NOVELTIES 2027

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N

Fleischmann



Use of AI-generated and graphically post-processed images & photomontages.

Dear FLEISCHMANN fans,

With this catalogue, we are breaking new ground: for the first time, we are presenting FLEISCHMANN's new products to you as early as autumn. In doing so, we are establishing a new highlight in the model railway calendar and, together with you, kicking off the next season of the world's finest hobby.

And here's what you can look forward to in 2027:
The comprehensive modernisation of the rail infrastructure is currently shaping the railway landscape in Germany. We are taking inspiration from this major undertaking and bringing some of its most exciting rolling stock and themes to the model railway.
Modern rail freight transport, in turn, is characterised by high-performance locomotives that have long been in service across national borders. With the TRAXX 3, we are therefore introducing the classes 188 and 388 as completely new designs. At the same time, our tried-and-tested TRAXX 2 family is receiving a fundamentally revised drive system.

Of course, we are also paying tribute to the golden age of steam locomotives in our model range: the popular class 01 is being released by FLEISCHMANN in a classic livery of the German Federal Railway. Class 62 returns with its distinctive wind deflectors – accompanied by a matching set that brings the prototype to life on the layout.

But enough talk: let's set off for 2027!

Your FLEISCHMANN team

Content

Steam locomotives	04–10
Electric locomotives	11–40
Diesel locomotives	41–50
Passenger coaches	51–54
Goods wagons	55–63
Where do ifind what?	64
Notes	65
Imprint	66
Explanations	67



STEAM LOCOMOTIVES

Use of AI-generated and graphically post-processed images & photomontages.

Steam locomotive 38 3713

DRG



Photomontage

- Version in olive green livery
- Ideal complement to the railway carriages on this page
- Boiler without smoke deflectors
- Model with a tightly soldered decoder built-in from factory

To meet rising demands for passenger and express train services, the Prussian State Railways developed the P8-type passenger locomotive. By 1923, German factories alone had built more than 3,700 examples of this versatile, triple-coupled locomotive. The steam locomotive, later designated class 38 10–40, had an output of 880 kW, weighed approximately 130 t including the tender with full supplies, and was authorised to travel at 100 km/h forwards and 50 km/h in reverse. Repainting the DRG's large locomotive fleet in the new standard black-and-red livery naturally took time. Consequently, many locomotives continued to appear until around 1930 in the olive-green, reddish-brown, and black livery that had been in use until 1926, even though they already carried the new lettering.

Q3/2027

7160045	DC	3/2
7170045	DCC	3/2

Ep II | 122 | ○○ | R1

3 piece set: Passenger coaches

DRG



C3 pr 11

C3 pr 11 *C pr21* Photomontage

Q3/2027

6260128

Ep II | 237 | NEM

- Coaches in different versions

Luggage coach

DRG



Pw3i-pr11 Photomontage

Q4/2027

6260129

Ep II | 81 | NEM

- Laterally shiftable centre axle

Fleischmann

Steam locomotive 62 005

DB



Löckel Slg. Eisenbahnstiftung

- Version with Witte smoke deflectors
- Operating condition: 1954/55
- The DCC model is factory-fitted with a permanently soldered-in digital decoder
- Ideal locomotive for the passenger cars on the next page



Photomontage

All six class 62 steam locomotives were brought together by the Deutsche Bundesbahn at the Krefeld depot in the early 1950s. From there, they were used on passenger services on main lines until they were withdrawn from service.

Q1/2027		
7160040	DC	3/1
7170040	DCC	3/1

Ep	III		107			R1	

3 piece set 1: Passenger train Krefeld

DB



BC3yg + C3yg *C3* Photomontage

In the first half of the 1950s, most passenger trains on main lines in Northern Germany still consisted predominantly of compartment coaches; starting in 1954, these were gradually replaced by “3yg” coaches (which were created by rebuilding those compartment coaches). In metropolitan areas, such trains typically comprised 5 to 7 coaches (or more during rush hours). By the end of their service period (the 1955 winter timetable), the locomotives were hauling consists made up exclusively of 3yg coaches. The model replicates a train from the winter of 1954/55. During the transition period (as the 3yg coaches were being delivered from 1954 onwards), Krefeld station did not yet possess enough of these rebuilt coaches to operate trains consisting entirely of that type.

Q1/2027

6260114

Ep III | 324 | NEM

Typical “Krefeld” passenger train circa 1954/55

2 Spiece set 2: Passenger train Krefeld

DB



C3 *Pw3* Photomontage

Q1/2027

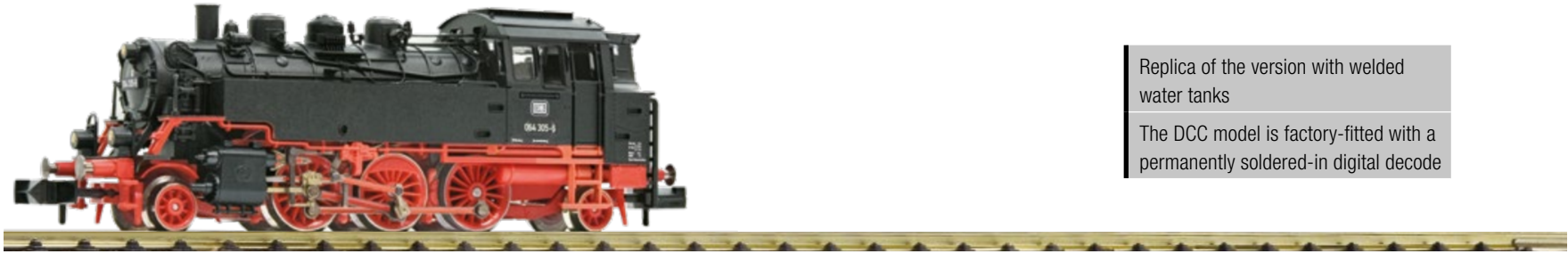
6260115

Ep III | 160 | NEM

Typical “Krefeld” passenger train circa 1954/55

Steam locomotive 064 305-6

DB



Photomontage

- Replica of the version with welded water tanks
- The DCC model is factory-fitted with a permanently soldered-in digital decode

Q1/2027

7160042	DC	3/1
7170042	DCC	3/1

Ep IV | 78 | R1

The class 64 tank locomotives were developed by the Deutsche Reichsbahn Gesellschaft from 1926 onwards. After the Second World War, 278 locomotives remained with the DB, where they were mainly used for passenger and freight services on branch lines.

Steam locomotive 001 168-4

FORM! variation

DB



Photomontage

- Witte smoke deflectors
- Variant with DB reflex lamps
- Unobstructed view between the boiler and the chassis
- Switchable driver's cab and valve gear lighting in digital mode

Q4/2027

7160029	DC	2/2
7170029	DCC	2/2

Ep IV | 150 | NEM | Next18 | LED | R1

The two-cylinder locomotives of the class 01 are regarded as the first express train locomotives to have been built under the standardised construction programme. The DR retained the original design, featuring the large Wagner smoke deflectors and the air and feed pumps in the smoke box recesses, after the Second World War. The DB, by contrast, gradually relocated them to the centre of the locomotive, giving the driver a better view of the track. Almost simultaneously, it replaced the large smoke deflectors with Witte-type ones and modified the majority of the running plates.

Conversion coach 1st/2nd class

DB



AByg

Photomontage

Version with gooseneck bogies

Q2/2027
6260116

Ep IV | 122 | NEM | 946901

All the coaches on this page are the ideal complement to the class 01 steam locomotive!

Conversion coach 2nd class

DB



Byg

Photomontage

Version with gooseneck bogies

Item No. 6260118: Modified registration number

Q2/2027
6260117
6260118

Ep IV | 122 | NEM | 946901

Conversion coach 2nd class with luggage compartment

DB



BDyg

Photomontage

Version with gooseneck bogies

Q2/2027
6260119

Ep IV | 122 | NEM | 946901

001 168-4 hauling conversion coaches



Bügel Eisenbahnstiftung

Fleischmann

Steam locomotive 64 1455-1

DR



- Version with riveted water tanks
- Trailing wheelset with disc wheels
- The DCCmodel is factory-fitted with a permanently soldered-in digital decoder



Photomontage

The class 64 standard passenger tender locomotives were developed by the Deutsche Reichsbahn-Gesellschaft from 1926 onwards. As of 1 July 1950, exactly 129 locomotives were listed in the Deutsche Reichsbahn (DR) maintenance inventory. 64 1455 was transferred from Jerichow Depot to Salzwedel Depot in 1972. There, it was also used on special trains for the farewell runs of 24 009 and 37 1009, both of which were double-headed.

