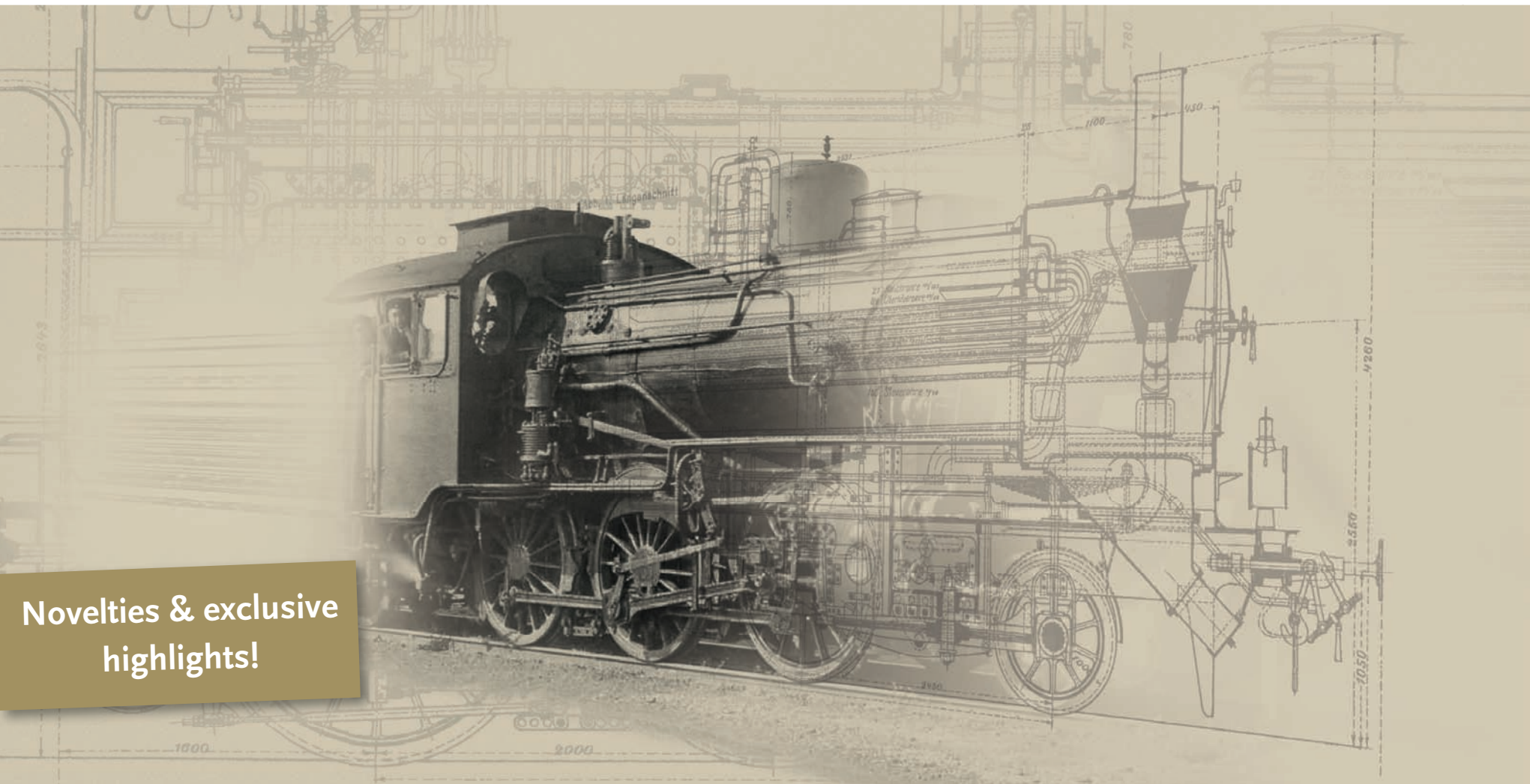


FLEISCHMANN

Maßstab : PERFEKTION

H0



Novelties & exclusive
highlights!



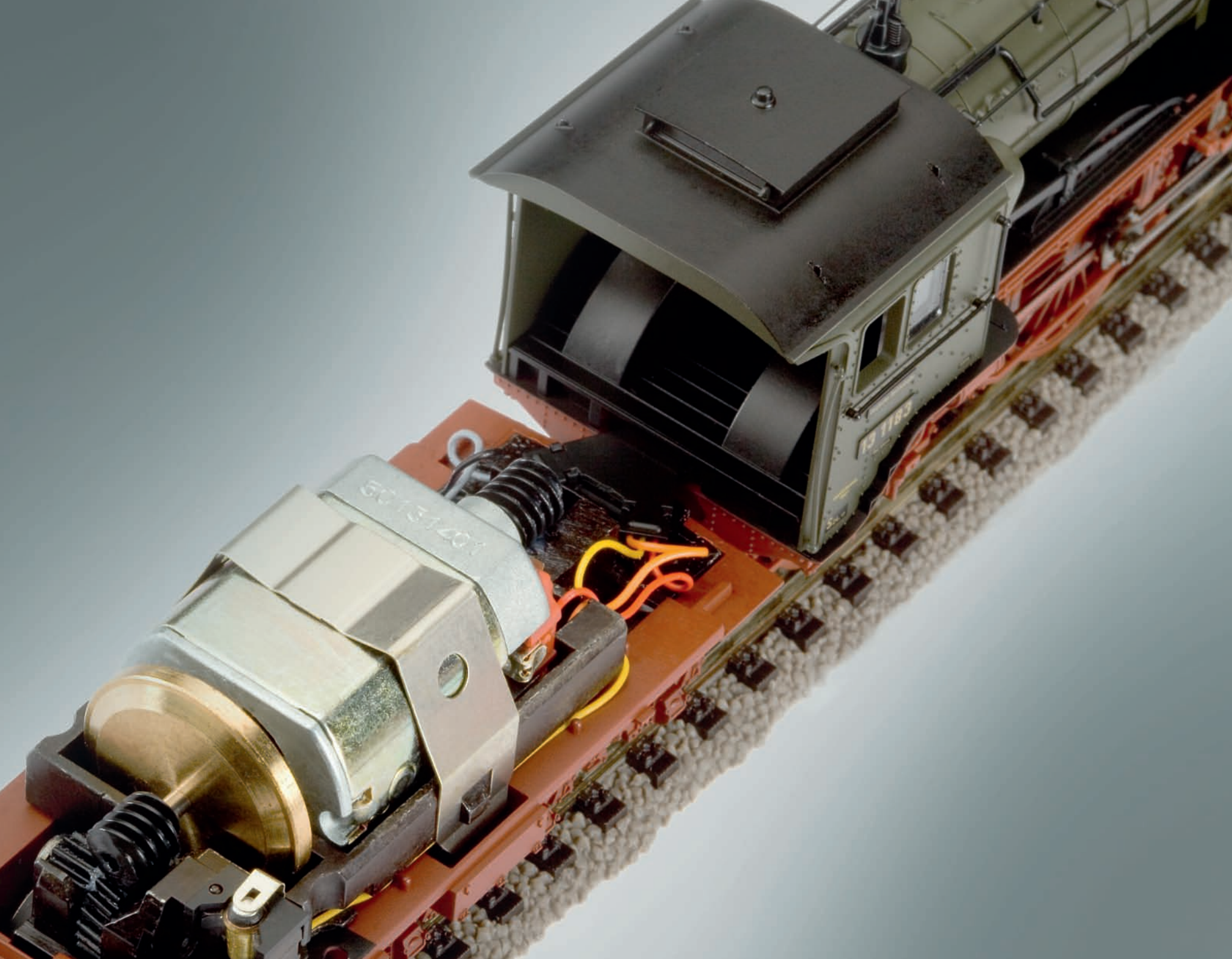
FLEISCHMANN



Dear Fleischmann scale H0 fans,

browsing and flipping through and choosing from our latest Fleischmann H0 Autumn/Winter catalogue is the motto for collectors of historic steam locomotives, wagons and nostalgia models. Discover countless master pieces of technical engineering in the scale 1:81 on 140 pages – unrivalled as usual in its workmanship and extraordinary in its quality and attention to the detail. We hope that you gain interesting insights into our new products and wish you fun when expanding your railway track!

Your Fleischmann team





Manual work is the basis
for our precision.

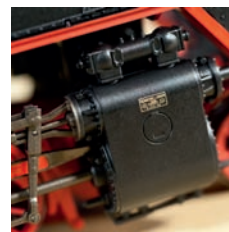
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That is definitely a first-class train experience: with the Fleischmann H0 model trains, every ambitious fan of exclusive reproductions of yesterday's and modern railway classics which are checked for accuracy is able to give free reign to his/her passion. Due to the highest level of renowned engineering and the unmistakable Fleischmann stylistic elements, every miniature becomes a piece of art of international magnitude.

In combination with finely wrought handiwork, high-tech-components such as true-to-the-original sound effects, built-in DCC decoders or a flawless inscription technology, the miracles on tracks can experience an affectionate renaissance. We describe our thorough precision which we have proven for decades as an established hobby which will always have stable value.



Moreover, thorough
controls ensure
absolute perfection.

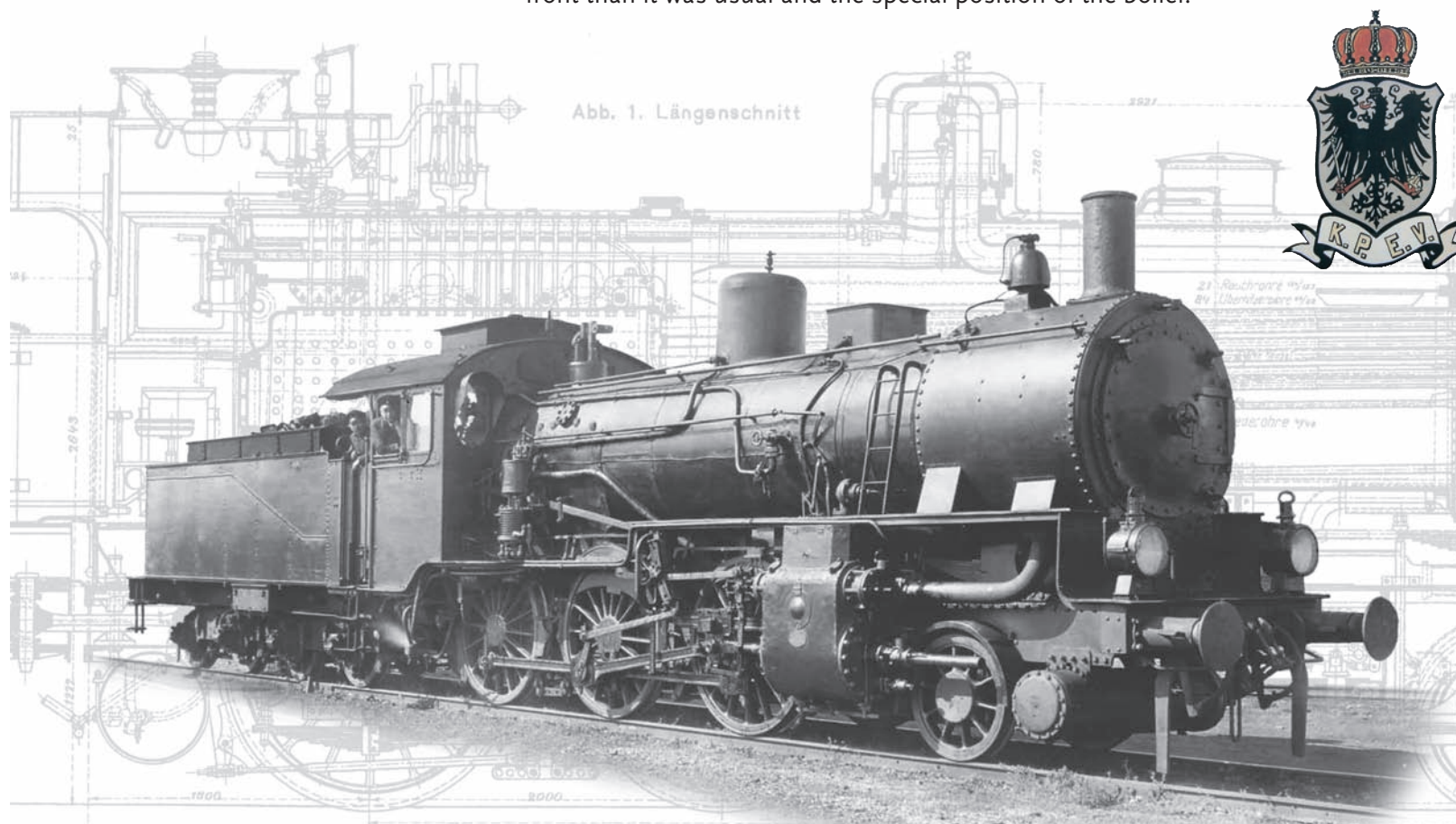


FLEISCHMANN

FLEISCHMANN

P6 steam locomotive

The type P6 locomotives of the Prussian State Railway Administration (P.St.E.V.) were designed as universal locomotives. Their task was not only to haul passenger and goods trains; they should also haul express trains through the hilly countryside. The first vehicle was delivered in 1902 by the company "Hohenzollern" in Düsseldorf. The locomotives showed some distinct construction features which were typical for their construction engineer Robert Garbe – e.g. the narrow chimney which was situated far more at the front than it was usual and the special position of the boiler.



413701

	
Ep	I
	DC
	◀▶
NORM	→
	→
NEM	
(K)	
202	▶▶
	2
€ RRP	389,00

Available from spring 2011 on.

Despite the small drive wheel radius of 1.600 mm – the antetype's wheels only had 1.500 mm – the locomotives were permitted for a maximum speed of 90 km/h. The locomotives were coupled with trailing tenders type 2'2' T 21,5 (pr) or rather with a trailing tender type 3T 16. All in all 275 exemplars were built, whereas 110 locomotives had to be given to different countries in Europe as part of the reparations Germany was obliged to pay after World War I. 163 locomotives were classified as type series 37.0-1 of the German Railways (DRG) with running numbers from 37 001 to 163. The locomotives bearing numbers 37 201–206 were P 6 locomotives of the Lübeck-Büchener Railway (LBE) which, concerning construction, differed from the Prussian locomotives. After World War II, the few remaining P 6 were not reactivated neither by the German Railways nor by the Railway of the former GDR. Instead, until 1950, they were discharged and scrapped.

Left picture: flawless, multicoloured printing – livery in smooth silk mat.

Right picture: Interior cab design with finely detailed outer firebox rear panel.



Museum locomotive
Oi 1-29 of the PKP.

The Model.

413701 – trailing tender locomotive of the P.St.E.V., type P 6 (later construction series 370-1).

Livery true to the original and elaborate printing | Interior details of the driver's cab | Proto-typical view between boiler and chassis | Fully movable Heusinger control | Brake block ex-actly on the same height as the wheels | Free-standing hydraulic lines | Locomotive features a metallic pressure die casting chassis | Tender features a metallic pressure die casting cas-ing | Maintenance-free, 5-pin motor with centrifugal mass | Standard digital interface for the installation of a DCC decoder | Drive in tender onto 4 wheels | Double LED headlight at each end, changing depending on driving direction | Close-coupling between locomotive and ten-der | Automatic PROFI coupling with pre-uncoupling at each end | Standard NEM 362 cou-pling socket | Standard shaft with close coupler motion link at the front and the tender for true close coupling | Prepared for the installation of a smoke generator | Epoch I

The different models.

Trailing tender locomotive Prussian P 6 of the P.St.E.V, epoch I

Item no. 413701 "DC"	RRP 389,00 €
Item no. 413771 "DCC-Sound"	RRP 499,00 €
Item no. 393771 "AC-Sound"	RRP 499,00 €

Trailing tender locomotive 3.15 (former P 6) of the French North Railway, epoch II

Item no. 413702 "DC"	Price will be added later
Item no. 413772 "DCC-Sound"	Price will be added later

Museum locomotive Oi 1-29 (former 37 171 DRG) of the PKP, epochs III to V The only remaining P 6 / BR 370-1 "Locomotive Museum Warsaw"

Item no. 413703 "DC"	Price will be added later
Item no. 413773 "DCC-Sound"	Price will be added later

Recommended retail price. Subject to alterations.

FLEISCHMANN

BR 13.10-12 steam locomotive of the DRG.



Unique series! Steam locomotive type 13.10-12 (Prussian S 6) of the DRG.

The Prussian S 6 was further developed from the type S 4. This locomotive was Germany's last two times coupled express train locomotive and at the time the heaviest one of the whole continent. During the time in which it had been constructed, the S 6 was said to be the most powerful passenger train locomotive of the K.P.E.V. The Fleischmann model is set in the early epoch II (a) of the DRG and is in the visually attractive state of the regional railway era.

