

# FLEISCHMANN

The model railway for experts

## HO

2005/06



Lokshop



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## SYMBOLS

	New Items
4030	Article number of a standard loco equipped for 2-rail D.C. operation
6 4030 TWIN-DIGITAL	Digital loco with TWIN-DECODER *
7 4106	Digital loco with DCC-Sound-Decoder
	Standard NEM 651 socket to install a decoder
	Standard NEM 652 socket to install a decoder
1030 ~	Article number of a loco for centre pick up A. C. operation
	Slider contact (only for centre pick up A. C. operation)
Overall length	Length of an item of rolling stock from buffer end to buffer end (Overall length)
	Traction tyres
	Brushes and springs
	Coach interior lighting
	White bulb **
	Red bulb (for train end) **
	Light changing unit white/red or white/white
	Coach tail lighting
	Automatic tail lighting installed
	Triple headlights and red tail lighting, co-ordinated with the direction of travel
	Plastic rail-joiner
	Exchange coupling (hoop coupling)
	PROFI-coupling
	Coupling connector piece
	Coupling connector piece for the "Rolling Road"
	Electric/mechanical coupling between the inner ends of railcars
	Slot-guide mechanism in vehicle chassis for true close-coupling in conjunction with the PROFI-coupling (NEM 362)

## RAILWAY INSIGNIA

	German Railways up to 1949 (DRG/DF), Epoch II
DR	German Railways in the formerly DDR from 1949 (DF), Epoch III
DB	German Federal Railways up to 1994/Deutsche Bahn AG from 1994
	Deutsche Reichspost, Epoch II
	Deutsche Bundespost, Epoch III
	Deutsche Bundespost, Epoch IV
EC	EuroCity = IC trains crossing national borders
IC	InterCity
ICE	InterCityExpress
IR	InterRegio
S-BAHN	S-Bahn = commuter trains of the DB
DSG	German society of sleeping and restaurant coaches
MITROPA	Society of sleeping and restaurant coaches of Middle Europe
BR	Railways of the United Kingdom, BR British Railways
DSB	Danish State Railways, DSB Danske Statsbaner
NS	Dutch Railways, NS Nederlandse Spoorwegen
ÖBB	Austrian Railways, ÖBB Österreichische Bundesbahnen
SBB	SBB Swiss State Railways, CFF Chemins de Fer Fédéraux Suisses, FFS Ferrovie Federali Svizzere
SJ	Swedish Railways, SJ Statens Järnvägar
SNCF	Belgian Railways, SNCB Société Nationale des Chemins de Fer Belges, NMBS
SNCF	French Railways, SNCF Société Nationale des Chemins de Fer Français

## PERIODS OF THE GERMAN RAILWAYS

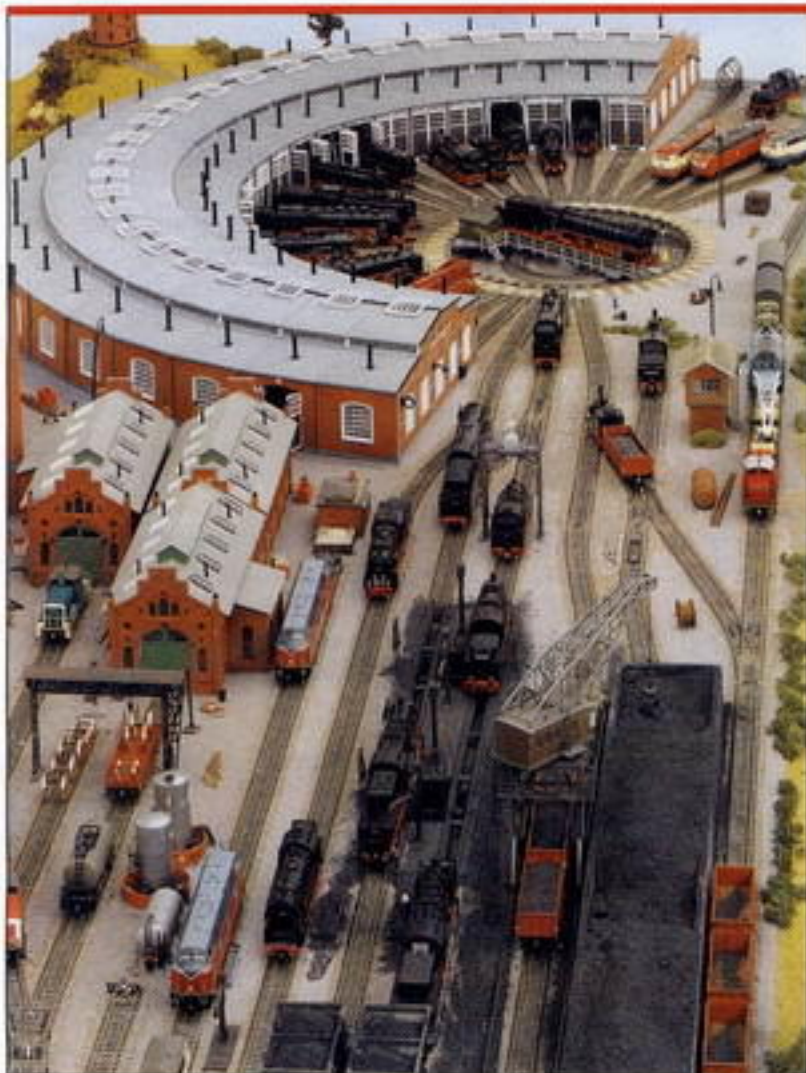
Epoch I	Rolling stock of the Länderbahn period (regional railways) from 1835 (Start of the Railway Era in Germany) up to 1920 (end of the regional railways)
Epoch II	Period of the German Railways up to 1945 (DRG)
Epoch III	The period of the 50's and 60's up to around 1970
Epoch IV	Up to 1985. Start of the introduction of the computerised numbering system for locos and rolling stock
Epoch V	The modern railway from 1985 onwards. The ICE period. Various colour concepts. Introduction of the colour "traffic red" since 1995

\* Further information see page 205, 207

\*\* For simultaneous operation of both digital- and traditional D. C. vehicles, the bulbs of the D. C. vehicles should be replaced by the corresponding exchange bulbs for digital operation (see page 195).



# FLEISCHMANN MODEL RAILWAYS: QUALITY RIGHT DOWN TO THE MINUTEST DETAIL



Naturally, the large prototype stands at the heart of every new development. The "master modelmakers" from Nürnberg reproduce the "big" railway in miniature detail.

And, so that your enjoyment is not spoilt, not only do our models look extremely good, they are robust enough to give "reli-



ble service" on model layouts at home or equally gigantic exhibition layouts too.

In our manufacturing processes nothing is left to chance. This begins with careful research into the prototype: The original plans are evaluated, vehicles are measured and then transferred by our modelmakers, millimetre exact, into the model railway scale.



Selection of the correct raw materials is also very important. High value plastics are prerequisites for high product quality and perfect reproduction.



Incredible sharpness is also achieved with the so-called tampo printing. That's how, for example, the loco lettering can be easily read with the aid of a magnifying glass, yet is fine enough to be within scale size. Steam engines radiate in their black, silk matt finish. Colour variations between plastic and metal parts cannot be perceived because of the excellent materials used. It's only on closer examination that one discovers the exquisite details like the boiler vents, air pumps or fine rows of rivets. Not merely on the grounds of perfect detailing, but also the sheer variety of classes, has FLEISCHMANN become known as the steam engine specialist. Besides the appearance, we also set additional standards of quality: Our rolling stock is famous for outstanding free-running. Connoisseurs say that our wagons even have the "sensitivity of a level". The "engine drivers" of long trains would certainly agree with this comment.



## Saving the best to last:

All locomotives, wagons, points, signals and turntables are thoroughly tested and checked for outward appearance and operational capability. No locomotive leaves our production works before they have each successfully completed a thorough running test.

Thus, it's only after our extensive manufacturing processes and strict quality control, at each and every stage at FLEISCHMANN, can an imposing steam engine be placed "in service" on your model layout.

## Dear Railway Modeller,

Quality is certainly not a mere accident of production, but the result of an extensive development and manufacturing process. Ever since FLEISCHMANN model railways have been made, our top priority has been the highest quality and precision. From time immemorial, our traditional company has made models – to within a tenth of a millimetre accuracy – strenuously tested at each every step of the production process. Our rolling stock is true to the prototype right down to the minutest detail. No wonder then, that FLEISCHMANN has been always awarded the outstanding "model railway oscar" in the quality category.

## CLIMB ABOARD!



# THE FLEISCHMANN SYSTEM: YOU'RE RUNNING "INTERNATIONAL" WITH US

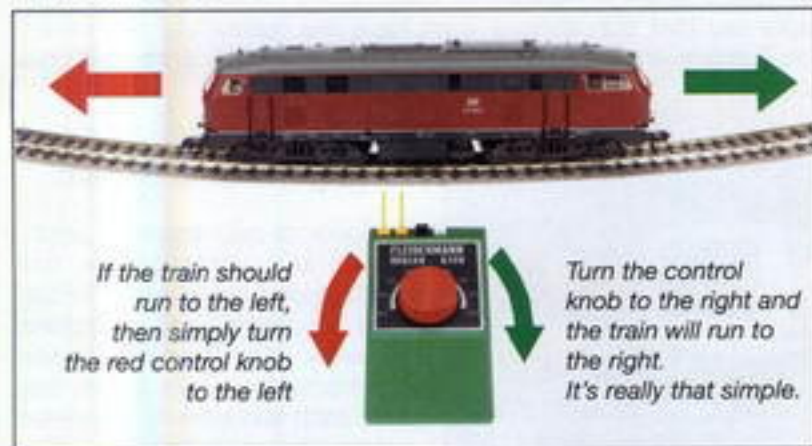
There are good reasons why FLEISCHMANN runs with the international two-rail D.C. system:

FLEISCHMANN runs on "international" tracks, because the majority of model railways around the world are run with the two-rail D.C. system. Our tiny "power packs" are driven by D.C. power at a maximum of 14 volts.



The distinctive trackwork (as shown, the HO-PROFI-track) from FLEISCHMANN has a realistic appearance as well as ideal current carrying qualities, even over long distances. One more advantage: power can be connected to the track anywhere around the layout.

Besides the very good current carrying by the two rails, there's the additional advantage of the realistic appearance. That's why more or less every model train throughout the world can run on FLEISCHMANN.



The control is simple because the direction of travel is simply determined by the direction of the control knob.

Equally smooth acceleration and superbly smooth slow running make our transformers and controllers distinctive. That makes shunting that much more enjoyable!

No matter whether it's analog or digital – you can rely on the model railway for experts:

As the layout continues to grow, so does the desire to get the most out of all the **fascinating operational possibilities** for the layout. And now it's become much easier: increasingly more and more railway modellers are using digital control so that they can get prototypical multi-train operation on their layouts. With **FLEISCHMANN-DIGITAL** you can control several locos on one track, yet independently of each other, switch complete routes of points and even individually set the running characteristics of each loco.

**How is this possible?** As opposed to the standard analog operation – where the locomotive is fed with power directly from the track – with digital multi-train control, there is a constant power in the track.

This means: On an **analog layout**, the further you "open up" the regulator, the faster the loco runs. If you now put a second loco on the track, it will receive the same power as the first one. In order to run the trains independently from each other, the layout must be split up into separate electrical sections (fed from additional transformers/controllers). The FLEISCHMANN block system, the comprehensive switching accessories as well as the track-diagram controls or push-button switches enable the "analog modeller" to recreate a versatile prototypical operation.

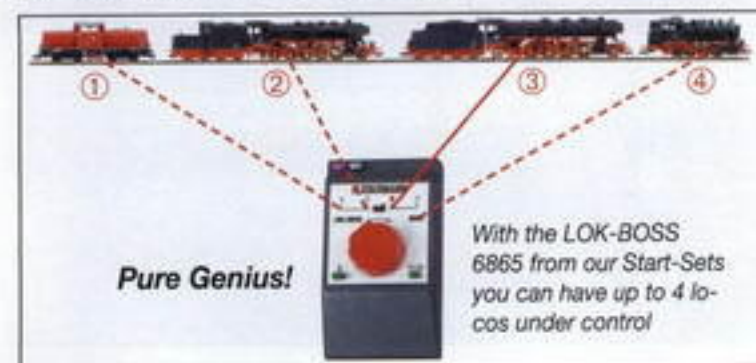
**It's different for digital multi-train control:** the constant power serves first of all to provide power to the vehicle, and secondly to carry the digital control commands. The decoders in the locomotives recognise these signals and translate them into control commands. They control how much power the motor is to receive, and thereby determine the speed and direction of the loco.

Each digitally controlled loco with its inbuilt decoder has its own address and only reacts to commands sent to its own specific address. So, within one circuit, you can be shunting for example, whilst other trains can be running in and out of the station. Another advantage is the possibility of "work sharing": several operators – i.e. father and son – can run trains together with "equal rights", because all loco addresses can be accessed from several controllers.

**FLEISCHMANN-DIGITAL** – a digital multi-train system for beginners, learners and digital experts.

**FLEISCHMANN-DIGITAL** is a complete multi-train system with the whole range of power providers, controllers and control components – all from one source! You can enlarge your layout step by step and extend it with new operations.

Just as each of us speak different languages – and as often as not, don't understand – there are several digital languages for model railways. The most widespread digital language for railway modellers throughout the world is DCC as per the NMRA-standard, which is also used by FLEISCHMANN. You'll make the right start in the digital model railway world with our digital Start-Sets. "Unpack, put it together, off you go" – as we say. Each Start-Set is a complete miniature layout with a digital loco, wagons, tracks and a digital controller: the **LOK-BOSS 6865** with mains supply unit. The layout is soon put together and the LOK-BOSS controller itself will look after the operations. They will now all listen to its – digital – commands.



Our versatile central controller **TWIN-CENTER 6802**, offers you no end of possibilities for digital operation; the TWIN covers **two digital languages**: one, the international standard **DCC**, the other, **FMZ** – the well-known FLEISCHMANN multi-train control system.

Our **Sound locomotives** are the "crowning glory" of digital operation. These bring real railway atmosphere to your layout. The locos are not just impressive to the eye. With their original noises, these tiny "works of wonder" will give pleasure to your ears.

## CLIMB ABOARD!



# THE FLEISCHMANN-SYSTEM: BUILDING IN STYLE

## Why is it so important to choose the right track system?

Quite simple: The correct choice determines the amount of enjoyment when planning the trackwork later. And that's just how it is with FLEISCHMANN-PROFI-Track, which can hardly be beaten: The rails are joined together with an audible "click", making a secure, firm connection.

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



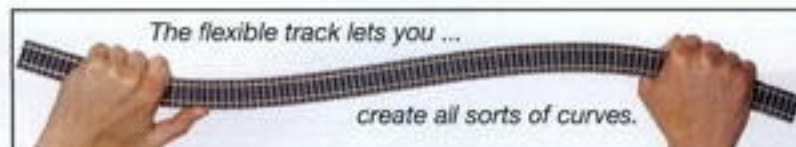
The wooden sleepers and ballast track bed are prototypically coloured and shaped. Because the rails, sleepers and trackbed form one robust unit, the track is even strong enough to be trodden on. It can even be laid out on the floor of the children's room.



Starting off with the purchase of a Start-Set with PROFI-track and using the relevant Track-Packs, or similarly the individual track pieces, a super layout can be built up step by step.

### Track Geometry with a clear Concept:

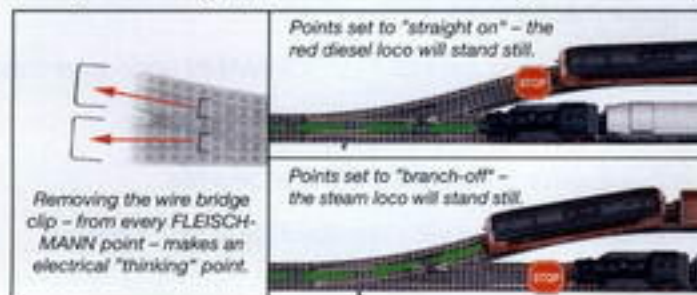
With only a few different track pieces, the PROFI-track system



Curved tracks with 4 standard radii, a ready-ballasted flexible track which can be curved to extremely large radii, straight points, curved points, three-way points, double slips and express points make it possible to create practically any desired track configuration. Functional tracks, like the uncoupler tracks for manual and electrical operation, together with buffers stops and even level crossings complete the track system.

## Can points think?

At least with FLEISCHMANN! All points are made to be "thinking" points. A quick flick of the wrist is enough to make the current only flow in the same direction as the points are set. Completely automatically. In this way, you can run several trains within the same power circuit without needing any additional wiring. This huge advantage is even offered by the three-way point, which – especially in shunting operations – can save a great deal of space.



Besides: Our points are available already fitted with point motors



PROFI-points indicated with a "W" (i.e. 6170 W – 6177 W).

## Can trains climb mountains?

At least with FLEISCHMANN! Our original rack railway can climb gradients of up to 35 %. Our flexible rack rail is ideal for making rack sections, because – with the exception of points and uncouplers – it can be simply glued to any straight or curved PROFI-track.



## Is there a turntable with up to 48 track exits?

Yes, from FLEISCHMANN! Our huge, electrically operated super-model turntable with up to 48 track exits can be fitted into most layouts and offers lots of possibilities to accommodate locomotives. Plus, it can even "think" too: Only the track exit lined up with, and electrically connected, to the turntable is fed with power. Thus one exit has power - whilst the other "47" exits remain without power.





# THE FLEISCHMANN SYSTEM: COUPLING LIKE THE EXPERTS

Coupling like the experts with the PROFI-coupling from FLEISCHMANN, so that your vehicles can run "buffer-to-buffer"

The compact PROFI-coupling can be recognised by their **delicate coupling heads**.



FLEISCHMANN has developed the PROFI-coupling so that the railway modeller can run a prototypical train operation with close-coupled ("buffer to buffer") rakes of wagons. That's how our trains look just as "prototypical" as the real thing.

**The PROFI-coupling has lots of advantages:**

- secure, close coupling of vehicles with each other (both pulling and pushing of trains)
- gentle, automatic coupling together
- true close-coupling on vehicles equipped with slot-guide mechanism (K) (almost all FLEISCHMANN H0 wagons have a slot-guide mechanism)
- automatic uncoupling over all FLEISCHMANN uncoupler tracks
- easy removal of single wagons out of the train rake
- pre-uncoupling for terrific shunting manoeuvres
- usable in all H0 vehicles with standard NEM 362 coupling socket



Easy removal of a single wagon out of a rake of coaches.



## ① Pre-uncoupling for terrific shunting manoeuvres

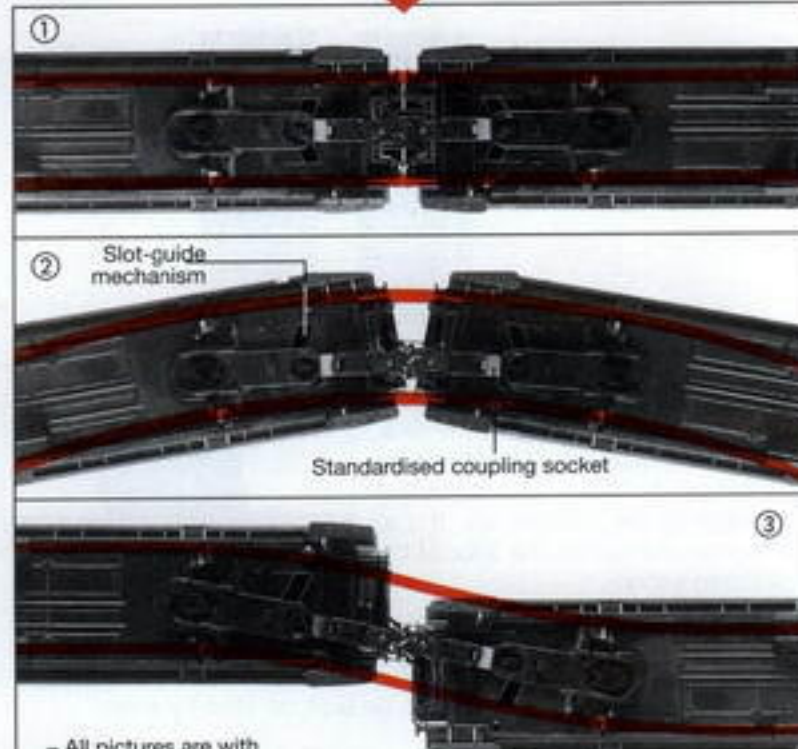
Pre-uncoupling means that you can not only uncouple and leave wagons over the uncoupler track, but you can also pre-uncouple and push the wagon to another place on the layout. That makes shunting such fun!

Picture ①:

A shunting loco pushes a goods wagon to slowly pre-uncouple over an uncoupler track, ...and continues pushing the wagon to the desired end location ...

Picture ②:

... and leaves the pre-uncoupled wagon rake in its siding.



- All pictures are with bogies removed -

**This is how the close-coupling works with the slot-guide mechanism (K):**

Picture ①: The slot-guide mechanism ensures that the wagons are really closely coupled together on the straight.

Picture ②: On the curve, the slot-guide mechanism creates a larger distance between wagons so that the buffers cannot hook up on each other. On returning to the straight, the wagons are pulled together once again.

Picture ③: Even through opposite curves, the slot-guide mechanism ensures a safe wagon distance. All envisaged running situations have been mastered.

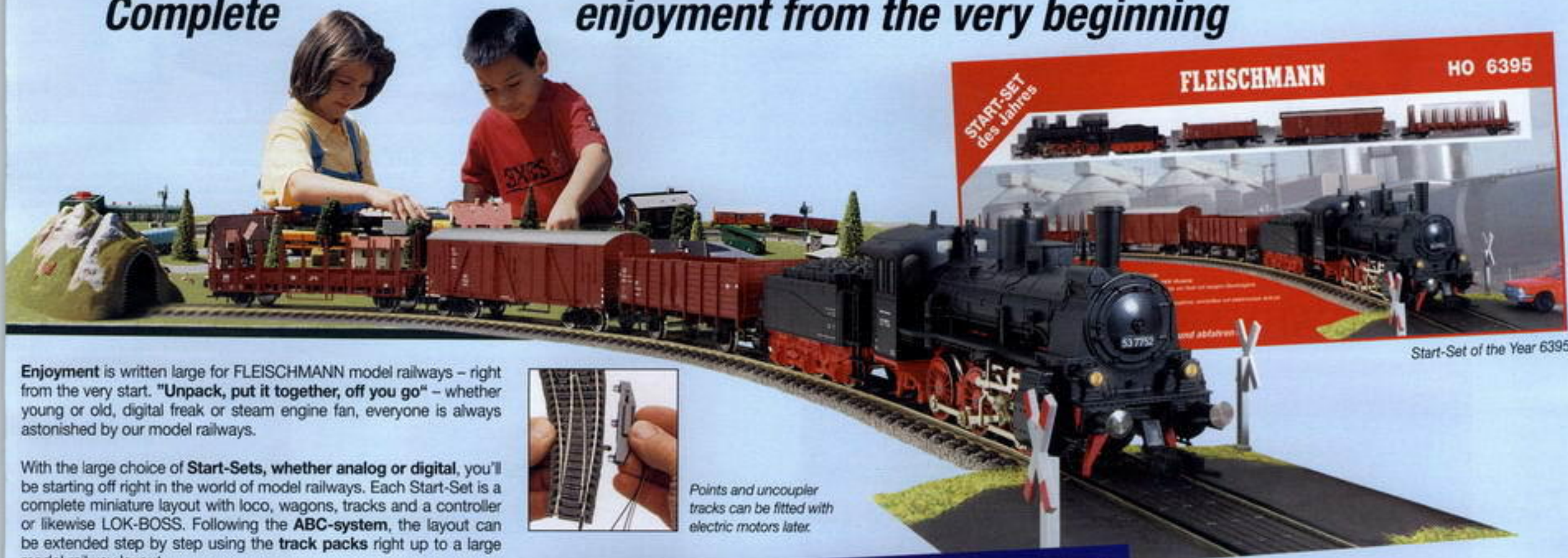
## CLIMB ABOARD!



# THE FLEISCHMANN SYSTEM: UNPACK, PUT IT TOGETHER, OFF YOU GO

*Complete*

*enjoyment from the very beginning*



Enjoyment is written large for FLEISCHMANN model railways – right from the very start. "Unpack, put it together, off you go" – whether young or old, digital freak or steam engine fan, everyone is always astonished by our model railways.

With the large choice of **Start-Sets**, whether analog or digital, you'll be starting off right in the world of model railways. Each Start-Set is a complete miniature layout with loco, wagons, tracks and a controller or likewise LOK-BOSS. Following the **ABC-system**, the layout can be extended step by step using the **track packs** right up to a large model railway layout.

For the perfect start, we recommend the **Start-Set of the Year** (analog: Art.-No. 6395; digital: Art.-No. 8 6395). Because of the many accessories, with its combination of road and rail, it offers all sorts of operational possibilities.



**That's how to have fun when shunting:**

Locos and wagons can be easily uncoupled over the uncoupler tracks, and with the **PROFI-coupling**, even pre-uncoupled. The pre-uncoupled wagons can then be simply pushed to anywhere around the layout.



Points and uncoupler tracks can be fitted with electric motors later.



Digital Start-Set of the Year 8 6395



Using the track packs, the Start-Set soon becomes a Super-Layout.

**ALL ABOARD!**



# START SET WITH MODEL-TRACKS

The low-cost attractive start with a goods train...



**A**  
6315



Track contents  
Start Set 6315  
Size of layout:  
75 cm x 75 cm

**6315 - START-SET with goods train.**  
A complete "Ready to run" beginner set with multi-purpose tank loco, 2 goods wagons, 1 controller and 1 mains transformer as well as a complete circuit of track (8 x 6024 with 1 feed track). Train length: 310 mm.

## TRACK SETS WITH MODEL-TRACKS



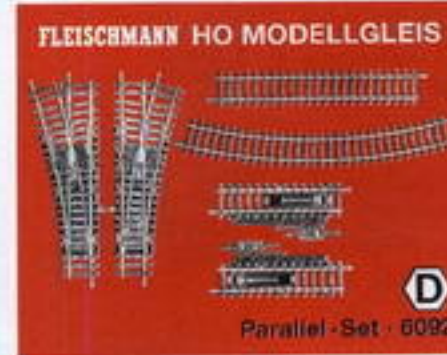
**B**  
6090

**6090 - Station Set.**  
The first step on the way to a superb large station, with passing track. To extend the beginners set track circuits. Contents: 1 left point 6070, 1 right point 6071, 13 straight tracks (11 x 6001, 2 x 6005), 2 curved tracks 6032.



**C**  
6091

**6091 - Shunting Set.**  
To enlarge goods yard, and shunting yards, by one set with sidings and uncoupling tracks. Can be extended even further. Contents: 1 left point 6070, 1 right point 6071, 2 uncoupler tracks 6014, 2 buffer stops 6016, 7 straight tracks (4 x 6001, 1 x 6004, 2 x 6005), 1 curved track 6032.



**D**  
6092

**6092 - Parallel Set.**  
With large oval of track, to make up double track running and longer straights, and to pass slower travelling trains. Contents: 1 left point 6070, 1 right point 6071, 2 uncoupler tracks 6014, 7 straight tracks 6005, 12 curved tracks 6030.



**E**  
6093

**6093 - Three way point Set.**  
A set to easily make up sidings for train storage. Contents: 1 three-way point 6057, 1 uncoupler track 6014, 2 buffer stops 6016, 6 straight tracks (4 x 6001, 1 x 6002, 1 x 6005), 2 curved tracks 6032.

## POSSIBLE COMBINATIONS FOR START SETS AND MODEL-TRACK SETS:



Size of layout:  
75 cm x 75 cm



Size of layout: 190 cm x 75 cm



Size of layout: 190 cm x 75 cm



Size of layout: 205 cm x 90 cm



Size of layout: 190 cm x 75 cm



You can extend the Start-Sets A step by step, using the track packs B, C, D, E and F. Just a few of the many possibilities are shown here. The sequence of the way in which it can be built up is just as you like, for example the combinations A, B, D or A, E, F are also possible.

Important: Every manual point from the track packs can be quite easily converted to electric operation at any time later using the Electro-Set 6095. Should you also want to electrify the uncouplers later, then use the electric motor 6414.



## ADDITIONAL SETS



6094

### 6094 - Turntable Set.

For building up a small loco depot with child-like simplicity. Contents: 1 turntable 6050, 2 buffer stops 6016, 3 straight tracks 6001, 1 curved track 6032. With cut-out loco shed (see page 187).

6095



### 6095 - Electro-Set.

To convert all manual points (Standard-, Curved-, 3-Way- and double slips) to electrical operation. Contents: 1 push-button switch 6920 for 2 points and one of each point motor 6421, 6422 for left and right hand points.

Suitable for track sets 6090, 6091, 6092 or 6093.

6295



### 6295 - Signal Set with semaphore signal.

Containing: 1 semaphore signal 6205, 1 push-button switch 6927, 3 connecting clips 6401, 2 feed clips 9401, 6 isolating rail joiners 6403, 1 yellow wire, 1 white wire, 1 mounting guide, 1 signal fixing plate 6597.

For many years, the Model Track has served as the standard track within the FLEISCHMANN range. It is robust, has finely engraved imitation wooden sleepers and full profile brass rails.

You can find more about the value-for-money track Model Track on page 185.

## POSSIBLE COMBINATIONS FOR START SETS AND MODEL-TRACK SETS:



Size of layout: 205 cm x 90 cm



Size of layout: 205 cm x 90 cm



Size of layout: 205 cm x 90 cm

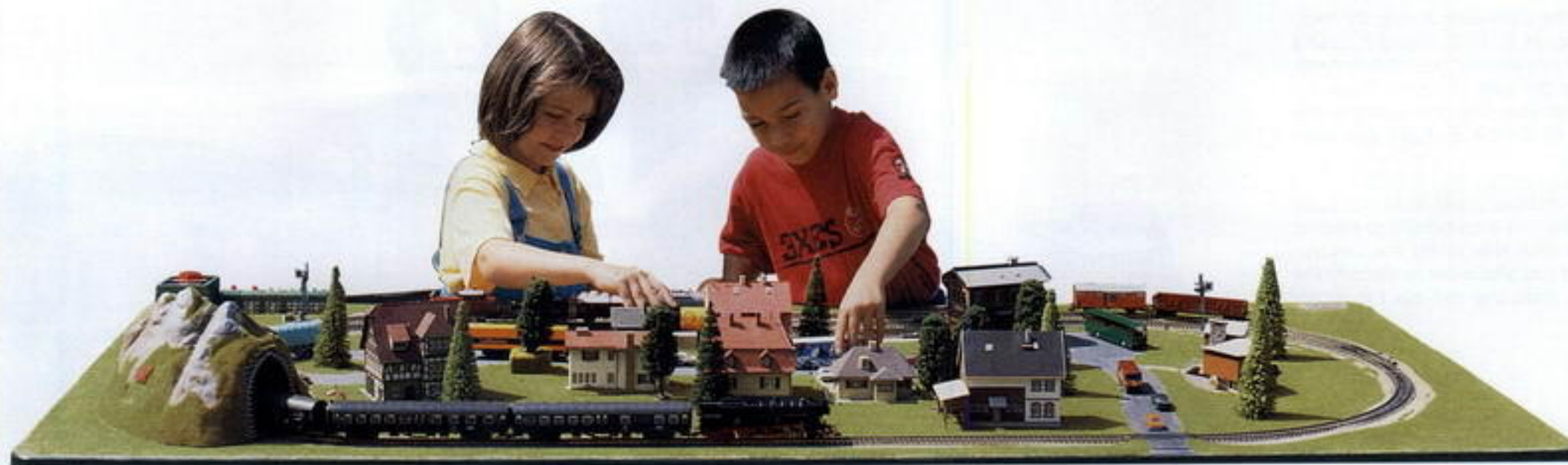


Size of layout: 205 cm x 90 cm

All manually operated points (standard-, curved-, three-way- or double slips) as well as manual uncoupler tracks, can be converted to electrical operation by simply clipping on an electric motor.

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## TRACK SETS WITH PROFI-TRACKS



6190

### 6190 · STATION-SET.

Contents: 8 straight tracks (7 x 6101, 1 x 6103), 2 uncoupler tracks 6114, 6 curved tracks 6122, 1 left curved point 6174, 1 right curved point 6175.



6191

### 6191 · SHUNTER-SET.

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



6192

### 6192 · PARALLEL-SET.

Contents: 14 straight tracks (13 x 6101, 1 x 6103), 8 curved tracks (6 x 6125, 2 x 6127), 1 left curved point 6174, 1 right curved point 6175.



6193

### 6193 · THREE-WAY POINT-SET.

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

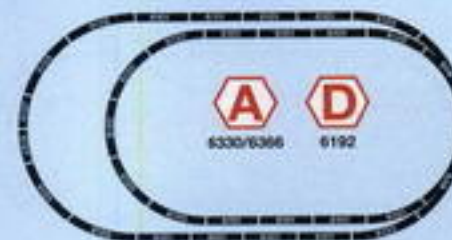
## POSSIBLE COMBINATIONS FOR START SETS AND PROFI-TRACK SETS:



Size of layout: 145 cm x 81 cm



Size of layout: 155 cm x 75 cm



Size of layout: 168 cm x 88 cm



Size of layout: 155 cm x 81 cm



# START SET WITH PROFI-TRACKS



6330



**6330 - START-SET.**  
Complete ready-to-run-set, with a mixed traffic tank locomotive, 2 goods wagons, 1 controller and 1 mains transformer as well as PROFI tracks (2 x 6101, 10 x 6120 - with connecting wire). Train length: approx. 310 mm.

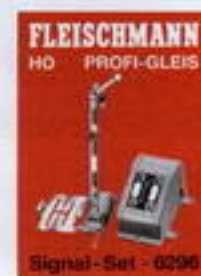
## ADDITIONAL SETS



6195



6296



**6195 - ELECTRO-SET for PROFI-track.**  
To convert all manual points (normal-, curved-, 3-way- and double slips) to electrical operation. Contents: 1 push-button switch 6920 for 2 points and one of each point motor 6441, 6442 for left and right hand points.

**6296 - SIGNAL-SET for PROFI-track with semaphore signal.**  
Containing: 1 semaphore home signal 6205, 1 signal switch 6927, 2 wires (yellow/white), 3 connecting clips 6431, 2 feed clips 9401, 6 isolating rail joiners 6433, 1 assembly instruction, 1 signal fixing plate 6596.

1 **ELECTRO-SET** is sufficient to electrify each track pack 6190, 6191, 6192, 6193; 6194 (2 x).

Our tip for additional considerably cheaper, wagons which are still good value for money: the wagons in the Junior Series range (pages 89 to 91).



6194

**6194 - PLATFORM SET.**  
Contents: 11 straights (10 x 6101, 1 x 6103), 2 uncoupler tracks 6114, 2 curved tracks, 6138, 1 left point 6170, 1 right point 6171, 1 double slip 6164.

## POSSIBLE COMBINATIONS FOR START SETS AND PROFI-TRACK SETS:



Size of layout: 155 cm x 75 cm



Size of layout: 175 cm x 81 cm



Size of layout: 208 cm x 88 cm



Size of layout: 248 cm x 88 cm

All manually operated points (standard-, curved-, three-way- or double slips) as well as manual uncoupler tracks, can be converted to electrical operation by simply clipping on an electric motor.

**Lokshop**



# START SET WITH PROFI-TRACKS

*With goods train and siding for shunting trains*

## 6336 · START-SET.

Complete ready-to-run-set with lots of play value.

Contents: 1 mixed traffic tank locomotive, 1 open goods wagon, 1 stake wagon, 1 controller and 1 mains transformer, PROFI tracks (7 x 6101, 10 x 6125 with connecting wire, 1 buffer stop 6116), 1 standard point left 6170. Train length approx. 295 mm.



6336



The ready-ballasted PROFI-track.



The point can be converted to electrical operation at a later date.

## POSSIBLE COMBINATIONS WITH PROFI-TRACK SETS:



Size of layout: 185 cm x 81 cm



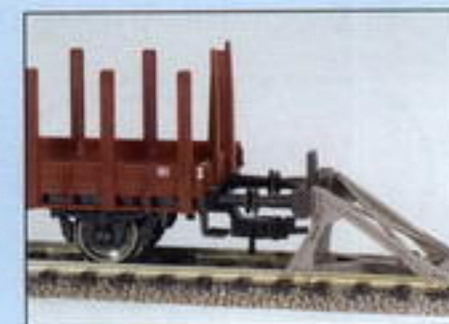
Size of layout: 185 cm x 81 cm



Size of layout: 185 cm x 81 cm



Size of layout: 185 cm x 81 cm





# START SET WITH PROFI-TRACKS

## 6366 · START-SET.

Complete ready-to-run-set with 1 tender locomotive with light, Class 53, with standard NEM 651 socket for installation of a decoder (DCC: 6876, TWIN: 6847), 1 baggage coach, 2 passenger coaches, 1 controller and 1 mains transformer, PROFI-tracks (2 x 6101, 10 x 6120 with connecting wire). Train length: approx. 490 mm.



Track contents of the Start-Set 6366

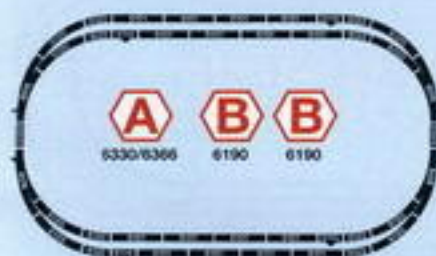
Size of layout  
95 cm x 75 cm



6366



## POSSIBLE COMBINATIONS WITH PROFI-TRACK SETS:



Size of layout: 165 cm x 100 cm



Size of layout: 185 cm x 81 cm



Size of layout: 228 cm x 88 cm



Size of layout: 288 cm x 94 cm

Isolating rail joiners 6433 are required for independent operation of more than one train: In place of the existing rail joiners 6434, which should be pulled off with a small pair of pliers, 2 plastic isolating rail joiners are put on to make up an electrical isolating break. In this way the layout can be separated into several independent power circuits. Then in each power circuit, one loco can be independently controlled using one transformer.

All manually operated points (standard-, curved-, three-way- or double slips) as well as manual uncoupler tracks, can be converted to electrical operation by simply clipping on an electric motor.

Lokshop



# START-SET "REGIONALEXPRESS"

The perfect start into the world of modern trains.

6367 - The "RegionalExpress" in an attractive START-SET together with everything else needed to set off on your journey into the world of modern trains.

1 Diesel loco in traffic red livery with headlights co-ordinated with the direction of travel, class 218\*, standard NEM 651 socket for installation of a decoder (DCC: 6876, TWIN: 6847), 2 double-decker coaches (1st/2nd class and 2nd class in traffic red livery), 1 controller and 1 mains transformer, PROFI tracks (8 x 6101, 10 x 6125 - with connecting wire) and 1 HO-catalogue (German language). Train length: approx. 760 mm. The track contained in this set gives a stretched oval with the larger radius R 2 curves.



6367



Pack with handy carrying handle!

The loco is prepared for digital operation



Diesel loco, Class 218, with light change according to direction of travel!

## POSSIBLE COMBINATIONS WITH PROFI-TRACK SETS:



Size of layout: 195 cm x 88 cm



Size of layout: 238 cm x 88 cm



Size of layout: 218 cm x 88 cm



Size of layout: 248 cm x 122 cm

All manually operated points (standard-, curved-, three-way- or double slips) as well as manual uncoupler tracks, can be converted to electrical operation by simply clipping on an electric motor.



# DUO-START-SET

*With 2 complete trains to give a variety of operation!*

**6373 · All aboard:** Two complete trains in one set (1 Local Train and 1 Goods Train) and lots of tracks to give a variety of operation.

**Local Train:** 1 Electric locomotive, class 141, with headlights co-ordinated with the direction of travel, 1 local coach 1st/2nd class, 2 local coaches 2nd class. Train length: approx. 1030 mm.

**Goods Train:** 1 Tank loco, class 89, with lights, 1 open goods wagon, 1 refrigerated van, 1 tank wagon. Train length: approx. 465 mm.

With one controller and one mains transformer, 16 straight PROFI tracks (15 x 6101, 1 x 6103), 14 curved PROFI tracks (7 x 6125, 6 x 6127, 1 curved feed track), 2 uncoupler tracks 6114, 1 curved point left 6174, 1 curved point right 6175, 1 re-railer 6480 and 1 HO-catalogue (German language). The track contained in this set gives a long, stretched oval (with the larger radius 2 curves) and a long passing loop.



6373



Pack with handy carrying handle!



## POSSIBLE COMBINATIONS WITH PROFI-TRACK SETS:



Size of layout: 208 cm x 88 cm



Size of layout: 228 cm x 88 cm



Size of layout: 218 cm x 88 cm



Size of layout: 238 cm x 95 cm

All manually operated points (standard-, curved-, three-way- or double slips) as well as manual uncoupler tracks, can be converted to electrical operation by simply clipping on an electric motor.

Lokshop



# EUROCITY-START-SET

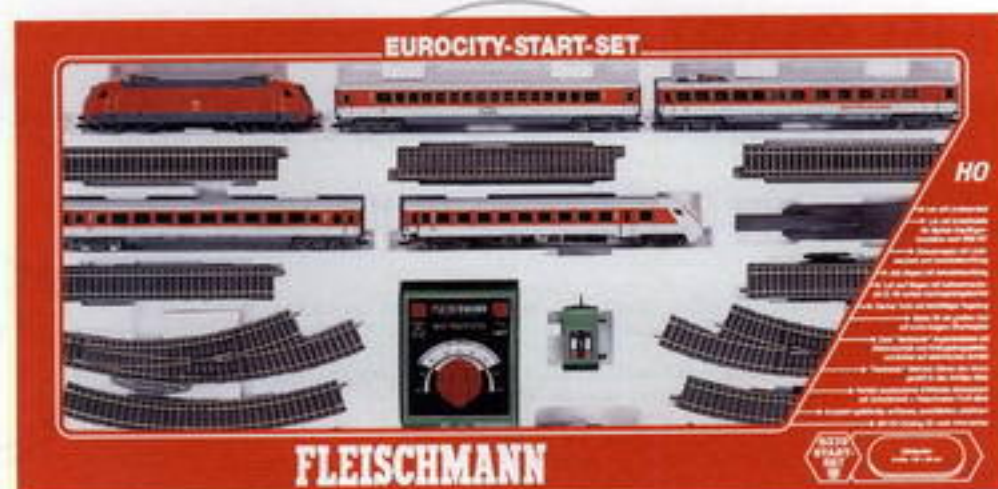
With illuminated IC/EC-coaches!

## 6379 - The Super-START-SET with modern technology:

1 electric loco, class 101 with standard NEM 652 socket for installation of a decoder (DCC: 6878, TWIN: 6848), and directionally co-ordinated light change, 4 illuminated EuroCity coaches (1 IC/EC cab-trailer coach 2nd class with changing lights, one 1st and one 2nd class IC/EC coach, 1 IC/EC restaurant coach), strong MSF transformer 6755, 30 PROFI-tracks (15 x 6101, 1 x 6103, 8 x 6125 with connecting wire, 6 x 6127), 1 electric curved point 6176, 1 electric curved point 6177, 1 switch control 6920, 2 uncoupler tracks 6114, 1 re-railer 6480, electrical connecting equipment and 1 HO-catalogue (German language). Train length: approx. 1350 mm. The track content corresponds to a large oval (with the larger radius 2 curves) and a long passing loop.



6379



Pack with handy carrying handle!



With light change according to direction of travel.



The loco is prepared for digital operation



Every coach (incl. control-cab coach) has an interior lighting.  
All vehicles with slot-guide mechanism ® for real close coupling.

## POSSIBLE COMBINATIONS WITH PROFI-TRACK SETS:



Size of layout: 208 cm x 98 cm



Size of layout: 238 cm x 88 cm



Size of layout: 228 cm x 108 cm



Size of layout: 248 cm x 122 cm

All manually operated points (standard-, curved-, three-way- or double slips) as well as manual uncoupler tracks, can be converted to electrical operation by simply clipping on an electric motor.



# ICE 2-START-SET IN NEW LIVERY

6382 - The "InterCityExpress 2" supertrain with traffic red stripe of the DB AG.

Contents: One ICE 2-driving unit (which is motorised)\*, with standard NEM 651 socket for installation of a decoder (DCC: 6876, TWIN: 6847), with white/red headlights co-ordinated with the direction of travel, one ICE 2-control-cab coach with white/red headlights co-ordinated with the direction of travel, one 1st class ICE 2-intermediate coach, epoch V, approximate length of train 805 mm.

With one controller and one mains transformer, 12 straight PROFI-tracks 6101, 10 curved PROFI-tracks 6125 (one of which is the power feed track), 1 re-railer 6480. The track contained in this set gives a long, stretched oval with the larger radius 2 curves.

\* Dummy pantograph on roof without electrical connection, motor without flywheel, motor bogie without contact button, other technical features as per 4490.

The 3-part ICE 2 can be increased by adding any of the intermediate coaches 4491 - 4496 (see page 87).

ICE 2: One whole train made up from two half-trains.

The concept of the ICE 2 is basically different from the ICE 1. Whilst the ICE 1 consists of two power cars and up to a maximum of 13 intermediate coaches, an ICE 2 can be made up from two train units ("half-trains") coupled together to form one complete train ("Long Train"). After opening the bow doors on the ends of the trains, by using a special coupling, the two train units - each consisting of a power car, six intermediate coaches and a cab trailer - can be made up into one long train. Even on the FLEISCHMANN models, two ICE 2 units can be prototypically joined together.

6382



Track contents of START-SET 6382

Size of layout:  
208 cm x 88 cm



The driving coach is prepared for digital operation



## POSSIBLE COMBINATIONS WITH PROFI-TRACK SETS:



Size of layout: 218 cm x 88 cm



Size of layout: 238 cm x 88 cm



Size of layout: 248 cm x 108 cm

All manually operated points (standard-, curved-, three-way- or double slips) as well as manual uncoupler tracks, can be converted to electrical operation by simply clipping on an electric motor.

Lokshop



# START SET OF THE YEAR FROM FLEISCHMANN – All sorts of play value from the very beginning because of lots of accessories, and the combination of road and rail!

6395 - Start Set of the Year from FLEISCHMANN  
with large contents.

The complete beginner's set for the perfect start, with lots  
of operating possibilities.

Contents: 1 tender locomotive, Class 53, with standard NEM  
651 socket to install a decoder (DCC: 6876, TWIN: 6847),  
with double headlights, 3 goods trucks, 4 model cars, 1 con-  
troller and 1 mains transformer, 10 straight PROFI-tracks (8 x  
6101, 2 x 6103), 14 curved PROFI-tracks (7 x 6120, 6 x 6122,  
1 curved feed track), 2 uncoupler tracks 6114, 1 curved point  
left 6174, 1 curved point right 6175 (points prepared for point  
lanterns 6438), 1 level crossing 6197, 1 re-railer 6480 and 1  
HO-catalogue (German language). Train length: approx. 575  
mm. The track contained will make up a oval with a long  
passing loop.



6395

NEM



The loco is prepared  
for digital operation

Steam loco, class 53,  
with headlights.

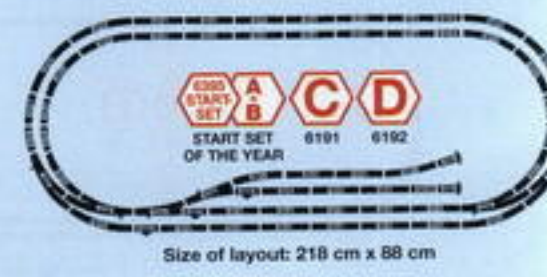
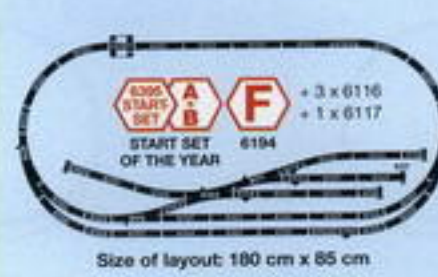


Points and uncoupler tracks  
can be converted to electri-  
cal operation at a later date.



Off you go –  
with controller and  
mains transformer.

## POSSIBLE COMBINATIONS WITH PROFI-TRACK SETS:



All manually operated points (standard-, curved-, three-way- or double slips) as well as manual uncoupler tracks, can be converted to electrical operation by simply clipping on an electric motor.



# THE ATTRACTIVELY PRICED ENTRY INTO DIGITAL MULTI-TRAIN CONTROL WITH THE DCC-START-SETS FROM FLEISCHMANN

"Unpack, put it together, and off you go" – the simplest start with the attractively priced DCC Start Sets from FLEISCHMANN

With our **DCC START-SETS** you enter the world of digital model railways in the right way. "Unpack, put it together, and off you go" – that's just how it goes. Each START-SET is a complete miniature layout with a digitally controlled loco, wagons, tracks, **LOK-BOSS** controller and mains transformer unit. The layout is soon made up and the **LOK-BOSS** controller looks after the enjoyment: everything now awaits your digital commands!

Practical: The locos contain a load-independent decoder. This means that the speed is unaffected by the loading, in other words, whether running up or downhill, the speed remains the same (as long as there is sufficient power to the motor).

You can easily build up your layout with all of the track pieces of the FLEISCHMANN track system – ideally using the track packs.

## DIGITAL START-SET with Goods Train

**8 6332**  
DCC-  
DIGITAL



### 8 6332 - DIGITAL-START-SET.

Contents: 1 digital tank loco, Class 89, with power regulated DCC-decoder and lights co-ordinated to the direction of travel, 2 open goods trucks, 1 controller **LOK-BOSS** and 1 mains transformer as well as PROFI tracks (2 x 6101, 9 x 6125, 1 curved feed track). Train length: approx. 325 mm.



Track contents  
of DCC-START-SET 8 6332



Size of layout  
108 cm x 88 cm

Possible combinations with Track Sets B and C of the pages 10/11



Size of layout  
158 cm x 88 cm



Size of layout  
208 cm x 88 cm

All manually operated points (standard-, curved-, three-way- or double slips) as well as manual uncoupler tracks, can be converted to electrical operation by simply clipping on an electric motor.



Digital START-SETS of  
the Year from  
FLEISCHMANN  
with large contents

8 6394  
DCC-  
DIGITAL

8 6394  
DIGITAL  
START-  
SET

#### 8 6394 · Digital Startset of the Year from FLEISCHMANN

The complete beginner's set for the perfect, digital start, with lots of operating possibilities.

Contents: 1 digital diesel loco, Class V 100, with power regulated DCC-decoder, with headlights co-ordinated with the direction of travel, 3 goods trucks, 4 model cars, 1 controller LOK-BOSS and 1 mains transformer, 10 straight PROFI-tracks (8 x 6101, 2 x 6103), 14 curved PROFI-tracks (7 x 6120, 6 x 6122, 1 curved feed track),

2 uncoupler tracks 6114, 1 curved point left 6174, 1 curved point right 6175 (points prepared for point lanterns 6438), 1 level crossing 6197, 1 re-railer 6480 and 1 H0-catalogue (German language). Train length: approx. 540 mm.

The track contained will make up an oval with a long passing loop.



Track contents  
of the DCC START-SET of the Year 8 6394



Size of layout  
145 cm x 81 cm



Size of layout  
185 cm x 96 cm



Size of layout  
175 cm x 86 cm

All manually operated points (standard-, curved-, three-way- or double slips) as well as manual uncoupler tracks, can be converted to electrical operation by simply clipping on an electric motor.



**8 6395**  
**DCC-**  
**DIGITAL**

**8 6395**  
**DIGITAL**  
**START-**  
**SET**

**8 6395 - Digital Startset of the Year from FLEISCHMANN**  
The complete beginner's set for the perfect, digital start, with lots of operating possibilities.

Contents: 1 digital tender loco, class 53, with power regulated **DCC-decoder** and double headlights, 3 goods trucks, 4 model cars, 1 **DCC-controller LOK-BOSS** and 1 mains transformer, 10 straight PROFI-tracks (8 x 6101, 2 x 6103), 14 curved PROFI-tracks (7 x 6120, 6 x 6122, 1 curved feed track), 2 uncoupler

tracks 6114, 1 curved point left 6174, 1 curved point right 6175 (points prepared for point lanterns 6438), 1 level crossing 6197, 1 re-railer 6480 and 1 H0-catalogue (German language). Train length: approx. 575 mm.

The track contained will make up an oval with a long passing loop.

*The locos with DCC-decoder have lighting which can be switched on or off, as well as individual acceleration and braking inertia.*

*For further informations on the FLEISCHMANN Multi-Train Control System please refer to pages 202 - 215.*



Track contents  
of the DCC Startset of the Year 8 6395



Size of layout  
145 cm x 81 cm



Size of layout  
200 cm x 105 cm



Size of layout  
218 cm x 88 cm

All manually operated points (standard-, curved-, three-way- or double slips) as well as manual uncoupler tracks, can be converted to electrical operation by simply clipping on an electric motor.



# SOUND ON BOARD – THE SOUND-STARTSET

**7 6393**  
**DCC-**  
**DIGITAL**



## 7 6393 · Sound-Startset.

The complete beginner's set for the perfect, digital start, with lots of operating possibilities.

Contents: 1 digital diesel loco, Class 218, with load-controlled digital DCC sound-decoder, 3 goods trucks, 4 model cars, 1 controller LOK-BOSS and 1 mains transformer, 10 straight PROFI-tracks (8 x 6101, 2 x 6103), 14 curved PROFI-tracks (7 x

6120, 6 x 6122, 1 curved feed track), 2 uncoupler tracks 6114, 1 curved point left 6174, 1 curved point right 6175 (points prepared for point lanterns 6438), 1 level crossing 6197, 1 re-railer 6480 and 1 H0-catalogue (German language). Train length: approx. 610 mm. The track contained will make up a oval with a long passing loop.

The loco is fitted with a **load-controlled digital sound decoder** for DCC-operation according to the NMRA standard. The sounds of the original engine is digitally reproduced inside the model, by a miniature, hi-tech loudspeaker. This makes it possible to realistically reproduce the "oil injector" of the loco, "powerful increase in engine revs on acceleration" and even the "squealing" of the brakes automatically switched in, when coming to a halt.

The noises and other individual sounds, such as the "signal tone high/deep" or "air pump blast", can be called up individually by using the function keys of the included **LOK-BOSS 6865**. An inbuilt random generator also caters for the operating sounds like the "compressor".

Diesel loco of the DB, class 218 with load-controlled digital DCC sound-decoder. Switchable on/off constant triple headlights co-ordinated with direction of travel.

For further informations on the FLEISCHMANN Multi-Train Control System please refer to pages 202 – 215.

**Startset**  
**with sound-loco!**



Track contents  
of the Sound-Startset 7 6393



Size of layout  
145 cm x 81 cm



Size of layout  
185 cm x 96 cm



Size of layout  
175 cm x 86 cm

All manually operated points (standard-, curved-, three-way- or double slips) as well as manual uncoupler tracks, can be converted to electrical operation by simply clipping on an electric motor.



## Digital STARTSET "Passenger Train of the epoch III" with TWIN-CENTER and DCC loco

**8 6378**  
**DCC-**  
**DIGITAL**

**8 6378**  
**DIGITAL**  
**START-**  
**SET**

### 8 6378 · Digital Startset "Passenger Train of the epoch III" with TWIN-CENTER.

Containing: 1 digital tank loco, class 78<sup>2-5</sup> with **DCC-decoder** and light change, one local coach 2nd class with baggage compartment and two local coaches (one 1st/2nd class and one 2nd class), 1 **TWIN-CENTER 6802** with handbook, 1 **DIGITAL CONTROL**-transformer 6811, 16 straight PROFI-tracks (15 x 6101, 1 x 6103), 14 curved PROFI-tracks (8 x 6125, 6 x 6127), 1 curved point left 6174, 1 curved point right 6175 (points prepared for point lanterns 6438), 2 uncoupler tracks 6114, 1 re-railer 6480, track feed clips 6430, electric connecting equipment and 1 H0-catalogue (German language). Train length: approx. 840 mm. The track contained in this set gives a long, stretched oval (radius R2) and a long passing loop.

*The tank loco with DCC-decoder of the DIGITAL-START-SET has lighting which can be switched on or off, as well as individual acceleration and braking inertia and settable minimum/maximum speed.*

*For further informations on the FLEISCHMANN Multi-Train Control System please refer to pages 202 – 215.*



### Track contents of the DIGITAL-START-SET 8 6378



### Possible combinations with Track Sets B, C, E and F of the pages 10/11:





## Digital START-SET "CARGOEXPRESS" with TWIN-CENTER

6 6368  
TWIN-  
DIGITAL

6 6368  
DIGITAL-  
START-  
SET

**6 6368 - DIGITAL START-SET "CARGOEXPRESS" WITH TWIN-TECHNIK.**  
Contents: 1 digital diesel loco (DB-Cargo) with installed TWIN-DECODER, Class 212, and light change, 4 "Cargo" goods wagons, 1 TWIN-CENTER 6802 with hand book, 1 DIGITAL CONTROL-transformer 6811, 16 straight PROFI-tracks (15 x 6101, 1 x 6103), 14 curved PROFI-tracks (8 x 6125, 6 x 6127), 2 uncoupler tracks 6114, 1 curved point left 6174, 1 curved point right 6175, 1 re-railer 6480, track feed clips 6430, electric connecting equipment and 1 HO-catalogue (German language). Train length approx. 910 mm. The track contained in this set gives a long, stretched oval (radius R 2) and a long passing loop.

### The TWIN-CENTER: robust technology - simple operation!

- Two independent controllers to run locomotives
- Keyboard to switch points and signals  
– yes, even complete routes of points
- Fine speed step controls with up to 128 speed steps (DCC)
- Switching loco lighting on/off
- 8 Special functions can be called up – ideal for the sound-locomotives from FLEISCHMANN!
- And lots more ...

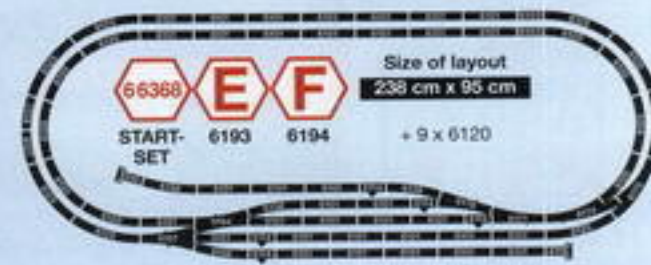
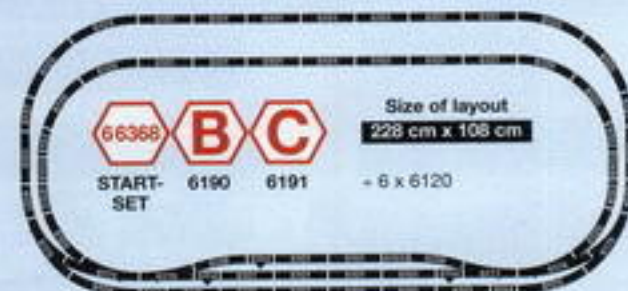
You can find further information on pages 202 – 215.



Track contents  
of the DIGITAL STARTSET 6 6368



Possible combinations with Track Sets B, C, E and F of the pages 10/11:





## Digital START-SET "REGIONALEXPRESS" with TWIN-CENTER

6 6369  
TWIN-  
DIGITAL

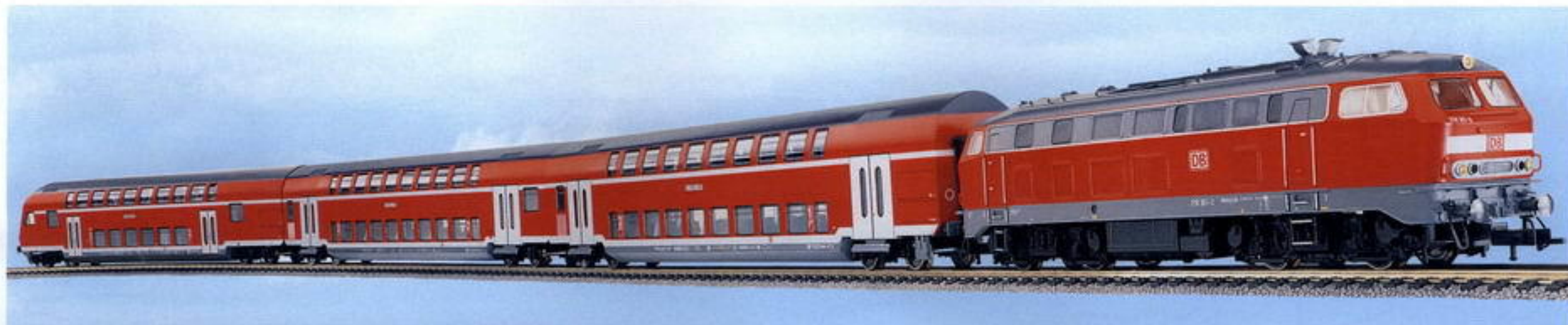


### 6 6369 - DIGITAL-START-SET "REGIONALEXPRESS".

Containing: 1 digital Diesel loco, class 218 with TWIN-DECODER and light change, 2 double-decker coaches (1st/2nd class and 2nd class) and 1 double-decker coach with control-cab (2nd class), 1 TWIN-CENTER 6802 with handbook, 1 DIGITAL CONTROL-transformer 6811, 16 straight PROFI-tracks (15 x 6101, 1 x 6103), 14 curved PROFI-tracks (8 x 6125, 6 x 6127), 2 uncoupler tracks 6114, 1 curved point left 6174, 1 curved point right 6175, 1 re-railer 6480, track feed clips 6430, electric connecting equipment and 1 HO-catalogue (German language). Train length: approx. 1048 mm. The track contained in this set gives a long, stretched oval (radius R2) and a long passing loop.

The locos with TWIN-DECODER of the DIGITAL-START-SETS have lighting which can be switched on or off, as well as individual acceleration and braking inertia and settable minimum/maximum speed.

For further informations on the FLEISCHMANN Multi-Train Control System please refer to pages 205 - 215.



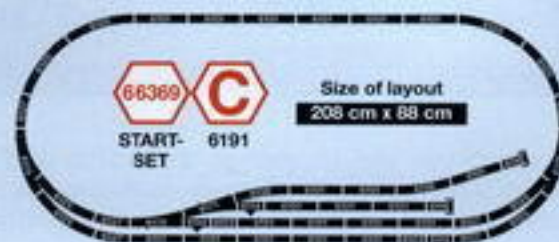
**"REGIONALEXPRESS" MIT TWIN-TECHNIK**

**HO**

- Start-Set mit der TWIN-Decoder- und Lichtsteuerung
- 2 Doppelstockwagen (1. und 2. Klasse) und 1 Doppelstockwagen mit Steuerkabine (2. Klasse)
- 1 TWIN-CENTER 6802 mit Handbuch
- 1 DIGITAL CONTROL-Transformator 6811
- 16 gerade PROFI-Schienen (15 x 6101, 1 x 6103)
- 14 gebogene PROFI-Schienen (8 x 6125, 6 x 6127)
- 2 Entkoppler 6114
- 1 gebogener Weichenlinker 6174
- 1 gebogener Weichenrechter 6175
- 1 Reileiter 6480
- 16 Schienensteckklips 6430
- 1 elektrisches Verbindungsglied
- 1 HO-Katalog (deutsch)

**FLEISCHMANN DIGITAL-START-SET 6 6369**

Track contents  
of the DIGITAL-START-SET 6 6369



Possible combinations with Track Sets B, C, E and F of the pages 10/11:





## LAYOUT WITH PROFI-TRACK

This magnificent layout, with its many possible operations, was made up by combining our EuroCity Start Set (6379), with a Start Set A (6330 or 6366) together with a Station Set (6190) and three Shunter Sets (6191). An imposing loco depot for maintenance of steam locomotives with a 3-stall roundhouse (6476) and a supermodel turntable (6152 C) shouldn't really be missed out. As there are already three transformers contained in this demonstration, then three trains can be run completely independently within their own circuits.










6379    6330/6366    6190    6191    6191    6191  
 + 6152 C + 6476 + 6 x 6433 + 6735 + 6904/6924 or 6905

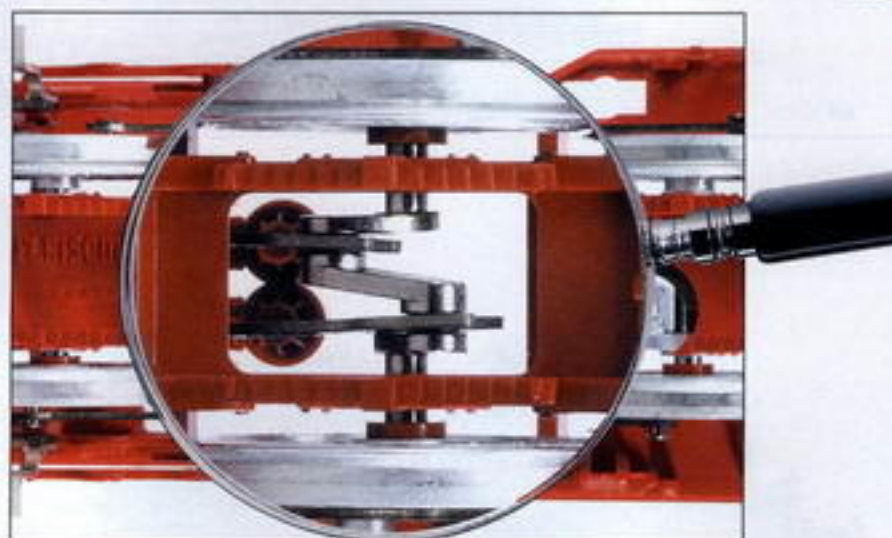
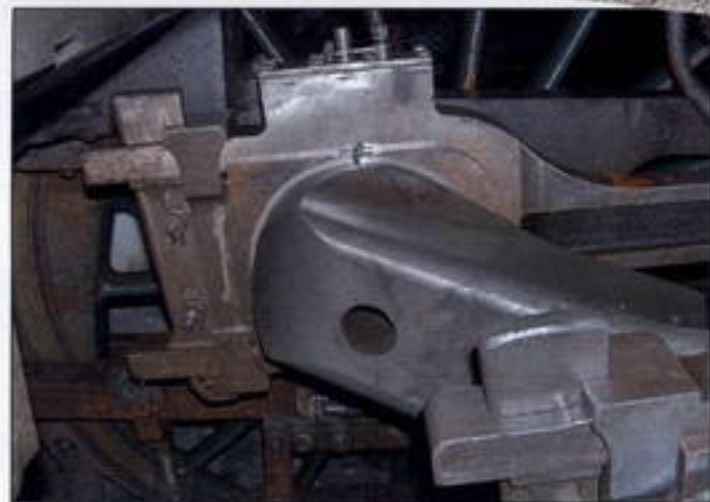


Wouldn't you like to change the points and set the signals easily, and see what you are doing? Here's where the FLEISCHMANN track-diagram control panel is ideal, because the settings of the switches clearly indicate the corresponding points or signal settings, and therefore the train routes too. This way, the construction is childish simple and the signal box grows with your layout.