Q1/2027		
7160043	DC	3/1
7170043	DCC	3/1

Ep	IV		78				R1



ELECTRIC LOCOMOTIVES

Use of AI-generated and graphically post-processed images & photomontages.

Fleischmann

Electric locomotive 1044 282-0

ÖBB



- In the authentic “Children‘s Art Loco” design
- Digitally switchable light and sound functions (7570067)

Photomontage

The “KINDER-KUNST-LOK” (Children‘s Art Locomotive) was a joint project involving ÖBB, ORF Confetti-TiVi, and ROCO. In the autumn of 1998, a drawing competition for children up to the age of 12 was held under the slogan “Travel by train – preserve nature.” Over 60,000 children from across Austria participated. The jury selected 5-year-old Nino Zorzi from Wiener Neudorf and 12-year-old Christian Jaritz from Graz as the winners. Their drawings were significantly enlarged and applied to the left and right sides of electric locomotive 1044 282-0 using adhesive vinyl graphics; consequently, the locomotive features two different designs on its sides. The driver‘s cabs were decorated with the mascot characters “Rolf Rüdiger” and “Confetti” from ORF Confetti-TiVi. The actual locomotive was in regular service in Austria and Germany until early 2000.

Q4/2026

7560067	DC	4/1
7570067	DCC	4/1

Ep V | 100 | NEM | Next18 | LED | R1

Electric locomotive 1116 088-6

ÖBB



- Current operating condition with new pictograms and ETCS lettering
- In digital operation with switchable high beam (7570091)
- Perfect complement to the ÖBB Eurofima carriages on the following page

Photomontage

The rapid modernisation of the Austrian electric locomotive fleet began with the entry into service of the first locomotive of the 1016 series “Taurus” in the summer of 1999. A dual-system version of this universal locomotive was also procured for AC operation at 15 kV/16.7 Hz and 25 kV/50 Hz. By 2006, 282 class 1116 locomotives were in service. They are approved for 230 km/h. The power output is 6,400 kW.

Q1/2027

7560091	DC	4/1	NEM 651
7570091	DCC	4/1	

Ep VI | 121 | NEM | LED | R1 | Z21 Cab

Eurofima 1st class coach

ÖBB



Ampz Photomontage

Available for the first time with printed brake levers and technical inscriptions on the base frame

Q1/2027
6260105

Ep VI | 165 | NEM | 946901

Eurofima 1st/2nd class coach

ÖBB



ABmz Photomontage

Available for the first time with printed brake levers and technical inscriptions on the base frame

Q1/2027
6260106

Ep VI | 165 | NEM | 946901

Eurofima 2nd class coach

ÖBB



Bmz Photomontage

Available for the first time with printed brake levers and technical inscriptions on the base frame

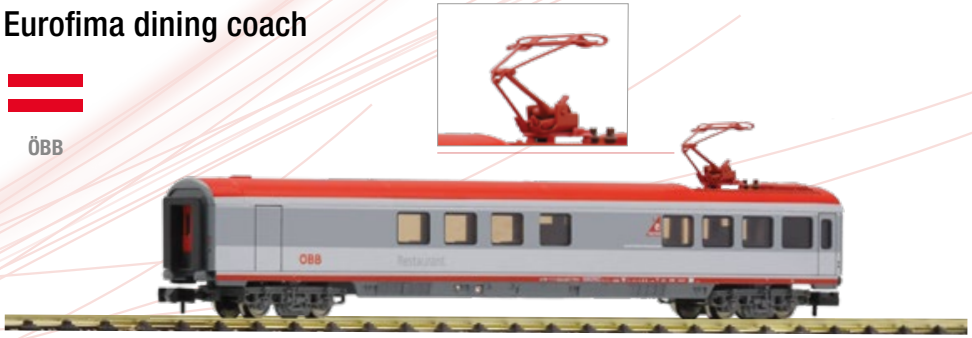
Item No. 6260108: Modified running number

Q1/2027
6260107
6260108

Ep VI | 165 | NEM | 946901

Eurofima dining coach

ÖBB



WRmz Photomontage

Available for the first time with printed brake levers and technical inscriptions on the base frame

Q1/2027
6260109

Ep VI | 170 | NEM | 944501



Use of AI-generated and graphically post-processed images & photomontages.

Electric locomotive 1293 164-0

ÖBB



Photomontage

- In the “Vectron No. 2000” design
- Switchable high beam and switchable headlight/tail light in digital mode

During a ceremonial event at the Munich factory on 23 July 2026, Siemens Mobility handed over the 2,000th Vectron locomotive to the Austrian Federal Railways. This anniversary locomotive – 1293 164 – was built for ÖBB. With almost 3,000 locomotives sold since its market launch in 2012 and orders from more than 115 customers, the Vectron is Europe’s best-selling and most versatile locomotive platform. The locomotives are authorised for operation in 20 countries and hold unique certification for speeds of up to 230 km/h in passenger services.

Q3/2027		
7560101	DC	4/1
7570101	DCC	4/1

Ep VI | 119 | NEM | Next18 | LED | R1

“Rollende Landstraße” (rolling road) guard's coach

ÖBB

Q4/2027

6260122

Ep VI | 165 | NEM | 946901



Bimz

Photomontage

- Guard's coach in the current design
- Matching supplementary coach for coach set item no. 6660202

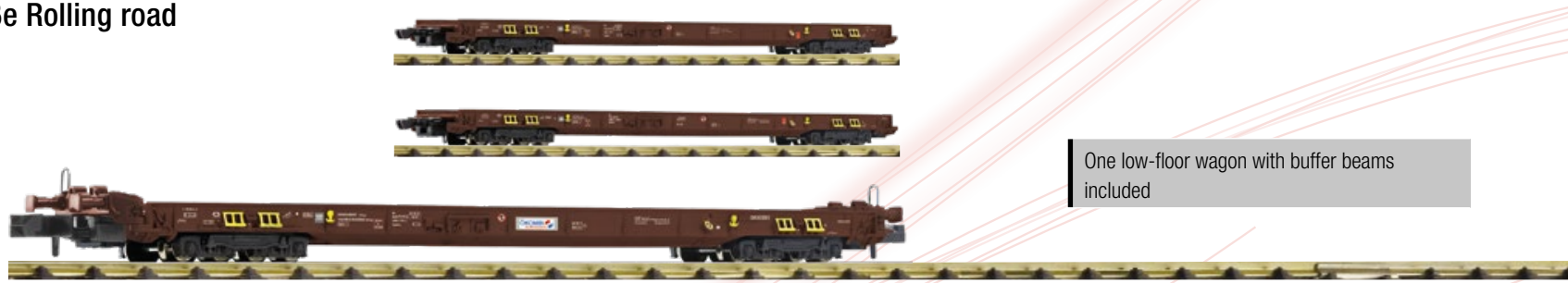
3 piece set: Rollende Landstraße Rolling road

ÖBB

Q4/2027

6660201

Ep VI | 351



Saadkms

Photomontage

- One low-floor wagon with buffer beams included

Low-floor intermediate wagon

ÖBB

Q4/2027

6660202

Ep VI | 117



Saadkms

Photomontage

- In current RCW livery
- Matching supplementary coach for coach set item no. 6660201

Fleischmann

ELECTRIC LOCOMOTIVE CLASS 188, SBB CARGO INTERNATIONAL

NEW! design

With the TRAXX 3, Bombardier Transportation introduced the logical next step in the development of one of Europe's most successful electric locomotive platforms. The third generation, developed since 2011, combines high performance, maximum interoperability and state-of-the-art safety technology with a design tailored for cross-border operation. Following the acquisition of Bombardier Transportation, this tried-and-tested locomotive family is now being continued and further developed by Alstom.

The multi-system locomotives of the 188 and 388 classes belong to the TRAXX MS3 family and were designed specifically for international freight transport. Thanks to their ability to operate on both the AC and DC systems commonly used in Central Europe, they enable continuous operation across national borders without the need for time-consuming locomotive changes. Modern ETCS equipment, along with numerous national signalling systems, makes these locomotives universally deployable across the most important European freight transport corridors.