481001

	 NEM	
Ep	II	211	
		DC	2
NORM		€	349,00



Top Novelty
Now available
on the market

3-axled heating boiler wagon, type Heiz 3i Pr 04, with smoke generator, of the K.P.E.V.

These special wagons were on duty during the epochs I to III. They were necessary because the longer passenger trains could not be heated sufficiently by the heating energy of the locomotive. Especially the passengers in the rearmost wagons suffered from this condition. Heating boiler wagons were not only used for steam locomotive powered trains, but also on electrified lines. The DB's use of heating boiler wagons was over around 1965 whereas the wagons of the DR remained in active duty until 1975/1976.

538281

Ep I		125	
DCC		€ 89,90	

FLEISCHMANN

Steam locomotive series 230 G of the SNCF

“Here’s to good neighbours!”

Models of our European neighbours’ prototypes
enrich the Fleischmann product range.



Top Novelty
Now available
on the market

BR 230 steam locomotive of the SNCF.

According to the regulations of the Treaty of Versailles, 13 exemplars of the type S 10 had to be handed over to Alsace-Lorraine. Some of these vehicles were taken over by the SNCF. A distinctive feature of the prototype is the Prussian trailing tender type 2'2'T 21,5. The Prussian-based vehicles of the 230 G were immensely popular with the French railway traffic. They were stationed in the depots of Metz and Thionville until the 1950s and even hauled express trains on the important connection Metz - Paris.



411701			
			NEM
Ep	II		DC
	DC		227
	NORM		3
	K		€ 395,00



Top Novelty
Now available
on the market

Steam locomotive group (BR) 999 of the FS.

All in all more than 1,300 T3 were constructed for the Prussian State Railway. But numerous other national and international railways, ranging from industrial railways to state railways, had these vehicles in their possession. These small locomotives were also active in Italy. There they were categorized as Gr 999.

401003



Ep	II	101	101
DC		3	
NORM	→	€	225,00
(K)		REP	



Top Novelty
Now available
on the market

“EA 11” steam locomotive of the “Porto di Savona” private railway.
The prototype was in service in the port of Savona.

401004

PORTO DI SAVONA



Ep	III	101	101
DC		3	
NORM	→	€	225,00
(K)		REP	



Top Novelty
Now available
on the market

Steam locomotive “302” of the Società Veneta.

Altogether more than 1,300 T3 were constructed for the Prussian State Railway. But numerous other national and international railways, ranging from industrial railways to state railways, had these vehicles in their possession. These small locomotives were also active in Italy. Ideal wagons: 505201 (set).

401005
S.V.



Ep	II	101	101
DC		3	
NORM	→	€	225,00
(K)		REP	



Locomotives
22-50



Passenger coaches
52-85



Goods wagons
86-105



Accessories
106-129

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UP-TO-DATE NOVELTIES

H0

Up-to-date-novelties: quarter IV/2010 - January 2011

631181



Dig. start set pass. train DRG

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631102



Analogue start set 2011

Page **19**

414303 414373 / 394373



BR 43 steam locomotive DRG

Page **29**

411704



BR 17.10 steam locomotive DR

Page **33**

410302 410372



BR 03.0-2 steam locomotive DR

Page **33**

412202



BR 39 steam locomotive DR

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409201



BR 94.5-18 steam locomotive DR

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407801



BR 78.0-5 steam locomotive DB

Page **37**

408606



BR 86 steam locomotive DB

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406501



BR 065 steam locomotive DB

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407001



BR 770 steam locomotive ÖBB

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411301



BR Pd5 steam locomotive PKP

Page **50**

415901 415971



437.05 steam locomotive ČSD

Page **49**

481103



Set rack/pinion constr. train

Page **30**

581103



Add. set for 481103, DRB

Page **30**

506011



Post/ luggage wagon, PW Posti

Page **57**

UP-TO-DATE NOVELTIES

Up-to-date-novelties: quarter IV/2010 - January 2011

506111



Passenger coach type BC

Page **58**

506211



Passenger coach type BC

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506311



Passenger coach type BC

Page **58**

506411



Passenger coach type BC

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564101



Local loach type ABnb

Page **76**

564201



Local loach type ABnb

Page **76**

564202



Local loach type ABnb

Page **76**

509601



3-axled passenger coach

Page **77**

509701



3-axled passenger coach

Page **77**

509801



3-axled passenger coach

Page **77**

521604



2 piece set open goods wagons

Page **94**

528504



Lidded wagon with brakeman's cab

Page **101**

521102



Open goods wagon type O

Page **103**

530004



Goods train accomp. wagon Pwg

Page **103**

Dampflokomotive BR 81 der DB.

Neu: Die beliebte Rangierlok ist werksseitig realistisch gealtert und hat vorbildgerecht nur ein Spitzenlicht! Der Artikel ist exklusiv in den idee+spiel-Fachgeschäften erhältlich.

Für den schweren Verschubdienst lieferte Hanomag im Jahr 1928 eine Serie von 10 Lokomotiven der Baureihe 81, die in vielen Teilen mit den kleineren Maschinen der Baureihe 80 übereinstimmen. Während der DB-Zeit wurden die Loks hauptsächlich im Raum Oldenburg eingesetzt. Ein Exemplar ist der Nachwelt museal erhalten geblieben. Die Leistung der 11 m langen Lok betrug 860 PSi.

idee+spiel-Exklusiv



488102



Ep III

€ 249,00

Elektrolokomotive BR 146 der DB Regio.

Die Lok hat eine beleuchtete Zugzielanzeige. Der Artikel ist exklusiv in den idee+spiel-Fachgeschäften erhältlich.



482410



Ep V-VI

€ 189,00

3-teiliges Wagenset „DB Regio“ der DB AG.

Das Set besteht aus einem Steuerwagen und zwei weiteren Reisezugwagen. Der Artikel ist exklusiv in den idee+spiel-Fachgeschäften erhältlich.



588810



Ep V-VI

€ 189,00

631181

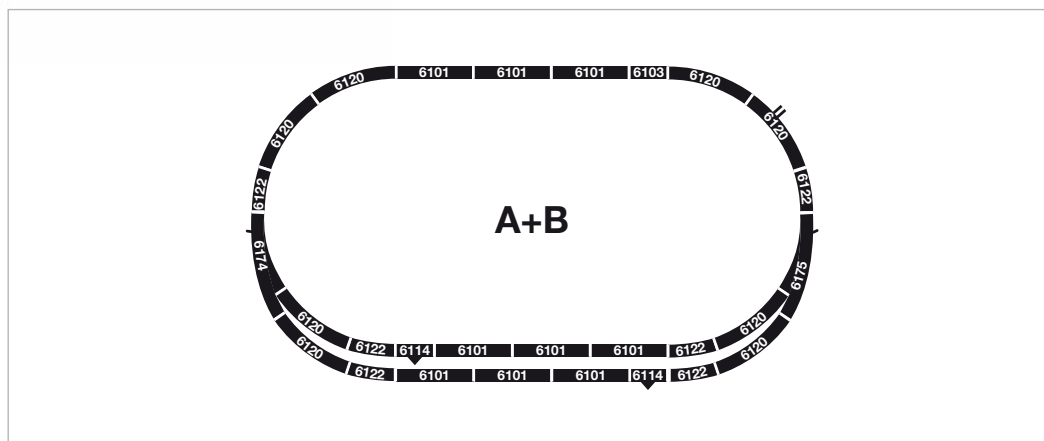


Ep II

€ 399,00

Digital starter set "Passenger Train of the DRG".

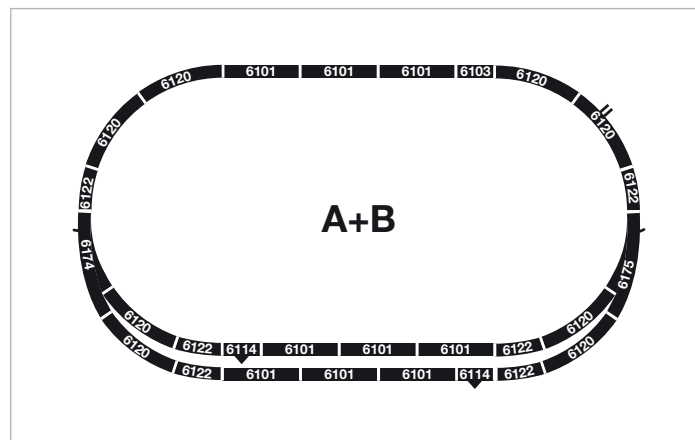
Content: 1 digitally switchable steam locomotive with separate tender type BR 03 with DDC decoder and light change depending on driving directions, 4 express wagons, 1 Fleischmann multiMAUS, 1 transformer, 1 amplifier, 10 straight PROFI tracks (9 X 6101, 1 x 6103), 14 curved PROFI tracks (8 x 6120, 6 x 6122), 1 left curved track 6174, 1 right curved track 6175 (tracks are prepared for swithpoint light), 2 uncoupling tracks 6114, 1 rerailer 6480 and electric connection cables. The contained tracks form an oval with a radius R1 and a long fast track. **Size of train layout:** 145 cm x 81 cm.



Digital starter set with passenger train.

Content: 1 digitally switchable steam locomotive with separate tender type BR 13.10-12 with DDC decoder and light change depending on driving directions, 4 passenger carriages, 1 Fleischmann Multi-Mouse, 1 transformer, 1 amplifier, 10 straight PROFIL tracks (9 x 6101, 1 x 6103), 14 curved PROFIL tracks (8 x 6120, 6 x 6122), 1 left curved track 6174, 1 right curved track 6175 (tracks are prepared for swithpoint light), 2 uncoupling tracks 6114, 1 rerailer 6480 and electric connection cables. The contained tracks form an oval with a radius R1 and a long fast track.

Size of train layout: 145 cm x 81 cm.



NEW PRODUCT

631081



Ep III

€ 449,00

631082

DR

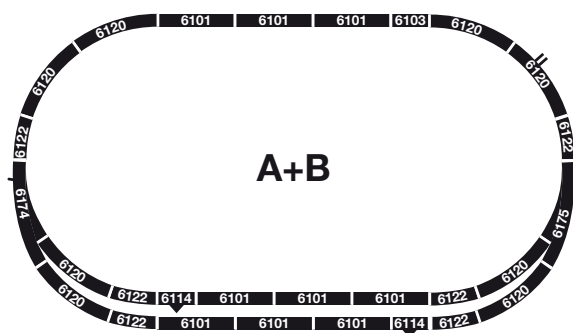
Ep

III

€	RRP	499,00
---	-----	--------

Digital starter set with express train.

Content: 1 digitally switchable steam locomotive with separate tender type BR 41 with DDC decoder and light change depending on driving directions, 3 express wagons, 1 Fleischmann Multi-Mouse, 1 transformer, 1 amplifier, 10 straight PROFI tracks (9 x 6101, 1 x 6103), 14 curved PROFI tracks (8 x 6120, 6 x 6122), 1 left curved track 6174, 1 right curved track 6175 (tracks are prepared for swithpoint light), 2 uncoupling tracks 6114, 1 rerailer 6480 and electric connection cables. The contained tracks form an oval with a radius R1 and a long fast track. **Size of train layout:** 145 cm x 81 cm.



Analogue starter set of the year 2011.

Content: 1 analogue diesel locomotive, class V 100.10, and three goods wagon, 1 cruise controller and power supply.
Comes with PROFI tracks and connection cable.



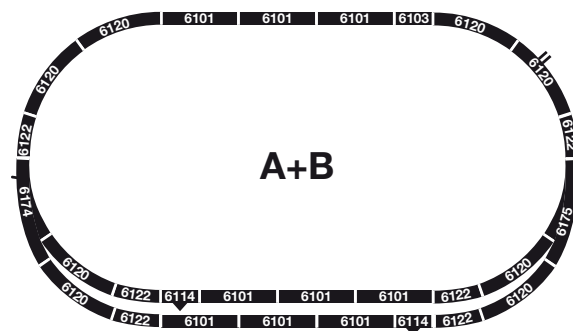
NEW PRODUCT

631102



Ep III

€ 229,00



NEW PRODUCT

631001

DR

Ep III

..... NEM

€ RRP 149,00



6330

€ RRP 99,00

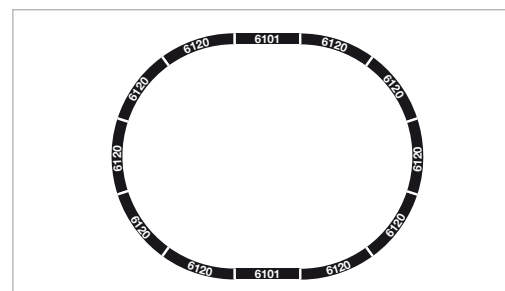
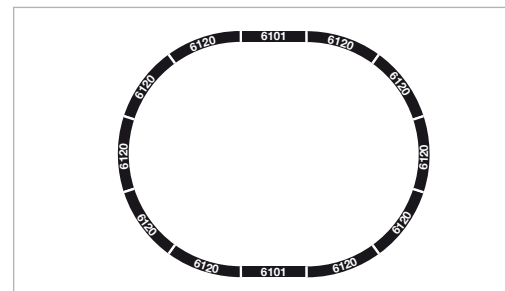
Start Set with Goods Train.

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).



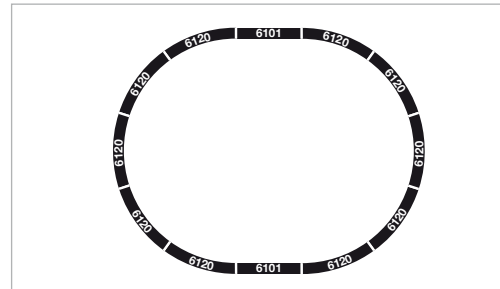
Start Set with Goods Train.

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).



Startset Goods Train of the FS (Italy)

Contents: 1 steam locomotive, class 675, 3 goods trucks, 1 cruise control and 1 power supply. Comes with PROFI tracks (2 x 6101, 10 x 6125) and connection cable.



NEW PRODUCT

631004

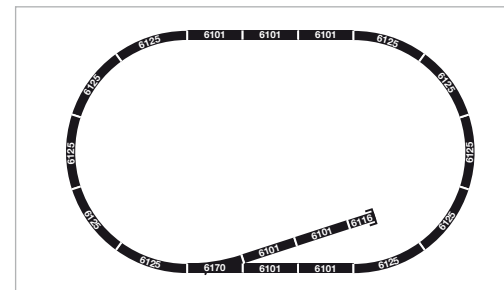


Ep II

€ RRP 329,00

Start Set with Goods Train and Siding.

Complete starter set with a siding for an interesting operation. Conatining: 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.



6336

€ RRP 129,00

FLEISCHMANN



Steam locomotive Bauart GtL 4/4 of the Königlich Bayerischen Staats-Eisenbahnen.



The class 98.8, the Bavarian GtL 4/4, was first introduced in 1911 by the Bavarian State Railways. They continued to be made, with minor alterations up to 1927. The locomotives behaved themselves extremely well in operation, and, with a rating of 450 horse power, they were the most powerful Bavarian branch line locomotives. A total of 117 locomotives were made. Almost all railway depots in Bavaria which served branch lines had the GtL 4/4 in their stock

NEW PRODUCT

393203



Steam locomotive T 9.3 of the Königlich Württembergischen Staats-Eisenbahnen.



The T 9.3 were locomotives with a separate tender that were used for passenger as well as goods transportation. There were all in all 2060 locomotives of this type built for the K.P.E.V. The Königlich Württembergischen Staats-Eisenbahnen had ordered another 10 units.

NEW PRODUCT

399402



Steam locomotive BR T 16.1 of the K.P.E.V.

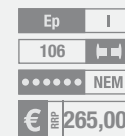


The T 16.1 in attractive country railway livery.

NEW PRODUCT

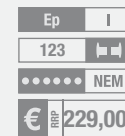
409802

K. Bay. Sts. B.



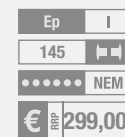
NEW PRODUCT

403203



NEW PRODUCT

409402



480901

Ep	I
241	
.....	NEM
€	375,00

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

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.

**390901**

	AC
€	425,00

NEW PRODUCT**481001**

Ep	II
211	
.....	NEM
€	349,00

Steam locomotive class BR 13.10-12 (pr.S6) of the DRG.

The Prussian S 6 is a rebuild of the original S 4. It was the last steam locomotive with double coupling in Germany and at the same time the heaviest locomotive on the continent. The S 6 was regarded as the most powerful passenger train locomotive of the K.P.E.V. in its time of origin. The FLEISCHMANN-Model comes in the earlier Epoche II appearance and is presented in the optically very attractive Länderbahn design.



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).