# Crowned Diva – the Class 18.6

## LOCOMOTIVES



▲ The fascinating technology of the large prototype (Detail: crosshead bearings) have even been recreated exactly in "tiny" model form – testament to the achievements of the FLEISCHMANN constructors. ►

### The Bavarian S 3/6: beautiful ... and successful!

Should it be successful and beautiful though – or beautiful and successful? Whichever way you look at it, both descriptions are eminently suitable for our H0 Highlight of the Year 2004: the class 18.6 (Art.-No. 4118/74118), also known as the "reconditioned S 3/6".

She is a legend, the "Pride of Bavaria": Even decades after being taken out of service, the Bavarian S 3/6 is still admired by steam engine fans. Her name is never far from the lips, and quotations like "the beautiful one" or "Queen of the Rails" are often still heard. The large prototype of the FLEISCHMANN model, (art. 4118/74118) is the sole of heartbeats for railway fans around the world.

She was completely in her element striding magnificently along the winding gradients of the routes around Southern Germany, often reaching train speeds of between 70 and 90 km/h. Hardly believable for such a class of loco: modesty counts amongst her greatest strengths! The beauties of the class 18s consumed less coal than other standard locos running over the same gradient bound routes – even with inexperienced crews!

Instantly recognisable characteristics of the "Diva" were without doubt the shapely form of her smoke box door and the delicately spoked wheels. To get a good look at the inside crossheads of her four cylinder valve gear, one would need to get "right up close". Nowadays, this can be achieved without any danger: two "surviving" examples can be found, one in the steam museum at Neuenmarkt-Wirsberg (Class 18.6) and the other in Nördlingen (Class 18.4). Experiencing the might of these magnificent locos there can be quite inspiring. Maybe it's not beyond the financial bounds of many railway modellers to be able to "bring to life" an S 3/6 once more in the very near future on their layouts.

Even model railway fans have already taken the "smaller" FLEISCHMANN 18-er to their hearts. Two specialist magazines, the Eisenbahn Magazin and the Modellbahn Illustrierten, conducted a poll of their readers, each of them awarding the famous locomotive 1st place.





## TANK LOCOMOTIVES

### 4000

**4000** - Tank loco. Overall length: 91 mm. Fine detailing, livery and lettering. Working valve gear. Cast metal chassis. Drive on 4 wheels. Automatic PROFI-couplings at each end with pre-uncoupling.

The loco - "Black Anna" - pulls light passenger and goods trains on local lines, branch lines and work yards. Rail away - "Black Anna".

6517



### 4011 (K)



### 1011 ~

**4011** - Tank loco of the DB, class 89<sup>75-79</sup>. Overall length: 101 mm. Super-detailing, livery and lettering. Inset windows. Fully operational, finely detailed Allan valve gear. Brake blocks between the wheels. Cast metal chassis. **With standard NEM 651 socket to install a decoder.** Drive on 6 driving wheels. Double headlights. Close coupling mechanism at each end and automatic PROFI-couplings with pre-uncoupling for true close coupling. Standard NEM 362 coupling socket. Epoch III.

**1011** - Tank loco of the DB, class 89<sup>75-79</sup>, for centre pick up A.C. operation. Electronic reversing relay. Drive on all 6 driving wheels with 2 traction tyres. Close coupling mechanism at each end for true close coupling by using close-couplings. Hoop-couplings. Otherwise as per 4011.

DB

The Prussian T 3 was still in action right up to the Bundesbahn era! The prototype of our model is 89 7479, which was fitted with electric lighting with turbo generator. A special feature on this tiny FLEISCHMANN model: Each end is equipped with close-coupling guide (K) for true close-coupling between loco and wagons.



DCC 6876/TWIN 6846

54 4007 (1011 only)

6518

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6511

6515

### 4012 (K)



### 4018

**4012** - Tank loco of the DR, class 89<sup>75-79</sup>. Overall length: 101 mm. Super-detailing, livery and lettering. Inset windows. Fully operational, finely detailed Allan valve gear. Brake blocks between the wheels. Cast metal chassis. **With standard NEM 651 socket to install a decoder.** Drive on 6 driving wheels. Double headlights. Close coupling mechanism at each end and automatic PROFI-couplings with pre-uncoupling for true close coupling. Standard NEM 362 coupling socket. Epoch III.

**4018** - Tank loco of the DR, class 89<sup>75-79</sup>. Overall length: 111 mm. Super-detailing, livery and lettering. Brake blocks between the wheels. Cast metal chassis. Drive on all 6 driving wheels. Double headlights. Automatic PROFI-couplings at each end with pre-uncoupling. Epoch III.

The original bore the number 89 005, developed 386 kW (525 horsepower), weighted 47 tons. 10 of these locos were used to pull light goods trains, and for shunting operations.

DR



DCC 6876/TWIN 6846

6518

6535


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6516



4020 

6 4020 TWIN-DIGITAL

4020 - Tank loco of the DRG, class 89<sup>e</sup>. Overall length: 111 mm. Super-detailling, -livery and -lettering. Brake blocks between the wheels. Metal body. Fully operational Heusinger valve gear. Motor with flywheel. **With standard NEM 651 socket to install a decoder.** Drive on all 6 driving wheels. Double headlights at each end, co-ordinated with direction of travel. Epoch II.

6 4020 - Tank loco of the DRG, class 89<sup>e</sup>, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. **With installed TWIN-DECODER.** Otherwise as per 4020.

4020:  DCC 6876/TWIN 6847 4020/6 4020:  6519  6530  6516

DR




4021

4021 - Tank loco of the DR, class 89<sup>e</sup>. Overall length: 111 mm. Super-detailling, -livery and -lettering. Brake blocks between the wheels. Metal body. Fully operational Heusinger valve gear. Motor with flywheel. Drive on all 6 driving wheels. Double headlights at each end. Epoch III.

 6519  6530  6516

DB

With over 2,000 types constructed, the Prussian T 9<sup>e</sup> (Reichsbahn Class 91<sup>3-10</sup>) was a widely distributed locomotive. They were used for both light local traffic as well as shunting duties. With a total weight of 57 tons, they developed 440 Hp and could reach a top speed of 65 km/h. Just like her prototype 91 1595, our model has double headlights.

4030 

6 4030 TWIN-DIGITAL

1030 ~ DIGITAL

4030 - Tank loco of the DB, class 91<sup>3-10</sup>. Overall length: 123 mm. Super-detailling, -livery and -lettering. Inset windows. Interior details in driver's cab. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. Drive on all 6 driving wheels with 2 traction tyres. Double headlights at each end. Slot-guide mechanism at each end and automatic PROFI-couplings with pre-uncoupling for true close coupling. Standard NEM 362 coupling socket. Epoch III.

6 4030 - Tender loco of the DB, class 91<sup>3-10</sup> in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. **With installed TWIN-DECODER.** Otherwise as per 4030.

1030 - Tank loco of the DB, class 91<sup>3-10</sup> for centre pick up A.C. operation. Decoder for conventional or digital operation. Slot-guide mechanism at each end for true close-coupling by using close-couplings. Hoop-couplings. Otherwise as per 4030.

54 4006  6518  6535  6511  6515



## TANK LOCOMOTIVES

### 4062

**4062 - Tank loco of the DR, class 64. Overall length: 143 mm. Super-detailling, -livery and -lettering. Inset windows. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. Drive on 6 driving wheels. Double headlights at each end. Automatic PROFI-couplings at each end with pre-uncoupling. Epoch III.**

*Even in the former DDR, on the Deutsche Reichsbahn, the "Bubikopf" was indispensable! The FLEISCHMANN model has an aluminium coloured lettering (64 485, RBD Berlin, Bw Schönebeide). Of course, there are the characteristic warning markings on the water tanks.*

■ 6519

⚡ 6530

🚂 6516



DR

### 4063

**4063 - Tank loco of the DRG, class 64. Overall length: 143 mm. Super-detailling, -livery and -lettering. Inset windows. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. Drive on all 6 driving wheels. Double headlights at each end. Automatic PROFI-couplings at each end with pre-uncoupling. Epoch II.**

*The prototype bore the number 64 387, developed 950 Hp, weighed 74.9 tons, and ran both forwards and backwards at 90 km/h. 520 locomotives of this type were used to haul light goods and passenger trains on branch and main lines.*

■ 6519

⚡ 6530

🚂 6516



### 4065



#### 6 4065 TWIN-DIGITAL

**4065 - Tank loco of the DB, class 65. Overall length: 178 mm. Super-detailling, -livery and -lettering. Inset windows. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel (only 4065). With standard NEM 651 socket to install a decoder. Drive on 8 driving wheels, of which 2 have traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Automatic PROFI-couplings at each end with pre-uncoupling. Standard NEM 362 coupling socket. Epoch III.**

**64065 - Tank loco of the DB, class 65, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4065.**

*The original bore the number 65 018, developed 1088 kW (1480 horsepower), weighed 107.6 tons and was able to travel both forwards and backwards at 85 km/h.*

■ DCC 6876/TWIN 6846 ⚡ 54 4009 ■ 6519 ⚡ 6535 🚂 6511 🚂 6515



DB



4070 (K)



1070 ~ DIGITAL



DB



4070 - Tank loco of the DB, class 70<sup>0</sup>. Overall length: 107 mm. Super-detailling, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. With standard NEM 651 socket to install a decoder. Drive on all 4 driving wheels. Triple headlights at each end, co-ordinated with direction of travel. Slot-guide mechanism at each end with automatic PROFI-couplings for true close coupling and pre-uncoupling. Standard NEM 362 coupling socket. Epoch III.

1070 - Tank loco of the DB, class 70<sup>0</sup> for centre pick up A.C. operation. Electronic receiver module for conventional or digital operation. Slot-guide mechanism at each end for true close-coupling by using close-couplings. Hoop-couplings. Otherwise as per 4070.

DCC 6876/TWIN 6846 54 4006 (1070 only) 6518 6535 6511 6515

4071 (K)



4071 - Tank loco of the DRG, class 70<sup>0</sup>. Overall length: 107 mm. Super-detailling, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. With standard NEM 651 socket to install a decoder. Drive on all 4 driving wheels. Double headlights at each end, co-ordinated with direction of travel. Slot-guide mechanism at each end with automatic PROFI-couplings for true close coupling and pre-uncoupling. Standard NEM 362 coupling socket. Epoch II.

DCC 6876/TWIN 6846 6518 6535 6515

The loco 74075 is fitted with a load-controlled digital decoder for DCC-operation according to the NMRA standard. The sounds of the original engines are digitally reproduced inside the model, by a miniature, hi-tech loudspeaker.

Realistic sounds will be automatically activated. At random, an inbuilt incidental generator releases typical sounds for the relevant vehicle. The various sounds can be called up individually by using the function keys of the TWIN-CENTER 6802, the TWIN-CONTROL 6822 or the LOK-BOSS 6865.

The loco will even run on analogous layouts, although with a limited sound capability.



## Sound on Board

DB



74075 (K)

1075 ~ DIGITAL

74075 - Tank loco of the DB, class 078 with load-controlled digital DCC-sound-decoder. Overall length: 170 mm. Switchable on/off constant triple headlights, co-ordinated with direction of travel. Super-detailling, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. Drive on all 6 driving wheels with 2 traction tyres. Slot-guide mechanism at each end with automatic PROFI-couplings for true close coupling and pre-uncoupling. Standard NEM 362 coupling socket. Epoch IV.

1075 - Tank loco of the DB, class 078 with load-controlled digital sound-decoder for centre pick up A.C. operation. Overall length: 170 mm. Switchable on/off constant triple headlights, co-ordinated with direction of travel. Close coupling mechanism end for true close-coupling operation when using close-couplers. Fitted with hoop couplings. Epoch IV. Otherwise technical details as per 74075.

54 4009 6519 6535 6511 6515



## TANK LOCOMOTIVES

4077 (K)

6 4077 TWIN-DIGITAL

**4077** - Tank loco of the DRG, class 78<sup>01</sup>. Overall length: 170 mm. Super-detailling, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "day-light" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. Drive on all 6 driving wheels with 2 traction tyres. Double headlights at each end, co-ordinated with direction of travel. Slot-guide mechanism at each end with automatic PROFI-couplings for true close coupling and pre-uncoupling. Standard NEM 362 coupling socket. Epoch II.

**6 4077** - Tank loco of the DRG, class 78<sup>01</sup>, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4077.

The prototype of our loco was built by the firm of Vulcan in Stettin in 1924 under the factory number 3972.

54 4009 6519 6535 6515



Cab roof with ventilating shutter, coal bunker without retainer, double headlights and brass coloured lettering marks the prussian T 18 in Reichsbahn-version (Epoch II).



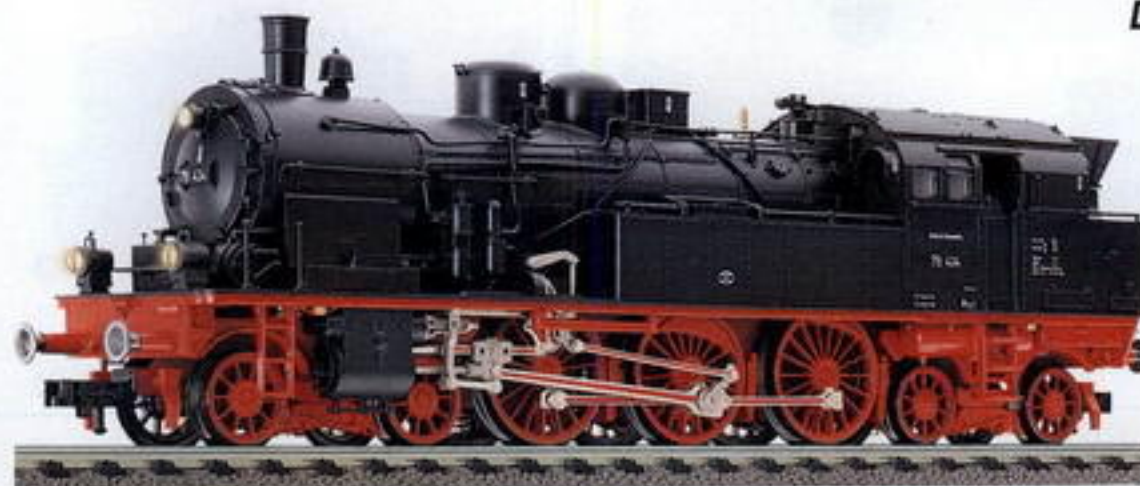
4078 (K)

1078 ~

**4078** - Tank loco of the DB, class 78<sup>01</sup>. Overall length: 170 mm. Super-detailling, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "day-light" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. Drive on all 6 driving wheels with 2 traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Slot-guide mechanism at each end with automatic PROFI-couplings for true close coupling and pre-uncoupling. Standard NEM 362 coupling socket. Epoch III.

**1078** - Tank loco of the DB, class 78<sup>01</sup>, for centre pick up A.C. operation. Electronic reversing relay. Hoop-couplings. Otherwise as per 4078.

54 4009 6519 6535 6511 6515



DB

The Bundesbahn-version of class 78 has an arched cab roof, a coal bunker with retainer, triple headlights and aluminium coloured lettering without DB-logo, but with the type sign Pt 37.17.



4079 (K)



**4079** - Tank loco of the DR, class 78<sup>01</sup>. Overall length: 170 mm. Super-detailling, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "day-light" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. With standard NEM 651 socket to install a decoder. Drive on all 6 driving wheels with 2 traction tyres. Double headlights at each end, co-ordinated with direction of travel. Slot-guide mechanism at each end with automatic PROFI-couplings for true close coupling and pre-uncoupling. Standard NEM 362 coupling socket. Epoch III.

DCC 6876/TWIN 6846 54 4009 6519 6535 6515



DR

With typical DR smoke deflectors

The DR kitted out the majority of their 78's (Prussian T 18) with Witte smoke deflectors. In the course of the re-numbering programme, 34 such engines were still listed. They were to be found in service, based at the loco depots of Cottbus, Seddin, Wustermark, Pasewalk, Jüterborg and Stralsund.




In 1928, the firm of Hanomag delivered a series of 10 locomotives of class 81, designed for heavy banker duties which were concurrent with the engines of the class 80 in many areas. During the DB period, the locos were mainly stationed in the Oldenburg area. One example, is preserved for posterity. The power of this only 11 metre long loco was 860 Psi.

DB

MODEL  
OF THE  
YEAR  
2002

Bahn Profil



4081 (K) 

4081 - Tank loco of the DB, class 81. Overall length: 128 mm. Super-detailing, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. With standard NEM 651 socket to install a decoder. Drive on all 8 driving wheels with 2 traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Slot-guide mechanism at each end with automatic PROFI-couplings for true close coupling and pre-uncoupling. Standard NEM 362 coupling socket. Epoch III.

DCC 6876/TWIN 6839/6846


54 4007

6518

6515

In the epoche II version with double headlights, manufacturer's plate on the cylinders and generator above smokebox door.



4082 (K) 

4082 - Tank loco of the DRG, class 81. Overall length: 128 mm. Super-detailing, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. With standard NEM 651 socket to install a decoder. Drive on all 8 driving wheels with 2 traction tyres. Double LED-headlights at each end, co-ordinated with direction of travel. Slot-guide mechanism at each end with automatic PROFI-couplings for true close coupling and pre-uncoupling. Standard NEM 362 coupling socket. Epoch II.

DCC 6876/TWIN 6839/6846

54 4007

6518

6515

Within the range of locos designed for the Deutsche Reichsbahn of the '20's there was a need for a tank loco designed for mixed traffic use on heavily used branch lines. Many German loco manufacturers were responsible for this steam loco, classified as Class 86, with up to 800 engines being delivered to the Reichsbahn between 1928-1943.

DB



4086 (K)

6 4086 TWIN-DIGITAL

4086 - Tank loco of the DB, class 86. Overall length: 160 mm. Super-detailing, -livery and -lettering. Interior details in driver's cab. Partial "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the driving wheels. Cast metal chassis. Motor with flywheel. Drive on all 8 driving wheels with 2 traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Slot-guide mechanism at each end with automatic PROFI-couplings for true close coupling and pre-uncoupling. Standard NEM 362 coupling socket. Epoch III.

6 4086 - Tank loco of the DB, class 86, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4086.

54 4006

6519

6535

6515



## TANK LOCOMOTIVES

### 4087 (K) 6 4087 TWIN-DIGITAL

**4087** - Tank loco of the DR, class 86. Overall length: 160 mm. Super-detailing, -livery and -lettering. Inset windows. Interior details in driver's cab. Partial "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the driving wheels. Cast metal chassis. Motor with flywheel. **With standard NEM 651 socket to install a decoder.** Drive on all 8 driving wheels with 2 traction tyres. Double headlights at each end, co-ordinated with direction of travel. Slot-guide mechanism at each end with automatic PROFI-couplings for true close coupling and pre-uncoupling. Standard NEM 362 coupling socket. Epoch III.

**6 4087** - Tank loco of the DR, class 86, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. **With installed TWIN-DECODER.** Otherwise as per 4087.

 DCC 6876/TWIN 6846  54 4006  6519  6535  6515



**DR**

The Deutsche Reichsbahn used the class 86 mainly in the Saxonian area. The engines were used to haul passenger and freight traffic over the winding, steep climbing routes of the Erz mountains. The 26th May 1988, saw the last timetabled run from Annaberg-Buchholz, with 86 1501 from the loco depot Ave. Right up in the North, several examples were used up until 1975 for seaside holiday trains to the Baltic Sea island of Usedom. Our model of 86 184 shows the typical DR details, like the central locking on the smokebox door.

### 4088 (K)

**4088** - Tank loco of the DRG, class 86. Overall length: 160 mm. Super-detailing, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the driving wheels. Cast metal loco wheels and chassis. Motor with flywheel. **With standard NEM 651 socket to install a decoder.** Drive on all 8 driving wheels with 2 traction tyres. Double headlights at each end, co-ordinated with direction of travel. Slot-guide mechanism at each end with automatic PROFI-couplings with pre-uncoupling for true close coupling. Standard NEM 362 coupling socket. Epoch II.

 DCC 6876/TWIN 6846  54 4006  6519  6535  6515



In 1928, the DRG took delivery of the first 7 locos of the class 86 from the Maschinenbau-Gesellschaft Karlsruhe. From that time on, deliveries of this famous loco class were shared by several manufacturers: Krupp, Borsig, Henschel, Linke-Hofman, Schichau, Esslingen, Schwartzkopff, Orenstein & Koppel, the Wiener Lokfabrik and the DWM Posen. The first engines were destined for use on the hilly routes of the Moselle and in Schwabia, where gradients of 25‰ had to be overcome.

### 4091 (K)

**4091** - Tank loco of the DRG, class 94<sup>1-18</sup>. Overall length: 145 mm. Super-detailing, -livery and -lettering. Inset windows. Interior details in driver's cab. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the driving wheels. Cast metal chassis. Motor with flywheel. **With standard NEM 651 socket to install a decoder.** Drive on all 10 driving wheels with 2 traction tyres. Double headlights at each end, co-ordinated with direction of travel. Slot-guide mechanism at each end with automatic PROFI-couplings for true close coupling and pre-uncoupling. Standard NEM 362 coupling socket. Epoch II.

 DCC 6876/TWIN 6847  54 4006  6519  6530  6515



The Class 94 - completely updated:  
close-coupling mechanism,  
decoder socket,  
closed buffer beam.  
Improved current pick-up!



The Class 94 – completely updated:  
close-coupling mechanism,  
decoder socket,  
closed buffer beam.  
Improved current pick-up!

DR



4092 (K)



4092 - Tank loco of the DR, class 94<sup>1-18</sup>. Overall length: 145 mm. Super-detailing, -livery and -lettering. Inset windows. Interior details in driver's cab. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the driving wheels. Cast metal chassis. Motor with flywheel. **With standard NEM 651 socket to install a decoder.** Drive on all 10 driving wheels with 2 traction tyres. Double headlights at each end, co-ordinated with direction of travel. Slot-guide mechanism at each end with automatic PROFI-couplings for true close coupling and pre-uncoupling. Standard NEM 362 coupling socket. Epoch III.

DCC 6876/TWIN 6847

54 4006

6519

6530

6515

DB



4096 (K)



1096 ~ DIGITAL

4096 - Tank loco of the DB, class 094. Overall length: 145 mm. Super-detailing, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical / Partial "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the driving wheels. Cast metal chassis. Motor with flywheel. **With standard NEM 651 socket to install a decoder.** Drive on all 10 driving wheels with 2 traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Slot-guide mechanism at each end with automatic PROFI-couplings for true close coupling and pre-uncoupling. Standard NEM 362 coupling socket. Epoch IV.

1096 - Tank loco of the DB, class 094, for centre pick up A.C. operation. Load-controlled decoder for conventional or digital operation. Slot-guide mechanism at each end for true close-coupling by using close-couplings. Hoop-couplings. Otherwise as per 4096.

DCC 6876/TWIN 6847

54 4006

6519

6530

6511

6515





## TANK-/TENDER LOCOMOTIVES

4098 (K)

6 4098 TWIN-DIGITAL

**4098** - Tank loco of the DRG, class 98<sup>a</sup>. Overall length: 106 mm. Super-detailed, -livery and -lettering. Inset windows. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. Drive onto 8 driving wheels. Double headlights (double tail lights by fitting the light-change unit 6541). Slot-guide mechanism at each end with automatic PROFI-couplings for true close-coupling and pre-uncoupling. Standard NEM 362 coupling socket. Epoch II.

**6 4098** - Tank loco of the DRG, class 98<sup>a</sup>, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4098.



The Class 98<sup>a</sup>, the Bavarian GtL 4/4, were (for the first time) taken into service of the Bavarian State Railways in 1911. With various changes, construction continued up to 1927. The locos proved themselves in operation to be very good, and with a power rating of 450 HP, were the most powerful of the Bavarian local locos. A total of 117 locomotives were made. Almost all of the loco depots in Bavaria which served branch lines had a GtL 4/4 in their stable.

6519

6541

6515

4099 (K)

6 4099 TWIN-DIGITAL

1099 ~

**4099** - Tank loco of the DB, class 98<sup>a</sup>. Overall length: 106 mm. Triple headlights (triple co-ordinated tail lights by fitting the light-change unit 6542). Slot-guide mechanism at each end with automatic PROFI-couplings for true close-coupling and pre-uncoupling. Standard NEM 362 coupling socket. Epoch III. Otherwise as per 4098.

**6 4099** - Tank loco of the DB, class 98<sup>a</sup>, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4099.

**1099** - Tank loco of the DB, class 98<sup>a</sup>, for centre pick up A.C. operation. Electronic reversing relay. Hoop-couplings. Otherwise as per 4099.

Our model, the 98 812, was the last 98 running on the DB, and she is still in action today within the stable of the Ulm Society of Railway Friends. In contrast to class 98<sup>a</sup> in the Reichsbahn-version (Epoch II) the Bundesbahn loco (Epoch III) has got triple headlights, a coal bunker with retainers and shortened hand rails on the cab roof. Of course the lettering is typical of the DB.



DB



6519

6542

6511

6515

4102 (K)



**4102** - Tender loco of the DB, class 03<sup>a</sup>. Overall length: 275 mm. Super-detailed, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. Drive in tender onto 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Double headlights at each end, co-ordinated with direction of travel. Close-coupling mechanism on tender end. PROFI-coupling with pre-uncoupling on tender end. PROFI-coupling with adapter for choice of mounting the coupling apparatus on the front included. Standard NEM 362 coupling socket. Epoch III.

154 engines of the class 03 were taken over by the DB. In the early part of epoch III, these elegant express locos were only fitted with a double headlight.



DB

DCC 6876/TWIN 6846

54 4007

6535

6515



4103 (K)

64103 TWIN-DIGITAL

1103 ~



DB

54 4007

6535

6511

6515

**4103** - Tender loco of the DB, class 03<sup>2</sup>. Overall length: 275 mm. Super-detailed, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. Drive in tender onto 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Triple headlights at each end, co-ordinated with direction of travel on tender. Close-coupling mechanism on tender end. PROFI-coupling with pre-uncoupling on tender end. PROFI-coupling with adapter for choice of mounting the coupling apparatus on the front included. Standard NEM 362 coupling socket. Epoch III.

**64103** - Tender loco of the DB, class 03<sup>2</sup>, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. **With installed TWIN-DECODER.** Otherwise as per 4103.

**1103** - Tender loco of the DB, class 03<sup>2</sup> for centre pick up A.C. operation. Triple headlights at each end, co-ordinated with direction of travel on tender. Electronic reversing relay. Close-coupling mechanism on tender end by using close-couplings. Hoop-coupling on tender end. Hoop-coupling with adapter for choice of mounting the coupling apparatus on the front included. Otherwise as per 4103.

## Sound on Board



The loco 7 4103 is fitted with a **load-controlled digital decoder for DCC-operation** according to the NMRA standard. The sounds of the original engines are digitally reproduced inside the model, by a miniature, hi-tech loudspeaker.

Realistic sounds will be automatically activated. At random, an in-built incidental generator releases typical sounds for the relevant vehicle. The various sounds can be called up individually by using the function keys of the TWIN-CENTER 5802, the TWIN-CONTROL 6822 or the LOK-BOSS.



DB

54 4007

6535

6511

6515

7 4103 (K)

7 1103 ~ DIGITAL

**7 4103** - Tender loco of the DB, class 03<sup>2</sup>, with load-controlled digital DCC sound-decoder. Overall length: 275 mm. Switchable on/off constant triple headlights, co-ordinated with direction of travel. Super-detailed, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. Drive in tender onto 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Close-coupling mechanism on tender end. PROFI-coupling with pre-uncoupling on tender end. PROFI-coupling with adapter for choice of mounting the coupling apparatus on the front included. Standard NEM 362 coupling socket. Epoch III.

Different lettering as loco 4103.

**7 1103** - Tender loco of the DB, class 03<sup>2</sup>, with load-controlled digital sound-decoder for centre pick up A.C. operation. Switchable on/off constant triple headlights, co-ordinated with direction of travel. Hoop-coupling on tender end. Otherwise as per 7 4103.

Different lettering as loco 1103.

Alongside the Class 01, the Class 03 were the typical steam express locomotives of the Deutsche Bundesbahn. With their 2 metre high driving wheels and slim boiler, they were an outstandingly elegant locomotives, of which 298 ones were built.

They developed 1980 Hp and reached a top speed of 130 km/h. The equipment of our model corresponds to that of epoch III.



## TENDER LOCOMOTIVES

64104 TWIN-DIGITAL

1104 ~

**64104** - Tender loco of the DRG, class 03<sup>92</sup>, in digital version. Overall length: 275 mm. Switchable on/off constant double headlights, co-ordinated with direction of travel. With installed **TWIN-DECODER**. Super-detailling, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. Drive in tender onto 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Close-coupling mechanism on tender end. PROFI-coupling with pre-uncoupling on tender end. PROFI-coupling with adapter for choice of mounting the coupling apparatus on the front included. Standard NEM 362 coupling socket. Epoch II.

**1104** - Tender loco of the DRG, class 03<sup>92</sup> for centre pick up A.C. operation. Double headlights at each end, co-ordinated with direction of travel on tender. Epoch II. Otherwise as per 1103 (see page 39).

54 4007

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6511 [1104]

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The epoch II model from FLEISCHMANN possesses brass coloured lettering in parts, the reproduction of the large double compound air pump and additional details typical of the epoch.

4105 (K)

64105 TWIN-DIGITAL

**4105** - Tender loco of the DR, class 03<sup>92</sup>. Overall length: 275 mm. Super-detailling, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. Drive in tender onto 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Double headlights at each end, co-ordinated with direction of travel on tender. Close-coupling mechanism on tender end. PROFI-coupling with pre-uncoupling on tender end. PROFI-coupling with adapter for choice of mounting the coupling apparatus on the front included. Standard NEM 362 coupling socket. Epoch III.

**64105** - Tender loco of the DR, class 03<sup>92</sup>, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. With installed **TWIN-DECODER**. Otherwise as per 4105.

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The model 74106 is fitted with a **load-controlled digital decoder** for DCC-operation according to the NMRA standard. The sounds of the original engines are digitally reproduced inside the model, by a miniature, hi-tech loudspeaker.

This makes it possible to realistically reproduce the distinctive rhythmical steam puffing of the steam loco, whistles and even the "squealing" of the brakes automatically switched in, when coming to a halt. The noises and other individual sounds, such as the steam whistle, can be called up using the function keys of the TWIN-CENTER 6802, the TWIN-CONTROL 6822 or the LOK-BOSS 6865. An inbuilt reserve generator also caters for the operating sounds like the shovelling of coal. The loco will even run on analogous layouts, although with a limited sound capability.



DB

### 74106 (K)

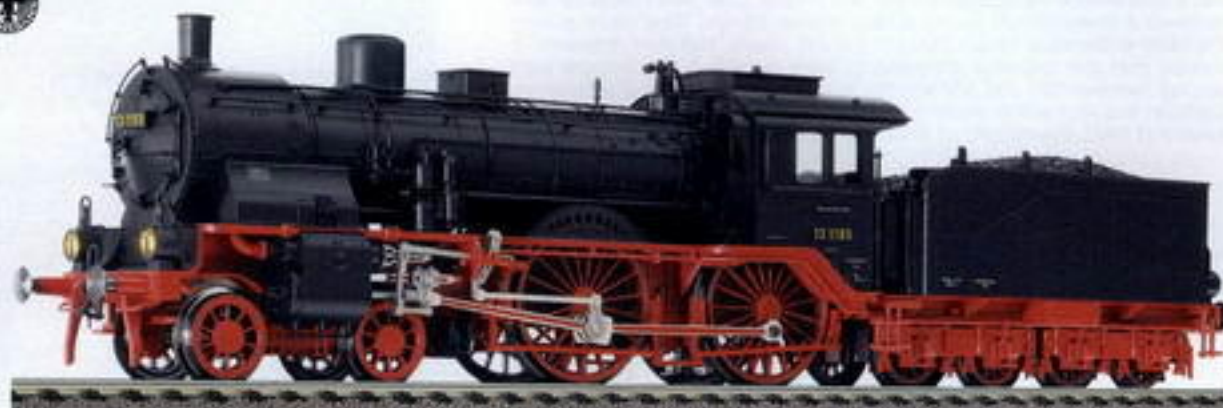
**74106 - Tender loco of the DB, class 003, with load-controlled digital DCC sound-decoder.** Overall length: 275 mm. Switchable on/off constant triple headlights, co-ordinated with direction of travel. Super-detailed, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. Drive in tender onto 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Close-coupling mechanism on tender end. PROFI-coupling with pre-uncoupling on tender end. PROFI-coupling with adapter for choice of mounting the coupling apparatus on the front included. Standard NEM 362 coupling socket. Epoch IV.

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MODEL OF THE  
YEAR 2000  
Eisenbahn Magazin



### 4113 (K)



1113 ~ DIGITAL

**4113 - Tender loco of the DRG, class 13<sup>18-19</sup>.** Overall length: 211 mm. Super-detailed, -livery and -lettering. Inset windows. Full interior cab details. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis and tender body, as well as the loco and tender wheels. Motor with flywheel. **With standard NEM 651 socket to install a decoder.** Drive in tender on 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Double headlights at each end, co-ordinated with direction of travel. PROFI-coupling with pre-uncoupling on tender end. PROFI-coupling with adapter for choice of mounting the coupling apparatus on the front included. Close-coupling mechanism at each end. Standard NEM 362 coupling socket. Epoch II.

**1113 - Tender loco of the DRG, class 13<sup>18-19</sup>, for centre pick up A.C. operation.** With load-controlled decoder for conventional or digital running. Close-coupling mechanism at both ends for true close-coupling operation when using close-couplers. Fitted with standard NEM 360 (hoop couplings). Otherwise technical details as per 4113.

DCC 6876/TWIN 6846

54 4007

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DB



### 4114 (K)



1114 ~ DIGITAL

**4114 - Tender loco of the DB, class 13<sup>18-19</sup>.** Overall length: 211 mm. Super-detailed, -livery and -lettering. Inset windows. Full interior cab details. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis and tender body, as well as the loco and tender wheels. Motor with flywheel. **With standard NEM 651 socket to install a decoder.** Drive in tender on 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Double headlights at each end, co-ordinated with direction of travel. PROFI-coupling with pre-uncoupling on tender end. PROFI-coupling with adapter for choice of mounting the coupling apparatus on the front included. Close-coupling mechanism at each end. Standard NEM 362 coupling socket. Epoch III.

**1114 - Tender loco of the DB, class 13<sup>18-19</sup>, for centre pick up A.C. operation.** With load-controlled decoder for conventional or digital running. Close-coupling mechanism at both ends for true close-coupling operation when using close-couplers. Fitted with standard NEM 360 (hoop couplings). Otherwise technical details as per 4114.

In the Epoch III version.

DCC 6876/TWIN 6846

54 4007

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## 4118 (K)



**4118 - Tender loco of the DB, class 18<sup>o</sup>. Overall length: 246 mm.** Super-detailling, -livery and -lettering. Inset windows. Full interior cab details. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels and brake blocks on the pony wheels. Cast metal loco wheels and chassis. **Working interior valve gear with reproduction of the crank axle.** Motor with flywheel. With standard NEM 651 socket to install a decoder. Drive in tender onto 4 wheels with 4 traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Close-coupling between loco and tender. Slot-guide mounted bogie at the front of the loco. A fully functional coupling can be mounted in place of the simulated coupling. PROFI-coupling with pre-uncoupling on tender end. Close-coupling mechanism on tender end. Standard NEM 362 coupling socket. Epoch III.

DCC 6876/TWIN 6846

54 4007

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## Sound on Board



## 74118 (K)

**74118 - Tender loco of the DB, class 18<sup>o</sup>, with load-controlled digital DCC sound-decoder.** Overall length: 246 mm. Switchable on/off constant triple headlights, co-ordinated with direction of travel. Super-detailling, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels and brake blocks on the pony wheels. Cast metal loco wheels and chassis. **Working interior valve gear with reproduction of the crank axle.** Motor with flywheel. Drive in tender onto 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Slot-guide mounted bogie at the front of the loco. A fully functional coupling can be mounted in place of the simulated coupling. PROFI-coupling with pre-uncoupling on tender end. Close-coupling mechanism on tender end. Standard NEM 362 coupling socket. Epoch III.

54 4007

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The model 74118 is fitted with a **load-controlled digital decoder for DCC-operation** according to the NMRA standard. The sounds of the original engines are digitally reproduced inside the model, by a miniature, hi-tech loudspeaker. This makes it possible to realistically reproduce the distinctive rhythmic steam puffing of the steam loco, whistles and even the "squealing" of the brakes automatically switched in, when coming to a halt.

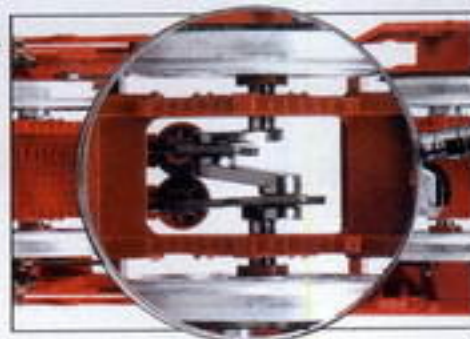
The noises and other individual sounds, such as the steam whistle, can be called up using the function keys of the TWIN-CENTER 6802, the TWIN-CONTROL 6822 or the LOK-BOSS 6865. An inbuilt reserve generator also caters for the operating sounds like the shovelling of coal.



DB

At the beginning of the 1950's, there was a shortage of powerful express locos on the DB. For this reason, around 30 engines of the class 18<sup>o</sup> were given a new welded replacement boiler and firebox. The "new" class 18<sup>o</sup> also received a newly refitted loco cab and interior fittings. They count among the most economical steam locos of the DB. Hardly had they appeared in service than the following achievements were recorded: The average daily use lay between 500 and 600 km, the longest route travelled was between Stuttgart and Hof which amounted to 372 km. Until they were taken out of service in 1965, the majority of them had covered more than 1 million km.

A highlight:  
Working interior valve gear  
with reproduction of the  
crank axle.





22 004 with type 2'2' T 32  
tender in riveted style.

DR



4121 (K) NEM

**4121** - Tender loco of the DR, class 22 with type 2'2' T 32 tender in riveted style. Overall length: 272 mm. Super-detailling, -livery and -lettering. Inset windows. Full interior cab details. Reko-boiler with prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. With standard NEM 651 socket to install a decoder. Drive in tender on 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Double headlights at each end, co-ordinated with direction of travel. Close-coupling mechanism on tender end. PROFI-coupling with pre-uncoupling on tender end. PROFI-coupling with adapter for choice of mounting the coupling apparatus on the front included. Standard NEM 362 coupling socket. Epoch III.

DCC 6876/TWIN 6846 54 4007 6535 Tender 6515

DR

The new, 110 km/h class 22 locos were mainly seen in service hauling passenger trains in the hilly terrain of Saxony and Thuringia. These locomotives were used to haul so called "Inter Zonal" trains over DB rails.



4122 (K) NEM

**4122** - Tender loco of the DR, class 22. Overall length: 272 mm. Super-detailling, -livery and -lettering. Inset windows. Full interior cab details. Reko-boiler with prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. With standard NEM 651 socket to install a decoder. Drive in tender on 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Double headlights at each end, co-ordinated with direction of travel. Close-coupling mechanism on tender end. PROFI-coupling with pre-uncoupling on tender end. PROFI-coupling with adapter for choice of mounting the coupling apparatus on the front included. Standard NEM 362 coupling socket. Epoch III.

In the years between 1958 to 1962, the DR undertook a reconstruction programme involving 85 engines from the class 39<sup>1/2</sup> (Prussian P10). The basis of the comprehensive makeover was the fitting of a welded boiler. The driver's cab came from a recently built loco, so that in conjunction with the Witte style smoke deflectors, a newly constructed loco was created, resembling a new standard class.

DCC 6876/TWIN 6846 54 4007 6535 Tender 6515

4124 NEM

**4124** - Tender loco of the DRG, class 53<sup>1</sup>. Overall length: 184 mm. Super-detailling, -livery and -lettering. Inset windows. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. With standard NEM 651 socket to install a decoder. Drive onto all 6 wheels. Double headlights. Automatic PROFI-couplings with pre-uncoupling at each end. Epoch II.


The prototype of our model was a former Prussian G 4<sup>1</sup> and bore the number 53 7752. She was built in 1907 in the Union foundry in Königsberg. The loco had a speed of 60 km/h and a service weight of 66 t.



DCC 6876/TWIN 6847 6519 6535 6516



## TENDER LOCOS

4130 (K) 

64130 TWIN-DIGITAL

**4130** - Tender loco of the DB, class 41. Overall length: 275 mm. Super-detailling, -livery and -lettering. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Cast metal chassis. Motor with flywheel. With standard NEM 651 socket to install a decoder. Drive in tender onto 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Triple headlights at each end, co-ordinated with direction of travel. Slot-guide mechanism at each end and automatic PROFI-couplings with pre-uncoupling for true close coupling. Standard NEM 362 coupling socket. Epoch III.

**64130** - Tender loco of the DB, class 41, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4130.

The FLEISCHMANN model carries the number 41270 and corresponds in her livery to that of Epoch III. A maintenance-free motor with flywheel ensures its enhanced running qualities.

 DCC 6876/TWIN 6846

 54 4007

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4131 (K) 

**4131** - Tender loco of the DB, class 041. Overall length: 275 mm. Super-detailling, -livery and -lettering. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Cast metal chassis. Motor with flywheel. With standard NEM 651 socket to install a decoder. Drive in tender onto 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Triple headlights at each end, co-ordinated with direction of travel. Slot-guide mechanism at each end and automatic PROFI-couplings with pre-uncoupling for true close coupling. Standard NEM 362 coupling socket. Epoch IV.

Even in epoch IV, the coal-fired class 41, now numbered as 041, were still active. The last "actual" service area in the life of the coal-fired "Ochsenloks" was in the Cologne Eifeltrakt depot.

 DCC 6876/TWIN 6846

 54 4007

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 6515

7 4131 (K)

**7 4131** - Tender loco of the DB, class 041 with load-controlled digital DCC-sound-decoder. Overall length: 275 mm. Switchable on/off constant triple headlights at each end, co-ordinated with direction of travel. Super-detailling, -livery and -lettering. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Cast metal chassis. Motor with flywheel. Drive in tender onto 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Slot-guide mechanism at each end and automatic PROFI-couplings with pre-uncoupling for true close coupling. Standard NEM 362 coupling socket. Epoch IV.

7 4131 with different running number as 4131.

Between 1936 and 1941, a total of 366 engines of the Class 41 were built. They were used as a mixed traffic loco, which, with a top speed of 90 km/h and a power rating of 1900 Hp, could also haul fast expresses, even though they were originally intended for use pulling fast goods trains. Because the first locos were used to pull fast cattle trains, they became known as the "Oxen-Locos". The slim boiler and well proportioned driving mechanism gave her an elegant appearance.

DB



With computer number of epoch IV

DB



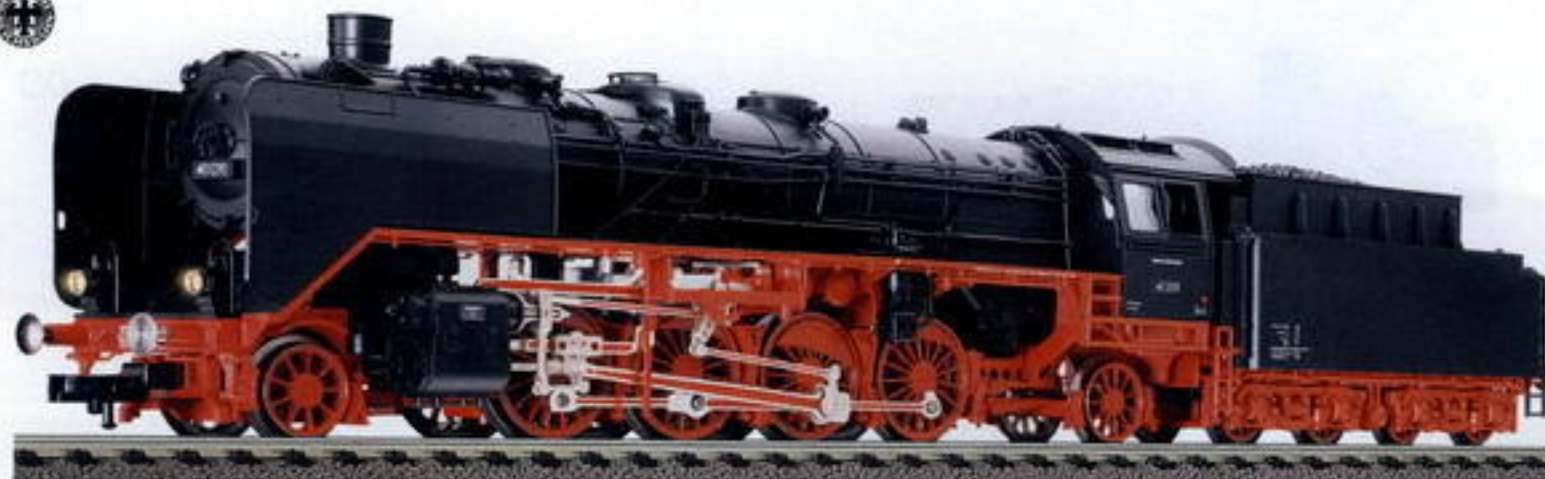
## Sound on Board

The loco 7 4131 is fitted with a load-controlled digital decoder for DCC-operation according to the NMRA standard. The sounds of the original engines are digitally reproduced inside the model, by a miniature, hi-tech loudspeaker. Realistic sounds will be automatically activated. At random, an inbuilt incidental generator releases typical sounds for the relevant vehicle.

The various sounds can be called up individually by using the function keys of the TWIN-CENTER 6802, the TWIN-CONTROL 6822 or the LOK-BOSS 6865. The loco will even run on analogous layouts, although with a limited sound capability.







4132 (K) NEM

**4132** - Tender loco of the DRG, class 41. Overall length: 275 mm. Super-detailling, -livery and -lettering. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels and brake blocks on the pony wheels. Cast metal loco wheels and chassis. Motor with flywheel. With standard NEM 651 socket to install a decoder. Drive in tender onto 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Double headlights at each end, co-ordinated with direction of travel. Slot-guide mechanism at each end and automatic PROFI-couplings with pre-uncoupling for true close coupling. Standard NEM 362 coupling socket. Epoch II.

The firm of Schwartzkopff delivered the first fast running goods train haulage loco of the class 41 in 1936. The FLEISCHMANN model of 41 019 demonstrates all the typical details of the epoch II appearance of these locos, as for example the Wagner smoke deflectors, brake shoes on each side of the pony truck wheels and double headlights.

DCC 6876/TWIN 6846

54 4007

6535

6515

DR

With large smoke deflectors and flat smokebox door



4133 (K) NEM

**4133** - Tender loco of the DR, class 41. Overall length: 275 mm. Super-detailling, -livery and -lettering. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels and brake blocks on the pony wheels. Cast metal loco wheels and chassis. Motor with flywheel. With standard NEM 651 socket to install a decoder. Drive in tender onto 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Double headlights at each end, co-ordinated with direction of travel. Slot-guide mechanism at each end and automatic PROFI-couplings with pre-uncoupling for true close coupling. Standard NEM 362 coupling socket. Epoch III.

Even in the later period of epoch III the DR still owned class 41 locos with the larger smoke deflectors.

DCC 6876/TWIN 6846

54 4007

6535

6515



4131 (left) and 7 4131 with different running numbers (see page 44).





## TENDER LOCOS

### 4135 (K)

**4135** - Tender loco of the DB, class 39<sup>02</sup> with tender 2'2'T 31,5 (pr). Overall length: 264 mm. Super-detailing, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. **With standard NEM 651 socket to install a decoder.** Drive in tender onto 4 wheels with 4 traction tyres. Double headlights at each end, co-ordinated with direction of travel. Close-coupling between loco and tender. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Close-coupling shaft on tender end for true close coupling. Epoch III.

*On just a few locos of the class 39<sup>02</sup>, the DB removed the front skirting around the cylinders. The central part of the skirting remained in place however, so as to prevent the cylinder caps becoming covered in dirt when the smokebox was cleaned out.*

 DCC 6872/TWIN 6846

 54 4007

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 6515



DB

### 64136 (K) TWIN-DIGITAL

**64136** - Tender loco of the DB, class 39<sup>02</sup> with tender 2'2'T 34, in digital version. Overall length: 265 mm. Switchable on/off constant triple headlights, co-ordinated with direction of travel. **With installed TWIN-DECODER.** Super-detailing, -livery and -lettering. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Cast metal chassis. Motor with flywheel. Drive in tender onto 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Close-coupling shaft on tender end for true close coupling. Epoch III.

 54 4007

 6535

 6515




DB

### 4137 (K)

**4137** - Tender loco of the DR, class 39<sup>02</sup> with tender 2'2'T 31,5 (pr). Overall length: 264 mm. Super-detailing, -livery and -lettering. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Cast metal chassis. Motor with flywheel. Drive in tender onto 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Double headlights at each end, co-ordinated with direction of travel on tender. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Close-coupling shaft on tender end for true close coupling. Epoch III.

*Installation of a Seuthe smoke unit is possible.*

*The 39 189 was stabled at the loco depot Dresden-Alttadt and had something special - a pennant to indicate the dedication of the loco crew for their personal attention to the loco. The FLEISCHMANN model incorporates these pennants on both sides of the cab.*

 54 4007

 6535

 6515



DR

Altering the loco address: **TWIN-DECODER** with TWIN-CENTER 6802, DIGITALCONTROL DC 6803 C and LOK-BOSS 6865 • **DCC-DECODER** with TWIN-CENTER 6802 and LOK-BOSS 6865



4138 (K)

64138 TWIN-DIGITAL

1138 ~

DB



**4138** - Tender loco of the DB, class 39<sup>02</sup> with tender 2'2'T31,5 (pr). Overall length: 264 mm. Super-detailling, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Brake blocks between the wheels. Fully operational, finely detailed Heusinger valve gear. Cast metal chassis. Motor with flywheel. **With standard NEM 651 socket to install a decoder.** Drive in tender onto 4 wheels with 4 traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Close-coupling between loco and tender. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Close-coupling shaft on tender end for true close coupling. Epoch III.

**64138** - Tender loco of the DB, class 39<sup>02</sup>, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. Running number 39 091 (4138: 39 103). **With installed TWIN-DECODER.** Otherwise as per 4138.

**1138** - Tender loco of the DB, class 39<sup>02</sup>, for centre pick up A.C. operation. Electronic reversing relay. Hoop-couplings. Otherwise as per 4138.

DCC 6872/TWIN 6846 54 4007 6519 [64138/1138] 6535 6511 6515

Prepared ready to install a Seuthe smoke generator!

DB



74138 (K)

**74138** - Tender loco of the DB, class 39<sup>02</sup> with load-controlled digital DCC sound-decoder. Overall length: 264 mm. Switchable on/off constant triple headlights, co-ordinated with direction of travel. Super-detailling, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. Drive in tender onto 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Close-coupling shaft on tender end for true close coupling. Epoch III.

74138 with different running number as 4138.

54 4007 6535 6515

## Sound on Board



The model 74138 is fitted with a **load-controlled digital decoder** for **DCC-operation** according to the NMRA standard. The sounds of the original engines are digitally reproduced inside the model, by a miniature, hi-tech loudspeaker.

This makes it possible to realistically reproduce the distinctive rhythmic steam puffing of the steam loco, whistles and even the "squealing"

of the brakes automatically switched in, when coming to a halt. The noises and other individual sounds, such as the steam whistle, can be called up using the function keys of the TWIN-CENTER 6802, the TWIN-CONTROL 6822 or the LOK-BOSS 6865. An inbuilt reserve generator also caters for the operating sounds like the shovelling of coal.



## TENDER LOCOS

4141

64141 TWIN-DIGITAL

**4141 - Tender loco of the DRG, class 24.** Overall length: 195 mm. Super-detailling, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the driving wheels. Cast metal chassis. Motor with flywheel. Drive in tender onto 6 wheels with 4 traction tyres. Close-coupling between loco and tender. Double headlights. Automatic PROFI-couplings with pre-uncoupling at each end. Epoch II.

**64141 - Tender loco of the DRG, class 24, in digital version.** Switchable on/off constant double headlights. Running number 24 065 (4141: 24 064). **With installed TWIN-DECODER.** Otherwise as per 4141.

*The FLEISCHMANN-model of the Epoch II era, possesses brass coloured lettering in parts, and the cylinders are printed with the factory plates of "Henschel & Sohn".*

54 4007

6519

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6516



4142

64142 TWIN-DIGITAL

**4142 - Tender loco of the DB, class 24.** Overall length: 195 mm. Super-detailling, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the driving wheels. Cast metal chassis. Motor with flywheel (only 4142). Drive in tender onto 6 wheels with 4 traction tyres. Close-coupling between loco and tender. Triple headlights. Automatic PROFI-couplings with pre-uncoupling at each end. Epoch III.

**64142 - Tender loco of the DB, class 24, in digital version.** Switchable on/off constant triple headlights. **With installed TWIN-DECODER.** Otherwise as per 4142.

*The prototype developed 677 kW (920 HP), weighted 99,2 tons and could run forwards at 90 and backwards at 50 km/h. She hauled goods- and passenger trains on both main and branch lines, and because of her exceptionally good performance capabilities, she was particularly popular with her loco crews.*

54 4007

6519

6530

6516



DB

4152 (K)

64152 TWIN-DIGITAL

**4152 - Tender loco of the DR, class 55<sup>DR</sup>.** Overall length: 210 mm. Super-detailling, -livery and -lettering. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. Drive in tender onto 4 wheels with 2 traction tyres. Close-coupling between loco and tender. Double headlights at each end, co-ordinated with direction of travel on tender. Slot-guide mechanism at each end and automatic PROFI-couplings with pre-uncoupling for true close coupling. Standard NEM 362 coupling socket. Epoch III.

**64152 - Tender loco of the DR, class 55<sup>DR</sup>, in digital version.** Switchable on/off constant headlights, co-ordinated with direction of travel. **With installed TWIN-DECODER.** Otherwise as per 4152.

*The Deutsche Reichsbahn in the former DDR, set the Class 55<sup>DR</sup> to work hauling goods trains and in heavy shunting duties. In contrast to the FLEISCHMANN models 4154 (Class 55, DRG, Epoch II) and 4155 (DB, Epoch III) the Reichsbahn loco has a centrally locking smokebox door handle and a loco number plate mounted beneath it.*

54 4007

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DR





The Prussian G8<sup>1</sup>, Class 55<sup>00</sup> was a very important class of loco on the former Deutsche Reichsbahn. Goods trains and heavy shunting duties were their main domain. Even the Bundesbahn couldn't do without the G8's for a long time. The prototype of our model comes from the latter style of construction (from 1915) typified by the feed valves situated between the raised sandbox and the steam dome.



4154 (K)

6 4154 TWIN-DIGITAL

**4154** - Tender loco of the DRG, class 55<sup>00</sup>. Overall length: 210 mm. Super-detailing, -livery and -lettering. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. Drive in tender onto 4 wheels with 2 traction tyres. Close-coupling between loco and tender. Double headlights at each end, co-ordinated with direction of travel on tender. Slot-guide mechanism at each end with automatic PROFI-couplings for true close coupling and pre-uncoupling. Standard NEM 362 coupling socket. Epoch II.

**6 4154** - Tender loco of the DRG, class 55<sup>00</sup>, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. Running number 55 5096 (4154: 55 5184). With installed TWIN-DECODER. Otherwise as per 4154.

54 4007

5519

6535

6515



NS



90 4154 (K)

**90 4154** - Tender loco, printed for Dutch livery, German class 55<sup>00</sup>. Overall length: 210 mm. Super-detailing, -livery and -lettering. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. Drive in tender onto 4 wheels with 2 traction tyres. Close-coupling between loco and tender. Double headlights at each end, co-ordinated with direction of travel on tender. Slot-guide mechanism at each end with automatic PROFI-couplings for true close coupling and pre-uncoupling. Standard NEM 362 coupling socket.

The G 8<sup>1</sup> (later class 55<sup>00</sup>), were the most successful of the Prussian goods locos. They were even well received in other European countries. 156 locos of this untiring class found themselves in service outside Germany.

54 4007

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DB



4155 (K)

6 4155 TWIN-DIGITAL

**4155** - Tender loco of the DB, class 55<sup>00</sup>. Overall length: 210 mm. Triple headlights at each end, co-ordinated with direction of travel on tender. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Close-coupling mechanism at each end for true close coupling. Epoch III. Otherwise as per 4154.

**6 4155** - Tender loco of the DB, class 55<sup>00</sup>, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. Running number 55 3897 (4155: 55 4455). With installed TWIN-DECODER. Otherwise as per 4155.

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## TENDER LOCOS

4156

64156 TWIN-DIGITAL

**4156** - Tender loco of the DRG, class 56<sup>00-01</sup>. Overall length: 195 mm. Super-detailing, -livery and -lettering. Inset windows. Full interior cab details. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Drive in tender on 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Double headlights at each end, co-ordinated with direction of travel on tender. Automatic PROFI-couplings at each end with pre-uncoupling. Standard NEM 362 coupling socket. Epoch II.

**64156** - Tender loco of the DRG, class 56<sup>00-01</sup>, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. Running number 56 2836 (4156: 56 2048). With installed TWIN-DECODER. Otherwise as per 4156.

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4157

1157 ~

**4157** - Tender loco of the DB, class 56<sup>00-01</sup>. Overall length: 195 mm. Super-detailing, -livery and -lettering. Triple headlights at each end, co-ordinated with direction of travel on tender. Automatic PROFI-couplings at each end with pre-uncoupling. Standard NEM 362 coupling socket. Epoch III. Otherwise as per 4156.

**1157** - Tender loco of the DB, class 56<sup>00-01</sup>, for centre pick up A.C. operation. Hoop-couplings. Electronic reversing relay. Otherwise as per 4157.

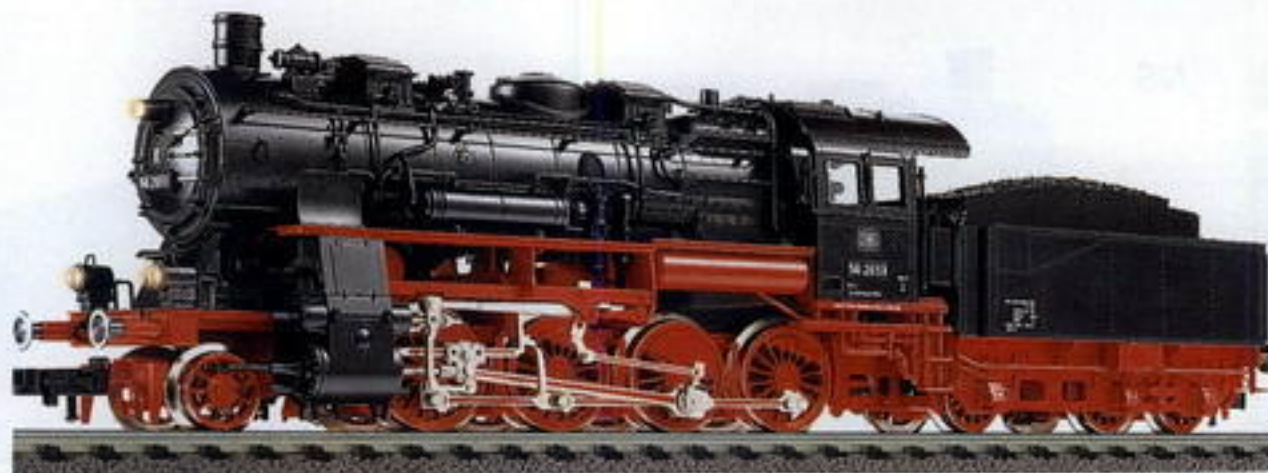
The prototype developed 1023 kW (1390 Hp), weighed 120.4 tons, and ran at 65 km/h. 850 examples were built. They were used primarily for goods traffic. This steam loco model is different to its counterpart, catalogue no. 4156, by having several important characteristics pertinent to the era, i.e. 3 lamps on the loco and tender, turbo generator, and that's why there is no gas tank on the tender.

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DB

4158

64158 TWIN-DIGITAL

**4158** - Tender loco of the DR, class 56<sup>00-01</sup>. Overall length: 195 mm. Super-detailing, -livery and -lettering. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Drive in tender onto 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Double headlights at each end, co-ordinated with direction of travel on tender. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Epoch III.

**64158** - Tender loco of the DR, class 56<sup>00-01</sup>, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. Running number 56 2222 (4158: 56 2162). With installed TWIN-DECODER. Otherwise as per 4158.

The sturdy Prussian G 8<sup>1</sup>. Class 56<sup>00-01</sup>, were used for goods haulage on main line routes, but because of their good acceleration could also be found hauling passenger trains. The Deutsche Reichsbahn in the former GDR used them latterly for heavy banking duties.

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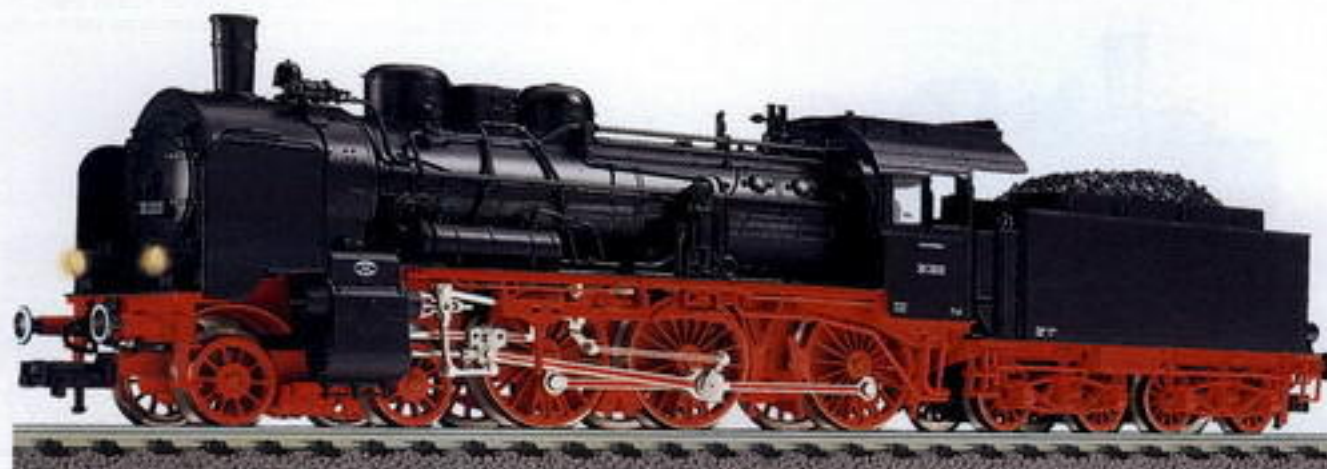


DR



## 4160

## 64160 TWIN-DIGITAL



**4160** - Tender loco of the DRG, class 38<sup>10-16</sup>. Overall length: 214 mm. Super-detailing, -livery and -lettering. Inset windows. Full interior cab details. Prototypical "day-light" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel (only 4160). Drive in tender on 6 wheels, of which 4 are fitted with traction tyres. Close-coupling between loco and tender. Double headlights at each end, co-ordinated with direction of travel on tender. Automatic PROFI-couplings at each end with pre-uncoupling. Standard NEM 382 coupling socket on the front. Epoch II.

**64160** - Tender loco of the DRG, class 38<sup>10-16</sup>, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. Running number 38 1543 (4160: 38 2609). With installed TWIN-DECODER. Otherwise as per 4160.

54 4007

6519

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6515 front  
6516 rear

## 4162

## 64162 TWIN-DIGITAL



**4162** - Tender loco of the DB, class 38<sup>10-16</sup>. Overall length: 236 mm. Super-detailing, -livery and -lettering. Inset windows. Full interior cab details. Prototypical "day-light" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake shoes between the wheels. Indusi safety equipment on driver's side. Cast metal chassis and tender body. Drive in tender on 4 wheels with 4 traction tyres. Triple headlights at each end, co-ordinated with direction of travel on tender. Close-coupling between loco and tender. Automatic PROFI-couplings at each end with pre-uncoupling. Standard NEM 382 coupling socket in front. Epoch IV.

**64162** - Tender loco of the DB, class 38<sup>10-16</sup>, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. With installed TWIN-DECODER. Epoch III. Otherwise as per 4162.

54 4008

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6535

6515 front  
6516 rear

The prototype for 4162 was built in 1919 by the firm of Henschel in Kassel under works number 16 904, and became loco number 2483 "TRIER" of the former K.P.E.V. On being taken into the former Deutsche Reichsbahn, she received the loco number 38 2547. On conversion to computerised numbering, she became known as 038 547-6.

During the course of conversion, several of these locos were given a "tub tender" from the remainder of the wartime locos of the Class 52.



## TENDER LOCOS

4165 (K)

6 4165 TWIN-DIGITAL

**4165** - Tender locomotive of the DB with long-distance tender 2'2'T 31.5 (pr), class 38<sup>10-12</sup>. Overall length: 228 mm. Super-detailling, -livery and -lettering. Inset windows. Full interior cab details. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake shoes between the wheels. Cast metal chassis. Motor with flywheel. Drive in tender on 4 wheels, of which all have traction tyres. Double headlights at each end, tender end changing with direction of travel. Close-coupling between loco and tender. Automatic PROFI-couplings at each end with pre-uncoupling. NEM 362 coupling socket. Close-coupling shaft on tender end for true close-coupling. Epoch III.

**6 4165** - Tender locomotive of the DB with long-distance tender 2'2'T 31.5 (pr), class 38<sup>10-12</sup>, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4165.

54 4007

6519

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6515



DB

4166 (K)



1166 ~ DIGITAL

**4166** - Tender loco of the DB, class 38<sup>10-12</sup>, with tub tender. Overall length: 236 mm. Super-detailling, -livery and -lettering. Inset windows. Full interior cab details. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake shoes between the wheels. Cast metal chassis and tender body. With standard NEM 651 socket to install a decoder. Drive in tender on 4 wheels with traction tyres. Close-coupling between loco and tender. Triple headlights at each end changing with direction of travel. Close coupling mechanism at tender end. Automatic PROFI-couplings at each end with pre-uncoupling. Standard NEM 362 coupling socket. Epoch III.

