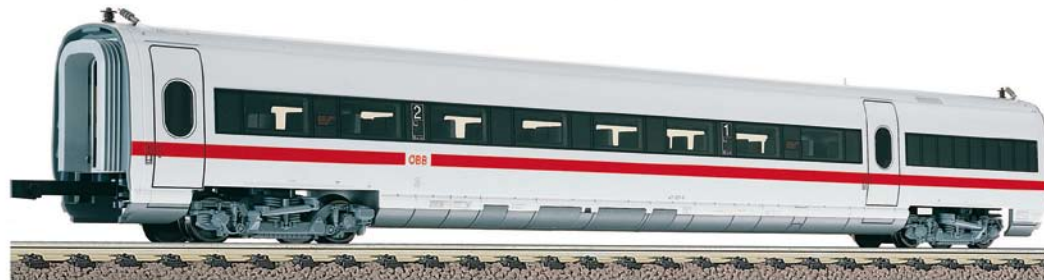


4760

ÖBB

Ep	V
590	II
•••••	NEM
€	379,00

1st/ 2nd class, ICE-T intermediate coach with tilting technology, class 4011.1 of the ÖBB.



4761

ÖBB

Ep	V
277	II
€	77,50

2nd class, ICE-T restaurant coach „BordRestaurant“ with tilting technology, class 4011.2 of the ÖBB.



4762

ÖBB

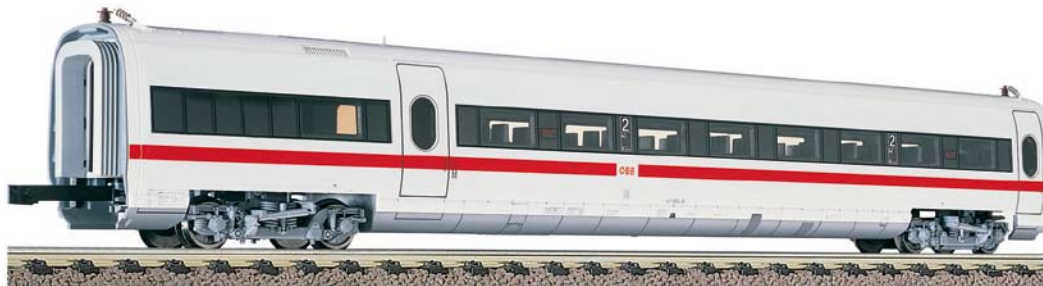
Ep	V
277	II
€	77,50

4763

ÖBB

Ep	V
277	
€ RRP	77,50

2nd class, ICE-T intermediate coach with tilting technology, class 4011.8 of the ÖBB.



4764

ÖBB

Ep	V
277	
€ RRP	81,50

2nd class, ICE-T intermediate coach with tilting technology, class 4011.7 of the ÖBB.



4765

ÖBB

Ep	V
277	
€ RRP	77,50

2nd class, ICE-T intermediate coach with tilting technology, class 4011.6 of the ÖBB.





### Electric locomotive, class Re 436 of the Crossrail AG.

Crossrail AG is a purely freight traffic, private operator based in Switzerland specialising in transalpine routes via Lötschberg – Simplon and Gotthard routes with complete trains between Italy, Germany, Belgium, and Holland.

The young company started off with five class 436 (ex Re 4/4) electric locos from Regionalverkehr Mittelland AG (RM). Since then, these locos have been leased to BLS Cargo. railway fans can find them on the Lötschberg route.



### 3 part container wagon set of Crossrail AG (Swiss), type Sgns, loaded with various Crossrail containers.

Crossrail AG is a purely freight traffic, private operator based in Switzerland specialising in transalpine routes via Lötschberg – Simplon and Gotthard routes with complete trains between Italy, Germany, Belgium, and Holland.

The young company started off with five class 436 (ex Re 4/4) electric locos from Regionalverkehr Mittelland AG (RM). Since then, these locos have been leased to BLS Cargo. railway fans can find them on the Lötschberg route.



433901

PRIVAT

Ep	V
181	181
.....	NEM
€	284,00

524101

PRIVAT

Ep	V
690	690
€	169,00

## NEW PRODUCT

408602

PKP

Ep	III
160	
.....	NEM
€	255,00



Hand-made model

After 1945, 44 examples of DRG class 86 remained in Poland, now classified as TKt3. Until around 1980 they were stationed in Zabrze and Zawadzki. Number 86 240, as Tkt3-16 has been preserved.

## NEW PRODUCT

408603

ČSD

Ep	III
160	
.....	NEM
€	255,00




Hand-made model

After the Second World War, 28 former examples of the class 86 became the ČSD type 455.2. Six of them later went to the SZD.

## NEW PRODUCT

408604



Ep	III
160	
.....	NEM
€	255,00



Hand-made model

At least six examples of the ČSD type 455.2 came later as TΦ-033 to the Soviet State railways. Besides these, there were several locos previously of the class 86 to be found on State railways.







5002



Ep	II
136	
€	RRP 17,90

Passenger coach, type Ci Bay 10, of the DRG.



5005



Ep	II
136	
€	RRP 18,60

Baggage coach, type Pwi 29, of the DRG.



5012



Ep	III
99	
€	RRP 11,20

Open, high-sided goods wagon, type Ommu 29, of the DB.



Passenger coach, type Cv 33, of the DRG.



Open goods wagon, type Kklmmo 490 (X 05), of the DB.



Stake wagon, type R 20, of the DB.



5003



Ep	II
136	
€	RRP 18,60

5011



Ep	III
99	
€	RRP 11,20

5014



Ep	III
99	
€	RRP 12,45

The rolling stock of the Junior Series represent a range of value-for-money wagons just right for the beginner. They are just as finely detailed so that they can be used on any railway layout. All the wagons in the Junior Series are delivered with plastic wheels. Spare sets of metal wheels (53 4003) for better running qualities are available.

5019

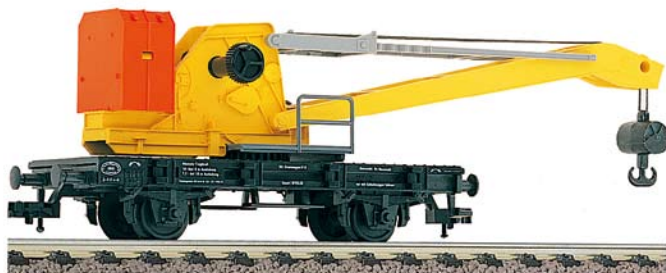


Ep III

99

€ 34,00

Crane wagon, similar to the WYHLEN-10 ton crane of the DB.



5020



Ep III

104

€ 13,85

Box goods van, type Gr 20, of the DB.



5032



Ep III

104

€ 17,60

Tanker wagon, „ESSO“, operated by the DB.



Crane train equipment van of the DB.



Refrigerated van, „Reichelbräu“, as operated by the DB.



Tanker wagon, „SHELL“, operated by the DB.



5021



Ep III

104

€ 13,85

5046



Ep III

105

€ 13,20

5033



Ep III

104

€ 17,60

The rolling stock of the Junior Series represent a range of value-for-money wagons just right for the beginner. They are just as finely detailed so that they can be used on any railway layout. All the wagons in the Junior Series are delivered with plastic wheels. Spare sets of metal wheels (53 4003) for better running qualities are available.



5501

PRIVAT

83	
€	RRP 10,95



Can be tipped to either side. Suitable trackside unloader 6481.

Trackside Unloading Unit for the tipper trucks 5501.



The trackside tipper unloader is a mechanically operated unit to tip the truck hoppers sideways and then bring them back upright again. The unit can only be used by locos pushing the trucks though and then back. The loco cannot run through.

The rolling stock of the Junior Series represent a range of value-for-money wagons just right for the beginner. They are just as finely detailed so that they can be used on any railway layout. All the wagons in the Junior Series are delivered with plastic wheels. Spare sets of metal wheels (53 4003) for better running qualities are available.



5051



Ep	II
105	
€	RRP 31,90



3rd class coach, type Ci Pr 86, of the DRG.

2nd/3rd class coach, type BCL Bay05, of the DRG.



6481

€	RRP 7,95
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5052



Ep	II
105	
€	RRP 31,90



5057



Ep II

105

€ RRP 36,20



5058



Ep II

105

€ RRP 36,20



5059



Ep II

105

€ RRP 43,90



Post-/baggage coach, type Pw Post i Pr84, of the DRG.

2nd/3rd class coach, type BCI Pr86, of the DRG.

3rd class coach, type Ci Pr86, of the DRG.

3rd class coach with baggage compartment, type CPwi Pr05.b/35, of the DRG.



3rd class coach with baggage compartment, type CCitr Pr05, of the DRG.



3rd class coach with baggage compartment, type CCitr Pr05.b, of the DRG.



5765



Ep II

124

€ RRP 39,45

5766



Ep II

124

€ RRP 39,45

5767



Ep II

124

€ RRP 39,45

5769



Ep	II
124	124
€	41,25

3rd class coach, type Ci Pr05, of the DRG.



5090



Ep	II
121	121
€	43,60

Baggage coach, type Pwi bay 07, of the DRG.



2nd/3rd class coach, type BCi bay 10, of the DRG.

2-axled, Bavarian style coaches were more or less an everyday sight on the DRG tracks in epoch II. It was not until the end of the 1950's that the last examples on the DB were taken out of service.



3rd class coach, type Ci bay 10, of the DRG.



5091



Ep	II
131	131
€	43,60

5092



Ep	II
137	137
€	38,45





Express baggage coach, type Pw 4ü Pr04, of the DRG.



Inset windows, of which some have protective grills. 4 opening sliding doors.

5150



Ep	II
212	
€ RRP	54,90

Post coach, type 4ü-a/17, of the DRG.



The prototypes of the Prussian express coaches set the standard for the construction principles of the period. Gradually, from 1909, the Prussian standard bogies were replaced by the „Swan-necked“ American style bogies. They were the first Prussian coaches to be fitted with this style of bogie. The coach body was made of wood and then clad in steel panels.

5158



Ep	II
210	
€ RRP	53,70

6-axled 1st/2nd class express coach, type AB 6ü (pr. 06), of the DRG.

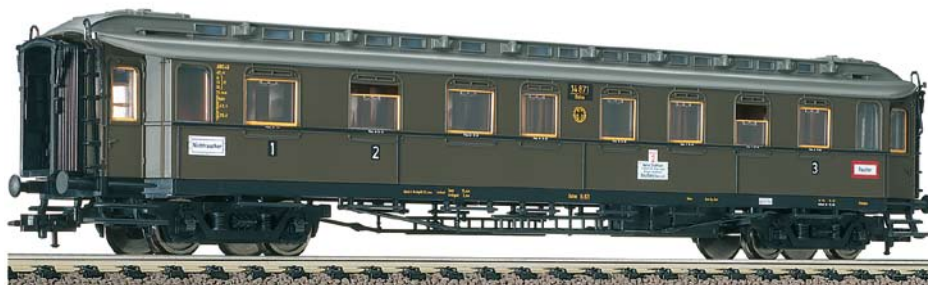


5151



Ep	II
226	
€ RRP	57,40

1st/2nd/3rd class express coach, type ABC 4ü Pr09, of the DRG.



5152



Ep	II
226	
€ RRP	51,40



515301



Ep	II
226	
€ RRP	57,40

3rd class express coach, type C4ü (pr08), of the DRG.

With tail indicators.



NEW PRODUCT

515302



Ep	II
226	
€ RRP	54,70

3rd class express coach, type C 4ü (Pr08), of the DRG.



5155



Ep	II
236	
€ RRP	57,40

6-axled restaurant coach, type WR 6ü, of the MITROPA company.



5156



Ep	II
236	
€ RRP	57,40

6-axled sleeping coach, type WL 6ü, of the MITROPA company.



## Standard Post- and baggage coach, type PwPost 4ü-28, of the DRG.

With glazed roof outlook and 2 sliding opening doors.



### NEW PRODUCT

576501

DR

Ep	III
140	II
€	50,40



Some windows are open. Centre axle has sideplay.



## 3-axled, 2nd class compartment coach with baggage compartment, type B 3tr, of the DR.



Some windows are open. Centre axle slides sideways.

## 3-axled baggage van, type Pw 3, of the DR.

Some windows are open. Centre axle slides sideways.



### NEW PRODUCT

563601



Ep	II
259	II
€	65,70

### NEW PRODUCT

576601

DR

Ep	III
140	II
€	50,40

### NEW PRODUCT

576901

DR

Ep	III
130	II
€	43,75



5760

DR

Ep	III
136	
€	43,00

2-axled post-/baggage coach, type Pw Posti (Pw Posti pr 11), of the DR.



5761

DR

Ep	III
147	
€	43,20

3-axled, 2nd class coach, type B 3 ip (BC 3i pr 05), of the DR.

Cente axle slides sideways.



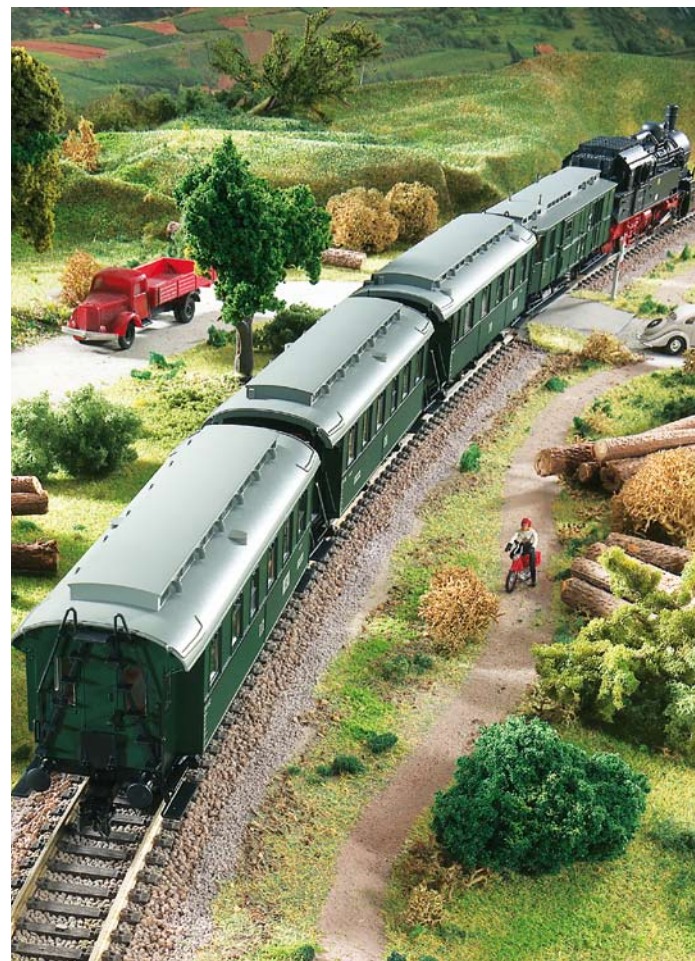
5762

DR

Ep	III
140	
€	43,20

3-axled, 2nd class coach with baggage compartment, type B 3 i tr (C 3 itr pr 08), of the DR.

Cente axle slides sideways.



3-axled, 2nd class coach with baggage compartment, type B 3 i tr (CC Bi tr pr 07), of the DR.

Cente axle slides sideways.



5763

DR

Ep	III
140	
€	43,20



Baggage coach for express traffic, type Pw 4üx, of the DR.



4 opening sliding doors.

578001

DR

Ep	III
212	111
€	58,40

4-axled baggage coach, type Pw4 (Pw4pr04), of the DR.



4 opening sliding doors.

5784

DR

Ep	III
212	111
€	51,00

4-axled, 2nd class compartment coach, type B4 (C4trp04), of the DR.



The former Prussian compartment coaches were still in use during epoch III on the Deutsche Reichsbahn (DR).

Typical details were the DR emblem in the middle and the lettering under the windows.

5785

DR

Ep	III
212	111
€	48,20

4-axled, 2nd class compartment coach, type B4 (C4trp04), of the DR.



With tail indicators.

5786

DR

Ep	III
212	111
€	48,20

5797

DR

Ep	III
241	II
€ RRP	59,60

1st/2nd class express coach, type AB4ümpe, of the DR.



5798

DR

Ep	III
241	II
€ RRP	59,40

2nd class express coach, type B4ümpe, of the DR.



5799

DR

Ep	III
241	II
€ RRP	86,60

2nd class express coach, type B4ümpe, of the DR.

With electronic red tail lighting.



Coach with electronic train tail lighting.  
Retracted corridor connection

The delivery period for the standard four-axled through coaches took from 1930 to 1933. They were fitted with a steel chassis and double-axle „Görlitz III light“ bogies, with 500 mm buffers.  
The bodywork and roof were riveted together.



6-axled, sleeping coach, type WL 6ü, of the DR.



Express baggage coach, type Pw4üe (Pw4üe-37), of the DR.



1st class express coach, type A4üe (AB4ü-35), of the DR.



Express restaurant coach, type WR4üe (WR4ü-35), of the DR.



NEW PRODUCT

577901

DR

Ep III

236

€ 52,50

5740

DR

Ep III

250

€ 53,30

5741

DR

Ep III

250

€ 53,30

5743

DR

Ep III

270

€ 57,40



5744

DR

Ep	III
244	II
€ RRP	57,40

Express couchette coach, type Bc4üe (C4ü-35), of the DR.



5745

DR

Ep	III
244	II
€ RRP	53,30

1st/2nd class express coach, type AB4üpe (ABC4ü-35), of the DR.



5746

DR

Ep	III
244	II
€ RRP	53,30

2nd class couchette coach, type Bc4üe, of the DR.



Couchette coach variant in blue Tourex livery.



11,903 compartment coaches of the original Prussian style were owned by the DB in 1952 – and this huge number despite the gaps in the fleet caused by the effects of the Second World War. True, the coach bodies were made of wood, and for the most part over half a century old, but the newly born Deutsche Bundesbahn could not do without them for local services and in particular commuter trains. Because there was lots of doors though, the entry and exit for the passengers was very fast, and at that time the construction of a successor type was out of the question purely on the grounds of costs.

5066



Ep	III
140	
€ RRP	48,50

### 2nd class, 3-axled coach with baggage compartment, type B 3 tr (C 3 tr pr 02), of the DB.

Centre axle slides sideways.



5068



Ep	III
140	
€ RRP	44,25

### 2nd class, 3-axled coach with baggage compartment, type B 3 tr (C 3 tr pr 02/04), of the DB.

Centre axle slides sideways.



### 1st/2nd class, 3-axled coach, type AB 3 (BC 3 pr 99), of the DB.

Centre axle slides sideways.



### 3-axled baggage coach, type Pw 3 i (Pw 3 i pr 97), of the DB.

Centre axle slides sideways.



### 3-axled baggage coach, type Pw 3 (Pw 3 pr 99a), of the DB.

Centre axle slides sideways.



5065



Ep	III
140	
€ RRP	48,50

5067



Ep	III
130	
€ RRP	44,25

5069



Ep	III
130	
€ RRP	43,60



5060



Ep	III
136	
€	43,90

2 axled, Post-/baggage coach, type Pw Posti (Pw Posti pr 11), of the DB.



5062



Ep	III
140	
€	44,25

2nd class coach with baggage compartment, type B 3 itr (C3itrpr08), of the DB.

Centre axle slides sideways.



5064



Ep	III
140	
€	45,90

2nd class, 3-axled coach, type B 3 itr (CC 3 itr pr 07a), of the DB.

Centre axle slides sideways.



1st/2nd class, 3-axled coach, type AB 3 is (BC 3i pr 05), of the DB.

Centre axle slides sideways.



2nd class, 3-axled coach with baggage compartment, type B 3 itr (CC3itrpr07), of the DB.

Centre axle slides sideways.



5061



Ep	III
147	
€	44,25

5063



Ep	III
140	
€	44,25



2nd class coach, type Bi (Ci-28), of the DB.



After the Second World War, the remaining numbers of the so-called „Thunderboxes“ of both railways of the German States (East & West) were the mainstay of passenger traffic. Numerous vehicles belonging to the Deutsche Bundesbahn were fitted with new seating in the style of the B3yg coaches between 1951 and 1952. It was not until September 1973 that the „Thunderboxes“ began to disappear, along with the closure of many their lines. Interesting to note though, that the cost of manufacture of one „thunderbox“ was around an amazing 35.000 Reichsmarks (according to the version).

Baggage coach, type Pwi (Pwi-27), of the DB.



Two moveable sliding doors.

1st class coach, type Ai (Bi-29), of the DB.



2nd class coach, type Bi (Cid-27), of the DB.



#### NEW PRODUCT

507301



Ep III

160

€ 37,60

5074



Ep III

160

€ 36,75

5075



Ep III

160

€ 36,00

5076



Ep III

160

€ 36,00

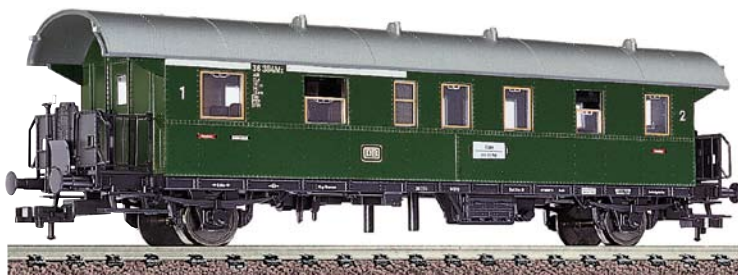
507701



Ep III

160

€ 37,60



1st/2nd class coach, type ABi (Ci-28), of the DB.