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 0101 as they were already designated to be classified as class 77. After 1923, they became the class 95 001 to 010.



4046



Ep	II
136	
.....	NEM
€	259,00

74046

SOUND	
€	429,00

405502



Ep	II
174	
.....	NEM
€	319,00

405501



Ep	II
174	
.....	NEM
€	289,00

BR 95 steam locomotive, of the DRG.

Warm-white LED lighting. With axles that can be moved sideways. Suitable for all FLEISCHMANN track radii.

The machines of the Prussian type T 20, the later type 95.0, could be found among the giants of the German tender locomotives. The first exemplars were brought into service in 1922. The 95 005 in the epoch II version is equipped with noticeable grab bars on the side of the pumps.



4117



Ep	II
241	
.....	NEM
€	389,00

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.

74117

SOUND	
€	519,00



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.



Steam locomotive BR 54,15-17 of the DRG.

The locomotives G 3/4 of the Königlich Bayerischen Staatsbahn were build between 1919 and 1923. In comparison with the older G 3/4 N it was noticeable that it had a hot steam motor bogie, the drinking water pre heater, the larger and higher boiler and the reintroduced Adams axle. At the DRG the locomotive with the axle sequence 1'C was classified as BR 54.15-17 and was the most powerful steam locomotive in Europe however it was more economical than its predecessors. All of the 225 built units were taken over from the DRG and were reclassified with the operating numbers 54 1501-1725. Most of the locomotives were still intact after the II. World War. Despite that they were designed for goods transportation, the machines were also used in front of passenger trains. The last units were operated by the Bw Nuremberg Rfb.

2 dome model.



4119



Ep	II
246	1/2
.....	NEM
€	369,00

411971

SOUND	1/2
€	519,00

NEW PRODUCT

414404



Ep	II
201	1/2
.....	NEM
€	335,00

414402



Ep	II
201	
.....	NEM
€	RRP 329,00

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“.



414301



Ep	II
263	
.....	NEM
€	RRP 379,00

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.



414371

SOUND	
€	RRP 499,00

394371

	AC
SOUND	
€	RRP 499,00

Steam locomotive BR 43 of the DRG.

The heavy goods train locomotive BR 43 was produced between 1927 and 1928 by the companies Henschel and Schwartzkopff in altogether 35 units and delivered in two building series. The first units of the 1880 horse power strong and 70 km/h fast locomotive with separate tender had in the beginning no smoke deflectors..

Loco with PluX interface.



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

414303



Ep	II
263	II
•••••	NEM
€	389,00

414373

SOUND	II
€	499,00

394373

AC	II
SOUND	II
€	509,00

417171



Ep	II
280	II
SOUND	II
€	419,00

NEW PRODUCT

481103



Ep II

..... NEM

€ 219,00

Set of rack and pinion construction train, of the DRB (Ep. IIb).

Welcome springtime! For the season which just starts in spring in the high mountains, the steeply sloping sections have to be essentially renewed due to the hard winter leaving his marks. This attractive set consists of a rack and pinion locomotive type E 69 and 4 construction train wagons. The train's load (not shown) is a visual highlight on its own: the flat wagon with swivel bolster transports 5 rack-rail tracks; one open goods wagon is loaded with ballast, the other one with wooden sleepers. The locomotive – affectionately called “Pauline” by the personnel – is able to run on both the FLEISCHMANN rack-rail tracks and on normal tracks without any problems.



NEW PRODUCT

581103



Ep II

€ 69,00

2 piece supplement set for rack and pinion construction train, of the DRB (Ep. IIb).

This 2 piece set is the ideal addition for item no 481103.



Steam locomotive type T 3 of the Zeche Zollern (Dortmund).

The locomotives of the series T 3 of the Prussian State Railway were without carrying axle, three times coupled tender locomotives and were already build according to standards. The first units were delivered by Henschel in 1882. In 1925 the Deutsche Reichsbahn took over another 511 units of the T 3 as the series 89.70-75. Many units were also operated by private and company railways.



Steam locomotive BR 94.5-18 of the RAG.

Locomotives with separate tender of the Prussian series T 16.1 were part of the stock of the Ruhrkohle AG until late into the 1970s.



NEW PRODUCT

401002

PRIVAT

Ep	III
101	II
.....	NEM
€	239,00

391002

~	AC
€	279,00

NEW PRODUCT

409401

PRIVAT

Ep	III
145	II
.....	NEM
€	285,00

399401

~	AC
€	335,00

405503

DR

Ep	III
174	III
.....	NEM
€	289,00

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.



411501

DR

Ep	III
171	III
.....	NEM
€	229,00

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.



Steam locomotive BR 17.10 der DR.



BR 03.0-2 steam locomotive, of the DR.

The German Railways of the former GDR possessed 86 type 03.0-2 locomotives. The prototype of the FLEISCHMANN locomotive was coupled with a riveted tender type 2'2'T 32 and had still been equipped with the big Wagner smoke deflectors.



NEW PRODUCT

411704

DR

Ep	III
241	II
.....	NEM
€	385,00

NEW PRODUCT

410302

DR

Ep	III
275	II
.....	NEM
€	335,00

410372

SOUND	II
€	455,00

414302

DR

Ep	III
263	
.....	NEM
€	379,00

414372

SOUND	
€	499,00



408605

DR

Ep	IV
160	
.....	NEM
€	255,00

408675

SOUND	
€	399,00



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 86 of the DR.

Steam locomotive, class 39 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 was on passenger trains within the undulating routes of Saxony and Thüringia.



NEW PRODUCT

412202

DR

Ep	IV
272	1 1 1
.....	NEM
€	355,00

NEW PRODUCT

409201

DR

Ep	IV
145	
.....	NEM
€	274,00

BR 94.5-18 steam locomotive, of the DR.

Even during the epoch IV, some exemplars of the type 94.5-18 remained in active service. The prototype of the FLEISCHMANN locomotive was stationed at the depot Nordhausen. The Prussian T 61.1 has an engine power output of 788 kW (1070 PS), weighs 85 tons and reached 60 km/h (forwards and backwards). Approximately 1250 locomotives of this type hauled goods and passenger trains on steeply sloping sections. Traditional depots of the DR (East) were, apart from Nordhausen, Arnstadt, Suhl and Meiningen. In 1977, the 94 1292 was restored as a museum vehicle at the Raw Meiningen.



4055

DB

Ep	III
174	
.....	NEM
€	299,00

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.



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.



Steam locomotive BR 78.0-5 of the DB.

The category T 18 was the last locomotive with separate tender that was developed for the Prussian Staatseisenbahnen. It was designed 1912 as a locomotive for express and passenger trains that operated close to the border or in mass transit on shorter routes. Its power output and maximum speed were supposed to be somewhat equal to the P 8. It was Robert Garbe who designed this 2'C2' locomotive with separate tender for 100 km/h and with an axle load of 17 tons. It was built in the Vulkan-Werke in Stettin and got the classification T 18. The DB decommissioned the last locomotives in the middle of the 1970 from the depot in Rottweil. The 78 246 can presently be seen in the German Steam Locomotive Museum.



4070



Ep	III
107	107
.....	NEM
€	229,00

NEW PRODUCT

407801



Ep	III
170	170
.....	NEM
€	259,00

4081



Ep	III
128	
.....	NEM

€ 239,00

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.



BR 86 steam locomotive, of the DB.

A part in the type program of the German Railways in the 20s was designated for a tender locomotive for mixed service on heavily frequented branch lines. Many German locomotive factories delivered this steam locomotive (also known as type 86) with nearly 800 exemplars to the German Railways between 1928 and 1943.



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.



NEW PRODUCT

408606



Ep III

160

NEM

€ 259,00

410701



Ep III

275

NEM

€ 319,00

410771

SOUND

€ 489,00

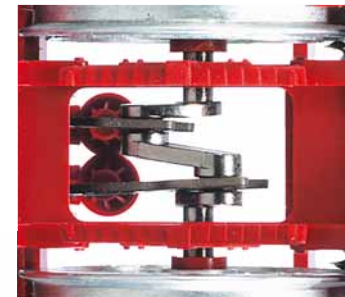
411901



Ep	III
246	
.....	NEM
€	369,00

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.



4118



Ep	III
246	
.....	NEM
€	369,00

Steam 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.



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



413601



Ep	III
265	II
.....	NEM
€ RRP	279,00

413671

SOUND	II
€ RRP	339,00

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.



414401



Ep	III
201	II
.....	NEM
€ RRP	325,00

NEW PRODUCT

406501



Ep	IV
178	178
.....	NEM
€	289,00



NEW PRODUCT

408601



Ep	IV
160	160
.....	NEM
€	259,00



BR 065 steam locomotive, of the DB.

Even during the epoch IV, exemplars of the type 065 remained in active service in the depots of Darmstadt – especially in the outpost Weinheim – and Aschaffenburg. They hauled passenger as well as local goods trains.

Steam locomotive BR 086 of the DB.

The DB stationed most units of the BR 086 in the epoch IV in Nuremberg for the Frankonian branch lines and the shunting depot of the area. The depot of Hof was also known territory for the 086. The DB decommissioned the last locomotive in 1974.

Steam locomotive, class 098 of the DB.

The class 98.8, the Bavarian GtL 4/4, was first introduced in 1911 by the Bavarian State Railways. They continued to be made, with minor alterations up to 1927. The locomotives behaved themselves extremely well in operation, and, with a rating of 450 horse power, they were the most powerful Bavarian branch line locomotives. A total of 117 locomotives were made. Almost all railway depots in Bavaria which served branch lines had the GtL 4/4 in their stock. The two last remaining Bavarian GtL 4/4 which used to be based in Schweinfurt in the 1960s, have become the darlings for railway fans. Towards the end of her career, 098 812 used to run on the branch line from Bad Neustadt (Saale) to Königshofen (im Grabfeld) and pulled both passenger and freight trains. The loco is preserved in running condition as a museum locomotive by the Ulmer Eisenbahnfreunde



Steam locomotive BR 003 of the DB.

The series 03 was next to the series 01 the steam express train locomotive of the Deutsche Bundesbahn. The DB ordered 154 units of the machines. With its 2 m high driving wheels and coupler wheels and its narrow boiler it was an especially elegant locomotive. All in all 298 machines were put into service. Only during the epoch IV were the last units of the series 003 - 003 088, 003 131 and 003 268 - deposited 1972 in Ulm.



NEW PRODUCT

409801



Ep	IV
106	
.....	NEM
€ RRP	249,00

NEW PRODUCT

410301



Ep	IV
275	
.....	NEM
€ RRP	329,00

410371

SOUND	
€ RRP	449,00

NEW PRODUCT

403401

PRIVAT

Ep III

123

NEM

€ 249,00

**Cog railway steam locomotive (similar to BR 91.3-18).
For rack and pinion and regular tracks.**



Due to the enormous climbing ability on rack and pin tracks this locomotive can master extraordinary elevation differences (up to 35%) in the smallest areas. The coupling 6514 shows the advantages of the FLEISCHMANN PROFI coupling - real short coupling and pre uncoupling - also on routes with rack and pinion rails.

Electric locomotive, class 119 of the DB.

Parallel to the first two locomotives of the class E 19 (AEG) uilt 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 225 km/h. The electric locos were permitted to run at 180 km/h, although the DRG were planning to opeate an express service between the „Reichsaxis“ cities of Munich and Berlin. Thanks to the outbreak of the Second Woldr 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 servcie based at Nürnberg Hbf, from where they hauled fast trains to Munich and Probstzella.

The locos were indispensible, even as late as epoche IV.



Steam locomotive BR 230 of the SNCF.

According to the conditions that were outlined in the treaty of Versailles 13 unite of the series S 10 had to be given to Elsass-Lothringen. Some of these machines were taken over by the SNCF. One specialty of this exemplary Prussian loco was the tender 2'2'T 21,5.



431901



Ep IV

195

NEM

€ 249,00

NEW PRODUCT

411701



Ep II

227

NEM

€ 395,00

NEW PRODUCT

407001



Ep III

107

..... NEM

€ 239,00

BR 770 steam locomotive, of the ÖBB.

4 exemplars of the type 70.0 were brought to the ÖBB where they were classified as series 770. By now, the 770.86 has been restored to be ready for service and is used for hauling special trains.



411702



Ep III

241

..... NEM

€ 375,00

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 group (BR) 999 of the FS.



Altogether more than 1300 T 3 were built for the Prussian State Railway but also for numerous other railways nationally and internationally from company railways to state railways. The small locomotive was also active in Italy where it was classified as GR 999.

NEW PRODUCT

401003



Ep	II
101	
.....	NEM
€	225,00

Steam locomotive „EA 11“ of the „Porto di Savona“ private railway.



The original was in service in the port of Savona (Italian).

NEW PRODUCT

401004

PRIVAT

Ep	III
101	
.....	NEM
€	225,00

Steam locomotive „302“ of the Società Veneta.



Altogether more than 1300 T 3 were built for the Prussian State Railway but also for numerous other railways nationally and internationally from company railways to state railways. The small locomotive was also active in Italy where it was classified as GR 999.

NEW PRODUCT

401005

PRIVAT

Ep	II
101	
.....	NEM
€	225,00

NEW PRODUCT

409403



Ep	II
145	
.....	NEM
€	285,00

Steam locomotive Gr 897 of the FS.



After the treaty of Versaille two units of the series T 16.1 were given to the Italian State Railway FS. Different operating number then Art. 409404.

NEW PRODUCT

409404



Ep	III
145	
.....	NEM
€	285,00

Steam locomotive Gr 897 of the FS.



After the treaty of Versaille two units of the series T 16.1 were given to the Italian State Railway FS. Different operating number then Art. 409403.

408604



Ep	III
160	
.....	NEM
€	255,00

Steam locomotive, class TΦ-033 of the SZD.



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.

Steam locomotive BR 335.1 of the CSD.



The T 9.3 were locomotives with a separate tender that were used for passenger as well as goods transportation. Some units even strayed into former Czechoslovakia where they operated under the classification 335.1.

Steam locomotive, class 455.2 of the CSD.



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

437.05 steam locomotive, of the ČSD.



One locomotive of the type series 56.20-29 (Prussian G 8.1) remained on the territory of the former ČSSR after 1945 and was classified as 437.05

NEW PRODUCT

403204

ČSD

Ep	III
123	II
•••••	NEM
€	215,00

408603

ČSD

Ep	III
160	II
•••••	NEM
€	255,00

NEW PRODUCT

415901

ČSD

Ep	III
195	II
€	299,00

415971

SOUND	II
€	489,00

408602

PKP

Ep	III
160	
.....	NEM
€	255,00

Steam locomotive, class TKt3 of the PKP.

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

Steam locomotive class Pd5 of the PKP.

411301

PKP

Ep	III
211	
.....	NEM
€	345,00



FLEISCHMANN



NEW PRODUCT

509001

K. Bay. Sts. B.

Ep	I
121	
6469	
€	44,90

Luggage wagon type Pwi bay 07 of the Königlich Bayerischen Staats-Eisenbahnen.



2nd/3rd class passenger wagon type BCi bay 10 of the Königlich Bayerischen Staats-Eisenbahnen.



NEW PRODUCT

509101

K. Bay. Sts. B.

Ep	I
131	
6469	
€	44,90

NEW PRODUCT

509201

K. Bay. Sts. B.

Ep	I
137	
6469	
€	39,90

3rd class passenger wagon type Ci bay 10 of the Königlich Bayerischen Staats-Eisenbahnen.



2nd/3rd class passenger wagon with prisoner compartment type BCi bay 10 of the Königlich Bayerischen Staats-Eisenbahnen.



NEW PRODUCT

509301

K. Bay. Sts. B.

Ep	I
137	
6469	
€	44,90

580901



Ep	I
226	
6445	
€	62,50

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



Ideal train loco: Art.-Nr. 480901.

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

Ideal train loco: Art.-Nr. 480901.



580902



Ep	I
236	6445
€	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.



580903



Ep	I
226	6445
€	57,50

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

Ideal train loco: Art.-Nr. 480901.



580904



Ep	I
236	6445
€	62,50

NEW PRODUCT

581001



Ep	II
212	
	6445
€ RRP	49,90

4 axle luggage wagon type Pw4pr04, DRG

Ideal train loco: Art.-Nr. 481001.



NEW PRODUCT

581002



Ep	II
212	
	6445
€ RRP	54,90

4 axle 2nd class compartment car with brakeman's cab type B4pr04, DRG.

Ideal train loco: Art.-Nr. 481001.



NEW PRODUCT

581003



Ep	II
212	
	6445
€ RRP	54,90

4 axle 3rd class compartment car with brakeman's cab type C4pr04, DRG

Ideal train loco: Art.-Nr. 481001.