With a continuous output of up to 5.6 MW, a starting tractive effort of up to 300 kN, and a top speed of 160 km/h, the TRAXX 3 locomotives perform impressively in both heavy freight services and fast logistics trains. The modular vehicle platform also allows for different national variants and customised equipment. Characteristic features of the third TRAXX generation include the aerodynamic front end, modern LED lighting technology and a completely newly developed engine compartment with optimised energy efficiency and simplified maintenance.

The locomotives, designated as the class 188, are operated by leasing companies such as Akiem and Railpool, as well as various freight operators in several European countries. These include CFL Cargo Deutschland, which uses the locomotives on long-distance routes. The class 388 is particularly common in the Czech Republic and Slovakia, where it forms part of the modern image of international rail freight transport, especially for the global player CD Cargo. Whether carrying containers, operating in combined transport, hauling steel or cars, or running as block trains, the powerful TRAXX 3 locomotives now characterise cross-border freight transport on numerous European main lines and are among the most modern of their class.





D. Schärer

Fleischmann

Electric locomotive 188 125-9

RAILPOOL/SBB CI

NEW! design

- Named “Tour Eiffel”
- Cross-border operations in freight transport
- In partnership with Railcolordesign
- In digital operation with switchable headlight/tail light (7570116)



Rendring

The TRAXX 3 MS locomotives were developed specifically for cross-border services on the major European freight corridors. Thanks to their multi-system capability, they can operate on various power supply systems. The series reaches a top speed of 160 km/h and delivers up to 6,400 kW in AC operation. What sets this generation of TRAXX apart is the optional “last-mile” function – a small additional diesel engine with a battery, which enables the electric locomotives to cover short distances on sidings or in ports without overhead lines entirely without the need for a shunting locomotive.

2028		
7560116	DC	4/1
7570116	DCC	4/1

Ep | VI | 118 | NEM | Next18 | LED | R1

Electric locomotive Re 4/4 II 11181 “Bourret”

SBB



Photomontage

Q3/2027

7560108	DC	4/1
7570108	DCC	4/1

Ep IV | 96 | NEM | Next18 | CH | R1 | Z21 Cab

The Re 4/4 11181 ran from 1983 onwards in a special, colourful livery. Its vibrant appearance was created by the artist Daniel Bourret from Wettingen and caused quite a stir on the railway lines over the years.

- Elaborate printing in Bourret design
- In digital mode with switchable headlight or tail light and driver‘s cab lighting

Electric locomotive Ae 6/6 11485

SBB



Photomontage

Q2/2027

7560109	DC	4/1
7570109	DCC	4/1

Ep V | 115 | NEM | Next18 | CH | R1

To replace the legendary “Crocodiles”, the SBB began procuring several batches totalling 120 Ae 6/6 locomotives from 1952 onwards for use on the Gotthard route. Each locomotive bore the coat of arms of a canton, a cantonal capital, or a major Swiss city. The city locomotive 11485 “Thun” entered service on 11 March 1965. The locomotive was given its red livery in 1996. With the 2012 timetable change, SBB Cargo took the Ae 6/6 (Ae 610) fleet out of service. In March 2013, locomotive 11485 “Thun” was scrapped.

- Cantonal locomotive “Thun”
- Fine windscreen wipers as etched parts
- In digital mode with switchable headlight/tail light and driver‘s cab lighting

Electric locomotive 7193 833-9

SBB



Photomontage

Named “Matterhorn”

In partnership with Railcolordesign

In digital mode with switchable high beam and switchable head/tail lights (7570107)

Q4/2027

7560107	DC	4/1
7570107	DCC	4/1

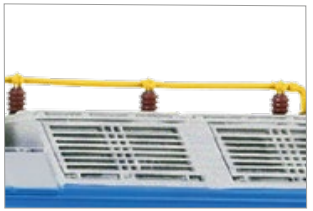
Ep VI | 119 | NEM | Next18 | CH | R1

The 7193 833-9 electric locomotive is a modern Siemens Vectron MS and forms part of a new series of locomotives operated by SBB Cargo International. These multi-system locomotives were procured for cross-border European freight transport and, thanks to their specifications, can operate on various traction power supply and train protection systems. The locomotives are leased to SBB Cargo International by SüdLeasing.



Electric locomotive 372 001-8

CSD



Photomontage

- Finely detailed model with many separately applied plug-in parts
- Detailed roof design with authentic pantographs
- In digital operation with switchable headlight/tail light

Q3/2027

7560098	DC	4/1
7570098	DCC	4/1

Ep IV | 105 | NEM | Next18 | LED | R1

Electric locomotive 372 008-3

CSD



Photomontage

- Finely detailed model with many separately applied plug-in parts
- Detailed roof design with authentic pantographs
- In digital operation with switchable headlight/tail light

Q2/2027

7560099	DC	4/1
7570099	DCC	4/1

Ep IV | 105 | NEM | Next18 | LED | R1

In the 1980s, CSD and the DR decided to procure dual-system locomotives to cope with the steadily increasing traffic and simplify operations for cross-border services on the Berlin–Dresden–Prague route. However, the locomotive manufacturer in the GDR, LEW Hennigsdorf, was operating at full capacity at the time, so the contract was awarded to the Czech locomotive manufacturer Škoda, which already had considerable experience with such locomotives. The CSD classes ES 499.1 and 499.2 provided a suitable basis. However, the German 15 kV/16 2/3 Hz electrical system represented new territory. The contract comprised 15 class 372 locomotives for ČSD and 20 class 230 locomotives for the DR.



Electric locomotive 193 568-3

CD



Photomontage

- Elaborate printing in the workshop design
- Ideal complement to the MAV Eurofima wagons, item 6260104
- In digital operation with switchable high beam and switchable headlight/tail light

Q2/2027

7560094	DC	4/1
7570094	DCC	4/1

Ep VI | 119 | NEM | Next18 | LED | R1

3 piece set: Eurofima coaches

CD



WRmz



Bmz

Photomontage

Q2/2027

6260120

Ep VI | 495 | NEM | 946901

Coach with printed brake levers and technical markings on the underframe for the first time

2 piece set: Eurofima coaches

CD



Bmz

Amz

Photomontage

Q2/2027

6260121

Ep VI | 330 | NEM | 946901

Coach with printed brake levers and technical markings on the underframe for the first time

Electric locomotive 141 152-9

DB



Photomontage

- In orient-red livery, with a lower front panel “Latz”
- Version featuring the Bundesbahn logo

Q3/2027

7560097	DC	4/1
7570097	DCC	4/1

Ep IV | 98 | NEM | NEM 651 | LED | R1

The class E 41 locomotives (class 141 from 1968 onward) were first delivered to the Deutsche Bundesbahn in 1956 for light and mixed service on main lines. They had a maximum speed of 120 km/h and a continuous power output of 2,310 kW. As the only class in the standardised locomotive programme, they were fitted with a tap changer on the low-voltage side of the transformer. The tap changer produced a characteristic sound, which, together with the large jumps in tractive effort, led to the nickname “Knallfrosch” (“Firecracker”). From 1987 onwards, the locomotives were given an orient red livery.

Both locomotives on this page are the **ideal complement** to the **DB N-scale carriages** shown below!

Diesel locomotive 212 053-3

DB



Photomontage

- Model in ocean blue/beige livery
- Clear view through the driver’s cab
- In digital operation with switchable headlight/ tail light and driver‘s cab lighting

Q1/2027

7360044	DC	4/1
7370044	DCC	4/1

Ep IV | 77 | NEM | Next18 | LED | R1

2 piece set: Commuter coaches

DB



ABnb 703

Bnb 719

Photomontage



Q1/2027

6260111

Ep IV | 330 | NEM | 944501

- Elaborate printing in the typical pea-cock-eye pattern
- Each coach with ocean-blue longitudinal beams

2 piece set: Commuter coaches

DB



Bnb 719

Photomontage

Q1/2027

6260112

Ep IV | 330 | NEM | 944501

- One coach with authentic and true-to-original advertising
- Elaborate printing in the typical pea-cock-eye pattern

Commuter control cab coach

DB



BDnf 735

Photomontage

Q1/2027

6260110

Ep IV | 165 | NEM | LED | 944501

- Version with “Karlsruher Kopf”
- Control cab coach with function decoder for light change (white/red) for both analogue and digital operation

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MUNICH-NUREMBERG EXPRESS, DB AG

Munich-Nuremberg-Express is the name of the regional express line Munich - Ingolstadt - Nuremberg. With a maximum speed of up to 200 km/h, the trains are the fastest regional trains in Germany and the only RE trains to run the full length of a new German high-speed line.