**1166** - Tender loco of the DB, class 38<sup>10-12</sup>, with tub tender for centre pick up A.C. operation. Electronic receiver module for conventional or digital running. Close coupling mechanism at tenderend for true close-coupling operation when using close-couplers. Fitted with hoop couplings. Otherwise technical details as per 4166.

DCC 6876/TWIN 6846

54 4008

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DB

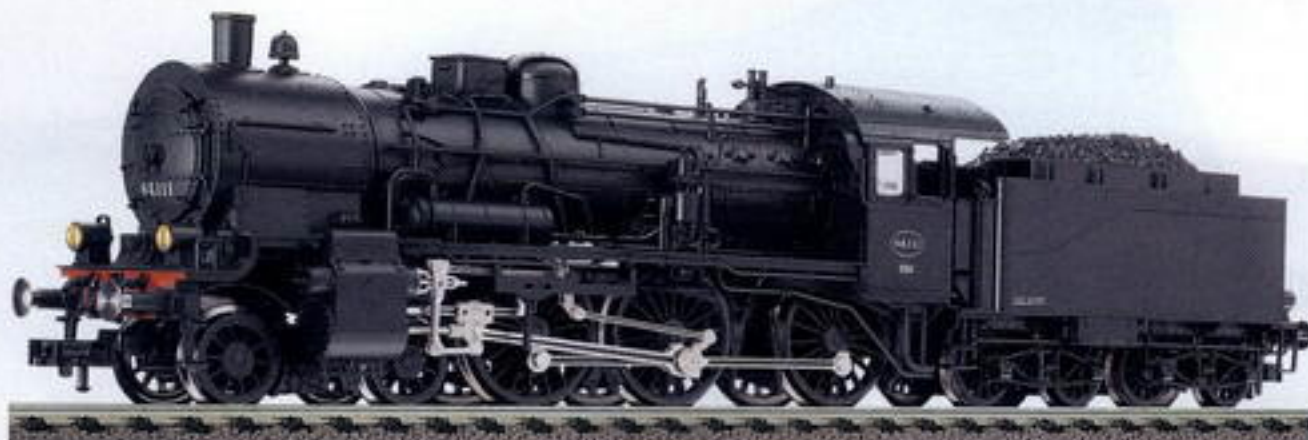
Even though the second World War decimated the stocks of the successful class 38<sup>10-12</sup> (Prussian P8), the young Deutsche Bundesbahn (DB) in its early days was able to call on around 1,200 engines in several variations.

The FLEISCHMANN model 4166/1166 reproduces the 100 km/h passenger loco, with its twin-domed boiler, tub tender (from the so called wartime loco) and a closed-in driver's cab. The traffic uses of these universal locos were greatly enhanced by fitting push-pull controls.





Rub-on transfers are included for individual lettering according to nationality required: Austrian (ÖBB), French (SNCF), Dutch (NS), Italian (FS), Danish (DSB), as well as a different type of Belgian (SNCB) lettering.



4167



**4167 - Tender loco of several European Railway Companies, printed for Belgian livery, class 38<sup>00</sup>.** Overall length: 214 mm. Super-detailing, -livery and -lettering. Inset windows. Full interior cab details. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake shoes between the wheels. Cast metal chassis. Motor with flywheel. **With standard NEM 651 socket to install a decoder.** Drive in tender on 6 wheels, of which 4 are fitted with traction tyres. Close-coupling between loco and tender. Double headlights at each end changing with direction of travel. Automatic PROFI-couplings at each end with pre-uncoupling. Standard NEM 362 coupling socket in front.

*The good reputation of the Prussian P8 - later class 38<sup>00</sup> - was well known far outside the German borders and other railway companies purchased many of them. Additionally, the Treaty of Versailles following the first World War, required 628 locos, actually more than 25% of the fleet at that time, to be given away as compensation. Of these, Poland received 190, Belgium 168 and France 162.*

DCC 6876/TWIN 6846

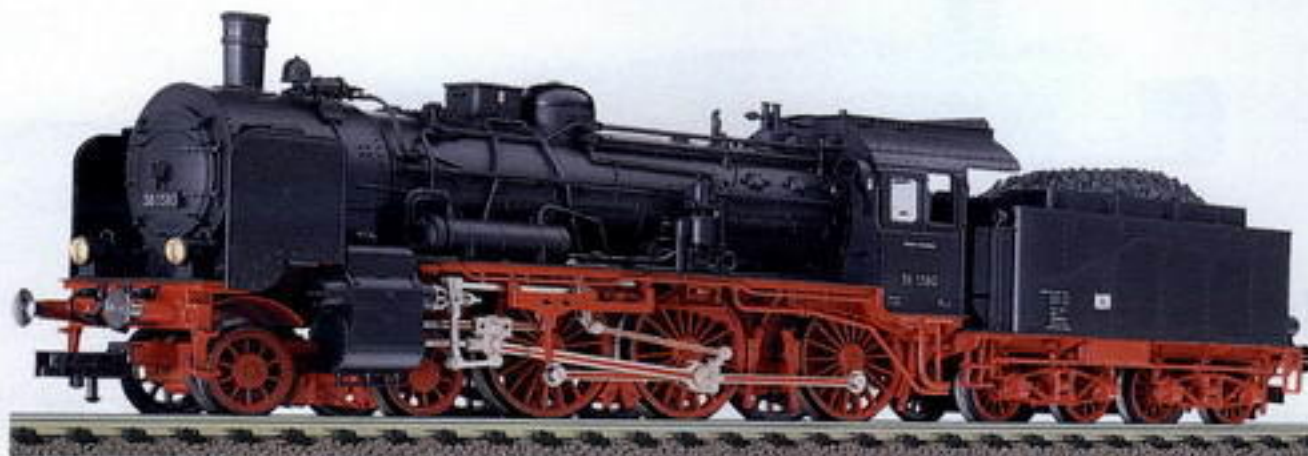
54 4007

6519

6535

6515 front  
6516 rear

DR



4168



**4168 - Tender loco of the DR, class 38<sup>00</sup>.** Overall length: 214 mm. Super-detailing, -livery and -lettering. Inset windows. Full interior cab details. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake shoes between the wheels. Cast metal chassis. Motor with flywheel. **With standard NEM 651 socket to install a decoder.** Drive in tender on 6 wheels, of which 4 are fitted with traction tyres. Close-coupling between loco and tender. Double headlights at each end changing with direction of travel. Automatic PROFI-couplings at each end with pre-uncoupling. Standard NEM 362 coupling socket in front.

*After the second World War, around 700 examples of the class 38<sup>00</sup> (Prussian P8) remained in the eastern sector of Germany (DR). It was not unusual for the P8 to have a service age of over 50 years. Around 500 of these tenacious locos did actually reach this ripe old age. Even today, one can still see the last existing examples of the class 38<sup>00</sup> hauling special excursion trains.*

DCC 6876/TWIN 6846

54 4007

6519

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6515 front  
6516 rear



## TENDER LOCOS

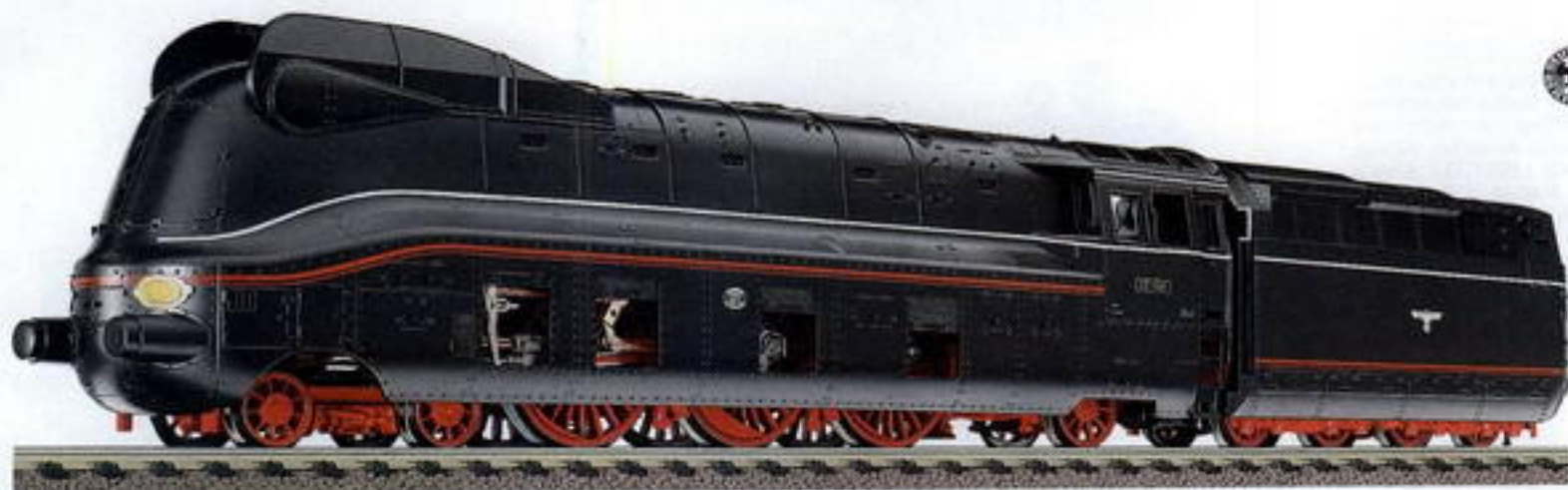
### 4171 (K) 64171 TWIN-DIGITAL

**4171** - Express loco 03<sup>re</sup> of the DRG, with streamlined bodywork. Overall length: 280 mm. Super-detailling, -livery and -lettering. Fully operational, finely detailed Heusinger valve gear. Motor with flywheel. With standard NEM 651 socket to install a decoder. Drive in tender onto 4 wheels with 4 traction tyres. Close-coupling between loco and tender. Prototypical double headlights with triple lights on tender end, co-ordinated with direction of travel. Automatic PROFI-couplings with pre-uncoupling on tender end. Close-coupling shaft on tender end for true close-coupling. Epoch II.

**64171** - Express loco 03<sup>re</sup> of the DRG, with streamlined bodywork, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4171.

This model of the express loco 03<sup>re</sup> incorporates opened grills in the sides of the bodywork, through which it is possible to view the valve gear.

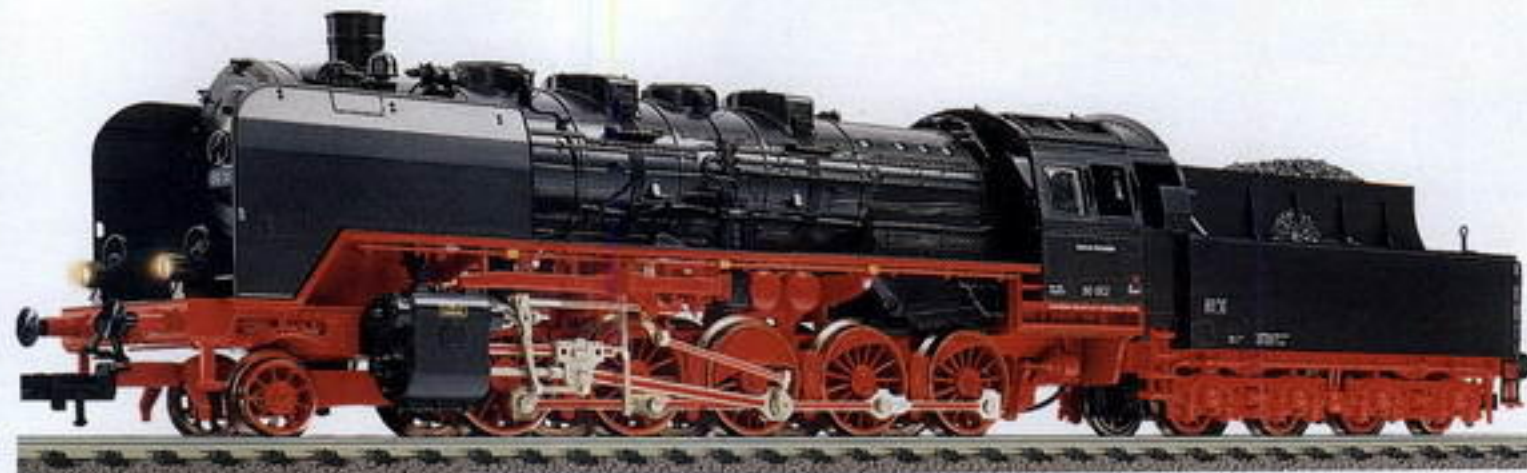
 DCC 6876/TWIN 6846  54 4007  6519  6530  6515 rear



### 64174 (K) TWIN-DIGITAL

**64174** - Tender locomotive of the DRG, class 50, in digital version. Overall length: 265 mm. Switchable on/off constant headlights, co-ordinated with direction of travel. Running number 50 002, Address 050. Super-detailling, -livery and -lettering. Inset windows. Full interior cab details. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake shoes between the wheels. Cast metal chassis. Drive in tender on 4 wheels, of which all have traction tyres. Close-coupling between loco and tender. Automatic PROFI-couplings at each end with pre-uncoupling. NEM 362 coupling socket. Close-coupling shaft on tender end for true close-coupling. Epoch II.

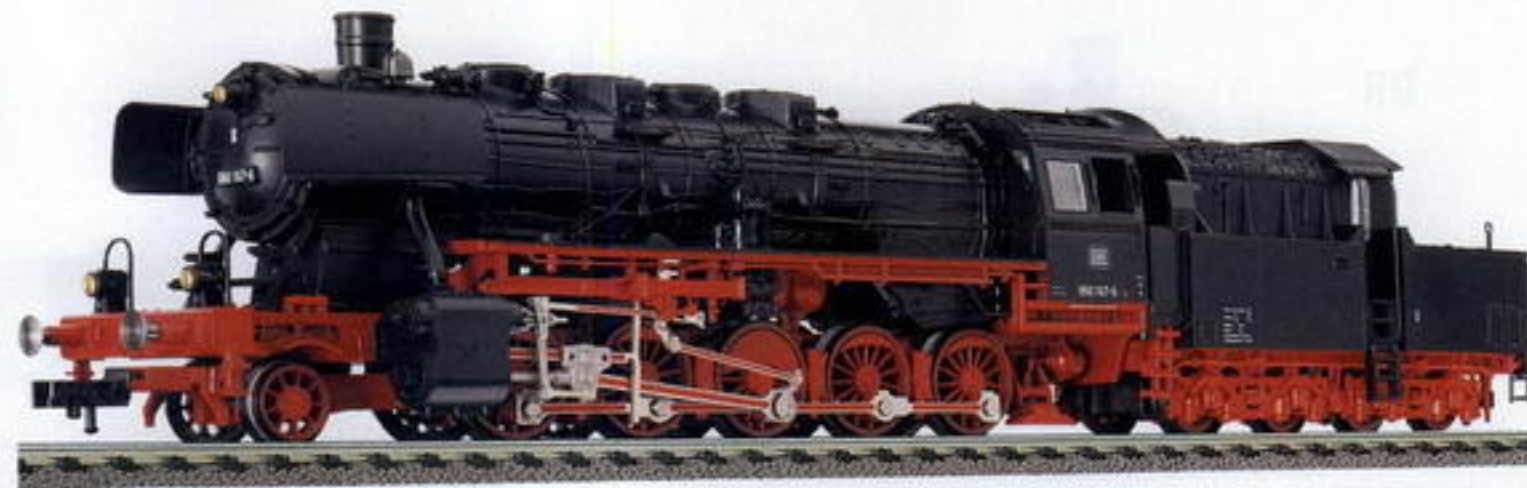
 54 4007  6519  6535 front  6530 rear  6515



### 4175 (K)

**4175** - Tender locomotive of the DB, class 050 with cab tender. Overall length: 265 mm. Super-detailling, -livery and -lettering. Fully operational, finely detailed Heusinger valve gear. Brake shoes between the wheels. Cast metal chassis. Motor with flywheel. With standard NEM 651 socket to install a decoder. Drive in tender on 4 wheels, of which all have traction tyres. Triple headlights at each end, changing with direction of travel. Close-coupling between loco and tender. Standard NEM 362 coupling socket. Close-coupling shaft on tender end for true close-coupling. Epoch IV.

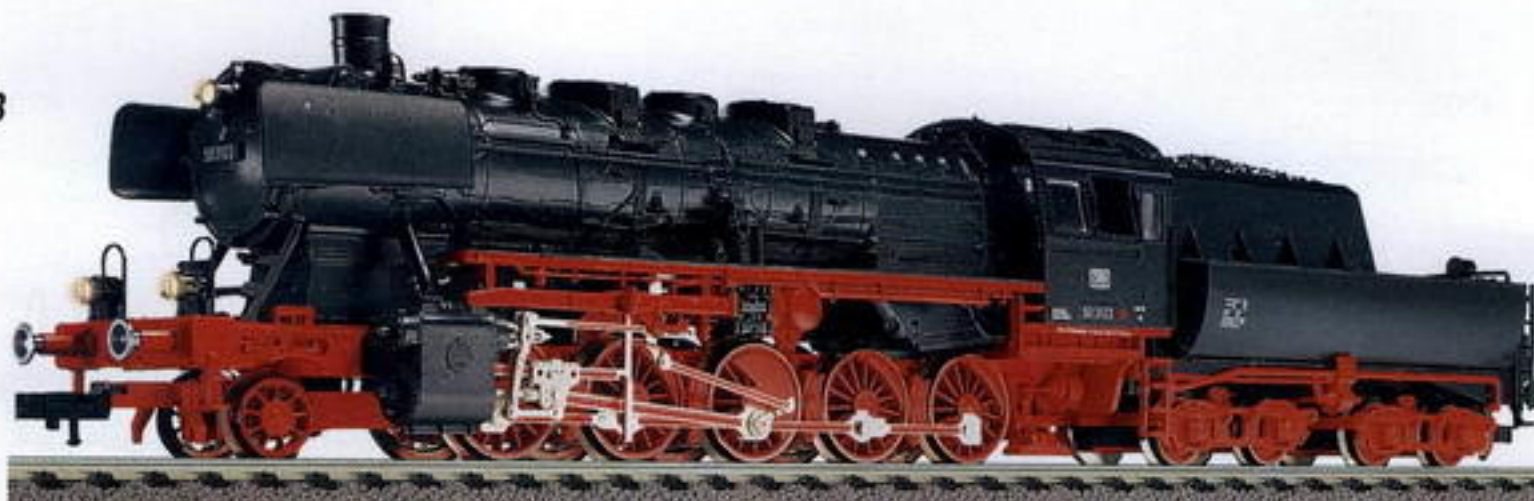
 DCC 6876/TWIN 6847  54 4007  6519  6535 front  6530 rear  6515



DB



DB



4176

64176 TWIN-DIGITAL

1179 ~

**4176** - Tender locomotive of the DB, class 50. Overall length: 270 mm. Super-detailing, -livery and -lettering. Fully operational, finely detailed Heusinger valve gear. Brake shoes between the wheels. Cast metal chassis. Drive in tender on 4 wheels, of which all have traction tyres. Triple headlights at each end, tender end changing with direction of travel. Close-coupling between loco and tender. Automatic PROFI-couplings at each end with pre-uncoupling. NEM 362 coupling socket in front. Epoch III. Installation of a Seuthe smoke unit is possible (4176 only).

**64176** - Tender locomotive of the DB, class 50, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4176.

**1179** - Tender locomotive of the DB, class 50, for centre pick up A.C. operation. Hoop-coupling. Electronic reversing relay. Boiler with 3 domes. Running number 50 662. Otherwise as per 4176.

544008

6519

6535

6511 front  
6523 rear6515 front  
6516 rear

DB



64177 (K) TWIN-DIGITAL

**64177** - Tender loco of the DB, class 50 with cab tender, in digital version. Overall length: 265 mm. Switchable on/off constant headlights, co-ordinated with direction of travel. With installed TWIN-DECODER. Super-detailing, -livery and -lettering. Motor with flywheel. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Close-coupling shaft on tender end for true close-coupling. Epoch III. Otherwise as per 4182.

*The number of various types of the class 50 are almost uncountable. Particularly interesting though, is the type with four domes, footplate with skirting, Witte style smoke deflectors, cab in the tender and disc bogie wheels. Typical of epoch III was the sometimes fitted, aluminium coloured lettering along with the DB logo.*

544007

6519

6535 front  
6530 rear

6515

DR



4182 (K) NEM

**4182** - Tender locomotive of the DR, class 50. Overall length: 265 mm. Super-detailing, -livery and -lettering. Inset windows. Full interior cab details. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake shoes between the wheels. Cast metal chassis. Motor with flywheel. With standard NEM 651 socket to install a Decoder. Drive in tender on 4 wheels, of which all have traction tyres. Triple headlights at each end, tender end changing with direction of travel. Close-coupling between loco and tender. Automatic PROFI-couplings at each end with pre-uncoupling. NEM 362 coupling socket. Close-coupling shaft on tender end for true close-coupling. Epoch III.

DCC 6876/TWIN 6847

544007

6519

6535 front  
6530 rear

6515



## DIESEL LOCOMOTIVES

### 4203

4203 - Diesel loco, class MV 9 from O&K. Overall length: 96 mm. Prototypical detail, livery and lettering. Inset windows. Cast metal chassis. Drive on 4 wheels. Automatic PROFI-couplings at each end with pre-uncoupling. Epoch IV.

54 6519

### 4204

4204 - Diesel loco, class MV 9 from O&K. Overall length: 96 mm. Prototypical detail, livery and lettering. Inset windows. Cast metal chassis. Drive on 4 wheels. Automatic PROFI-couplings at each end with pre-uncoupling. Epoch IV.

54 6516

4203



4204



### 4215

#### 6 4215 TWIN-DIGITAL

4215 - Diesel loco of the DB AG (DB-Cargo) in traffic red livery, class 212. Overall length: 145 mm. Super-detailling, -livery and -lettering. Inset windows. Cast metal chassis. Motor with flywheel. Drive on 4 wheels, of which 2 have traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Automatic PROFI-couplings with pre-uncoupling at each end. Epoch V.

6 4215 - Diesel loco of the DB AG (DB-Cargo) in traffic red livery, class 212, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4215.

The second series of this diesel hydraulic mixed traffic loco of class V 100 were delivered with 1350 Hp after 1962. Overall length: 12.3 m, top speed 100 km/h.

54 4007

54 6519

54 6530

54 6517



DB

### 4223

#### 6 4223 TWIN-DIGITAL

4223 - Diesel loco of the DB AG (DB-Cargo) in traffic red livery, class 360. Overall length: 123 mm. Super-detailling, -livery and -lettering. Inset windows. Fully operational driving rod. Cast metal chassis. Motor with flywheel. Drive on all 6 wheels. Triple headlights at each end. Automatic PROFI-couplings with pre-uncoupling at each end. Epoch V.

6 4223 - Diesel loco of the DB AG (DB-Cargo), class 361, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4223.

A 12 cylinder Maybach diesel engine drives this 60 km/h shunter loco, which, like the class 361, is classified as a "Kleinlok" (small loco).

54 6519

54 6530

54 6516



DB



DB

4224 

6 4224 TWIN-DIGITAL

4224 - Diesel loco of the DB, class 361. Overall length: 123 mm. Super-detailling, -livery and -lettering. Inset windows. Fully operational driving rod. Cast metal chassis. Motor with flywheel (4224 only). **With standard NEM 651 socket to install a decoder.** Drive on 6 wheels. Triple headlights at each end, co-ordinated with direction of travel. Automatic PROFI-couplings at each end with pre-uncoupling. Epoch V.


6 4224 - Diesel loco of the DB, class 361, in digital version. On/off switchable, constant headlights, co-ordinated with the direction of travel. **With installed TWIN-DECODER.** Otherwise as per 4224.

The prototype develops 478 kW (650 Hp), weights 54 tons and runs at 60 km/h on main lines, but at 30 km/h for shunting duties. Around 1000 locos of this class haul shunting local goods trains throughout the Deutsche Bundesbahn AG network.

 DCC 6876/TWIN 6846 6519 6530 6516

In original livery for Epoch IV

DB

4226 

6 4226 TWIN-DIGITAL

4226 - Diesel loco of the DB, class 260. Overall length: 123 mm. Super-detailling, -livery and -lettering. Inset windows. Fully operational driving rod. Cast metal chassis. Motor with flywheel. **With standard NEM 651 socket to install a decoder.** Drive on 6 wheels. Triple headlights at each end, co-ordinated with direction of travel. Automatic PROFI-couplings at each end with pre-uncoupling. Epoch IV.

6 4226 - Diesel loco of the DB, class 260 in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. **With installed TWIN-DECODER.** Otherwise as per 4226.

 DCC 6876/TWIN 6846 6519 6530 6516

DB



4228

4228 - Diesel loco of the DB, class 211. Overall length: 145 mm. Super-detailling, -livery and -lettering. Inset windows. Cast metal chassis. Motor with flywheel. Drive on 4 wheels, of which 2 have traction tyres. Triple headlights at each end, co-ordinated with the direction of travel. Automatic PROFI-couplings with pre-uncoupling at each end. Epoch IV.

 54 4007 6519 6530 6517



## DIESEL LOCOMOTIVES

4233



6 4233 TWIN-DIGITAL

**4233** - Diesel loco of the DB AG, class 218\*. Overall length: 189 mm. Super-detailing, -livery and -lettering. Inset windows. Interior details in driver's cab. Loco driver in cab 1. Cast metal chassis. Motor with flywheel. **With standard NEM 651 socket to install a decoder.** Drive on 4 wheels of which 2 are fitted with traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Epoch V. Installation of the light change unit 66540 is possible.

**6 4233** - Diesel loco of the DB, class 218\*, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. **With installed TWIN-DECODER.** Epoch IV. Installation of the light change unit 66540 is possible. Otherwise as per 4233.

DCC 6876 TWIN 6847 54 4007 6519 6535 66540 6515



DB

7 4233

1233 ~ DIGITAL

DB

Sound on Board



**7 4233** - Diesel loco of the DB, class 218\* with load-controlled digital DCC sound-decoder. Overall length: 189 mm. Switchable on/off constant triple headlights and red tail lights co-ordinated with direction of travel. Epoch IV. Otherwise technical details as per 4233.

**1233** - Diesel loco of the DB, class 218\* with load-controlled digital sound-decoder for centre pick up A.C. operation. Overall length: 189 mm. Switchable on/off constant triple headlights and red tail lights co-ordinated with direction of travel. Fitted with hoop couplings. Otherwise technical details as per 4233.

54 4007 6519 6535 9531 6511 6515



The loco 7 4233 is fitted with a load-controlled digital sound decoder for DCC-operation according to the NMRA standard. The sounds of the original engines are digitally reproduced inside the model, by a miniature, hi-tech loudspeaker. This makes it possible to realistically reproduce the "oil injector" of the loco, "powerful increase in engine revs on acceleration" and even the "squealing" of the brakes automatically switched in, when coming to a halt. The noises and other individual sounds, such as the "signal tone high/deep" or "air pump blast", can be called up using the function keys of the TWIN-CENTER 6802, TWIN-CONTROL 6822 and LOK-BOSS 6865. An inbuilt random generator also caters for the operating sounds like the "compressor". The locos will even run on analogous layouts, although with a limited sound capability.

4235



6 4235 TWIN-DIGITAL

**4235** - Diesel loco of the DB, class 221. Overall length: 213 mm. Super-detailing, -livery and -lettering. Inset windows. Interior details in driver's cab. Loco driver in cab 1. Cast metal chassis. Motor with flywheel (only 4235). **With standard NEM 651 socket to install a decoder.** Drive on 4 wheels of which 2 are fitted with traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Automatic PROFI-Couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Epoch IV.

**6 4235** - Diesel loco of the DB, class 221, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. **With installed TWIN-DECODER.** Otherwise as per 4235.

The prototype bears the number 221 111-8, develops 2 x 994 kW (2 x 1350 Hp), weighs 81 tons and can run at 140 km/h. The DB had 50 locomotives of this model in service hauling fast passenger and goods trains.

DCC 6876/TWIN 6846 54 4007 6519 6530 6515



DB



DB



4236



6 4236 TWIN-DIGITAL

**4236** - Diesel loco of the DB AG in traffic red livery, class 218<sup>2</sup>. Overall length: 189 mm. Super-detailling, -livery and -lettering. Inset windows. Interior details in driver's cab. Loco driver in cab 1. Cast metal chassis. Motor with flywheel. **With standard NEM 651 socket to install a decoder.** Drive on 4 wheels of which 2 are fitted with traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Automatic PROFI-Couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Epoch V. Installation of the light change unit 6 6540 is possible.

**6 4236** - Diesel loco of the DB AG, class 218<sup>2</sup>, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. **With installed TWIN-DECODER.** Otherwise as per 4236.

With black bogies, her basalt grey frame and traffic red bodywork, she looks particularly attractive.

DB



4938



6 4938 TWIN-DIGITAL

**4938** - Diesel loco of the DB, class 218<sup>2</sup>. Overall length: 189 mm. May be used as a track cleaning locomotive. Super-detailling, -livery and -lettering. Inset windows. Interior details in drivers cab. Loco driver in cab 1. Cast metal chassis. Motor with flywheel. **With standard NEM 651 socket to install a decoder.** Drive on 4 wheels, of which 2 are fitted with traction tyres. Triple headlights at each end co-ordinated with the direction of travel. Automatic PROFI-Couplings with pre-uncoupling at each end. NEM 362 standard coupling sockets. Epoch IV. Installation of the light change unit 6 6540 is possible.

**6 4938** - Diesel loco of the DB, class 218<sup>2</sup> in digital version. May be used as a track cleaning locomotive. Switchable on/off constant headlights, co-ordinated with direction of travel. **With installed TWIN-DECODER.** Otherwise as per 4938.

These locos are equipped with track cleaning apparatus, which can be easily taken out of operation by simply pulling out the cleaning discs.

By simply removing the cleaning discs...



... the track cleaning loco becomes a perfectly normal loco.



The self-adhesive spare cleaning pads (No. 354933) can be removed from the discs, and replaced on the loco again by using tweezers.



To keep the rail surfaces clean, two motorised rotating cleaning pads are mounted in one of the bogies. This fitting can however, be disconnected with the aid of a small screwdriver.



In diesel locomotives 4233, 4236 and 4938, it is possible to obtain a prototypical tail light changeover white/red by installing the light change unit. White headlights mean that the loco is pulling; red tail light means the loco is pushing.





## DIESEL LOCOMOTIVES

4246

4247

**4246 - Diesel loco of the British Railways.** Overall length: 210 mm. Super-detailing, -livery and -lettering. Inset windows. Interior details in driver's cab. 2 loco drivers in cab 2. Cast metal chassis. Drive on 4 wheels, of which 4 are fitted with traction tyres. Working headlights at each end, co-ordinated with the direction of travel. Automatic couplings at each end.

**4247 - Diesel loco of the British Railways.** Overall length: 210 mm. Super-detailing, -livery and -lettering. Inset windows. Interior details in driver's cab. 2 loco drivers in cab 2. Cast metal chassis. Drive on 4 wheels, of which 4 are fitted with traction tyres. Working headlights at each end, co-ordinated with the direction of travel. Automatic couplings at each end.

54 4003 6519 6530 6520 6516

BR

4246



Both locomotives come with three choices of name boards for special express trains. These name boards were affixed to the front of the loco before the train departed. The BR used these locomotives for all types of trains.

4247

4270

4273

**4270 - Diesel loco of the SNCB, class 5200.** Overall length: 223 mm. Metal body. Super-detailing, -livery and -lettering. Inset windows. Cast metal chassis. Drive on 6 wheels, of which 4 are fitted with traction tyres. Triple headlights at each end, co-ordinated with the direction of travel. Automatic couplings at each end.

**4273 - Diesel loco of the DSB, class My 11.** Overall length: 223 mm. Metal body. Super-detailing, -livery and -lettering. Inset windows. Cast metal chassis. Drive on 6 wheels, of which 4 are fitted with traction tyres. Triple headlights at each end, co-ordinated with the direction of travel. Automatic couplings at each end.

SNCB

4270



4273 DSB

54 4001 6519 6531 6520 6516

4281

**4281 - Diesel loco of the SNCF, class A1A A1A 68000.** Overall length: 208 mm. Super-detailing, -livery and -lettering. Inset windows. Cast metal body and chassis. Drive on 6 wheels, of which 4 are fitted with traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Automatic PROFI-couplings at each end with pre-uncoupling. NEM 362 coupling sockets. Epoch III - IV.

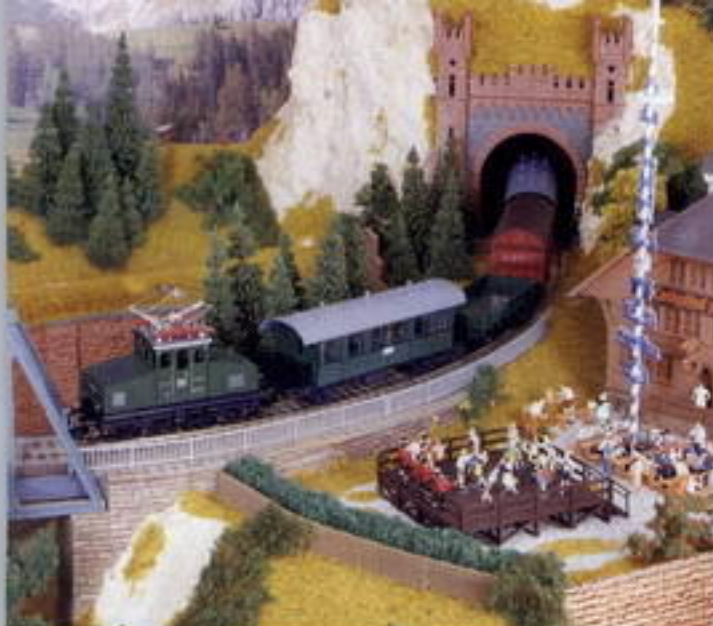
Class 68000 diesel electric mixed traffic loco of the SNCF (Société Nationale des Chemins de Fer française). These locos in the typical french design of the sixties have an A-1-A / A-1-A axle arrangement. The motor develops roughly 3000 Hp, has a total weight of 106 tons and has a top speed of 130 km/h. The FLEISCHMANN model is lettered as 68 006.

54 4002 6519 6531 6515

SNCF







DB



## 4300

**4300** - Electric locomotive of the DB, class E 69. Overall length: 97 mm. Prototypical detail, -livery and -lettering. Sprung pantograph (without electrical function). Cast metal chassis. Drive on all 4 wheels. Automatic PROFI-coupling with pre-uncoupling at each end. Epoch III.

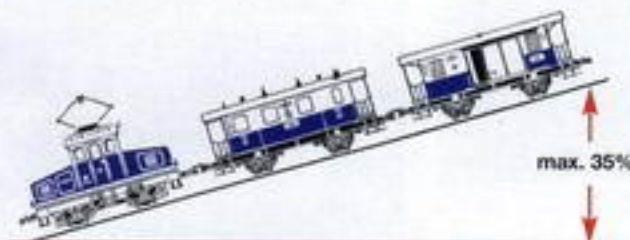
The prototype bears the number E 69 02, develops 361 kW (490 Hp), weighs 26 tons, and runs both forwards and backwards at 50 km/h. 5 locos of this class haul passenger and freight trains on main and local services.

■ 6519

■ 6516

With altered lettering and PROFI-coupling for rack & pinion lines

Gradients are no problems for the rack loco 4306 (nickname: Blue Lou). Rack and pinion lines can easily be added to even the smallest of layouts.



Climbing ability whilst pushing wagons



## 4306



**4306** - Rack & pinion electric loco for standard tracks and rack & pinion lines. Overall length: 97 mm. Prototypical detail, white/blue ELB livery. Sprung pantograph (without electrical function). Cast metal chassis. **With standard NEM 651 socket to install a decoder.** Drive on all 4 wheels, (on one axle of which is fixed the rack meshing cog set at 0.5). Automatic PROFI-couplings at each end with pre-uncoupling. Standard NEM 362 coupling socket.

Its low gearing makes ideally suitable for slow shunting operation on standard tracks. Can run on rack rail or standard track.

■ DCC 6876/TWIN 6847

■ 6519

■ 6514


**6411** - Flexible rail for MODEL-TRACK, see page 186, 190.

**6412** - Flexible rail for PROFI-TRACK, see page 176, 191.





## ELECTRIC LOCOMOTIVES

4319 (K) 

1319 ~ DIGITAL

**4319** - Electric loco of the DB, class E 19'. Overall length: 195 mm. Super-detailed, -livery and -lettering. Inset windows. Interior details showing the driver's cab. Loco driver figure in cab 1. Sprung pantographs. Choice of pick-up from the rails or overhead catenary. Cast metal chassis. Motor with flywheel. **With standard NEM 652 socket to install a decoder.** Drive on 8 wheels, of which 2 have traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Slot-guide mechanism at each end and automatic PROFI-couplings with pre-uncoupling for true close coupling. Standard NEM 362 coupling socket. Epoch III.

**1319** - Electric loco of the DB, class E 19', for centre pick up A.C. operation. With load-controlled decoder for conventional or digital operation. Close-coupling mechanism at both ends for true close-coupling operation when using close-couplers. Fitted with standard NEM 360 (hoop couplings). Standard NEM 362 coupling socket. Epoch III. Otherwise technical details as per 4319.

 DCC 6878/TWIN 6848

 54 4009

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Alongside both of the first two E 19 locomotives already constructed by AEG, a further two locos were built in conjunction with Henschel and SSW. When they were first introduced into service in 1940, locos E 19 11 and 12 were prepared for experimental running up to 225 km/h. These electric locos were only allowed to run at 180 km/h for regular service, although the DRG were already planning a fast service timetable along the „axis of state“ between Munich and Berlin. The innovative express vision for this „parade horse“ came to grief, however, because of the second World War. The DB later reduced the top speed to 140 km/h. Right up to the introduction of the famous E 03, these 4 examples were the most powerful express electric locos on the DB. In their last year of service, these elegantly styled engines were based at the Nürnberg Hbf depot, hauling express trains to and from Munich and Probstzella.




DB

MODEL  
OF THE  
YEAR  
2003

Bahn Profil  
Eisenbahn magazin  
MOBA



4320 (K) 

6 4320 TWIN-DIGITAL

**4320** - Electric mixed traffic loco of the DB AG (DB-Cargo) in traffic red livery, class 145. Overall length: 217 mm. Super-detailed, -livery and -lettering. Inset windows. Interior details showing the driver's cab. Loco driver figure in cab 1. Sprung pantographs. Choice of pick-up from the rails or overhead catenary. Cast metal chassis. Motor with 2 flywheels. **With standard NEM 652 socket to install a decoder.** Drive on all 8 wheels, of which 2 have traction tyres. Triple headlights and red tail lights co-ordinated with direction of travel. Slot-guide mechanism at each end and automatic PROFI-couplings with pre-uncoupling for true close coupling. Standard NEM 362 coupling socket. Epoch V.

**6 4320** - Electric mixed traffic loco of the DB AG (DB-Cargo), class 145 in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4320.

The technical highlights of the FLEISCHMANN electric loco are: a strong centrally-mounted motor with 2 flywheels and drive onto all 8 wheels, of which 2 are fitted with traction tyres and the slot guide mechanism (K) for a prototypically true close-coupling between loco and wagons.



DB

 DCC 6878/TWIN 6848

 54 4006

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Altering the loco address: TWIN-DECODER with TWIN-CENTER 6802, DIGITALCONTROL DC 6803 C and LOK-BOSS 6865 - DCC-DECODER with TWIN-CENTER 6802 and LOK-BOSS 6865





81 4320 (K) NEM

81 4320 - Electric mixed traffic loco of the HGK (Häfen und Güterverkehr Köln AG), class 145. Overall length: 217 mm. Super-detailing, -livery and -lettering. Inset windows. Interior details showing the driver's cab. Loco driver figure in cab 1. Sprung pantographs. Choice of pick-up from the rails or overhead catenary. Cast metal chassis. Motor with 2 flywheels. With standard NEM 652 socket to install a decoder. Drive on all 8 wheels, of which 2 have traction tyres. Triple headlights and red tail lights co-ordinated with direction of travel. Slot-guide mechanism at each end and automatic PROFI-couplings with pre-uncoupling for true close coupling. Standard NEM 362 coupling socket. Epoch V.

DCC 6878/TWIN 6848

54 4006

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DB



4322 (K) NEM

4322 - Electric mixed traffic loco of the DB AG, class 145. Overall length: 217 mm. Super-detailing, -livery and -lettering. Inset windows. Interior details showing the driver's cab. Loco driver figure in cab 1. Sprung pantographs. Choice of pick-up from the rails or overhead catenary. Cast metal chassis. Motor with 2 flywheels. With standard NEM 652 socket to install a decoder. Drive on all 8 wheels, of which 2 have traction tyres. Triple headlights and red tail lights co-ordinated with direction of travel. Slot-guide mechanism at each end and automatic PROFI-couplings with pre-uncoupling for true close coupling. Standard NEM 362 coupling socket. Epoch V.

As compared to the standard "Cargo" version, the so-called "Regio-locomotives" of class 145, are fitted with two UIC connectors and coupler handrails.

DCC 6878/TWIN 6848

54 4006

6538

6539

6515

SBB



4323 (K) NEM

4323 - Electric loco of the SBB (SBB-Cargo), class 481. Overall length: 217 mm. Super-detailing, -livery and -lettering. Inset windows. Interior details showing the driver's cab. Loco driver figure in cab 1. Sprung pantographs. Choice of pick-up from the rails or overhead catenary. Cast metal chassis. Motor with 2 flywheels. With standard NEM 652 socket to install a decoder. Drive on all 8 wheels, of which 2 have traction tyres. Triple headlights and red tail lights co-ordinated with direction of travel. Slot-guide mechanism at each end and automatic PROFI-couplings with pre-uncoupling for true close coupling. Standard NEM 362 coupling socket. Epoch V.

The class Re 486 locos of the former MthB (Mittelthurgau-Bahn) are now running as class 481 of the Swiss SBB-Cargo on German tracks.

DCC 6878/TWIN 6848

54 4006

6538

6539

6515



## ELECTRIC LOCOMOTIVES

4325



6 4326 TWIN-DIGITAL

**4325** - Electric loco of the DB AG in traffic red livery, class 141. Overall length: 180 mm. Super-detailed, -livery and -lettering. Inset windows. Interior details showing the driver's cab. Loco driver figure in cab 1. Sprung pantographs for pick-up from the overhead catenary or from the track. Cast metal chassis. Motor with flywheel. With standard NEM 651 socket to install a decoder. Drive on 4 wheels, of which 2 have traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Epoch V.

Installation of the light change unit 66540 is possible.

**6 4326** - Electric loco of the DB, class 141, in digital version. Overall length: 180 mm. On/off switchable, constant headlights, co-ordinated with the direction of travel. With installed TWIN-DECODER. Super-detailed, -livery and -lettering. Inset windows. Interior details showing the driver's cab. Loco driver figure in cab 1. Sprung pantographs for pick-up from the overhead catenary or from the track. Cast metal chassis. Drive on 4 wheels, of which 2 have traction tyres. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Epoch IV.

Installation of the light change unit 66540 is possible.

DCC 6876/TWIN 6847 54 4006 6519 6535 66540 6515

54 4006 6519 6535 66540 6515

4325

6 4326

DB



4327

6 4327 TWIN-DIGITAL

1327 ~

**4327** - Electric loco of the DB, class 141. Overall length: 180 mm. Super-detailed, -livery and -lettering. Epoch V. Otherwise as per 4325. Installation of the light change unit 66540 is possible.

**6 4327** - Electric loco of the DB, class 141, in digital version. On/off switchable, constant headlights, co-ordinated with the direction of travel. With installed TWIN-DECODER. Epoch V. Installation of the light change unit 66540 is possible. Otherwise as per 4325.

**1327** - Electric loco of the DB, class 141, for centre pick up A.C. operation. Hoop-coupling. Electronic reversing relay. Epoch V. Otherwise as per 4325.

The locos of the class 141 were first delivered in 1956 for light, mixed-traffic work on both main and local lines.

54 4006 6519 6535 66540 6511 6515



DB

4328

6 4328 TWIN-DIGITAL

**4328** - Electric loco of the DB, class 141. Overall length: 180 mm. Super-detailed, -livery and -lettering. Inset windows. Interior details showing the driver's cab. Loco driver figure in cab 1. Sprung pantographs for pick-up from the overhead catenary or from the track. Motor with flywheel. Cast metal chassis. Drive on 4 wheels, of which 2 have traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Epoch IV.

Installation of the light change unit 66540 is possible.

**6 4328** - Electric loco of the DB, class 141, in digital version. On/off switchable, constant headlights, co-ordinated with the direction of travel. With installed TWIN-DECODER. Installation of the light change unit 66540 is possible. Otherwise as per 4325.

Our prototype develops 2400 kW (3264 Hp), weighs 67 tons and has a top speed of 120 km/h. A total of 451 locos of this type have been delivered to the DB.

54 4006 6519 6535 66540 6515



DB



DB  
S-Bahn



4329

6 4329 TWIN-DIGITAL

4329 - Electric loco of the DB, class 141, in S-Bahn version. Overall length: 180 mm. Super-detailling, -livery and -lettering. Inset windows. Interior details showing the driver's cab. Loco driver figure in cab 1. Sprung pantographs for pick-up from the overhead catenary or from the track. Cast metal chassis. Drive on 4 wheels, of which 2 have traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Epoch V. Installation of the light change unit 6540 is possible.

6 4329 - Electric loco of the DB, class 141, in digital version. On/off switchable, constant headlights, co-ordinated with the direction of travel. **With installed TWIN-DECODER.** Installation of the light change unit 6540 is possible. Otherwise as per 4329.

54 4006

6519

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SBB



4339



4339 - Electric loco of the SBB (SBB-Cargo), class Re 4/4\*. Overall length: 181 mm. Super-detailling, -livery and -lettering. Inset windows. Interior details in engine compartment and driver's cab. Loco driver in cab 2. Sprung pantographs. Choice of pick-up from the rails or overhead catenary. Motor with flywheel. **With standard NEM 651 socket to install a decoder.** Drive on 4 wheels of which 2 have traction tyres. Triple headlights at each end, co-ordinated with the direction of travel. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Epoch V.

DCC 6876/ TWIN 6847

54 4006

6519

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## ELECTRIC LOCOMOTIVES

### 4341

**4341 - Electric loco of the SBB, class Re 4/4<sup>a</sup>. Overall length: 181 mm.** Super-detailing, -livery and -lettering. Inset windows. Interior details in engine compartment and driver's cab. Loco driver in cab 2. Sprung pantographs. Choice of pick-up from the rails or overhead catenary. Cast metal chassis. Drive on 4 wheels of which all have traction tyres. Triple headlights at each end, co-ordinated with the direction of travel. Automatic couplings at each end. Epoch IV.

The prototype bears the number 11156, develops 4652 kW (6320 Hp), weighs 80 tons and runs at 140 km/h top speed. The locos of this class haul fast passenger trains over most of the Swiss network.

54 4002 6519 6530 6520 6516



SBB

### 4343

**4343 - Electric loco of the SBB, class Re 4/4<sup>a</sup>. Overall length: 181 mm.** Super-detailing, -livery and -lettering. Inset windows. Interior details in engine compartment and driver's cab. Loco driver in cab 2. Sprung pantographs. Choice of pick-up from the rails or overhead catenary. Cast metal chassis. Motor with flywheel. Drive on 4 wheels of which 2 have traction tyres. Triple headlights at each end, co-ordinated with the direction of travel. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Epoch IV.

Our SBB prototype loco belongs to the last series of class Re 4/4<sup>a</sup>, which although still finished in green, were equipped with rectangular headlamps and rear mirrors when built in 1981-1985.

54 4006 6519 6530 6515



SBB

### 4344

#### 6 4344 TWIN-DIGITAL

**4344 - Electric loco of the Swiss South-East Railway (SOB, Switzerland), class Re 4/4<sup>a</sup> "ARTH-GOLDAU". Overall length: 181 mm.** Super-detailing, -livery and -lettering. Inset windows. Interior details in engine compartment and driver's cab. Loco driver in cab 2. Sprung pantographs. Choice of pick-up from the rails or overhead catenary. Cast metal chassis. Motor with flywheel. Drive on 4 wheels of which 2 have traction tyres. Triple headlights at each end, co-ordinated with the direction of travel. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Epoch V.

**6 4344 - Electric loco of the Swiss South-East Railway (SOB, Switzerland), class Re 4/4<sup>a</sup> "ARTH-GOLDAU" in digital version.** Switchable on/off constant headlights, co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4344.

The well-known Swiss electric loco, the Re 4/4, was also to be seen in service with the Swiss South East railway (SOB). Particularly noticeable on the FLEISCHMANN model is the melon yellow insignia "SÜDOSTBAHN" and the "ARTH-GOLDAU" shield.

54 4006 6519 6530 6515



SOB



SBB



4345

6 4345 TWIN-DIGITAL

**4345** - Electric loco of the SBB, class Ae 3/6. Overall length: 169 mm. Metal body. Super-detailling, -livery and -lettering. Inset windows. Interior details in driver's cab. Loco driver in cab 1. Sprung pantographs. Choice of pick-up from the rails or overhead catenary. Cast metal chassis. Motor with flywheel (only 4345). Drive on 2 wheels with traction tyres. Triple headlights at each end, co-ordinated with the direction of travel. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Epoch IV.

**6 4345** - Electric loco of the SBB, class Ae 3/6, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. **With installed TWIN-DECODER.** Otherwise as per 4345.

The prototype of this unusual electric loco, the 10647 of the SBB, comes from 1925. It was built by BBC Baden and SLM Winterthur and, weighing 93 tons, developed 2176 Hp and had a top speed of 110 km/h. It's duties included service on both main and local lines!

54 4009

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DB

The universal locomotives of class 111 are currently to be found on the tracks of the DB AG. The FLEISCHMANN model has 111 133-5 as her prototype, in traffic red livery. She looks really at home hauling the current double-deck coaches (FLEISCHMANN models 5623-5628) or "modus" trains (5653/5654/83 5654).



4346

6 4346 TWIN-DIGITAL

**4346** - Electric loco of the DB AG in traffic red livery, class 111. Overall length: 193 mm. Super-detailling, -livery and -lettering. Inset windows. Interior details in engine compartment and driver's cab. Loco driver figure in cab 1. Sprung pantographs. Current pick-up from the rails or overhead catenary. Cast metal chassis. Motor with flywheel. Drive on 4 wheels, of which 2 have traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Epoch V. Installation of the light change unit 6540 is possible.

**6 4346** - Electric loco of the DB AG in traffic red livery, class 111, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. **With installed TWIN-DECODER.** Installation of the light change unit 6540 is possible. Otherwise as per 4346.

54 4006

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(6) 6540

6515



## ELECTRIC LOCOMOTIVES

### 4365

**4365** - Electric loco of the SJ (Swedish Railways), class Rc 2. Overall length: 179 mm. Super-detailling, -livery and -lettering. Inset windows. Interior details in driver's cab. Sprung pantographs. Choice of pick-up from the rails or overhead catenary. Cast metal chassis. Drive on 4 wheels of which all have traction tyres. Quadro headlights at each end, co-ordinated with the direction of travel. Automatic couplings at each end. Epoch IV.

Prototype No.: Rc 2 1091 - kW: 3606 (horsepower: 4900) - Weight: 76,8 tons - Top speed: 135 km/h (81 mph) - Number built: 120 - Service: fast, heavy passenger and freight on main lines for long distances runs.

54 4002 6519 6530 6523 6516



SJ

### 4367

**4367** - Electric loco of the ÖBB (Austrian Railways), type 1043. Overall length: 179 mm. Super-detailling, -livery and -lettering. Inset windows. Interior details in driver's cab. Sprung pantographs. Choice of pick-up from the rails or overhead catenary. Motor with flywheel. Cast metal chassis. Drive on 4 wheels of which 2 have traction tyres. Triple headlights at each end, co-ordinated with the direction of travel. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Epoch IV.

The prototype bears the number 1043 006-4, develops 3606 kW (4900 Hp), weighs 77,4 tons and can run at 135 km/h. The ÖBB had 10 of this loco model in service hauling fast and heavy passengers and goods trains on their main lines.

54 4006 6519 6530 6515



ÖBB

### 4372

**4372** - Electric loco of the NS (Nederlandse Spoorwegen), type 1200. Overall length: 220 mm. Super-detailling, -livery and -lettering. Inset windows. Sprung pantographs. Choice of pick-up from the rails or overhead catenary. Cast metal chassis. Drive on 6 wheels of which 4 have traction tyres. Triple headlights at each end, co-ordinated with the direction of travel. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Epoch IV.

Prototype No.: 1212 - kW: 2208 (horsepower: 3000) - Weight: 108 tons - Number built: 24 - Service: Heavy main-line passenger and freight. The prototype loco is one of a popular series of mixed traffic locos running on the Nederlandse Spoorwegen (NS).

54 4001 6519 6531 6515



NS



DB  
IC/EC

4376

6 4376 TWIN-DIGITAL

**4376** - Electric loco of the DB, class 103'. Overall length: 223 mm. Super-detailling, -livery and -lettering. Inset windows. Interior details of the driver's cab. Loco driver figure in cab 2. Sprung pantographs. Current pick-up from the rails or overhead catenary. Cast metal chassis. Motor with flywheel (only 4376). Drive on 6 wheels, of which 2 have traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Epoch IV.

**6 4376** - Electric loco of the DB, class 103', in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. With installed TWIN-DE-CODER. Otherwise as per 4376.

148 locomotives of this imposing class hauled the fastest and heaviest express and superfast IC trains over long distances. The prototype of our models is 103 150-9. Having a weight of 112 tonnes and developing power 10 304 kW (14 000 HP) she can reach speeds of up to 200 km/h!

54 4006, 6 4376: 54 4002

6519

6530

6515

DB  
IC/EC

4377

6 4377 TWIN-DIGITAL

**4377** - Electric loco of the DB, class 103'. Overall length: 223 mm. Super-detailling, -livery and -lettering. Inset windows. Interior details of the driver's cab. Loco driver figure in cab 2. Sprung pantographs. Current pick-up from the rails or overhead catenary. Cast metal chassis. Motor with flywheel (only 4377). Drive on 6 wheels, of which 2 have traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Epoch V.

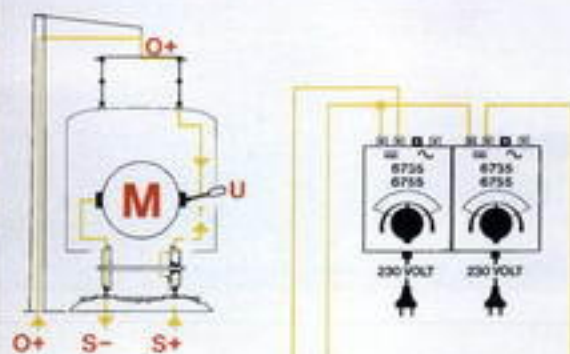
**6 4377** - Electric loco of the DB, class 103', in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. With installed TWIN-DE-CODER. Otherwise as per 4377.

54 4006

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## OVERHEAD CATENARY FOR FLEISCHMANN HO SYSTEM

By using the overhead catenary to provide power, it is possible to run, and control, two trains on one track independent of each other. In most of all Electric Loco Models is a manually operated switch (U) to select power pick-up either from the rails (S+, S-) or from the overhead pantograph on the roof (O+). The common side of the loco body can be switched to the left hand rail (S-).



## ELECTRIC LOCOMOTIVES

### 4380

**4380** - Electric loco of the DB, class 151. Overall length: 224 mm. Super-detailing, -livery and -lettering. Inset windows. Interior details in engine compartment and driver's cab. Loco driver figure in cab 1. Sprung pantographs. Current pick-up from the rails or overhead catenary. Cast metal chassis. Motor with flywheel. Drive on 6 wheels, of which 2 have traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Epoch IV.

Prototype - kw: max. 5962 (horsepower: max. 8100) - Weight: 118 tons - Top speed: 120 km/h - No. built: 170 - Service: Fast heavy goods trains.



DB

### 4382

#### 6 4382 TWIN-DIGITAL

**4382** - Electric loco of the DB, class 151. Overall length: 224 mm. Super-detailing, -livery and -lettering. Inset windows. Interior details in engine compartment and driver's cab. Loco driver figure in cab 1. Sprung pantographs. Current pick-up from the rails or overhead catenary. Cast metal chassis. Motor with flywheel. Drive on 6 wheels, of which 2 have traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Epoch V.

**6 4382** - Electric loco of the DB, class 151, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4382.



DB

### 4383

#### 6 4383 TWIN-DIGITAL

**4383** - Electric loco of the DB AG (DB-Cargo) in traffic red livery, class 151. Overall length: 224 mm. Super-detailing, -livery and -lettering. Inset windows. Interior details showing the driver's cab. Loco driver figure in cab 2. Sprung pantographs. Current pick-up from the rails or overhead catenary. Cast metal chassis. Motor with flywheel. Drive on 6 wheels, of which 2 have traction tyres. Triple headlights at each end, co-ordinated with direction of travel. Automatic PROFI-couplings with pre-uncoupling at each end. Standard NEM 362 coupling socket. Epoch V.

**6 4383** - Electric loco of the DB AG, class 151, in digital version. Switchable on/off constant headlights, co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4383.

Even the famous goods loco Class 151 now presents itself in the current traffic red. The FLEISCHMANN model carries the imposing DB-Cargo symbol and has basalt grey painted pantographs.



DB





## 4405 (K) 6 4405 TWIN-DIGITAL

4405 - Railbus Motor Coach of the DB, Class VT 95. Length: 153 mm. With interior fittings. Super-detailing, -livery and -lettering. Cast metal chassis. Motor with flywheel. Drive on 4 wheels. Triple headlights and red tail lights co-ordinated with direction of travel. With interior lighting. Scharfenberg couplings on each end. The trailer coach 4406 can be closely coupled to either end: either with the trailer coach coupling bar (imitation of the Scharfenberg coupling) or by using the PROFI-coupling 6515. Epoch III.

6 4405 - Railbus Motor Coach of the DB, Class VT 95 in digital version. Switchable on/off constant interior lighting and headlights. Triple headlights and red tail lights co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4405.



Because the trailer coach was not fitted out with a driving cab, the railbus ran, not as a permanently coupled push/pull unit, but always with the motor coach in front. The motor coach had to be run round at the terminus station. If this operation is to be repeated in model form, then the vehicles of the railbus can be coupled together using the 6515 (PROFI-couplings) instead of the standard coupling bar. However, to do so, the Scharfenberg-couplings with a small part of the front will need to be removed.

\* 4407/4408: see page 74



Interior lighting already factory fitted!



4405/4407\*: 6518 2 x 6535 38 6009 6515  
4406/4408\*: 2 x 6535 38 6009 6515

## Sound on Board – the railbus with the perfect running noises



DB



## 7 4405 (K)

7 4405 - Railbus Motor Coach of the DB, Class VT 95, with load-controlled digital DCC sound-decoder. Overall length: 153 mm. With interior lighting. Switchable on/off constant interior lighting and headlights. Triple headlights and red tail lights co-ordinated with direction of travel. Epoch III. Otherwise as per 4405.

With different lettering as 4405!

## 1405 (K) ~ DIGITAL

1405 - Railbus-Set of the DB, consisting of one Railbus Motor Coach, Class VT 95 and one Railbus Trailer Coach, Class VB 142. Total length: 280 mm for centre pick up A.C. operation. With digital load-controlled sound-decoder for digital operation. With interior lighting. Switchable on/off constant interior lighting and headlights. Triple headlights and red tail lights co-ordinated with direction of travel. Rigid coupling bar between the coaches. Epoch III. Otherwise as per 4405/4406.



1405: 54 7004 6518 4 x 6535 6511

Altering the loco address: TWIN-DECODER with TWIN-CENTER 6802, DIGITALCONTROL DC 6803 C and LOK-BOSS 6865 DCC-DECODER with TWIN-CENTER 6802 and LOK-BOSS 6865

Lokshop



## RAILCARS

### 4407 (K) 64407 TWIN-DIGITAL 4408 (K)

4407 - Railbus Motor Coach of the DB, Class 795. Length: 153 mm. Epoch IV. Otherwise as per 4405.

64407 - Railbus Motor Coach of the DB, Class 795 in digital version. Switchable on/off constant interior lighting and headlights. Triple headlights and red tail lights co-ordinated with direction of travel. With installed TWIN-DECODER. Epoch IV. Otherwise as per 4405.

4408 - Railbus Trailer Coach of the DB, Class 995. Length: 127 mm. Epoch IV. Otherwise as per 4406.



DB

4407 (K)



DB

4408 (K)



Interior lighting already factory fitted!

### 4415 (K) 64415 TWIN-DIGITAL

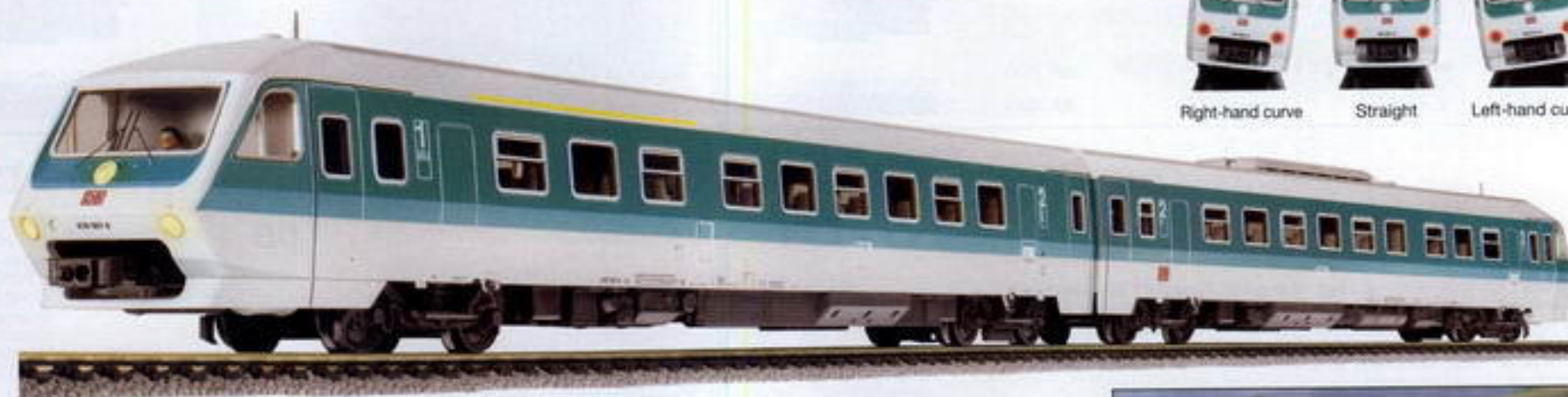
4415 - Diesel railcar unit (double unit) of the DB AG, Class 610, with tilting coach body mechanism for negotiating curves. Overall length: 568 mm. Automatic coach body tilting when negotiating curves. Super-detailling, -livery and -lettering. Inset windows. Interior details. Cast metal chassis. Motor with flywheel. Drive on 4 wheels, of which 2 are fitted with traction tyres. Triple headlights and red tail lights co-ordinated with direction of travel. Close-coupling between the coaches. Dummy coupling equipment on coach ends. Adapter with NEM 362 coupling socket to mount couplings onto the vehicles is included. The coaches are designed to accept interior lighting. Epoch V.

64415 - Diesel railcar unit (double unit) of the DB AG, Class 610, in digital version. Switchable on/off constant triple headlights and red tail lights co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4415.

With tilting mechanism



DB



### 4418 (K) 64418 TWIN-DIGITAL

4418 - Diesel railcar unit (double unit) of the DB AG in traffic red livery, Class 610, with tilting coach body mechanism for negotiating curves. Overall length: 568 mm. Otherwise as per 4415.

64418 - Diesel railcar unit (double unit) of the DB AG, Class 610, in digital version. Switchable on/off constant triple headlights and red tail lights co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4415.

With tilting mechanism



DB







4431 (K)

1431 ~

4431 - Diesel railcar unit of the DB AG, class 614. Overall length: 532 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. Cast metal chassis. Motor with flywheel. Drive on 4 wheels of which 2 are fitted with traction tyres. **Triple headlights and red tail lights, co-ordinated with direction of travel.** Automatic PROF1-couplings with pre-uncoupling. NEM 362 standard coupling socket. Close coupling between the coaches. The coaches are designed to accept interior lighting. Epoch V.

1431 - Diesel railcar unit of the DB AG, class 614 for centre pick up A.C. operation. Electronic reversing relay. Hoop-couplings on coach ends. Close coupling mechanism and electric/mechanical coupling between the coaches. The coaches are designed to accept interior lighting 1449. Otherwise as per 4431.

DB



4433 (K)

1433 ~

4433 - Centre coach for diesel railcar unit of the DB AG, class 914. Without motor. Overall length: 257 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

1433 - Centre coach for diesel railcar unit of the DB AG, class 914 for centre pick up A.C. operation. Without motor. Close coupling mechanism and electric/mechanical coupling at each end. The coach is equipped ready to install interior lighting 6459. Otherwise as per 4433.



4438 (K)

6 4438 TWIN-DIGITAL

4438 - Diesel railcar unit of the DB, class 614 "Regional-Bahn". Overall length: 532 mm. Automatic PROF1-couplings with pre-uncoupling. NEM 362 standard coupling socket. Close coupling between the coaches. The coaches are designed to accept interior lighting. Epoch V. Otherwise as per 4431.

6 4438 - Diesel railcar unit of the DB, class 614 "Regional-Bahn" in digital version. Switchable on/off constant triple headlights and red tail lights co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4431.

