

WINTERNEWS

2025

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N

Fleischmann

Dear **Fleischmann** fans,

the model railway season is starting and the FLEISCHMANN winter novelties are appearing just in time. The new models for winter 2024/25 are also more than impressive again, with the T3000e double pocket wagon appearing for the first time as a completely new design in the 1:160 scale. FLEISCHMANN is thus consistently continuing its product offensive in the area of Era VI and combined transport. The popular model of the steam locomotive class 01 appears in an attractive Era III version with large Wagner wind deflectors. However, fans of the classic Era IV will also get their money's worth with the ocean blue / beige model of the class 211.

Now we hope you enjoy the first new products!
Your FLEISCHMANN team



Steam locomotive 638.1809



ÖBB



Photomontage

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

Q1/2025

7160021

DC

4/2

7170021

DCC

4/2

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

Ep III 122 ○○ R1

3-piece set: Passenger train



ÖBB



C3

Photomontage



C3



Dih

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

Q1/2025

6260055

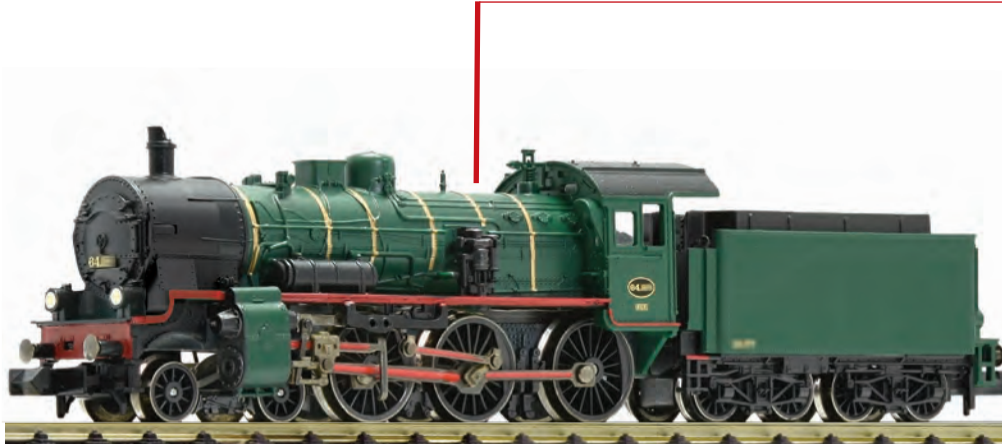
The design of the compartment coaches dates back to the early days of the railway. The „pr 11“ design was one of the last Prussian compartment coaches built with a skylight roof and at the same time the most frequently built passenger coach on German soil. The three-axle coaches were available with and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

Ep III 245 NEM

Steam locomotive class 64



SNCB



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

Photomontage

Q1/2025

7160020 DC 4/2

7170020 DCC 4/2

Ep III 122 R1

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

Goods train baggage wagon



SNCB



Pwgs

Photomontage

Q1/2025

830156

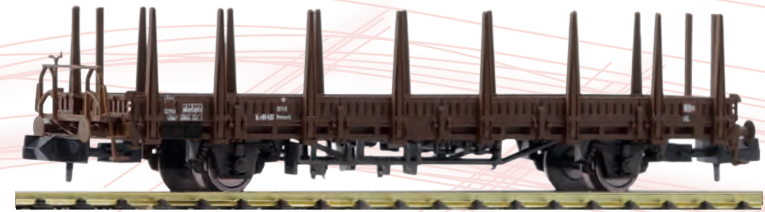
Ep III 64 NEM

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

Stake wagon



DSB



Kbs

Photomontage

Q1/2025

825741

Ep III 86 NEM

- Model with brakeman's platform

Steam locomotive 01 200



DB



Photomontage

- Operating condition: 1950s
- Tender Type 2'2' T 32
- With switchable driver's cab and engine lighting in digital mode

Q1/2025

714502	DC	2/2
714572	DCC	2/2

Ep	III	150	NEM	Next18	LED	R1
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The twin-cylinder engines of the class 01 are considered the first express train locomotives to be produced in accordance with the standard construction programme. The first construction batches were equipped with 800 mm diameter leading wheels and approved for 120 km/h. From road number 01 102, pilot wheels of 1,000 mm diameter and reinforced brakes were used, whereby the maximum permissible speed could be increased to 130 km/h. Henschel delivered the 01 200 locomotive to the Hof depot in 1937 and it was also used on the "Schiefe Ebene" for express and fast trains between Bamberg and Hof.



Steam locomotive class 98.8



DB



Photomontage

- Used to draw passenger and lightweight freight trains on branch lines
- Metal die-cast chassis

Q1/2025

7160022

DC

4/0

Ep

III



58



R1

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

Steam locomotive 055 635-7



DB



Photomontage

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

Q1/2025

7160017

DC

2/1

7170017

DCC

2/1

Ep

IV



116



R1

The Prussian class G 8.1, of which almost 5,000 units were built, had a power output of 1,260 hp and reached a top speed of 55 km/h. The locomotive was mainly used in goods trains and for heavy shunting services.