Until 2021, the fleet consisted of push-pull trainsets that were hauled by the class 101. During morning and afternoon rush hour, an additional 10-wagon train ran between Munich and Ingolstadt, each with a class 101 at the front and rear.

Altogether, 26 IC coaches, including three control cab coaches, were converted at the Neumünster depot. The service coaches are based on a Bvmsz type coach. These coaches were redesignated ABvmsz, fitted with twelve 1st class seats, and later sixteen. Only the fabric, covering the seats, was changed to pink. A set usually consists of six coaches. All coaches are pressure-proof and repainted in the DB Regio colours.




R. Auerweck
DB

Electric locomotive 101 139-4

DB AG



Photomontage

Version in traffic-red livery

In digital mode with switchable shunting light and switchable headlight/tail light (7570106)

Q4/2027

7560106 DC 4/1

7570106 DCC 4/1

Ep VI | 119 | NEM | NEM 651 | LED | R1

The Deutsche Bahn class 101 was equipped with state-of-the-art technology as the successor to the tried-and-tested but technically obsolete class 103. The three-phase asynchronous motors with single-axle drive had a continuous output of 6,400 kW and a starting tractive effort of 300 kN. This enabled them to reach a top speed of 220 km/h. A total of 145 class 101 locomotives were brought into service between summer 1996 and the end of 1999. The first three locomotives were still painted in the Orient Red colour scheme.

3 piece set (1): Munich–Nuremberg Express

DB AG



ABvmsz



Bpmz

Photomontage

Q3/2027

6260126

All coaches in their 2015 operating condition

Ideal addition to all models of class 101

Ep VI | 495 | NEM | 944501

3 piece set (2): Munich–Nuremberg Express

DB AG



Bpmbdzf 286.3



Bpmz

Photomontage

Q3/2027

6270127

Control cab coach with a function decoder for directional lighting (white/red) for both analogue and digital operation

Ideal addition to all models of class 101

Ep VI | 495 | NEM | 944501 | 945301

Electric locomotive 120 145-8

WIDMER RAIL SERVICES



Photomontage

- Fine windscreen wipers
- In digital mode with switchable headlight/ tail light and driver‘s cab lighting

Q4/2027

7560105	DC	4/1
7570105	DCC	4/1

Ep VI | 120 | NEM | Next18 | LED | R1

The 120 145 belongs to the pioneering DB class 120, the world‘s first series-produced three-phase electric locomotive class. Introduced into service in the late 1980s, the locomotive was a hallmark of the Deutsche Bahn‘s high-quality long-distance services for many years and paved the way for the development of modern three-phase electric locomotives. Since 2019, the locomotive has been part of the Widmer Rail Services (WRS) fleet. In its distinctive ultramarine blue livery, it is used for special services, transfer runs and freight transport.



Fleischmann

INFRASTRUCTURE
PROGRAMME, DB AG

The railways are facing one of their biggest modernization stages in decades. Extensive investment in the rail infrastructure is set to renew existing lines, upgrading stations and bring signalling and safety systems up to the latest standards. At the same time, the aim is to make the network more efficient and reliable. In many places, the work required to achieve this has long been a familiar sight on today's railways: construction trains, specialised vehicles and survey trains are just as much a part of everyday life as traditional passenger and freight trains.

Wherever tracks are being renewed, points replaced or overhead line systems renovated, that is where the work of the railway construction companies begins. Robust shunting and construction locomotive units take on a wide range of tasks. Together with various railway construction wagons, material and work trains, they ensure that rails, ballast, sleepers and technical equipment are delivered exactly where they are needed. It is precisely these vehicles that reveal a side of the railway that often remains in the background for passengers – yet without which efficient railway operations would not be possible.

FLEISCHMANN takes up this highly topical subject and brings the fascinating world of rail infrastructure construction, renewal and testing to the model railway. From the 120, 143 and 218 classes, along with matching railway construction vehicles, right through to the ICE-S high-speed measurement and test train, a diverse range of modern prototypes is created.

This means that the model can depict not only day-to-day railway operations, but also what makes them possible in the first place: the ongoing work to ensure an efficient rail network for the future.





Use of AI-generated and graphically post-processed images & photomontages.

Fleischmann

4 piece set: ICE-S measurement and test train (class 410)

DB Systemtechnik

- Designed as a high-speed measurement and test train
- Ideal for simulating test runs on a wide variety of route types



Photomontage

The ICE S (class 410.1) is the high-speed measurement and test train of the Deutsche Bahn. It is used by DB Systemtechnik for test, measurement and certification runs and serves as the reference vehicle for testing new high-speed lines and innovative railway technology. The train consists of two modified ICE 2 power cars and special measurement coaches equipped with state-of-the-art measurement technology. During test runs, aspects such as the interaction between the wheel and rail, the pantograph and the overhead line, running dynamics, vibrations, and the functioning of control and safety systems, such as ETCS, are examined. Prior to the commissioning of new high-speed lines, the ICE S conducts extensive test and acceptance runs, thereby ensuring safe, regular operation.

Q4/2027

7760017	DC	4/1
7770017	DCC	4/1

Ep VI | 588 | NEM | Next18 | LED | R1 | 944701

Electric locomotive 143 352-2

DB
BAHNBAU



Photomontage

In the eye-catching livery of Bahnbau Gruppe

Q3/2027

7560103	DC	4/1
7570103	DCC	4/1

Ep VI | 104 | NEM | NEM 651 | LED | R1

---

2 piece set: Conversion coaches

DB
BAHNBAU



Photomontage

Laterally shiftable centre axle

Q3/2027

6260123

Ep VI | 166 | NEM

Electric locomotive 120 160-7

DB NETZ



Photomontage

- Highly detailed and multi-part roof equipment
- In digital mode with switchable headlight/ tail light and driver‘s cab lighting

After its time in long-distance service, the locomotive was converted in 2005 to 120 502-0 for DB Systemtechnik and, from 2013, was deployed as 91 80 6120 160-7 D-DB in the yellow livery of DB Netz AG. In this role, it serves as a hauling locomotive for measurement and test trains and operates nationwide on routes to monitor and test railway infrastructure.

Q4/2027

7560104	DC	4/1
7570104	DCC	4/1

Ep VI | 120 | NEM | Next18 | LED | R1

3 piece set: “DB Systemtechnik”

DB AG



Dms 905



Bim 547.5

Photomontage

- Finely detailed models in authentic design

Q4/2027

6260125

Ep VI | 495 | NEM | 946901 | 944501

Measurement control cab coach

DB InfraGo



Photomontage

- Function decoder for directional lighting (white/red) for both analogue and digital operation

Q4/2027

6270124

Ep VI | 165 | NEM | LED | 945301 | 944501

Diesel locomotive 218 391-1

DB BAHNBAU



Photomontage

- In the current operating condition
- In digital operation with switchable headlight/tail light and driver's cab illumination

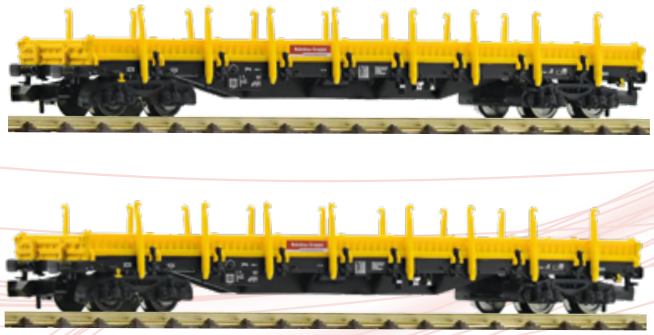
Q1/2027

7360042	DC	4/1
7370042	DCC	4/1

Ep VI | 102 | NEM | Next18 | LED | R1 | Z21 Cab

2 piece set: Stake wagons

DB AG



Res

Photomontage

Q3/2027

6660203

Ep VI | 248 | NEM

3 piece set: Ballast wagons

DB BAHNBAU



Fcs

Photomontage

Q1/2027

6660174

Ep VI | 171 | NEM

Electric locomotive BB 26092

SNCF



Photomontage

- “Fantôme” livery
- In digital operation, switchable headlight based on French practicer
- Finely detailed model with separately applied plug-in parts