NEW PRODUCT

581004



Ep	II
212	
	6445
€ RRP	54,90

4 axle 3rd class compartment car with load compartment type C4trpr04, DRG. Ideal train loco: Art.-Nr. 481001.



4 axle post wagon with brakeman's cab type Post4-b/17 of the German Post.



Ideal train loco: Art.-Nr. 481001.

NEW PRODUCT

581005



Ep	II
212	6445
€	54,90

4 axle 2nd/3rd class compartment car with brakeman's cab type BCpr04, DRG.



Ideal train loco: Art.-Nr. 481001.

NEW PRODUCT

581006



Ep	II
212	6445
€	54,90

4 axle 3rd class compartment car with tail end indicators type C4pr04, DRG.



Ideal train loco: Art.-Nr. 481001.

NEW PRODUCT

581007



Ep	II
212	6445
€	54,90

5051



Ep	II
105	
	6530
€	31,90

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



5057



Ep	II
105	
	6530
€	36,00

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



5059



Ep	II
105	
	6530
€	43,90

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



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



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



5052



Ep	II
105	
	6530
€	31,90

5058



Ep	II
105	
	6530
€	36,00



NEW PRODUCT

505701

PRIVAT

Ep	III
105	
6530	
€	35,50

Post/luggage wagon of the „Bergheimer Lokalbahn Aktiengesellschaft“.



2nd class passenger wagon of the „Bergheimer Lokalbahn Aktiengesellschaft“.



2nd class passenger wagon of the „Bergheimer Lokalbahn Aktiengesellschaft“.



2 axle post/luggage wagon type Pw Posti (Pw Posti pr 11), DRG.



NEW PRODUCT

505801

PRIVAT

Ep	III
105	
6530	
€	35,50

NEW PRODUCT

505901

PRIVAT

Ep	III
105	
6530	
€	44,90

NEW PRODUCT

506011



Ep	II
136	
6465	
€	45,00

NEW PRODUCT

506111



Ep II

147

6469

€ 45,50

2nd/3rd class passenger wagon type BC 3i pr 05, DRG.



NEW PRODUCT

506211



Ep II

140

6469

€ 45,50

4th class 3 axle passenger wagon with load compartment type D3itrpr08, DRG.



NEW PRODUCT

506311



Ep II

140

6469

€ 45,50

3rd/4th class 3 axle passenger wagon with load compartment type CD3itrpr07, DRG.



NEW PRODUCT

506411



Ep II

140

6469

€ 46,90

3rs/4th class 3 axle passenger wagon type CD 3 itr pr 07a, DRG.



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



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



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



5090



Ep	II
121	
6469	
€	43,50

5091



Ep	II
131	
6469	
€	43,50

5092



Ep	II
137	
6469	
€	38,50

5150

Ep	II
212	
6445	
€ RRP	54,90

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

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

5151

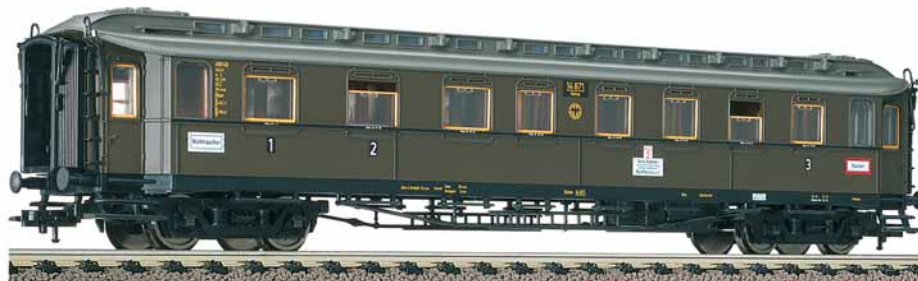
Ep	II
226	
6445	
€ RRP	57,50

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

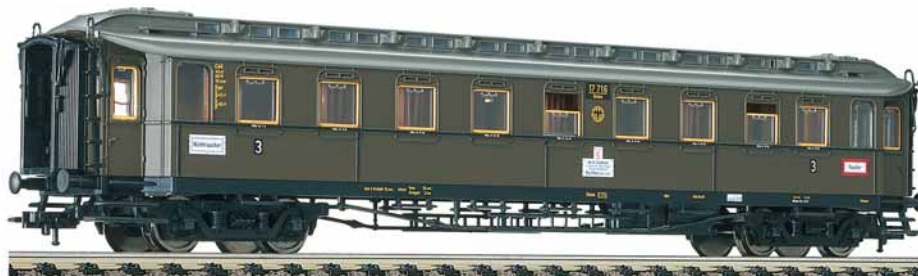
The prototypes of the Prussian express coaches set the standard for the construction principles of the period. Gradually, from 1909, the Prussian standard bogies were replaced by the „Swan-necked“ American style bogies. They were the first Prussian coaches to be fitted with this style of bogie. The coach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

5152

Ep	II
226	
6445	
€ RRP	51,50

1st./2nd./3rd. class express coach, type ABC 4ü Pr09, of the DRG.**515302**

Ep	II
226	
6445	
€ RRP	54,50

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

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



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.



5155



Ep	II
236	
6445	
€ RRP	57,50

5156



Ep	II
236	
6445	
€ RRP	57,50

563601



Ep	II
259	
6452	
€ RRP	65,50

NEW PRODUCT

567620



Ep	II
241	
	6452
€ RRP	69,90

2nd/3rd class express wagon type BC4yswe-30/50, DRG.



New: Wagon version with slidable lattice grate.

The four axle standard corridor carriages were delivered between 1930 - 1933. They had a chassis made out of steel and set-back front structures, two axle bogies type „Görlitz III leicht“ and buffers with 500 mm buffer plates. The side sheeting as well the roof sheets had been riveted.

NEW PRODUCT

567706



Ep	II
241	
	6452
€ RRP	69,90

3rd class express wagon type C4ywe-30/50, DRG.



New: Wagon version with slidable lattice grates.

NEW PRODUCT

567703



Ep	II
241	
	6452
€ RRP	69,90

3rd class express wagon with tail end indicators. Type C4ywe-30/50, DRG



New: Wagon version with slidable lattice grates and end indicators.



3-axled, 2nd. class coach, type B 3, of the DR.

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 has sideplay.



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

Some windows have protective grills. Centre axle slides sideways.



576501

DR

Ep	III
140	III
6469	
€	49,90

576601

DR

Ep	III
140	III
6469	
€	49,90

576901

DR

Ep	III
130	III
6469	
€	43,50

5797

DR

Ep	III
241	1
6452	
€ RRP	59,50

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



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

The bodywork and roof were riveted together.

5798

DR

Ep	III
241	1
6452	
€ RRP	59,50

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



577901

DR

Ep	III
236	1
6445	
€ RRP	52,50

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



5741

DR

Ep	III
250	1
6452	
€ RRP	53,00

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



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



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



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



Couchette coach variant in blue
Tourex livery.



5744

DR

Ep	III
244	II
6452	
€	57,50

5745

DR

Ep	III
244	II
6452	
€	53,00

5746

DR

Ep	III
244	II
6452	
€	53,00

5065

Ep	III
140	
	6469
€	48,50

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

**5066**

Ep	III
140	
	6469
€	48,50

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

**5068**

Ep	III
140	
	6469
€	44,50

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



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.

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



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

**5067**

Ep	III
130	
	6469
€	44,50

5069

Ep	III
130	
	6469
€	43,50

5061



Ep III

147

6469

€ 44,50

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



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



5064



Ep III

140

6469

€ 45,90

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 of 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).

507301



Ep III

160

6447

€ 37,50

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



5074



Ep III

160

6447

€ 36,50



507701



Ep	III
160	1:1
6447	
€ RRP	37,50

1st./2nd. class coach, type ABi (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 of 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).

5684



Ep	III
212	1:1
6445	
€ RRP	49,90

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



5685



Ep	III
212	1:1
6445	
€ RRP	52,50

4-axled, 1st class compartment coach with brakeman's cab, type A4 (B4pr04), 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.



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



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



4-axled, 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
6445	
€ RRP	49,90

5689



Ep	III
212	II
6445	
€ RRP	53,50

5690



Ep	III
212	II
6445	
€ RRP	47,50

5678



Ep	III
210	II
6445	
€ RRP	51,50

5680



Ep	III
212	
	6445
€ RRP	57,00

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



5679



Ep	III
236	
	6445
€ RRP	51,50

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



569101



Ep	III
226	
	6445
€ RRP	52,50

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



5691



Ep	III
226	
	6445
€ RRP	49,90

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



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



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.

568301



Ep	III
226	6445
€ RRP	49,90

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



With electronic red tail lighting.

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.

5675



Ep	III
241	6452
€ RRP	85,90

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.

5676



Ep	III
241	6452
€ RRP	58,50

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



5677



Ep	III
241	6452
€ RRP	58,50

NEW PRODUCT

567705



Ep	III
241	
	6452
€ RRP	61,90

Semi dining wagon, DB



One half of the original wagon once was a 2nd class seating wagon.

5630



Ep	III
250	
	6452
€ RRP	54,00

Express baggage coach, type Pw4üe (Pw4üe-37), 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.

5631



Ep	III
250	
	6452
€ RRP	54,00

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



5632



Ep	III
244	
	6452
€ RRP	54,00

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



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



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



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



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



With electronic red tail lighting.

5633



Ep	III
270	11
6452	
€ RRP	58,50

5634



Ep	III
270	11
6452	
€ RRP	58,50

5635



Ep	III
244	11
6452	
€ RRP	55,00

5638



Ep	III
244	11
6452	
€ RRP	74,00

5600



Ep	III
282	
	6454
€ RRP	53,00

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.

5601



Ep	III
282	
	6454
€ RRP	53,00

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



5603



Ep	III
282	
	6454
€ RRP	51,00

1st/2nd class express train wagon, type AB4üm-63, of the DB.



5604



Ep	III
282	
	6454
€ RRP	53,00

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



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.

5605



Ep	III
282	6454
€	54,90

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



5607



Ep	III
282	6454
€	54,90

Express baggage coach, type D4üm, of the DB.

4 roll-up doors can be opened.



5608



Ep	III
282	6454
€	60,00

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

With electronic red tail lighting.



5609



Ep	III
282	6454
€	71,00

NEW PRODUCT

564101



Ep	III
282	
	6454
€	RRP 49,90

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



Now available as epoch III version!

The coach of the DB, also known as "Silberling", is a 26,4 m long vehicle with two double-doored entry areas conforming to the UIC-X guidelines. The name is derived from the radiator tanks which are made of polished stainless steel. The vehicle type "n" - the official description for the Silberling – was obtained 5.000 times in different versions between 1961 and 1980 and had been the most important vehicle for local traffic of the DB for a long time.

NEW PRODUCT

564201



Ep	III
282	
	6454
€	RRP 49,90

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



NEW PRODUCT

564202



Ep	III
282	
	6454
€	RRP 49,90

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



Construction wagons: One 3rd class 3 axle passenger wagons with luggage compartment and one 3rd class passenger wagon, DB.



When the DB was founded it took over a large number of 3 axle passenger train wagons which had been operated by the former state railways. These vehicles did not meet the new demands in any way shape or form but could not be decommissioned yet because of economic circumstances and it was decided to retrofit them. The wagons got a standard steel car body and a contemporary interior. Always two wagons were coupled short what helped to be able to reach speeds of up to 100 km/h.

Construction wagons: One 2nd/3rd class 3 axle passenger wagon and one 3rd class passenger wagon, DB.



Construction wagons: Two 3rd class 3 axle passenger wagons, DB.



NEW PRODUCT

509601



Ep	III
310	
6469	
€	89,00

NEW PRODUCT

509701



Ep	III
310	
6469	
€	89,00

NEW PRODUCT

509801



Ep	III
310	
6469	
€	89,00

5096

Ep	IV
153	
	6469
€ RRP	43,50

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.

5097

Ep	IV
153	
	6469
€ RRP	43,50

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

**5098**

Ep	IV
153	
	6469
€ RRP	43,50

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

**5099**

Ep	IV
153	
	6469
€ RRP	70,00

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



With electronic red tail lighting.

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



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



2nd. class local coach, type Byg 515, 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.

5127



Ep	IV
223	6445
€	49,90

5128



Ep	IV
223	6445
€	49,90

5129



Ep	IV
223	6445
€	49,90

512901



Ep	IV
223	
	6452
€ RRP	49,90

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



NEW PRODUCT

567621



Ep	IV
241	
	6452
€ RRP	59,90

1st/2nd class express wagon type AB4yswe-30/55, DB.



The four axle standard corridor carriages were delivered between 1930 - 1933. They had a chassis made out of steel and set-back front structures, two axle bogies type „Görlitz III leicht“ and buffers with 500 mm buffer plates. The side sheeting as well the roof sheets had been riveted.

NEW PRODUCT

567704



Ep	IV
241	
	6452
€ RRP	59,90

2nd class express wagon type B4ywe-30/50, DB.



NEW PRODUCT

567504



Ep	IV
241	
	6452
€ RRP	86,90

2nd class express wagon type B4ywe-30/50, DB.



With electronic tail lighting.

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



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



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.

Ideal train locos: 410301, 410371, 4131, 4235, 423602.

5664



Ep	IV
282	6463
€	75,50

5665



Ep	IV
282	6454
€	51,50

5666



Ep	IV
282	6454
€	51,50

515101



Ep	III
226	1
6452	
€ RRP	57,50

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



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	1
6452	
€ RRP	65,50

1st./2nd. class express coach, type AB 4, of the ÖBB.



567701



Ep	III
241	1
6452	
€ RRP	62,50

2nd. class express coach, type B 4, of the ÖBB.



825130



Ep	III
237	1
6445	
€ RRP	64,50

Express baggage coach, type D, of the SBB.



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



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



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



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



825138



Ep	III
244	II
6445	
€ RRP	57,50

825139



Ep	III
244	II
6445	
€ RRP	57,50

567616



Ep	III
241	II
6452	
€ RRP	59,50

567702



Ep	III
241	II
6452	
€ RRP	59,50

563001



Ep	II
250	1
6452	
€	55,50

Express baggage coach of the SNCB.



NEW PRODUCT

506901



Ep	II
130	1
6469	
€	44,40

3 axle luggage wagon type Pw 3 F, FS.



NEW PRODUCT

568601



Ep	III
212	1
6445	
€	52,50

4 axle 3rd class compartment car with brakeman's cab type C4, FS.



NEW PRODUCT

505201

PRIVAT

Ep	II
320	1
6530	
€	92,90

3-part Set: Passenger Train of the Società Veneta.



1st/2nd class 3 axle passenger wagon, CSD.



2nd class 3 axle passenger wagon with load compartment, CSD.



2nd class 3 axle passenger wagon with load compartment, CSD.



NEW PRODUCT

506101

CSD

Ep III

147

6469

€ 44,90

NEW PRODUCT

506210

CSD

Ep III

140

6469

€ 44,90

NEW PRODUCT

506301

CSD

Ep III

140

6469

€ 44,90

H0

NEW PRODUCT

521201



Ep I

€ 79,90

3 piece set „Coal train“ with goods wagons

The wagons carry real coal.



NEW PRODUCT

521202



Ep I

€ 79,90

3 piece set „Coal train“ with goods wagons

The goods wagons carry real coal.



NEW PRODUCT

521204



Ep I

€ 79,90

3 piece set „Coal train“ with goods wagons

The goods wagons carry real coal.



3 axle heating boiler wagon type Heiz 3i pr 04 with smoke generator, K.P.E.V.



At the beginning there were about 150 heating boiler wagons of Prussian origin that did their services during the Epochs I - III. The heating boiler wagons can generally be used behind three axle steam locos, Diesel locos and electric locos.

New: With smoke generator. Comes with interface for function decoder.

NEW PRODUCT

538281



Ep	I
125	
DCC	
€	89,90

4 piece set goods wagons of the K.P.E.V.



The set contains one boxcar for the transportation of margarine, two tank wagons and one three axle refrigerator wagon „VBMW“.

NEW PRODUCT

581008



Ep	I
€	159,00

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 side-boarding and loading cradles. The last wagons were removed from service in the 1970's.

523603



Ep	I
335	
€	71,90

523604

BADEN

Ep	I
335	
€ RRP	71,90

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



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

523607

Ep	II
166	
€ RRP	49,90



Carries three carriers that are loaded with motion links of the BR 43.

580908

Ep	II
€ RRP	179,00

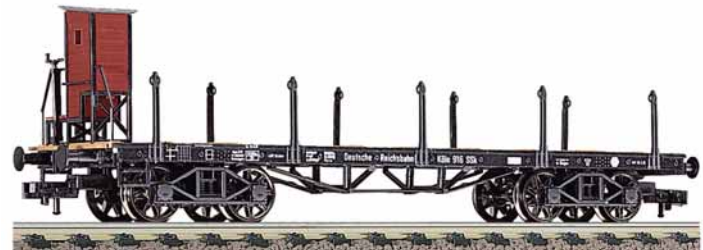
4 part set „Bavarian Works Train“ belonging to the Bavarian administration of the DRG.