Diesel locomotive 211 319-9



DB



Photomontage

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

Q1/2025

7360024 DC 4/1

7370024 DCC 4/1

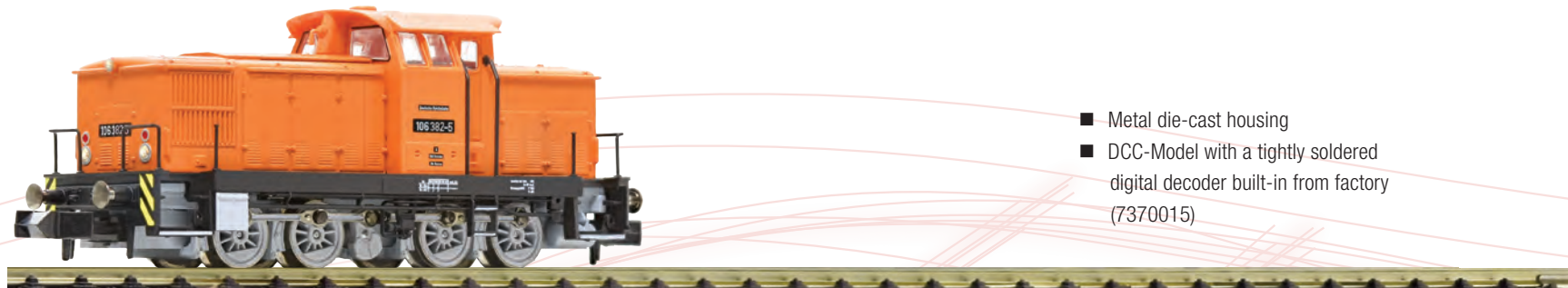
Ep IV 76 NEM Next18 LED R1

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

Diesel locomotive 106 382-5



DR



Photomontage

- Metal die-cast housing
- DCC-Model with a tightly soldered digital decoder built-in from factory (7370015)

Q1/2025

7360015 DC 4/1

7370015 DCC 4/1

Ep IV 68 LED R1

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



Electric locomotive 101 003-2



DB AG



Photomontage

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

Q1/2025

7560032 DC 4/1

7570032 DCC 4/1

Ep V 119 NEM NEM 651 LED R1

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

3-piece set 1: Passenger coaches “IR 2471”



DB AG



Aimz 261.6



ARKimbz 262.6



Bimz 264.6

Photomontage

Q1/2025

6260024

- Train route Heidelberg – Constance

Ep V 495 NEM 944701

2-piece set 2: Passenger coaches “IR 2471”



DB AG



Bimz 264.6



Bimz 268.6

Photomontage

Q1/2025

6260025

- Train route Heidelberg – Constance

Ep V 330 NEM 944701



IC/EC 2nd class open seating coach



DB AG



Bpmmz 284.4

Photomontage

Q1/2025

6260043



IC/EC 1st class open seating coach



DB AG



Apmnz 126.2

Photomontage

Q1/2025

6260044



■ All coaches on this double page are available with the current labelling

IC/EC 2nd class compartment coach



DB AG



Bvmmsz 187.5

Photomontage

Q1/2025

6260045



IC/EC 2nd class open seating coach



DB AG



Bpmmz 284.4

Photomontage

Q1/2025

6260046



IC/EC coach with on-board bistro



DB AG



ARkimmzbz 288.4

Photomontage

Q1/2025

6260047



IC/EC 2nd class control cab coach



DB AG



Bpmbbdzf 286.3

Photomontage

Q1/2025

6260048

DCC

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



R. Auerweck



Electric locomotive 9902



Railexperts



Photomontage



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

Q1/2025		
7560057	DC	4/1
7570057	DCC	4/1
Ep	VI	109
		NEM
		Next18
		LED
		R1

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

2-piece set: Open freight wagons



EINSTELLER



Eanos

Photomontage

Q1/2025		
6660095		
Ep	VI	196
		NEM

Swing roof wagon



GRAWACO



Tadgs

Photomontage

Q1/2025		
6660101		
Ep	VI	135
		NEM

- Finely detailed model with separately applied plug-in parts

Fleischmann

DOUBLE-POCKET WAGON T3000e

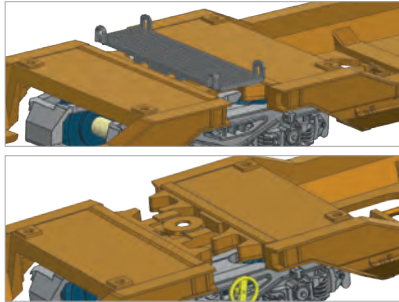
NEW!
design

The first pocket wagons were built back in the early 1970s and procured by a number of European railway administrations. Over time, they were adapted and further developed to meet the constantly increasing requirements. The "T3000e" mega trailer pocket wagon is the further development of the "T2000" type. The loading space with a pocket width of 2,700 mm is adapted to the low-lying vehicle parts of the megatrailers. This means that megatrailers can be transported without having to fold away essential parts of the semi-trailer. The length over buffers is 34,200 mm. However, trailers of older designs as well as swap bodies and containers up to 7.82 metres long can also be loaded. No 30' containers can be loaded due to the folding latches located in fixed centre positions.