DB



4439 (K)

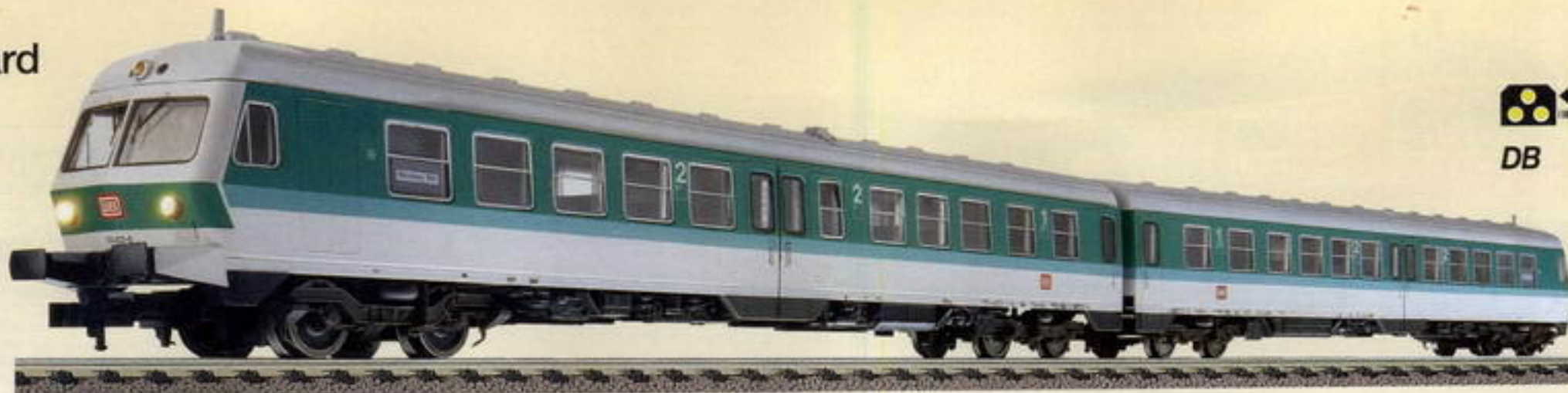
4439 - Centre coach for diesel railcar unit of the DB, class 914 "Regional-Bahn". Without motor. Overall length: 257 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.



	1431:	1433:	4431/38/6 4438:	4433/39:
☺	54 4007		54 4007	
■ ■	6519		6519	
○	1449	6459	2 x 6459	6458
⬇	6535	9530	6535	161 9530
⬆	9531		9531	
⚡			6515	6515
⚡	6511			
⚡	38 1438	38 1438	38 1438 analog 38 4415 digital	



## Sound on Board



### 74438 (K)

74438 - Diesel railcar unit of the DB AG, class 614 with load-controlled digital DCC sound-decoder. Overall length: 532 mm. Switchable on/off constant triple headlights and red tail lights, co-ordinated with direction of travel. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. Cast metal chassis. Motor with flywheel. Drive on 4 wheels of which 2 are fitted with traction tyres. Automatic PROFI-couplings with pre-uncoupling. NEM 362 standard coupling socket. Close coupling between the coaches (with removeable, electrically conducting, plug-in coupling). The coaches are designed to accept interior lighting. Epoch V.

The model 74438 is fitted with a **load-controlled digital decoder** for **DCC-operation** according to the NMRA standard. The sounds of the original engines are **digitally reproduced** inside the model, by a **miniature, hi-tech loudspeaker**.

The noises and other individual sounds can be called up using the function keys of the TWIN-CENTER 6802, the TWIN-CONTROL 6822 or the LOK-BOSS 6865. An inbuilt reserve generator also caters for the operating sounds.

544007 6519 4x69530 6535 9531 6515 384415

### 74439 (K)

74439 - Centre coach for railcar unit of the DB AG, class 914. Without motor. Overall length of coach body: 257 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. Close coupling mechanism and removeable, electrically conducting plug-in coupling at each end. The coach is equipped ready to install interior lighting. Epoch V.

With four-pole current conducting coupling.



DB

6458 69530 384415



Altering the loco address: TWIN-DECODER with TWIN-CENTER 6802, DIGITALCONTROL DC 6803 C and LOK-BOSS 6865 - DCC-DECODER with TWIN-CENTER 6802 and LOK-BOSS 6865





NS



4471/[1471]: DCC 6876/TWIN 6847 54 4007 6519 2 x 9530 6535 9531 6511 6515

4471



1471 ~ DIGITAL

4471 - Electric multiple unit express of the NS (in Holland known as "CityPendel"), type Plan Y. Overall length: 516 mm. With interior fittings. Super-detailling. -livery and -lettering. Inset windows. Sprung pantographs. Choice of pick-up from the rails or overhead catenary. Cast metal chassis. Motor with flywheel. With standard NEM 651 socket for installation of a decoder. Triple headlights and red tail lights co-ordinated with direction of travel. Drive on 4 wheels of which 2 are fitted with traction tyres. Automatic PROFI-couplings with pre-uncoupling. NS coupling apparatus included. The coaches are designed to accept interior lighting. Epoch V.

1471 - Electric multiple unit express of the NS, type Plan Y, for centre pick up A.C. operation. Electronic receiver module for conventional or digital running. Fitted with hoop couplings. Otherwise technical details as per 4471.



NS

With standard NEM socket and different lettering



4472/[1472]: DCC 6876/TWIN 6847 54 4007 6519 2 x 9530 6535 9531 38 4415 6511 6515

The prototype has the number 942, and runs as a 2-part unit (and also coupled in with other multiple-units, under the control of one driver in the leading cab, running as one train). The NS (Nederlandse Spoorwegen/Dutch Railways) have designated this Plan V type of multiple-unit as their "Standard Stopping Train", somewhat similar to the local or commuter traffic of the DB.

4472 (K)



1472 ~ DIGITAL

4472 - Electric multiple unit of the NS, type Plan V. Overall length: 534 mm. With interior fittings. Super-detailling. -livery and -lettering. Inset windows. Sprung pantographs. Choice of pick-up from the rails or overhead catenary. Cast metal chassis. With standard NEM 651 socket for installation of a decoder. Triple headlights and red tail lights co-ordinated with direction of travel. Drive on 4 wheels of which 2 are fitted with traction tyres. Coupling socket NEM 362 at each end to accept the enclosed coupling adapter. Removable centre buffer coupling equipment on each end. Close-coupling with removable, electrically conductive clip-in coupling between the coaches. The coaches are designed to accept interior lighting. Epoch IV.

1472 - Electric multiple unit of the NS, type Plan V, for centre pick up A.C. operation. Load-controlled decoder for conventional or digital operation. Otherwise as per 4472.



# ICE – THE SUPERTRAIN FROM FLEISCHMANN



**4441** · ICE-Coach – 1st Class/Smoker of the DB AG, type Avmz 801.8. Length: 282 mm. With interior fittings (red). Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V. On the prototype, these coaches have video screens and telephones available.



**4443** · ICE-Coach – 1st Class/Non-Smoker of the DB AG, type Avmz 801.4. Length: 282 mm. With interior fittings (red). Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.



**4442** · ICE-Coach – 1st Class/Non-Smoker of the DB AG, type Avmz 801.0. Length: 282 mm. With interior fittings (blue). Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.



**4444** · ICE-Coach "Bordrestaurant" of the DB AG, type WSmz 804.0. Length: 282 mm. With interior fittings (pink). Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.



Because in real life, the ICE High Speed Train runs as a permanently coupled unit, then the models are also delivered with a rigid close-coupling so that when the coaches and driving ends are connected together, they cannot be uncoupled on uncoupler tracks. Taking the coaches apart and re-assembling is really no problem. Because all of the coaches ICE/ICE 2 are fitted with the close-coupling mechanism

Ⓚ, and additionally with the standard NEM 362 coupling socket, they can also be fitted with the PROFI-clip-in coupling 6515 if desired. In this way the ICE can be simply automatically uncoupled or pre-uncoupled over uncoupler tracks.

The ultimate prototypical reproduction of the ICE: Not only the driving units, but also the intermediate coaches, are fitted with sprung mounted corridor connections which practically touch each other on straight stretches.



4441-4449: Ⓚ 6454 Ⓚ 9530 Ⓚ 38 6008 Ⓚ 6515

4447 - ICE-Coach - 2nd Class/Non-Smoker of the DB AG, type Bvmz 802.0. Length: 282 mm. With interior fittings (orange). Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.



4447 Ⓚ



4445 Ⓚ

4445 - ICE Service Coach - 2nd Class/Non-Smoker of the DB AG, type BSmz 803.0. Length: 282 mm. With interior fittings (orange). Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V. In the prototype, coaches of this type have telephones, telefaxes and conference compartments available.



4448 Ⓚ

4448 - ICE-Coach - 2nd Class/Smoker of the DB AG, type Bvmz 802.8. Length: 282 mm. With interior fittings (blue). Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V. On the prototype, these coaches have video screens available.



4446 Ⓚ

4446 - ICE-Coach - 2nd Class/Non-Smoker of the DB AG, type Bvmz 802.3. Length: 282 mm. With interior fittings (green). Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.



4449 Ⓚ

4449 - ICE-Coach - 2nd Class/Smoker of the DB AG, type Bvmz 802.6. Length: 282 mm. With interior fittings (blue). Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.



# THE ICE FROM FLEISCHMANN



4440



DB

FLEISCHMANN HO

4440



InterCityExpress

ICE



4440 (K)

6 4440 TWIN-DIGITAL

Since its start in 1991, the ICE sometimes runs on many routes, although not designated as high speed stretches, over which it can attain its timetabled top speed of 250 km/h. The permitted top speed of the ICE is 280 km/h with a power rating from each power car of 4800 kW (6526 Hp).

4440 · High Speed Train "ICE" of the DB AG, type 401, consisting of 2 driving ends (1 driving end with motor). Length of each end: 236 mm. Super-detailling, -livery and -lettering. Inset windows. Interior details in drivers cab. 1 loco driver in the cab of one driving end. One sprung pantograph on each driving end. Choice of pick up from the rails or overhead catenary. Cast metal chassis. Motor with flywheel. Drive on 4 wheels, of which 2 are fitted with traction tyres. Triple headlights and red tail lights co-ordinated with the direction of travel. Close-coupling between coaches is achieved by the rigid coupling bar. Additional coupling sockets conform to NEM 362 standard. Epoch V.

Suitable centre coaches: 4441 - 4449.

6 4440 · High Speed Train "ICE" of the DB AG, type 401, in digital version. Switchable on/off constant triple headlights and red tail lights co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4440.

Suitable centre coaches: 4441 - 4449.

54 4007 6519 6535 9531 38 6006 6515

4450 (K)

6 4450 TWIN-DIGITAL

4450 · High Speed Train "ICE" of the DB AG, type 401, consisting of 2 driving units with 2 different pantographs on each (1 driving unit with motor). Length of each driving coach: 236 mm. Otherwise as per 4440. Suitable centre coaches: 4441 - 4449.

6 4450 · High Speed Train "ICE" of the DB AG, type 401, consisting of 2 driving units with 2 different pantographs on each in digital version (1 driving unit with motor). Switchable on/off constant triple headlights and red tail lights co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4450.



4450



For the ICE traffic between Germany and Switzerland, a few of the ICE driving units have been fitted with a second pantograph, so that they can also run under the Swiss catenary. FLEISCHMANN has reproduced this exactly with the second current collector having a shorter slider, as is on the prototype. Not only that, the magnet for the Swiss train safety mechanism "Integra" is also mounted on the bogies.

54 4007 6519 6535 9531 38 6006 6515

Altering the loco address: TWIN-DECODER with TWIN-CENTER 6802, DIGITALCONTROL DC 6803 C and LOK-BOSS 6865 · DCC-DECODER with TWIN-CENTER 6802 and LOK-BOSS 6865



FLEISCHMANN HO

4452



InterCityExpress ICE 2

DB



4452

(K)

4452 (K)



4452 · High Speed express train "ICE 2" of the DB AG, consisting of one power car with motor, type 402, length 236 mm and one cab trailer car 2nd class, type 808.0, length 284 mm.

The cab trailer car is equipped ready to install interior lighting. Super-detailing, -livery and -lettering. Interior cab details. Loco driver in cab of power car. Choice of pick up from the rails or overhead catenary. Motor with flywheel. With standard NEM 651 socket to install a decoder. Drive on 4 wheels, of which 2 are fitted with traction tyres. Triple headlights and red tail lights co-ordinated with the direction of travel (in digital operation headlights cannot be switched off). Epoch V.

**Coupling facilities** on the front of both the power and trailer car by removing the bow caps with coupling socket NEM 362:

- a) with automatic PROFI-coupling 6515 with pre-uncoupling (suitable for all track configuration except directly opposite curves) or
- b) permanent coupling with the accompanying short coupling bar 38 6010 (suitable for all track configurations except directly opposite curves) or
- c) with the longer coupling bar 38 6004 (suitable for all track configurations).

Suitable centre coaches: 4453 - 4458.

DCC 6876/TWIN 6847

54 4007 6519 6484 6535 9531 6515

38 6004 or 38 6010 front

38 6006 between the coaches

### 6 4452 TWIN-DIGITAL

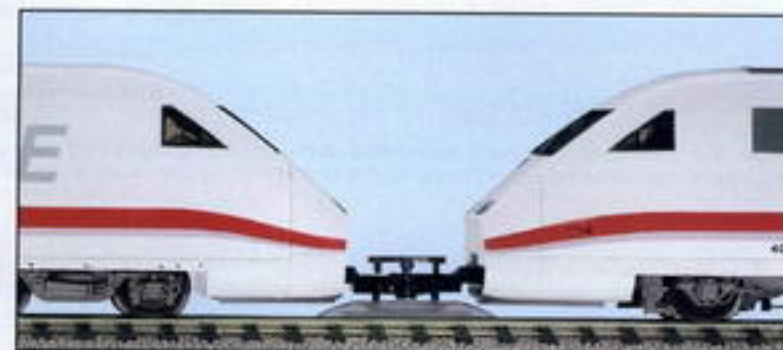
6 4452 · High Speed express train "ICE 2" of the DB AG, consisting of one power car with motor, type 402, length 236 mm and one cab trailer car 2nd class, type 808.0, in digital version.

Switchable on/off constant triple headlights and red tail lights co-ordinated with direction of travel. With installed TWIN-DECODER. Otherwise as per 4452.

Suitable centre coaches: 4453 - 4458.



The power car Class 402 differs from its predecessors of the Class 401, above all by its altered front, which can be opened up for coupling. The centre coaches, now no longer to be seen with compartments, as well as the cab trailer car, have been fitted with newly developed bogies.



**A big advantage of the ICE 2 from FLEISCHMANN:**

By removing the bow caps on the fronts, two ICE 2 units can be coupled up or un-coupled automatically using the PROFI-coupling 6515. Moreover you can couple up permanently using the coupling bar 38 6010 or 38 6004.



## CENTRE COACHES FOR THE ICE 2

The Deutsche Bahn AG (German Railways) uses the ICE 2 in the form of half-trains, which consist of one power car, six intermediate coaches as well as a control-cab trailer car (Class 402, 805 to 808). As necessary, two half-trains can be coupled together to make up a full train set. As a rule, the full trains run trailer car to trailer car, so that with a power car on each end of the train, the speed of 250 km/h can be reached.

DB

## ICE 2 – THE SUPERTRAIN



4453-4458: ☀ 6454 ⚡ 9530 → 386006 🚂 6515



4453 (K)

4453 - ICE 2 - Coach 1st Class, type 805.3, of the DB AG. Length: 282 mm. With interior fittings (claret). Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.



4455 (K)

4455 - ICE 2 - Restaurant-Coach "Bord Restaurant", type 807.0 of the DB AG. Length: 282 mm. With interior fittings (grey). Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.



4454 (K)

4454 - ICE 2 - Coach 1st Class, type 805.0 of the DB AG. Length: 282 mm. With interior fittings (claret). Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.



4456 (K)

4456 - ICE 2 - Coach with children's compartment, 2nd Class, type 806.0 of the DB AG. Length: 282 mm. With interior fittings (turquoise). Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.





# FROM FLEISCHMANN



4457 - ICE 2 - Coach, 2nd Class, type 806.3 of the DB AG. Length: 282 mm. With interior fittings (turquoise). Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

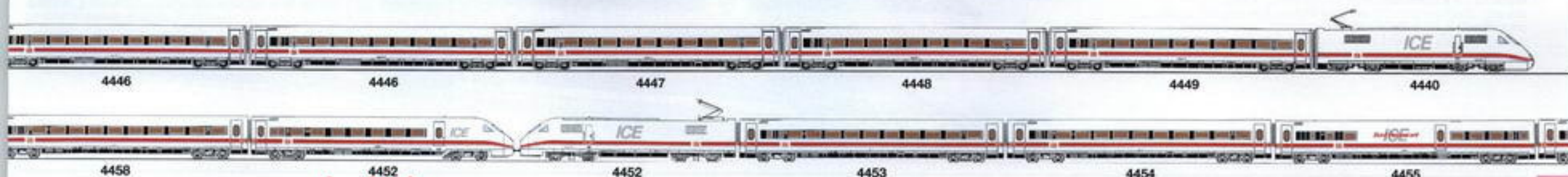
The restaurant coach now has the same roof height as that of the other coaches. All coaches are fitted out as open coaches and are therefore without compartments.



4458 - ICE 2 - Coach, 2nd Class, type 806.6, of the DB AG. Length: 282 mm. With interior fittings (turquoise). Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.



The centre coaches and the cab-trailer coach from FLEISCHMANN have a reproduction of the digital train destination indicator as used on the real prototypes.





ICE-T



4460

4465

Starting in 1999, German Rail (DB AG), will be offering its long distance passengers a completely new travel experience! The ICE-T – a multiple unit with tilt technology – will replace InterCity trains, which up to now have been loco hauled. It consists of intermediate coaches with restaurant coach and driving cars fitted with control cabs. Besides the tilt technology – what is really new – is the dispensing with powered driving units as in the ICE and ICE 2. Instead, the individual bogies of the intermediate coaches and restaurant coaches are fitted with traction motors, which means that the ICE-T is a true "multiple unit" in the classical sense. A seven-car unit with five driven intermediate coaches has a power rating of 4000 kW, and can reach a top speed of 230 km/h. The futuristic design bears more resemblance to a passenger jet than the previous trains.

4460 (K)



4460 - Electric ICE-train of the DB AG, with tilt-technology, consisting of one 1st class driving end with motor, type 411.0, total length 293,7 mm and one 2nd class driving end, type 411.5, total length 293,7 mm. Automatic tilting coach body according to the track curvature. Super-detailing, -livery and -lettering. With interior fittings. Inset windows. Loco driver in cab of driving end. Sprung pantograph on each driving end. Choice of pick-up from track or overhead catenary. Motor with flywheel. With standard NEM 652 socket for installation of a decoder. Drive on 4 wheels, of which 2 are fitted with traction tyres. Triple headlights and red tail lights co-ordinated with the direction of travel. The coaches are equipped ready to install interior lighting. Rigid close-coupling bar with movable passages between the wagons. Epoch V.

Technical innovation à la FLEISCHMANN: the high speed train ICE-T. Whilst the carriages are leaning into the curve, the pantograph remains prototypically upright.

4460 (K)  
DB

DCC 6878/TWIN 6848

54 7004 6519 6487 6535 38 6006



# TOP SPEED WITH TILT-TECHNOLOGY – THE ICE-T FROM FLEISCHMANN

MODEL OF THE  
YEAR 1999

Bahn Profil

DB



## CENTRE COACHES FOR THE ICE-T

4463 - ICE-T-Centre coach with tilt-technology 2nd class, type 411.8 of the DB AG. Length: 277 mm. Automatic tilting coach body according to the track curvature. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

4461-4465: 6468 9530 386006



4461 (K)



4461 - ICE-T-Centre coach with tilt-technology 1st/2nd class, type 411.1 of the DB AG. Length: 277 mm. Automatic tilting coach body according to the track curvature. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

4464 (K)



4464 - ICE-T-Centre coach with tilt-technology 2nd class, type 411.7 of the DB AG. Length: 277 mm. Automatic tilting coach body according to the track curvature. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

4462 (K)



4462 - ICE-T-Restaurant-Coach "BordRestaurant" with tilt-technology, type 411.2 of the DB AG. Length: 277 mm. Automatic tilting coach body according to the track curvature. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

4465 (K)



4465 - ICE-T-Centre coach with tilt-technology 2nd class, type 411.6 of the DB AG. Length: 277 mm. Automatic tilting coach body according to the track curvature. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.



# IN NEW LIVERY: ICE 2 – THE SUPERTRAIN FROM FLEISCHMANN




4490

(K)

DB



The Deutsche Bahn AG (German Railways) uses the ICE 2 in the form of half-trains, which consist of one power car, six intermediate coaches as well as a control-cab trailer car (Class 402, 805 to 808). As necessary, two half-trains can be coupled together to make up a full train set. As a rule, the full trains run trailer car to trailer car, so that with a power car on each end of the train, the speed of 250 km/h can be reached.

4490 (K) 

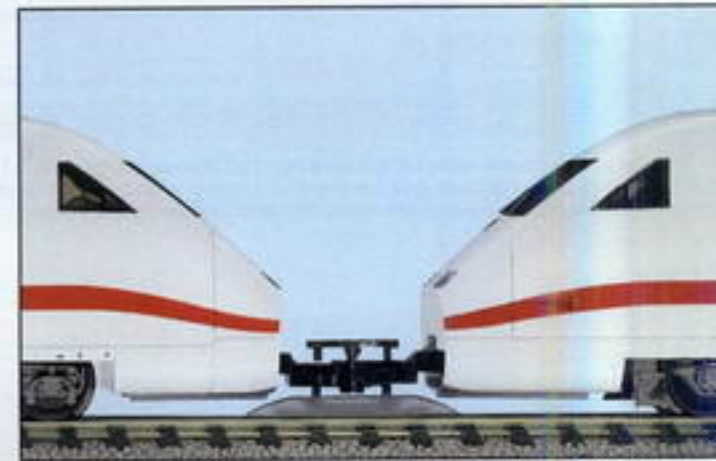
**4490 · High Speed express train "ICE 2" with traffic red stripe of the DB AG, consisting of one power car with motor, type 402, length 236 mm and one cab trailer car 2nd class, type 808.0, length 284 mm.**

The cab trailer car is equipped ready to install interior lighting. Super-detailling, -livery and -lettering. Interior cab details. Loco driver in cab of power car. Choice of pick up from the rails or overhead catenary. Motor with flywheel. With standard NEM 651 socket to install a decoder. Drive on 4 wheels, of which 2 are fitted with traction tyres. Triple headlights and red tail lights co-ordinated with the direction of travel (in digital operation headlights cannot be switched off). Epoch V.

**Coupling facilities** on the front of both the power and trailer car by removing the bow caps with coupling socket NEM 362:

- a) with automatic PROFI-coupling 6515 with pre-uncoupling (suitable for all track configuration except directly opposite curves) or
- b) permanent coupling with the accompanying short coupling bar 38 6010 (suitable for all track configurations except directly opposite curves) or
- c) with the longer coupling bar 38 6004 (suitable for all track configurations).

Suitable centre coaches: 4491 – 4496.



**A big advantage of the ICE 2 from FLEISCHMANN:**

By removing the bow caps on the fronts, two ICE 2 units can be coupled up or un-coupled automatically using the PROFI-coupling 6515. Moreover you can couple up permanently using the coupling bar 38 6010 or 38 6004.

 DCC 6876/TWIN 6847  54 4007  6519  6464  6535  9531

 6515  38 6004 or 38 6010 front  38 6006 between the coaches



## PASSENGER COACHES PROVINCIAL STYLE

**5065** - Passenger coach 1st/2nd class, 3-axled, type AB 3 (BC 3 pr 99) of the DB. Overall length: 140 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows, some of which are open. Centre axle slides sideways. The coach is equipped ready to install interior lighting. Epoch III.

**5066** - Passenger coach 2nd class with luggage compartment, 3-axled, type B 3 tr (C 3 tr pr 02) of the DB. Overall length: 140 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows, some of which are open. Centre axle slides sideways. The coach is equipped ready to install interior lighting. Epoch III.

**5067** - Baggage coach, 3-axled, type Pw 3 i (Pw 3 i pr 97) of the DB. Overall length: 130 mm. Super-detailing, -livery and -lettering. Inset windows, some of which have protective grills. Centre axle slides sideways. The coach is equipped ready to install interior lighting. Epoch III.

**5068** - Passenger coach 2nd class with luggage compartment, 3-axled, type B 3 tr (C 3 tr pr 02/24) of the DB. Overall length: 140 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows, some of which are open. Centre axle slides sideways. The coach is equipped ready to install interior lighting. Epoch III.

**5069** - Baggage coach, 3-axled, type Pw 3 (Pw 3 pr 99a) of the DB. Overall length: 130 mm. Super-detailing, -livery and -lettering. Inset windows, some of which have protective grills. Centre axle slides sideways. The coach is equipped ready to install interior lighting. Epoch III.

5065 - 5069: 6469 6535 6511 6515

**5065**  
(K)



DB

**5066** (K)



**5067**  
(K)



DB

**5068** (K)



**5069**  
(K)



DB



In the later epoch III, the baggage van type Pw 3 (pr 99 a) appeared also without entry balcony.

## LIMITED EDITION SPECIAL SERIES\*

**85 5069** - Baggage coach, 3-axled, type Pw 3 (Pw 3 pr 99a), Museum DGEG. Overall length: 130 mm. Super-detailing, -livery and -lettering. Inset windows, some of which have protective grills. Centre axle slides sideways. The coach is equipped ready to install interior lighting. Epoch II.

**85 5069**  
(K)



\* Only available from dealers  
as long as stock lasts!

**85 5073** - Passenger coach, 3rd class, type Ci-30, Museum DGEG. Overall length: 160 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows, some of which are open. The coach is equipped ready to install interior lighting. Epoch II.

**85 5075** - Passenger coach 2nd class, type Bi-29, Museum DGEG. Overall length: 160 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows, some of which are open. The coach is equipped ready to install interior lighting. Epoch II.

85 5073/85 5075: 6447 6530 6511 6515

6469 6535 6511 6515





Following the second World War, the so called "thunderboxes" remained in use by both German railway companies. The twin-axes coaches were indispensable throughout the regions. The Deutsche Bundesbahn (German Federal Railways) equipped numerous of these B3yg coaches with new seating between 1951 and 1952. It wasn't until September 1973 that the last DB "thunderboxes" became superfluous when their home tracks succumbed to closure. Besides, the purchase price of one "thunderbox" was an incredible 35,000 Reichsmarks (according to its condition).

DB



5073 (K)

## PASSENGER COACHES "THUNDERBOXES"

5073 - Passenger coach, 2nd class, type Bi (Ci-28) of the DB. Overall length: 160 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows, some of which are open. The coach is equipped ready to install interior lighting. Epoch III.

5074 (K)



DB



5075 (K)

5074 - Baggage coach, type Pwi (Pwi-27) of the DB. Overall length: 160 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows, some of which have protective grills. 2 opening sliding doors. The coach is equipped ready to install interior lighting. Epoch III.

5075 - Passenger coach 1st class, type Ai (Bi-29) of the DB. Overall length: 160 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows, some of which are open. The coach is equipped ready to install interior lighting. Epoch III.

5076 (K)



DB



5077 (K)

5076 - Passenger coach 2nd class, type Bi (Ci-27) of the DB. Overall length: 160 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows, some of which are open. The coach is equipped ready to install interior lighting. Epoch III.

5077 - Passenger coach 1/2nd class, type ABi (BCi-28) of the DB. Overall length: 160 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows, some of which are open. The coach is equipped ready to install interior lighting. Epoch III.

5073 - 5077:

6447 6530 6511 6515

85 5073  
(K)



85 5075  
(K)



Lokshop



## PASSENGER COACHES PROVINCIAL STYLE

**5090** - Baggage coach, type Pwi bay 07 of the DRG. Overall length: 121 mm. Super-detailling, -livery and -lettering. Inset windows, some of which have protective grills. The coach is equipped ready to install interior lighting. With spoked wheels. Epoch II.

**5090**  
(K)



2-axled Bavarian Länder style coaches were no rarity on DRG rails, even in the days of epoch II. It wasn't until the 60's that the last examples were eventually disposed of by the DB. These coaches of a completely new construction from FLEISCHMANN clearly demonstrate the love of detail, presenting the coaches in epoch II livery.

MODELS OF THE  
YEAR 2003

Bahn Profil

6489 6535 6511 6515

**5091** - Passenger coach 2/3. class, type BCI bay 10 of the DRG. Overall length: 131 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. With spoked wheels. Epoch II.

**5091**  
(K)



**5092**  
(K)

**5092** - Passenger coach 3. class, type CI bay 10 of the DRG. Overall length: 137 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. With spoked wheels. Epoch II.

6489 6535 6511 6515

With separat cell compartment

**5093**  
(K)



Lasting even into Epoche II there were still Bavarian coaches to be found with their original separate cell compartment ("tramp seat"). They were used first of all to transport arrested criminals to court or prison, together with their police escort.

6489 6535 6511 6515





## PASSENGER COACHES



At the time the DB was founded, they inherited a large number of 3-axled passenger coaches that had previously been in use by the former regional railway companies. Whilst they were in no way suitable for the passenger traffic of the time, they still had to be retained, purely on economic grounds, and so the decision was made for to convert them. The coaches were fitted with a standard steel body and an contemporary, updated interior. By coupling two coaches closely together, a permitted speed of 100 km/h was achievable. The FLEISCHMANN models 5096 – 5099 are a completely new construction of these vehicles, which can be found on various preserved railways today. Best choice for such a train is the class 050 – 053 (4175).



The electronic train tail lighting will operate on low voltage and remains brightly lit. Because of its special design, the lights only come on in one direction. When the train travels in the opposite direction the lights automatically go out – just like the real thing – the red tail light.

DB



5096



5096 - Passenger coach 2nd class with baggage compartment, 3-axled, type BD3yg™ of the DB. Overall length: 153 mm. Super-detailing, -livery and -lettering. Inset windows. Centre axle slides sideways. The coach is equipped ready to install interior lighting. Epoch IV.

6469 6535 6511 6515

DB



5097



5097 - Passenger coach 1st/2nd class, 3-axled, type AB3yg™ of the DB. Overall length: 153 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. Centre axle slides sideways. The coach is equipped ready to install interior lighting. Epoch IV.

6469 6535 6511 6515

DB



5098



5098 - Passenger coach 2nd class, 3-axled, type B3yg™ of the DB. Overall length: 153 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. Centre axle slides sideways. The coach is equipped ready to install interior lighting. Epoch IV.

6469 6535 6511 6515

DB



5099



5099 - Passenger coach 2nd class, 3-axled, type B3yg™ of the DB with electronic tail lighting. Overall length: 153 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. Centre axle slides sideways. The coach is equipped ready to install interior lighting. Epoch IV.

6469 6535 6511 6515



## PASSENGER COACHES PROVINCIAL STYLE

**5760** · Post-/baggage coach, 2-axled, type Pw Posti (Pw Posti pr 11) of the DR. Overall length: 136 mm. Super-detailling, -livery and -lettering. Inset windows, some of which have protective grills. The coach is equipped ready to install interior lighting. Epoch III.

6465 6530 6511 6515

**5760**  
(K)



**DR**

**5740 – 5745** see pages 132/133

*Coaches 5760 – 5763:  
Epoch III – DR-version*

**5761** · Passenger coach 2nd class, 3-axled, type B 3 ip (BC 3i pr 05) of the DR. Overall length: 147 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows, some of which are open. **Centre axle slides sideways.** The coach is equipped ready to install interior lighting. Epoch III.

6469 6535 6511 6515

**5761**  
(K)



**DR**

**5762** · Passenger coach 2nd class with luggage compartment, 3-axled, type B 3 i tr (C 3 i tr pr 08) of the DR. Overall length: 140 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows, some of which are open. **Centre axle slides sideways.** The coach is equipped ready to install interior lighting. Epoch III.

6469 6535 6511 6515

**5762**  
(K)



**DR**

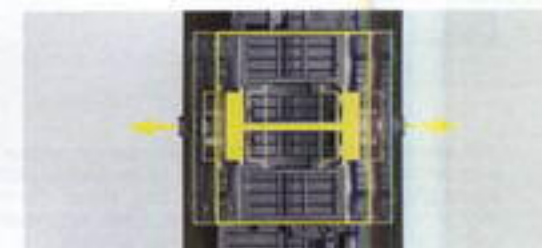
**5763** · Passenger coach 2nd class with luggage compartment, 3-axled, type B 3 i tr (CC Bi tr pr 07) of the DR. Overall length: 140 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows, some of which are open. **Centre axle slides sideways.** The coach is equipped ready to install interior lighting. Epoch III.

6469 6535 6511 6515

**5763**  
(K)



**DR**



*5761-5763:  
The centre axle slides sideways.*



## PASSENGER COACHES PROVINCIAL STYLE

5765 - Passenger coach 3rd class with luggage compartment, type CPwI Pr05/35 of the DRG. Overall length: 124 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows, some of which have protective grills. Interior lighting using bulb 6530 is possible. With spoked wheels. Epoch II.

5765

(K)



6530 6511 6515



5766

(K)

5766 - Passenger coach 3rd class with load bay, type CCitr Pr05 of the DRG. Overall length: 124 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows, some of which are open. Interior lighting using bulb 6530 is possible. With spoked wheels. Epoch II.

6530 6511 6515

5767 - Passenger coach 3rd class with load bay, type CCitr Pr05 of the DRG. Overall length: 124 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows, some of which are open. Interior lighting using bulb 6530 is possible. With spoked wheels. Epoch II.

5767

(K)



6530 6511 6515



5769

(K)

5769 - Passenger coach 3rd class, type CiPr05 of the DRG. Overall length: 124 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows, some of which are open. Interior lighting using bulb 6530 is possible. With spoked wheels. Epoch II.

6530 6511 6515

5771 - Passenger coach 3rd class with load bay, type B itr of the DR. Overall length: 124 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows, some of which are open. Interior lighting using bulb 6530 is possible. Epoch III.

5771

(K)



6530 6511 6515



5772

(K)

5772 - Passenger coach 3rd class with load bay, type B itr of the DR. Overall length: 124 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows, some of which are open. Interior lighting using bulb 6530 is possible. Epoch III.

6530 6511 6515



5773

(K)

5773 - Passenger coach 3rd class, type B i of the DR. Overall length: 124 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows, some of which are open. Interior lighting using bulb 6530 is possible. Epoch III.

6530 6511 6515



## PASSENGER COACHES "THUNDERBOXES"

**5774** - Baggage coach, type Pwi of the DR. Overall length: 160 mm. With interior details. Prototypical livery and lettering. Inset windows, some of which have protective grills. 2 opening sliding doors. The coach is designed to fit interior lighting unit. Epoch III.

**5774**  
(K)



DR

**5775** - Passenger coach 2nd class, type Bi of the DR, originally type Bi-29. Overall length: 160 mm. With interior details. Prototypical livery and lettering. Inset windows, some of which are open. The coach is designed to fit interior lighting unit. Epoch III.

**5775**  
(K)



DR

**5776** - Passenger coach 2nd class, type Bi of the DR, originally type Cid-27. Overall length: 160 mm. With interior details. Prototypical livery and lettering. Inset windows, some of which are open. The coach is designed to fit interior lighting unit. Epoch III.

**5776**  
(K)



DR

**5777** - Passenger coach 2nd class, type Bi of the DR, originally type BCi-28. Overall length: 160 mm. With interior details. Prototypical livery and lettering. Inset windows, some of which are open. The coach is designed to fit interior lighting unit. Epoch III.

**5778** - Passenger coach, 2nd class, type Bi of the DR. Overall length: 160 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows, some of which are open. The coach is equipped ready to install interior lighting. Epoch III.

5774 - 5778:

6447 6530 6511 6515

**5777**  
(K)



DR



**5778**  
(K)





DB  
IC/EC



## LONG DISTANCE COACHES INTERCITY, EUROCIITY

5100



5100 - IC/EC control-cab coach in traffic red livery, 2nd class, type Bimdz<sup>100</sup> of the DB AG. Overall length: 282 mm. With interior fittings, inset windows. Triple headlights and red tail lighting, alternating with the direction of travel (not suitable for digital system). The coach is equipped ready to install interior lighting. Possibility for coupling on front end and NEM 362 coupling socket. Epoch V. Otherwise as per 5101.

6463 9530 6511 6515

DB  
IC/EC



5101



5101 - IC/EC compartment coach in traffic red livery, 1st class, type Avmz<sup>101</sup> of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

6454 9530 6511 6515

DB  
IC/EC



5102



5102 - IC/EC openplan coach in traffic red livery, 1st class, type Apmz<sup>102</sup> of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

6454 9530 6511 6515

DB  
IC/EC



5103



5103 - IC/EC openplan coach in traffic red livery, 1st class, type Apmz<sup>103</sup> of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

6454 9530 6511 6515



## LONG DISTANCE COACHES INTERCITY, EURO CITY

5104 · IC/EC compartment coach in traffic red livery, 2nd class, type Bvmz<sup>1982</sup> of the DB AG. Overall length: 282 mm. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

5104  
(K)



DB  
IC/EC

6454 9530 6511 6515

5105 · IC/EC openplan coach in traffic red livery, 2nd class, type Bpmbz<sup>1982</sup> of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

5105  
(K)



DB  
IC/EC

6454 9530 6511 6515

5106 · IC/EC restaurant coach in traffic red livery, type WRmz<sup>1982</sup> of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. Pantograph without electrical function. The coach is equipped ready to install interior lighting. Epoch V.

5106  
(K)



DB  
IC/EC

6454 9530 6511 6515

5109 · IC/EC openplan coach in traffic red livery, 2nd class, type Bpmz<sup>1982</sup> of the DB AG with electronic tail lighting. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

5109  
(K)



DB  
IC/EC



The electronic train tail lighting will operate on low voltage and remains brightly lit. Because of its special design, the lights only come on in one direction. When the train travels in the opposite direction the lights automatically go out – just like the real thing – the red tail light.

6454 9530 6511 6515



## LOCAL COACHES DOUBLE-DECKER COACHES

DB



5121

(K)

5121 - Double-decker coach 1st/2nd class, type DABz™ of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch V.

6460 6535 a. 9530 6461  
6511 6515

DB



5122

(K)

5122 - Double-decker coach 2nd class, type DBz™ of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch V.

6460 6535 a. 9530 6461  
6511 6515





## LOCAL COACHES DOUBLE-DECKER COACHES

**5123** - Double-decker coach with control cab, 2nd class, type DBbz<sup>TM</sup> "Görlitz" of the DB AG. Overall length: 287 mm. With interior fittings. Inset windows. Triple headlights and red tail lighting, alternating with the direction of travel (not suitable for digital system). The coach is equipped ready to install interior lighting, which, after fitting, will illuminate the destination sign. Epoch V.

Rub-on lettering for prototypically correct terminus station indicators are included.

6462 6535 a. 9530 6511 6515

**5123**  
(K)



DB 1623 ~  
(K)

**1623** - Double-decker coach with control cab, 2nd class, type DBbz<sup>TM</sup> "Görlitz" of the DB AG, for centre pick-up A. C. operation. Close-coupling mechanism at each end for true close-coupling by using close-couplings (delivered with hook couplings). With non-isolated wheel sets. Otherwise as per 5123.

**5124** - Double-decker coach 1st/2nd class, type DABz<sup>TM</sup> "Görlitz" of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailed, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch V.

Rub-on lettering for prototypically correct terminus station indicators are included.

6460 6535 a. 9530 6461 6511 6515

**5124**  
(K)



DB

The most modern wagons in regional traffic are the three double-decker coaches from Görlitz, which can be differentiated from their predecessors of the "Schindler" type (articles 5121/22) mainly by their new bogies, an enclosed toilet system, a flatter roof as well as further alterations to the ventilators and door areas.

**5125** - Double-decker coach 2nd class, type DBz<sup>TM</sup> "Görlitz" of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailed, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch V.

Rub-on lettering for prototypically correct terminus station indicators are included.

6460 6535 a. 9530 6461 6511 6515

**5125**  
(K)



DB



## PASSENGER COACHES CONVERSION COACHES

DB



5127

(K)

5127 - Local coach 2nd class with baggage compartment, type BDyg<sup>™</sup> of the DB. Overall length: 223 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch IV.

6448 9530 6511 6515

DB



5128

(K)

5128 - Local coach 1/2nd class, type AByg<sup>™</sup> of the DB. Overall length: 223 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch IV.

6448 9530 6511 6515

In the 1950's the Deutsche Bundesbahn took over more than 500 four-axled coaches which were still in existence from the time of the old regional companies. These coaches were then modernised within the framework of a conversion programme. That's how they came to be known as "conversion" coaches, made up of a 2nd class coach, a composite 1/2 class coach and a 2nd class coach with baggage compartment. Right up until the present day, these four-axled conversion coaches were the mainstay of local and regional traffic. FLEISCHMANN has all three variations in the range: the BDyg<sup>™</sup>, the AByg<sup>™</sup> and the Byg<sup>™</sup>.

DB



5129

(K)

5129 - Local coach 2nd class, type Byg<sup>™</sup> of the DB. Overall length: 223 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch IV.

6448 9530 6511 6515







## SWISS PASSENGER COACHES DOUBLE-DECKER COACHES

**65132** - Double-deck control cab coach of the SBB, type Bt. Overall length: 287 mm. Suitable for use with D.C. and digital operation. With interior details. Prototypical livery and lettering. Inset windows. **Double headlights and red tail lighting co-ordinated with the direction of travel.** With inbuilt switch to control the headlights, irrespective of operation on DC or digital layouts. The coach is designed to fit interior lighting unit, which will also illuminate the destination sign once fitted. Epoch V.

*Rub-on lettering for prototypically correct terminus station indicators are included.*

*The double-deck control cab coach of the SBB, type Bt, is the ideal extension for the two double-deck coaches types AB (Art. No. 5133) and B (Art. No. 5134). These stylish trains can be found in use on S-Bahn trains around Zürich.*

**65132**



**SBB**

65132: 6462 6511 6515

6535 and 9530 Digital: 6535 and 69530



## SWISS PASSENGER COACHES DOUBLE-DECKER COACHES

SBB



5133

(K)

5133 · Double-decker coach 1st/2nd class, type AB of the SBB. Overall length: 282 mm. With interior fittings. Super-detailed, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

*Rub-on lettering for prototypically correct terminus station indicators are included.*

6460 6535 a 9530 6511 6515

SBB



5134

(K)

5134 · Double-decker coach 2nd class, type B of the SBB. Overall length: 282 mm. With interior fittings. Super-detailed, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

*Rub-on lettering for prototypically correct terminus station indicators are included.*

6460 6535 a 9530 6511 6515

Sihltal-Bahn



5734

(K)

5734 · Double-decker coach 2nd class, type B of the "Sihltal-Bahn" (Switzerland). Overall length: 282 mm. With interior fittings. Super-detailed, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

6460 6535 a 9530 6511 6515



## SWISS PASSENGER COACHES

### EXPRESS COACHES

**5130** - Express baggage coach, type D 18571 of the SBB. Overall length: 237 mm. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch IV.

**5130**

(K)



**SBB**

**5136** - Express coach 1st/2nd class, type AB of the Swiss South-East Railway (SOB). Overall length: 244 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

**5136**

(K)



**SOB**

**5137** - Express coach 2nd class, type B of the Swiss South-East Railway (SOB). Overall length: 244 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

**5137**

(K)



**SOB**

**5138** - 1st/2nd class express coach, type AB of the SBB (heavy type). Overall length: 244 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch IV.

**5139** - 2nd class express coach, type B of the SBB (heavy type). Overall length: 244 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch IV.

5130, 5136 - 5139:

6448 9530 6511 6515

**5138 (K)**

**SBB**

**5139 (K)**

**SBB**





## INTERNATIONAL PASSENGER COACHES

The coaches 5146 - 5148 come with a choice of "set" numbers. These were normally shown on the first and last coaches of a "set" as it was Southern practice to run coaches in a permanent "set" rake.

Exactly like the real thing, the coaches 5146 - 5148 have a small push-fit, corridor end door. These closed off the corridor ends on both ends of the train.

BR



5146

5146 - 1st/3rd class express coach, type "Bulleid" of the British Railways. Overall length: 230 mm. With interior fittings. Super-detailed, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

6448 9530 6523 6516

BR



5147

5147 - 3rd class express coach, type "Bulleid" of the British Railways. Overall length: 230 mm. With interior fittings. Super-detailed, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

6448 9530 6523 6516

BR



5148

5148 - 3rd class express coach with baggage compartment, type "Bulleid" of the British Railways. Overall length: 230 mm. With interior fittings. Super-detailed, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

6448 9530 6523 6516





## LONG DISTANCE COACHES INTERREGIO

5175 - Inter Regional control-cab coach, 2nd class, with bicycle compartment, type Bimdzf<sup>max</sup> of the DB. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. Triple headlights and red tail lighting, alternating with the direction of travel (not suitable for digital system). The coach is equipped ready to install interior lighting. Coupling on the front end installable with 15 5175. Epoch V.

5175

(K)



DB IR



The Inter Regional control-cab coaches of type Bimdzf<sup>max</sup> had a permitted top speed of 200 km/h. This enables the DB to run with trains being pushed at such a speed for the first time. In addition, the stopping times in terminus stations like Frankfurt, Stuttgart and Munich were reduced, and fewer locos were required.

6463 9530 6511 6515

### 155175

155175 - Exchange front skirt and PROFI-coupling to mount the coupling on the front end of the IR control-cab coach 5175 if required.





## LONG DISTANCE COACHES INTERREGIO

DB IR



5176

(K)

5176 · Inter Regional coach 1st class, type Aim<sup>®</sup> of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch V.

6454 9530 6451 6511 6515

DB IR



5177

(K)

5177 · Inter Regional coach 2nd class, type Bim<sup>®</sup> of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch V.

6454 9530 6451 6511 6515

DB IR



5178

(K)

5178 · Inter Regional "Bistro Café" coach with seating compartments, type ARbuzimz<sup>®</sup> of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch V.

6454 9530 6451 6511 6515



DB IR



5179

(K)

5179 · Inter Regional coach 2nd class, type Bim<sup>®</sup> of the DB with electronic tail lighting. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

9530 6511 6515

The electronic train tail lighting will operate on low voltage and remains brightly lit. Because of its special design, the lights only come on in one direction. When the train travels in the opposite direction the lights automatically go out – just like the real thing – the red tail light!



## LONG DISTANCE COACHES

### INTERCITY, EURO CITY

**5180** - IC/EC control-cab coach in ICE livery, 2nd class, type Bimdzf<sup>198.2</sup> of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. Triple headlights and red tail lighting, alternating with the direction of travel (not suitable for digital system). The coach is equipped ready to install interior lighting. Possibility for coupling on front end and NEM 382 coupling socket. Epoch V.

☀ 6463 ☂ 9530 🚂 6511 🚗 6515

**5180**  
(K)



DB  
IC/EC



**5181** - IC/EC compartment coach in ICE livery, 1st class, type Avnz<sup>177.4</sup> of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

☀ 6454 ☂ 9530 🚂 6511 🚗 6515

**5181**  
(K)



DB  
IC/EC

*Accent on Colour: The Bahn AG has dramatically improved the image of their IC and similarly, their EC trains. The coaches are now presented in the livery, which derives from the ICE: in light grey with traffic red stripes.*

**5182** - IC/EC open-plan coach in ICE livery, 1st class, type Apmz<sup>117.0</sup> of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

☀ 6454 ☂ 9530 🚂 6511 🚗 6515

**5182**  
(K)



DB  
IC/EC

**5183** - IC/EC compartment coach in ICE livery, 2nd class, type Bvmz<sup>198.3</sup> of the DB AG. Overall length: 282 mm. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

☀ 6454 ☂ 9530 🚂 6511 🚗 6515

**5183** (K)



**5184** (K)



DB  
IC/EC

**5184** - IC/EC openplan coach in ICE livery, 2nd class, type Bpmz<sup>198.2</sup> of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.



DB  
IC/EC



## LONG DISTANCE COACHES INTERCITY, EURO CITY

5185



5185 - IC/EC restaurant coach in ICE livery, type WRmz<sup>137.0</sup> of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. Pantograph without electrical function. The coach is equipped ready to install interior lighting. Epoch V.

6454 9530 6511 6515

DB  
IC/EC

Because of the drastic reduction of the InterRegio services on the DB AG, several Bistro Café coaches were made "redundant". They now run in IC- and EC-trains as so-called BordBistro coaches - naturally, they now carry the current livery of light grey with traffic red stripe.



5186



5186 - IC/EC "BordBistro" coach with seating compartments in ICE livery, type Arkimbz<sup>262.2</sup> of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch V.

6454 9530 6451 6511 6515

DB  
IC/EC



5188



5188 - IC/EC long distance coach in ICE livery, 2nd class, type Bim<sup>263.8</sup> of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch V.

6454 9530 6451 6511 6515





## EXPRESS COACHES

**5600** - Express coach 2nd class with luggage compartment, type BD4üm-61 of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch III.

**5600**  
(K)



**DB D-Zug**

The typical express train coaches on the Deutsche Bundesbahn of the sixties were the green, or equally the blue, 26.4 metre long coaches. The instantly recognizable features of these coaches were their compartments with side corridors, the Minden-Deutz bogies, their folding doors and the rubber bumpers on the corridor connections.

☼ 6454 ☼ 9530 ☼ 6451 ☼ 6511 ☼ 6515

**5601** - Express coach 1st class, type A4üm-61 of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch III.

**5601**  
(K)



**DB D-Zug**

☼ 6454 ☼ 9530 ☼ 6451 ☼ 6511 ☼ 6515

**5602** - Couchette coach 2nd class, type Bc4üm TOUROPA of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch III.

**5602**  
(K)



**DB**

Not around today - but certainly not forgotten: the environmentally friendly holiday trip with the special "TOUROPA" train. The outbound journey was mainly undertaken during the night, in comfortable couchettes of type Bc4üm, which were quickly changed into standard seating coaches by the train personnel for the return journey.

☼ 6454 ☼ 9530 ☼ 6451 ☼ 6511 ☼ 6515

**5603** - Express coach 1st/2nd class, type AB4üm-63 of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch III.

**5603**  
(K)



**DB D-Zug**

☼ 6454 ☼ 9530 ☼ 6451 ☼ 6511 ☼ 6515



## EXPRESS COACHES

### D-Zug DB

The typical express train coaches on the Deutsche Bundesbahn of the sixties were the green, or equally the blue, 26.4 metre long coaches. The instantly recognizable features of these coaches were their compartments with side corridors, the Minden-Deutz bogies, their folding doors and the rubber bumpers on the corridor connections.



5604



5604 · Express coach 2nd class, type B40m-63 of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch III.

6454 9530 6451 6511 6515

### D-Zug DB

The Deutsche Speisewagen-Gesellschaft DSG put the type WR40m into service for the first time in 1964. This was the first newly-developed restaurant coach used in trains on the Deutsche Bundesbahn, as previously only half-restaurant coaches or older coaches had been run in suitable trains up until then.



5605



5605 · Express train restaurant coach, type WR40m-64 of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

The FLEISCHMANN model is finished in wine red livery and each of the two bogies carries the horizontally mounted generators.

6454 9530 6511 6515

### D-Zug DB



5606



5606 · Couchette coach 2nd class, type Bc40mg-54 of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch III.

6454 9530 6451 6511 6515

### D-Zug DB



5607



5607 · Sleeping coach 1st/2nd class, type WLAB40m of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch III.

6454 9530 6451 6511 6515



## EXPRESS COACHES

**5608** - Express baggage coach, type D40m of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. 4 sliding doors to open. The coach is equipped ready to install interior and tail lighting. Epoch III.

**5608**  
(K)



DB D-Zug

6454 9530 6451 6511 6515

**5609** - Express coach 2nd class, type B40m-63 of the DB with electronic tail lighting. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

**5609**  
(K)



DB D-Zug



The electronic train tail lighting will operate on low voltage and remains brightly lit. Because of its special design, the lights only come on in one direction. When the train travels in the opposite direction the lights automatically go out – just like the real thing – the red tail light.

6454 9530 6511 6515

**5610** - Express coach 2nd class with baggage compartment, type BDms<sup>TM</sup> of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch IV.

**5610**  
(K)



DB D-Zug

6454 9530 6451 6511 6515

**5611** - Express coach 1st class, type Am<sup>TM</sup> of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch IV.

**5611**  
(K)



DB D-Zug

In the middle of the seventies, the Deutsche Bundesbahn introduced a new colour scheme, where the well-known green and blue express coaches were resprayed with the turquoise/beige colour combination. This was carried out on the types BDms<sup>TM</sup>, Am<sup>TM</sup> and ABm<sup>TM</sup>.

6454 9530 6451 6511 6515



## EXPRESS COACHES

D-Zug DB



5612

(K)

5612 - Express coach 1st/2nd class, type ABm<sup>™</sup> of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch IV.

☀ 6454 ⚡ 9530 🇩🇪 6451 🚂 6511 🐞 6515

IC/EC DB

InterCity trains first began running second class coaches from 1979. Typical for this concept were the turquoise/beige coaches of the types Bm<sup>™</sup> and Bpmz<sup>™</sup>. From 1987, they also began running in EuroCity trains.



5613

(K)

5613 - Inter/EuroCity express coach 2nd class, type Bm<sup>™</sup> of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch IV.

☀ 6454 ⚡ 9530 🇩🇪 6451 🚂 6511 🐞 6515

IC/EC DB



5614

(K)

5614 - Inter/EuroCity 2nd class open coach, type Bpmz<sup>™</sup> of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch IV.

☀ 6454 ⚡ 9530 🇩🇪 6451 🚂 6511 🐞 6515

IC/EC DB



The electronic train tail lighting will operate on low voltage and remains brightly lit. Because of its special design, the lights only come on in one direction. When the train travels in the opposite direction the lights automatically go out – just like the real thing – the red tail light.



5619

(K)

5619 - Inter/EuroCity 2nd class express coach, type Bm<sup>™</sup> of the DB with electronic tail lighting. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch IV.

☀ 6454 ⚡ 9530 🚂 6511 🐞 6515



## PASSENGER COACHES DOUBLE-DECKER COACHES

**5623** - Double-decker coach with control cab, 2nd class, type DBbz<sup>1</sup>™ "Görlitz" of the DB AG. Overall length: 287 mm. With interior fittings. Super-detailed, -livery and -lettering. Inset windows. Triple headlights and red tail lighting, alternating with the direction of travel (not suitable for digital system). The coach is equipped ready to install interior lighting, which, after fitting, will illuminate the destination sign. Epoch V.

*Rub-on lettering for prototypically correct terminus station indicators are included.*

☀ 6462 ☀ 6535 a. 9530 🚂 6511 🚂 6515

**5623**

(K)



DB



**5624** - Double-decker coach 1st/2nd class, type DABz™ "Görlitz" of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailed, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch V.

*Rub-on lettering for prototypically correct terminus station indicators are included.*

☀ 6460 ☀ 6535 a. 9530 🚂 6461 🚂 6511 🚂 6515

**5624**

(K)



DB

**83 5625** - Double-decker coach 2nd class, type DBz™ "Görlitz" of the DB AG with advert panel "ratiopharm". Overall length: 282 mm. With interior fittings. Super-detailed, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch V.

*Rub-on lettering for prototypically correct terminus station indicators are included.*

☀ 6460 ☀ 6535 a. 9530 🚂 6461 🚂 6511 🚂 6515

**83 5625**

(K)



DB



With the advent of the "Train-Café" in the double-decker coaches, the commuters' sustenance is at last provided for. A quick cup of coffee before work, or a small beer on the way home – that makes for double enjoyment of rail travel!

DB



6460 6535 a. 9530 6461  
6511 6515

The air conditioned double-deck coaches can be recognised by the air vent grills in the roof above the entry doors.

DB



With air-conditioning vent grill

The express coaches in the group 35/36 were a main arm of the fast passenger network of the era of the Deutsche Bundesbahn designated as Epoch III. Their special characteristics were the Görlitzer style bogies, the bellows corridor connections and the rounded over roof-ends of the passenger coaches.

DB  
D-Zug



5630  
(K)

5630 - Express baggage coach, type Pw40e (Pw40-37) of the DB. Overall length: 250 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

6452 6535 6511 6515

DB  
D-Zug



5631  
(K)

5631 - Express coach, 1st class, type A40e (A40-35) of the DB. Overall length: 250 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

6452 6535 6511 6515

## LOCAL COACHES DOUBLE-DECKER COACHES

5626  
(K)

5626 - Double-decker coach 2nd class "ZugCafé", type DBpkz "Görlitz" of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch V.

Rub-on lettering for prototypically correct terminus station indicators are included.

5628  
(K)

5628 - Double-decker coach 2nd class, type DBpkz "Görlitz" of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch V.

Rub-on lettering for prototypically correct terminus station indicators are included.

6460 6535 a. 9530 6461  
6511 6515

## EXPRESS COACHES



## EXPRESS COACHES

5632 - Express coach, 2nd class, type B4üwe (C4ü-35) of the DB. Overall length: 244 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

5632

(K)



DB  
D-Zug

6452 6535 6511 6515

5633 - Express restaurant coach, type WR4ü[e] (WR4ü-35) of the DSG. Overall length: 270 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

5633

(K)



DSG  
D-Zug

6452 6535 6511 6515

5634 - Express sleeping coach, type WLAB4ü[e] (WL4ü-37) of the DSG. Overall length: 270 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

5634

(K)



DSG  
D-Zug

6452 6535 6511 6515





## EXPRESS COACHES



**12 5630 - Corridor Connection.**  
2 retracted corridor connections for the first and the last coaches of a train. Suitable for coaches 5630 - 5635.

**DB**  
D-Zug



**5635**  
(K)

5635 - Express coach 1st/2nd class, type AB4üwe (ABC4ü-35) of the DB. Overall length: 244 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

6452 6535 6511 6515

### New Construction

**DB**  
D-Zug



**5636**  
(K)

5636 - Four-axled standard post and baggage coach, type PwPost 4ü-28 of the DB. Overall length: 259 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows and fanlight glazing. 2 opening sliding doors. The coach is equipped ready to install interior lighting. Epoch III.

The vehicle building programme between 1928 and 1929 (I) saw the production of 20 four-axled Post and baggage wagons made in steel, type PwPost 4ü-28, in two series, each of ten units. The cost of manufacture of just one wagon at that time was 66.843 RM (Reichsmark). The coaches were permitted to run at a top speed of 140 km/h. However, in 1950 the DB carried out various conversions.

6452 6535 6511 6515



**DB**  
D-Zug



**5638**  
(K)

5638 - Express coach, 2nd class, type B4üwe (C4ü-35) of the DB with electronic tail lighting. Overall length: 244 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. Retracted corridor connection at one end. The coach is equipped ready to install interior lighting. Epoch III.

The electronic train tail lighting will operate on low voltage and remains brightly lit. Because of its special design, the lights only come on in one direction. When the train travels in the opposite direction the lights automatically go out - just like the real thing - the red tail light.

6452 6535 6511 6515



## LOCAL COACHES



**5640** · Local control-cab coach, 2nd class with luggage compartment, type BDnrf<sup>™</sup> of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. Triple headlights and red tail lighting, alternating with the direction of travel (not suitable for digital system). The coach is designed to fit interior lighting unit, which will also illuminate the destination sign once fitted. Epoch IV.

**5640**

(K)

**6 5640**

(K)

**6 5640** · Same model as 5640, but for digital operation. Headlights alternate automatically with the direction of travel.

DB



6464 6535/Digital: 65535 6511 6515



**5641** · Local coach, 1st/2nd class, type ABnb<sup>™</sup> of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch IV.

**5641**

(K)

DB

6454 9530 6511 6515



**5642** · Local coach, 2nd class, type Bnb<sup>™</sup> of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch IV.

**5642**

(K)

DB

6454 9530 6511 6515





## LOCAL COACHES



DB



5643



5643 · Local control-cab coach, 2nd class with bicycle compartment, type Bndzf<sup>TM</sup> of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. Triple headlights and red tail lighting, alternating with the direction of travel (not suitable for digital system). The coach is designed to fit interior lighting unit, which will also illuminate the destination sign once fitted. Epoch V.

6464 6535 6511 6515

DB



5644



5644 · Local coach, 1st/2nd class, type ABnb<sup>TM</sup> of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

6454 9530 6511 6515

DB



5645



5645 · Local coach, 2nd class, type Bn<sup>TM</sup> of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

6454 9530 6511 6515



DB

Rub-on lettering for prototypically correct terminus station indicators are included.



5646



5646 · Local control-cab coach in traffic red livery, 2nd class with bicycle compartment, type Bdnzf<sup>TM</sup> of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. Triple headlights and red tail lighting, alternating with the direction of travel (not suitable for digital system). The coach is designed to fit interior lighting unit, which will also illuminate the destination sign once fitted. Epoch V.

6464 6535 6511 6515



## LOCAL COACHES

**5647** - Local coach in traffic red livery, 1st/2nd class, type ABn<sup>III</sup> of the DB AG. Overall length: 282 mm. Complete with interior details. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

*Rub-on lettering for prototypically correct terminus station indicators are included.*

☀ 6454 ☀ 9530 🚗 6511 🚗 6515

**5647**  
(K)



DB

**5648** - Local coach in traffic red livery, 2nd class, type Bn<sup>III</sup> of the DB AG. Overall length: 282 mm. Complete with interior details. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

*Rub-on lettering for prototypically correct terminus station indicators are included.*

☀ 6454 ☀ 9530 🚗 6511 🚗 6515

**5648**  
(K)



DB

**5649** - Local coach in traffic red livery, 2nd class with luggage compartment, type BDms<sup>III</sup> of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch V.

☀ 6454 ☀ 9530 🚗 6451 🚗 6511 🚗 6515

**5649**  
(K)



DB

**5650** - Baggage coach in traffic red livery, type Dm<sup>III</sup> of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. 4 sliding doors to open. The coach is equipped ready to install interior and tail lighting. Epoch V.

☀ 6454 ☀ 9530 🚗 6451 🚗 6511 🚗 6515

**5650**  
(K)



DB



## LOCAL COACHES "modus"

### The "modus" sets the standard in Regional Traffic

55 new local coaches, of which 11 are control cab coaches, have been ordered by the DB AG from PFA in Weiden. The chassis and framework come from the original "Halberstadt" coaches of the DR, whilst the new coachwork is made from Swiss extruded aluminium and German fittings, like the air conditioning, seating and toilet facilities. There are two types of "modus" variants: and wholly second class accompanied by a control cab coach with 1st, and multi-purpose compartments. A rake of these 4 - 5 part trains, hauled by a traffic red class 111, make up the perfect picture.

Foto: PFA



**5653**  
(K)

5653 - Local control cab coach "modus", 1st/2nd class, type ABpy-bdzf<sup>™</sup> of the DB AG. Overall length: 282 mm. With interior details. Prototypical livery and lettering. Inset windows. Triple headlights and red tail lighting co-ordinated with the direction of travel (not suitable for digital system). The coach is designed to fit interior lighting unit. Epoch V.

6455 9530 6511 6515

DB



**5654**  
(K)

5654 - Local coach "modus", 2nd class, type Bpyz<sup>™</sup> of the DB AG. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch V.

6454 9530 6511 6515





## LONG DISTANCE COACHES INTERCITY, EURO CITY

**5660** - IC/EC-long distance 1st class compartment coach, type Avmz<sup>DB</sup> of the DB. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch IV.

**5660**  
(K)



**DB**  
**IC/EC**

☀ 6454 ☀ 9530 🇪🇺 6451 🚂 6511 🚂 6515

**5661** - IC/EC-long distance 1st class openplan coach, type Apmz<sup>DB</sup> of the DB. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch IV.

**5661**  
(K)



**DB**  
**IC/EC**

☀ 6454 ☀ 9530 🇪🇺 6451 🚂 6511 🚂 6515

**5662** - IC/EC restaurant coach, type WRmh<sup>DB</sup> of the DB. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch IV.

**5662**  
(K)



**DB**  
**IC/EC**

☀ 6454 ☀ 9530 🇪🇺 6451 🚂 6511 🚂 6515

**5663** - IC/EC-long distance 1st class openplan coach, type Apmz<sup>DB</sup> of the DB. Overall length: 282 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch IV.

**5663**  
(K)



**DB**  
**IC/EC**

☀ 6454 ☀ 9530 🇪🇺 6451 🚂 6511 🚂 6515





DB



5664

(K)

5664 - 2nd Class control-cab coach for semi fast trains, with baggage compartment, type BDymf<sup>™</sup> of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. Triple headlights and red tail lighting, alternating with the direction of travel (not suitable for digital system). The coach is designed to fit interior lighting unit, which will also illuminate the destination sign once fitted. Epoch IV.

6483 9530 6511 6515

#### 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.

DB



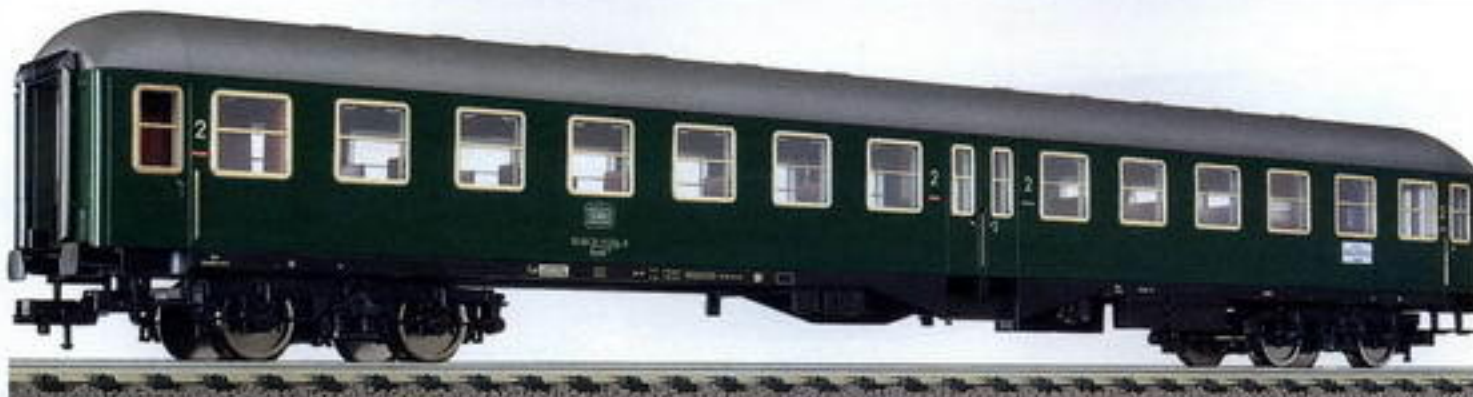
5665

(K)

5665 - 1st/2nd Class coach for semi fast trains, type ABymb<sup>™</sup> of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch IV.

6454 9530 6511 6515

DB



5666

(K)

5666 - 2nd Class coach for semi fast trains, type Bymb<sup>™</sup> of the DB. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch IV.

6454 9530 6511 6515



## SEMI FAST TRAIN COACHES

5676 - 1st/2nd Class coach for semi fast trains, type AB4yswe-30/55 of the DB. Overall length: 241 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

5676

(K)



6448 9530 6511 6515

Retouched prototype photos

**New constructions! Riveted style.**

The delivery period of these four-axled standard corridor coaches lasted from 1930 - 1933. They had a steel underframe with an inset at the ends, two-axled "Görlitz III light" bogies and sleeved buffers with 500 mm buffer plates. Both the coach body and the roofing plates were riveted together.