Contents: 1 rail transport wagon, 1 equipment van, 2 goods wagons, wagon loads. **Ideal train loco:** 414402/114402.

5285

Ep	II
153	
€ RRP	38,50



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

5203



Ep II

98

€ RRP 21,00

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



5211



Ep II

76

€ RRP 20,50

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



5330



Ep II

113

€ RRP 29,90

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



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



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



Boxcar „Karpfenzüchter“ with brakeman's cab, of the DRG.



5204



Ep II

101

€ RRP 24,90

5256



Ep II

147

€ RRP 28,00

NEW PRODUCT

530902



Ep II

147

€ RRP 38,90

534802



Ep	II
113	
€	RRP 37,50

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



5353



Ep	II
98	
€	RRP 27,90

Goods van, type Gvwh „Stettin“, of the DRG.



5356



Ep	II
107	
€	RRP 28,50

Goods van, type G 02 „Stettin“, of the DRG.



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



5355



Ep	II
98	
€	RRP 31,50

5360



Ep	II
101	
€	RRP 31,50

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



536201



Ep	II
101	
€ RRP	35,50

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



5368



Ep	II
115	
€ RRP	37,00

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.



3-axled, train heating van, type Heiz 3i pr 04, of the DRG.



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



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

Variant of the „versatile wagon“ without windows.



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



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.

5366



Ep	II
110	
€ RRP	31,00

5369



Ep	II
115	
€ RRP	35,50

5382



Ep	II
125	
€ RRP	49,00

5397



Ep	II
146	
€ RRP	39,50

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

With printed roof flaps.



NEW PRODUCT

543704



Ep	II
101	
€ RRP	32,90

Tank wagon „Rhenania“ with brakeman's cab, DRG.



Tank wagon „Fri-Ho-Di BUTTER“, DRG.



NEW PRODUCT

543705



Ep	II
101	
€ RRP	32,90

NEW PRODUCT

543706



Ep	II
205	
€ RRP	66,90

2 piece set tank wagons „Deutsche Gasolin AG“ and „Kraftfutterwerk Rheinland“, DRG.



NEW PRODUCT

544902



Ep	II
101	
€	34,90

Wagon for the transportation of carbonic acid of the company „Chemische Fabrik von Heyden“, DRG.



576001

DR

Ep	III
136	
€	44,00

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

Some windows protected by grills.



Ballast hopper wagon, type Talbot, of the DRG.



Boxcar type GI, DR.

Wagon with „Vorsicht Eier“ inscription.



Leig wagon unit that contains two boxcars type Gilleh „Dresden“, DR.

Fixed short couplers with movable transitions between the wagons. 4 movable sliding doors.

The Leig wagon unit contains 2 boxcars type „Dresden“ that are short coupled and connected through transitions.

Both wagons have small side windows. One boxcar comes with brakeman's cab.



5505



Ep	II
80	
€	29,00

NEW PRODUCT

530802

DR

Ep	III
147	
€	33,50

NEW PRODUCT

530601

DR

Ep	III
278	
€	69,90

5260



Ep	III
93	
€	20,00

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



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



5261



Ep	III
101	
€	24,50

NEW PRODUCT

2 piece set with gondolas type O, DB

521604



Ep	III
230	
€	74,50



The gondolas are aged according to the originals. The set also contains one lorry.

523601



Ep	III
166	
€	47,50

Rail transport wagon with brakes, type S 14 of the DB.
Loaded with two 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. 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.

5300



Ep III

98

€ 36,00

Güards van, type Pwg, of the DB.

With interior fittings and two sliding doors.



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 Gmhs 53, of the DB.



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



Multi part set construction set, DB.

Content: 1 boxcar, 1 gondola X 05 with a BREKINA bus, 1 gondola O 10 that carries gravel and 1 BREKINA lorry type „Magirus Eckhauber“ with workshop wagon.



5301



Ep III

98

€ 49,90

5319



Ep III

122

€ 45,90

NEW PRODUCT

535203



Ep III

€ 99,50

NEW PRODUCT

534601



Ep	III
113	
€	BRP 29,90



Refrigerator wagon with brakeman's platform „Heinrich Baumgarten, DB.

NEW PRODUCT

534603



Ep	III
113	
€	BRP 29,90



NEW PRODUCT

538282



Ep	III
125	
DCC	
€	BRP 89,90



3 axle boiler wagons type Heiz 3i pr 04 with smoke generator, DB.

New: With smoke generator. Comes with interface for function decoder.

At the beginning there were about 150 heating boiler wagons of Prussian origin that did their services during the Epochs I - III. The heating boiler wagons can generally be used behind three axle steam locos, Diesel locos and electric locos.

542402



Ep	III
101	
€	BRP 34,50



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

Tank wagon „Dynamit Nobel“ with brakeman's platform, DB.



NEW PRODUCT

544502

PRIVAT

Ep	III
101	
€	BRP 34,90

NEW PRODUCT

526402

PRIVAT

Ep	III
105	
€	RRP 28,90

2 axle coal lorry of the mine GBAG.

In the 1950s the two 4 axle coal lorries were typical for the mining and feeder lines of the mine Zeche „Zollern“ (Ruhrgebiet) in the 1950s. The lorries are realistically aged.



NEW PRODUCT

536802

PRIVAT

Ep	III
115	
€	RRP 37,90

Coductor wagon of the GBAG.

The wagon is an ideal supplement to the articles 401002/391002, 526402, 526502, 526602.



NEW PRODUCT

649501

€	RRP 19,90
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Set of „mine lorries“

The wagon is an ideal supplement to the articles 401002/391002, 526402, 526502, 526602.



2 axle coal lorries with brakeman's platform of the GBAG.

In the 1950s the two 4 axle coal lorries were typical for the mining and feeder lines of the mine Zeche „Zollern“ (Ruhrgebiet) in the 1950s. The lorries are realistically aged.



4 axle coal lorries with brakeman's platform of the GBAG.

In the 1950s the two 4 axle coal lorries were typical for the mining and feeder lines of the mine Zeche „Zollern“ (Ruhrgebiet) in the 1950s. The lorries are realistically aged.



Flat wagon type S 14 of the DB.

Comes with 10 coal huntes.



NEW PRODUCT

526502

PRIVAT

Ep	III
113	
€	RRP 29,90

NEW PRODUCT

526602

PRIVAT

Ep	III
153	
€	RRP 34,90

NEW PRODUCT

523606



Ep	III
166	
€	RRP 68,90

5568



Ep	III
105	
€	42,50

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



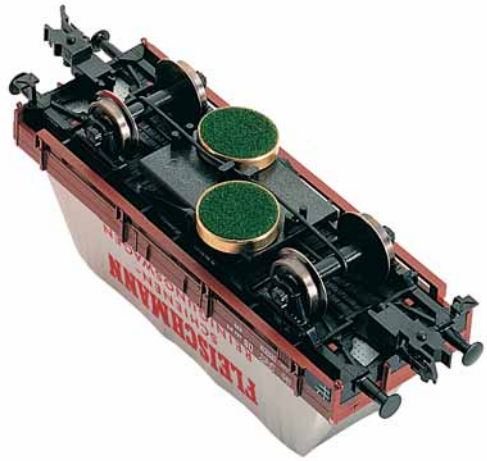
This special wagon will keep the rail surfaces clean. Having the wagon permanently running in a train will ensure the track is kept clean. Rotating cleaning discs will clean the rails without the need for any liquids. 2 spare discs are included inside the load. Works in either direction. Additional packs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

5506



Ep	III
80	
€	29,00

Ballast hopper wagon, type Talbot, of the DB.



521601



Ep	IV
113	
€	27,90

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.



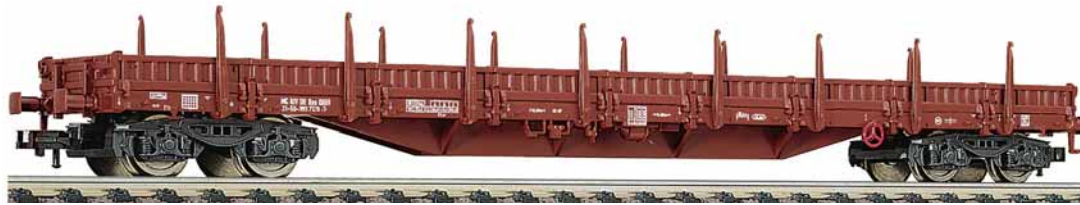
526001



Ep	IV
93	
€	24,90

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

Swivelling stakes and removable sideboarding.



578703

DR

Ep	IV
229	11
€ RRP	43,90

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



522301

DB

Ep	IV
139	11
€ RRP	25,00

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

Cars are removable. Coupling bar between the wagons.



522501

DB

Ep	IV
250	11
€ RRP	77,50

Container wagon, type Lgjs 598, of the DB.

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



523901

DB

Ep	IV
167	11
€ RRP	35,90

NEW PRODUCT

534602



Ep	IV
113	
€	RRP 31,90



503304



Ep	IV
104	
€	RRP 26,50



NEW PRODUCT

550503



Ep	IV
245	
€	RRP 109,00



Beer wagon „DAB“ with brakeman's cab, DB.

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

3 piece set hopper wagons type Talbot, DB.
The wagons come with different running numbers, they are loaded.

Goods van, type Gmhs 53, of the DB.

With interior fittings. 2 opening sliding doors.



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



Self-unloading hoppwe 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.



531001



Ep	IV
122	
€	RRP 30,90

5423



Ep	IV
101	
€	RRP 35,50

5525



Ep	IV
133	
€	RRP 43,00

Tank wagon „KRALUPER PRAG“ with brakeman's cab, St.E.G.



The historic tank wagon is shown at the Eisenbahnmuseum Luzná u Rakovníka and the Eisenbahnmuseum der Tschechischen Eisenbahnen (CD). On the grounds of the boiler room in Luzná u Rakovníka the Railway museum of the current Railway administration of the CD was founded in 1997. The boiler room is situated at the railway station Luzná u Rakovníka directly on the route Prag-Kladno-Chomutov. The museum is right next to a little birch copse which is the ideal scenery for the museum and the vehicles.

NEW PRODUCT

543703

PRIVAT

Ep	I
101	101
€	32,90

503301



Ep	III
104	104
€	26,50

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



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



544501



Ep	III
101	101
€	41,90

520001



Ep	III
101	101
€	27,00

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



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



NEW PRODUCT

528504



Ep	III
153	153
€	44,50

530901



Ep	III
147	147
€	RRP 33,50

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.

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.



534144



Ep	III
105	105
€	RRP 34,00

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



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



533001



Ep	III
113	113
€	RRP 30,50

542605



Ep	III
101	101
€	RRP 34,00

NEW PRODUCT

547202



Ep	IV
495	495
€	RRP 114,50

3 piece set tank wagons, in service of the SNCF.



NEW PRODUCT

520002

DSB

Ep	III
101	II
€	26,90



NEW PRODUCT

521205

FS

Ep	III
84	II
€	26,50



591301

PKP

Ep	III
76	II
€	32,50



Lidded gondola, type K 15, DSB.

Gondola with brakeman's cab type O 02, FS.

Lidded wagon, type Sdw, of the PKP.

With 6 operating lids.

2 piece set tank wagons „dfo“ with brakeman's platform, DSB.



Gondola type O, FS.



Accompanying wagon for goods trains, type Pwg, of the PKP.

With luggage compartment furnishing and two moveable sliding doors.



NEW PRODUCT

542609

DSB

Ep	IV
205	II
€	62,90

NEW PRODUCT

521102

FS

Ep	II
76	II
€	21,00

NEW PRODUCT

530004

PKP

Ep	III
98	II
€	36,50

539701

ČSD

Ep	II
137	II
€	RRP 38,50

High capacity grain carrying wagon with brakeman's cab, type Saz, of the ČSD.



521301

ČSD

Ep	IV
76	IV
€	RRP 25,50

Lidded wagon without brakeman's platform, type Zu 6, of the ČSD.

Lidded wagons were mainly used for transportation of weather susceptible minerals like cement, gypsum, chalk or grain. They were loaded using a hopper, conveyor belt or mechanical grabs.



Refrigerated van with brakeman's cab, type Sph, „PIWO“, of the PKP



534801

PKP

Ep	III
113	III
€	RRP 34,50

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



521602

ČSD

Ep	III
113	III
€	RRP 23,50

NEW PRODUCT

Stake wagon with brakeman's platform type Rs, ČSD.

525601

ČSD

Ep	III
147	III
€	RRP 28,50



521502



Ep	III
105	
€	RSP 18,90

Open goods wagon, type Omu, of the SZD.



535201



Ep	III
105	
€	RSP 26,90

Goods van, type G, of the SZD.



Tanker wagon „Shell“, as operated by the MAV.



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



Goods van with brakeman's cab, type G, of the SZD.



543702



Ep	II
101	
€	RSP 35,90

521603



Ep	III
113	
€	RSP 25,50

536702



Ep	III
110	
€	RSP 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 "SkI 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

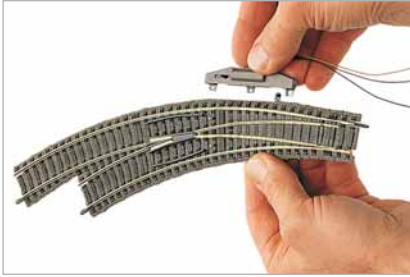
With only a few different track pieces, the PROFI-track system enables an operational model railway to be constructed. The well thought out, easily understandable track geometry within a grid system, apart from diagonal tracks and a few special tracks, utilises only "full" or "half" straight or curved 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.

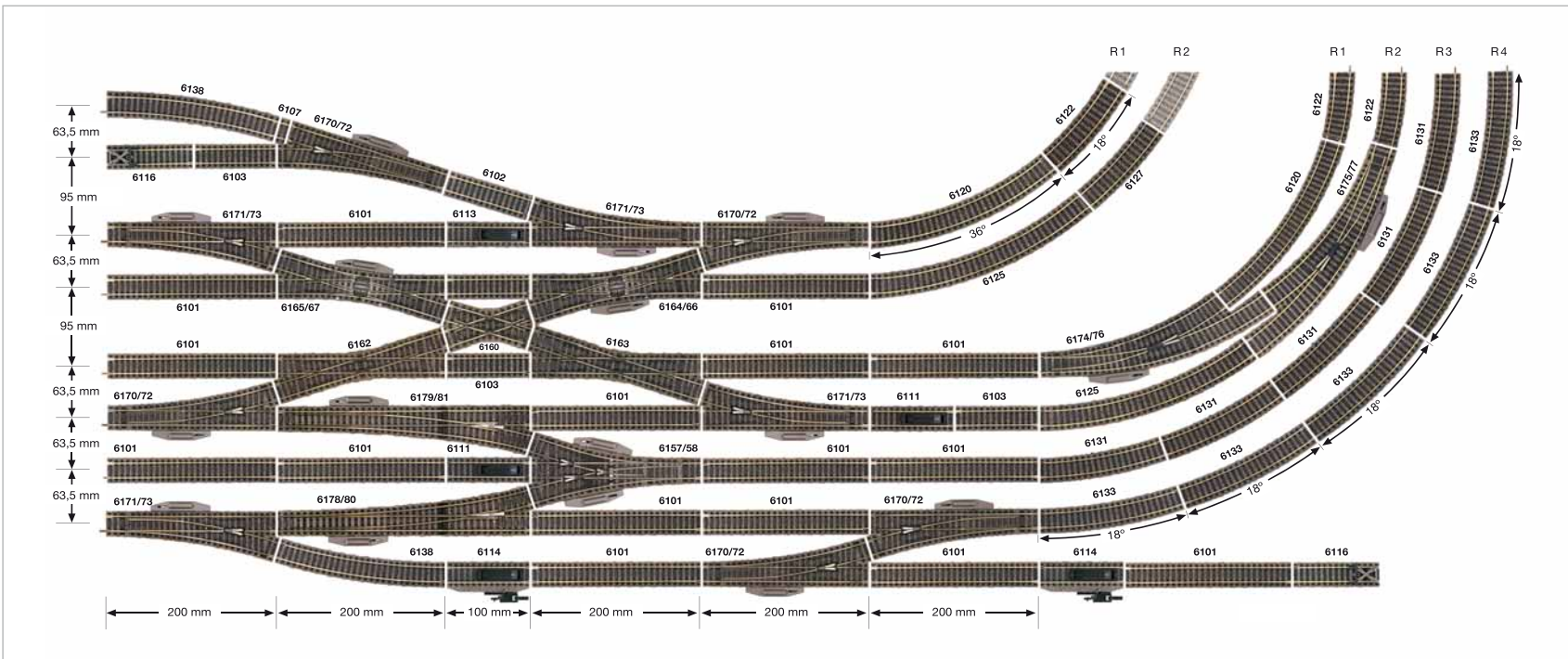


The super-rail joiners fit together with an audible "click" and hold the tracks securely together.