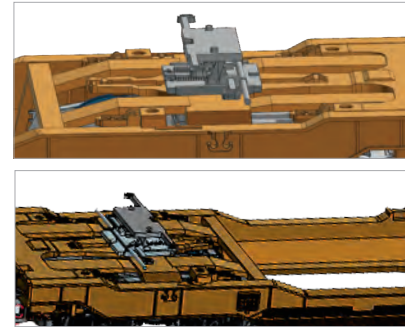
The pocket wagons are equipped with outer longitudinal girders so that the so-called pockets in which the wheels of the semi-trailers are placed are as close as possible to the top of the rail. This is necessary to ensure compliance with the railway loading gauge. The wagons are equipped with a height-adjustable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



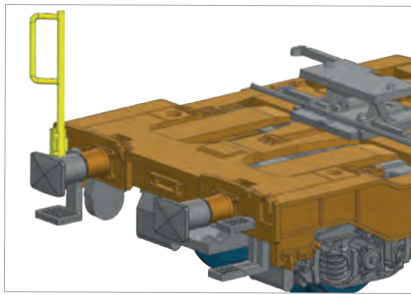




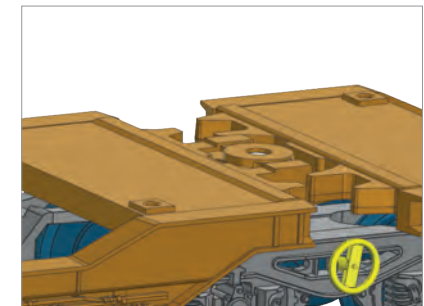
■ With and without a protective guard



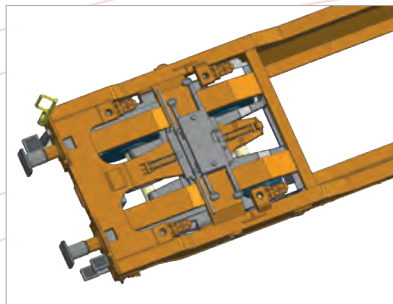
■ Trestle in a high position for semi-trailers and a low position for loading containers



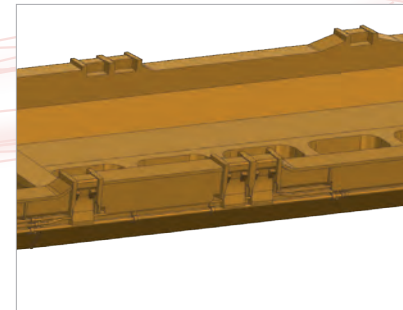
■ Freestanding manoeuvring handle at the end of the wagon



■ Prototypical model implementation of the swivel



■ Openwork details



■ Number of snap locks correctly implemented depending on the prototype

Articulated double-pocket wagon T3000e



ÖBB

NEW!
design



Sdggmrs 738

Photomontage

Q1/2025

6660054

Ep VI [] 214 [] NEM

Articulated double-pocket wagon T3000e



WASCOSA

NEW!
design



Sdggmrs 738

Photomontage

Q1/2025

6660052

Ep VI [] 214 [] NEM

Articulated double-pocket wagon T3000e



DB AG

NEW!
design



Sdggmrs 738

Photomontage

Q1/2025

6660050

Ep VI 214 NEM

Articulated double-pocket wagon T3000e



DB AG

NEW!
design



Sdggmrs 738

Photomontage

Q1/2025

6660051

Ep VI 214 NEM

Stake wagon



CD



Res

Photomontage

Q1/2025

6660078

Ep V-VI 124 NEM

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

Stake wagon



SBB



Res

Photomontage

Q1/2025

6660092

Ep VI 124 NEM

- Loaded with two 20' containers
- Featuring movable swivel stakes
- Removable side loading walls

Stake wagon



RENFE



Res

Photomontage

Q1/2025

6660100

Ep VI 124 NEM

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



SYMBOLS OF RAILWAY OPERATORS

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

EPOCH EXPLANATION

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

COUNTRY EXPLANATION

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

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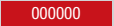
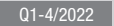



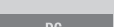


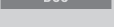
















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LEGEND

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

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