DB



5677

(K)

5677 - 2nd Class coach for semi fast trains, type B4ywe-30/50 of the DB. Overall length: 241 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

6448 9530 6511 6515

## EXPRESS COACHES

5678 - Post coach, type Post 4ü of the DB. Overall length: 210 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

5678

(K)



DB

6448 9530 6511 6515



In the beginning, the young DB could not dispense with express coaches that had reached a ripe old age, having seen service from the good old days of the regional railways. They were eventually replaced by the outwardly "smooth" 26.4 m long new construction express coaches, which started becoming available from 1953 onwards.

DSG



5679

(K)

5679 - Sleeping coach, type WL 40 of the DSG. Overall length: 236 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

DB



5680

(K)

5680 - Express baggage wagon, type Pw 40 of the DB. Overall length: 212 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows, some of which have protective grills. 4 opening sliding doors. The coach is equipped ready to install interior lighting. Epoch III.

DSG



5681

(K)

5681 - Restaurant coach, type WR 40 of the DSG. Overall length: 236 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

5682 - Express coach 2nd, 3rd class, type BC 40 w of the DB. Overall length: 226 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

5683 - Express coach 3rd class, type C 40 of the DB. Overall length: 226 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

5679 - 5683:

☀ 6448 ☀ 9530 🚂 6511 🚂 6515

DB

5682 (K)



DB

5683 (K)





## PASSENGER COACHES PROVINCIAL STYLE

**5684** - 4-axled baggage coach, type Pw4 (Pw4pr04) of the DB. Overall length: 212 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

☀ 6448 ☂ 9530 🚂 6511 🚗 6515

**5684**

(K)



DB

**5685** - 4-axled, 1st class compartment coach with brakeman's cab, type A4 (B4pr04) of the DB. Overall length: 212 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

☀ 6448 ☂ 9530 🚂 6511 🚗 6515

**5685**

(K)



DB

**5686** - 4-axled, 2nd class compartment coach with brakeman's cab, type B4 (C4pr04) of the DB. Overall length: 212 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

☀ 6448 ☂ 9530 🚂 6511 🚗 6515

**5686**

(K)



DB

**5687** - 4-axled, 2nd class compartment coach with luggage compartment, type B4tr (C4trpr04) of the DB. Overall length: 212 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

☀ 6448 ☂ 9530 🚂 6511 🚗 6515

**5687**

(K)



DB



**5688****(K)**

## PASSENGER COACHES PROVINCIAL STYLE

5688 - 4-axled, post coach with brakeman's cab, type Post 4 (Post4-b/17) of the Deutsche Bundespost. Overall length: 212 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

6448 9530 6511 6515

**DB****5689****(K)**

5689 - 4-axled, 1st/2nd class compartment coach with brakeman's cab, type AB4 (BCpr04) of the DB. Overall length: 212 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

6448 9530 6511 6515

**DB****5690****(K)**

5690 - 4-axled, 2nd class compartment coach, type B4 (C4pr04) of the DB with tail end indicators. Overall length: 212 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

6448 9530 6511 6515





## EXPRESS COACHES

5734 see page 107

5740 - Express baggage coach, type Pw40e (Pw40-37) of the DR. Overall length: 250 mm. With interior fittings. Super-detailed, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

5740  
(K)



DR

6452 6535 6511 6515

5741 - Express coach, 1st class, type A40e (A40-35) of the DR. Overall length: 250 mm. With interior fittings. Super-detailed, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

5741  
(K)



DR

6452 6535 6511 6515





## EXPRESS COACHES

125630 - Corridor Connection. 2 retracted corridor connections for the first and the last coaches of a train. Suitable for coaches 5740 - 5745.

Picture shown on page 121

DR



5742

(K)

5742 - Express coach, 2nd class, type B40pe (C40-35) of the DR. Overall length: 244 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

6452 6535 6511 6515

DR



5743

(K)

5743 - Express restaurant coach, type WR40e (WR40-35) of the DR. Overall length: 270 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

6452 6535 6511 6515

Former express coaches of group 35/36 as DR-couchette coaches with ivory stripes.

DR



5744

(K)

5744 - Express couchette coach, type Bc40e (C40-35) of the DR. Overall length: 244 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

6452 6535 6511 6515

DR



5745

(K)

5745 - Express coach, 1st/2nd class, type AB40pe (ABC40-35) of the DR. Overall length: 244 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

6452 6535 6511 6515



## PASSENGER COACHES

**5784** · Baggage coach, 4-axled, type Pw4 (Pw4 pr04) of the DR. Overall length: 212 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

**5784**  
(K)



**DR**

*The former Prussian compartment coaches were even in use by the Deutsche Reichsbahn (DR) right into the time of Epoch III. Typical details were the striking DR symbol in the centre of the coach and the lettering squares beneath the windows.*

6448 9530 6511 6515

**5785** · Compartment coach 2nd class, 4-axled, type B4 (C4tr pr04) of the DR. Overall length: 212 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

**5785**  
(K)



**DR**

6448 9530 6511 6515

**5786** · Compartment coach 2nd class, 4-axled, type B4 (C4p r04) of the DR, with tail end indicators. Overall length: 212 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

**5786**  
(K)



**DR**

6448 9530 6511 6515

**5788** · Post coach with brakeman's cab, 4-axled, type Post 4 (Post4-b/17) of the DR. Overall length: 212 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

**5788**  
(K)



**DR**

6448 9530 6511 6515



## PASSENGER COACHES

DR



5789

(K)

5789 · Compartment coach 2nd class with brakeman's cab, 4-axled, type B4 (C4 pr04) of the DR. Overall length: 212 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

6448 9530 6511 6515

DR



5790

(K)

5790 · 4-axled, 2nd class compartment coach with luggage compartment, type B4tr (C4tr pr04) of the DR. Overall length: 212 mm. With interior fittings. Super-detailling, -livery and -lettering. Inset windows. The coach is equipped ready to install interior lighting. Epoch III.

6448 9530 6511 6515





## GOODS WAGONS

5200 - Lidded wagon with brakeman's cab, type K 15 of the DRG. Overall length: 101 mm. Super-detailing, -livery and -lettering. Epoch II.

5200  
(K)



6511

6515

5203 - Open goods wagon, type Ovw "Würzburg" of the DRG. Overall length: 98 mm. Super-detailing, -livery and -lettering. With spoked wheels. Epoch II.

5203  
(K)



6511

6515

5204 - Open goods wagon with brakeman's cab, type Ovw "Würzburg" of the DRG. Overall length: 101 mm. Super-detailing, -livery and -lettering. With spoked wheels. Epoch II.

5204  
(K)



6511

6515

5205 - DB gondola, type Es<sup>mo</sup>. Overall length: 112 mm. Super-detailing, -livery and -lettering. Epoch IV.

5205  
(K)



6511

6515



5207  
(K)

5207 - SNCB gondola, type 1215 Bo. Overall length: 112 mm. Super-detailing, -livery and -lettering. Ballast filling (gravel) is removeable. Epoch III.



6511

6515



## GOODS WAGONS

5210 - Open goods wagon with brakeman's cab, type Om "Ludwigshafen" of the DRG. Overall length: 113 mm. Super-detailling, -livery and -lettering. With spoked wheels. Epoch II.

5210  
(K)



6511

6515

5211  
(K)

5211 - Open goods wagon, type O "Schwerin" of the DRG. Overall length: 76 mm. Super-detailling, -livery and -lettering. With spoked wheels. Epoch II.



6511

6515

5910 - Lidded wagon with brake platform, type K 15 of the DB. Overall length: 101 mm. Super-detailling, -livery and -lettering. Epoch III.

5910  
(K)



6511

6515

5912  
(K)

5912 - Open goods wagon with brakeman's cab, type O 02 of the DB. Overall length: 84 mm. Super-detailling, -livery and -lettering. Epoch III.



6511

6515

5913 - Lidded wagon, type K 06 of the DB. Overall length: 76 mm. Super-detailling, -livery and -lettering. With 6 opening lids. Epoch III.

5913  
(K)



6511

6515

5914  
(K)

5914 - Open goods wagon, type X 05, of the DB. Overall length: 105 mm. Super-detailling, -livery and -lettering. Epoch III.



6511

6515

5915  
(K)

5915 - Open goods wagon, type Om 12 of the DB. Overall length: 105 mm. Super-detailling, -livery and -lettering. Epoch III.



6511

6515

5923  
(K)

5923 - Stake wagon with brake platform and steel rungs, type Rms 31 of the DB. Overall length: 147 mm. Super-detailling, -livery and -lettering. Epoch III.



6511

6515



## GOODS WAGONS

**5952** · Cradle trucks, type H 10 of the DB. Overall length: 220 mm. Super-detailing, -livery and -lettering. One wagon with and one without brake platform, coupled with removeable rigid connector bar. Removeable load. Epoch III.

**5952**

(K)



between the wagons: 38 6004

6511

6515

**5217** · Low-loader wagon of the DB, type Uis<sup>tm</sup>. Overall length: 141 mm. Super-detailing, -livery and -lettering. With removable load "cement pipe" which rests on a wooden former. With 8 swivelling load retainers. Epoch IV.

**5217**



6523

6516

**5218**

(K)



**5218** · Flat truck, type Xf 19 of the DB. Overall length: 105 mm. Super-detailing, -livery and -lettering. Removable load "WIKING" Unimog.

6511

6515

**5220** · Acid carrying wagon with brake platform of the VTG Hamburg, in service with the DB. Overall length: 101 mm. Super-detailing, -livery and -lettering. Loaded with acid cargo. Epoch III.

**5220**

(K)



6511

6515

**5221**

(K)



**5221** · Acid carrying wagon with brakeman's cab of the firm of Staub & Co., in service with the DRG. Overall length: 101 mm. Super-detailing, -livery and -lettering. Loaded with acid cargo. With spoked wheels. Epoch II.

6511

6515

**5223** · Stake wagon, type Rmrs 31 of the DB. Overall length: 139 mm. Super-detailing, -livery and -lettering. Epoch III.

**5223**

(K)



6511

6515



## GOODS WAGONS



5224



5224 - Double-deck car transporter for vehicle transport (in goods trains), type Laaes III of the DB. Overall length: 124 mm. Super-detailed, -livery and -lettering. Epoch IV.

6511

6515



5225



5225 - Double-deck car transporter for vehicle transport (in goods trains), type Laaes III of the DB. Overall length: 124 mm. Super-detailed, -livery and -lettering. With 4 removeable cars. Epoch IV.

*On the DB, the prototypes of our models 5224 and 5225 always run in pairs as you can see from our illustrations.*

6511

6515



5227



5227 - Goods wagon, type Rmrso31 of the DB. Overall length: 139 mm. Super-detailed, -livery and -lettering. Epoch III.

6511

6515



5229



5230



5229 - Container carrying wagon, type Rmms/BTms33 of the DB. Overall length: 139 mm. Super-detailed, -livery and -lettering. Loaded with 4 removeable liquid containers of the EKO-brewery Kulmbach. Epoch III.

6511

6515



5230 - Container carrying wagon, type Rmms/BTms33 of the DB. Overall length: 139 mm. Super-detailed, -livery and -lettering. Loaded with 4 removeable liquid containers of the DORTMUNDER UNION-brewery. Epoch III.

6511

6515



## GOODS WAGONS

5234 · Container carrying wagon, type Lgjs<sup>™</sup> of the DB AG. Overall length: 167 mm. Super-detailling, -livery and -lettering. Loaded with a removeable 40' container of the company "TFG". Removeable roof on container. Epoch V.

5234  
(K)



6511

6515

5239  
(K)



5240 · Container carrying wagon, type Lgjs<sup>™</sup> of the DB AG. Overall length: 167 mm. Super-detailling, -livery and -lettering. Loaded with a removeable 40' container of the company "Bad Reichenhaller". Removeable roof on container. Epoch V.

5240  
(K)



6511

6515

5244  
(K)



5245 · Container and exchange container wagon, type Sgns<sup>™</sup> of the DB AG. Overall length: 227 mm. Super-detailling, -livery and -lettering. Loaded with a removeable 40' container of the company "MAERSK". Removeable roof on container. Epoch IV.

5245  
(K)



6511

6515

5246 · Container and exchange container wagon "Kombiwaggon", type Sgss-y<sup>™</sup> of the DB AG. Overall length: 227 mm. Super-detailling, -livery and -lettering. Loaded with a removeable 40' container of the company "THYSSSEN-HANIEL". Removeable roof on container. Epoch V.

5246  
(K)



6511

6515



## GOODS WAGONS



5249

(K)

5249 - Container and exchange container wagon, type Sgns<sup>™</sup> of the DB AG (DB-Cargo). Overall length: 227 mm. Super-detailed, -livery and -lettering. Loaded with a removable 40' container of the company "NORASIA". Removable roof on container. Epoch V.

6511

6515



5250

(K)

5250 - Flat wagon with containers, type Res<sup>™</sup> of the DB. Overall length: 229 mm. Super-detailed, -livery and -lettering. 16 swivelling retaining rungs. 2 removable side loading boards. Loaded with a removable 40' container of the company "OOCL" (roof can be removed) and a 20' container of the company "EVERGREEN" (with 2 operating end doors). Epoch V.

6511

6515



5251

(K)

5255

(K)

5251 - Container and exchange container wagon "Kombiwaggon", type Sgss-y<sup>™</sup>. Overall length: 227 mm. Super-detailed, -livery and -lettering. Loaded with a removable 40' container of the company "ECS". Removable roof on container. Epoch V.

5255 - Container and exchange container wagon "Kombiwaggon", type Sgss-y<sup>™</sup> of the DB. Overall length: 227 mm. Super-detailed, -livery and -lettering. Loaded with a removable 40' container of the company "NSCSA". Removable roof on container. Epoch V.

6511

6515



5252

(K)

5252 - Cradle trucks, type H "Regensburg" of the DRG. Overall length: 220 mm. Super-detailed, -livery and -lettering. One wagon with and one without brakeman's cab, coupled with removable rigid connector bar. Removable tree-trunk load. With spoked wheels. Epoch II.

between the wagons: 386004

6511

6515



## GOODS WAGONS

5253 - Open goods wagon with brake platform, type X05 of the DB. Overall length: 113 mm. Super-detailling, -livery and -lettering. Epoch III.

5253  
(K)



6511

6515

5256 - Stake wagon with brake platform, type Rs "Stuttgart" of the DRG. Overall length: 147 mm. Super-detailling, -livery and -lettering. Epoch II.

5256  
(K)



6511

6515

5257 - Goods wagon with brake platform, type Rmrso 31 of the DB. Overall length: 147 mm. Super-detailling, -livery and -lettering. Epoch III.

5257  
(K)



6511

6515

5260 - Open goods truck, type O 10 of the DB. Overall length: 93 mm. Super-detailling, -livery and -lettering. Epoch III.

5260  
(K)



6511

6515

5261 - Open goods truck with brake-man's cab, type O 10 of the DB. Overall length: 101 mm. Super-detailling, -livery and -lettering. Epoch III.

5261  
(K)



6490



6490 - Wagon Load "Tree Trunks" (contents: 6 stacks of wood with 7 trunks each). Ideally suitable i. e. for wagons 5223, 5256, 5725 and 5923.





## GOODS WAGONS

5262



5262 · Low sided wagon of the DB, type XX (US-construction). Overall length: 142 mm. Super-detailing, -livery and -lettering. Epoch III.



6511

6515

5263



5263 · High sided wagon of the DB, type OO (US-construction). Overall length: 142 mm. Super-detailing, -livery and -lettering. Epoch III.



6511

6515

5267



5267 · Roll-roof wagon, type Tamms<sup>sm</sup> of the DB AG (DB-Cargo). Overall length: 181 mm. Prototypical livery and lettering. Epoch V.



6511

6515

5268



5268 · Four-axled stake wagon, type Rs<sup>sm</sup> of the DB. Overall length: 229 mm. Super-detailing, -livery and -lettering. 8 swivelling securing stakes on each side. Epoch IV.



6511

6515

During the course of the first World War, the 4-axled goods wagons built in 1917 (TP-wagons) as used by the US army, reached as far as France, and were in fact later sold to several French railway companies. One section, of which 8,500 wagons of the "Kohleverkehr Oberschlesien - Ostsee", went to the newly founded Polish State Railways. With the occupation of Poland (1939), many wagons were taken into service of the DRG. During the course of the second World War, even the French wagons became scattered throughout the whole of Europe. After the war, the DB sent back the "French" wagons, whilst the "Polish" ones were integrated into the fleet. The last ones were taken out of service around 1960. Some of the TP-Wagons are preserved as service- or museum wagons.



## "ROLLING ROAD"

**5269** - Couchette coach, 2nd class "Kombiverkehr", for the "Rolling Road" trains, type Bcm<sup>TM</sup>. Overall length: 282 mm. With interior fittings. Super-detailing, -livery and -lettering. Inset windows. The coach is equipped ready to install interior and tail lighting. Epoch V.

**5269**



6454 9530 6451 6511 6515

**5270** - 8-axled low-floor wagon for heavy goods vehicle transport ("Rolling Road"), type Saadkms<sup>TM</sup> of the DB AG. Overall length: 232 mm. Super-detailing, -livery and -lettering. This wagon serves as a start and end wagon and is fitted with 2 removeable PROFI-couplings (one low-floor coupling to the centre wagons is included). Removeable buffer beams at each end. Epoch V.

**5270**

In order to make up a prototypical "Rolling Road" train, then one needs at least one 5270 and one 5271. In the majority of cases, a couchette coach 5269 runs behind the loco. An example of the train format would be: Loco, 1 x 5269, 1 x 5270, and then as many centre wagons 5271 - 5279 as you like. The buffer beam from the 5270 would then be required on the last wagon.



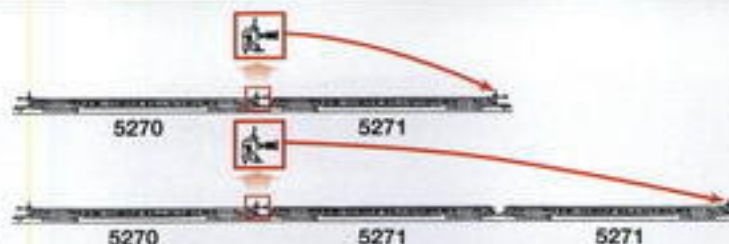
38 6002

38 6001

Low-floor wagon coupling: 38 6003

**5271** - 8-axled low-floor wagon for heavy goods vehicle transport ("Rolling Road"), type Saadkms<sup>TM</sup> of the DB AG. Overall length: 216 mm. Super-detailing, -livery and -lettering. This wagon serves as a centre wagon. One end is fitted with a low-floor coupling. Sockets at each end for fitting removeable buffer beam and couplings 38 6001 or 38 6002. Epoch V.

**5271**



38 6002

38 6001

Low-floor wagon coupling: 38 6003

The H0 model wagons of the "Rolling Road" correspond both in looks and operation to those of their larger prototype. The heavy goods vehicles can be pushed up the approach ramp (article number 6486) and onto the low-floor wagons where they can be secured with wheel chocks to prevent movement on the journey.

It's even possible to transport one goods lorry on two low-floor wagons! The articulated lorry stands with its tractor unit on one wagon whilst the trailer is carried on the adjoining wagon.

At the head and tail of the low-floor wagons are tail stocks which carry the buffer beams which can be swivelled sideways out of the way. Inbetween the individual wagons are rigid low-floor coupling bars so that the lorries can be driven over the top.

**5273** - 8-axled low-floor wagon for heavy goods vehicle transport ("Rolling Road"), type Saadkms<sup>TM</sup> of the DB AG. Overall length: 216 mm. Loaded with a HERPA-lorry. Otherwise as per 5271. Epoch V.

**5273**



38 6002

38 6001

Low-floor wagon coupling: 38 6003



The centre wagons for the "Rolling Road" range are delivered without buffer beams, enabling them to be coupled up to additional centre wagons or onto the end wagon 5270. The wagons loaded with lorries are each numbered differently. The wagons 5270, 5271, 5273 - 5279 are printed with the new DB logo.

5274



## "ROLLING ROAD"

5274 - 8-axled low-floor wagon for heavy goods vehicle transport ("Rolling Road"), type Saadkms<sup>™</sup> of the DB AG. Overall length: 216 mm. Loaded with a Wiking-lorry. Otherwise as per 5271. Epoch V.

5275



5275 - 8-axled low-floor wagon for heavy goods vehicle transport ("Rolling Road"), type Saadkms<sup>™</sup> of the DB AG. Overall length: 216 mm. Loaded with a HERPA-lorry. Otherwise as per 5271. Epoch V.

5277 - 8-axled low-floor wagon for heavy goods vehicle transport ("Rolling Road"), type Saadkms<sup>™</sup> of the DB AG. Overall length: 216 mm. Loaded with a WIKING-lorry. Otherwise as per 5271. Epoch V.

5279 - 8-axled low-floor wagon for heavy goods vehicle transport ("Rolling Road"), type Saadkms<sup>™</sup> of the DB AG. Overall length: 216 mm. Loaded with a WIKING-lorry. Otherwise as per 5271. Epoch V.

38 6002 38 6001 38 6003

5277



5279



6486

6486 - Ripple-decked loading ramp for loading and unloading the "piggy-back" trains of the "Rolling Road".

The loading ramp makes it possible for the road vehicles to run onto the wagons of the "Rolling Road". As the wagons arrive, so the moving ramp automatically sinks into position, and then raises again as the train departs.



## GOODS WAGONS



5287

(K)

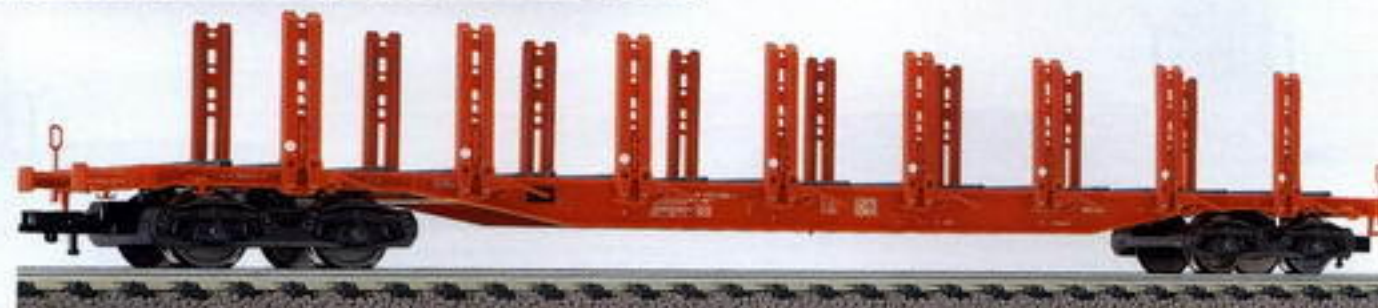
5287 · Low sided wagon, type Res<sup>TM</sup> of the DB. Overall length: 229 mm. Super-detailing, -livery and -lettering. 8 swivelling securing stakes on each side. The side loading boards are removable. Epoch IV.

6511

6515



The outstanding characteristic of the Snps<sup>TM</sup> wagon is its 16 double stakes, which enable it to carry different loads like pipes, rails and tree trunks. According to route restrictions, the prototype can transport anything from 39 to 63 tonnes.



5288

(K)

5288 · Four-axled double stake wagon, type Snps<sup>TM</sup> of the DB AG in traffic red livery. Overall length: 239 mm. Super-detailing, -livery and -lettering. Epoch V.

6511

6515



5292

(K)

5292 · Double-decker car transporter in traffic red livery, type DDm<sup>TM</sup> of the DB AG. Overall length: 264 mm. Super-detailing, -livery and -lettering. Lifting loading ramps over the buffers can be raised as in the prototype. Epoch V.

6511

6515



5293

(K)

5293 · Double-decker car transporter in traffic red livery, type DDm<sup>TM</sup> of the DB AG. Overall length: 264 mm. Super-detailing, -livery and -lettering. Lifting loading ramps over the buffers can be raised as in the prototype. Loaded with 8 removable model cars. Epoch V.

6511

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## GOODS WAGONS

5295 - 8-axled, low-loader wagon with 2 brake platforms, type SSt06 of the DB. Overall length: 266 mm. Super-detailing, -livery and -lettering. Loaded with a transport crate. Epoch III.

5295

(K)



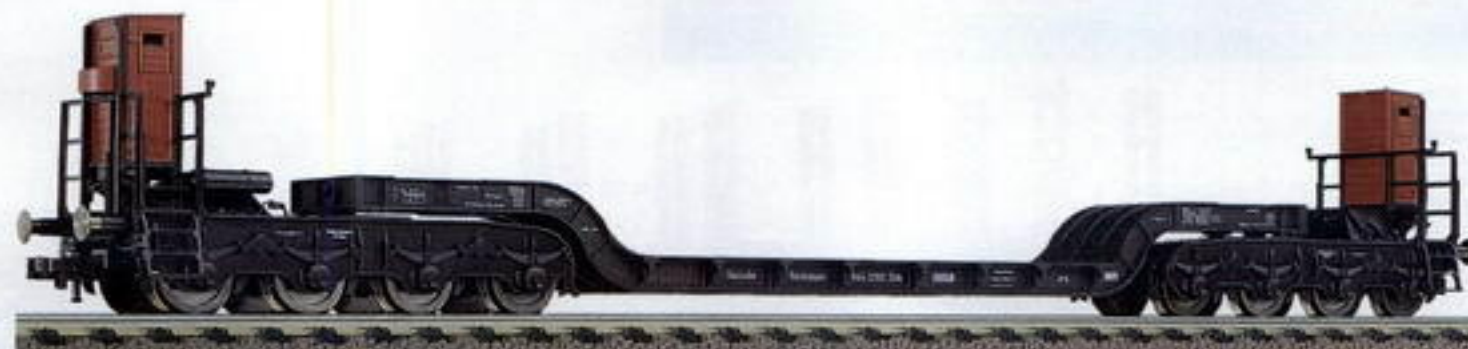
6511

6515

5296 - 8-axled, low-loader wagon with 2 brake cabs, type SSt Köln of the DRG. Overall length: 266 mm. Super-detailing, -livery and -lettering. Epoch II.

5296

(K)



6511

6515

5299 - 8-axled, low-loader wagon with 2 brake platforms, type SSt06 of the DB. Overall length: 266 mm. Super-detailing, -livery and -lettering. Loaded with a "KURZ" silo. Epoch IV.

5299

(K)



6511

6515



Lokshop



## GOODS WAGONS

5300

(K)



6511 6515



5301



5300 - Goods Brake van, type Pwg of the DB. Overall length: 98 mm. Interior details in goods area. Super-detailing, -livery and -lettering. 2 sliding doors. Epoch III.

5301 - Goods Brake van, type Pwg of the DB. Overall length: 98 mm. Fine detailing, livery and lettering. With interior detail in goods area and interior and tail lights. Inset windows. 2 sliding doors. Epoch III.

5301: 6530 6523 6516



Foto: Reemtsma



5304

(K)

5304 - Box goods van, type Gl 11 "Zuban-Cigaretten" in service of the DB. Overall length: 139 mm. Super-detailing, -livery and -lettering. 2 sliding doors. Epoch III.

6511

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The Deutsche Reichsbahn made use of so-called "light goods" trains in order to speed up the transport of parcel traffic. The light wagon units were designed for use in these type of trains. Our model consists of a prototypical example of a goods parcel wagon and a covered goods wagon "Dresden", which are close coupled with a closed in connection.



5305

(K)

5305 - Coupled wagon unit, consisting of one box goods van type Gelh "Dresden" and "Pwg" baggage van of the DRG. Overall length: 228 mm. Super-detailing, -livery and lettering. Rigid coupling bar with moveable passages between the wagons. Baggage van has spoked wheels. 4 sliding doors. Epoch II.

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6515

38 6008

DB-Variation of the well-known "Leig-Wageneinheit" in the earlier epoch III with baggage wagon.



5935

(K)

5935 - Coupled wagon unit, consisting of one box goods van, type Glh 12 and one goods brake van, type Glhwhh 08 of the DB. Overall length: 228 mm. Super-detailing, -livery and lettering. Rigid coupling bar with moveable passages between the wagons. 4 sliding doors. Epoch III.

6511

6515

38 6008



## GOODS WAGONS

5306 · Coupled wagon unit, consisting of two box goods vans type Gileh "Dresden" of the DRG, of which one wagon is fitted with brakeman's cab. Overall length: 278 mm. Super-detailling, -livery and -lettering. Rigid coupling bar with moveable passages between the wagons. 4 sliding doors. Epoch II.

5306  
(K)



This Leig permanently coupled wagon unit consists of two "Dresden" covered box vans, which are close-coupled with a corridor connection between the two. Both wagons possess small side windows, and one of the wagons has a brakeman's cab. The logo "Stückgutschnellverkehr" on a white background is typical of the mid '30's.

6511 6515 38 6008

5307 · Box goods wagon "Lebende Fische" with brakeman's cab, in service of the DRG. Overall length: 147 mm. Super-detailling, -livery and -lettering. 2 sliding doors. Epoch II.

5307  
(K)



6511 6515

5308 · Box goods van, type GI "Dresden" of the DRG. Overall length: 139 mm. Super-detailling, -livery and -lettering. 2 sliding doors. Epoch II.

5308  
(K)



6511 6515

5309 · Box goods van with brakeman's cab, type GI "Dresden" of the DRG. Overall length: 147 mm. Super-detailling, -livery and -lettering. 2 sliding doors. Epoch II.

5309  
(K)



6511 6515





## GOODS WAGONS



Box goods vans of this type are widespread, not only on the DR but also on the DB and many other European railway systems. Because they belong to the so-called Europ-Pool, they can be colourfully mixed in with wagons of all national railways.



**5311**  
(K)



**5314**  
(K)

6511

6515

**5311** - Box goods van, type Gs of the DR. Overall length: 122 mm. With interior details in goods area. Super-detailing, -livery and -lettering. 2 sliding doors. Epoch IV.

**5314** - Box goods wagon, type Gmhs 53 of the DB. Overall length: 122 mm. With interior details in goods area. Super-detailing, -livery and -lettering. 2 sliding doors. Epoch III.

6511

6515

With even side-walls



**5316**  
(K)



**5318**  
(K)

**5316** - Box goods wagon, type Gs of the SBB. Overall length: 122 mm. With interior details in goods area. Super-detailing, -livery and -lettering. 2 sliding doors. Epoch V.

**5318** - Box goods wagon with electronic tail light, type Gs<sup>sm</sup> of the DB. Overall length: 122 mm. With interior details in goods area. Super-detailing, -livery and -lettering. 2 sliding doors. Epoch IV.

6511

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Interior details in goods area (5316).



The electronic train tail lighting will operate on low voltage and remains brightly lit. Because of its special design, the lights only come on in one direction. When the train travels in the opposite direction the lights automatically go out – just like the real thing – the red tail light!



**5319**  
(K)

**5318** - Box goods wagon with electronic tail light, type Gs<sup>sm</sup> of the DB. Overall length: 122 mm. With interior details in goods area. Super-detailing, -livery and -lettering. 2 sliding doors. Epoch IV.

6511

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## GOODS WAGONS

5320 - Refrigerated van "Sinalco". Overall length: 135 mm. Super-detailing, -livery and -lettering. Epoch V.

5320  
(K)



5321 - Refrigerated van "König-Pilsener". Overall length: 135 mm. Super-detailing, -livery and -lettering. Epoch V.

5321  
(K)



6511

6515

5323 - Refrigerated wagon "Radeberger". Overall length: 135 mm. Super-detailing, -livery and -lettering. Epoch V.

5323  
(K)



5326 - Refrigerated van "Hasseröder". Overall length: 135 mm. Super-detailing, -livery and -lettering. Epoch V.

5326  
(K)



6511

6515

5330 - Covered goods wagon with brakeman's cab, type Gr 20 of the DRG. Overall length: 113 mm. Super-detailing, -livery and -lettering. 2 sliding doors. Epoch II.

5330  
(K)



5331 - Covered goods wagon, type Gr 20 of the DB. Overall length: 105 mm. Super-detailing, -livery and -lettering. 2 sliding doors. Epoch III.

5331  
(K)



6511

6515

5333 - Sliding-roof wagon, type Tms<sup>101</sup> of the DB. Overall length: 113 mm. Super-detailing, -livery and -lettering. The two-part roof is moveable as in the prototype. Epoch IV.

5333  
(K)



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



6511

6515



## GOODS WAGONS



5336

(K)

5336 - Sliding-wall wagon "BP". Overall length: 160 mm. Super-detailling, -livery and -lettering. With 2 sliding doors on each side. Epoch V.

6511

6515



5337 (K)



5339

(K)

5337 - Sliding-wall wagon "IKEA". Overall length: 160 mm. Super-detailling, -livery and -lettering. With 2 moveable sliding doors on each side. Epoch V.

5339 - Sliding-wall wagon "SKF", type Hbis<sup>TM</sup>. Overall length: 160 mm. Super-detailling, -livery and -lettering. With 2 sliding doors on each side. Epoch IV.

6511

6515

5341

(K)



5342

(K)



5341 - Refrigerated wagon "Seefische", type Gkh of the DRG. Overall length: 105 mm. Super-detailling, -livery and -lettering. With spoked wheels. Epoch II.

5342 - Refrigerated van "Dom-Kölsch". Overall length: 135 mm. Super-detailling, -livery and -lettering. Epoch V.

6511

6515

5343

(K)



5344

(K)



5343 - Refrigerated van "Schweppes". Overall length: 135 mm. Super-detailling, -livery and -lettering. Epoch V.

5344 - Refrigerated van, type Tehs 50 of the DB. Overall length: 135 mm. Super-detailling, -livery and -lettering. Epoch III.

6511

6515



## GOODS WAGONS

**5346** · Refrigerated wagon with brakeman's cab, type Ghk "Berlin" of the DRG. Overall length: 113 mm. Super-detailed, -livery and -lettering. Epoch II.

Several types of "Bretter" (boards) refrigerated wagons existed after 1920. The prototype of the FLEISCHMANN model is the Ghk "Berlin" with thermo-doors.

**5346**  
(K)



6511

6515

**5348**  
(K)

**5348** · Refrigerated wagon, with brakeman's cab, type Thf "Seefische" of the DR. Overall length: 113 mm. Super-detailed, -livery and -lettering. Epoch III.



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**83 5348** · Refrigerated van with brakeman's cab, "English & Dutch Meat Company", in service of the DRG. Overall length: 113 mm. Super-detailed, -livery and -lettering. Epoch II.

**83 5348**  
(K)



6511

6515

**5350**  
(K)

**5350** · Refrigerated wagon with brakeman's cab, type Ghk "Pischor-Bräu" in service with the DB. Overall length: 113 mm. Prototypical livery and lettering. Epoch III.



6511

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**5351** · Equipment wagon of the DB. Overall length: 105 mm. (To fit with the crane wagon 5019 or maintenance trains.) Super-detailed, -livery and -lettering. 2 moveable sliding doors. Epoch III.

**5351**  
(K)



6511

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**5352**  
(K)

**5352** · Box goods wagon, type G 10 of the DB. Overall length: 105 mm. Super-detailed, -livery and -lettering. 2 moveable sliding doors. Epoch III.



6511

6515

**New Construction!**

**5353** · Covered goods wagon, type Gvwh "Stettin" of the DRG. Overall length: 98 mm. Super-detailed, -livery and -lettering. 2 opening sliding doors. With spoked wheels. Epoch II.

**5353**  
(K)



6511

6515

**5354**  
(K)

**5354** · Cattle wagon, type V 90 of the DB. Overall length: 105 mm. Super-detailed, -livery and -lettering. 2 moveable sliding doors. Epoch III.



6511

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The second group of box goods vans which were taken over by the DRG from the previous "Länderbahnen" (regional railway companies), were wagons with a 15 t load capacity built around 1890. Such large quantities of these wagons were manufactured so that it's no surprise that even as late as 1951, the DB mustered approximately 4,600 of this old type of construction (previous to the G 10). Several regional railway G-Wagons "survived" for several years as so-called "station wagons".



5356

(K)

5356 - Box goods van, type G 02 "Stettin" of the DRG. Overall length: 107 mm. Super-detailling, -livery and -lettering. 2 moveable sliding doors. With spoked wheels. Epoch II.

6511

6515

5357 - Beer van "Pilsner Urquell" with brakeman's cab. Overall length: 110 mm. Super-detailling, -livery and -lettering. 2 moveable sliding doors. With spoked wheels. Epoch II.

5357

(K)



6511

6515

New Construction!



5362

(K)

5362 - Livestock truck with brakeman's cab, type Vh "Altona" of the DRG. Overall length: 101 mm. Super-detailling, -livery and -lettering. 2 opening sliding doors. With spoked wheels. Epoch II.

6511

6515

5363 - Box goods van, type G of the DR. Overall length: 105 mm. Super-detailling, -livery and -lettering. 2 moveable sliding doors. Epoch III.

5363

(K)



6511

6515



This goods wagon of the DR in epoch III (5367) possesses, as typical details of the period, lettering on each end!



Additional compartment for small livestock under the coach floor.



5366 - Box goods van with brakeman's cab, type G 02 "Hannover" of the DRG. Overall length: 110 mm. Super-detailling, -livery and -lettering. 2 moveable sliding doors. With spoked wheels. Epoch II.

5366

(K)



6511

6515



5367

(K)

5367 - Box goods wagon, type G with brakeman's cab of the DR. Overall length: 110 mm. Super-detailling, -livery and -lettering. 2 moveable sliding doors. Epoch III.

6511

6515



## GOODS WAGONS

**5368** - Box goods van with end platforms ("Fakultativ-Wagen" - "optional wagon"), type Cigd of the DRG. Overall length: 115 mm. Super-detailing, -livery and -lettering. With spoked wheels. Inset windows, some of which are open. Epoch II.

Article number 5368 is a so-called "optional wagon", i. e. a 2-axled vehicle, which could be used either as a passenger coach or as a goods wagon. The FLEISCHMANN model is equipped as the passenger train version.

**5368**

(K)

6511

6515



Variant of the "optional wagon" without windows.



**5369**

(K)

5369 - Box goods van with end platforms, type Gwi "Magdeburg" of the DRG. Overall length: 115 mm. Super-detailing, -livery and -lettering. With spoked wheels. Epoch II.

6511

6515

**5370** - Sliding-wall wagon "InterCargo-Express", type Hbilss-y<sup>sm</sup> of the DB. Overall length: 164 mm. Super-detailing, -livery and -lettering. Epoch V.

**5370**

(K)

6511

6515



**5372** - Sliding-wall wagon, type Hbilss<sup>sm</sup> of the DB AG (DB-Cargo). Overall length: 164 mm. Super-detailing, -livery and -lettering. Epoch V.

**5372**

(K)

6511

6515



**5373** - Sliding-wall wagon "RAILION", type Hbilss<sup>sm</sup> of the DB AG. Overall length: 164 mm. Super-detailing, -livery and -lettering. Epoch V.

With the current "Railion" lettering

**5373**

(K)

6511

6515





## GOODS WAGONS



5376

(K)

5376 · Large capacity goods van. A private owner van of the firm of "DUNLOP". Overall length: 192 mm. Super-detailling, -livery and -lettering. 2 guided axles for easy curve negotiating. Epoch V.

6511

6515



5380

(K)

5380 · Box goods wagon with brakeman's cab, 3-axled, type Ghwps ("Stettin") of the DRG. Overall length: 125 mm. Super-detailling, -livery and -lettering. Centre axle slides sideways. 2 sliding doors. With spoked wheels. Epoch II.

MODEL  
OF THE  
YEAR  
2000

Bahn Profil

6511

6515



5381

(K)

5381 · 3-axled refrigerated wagon "Seefische" with brakeman's cab, type Gkwh ("Berlin") of the DRG. Overall length: 125 mm. Prototypical livery and lettering. Centre axle slides sideways. With spoked wheels. Epoch II.

6511

6515



5383

(K)

5383 · High capacity goods wagon of "Knauf" industry. Overall length: 228 mm. Super-detailling, -livery and -lettering. With two operational sliding roofs. Epoch V.

6511

6515



## GOODS WAGONS

5385 · High capacity goods wagon, in use for transport of "Audi" industrial traffic. Overall length: 228 mm. Super-detailling, -livery and -lettering. With two operational sliding roofs. Epoch V.

5385



6511

6515

5386 · Telescopic-covered wagon of the DB AG, model Sahimms<sup>®</sup>. Overall length: 172 mm. Super-detailling, -livery and -lettering. Each covering section is made to slide open. With 2 coils as a removeable load. Epoch V.

5386



6511

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5387 · Telescopic-covered wagon of the DB, model Sahimms<sup>®</sup>. Overall length: 172 mm. Super-detailling, -livery and -lettering. Each covering section is made to slide open. With 2 coils as a removeable load. Epoch IV.

5387



6511

6515

## SPECIAL EDITION 2005\*

85 5390 · Box goods van (US-construction), used as a railway service wagon of the DRG. Overall length: 142 mm. Super-detailling, -livery and -lettering. Epoch II.

85 5390



Wagon with 5 air vents;  
with low-profile flanges.

6511

6515

\* As for all limited editions 2005: Only available from dealers as long as stock lasts!



## GOODS WAGONS



5390

(K)

5390 · Box goods van (US-construction), used as a railway service wagon of the DB. Overall length: 142 mm. Super-detailling, -livery and -lettering. Epoch III.

6511

6515



Variant with side air vents



5391

(K)

5391 · Box goods van with side air vents (US-construction), used as a railway service wagon of the DB. Overall length: 142 mm. Super-detailling, -livery and -lettering. Epoch III.

6511

6515



5392

(K)

5392 · Swing roof wagon, type KKks01 of the DB. Overall length: 132 mm. Super-detailling, -livery and -lettering. With 2 prototypical operating swing roof sections. Epoch III.

6511

6515



5394

(K)

5394 · 4-axled horse transporter wagon with brakeman's cab, type GG-vwehs of the DRG. Overall length: 137 mm. Prototypical livery and lettering. Epoch II.

6511

6515



## GOODS WAGONS

5395 - 4-axled horse transporter wagon with brakeman's cab, type GGvwehs of the DB. Overall length: 137 mm. Prototypical livery and lettering. Epoch III.

5395

(K)



MODEL  
OF THE  
YEAR  
2002

Bahn Profil

In the thirties, it was usual to transport show horses by rail. Because they needed to be transported quickly between showgrounds, the vehicle of type GGvwehs "Dresden" were permitted to run with a maximum speed of 120 km/h and therefore could be also be coupled onto express trains.

6511

6515



5396 - High capacity goods van for grain, with brakeman's cab, type KKt 27 of the DB. Overall length: 146 mm. Super-detailling, -livery and -lettering. Epoch III.

5396

(K)



The wagons for carrying grain and cereals have a unique purpose alongside other large capacity wagons. In comparison with those other large capacity wagons, which have side wall flaps to unload their cargo, these wagons have no flaps, but a gravity unloading hopper instead.

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6515

5397 - Goods van for grain, with brakeman's cab, type KKt 27 of the DRG. Overall length: 146 mm. Super-detailling, -livery and -lettering. Epoch II.

5397

(K)



6511

6515



## GOODS WAGONS

### TANK WAGONS

5410

(K)



5411

(K)



5410 · Tank wagon "Esso", with brake platform. Overall length: 101 mm. Super-detailed, -livery and -lettering. Epoch IV.

5411 · Tank wagon "Shell", with brake platform. Overall length: 101 mm. Super-detailed, -livery and -lettering. Epoch IV.

5413

(K)



5414

(K)



5413 · Tank wagon "ARAL", with brake platform. Overall length: 101 mm. Super-detailed, -livery and -lettering. Epoch IV.

5414 · Tank wagon "MINOL", with brake platform. Overall length: 101 mm. Super-detailed, -livery and -lettering. Epoch V.

5415

(K)



5416

(K)



5415 · Tank wagon "OMV", in service of the DB AG, with brake platform. Overall length: 101 mm. Super-detailed, -livery and -lettering. Epoch V.

5416 · Tank wagon "VTG", with brake platform. Overall length: 101 mm. Super-detailed, -livery and -lettering. Epoch III.

5417

(K)



5418

(K)



5419

(K)



5417 · Tank wagon "Hoechst", with brake platform. Overall length: 101 mm. Super-detailed, -livery and -lettering. Exact reproduction of the accessories for chemical tank wagons with pressure unloading. Epoch IV.

5418 · Tank wagon "elf", with brake platform. Overall length: 101 mm. Super-detailed, -livery and -lettering. Epoch V.

5419 · Tank wagon "BfB" (Bundesmonopolverwaltung für Branntwein), with brake platform. Overall length: 101 mm. Super-detailed, -livery and -lettering. Epoch V.

5410 - 5419:

6511

6515



## GOODS WAGONS

### TANK WAGONS

5424 - Tank wagon "SÜDZUCKER AG" in service of the DB, with brake platform. Overall length: 101 mm. Super-detailling, -livery and -lettering. Epoch IV.

5426 - Tank wagon "VDM-Mannheim" of the DB, with brake platform. Overall length: 101 mm. Super-detailling, -livery and -lettering. Epoch III.

5424

(K)



5426

(K)



6511

6515

5427 - Tank wagon "VITA KRAFTFUTTER" of the DB, with brake platform. Overall length: 101 mm. Prototypical livery and lettering. Epoch III.

5429 - Tank wagon "M.R.A. Schneider, Leipzig", in service of the DR, with brake platform. Overall length: 101 mm. Super-detailling, -livery and -lettering. Epoch III.

5427

(K)



5429

(K)



6511

6515

5434 - Tank wagon "ÖSSAG" in service of the DRG, with brakeman's cab. Overall length: 101 mm. Super-detailling, -livery and -lettering. Epoch II.

5435 - Tank wagon "Persil" of the DRG, with brakeman's cab. Overall length: 101 mm. Super-detailling, -livery and -lettering. With spoked wheels. Epoch II.

5434

(K)



5435

(K)



6511

6515

5436 - Tank wagon "RÜCKFORTH" of the DRG, with brakeman's cab. Overall length: 101 mm. Super-detailling, -livery and -lettering. With spoked wheels. Epoch II.

5437 - Tank wagon of the "Eisenbahnwagen-Leihgesellschaft m.b.H." in service of the DRG, with brakeman's cab. Overall length: 101 mm. Super-detailling, -livery and -lettering. Epoch II.

5436

(K)



5437

(K)



6511

6515



## GOODS WAGONS TANK WAGONS

5439

(K)



5440

(K)



5439 - Tank wagon Zw of the DR, with brakeman's cab. Overall length: 101 mm. Super-detailed, -livery and -lettering. Epoch III.

5440 - Tank wagon "I.G. Farbenindustrie Aktiengesellschaft Bitterfeld", in service of the DRG, with brakeman's cab. Overall length: 101 mm. Super-detailed, -livery and -lettering. Epoch II.

6511

6515

5442

(K)



5445

(K)



5442 - Tank wagon "VEB Elektrochemisches Kombinat Bitterfeld" in service of the DR, with brakeman's cab. Overall length: 101 mm. Prototypical livery and lettering. Epoch III.

5445 - Chemical tanker wagon "VTG", in service of the DB, with brake platform. Overall length: 101 mm. Super-detailed, -livery and -lettering. Epoch III.

6511

6515

**New Construction!**

5449

(K)



5449 - Gas tanker wagon with brakeman's cab of the firm of "Deutsche Solvay-Werke Rheinberg", as in service with the DRG. Overall length: 101 mm. Super-detailed, -livery and -lettering. Epoch II.

6511

6515



This tanker wagon with "wooden conversion" is used on the real railways to transport liquid chlorine. The "wooden conversion" protects the steel tank inside from heat of the sun.



## TANK WAGONS

**5470** - Tank wagon "Esso". Model of a 77 m<sup>3</sup> liquid transport wagon. Overall length: 165 mm. Super-detailed, -livery and -lettering. Epoch IV.

**5470**  
(K)



**5471** - Tank wagon "Shell". Model of a 77 m<sup>3</sup> liquid transport wagon. Overall length: 165 mm. Super-detailed, -livery and -lettering. Epoch IV.

**5471**  
(K)



**5474** - Tank wagon "ARAL". Model of a 77 m<sup>3</sup> liquid transport wagon, in service of the DB AG. Overall length: 165 mm. Prototypical livery and lettering. Epoch V.

**5474**  
(K)



**5480** - Tank wagon "DEA". Model of a 77 m<sup>3</sup> liquid transport wagon. Overall length: 165 mm. Prototypical livery and lettering. Epoch V.

**5480**  
(K)



## SELF-UNLOADING WAGONS

**5501** - Tipper Truck. Overall length: 83 mm. Unloads from both sides. For use with unloading ramp 6481.

**5501**



6523

6516

**6481** - Unloader for tipper truck 5501, 110 mm long. Consists of a shielded mechanical unloading device and another device that returns dumpbody to upright position.

**6481**



The unloading ramps can only be used when the locos are pushing, as they can only run up to the unloading ramp and no further!





## SELF-UNLOADING WAGONS

5505

(K)



5506

(K)



5505 - Ballast wagon, type Talbot of the DRG. Overall length: 80 mm. Prototypical livery and lettering. Epoch II.

5506 - Ballast wagon, type Talbot of the DB. Overall length: 80 mm. Prototypical livery and lettering. Epoch III.

6511

6515



Foto: FLEISCHMANN-Archiv

5510

(K)



5510 - Self-unloading hopper wagon, type Tds<sup>nm</sup> of the DB. Overall length: 122 mm. Super-detailing, -livery and -lettering. With moveable swing roof and 4 opening flaps in the bottom for automatic unloading of ballast over the unloading ramp 6482 or unloading track 6485. Epoch IV.

6511

6515

5512

(K)



5515

(K)



5512 - Self-unloading hopper wagon of the Swiss company "Basaltstein AG". Overall length: 122 mm. Super-detailing, -livery and -lettering. With 4 opening flaps in the bottom for automatic unloading of ballast over the unloading ramp 6482 or unloading track 6485. Epoch IV.

5515 - Self-unloading hopper wagon (without function), type Tds<sup>nm</sup> of the DB AG, "DB-Cargo". Overall length: 122 mm. Super-detailing, -livery and -lettering. With moveable swing roof. Epoch V.

6511

6515

5516

(K)



5517

(K)



5516 - Self-unloading hopper wagon "Quarzwerte", type Tds<sup>nm</sup> of the DB. Overall length: 122 mm. Super-detailing, -livery and -lettering. With moveable swing roof and 4 opening flaps in the bottom for automatic unloading of ballast over the unloading ramp 6482 or unloading track 6485. Epoch IV.

5517 - Self-unloading hopper wagon (without function), type Tds<sup>nm</sup> of the DB AG in traffic red livery. Overall length: 122 mm. Super-detailing, -livery and -lettering. With moveable swing roof. Epoch V.

6511

6515



## SELF-UNLOADING WAGONS

**5521** - High capacity self-unloading hopper wagon, type Fals<sup>TM</sup> of the DB AG. Overall length: 144 mm. Super-detailling, -livery and -lettering. With operating side flaps for automatic unloading of ballast in conjunction with the unloading ramp 6482 and unloader track 6485. Epoch V.

**5521**

(K)



**5523**

(K)

**5523** - High capacity self-unloading hopper wagon, type Fals<sup>TM</sup> of the DB AG, "DB-Cargo". Overall length: 144 mm. Super-detailling, -livery and -lettering. With operating side flaps for automatic unloading of ballast in conjunction with the unloading ramp 6482 and unloader track 6485. Epoch V.

**5525** - Self-unloading hopper wagon of the DB, type 267. Overall length: 133 mm. Super-detailling, -livery and -lettering. With 4 opening unloading flaps in the bottom for automatic unloading of ballast over the unloading ramp 6482 or unloading track 6485. Epoch IV.

**5525**

(K)



**5526**

(K)

**5526** - Self-unloading hopper wagon of the "EISENBAHN UND HAFEN GMBH". Overall length: 133 mm. Super-detailling, -livery and -lettering. With 4 opening unloading flaps in the bottom for automatic unloading of ballast over the unloading ramp 6482 or unloading track 6485. Epoch IV.

These wagons are used to carry heavy ballast loads, such as or, limestone, gravel etc.

5521 - 5526:

6511

6515



**6482**

**6482** - Unloading ramp for automatically unloading hopper wagons. Length: 546 mm.

Consists of approach ramp, unloading table, catch box and extension ramp. For cars 5510, 5512, 5516, 5521, 5523, 5525 and 5526.

**6482**

The unloading ramps can only be used when the locos are pushing, as they can only run up to the unloading ramp and no further!



**6485**

**6485** - Unloader Track for working wagons 5510, 5512, 5516, 5521, 5523, 5525 and 5526. (For all locomotives except 4020, 4021, 4030 - 4034, 4091, 4092, 4096, 4156, 4157, 4158, 4175, 4176, 64177, 4182, 4203 and 4204.) Length: 204 mm, with corresponds to one straight track 6001.



5530



5530 - High capacity self-unloading hopper wagon, with handbrake, type Fans<sup>™</sup> of the DB AG (DB-Cargo). Overall length: 134 mm. Super-detailing, -livery and -lettering. Side tail boards to open, hoppers to tip. Epoch V.

Version with handbrake.



6511

6515

On the basis of the 1993 constructed SGKW 2, the FEW Blankenburg developed a double-sided tipper with two hoppers, which were mass produced from 1996. To unload, as per the prototype, each hopper could be independently operated using an electro-hydraulic mechanism to unload to the side with a telescopic cylinder moving the hopper outwards. Around 120 of these types of wagon have brakes which can be operated from the ground (see art. no: 5530). Up until 1998, the DB AG made up to 700 Fans<sup>™</sup>, which, when empty, were permitted to run at up to 120 km/h.

5531



5531 - High capacity self-unloading hopper wagon, without handbrake, type Fans<sup>™</sup> of the DB AG (DB-Cargo). Overall length: 134 mm. Super-detailing, -livery and -lettering. Side tail boards to open, hoppers to tip. Epoch V.

Version without handbrake.



6511

6515





## SPEED CONTROL – with the Tachowagon from FLEISCHMANN!

5555 - Tachowagon based on the low-loader wagon, type Uis<sup>™</sup> of the DB. Overall length: 141 mm. With 8 swivelling load retainers. Standard NEM 362 coupling socket.

The Tachowagon from FLEISCHMANN gives a new dimension to the operation of model railways. Now one can exactly read off the model speed of a train, i.e. "100 km/h", converted into H0 scale. If one needs to know just how long the model route in H0-kilometres is around the layout, simply press the button run the Tachowagon over the route, and the display will indicate the H0-kilometre measurement (for example). Just a wagon-load of information about running your model railway ...

Naturally, in order to give the best possible read-out and handling qualities, the Tachowagon doesn't follow a set prototype. As a measuring instrument, it delivers to the railway modeller important data and facts about the operation of his layout. The data is also easily readable from above or even far way.

5555



- permanently indicates the running model speed – naturally in H0 scale
- carries push button information about:
  - ➔ the highest speed reached in H0 scale
  - ➔ the average speed in H0 scale
  - ➔ the H0 total track length
  - ➔ the true travelling time
  - ➔ the route in H0 scale
  - ➔ the real time

## "TRACK CLEANING" WAGON SET

5561 - "Track Cleaning" Wagon Set, consisting of one low sided wagon of the DB, loaded with a track rubber, overall length: 105 mm, and one box goods van of the DB with 2 operating sliding doors, overall length: 122 mm. The wagons are liveried and lettered as railway service vehicles. Epoch V.

5561

(K)



6511

6515



## TRACK CLEANING WAGON

5568 - Track Cleaning Wagon, type X 05 of the DB. Overall length: 105 mm. This special wagon will keep the trackwork clean on the layout. By keeping this wagon coupled in regular trains, simply operating the trains will keep the trackwork clean. The rotating cleaning discs will clean the rails without cleaning fluid. Two spare cleaning pads are included under the wagon load.

Contrarotating cleaning discs.  
At your specialized dealer there are 10 more spare cleaning pads (article-number 35 5569).

5568

(K)



6511

6515

5594

(K)

5594 - 3-axled crew coach of the DB. Overall length: 128 mm. Super-detailing, -livery and -lettering. Inset windows. Interior lighting using bulb 6530 is possible. Epoch III.

The crew coach is the ideal addition to our crane truck 5019.



6530

6511

6515



## DR GOODS WAGONS

5700 - Goods Brake van, type Pwg of the DR. Overall length: 98 mm. Interior details in goods area. Super-detailling, -livery and -lettering. 2 sliding doors. Epoch III.

5700  
(K)



6511

6515

5705  
(K)

5705 - Lidded wagon, type K of the DR. Overall length: 76 mm. Super-detailling, -livery and -lettering. With 6 opening lids. Epoch III.



6511

6515

5706 - Cattle wagon with brakeman's cab, type Vh of the DR. Overall length: 110 mm. Super-detailling, -livery and -lettering. 2 moveable sliding doors. Epoch III.

5706  
(K)



6511

6515

5710  
(K)

5710 - Ballast wagon, type Talbot of the DR. Overall length: 80 mm. Super-detailling, -livery and -lettering. Epoch III.



6511

6515

5711 - Open goods wagon, type Ou of the DR. Overall length: 76 mm. Super-detailling, -livery and -lettering. Epoch III.

5711  
(K)



6511

6515

Special lettering "Leuna-Werke"

5712  
(K)

5712 - Open goods wagon, type Ou "Leuna-Werke" of the DR. Overall length: 76 mm. Super-detailling, -livery and -lettering. Epoch III.



6511

6515

5715 - Open goods wagon, type Omu of the DR. Overall length: 105 mm. Super-detailling, -livery and -lettering. Epoch III.

5715  
(K)



6511

6515

5716  
(K)

5716 - Open goods wagon with brakeman's cab, type Omu of the DR. Overall length: 113 mm. Super-detailling, -livery and -lettering. Epoch III.



6511

6515



## DR GOODS WAGONS

**5721** - Acid carrying wagon with brakeman's cab of the VEB Chemie Kombinat of Bitterfeld, in service with the DR. Overall length: 101 mm. Super-detailling, -livery and -lettering. Loaded with acid cargo. Epoch III.

**5721**

(K)



6511

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**5723** - Cradle trucks, type H of the DR. Overall length: 220 mm. Super-detailling, -livery and -lettering. One wagon with and one without brakeman's cab, coupled with removeable rigid connector bar. Removeable tree-trunk load. Epoch III.

**5723**

(K)



between the wagons: 38 6004

6511

6515

**5725** - Stake wagon steel rungs, type Rmrs of the DR. Overall length: 139 mm. Super-detailling, -livery and -lettering. Epoch III.

**5725**

(K)



6511

6515

**5726**

(K)



**5727** - Goods wagon, type Rmrso of the DR. Overall length: 139 mm. Super-detailling, -livery and -lettering. Epoch III.

**5727**

(K)



6511

6515

**5728**

(K)





## DR GOODS WAGONS

5729

(K)



5730

(K)



5729 · Box goods van with brake-man's cab, type G1 of the DR. Overall length: 147 mm. Super-detailling, -livery and -lettering. 2 sliding doors. Epoch III.

5730 · High sided wagon of the DR, type OO (US-construction). Overall length: 142 mm. Super-detailling, -livery and -lettering. With spoked wheels. Epoch III.

6511

6515

5731

(K)



5732

(K)



5731 · Box goods wagon with brake-man's cab, 3-axled, type Gh of the DR. Overall length: 125 mm. Super-detailling, -livery and -lettering. Centre axle slides sideways. 2 sliding doors. Epoch III.

5732 · Covered goods wagon, type Gr of the DR. Overall length: 105 mm. Super-detailling, -livery and -lettering. 2 sliding doors. Epoch III.

6511

6515

### Additional wagons of the DR:

- |      |              |      |              |
|------|--------------|------|--------------|
| 5311 | see page 151 | 5429 | see page 162 |
| 5348 | see page 154 | 5439 | see page 163 |
| 5363 | see page 155 | 5442 | see page 163 |
| 5367 | see page 155 |      |              |

5735

(K)



5735 · Low sided wagon of the DR, type Ooo (US-construction). Overall length: 142 mm. Super-detailling, -livery and -lettering. With spoked wheels. Epoch III.

6511

6515

5787

(K)



5787 · Low sided wagon, type Res of the DR. Overall length: 229 mm. Super-detailling, -livery and -lettering. 8 swivelling securing stakes on each side. The side loading boards are removeable. Epoch IV.

Box goods vans of this type are widespread, not only on the DR but also on the DB and many other European railway systems. Because they belong to the so-called Europ-Pool, they can be colourfully mixed in with wagons of all national railways.

6511

6515



# YOUR HOBBY ROLLS ON THIS TRACK

Even the experts of the Deutsche Museum in Munich with their huge model railway layout have opted not merely to use only the rolling stock from FLEISCHMANN, but also to go for the PROFI-track. The reason: With several demonstration runs every day, the operation of points and signals must be absolutely reliable.

Lokshop



# 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. Thanks to the FLEISCHMANN Vario-System, track feed tracks, switching tracks and the like, can be dispensed with, because the 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 either with electric motor already mounted for control panel operation,

or also 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.

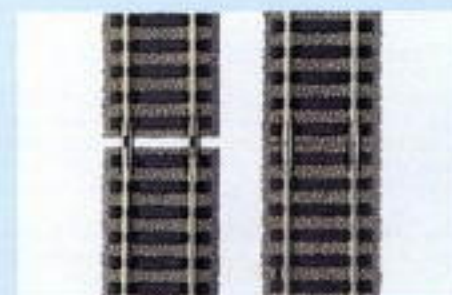
The "thinking" points allow locos, or loco hauled trains, to be stored in sidings or passing loops without any additional wiring.

## The Turntables

Whether it be for manual operation or electrically driven "small" or "big" super-model turntable – 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!



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



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



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

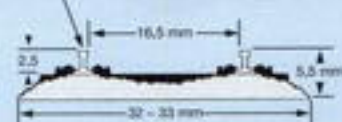


By removing the wire bridge-clips FLEISCHMANN points become "thinking" points with stop function.



# THE PROFI-TRACK SYSTEM

Cross section through PROFI-track



## The "Basis" Track

The track 6101 is the basis track of the PROFI-track system. It is 20 cm long. That means that 5 tracks make up exactly one metre! PROFI-track layouts can be easily planned out on graph paper: 2 cm – or 4 boxes – correspond to one track, and equally in a scale of 1:10.

Besides: The straight section of a standard point, and likewise a double slip, corresponds exactly to the length of the basis track 6101.

## The Parallel Track Distance

Two parallel running tracks, joined together via standard points, have the narrow gap of 63.5 mm (measured from track centre to track centre).

## The Diagonal Connection

Diagonally laid tracks, as well as the diagonal track of double slips, must be a little longer than one "basis" track 6101, namely 210 mm. Two tracks 6102 will make up this length. If a standard point is built in as a diagonal, then the straight section of 200 mm must be elongated using a track piece 6107 to lengthen it by 10 mm.

## The Track Radii

The PROFI-track system offers curved tracks in 4 standard radii – enough for all required track formations. The distance between track radii remains constant at 63.5 mm, so that even long vehicles will not foul each other when meeting on a curve. Even our longest tender locos will run on the tiniest radius R1!

## Standard Points

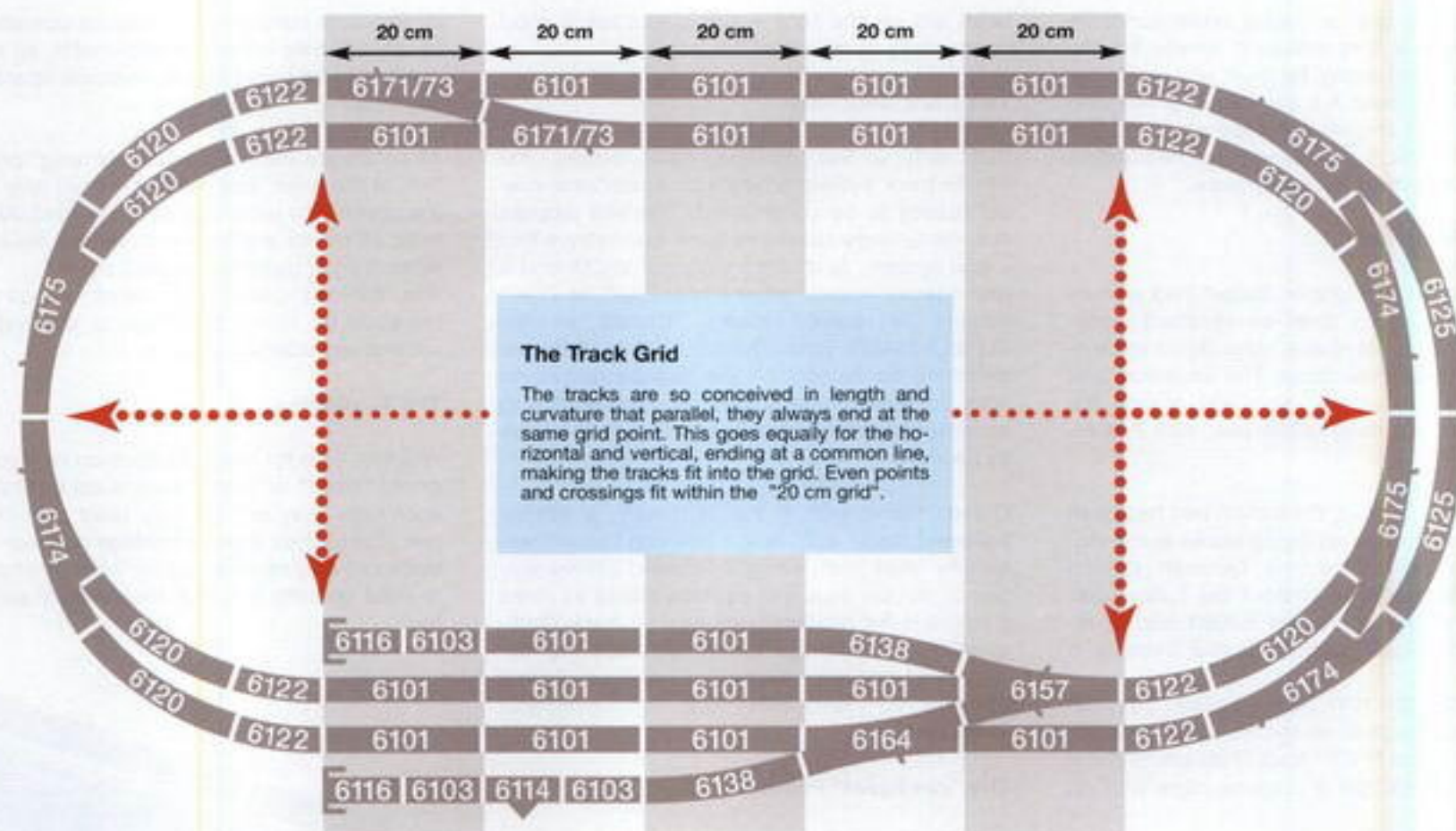
The straight section of a standard point has a length of 200 mm. This enables these points to fit into the track grid and can be easily exchanged for a straight 6101. The branch-off section corresponds to track 6138. Using this as the opposite curve to the point, then the parallel track retains the standard distance of 63.5 mm.