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.



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.

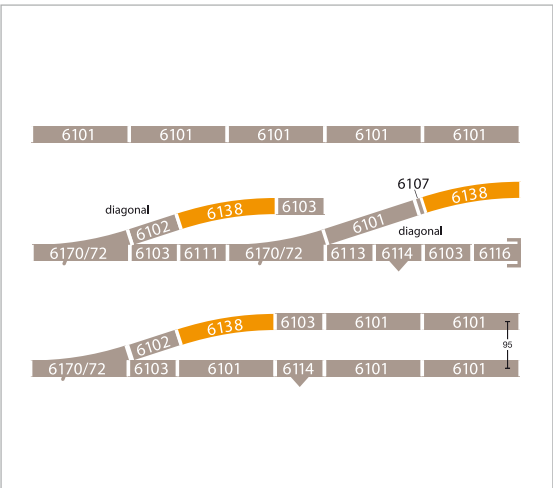
Flexible Rack Rail

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 € 2,90



6102
Half straight track (for the diagonal), length 105 mm.
RRP € 2,90



6103
Half straight track, length: 100 mm.
RRP € 2,90



6107
Straight short section (for the diagonal), length: 10 mm.
RRP € 3,40



6110
Adjustable straight track, length: 80 - 120 mm.
RRP € 11,70



6111
Uncoupler track with integrated electric motor, length: 100 mm.
RRP € 26,50



6114
Uncoupler track for manual operation, length: 100 mm.
RRP € 9,90



6444
Clip-on electric motor for manual uncoupler track 6114.
RRP € 18,80



6116
Buffer stop track, length: 105 mm.
RRP € 7,40



6117
Buffer stop, with end of track indicator.
To clip onto HO tracks at the end of sidings. Also usable on curves.
RRP € 5,60



6412
Flexible rack track for PROFI track.
Flexible - to install in straight or curved tracks. Length: 200 mm.
RRP € 3,70

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.

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 ($10 \times 36^\circ = 360^\circ$).

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.

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 € 3,50



6122

Half curved track, 18° (Radius R1).

Radius: 356,5 mm. 20 pieces make up a circle. Outer diameter 746 mm.

RRP € 3,40

R 2



6125

Standard curved track, 36° (Radius R2).

Radius: 420 mm. 10 pieces make up a circle. Outer diameter 873 mm.

RRP € 3,80



6127

Half curved track, 18° (Radius R2).

Radius: 420 mm. 20 pieces make up a circle. Outer diameter 873 mm.

RRP € 3,50



6106

Flexible track, length: 800 mm.
RRP € 9,90



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 € 9,90

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

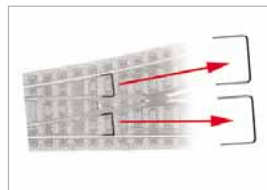
Track 6138 is the universal opposite curve for standard-, express-, three-way points and double slips as well as 18° crossings. When connected directly onto the curved branch-off of a point or – similarly one on which a 6107 has been connected – then the parallel distance of 63.5 mm is achieved on the 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 € 3,80



6133

Curved track, 18° (Radius R4).

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

RRP € 3,80



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 € 3,80



6139

Curved track, 7,5°.

Radius: 788 mm. Special track for turntable exits.

RRP € 4,10



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 € 20,90



6171 W

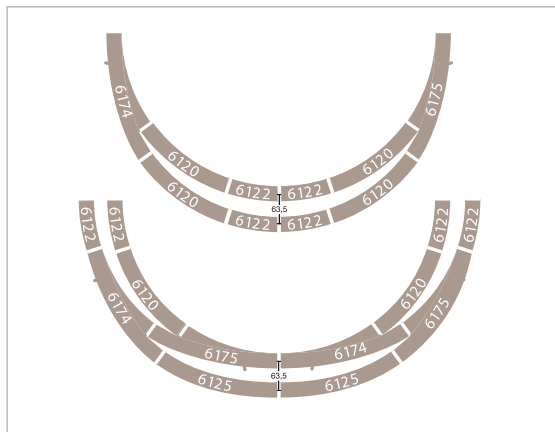
Standard right hand point, for manual operation. length:

200 mm.

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

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

RRP € 20,90



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.

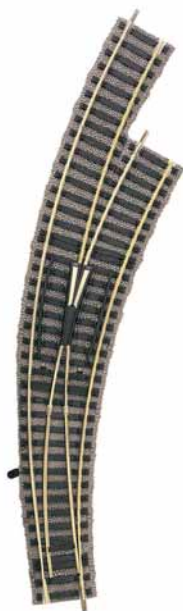


6174 W

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 € 25,50



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 € 25,50



6178

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

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

RRP € 34,90



6179

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

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

RRP € 34,90

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

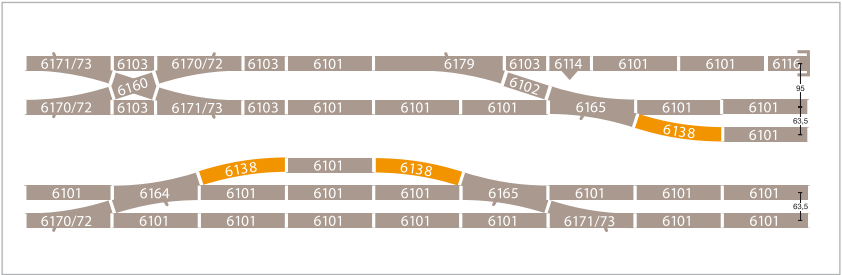
It is best utilised to make up routes of points where space is confined. The length of the straight is 200 mm. The two branch-off tracks correspond to track 6138, which also serves as the opposite curves. Each of the two sets of sprung point blades can be set using the two point levers. The point motors 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° 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 € 49,90



6160
Crossover track, 36°,
length: 105 mm.
RRP € 16,90



6162
Crossover track, left hand
crossing, 18°, length: 200 mm.
RRP € 19,90



6163
Crossover track, right hand
crossing, 18°, length: 200 mm.
RRP € 19,90



6164
Double slip for manual opera-
tion, 18°, left hand crossing,
length: 200 mm.
„Thinking“. Electric point motors can be clipped on later.
RRP € 56,00



6165
Double slip for manual opera-
tion, 18°, right hand crossing,
length: 200 mm.
„Thinking“. Electric point motors can be clipped on later.
RRP € 56,00

**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 € 99,00**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 € 119,00**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 € 165,00**61950****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 644110 and 644210 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 € 52,00**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 € 15,70**644020****Illuminated point lantern for PROFI track.**

To clip onto point motors 644110/644210.

RRP € 11,00**644110****Left hand point motor for PROFI track.**

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

RRP € 15,30**644210****Right hand point motor for PROFI track.**

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

RRP € 15,30



6152 C

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

Length of the turning bridge: 310 mm.

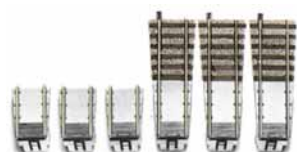
The turntable is prototypically mounted in a recess and fitted with accurate details. As delivered, there are 6 exit tracks and 4 over-run ends. The exit tracks can be unclipped and repositioned as

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

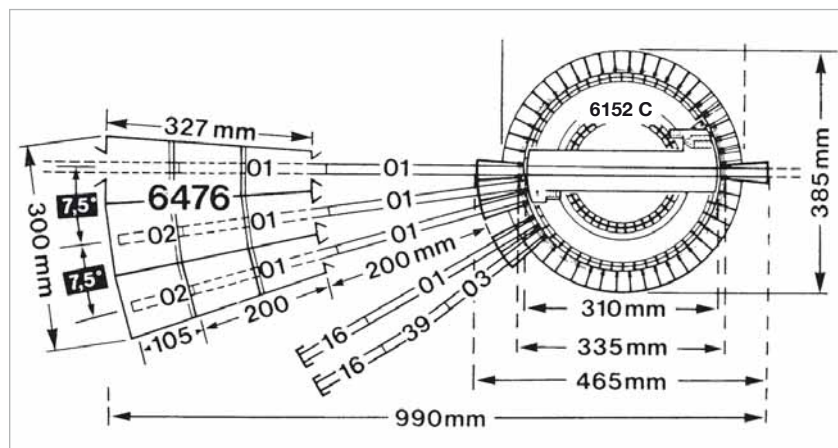


6153

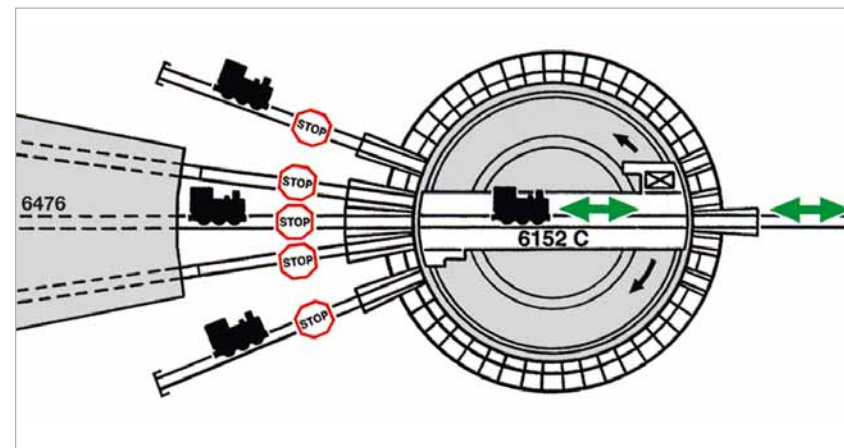
Extension set for the PROFI-track turntable 6152 C.

For 2-rail operation with nickel silver tracks.

RRP € 26,50



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.



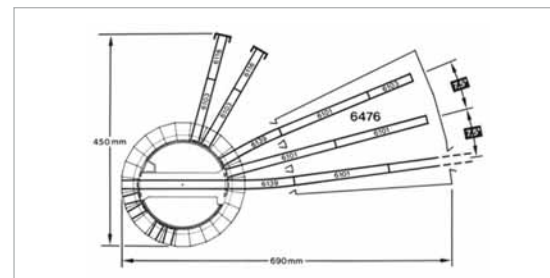
* Märklin is a registered trademark of the company of Gebr. Märklin & Cie. GmbH, Göppingen.

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 € 199,00

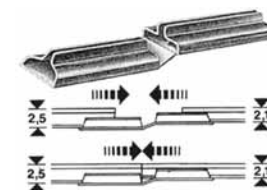


6155

Extension set for the smaller turntable 6154.

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

RRP € 19,50



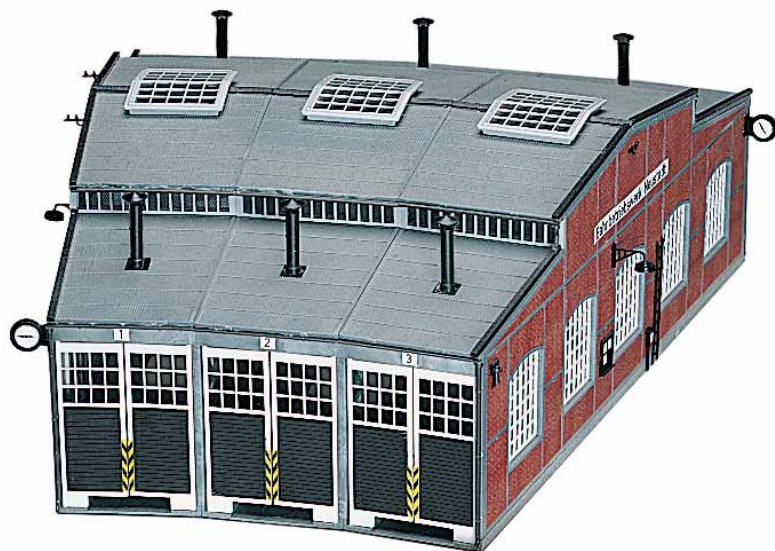
6437

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 € 6,40



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

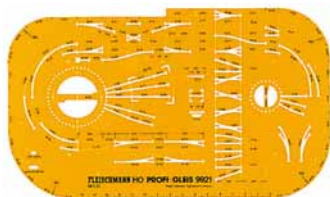


6197

Ungated level crossing for PROFIL track.

With rerailing section and 2 warning crosses. Track length: 100 mm.

RRP € 12,25



9921

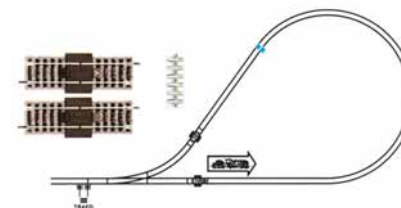
Track stencil for Fleischmann PROFIL-track.

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

RRP € 16,60



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 € 33,20



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 € 55,50

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 € 51,90

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 € 81,50

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.

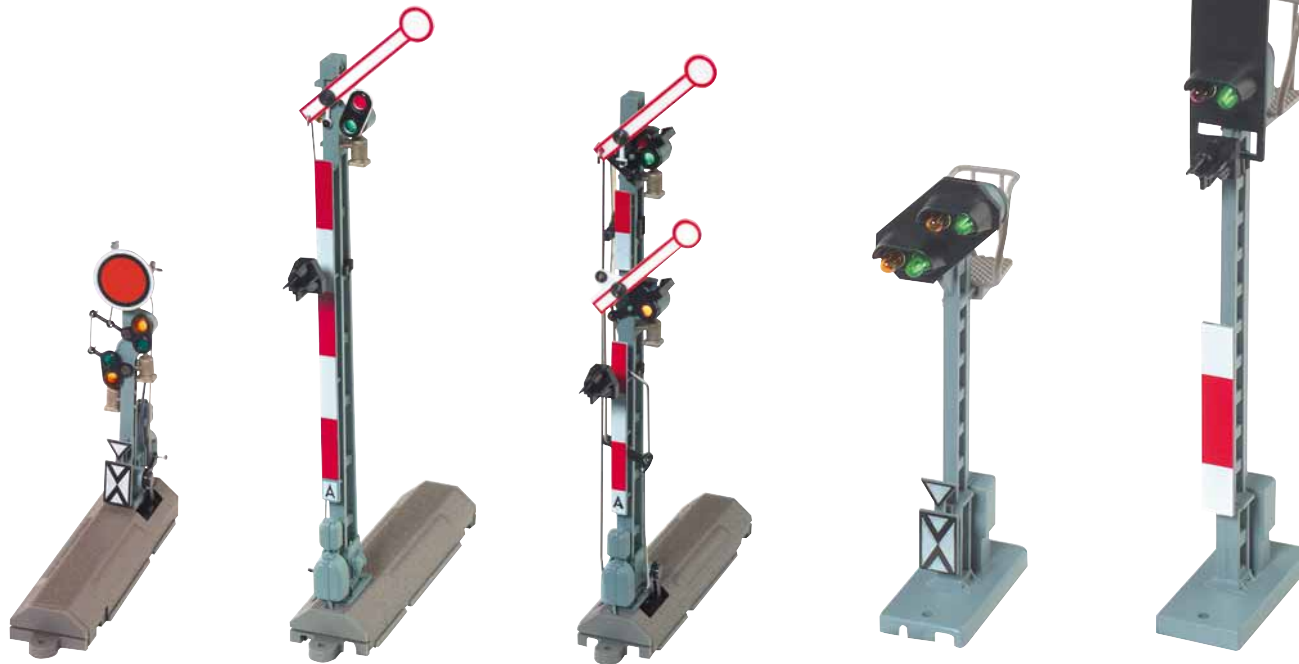
RRP € 35,30

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 € 35,70



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 € 6,10**

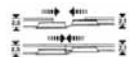


6436

Metal rail joiner.
Can be used to join the flexible track, 6106/6109, or Fleischmann trackwork to other track systems. **RRP € 6,10**



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 € 3,80**



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 € 6,40**



6410

Track fixing screws (into wood) (1 Gross = 144 screws). For fixing tracks, rack rails, signals, relays and switches. **RRP € 10,70**



9409

Track Fixing Nail.
Nail length approx. 7 mm (approx. 500 pieces) in a plastic container. **RRP € 5,60**



6479

Ballast scatter material for HO track beds (150 g).
To ballast the track beds. **RRP € 4,40**



9479

Track ballast.
Finely grained ballast scatter to go between tracks. **RRP € 5,60**



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 € 4,50**



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 € 3,00**



9401

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



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 € 4,50**



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 € 16,40**



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**



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**



6518

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



6519

Spare brushes and springs.
RRP € 3,00



6595

Track cleaning rubber. For manually cleaning the rail surfaces and wheels. **RRP € 10,20**



6599

FLEISCHMANN lubricating oil.
For lubricating all vehicles. **RRP € 6,40**



6480

Railer for locos and wagons.
RRP € 4,40

**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 € 12,30

**649501**

Set of „mine lorries“

Content: 5 small and 5 big mine lorries

RRP € 19,90

**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 € 23,30

**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 € 11,30

**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 € 12,20**

**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 € 2,80**

**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 € 9,60

**6560**

Exchange wheel set for AC operation.