5684



Ep III

212

€ 49,80



4-axled baggage coach, type Pw4 (Pw4pr04), of the DB.

The four-axled Prussian coaches were taken over from the former Deutschen Reichsbahn after the war, and for several years were owned by the DB. The compartment coaches are fitted with electric lighting, as they were in epoch III (and with battery boxes, generators) with altered air vents on the roof.

5685



Ep III

212

€ 52,40



1st class compartment coach with brakeman's cab, type A4 (B4pr04), of the DB.





2nd class compartment coach with baggage compartment, type B4tr (C4trpr04), of the DB.



1st/2nd class compartment coach with brakeman's cab, type AB4 (BCpr04), of the DB.



2nd class compartment coach, with tail indicators, type B4 (C4pr04), of the DB.



Post coach, type Post 4, of the DB.



In the beginning, the young DB could not dispense with the services of the express coaches which dated back to the Länderbahn period, even though they had reached a ripe old age. The coaches were not replaced until 1953 by the new „flat“ sided, 26,4 m long new constructions.

5687



Ep	III
212	II
€ RRP	49,90

5689



Ep	III
212	II
€ RRP	53,30

5690



Ep	III
212	II
€ RRP	47,60

5678



Ep	III
210	II
€ RRP	51,50

5680



Ep	III
212	II
€ RRP	57,20

Express baggage coach, type Pw 4ü, of the DB.

4 moveable sliding doors.



567901



Ep	III
236	II
€ RRP	57,40

6-axled, sleeping coach, type WL 6ü, of the DSG.



5679



Ep	III
236	II
€ RRP	51,50

Sleeping coach, type WL 4ü, of the DSG.



5681



Ep	III
236	II
€ RRP	55,90

Restaurant coach, type WR 4ü, of the DSG.





3rd class express coach, type C 4ü, of the DB.



4-axled, 3rd class coach, type C 4ü (Pr08), of the DB, with tail indicators.



4-axled, 1st/2nd class express coach, type AB 4ü (pr. 07), of the DB.



6-axled, 1st/2nd class coach, type AB 6ü (Pr06), of the DB.



The prototypes of the Prussian express coaches set the standards for coach production of the period. However, after 1909, the standard Prussian bogies were gradually replaced by the so-called „Swan-neck“ bogies of the US style. These were the first Prussian coaches to be fitted with these bogies. The coach bodies were made of wood and then clad in steel panels.

5683



Ep	III
226	11
€ RRP	49,40

#### NEW PRODUCT

568301



Ep	III
226	11
€ RRP	49,90

5691



Ep	III
226	11
€ RRP	50,50

#### NEW PRODUCT

569101



Ep	III
226	11
€ RRP	52,50

5675



Ep	III
241	II
€ RRP	85,80

2nd class express coach, type B4ywe-30/50, of the DB.



With electronic red tail lighting.  
As the bodywork and roof were also plated, they were riveted together.

Retracted corridor connection at one end.

5676



Ep	III
241	II
€ RRP	58,50

1st/2nd class express coach, type AB4yswe-30/55, of the DB.



The delivery time for the four-axled standard corridor coaches stretched from 1930 to 1933. They had a steel chassis, with cut-in ends, two-axled, „Görlitz III light“ and 500 mm buffes. As the bodywork and roof were also plated, they were riveted together.

5677



Ep	III
241	II
€ RRP	58,50

2nd class express coach, type B4ywe-30/50, of the DB.





Express baggage coach, type Pw4üe (Pw4üe-37), of the DB.



1st class express coach, type A4üe (AB4ü-35), of the DB.



The express coaches of group 35/36 were the backbone of passenger traffic on the Deutsche Bundesbahn in epoche III.

They were fitted with Görlitz style bogies, concertina corridor connections and tapered roof ends.

2nd class express coach, type B4üwe (C4ü-35), of the DB.



Express restaurant coach, type WR4ü[e] (WR4ü-35), of the DSG.



5630



Ep	III
250	
€ RRP	54,30

5631



Ep	III
250	
€ RRP	54,30

5632



Ep	III
244	
€ RRP	54,30

5633



Ep	III
270	
€ RRP	58,50

5634



Ep	III
270	
€ RRP	58,50

Express sleeping coach, type WLAB4ü[e] (WL4ü-37), of the DSG.



5635



Ep	III
244	
€ RRP	55,20

1st/2nd class express coach, type AB4uwe (ABC4ü-35), of the DB.



5636



Ep	III
259	
€ RRP	62,00

Standard, 4-axled Post- and baggage coach, type PwPost 4ü-28, of the DB.



The coach construction programme of 1928 and 1929 (I) saw the arrival of 20 four-axled standard post and baggage coaches all made of steel, type PwPost 4ü-28, ibuilt in two series of ten coaches each.

The construction costs of just one coach was 66.843 RM (Reichsmark). The coaches were permitted to travel at a top speed of 140 km/h. The DB undertook several conversions after 1950.





2nd class express coach, type B4üwe (C4ü-35), of the DB.



With electronic red tail lighting.  
Retracted corridor connection at one end.

5638



Ep	III
244	II
€ RRP	74,40

2nd class express coach with baggage compartment, type BD4üm-61, of the DB.



The typical express coach of the 1960's were the green, or similarly, blue liveried 26,4 m long coaches of the Deutsche Bundesbahn.

These coaches were fitted with compartments and side corridors, Minden-Deutz bogies, folding doors, and rubber protectors around the corridor connections.

5600



Ep	III
282	II
€ RRP	53,00

1st class express coach, type A4üm-61, of the DB.



5601



Ep	III
282	II
€ RRP	53,00

2nd class couchette coach, type Bc4üm TOUROPA, of the DB.



Not around very long – and certainly forgotten long ago: the holiday journeys with the „TOUROPA“ Reisebüro specials.

The outward journey was undertaken mostly during the night in comfortable couchette coaches, type Bc4üm. For the return journey during the daylight, the train crew changed it back to a normal seating coach.

5602



Ep	III
282	II
€ RRP	54,80

5604



Ep	III
282	
€ RRP	53,00

2nd class express coach, type B4üm-63, of the DB



5605



Ep	III
282	
€ RRP	54,80

Express restaurant coach, type WR4üm-64, of the DB.



In 1964, the Deutsche Speisewagen-gesellschaft DSG introduced the coach type WR4üm in service. This was the first newly developed restaurant coach for the trains of the DB, which previously had only been running with half-restaurant coaches or ones of much older construction.

5607



Ep	III
282	
€ RRP	54,80

1st/2nd class sleeping coach, type WLAB4üm, of the DB.



5608



Ep	III
282	
€ RRP	60,00

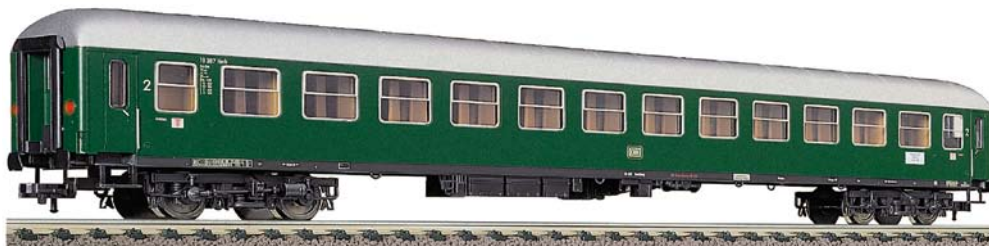
Express baggage coach, type D4üm, of the DB.

4 roll-up doors can be opened.





2nd class express coach, type B4üm-63, of the DB.



With electronic red tail lighting.

5609



Ep	III
282	
€ RRP	71,20

2nd class, 3-axled coach with baggage compartment, type BD3yg 766, of the DB.



As the DB was founded, they took over a large number of 3-axled coaches, which had already been in use on the previous regional state railways for many years. Even though these coaches did not match the standards of the time, they could not be dispensed with on economic grounds, so they decided on a conversion job. The coaches were fitted with a standard, steel bodywork and seating adequate for the period. Each second wagon was close-coupled, permitting a running speed of 100 km/h.

5096



Ep	IV
153	
€ RRP	43,60

1st/2nd class, 3-axled coach, type AB3yg 756, of the DB.



Centre axle slides sideways.

5097



Ep	IV
153	
€ RRP	43,60

5098



Ep	IV
153	
€ RRP	43,60

2nd class, 3-axled coach, type B3yg 761, of the DB. 2nd class, 3-axled coach, type B3yg 761, of the DB.

With electronic tail lighting.



5099



Ep	IV
153	
€ RRP	70,40

5127



Ep	IV
223	
€ RRP	49,90

2nd class local coach with baggage compartment, type BDyg 531, of the DB.



In the 1950's, the Deutsche Bundesbahn had over 500 four-axled coaches which had started life in the Länderbahn period. In the course of a modernisation programme, these coaches were renovated, creating the so-called „convert coaches“: one 2nd class coach, one 1st/ 2nd composite coach and one 2nd class coach with baggage compartment. For a large number of years, these four-axled converted coaches were the backbone of local traffic.

5128



Ep	IV
223	
€ RRP	49,90

1st/2nd class local coach, type AByg 503, of the DB.



5129



Ep	IV
223	
€ RRP	49,90

2nd class local coach, type Byg 515, of the DB.





2nd class control-cab coach with baggage compartment, type BDnrzf 740 of the DB.



5640



Ep IV

282

€ 87,50

1st/2nd class local coach, type ABnb 703, of the DB.



5641



Ep IV

282

€ 49,90

2nd class local coach, type Bnb 719, of the DB.



5642



Ep IV

282

€ 49,90

5664



Ep	IV
282	
€ RRP	75,50

2nd class cab-coach with baggage compartment, type BDymf 456, DB.



5665



Ep	IV
282	
€ RRP	51,40

1st/2nd class coach, type ABymf 411, of the DB.



5666



Ep	IV
282	
€ RRP	51,40

2nd class coach, type Bymb 421, of the DB.



#### One speciality: the control-cab coach

A small driver's cab was constructed on the right hand side, end of the coach, whilst on the other side was a small service compartment. In order to be still able to access the next coach in the train, a central corridor connection was made in between these compartments, fitted with doors which could be closed and surrounded by a moulded rubber cushion. Two windows on either side of the corridor connection gave view of the route.

The so-called "central entrance coaches" with their new standard length of 26.4 m, count amongst the first new construction programme on the DB. They were designed not only for local traffic but also for long distance routes. In order to reduce the amount of time spent waiting in the station, the coaches had 4 doors on each side. This made it possible to have a quick entry – and – exit, especially on commuter trains. A control cab coach for push-pull operation, matching these coaches, was soon developed. The permitted top speed of these coaches was 120 km/h.



2nd class express coach with baggage compartment, type BDms 273, of the DB.



In the middle of the 1970's, the Deutsche Bundesbahn introduced a new colour scheme. The previously blue and green express coaches were repainted with a turquoise blue and beige livery.

5610



Ep	IV
282	II
€ RRP	58,40

1st class express coach, type Am 203, of the DB



5611



Ep	IV
282	II
€ RRP	58,40

1st/2nd class express coach, type ABm 225, of the DB



5612



Ep	IV
282	II
€ RRP	58,40

IC/ EC, 2nd class express coach, type Bm 235, of the DB



2nd class coaches did not appear within InterCity trains until 1979. Characteristic of this concept was the use of the turquoise blue / beige coaches, type Bm 235 and Bpmz 291, which ran after 1987 on Euro-City trains too. Those who know their epochs will realise that they can also run this coach with those of epoch V.

5613



Ep	IV
282	II
€ RRP	58,40

5614



Ep	IV
282	
€	61,20

2nd class, IC/EC open-plan seating coach, type Bpmz 291.2, of the DB.



## NEW PRODUCT

### 4 coach set, „30 Years of InterCity“ of the DB.

One 1st class IC compartment coach, one IC restaurant coach, one 2nd class IC open-plan coach, and one 2nd class IC compartment coach with electronic red tail lighting. New running numbers. Interior lighting can be fitted.

561901



Ep	IV
€	249,00



## NEW PRODUCT

### 3 coach extension set „30 Years of InterCity“ of the DB.

One 1st class IC open-plan coach, one 2nd class open-plan coach, one 2nd class compartment coach. New running numbers. Interior lighting can be fitted.

561902



Ep	IV
€	184,00





2nd class local control-cab coach, with bicycle compartment, type Bnrdzf 463, of the DB AG.



5643



Ep	V
282	
€ RRP	90,00

1st/2nd class local coach, type ABnb 417, of the DB AG.



5644



Ep	V
282	
€ RRP	60,80

2nd class local coach, type Bn 434, of the DB AG.



5645



Ep	V
282	
€ RRP	60,80

2nd class control-cab local coach, with bicycle compartment, type Bnrdzf 477, of the DB AG.



5646



Ep	V
282	
€ RRP	92,30

5647



Ep	V
282	
€ RRP	60,30

1st/2nd class local coach, type ABn 417, of the DB AG.



5648



Ep	V
282	
€ RRP	60,30

2nd class local coach, type Bn 448, of the DB AG.



5649



Ep	V
282	
€ RRP	65,30

2nd class local coach with baggage compartment, type BDms 273.0, of the DB AG.



5650



Ep	V
282	
€ RRP	64,90

Baggage coach, type Dm 920, of the DB AG.

4 roll-up opening doors.





**1st/2nd class control-cab local „modus“ coach, type ABpybdzf 484, of the DB AG.**



**2nd class „modus“ local coach, type Bpyz 456, of the DB AG.**



**2nd class double-deck control-cab coach, type DBpbzfa 766, of the DB AG.**



Up until now, the DB AG has ordered from the PFA in Weiden, 55 new local coaches, of which 11 are cab coaches.

The chassis and running gear originate from the previous „Halberstädter“ DR coaches. The new bodywork is made of swiss aluminium pre-pressed profiles with German fittings, such as the air-conditioning, seating and toilets.

There are two „modus“ variants: one purely 2. class, as well as a cab-coach with 1st class seating and a mixed purpose compartment. They make up a complete train in harmony with the 4 or 5 part set hauled by the class 111 in traffic red.

Suitable for both analog and digital operation.

The double-deck cab coaches, type Görlitz, represent the latest generation of these local coaches. The altered shape of the ends makes them look attractive. The window arrangement is also different to their predecessors.

With illuminated train destination display

**5653**



Ep	V
282	111
€	104,00

**5654**



Ep	V
282	111
€	59,20

**5620**



Ep	V
287	111
€	124,00

5623



Ep	V
287	
€ RRP	104,00

2nd class double-deck control-cab coach, type DBbzf 761 „Görlitz“, of the DB AG.



5624



Ep	V
282	
€ RRP	71,80

1st/2nd class double-deck coach, type DABz 756 „Görlitz“, of the DB AG.



5626



Ep	V
282	
€ RRP	71,80

2nd class double-deck coach, „ZugCafé“, type DBpkz 753.1 „Görlitz“, DB AG.



562701



Ep	V
282	
€ RRP	71,80

1st / 2nd class, double deck coach, type DABpz 758 „Görlitz“, DB AG.



The air-conditioned, double-deck coaches can be easily recognised by the vents in the roof above the entry doors.



**2nd clas double-deck coach, type DBpz 753 „Görlitz“, of the DB AG.**



The double-deck, air conditioned coaches can easily be recognised by the air vents on the roof above the entry doors.

**5628**



Ep	V
282	11
€ RRP	71,80

**2nd class, IC/EC cab-trailer coach, type Bpmbdzf 296.3, of the DB AG.**

Suitable for both analog and digital operation.



For the InterCity traffic, the DB has created two types of cab-trailer coach. The 75 examples of the type Bpmbdzf 296 (originally Bpmbdzf 297) are air conditioned and pressure protected, with opening sliding doors and open-plan seating. The other type Bimdzf 271 have aerodynamic skirting around the chassis.

**518981**



Ep	V
282	11
€ RRP	104,00

**IC/EC control cab-trailer coach, 2nd class, type Bimdzf 269.2, DB AG.**



To save time running train locos around trains at the main terminii stations like Munich, Frankfurt, of Leipzig, these cab trailers were taken into service from 1995. The coaches were constructed by ABB Henschel with Alcatel SEL, converted from the Deutsche Reichsbahn trailers from 1983 and 1990.

**5180**



Ep	V
282	11
€ RRP	93,90

**1st class, IC/EC compartment coach, type Avmz 107.0, of the DB AG.**



**5181**



Ep	V
282	11
€ RRP	54,70

5183



Ep	V
282	□
€ RRP	57,40

IC/EC, 2nd class compartment coach, type Bvmz 185.3, of the DB AG.



5184



Ep	V
282	□
€ RRP	57,40

IC/EC, 2nd class, open-plan seating coach, type Bpmz 293.2, of the DB AG.



5186



Ep	V
282	□
€ RRP	57,40

IC/EC-BordBistro-coach with seating area, type Arkimbz 262.2, of the DB AG.



Following the drastic reduction of the InterRegio services, many of the Bistro Café coaches were made „redundant“. Now they run in IC- and EC-trains as so-called BordBistro coaches – naturally in the current light grey livery with traffic red stripes.





IC/EC, 2nd class long-distance coach, type Bim 263.5, of the DB AG.



2nd class, Regional Express control-cab coach, type Bpmbdzt 296.3, DB AG.



1st/2nd class Regional Express coach, type ABvmsz 184, of the DB AG.



2nd class Regional Express coach, type Bpmz 293, of the DB AG.



Light change as well as analog or digital operation.

„München-Nürnberg-Express“ is the title of the Regional Express line München – Ingolstadt – Nürnberg. With their top speed of 200 km/h, the trains are the fastest Regional trains within Germany, and the only RE to run over the full length of high speed track. A total of 26 IC coaches were converted in the railway works of Neumünster. One set consists of six coaches.

5188



Ep	V
282	
€ RRP	57,40

510881



Ep	V
282	
€ RRP	124,00

510401



Ep	V
282	
€ RRP	63,70

510501



Ep	V
282	
€ RRP	63,70

## NEW PRODUCT

515101



Ep III

226

€ RRP 57,40



The prototypes of the Prussian express coaches set the standard for the construction principles of the period. Gradually, from 1909, the Prussian standard bogies were replaced by the „Swan-necked“ American style bogies. They were the first Prussian coaches to be fitted with this style of bogie. The coach body was made of wood and then clad in steel panels.

567619



Ep III

241

€ RRP 65,70



567701



Ep III

241

€ RRP 62,30



825130



Ep III

237

€ RRP 64,50

Express baggage coach, type D, of the SBB.





1st / 2nd class express coach, type AB, of the SBB.



825138



Ep	III
244	
€ RRP	57,70

2nd class express coach, type B, of the SBB.



825139



Ep	III
244	
€ RRP	57,70

1st/2nd class express coach, type AB, of the SBB.



5138



Ep	IV
244	
€ RRP	51,80

2nd class express coach, type B, of the SBB.



5139



Ep	IV
244	
€ RRP	51,80

513281



Ep	V
287	
€	124,00

2nd class, double-deck control-cab coach in ZVV-Design, type Bt, of the SBB.



For analog and digital operation.

The S-Bahn Zürich was the first S-Bahn system in Switzerland, with operations starting on 27th May 1990. It serves the canton of Zurich and the surrounding areas. For operational purposes, the Swiss Federal railways SBB is responsible, whilst for marketing, the ZVV takes responsibility. The S-Bahn Zürich offers an intensively timetabled service in the city centre, whilst linking the outlying suburbs.

513301



Ep	V
282	
€	85,40

1st/ 2nd class double-deck coach, in ZVV-design, type AB, of the SBB.



513401



Ep	V
282	
€	85,40

2nd class double-deck coach, in ZVV-design, type B, of the SBB.





2nd class double-deck cab-coach, type Bt, of the SBB.



For both analog and digital operation.

The attractively designed S-Bahn trains are to be found in and around Zürich.

65132



Ep	V
287	119,00
€	119,00

1632

AC	134,00
€	134,00

1st/2nd class double-deck coach, type AB, of the SBB.



5133



Ep	V
282	85,40
€	85,40

2nd class double-deck coach, type B, of the SBB.



5134



Ep	V
282	85,40
€	85,40

563001

Express baggage coach of the SNCB.



Ep	III
250	II
€	55,50



567616

2nd/3rd class express coach of the SNCB.



Ep	III
241	II
€	59,60



567702

3rd class express coach of the SNCB.