Q3/2027

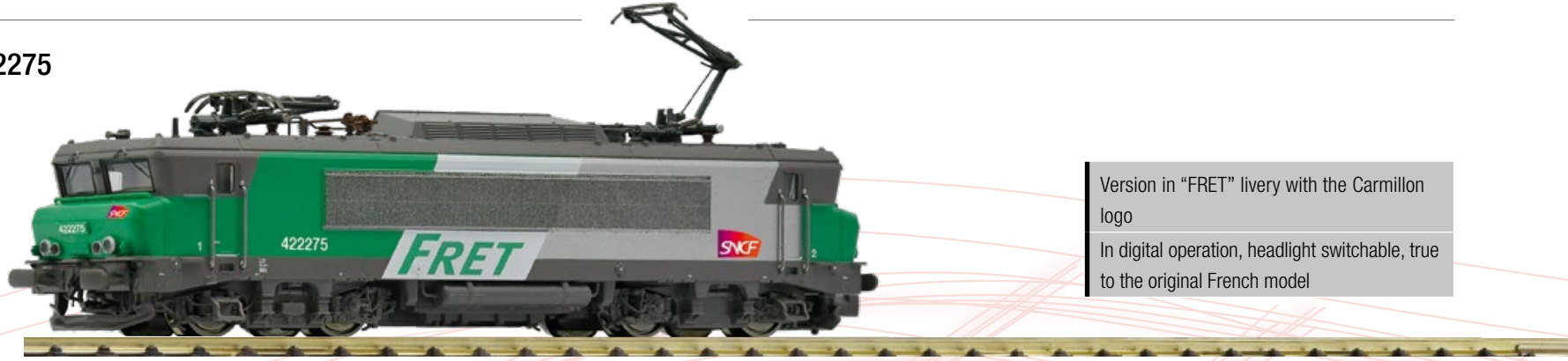
7560100	DC	4/1
7570100	DCC	4/1

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

Between 1988 and 1998, 234 dual-system BB 26000 series electric locomotives were delivered to the French State Railways. Known by the trade name “Sybic”, these locomotives are used throughout France to haul all types of trains. These multi-purpose locomotives reach a top speed of 200 km/h and are capable of delivering a power output of 5,600 kW.

Electric locomotive BB 422275

SNCF



Photomontage

- Version in “FRET” livery with the Carmillon logo
- In digital operation, headlight switchable, true to the original French model

Q2/2027

7560035	DC	4/1
7570035	DCC	4/1

Ep V-VI | 109 | NEM | Next18 | LED | R1

The BB 22200 is a French electric locomotive class designed for use on both SNCF’s 1.5 kV DC electrified network and its 25 kV 50 Hz AC electrified network. The locomotives’ design, featuring the so-called “nez cassé” (broken nose), was created by the Frenchman Paul Arzens, who was responsible for several SNCF locomotive designs at the time. Between 1976 and 1986, Alstom built a total of 205 locomotives across six production batches. From 1999 onwards, the locomotives were allocated to the various business divisions. Those assigned to the freight division received the grey/green/white FRET livery.

Electric locomotive 185 704-5

CARGONET



Photomontage

Q1/2027

7560092	DC	4/1
7570092	DCC	4/1

In digital operation with switchable head-light/tail light

Ep VI | 118 | NEM | Next18 | LED | R1

Articulated double-pocket wagon T2000

CARGONET



Sdggmrs/T2000

Photomontage

Q1/2027

6660181

Ep VI | 214 | NEM

Can be loaded with a variety of containers and semi-trailers



R. Latten

Fleischmann

Electric locomotive 1608

NS



Photomontage

- Faithful to the original, with light-coloured bogies, as fitted to the locomotives on delivery
- Original version without air conditioning
- Delicate design of the pantographs
- In digital operation with switchable headlight/tail light and driver's cab lighting

Based on the French BB 7200 electric locomotive, the NS acquired the four-axle electric locomotives of the 1600 series. Introduced in 1981, they were the most powerful in the NS fleet. With a service weight of 83 tonnes, they delivered 4,540 kW and reached a top speed of 140 km/h.

Q4/2027

7560102	DC	4/1
7570102	DCC	4/1

Ep IV | 109 | NEM | Next18 | LED | R1

Electric locomotive 1931 "95 Years of NVBS"

RAIL FORCE ONE



Photomontage

- Elaborate printing in the anniversary design of the Dutch Railway and Tramway Enthusiasts' Society (NVBS)
- In digital operation with switchable headlight/tail light and driver's cab lighting
- In cooperation with Railcolordesign

The Dutch Society of Railway and Tram Enthusiasts (NVBS) celebrated its 95th anniversary in 2026. The occasion was used to raise the society's profile among all railway enthusiasts. Rail Force One (RFO) provided locomotive 1831 for this purpose. The former NS locomotive was still in service in the colours of the now-defunct company Locon. In early December 2025, a group of dedicated NVBS volunteers patiently removed the wrapping from the locomotive. The locomotive was then repainted in its new livery as NVBS/RFO 1931 – a deliberate reference to the year the NVBS was founded. The official European vehicle number naturally remained unchanged.

Q1/2027

7560090	DC	4/1
7570090	DCC	4/1

Ep VI | 109 | NEM | Next18 | LED | R1


H. Zwoferink
NMBS

Electric locomotive 370 094-2 “Adriatic Express”

PKP



Photomontage

- Elaborate printing in a special design
- Used in international traffic
- In digital operation with switchable high beam and switchable headlight/tail light

Q1/2027

7560093	DC	4/1
7570093	DCC	4/1

Ep VI | 119 | NEM | Next18 | LED | R1

The PKP Vectron locomotives, with their eye-catching vinyl livery wrap, now also operate daily EuroCity services as far as Berlin, the German capital. The IC Adriatic Express provides a rail link between Poland and Croatia, carrying passengers from Poland through the Czech Republic, Austria and Slovenia to Rijeka in Croatia. The train runs four times a week from Warsaw to Rijeka and back. In line with this, a Vectron multi-system locomotive has been wrapped in a harmonious design.

3 piece set: Eurofima coaches

PKP



Bmnouz



Bbmnouz



Amnouz

Photomontage

Q1/2027

6260113

Ep VI | 495 | NEM | 946901

Wagon set with three Eurofima passenger coaches of the Polish State Railways.

- The train coaches operate daily on cross-border services to Germany and Austria



DIESEL LOCOMOTIVES

Use of AI-generated and graphically post-processed images & photomontages.

Diesel locomotive 2016 015-7

ÖBB



Photomontage

- Finely detailed model with separately applied plug-in parts
- Brake discs in contrasting colours

Q1/2027

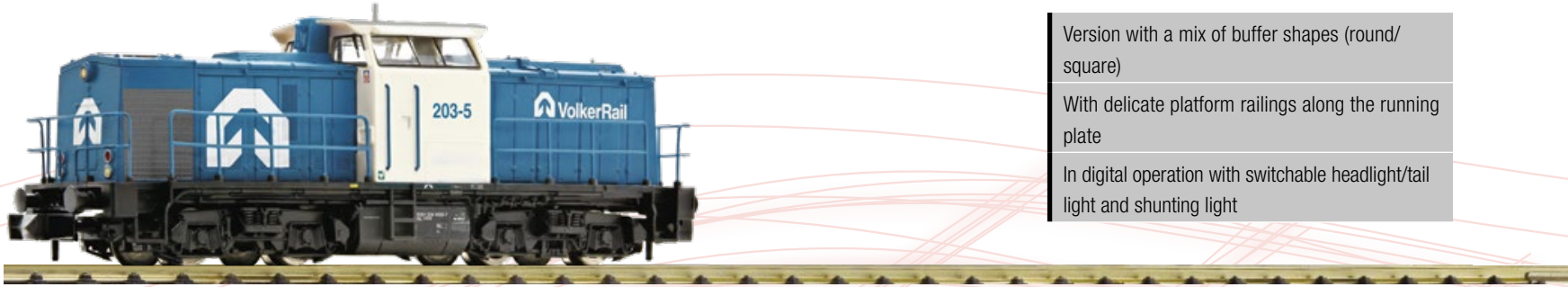
7360043	DC	4/1
7370043	DCC	4/1

Ep VI | 121 | NEM | Next18 | LED | R1

Like the “Taurus” locomotives, the 2016 class has also been given a classic name: “Hercules”, named after the hero of Greek mythology known for his superhuman strength. Between 2002 and 2004, a total of 100 of these diesel-electric universal locomotives were put into service by the ÖBB. The locomotive is capable of both multiple-unit and push-pull operation. It has a motor power of 2,000 kW and a top speed of 140 km/h. With an axle load of 20 tonnes, it can also be used on branch lines.