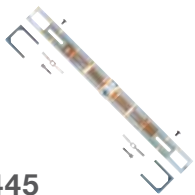
Not isolated!. To convert all 2- and 3-axled FLEISCHMANN wagons fitted with disc wheels, as well as all 4-axled wagons with a length of 282 mm, and additional coaches, such as 5630 – 35/5740 – 45 and several goods wagons for use on 3-rail, centre pick up AC voltage tracks. Axle length: 24 mm.

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 € 2,80**



6445

Interior lighting unit for passenger coaches of length 244 mm.

Current consumption approx. 50 mA.

RRP € 20,00



6465

Interior lighting unit.

For models 5060, 5760 and 576001.

RRP € 11,70

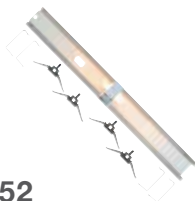


6454

Interior lighting unit.

For passenger coaches of length 282 mm and for Art. 5654.

RRP € 25,00



6452

Interior lighting unit.

RRP € 25,00

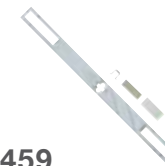


6469

Interior lighting unit

for passenger coaches.

RRP € 28,30

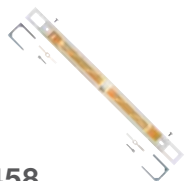


6459

Light leader accessory.

Tip for modelmakers: No. 6459 fits also into the loco shed 6476.

RRP € 11,00

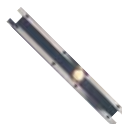


6458

Interior lighting unit.

For passenger coaches of length 264 mm

RRP € 20,50



6447

Interior lighting unit.

RRP € 11,60



6455

Interior lighting unit.

For the control-cab coach 5653.

RRP € 18,30

**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 € 2,90**00006532****Spare bulb, red.**

14 V, with push-in fitting, Ø 3 mm..

RRP € 3,30**00006533****Spare bulb, green.**

14 V, with push-in fitting, Ø 3 mm..

RRP € 3,30**00006534****Spare bulb, yellow.**

14 V, with push-in fitting, Ø 3 mm..

RRP € 3,30**00006535****Spare bulb - clear.**

With bayonet fixing, Ø 3 mm.

RRP € 3,30**00006536****Spare bulb - clear.**

With leads, Ø 3 mm.

RRP € 6,20**00009530****Interior lighting bulb.**

With 2 connecting wires.

RRP € 3,30**00009531****Spare bulb - red.**

With bayonet fixing, Ø 3 mm.

RRP € 4,00**00006538****Spare bulb, clear.**

8 V, with push-in fitting, Ø 3 mm.

RRP € 3,30**00006539****Spare bulb, red.**

8 V, with push-in fitting, Ø 3 mm.

RRP € 4,00

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 € 43,90



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 € 2,20**



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 € 47,30



6520

FLEISCHMANN coupling with rivet and slot fitting.

RRP € 1,60



6523

Exchange coupling with rivet and slot fitting.

RRP € 2,20



6526

Spare coupling with rivet and slot fitting.

For locos: 4232, 4234, 4350, 4380, 4381, 4933 (1. Series).

RRP € 2,60



6527

Spare coupling with rivet and slot fitting.

RRP € 2,70



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

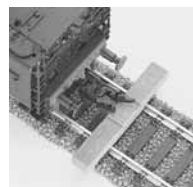
Exchange coupling with lug fitting.
RRP € 2,30



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 € 0,80



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 € 11,90



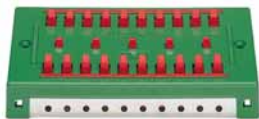
6578

Distance guide.

To install the close-coupling set 6574.

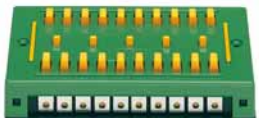
RRP € 4,20



**6940****Distributor box.**

2 pole for 10 connections each side.

RRP € 8,30

**6941****Connection box.**

To extend and connect up to 10 wires.

RRP € 10,60

**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 Ω using the sliding regulator. Not suitable for use on digital layouts.

RRP € 17,90

**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 € 9,90

**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****Point switch.**

To operate two points, or two double slips.

RRP € 13,60

**6921****Signal switch.**

With train control - to operate colour light signals without electric motor.

RRP € 15,50

**6922****Impulse switch.**

To operate four uncouplers.

RRP € 13,80

**6923****On / off switch.**

For example to turn power on/ off to circuits, isolated sections or lighting, etc.

RRP € 13,80

**6924****Reverse switch.**

To reverse the direction of running.

RRP € 15,70

**6925****Three-way point switch.**

To operate a three-way point.

RRP € 17,20

**6927****Signal switch.**

To operate single-arm semaphore signals.

RRP € 13,90

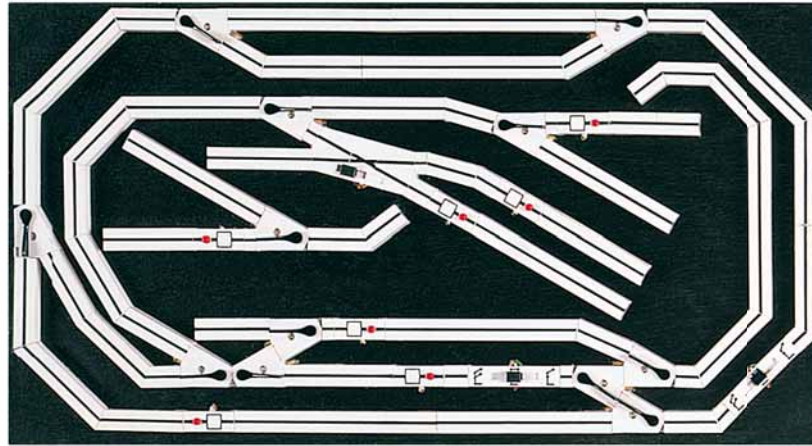
**6928****Signal switch.**

To operate double-arm semaphore signals.

RRP € 14,40

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 € 12,00



6901

Signal switch..

With train control for colour light signals without electric motor.

RRP € 16,20



6902

Impulse switch.

For operating uncoupler tracks, or momentary power feed to isolated sections.

RRP € 9,30



6903

On / off switch.

To turn power on / off to circuits, isolated sections, lighting, etc.

RRP € 10,20

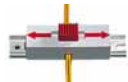


6904

Reversing switch.

For example to alter the running direction.

RRP € 13,50



6905

Momentary reversing switch.

For example in reversing loops.

RRP € 14,40



6906

Double slip switch.

The window indicates the slip setting („crossover“ - or „curved“).

RRP € 15,90



6907

Signal switch.

To operate single-arm semaphore signal, with electric motor.

RRP € 14,60



6908

Three-way point switch.

To operate a three-way point.

RRP € 17,40



6910

Turntable switch.

To operate the electric turntables with electrically switchable track exits.

RRP € 36,20



6911

Track symbols.

Contents; 10 track symbols with securing feet.

RRP € 17,60



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 € 5,90



6918

Signal switch.

To operate double-arm semaphore signals with electric motor.

RRP € 16,40

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 € 85,00



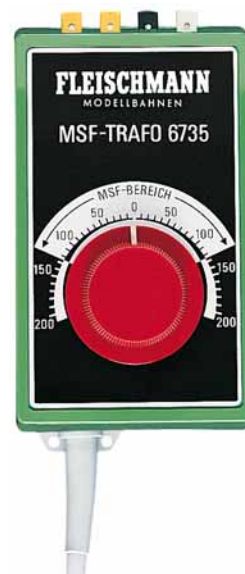
6725

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 € 63,50



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 € 74,90



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 € 99,90



680201

Upgrade version 2.00 for Twin-Centre 6802.

Current upgrade for the control centre Twin-Centre (6802) on CD-ROM (possible to assign 12 control keys, and many more functions, incl. update 1.10)

RRP €19,95



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 € 38,20



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 changeover. 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 € 13,90



687401

DCC-Decoder with 6-pin plug.

For DCC operation as per NMRA standards.

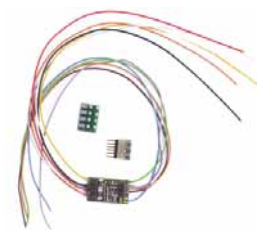
For locos with a 6-pin NEM 651 decoder socket.

Maximum load: 1800 mA.

Length of connecting wires: approx. 80 mm.

Size: (max.): 16,3 x 9,5 x 3,4 mm.

RRP € 43,30



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 € 46,90



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 € 43,30

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.

The new *multiZENTRALE*^{PRO}

All the central control a model railway needs

The central control unit is the heart of any digitally-controlled model railway. This is where all information arrives, is processed and is passed on. In creating this unit, Fleischmann's development team has taken a somewhat different approach, rather than just developing another run-of-the-mill control unit: it wanted this one to be small and flexible. The result was the *multiZENTRALE*^{PRO}.

The new *multiZENTRALE*^{PRO} is a full-scale central control unit for your model railway. As opposed to other central control units, it gives you complete freedom to move around when used together with a *multiMAUS* or the brand new *multiMAUS*^{PRO}. Its many new functions, including the ability to read out decoder data, many connection options for additional locomotive controls or *multiMAUS*es and a separate feedback bus, show that all kinds of sophisticated control tasks in your model railway setup can be carried out easily and economically by this new central control unit.

A USB port provides a simple interface to the world of PCs, not only for installing future updates, but above all for connection to the Rocomotion PC software supplied along with this set.



- **Wireless central control**
unit for use with several *multiMAUS*es^{PRO}

- **Built-in antenna**

- **3 RocoNet slave ports**
for connecting cable-bound locomotive controls and *multiMAUS*es^{PRO}.

- **Outputs for programming and main track.**
Switched over automatically when the *multiMAUS* programming menu is called up.

- **Short-circuit-proof main track output.**
Output current of up to 3.2 A,
integrated overheating protection and current-limiter.

- **LED status indicators.**
Keep an eye on things at a glance.

- **Data read-out capability.**
Used in conjunction with a *multiMAUS* and the new *multiMAUS*^{PRO}, the unit can read out and modify the data of your DCC decoders.

- **Separate feed-back bus.**
For connecting up the ROCO feed back module 10787.

- **USB port.**
Greater comfort thanks to direct contact to a PC, especially when used in conjunction with the Rocomotion PC software included in the package.

The new *multi*MAUS^{PRO}

The new standard in model railway controls

Since its market launch a few years ago, *multi*MAUS has become a standard for digitally-controlled model railways. Its ease of use, attractive price and, last but not least, its ergonomic shape have already won the hearts of many model railway fans.

Now Fleischmann is setting a new standard with *multi*MAUS^{PRO}. This unique combination of cutting-edge wireless communications and the newly-developed *multi*ZENTRALE^{PRO} control unit shows how seriously Fleischmann's development team takes its customers' needs. Simply follow your train without losing control of the rest of your layout or of the other trains running on it. Use the new route controls to define routes more or less as you travel by. Drive a model double-heading train, just like the real thing, while looking at it directly and without having to remain seated at the central controls.

The handy *multi*MAUS format has been retained, together with the simple, and an intuitive user interface. And you know that you will be able to use it for many years to come thanks to its update compatibility.

- Off-the-shelf batteries or accumulators (3xAAA)
- Long battery life thanks to energy-saving mode



- Low-battery warning

Greater flexibility – no need to bother about cable lengths.



Wireless in accordance with digital communications

Extensive effective radius The digital communications standard ensures a good connection to your *multi*ZENTRALE^{PRO} at all times. standard IEEE 802.15.4

- **Double-heading:** Simultaneous control of two locomotives pulling the same train.
- **Routing control:** Miniature layout mimic diagram in your *multi*MAUS^{PRO}.
- Controls for up to 9999 locomotives, 2048 turn-outs and solenoid-operated articles
- Single-handed operation, for both right-handed and lefthanded people
- Ergonomic for both young and old
- Clearly legible display
- Brightness control for display background illumination





686703


€ RRP 219,00


H0

Explanation of symbols

-  SOUND


Loco with load-controlled digital DCC-sound-decoder.
-  AC


Loco for centre pick up A.C. operation.
With load controlled decoder for conventional or digital operation.
-  NEM


Standard NEM 651 socket to install a Decoder
-  NEM

Standard NEM 652 socket to install a Decoder
- Ep

V

Periods of railways, epoch I - VI
- 

Length of an item of rolling stock from buffer end to buffer end
- 


The coach is equipped ready to install interior lighting.
- 

RRP – Recommended price

Epoch-classifications


- Ep

I




Vehicles with colors and lettering of the national and private railroad era, approx. 1870 to 1920
- Ep

II




Vehicles from the period after the major national railroad networks were built (DRG, DBÖ, SBB, etc.) approx. 1920 to 1945.
- Ep

III




Fifties and Sixties vehicles on Europe's rails with corresponding lettering, approx. 1945 to 1968.
- Ep

IV




Vehicles with computer-compatible UIC lettering, from approx. 1968 to 1985.
- Ep

V



Vehicles of the most recent period in current color design, from approx. 1985 (since 1994 with DB-AG logo).
- Ep

VI



Locomotives and cars are now (2007 -) marked by a 12-digit UIC number.

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Where to find?

1457	119	5285	88	5685	68
1458	119	5300	95	5687	69
1459	119	5301	95	5689	69
4046	25	5319	95	5690	69
4055	36	5330	89	5691	70
4070	37	5353	90	5741	64
4081	38	5355	90	5744	65
4117	26	5356	90	5745	65
4118	40	5360	90	5746	65
4119	27	5366	91	5797	64
5051	56	5368	91	5798	64
5052	56	5369	91	6101	108
5057	56	5382	91	6102	108
5058	56	5397	92	6103	108
5059	56	5423	100	6106	109
5061	67	5505	93	6107	108
5064	67	5506	98	6109	109
5065	66	5525	100	6110	108
5066	66	5568	98	6111	108
5067	66	5600	74	6114	108
5068	66	5601	74	6116	108
5069	66	5603	74	6117	108
5074	67	5604	74	6120	109
5090	59	5605	75	6122	109
5091	59	5607	75	6125	109
5092	59	5608	75	6127	109
5096	78	5609	75	6131	110
5097	78	5630	72	6133	110
5098	78	5631	72	6138	110
5099	78	5632	72	6139	110
5127	79	5633	73	6152	114
5128	79	5634	73	6153	114
5129	79	5635	73	6154	115
5150	60	5638	73	6155	115
5151	60	5664	81	6157	112
5152	60	5665	81	6160	112
5155	61	5666	81	6162	112
5156	61	5675	71	6163	112
5203	89	5676	71	6164	112
5204	89	5677	71	6165	112
5211	89	5678	69	6170	110
5256	89	5679	70	6171	110
5260	94	5680	70	6174	111
5261	94	5684	68	6175	111

Where to find?