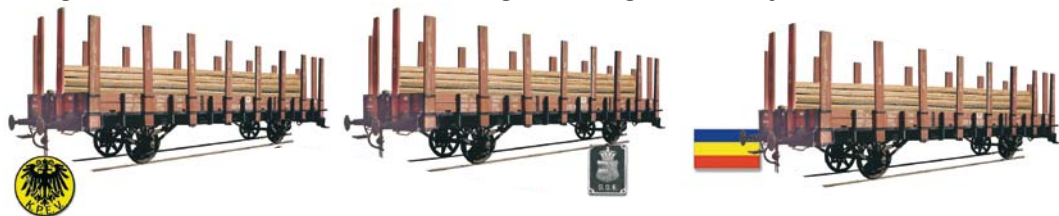
Ep	III
241	II
€	60,00





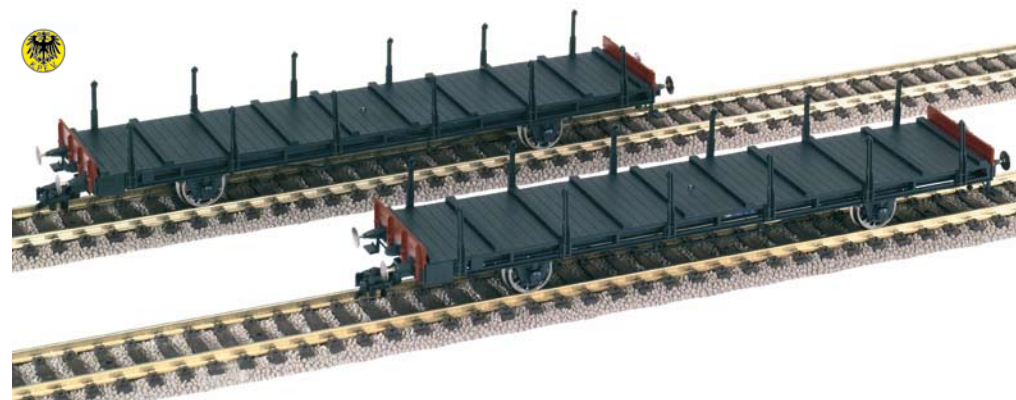
### 3 part Prussian stake wagon set, type R 02, with wood load,

1 wagon of the K.P.E.V. with brakeman's cab, 1 wagon of the Großherzogl. Mecklenburg. Friedrich-Franz railway company,  
1 wagon with brakeman's cab of the Großherzoglich. Oldenburg. State railway.



The goods wagons of the union construction in use at the end of the 1920's actually made up around 2/3 of the whole goods wagon fleet of the DRG, making them the most widespread goods wagon family in Germany. The construction style came about as a result of the efforts of the German State wagon union aimed at standardising the vehicles, thus simplifying the exchange of wagons between the various Länder (regions/states). Their construction began in 1910 and continued far into the Reichsbahn period. Under the control of the DRG, they were systematically fitted with air brakes, although they held onto their rather primitive attributes of their humble beginnings, like the spoked wheels and rigid buffers for a little while longer.

### 2 part rail transport wagon set, type Sml, of the K.P.E.V.



The Prussian State railways were already using these wagons for 12m long loads of rails. Additionally other individual states were developing their own rail transport wagons, with over 1,000 examples being made between 1911 and 1926. The wagons were originally fitted with 12 side rungs, low sideboarding and loading cradles. The last wagons were removed from service in the 1970's.

### 2 part rail transport wagon set, type Sml, of the Großherzoglich Badischen Staatseisenbahn.



#### NEW PRODUCT

**520953**

Ep	I
410	II
€ RRP	94,95

#### NEW PRODUCT

**523603**

Ep	I
335	II
€ RRP	71,95

#### NEW PRODUCT

**523604**

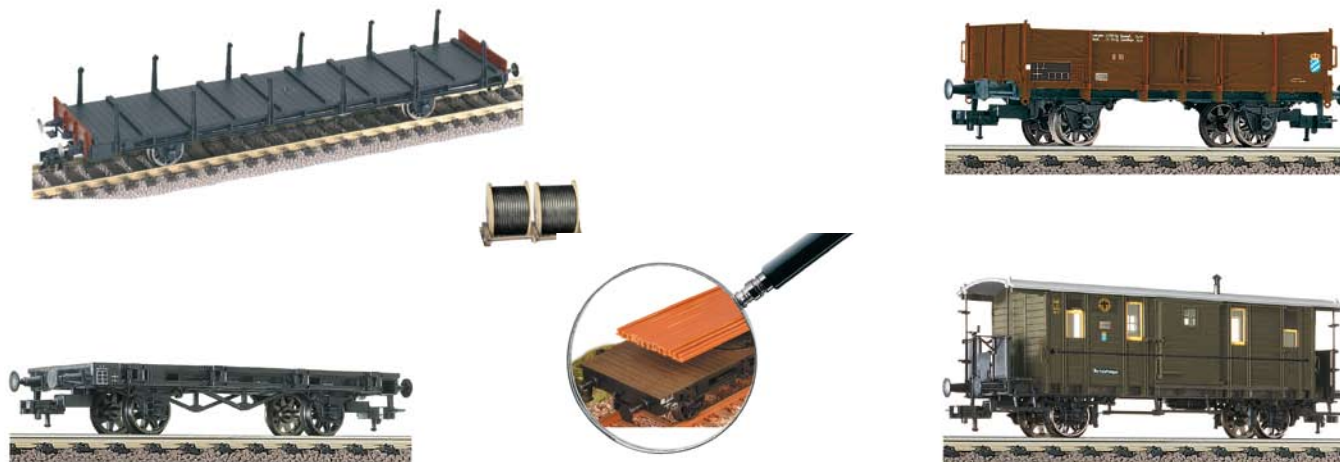
**BADEN**

Ep	I
335	II
€ RRP	71,95

580908



Ep	II
€ RRP	179,00



**Contents:** 1 rail transport wagon, 1 equipment van, 2 goods wagons, wagon loads.  
**Ideal train loco:** 414402/394402.

5203



Ep	II
98	II
€ RRP	21,00

**Open goods wagon, type Ovw „Würzburg“, of the DRG.**



5204



Ep	II
101	II
€ RRP	24,85

**Open goods wagon with brakeman's cab, type Bauart Ovw „Würzburg“, of the DRG.**



**Lidded wagon with brakeman's cab, type K 15, of the DRG.**



**Open goods wagon with brakeman's cab, type Om („Ludwigshafen“), of the DRG.**



5200



Ep	II
101	II
€ RRP	27,00

5210



Ep	II
113	II
€ RRP	24,85



5211



Ep II

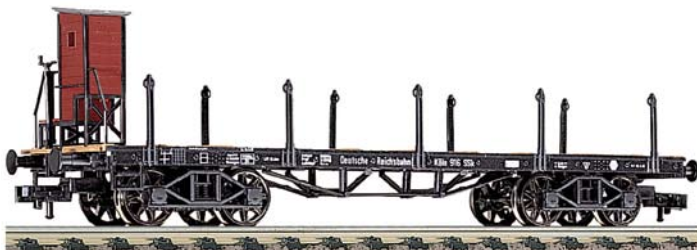
76

€ 20,50

Open goods wagon, type O („Schwerin“), of the DRG.



4-axled stake wagon with brakeman's cab, type SSk Köln, of the DRG.



5330



Ep II

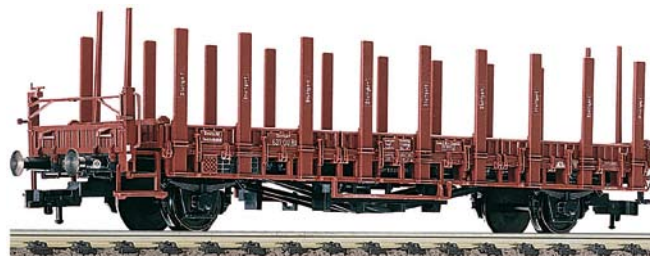
113

€ 30,30

Goods van with brakeman's cab, type Gr 20, of the DRG.



Stake wagon with brakeman's platform, type Rs „Stuttgart“, of the DRG.



5256



Ep II

147

€ 28,00

5285



Ep II

153

€ 38,60

5348

DR

Ep III

113

€ 28,70

Refrigerated van with brakeman's cab, type Thf „Seefische“, of the DR.



## NEW PRODUCT

534802



Ep	II
113	113
€	RRP 37,60



5353



Ep	II
98	98
€	RRP 27,75



5356



Ep	II
107	107
€	RRP 28,35



Refrigerated van with brakeman's cab, „Pilsner Urquell“, operated by the DRG.

Goods van, type Gvwh „Stettin“, of the DRG.  
2 opening sliding doors.

Goods van, type G 02 „Stettin“, of the DRG.  
2 opening sliding doors.

Beer van, „Pilsner Urquell“ with brakeman's cab, as operated by the DRG.

2 opening sliding doors.



Cattle truck, type Vh „Altona“, of the DRG.

2 opening sliding doors.



Goods van with brakeman's cab, type Gvwh „Stettin“, of the DRG.

2 opening sliding doors.



5357



Ep	II
110	110
€	RRP 36,90

5355



Ep	II
98	98
€	RRP 31,40

5360



Ep	II
101	101
€	RRP 31,40



NEW PRODUCT

536201



Ep	II
101	
€ RRP	35,60

**cattle wagon with brakeman's cab, type Vwh „Altona“, of the DRG.**

2 opening sliding doors.  
Additional compartment for small livestock under the coach floor.



5380



Ep	II
125	
€ RRP	37,35

**3-axled goods van with brakeman's cab, type Ghwps („Stettin“), of the DRG.**

2 opening sliding doors.



5368



Ep	II
115	
€ RRP	37,25

**Goods van with end platforms („Fakultativ-Wagen“), type Cigd, of the DRG.**

This wagon, Nr. 5368, is also known as a „versatile wagon“, which means that this 2-axled vehicle could be used either as a passenger coach or a goods van. Our version corresponds to the passenger carrying variant.



**Goods van with brakeman's cab, type G 02 „Hannover“, of the DRG.**

2 opening sliding doors.



These 3-axled vans were developed to carry a load of 6 tons for use within fast passenger trains. Because of the large distance between axles, there was a certain amount of sideplay in the axleboxes to enable them to negotiate sharp curves. They were used on all trains needing a baggage facility, which did not already have a baggage or post coach attached. They were always inserted into the train directly behind the loco, as required by the safety regulations of the period, to serve as a crash protector for the passengers. In the epoche II, they ran as parcel vans.

**Goods van with end platforms, type Gwi „Magdeburg“, of the DRG.**

Variant of the „versatile wagon“ without windows.



5366



Ep	II
110	
€ RRP	31,00

5369



Ep	II
115	
€ RRP	35,45

5382



Ep	II
136	
€ DRP	49,00



2 sliding doors. Train heating boiler mounted inside. Centre axle slides sideways.

There were around 150 train heating vans made by the Prussian railways which ran throughout the epochs I and III. They were always used behind the steam engines, but could universally be used behind diesel and electrics too.

From the former Prussian times, there were around 150 heating boiler wagons who managed to see service right into the DRG era. Principally, these 3-axled boiler wagons were universally used immediately behind steam, diesel and electric locos.



5394



Ep	II
137	
€ DRP	41,50



4-axled horse box with brakeman's cab, type GGvwehs, of the DRG.

In earlier times, show horses were regularly transported by rail. Because they needed to be moved around quickly to where the tournament was to be held, these vans were permitted to travel at speeds of 120 km/h, and so could be coupled up to express trains if needed.

5397

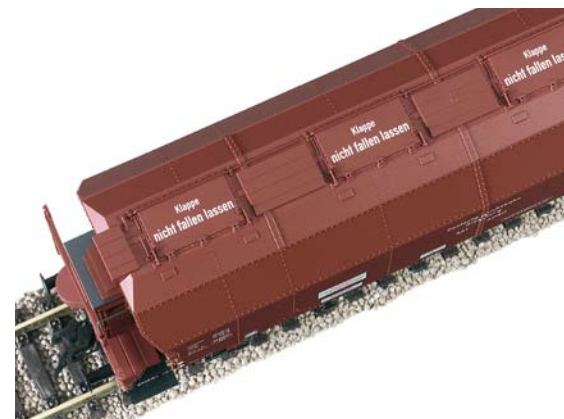


Ep	II
146	
€ DRP	39,65



High capacity grain carrying wagon with brakeman's cab, type KKt 27, of the DRG.

With printed roof flaps.





## Gas tanker wagon with brakeman's cab, of the company of „Deutsche Solvay-Werke Rheinberg“, as operated by the DRG.

This tanker wagon with „wooden shed“ runs on the real railways carrying liquid chlorine. The „wooden shed“ protects the steel tank inside from overheating.



5449



Ep	II
101	
€ RRP	34,20

5435



Ep	II
101	
€ RRP	35,60

## Tanker wagon, „Persil“ with brakeman's cab, as operated by the DB.



## Ballast hopper wagon, type Talbot, of the DRG.



5505



Ep	II
80	
€ RRP	29,20

5700

DR

Ep	III
98	
€ RRP	36,00

## Guards van, type Pwq, of the DR.

With interior fittings and 2 sliding opening doors.



## Railway service coach, type „Weimar“, ex type Pw Posti, of the DR.

Some windows protected by grills.



NEW PRODUCT

576001

DR

Ep	III
136	
€ RRP	44,00

5717

DR

Ep	III
101	101
€	27,95



5721

DR

Ep	III
101	101
€	28,95



5725

DR

Ep	III
139	139
€	25,00



Lidded wagon with brakeman's cab, type K, of the DR.

Acid carrying wagon with brakeman's cab of the VEB Chemie Kombinat Bitterfeld, as operated by the DR.

Stake wagon with steel stakes, type Rmrs, of the DR.

Open goods wagon with brakeman's platform, type Omu, of the DR.



Cattle truck with brakeman's cab, type V, of the DR.

As prototype, without fodder box.



Stake wagon with steel staunchions, type Rmrso 31, of the DB.



5718

DR

Ep	III
113	113
€	24,25

5764

DR

Ep	III
101	101
€	32,90

5223

DB

Ep	III
139	139
€	23,90



**New construction !****Rail transport wagon with brakes, type S of the DR. Loaded with tractors.**

The Prussian State railways were already using these wagons for 12m long loads of rails. Additionally other individual states were developing their own rail transport wagons, with over 1,000 examples being made between 1911 and 1926.

The wagons were originally fitted with 12 side rungs, low sideboarding and loading cradles. The last wagons were removed from service in the 1970's.

**NEW PRODUCT****523602****DR**

Ep III

166

€ 48,95

**New construction !****Rail transport wagon with brakes, type S 14 of the DB. Loaded with tractors.**

The Prussian State railways were already using these wagons for 12m long loads of rails. Additionally other individual states were developing their own rail transport wagons, with over 1,000 examples being made between 1911 and 1926.

The wagons were originally fitted with 12 side rungs, low sideboarding and loading cradles. The last wagons were removed from service in the 1970's.

**NEW PRODUCT****523601****DB**

Ep III

166

€ 47,50



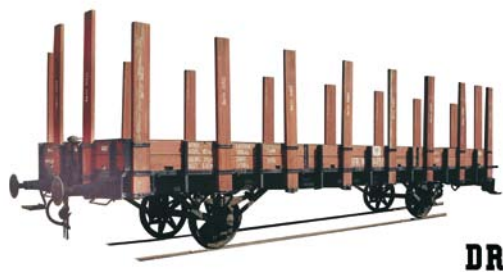
NEW PRODUCT

520902

DR



**New construction!**  
Stake wagon, without brakeman's cab,  
type R (Prussian), of the DR.



DR

NEW PRODUCT

520901



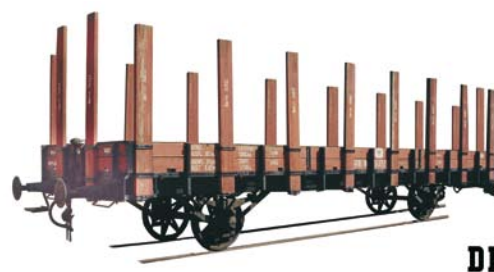
**New construction!**  
Stake wagon, without brakeman's cab,  
type R 02 (Prussian), of the DB.



DB

The goods wagons of the union construction in use at the end of the 1920's actually made up around 2/3 of the whole goods wagon fleet of the DRG, making them the most widespread goods wagon family in Germany. The construction style came about as a result of the efforts of the German State wagon union aimed at standardising the vehicles, thus simplifying the exchange of wagons between the various Länder (regions/states).

**New construction!**  
Stake wagon with brakeman's cab,  
type R (Prussian), of the DR.



DR

**New construction!**  
Stake wagon with brakeman's cab,  
type R 02 (Prussian), of the DB.



DB

Their construction began in 1910 and continued far into the Reichsbahn period. Under the control of the DRG, they were systematically fitted with air brakes, although they held onto their rather primitive attributes of their humble beginnings, like the spoked wheels and rigid buffers for a little while longer.

NEW PRODUCT

520952

DR



NEW PRODUCT

520951





5260



Ep III

93

€ 20,35



Open goods wagon, type O 10, of the DB.

5912



Ep III

84

€ 26,55



Open goods wagon with brakeman's cab, type O 02, of the DB.

5910



Ep III

101

€ 24,50



Lidded wagon with brakeman's platform, type K 15, of the DB.

Lidded wagons were primarily used for the transport of weather susceptible minerals, like cement, gypsum, chalk or grain. They could be loaded under hoppers, by conveyor belt or by mechanical grabs.

Open goods wagon, with brakeman's cab, type O 10, of the DB.



Acid carrying wagon with brakeman's platform, of the VTG Hamburg, as operated by the DB.



Lidded wagon, type K 06, of the DB.

With 6 operating lids.



5261



Ep III

101

€ 24,50

5220



Ep III

101

€ 27,00

5913



Ep III

76

€ 26,40

5227



Ep	III
139	1:1
€	24,25

Goods wagon, type Rmrso31, of the DB.



5300



Ep	III
98	1:1
€	36,00

Guards van, type Pwg, of the DB.

With interior fittings and two sliding doors.



5314



Ep	III
122	1:1
€	30,70

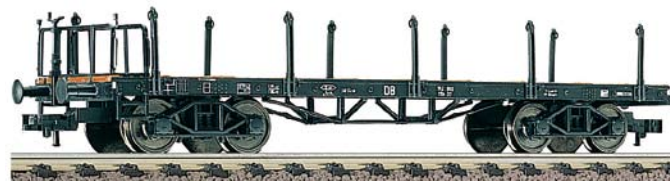
Goods van, type Gmhs 53, of the DB.

2 opening sliding doors.

This van belongs to the so-called RIV union. These vehicles can run all over Europe. Thus the advantage for railway modellers; RIV wagons can be run on either Bundesbahn or Reichsbahn layouts.



4-axled stake wagon with brakeman's cab, type SSk 07, of the DB.



Güards van, type Pwg, of the DB.

With interior fittings, 2 sliding doors as well as interior and 2 red tail lights.



Goods van, type Gr 20, of the DB

2 opening sliding doors.



5286



Ep	III
153	1:1
€	34,20

5301



Ep	III
98	1:1
€	50,50

5331



Ep	III
105	1:1
€	25,90



## Goods van, type Gmhs 53, of the DB.

With electronic tail lighting. 2 opening sliding doors.



The electronic train tail lighting will operate on low voltage and remains brightly lit.



5319



Ep	III
122	122
€	45,90

## Sliding roof wagon, type Kmmks 51, of the DB.

The two-part roof is moveable as in the prototype.



5334



Ep	III
113	113
€	34,20

5348

DR

## Refrigerated van with brakeman's cab, type Thf „Seefische“, of the DR.



## Goods van for railway use, type US, of the DB.

Variant with side vents.



5391



Ep	III
142	142
€	33,00

Ep	III
113	113
€	28,70

5396



Ep	III
146	
€ RRP	38,45

High capacity grain carrying wagon, with brakeman's cab, type KKt 27, of the DB.



These are an unusual grain carrying wagon. In comparison to other hopper style wagons, these wagons have no side flaps for unloading, but an unloader funnel. The wagons did not have bogies, but special articulated axles.

However, for the best running qualities, our model is mounted on hidden axles.

5395



Ep	III
137	
€ RRP	41,50

4-axled horse box with brakeman's cab, type GGwhehs, of the DB.



In earlier times, show horses were regularly transported by rail. Because they needed to be moved around quickly to where the tournament was to be held, these vans were permitted to travel at speeds of 120 km/h, and so could be coupled up to express trains if needed.

5568



Ep	III
105	
€ RRP	42,60

Track cleaning wagon, type X 05, of the DB.



This special wagon will keep the rail surfaces clean. Having the wagon permanently running in a train will ensure the track is kept clean. Rotating cleaning discs will clean the rails without the need for any liquids. 2 spare discs are included inside the load. Works in either direction. Additional packs of 10 spare discs can be obtained via your dealer. (Part no: 35 5569)

5416

PRIVAT

Ep	III
101	
€ RRP	31,20

Tanker wagon „VTG“ with brakeman's platform.





5736

DR

Ep III

101

€ 35,90



Tanker wagon with brakeman's cab of the „Döbelner Chemie-Fabrik“ of the DR.

5506

DB

Ep III

80

€ 29,20



Ballast hopper wagon, type Talbot, of the DB.

526501

PRIVAT

Ep III

113

€ 27,35



2-axled, coal tub wagon with brake platform, of the Bergwerksgesellschaft Hibernia A. G.

Tank wagon „DEA“, in service of the DB, with brake platform.



2-axled, coal tub wagon of the Bergwerksgesellschaft Hibernia A. G.

The two and four axled coal tub wagons belong to the 1950's where they were an everyday sight on the mine railways of the industrial Ruhr area.



4-axled, coal tub wagon with brakeman's platform, of the Bergwerksgesellschaft Hibernia A. G.

The two and four axled coal tub wagons belong to the 1950's where they were an everyday sight on the mine railways of the industrial Ruhr area.