Diesel locomotive 203-5

VOLKERRAIL



Photomontage

- Version with a mix of buffer shapes (round/ square)
- With delicate platform railings along the running plate
- In digital operation with switchable headlight/tail light and shunting light

Q2/2027

7360047	DC	4/1
7370047	DCC	4/1

Ep VI | 87 | NEM | Next18 | LED | R1

VolkerRail’s 203-5 diesel locomotive belongs to the 203 series, which evolved from the modernised former DR V 100 series locomotives. In 2002, it was converted by Alstom and used as a Dispolok. In 2007, the locomotive was sold to VolkerRail. It is used by the Dutch railway construction company primarily for construction and freight services.

Railbus set 795 313-7 with class 995 trailer

DB



Photomontage

- With Next18 interface
- With an elegant coupling between the two units
- No skylight above the driver‘s cab

In the DCC version:

- With the Next18 sound decoder
- Headlight and interior lighting switchable in digital mode
- With decoders in both the railcar and the trailer

Q3/2027

7760021	DC		2/0					
7770021	DCC		2/0					
Ep IV	153		NEM	Next18	LED	R1		

Accumulator railcar 515 537-9 with control cab coach

DB



Photomontage

- Version with differently painted vehicles
- Unobstructed view through the passenger compartment
- With separately applied plug-in parts
- Headlight and interior lighting switchable in digital mode

Q2/2027

7760019	DC		2/1						
7770019	DCC		2/1						
Ep IV	293		NEM	Next18	LED	R1	Z21	Cab	

Diesel locomotive 218 189-9

DB

- Finished in “crimson colour” livery
- In digital operation with switchable head-light/tail light and driver‘s cab lighting



Photomontage

The 218 189-9 diesel locomotive was delivered by Krupp to the Deutsche Bundesbahn in 1973. It formed part of the second production series of the versatile class 218, which was used for both passenger and freight services. A defining feature was the combination of a powerful diesel engine, hydrodynamic power transmission and electric train heating. A distinctive feature of the 218 189-9 was its colour scheme: whilst numerous class 218 locomotives were gradually repainted in the new ocean blue/beige scheme from the mid-1970s onwards, the 218 189-9 initially retained its classic crimson livery. As a result, it continued to represent the typical appearance of early class 218 locomotives operated by the Bundesbahn for a long time.

Q4/2027

7360050	DC	4/1
7370050	DCC	4/1

Ep IV | 102 | NEM | Next18 | LED | R1 | Z21 Cab

3 piece set (1): Passenger coaches “E 2873”

DB



AByl 411

- “Heckeneilzug” from Flensburg to Kreiensen
- Coaches in green livery with pictograms



Byl 421

Photomontage

Q4/2027

6260131

Ep IV | 495 | NEM | 944701

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3 piece set (2): Passenger coaches “E 2873”

DB



BDms 273

- “Heckeneilzug” from Flensburg to Kreiensen
- Coaches in green livery with pictograms



ABm 225

Bm 234

Photomontage

Q4/2027

6260132

Ep IV | 495 | NEM | 946901


M. Schmid

Diesel locomotive 218 497-6

DB AG

In current operation condition

Digital operation with switchable headlight/tail light and driver‘s cab lighting



Photomontage

Diesel locomotive 218 497-6 belongs to the legendary V 160 family of diesel locomotives and was built in 1979 by MaK in Kiel. For decades, locomotives of this class were a staple of passenger and freight services on non-electrified main lines throughout Germany. After extensive service, including in high-quality long-distance passenger services, 218 497-6 underwent a comprehensive overhaul in 2021 at the Cottbus works of DB Fahrzeuginstandhaltung GmbH (FZI).
As part of this overhaul, the locomotive received a particularly striking design: one side features a black-and-red colour scheme as a tribute to the tradition of steam locomotives. The other side is painted in the modern ICE design – white with a red decorative stripe – symbolising the Cottbus works’ current role as a modern maintenance centre for high-speed trains.

Q3/2027

7360045	DC	4/1
7370045	DCC	4/1

Ep VI | 102 | NEM | Next18 | LED | R1 | Z21 Cab

Indusi test vehicle 724 003-9

DB



Photomontage

- With Next18 interface
- No skylight above the driver's cab

In the DCC version:

- With the Next18 sound decoder
- In digital operation, with switchable headlight and interior lighting

The Indusi measurement wagon 724 003-9 was converted in 1972 from a Uerdinger railbus of class VT 95/795. It was used by the Deutsche Bundesbahn to test the point-based train control system (Indusi/PZB) across the entire rail network. For this purpose, the vehicle was fitted with extensive measuring equipment and test magnets. The measurement wagon remained in service nationwide until it was withdrawn in 2000.

Q3/2027

7760020	DC		2/0				
7770020	DCC		2/0				
Ep IV	83		NEM	Next18	LED	R1	

Diesel Multiple Unit 642 213-2

DB AG



Photomontage

Close coupling via a Jacobs bogie between the vehicles. Dummy couplings fitted at the vehicle ends. An adapter with a coupling pocket according to NEM 355, along with PROFI couplings 9545 for multiple traction, is included.

- Version with the Bahnland Bayern logo
- Version showing the current operating status with new labelling

Q4/2027

7760016	DC		2/1			
7770016	DCC		2/1			
Ep VI	261		NEM 651	LED	R1	

Diesel locomotive 110 613-7

DR



Photomontage

- Version with a dark, weathered roof
- Based at Rbd Erfurt, Bw Gera
- In digital mode with switchable shunting light and switchable headlight/tail light

The original class 110 was developed for the DR for passenger and freight services, and as a variant for shunting operations. The top speed was 100 km/h with an output of 1,000 hp. It thus quickly became a “jack-of-all-trades” and bridged the gap between the less powerful class 106 and the more powerful class 118.

Q2/2027

7360046	DC	4/1
7370046	DCC	4/1

Ep IV | 87 | NEM | Next18 | LED | R1

Diesel locomotive 120 004-7

DR



Photomontage

- Roof variant with silencer
- Version with a weathered, paint-patched roof
- Based at RBD Greifswald, at Bw Stralsund
- Digitally switchable sound functions

With its 1,470 kW, the V 200 – later designated class 120 – is ideally suited to freight train service. This type was based on the tried-and-tested M 62 design, which had been supplied from Luhansk (Ukraine) for years to Soviet and foreign railways. Between 1966 and 1975, the Deutsche Reichsbahn acquired 378 locomotives of this class.

Q3/2027

7360048	DC	4/1
7370048	DCC	4/1

Ep IV | 110 | NEM | NEM 651 | LED | R1

Fleischmann

Analogue Starter Set: Diesel locomotive class 245 with passenger train

DB AG

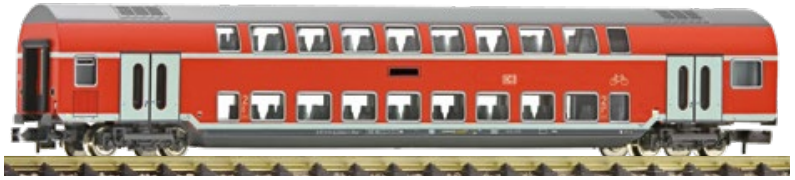
Ep | VI

CONTENTS:

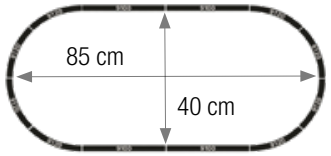
1 Diesellokomotive class 245
2 double-deck coaches
1 electronic handheld controller
1 plug-in power supply unit



Ballasted tracks for an oval track layout with radius R1
4 x 9100, 8 x 9120, electrical connection components.



Q3/2027
5160006



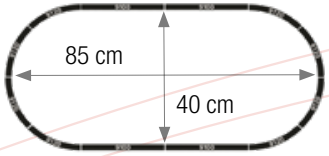


Z21 START newGen digital set: Diesel locomotive class 245 with passenger train



Photomontage

Q3/2027
5170006



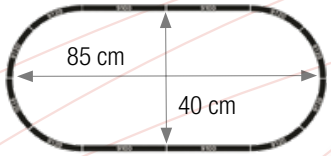


1 Z21 START newGen



1 Z21 multiMAUS

Q3/2027
5130006





1 Z21 START newGen

Z21 App

Suitable for use with the Z21 WLANMAUS newGen (5170006, 5130006)



PASSENGER COACHES

Use of AI-generated and graphically post-processed images & photomontages.