6178	111	6510	122	6902	125	401002	31	414302	34	521102	103	538282	96	580908	88
6179	111	6511	122	6903	125	401003	47	414303	29	521201	86	539701	104	581001	54
6190	113	6514	122	6904	125	401004	47	414371	28	521202	86	542402	96	581002	54
6191	113	6515	122	6905	125	401005	47	414372	34	521204	86	542605	102	581003	54
6192	113	6516	122	6906	125	403203	23	414373	29	521205	103	542609	103	581004	54
6193	113	6517	122	6907	125	403204	49	414401	41	521301	104	543702	105	581005	55
6194	113	6518	118	6908	125	403401	44	414402	28	521502	105	543703	101	581006	55
6197	116	6519	118	6910	125	405501	26	414404	27	521601	98	543704	92	581007	55
6199	116	6520	122	6911	125	405502	25	415901	49	521602	104	543705	92	581008	87
6200	117	6521	122	6912	125	405503	32	415971	49	521603	105	543706	92	581103	30
6205	117	6522	122	6913	125	406501	42	417171	29	521604	94	544501	101	591301	103
6206	117	6523	122	6914	125	407001	46	431901	45	522301	99	544502	96	619501	113
6221	117	6524	122	6915	115	407801	37	480901	24	522501	99	544902	93	631001	20
6226	117	6526	122	6918	125	408601	42	481001	24	523601	94	547202	102	631004	21
6330	20	6527	122	6920	124	408602	50	481103	30	523603	87	550503	100	631081	17
6336	21	6528	122	6921	124	408603	49	503301	101	523604	88	563001	84	631082	18
6410	118	00006530	121	6922	124	408604	48	503304	100	523606	97	563601	61	631102	19
6412	108	00006531	121	6923	124	408605	34	505201	84	523607	88	564101	76	631181	16
6430	118	00006532	121	6924	124	408606	39	505701	57	523901	99	564201	76	644020	113
6431	118	00006533	121	6925	124	408675	34	505801	57	525601	104	564202	76	644110	113
6432	118	00006534	121	6927	124	409201	36	505901	57	526001	98	567504	80	644210	113
6433	118	00006535	121	6928	124	409401	31	506011	57	526402	97	567616	83	649501	97, 119
6434	118	00006536	121	6940	124	409402	23	506101	85	526502	97	567619	82	680201	127
6435	118	00006538	121	6941	124	409403	48	506111	58	526602	97	567620	62	686401	127
6436	118	00006539	121	6950	124	409404	48	506210	85	528504	101	567621	80	686702	128
6437	115, 118	6560	119	6954	124	409801	43	506211	58	530004	103	567701	82	686703	129
6438	113	6561	119	6955	124	409802	23	506301	85	530601	93	567702	83	687301	127
6444	108	6562	119	9401	118	410301	43	506311	58	530802	93	567703	62	687401	127
6445	120	6563	119	9409	118	410302	33	506411	58	530901	102	567704	80	687501	127
6447	120	6570	122	9479	118	410371	43	506901	84	530902	89	567705	72	825130	82
6452	120	6572	122	00009530	121	410372	33	507301	67	531001	100	567706	62	825138	83
6454	120	6574	122	00009531	121	410701	39	507701	68	533001	102	568301	71	825139	83
6455	120	6575	122	9921	116	410771	39	509001	54	534144	102	568601	84	942601	118
6458	120	6576	122	74046	25	411301	50	509101	54	534601	96	569101	70	942701	118
6459	120	6578	122	74117	26	411501	32	509201	52	534602	100	576001	93	69687401	127
6465	120	6579	122	386515	122	411701	45	509301	52	534603	96	576501	63		
6469	120	6595	118	386516	122	411702	46	509601	77	534801	104	576601	63		
6476	116	6599	118	390901	24	411704	33	509701	77	534802	90	576901	63		
6479	118	6706	126	391002	31	411901	40	509801	77	535201	105	577901	64		
6480	118	6725	126	393203	23	411971	27	512901	80	535203	95	578703	99		
6482	119	6735	126	394371	28	412202	35	515101	82	536201	91	580901	52		
6485	119	6755	126	394373	29	413601	41	515302	60	536702	105	580902	53		
6486		6900	125	399401	31	413671	41	520001	101	536802	97	580903	53		
6509	122	6901	125	399402	23	414301	28	520002	103	538281	87	580904	53		

Important spare and additional parts for locomotives

HO

Item no	traction tyres	Brushes/springs	Bulb	Profi-coupling	Hook coupling	AC- coupling	Replacement motor	Decoder	Centre pick-up shoe
Steam locomotives									
4046	00544009	6518	LED	6515	6510	6511	00504046	687401	-
4055	00544006	Maintenance-free	LED	6515	6510	6511	00504055	687301	-
4070	-	6518	00006535	6515	6510	6511	00504071	687401	-
4081	00544007	6518	LED	6515	6510	6511	00504081	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	-
401002	-	6518	00006535	6515	6510	6511	00504011	687401	-
401003	-	6518	00006535	6515	6510	6511	00504011	687401	-
401004	-	6518	00006535	6515	6510	6511	00504011	687401	-
401005	-	6518	00006535	6515	6510	6511	00504011	687401	-
403203	00544006	6518	00006535	6515	6510	6511	00504030	687401	-
403204	00544006	6518	00006535	6515	6510	6511	00504030	687401	-
405501	00544006	Maintenance-free	LED	6515	6510	6511	00504055	687301	-
405502	00544006	Maintenance-free	LED	6515	6510	6511	00504055	687301	-
405503	00544006	Maintenance-free	LED	6515	6510	6511	00504055	687301	-
405504	00544006	Maintenance-free	LED	6515	6510	6511	00504055	687301	-
406501	00544009	6519	00006535	6515	6510	6511	04040561	687401	-
407001	-	*	00006535	6515	6510	6511	*	*	-
407801	00544009	*	00006535	6515	6510	6511	*	*	-
408601	00544006	6519	00006535	6515	6510	6511	41408601	687301	-
408602	00544006	6519	00006535	6515	6510	6511	41408602	687401	-
408603	00544006	6519	00006535	6515	6510	6511	41408603	687401	-
408604	00544006	6519	00006535	6515	6510	6511	41408604	687401	-
408605	00544006	6519	00006535	6515	6510	6511	41408605	687401	-
408606	00544006	6519	00006535	6515	6510	6511	41408606	687401	-
409201	00544006	*	00006530	6515	6510	6511	*	*	-
409401	00544006	*	00006530	6515	6510	6511	*	*	-
409402	00544006	*	00006530	6515	6510	6511	*	*	-
409403	00544006	*	00006530	6515	6510	6511	*	*	-
409404	00544006	*	00006530	6515	6510	6511	*	*	-
409801	-	6519	75409801	6515	6510	6511	40409801	687401	-
409802	-	6519	75409802	6515	6510	6511	40409802	687401	-
410301	00544007	Maintenance-free	00006535	6515	6510	6511	00504103	687401	-
410302	00544007	Maintenance-free	00006535	6515	6510	6511	00504103	687401	-
410701	00544007	Maintenance-free	00006535	6515	6510	6511	00504103	687401	-
411301	00544007	Maintenance-free	00006535	6515	6510	6511	00504113	687401	-
411501	-	6518	00006535	6515	6510	6511	00504011	687401	-
411701	00544007	Maintenance-free	00006535	6515	6510	6511	00504138	687401	-
411702	00544007	Maintenance-free	00006535	6515	6510	6511	00504138	687401	-
411901	00544007	Maintenance-free	00006538	6515	6510	6511	00504118	687401	-
412202	00544007	Maintenance-free	LED	6515	6510	6511	00504103	687401	-
413601	00544007	Maintenance-free	00006535	6515	6510	6511	00504103	687401	-

Item no	traction tyres	Brushes/springs	Bulb	Profi-coupling	Hook coupling	AO- coupling	Replacement motor	Decoder	Centre pick-up shoe
Steam locomotives									
413701	00544007	*	LED	6515	6510	6511	*	*	-
414301	00544007	Maintenance-free	00006535	6515	6510	6511	00504103	687401	-
414302	00544007	Maintenance-free	00006535	6515	6510	6511	00504103	687401	-
414303	00544007	Maintenance-free	LED	6515	6510	6511	00504103	687401	-
414401	00544007	6518	LED	6515	6510	6511	50414401	687401	-
414402	00544007	6518	LED	6515	6510	6511	50414401	687401	-
414404	00544007	6518	LED	6515	6510	6511	50414401	687401	-
415901	00544007	*	00006535	6515	6510	6511	*	*	-
Sound locomotives									
74046	00544009	6518	LED	6515	6510	6511	00504046	ESU LS 3.0	-
74117	00544007	Maintenance-free	00006535	6515	6510	6511	00504138	ESU LS 3.5	-
408675	00544006	6519	00006535	6515	6510	6511	41408671	ESU LS 3.5	-
410371	00544007	Maintenance-free	00006535	6515	6510	6511	00504103	ESU LS 3.5	-
410372	00544007	Maintenance-free	00006535	6515	6510	6511	00504103	ESU LS 3.5	-
410771	00544007	Maintenance-free	00006535	6515	6510	6511	00504103	ESU LS 3.5	-
411971	00544007	Maintenance-free	00006538	6515	6510	6511	00504118	ESU LS 3.5	-
413671	00544007	Maintenance-free	LED	6515	6510	6511	00504103	ESU LS 3.5	-
413771	00544007	*	LED	6515	6510	6511	*	*	-
414372	00544007	Maintenance-free	00006535	6515	6510	6511	00504103	ESU LS 3.5	-
414373	00544007	Maintenance-free	00006535	6515	6510	6511	00504103	ESU LS 3.5	-
415971	00544007	*	00006535	6515	6510	6511	*	*	-
417171	00544007	6519	00006535	6515	6510	6511	50417171	ESU LS 3.5	-
Ellok									
431901	00544009	Maintenance-free	00006538	6515	6510	6511	00504103	687501	-
AC locomotives									
391002	00544007	6518	00006535	6515	6510	6511	00504011	-	00692024
393203	00544006	6518	00006535	6515	6510	6511	00504030	-	00692022
394373	00544007	Maintenance-free	00006535	6515	6510	6511	00504103	-	*
399401	00544006	6519	00006530	6515	6510	6511	40399401	-	00692023
399402	0000544006	6519	00006530	6515	6510	6511	40399402	-	00692023
Exchange bulbs									
			analogue	00006530		Digital	00066530		
			analogue	00006531		Digital	00066531		
			analogue	00006532		Digital	00066532		
			analogue	00006533		Digital	00066533		
			analogue	00006534		Digital	00066534		
			analogue	00006535		Digital	00066535		
			analogue	00006536		Digital	00066536		
			analogue	00009530		Digital	00069530		
Light changing unit			analogue	00009531		Digital	00066532		
			analogue	6540		Digital	66540		
white / red for BR 111, 141, 218									

* = unknown at the time of going to press

Important spare and additional parts for coaches and wagons

Item no	Interior lighting	Bulb	Tail lighting	Profit-coupling	Hook coupling	AC-coupling	DC wheels	AC wheels	Pick up shoe
Passenger coaches									
5051-5059	-	00006530	-	6515	6510	6511	00534012	6562	-
5061-5069	6496	00006535	-	6515	-	6511	00534003	6560	-
5074	6447	00006530	-	6515	6510	6511	00534003	6560	-
5090-5092	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
5150-5152	6445	00009530	-	6515	6510	6511	00534009	6561	1458
5155/5156	6445	00009530	-	6515	6510	6511	00534009	6561	-
5600-5609	6454	00009530	6451	6515	6510	6511	00534036	6560	1459
5630-5638	6452	00006535	-	6515	6510	6511	00534003	6560	1458
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
5741-5746	6452	00006535	-	6515	6510	6511	00534003	6560	1458
5797/5798	6452	00006535	-	6515	6510	6511	00534003	6560	1458
505201	-	00006530	-	6515	6510	6511	00534012	6562	-
505701-505901	-	00006530	-	6515	6510	6511	00534012	6562	-
506011	6465	00006530	-	6515	6510	6511	00534012	6560	-
506101-506301	6469	00006535	-	6515	6510	6511	00534012	6560	-
506901	6469	00006535	-	6515	6510	6511	00534012	6560	-
507301/507701	6447	00006530	-	6515	6510	6511	00534003	6560	-
509001-509301	6469	00006535	-	6515	6510	6511	00534019	6562	-
509601-509801	6469	00006535	-	6515	6510	6511	00534019	6560	-
512901	6445	00009530	-	6515	6510	6511	00534019	6561	-
515101	6445	00009530	-	6515	6510	6511	00534009	6560	1458
515302	6445	00009530	-	6515	6510	6511	00534009	6560	1458
563601	6452	00006535	-	6515	6510	6511	00534003	6560	1459
564101-564202	6454	00009530	-	6515	6510	6511	00534036	6560	1459
567619-567621	6452	00006535	-	6515	6510	6511	00534003	6560	1458
567701-567706	6452	00006535	-	6515	6510	6511	00534003	6560	1458
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	-
576501-576901	6469	00006535	-	6515	6510	6511	00534003	6560	-
577901	6445	00009530	-	6515	6510	6511	00534009	6561	-
581001-581008	6445	00009530	-	6515	6510	6511	00534009	6561	1458

Item no	Interior lighting	Bulb	Tail lighting	Profit-coupling	Hook coupling	AC-coupling	DC wheels	AC wheels	Pick up shoe
Goods wagons									
5203/5204	-	-	-	6515	6510	6511	00534019	6562	-
5211	-	-	-	6515	6510	6511	00534035	6563	-
5256-5261	-	-	-	6515	6510	6511	00534003	6560	-
5285	-	-	-	6515	6510	6511	00534051	-	-
5300	-	-	-	6515	6510	6511	00534003	6560	-
5301	-	00006530	-	6516	6520	6523	00534003	6560	-
5319 / 5330	-	-	-	6515	6510	6511	00534003	6560	-
5353	-	-	-	6515	6510	6511	00534019	6560	-
5355 / 5360	-	-	-	6515	6510	6511	00534106	-	-
5366	-	-	-	6515	6510	6511	00534019	6562	-
5368 / 5369	-	-	-	6515	6510	6511	00534035	6563	-
5382	-	-	-	6515	6510	6511	00534055	-	-
5397	-	-	-	6515	6510	6511	00534048	-	-
5423	-	-	-	6515	6510	6511	00534003	6560	-
5505 / 5506	-	-	-	6515	6510	6511	00534055	-	-
5525	-	-	-	6515	6510	6511	00534036	6560	-
5568	-	-	-	6515	6510	6511	00534041	-	-
5568	Replacement grinding disc item no 00355569								
520001/520002	-	-	-	6515	6510	6511	00534003	6560	-
521201-521205	-	-	-	6515	6510	6511	00534035	6563	-
521301	-	-	-	6515	6510	6511	00534003	6560	-
521502-521604	-	-	-	6515	6510	6511	00534055	-	-
522301	-	-	-	6515	6510	6511	00534003	6560	-
522501	-	-	-	6515	6510	6511	00534003	6560	-
523601-523607	-	-	-	6515	6510	6511	00534055	-	-
523901	-	-	-	6515	6510	6511	00534055	-	-
525601	-	-	-	6515	6510	6511	00534055	-	-
526001-526602	-	-	-	6515	6510	6511	00534055	-	-
530004	-	-	-	6515	6510	6511	00534055	-	-
530601	-	-	-	6515	6510	6511	00534003	6560	-
526001-526602	-	-	-	6515	6510	6511	00534055	-	-
530004-535203	-	-	-	6515	6510	6511	00534055	-	-
536201	-	-	-	6515	6510	6511	53414400	-	-
536702	-	-	-	6515	6510	6511	00534055	-	-
538281/538282	-	-	-	6515	6510	6511	00534055	-	-
539701	-	-	-	6515	6510	6511	53419700	-	-
542402-550503	-	-	-	6515	6510	6511	00534055	-	-
578703	-	-	-	6515	6510	6511	00534111	-	-

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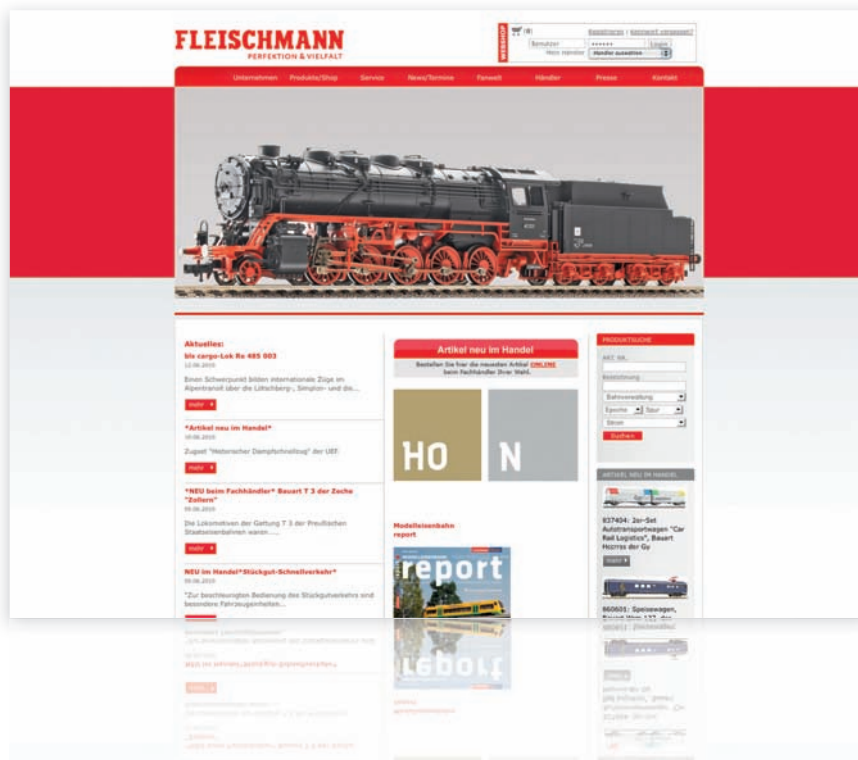
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