AUTUMN SPECIALS

542402

DB

Ep III

101

€ 34,50

526401

PRIVAT

Ep III

105

€ 24,75

526601

PRIVAT

Ep III

153

€ 32,95

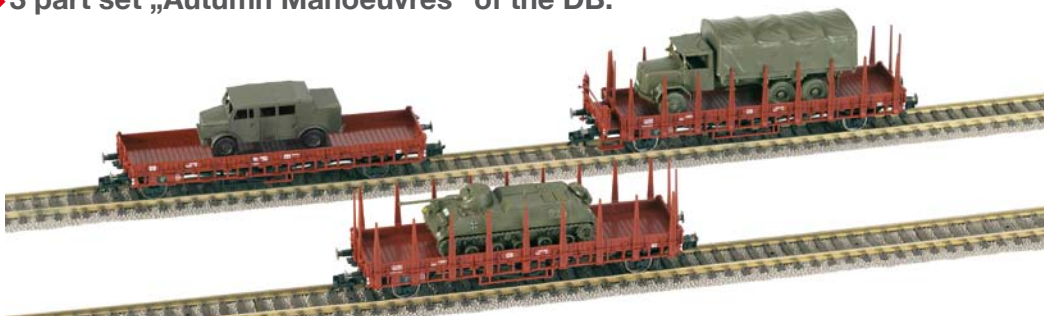


### AUTUMN SPECIALS ▶ 3 part set „Autumn Manoeuvres“ of the DB.

580909



Ep	IV
€	128,00



Consisting of 1 goods wagon, type Klms 440, 2 stake wagons, type Kbms 440 (loaded with 1 Borgward Kübelwagen, 1 tank and 1 truck). Ideal completion with loco, art.-nr. 423602, and troop transport coach, art.-nr. 512901.

### AUTUMN SPECIALS ▶ Coach for the transport of the troop, type Byg 515 (2nd class) of the DB.

512901



Ep	IV
223	II
€	49,90



This coach is the perfect completion of the Military Set 580909, shown above.

### AUTUMN SPECIALS ▶ Flat wagon with stakes, type Rs 684 of the DB.

526801



Ep	IV
229	II
€	55,00



The flat wagon is loaded with 2 „Jaguar 2“ armoured cars. 8 moveable stakes on each side.



Flat wagon, type Rmrso31 of the DB.



Loaded with 1 rigid tractor M4.

◀ AUTUMN SPECIALS

525701



Ep IV

147

€ 34,00

Stake wagon with steel stakes, type Kbms 440, of the DB.



NEW PRODUCT

522301



Ep IV

139

€ 25,00

Flat wagon with sideboarding, type Res, of the DR.



Swivelling stakes and removable sideboarding.

NEW PRODUCT

578703



Ep IV

229

€ 43,90

4-axled stake wagon, type Rs 684, of the DB.



8 swivelling stakes on each side.

5268



Ep IV

229

€ 47,30

5287



Ep	IV
229	
€	42,60

Flat wagon with sideboarding and stakes, type Res 687, of the DB.

8 swivelling stakes on each side.  
The sideboarding is also removable.



NEW PRODUCT

521601

DR

Ep	IV
113	
€	27,95

Open goods wagon with brakeman's platform, type O, of the DR.

Loaded with brown coal.



Open goods wagon, type O 10, of the DR.

Loaded with brown coal.



NEW PRODUCT

526001

DR

Ep	IV
93	
€	24,75

5205



Ep	IV
112	
€	19,80

Open goods wagon, type Es 050, of the DB.



Goods van, type Gmhs 53, of the DB.

With interior fittings. 2 opening sliding doors.



NEW PRODUCT

531001



Ep	IV
122	
€	30,75



5318



Ep IV

122

€ RRP 45,90

### Goods van, type Gs 204, of the DB.

With flat side-walls and electric tail lighting.  
With 2 opening sliding doors and interior fittings.



5410

PRIVAT

Ep IV

101

€ RRP 31,20

### Tanker wagon, „Esso“ with brakeman's platform.



5423



Ep IV

101

€ RRP 35,60

### Tanker wagon, „SÜDZUCKER“ with brakeman's platform, as operated by the DB.



### Tanker wagon „EVA“, as used on the DB.

With brakeman's platform.



### Tanker wagon, „Shell“ with brakeman's platform.



### Tanker wagon, „Shell“ with brakeman's platform.

Model of a 77 cbm liquid transporter wagon.



AUTUMN SPECIALS

503304



Ep IV

104

€ RRP 26,50

5411

PRIVAT

Ep IV

101

€ RRP 31,20

5471

PRIVAT

Ep IV

165

€ RRP 42,60

5510



Ep	IV
122	
€	RRP 44,00

**Self-unloading hopper wagon, type Tds 928, of the DB.**

With swivelling roof and 4 operating doors in the wagon floor for automatic unloading of minerals over the hopper unit 6482 , or the unloader track 6485.



**Self-unloading hopper wagon, type Tds, „Plaste aus Schkopau“, of the DR.**

With swivelling roof.



NEW PRODUCT

551001

DR

Ep	IV
122	
€	RRP 44,40

5525



Ep	IV
133	
€	RRP 43,20

**Self-unloading hopper wagon, type 267, of the DB.**

With operating side doors for automatic unloading of minerals over the unloader unit 6482 or the unloader track 6485.



**SUMMER SPECIALS**

**12 part set of high capacity hopper wagons, type Fals 183 of the DB. Including display.**

All of the wagons come packaged individually and are available separately at your dealer (552401-552412).

Slightly weathered appearance. Each wagon has a different running number.

552400



Ep	IV
EACH WAGON	
€	RRP 39,95





## 2 part, double-deck wagon set for car transport, type Laaes 541, of the DB.



Cars are removable. Coupling bar between the wagons.

### NEW PRODUCT

**522501**



Ep IV

250

€ RRP 77,50

## Container wagon, type Lgjs 598, of the DB.



Loaded with 2 removable 20' containers of the company „VEB Deutrans“.

### NEW PRODUCT

**523901**



Ep IV

167

€ RRP 35,95

## Container wagon, type Lbs583 (Rmms/BTms 33), of the DB.



Loaded with 4 removable liquid containers of the Spaten brewery.

**5233**



Ep IV

139

€ RRP 41,40

## Telescopic sliding cover wagon, type Sahimms 900, of the DB.



All telescopic covers are slideable. 2 coils as removable load.

**5387**



Ep IV

172

€ RRP 57,20

5283

High-sided wagon, type Eanos-x 052, of the DB AG.

With brakeman's platform.



Ep	V
184	184
€ RRP	27,35



5284

High-sided wagon, type Eanos-x 052, of the DB AG (DB-Cargo).



Ep	V
184	184
€ RRP	27,35



5267

Rolltop covered wagon, type Tamns 893, of the DB AG (DB-Cargo).



Ep	V
181	181
€ RRP	31,90



5292

Double-deck car transporter wagon, type DDm 915, of the DB AG.



Ep	V
264	264
€ RRP	45,90





## Double-deck car transporter wagon, type DDm 915, of the DB AG.

Loaded with 8 removable cars.



5293



Ep	V
264	
€ RRP	65,50

## Container and swap body wagon „RAILION“, type Sgss-y of the DB AG.

Loaded with 1 removable 40' container of the company „VOS Logistics“.



NEW PRODUCT

524401



Ep	V
227	
€ RRP	56,40

## Container and swap body wagon, type Sgss-y 703, of the „Kombiwaggon“.

Loaded with a removable 40 container of the company „NSCSA“. The container roof can be removed.



5255

PRIVAT

Ep	V
227	
€ RRP	48,30

## Container wagon, type Lgjs 598, of the DB AG (DB-Cargo).

Loaded with a removable container of the „Deutsche Post“.



5237



Ep	V
167	
€ RRP	35,80

## NEW PRODUCT

525401



Ep	V
263	11
€ RRP	44,90

**New construction!**  
4-axled stake wagon in traffic red livery, type Rnoos 644, DB AG.



The 4-axled goods wagons is fitted with 24 rungs and - because there are locating lugs for containers too - can be used for the transport of standard containers and swap body containers as well.

## NEW PRODUCT

525403



Ep	V
263	11
€ RRP	48,95

**New construction!**  
4-axled stake wagon in traffic red livery, type Rnoos 644, DB AG.



Loaded with tree trunks.

The 4-axled goods wagons is fitted with 24 rungs and - because there are locating lugs for containers too - can be used for the transport of standard containers and swap body containers as well.

## NEW PRODUCT

525402

PRIVAT

Ep	V
263	11
€ RRP	44,90

**New construction!**  
4-axled staek wagon in green livery, type Rnos 4725, „On Rail GmbH“.



The 4-axled goods wagons is fitted with 24 rungs and - because there are locating lugs for containers too - can be used for the transport of standard containers and swap body containers as well.

## NEW PRODUCT

525404

PRIVAT

Ep	V
263	11
€ RRP	53,95

**New construction!** 4-axled stake wagon in green livery, type Rnos 4725, of the „On Rail GmbH“.

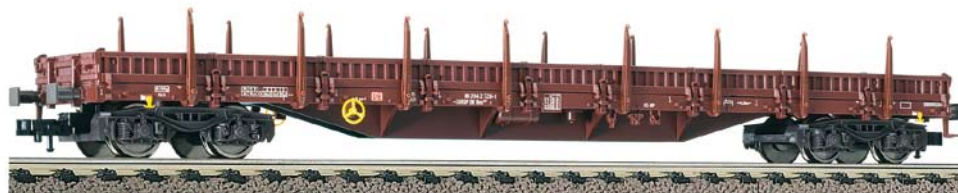


Loaded with a removable 20' and 40' container.

The 4-axled goods wagons is fitted with 24 rungs and - because there are locating lugs for containers too - can be used for the transport of standard containers and swap body containers as well.



Flat wagon with sideboarding, type Res, of the DB AG.



8 swivelling rungs on each side.  
Sideboarding is removable.

528901



Ep	V
229	11
€ RRP	44,00

Sliding wall wagon, type Hbins-tt 292, of the DB AG („RAILION“).



537501



Ep	V
164	11
€ RRP	46,80

Sliding wall wagon, type Hbillns 303, of the DB AG (DB-Cargo).



5372



Ep	V
164	11
€ RRP	40,00

Telescopic sliding cover wagon, type Sahimms 900, of the DB AG (DB-Cargo).



All telescopic covers are slideable. 2  
coils as a removable load.

5386



Ep	V
172	11
€ RRP	57,20

5269

PRIVAT

Ep	V
282	□
€ RRP	63,20

2nd class, couchette coach, „Kombiverkehr“ for trains of the „Rolling Road“, type Bcm 247.



5270



Ep	V
232	□
€ RRP	48,70

8-axled, low-floor wagon for HGV lorries, type Saadkms, of the DB AG.



This wagon is the end wagon of the train, with 2 removable automatic couplings (low-floor couplings to couple to the adjacent low-floor wagon are included). Removable buffer beams at each end.



5271



Ep	V
216	□
€ RRP	41,50

8-axled, low-floor wagon for HGV lorries, type Saadkms, of the DB AG



This is the intermediate wagon. One wagon end is already fitted with the low-floor coupling. Coupling socket at each end to take the automatic coupling or the low-floor coupling.

6486

€ RRP	20,20
-------	-------

Loading ramp for loading and unloading „rolling road“ wagons.



The loading ramp allows the HGV lorries to be loaded / unloaded onto the „rolling road“ wagons. On the approach of the train the ramp automatically lowers onto the wagons and raises again on departure.



## 8-axled, low-floor wagon for HGV transport, type Saadkms, of the DB AG.



This is the intermediate wagon. One wagon end is already fitted with the low-floor coupling.

Coupling socket at each end to take the automatic coupling or the low-floor coupling.

The wagon is loaded with a Herpa truck - „Schenker Logistics“.

5272



Ep	V
216	100
€ RRP	77,40

## AUTUMN SPECIALS

503303



Ep	V
104	100
€ RRP	26,50

Tanker wagon „GATX“ with brakeman's platform, as used on the DB.



Tanker wagon „OMV“ with brakeman's platform.

With brakeman's platform.



5415

PRIVAT

Ep	V
101	100
€ RRP	32,80

5472

PRIVAT

Ep	V
165	100
€ RRP	41,80

Tanker wagon, „KVG“ with brakeman's platform.

Model of a 77 cbm liquid transporter wagon.



Tanker wagon, „ARAL“ with brakeman's platform.

Model of a 77 cbm liquid transporter wagon.



5474

PRIVAT

Ep	V
165	100
€ RRP	41,80

5479

PRIVAT

Ep	V
165	165
€	RRP 41,80

Tanker wagon, „Agip“ with brakeman's platform.

Model of a 77 cbm liquid transporter wagon.



Tanker wagon, „DEA“ with brakeman's platform.

Model of a 77 cbm liquid transporter wagon.



5480

PRIVAT

Ep	V
165	165
€	RRP 41,80

NEW PRODUCT

547010

PRIVAT

Ep	V
165	165
€	RRP 39,25

Tanker wagon „Esso“.

Model of a 77 cbm liquid transporter wagon.



NEW PRODUCT

547201

PRIVAT

Ep	V
495	495
€	RRP 114,95

3 wagon tanker set of „On Rail GmbH“.

With brakeman's platform. Each wagon has a different running number.





5517



Ep	V
122	122
€	47,70

### Self-unloading hopper wagon, type Tds 928, of the DB AG.

With swivelling roof.



5523



Ep	V
144	144
€	44,30

### High capacity, self-unloading hopper wagon, type Fals 183, of the DB AG (DB-Cargo).

With operating side doors for automatic unloading of minerals over the unloader unit 6482 or the unloader track 6485.



5531



Ep	V
134	134
€	45,80

### Tipper wagon without handbrake, type Fans 128, of the DB AG (DB-Cargo).



Based upon the 1993 construction, SGKW 2 wagons, the FEW Blankenburg developed a double-sided tipper with two containers, which were put into production from 1996. Around 120 of this type of wagon are fitted with brakes which can be operated from floor level. Up until 1998, the DB AG were running 700 Fans 128, which are permitted to run empty at 120 km/h.

### High capacity, self-unloading hopper wagon, type Fals 183, of the DB AG.

With operating side doors for automatic unloading of minerals over the unloader unit 6482 or the unloader track 6485.



### Tipper wagon with handbrake, type Fans 128, of the DB AG (DB-Cargo).



5521



Ep	V
144	144
€	42,70

5530



Ep	V
134	134
€	45,80

553010



Ep	V
270	
€ 93,60	

Set of two tipper wagons, one with and one without handbrake, type Fans 128, of the DB AG („RAILION DB Logistics“).



529001



Ep	V
264	
€ 45,90	

Double-deck car transporter, type DDm, of the ÖBB.





## Lidded wagon with brakeman's cab, type K 15, der ÖBB.



Lidded wagons were primarily used to transport weather susceptible minerals like cement, gypsum, chalk, salt, or grains. They could be loaded by a ballast hopper, conveyor belt or mechanical grabs.

### NEW PRODUCT

520001



Ep III

101

€ 27,00

### NEW PRODUCT

503301



Ep III

104

€ 26,50

## Tanker wagon „MARTHA“, as operated by the ÖBB.

With brakeman's platform.



## Chemical tanker wagon with brakeman's cab „Österreichische Stickstoffwerke Linz“, as operated by the ÖBB.



### NEW PRODUCT

544501



Ep III

101

€ 41,90

### NEW PRODUCT

528302



Ep V

184

€ 27,40

## High-sided wagon, type Eanos, of the ÖBB.



527401

ÖBB

Ep	V
232	II
€ RRP	67,50

8-axled, low-floor wagon for HGV transport, type Saadkms, of the ÖBB/ÖKOMBI.



This wagon is the end wagon of the train, with 2 removable automatic couplings (low-floor couplings to couple to the adjacent low-floor wagon are included). Removable buffer beams at each end. The wagon is loaded with a Herpa lorry „BIRMINGHAM“

527402

ÖBB

Ep	V
216	II
€ RRP	64,50

8-axled, low-floor wagon for HGV transport, type Saadkms, of the ÖBB/ÖKOMBI.



This is the intermediate wagon. One wagon end is already fitted with the low-floor coupling. Coupling socket at each end to take the automatic coupling or the low-floor coupling. The wagon is loaded with a Herpa lorry „ENGLJÄHRINGER“.

527301



Ep	V
232	II
€ RRP	67,50

8-axled, low-floor wagon for HGV transport, type Saadkms, of the SBB/HUPAC.



This wagon is the end wagon of the train, with 2 removable automatic couplings (low-floor couplings to couple to the adjacent low-floor wagon are included). Removable buffer beams at each end. The wagon is loaded with a Herpa lorry „WILLI BETZ“.

527302



Ep	V
218	II
€ RRP	64,50

8-axled, low-floor wagon for HGV transport, type Saadkms, of the SBB/HUPAC.



This is the intermediate wagon. One wagon end is already fitted with the low-floor coupling. Coupling socket at each end to take the automatic coupling or the low-floor coupling. The wagon is loaded with a Herpa lorry „KIESERLING“.



8-axled, low-floor wagon for HG transport, type Saadkms, SBB/HUPAC.



This is the intermediate wagon. One wagon end is already fitted with the low-floor coupling.

Coupling socket at each end to take the automatic coupling or the low-floor coupling.

The wagon is loaded with a Herpa lorry „WORMSER“.

527303



Ep	V
216	
€ RRP	64,50

8-axled, low-floor wagon for HGV transport, type Saadkms, SBB/HUPAC.



This is the intermediate wagon. One wagon end is already fitted with the low-floor coupling.

Coupling socket at each end to take the automatic coupling or the low-floor coupling.

The wagon is loaded with a Herpa lorry „SCHÖNI“.

527304



Ep	V
216	
€ RRP	64,50

8-axled, low-floor wagon for HGV transport, type Saadkms, SBB/HUPAC.



This is the intermediate wagon. One wagon end is already fitted with the low-floor coupling.

Coupling socket at each end to take the automatic coupling or the low-floor coupling.

The wagon is loaded with a Herpa lorry „MURPF AG“.

527305



Ep	V
216	
€ RRP	64,50

8-axled, low-floor wagon for HGV transport, type Saadkms, SBB/HUPAC.



This is the intermediate wagon. One wagon end is already fitted with the low-floor coupling.

Coupling socket at each end to take the automatic coupling or the low-floor coupling.

The wagon is loaded with a Herpa lorry „PLANZER“.

527306



Ep	V
216	
€ RRP	64,50

528301

High-sided wagon, type Eanos, of the SBB.



Ep	V
184	
€ RRP	28,00



NEW PRODUCT

High-sided wagon, type Eanos, of the SBB

Weathered appearance.

528303



Ep	V
184	
€ RRP	30,00



531601

Goods van, type Gs, of the SBB.



Ep	III
122	
€ RRP	32,80



542601

Tanker wagon „SHELL“ with brakeman's platform, as operated by the SBB.



Ep	III
101	
€ RRP	37,40





NEW PRODUCT

503302



Ep	V
104	
€	26,50

# Tanker wagon „WASCOSA“, as operated by the SBB.

With brakeman's platform.



542602



Ep	III
101	
€	37,40

# Tanker wagon „SHELL“ with brakeman's platform, as operated by the SNCB.



534140



Ep	III
105	
€	28,55

# Refrigerated van „VISWAGEN“, as operated by the SNCB.



# High capacity, self-unloading hopper wagon, type Fals, of the DB/B-Cargo.

With operating side doors for automatic unloading of minerals over the unloader unit 6482 or the unloader track 6485.



# Tanker wagon „SHELL“ with brakeman's platform, as operated by the SNCB.



# Refrigerated van „VISWAGEN“, as operated by the SNCB.



5524



Ep	V
144	
€	49,00

542603



Ep	III
101	
€	34,85

534141



Ep	III
105	
€	28,55

535301



Ep	III
98	1/2
€	BRP 31,60

### Goods van, type Gvwh, „SPA-Pierrot“, of the SNCB.

2 sliding doors.



### Goods van, type Gvwh, „SPA“, of the SNCB.

2 opening sliding doors.



NEW PRODUCT

530901



Ep	III
147	1/2
€	BRP 33,75

### Goods van with brakeman's cab, type CHOK, of the NS.

The Dutch railways received the former DRG, type Gr Kassel, wagons as war reparations reclassifying them as numbers CHOK 14501 to 14508 and CHOK 14593 to 14599 for use on the NS wagon fleet.



### Goods van with brakeman's cab, type CHOK, of the NS

As reparation material after the war, the Dutch Railways took the former type Gr Kassel DRG wagons and reclassified them as CHOK 14501 to 14508 and CHOK 14593 to 14599.



NEW PRODUCT

535302



Ep	III
98	1/2
€	BRP 31,35

NEW PRODUCT

533001



Ep	III
113	1/2
€	BRP 30,40

536701



Ep	III
190	1/2
€	BRP 59,95

### Goods wagon set „CHOK“ of the NS, consisting of one box van with brakeman's cab, type G, as well as an open wagon, type O.





Refrigerated van „ZWANENBERG-OSS“,  
as operated by the NS.



NEW PRODUCT

534144



Ep III

105

€ 27,75

542604



Ep III

101

€ 41,85

Tanker wagon „calpam“ with brakeman's  
platform, as operated by the NS.



Tanker wagon „ESSO“ with brakeman's platform,  
as operated by the NS.



NEW PRODUCT

542605



Ep III

101

€ 34,00

Goods wagon set, consisting of one tanker wagon „PAKHUISMEESTEREN“  
and one open goods wagon of the NS.



543701



Ep III

208

€ 58,00

534801

PKP

Ep	III
113	
€	34,35

Refrigerated van with brakeman's cab, type Sph, „PIWO“, of the PKP (Polisch State Railways).



591301

PKP

Ep	III
76	
€	32,45

Lidded wagon, type Sdw, of the PKP.

With 6 operating lids.



SUMMER SPECIALS

12 part set of high capacity hopper wagons, of the PKP.  
Including display.

552200

PKP

Ep	V
EACH WAGON	
€	39,95

Each wagon has a different running number.