Fleischmann

2nd class Passenger coach

SBB



B

Photomontage

Q3/2027

6260133

Former EW-IV coach of the SOB (Südostbahn) sold to the SBB

Original colours of the former SOB

Ep IV-V | 165 | NEM | 946901

1st class Passenger coach

SBB



A

Photomontage

Q3/2027

6260134

Former BLS EW-IV coach sold to the SBB

Original BLS livery but already featuring the SBB logo

Ep IV-V | 165 | NEM | 946901

2 piece set: Passenger coaches

SBB



B

Photomontage



Q3/2027

6260135

Former BLS EW-IV coaches sold to the SBB

Original BLS livery but already featuring the SBB logo

Ep IV-V | 330 | NEM | 946901

3 piece set: Prestige Continental-Express

SBB



ARmz



ARmz



WRm

Photomontage

The Prestige Continental Express was created out of a love of true beauty and elegance. The vehicles were originally dining coaches and were completely rebuilt from 1999 onwards, modelled on the style of the legendary Orient Express saloon coaches. The Prestige Continental Express consists of the three saloon dining coaches “Le Salon Bleu” and “Le Rubis Noir”, as well as the piano bar coach “Le Diamant Bar”. With its Belle Époque style, it evokes the golden age of rail travel and delights its guests.

Q2/2027

6260136

Ep VI | 505 | NEM | 944501 | 946901

Elaborate printing in the current operating condition

4 piece set: Double-deck coaches

DSB

Control cab coach with a function decoder for directional lighting (white/red) for both analogue and digital operation

Digitally switchable destination display lighting (control cab coach)



ABs



Bk



B



B

Photomontage

Q4/2027

6270130

Ep VI | 672 | NEM | LED



Electric locomotive 101 110-5 DB AG “55 Jahre IC”

DB AG



Photomontage

Q1/2027

7560117	DC	4/1
7570117	DCC	4/1

Special “55 Years of InterCity” design print

Ep VI | 119 | NEM 651 | LED | R1

2 piece set: Passenger coaches DB AG “55 Jahre IC”

DB AG



Apmmz 126

Bvmmsz 187

Photomontage

Q1/2027

6260142

Ep VI | 330 | NEM



GOODS WAGONS

Use of AI-generated and graphically post-processed images & photomontages.

2-piece set: Tank wagons

CSD



R Photomontage

Q1/2027
6660184

Ep III-IV | 110 | NEM

High-capacity sliding wall wagon

CD CARGO



Habbillnss Photomontage

Q3/2027
6660200

Ep VI | 145 | NEM

- Finely detailed design
- With separately applied hand rails

Container carrier wagon

CD CARGO



Sgnss Photomontage

Q1/2027
6660183

Ep VI | 123 | NEM

- For the first time in blue CD Cargo livery
- Loaded with a 40‘ container

Container carrier wagon

LINEAS



Sgns Photomontage

Q1/2027
6660175

Ep VI | 123 | NEM

- Loaded with two tank containers from the forwarding agent Kube & Kubenz

Articulated double-pocket wagon T3000e

HUPAC



Sdggmrs 738/T3000e Photomontage

Q4/2027
6660214

Ep VI | 214 | NEM

- Loaded with two lorry semi-trailers from the freight forwarder Jost
- Wagon made from die-cast metal

Dust silo wagon

DR



Uacs-y Photomontage

Q3/2027

6660217

Ep IV | 119 | NEM

Elaborate printing

2 piece set: Covered goods wagons

DR



Gbs Photomontage

Q4/2027

6660218

Ep IV | 176 | NEM

Pressurised gas tank wagon

DR



Uahs Photomontage

Q3/2027

6660219

Ep IV | 110 | NEM

Version with short sunroof

Flat wagon

DR



Rmrso 31 Photomontage

Q4/2027

6660220

Ep IV | 75 | NEM

Loaded with a 20‘ container

Container carrier wagon

DB AG



Sgns Photomontage

Q1/2027

6660176

Ep VI | 123 | NEM

Loaded with two tank containers

Sliding tarpaulin wagon

GATX



Shimmns Photomontage

Q1/2027

6660180

Ep VI | 75 | NEM

Fleischmann

STEEL
ON THE RAILS

Steel has been one of the railway's classic freight items for decades – and even today, heavy steel trains dominate the scene on major freight routes. DB Cargo transports large quantities of semi-finished and finished steel products by rail between steelworks, rolling mills, ports and processing plants. The range extends from slabs and sheet metal to steel coils weighing several tonnes.
The freight wagons used for steel transport are particularly striking. Heavy steel products can be carried on suitably designed flat and heavy-duty wagons. For the transport of coils, however, specially designed wagons with permanently fitted loading troughs are used. Typical examples are the four-axle Shimmns sliding tarpaulin wagons. Their loading troughs secure the heavy steel coils whilst in transit, whilst the sliding tarpaulin cover protects the sensitive cargo from precipitation and other weather conditions. Depending on the transport task, this results in both largely uniform block trains and varied train formations.





Use of AI-generated and graphically post-processed images & photomontages.