## Double Slips

The shorter, straight section corresponds to track 6101, the crossing route is 10 mm longer. This means that it will fit exactly into the 20 cm grid. Subsequently, because the double slip leads off from the straight, left or right, a point is required in which the crossing straights, whether branching off to the left or right, are longer. The same goes for the 18° crossings.

## The Track Grid

The tracks are so conceived in length and curvature that parallel, they always end at the same grid point. This goes equally for the horizontal and vertical, ending at a common line, making the tracks fit into the grid. Even points and crossings fit within the "20 cm grid".



## Curved Points

These make it possible to cross from radius 1 into radius 2 on a curve, and vice-versa. The inner curve of a curved point corresponds to a curved track 6120.

## Express Points

A gentle branch-off is the strength of this type of points. The straight section is 300 mm long, corresponding exactly to the length of track 6101 plus 6103. As opposite curve – just as for standard points and double slips – the 6138 can be used.

## Uncoupler Tracks

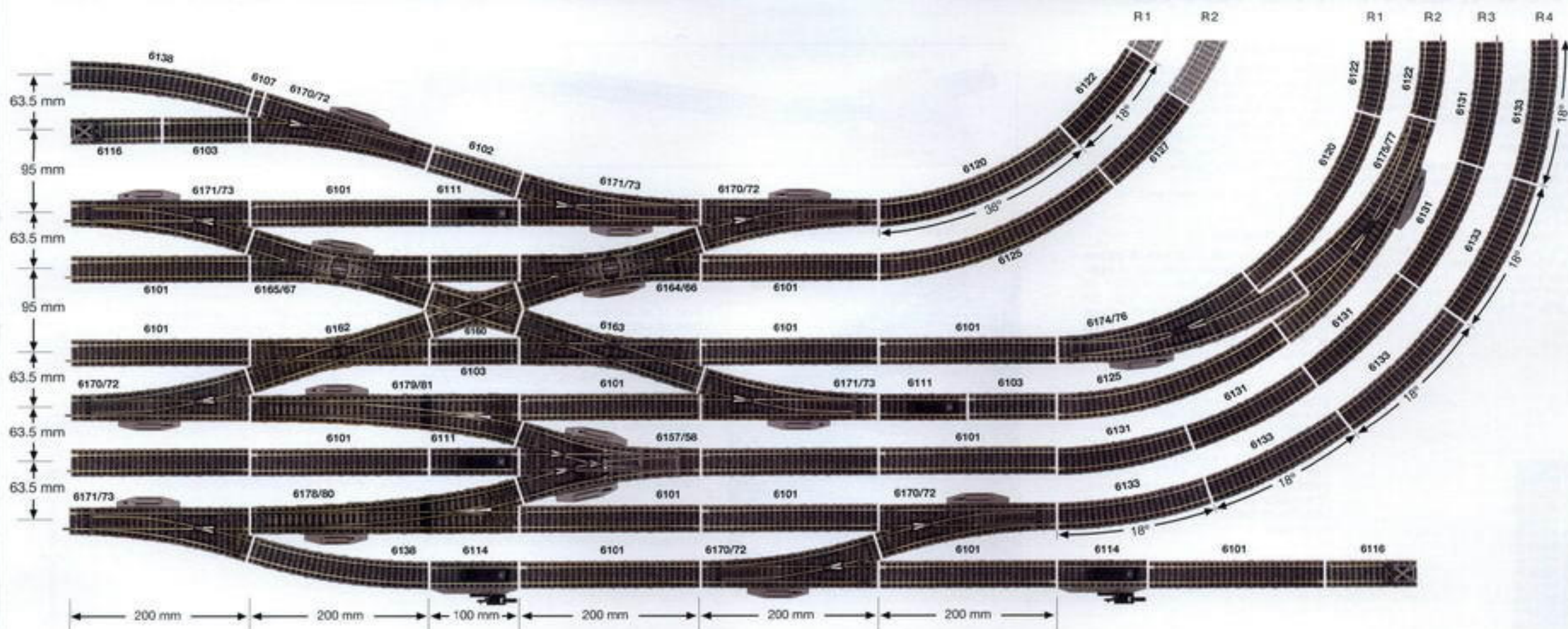
The special operational tracks 6111 and 6114 to uncouple two vehicles coupled together are 100 mm long, which corresponds to track 6103. If you wish to install an uncoupler track within a whole 6101, then you need to add a 6103 together with the uncoupler track to exchange it.

## Flexible Tracks

With their length of 800 mm, the flexible tracks 6106 and 6109 are four times the length of a standard 6101 and because of their flexibility are ideal for laying out gently curving parade stretches. With their long length, they can equally well be used to lay straight stretches.



So, from the "simplest" grid, you can build up the most complicated track configuration.



## OVERALL VIEW OF THE PROFI-TRACK

### STRAIGHT TRACKS

6101	Whole straight track	200 mm
6102	Half straight track for the diagonal	105 mm
6103	Half straight track	100 mm
6106	Flexible track	800 mm
6107	Straight track piece for the diagonal	10 mm
6109	Flexible track with concrete sleepers	800 mm

### SPECIAL TRACKS

6110	Extendable track, settable	80 - 120 mm
6111	Uncoupler track with electric operation integrated	100 mm
6114	Uncoupler track manual operation	100 mm
6116	Buffer stop	

### CURVED TRACKS

6120	Whole track	36°	Ø 746 mm	r = 356.5 mm
6122	Half track	18°	Ø 746 mm	r = 356.5 mm
6125	Whole track	36°	Ø 873 mm	r = 420.0 mm
6127	Half track	18°	Ø 873 mm	r = 420.0 mm
6131	Track	18°	Ø 1000 mm	r = 483.5 mm
6133	Track	18°	Ø 1127 mm	r = 547.0 mm
6138	Opposite curve for points and crossings			
Track	18°	Ø 1327 mm	r = 647.0 mm	
6139	Special track for turntables 6150, 6152 C, 6154 C			
Track	7.5°		r = 788.0 mm	

### POINTS, CROSSINGS AND DOUBLE-SLIPS

6157	Three-way point	Manual operation	200 mm
6158	Three-way point	Electric operation	200 mm

6160	Crossings	36° diagonal	105 mm
6162	Crossings	18° left	200 mm
6163	Crossings	18° right	200 mm
6164	Double-slip	Manual operation left	200 mm
6165	Double-slip	Manual operation right	200 mm
6166	Double-slip	Electric operation left	200 mm
6167	Double-slip	Electric operation right	200 mm
6170	Standard point	Manual operation left	200 mm
6171	Standard point	Manual operation right	200 mm
6172	Standard point	Electric operation left	200 mm
6173	Standard point	Electric operation right	200 mm
6174	Curved point	Manual operation left	200 mm
6175	Curved point	Manual operation right	200 mm
6176	Curved point	Electric operation left	200 mm
6177	Curved point	Electric operation right	200 mm
6178	Express point	Manual operation left	300 mm
6179	Express point	Manual operation right	300 mm
6180	Express point	Electric operation left	300 mm
6181	Express point	Electric operation right	300 mm



# STRAIGHT TRACKS

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 cross-over 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 Tracks

Gently curving parade stretches can be easily laid out using this special track 6106 or 6109, which just like all the other PROFI-tracks, 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 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 like the 4034, 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.



**6106**

Flexible track  
Length: 800 mm =  
4 x 6101



**New Construction!**

**6109**

**6109 - Flexible concrete-sleeper track with bendable track bed. Track length: 800 mm.**

Full-profile nickel silver rails, with trackbed made of plastic. Profile height: 2.5 mm Simple transition connection to the PROFI-track using the rail joiners 6436.

First of all because of economic reasons, the "large" railway needed to find a replacement type of sleeper for the (expensive raw material) wooden sleepers. Thus, easily-formed concrete provided the solution as a construction material. The ease of working with concrete opened up a whole new world of possibilities.

The advantages offered by concrete sleepers:

- the longer lifespan - with reduced maintenance costs
- homogeneous pressure dispersion, good retention of gauge
- quality and stability remain constant
- high unit weight giving the advantage of resistance to movement
- All in all: Improvement of ride comfort, not damaging to the environment, economic

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.



**6101**

Whole straight track

Length: 200 mm



**6102**

Half straight track for the diagonal

Length: 105 mm



**6103**

Half straight track

Length: 100 mm



**6107**

Straight track piece for the diagonal

Length: 10 mm



**6110**

Extendable track, settable

Length: 80 - 120 mm



**6111**

Uncoupler track with electric operation integrated

Length: 100 mm



**6114**

Manual uncoupler track

Length: 100 mm



**6444**

Clip-on electric motor for manual uncoupler track 6114



**6116**

Buffer stop



**6117**

Buffer stop with track end signal for straight and curved track

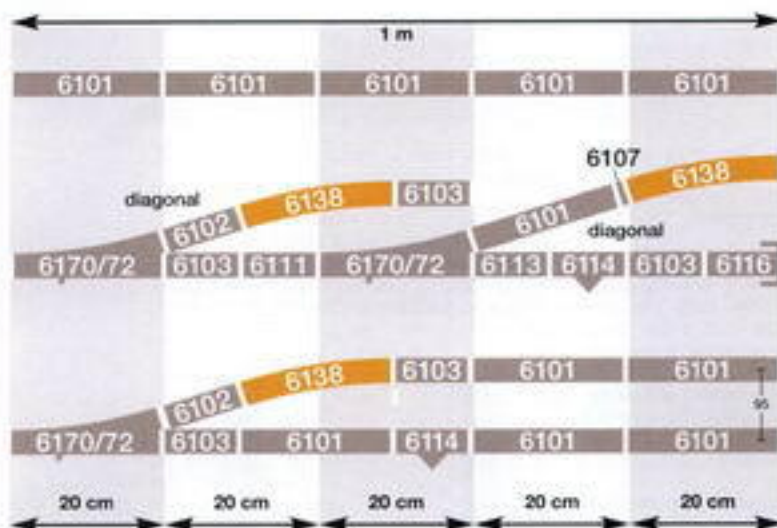


**6412**

Flexible rack-rail

Length: 200 mm





# 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.

## 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

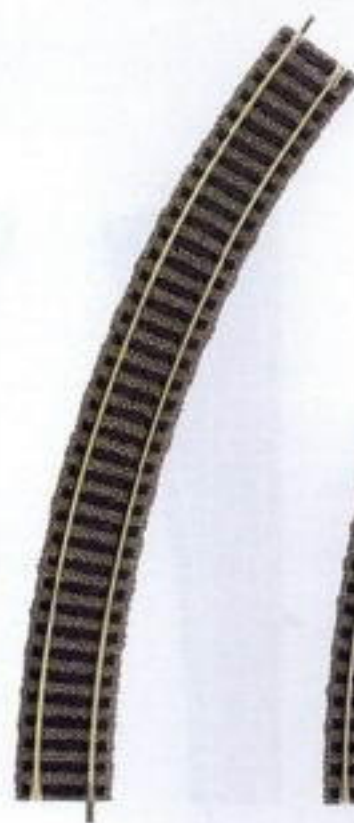
The fourth radius R4 is 547 mm with an outer diameter of 1127 mm. Track 6133 (18°) is used here.

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 6150, 6152 C and 6154 C.



**6120**

Whole curved track  
Radius: 356.5 mm  
Diameter external:  
746 mm

**R1**  
36°

**6122**

Half curved track  
Radius: 356.5 mm  
Diameter external:  
746 mm

**R1**  
18°

**6125**

Whole curved track  
Radius: 420 mm  
Diameter external:  
873 mm

**R2**  
36°

**6127**

Half curved track  
Radius: 420 mm  
Diameter external:  
873 mm

**R2**  
18°

**6131**

Curved track  
Radius: 483.5 mm  
Diameter external:  
1000 mm

**R3**  
18°

**6133**

Curved track  
Radius: 547 mm  
Diameter external:  
1127 mm

**R4**  
18°

**6138**

Curved track  
Radius: 647 mm  
Diameter external:  
1327 mm  
Opposite curve for points

**R4**  
18°

**6139**

Curved track  
Radius: 788 mm  
Special track  
for turntables

**R4**  
7.5°



# STANDARD POINTS

## Illuminated point lanterns

### for PROFI-track points

**6438 - Point lantern** for later fitting, alternatively for a right or left point or three-way-point. Illuminated by maintenance-free diodes. Independently powered from the points. Measurement of the point lantern socket: 19 mm x 10 mm.

Suitable for all points indicated by "W" (i. e. 6170 W - 6177 W) of the PROFI-track system.



6438



The new clip-in and mood-enhancing point lanterns will give a realistic atmosphere on your layout, from FLEISCHMANN.

The standard points 6170, 6171, 6172 and 6173 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.

If the FLEISCHMANN points are used as "thinking" points, then the current only flows in the direction in which the points are set.

The points are available for manual operation (6170, 6171) or with electric motors attached (6172, 6173). Of course, the manual points can be fit-

ted with electric motors 6441 or 6442 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.



6441



6442



**6170 W**

Standard point  
for manual operation  
Length: 200 mm  
left



**6171 W**

Standard point  
for manual operation  
Length: 200 mm  
right



**6172 W**

Standard point  
for electric operation  
Length: 200 mm  
left



**6173 W**

Standard point  
for electric operation  
Length: 200 mm  
right





# 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 stand-

ard 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.

## "Thinking" Points

"d"

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. Thus making it an electrically "thinking" point. 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.

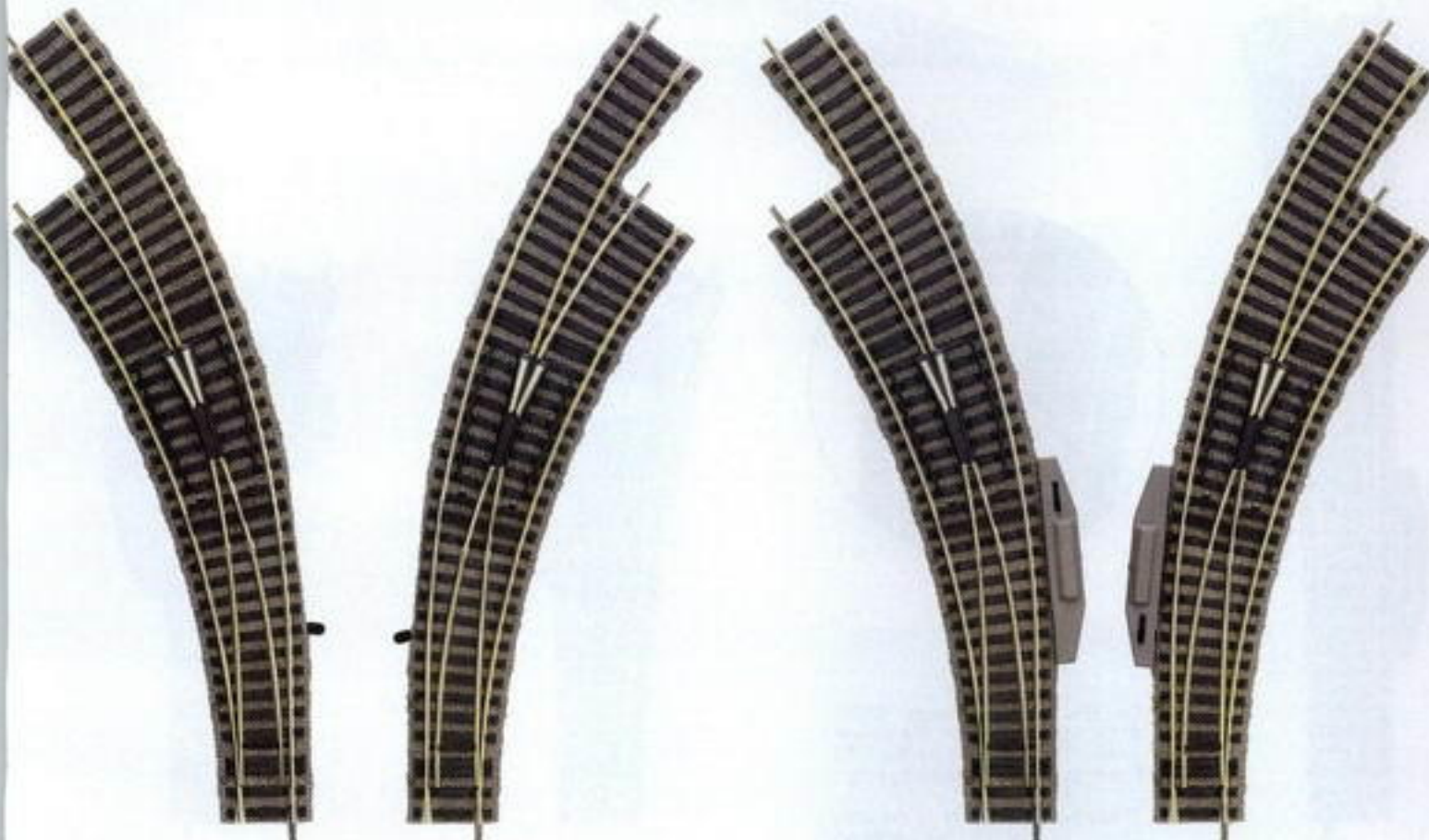
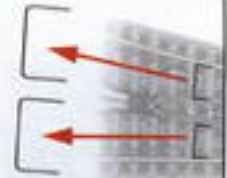
Points set to "straight on" – the red diesel loco will stand still.



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



Removing the wire bridge clip – from every FLEISCHMANN point – makes an electrical "thinking" point.



**6174 W**

Curved point  
for manual operation

left



**6175 W**

Curved point  
for manual operation

right



**6176 W**

Curved point  
for electric operation

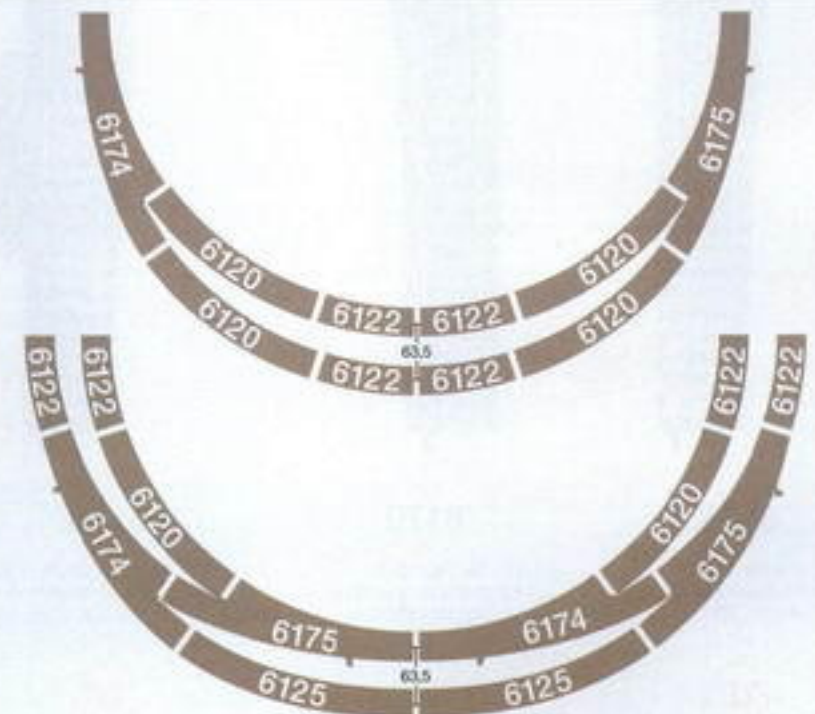
left



**6177 W**

Curved point  
for electric operation

right





# EXPRESS AND THREE-WAY POINTS

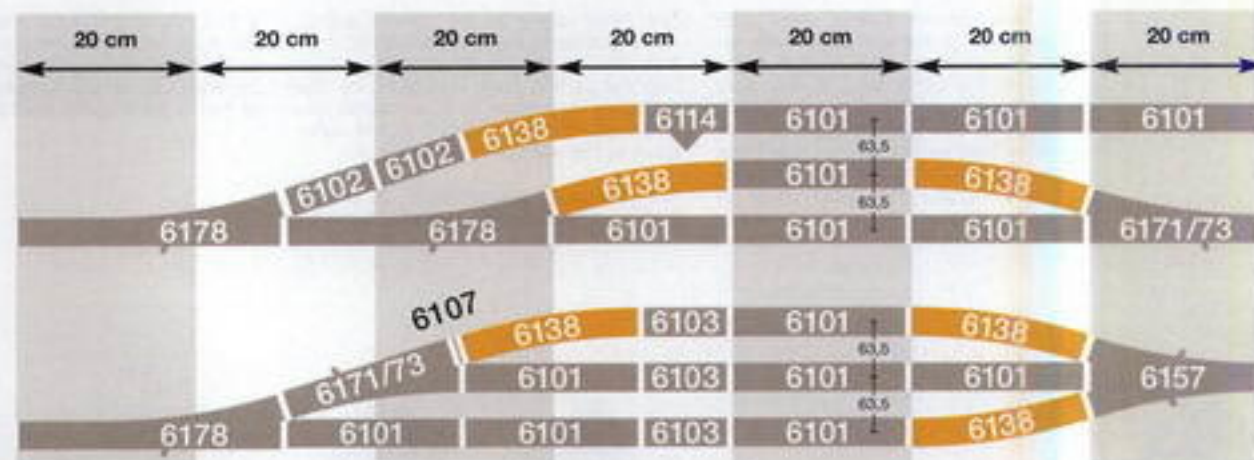
## Express Points

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 Points

They are 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 express and three-way points are available for manual operation (6178 and 6179, 6157) or with point motor fitted (6180 and 6181, 6158). The point motors can be fitted later, and the points can be switched to be "thinking" points.



On the express points 6178, 6179, 6180 and 6181, 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.



**6178**

Express point  
for manual operation  
Length: 300 mm  
left



**6179**

Express point  
for manual operation  
Length: 300 mm  
right



**6180**

Express point  
for electric operation  
Length: 300 mm  
left



**6181**

Express point  
for electric operation  
Length: 300 mm  
right



**6157 W**

Three-way point  
for manual operation  
Length: 200 mm



**6158 W**

Three-way point  
for electric operation  
Length: 200 mm





# CROSSINGS AND DOUBLE-SLIPS

## 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, 6165, 6166 and 6167 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.

After removing the two wire bridge clips, the double slip can be switched for "thinking" point operation, so that the current is able to flow from one electric circuit into another without any additional disconnection.

Point setting "crossing"

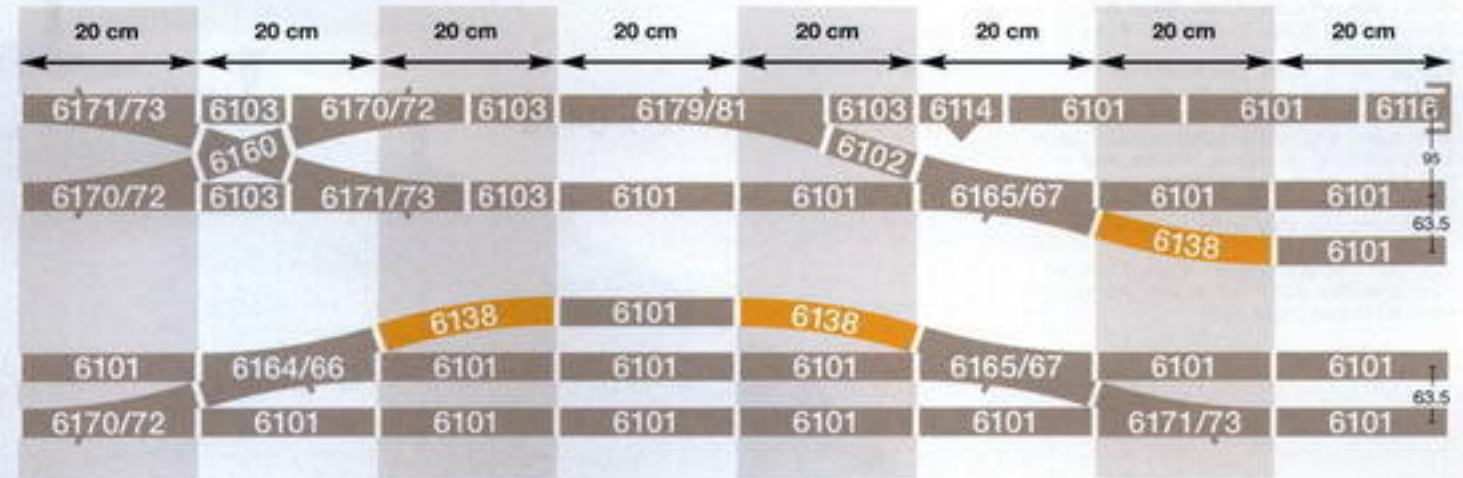


Point setting "branch off"



The two tracks which cross over each other are electrically separated, so that two different track circuits can cross.

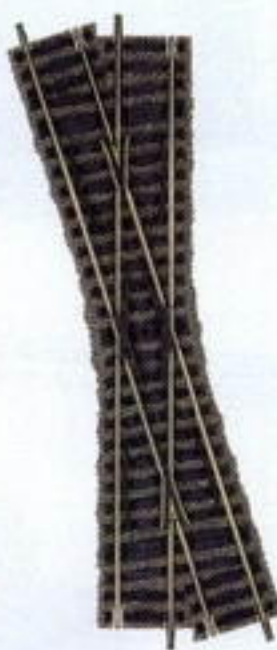
The electric circuit is separated at the centre of the slip.



**6160**

Crossing  
Length: 105 mm

36°

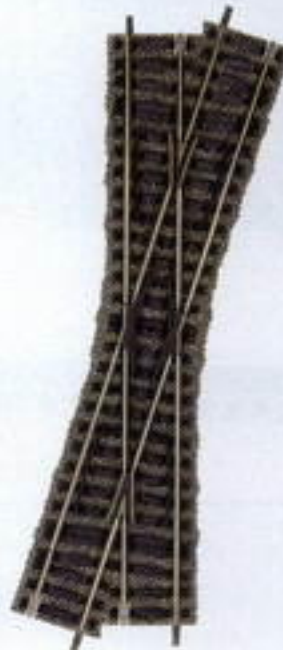


**6162**

Crossing  
Length: 200 mm

18°

left



**6163**

Crossing  
Length: 200 mm

18°

right



**6164**

Double-slip  
for manual operation  
Length: 200 mm, 18°  
left



**6165**

Double-slip  
for manual operation  
Length: 200 mm, 18°  
right



**6166**

Double-slip  
for electric operation  
Length: 200 mm, 18°  
left



**6167**

Double-slip  
for electric operation  
Length: 200 mm, 18°  
right





# THE SUPER MODEL TURNTABLE FOR PROFI TRACK WITH

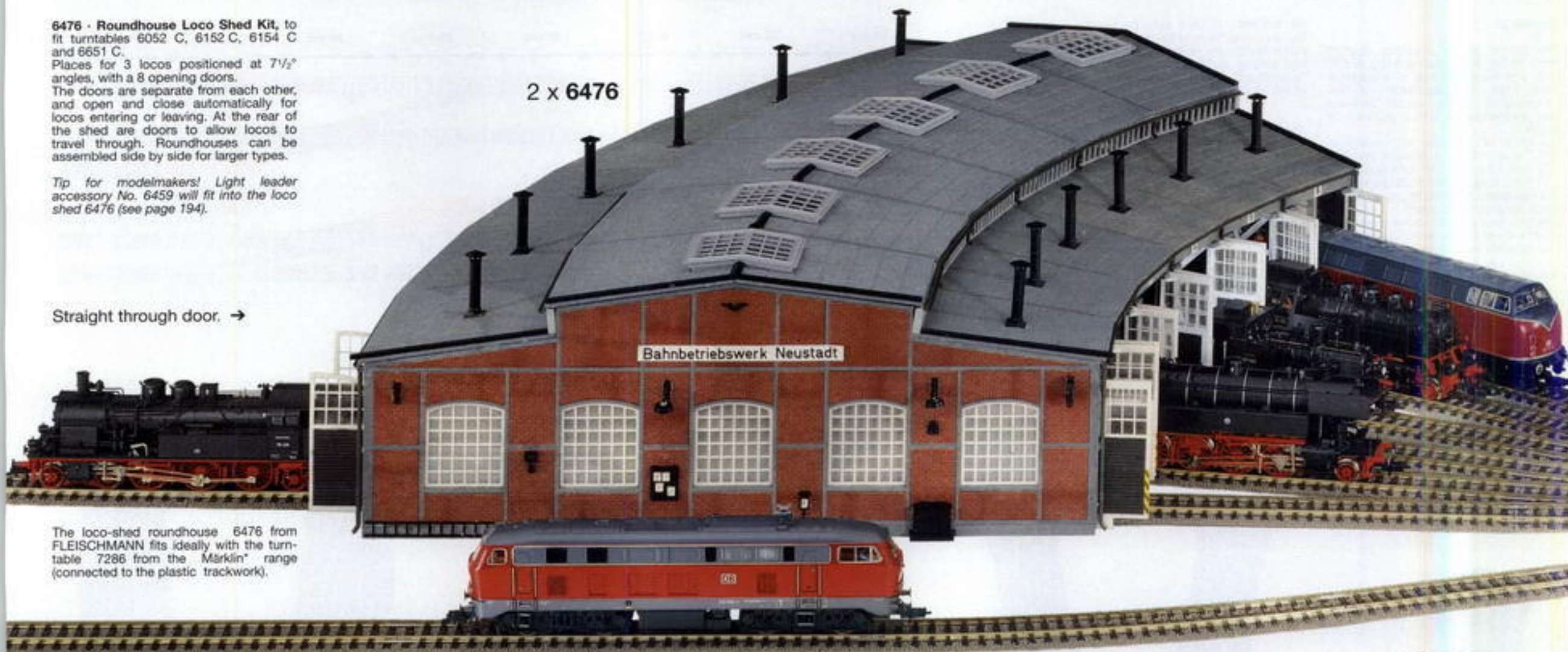
**6476 - Roundhouse Loco Shed Kit**, to fit turntables 6052 C, 6152 C, 6154 C and 6651 C.

Places for 3 locos positioned at  $7\frac{1}{2}^\circ$  angles, with a 8 opening doors. The doors are separate from each other, and open and close automatically for locos entering or leaving. At the rear of the shed are doors to allow locos to travel through. Roundhouses can be assembled side by side for larger types.

*Tip for modelmakers! Light leader accessory No. 6459 will fit into the loco shed 6476 (see page 194).*

2 x 6476

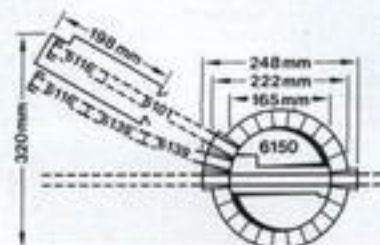
Straight through door. →



The loco-shed roundhouse 6476 from FLEISCHMANN fits ideally with the turntable 7286 from the Märklin® range (connected to the plastic trackwork).

**6150 - Hand operated turntable.** Suitable for all H0 2 rail locomotives with wheelbase (= from first to last wheels) up to 165 mm. Four exit and entry tracks and 20 blank pieces are included on this superbly adaptable turntable. By using the accessory pack 6151, every 4 blank pieces can be replaced by 4 exit tracks. In this way the turntable can be extended to maximum railway operations in the smallest space. The turntable can also be used as a current feed track. Current is only fed to a siding whenever the turntable is lined up with that particular track. This accessory is marvellous because it will fit in well with both a large permanent layout as well as a temporary railway.

The turntable can easily be built in to even the smallest H0 layout.

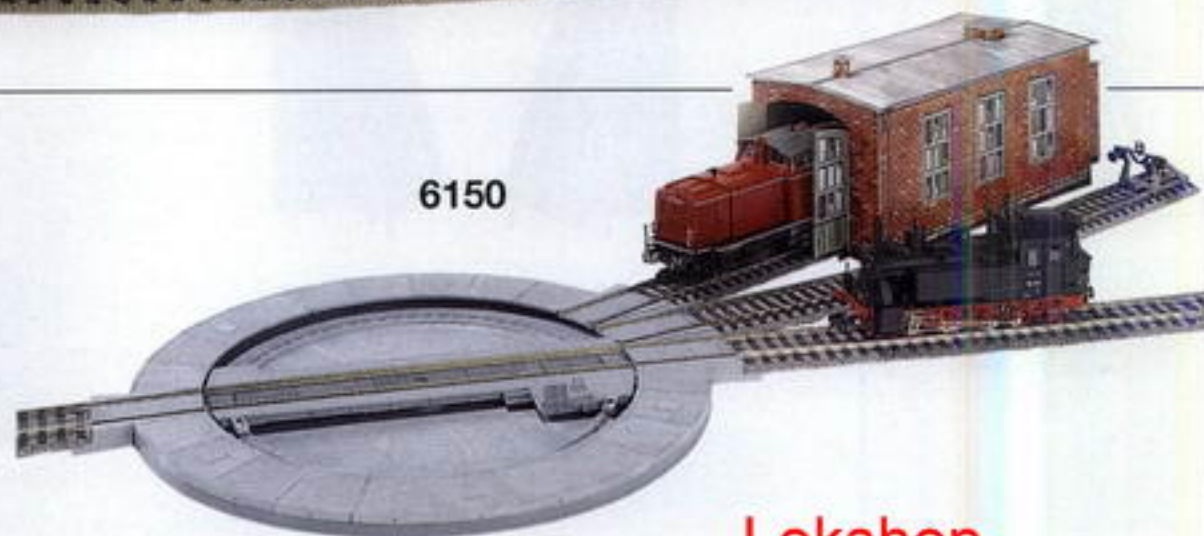


6151



**6151 - Turntable extension set** for turntable 6150 - consisting of 4 clip on track pieces.

6150

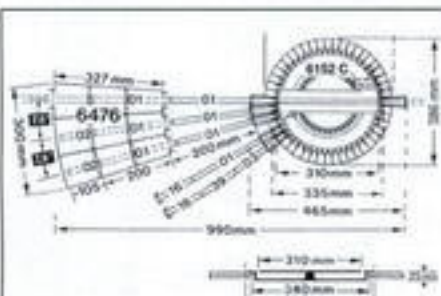


Lokshop

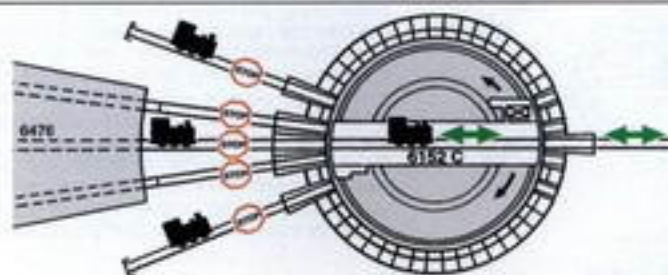


# A LOCO ROUNDHOUSE TO SUIT

## THE "THINKING" TURNTABLE 6152 C WITH INDIVIDUAL ELECTRICALLY SWITCHABLE TRACK EXITS



Cross section through the turntable with fitting measurements.



The "thinking" turntable

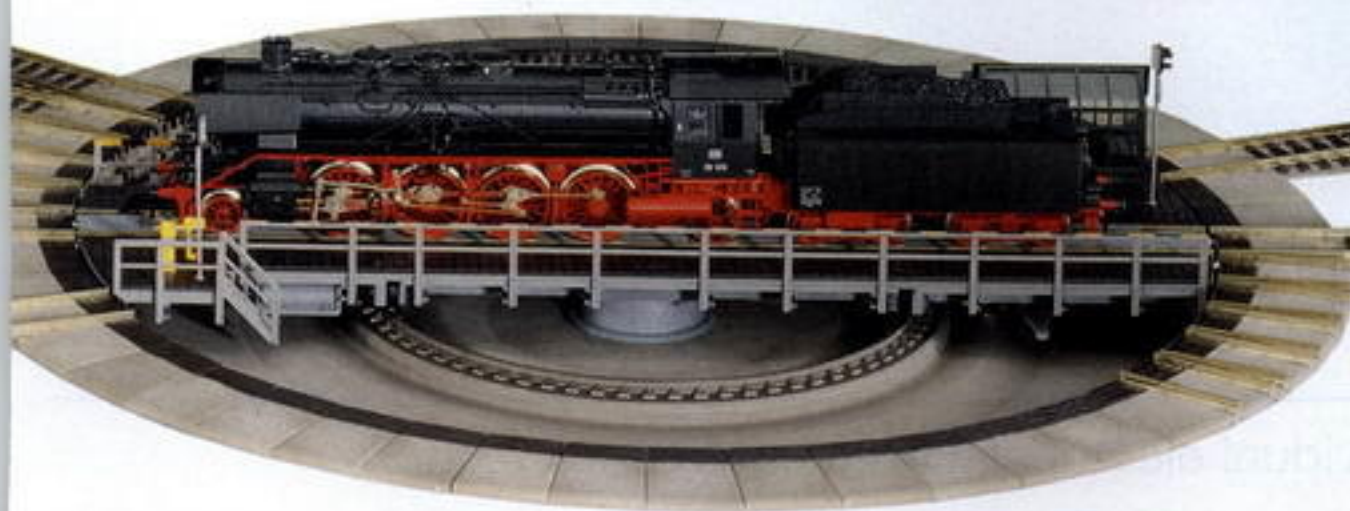
When using the super-model turntable, the current is fed into the layout via the rotating bridge section. The turntable "thinks", so that when you select the side of the bridge using the rotating switch, the current will flow in that direction. Only the track lined up with the chosen side of the bridge will be fed with power. By using this "thinking" turntable then, a loco can be stored without current on one siding, and simultaneously a loco can be run on the opposite track lined up with the turntable.

6152 C - Model Turntable, electrically driven, with individual electrically switchable track exits, with turntable switch 6910. Length of the turning bridge 310 mm. The turntable is sunk into the ground, exactly like the real thing and is complete with all the correct detailing. The basic turntable has 6 exit tracks and 4 stub tracks. The track exits are set at  $7\frac{1}{2}^\circ$  intervals, but can be altered if desired, or extended with the extension set 6153 up to total of 48 track exits.

### The "thinking" turntable:

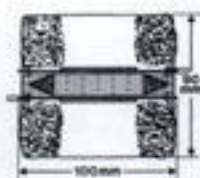
The turntable movement is controlled by using the switch 6910, in order to reach the desired track exit. The track power feed is via the turntable bridge. Now the switch 6910 will enable the desired track exit, which is lined up with the turntable, to be electrically switched on. All the other track exits (even one directly opposite) will remain without power. In this way, each of the maximum of 48 track exits can be individually controlled and electrically switched on, without the need for any additional wiring.

6152 C

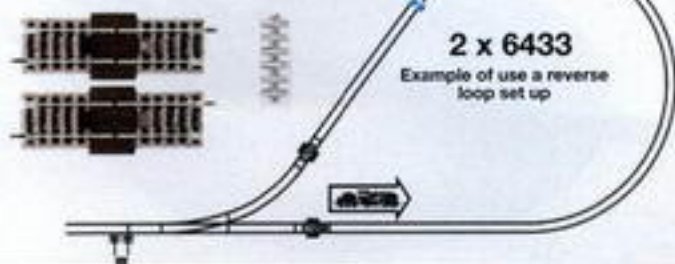


6910

6197

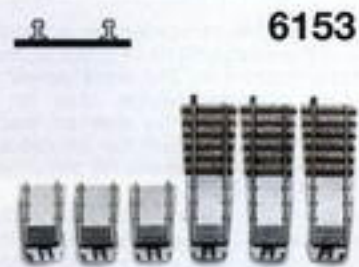


6199



6199 - Reverse loop set, 2 x 100 mm, in the form of two level crossings. Not suitable for digital system.

6153



6153 - Extension set for PROFITRACK turntable 6152 C. With nickel-silver rails for 2-rail D.C. operation.

6139



6139 -  $7\frac{1}{2}^\circ$  track to connect in the PROFITRACK geometry to that of the turntable.



# THE "TINY" TURNTABLE FOR PROTOTYPICAL LOCO DEPOTS IN THE TINIEST SPACE!

The "thinking" turntable with individual electrically switchable track exits

**6154 C** - Electrically operated model turntable and individual electrically switchable track exits with nickel silver rails. Length of the turning bridge: 183 mm. Suitable for PROFITRACK and other makes of nickel silver trackwork (2-rail DC systems). With turntable switch 6910.

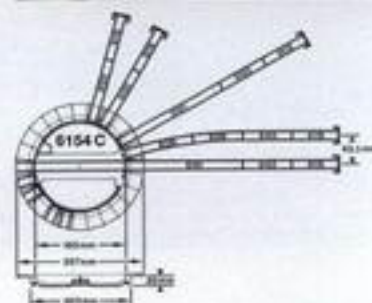
Just as in real life, the turntable is sunk into a trough and incorporates all the essential details. The basic turntable unit has 6 entry/exit tracks and 4 blank ends. The entry/exit tracks can be altered around in 15° angles to suit, and by using the turntable extension set 6155 can be extended to up to 24 track connections if desired.

FLEISCHMANN have developed this H0 model from the prototype of a 16 metre turntable. This turntable has one big advantage, in that it needs so little space and therefore suits smaller layouts.

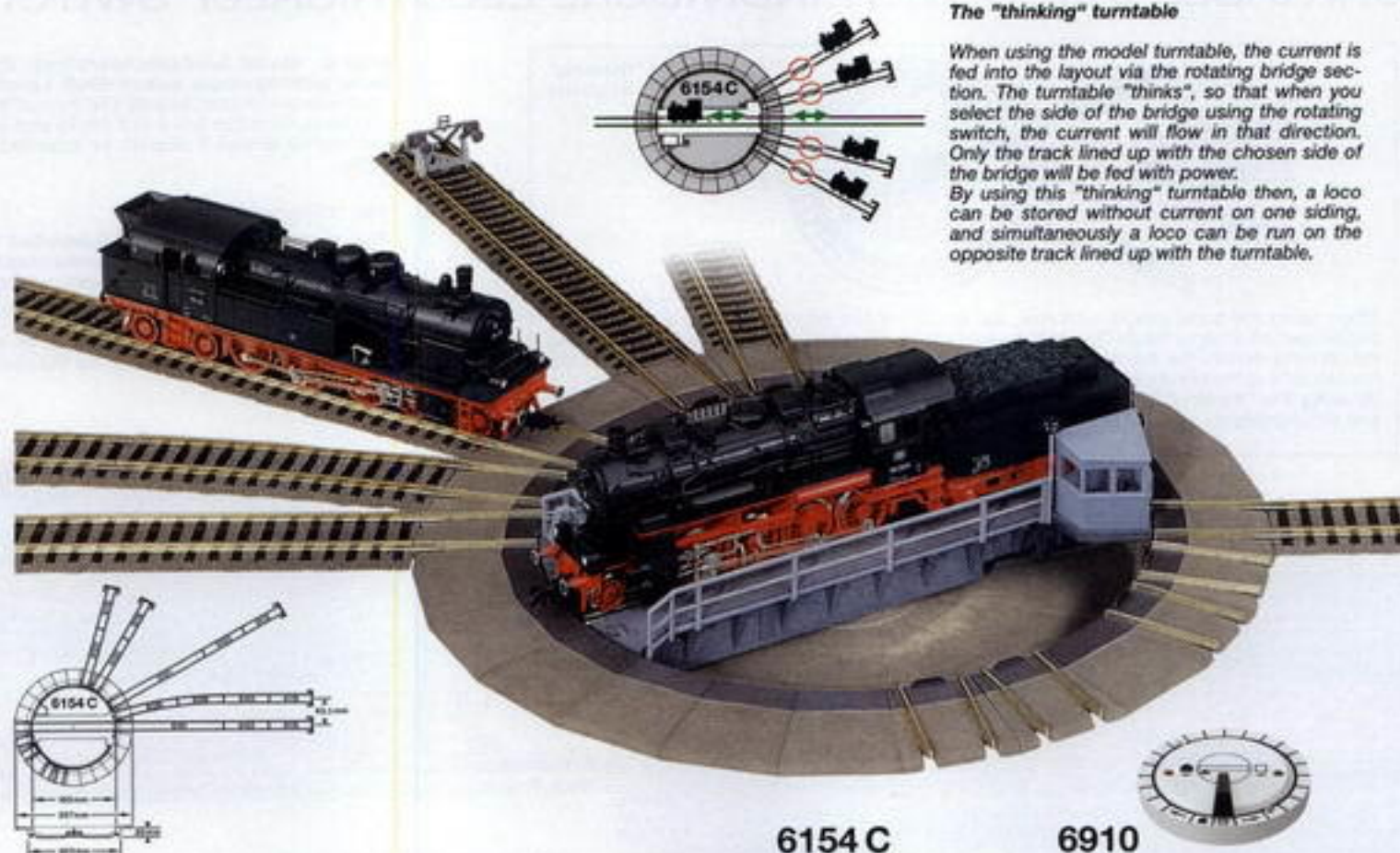
Even so, it can accommodate locos with a wheelbase of up to around 170 mm (i. e. 4124, 4142, 4155, 4156, 4233, 4236, 4347, 4352, 4376, 4380 (even though the overall length over buffers in some cases is much larger).



**6155** - Extension set for the model turntable 6154 C, consisting of 3 entry/exit tracks and 3 blank ends.



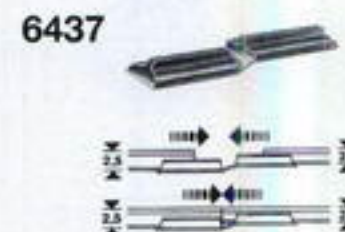
Installation measurements of the turntable 6154 C with cross section



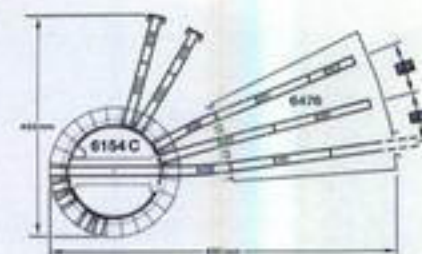
## The "thinking" turntable

When using the model turntable, the current is fed into the layout via the rotating bridge section. The turntable "thinks", so that when you select the side of the bridge using the rotating switch, the current will flow in that direction. Only the track lined up with the chosen side of the bridge will be fed with power. By using this "thinking" turntable then, a loco can be stored without current on one siding, and simultaneously a loco can be run on the opposite track lined up with the turntable.

**6437** - Adapter rail joiners (20 pieces). For connection of OO/HO tracks with a 2.5 mm rail profile height with tracks having a 2.1 mm rail profile height.



By simply exchanging the rail joiners already fitted for the adapter joiners 6437, the turntable as well as the extension set 6155 can be fitted to track systems having a profile height of 2.1 mm.



Turntable 6154 C in conjunction with the FLEISCHMANN roundhouse 6476

# The "thinking" turntable for the scale TT with individual electrically switchable track exits

**6680 C** - Model Turntable, electrically driven, with individual electrically switchable track exits, with turntable switch 6910. Length of the turning bridge 183 mm.

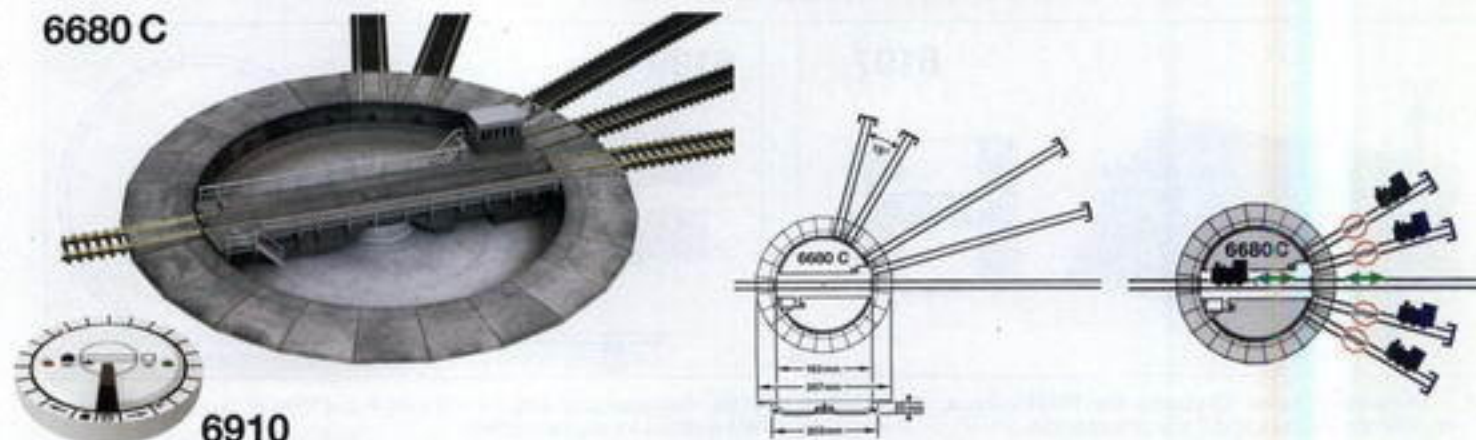
The turntable is sunk into the ground, exactly like the real thing and is complete with all the correct detailing.

The basic turntable has 6 exit tracks resp. stub tracks. The track exits are set at 15° intervals, but can be altered if desired, or extended with the extension set 6681 up to total of 24 track exits.

**6681** - Extension set (not shown) for the model turntable 6680 C, consisting of 3 entry/exit tracks.

## The "thinking" turntable:

The turntable movement is controlled by using the switch 6910, in order to reach the desired track exit. The track power feed is via the turntable bridge. Now the switch 6910 will enable the desired track exit, which is lined up with the turntable, to be electrically switched on. All the other track exits (even one directly opposite) will remain without power. In this way, each of the maximum of 24 track exits can be individually controlled and electrically switched on, without the need for any additional wiring.





**FLEISCHMANN high speed points** have a floating frog – exactly like the real railway. They also are obtainable as left and right hand points, can “think” and can be operated manually, by switches or automatically.

**FLEISCHMANN crossings** “think” for themselves, making it possible to crossover two separate electric circuits.

**FLEISCHMANN flexible track** allows the railway modeller to depart from the set-track system. Then the graceful sweeping curves of the railway through wide river valleys, as well as the tight winding turns of a mountain track can be copied. That’s just makes the model landscape so “realistic”.

**FLEISCHMANN electric point motors** simply convert every FLEISCHMANN manual point into an electrically operated one. They simply clip onto the point – whether you prefer them to be hidden beneath the baseboard or on the surface.

Inset detail



6436

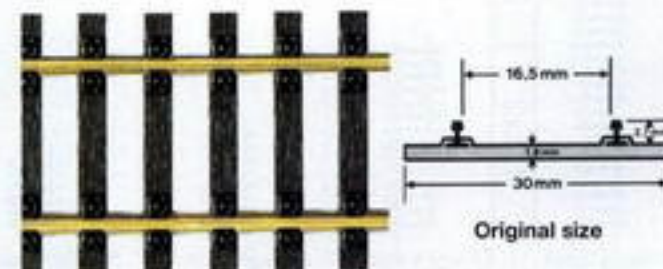
It is possible to combine the FLEISCHMANN PROFITRACK System with the existing FLEISCHMANN trackwork without any extra pieces.

**FLEISCHMANN double slips** are two points and a crossing in one unit. They can “think” and can be operated manually, by switches or automatically.

**FLEISCHMANN three-way points** give an enormous space saving, because they are really two points in one. They can also “think”, and can be operated by hand, by switches or automatically.

**FLEISCHMANN curved points** make it possible to branch off from a curve. These are also obtainable as left or right hand points. They can “think” as well, and can be operated manually, by switches or automatically.

# MODEL TRACKS



FLEISCHMANN model railway run on a 2 rail track – just like the real railways. The full profile rails carry the electricity further – even over long distances. FLEISCHMANN trackwork has realistic sleepers of plastic and is so sturdy that it can even be trod on.













## How to make FLEISCHMANN-points “think”

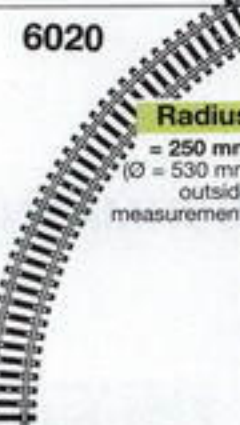

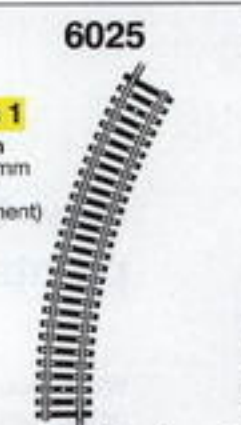


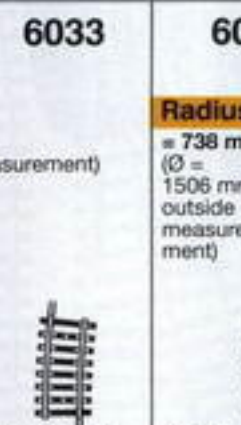






When you buy a FLEISCHMANN point, you will see between the diverging tracks, two tiny clips. If they are left in position, this is a “through” point: The current will flow in both directions. By removing the clips, the FLEISCHMANN points can “think”: They only allow current to flow in the chosen direction. FLEISCHMANN points are obtainable as right or left hand points. They can “think” and can be operated manually, by switches or automatically.





# MODEL TRACK

<b>6001</b>  <b>Straight track</b> 204 mm.	<b>6002</b>  <b>Straight track</b> 102 mm.	<b>6003</b>  <b>Straight track</b> 55 mm.	<b>6004</b>  <b>Straight track</b> 40 mm.	<b>6005</b>  <b>Straight track</b> 165 mm. Equal length straight for points 6070 - 6073.	<b>6008</b>  <b>Straight power-</b> <b>feed track,</b> doublepole, 102 mm long; with built-in radio-inter- ference suppressor.	<b>6006</b>  <b>Flexible track.</b> Track length: 981 mm. Tracks join using 6403 or 6404.	<b>6411</b>  <b>6410</b> Wood- screws for fastening down rackrails, see page 190.	<b>6010</b>  <b>Adapter (tele-</b> <b>scoping) straight</b> <b>track.</b> Can be slid to any desired length between 80 and 120 mm.	<b>6012</b>  <b>Uncoupling</b> <b>track, electric</b> <b>remote control</b> 102 mm.	<b>6014</b>  <b>Uncoupling track for</b> <b>hand operation.</b> 102 mm long. Specially made for later conversion to electric operation.	<b>6414</b>  <b>Clip on electric</b> <b>motor for the hand</b> <b>uncoupler track</b> 6014.
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<b>6020</b>  <b>Curved track, 60°</b> <b>only for short vehicles.</b> 6 pieces to a circle.	<b>6024</b>  <b>Curved track, 45°.</b> 8 pieces to a circle.	<b>6025</b>  <b>Curved track, 30°.</b> 12 pieces to a circle.	<b>6026</b>  <b>Curved track,</b> <b>15°.</b>	<b>6030</b>  <b>Curved track,</b> <b>30°.</b> 12 pieces to a circle.	<b>6032</b>  <b>Curved track,</b> <b>15°.</b>	<b>6033</b>  <b>Curved track,</b> <b>7.5°.</b>	<b>6036</b>  <b>Curved track,</b> <b>15°.</b> Opposite curve to the points 6078 - 6081.	<b>6074</b>  <b>Single point</b> <b>left</b>	<b>6075</b>  <b>Single point</b> <b>right</b>	<b>6076</b>  <b>Single point</b> <b>left</b>	<b>6077</b>  <b>Single point</b> <b>right</b>
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Radius = 250 mm (Ø = 530 mm outside measurement)

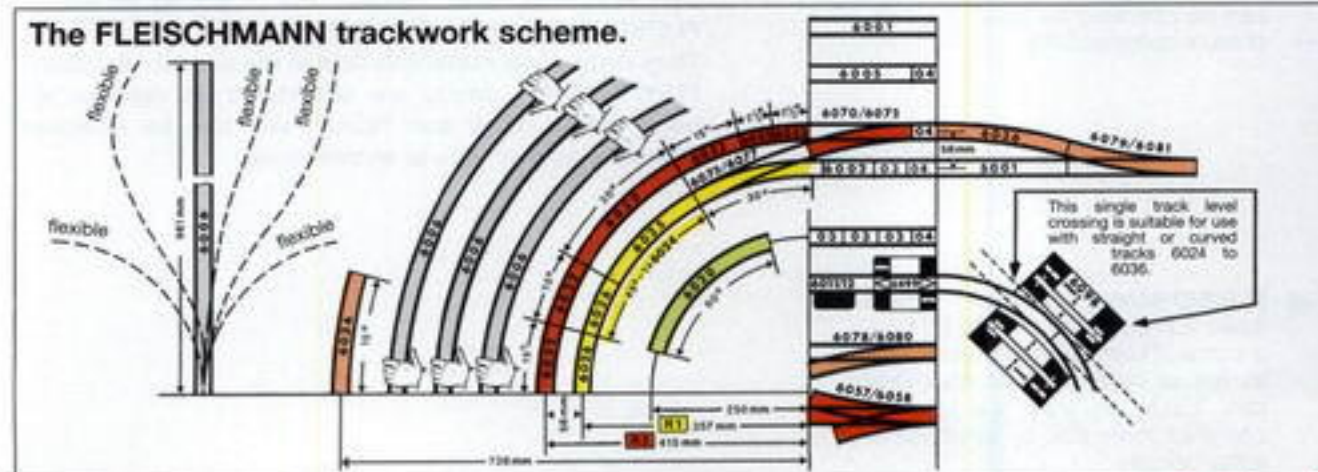
Radius 1 = 357 mm (Ø = 745 mm outside measurement)

Radius 2 = 415 mm (Ø = 860 mm outside measurement)

Radius = 738 mm (Ø = 1506 mm outside measurement)

Equipped as "thinking points"

Pair of curved points for manual operation (electric motor can be added later). With sprung blades, check rails, frog, and point lever.



**6479**  
  
**6479 - Matching ballast scatter (H0).**  
**Actual Size**



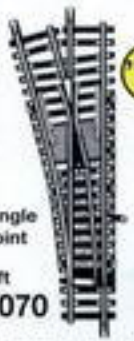









**9479**  
  
**9479 - Matching ballast scatter (N).**  
**Actual Size**







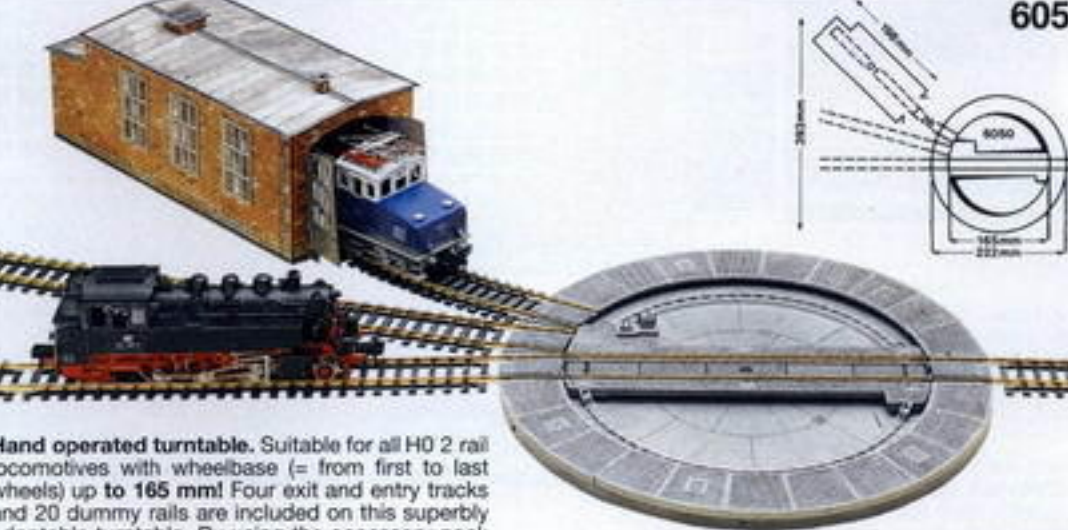

It is possible to combine the **PROFI TRACK-System** with the **MODEL TRACK** without any additions by simply using the rail joiner 6436.

**6436**





<p><b>6016</b></p>  <p>Buffer stop</p>	<p><b>6117</b></p>  <p>Buffer stop with siding signal to fit onto siding ends including curved tracks.</p>	<p><b>Points for manual operation</b> (electric motor can be added later) with sprung blades, check rails, frog, and point lever; Length of the straight track 165 mm (= 1 x 6005), point angle 15°.</p> <div> <div>  <p>Single point left 6070</p> </div> <div>  <p>Single point right 6071</p> </div> </div> <p><b>Points with double spool electric motor</b> (end off switching), with sprung blades, check rails, frog, and point lever; Length of the straight track 165 mm (= 1 x 6005), point angle 15°.</p> <div> <div>  <p>Single point left 6072</p> </div> <div>  <p>Single point right 6073</p> </div> </div>				<p><b>Manual points, Radius 738 mm, 204 mm long (= 1 x 6001), similar to the "UIC high speed points" with floating frog!</b> Electric point motors can naturally be clipped on later.</p> <p>With sprung point blades, frog and hand lever. Length of the straight track is 204 mm. Point angle of 15°.</p> <div> <div>  <p>Single point left 6078</p> </div> <div>  <p>Single point right 6079</p> </div> </div> <div> <div>  <p>Single point left 6080</p> </div> <div>  <p>Single point right 6081</p> </div> </div>				<p><b>6057</b></p>  <p>3-way-point for manual operation (point motors 6421 and 6422 can easily be clipped on later).</p>	<p><b>6058</b></p>  <p>3-way-point with 2 electric motors (end-off breaking of circuit).</p> <p>With 2 pairs of sprung point blades, 3 frogs and 4 check rails with 2 operating levers. The 3-way-points - 6057 and 6058 - are geometrically constructed from shortened standard points (6070-6073). This gives enormous space saving for setting up routes. Each set of blades operates independently.</p>
--	---	--	--	--	--	---	--	--	--	---	--

<p><b>6060</b></p>  <p>30° crossing. The length of the intersecting straight tracks is 170 mm and the two routes are electrically insulated.</p>	<p><b>6062</b></p>  <p>15° crossing. The length of the intersecting straight tracks is 219,5 mm and the two routes are electrically insulated; so they can be parts of two separate track circuits unless purposely interconnected.</p>	<p><b>6065</b></p>  <p>Double Slip, 15°, for manual operation (electric motor can be simply clipped on later!) "electrically separated routes". By removing the wire clips, the crossover tracks are electrically isolated but are joined when switched to the curved route. Most advantageous when crossing another track circuit. The length of the crossover straight is 219,5 mm.</p>	<p><b>6066</b></p>  <p>Double Slip 15°, with electric motor (with end-off switching) "electrically separated routes". By removing the wire clips, the crossover tracks are electrically isolated, but are joined when switched to the curved route. Most advantageous when crossing another track circuit. The length of the crossover straight is 219,5 mm.</p>	<p><b>6421</b></p>  <p>Left hand point motor with end-off switching to easily motorise manual points.</p> <p>For surface mounting 6070, 6074, 6078, 6071, 6075, 6079, 6057 left point, 6065.</p> <p>For below base-board mounting 6070, 6074, 6078, 6071, 6075, 6079, 6057 right point.</p>	<p><b>6422</b></p>  <p>Right hand point motor with end-off switching to easily motorise manual points.</p> <p>For surface mounting 6070, 6074, 6078, 6071, 6075, 6079, 6057 right point.</p> <p>For below base-board mounting 6070, 6074, 6078, 6071, 6075, 6079, 6057 left point, 6065.</p>	<p><b>6050</b></p>  <p>Hand operated turntable. Suitable for all H0 2 rail locomotives with wheelbase (= from first to last wheels) up to 165 mm! Four exit and entry tracks and 20 dummy rails are included on this superbly adaptable turntable. By using the accessory pack 6051, every 4 dummy tracks can be replaced by 4 exit tracks. In this way the turntable can be extended to maximum railway operations in the smallest space. The turntable can also be used as a current feed track. Current is only fed to a siding whenever the turntable is lined up with particular track. This accessory is marvellous because it will fit in well with both a large permanent layout as well as a temporary railway. The turntable can easily be built in to even the smallest H0 layout.</p> <p><b>6051</b></p>  <p>Turntable extension set for turntable 6050 - consisting of 4 clip on track pieces.</p>
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	<p><b>1</b> This is how the FLEISCHMANN points are when you buy them. The rails are electrified by small wire clips so that all stubs are live.</p>	 <p><b>FLEISCHMANN points can "think"</b></p>	<p><b>2</b> With "thinking" points, you can, for example bring out trains from a station, one after another.</p>		<p><b>3</b> The FLEISCHMANN points can also be electrified.</p>		<p><b>4</b> All point motors can be mounted on the surface or below the baseboard.</p>
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# THE SUPER MODEL TURNTABLE FOR MODEL-TRACK AND 2-RAIL 00/H0

**6476 - Roundhouse Loco Shed Kit** to fit turntables 6052 C, 6152 C, 6154 C and 6651 C. Places for 3 locos positioned at 7 1/2° angles, with 8 opening doors. The doors are separate from each other, and open and close automatically for locos entering or leaving. At the rear of the shed are doors to allow locos to travel through. Roundhouses can be assembled side by side for larger types.

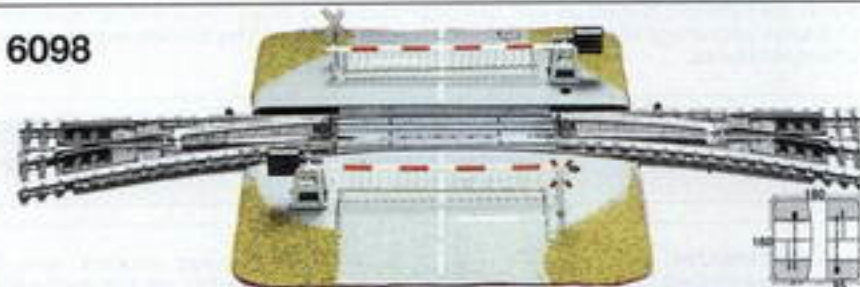
**Straight through doors** ▶



Tip for modelmakers! Light leader accessory Nr. 6459 (see page 194) will fit into the loco shed 6476.

The loco-shed roundhouse 6476 from FLEISCHMANN fits ideally with the turntable 7286 from the Märklin® range (connected to the plastic trackwork).

**6098**



**6098 - Protected level crossing.** The two mechanically operated arms have prototype guards, and the warning cross and street markings are true to prototype. The crossing is adaptable for either **straight** or **curved** single track. Filler pieces give a good smooth crossing for road vehicles. Size: 160 x 180 mm.