All of the wagons come packaged individually and are available separately at your dealer (552201-552212).





## Tanker wagon „Shell“, as operated by the MAV (Hungarian State Railways).



## High capacity grain carrying wagon with brakeman's cab, type Saz, of the CSD (Czechoslovakian State Railways).



These are an unusual grain carrying wagon. In comparison to other hopper style wagons, these wagons have no side flaps for unloading, but an unloader funnel. The wagons did not have bogies, but special articulated axles.

However, for the best running qualities, our model is mounted on hidden axles.

### NEW PRODUCT

521501



Ep III  
105  
€ RRP 18,95



### NEW PRODUCT

521301



Ep IV  
76  
€ RRP 25,50



## Open goods wagon with brakeman's platform, type Vtu, of the CSD.



## Open works or goods truck, type Es, of the CD (Czech Railways).



### NEW PRODUCT

543702



Ep II  
101  
€ RRP 35,95

### NEW PRODUCT

539701



Ep II  
137  
€ RRP 38,50

### NEW PRODUCT

521602



Ep III  
113  
€ RRP 23,50

### NEW PRODUCT

520501



Ep V  
112  
€ RRP 19,95

## NEW PRODUCT

578704



Ep	V
229	
€	43,75

Flat wagon with sideboarding, type Res, of the CD.

Swivelling stakes and  
removable sideboarding.



## NEW PRODUCT

521502



Ep	III
105	
€	18,95

Open goods wagon, type Omu, of the SZD  
(Soviet State Railways).



Open goods wagon with brakeman's cab,  
type Omu, of the SZD.



## NEW PRODUCT

521603



Ep	III
113	
€	25,50

## NEW PRODUCT

535201



Ep	III
105	
€	26,95

Goods van, type G, of the SZD.  
2 opening sliding doors.



Goods van with brakeman's cab, type G,  
of the SZD.  
2 opening sliding doors.



## NEW PRODUCT

536702



Ep	III
110	
€	31,50







# Your Hobby rolls on this Track

## the ready-ballasted PROFI-track



Realistic looking with an easily understandable track geometry – that makes it simple for the beginner and can easily be built up into larger model railway layouts. A super-layout grows step by step from the original purchase of a Start Set with PROFI-track together with corresponding track sets and individual track pieces.

### The Track Foundation

The fine, precision engraved ballast bed with its irregular outer edges gives an excellent reproduction of the ballast shape, even down to identifying each individual stone. The laborious task of ballasting the track – especially around the points – is now a thing of the past with PROFI-track.

The width and height of the ballast bed has been so selected so that when laying tracks in the station area a closer distance between parallel tracks can be obtained without the ballast getting in the way. If a broader ballast bed is required, then colour matched scatter material is available.

Separate from the grey/brown ballast, you can even pick out the grain on the dark brown wooden sleepers of the PROFI-track. Also prototypical are the so called "Sk1 3" tension clips with rib plates.

### The Tracks

The full-profile rails of the PROFI-tracks consist of a high value nickel-silver alloy with ideal current conducting properties even over long stretches. Special "Click" rail joiners ensure a lasting, secure fastening for PROFI-tracks – even if they have been laid on the floor – and guarantee a good conductivity at rail joints.

### The Track Geometry

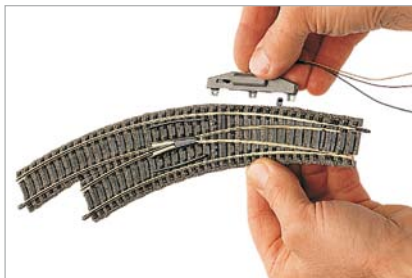
With only a few different track pieces, the PROFI-track system enables an operational model railway to be constructed. The well thought out, easily understandable track geometry within a grid system, apart from diagonal tracks and a few special tracks, utilises only "full" or "half" straight or curved tracks. Track feed clips and switching accessories can be simply attached to the track as necessary. Curved tracks with 4 standard radii, a flexible ballasted track, with which one can "curve" extremely large radii, straight-, curved-, three-way points, double slips and express points all make it possible for practically all desired track configurations. Operational tracks complete the layout, like uncoupler tracks for hand or electric operation as well as buffer stop tracks, even with level crossings.

### The "intelligent" Points

The points are available with hand lever for manual operation. By simply clipping on an electric motor, all manual points can be converted to electrical operation at any time. All points are constructed as "thinking" points. A flick of the wrist, and the current will only flow in the direction in which the points are set. As delivered, all points are live points, which means that all tracks permanently conduct power. The "thinking" points allow locos, or loco hauled trains, to be stored in sidings or passing loops without any additional wiring.

### The Turntables

The electrically driven "small" or "big" super-model turntables – in each case they are the focal point of a loco depot. Due to their wise technology concept – each track exit only receives power when the turntable is lined up with it – that means they can think too!



From manual points to control panel points. Electric motors simply clip on – and they're ready!



By removing the wire bridge-clips Fleischmann points become "thinking" points with stop function.

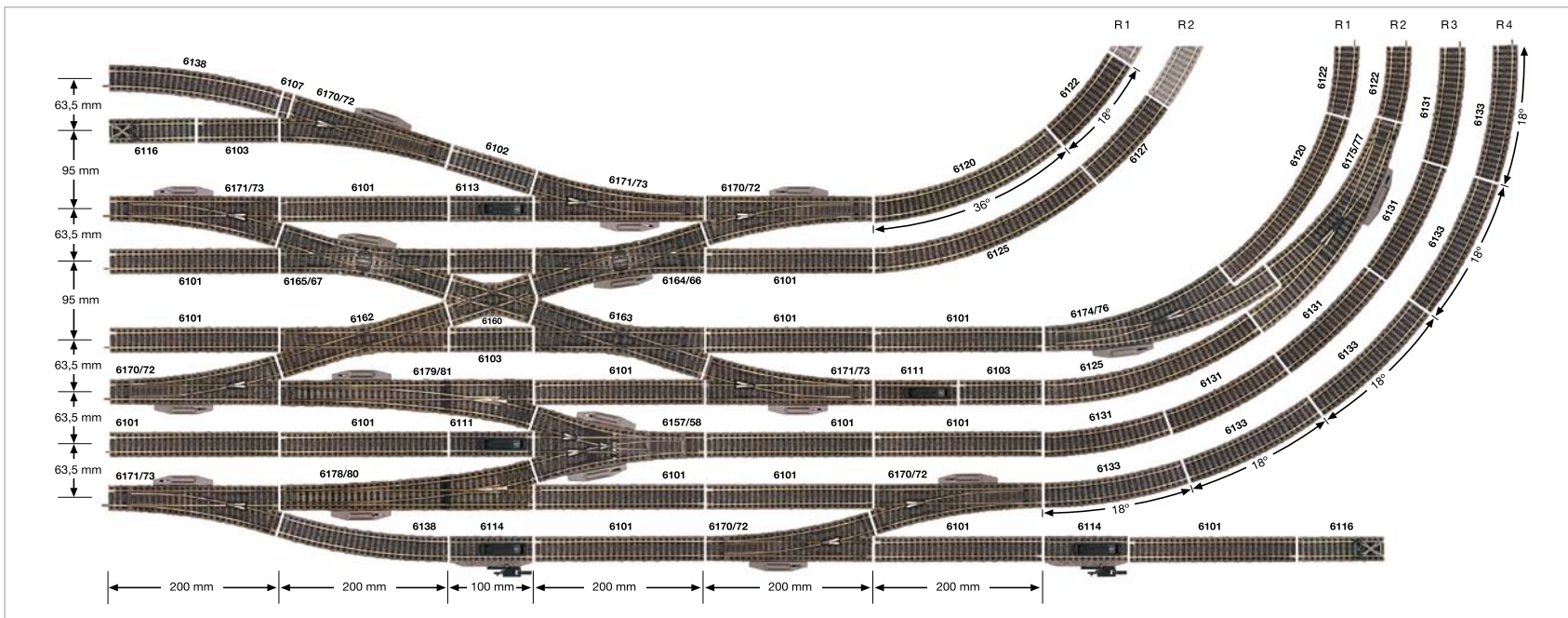


The super-rail joiners fit together with an audible "click" and hold the tracks securely together.



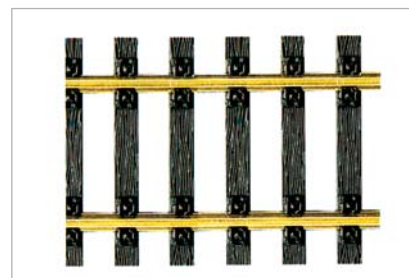
The Fleischmann PROFI-track can be trodden on, because the ballast bed, sleepers and rail profile are one complete unit.

The PROFI-Track System - from the "simplest" grid on you can build up the most complicated track configuration.



Goodbye, Model Track!

The Fleischmann Model Track, our classical track system since 1957, says finally goodbye. Remaining stocks are still available at dealers.



## Straight Tracks

### The „Basis“ Track

The foundation of the layout construction using PROFI-track is the 200 mm long track piece 6101. Geometrically derived from it are the tracks with a "half" length: track 6103 as well as the uncoupler tracks 6111 and 6114.

### Diagonal Tracks

Tracks 6102 and 6107 are for diagonal use in the track shape. E.g. the crossover section of a double-slip can be exchanged for two tracks 6102 each 105 mm long.

The 10 mm long track 6107 is then particularly important if a standard point is built in diagonally. The straight 200 mm long section lies diagonally, and must therefore, in order stay within the grid, be extended by 10 mm.

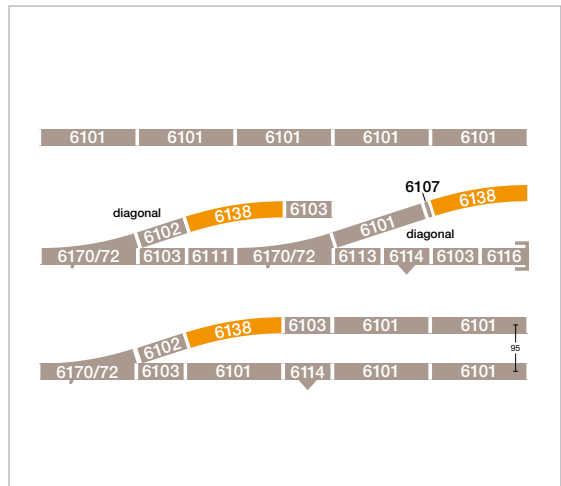
### Flexible Rack Rail

For the construction of rack & pinion sections, the flexible rack rail is optimally designed so that – outside of points and uncouplers – it can be glued onto every straight and curved PROFI-track. Using rack locos, gradients of up to 35% can be climbed.

### Uncoupler Tracks

Whether with manual operation (6114) or electrical operation (6111) – if an uncoupler track is introduced into the trackwork, then at this point locos and wagons can be uncoupled.

The uncoupler track 6111 combines good looks with operational needs. The motor is hidden within the track bed. Below baseboard mounting is not necessary.



**6101**  
Standard  
straight track,  
length: 200  
mm.  
RRP € 2,85



**6102**  
Half straight  
track (for the  
diagonal),  
length 105  
mm.  
RRP € 2,85



**6103**  
Half straight  
track, length:  
100 mm.  
RRP € 2,85



**6107**  
Straight short  
section (for  
the diagonal),  
length: 10  
mm.  
RRP € 3,35



**6110**  
Adjustable  
straight track,  
length:  
80 - 120 mm.  
RRP € 11,45



**6111**  
Uncoupler  
track with  
integrated  
electric motor,  
length: 100  
mm.  
RRP € 25,90



**6114**  
Uncoupler  
track for  
manual ope-  
ration, length:  
100 mm.  
RRP € 9,70



**6444**  
Clip-on  
electric motor  
for manual  
uncoupler  
track 6114.  
RRP € 18,50



**6116**  
Buffer stop  
track, length:  
105 mm.  
RRP € 7,20



**6117**  
Buffer stop,  
with end of track  
indicator.  
To clip onto HO tracks at the  
end of sidings. Also usable on  
curves.  
RRP € 5,45



**6412**  
Flexible rack  
track for  
PROFI track.  
Flexible - to in-  
stall in straight  
or curved  
tracks. Length:  
200 mm.  
RRP € 3,60



## Flexible Tracks

Gently curving parade stretches can be easily laid out using this special track 6106 or 6109, which just like all the other PROFITRACKS, is equipped with ballast bed. Also graded curves, i.e. the gradual curvature from the straight into a curve, are easily made using the flexible tracks. A track for true experts! For each track you will need two rail joiners (6436).

## Flexible concrete-sleeper track

Track with concrete sleepers is used for long distance and regional areas for high speed running. The system is naturally also used for routes with tilting trains as well as passenger and goods traffic. Because of the complimentary design and the easy-to-clean surface, the concrete sleepers are ideal for use on tracks within the station. Tracks with both wooden and concrete sleepers can often be found next to each other on all railways.



### 6106

**Flexible track, length: 800 mm.**  
RRP € 9,65

### 6109

**Flexible track with concrete sleepers and bendable ballast base. length: 800 mm.**  
Easy connection to FLEISCHMANN-PROFITRACK by using the rail joiners 6436.  
RRP € 9,65

## R 1



### 6120

**Standard curved track, 36° (Radius R1).**  
radiusRadius: 356,5 mm. 10 pieces make up a circle. Outer diameter of 746 mm.  
RRP € 3,45



### 6122

**Half curved track, 18° (Radius R1).**  
Radius: 356,5 mm. 20 pieces make up a circle. Outer diameter 746 mm.  
RRP € 3,30

## R 2



### 6125

**Standard curved track, 36° (Radius R2).**  
Radius: 420 mm. 10 pieces make up a circle. Outer diameter 873 mm.  
RRP € 3,70



### 6127

**Half curved track, 18° (Radius R2).**  
Radius: 420 mm. 20 pieces make up a circle. Outer diameter 873 mm.  
RRP € 3,45

## Curved Tracks

As standard, you can make up four different track circles from the curved tracks available:

### Track Radius R1

For radius 1, the circle has a radius of 356.5 mm – measured from the middle point to track centre – and an outer diameter of 746 mm. There are two tracks in radius R1: a whole track 6120 (36°) and a half track 6122 (18°). Ten tracks 6120 are required to make up a complete circle (10 x 36° = 360°).

### Track Radius R2

The second radius R2 is 420 mm and has an outer diameter of 873 mm. Also here, there is a whole (36°) track (6125) and a half (18°) track (6127) available.

## Track Radius R3

In the third radius R3 there is a whole (18°) track 6131 with a radius of 483.5 mm and an outer diameter of 1000 mm.

## Track Radius R4

The fourth radius R4 is 547 mm with an outer diameter of 1127 mm. Track 6133 (18°) is used here.

All four radii have a parallel distance of 63.5 mm.

## Special Radius

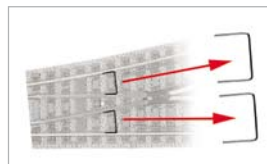
Track 6138 is the universal opposite curve for standard-, express-, three-way points and double slips as well as 18° crossings. When connected directly onto the curved branch-off of a point or – similarly one on which a 6107 has been connected – then the parallel distance of 63.5 mm is achieved on the straight once more.

The track 6139 is a special track, that comes into use with the turntables 6152 C and 6154 C.

## "Thinking" Points

As delivered, all points are so called live points, i.e. all track exits conduct electricity and can be run over by any powered vehicle. If the two wire bridge clips are taken out of the point, then the current only flows in the track exit for which the point is set.

This makes it possible to store trains without power, without any additional wiring. For example, a fast express can pass a stored goods train on a parallel track.



*Removing the wire bridge clip – from every FLEISCH-MANN point – makes an electrical "thinking" point.*



*Points set to "straight on" – the red diesel loco will stand still.*



*Points set to "branch-off" – the steam loco will stand still.*



**6131**

**Curved track, 18° (Radius R3).**

Radius: 483,5 mm. 20 pieces make up a circle. Outer diameter 1000 mm.

**RRP € 3,70**



**6133**

**Curved track, 18° (Radius R4).**

Radius: 547 mm. 20 pieces make up a circle. Outer diameter 1127 mm.

**RRP € 3,70**



**6138**

**Curved track, 18°.**

Radius: 647 mm. 20 pieces make up a circle. Outer diameter 1327 mm. This is the opposite curve for the points.

**RRP € 3,70**



**6139**

**Curved track, 7,5°.**

Radius: 788 mm. Special track for turntable exits. **RRP € 4,00**



**6170 W**

**Standard left hand point, for manual operation.**

**Length: 200 mm.**

„Thinking“. Electric point motors can be clipped on later.

The point can be fitted with the illuminated point lantern 6438.

**RRP € 20,50**



**6171 W**

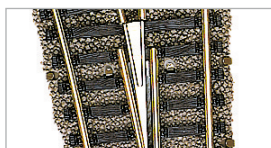
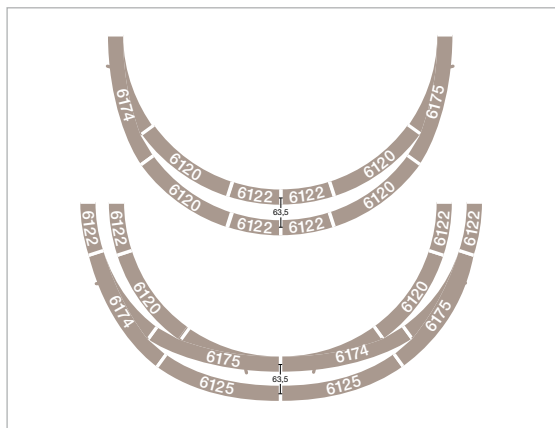
**Standard right hand point, for manual operation. length: 200 mm.**

„Thinking“. Electric point motors can be clipped on later.

The point can be fitted with the illuminated point lantern 6438.

**RRP € 20,50**





*On the express points the power pick-up is enhanced by the 9.5° floating, current conducting frog.*

*These points – just as in the prototype – cannot be slipped through, otherwise a short circuit may occur. The points must always be set in the right direction for the running vehicle. Because of their slim geometry, they lend themselves extremely well to the construction of the modern high-speed routes.*



### 6174 W

**Left hand curved point for manual operation.**

„Thinking“. Electric point motor can be clipped on later. The point can be fitted with the illuminated point lantern 6438.

**RRP € 25,00**



### 6175 W

**Right hand curved point for manual operation.**

„Thinking“. Electric point motor can be clipped on later. The point can be fitted with the illuminated point lantern 6438.

**RRP € 25,00**



### 6178

**Left hand express point for manual operation, length: 300 mm.**

Thinking“. Electric point motor can be clipped on later.

**RRP € 34,25**



### 6179

**Right hand express point for manual operation, length: 300 mm.**

Thinking“. Electric point motor can be clipped on later.

**RRP € 34,25**

## Standard Points

The standard points 6170 and 6171 are the foundations for variable running operations on the model railway layout. Branch-offs from the straight can be made up with them. Extensive track layouts in the station area as well as storage sidings or industrial yards are made possible with them.

The length of the straight section of the standard point is 200 mm, corresponding to one 6101. The branch-off section of the point corresponds to a curved track 6138.

By connecting track 6138 onto the branch-off part of the point, the distance of 63.5 mm is once again achieved in the parallel track.

In the area around the frog of the point, the points are fitted with contact surfaces so that the flanges of the wheels can pick up power. The frog angle is 12°.

The points are fitted with sprung point blades, so that they can be run through from the frog end, even if the points are set in the opposite direction. The points are available for manual operation. Of course, the manual points can be fitted with electric motors later.

This point motor can be mounted above the baseboard surface, or even underneath the baseboard. It is then necessary to cut a hole in the baseboard to accommodate the point motor.

### Curved Points

Using the curved points, you can change from one track circle with radius 1 into another circle of radius 2 – and round the other way. In this way you can save on the space required, especially in the station area, and at the same time extend the usable track length of a platform. Therefore lots of start sets include this handy type of points. The inner curve of the curved points corresponds to curved track 6120. Basically, these points should be built into the parting point first of all, i.e. the crossing from inner to outer tracks begins with a curved point in the inner track at the start of the quarter arc. The technical arrangement of curved points corresponds to that of the standard points: improved current pick-up in the frog area, conversion possibilities to "thinking" points, control panel switching with clip-on point motors for above or below baseboard operation.

### Express Points

A gentle curve away from the straight into the curve is the domain of the express point.

The straight track is 300 mm long, which corresponds to a track combination of 6101 plus 6103. Extended by use of track 6103 and the express point fits into the 20 cm grid once again. The curve 6138 is used as the opposite curve for these points.

### Three-way Point

It is best utilised to make up routes of points where space is confined. The length of the straight is 200 mm. The two branch-off tracks correspond to track 6138, which also serves as the opposite curves. Each of the two sets of sprung point blades can be set using the two point levers.

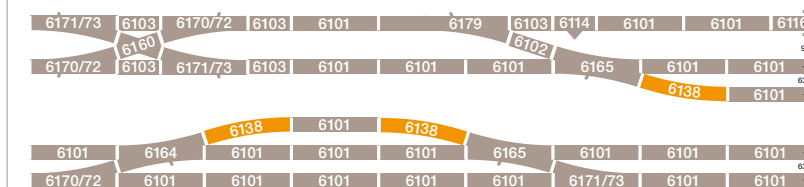
The point motors can be fitted later, and the points can be switched to be "thinking" points.