3 piece set (1): Steel train







Samms Photomontage

DB AG

Q4/2027

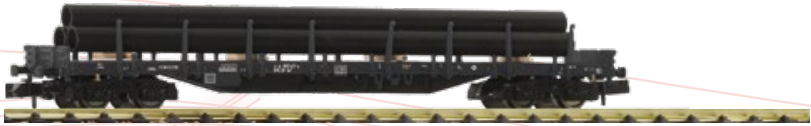
6660206

Ep VI | 306 | NEM

Loaded with steel plates and slabs

3 piece set (2): Steel train







Res Photomontage

DB AG

Q3/2027

6660207

Ep VI | 372 | NEM

Loaded with steel sections and pipes

Articulated double-pocket wagon T3000e

TX LOGISTIK



Sdggmrs 738/T3000e Photomontage

Q2/2027

6660141

Ep VI | 214 | NEM

Loaded with two lorry trailers from the forwarding agent DSV

Articulated double-pocket wagon T3000e

WASCOSA



Sdggmrs 738/T3000e Photomontage

Q4/2027

6660212

Ep VI | 214 | NEM

Loaded with two lorry semi-trailers from the freight forwarder LKW Walter

Container carrier wagon

MFD RAIL



Sgns Photomontage

Q1/2027

6660177

Ep VI | 123 | NEM

Loaded with two tank containers from the forwarding agent Bertschi

Container carrier wagon

GATX



Sgns Photomontage

Q1/2027

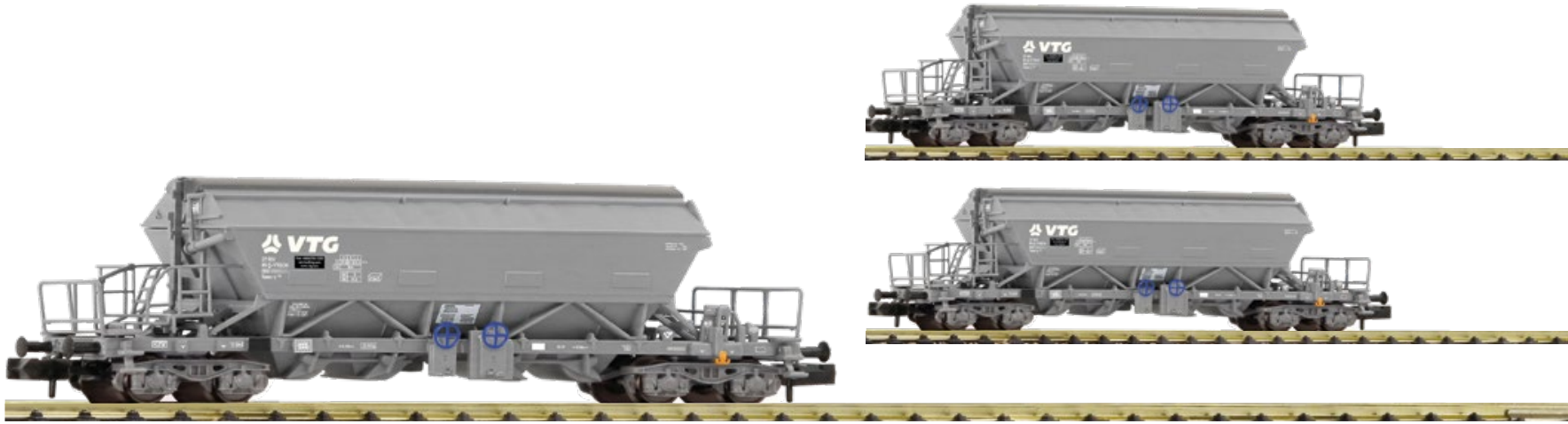
6660178

Ep VI | 123 | NEM

Loaded with tank containers from the forwarding agent Pellegrini

3 piece set: Potash wagons

VTG



Taoos

Photomontage

Q4/2027

6660208

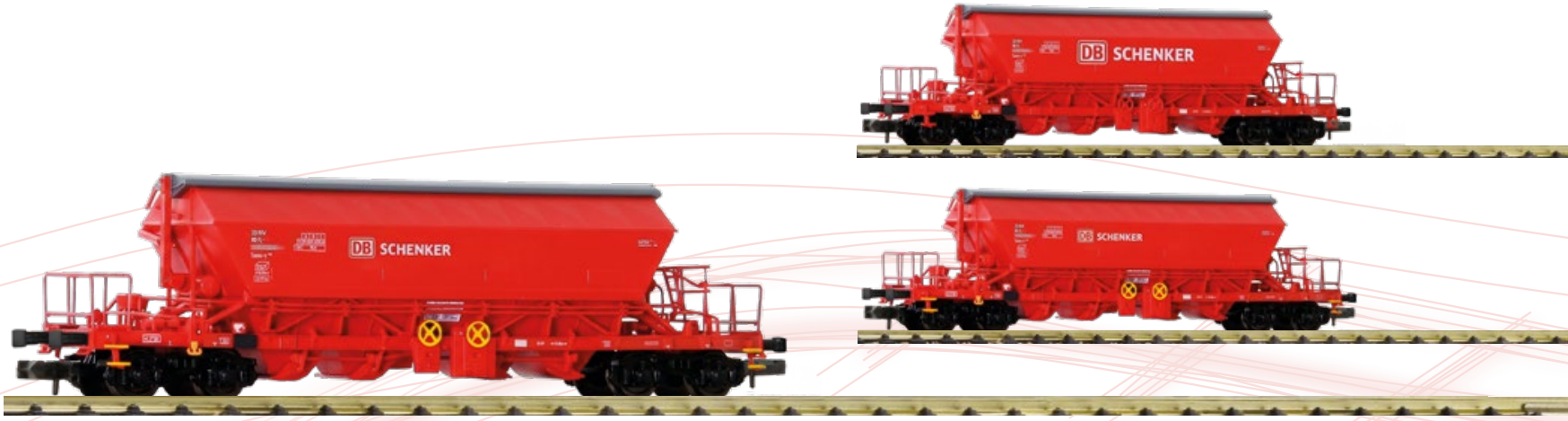
Ep V-VI | 300 | NEM

Models appearing in the FLEISCHMANN range for the first time

All wagons feature different running numbers

3 piece set: Potash wagons

DB AG



Taoos

Photomontage

Q4/2027

6660209

Ep VI | 300 | NEM

Models appearing in the FLEISCHMANN range for the first time

All wagons feature different running numbers

2 piece set: Sliding wall wagon

ÖBB



Hbbills Photomontage

Q4/2026
6660129

Ep VI | 194 | NEM

- Finely detailed end and side walls
- Handles and operating rods applied separately

Container carrier wagon

TOUAX



Sgnss Photomontage

Q2/2027
6660186

Ep VI | 123 | NEM

- Loaded with two 20‘ containers

2 piece set: Sliding tarpaulin wagon

RAILRELEASE



Shimmns Photomontage

Q1/2027
6660179

Ep VI | 150 | NEM

- In service throughout Europe

Sliding tarpaulin wagon

WASCOSA



Shimmns Photomontage

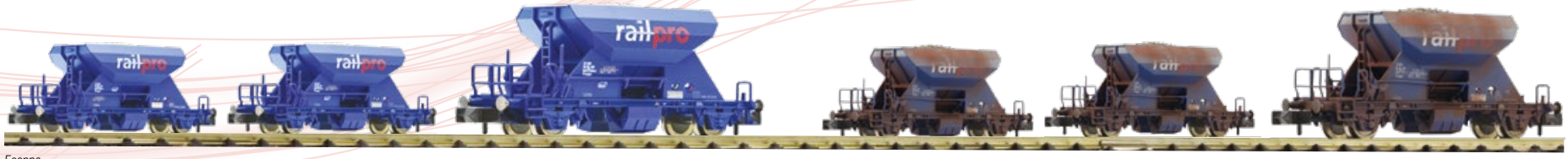
Q2/2027
6660188

Ep VI | 75 | NEM

- For transporting steel coils

6-piece set: Ballast wagons

RAILPRO



Fccpps Photomontage

Q1/2027
6660185

Ep VI | 60 | NEM
each wagon

Three models each with a fresh coat of paint and three models with realistic signs of ageing.

- Single wagons available from your specialist retailer

NOVELTIES

Item. No.	Page
5130006	50
5160006	50
5170006	50
6260105	13
6260106	13
6260107	13
6260108	13
6260109	13
6260110	25
6260111	25
6260112	25
6260113	40
6260114	7
6260115	7
6260116	9
6260117	9
6260118	9
6260119	9
6260120	23
6260121	23
6260122	15
6260123	33
6260125	34
6260126	28
6260128	5
6260129	5

Item. No.	Page
6260131	45
6260132	45
6260133	52
6260134	52
6260135	52
6260136	53
6260137	54
6270124	34
6270127	28
6270130	53
6660129	63
6660141	61
6660174	35
6660175	56
6660176	57
6660177	61
6660178	61
6660179	63
6660180	57
6660181	37
6660183	56
6660184	56
6660185	63
6660186	63
6660188	63
6660200	56

Item. No.	Page
6660201	15
6660202	15
6660203	35
6660206	60
6660207	60
6660208	62
6660209	62
6660212	61
6660214	56
6660217	57
6660218	57
6660219	57
6660220	57
7160029	8
7160040	6
7160042	8
7160043	10
7160045	5
7170029	8
7170040	6
7170042	8
7170043	10
7170045	5
7360042	35
7360043	42
7360044	24

Item. No.	Page
7360045	47
7360046	49
7360047	42
7360048	49
7360050	44
7370042	35
7370043	42
7370044	24
7370045	47
7370046	49
7370047	42
7370048	49
7370050	44
7560035	36
7560067	12
7560090	38
7560091	12
7560092	37
7560093	40
7560094	22
7560097	24
7560098	21
7560099	21
7560100	36
7560101	14
7560102	38

Item. No.	Page
7560103	33
7560104	34
7560105	29
7560106	28
7560107	20
7560108	19
7560109	19
7560116	18
7570035	36
7570067	12
7570090	38
7570091	12
7570092	37
7570093	40
7570094	22
7570097	24
7570098	21
7570099	21
7570100	36
7570101	14
7570102	38
7570103	33
7570104	34
7570105	29
7570106	28
7570107	20

Item. No.	Page
7570108	19
7570109	19
7570116	18
7760016	46
7760017	32
7760019	43
7760020	46
7760021	43
7770016	46
7770017	32
7770019	43
7770020	46
7770021	43

IMPRINT



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SYMBOLS OF RAILWAY OPERATORS

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

EPOCH EXPLANATION

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

COUNTRY EXPLANATION

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

LEGEND

000000	Item number
Q1-4/2026	Release: 1st-4th quarter of the same year
Ep III	Epoch
221	Overall length
5/2	Drive on X-axles / X-axles have traction tyres
DC	Direct current DC
DCC	Direct current DC with sound
DCC	DCC (Digital)
NEM 651	6-pole interface NEM 651
Next18	Next18 interface
PluX16	PluX16 interface
NEM	Coupler pocket according to NEM standards 355 with close-coupling mechanism
	Triple headlights on the front
	White head lights changeover
	White/red head light changeover
CH	Head light changeover according to the original model (e. g. Swiss)
LED	LED illumination
	Electric illumination (light bulbs)
	Tail light (passenger coaches)
	Interior lighting
9452	Interior lighting installation kit
LED	Interior lighting LED
	Digital version with buffer capacitor
R1	Minimum drivable radius
Z21 Cab	Z21 driver's cab available

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Fleischmann
Modelleisenbahn GmbH
Plainbachstraße 4
5101 Bergheim | Austria
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