**6099 - Reverse loop set.** 2 x 102 mm in the form of two unguarded level crossings. Not suitable for digital-system.

**6099**

**6499**



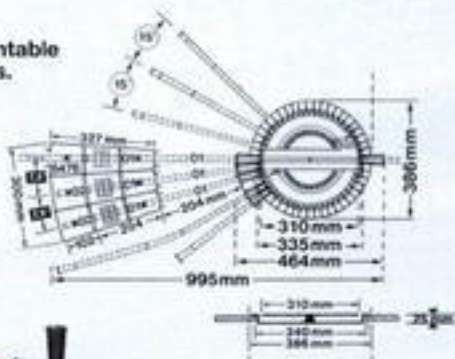
**6499 - Unguarded level crossing** with inset single track and 2 warning crosses. Track length: 102 mm.



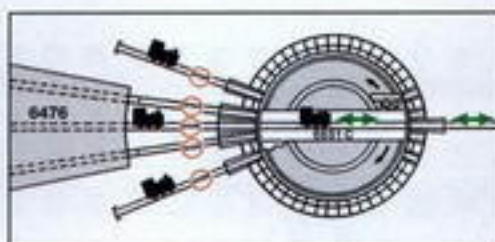
# NICKEL SILVER TRACK SYSTEMS – WITH A LOCO ROUNDHOUSE TO SUIT

**6052 C** - Electrically operated model turntable. Length of the turning bridge: 310 mm. With turntable switch 6910. Just as in real life, the turntable is sunk into a trough and incorporates all the essential details. The basic turntable unit has 6 entry/exit tracks and 4 blank ends. The entry/exit tracks can be altered around in 7.5° or 15° angles to suit, and by using the turntable extension set 6053 can be extended to up to 48 track connections if desired.

Cross section through the turntable with fitting measurements.



**6052 C**



## The "thinking" turntable

When using the super-model turntable, the current is fed into the layout via the rotating bridge section. The turntable "thinks", so that when you select the side of the bridge using the rotating switch, the current will flow in that direction. Only the track lined up with the chosen side of the bridge will be fed with power. By using this "thinking" turntable then, a loco can be stored without current on one siding, and simultaneously a loco can be run on the opposite track lined up with the turntable.

**6052 C**

**6651 C**

(not shown)

**6651 C** - Electrically operated model turntable with nickel silver track. Suitable for H0/00 nickel silver track systems. With individual electrically switchable track exits and turntable switch 6910. Otherwise as per 6052 C.

## The "thinking" turntable:

The turntable movement is controlled by using the switch 6910, in order to reach the desired track exit. The track power feed is via the turntable bridge. Now the switch 6910 will enable the desired track exit, which is lined up with the turntable, to be electrically switched on. All the other track exits (even one directly opposite) will remain without power. In this way, each of the maximum of 48 track exits can be individually controlled an electrically switched on, without the need for any additional wiring.

One variant of the well known "large" FLEISCHMANN turntable for model tracks (6052 C) and PROFI-track (6152 C) is the turntable 6651 C for any nickel silver tracks. By simply exchanging the rail joiners already fitted for the adapter joiners 6437, the turntable as well as the extension set 6654 can be fitted to track systems having a profile height of 2.1 mm.

**6437**

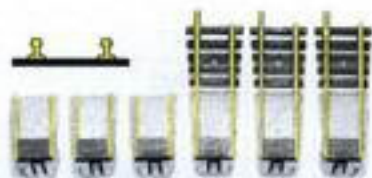


**6437** - Adapter rail joiners (20 pieces). For connection of H0/00 tracks with a 2.5 mm rail profile height with tracks having a 2.1 mm rail profile height.



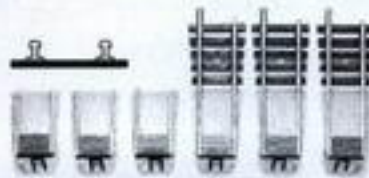
**6910**

**6053**



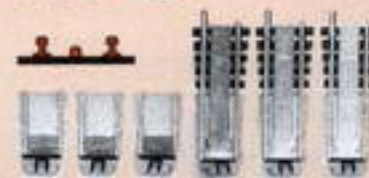
**6053** - Turntable extension set for turntable 6052 C for 2 rail brass tracks.

**6654**



**6654** - Extension set for the model turntable 6651 C, consisting of 3 entry/exit tracks and 3 blank ends. Also suitable for the earlier turntable 6652 for 2-rail operation.

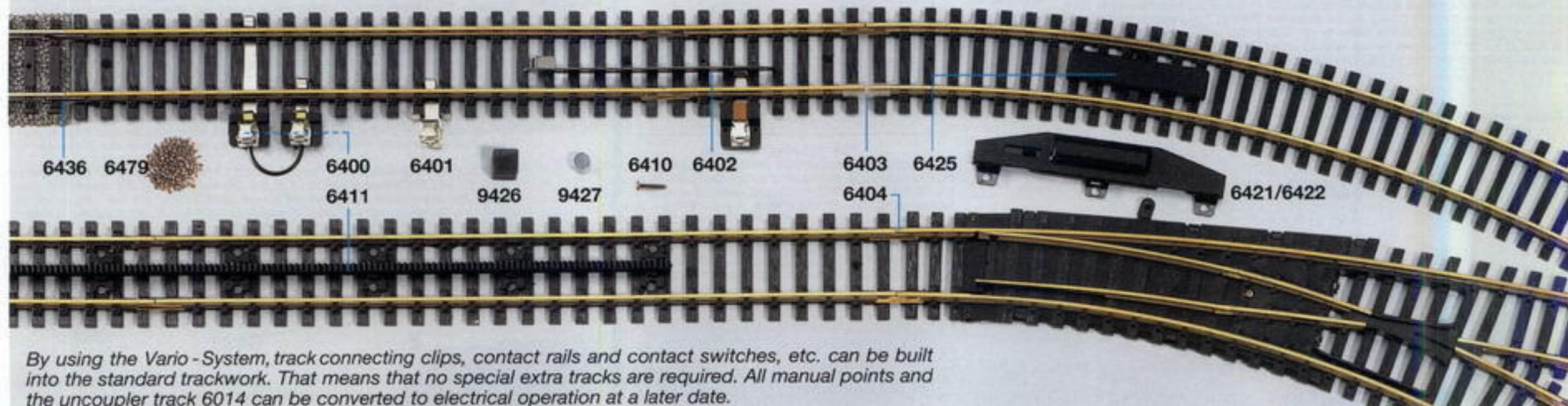
**6653** ~



**6653** - Extension set for previous article 6652 with centre rail pick-up. With nickel-silver rails for 3-rail A.C. operation.



# THE FLEISCHMANN VARIO-SYSTEM FOR THE **MODEL-TRACK**



By using the Vario-System, track connecting clips, contact rails and contact switches, etc. can be built into the standard trackwork. That means that no special extra tracks are required. All manual points and the uncoupler track 6014 can be converted to electrical operation at a later date.

**6400** - Double current-feed clip, snaps in place anywhere on straight or curved track, feeding both rails at once.

**6401** - Current-feed clip. Feed power to one rail at any point on the layout, even on curves or at rail-gaps.

**6402** - Contact treadle - can be fixed anywhere in the layout. Operated by the button underneath our locos.

**6403** - Insulating railjoiner (12 pieces). Joins rails firmly without electrical connection.

**6404** - Metal rail (20 pieces, brass). Joins rails firmly with electrical continuity.

**6410** - Wood-screws (1 gross = 144 pieces) for fastening down tracks, rackrails, signals, relays, controlunits, etc. Sold by the gross.

**6411** - Flexible rack-rail for MODEL-track. Length of straight 204 mm. To suit the rack and pinion mixed traffic loco 4034 and 4306.

**6421** - Left hand point motor with end-off switching.

For surface mounting 6070, 6074, 6078, 6057 left point, 6065.  
For below baseboard mounting 6071, 6075, 6079, 6057 right point.

**6422** - Right hand point motor with end-off switching.

For surface mounting 6071, 6075, 6079, 6057 right point.  
For below baseboard mounting, 6070, 6074, 6078, 6057 left point, 6065.

**6425** - Magnetic switch. For use in conjunction with magnet 9426 and 9427 to switch electrical accessories, maximum 800 mA.

**6436** - Metal rail joiner (20 pieces) for connecting to 6100, serie tracks.

**6479** - Matching ballast scatter (H0) approx. 150 g. With this loose scatter material you can fill in between tracks.

**9401** - Single track feed clip, for connection from semaphore signals (not shown).

**9409** - Track-fixing nails see adjoining page.

**9426** - Tripping magnet to actuate contact treadle 6425 and 6435 to be stuck fast to any vehicle.

**9427** - Flat switching magnet, Ø 5 mm, height 3 mm. For operating the contact switches 6425 and 6435. Can be stuck fast to any vehicle.

**9479** - Finely granulated ballast scatter material (N) approx. 150 g, for ballasting between the tracks.

## Handy accessories

- 6414** Clip-on electric motor, s. p. 186.
- 6438** Point lantern, s. p. 178.
- 6444** Clip-on electric motor, s. p. 176.
- 6446-6469** Interior lighting, see p. 194/195.
- 6476** Loco sheds, s. p. 182 and 188.
- 6481** Unloader for tipper truck, s. p. 164.
- 6482** Unloading ramp, s. p. 166.
- 6485** Unloader track, see page 166.

- 6486** Loading ramp, see page 145.
- 6490** Wagon load, see page 142.
- 6499** Level crossing, see page 188.
- 6509-6517** Couplings, see page 196.
- 6518-6519** See adjoining page.
- 6520-6528** Couplings, see page 196.
- 6530-6542** Bulbs und lighting units, see page 194/195.
- 6552-6555** DB logos, see adjoining page.
- 6560-6563** Exchange wheel sets, s. p. 198.

- 6570-6579** Coupling accessories, s. p. 196.
- 6595** See adjoining page.
- 6596-6597** Signal fixing plates, s. p. 193.
- 6598** Tool set, see adjoining page.
- 6599** Special oil, see adjoining page.
- 6651 C** Electr. model turntable with nickel silver track, see page 189.
- 6653-6654** Model turntable-extension-sets for nickel silver track, see p.189.
- 6680 C/6681** Electr. model turntable, scale TT, see page 184.



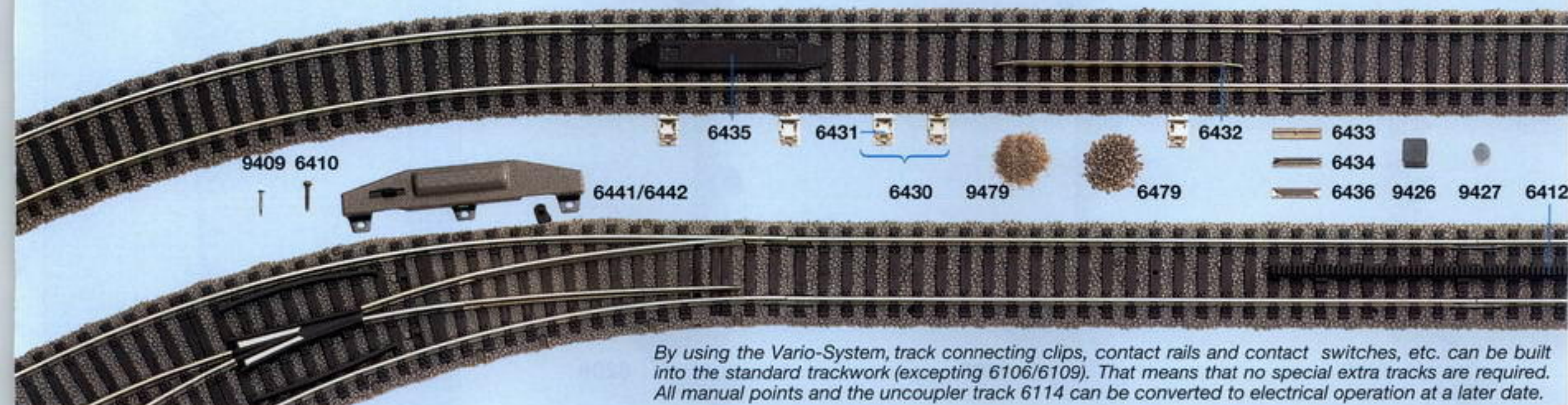
**6470** - Seated passenger



**6480** - Rerailer for locomotives and wagons.



# THE FLEISCHMANN VARIO-SYSTEM FOR THE **PROFI-TRACK**



**6410** - Wood-screws (1 gross = 144 pieces) for fastening down tracks, rack-rails, signals, relays, controlunits, etc. Sold by the gross.

**6412** - Flexible rack-rail for PROFI-track. Length of straight 200 mm. To suit the rack and pinion mixed traffic tank loco 4034 and 4306.

**6430** - Double track feed clip, snaps in place anywhere on straight or curved track, feeding both rails at once. Exception: 6106.

**6431** - Single feed clip. Feed power to one rail at any point on the layout, even on curves or at rail-gaps. Exception: 6106.

**6432** - Contact treadle - can be fixed anywhere in the layout. Operated by the button underneath our locos.

**6433** - Insulating railjoiner (12 pieces). Joins rails firmly without electrical connection.

**6434** - "Click"-metal rail joiner (20 pieces). Joins rails firmly with electrical continuity. Exception: 6106.

**6435** - Magnetic switch. For use in conjunction with magnet 9426 and 9427 to switch electrical accessories, maximum 800 mA.

**6436** - Metal rail joiner (20 pieces) for connecting to 6100, serie tracks.

**6437** - Adapter rail joiners (20 pieces).

**6441** - Electric point motor "left" with end-off wired.  
For above surface mounting: 6170, 6174, 6178, 6157 left, 6164, 6165.  
For below surface mounting: 6171, 6175, 6179, 6157 right.

**6442** - Electric point motor "right" with end-off wired.  
For above surface mounting: 6171, 6175, 6179, 6157 right.  
For below surface mounting: 6170, 6174, 6178, 6157 left 6164, 6165.

**6479** - Matching ballast scatter (HO) approx. 150 g. With this loose scatter material you can fill in between tracks.

**9401** - Single track feed clip, for connection from semaphore signals (not shown).

**9409** - Track-fixing nails, length of nails 7 mm (plastic container of about 500), see adjoining page.

**9426** - Tripping magnet to actuate contact treadle 6425 and 6435, to be stuck fast to any vehicle.

**9427** - Flat switching magnet, Ø 5 mm, height 3 mm. For operating the contact switches 6425 and 6435. Can be stuck fast to any vehicle.

**9479** - Finely granulated ballast scatter material (N) approx. 150 g, for ballasting between the tracks.



**6518**



**6519**

**6518** - Replacement motor brushes and springs.

**6519** - Replacement motor brushes and springs.

See accessory table, page 197.

**DB 6552**

**6552** - DB logos in earlier style for ICE or express coaches and some locos of the epoch V. Suitable for mounting on light grey background. 18 rub-on transfers.

**DB 6553, 6554, 6555**

**6553** - DB logos of the latest style for express coaches, (7)4438/39 and several locos. 12 rub-on transfers.

**6554** - DB logos of the latest style for ICE coaches 4440-4449. 12 rub-on transfers.

**6555** - Coach numbers for ICE intermediate coaches, suitable for the ICE driving units 4450. 3 of each rub-on transfers for coaches 4441-4449.



**6595**

**6595** - Track cleaner block. To rub on track surfaces (and also for wheels).



**6598**

**6598** - Tool set, consisting of 5 model railway tools.



**6599**

**6599** - For maintenance of locomotives, we recommend the FLEISCHMANN special oil 6599.

Handy accessories



# SEMAPHORE SIGNALS



**6200** - Semaphore distant signal with train control facility. Double-solenoid operated with end-off feature - light shows either double yellow or double green. Mast height 60 mm with two screw fixing feet.

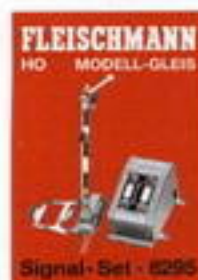


**6205** - Semaphore home signal with train control facility. Single arm: double throw relay operation with end off switching. Lights change red and green as per prototype. Finely modelled with all details like the "spare signal" etc. Mast height 110 mm with two screw fixing feet.



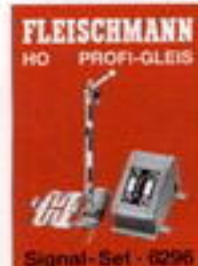
**6206** - Semaphore home signal, with two unlinked arms. Three separately switchable electric motors operate either of the two arms (one or/and two aspect) changing the appropriate light aspects. Height of mast: 110 mm, with two screw feet.

\* To connect up the automatic train control for 6200/6205/6206 all that is required is two single pole feed clips 6401/6431, two single pole feed wires 9401 as well as two isolating rail joiners 6403/6433. (Examples and hints are shown in the leaflet accompanying the signals.)



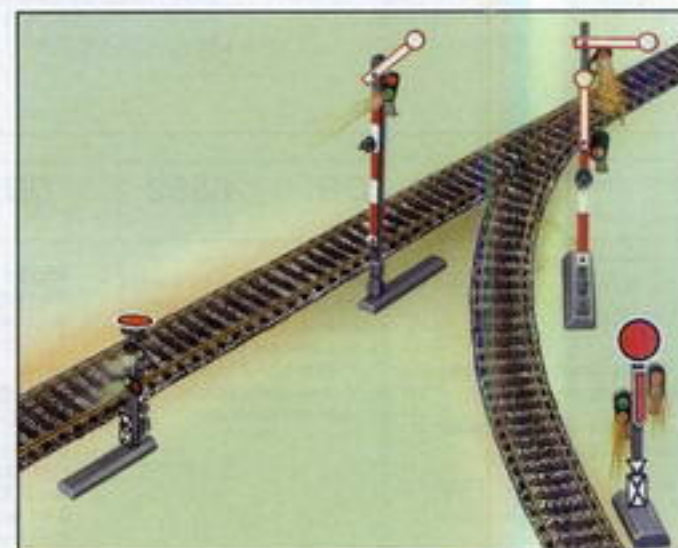
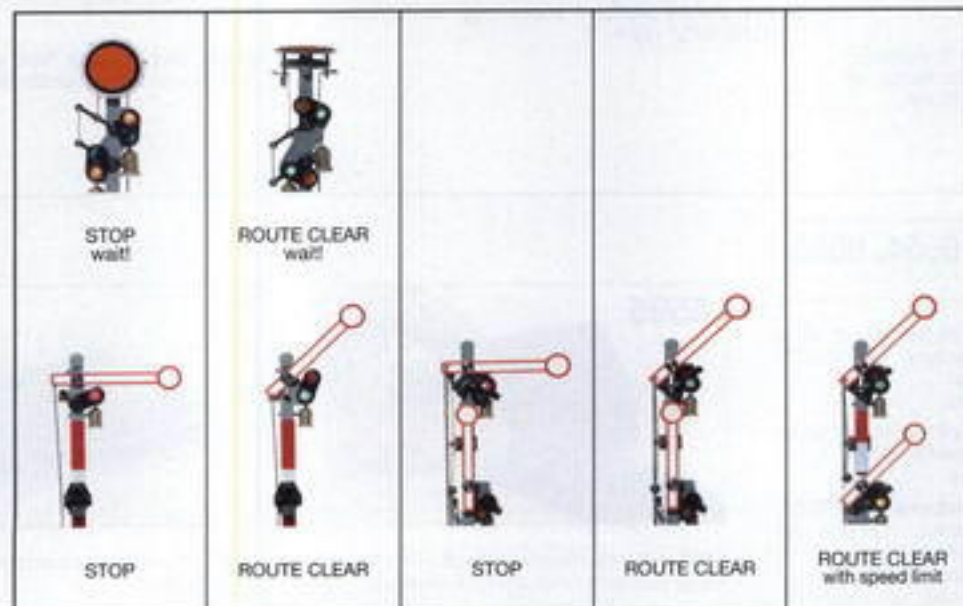
## 6295

**6295** - SIGNAL SET with semaphore signal.  
Containing: 1 semaphore signal 6205, 1 push-button switch 6927, 3 connecting clips 6401, 2 feed clips 9401, 6 isolating rail joiners 6403, 1 yellow wire, 1 white wire, 1 mounting guide, 1 signal fixing plate 6597.



## 6296

**6296** - SIGNAL-SET for PROFI-TRACK with semaphore signal.  
Containing: 1 semaphore home signal 6205, 1 signal switch 6927, 2 wires (yellow/white), 3 connecting clips 6431, 2 feed clips 9401, 6 isolating rail joiners 6433, 1 assembly instruction, 1 signal fixing plate 6596.





# LIGHT SIGNALS



6221

6221 - Distant signal on screw-down base, with three wire leads and fitted with two each green and yellow bulbs 6533 and 6534. Total height: about 64 mm.



6226

6226 - Home signal on screw-down base, with three wire leads and fitted with red and green bulbs 6532 and 6533. Total height: 91 mm.

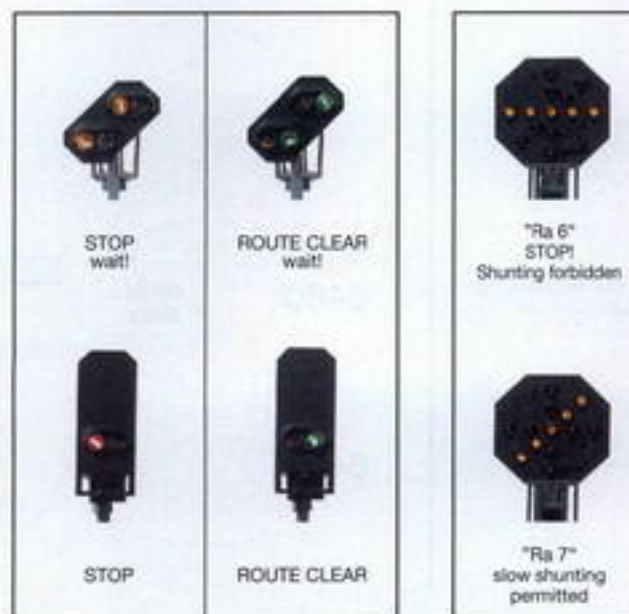
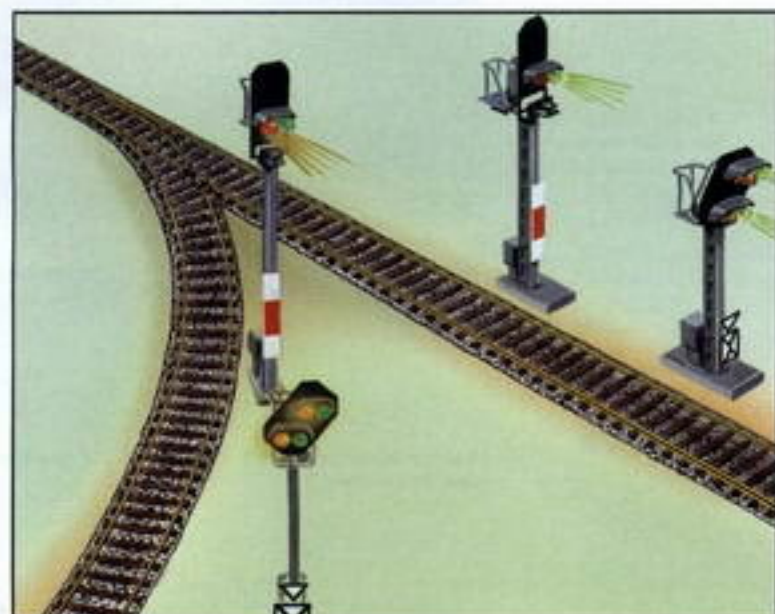


6242

6242 - Illuminated uncoupler indicator for Model and PROFI-Track Systems. Total height: 109 mm.

Indicates following instruction  
"Ra 6" (= Stop! Shunting forbidden) and  
"Ra 7" (= slow shunting permitted).

\* The colour light signals can be controlled by either of the switches 6901 and 6921, as well as the relay 6955 or by the block system relays 6957/6958 or even by the "thinking points".



FLEISCHMANN signals, just like those on the real railway, have important safety and control functions so that you can realistically control the rail traffic on your layout. The signals are operated using the FLEISCHMANN push-button switches, or equally the track-diagram control panel, or even digitally.

For a simple start, we recommend the semaphore signal set 6295 for the model track and the set 6296 for use with the PROFI-track (see page 192).

## Accessories for Signals



Example for use



6596

6596 - Signal fixing plate for H0-signals 6200/6205/6206 to clip on to PROFI-TRACK.



Example for use



6597

6597 - Fixing plate for H0-signals 6200/6205/6206 to clip onto Model-track-work.

6960

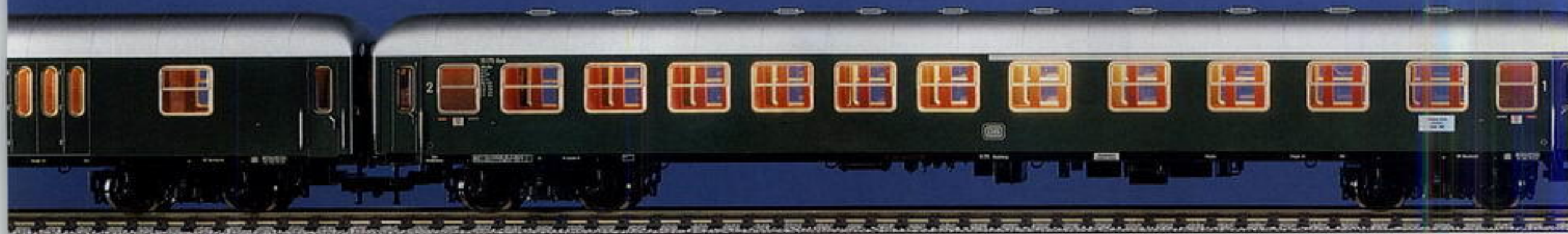
6960 - Electronic Voltage Automation Unit.

It allows you to enjoy that prototypical gradual acceleration as well as the gentle slow-down to a halt as trains approach signals in H0 and N layouts! Abrupt stopping and jerky starting are a thing of the past for your locomotives because "EVA" controls everything to run prototypically (see page 200). Not suitable for digital system.





# LIGHTINGS



	Bulbs		
6446	6535		6446 - Interior Lighting Set for Diesel railcar "Pendolino" 4415/4418.
6447	6530		6447 - Interior Lighting Unit.
6448	9530		6448 - Interior Lighting Set with light leader for coaches up to overall length: 244 mm.
6451			6451 - Electric Tail Lighting Unit for coaches in conjunction with the interior lighting unit 6453.
6452	6535		6452 - Interior Lighting Unit for the express coaches 5630 to 5638, 5740 to 5748.
6454	9530		6454 - Interior Lighting Unit for express coaches, overall length: 262 mm and for the passenger coach "modus" 5654.
6455	9530		6455 - Interior Lighting Unit for the local control cab coach "modus" 5653.
6458	9530		6458 - Interior Lighting Set with light leader for express coaches 264 mm long.
6459	9530		6459 - Light Leader Accessory for the previous interior lighting set 6455.
6460	9530/6535		6460 - Interior Lighting Unit for double-decker coaches (exception: double-decker coaches with control cab).
6461			6461 - Electronic Tail Light Unit for double-decker coaches.

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







Bulbs			
6462	9530/ 6535		6462 - Interior Lighting Unit for the double-decker coaches with control cab.
6463	9530		6463 - Interior Lighting Unit for the control-cab coaches 5100/5175/5664.
6464	6535		6464 - Interior Lighting Unit for ICE 2 control cab coaches and control cab coaches 5640, 65640, 5643, 5646.
6465	6530		6465 - Interior Lighting Unit for the post-/baggage coach 5060/5760.
6467	6535		6467 - Interior Lighting Unit for the ICE-T 4460.
6468	9530		6468 - Interior Lighting Unit for the ICE-T centre coaches 4461-4465.
6469	6535		6469 - Interior Lighting Unit for passenger coaches (please see accessory table).

6530\*  
66530  
DIGITAL



6530 - 14 volt bulb. Screw base E 5.  
6 6530 - 24 volt bulb, clear, with screw fitting E 5.

6531\*  
66531  
DIGITAL



6531 - 14 volt bulb. Bayonet base Ø 5 mm.  
6 6531 - 24 volt bulb, clear, with bayonet fitting Ø 5 mm.

6532\*  
66532  
DIGITAL



6532 - Spare bulb, red. For 6226 with bayonet base Ø 3 mm.  
6 6532 - 24 volt bulb, red, with bayonet fitting Ø 3 mm.

6533\*  
66533  
DIGITAL



6533 - Spare bulb, green. For 6221 and 6226 with bayonet base Ø 3 mm.  
6 6533 - 24 volt bulb, green, with bayonet fitting Ø 3 mm.

6534\*  
66534  
DIGITAL



6534 - Spare bulb, yellow. For 6221 with bayonet base Ø 3 mm.  
6 6534 - 24 volt bulb, yellow, with bayonet fitting Ø 3 mm.

6535\*  
66535  
DIGITAL



6535 - Spare bulb, clear, bayonet fitting Ø 3 mm.  
6 6535 - 24 volt bulb, clear, with bayonet fitting Ø 3 mm.

6536\*  
66536  
DIGITAL



6536 - Light bulb with lead, Ø 3 mm.  
6 6536 - 24 volt bulb, clear, with connecting wire, Ø 3 mm.

6538



6538 - Spare bulb, clear, with bayonet fitting, Ø 3 mm, 8 V.

6539



6539 - Spare bulb, red, with bayonet fitting, Ø 3 mm, 8 V.

9530\*  
69530  
DIGITAL



9530 - Spare bulb for lighting sets.  
6 9530 - 24 volt bulb, clear, with 2 connect. - wires - for interior lighting.

9531\*  
66532  
DIGITAL



9531 - Spare bulb, red, with bayonet fitting, Ø 3 mm.  
6 6532 - 24 volt bulb, red, with bayonet fitting Ø 3 mm.

6540



6540 - Lighting unit from white to red. Not suitable for digital system.

6 6540  
DIGITAL



6 6540 - Lighting unit from white to red.

6541



6541 - LED lighting unit. For lighting rear of 4098. With light changeover.

6542



6542 - LED lighting unit. For lighting rear of 1099/4099. With light changeover.



# THE FLEISCHMANN H0-COUPPLINGS AT A GLANCE

You will find the relevant PROFI-coupling or the earlier coupling for each FLEISCHMANN vehicle in this catalogue shown in the symbol column under the particular vehicle description, or in the accessory tables on the following pages.

## PROFI-CLIP-IN COUPLING

**6515**

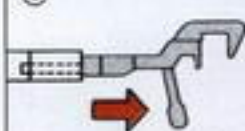


6515 - FLEISCHMANN PROFI-clip-in coupling for socket NEM 362.

38 6515 - Bumper pack clip-in coupling with 50 of 6515.

## EXCHANGE COUPLING FOR CLIP-IN COUPLINGS

①



Simply pull out the clip coupling provided.

②



Insert the FLEISCHMANN PROFI-clip-in coupling 6515 into the empty socket.

③



The FLEISCHMANN PROFI-clip-in coupling 6515 is fitted.

## OTHER CLIP-IN COUPLINGS

**6509**



6509 - FLEISCHMANN clip-in coupling for vehicles with socket NEM 362 but without slot guide mechanism (X).

**6510**



6510 - FLEISCHMANN clip-in coupling for vehicles with socket NEM 362 and with slot guide mechanism (X).

**6511**



6511 - Clip-in exchange coupling for vehicles with socket NEM 362.

## PROFI-CLIP-IN C.

**6514**



6514 - PROFI-coupling for rack & pinion locos and for wagons with slot-guide mechanism (X) used on rack rail routes.

## PROFI-SLOT COUPLING

**6516**



6516 - FLEISCHMANN PROFI-slot coupling.

38 6516 - Bumper pack slot coupling with 50 of 6516.

## EXCHANGE COUPLING FOR SLOT COUPLINGS

①



Using pliers pull out the fixing rivet and remove the coupling.

②



Insert the FLEISCHMANN PROFI-slot coupling 6516 into the slot.

③



Replace the fixing rivet, and the FLEISCHMANN PROFI-slot coupling 6516 is fitted.

## OTHER SLOT COUPLINGS

**6520**



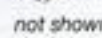
6520 - FLEISCHMANN slot coupling.

**6523**



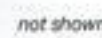
6523 - Slot exchange coupling.

**6526**



6526 - Slot coupling for locomotives 4232, 4238, 4350, 4380, 4381, 4933 (1. serie).

**6527**



6527 - Slot coupling for 4430 (1. serie, front).

**6528**



6528 - Slot exchange coupling for the same vehicles as for articles 6526/6527.

**6522**



6522 - Centring spring for couplings for automatic re-centring of the couplings after negotiating curves. Only necessary for vehicles without (X).

## ELECTRICITY CONDUCTING CLIP-IN COUPLING

**38 1438**



38 1438 - Electricity conducting coupling. Cannot be coupled up automatically. For NEM 362 coupling socket.

## PROFI-BUTTON COUPLING

**6517**



6517 - FLEISCHMANN PROFI-button coupling.

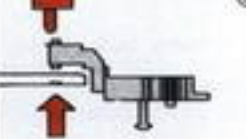
## EXCHANGE COUPLING FOR BUTTON COUPLINGS

①



Loosen the fixing plate and remove the coupling.

②



Insert the FLEISCHMANN PROFI-button coupling 6517 into the holder and tighten the fixing plate.

③



The FLEISCHMANN PROFI-button coupling 6517 is fitted.

## OTHER BUTTON COUPLINGS

**6521**



6521 - FLEISCHMANN button coupling.

**6524**



6524 - Button exchange coupling.

**6578**



6578 - Mounting Guide for correct mounting of the close-coupling accessory 6574.

## PROFI-COUPLING HEAD

**6570**

## ADAPTER FOR PROFI-COUPLING HEAD

**6572**

**6575**

**6576**

## CLOSE COUPLING ADDITIONAL PACK

**6574**



**6579**





## Steam-, diesel- and electric-locomotives

Cat.-No.							
4000					6521	6524	6517
4011 & 4012		6518	6535		6510	6511	6515
4018/4020/4021		6519	6530		6520	6523	6516
4030 & 4031 & 4032	54 4006	6518	6535		6510	6511	6515
4034		6518	6535				6514
4046	54 4009	6518	LED		6510	6511	6515
4061 - 4063		6519	6530		6520	6523	6516
4065	54 4009	6519	6535		6509	6511	6515
4070 & 4071		6518	6535		6510	6511	6515
4077 & 4079	54 4009	6519	6535		6510	6511	6515
4081 & 4082	54 4007	6518	LED		6510	6511	6515
4086 & 4088	54 4006	6519	6535		6510	6511	6515
4091 & 4096	54 4006	6519	6530		6510	6511	6515
4098		6519	LED	6541	6510	6511	6515
4099		6519	LED	6542	6510	6511	6515
4102 & 4105	54 4007	6519	6535		6509 front 6510 rear	6511	6515
4113 & 4114	54 4007	6519	6535		6510	6511	6515
4118	54 4007	6519	6535		6510	6511	6515
4121 & 4122	54 4007	6519	6535		6510	6511	6515
4124		6519	6535		6520	6523	6516
4130 & 4133	54 4007	6519	6535		6510	6511	6515
4135 & 4137	54 4007	6519	6535		6509 front 6510 rear	6511	6515
4138	54 4007	6519	6535		6509 front 6510 rear	6511	6515
4141 - 4142	54 4007	6519	6530		6520	6523	6516
4152 & 4155	54 4007	6519	6535		6510	6511	6515
4156 - 4158	54 4007	6519	6535		6509	6511	6515
4160	54 4007	6519	6535		6509 front 6510 rear	6511 front 6512 rear	6515 front 6516 rear
4162	54 4008	6519	6535		6509 front 6510 rear	6511 front 6512 rear	6515 front 6516 rear
4165	54 4007	6519	6535		6509 front 6510 rear	6511	6515
4166	54 4008	6519	6535		6509 front 6510 rear	6511	6515
4167/4168	54 4007	6519	6535		6509 front 6510 rear	6511 front 6512 rear	6515 front 6516 rear
4171	54 4007	6519	6530		6510 rear	6511 rear	6515 rear

## Railcars

Cat.-No.									
4405 & 4407		6518	2 x 6535		38 6009		6511	6515	
4406 & 4408			2 x 6535		38 6009		6511	6515	
4415 & 4418	54 4007	6519	6446	6535	9531	38 6004		6515	
4431 & 4438	54 4007	6519	2 x 6459	6535	9531		6509 front	6511 front 6512 rear	38 1438
4433 & 4439			6458	9530				6515	38 1438
4440 & 4450	54 4007	6519		6535	9531	38 6006		6515	
4441 & 4449			6454	9530		38 6006		6515	
4452 & 4490	54 4007	6519	6464 cab trailer car	6535	9531	38 6004		6515	
4453 & 4458			6454	9530		38 6006		6515	
4460	54 7004	6519	6467	6535		38 6006			
4461 & 4465			6468	9530		38 6006			
4471	54 4007	6519	2 x 9530	6535	9531		6509	6511	6515
4472	54 4007	6519	2 x 9530	6535	9531		6509	6511	6515
4491 & 4496			6454	9530		38 6006		6515	

If operating in digital mode, or in compatible operation, then for all vehicles with separate interior lighting fittings, the bulbs must be exchanged for the relevant digital bulbs.

## Steam-, diesel- and electric-locomotives

Cat.-No.									
4175	54 4007	6519	6535 front 6530 rear		6509 front 6510 rear	6511	6515		
4176	54 4008	6519	6535		6509 front 6510 rear	6511 front 6512 rear	6515 front 6516 rear		
4182	54 4007	6519	6535 front 6530 rear		6509 front 6510 rear	6511	6515		
4203/4204		6519			6520	6523	6516		
4223/4224/4226		6519	6530		6520	6523	6516		
4215/4228	54 4007	6519	6530		6521	6524	6517		
4233	54 4007	6519	6535	6 6540	6509	6511	6515		
4236	54 4007	6519	6535	6 6540	6509	6511	6515		
4235	54 4007	6519	6530		6509	6511	6515		
4246/4247	54 4003	6519	6530		6520	6523	6516		
4270/4273	54 4001	6519	6531		6520	6523	6516		
4281	54 4002	6519	6531		6509	6511	6515		
4300		6519			6520	6523	6516		
4306		6519					6514		
4319	54 4009	6519	6538		6510	6511	6515		
4320 & 4323	54 4006	6519	6538	6539	6510	6511	6515		
4327 - 4329	54 4006	6519	6535	6540	6509	6511	6515		
4325	54 4006	6519	6535	6 6540	6509	6511	6515		
4339	54 4006	6519	6530		6509	6511	6515		
4341	54 4002	6519	6530		6520	6523	6516		
4343/4344	54 4006	6519	6530		6509	6511	6515		
4345	54 4009	6519	6535	6540	6509	6511	6515		
4346 - 4348	54 4006	6519	6535	6540	6509	6511	6515		
4352/4353	54 4006	6519	6530		6509	6511	6515		
4355	54 4006	6519	6538	6539	6510	6511	6515		
4365	54 4002	6519	6530		6520	6523	6516		
4367	54 4006	6519	6530		6509	6511	6515		
4372	54 4001	6519	6531		6509	6511	6515		
4376 - 4383	54 4006	6519	6530		6509	6511	6515		
4938	54 4007	6519	6535	6 6540	6509	6511	6515		
90 4154	54 4007	6519	6535		6510	6511	6515		

## Digital locomotives

Cat.-No.									
6 4020		6519		6530		6520	6523	6516	
6 4030 & 6 4032	54 4006	6518		6535		6510	6511	6515	
6 4065	54 4006	6519		6535		6509	6511	6515	
6 4077	54 4009	6519		6535		6510	6511	6515	
6 4086 & 6 4087	54 4006	6519		6535		6510	6511	6515	
6 4096 & 6 4099		6519		LED		6510	6511	6515	
6 4103 & 6 4105	54 4007	6519		6535		6509 front 6510 rear	6511	6515	
6 4130	54 4007	6519		6535		6510	6511	6515	
6 4136	54 4007	6519		6535		6509 front 6510 rear	6511	6515	
6 4138	54 4007	6519		6535		6509 front 6510 rear	6511	6515	
6 4141/6 4142	54 4007	6519		6530		6520	6523	6516	
6 4152 & 6 4155	54 4007	6519		6535		6510	6511	6515	
6 4156/6 4158	54 4007	6519		6535		6509	6511	6515	
6 4160/6 4162	54 4007	6519		6535		6509 front 6510 rear	6511 front 6512 rear	6515 front 6516 rear	
6 4165	54 4007	6519		6535		6509 front 6510 rear	6511	6515	
6 4171	54 4007	6519		6530		6510 rear	6511 rear	6515 rear	
6 4174 & 6 4177	54 4007	6519		6535 front 6530 rear		6509 front 6510 rear	6511	6515	
6 4176	54 4008	6519		6535		6509 front 6510 rear	6511 front 6512 rear	6515 front 6516 rear	
6 4223/6 4224/6 4226		6519		6530		6520	6523	6516	
6 4215	54 4007	6519		6530		6521	6524	6517	
6 4233	54 4007	6519		6535	6 6540	6509	6511	6515	
6 4235	54 4007	6519		6530		6509	6511	6515	
6 4236	54 4007	6519		6535	6 6540	6509	6511	6515	
6 4320	54 4006	6519		62 4355	62 4355	6510	6511	6515	
6 4326 - 6 4329	54 4006	6519		6535	6 6540	6509	6511	6515	
6 4344	54 4006	6519		6530		6509	6511	6515	
6 4345	54 4009	6519		6535		6509	6511	6515	
6 4346 - 6 4348	54 4006	6519		6535	6 6540	6509	6511	6515	
6 4352/6 4353	54 4006	6519		6530		6509	6511	6515	
6 4355	54 4006	6519		62 4355	62 4355	6510	6511	6515	
6 4376	54 4002	6519		6530		6509	6511	6515	
6 4377/6 4382/6 4383	54 4006	6519		6530		6509	6511	6515	
6 4405 & 7 4405		6518	2 x 6535			6510	6511	6515	
6 4415 & 6 4418	54 4007	6519		6535	9531			6515	
6 4438	54 4007	6519	2 x 6 9530	6535	9531	6509 front	6511 front 6512 rear	6515 front 6516 rear	
6 4440/50	54 4007	6519	2 x 6446	6535	9531			6515	
6 4452	54 4007	6519	2 x 6 6535	6535	9531		see 4452	6515	
6 4938	54 4007	6519		6535		6 6540	6509	6511	6515
7 4046	54 4009	6518		LED			6511	6515	
7 4075	54 4009	6519		6535			6511	6515	
7 4103	54 4007	6519		6535			6511	6515	
7 4106	54 4007	6519		6535			6511	6515	
7 4118	54 4007	6519		6538			6511	6515	
7 4131 & 7 4138	54 4007	6519		6535			6511	6515	
7 4233	54 4007	6519		6535			6511	6515	
7 4438	54 4007	6519	4 x 6 9530	6535	9531			6515	
7 4439			6458	9530				38 4415	

## Symbols

	Traction types
	Brushes and springs
	Coach interior lighting
	White bulb
	Red bulb
	Light changing unit
	Coach tail lighting
	Hook coupling
	Exchange coupling (hook coupling)
	PROFI-coupling
	Coupling connector
	Coupling connector piece for the "Rolling Road"
	Slider-contact
	Electric/mechanical coupling between the inner ends of the railcar
	Slot-guide mechanism in vehicle chassis for true close-coupling in conjunction with the PROFI-coupling

\* or 38 6010 front 38 6006 between the coaches

\*\* or coupling connector 38 6009 (6 4405/7 4405)

\*\*\* or coupling connector 38 6006

\*\*\*\* or 38 4415



## ACCESSORY TABLE

### Passenger coaches

Cat.-No.	☀	☀	☀	☀	☀	☀
5051 ☀ - 5059 ☀	6530			6510	6511	6515
5060 ☀	6465	6530		6510	6511	6515
5061 ☀ - 5069 ☀	6469	6535		6510	6511	6515
5073 ☀ - 5077 ☀	6447	6530		6510	6511	6515
5090 ☀	6469	6535		6511	6515	
5091 ☀ - 5093 ☀	6469	6535		6511	6515	
5096 ☀ - 5099 ☀	6469	6535		6510	6511	6515
5100 ☀	6463	9530/LED		6510	6511	6515
5101 ☀ - 5109 ☀	6454	9530		6510	6511	6515
5121 ☀ / 5122 ☀	6460	6535 a. 9530	6461	6510	6511	6515
5123 ☀	6462	6535 a. 9530/LED		6510	6511	6515
5124 ☀ / 5125 ☀	6460	6535 a. 9530	6461	6510	6511	6515
5127 ☀ - 5130 ☀	6448	9530		6510	6511	6515
5133 ☀ / 5134 ☀	6460	6535 a. 9530		6510	6511	6515
5136 ☀ - 5139 ☀	6448	9530		6510	6511	6515
5146 - 5148	6448	9530		6520	6523	6516
5175 ☀	6463	9530/LED		6510	6511	6515
5176 ☀ - 5178 ☀	6454	9530	6451	6510	6511	6515
5179 ☀	9530	9530		6510	6511	6515
5180 ☀	6463	9530		6510	6511	6515
5181 ☀ - 5185 ☀	6454	9530		6510	6511	6515
5186 ☀ / 5188 ☀	6454	9530	6451	6510	6511	6515
5209 ☀	6454	9530	6451	6510	6511	6515
5600 ☀ - 5604 ☀	6454	9530	6451	6510	6511	6515
5605 ☀	6454	9530		6510	6511	6515
5606 ☀ - 5608 ☀	6454	9530	6451	6510	6511	6515
5609 ☀	6454	9530		6510	6511	6515
5610 ☀ - 5614 ☀	6454	9530	6451	6510	6511	6515
5619 ☀	6454	9530		6510	6511	6515
5623 ☀	6462	6535 a. 9530		6510	6511	6515
5624 ☀ - 5628 ☀	6460	6535 a. 9530	6461	6510	6511	6515
5630 ☀ - 5638 ☀	6452	6535		6510	6511	6515
5640 ☀	6464	6535/LED		6510	6511	6515
5641 ☀ / 5642 ☀	6454	9530		6510	6511	6515
5643 ☀ / 5646 ☀	6464	6535		6510	6511	6515
5644/45/47/48 ☀	6454	9530		6510	6511	6515
5649 ☀ / 5650 ☀	6454	9530	6451	6510	6511	6515
5653 ☀	6455	9530/LED		6510	6511	6515
5654 ☀	6454	9530		6510	6511	6515
5660 ☀ - 5663 ☀	6454	9530	6451	6510	6511	6515
5664 ☀	6463	9530		6511	6515	
5665 ☀ / 5666 ☀	6454	9530		6511	6515	
5676 ☀ / 5677 ☀	6448	9530		6510	6511	6515
5678 ☀ - 5683 ☀	6448	9530		6510	6511	6515
5684 ☀ - 5690 ☀	6448	9530		6510	6511	6515
5734	6460	6535 a. 9530		6510	6511	6515
5740 ☀ - 5745 ☀	6452	6535		6510	6511	6515
5760 ☀	6465	6530		6511	6515	
5761 ☀ - 5763 ☀	6469	6535		6511	6515	
5765 ☀ - 5773 ☀	6530	6530		6510	6511	6515

### Passenger coaches

Cat.-No.	☀	☀	☀	☀	☀	☀
5774 ☀ - 5778 ☀	6447	6530		6510	6511	6515
5784 ☀ - 5790 ☀	6448	9530		6510	6511	6515
6 5132 ☀	6462	6535 a. 9530		6510	6511	6515
6 5640	6464	6535		6510	6511	6515

### Junior-range

Cat.-No.	Exchange metal wheels	☀	☀	☀
5000 - 5046	53 4003	6520	6523	6516
5501	53 4007	6520	6523	6516

### Goods wagons

Cat.-No.	☀	☀	☀	☀	☀	☀
5200 ☀ - 5204 ☀		6510	6511	6515		
5206 ☀ - 5211 ☀		6510	6511	6515		
5217		6520	6523	6516		
5218 ☀ - 5251 ☀		6510	6511	6515		
5252 ☀		6510	6511	6515	38 6004	
5253 ☀		6510	6511	6515		
5255 ☀ - 5268 ☀		6510	6511	6515		
5270 - 5279	38 6000	38 6002	38 6001		38 6003	
5280 ☀ - 5288 ☀		6510	6511	6515		
5292 ☀ - 5299 ☀		6510	6511	6515		
5300 ☀		6510	6511	6515		
5301	6530	6520	6523	6516		
5304 ☀		6510	6511	6515		
5305 ☀ / 5306 ☀		6510	6511	6515	38 6008	
5307 ☀ - 5309 ☀		6510	6511	6515		
5310 ☀ - 5339 ☀		6510	6511	6515		
5341 ☀ - 5397 ☀		6510	6511	6515		
5410 ☀ - 5449 ☀		6510	6511	6515		
5470 ☀ - 5480 ☀		6510	6511	6515		
5505 ☀ - 5568 ☀		6510	6511	6515		
5594 ☀	6530	6510	6511	6515		
5700 ☀ - 5721 ☀		6510	6511	6515		
5723 ☀		6510	6511	6515	38 6004	
5725 ☀ - 5735 ☀		6510	6511	6515		
5787 ☀		6510	6511	6515		
5910 ☀ - 5915 ☀		6510	6511	6515		
5923 ☀		6510	6511	6515		
5935 ☀		6510	6511	6515	38 6008	
5952 ☀		6510	6511	6515	38 6004	

### Signals

Cat.-Nr.	☀	☀	☀	☀
6200 / 6205	6536			
6206	1 x 6535 / 1 x 6536			
6221			6533	6534
6226			6532	6533

### Centre pick up A.C. models

Cat.-No.	☀	☀	☀	☀	☀	☀	☀	☀
1011 ☀	54 4007	6518		6535		6511		69 2008
1030 ☀	54 4006	6518		6535		6511		69 2012
1070 ☀	54 4006	6518		6535		6511		69 2009
1075 ☀	54 4009	6519		6535		6511		69 2017
1078 ☀	54 4009	6519		6535		6511		69 2004
1096 ☀	54 4006	6519		6530		6511		69 2020
1099 ☀		6519		6542*	rear	6511		69 2009
1103 ☀ / 1104 ☀	54 4007	Maintenance-free		6535		6511		69 2004
7 1103	54 4007	Maintenance-free		6535		6511		69 2017
1113 ☀	54 4007	Maintenance-free		6535		6511		69 2010
1114 ☀	54 4007	Maintenance-free		62 1337		6511		69 2016
1138 ☀	54 4007	6519		6535		6511		69 2005
1157	54 4007	6519		6535		6511		69 2004
1166	54 4008	Maintenance-free		6535		6511		69 2010
1179	54 4008	6519		6535		6511 front 6523 rear		69 2001
1233	54 4007	6519		6535	9531	6511		69 2014
1319 ☀	54 4009	Maintenance-free		6538		6511		69 2018
1327	54 4006	6519		6535		6511		69 2004
1405 ☀	54 7004	6518	4 x 6535			6511	38 6011	69 2013
1431 ☀	54 4007	6519	1449	6535	9531	6511	38 1438	69 2006
1433 ☀			6459	9530		6511	38 1438	
1471	54 4007	6519	2 x 9530	6535	9531	6511		69 2003
1472 ☀	54 4007	6519	2 x 9530	6535	9531	6511	38 4415	69 2017
1623 ☀			6462	6535 a. 9530		6511		69 2011

\* Light changing unit

### Accessories for centre pick up A.C. system

6511 - Clip-in exchange coupling for vehicles with socket NEM 362.

6523 - Slot exchange coupling for FLEISCHMANN vehicles.

6524 - Button exchange coupling for FLEISCHMANN vehicles.



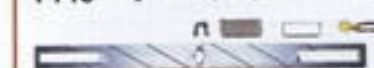
6560 - Exchange Wheel Set, unisolated. To convert all 2- and 3-axled FLEISCHMANN wagons for use on tracks for the 3-rail A.C. system. Axle length: 24 mm.

6562 - Spoked exchange wheels unisolated. For conversion of FLEISCHMANN passenger coaches with spoked wheels for use on K-tracks for 3-rail A.C. system. Axle length: 23.5 mm.

6561 - Exchange Wheel Set, unisolated. To convert all 4-axled FLEISCHMANN wagons for use on tracks for the 3-rail A.C. system. Axle length: 25 mm.

6563 - Double-Spoked exchange wheels unisolated. For conversion of all FLEISCHMANN goods wagons (except 5285) with spoked wheels for use on K-tracks for 3-rail A.C. system. Axle length: 24 mm.

1449 ☀ 9530 (bulb)



1449 - Interior Lighting Unit for the diesel railcar 1431 ☀.

Tip: The centre coach 1433 ☀ can be converted later with 6459 to have interior lighting.

1457 - Centre Pick-Up Shoe for double-deck coaches - in use on 3-rail A.C. Sys-



tems only. The centre pick-up shoe serves to collect current for the interior lighting unit accessory 6460 for all double-deck coaches except 1623 (already fitted with shoe).

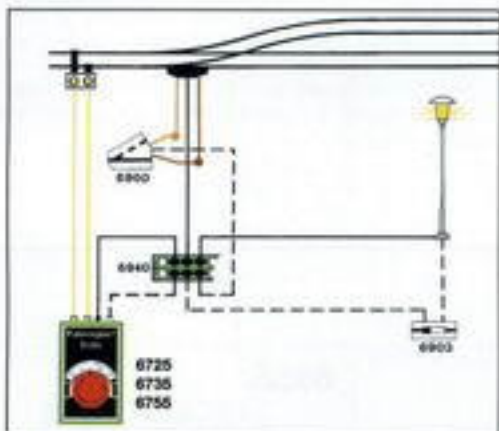
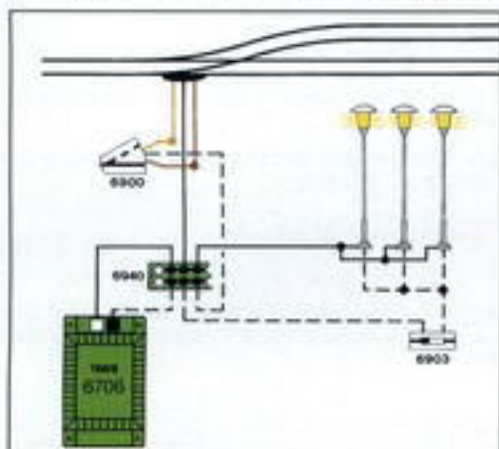
1458 - Centre Pick-Up Shoe for current collection for interior lighting units in 4-axled coaches.

1459 - Centre Pick-Up Shoe for current collection for interior lighting units in 4-axled coaches, L.o.B.: 282 mm.



Powerful FLEISCHMANN-transformers:			
		Direct current =	Alternating current =
6706	45 VA		14 V at 3200 mA
6725	12 VA	14 V at 850 mA	
6735	14.5 VA	14 V at 550 mA	14 V at 500 mA
6755	31 VA	15 V at 1100 mA	14 V at 1000 mA

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6735	14.5 VA	14 V at 550 mA	14 V at 500 mA
6755	31 VA	15 V at 1100 mA	14 V at 1000 mA



This transformer is a high performance power source for operation of electrical accessories, i.e. signals, point motors, relays, lighting and other accessories on any model railway layout. Protected against overload by internal thermal cut-out. Simple connection to layout using practical quick clamps.

Fitting size: approx. 132 x 72 x 50 mm



14V~0.50 A (500 mA) constant alternating current for lighting as well as for signal and point connections.  
This transformer gives a smooth performance using super-fine control speed regulator as well as definite forward and reverse directions.  
Notched off position for the control knob when in zero setting.  
Automatically protected against overload.  
Simple connection to layout using practical quick clamps.

Fitting size: approx. 80 x 170 x 65 mm



FLEISCHMANN-articles (examples)	Current consumption
Bulb	6530, 6531, 6538, 6539
Bulb	6532, 6533, 6534, 6535
Bulb	6536
Bulb	9530, 9531
Electric point motor	6421, 6422, 6441, 6442
Electric turntable	
Interior lighting set	6446, 6452, 6464/67/69
Interior lighting set	6447, 6448, 6454, 6458
Interior lighting set	6460, 6462
Interior lighting set	6463, 6465, 6468
Loco without lights	
Loco with lights	
Light leader accessory	6459
Lighting unit	6540
Signal motor	6200, 6205
Signal motor	6201
Signal motor	6206
Uncoupling track	6012, 6013, 6111
Uncoupling track motor	6414, 6444




A green, rectangular transformer unit with a black cable attached to the bottom. The unit has a label with the brand name 'FLEISCHMANN' and model 'Transformator 6700'. It also features various technical specifications and safety symbols.

Automatically protected against overload.  
Simple connection to layout using practical quick  
clamps.

Fitting size: approx. 125 x 70 x 43 mm



A photograph of a Fleischmann MSF-Trafo 6735 transformer. It is a green rectangular unit with a black faceplate. The faceplate features the brand name 'FLEISCHMANN' in white, followed by 'MODULBAU' and 'MSF-TRAFO 6735'. Below the text is a large red circular dial with a white scale from 0 to 180 degrees. The dial is mounted on a grey plastic base.



A green Fleischmann MSF-Trafo 6755 transformer with a red rotary switch and a black label. The label features the Fleischmann logo and the text 'MSF-Trafo 6755'. The switch has markings for 100, 50, 25, 10, 5, 2, 1, and 0.5. The transformer is connected to a power source and a load.

Automatically protected against overload.  
Simple connection to layout using practical quick clamps.

Fitting size: approx. 110 x 180 x 90 mm



"MSF" - Multi Wave, Super Fine, Control - offers, through "MSF", the slowest crawl speed for shunting operations, by continual variation from half-wave through mixed wave to full wave control.



# THE FLEISCHMANN BLOCK SYSTEM

6957

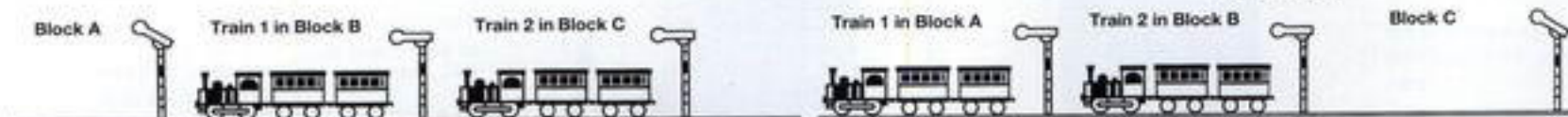


**6957 - Automatic self contained control system.** This triple unit is a firmly mounted, electrically connected section, consisting of 3 pieces 6958. It can be very easily enlarged into a precision-blockette, by adding to each additional blocksection any number of supplementary units of 6958.

6958



**6958 - Supplementary unit for enlarging the self-block Compact-set 6957.** This item can only be operated through 6957.



Operating variations:				
Manually	Using track diagram	Using push	From the loco/train	
At any time, direct, and without using any extra switches	with 2 x 6902	with 1 x 6927	either the loco button + 6402/6432	or 9426/9427 + 6425/6435

One simple rule for the maximum possible number of trains on one stretch is:  
Number of block relays less one is the maximum number of trains on one stretch.

Examples:

1 x 6957 = 3 block relays = 2 trains

1 x 6957 (3 block relays) + 1 x 6958 (1 block relay) = 4 block relays = 3 trains

## Practical advantages of the FLEISCHMANN block system:

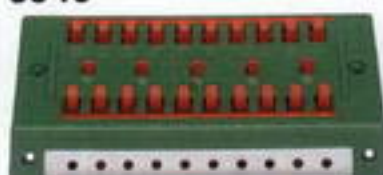
- 1 Neat and simple construction (even beginners can easily instal train control).
- 2 The relays automatically switch the signals. No extra switches are needed.
- 3 The settings of the switches are shown on the relay. The relays can also be controlled by hand.
- 4 The basic block system can be extended by buying single block switches when you like (and as you can afford it).
- 5 Current consumption of one relay: 30 mA only.

The FLEISCHMANN Block-System makes it possible to run more than one train on **one** track, because the automatic block switching controls the safety distance between two trains.

For instance:  
two trains are running one behind the other on a single track. The track has been divided into sections. Train 2 is in section C. Train 1 is in block section B. Even if Train 2 is running faster than Train 1, then it cannot catch up with Train 1 because the block system, with its automatic switching, ensures that the signal with train control, behind Train 1 always shows "Halt". The block-system relay automatically switches all signals.  
If you wish to run two trains automatically on the same track, then one basic block-system module 6957 is needed. For each additional train then a block-system extension unit 6958 is required.

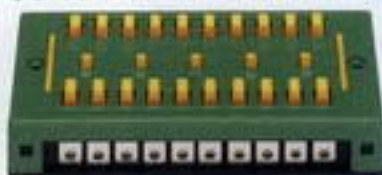
## FLEISCHMANN SWITCHING ACCESSORIES

6940



**6940 - Distributer panel,** double-pole for 10 pairs of connections.

6941



**6941 - Clip panel connections** for extending 10 wire leads.

6950



**6950 - Track rectifier.** This unit opens up many possibilities. For details see directions packed with the unit. **Not suitable for digital system.**

6953



**6953 - Station-stop control,** adjustable, for stopping a train for 3 to 60 seconds, as desired. Just turn the screw. **Not suitable for digital system.**

6954



**6954 - Slow-down resistance** for automatic braking of trains, when approaching stop signals or in slow zones. Adjustable from 10 to 35 Ω by means of sliding knob. **Not suitable for digital system.**

6955



**6955 - Relay with 2 revers switches,** capacity each contact: 3 A/25 V.

6960



**6960 - Electronic Voltage Automation Unit EVA** - for gradual acceleration and braking of D. C. locomotives. Easily installed ahead of each signal, in block sections or in the station area. All trains, as well as railcars and even push/pull trains with a control cab coach being pushed will be brought to a halt in front of the signal by the "EVA" unit. Additional functions for running backwards within the signal area without train control and immediate braking for occupied block sections. **Not suitable for digital system.**

6980



**6980 - Twin-core-connecting wire,** white/white. Ø 0,19 mm², length 10 m.

6981



**6981 - Twin-core-connecting wire,** yellow/blue. Ø 0,19 mm², length 10 m.

6982



**6982 - Bifilary connecting wire,** Ø 2 x 0,75 mm², length 10 m.

6983



**6983 - Three core wire,** length 10 m.

6990

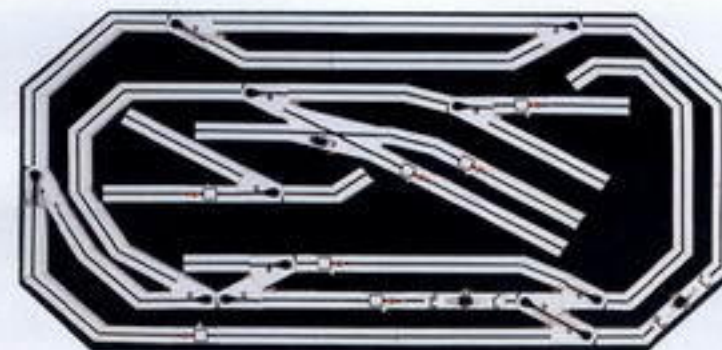


**6990 - Radio-interference suppressor** for electric trains. Simply install between power and track. **Not suitable for digital system.**



# The FLEISCHMANN track diagram control panel

All routes are controlled from the control panel.



6900



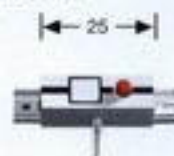
6900 - Switch control, momentary impulse, for throwing any points.

6901



6901 - Control for signal lights that control trains.

6902



6902 - Momentary impulse unit for brief operation of stopping sections, uncoupler tracks, etc.

6903



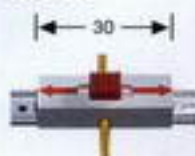
6903 - On-off control for circuits, subsections, lights, etc.

6904



6904 - Reverse control for reversing trains.

6905



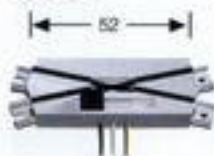
6905 - Momentary reverse control for momentary impulses to track and for control of magnetic devices.

Dependable, safe 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.

Fixing the switches 6901 to 6908 as well as 6911, 6918 and 6919 with wood screws 6410. Spare screws for 6900, 6910, 6912, 6913 and 6914: 70 6210 (FLEISCHMANN spare part).

6906



6906 - Control for double-slip switch. A little aperture always shows the way the switch is set (cross or turn).

6907



6907 - Control for semaphore with magnetic drive.

6908



6908 - Three Way Point Switch for a three way point.

6910



6910 - Turntable Switch for the electrically driven turntable 6052 C, 6152 C, 6154 C, 6651 C with individual electrically switchable track exits.

6911



6911 - 10 full-length straight-away symbols with 30 footparts for fastening units.

6912



6912 - Switch symbol unit for manual switches.

6913



6913 - Crossing symbol for crossings 15" or 30".

6914



6914 - Symbol for hand-operated turntable 6050 and 6150.

6918



6918 - Control for semaphore with magnetic drive for 2 unlinked arms.

6919



6919 - Signal switch for the uncoupler indicator 6242 fits in track diagram control panel to alter the indicator aspect and operate the uncoupler track.

# The FLEISCHMANN finger tip control panel

Simple to plug together.

Clear indication panels.

6920

6921

6922

6923

6924

6925

6927

6928

6929



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 ca.: length 60 mm x width 33 mm x height 34 mm

6920 - Control for two points, with two number panels or 2 double-slip switches.

6921 - Light change, for changing signal indication with train control (6221/6226).

6922 - Control for four uncoupler tracks, with four number panels.

6923 - On-off control, for circuits, lights, stopping sections, etc.

6924 - Reverse for reversing direction of trains.

6925 - Control for 3-way switch.

6927 - Signal switch for operating single arm semaphore signals 6200/6205.

6928 - Signal switch for operating double arm semaphore signal 6206.

6929 - Signal switch for the uncoupler indicator 6242 fits in track diagram control panel to alter the indicator aspect and operate the uncoupler track.





## FLEISCHMANN DIGITAL – The world of digital Multi-Train Control

The dream of every railway modeller: operation of the model layout to replicate just what happens on the real railway. This dream becomes a reality with the **digital multi-train control** from FLEISCHMANN. The operational possibilities are both fascinating and unending – enjoyment, though, remains the first priority.

In **traditional analog operation**, the locomotives receive their power direct from the track. The further the control knob is "rotated", the higher the power given, and therefore the faster the loco runs. If you place a second loco on the same track, then

this loco, just like the first, will receive the same track power, which means that both locos will run in the same direction at the same speed, fast or slow. If you want to run several locos on the track at the same time, then the layout must be separated into individual track sections each fed by additional controllers.