## Crossings

The length of the crossing straight track of the 36° crossing 6160 is 105 mm, which corresponds to a diagonal track 6102. The application of this crossover is the connection between two parallel tracks with a distance of 95 mm. On each of the two 18° crossings 6162 and 6163, the straight track is 200 mm long and the crossing track 210 mm long. Track 6138 serves as the opposite curve leading to a parallel track distance of 63.5 mm. The two tracks which cross over each other are electrically separated, so that two different track circuits can cross.

## Double-Slips

The geometry of the double-slips 6164 and 6165 corresponds to an  $18^\circ$  crossing: Length of the straight track 200 mm and the crossing track 210 mm.



Using the point lever or the electric point motor, this double-slip can be used to set up two routes: crossing or branch-off.

Just as for the 18° crossover, there is a left and right hand 18° double-slip, according to which way the crossing route diverts from the straight.

As delivered, all track exits deliver power into one circuit. By removing the wire bridge clips the crossing tracks become electrically isolated from each other. On the "crossing" setting, another track circuit can be traversed. On the "branch-off" setting, the current is separated at the centre of the slip.



## 6157 W

**Manual three-way point.**  
**Length: 200 mm.**

„Thinking“. Electric point motors can be clipped on later.

The point can be fitted with the illuminated point lantern 6438.

**RRP € 49,00**



## 6160

**Crossover track, 36°,  
length: 105 mm.**

**RRP € 16,55**



## 6162

**Crossover track, left hand  
crossing, 18°, length: 200 mm.**

**RRP € 19,55**



## 6163

Crossover track, right hand crossing, 18°, length: 200 mm.

**RRP € 19,55**



## 6164

**Double slip for manual operation, 18°, left hand crossing, length: 200 mm.**

„Thinking“. Electric point motors can be clipped on later.

**RRP € 55,00**



## 6165

**Double slip for manual operation, 18°, right hand crossing, length: 200 mm.**

„Thinking“. Electric point motors  
can be clipped on later.

RRP € 55,00



**6190****Track Pack. Station Set.**

Contents: 8 straight tracks (7 x 6101, 1 x 6103), 2 uncoupler tracks 6114, 6 curved tracks 6122, 1 pair of curved points 6174 /6175.

**RRP € 119,00****6191****Track pack. Shunter Set.**

Contents: 7 straight tracks (6 x 6101, 1 x 6103), 1 uncoupler track 6114, 2 buffer stop tracks 6116, 2 curved tracks 6138, 1 left hand point 6170, 1 right hand point 6171.

**RRP € 104,00****6192****Track Pack. Parallel Set.**

Contents: 14 straight tracks (13 x 6101, 1 x 6103), 8 curved tracks (6 x 6125, 2 x 6127), 1 pair of curved points 6174/6175.

**RRP € 124,00****6193****Track Pack. Three-way point set.**

Contents: 10 straight tracks 6101, 2 uncoupler tracks 6114, 2 buffer stop tracks 6116, 2 curved tracks 6138, 1 three-way point 6157.

**RRP € 124,00****6194****Track Pack. Platform Set.**

Contents: 11 straight tracks (10 x 6101, 1 x 6103), 2 uncoupler tracks 6114, 2 curved tracks 6138, 1 left hand point 6170, 1 right hand point 6171, 1 double slip 6164.

**RRP € 164,00****6195****Electro-Set for PROFI track.**

To convert all manual points (straight, curved, three-way and double slips) to electrical operation from the control panel. Contents: 1 switch 6920 for 2 points, as well as 1 point motor 6441 and 6442 for left and right hand points. One electro-set will be sufficient to electrify the points in each of the track packs 6190, 6191, 6192 and 6193. For set 6194 you will need two electro-sets.

**RRP € 48,30****6438****Illuminated point lanterns.**

Point lantern for later fitting, alternatively for a right or left point, or for a three-way point. Illuminated by maintenance-free diodes. Independently powered from the points. Measurement of the point lantern socket: 19 x 10 mm. Suitable for all points indicated by „W“ of the PROFI-track system.

**RRP € 15,45****644110****Left hand point motor for PROFI track.**

Prepared to accept the clip-in illuminated point lantern 644020.

**RRP € 14,95****644210****Right hand point motor for PROFI track.**

Prepared to accept the clip-in illuminated point lantern 644020.

**RRP € 14,95****644020****Illuminated point lantern for PROFI track.**

To clip onto point motors 644110/644210.

**RRP € 10,80**



### 6152 C

**Electrically Operated Turntable, with electrically switchable track exits using the turntable control switch 6910.**

**Length of the turning bridge: 310 mm.**

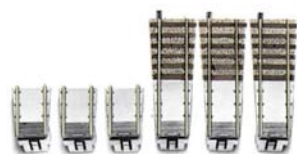
The turntable is prototypically mounted in a recess and fitted with accurate details. As delivered, there are 6 exit tracks and 4 over-run ends. The exit tracks can be unclipped and repositioned as

desired, or extended using the turntable extension set 6153 right up to the complete 48 exits.

**The „thinking“ turntable:** using the switch 6910, will determine the rotation direction in order to access the desired exit. The power feed is activated within the turning bridge. The power

to the track exit with which the turntable is lined up, either left or right, can be fed with power using the switch 6910. All other track exits remain isolated (even those opposite each other). A maximum of 48 track exits can be controlled and electrically operated without the need for any additional wiring.

**RRP € 379,00**



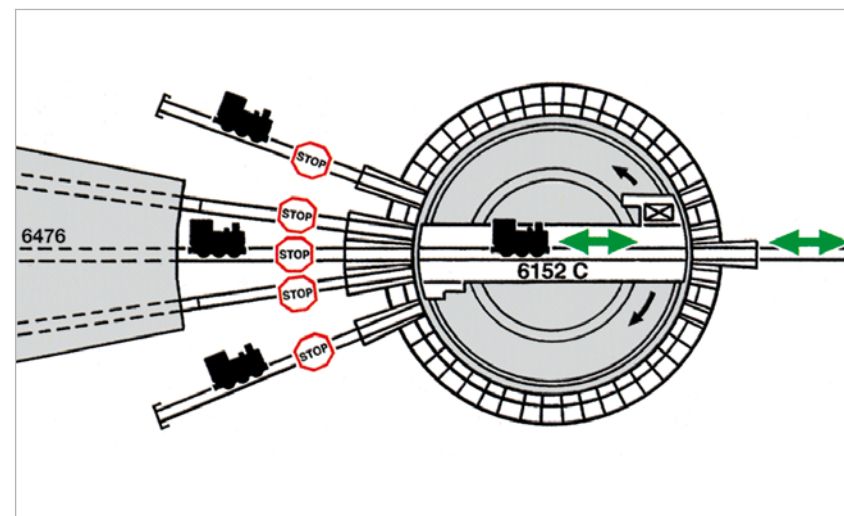
### 6153

**Extension set for the PROFI-track turntable 6152 C.**

For 2-rail operation with nickel silver tracks.

**RRP € 26,70**

**The „thinking“ turntable:**







## 6154 C

**Electrically Operated Turntable and switchable track exits with nickel silver track. Length of the turning bridge: 183 mm. Suitable for PROFI track and other nickel silver track systems. With turntable switch 6910.**

The turntable is prototypically mounted in a recess and fitted with accurate details. As delivered, there are 6 exit tracks and 4 over-run ends. The exit tracks can be unclipped and repositioned as desired, or extended using the turntable extension set 6155 right up to the complete 24 exits. **The „thinking“ turntable:** using the switch 6910, will determine the rotation direction in order to access the desired exit. The power feed is activated within the turning bridge.



\* Märklin is a registered trademark of the company of Gebr. Märklin & Cie. GmbH, Göppingen.

## 6915

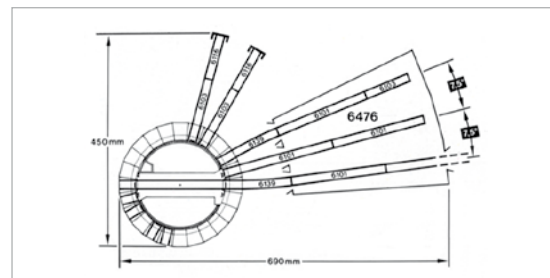
**Turntable Controller with track pre-selection.**

The modern turntable controller is suitable to operate the FLEISCHMANN turntables and for the Märklin\* turntable, Art.-Nr. 7286. An LCD display shows the position of the turntable bridge, the installation of every active track exit and additional functions. Symbols of the functions make it easy to operate. Each track exit is directly controllable. Rotating the turntable through 360° is also protected against short circuit. No alterations are required to be made to the turntables.

**RRP € 214,00**

The power to the track exit with which the turntable is lined up, either left or right, can be fed with power using the switch 6910. All other track exits remain isolated (even those opposite each other). A maximum of 48 track exits can be controlled and electrically operated without the need for any additional wiring.

**RRP € 349,00**



## 6155

**Extension set for the smaller turntable 6154.**

The set contains 3 exit tracks and 3 over-run ends.

**RRP € 19,55**

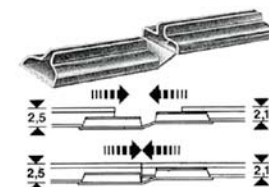
## 6437

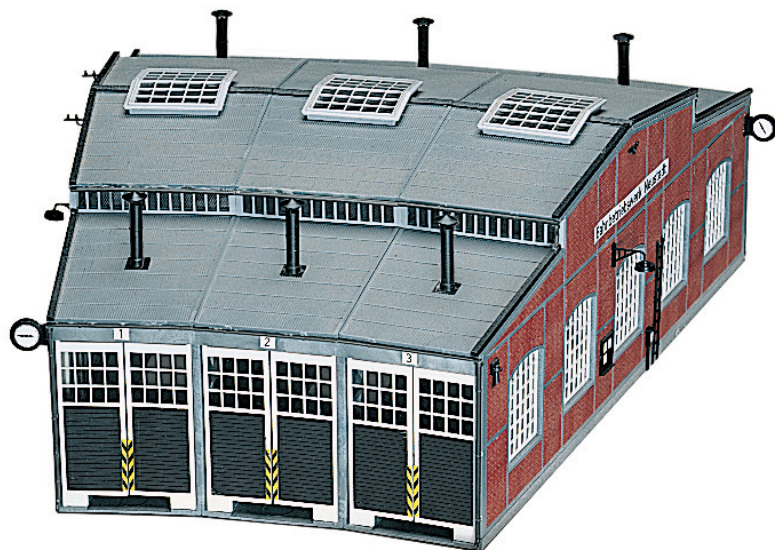
**Transitional rail joiner.**

To connect HO tracks with a 2,5 mm rail profile height with tracks having a 2,1 mm rail profile height.

By simply removing the factory mounted rail joiner and exchanging it for the 6437 joiner, the turntable 6154 and its track exits 6155 can be connected to tracks with 2,1 mm rail profile height.

**RRP € 6,25**





### 6476

#### Loco Roundhouse (kit).

Suitable for use with the turntables 6152 C and 6154 C. 3 loco stalls set at 7,5° angles with 8 opening doors.

Outstandingly detailed plastic parts, loads of individual parts for individual decoration. The doors are operated by locos leaving and entering the shed. One set of doors is set at the rear of the shed to run straight through if desired.

Several roundhouse kits can be set up alongside each other to make up a large shed.

RRP € 104,00



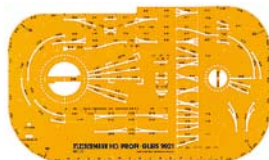
### 6197

#### Ungated level crossing for PROFIL track.

With rerailing section and 2 warning crosses.

Track length: 100 mm.

RRP € 12,25



### 9921

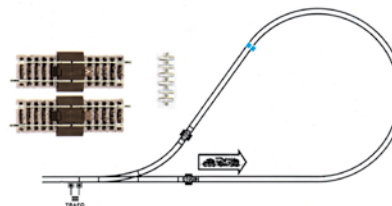
#### Track stencil for Fleischmann PROFIL-track.

An absolutely essential aid for individual layout planning. Transparent, yellow plastic, scale 1 : 10.

RRP € 16,20



*Tip for modelmakers! Light leader accessory No. 6459 will fit into the loco shed 6476.*

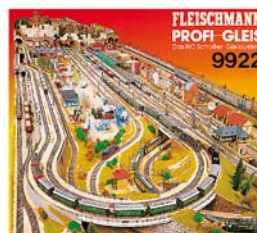


### 6199

#### Reverse loop set to easily cope with the problem of reverse loops.

Consisting of isolating rail joiners, and two directional track sections, each 100 mm long, in the form of ungated level crossings. Not suitable for digital operations.

RRP € 32,60



### 9922

#### Track plan booklet for Fleischmann PROFIL-track.

From simple beginners' layouts to monster layouts. With part lists, switch details, wiring diagrams and hints for landscaping. 28 pages in 4 colours, size: 25 x 22 cm. Also in English language.

RRP € 4,95



**6200****Semaphore Distant Signal.**

With electric, double spool action (end-off switching) and train control. Prototypical moving signal disc and light change. Finely detailed. height of mast approx. 60mm, with two fixing holes.

**RRP € 55,00**

**6205****Single-arm, semaphore main signal.**

With electric, double spool action (end-off switching) and train control. Prototypical moving signal arm and light change red/green. Finely detailed. height of mast approx. 110 mm, with two fixing holes.

**RRP € 51,20**

**6206****Double-arm, semaphore main signal.**

With electric, double spool action (end-off switching) and train control. Prototypical moving signal arm and light change red/green. Finely detailed. height of mast approx. 110 mm, with two fixing holes.

**RRP € 80,50**

**6221****Colour light distant signal.**

Mounted on a screw-down base, with three connecting wires, for two green and two yellow lights.

Mast height: approx. 64 mm.

**RRP € 34,85**

**6226****Colour light main signal.**

Mounted on a screw-down base, with three connecting wires, for green and red lights. Mast height: approx. 91 mm.

**RRP € 35,25**

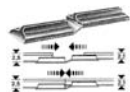


*To connect up the automatic train control for our semaphore signals all that is required is two single pole feed clips 6431, two single pole feed wires 9401 as well as two isolating rail joiners 6433. (Examples and hints are shown in the leaflet accompanying the signals.)*

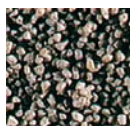
*The colour light signals can be controlled by either of the switches 6901 and 6921, as well as the relay 6955 or even by the "thinking points".*

**6434**

**„Click“ Metal rail joiner for PROFI track sections. (20 pieces).** To join tracks both mechanically and electrically. Not suitable for flexible track 6106 (use 6436). **RRP € 6,00**

**6437**

**Transitional rail joiner.** To connect HO tracks with a 2,5 mm rail profile height with tracks having a 2,1 mm rail profile height. **RRP € 6,25**

**6479**

**Ballast scatter material for HO track beds (150 g).** To ballast the track beds. **RRP € 4,30**

**6431 Track Feed Clip (1-pole).**

The track feed clips can only be clipped in at the joints where two rails meet. The single feed is for isolating sections or signal control sections. **RRP € 2,95**

**6435 Magnetically operated reed**

**contact switch.** To operate points, relays, etc. with a momentary impulse as the train passes above. Use in conjunction magnets 942601 and 942701 fastened to the train. **RRP € 16,00**

**6518**

**Spare brushes and springs.** pair of round brushes with springs. **RRP € 3,00**

**6599**

**FLEISCHMANN lubricating oil.** For lubricating all vehicles. **RRP € 6,20**

**6436****Metal rail joiner.**

Can be used to join the flexible track, 6106, or Fleischmann trackwork to other track systems. **RRP € 6,00**

**6410**

**Track fixing screws (into wood) (1 Gross = 144 screws).** For fixing tracks, rack rails, signals, relays and switches. **RRP € 10,40**

**9479**

**Track ballast.** Finely grained ballast scatter to go between tracks. **RRP € 4,30**

**9401**

**Connecting wires with flat contact springs.** Single pole connecting wires and clips for train control operation of semaphore signals. **RRP € 3,30**

**942601**

**Switching Magnet.** To activate the switch contacts 6435. To fix onto the underside of vehicles. Surface area 7x7 mm, height 5 mm. **RRP € 2,80**

**6519**

**Spare brushes and springs.** **RRP € 3,00**

**6433 Isolating rail joiner (12 pieces).**

To electrically isolate section of track. The mechanical connection of the tracks is maintained, whilst the electricity is cut off. Can be used on any part of the layout. **RRP € 3,70**

**9409****Track Fixing Nail.**

Nail length approx. 7 mm (approx. 500 pieces) in a plastic container. **RRP € 5,40**

**6430****Track Feed Clips (2-pole).**

Track feed clips can only be clipped onto the track at each joint where the tracks meet. To save using a feed track. **RRP € 4,45**

**6432**

**Switch contact rail, single pole.** For automatic impulse switching of points, signals, etc. activated by the passage of the loco. Can be inserted anywhere in the layout. **RRP € 4,45**

**942701**

**Switch magnet, round.** Ø 5 mm, height 3 mm. For fixing to the underside of vehicles to activate the switch contacts 6435. **RRP € 2,80**

**6595**

**Track cleaning rubber.** For manually cleaning the rail surfaces and wheels. **RRP € 9,95**

**6470****Set of seated Figures.** Seated passengers. **RRP € 15,20**



**6490**

**Tree trunk load (contents: 6 piles of wood each with 7 trunks).**

Ideal load for stake wagons.

**RRP € 10,45**

**6480**

**Railer for locos and wagons.**

**RRP € 4,25**

**6485**

**Unloader track for operating self-unloading hopper wagons.**

The unloader track can be run over in both directions by nearly all locos.

Length: 204 mm.

**RRP € 12,00**

**6482**

**Unloading hopper for automatic mineral unloading.**

Suitable for the self-unloading hopper (with operating doors), consisting of approach ramp, unloading hopper.

The unit is only operated by the loco pushing the trucks through. The loco cannot run through.

**RRP € 22,75**

**1457**

**AC centre rail pick-up shoe for double-deck coaches.**

The AC centre rail pick-up shoe collects the current to illuminate the interior light unit 6460 on all double-deck coaches.

**RRP € 11,20**

**1458**

**AC centre rail pick-up shoe.** The AC centre rail pick-up shoe collects the current to illuminate the interior light of 4-axled coaches. **RRP € 12,00**

**6561 Exchange wheel set for AC operation.**

Not isolated!. To convert all FLEISCHMANN 4-axled wagons with spoked wheels (except wagons which should be fitted with 6560) for use on 3-rail, centre pick up AC voltage tracks.

Axle length: 25 mm. **RRP € 2,20**

**6562**

**Exchange spoke wheel set for AC operation.**

Not isolated!. To convert FLEISCHMANN coaches with spoked wheels for use on 3-rail, centre pick up AC voltage tracks. Axle length: 23.5 mm. **RRP € 2,75**

**1459**

**AC centre rail pick-up shoe.**

The AC centre rail pick-up shoe collects the current to illuminate the interior light unit for 4-axled coaches with a length of 282 mm.

**RRP € 9,40**

**6560**

**Exchange wheel set for AC operation.**

Not isolated!. To convert all 2- and 3-axled FLEISCHMANN wagons fitted with disc wheels, as well as all 4-axled wagons with a length of 282 mm, and additional coaches, such as 5630 – 35/5740 – 45 and several goods wagons for use on 3-rail, centre pick up AC voltage tracks. Axle length: 24 mm.

**RRP € 2,20**

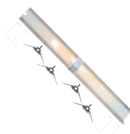
**6563**

**Exchange double spoke wheel set for AC operation.**

Not isolated!. To convert all FLEISCHMANN goods wagons (except 5285) fitted with spoked wheels for use on 3-rail, centre pick up AC voltage tracks. Axle length: 24 mm. **RRP € 2,75**



**6445**  
Interior lighting unit for passenger  
coaches of length 244 mm.  
Current consumption approx. 50 mA.  
RRP € 19,55



**6452**  
Interior lighting unit.  
RRP € 24,40



**6458**  
Interior lighting unit.  
For passenger coaches of length 264 mm  
RRP € 20,00



**6461**  
Electronic tail lighting unit for  
double-deck coaches.  
RRP € 21,25



**6464**  
Interior lighting unit.  
For ICE 2 cab coach and control-cab coaches  
5640, 65640, 5643 und 5646.  
RRP € 18,35



**6447**  
Interior lighting unit.  
RRP € 11,35



**6454**  
Interior lighting unit.  
For passenger coaches of length 282 mm  
and for Art. 5654.  
RRP € 24,60



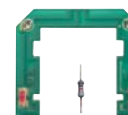
**6459**  
Light leader accessory.  
**Tip for modelmakers:** No. 6459 fits also  
into the loco shed 6476.  
RRP € 10,75



**6462**  
Interior lighting unit for double-deck  
control-cab coach.  
RRP € 29,50



**6465**  
Interior lighting unit.  
For models 5060, 5760 and 576001.  
RRP € 11,45



**6451**  
Electronic tail lighting unit.  
For passenger coaches, in conjunction with  
interior lighting 6454.  
RRP € 14,55



**6455**  
Interior lighting unit.  
For the control-cab coach 5653.  
RRP € 17,85



**6460**  
Interior lighting unit.  
For double-deck coaches, except the cab coach.  
RRP € 33,60



**6463**  
Interior lighting unit.  
For the control-cab coaches 510881, 518981,  
5100, 5175, 5180 and 5664.  
RRP € 21,25



**6467**  
Interior lighting unit.  
For the ICE-T.  
RRP € 18,35





**6468**

**Interior lighting unit.**

For the intermediate coaches of the ICE-T.

**RRP € 23,30**



**6469**

**Interior lighting unit**

for passenger coaches.

**RRP € 27,60**



**6540**

**Lighting unit** from white to red.  
Not suitable for digital system.

**RRP € 11,70**



**00006530**

**Spare bulb, clear.**

14 V, with screw fitting, E 5.

**RRP € 2,50**



**00006531**

**Spare bulb, clear.**

14 V, with push-in fitting, Ø 5 mm..

**RRP € 2,70**



**00006532**

**Spare bulb, red.**

14 V, with push-in fitting, Ø 3 mm..

**RRP € 3,45**



**00006533**

**Spare bulb, green.**

14 V, with push-in fitting, Ø 3 mm..

**RRP € 3,45**



**00006534**

**Spare bulb, yellow.**

14 V, with push-in fitting, Ø 3 mm..

**RRP € 3,45**



**00006535**

**Spare bulb - clear.**

With bayonet fixing, Ø 3 mm.

**RRP € 3,45**



**00006536**

**Spare bulb - clear.**

With leads, Ø 3 mm.

**RRP € 6,10**



**00009530**

**Interior lighting bulb.**

With 2 connecting wires.

**RRP € 3,20**



**00009531**

**Spare bulb - red.**

With bayonet fixing, Ø 3 mm.

**RRP € 3,85**



**00006538**

**Spare bulb, clear.**

8 V, with push-in fitting, Ø 3 mm.

**RRP € 3,45**



**00006539**

**Spare bulb, red.**

8 V, with push-in fitting, Ø 3 mm.

**RRP € 4,30**

For simultaneous operation of both digital- and traditional D. C. vehicles, the bulbs of the D. C. vehicles should be replaced by the corresponding higher voltage bulbs for digital operation.

## Clip-in couplings



**6515**

**FLEISCHMANN „swallow tail“, clip-in PROFI coupling.**

For vehicles with NEM 362 coupling socket.

**RRP € 1,50**



**386515**

**FLEISCHMANN-PROFI „swallow-tail“ clip-in coupling (bulk pack).** For NEM 362 coupling socket. Contents 50 pieces 6515.

**RRP € 43,00**



**6514 Fleischmann „swallow tail“, clip-in PROFI coupling.**

For use on rack and pinion locos and coaches with close-coupling on on rack track. Shorter uncoupler pin so that it does not foul the central rack. **RRP € 2,15**



**6509**

**FLEISCHMANN „swallow-tail“ plug-in coupling.**

For vehicles with NEM 362 coupling socket without close-coupling.

**RRP € 1,60**



**6510**

**FLEISCHMANN „swallow-tail“ clip-in coupling.**

For vehicles with NEM 362 coupling socket, with close-coupling.

**RRP € 1,60**



**6511**

**„Swallow tail“, clip-in exchange coupling.**

For vehicles with NEM 362 coupling socket.

**RRP € 1,60**

## Slot couplings



**6516**

**FLEISCHMANN PROFI, rivet and slot coupling.**

**RRP € 1,60**



**386516**

**FLEISCHMANN-PROFI „swallow-tail“ clip-in coupling (bulk pack).**

Contents 50 pieces 6516.

**RRP € 46,30**



**6520**

**FLEISCHMANN coupling with rivet and slot fitting.**

**RRP € 1,60**



**6523**

**Exchange coupling with rivet and slot fitting.**

**RRP € 2,15**



**6526**

**Spare coupling with rivet and slot fitting.**

For locos: 4232, 4234, 4350, 4380, 4381, 4933 (1. Series).

**RRP € 2,50**



**6527**

**Spare coupling with rivet and slot fitting.**

**RRP € 2,60**



**6528**

**Spare coupling with rivet and slot fitting.**

For vehicles as per 6526/6527.

**RRP € 2,20**





## Button couplings



**6517**

**FLEISCHMANN PROFI lug-fitting coupling.**  
RRP € 1,90



**6521**

**FLEISCHMANN coupling with lug fitting.**  
RRP € 1,60



**6524**

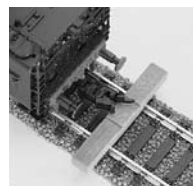
**Exchange coupling with lug fitting.**  
RRP € 2,30



**6570**

**PROFI coupling head.**

To slide onto the coupling mounting 6575 and 6576 and adapter 6572. Adjustable coupling height. **RRP € 1,70**



**6579**

**Height mounting guide for PROFI coupling head 6570.**

Using this height guide, the coupling head 6570 fitted to the mountings 6572, 6574, 6575 and 6576 can be set to the correct height. **RRP € 3,90**



**6572**

**Adapter for PROFI coupling head 6570 (adjustable height).** Suitable for all vehicles fitted with slot coupling 6516 or 6520. **RRP € 1,20**



**6575**

**Coupling mounting for PROFI coupling head 6570.**

For ROCO vehicles fitted with coupling 40273. **RRP € 1,00**



**6576**

**Coupling mounting for PROFI coupling head 6570.**

For fitting to older ROCO vehicles. **RRP € 1,00**



**6522**

**Coupling centre spring.** To automatically realign the coupling into the central position. Only for vehicles without close-coupling mechanism. **RRP € 0,75**



**6574**

**Close-coupling conversion set.**

To fit to older wagons which do not have close-coupling. 2 per pack, including the coupling head 6570 (adjustable height). **RRP € 11,55**

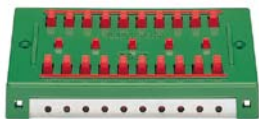


**6578**

**Distance guide.**

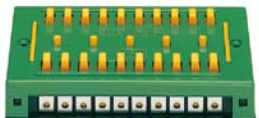
To install the close-coupling set 6574. **RRP € 4,15**



**6940****Distributor box.**

2 pole for 10 connections each side.

**RRP € 8,15**

**6941****Connection box.**

To extend and connect up to 10 wires.

**RRP € 10,40**

**6953****Station Stop control.**

For automatic stopping and starting at stations. Thermo-controlled by the arrival of the train on an isolated section.

Not suitable for use on digital layouts.

**RRP € 26,00**

**6954****Slow-down resistance.**

To automatically slow down the trains, for example on the approach to a red signal.

Settable resistance from 10 to 35  $\Omega$  using the sliding regulator. Not suitable for use on digital layouts.

**RRP € 17,60**

**6950****Track diode.**

The track diode bridges over isolating connections in just one direction (for running through signaled sections in the opposite direction) or protecting the ends of hidden sidings. Not suitable for use with digital layouts.

**RRP € 10,75**

**6955****Universal relay.**

2 separate banks of switches (i.e. for automatic switching of light signals, train control, etc. Current output 3 A at 25 V per switch contact.

**RRP € 40,30**

**The Fleischmann finger tip control panel**

Simple to plug together, clear indication panels.

A robust control panel of Fleischmann switches to make up a model railway signal box. All switches have indicator panels (e. g. to number the points) and are clearly marked to indicate their function. Simple for the model railway beginner to connect up. Dimensions approx.: length 60 mm x width 33 mm x height 34 mm.

**6920****Weichen-Stellpult.**

To operate two points, or two double slips.

**RRP € 13,30**

**6921****Signal switch.**

With train control - to operate colour light signals without electric motor.

**RRP € 15,20**

**6922****Impulse switch.**

To operate four uncouplers.

**RRP € 13,65**

**6923****On / off switch.**

For example to turn power on/ off to circuits, isolated sections or lighting, etc.

**RRP € 13,55**

**6924****Reverse switch.**

To reverse the direction of running.

**RRP € 15,40**

**6925****Three-way point switch.**

To operate a three-way point.

**RRP € 16,80**

**6927****Signal switch.**

To operate single-arm semaphore signals.

**RRP € 13,65**

**6928****Signal switch.**

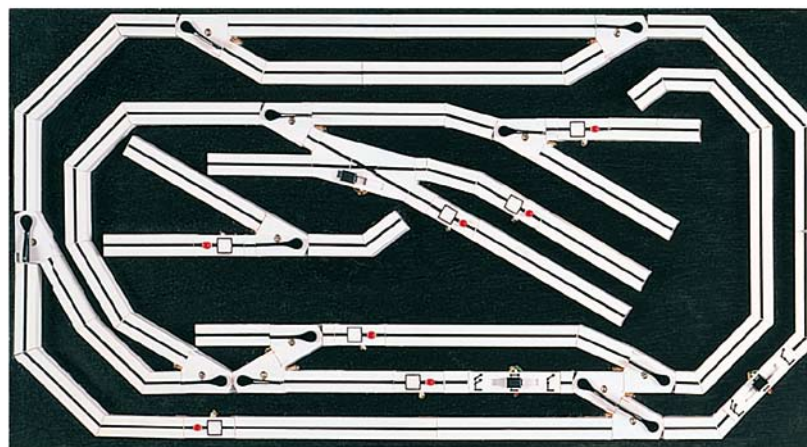
To operate double-arm semaphore signals.

**RRP € 14,20**



## Track-diagram control panel

– dependable and simple to use. The point switches are put into the track diagram in exactly the same position as on the layout, all the signals, isolating sections, even the turntable can be reliably controlled. The build up method is childishly simple. All pieces are ready to screw down.



### 6900

#### Point switch.

To operate one electric point.

RRP € 11,80



### 6901

#### Signal switch..

With train control for colour light signals without electric motor.

RRP € 15,85



### 6902

#### Impulse switch.

For operating uncoupler tracks, or momentary power feed to isolated sections.

RRP € 9,20



### 6903

#### On / off switch.

To turn power on / off to circuits, isolated sections, lighting, etc.

RRP € 9,95

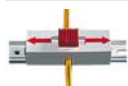


### 6904

#### Reversing switch.

For example to alter the running direction.

RRP € 13,20



### 6905

#### Momentary reversing switch.

For example in reversing loops.

RRP € 14,20



### 6906

#### Double slip switch.

The window indicates the slip setting („crossover“ - or „curved“).

RRP € 15,60



### 6907

#### Signal switch.

To operate single-arm semaphore signal, with electric motor.

RRP € 14,35



### 6908

#### Three-way point switch.

To operate a three-way point.

RRP € 17,00



### 6910

#### Turntable switch.

To operate the electric turntables with electrically switchable track exits.

RRP € 35,45



### 6911

#### Track symbols.

Contents; 10 track symbols with securing feet.

RRP € 17,25



### 6912

#### Point symbol.

Symbol for manual point.

RRP € 2,90



### 6913

#### Crossing symbol.

For crossovers 15° or 30°.

RRP € 2,90



### 6914

#### Turntable symbol.

RRP € 5,85



### 6918

#### Signal switch.

To operate double-arm semaphore signals with electric motor.

RRP € 16,00

**Please select one of the following transformers or controllers most suited to your model layout:**

- The controller set 6725 is best suited to smaller layouts, with just one loco, a few wagons, points and signals. (The current requirements of this set should not exceed 850 mA, otherwise the larger transformer 6706 should be used.)

- For a layout with illuminated coaches and lights on the layout, then the transformer 6735 would be our recommendation.
- For a larger layout with several locos, illuminated coaches and quantity of illuminated accessories, then the transformer 6755 would be the best choice.
- A light transformer 6706, can be used in addition, if you plan to have a large number of points, street lights or similar accessories.

**As a general rule:** The current consumption of all of the locos, points and lighting which you wish to use, should not be more than that of the power output of the selected transformer, otherwise it can be overloaded and switch itself off, or the accessories (i.e. point motors) will not function properly.



### 6706

#### Light transformer for high performance.

14V~/3,2A constant AC supply for lighting and electrically operated accessories.

This transformer is a powerful source for feeding electrically operated accessories, i.e. signals, point motors, relays, lighting and other similar items. It is protected against overload by an inbuilt thermo switch.

Easy connection to the layout by using the practical pressure clips.

**RRP € 83,40**



### 6725

#### Controller set.

14 V~/0,6 A (600 mA) controllable DC power for track feed. Separate output for lighting or signals and point motor connections. Maximum power rating 850 mA.

This controller set is best suited for beginners and running just one train. It consists of one controller 6720 and plug-in transformer 6710, designed to compliment each other. The controller gives a definite forwards and backwards control and speed settings. The control knob clicks gently into a zero position. Automatic overload protection. easy connection to the layout using the pressure connection clips.

**RRP € 62,30**



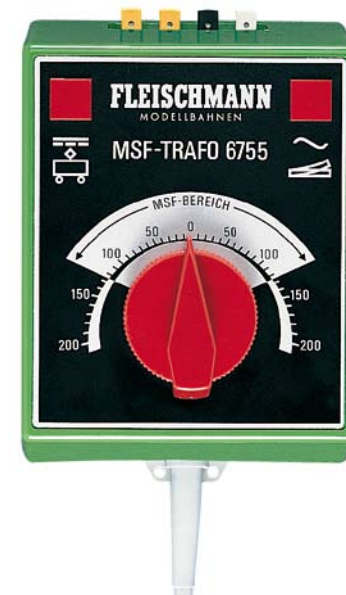
### 6735

#### „MSF“ controller/ transformer.

14 V~/0,55 A (550 mA) controllable DC power for track feed. 14V~/0,5A (500 mA) constant AC power for lighting, signals and point motors.

This controller / transformer guarantees good running qualities with its multisensible speed controller and definite forwards and backwards control. Automatische overload protection. The controller gives a definite forwards and backwards control and speed settings. The control knob clicks gently into a zero position. Automatic overload protection. easy connection to the layout using the pressure connection clips.

**RRP € 75,00**



### 6755

#### „MSF“ controller / transformer.

15V~/1,1 A (1100 mA) controllable DC power for track feed. 14V~/1 A (1000 mA) constant AC power for lighting, signals or point motors.

The ideal large transformer for all requirements. Extremely powerful, with a short circuit indicator light for both track feed and AC feed. With multisensible speed controller and definite forwards and backwards control. Automatische overload protection. The controller gives a definite forwards and backwards control and speed settings. The control knob clicks gently into a zero position. Automatic overload protection. easy connection to the layout using the pressure connection clips.

**RRP € 99,30**

**6811****DIGITAL CONTROL-transformer.**

Output approx. 16,5V/2,73A (45 VA) for connection to DIGITAL CONTROL DC 6803 C, TWIN-CENTER 6802, PROFI-BOSS or LOK-BOSS 6865 (using connecting cable 38 6865). Alternatively, electrically operated accessories (i.e. electric point motors, signals, uncoupler tracks) can be connected to the ancillary AC output, 14 V/3,2 A (45 VA) of the transformer 6811.

**RRP € 84,40****6812****Transformer.**

Powerful, special transformer for use with the 6802 or additional TWIN-BOOSTER 6807. Output approx. 18 V (72 VA).

**RRP € 109,00****386865**

Connecting cable to join the LOK-BOSS 6865 with transformer 6811.

**RRP € 6,15****6872****DCC decoder with integrated 6-pin plug, without leads.**

For DCC operations conforming to the NMRA standards. For locos with 6-pin socket. The decoder is fitted with short circuit protection. For locomotives having a 6-pole socket NEM 651. Maximum load: 1000 mA.

Size (max.): ca. 20 x 10,5 x 3,8 mm.

**RRP € 51,00****6876****DCC-Decoder with 6-pole plug.**

For DCC operations conforming to the NMRA standards. The decoder is fitted with short circuit protection. For locomotives having a 6-pole socket NEM 651. Maximum load: 1000 mA. Size (max.): ca. 20,3 x 10,6 x 4,1 mm. Length of connecting wires: approx. 80 mm.

**RRP € 60,70****6878****DCC decoder with 8-pin plug.**

For DCC operations conforming to the NMRA standards.

The decoder is fitted with short circuit protection. For locomotives having a 8-pole socket NEM 652. Maximum load: 1000 mA. Size (max.): ca. 20,3 x 10,6 x 4,1 mm. Length of connecting wires: approx. 80 mm.

**RRP € 60,60****686401****Function decoder (for DC or digital operation).**

The function decoder 686401 is a decoder designed merely for switching of functions on and off on a DCC system, for example, lights. It has not motor connection and can be installed in ordinary coaches, or similarly a control cab coach, to change the headlights or simply to turn the interior lighting on or off. It will even work on standard DC layouts to change the lights prototypically. The decoder has 4 outputs of which two are for the white/red light changer. Two additional outputs can be activated by functions f1 or f2 of the controller. These allocations can be changed as desired. Each output can cope with a load of 200mA. The brightness of each output can be set individually (dimmed), or can be used to operate flashing lights.

**RRP € 13,50**

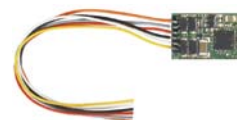
not  
illustrated

**687301****DCC-Decoder with integrated 6-pin plug with out connecting wires.**

For DCC operation as per NMRA standards. For locos with a 6-pin NEM 651 decoder socket. Maximum load: 1800 mA. Size: (max.): 16,3 x 9,5 x 3,4 mm.

**RRP € 37,50****687401****DCC-Decoder with 6-pin plug.**

For DCC operation as per NMRA standards. For locos with a 6-pin NEM 651 decoder socket. Maximum load: 1800 mA. Length of connecting wires: approx. 80 mm. Size: (max.): 16,3 x 9,5 x 3,4 mm.

**RRP € 42,50****69687401****DCC-Decoder without plug. One 6-pole plug and one 8-pole plug are included.**

For DCC operation as per NMRA standards. With 11 connecting wires to convert DC locos to digital operation. Fitting is recommended by a specialist dealer. Maximum load: 1800 mA. Length of connecting wires: approx 150 mm. Size: (max.): 16,3 x 9,5 x 3,4 mm.

**RRP € 45,95****687501****DCC-Decoder with 8-pin plug.**

For DCC operation as per NMRA standards. For locos with an 8-pin NEM 652 decoder socket. Maximum load: 1800 mA. length of connecting wires: approx 80 mm. Size: (max.): 16,3 x 9,5 x 3,4 mm.

**RRP € 42,50**

Practical for „pure“ digital model railway operation: The reset functions have been extended and the protection improved. All outputs are protected against short circuit by switching off, as well as being protected against overheating.



## Travel through Time with

The town museum of Schwabach presents "Travel through Time with Fleischmann", the traditional Franconian company with the worldwide reputation. From time immemorial, the products from Fleischmann have embodied the highest precision, quality and faithful detail reproduction. Now, fitted into an 800 square metre area, you can experience the world's largest collection of all the products of the company from its very foundation in 1887 right up to the present day – an exhibition not just for collectors and fans, but an experience for the whole family.

### The attractions include

- Over 2.000 rare and valuable examples in the ownership of the museum and from the archives of the company
- Six display layouts: Gauges 0, H0, N«piccolo», Magic Train and Auto-Rallye
- „Toy Fair Stand“ with the current ranges of the year from the company
- Interactive media display of the historical moments in time
- Children's play area with train layouts to play with
- Museum Shop

### We hope that you will enjoy your visit!

The museum opening times and instruction how to get there can be found on the Internet at:

[www.schwabach.de/stadtmuseum](http://www.schwabach.de/stadtmuseum)

# FLEISCHMANN



STADT  
SCHWABACH

stadtmuseum  
schwabach

1910



1938



1949

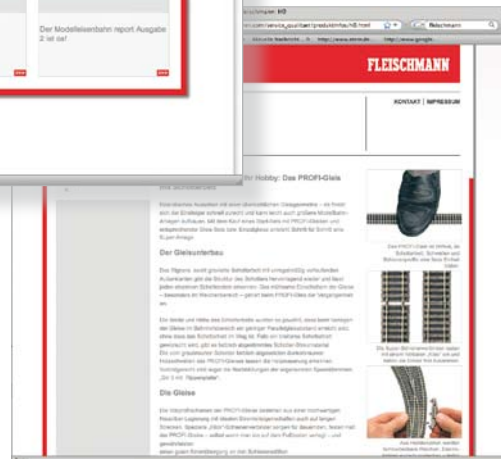
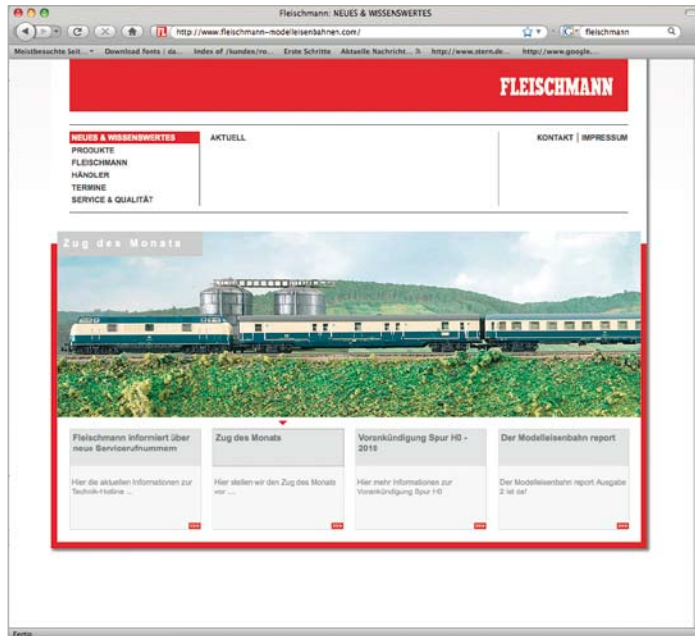


1969



# As up to date as possible!

[www.fleischmann.de](http://www.fleischmann.de)



Always the latest news.

The new Fleischmann Internet page has been active since 25.05.09. Much more user friendly and much more interesting contents. With current information all about your favorite model railway. Just take a look at „[www.fleischmann.de](http://www.fleischmann.de).“





## Month after month a new beauty

ORDER BEFORE 15 OCTOBER



Our 2010 calendar containing 12 large-sized highlights from past issues of our journal *Modelleisenbahn report* will be out at the end of 2009. A new and impressive photo of a model railway will grace your walls month after month. Anyone wanting to get their hands on a copy has to act fast. Just like the famous Pirelli calendar, our model railway calendar is also published in a limited edition. Or to be more precise: only 2,000 calendars will be produced.

Each month, the calendar displays the most beautiful Fleischmann and Roco models from past issues

and is a great adornment for model train rooms, living rooms and workshops. We haven't skimped on the size either: the calendar is in A2 format so that every detail is clearly visible. It costs just €18, plus postage and packaging (Dispatch by UPS: Germany: € 5.40 | Zone 1 € 17,00 | Zone 2 € 30,00 | World € 40.00)

You can order your copy online up to 15 October here: [www.modelleisenbahn-report.com/kalender/en](http://www.modelleisenbahn-report.com/kalender/en)  
Your copy will be delivered by post direct to your home right on time just before the start of the New Year. Tip: The calendar makes a great Christmas present!



## Explanation of symbols



Loco with load-controlled digital sound-decoder.



Loco for centre pick up A.C. operation.  
With load controlled decoder for conventional or digital operation.



Loco with installed DCC-decoder



Standard NEM 651 socket to install a Decoder



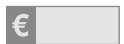
Standard NEM 652 socket to install a Decoder



Periods of railways, epoch I - V



Length of an item of rolling stock from  
buffer end to buffer end



RRP – Recommended price

## Epoch-classifications



Vehicles with colors and lettering of the national and private railroad era, approx. 1870 to 1920



Vehicles from the period after the major national railroad networks were built (DRG, DBÖ, SBB, etc.) approx. 1920 to 1945.



Fifties and Sixties vehicles on Europe's rails with corresponding lettering, approx. 1945 to 1968.



Vehicles with computer-compatible UIC lettering, from approx. 1968 to 1985.



Vehicles of the most recent period in current color design, from approx. 1985 (since 1994 with DB-AG logo).



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Products and spare parts are sold and distributed by our specialist dealers only.

We do not have a factory outlet.

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We explicitly reserve the right to make price adjustments at any time.

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6904.....	151	393671.....	32	480901.....	13	525403.....	114	543701.....	127	686401.....	153
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6912.....	151	405503.....	23	507301.....	63	526801.....	106	552400.....	110	942601.....	144
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6914.....	151	408602.....	46	510401.....	85	527302.....	122	561901.....	78	69687401.....	153
6915.....	141	408603.....	46	510501.....	85	527303.....	123	561902.....	78		
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6920.....	150	408605.....	21	512901.....	106	527305.....	123	563001.....	90		
6921.....	150	408671.....	27	513281.....	88	527306.....	123	563601.....	55		
6922.....	150	408675.....	21	513301.....	88	527401.....	122	563602.....	15		
6923.....	150	410701.....	28	513401.....	88	527402.....	122	567616.....	90		
6924.....	150	410771.....	28	515101.....	86	528301.....	124	567619.....	86		
6925.....	150	411501.....	23	515301.....	54	528302.....	121	567701.....	86		
6927.....	150	411702.....	42	515302.....	54	528303.....	124	567702.....	90		
6928.....	150	411801.....	29	518981.....	83	528901.....	115	567901.....	66		
6940.....	150	411871.....	29	520001.....	121	529001.....	120	568301.....	67		
6941.....	150	411901.....	29	520501.....	129	530901.....	126	569101.....	67		
6950.....	150	411971.....	18	520901.....	100	531001.....	108	576001.....	97		
6953.....	150	412271.....	24	520902.....	100	531601.....	124	576501.....	55		
6954.....	150	413601.....	32	520951.....	100	533001.....	126	576601.....	55		
6955.....	150	413671.....	32	520952.....	100	534140.....	125	576901.....	55		
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## Accessory table

Cat.-No.	Traction tyres	Brushes/springs	Interior lighting	Bulb	Proficoupling	Hookcoupling	AC-coupling	Replacement motor	Decoder	Centre pick-up shoe
<b>Steam locomotives</b>										
4000	-	maintenance-free	-	-	6517	6521	6524	05040031	-	-
4031	00544006	6518	-	00006535	6515	6510	6511	00504030	-	-
4032	00544006	6518	-	00006535	6515	6510	6511	00504030	-	-
4046	00544009	6518	-	LED	6515	6510	6511	00504046	687401	-
4055	00544006	maintenance-free	-	LED	6515	6510	6511	00504055	687301	-
4065	00544009	6519	-	00006535	6515	6509	6511	00504065	687401	-
4070	-	6518	-	00006535	6515	6510	6511	00504071	687401	-
4081	00544007	6518	-	LED	6515	6510	6511	00504081	687401	-
4090	00544006	6519	-	00006530	6515	6510	6511	005040	687401	-
4092	00544006	6519	-	00006530	6515	6510	6511	005040	687401	-
4096	00544006	6519	-	00006530	6515	6510	6511	005040	687401	-
4102	00544007	maintenance-free	-	00006535	6515	6510	6511	00504103	687401	-
4117	00544007	maintenance-free	-	00006535	6515	6510	6511	00504138	687401	-
4118	00544007	maintenance-free	-	00006538	6515	6510	6511	00504118	687401	-
4119	00544007	maintenance-free	-	00006538	6515	6510	6511	00504118	687401	-
4122	00544007	maintenance-free	-	00006535	6515	6510	6511	00504103	687401	-
4130	00544007	maintenance-free	-	00006535	6515	6510	6511	00504103	687401	-
4131	00544007	maintenance-free	-	00006535	6515	6510	6511	00504103	687401	-
4135	00544007	maintenance-free	-	00006535	6515	6510	6511	00504138	687401	-
401001	-	6518	-	00006535	6515	6510	6511	00504011	687401	-
405502	00544006	maintenance-free	-	LED	6515	6510	6511	00504055	687301	-
405503	00544006	maintenance-free	-	LED	6515	6510	6511	00504055	687301	-
408602	00544006	6519	-	00006535	6515	6510	6511	00414088	687401	-
408603	00544006	6519	-	00006535	6515	6510	6511	00414088	687401	-
408604	00544006	6519	-	00006535	6515	6510	6511	00414088	687401	-
408605	00544006	6519	-	00006535	6515	6510	6511	00414088	687401	-
410701	00544007	maintenance-free	-	00006535	6515	6510	6511	00504103	687401	-
411501	-	6518	-	00006535	6515	6510	6511	00504011	687401	-
411702	00544007	maintenance-free	-	00006535	6515	6510	6511	00504138	687401	-
411801	00544007	maintenance-free	-	00006538	6515	6510	6511	00504118	687401	-
411901	00544007	maintenance-free	-	00006538	6515	6510	6511	00504118	687401	-
413601	00544007	maintenance-free	-	00006535	6515	6510	6511	00504138	687401	-
413801	00544007	maintenance-free	-	00006535	6515	6510	6511	00504138	687401	-
414001	00544007	6519	-	00006530	6515	6510	6511	50414001	687401	-
414301	00544007	maintenance-free	-	00006535	6515	6510	6511	00504103	687401	-
414302	00544007	maintenance-free	-	00006535	6515	6510	6511	00504103	687401	-
414401	00544007	6518	-	LED	6515	6510	6511	50414401	687401	-
414402	00544007	6518	-	LED	6515	6510	6511	50414401	687401	-
414403	00544007	6518	-	LED	6515	6510	6511	50414401	687401	-
<b>Diesel locomotives</b>										
4235	00544007	6519	-	00006530	6515	6509	6511	05042351	687401	-
423602	00544007	6519	-	00006535	6515	6509	6511	05042321	687401	-
<b>Electric locomotives</b>										
431901	00544009	maintenance-free	-	00006538	6515	6510	6511	00504103	687501	-
432301	00544006	maintenance-free	-	00006538	6515	6510	6511	005043553	687501	-
433901	00544006	6519	-	00006530	6515	6509	6511	00504339	687401	-
<b>Rail cars</b>										
4405	-	6518	-	2 x 00006535	386009	-	6511	00504405	69687401	-
4406	-	-	-	2 x 00006535	386009	-	6511	-	-	-
4407	-	-	-	2 x 00006535	386009	-	6511	00504405	69687401	-
4408	-	-	-	2 x 00006535	386009	-	6511	-	-	-
442001	00544011	6518	-	LED	386012	-	-	00504420	687501	-
4460	00547004	6519	-	6467 00006535	386006	-	-	05044601	687501	-
4760	00547004	6519	-	6467 00006535	386006	-	-	05044601	687501	-

Cat.-No.	Traction tyres	Brushes/springs	Interior lighting	Bulb	Proficoupling	Hookcoupling	AC-coupling	Replacement motor	Decoder	Centre pick-up shoe
<b>Sound locomotives</b>										
74046	00544009	6518	-	LED	6515	6510	6511	00504046	-	-
74117	00544007	maintenance-free	-	00006535	6515	6510	6511	00504138	-	-
74153	00544007	6519	-	00006535	65158	6510	6511	00504155	-	-
74405	-	6518	-	2 x 00006535	386009	-	6511	00504405	-	-
74420	00544011	6518	-	LED	386012	-	-	00504420	-	-
77236	00544007	6519	-	00006535	6515	6509	6511	05042321	-	-
77418	00544007	maintenance-free	-	00006538	6515	6510	6511	00504118	-	-
405572	00544006	maintenance-free	-	LED	6515	6510	6511	00504055	-	-
408671	00544006	6519	-	00006535	6515	6510	6511	00414088	-	-
408675	00544006	6519	-	00006535	6515	6510	6511	00414088	-	-
410771	00544007	maintenance-free	-	00006535	6515	6510	6511	00504103	-	-
411971	00544007	maintenance-free	-	00006538	6515	6510	6511	00504118	-	-
412271	00544007	maintenance-free	-	00006535	6515	6510	6511	00504103	-	-
413671	00544007	maintenance-free	-	00006535	6515	6510	6511	00504138	-	-
413871	00544007	maintenance-free	-	00006535	6515	6510	6511	00504138	-	-
414371	00544007	maintenance-free	-	00006535	6515	6510	6511	00504103	-	-
414372	00544007	maintenance-free	-	00006535	6515	6510	6511	00504103	-	-
416171	00544007	6519	-	00006535	6515	6510	6511	50416171	-	-
417171	00544007	6519	-	00006535	6515	6510	6511	50417171	-	-
418271	00544007	6519	-	00006535	6515	6510	6511	05041741	-	-
<b>AC locomotives</b>										
1046	00544009	6518	-	LED	6515	6510	6511	00504046	-	00692021
1055	00544006	maintenance-free	-	LED	6515	6510	6511	00504055	-	00692021
390901	00544007	maintenance-free	-	00627420	6515	6510	6511	00504138	-	00692005
390902	00544007	maintenance-free	-	00627420	6515	6510	6511	00504138	-	00692005
393671	00544007	maintenance-free	-	00627420	6515	6510	6511	00504138	-	00692005
393871	00544007	maintenance-free	-	00627420	6515	6510	6511	00504138	-	00692005
394371	00544007	maintenance-free	-	00627420	6515	6510	6511	00504103	-	00692021
394401	00544007	6518	-	LED	6515	6510	6511	50414401	-	00692021
394402	00544007	6518	-	LED	6515	6510	6511	50414401	-	00692021

Cat.-No.	Interior lighting	Bulb	Tail lighting	Proficoupling	Hookcoupling	AC-coupling	DC-exchange wheels	AC-exchange wheels	Centre pick-up shoe
<b>Passenger coaches</b>									
5051-5059	00006530	-	-	6515	6510	6511	00534012	6562	-
5060	6465	00006530	-	6515	-	6511	00534003	6560	-
5061-5069	6496	00006535	-	6515	-	6511	00534003	6560	-
5074-5076	6447	00006530	-	6515	6510	6511	00534003	6560	-
5090-5093	6449	00006535	-	6515	-	6511	00534019	6562	-
5096-5099	6469	00006535	-	6515	6510	6511	00534003	6560	-
5127-5129	6445	00009530	-	6515	6510	6511	00534009	6561	1458
5133/5134	6460	00006535 00009530	6461	6515	6510	6511	00534036	6560	1459
5138/5139	6445	00009530	-	6515	6510	6511	00534009	6561	1458
5150-5153	6445	00009530	-	6515	6510	6511	00534009	6561	1458
5155/5156	6445	00009530	-	6515	6510	6511	00534009	6561	-
5158	6445	00009530	-	6515	6510	6511	00534009	6561	1458
5180	6463	00009530	-	6515	6510	6511	00534036	6560	692011
5181-5188	6454	00009530	6451	6515	6510	6511	00534036	6560	1459
5269	6554	00009530	6451	6515	6510	6511	00534036	6560	1459
5600-5614	6454	00009530	6451	6515	6510	6511	00534036	6560	1459
5620/5623	6462	00006535 00009530	-	6515	6510	6511	00534036	6560	692011

Cat.-No.	Interior lighting	Bulb	Tail lighting	Proficou-pling	Hookcou-pling	AC-coupling	DC-exchange wheels	AC-exchange wheels	Centre pick-up shoe
<b>Passenger coaches</b>									
5620/5623	6460	00006535 00009530	6461	6515	6510	6511	00534036	6560	1459
5630-5638	6452	00006535	-	6515	6510	6511	00534003	6560	1458
5640 / 43 / 46	6464	00006535	-	6515	6510	6511	00534036	6560	692011
5641/5642	6464	00009530	-	6515	6510	6511	00534036	6560	1459
5644/5645	6464	00009530	-	6515	6510	6511	00534036	6560	1459
5647-5650	6454	00009530	6451	6515	6510	6511	00534036	6560	1459
5653	6455	00009530	-	6515	6510	6511	00534036	6560	692011
5654	6454	00009530	-	6515	6510	6511	00534036	6560	1459
5664	6463	00009530	-	6515	6510	6511	00534036	6560	692011
5665/5666	6454	00009530	-	6515	6510	6511	00534036	6560	1459
5675-5677	6452	00006535	-	6515	6510	6511	00534003	6560	1458
5678-5691	6445	00009530	-	6515	6510	6511	00534009	6561	1458
5740-5746	6452	00006535	-	6515	6510	6511	00534003	6560	1458
5760	6465	00006530	-	6515	-	6511	00534003	6560	-
5761-5763	6496	00006535	-	6515	-	6511	00534003	6560	-
5765-5769	00006530	-	-	6515	6510	6511	00534012	6562	-
5784-5786	6445	00009530	-	6515	6510	6511	00534009	6561	1458
5797/5799	6452	00006535	-	6515	6510	6511	00534003	6560	1458
507301/507701	6447	00009530	-	6515	6510	6511	00534003	6560	-
510401/510501	6454	00009530	6451	6515	6510	6511	00534036	6560	1459
510881	6463	00006535 00009530	-	6515	6510	6511	00534036	6560	-
513281	6462	00006535 00009530	-	6515	6510	6511	00534036	6560	-
513301/513401	6460	00006535 00009530	-	6515	6510	6511	00534036	6560	1459
515101	6445	00009530	-	6515	6510	6511	00534009	6560	1458
515301/515302	6445	00009530	-	6515	6510	6511	00534009	6560	1458
518981	6463	00006535 00009530	-	6515	6510	6511	00534036	6560	692011
561901/561902	6454	00009530	6451	6515	6510	6511	00534036	6560	1459
563601/563602	6452	00006535	-	6515	6510	6511	00534003	6560	1459
567901	6445	00009530	-	6515	6510	6511	00534009	6561	-
568301	6445	00009530	-	6515	6510	6511	00534009	6561	1458
569101	6445	00009530	-	6515	6510	6511	00534009	6561	-
576001	6465	00006535	-	6515	6510	6511	00534003	6560	-
576501	6469	00006535	-	6515	6510	6511	00534003	6560	-
562701	6460	00006535 00009530	6461	6515	6510	6511	00534036	6560	1459
576601/576901	6469	00006535	-	6515	6510	6511	00534003	6560	-
577901	6445	00009530	-	6515	6510	6511	00534009	6561	-
578002	6445	00009530	-	6515	6510	6511	00534009	6561	1458
578101	6445	00009530	-	6515	6510	6511	00534009	6561	-
578201/578301	6445	00009530	-	6515	6510	6511	00534009	6561	1458
580901-580904	6445	00009530	-	6515	6510	6511	00534009	6561	-
<b>ICE-coaches</b>									
4461-4465	6468	00009530	-	386006	-	-	00534078	-	-
4761-4765	6468	00009530	-	386006	-	-	00534078	-	-
<b>Goods wagons</b>									
5200	-	-	-	6515	6510	6511	00534003	6560	-
5203/5204	-	-	-	6515	6510	6511	00534019	6562	-
5205	-	-	-	6515	6510	6511	00534003	6560	-
5210/5211	-	-	-	6515	6510	6511	00534035	6563	-
5220-5233	-	-	-	6515	6510	6511	00534003	6560	-
5237	-	-	-	6515	6510	6511	00534055	-	-
5255	-	-	-	6515	6510	6511	00534036	6560	-
5256-5261	-	-	-	6515	6510	6511	00534003	6560	-
5267	-	-	-	6515	6510	6511	00534036	6560	-
5268	-	-	-	6515	6510	6511	00534009	6561	-
5270-5272	-	-	-	386003	386001	386002	00534022	-	-
5283/5284	-	-	-	6515	6510	6511	00534036	6560	-
5285	-	-	-	6515	6510	6511	00534051	-	-
5286	-	-	-	6515	6510	6511	00534055	-	-
5287	-	-	-	6515	6510	6511	00534036	6560	-
5292/5293	-	-	-	6515	6510	6511	00534046	-	-
5300-5348	-	-	-	6515	6510	6511	00534003	6560	-
5301	-	00006530	-	6516	6520	6523	00534003	6560	-
5353 / 5357	-	-	-	6515	6510	6511	00534019	6560	-

Cat.-No.	Interior lighting	Bulb	Tail lighting	Proficou-pling	Hookcou-pling	AC-coupling	DC-exchange wheels	AC-exchange wheels	Centre pick-up shoe
<b>Goods wagons</b>									
5355 / 5360	-	-	-	6515	6510	6511	00534106	-	-
5356	-	-	-	6515	6510	6511	00534035	6563	-
5366	-	-	-	6515	6510	6511	00534019	6562	-
5368 / 5369	-	-	-	6515	6510	6511	00534035	6563	-
5372	-	-	-	6515	6510	6511	00534036	6560	-
5380	-	-	-	6515	6510	6511	00534019	6562	-
5382	-	-	-	6515	6510	6511	00534055	-	-
6586 / 6587	-	-	-	6515	6510	6511	00534009	6561	-
5391	-	-	-	6515	6510	6511	00534078	-	-
5391 / 5394	-	-	-	6515	6510	6511	00534036	6560	-
5396 / 5397	-	-	-	6515	6510	6511	00534048	-	-
5410 - 5423	-	-	-	6515	6510	6511	00534003	6560	-
5435	-	-	-	6515	6510	6511	00534019	6562	-
5449	-	-	-	6515	6510	6511	00534003	6560	-
5471 - 5480	-	-	-	6515	6510	6511	00534009	6561	-
5501	-	-	-	6515	6510	6511	00534006	6560	-
5505 / 5506	-	-	-	6515	6510	6511	00534055	-	-
5510 / 5517	-	-	-	6515	6510	6511	00534007	6560	-
5521 - 5524	-	-	-	6515	6510	6511	00534036	6560	-
5530 / 5531	-	-	-	6515	6510	6511	00534036	6560	-
5700	-	-	-	6515	6510	6511	00534003	6560	-
5717 / 5718	-	-	-	6515	6510	6511	00534055	-	-
5721 / 5721	-	-	-	6515	6510	6511	00534003	6560	-
5736	-	-	-	6515	6510	6511	00534003	6560	-
5764	-	-	-	6515	6510	6511	00534055	-	-
5910 - 5913	-	-	-	6515	6510	6511	00534003	6560	-
503301-520001	-	-	-	6515	6510	6511	00544003	6560	-
520501-523901	-	-	-	6515	6510	6511	00534055	-	-
524401	-	-	-	6515	6510	6511	00534036	6560	-
525401-525404	-	-	-	6515	6510	6511	00534111	-	-
526001-526601	-	-	-	6515	6510	6511	00534055	-	-
526801	-	-	-	6515	6510	6511	00534009	6561	-
527301-527402	-	-	-	386003	386001	386002	00534022	-	-
528301-528901	-	-	-	6515	6510	6511	00534011	-	-
529001	-	-	-	6515	6510	6511	00534046	-	-
530901-535302	-	-	-	6515	6510	6511	00534055	-	-
536201	-	-	-	6515	6510	6511	53414400	-	-
536701/536702	-	-	-	6515	6510	6511	00534055	-	-
537501	-	-	-	6515	6510	6511	00534111	-	-
539701	-	-	-	6515	6510	6511	53419700	-	-
532601-532605	-	-	-	6515	6510	6511	00534055	-	-
523702	-	-	-	6515	6510	6511	00534106	-	-
544501-551001	-	-	-	6515	6510	6511	00534055	-	-
578703/578704	-	-	-	6515	6510	6511	00534111	-	-
591301	-	-	-	6515	6510	6511	00534111	-	-
<b>AC control-cab coach</b>									
1632	6462	00006535 00009530	-	6515	6510	6511	00534036	6560	692011





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