It's different for **digital multi-train control** from FLEISCHMANN: Here each loco, fitted with a decoder, will run individually according to your commands – fast, slow, forwards or backwards – and what's more, completely independently of all the other locos on the same track.

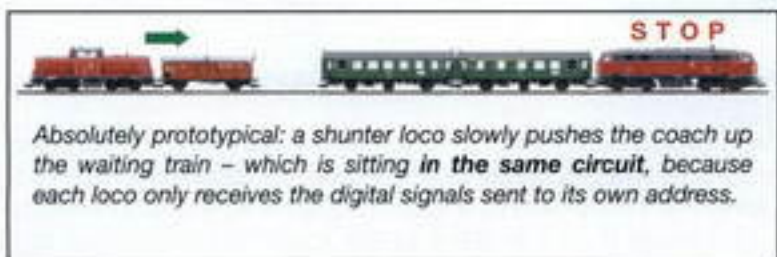
**How can that be?** For this type of control, there is a constant power in the track. This serves firstly to provide power to the locos, and secondly to carry the digital control commands to the decoders. The decoders in the locomotives recognise these signals and translate them into control and running commands. They regulate how much power the motor receives from the track, thus determining the speed and direction of the loco.

Each digitally driven loco with an inbuilt decoder has its own unique address which will only react to the signals sent specifically to that address – comparable to a telephone which will



only react when that number is dialled. Because the signals for lots of loco addresses can be carried unbelievably rapidly behind each other, then several locomotives can be controlled all at the same time.

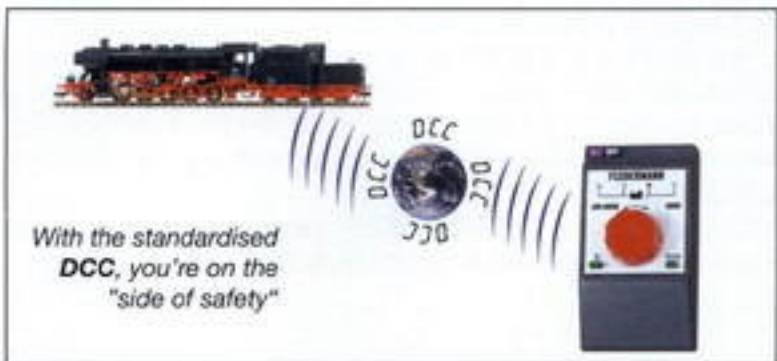
So for example, **within one circuit**, you can be shunting whilst other trains are arriving and departing from the station. You can even couple up two locos to each other and run them as double-headed, you can swop coaches over onto different trains, push them into sidings and reproduce many more operational situations of the real railways. This brings more realism and with it, of course, more enjoyment. An additional advantage of this "delegation of duties": several people – i.e. father and son – can both be "allowed" to play trains with each other.



### FLEISCHMANN-DIGITAL – a system for the future

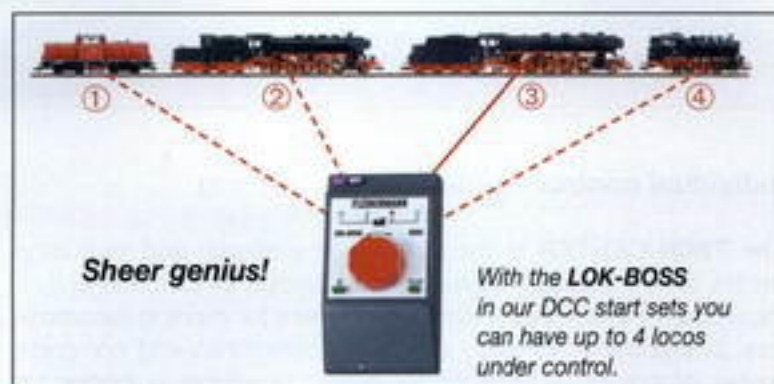
FLEISCHMANN-DIGITAL is a completely comprehensive multi-train control system with a vast choice of power sources, controllers and control equipment – all from one maker! You can build up your layout step by step and introduce new functions to extend it even further.

Just as we speak several languages – and sometimes equally not always understand them either – there are several digital languages for model railways too. **DCC** is one of the most recognised digital languages throughout the world.

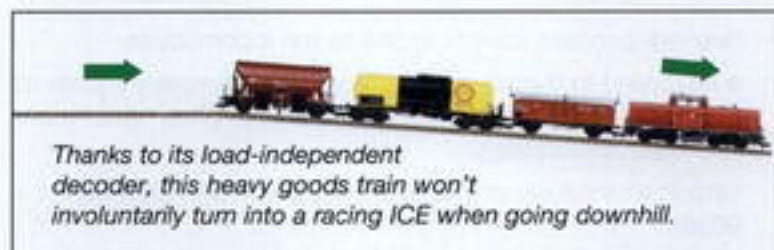


### The simplest start – "Unpack, put it together, and off you go" with a DCC Start Set from FLEISCHMANN

With our **DCC Start Sets** (see pages 19–25) you enter the world of digital model railways in the right way. "Unpack, put it together, and off you go" – that's just how it goes. Each Start Set is a complete miniature layout with a digitally controlled loco, wagons, tracks, **LOK-BOSS** controller and mains transformer unit. The layout is soon made up and the **LOK-BOSS** controller looks after the enjoyment: everything now awaits your digital commands!

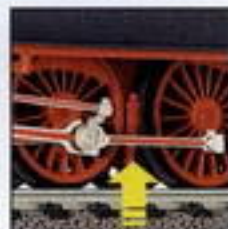


Practical: The locos contain a load-independent decoder. This means that the speed is unaffected by the loading, in other words, whether running up or downhill, the speed remains the same (as long as there is sufficient power to the motor).



You can easily build up your layout with all of the track pieces of the FLEISCHMANN track system – ideally using the track packs. Our Sound-Locomotives are the crowning glory of digital operation. They bring a whole host of railway atmosphere to your model railway layout. The locos are not just impressive to look at either. With their original sounds they play pleasant "tunes" for the ear too.

*It's not only the realistic screeching of the brakes of our Sound-Loks that will astound you. The rhythmic beat of steam exhaust chuffs, signal whistles, coal shovelling, water pumps and cylinder blasts, etc. will all provide the correct steam engine atmosphere. And others "diesel along" without stinking!*



### Sheer genius – the LOK-BOSS



Our **LOK-BOSS** is tailored to suit smaller layouts, or for digital beginners.

- Using this compact controller you have everything under control. This may be up to 4 locos, which you can run at the same time, yet completely independently from each other.
- Simply place the loco on the track and straight away you're off. By turning the control knob to the right, the loco will run forwards – turn to the left, and the loco runs backwards. It couldn't be easier!
- **LOK-BOSS** with display: 4 LEDs will show you at a glance just which loco is under direct control, which loco is running on "memory" and which loco is at a standstill.
- The **LOK-BOSS** gives you fast and easy access to the loco which you wish to drive.
- And the **LOK-BOSS** can do a lot more: one push of the key will suffice, for example, to turn the lights on or off. Two extra special functions can also be carried out – on the locos in our DCC Start Sets: inertia on/off (f1), shunting gear on/off (f2). For Sound-Loks you can call up the individual sounds with the special functions f1 bis f8.



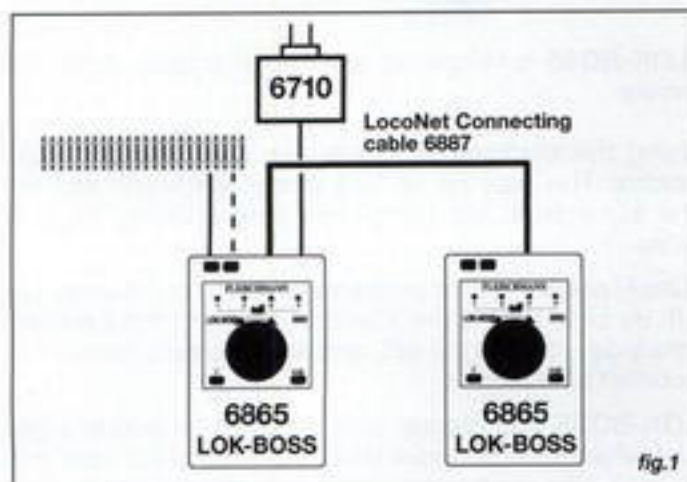
The **LOK-BOSS** makes it a joy to start off with digital – further simple and uncomplicated additions are possible at a later stage.

**LOK-BOSS – sheer genius!**

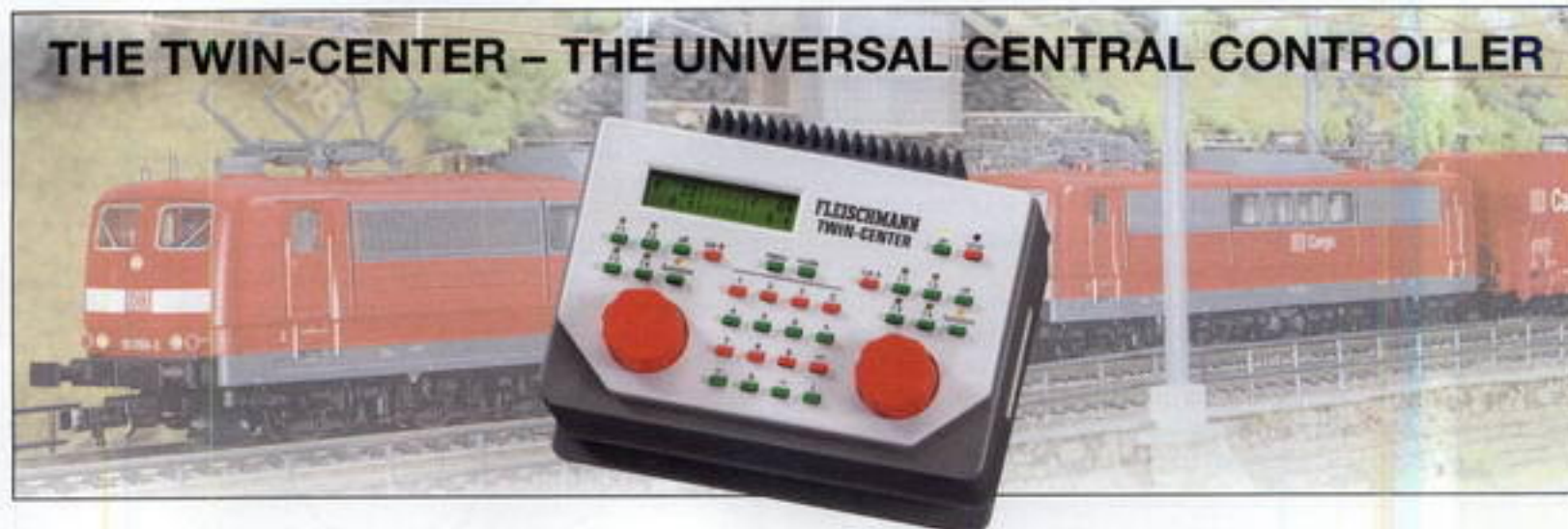
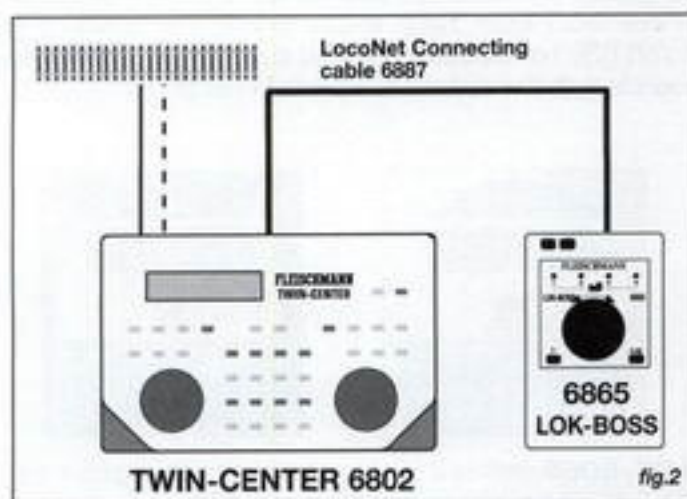


**So it goes on:  
"sheer genius" – the LOK-BOSS as a controller**

If you already own one **LOK-BOSS**, you can extend at any time with a second **LOK-BOSS**, which can be used as another controller (see fig. 1). This makes it easy for you to control your 4 locos from another position around the layout (i.e. in the shunting yard) or a second operator can join in. Both father and son can now join in together.



In conjunction with the **TWIN-CENTER 6802**, our large central controller, the **LOK-BOSS** can be regarded as another valuable controller (see fig. 2). In this way you can separately control the loco depot or industrial sidings for example.



**Individual control – simultaneous running**

The **TWIN-CENTER** is the versatile operational and switching centre for your digital model railway layout. In just one unit, it incorporates two independent **controllers** for running locomotives, a **keyboard** to switch electrical accessories and complete routes of points, a **booster** for power provision, a **coder** for setting addresses, as well as an **interface** for connecting in a computer. So, using the two controllers, you can control **two digital locos at the same time**.

**This gives you all the enjoyment of digital running:**

- two independent control knobs to run locomotives
  - a keyboard to switch points – yes, even complete routes of points –, uncoupler tracks, signals and other electrically operated accessories
  - setting a multitude of loco addresses (in DCC-operation: 1 – 9999)
  - Fine speed control steps with up to 128 speed steps (DCC)
  - Switching loco lighting on/off
  - running with double heading
  - Calling up the sounds of our Sound-locomotives
  - automatic emergency power cut-off in case of short circuits
  - Connection possibilities for the LOK-BOSS controller as well as TWIN-Hand controllers (6821) via TWIN-BOX (6827)
  - integration of your computer into the layout operation
- ... and lots more!

**All under control with 9999 addresses**

Each digital loco with an inbuilt decoder has a specific address. It will only react to commands directed to that specific address. Using the **TWIN-CENTER** in DCC-operation, you can allocate any address from **1 to 9999** to any loco. This means you can call up any of your locos either by article number or by class number.

**The TWIN-CENTER speaks two languages**

With the **TWIN-CENTER**, there are undreamed of possibilities now open to you: because the **TWIN** covers two digital languages. One is the international standard **DCC**, and the other is the well-known and original **FMZ** – the **FLEISCHMANN** Multi-train control system. **Do you already have an FMZ-layout?** No problem, because the **TWIN-CENTER** will run that too.

The **TWIN-CENTER** offers you the following possibilities:

- ❶ You can run your layout in DCC-mode.
- ❷ You can run in FMZ-format. In which case you can additionally run analog locos too, (using a coupler 6806).
- ❸ It's even possible to run with two types of digital systems. For example you can use controller 1 to run a TWIN loco in FMZ-format, whilst using controller 2 to run a loco with a DCC decoder as per the NMRA standard – or the other way around.

If you purchase the current locos, which are fitted with load-independent TWIN-DECODERS, then you can also run these together with FMZ-locos.

Info: Locomotives with a TWIN-DECODER can be recognised by the figure "6" prefix in front of the article number (i.e. 6 4236).



# FLEISCHMANN DIGITAL – The world of digital Multi-Train Control

## The brain of the digital locos – the decoders

**Decoder** – these are the central controllers within the digital locomotives, more or less their brain. A decoder ensures that the signals sent by the corresponding control equipment are translated into correct commands for the motor of the loco. With a load-independent decoder, your loco receives the speed setting – irrespective of whether it is going up or downhill (provided there is sufficient power to the motor). Just right for operation: the minimum and maximum speeds of the locos can be determined. Equally the acceleration and braking inertia can be set or turned on/off. This puts you in complete control as an experienced "engine driver". Other controllable functions, such as turning the lights on or will simulate the operation of the "big" railway always more realistic.

FLEISCHMANN has various types of decoders in the range: DCC and TWIN decoders. Many of our locos are already **factory fitted with a decoder** and are therefore ready to **run for immediate use** on your digital layout. DCC-DIGITAL locos can be recognised by the prefix "8" in front of the article number (i.e. 8 6332; loco from the DCC-Startset) and the 2-language TWIN-DIGITAL-vehicles by the prefix "6" (i.e. 6 4226) in the article number and our Sound-locos with a prefix "7" (z. B. 7 4233).

Examples from our comprehensive range of locos:



6 4226 · The ubiquitous shunter of the class 260 already contains a factory fitted TWIN-DECODER, therefore the prefix "6" in the article number.

Even the railbus (7 4405), class VT 95 can "rattle" around straight away on your digital layout (thanks to the inbuilt Sound-Decoder).



7 4233 · The heavy Diesel loco, class 218 makes her presence felt acoustically. The inbuilt Sound-Decoder is recognisable with the prefix "7".



4079 · The class 78 of the DR incorporates a decoder socket as per NEM 651. We recommend the fitting of the DCC-DECODER 6876 or the TWIN-DECODER 6846.

And if your desired model is not included?: Within the FLEISCHMANN range, there are several locomotives already fitted with the standardised decoder socket (as per NEM). With just a flick of the wrist, these locos can be fitted with a suitable decoder.


**Which decoder fits into which loco can be seen on the loco pages in this catalogue.**




4355 · The modern-looking class 101 has an 8-pole decoder socket (as per NEM 652) to install the DCC-DECODER 6878 or the TWIN-DECODER 6848. The loco, article number, 6 4355 already has the factory fitted TWIN-DECODER.



4460 · The symbol informs you, that the ICE-T incorporates a 8-pole decoder socket NEM 652. We recommend the installation of the DCC-DECODER 6878 or the TWIN-DECODER 6848.

The locos with decoder sockets can be recognised by this symbol:  for the 6-pole decoder socket as per NEM 651. The DCC-decoder 6872/6876 or similarly the TWIN-DECODER 6846 likewise 6847 are suitable for use with these locomotives.

 stands for the 8-pole decoder socket as per NEM 652. The DCC-decoder 6878 or TWIN-DECODER 6848 are suitable for use with these locos.



Besides: if your loco doesn't have a decoder socket, then you can convert them to digital multi-train operation by using the FLEISCHMANN-decoder without plug. Please ask your dealer! He will be pleased to advise you.



# THE COMPONENTS OF THE DIGITAL MULTI-TRAIN CONTROL AT A GLANCE

**6802 · TWIN-CENTER.** Powerful central control unit with two control knobs, a keyboard to switch points and signals as well as routes of points, a coder, plus a port to connect to a computer (PC/MAC). The TWIN-CENTER is suitable for use with the multi-train systems DCC as per NMRA-standard and FMZ. 8 special functions can be called up – making sound an experience. *Now with software-update V1.100.*

The TWIN-CENTER is a real "maid of all work".

6802



Size approx. 180 x 136 x 80 mm

6807



Size approx. 180 x 136 x 80 mm

**6807 · TWIN-BOOSTER.** Powerful enhancer for the TWIN-CENTER 6802. Each extra electrical circuit can be fed with power from another transformer via a TWIN-BOOSTER. A brake generator for DCC-operation as per the NMRA-standard and a reverse loop module (for DCC- and FMZ-operation) are inbuilt.

**6811 · DIGITAL CONTROL-transformer.** Output approx. 16.5 V / 2.73 Amps (45VA) for connection onto the TWIN-CENTER 6802 or the LOK-BOSS 6865 (via connector cable 38 6865).

As an alternative, electrically operated accessories (i.e. points, signals, uncoupler tracks) can be connected to the additional output 14 V / 3.2 A (45 VA) of the transformer 6811.

6811



Size approx. 132 x 72 x 50 mm

6812



Size approx. 110 x 180 x 86 mm

**6812 · Transformer.** Powerful special transformer for operating the TWIN-CENTER 6802 or additional TWIN-BOOSTER 6807 with full power. Output approx. 18 V (72 VA). Transformer 6812 is an electrical power pack for your digital layout.

**6821 · TWIN-Hand Controller with long wander lead and two switches.** It is connected to the TWIN-CENTER 6802 via the TWIN-BOX 6827 and the relevant LocoNet cable, to the TWIN-CONTROL 6822 or to the LOK-BOSS 6865. The sliding regulator controls the direction and speed of a digital FLEISCHMANN loco with its central-off zero setting. The two independent flick switches can be allocated any of the other four available functions from the TWIN-CENTER:

- Individual loco emergency stop / • Emergency stop for the complete layout / • Headlights on/off / • Special function on/off

If required, the hand controller can be clipped into its retaining holder – then it's handy ready for picking up again.

6821



Size approx. 52 x 188 x 30 mm

6822



Size approx. 180 x 136 x 80 mm

**6822 · TWIN-CONTROL.** Additional controller, which is equipped with two control knobs and a keyboard to switch points, signals and point routes. 8 special functions can be called up – making sound an experience. It can control all the functions for digital running and switching via the TWIN-CENTER. It is connected to the TWIN-CENTER via the LocoNet connector port. *Now with software-update V1.100.*

**6827 · TWIN-BOX.** Connection unit for 4 hand controllers into the LocoNet-socket on the TWIN-CENTER 6802, TWIN-CONTROL 6822 and LOK-BOSS 6865. Several TWIN-Boxes can be connected into the LocoNet-connector on the TWIN-CENTER.

Using the LocoNet-cable included, the TWIN-BOX can be connected to the TWIN-CENTER 6802, TWIN-CONTROL 6822, LOK-BOSS or another TWIN-BOX.

6827



Size approx. 108 x 73 x 33 mm

6852



Size approx. 93 x 63 x 18 mm

**6852 · TWIN-receiver unit for electrically operated accessories.** Suitable for both FMZ and DCC as per the NMRA-standard. Via this unit, 4 points or 4 signals, or equally 8 uncoupler tracks can be connected to the TWIN-CENTER 6802. The address of the unit can be set manually via a set of coding switches to any address from "1" to "119" that is not already allocated to an address of a FLEISCHMANN locos (FMZ-operation). With the 8th switch, the operation can be changed to DCC-operation. Using programming corresponding to DCC as per the NMRA standard, the DCC-addresses can now be electronically set (from "1" to „500“) as well as the characteristics of each of the four outputs of the unit (impulse, continuous, or blinking). Once set, the output characteristics also operate in FMZ-mode.



**6860 - Breaker.** To immediately cut off the power in the case of a short circuit and thereby avoid any damage to the vehicles by the short circuit power surge. A breaker is essential when connecting in a TWIN-coupler 6806.

**6865 - LOK-BOSS controller with rotating control knob, two function keys and connecting cable.**

*Now up to 8 sound-/special functions can be called up!*

The controller is suitable for digital operation of up to 4 locomotives with DCC-decoders, with a maximum power output of 1,8 A. 4 LEDs give information about the loco operating situation. Using the 2 function keys up to 8 sound-/special functions can be called up (like sound on/off, whistle/horn, light on/off, etc.).

Locomotives with DCC-decoders can be programmed using the LOK-BOSS (addresses).

In order to achieve the full power availability and thereby the optimum running qualities, the transformer 6811 is required to provide power.

**38 6865 - Connection cable to connect the LOK-BOSS 6865 with transformer 6811 (not pictured).**

**6806 - TWIN-KOPPLER.** The coupler is necessary when running FMZ-DIGITAL- and standard DC-locomotives together in one circuit. The coupler is an intermediary joining the tracks with the digital control equipment and the standard DC transformer.

When connecting onto the TWIN-CENTER 6802, then between the coupler and the track feed it is necessary to install a breaker 6860.

**6885 - Adapter Set for FMZ-Booster.** For connecting an FMZ-Booster 6805 to the TWIN-CENTER 6802. Includes: Booster-Adapter, cable set and track connection module 6886.

**6886 - Track Connection Module.** This track connection module is necessary for the connection of any further FMZ-boosters 6805. It is a condition that one FMZ-booster 6805 is already connected to the TWIN-CENTER 6802 by the adapter set 6885.

**6887 - LocoNet Connection cable.** To connect the TWIN-BOX 6827 and other LocoNet equipment to the TWIN-CENTER 6802, TWIN-CONTROL 6822 or LOK-BOSS 6865.

**6890 - Operating Manual for the TWIN-CENTER 6802 and TWIN-CONTROL 6822 (German/English version).**

All the knowledge regarding the digital units 6802/6822 collected together in one manual 6890. With practical fast entry.

**6860**



Size approx. 54 x 28 x 18 mm

**6865**



Size approx. 125 x 70 x 43 mm

**6806**



Size approx. 110 x 180 x 86 mm

**6885**



**6886**



Size approx. 78 x 45,5 x 37,5 mm

**6887**



**6890**

not shown

## TWIN-DECODER:



Size (max.):  
23 x 10,5 x 4,3 mm

**6839**

**6839 - TWIN-DECODER with 6-pole plug.**

For FMZ and DCC as per NMRA standard.

For locomotives with 6-pole socket as per NEM 651 standard, for items no. 4081/4082.

Maximum power rating: 600 mA

Lead length: approx. 30 mm

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

**Especially designed for use with N gauge.**

**6846**

**6846 - TWIN-DECODER with 6-pole plug.**

For FMZ and DCC as per NMRA standard.

For locomotives with 6-pole socket as per NEM 651 standard.

Maximum power rating: 800 mA

Lead length: approx. 20 mm

Size (max.): 23 x 10,5 x 4,3 mm

**69 6846**

**69 6846 - TWIN-DECODER without plug.**

For FMZ and DCC as per NMRA standard. With 6 leads to convert (digitalise) DC locomotives **without** a fitted socket. Installation should be carried out by specialist dealer.

Maximum power rating: 800 mA

Lead length: approx. 150 mm

Size (max.): 23 x 10,5 x 4,3 mm

**6847**

**6847 - TWIN-DECODER with 6-pole plug.**

For FMZ and DCC as per NMRA standard.

For locomotives with 6-pole socket as per NEM 651 standard.

Maximum power rating: 800 mA

Lead length: approx. 80 mm

Size (max.): 23 x 10,5 x 4,3 mm

**6848**

**6848 - TWIN-DECODER with 8-pole plug.**

For FMZ and DCC as per NMRA standard.

For locomotives with 8-pole socket as per NEM 652 standard.

Maximum power rating: 800 mA

Lead length: approx. 80 mm

Size (max.): 23 x 10,5 x 4,3 mm

## DCC-DECODER:



Size (max.):  
20 x 10,5 x 3,8 mm

**6872**

**6872 - DCC-decoder with integrated 6-pole plug without leads.**

For DCC as per NMRA standard.

For locomotives with 6-pole socket as per NEM 651 standard.

Maximum power rating: 1000 mA

Size (max.): 20 x 10,5 x 3,8 mm

**6876**

**6876 - DCC-decoder with 6-pole plug.**

For DCC as per the NMRA-standard.

For locomotives with 6-pole socket as per NEM 651 standard.

Maximum power rating: 1000 mA

Lead length: approx. 80 mm

Size (max.): ca. 20 x 10,5 x 3,8 mm

**69 6876**

**69 6876 - DCC-decoder without plug.**

For DCC as per the NMRA-standard. With 6 leads to convert (digitalise) DC locomotives **without** a fitted socket. Installation should be carried out by specialist dealer.

Maximum power load: 1000 mA

Lead length: approx. 150 mm

Size (max.): ca. 20 x 10,5 x 3,8 mm

**6878**

**6878 - DCC-decoder with 8-pole plug.**

For DCC as per the NMRA-standard.

For locomotives with 8-pole socket as per NEM 652 standard.

Maximum power load: 1000 mA

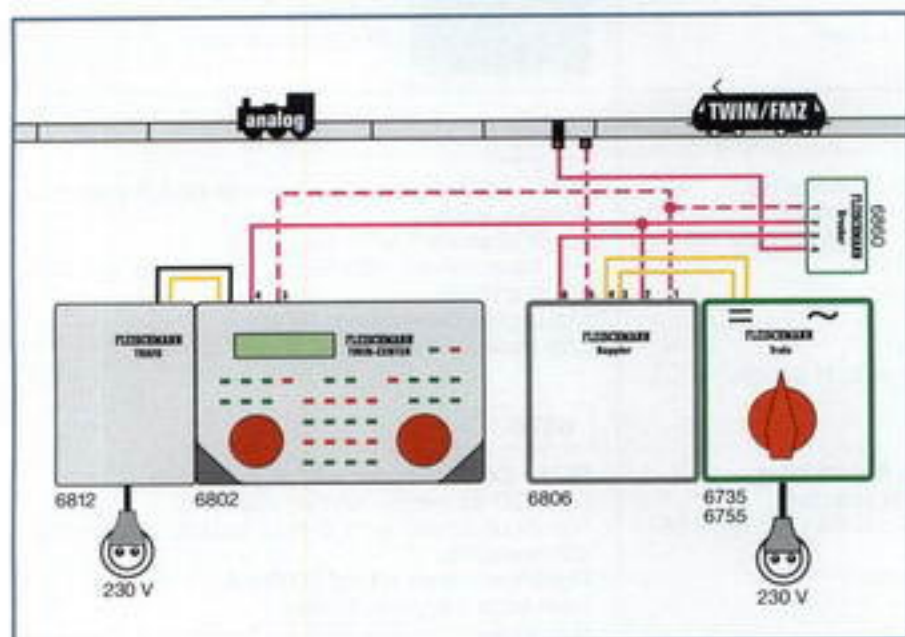
Lead length: approx. 80 mm

Size (max.): ca. 20 x 10,5 x 3,8 mm

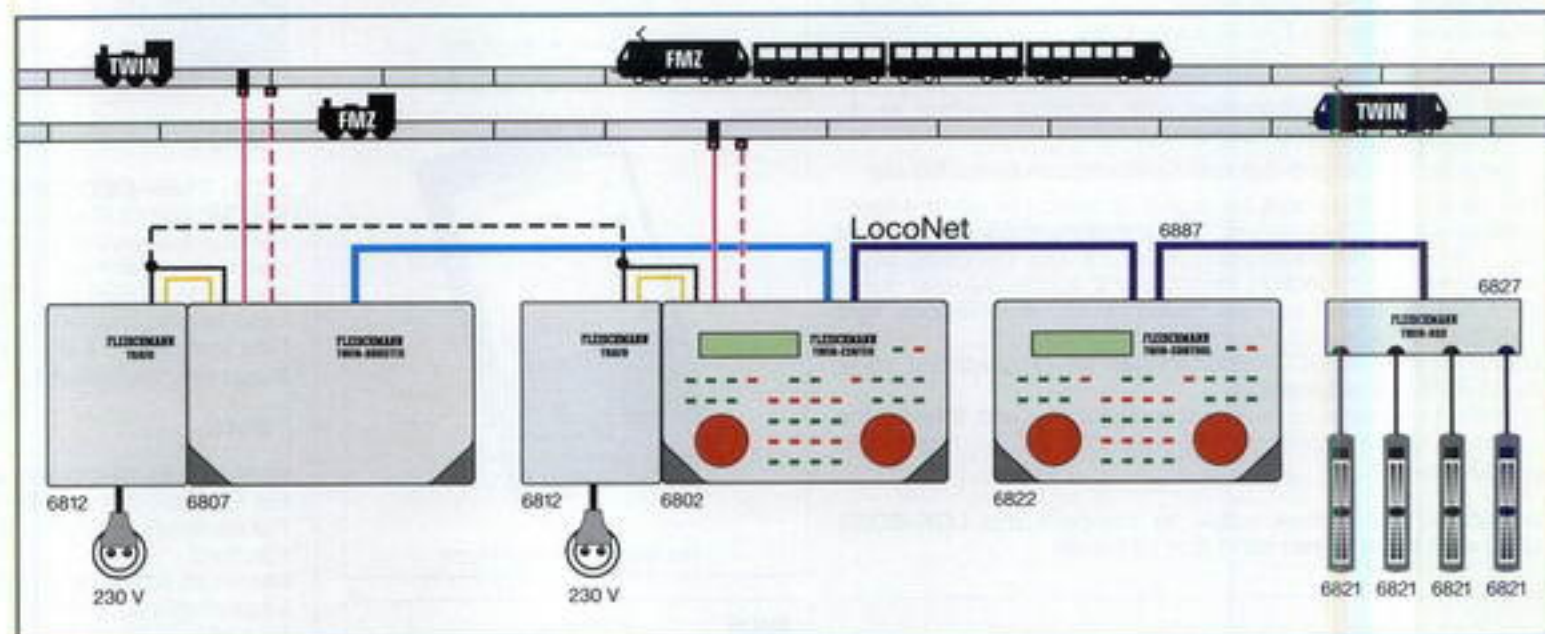
**All FLEISCHMANN DCC- and TWIN-DECODERS are power regulated and protected against short circuit.**



## Advantages offered by the TWIN-TECHNIK: Building up the TWIN-TECHNIK:



Alongside the TWIN- or likewise FMZ-Technik fitted digital vehicles, analogue vehicles can also be run on the same track at the same time, and yet, still be independently controlled. To do this, one simply needs a coupler, to transmit the control instructions through the track, a breaker to protect the layout from an accidental short circuit and a transformer/controller for D.C. locos.



If lots of digital vehicles are to be in use – as in our example, locos with FMZ- and TWIN-decoders – it would be nice to have them all under control at once. One TWIN-CONTROL 6822 with its two control knobs and keyboard is ideally sufficient. However, the system can be built upon: Hand controllers 6821 can be integrated within the system – up to 4 hand controllers can be connected via a TWIN-BOX 6827. Continuing on from there, up to 4 TWIN-BOXES, each with 4 hand controllers, or even 16 TWIN-BOXES, each with just one hand controller, can be connected up, and if that were not enough you can also couple up 6 TWIN-CONTROLS with the TWIN-CENTER which will give you complete control of up to 30 locos at any one time.







Block System Operation



Light on (before tunnel)



Push/pull routes



Station Management



Slow-down settings



Call up Routes of Points

# TRAIN-NAVIGATION

**Railway Operation just like Real Life**

**TRAIN-NAVIGATION –**

*The dream of every railway modeller becomes reality: Railway operation on the model railway layout just like the larger prototype.*

**And all without using a computer!**

*"Feedback information & switching" – with TRAIN-NAVIGATION you have your layout "under control". Each vehicle fitted with a tiny, unnoticeable transmitter will be clearly identified, and its data will be "sent back".*

*In this way, the different functions and sequences will be automatically activated:*

*Slow-down sections, stopping at a signal, switching on lights before a tunnel, block system operation, push/pull routes plus a whole lot more!*

**New:**  
Pre-programmed  
functions!

**Feed back information and  
switching on the digital  
layout with ...**

**loco individual, specific control**

**How does TRAIN-NAVIGATION work?**

Quite simply: The "rolling stock" is fitted with a **navigation transmitter**. Scarcely noticeable **navigation sensors** are built into the track in the desired location, which are then connected to a **navigation receiver**. As a vehicle, either loco or coach, fitted with a navigation transmitter,

runs over a sensor the navigation receiver recognises the address of the vehicle. This is known as "feedback information". The navigation receiver then activates the control commands for the respective vehicle which were stored in the TWIN-CENTER 6802.





# TRAIN-NAVIGATION – Feedback information & switching on the digital model railway layout

## What can I achieve with TRAIN-NAVIGATION ?

Almost everything you know that the „big“ railway does:

- **Switch points and signals:**
  - ✓ Change points
  - ✓ Set the signals
  - ✓ Control blocksystems
  - ✓ Call up routes of points
- **Alter running speeds and directions:**
  - ✓ Start off other trains – and accelerate
  - ✓ Braking down to a standstill (before a signal)
  - ✓ Brake and run with reduced speed through a rail work site, and then accelerate up to running speed again
  - ✓ Dictate stopping duration and then start up again
  - ✓ Run push/pull routes
  - ✓ Call up individual emergency stops
- **Call up special functions:**
  - ✓ Switch on the lights (i.e. entering tunnels)
  - ✓ Switch off the lights (i.e. exiting tunnels)
  - ✓ Activate the loco whistle/horn
  - ✓ Switch on/off the clang of the bell
  - ✓ Activate station announcements
  - ✓ Activate the shrill whistle
  - ✓ Turn sound on/-off

## How can I install TRAIN-NAVIGATION ?

You simply insert the navigation sensors at the desired locations in the track, wherever you wish to activate a function. The navigation sensors are inserted into a small hole drilled in the track and connected to the accompanying navigation receiver, which in turn, is connected via LocoNet to the **TWIN-CENTER 6802**. The size of the navigation sensors has been selected so that they are suitable for use for **H0-**, and similarly for **N-trackwork**.

If you use two navigation sensors, one directly after the other, (for directional recognition for example), then the navigation receiver can carry out even more complex control commands (push/pull routes etc.).

Each navigation receiver is allocated the desired control commands from the TWIN-CENTER 6802.

It's a similar procedure for the navigation transmitter, which you have fitted underneath the vehicle (with current pick-up). The navigation transmitter is also set with the TWIN-CENTER 6802. Now the vehicle is „fit“ for service!

**And that's all without a PC!**



A diesel loco fitted with a navigation transmitter 6832.



2 sensors, built into H0-PROFI-track.

## TRAIN-NAVIGATION components:

**6831 C · TRAIN-NAVIGATION-Start-Set** consisting of 2 navigation transmitters, 2 pre-set navigation receivers each with 2 navigation sensors, 2 LocoNet-cables (each 2,15 m) and 1 manual.

**6832 · Navigation Transmitter.** This is mounted underneath the vehicle (loco or coach with current pick-up). Type of vehicle and its address is settable and readable with the TWIN-CENTER 6802. Approx. measurements 9 x 13,5 x 2,5 mm.



# TRAIN-NAVIGATION – Feedback information & switching on the digital model railway layout

When can **TRAIN-NAVIGATION** fully realise its strengths?

Basically, we recommend our well known **TWIN-CENTER 6802** as the central control unit with the **software update version V 1.100**.

This means for you that everything is supplied „out of one hand“.

Why is **TRAIN-NAVIGATION** ideally also suited for layouts which are already complete?

(Additional) isolating sections are not necessary. And if you already have the **TWIN-CENTER 6802** from **FLEISCHMANN**, then with the update version V 1.100, you can as

described above, have all this on the layout in its current state of development.

**TRAIN-NAVIGATION** is therefore the optimum extension for your digital layout.

Do I need lots of different components to realise **TRAIN-NAVIGATION**?

On the contrary!

**TRAIN-NAVIGATION** consists of a finite number of individual components (shown below). For a successful start, we recommend our **Start-Set number 6831 C**.

**More compact than you think:**

**With just a few components you're already "on the train"**



**6833 C** - Navigation receiver with 2 navigation sensors and 60 cm LocoNet cable. The pre-set navigation receiver translates the information from the navigation sensors into commands for the **TWIN-CENTER 6802**. It is connected via the LocoNet-cable to the **TWIN-CENTER**. The navigation sensors are inserted into small holes drilled in the track and connected to the corresponding navigation receiver using the 60 cm long wires. The programming of the navigation receiver is carried out per LocoNet with the **TWIN-CENTER**.

Approx. measurements: Navigation sensor Ø 5 mm, Navigation receiver 53 x 50 x 21 mm

**6836** - LocoNet-Distributor. With 5 connections for navigation receivers, extendable with additional distributors as required. Measurements approx. 89 x 35 x 26 mm.



**6887** - LocoNet-cable 2,15 m.

**6888** - LocoNet-cable 0,60 m.

**6889** - LocoNet-coupler with 2 sockets. To join up 2 LocoNet-cables.

**6893** - **TRAIN-NAVIGATION** Manual german/englisch.

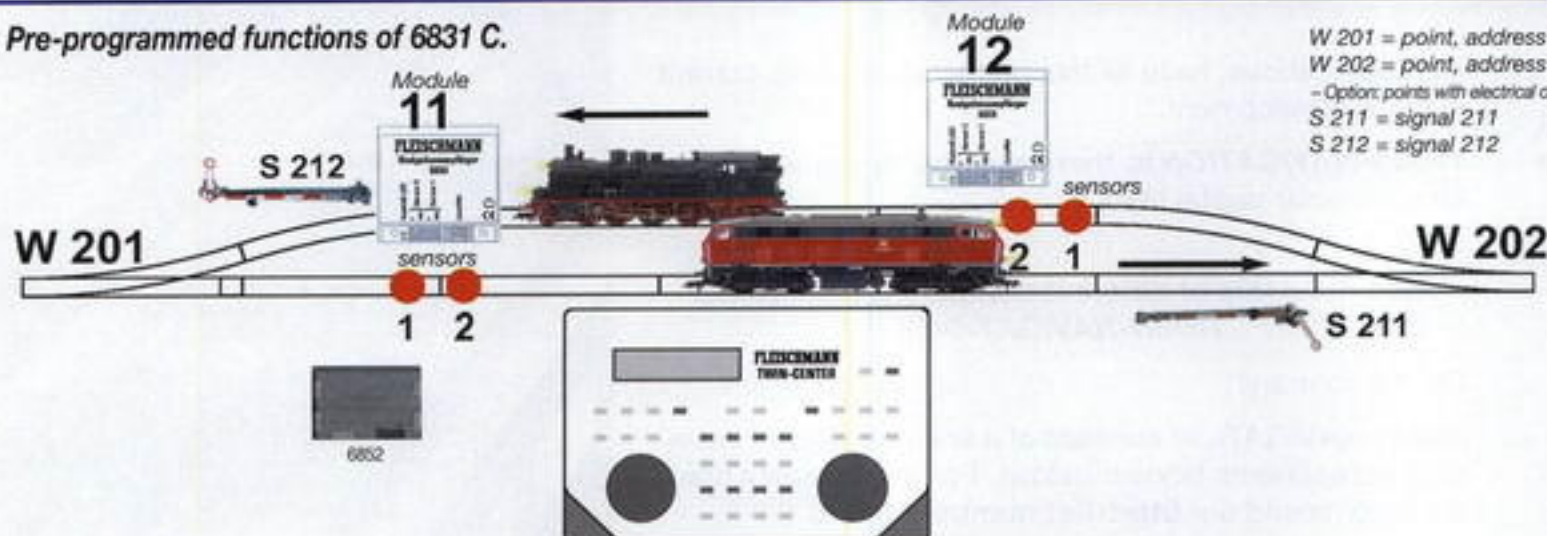


# TRAIN-NAVIGATION – An example of its use

## "2-track station with two trains travelling in opposite directions"

Lokshop

Fig. 1: Pre-programmed functions of 6831 C.



### Functions of Module 11 (pre-programmed)

- switch on light on setting off
- after 8 seconds switch off again after running over the sensors

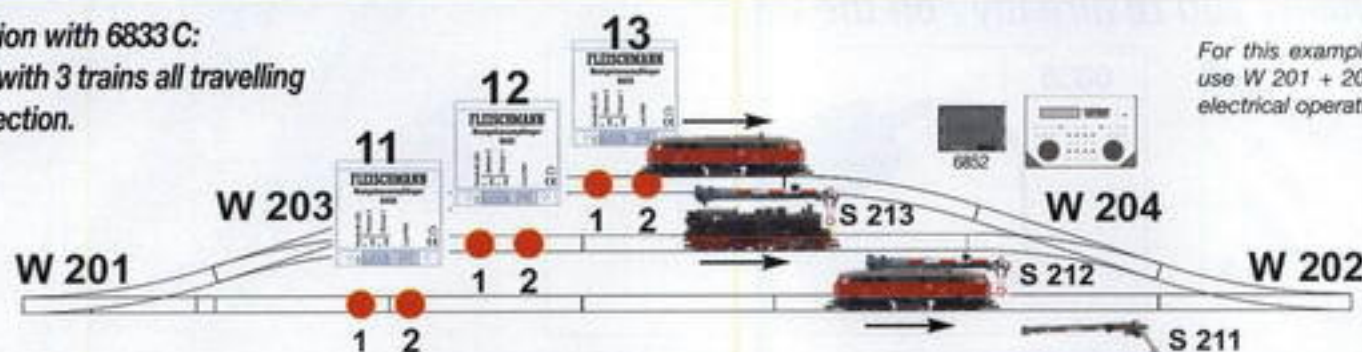
F 1 switch on Sound when setting off (on Sound-Locos)  
Request the setting of signal 211, if "red" stop  
Set signal 212 to "green"

### Functions of Module 12 (pre-programmed)

- switch on light on setting off
- after 8 seconds switch off again after running over the sensors

F 1 switch on Sound when setting off (on Sound-Locos)  
Request the setting of signal 212, if "red" stop  
Set signal 211 to "green"

Fig. 2 – Extension with 6833 C:  
3-track station with 3 trains all travelling in the same direction.



For this example you have to use W 201 + 203 (points) with electrical operation.

This operation can be programmed in the TWIN-CENTER with just one alteration to the LocoNetCVs.

### Feedback information & switching with "comfort":

The **TRAIN-NAVIGATION-Start-Set 6831 C** will allow you to step up a train swop-over (basic fuction) in a **2-track station** without any additional pre-settings – so called **train crossovers**. The pre-set modules are set to activate the following functions: Light on/off, Sound on. You can operate points and signals that you may have already connected into the electrical accessory module 6852 (optional).

Article **6833 C** is an **ideal extension** to the start-set 6831 C. You can use it to extend the train swop-over to incorporate yet another track (3 trains all travelling in the same direction).

Equally, using one of each article 6831 C and 6833 C, you can easily set a prototypical **block system** and a **push/pull, backwards & forwards operation**.

### The great advantage:

When using the **TRAIN-NAVIGATION** there is no need to put in any isolating sections, so in other words, your existing layout remains **UNALTERED!**





# THE FLEISCHMANN MULTI-TRAIN CONTROL (FMZ)

Whoever already owns a FLEISCHMANN model railway can, at any time, convert it to FMZ digital operation. The previous – analogue – D.C. locos are controlled as before. The transformer (6735 or 6755) is no longer connected directly to the trackwork, but via a coupler 6806.

Besides, digital operation is really simple. For the operation and functions we offer two types of control equipment – *DIGITAL CONTROL DC 6803 C* and the "large" FMZ-Central Control Unit 6800.

## *DIGITAL CONTROL DC 6803 C* – the value for money FMZ-controller

*DC 6803 C* is a compact, digital controller for several locos. By reducing it down to just two control knobs, running locos is so childishly simple, just like the previous controller transformer.



Here is what *DC 6803 C* has to offer:

- Up to four digital FLEISCHMANN locos can be operated by the *DC 6803 C* – with just two simple knobs!
- If a hand controller 6821 is plugged in as well, then an extra digital loco can be run, and similarly a second digital loco under direct control. That's really practical for a second operator for example.
- Can be used with all digital FMZ-/TWIN-locos from FLEISCHMANN.
- Compatibility – in addition to the digital locos, one or more analogue FLEISCHMANN locos can be run just as before, by using a coupler 6806.
- Easily readable digital display for loco addresses, inertia levels, light function, etc.
- Special function for addressing digital FLEISCHMANN locos with electronically codable receivers (i. e. TWIN-DECODER).

Lots of extras, that don't cost any "extra":

- switch on/off loco lighting,
- programmable minimum and maximum speed,
- programmable control characteristics,
- programmable levels for acceleration and breaking inertia
- emergency stop,
- double-heading with two locos.

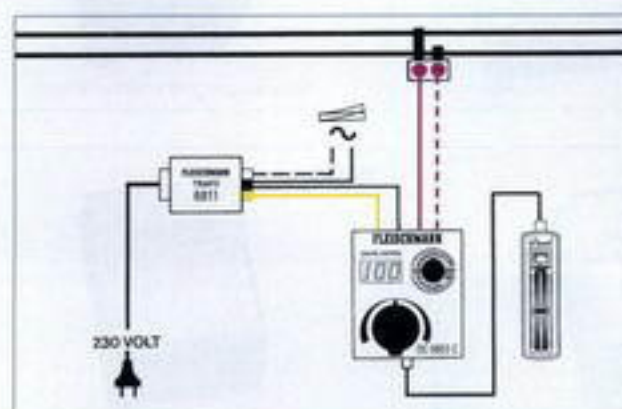
### Connecting up *DIGITAL CONTROL*:

A *DIGITAL CONTROL*-transformer 6811 (16,5V / max. 2,73 A) is required to operate the *DIGITAL CONTROL DC 6803 C*. Other transformers will not be suitable.

From the four connecting wires of the *DIGITAL CONTROL*, two are connected to the yellow and black clips of the transformer, the other two are connected to the track. Then lastly, insert the plug of the transformer into the mains supply. That's all.

Whoever already has a FLEISCHMANN railway running in standard D.C. technology, can convert their D.C. locos for *DIGITAL CONTROL* with TWIN-DECODER 69 6846\*. Or you can continue to run your standard locos just as before, in other words, in one or more D.C. circuits via one or more transformers – alongside the digital locos!

To do so, however, one would need a coupler 6806 for each controller, i.e. D.C. circuit. *DIGITAL CONTROL* is not then connected directly to the track but to the relevant coupler. The D.C. controller is also connected into the coupler. The digital power for the digital locos as well as the D.C. power for the standard D.C. locos goes from the coupler to the track.\*\*



The connection of *DIGITAL CONTROL DC 6803 C* with the *DIGITAL CONTROL*-transformer and one hand controller 6821.

That's why *DIGITAL CONTROL* is called compatible – modern digital technology and standard D.C. running are both possible simultaneously!

*\*The conversion of suitable locos can only be carried out by trained dealers, or in the case of FLEISCHMANN locos, by FLEISCHMANN themselves. Only locos which have sufficient space to install the receiver unit are suitable for conversion.*

*\*\*Advice: When using illuminated traditional D.C. locos and coaches fitted with interior lighting, then the inbuilt 14 volt bulbs must be exchanged for 24 volt bulbs if you use DIGITAL CONTROL. Exchange bulbs are available.*

## FMZ-Central Controller 6800

With the FMZ-Central Controller 6800, one steps into the FMZ-multi-train control system like a professional, because this controller can not only run 32 digital FLEISCHMANN locos simultaneously, but also carry out lots more additional functions:



- All points, signals or uncoupler tracks which are connected into the digital multi-train system via a receiver module, can be called up via the keyboard of the central controller either individually or as part of 8 single command programme as quick as a flash. For example, 8 individual points can be grouped together into a route selection programme. 40 programmes can be stored in the Central Control Unit.
- The acceleration- and braking inertia of all digital locos is programmeable for each individual loco in 8 steps. Set at step 8, the locos accelerate really slowly up to the desired speed setting and slow down to a halt with the same level of deceleration.



- Even whilst on the move, the **lights** of illuminated digital locos can be **switched on or off** by each of the locos, as desired. If the lights are switched on, then they light up constantly in the direction of travel.
- The A. C. continuous power gives 20 volts across the tracks, so that all illuminated locos and coaches have **constant lighting**. This means that the lights continue to burn with the same brightness even when stopped in the station\*\*.
- Of course, the Central Control Unit is **compatible**, because besides the digital locos you can run one or more traditional FLEISCHMANN locos using one or more transformers 6735 or 6755 accordingly.  
The transformers are no longer connected direct to the track, but into the FLEISCHMANN multi-train control system via a coupler 6806. **One coupler is already inbuilt in the Central Control Unit.**
- For computer fans, the possibility exists to connect your personal **computer** via the interface socket into the FMZ-Central Control Unit. To do this you will need the FLEISCHMANN computer cable 6882 with inbuilt connector plug.

To operate the Central Control Unit 6800 one needs an FMZ-Transformer 6810 as well as one or more hand controllers 6821.

### The control of digital locos using the Central Control Unit

Just like using a pocket calculator, you type in the control commands using the two keyboards for up to 119 receiver modules, which are either built into digital locos or to set points, signals or uncoupler tracks. The commands remain stored until you erase them, or you alter them by giving new instructions.

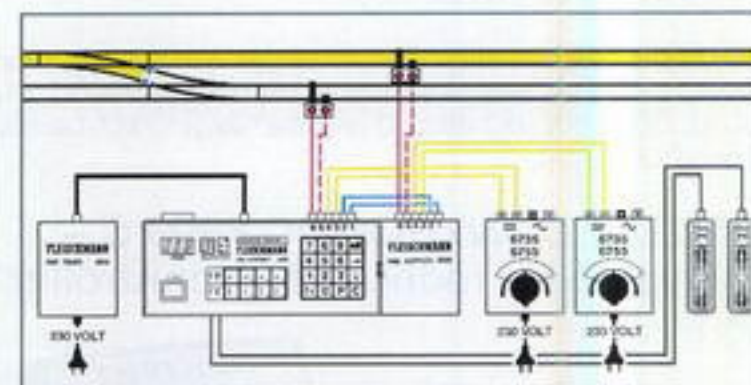
You can see from the indicators the commands as soon as you input them so you check to see if there are any errors. The contents of the memory of the Central Control Unit can also be checked later and shown on the indicators. Wrong commands can be got rid of straight away by using the cancel button C.

The commands are not lost even when the Central Control Unit is switched off by pulling out the mains plug on the transformer. Three 1.5 volt batteries ensure that this does not happen (not included as delivered).

If one so desires, just to control his digital locos only, and dispense with the opportunity to switch the electrical accessories either individually or grouped in route selection via the Central Control Unit, then they need not be connected into the FLEISCHMANN multi-train control system via the appropriate receiver module. All electrically operated accessories like points, signals and uncouplers, can naturally be operated by the push-

button control system or the track-diagram control panel from FLEISCHMANN just as normal (cat.-no. 6900 ff.).

The Central Control Unit can give up to 3 Amps power. Of course, the Central Control Unit is protected against short-circuits. An inbuilt thermo-switch protects it from overload.



The connection of the Central Control Unit 6800 with transformer 6810, two hand controllers 6821, Coupler 6806 and two MSF-Transformers 6735 or likewise 6755 with simultaneous use of several digital FLEISCHMANN locos and two conventional FLEISCHMANN locos. The digital locos will run completely unhindered over the isolating breaks between the D.C. circuits. Each of the conventional locos can be run within the two D. C. circuits.

## THE COMPONENTS OF THE FLEISCHMANN MULTI-TRAIN CONTROL SYSTEM (FMZ)

**6800 - FMZ Central Controller.** Digital controller to operate up to 32 digital FLEISCHMANN-locos (FMZ/TWIN) with additional applications for switching electrical accessories, route-setting programming and lots more. Power output max. 3 Amps.



**6803 C - DIGITAL CONTROL DC 6803 C.** Digital controller to operate 4 digital FLEISCHMANN-locos (FMZ/TWIN) with childishly simple 2-knob control. By connecting in a hand-held controller 6821, an additional digital loco (FMZ/TWIN) can be run as well. Power output max. 1,5 Amps.

**6805 - FMZ-Booster.** For large layouts, or for lots of trains with interior lighting, it may be necessary to connect in one or more Boosters, each with an FMZ-Transformer 6810, to ensure sufficient electrical power to each section of the layout. Power output max. 3 Amps. Boosters can only be connected to the central controller 6800, via Adapter-Set 6885 also to the TWIN-CENTER 6802.



**6806 - Coupler.** In existing model railway layouts with one or more D. C. circuits, then for digital operation (FMZ), the controllers for the conventional FLEISCHMANN locos are no longer connected directly to the track but each connected to a coupler. One coupler is already built into the central controller 6800. By connecting to the TWIN-CENTER 6802, a Breaker 6860 has to be installed between coupler and track connection.



# THE COMPONENTS OF THE FLEISCHMANN MULTI-TRAIN CONTROL SYSTEM (FMZ)

6839



## 6839 - TWIN-DECODER with 6-pole plug.

For FMZ and DCC as per NMRA standard. For item no. 4081/4082.

Maximum power rating: 600 mA  
Lead length: approx. 30 mm  
Size (max.): 16,5 x 9 x 4,3 mm

Especially designed for use with N gauge.

6846



## 6846 - TWIN-DECODER with 6-pole plug.

For FMZ and DCC as per NMRA standard. For locomotives with 6-pole socket as per NEM 651 standard, i.e. for item no. 4070.

Maximum power rating: 800 mA  
Lead length: approx. 20 mm  
Size (max.): 23 x 10,5 x 4,3 mm

69 6846



69 6846 - TWIN-DECODER without plug. For FMZ and DCC as per NMRA standard. With 6 leads to convert D.C. locos **without** a fitted connector socket. Installation will be made by your specialized trade. Maximum power rating: 800 mA  
Lead length: approx. 150 mm.

6847



6847 - TWIN-DECODER with 6-pole plug. For FMZ and DCC as per NMRA standard. For locomotives with 6-pole socket as per NEM 651 standard, i.e. for item no. 4124.

Maximum power rating: 800 mA  
Lead length: approx. 80 mm.

6848



6848 - TWIN-DECODER with 8-pole plug. For FMZ and DCC as per NMRA standard. For locomotives with 8-pole socket as per NEM 652 standard, i.e. for item no. 4460. Maximum power rating: 800 mA  
Lead length: approx. 80 mm.

**6810 - FMZ-Transformer.** This special transformer delivers the energy to operate the Central Control Unit (6800) or the Booster (6805). It is essential to use one FMZ-Transformer each to power the Central Controller or the Booster.

6810



Size approx. 110 x 180 x 86 mm

6811



Size approx. 132 x 72 x 50 mm

**6811 - DIGITAL CONTROL-transformer.** Output approx. 16.5 V / 2.73 A (45 VA) to connect up to DIGITAL CONTROL DC 6803 C and the TWIN-CENTER 6802.

As an alternative, electrically operated accessories (i.e. points, signals, uncouplers) can be connected to the additional output 14V / 3.2A (45 VA) of the transformer 6811.

**6821 - Hand Controller with long wander lead and two switches.** Can be plugged into the DIGITAL CONTROL DC 6803 C, into the central controller (6800) or via the TWIN-BOX (6827) and the relevant Loco-Net cable into the TWIN-CENTER (6802). The sliding regulator controls the direction and speed of a digital FLEISCHMANN loco with its central-off zero setting. The two independent flick switches can be allocated any of the other four available functions from the TWIN-CENTER:

- Individual loco emergency stop / • Complete emergency stop for the whole layout / • Headlights on/off / • Special function on/off

If required, the hand controller can be clipped into its retaining holder - then it's handy ready for picking up again.

6821



Size approx. 52 x 168 x 30 mm

6852



Size approx. 93 x 63 x 18 mm

**6852 - Receiver Module for electrical accessories.** Suitable for FMZ and DCC according to the NMRA standard. 4 points, 4 signals or equally 8 uncouplers can be connected via this module to the FMZ-central controller (6800) or onto the TWIN-CENTER (6802). Not possible to be operated by the DIGITAL CONTROL DC 6803 C. The module is fitted with a coding switch which can be set manually to any address from "1" to "119" which is not already allocated to digital FLEISCHMANN locos (FMZ operation).

**6882 - FMZ-Computer Cable.** To connect up computers with an RS 232/V 24 interface into the Central Control Unit 6800, 200 cm long.

6882



6860



Size approx. 54 x 28 x 18 mm

**6860 - Breaker.** To immediately cut off the digital power in the event of a short circuit and avoid any damage by the short circuit surge. Can be connected to the Central Control Unit 6800 (older versions do not have a built-in breaker), DIGITAL CONTROL DC 6803 C, FMZ-Booster 6805 or Coupler 6806.

**6883 - Connecting Plug.** To connect up the Control 4 into a Central Control Unit 6800. In this way the Control 4 can be utilised as a booster with up to 2 Amps rating to assist the "larger" Central Controller.

6883



6884



**6884 - Adapter.** To connect in the transformer 6755 to a Control 4 for operation with a lower power rating.

**6885 - Adapter-Set for FMZ-Booster.** For connecting an FMZ-Booster 6805 to the TWIN-CENTER 6802. Includes: Booster-Adapter, Cable Set and Track-Connection-Module 6886.

6885



6886



Size approx. 78 x 45.5 x 37.5 mm

**6886 - Track-Connection-Module.** This Track-Connection-Module is necessary for the connection of any further FMZ-Boosters 6805. It is condition that one FMZ-Booster 6805 is already connected to the TWIN-CENTER 6802 by the Adapter-Set for FMZ-Booster 6885.



6890 · Operating Manual for TWIN-CENTER 6802 and TWIN-CONTROL 6822. (German/English version). We have collected together all the knowledge about the digital central controllers 6802/6822 and put it into one complete operating manual 6890. With a practical quick entry. Revised edition.

6890



6893

6893 · Manual for TRAIN-NAVIGATION (German/English version). We have collected together all the knowledge about TRAIN-NAVIGATION and put it into one complete operating manual 6893. With a practical quick entry.

## PLANNING AIDS

### MODEL-TRACK / PROFI-TRACK

9900 · Track plan book HO Model Track. Practical suggestions, for using FLEISCHMANN track sets, as well as handy hints for different set-ups and extensions. 14 pag. in four colours - size A5. In German language only.

9900



9901

9901 · Track layout stencil HO Model Track. Of great assistance when drawing plans for individual layouts. In transparent yellow plastic scaled to 1:10 which makes it easy to work out additions and alterations to the plans contained in books 9902 and 9912.

9902 · Track plan book HO Model Track. From simple beginners' layout to monster layouts. With parts lists, switch details, wiring diagrams and hints for landscaping. 32 pages in 4 colours, size 25 x 22 cm. Also in English.

9902

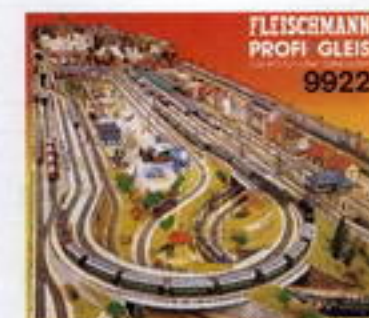


9912

9912 · Track plan book HO Model Track. This book contains 20 layout plans, from the smallest beginners layout to the largest sizes giving plenty of operational value. All plans contain a complete wiring diagram including either a conventional pushbutton control panel or track diagram controls, parts list of material required, a colour photo of the layout, hints for landscaping and typical operations. 60 pages in 4 colours on thick card pull out style pages on a spring binder. Size A4. In German language only.

9921 · Track Stencil for FLEISCHMANN ready-ballasted PROFI-TRACK. An absolutely essential aid for individual layout planning. Transparent, yellow plastic, scale 1:10.

9921



9922

9922 · PROFI-TRACK track plans booklet. From simple beginners' layouts to monster layouts. With parts lists, switch details, wiring diagrams and hints for landscaping. 28 pages in 4 colours, size 25 x 22 cm. Also in English.



## PLANNING AIDS PROFI-TRACK



9925

**9925 - PROFI-Track model railway book.** Over 170 pages (A4 in colour) of easily understandable information about the PROFI-Track system for beginners and the experienced alike, with track plans and lots of colour wiring diagrams and examples (even digital). Comprehensive loose-leaf format bound in hard back ring folder. Topics covered: Prototype and model, Layout Construction, Electronics, Service etc. Comprehensive alphabetical index of terminology. Available in English.

**99 133 - Videofilm "Class 41".** A legend comes to life: the famous class 41 as a preserved locomotive and the FLEISCHMANN-HO-model. Find out all the information about the "big" and "small" goods train loco. Approx. 20 mins. System VHS. In German language.

99 133



99 134



## VIDEOS

**99 134 - Videofilm "ICE-T, the star of the curves"** - from Prototype to Model. The latest high speed train, which - on the DB and on model layouts - leans into the curves. Approx. 20 mins. System VHS. In German language.

## CD-ROM



99 170

### 99 170 - FLEISCHMANN CD-ROM Model Layout Planner.

True-to-scale planning for your FLEISCHMANN model railway layout on computer. All the various components of the FLEISCHMANN track systems are included - PROFI-tracks, model tracks and N-piccolo tracks. Laying out the trackwork, complete with a parts list. As well as that, you'll also find complete layout suggestions and a comprehensive range of back-up products, like houses and scenic accessories for example. Minimum System Requirements: Windows 95/98, 486 PC, min. 16 MB RAM, VGA graphic card (256 colours). (In English language)

## CD-ROM



99 175

### 99 175 - FLEISCHMANN CATALOGUE CD-ROM 2005.

The FLEISCHMANN products interactive - available at the click of the mouse: Catalogue-Information in both HO gauge and N-piccolo, the new releases for 2005, the history of the FLEISCHMANN Company and a Video Clip "The «Bavarian Queen» - a top model from FLEISCHMANN". Minimum System Requirements: Web browser (Internet Explorer version 5.5 or later). (In English language).



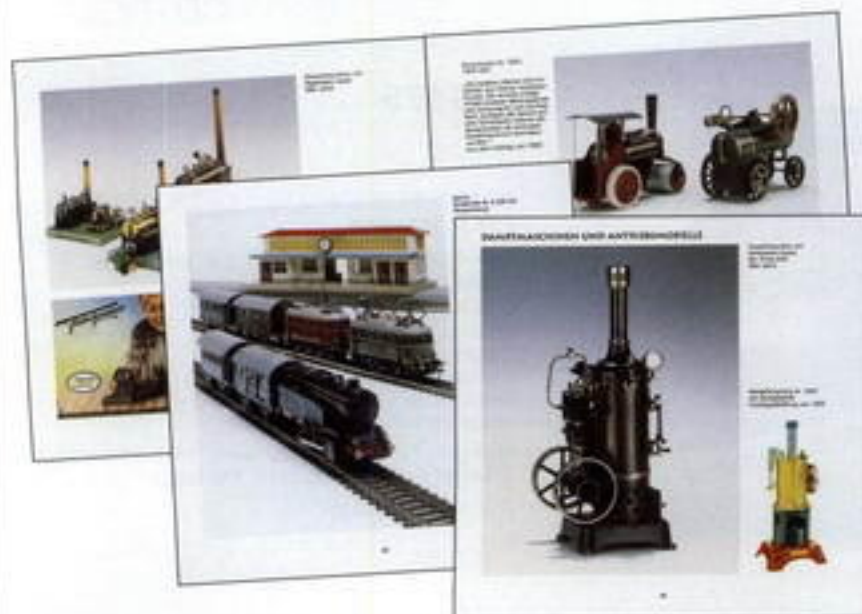
## PRINTS



99 270

99 270 · "FLEISCHMANN –  
from tinplate toys to model railways. 1887-2000".

A comprehensive history of products from the house of FLEISCHMANN. The pictorial collection shows historical examples of the maritime toys, steam engines, working models, Auto Rallye slot cars and O gauge trains, as well as the classical current model railways in both HO and N «piccolo» gauges. 144 pages, with complete descriptions of the individual chapters. (German language only).



The **FLEISCHMANNKURIER**, our in-house journal, appears 4 times a year (March, June, September and December respectively, in German only).

Each edition contains information covering layout construction, model and prototype, railway technique, model railway technique and new items from FLEISCHMANN, including a coloured poster, as well as news and reports from the real railway and from FLEISCHMANN model railways.



Good enough reasons for you to get acquainted with the **FLEISCHMANNKURIER**. You can get it from your dealer or by subscription. (In England, from the FLEISCHMANN Model Railway Club). Should you wish to purchase it on subscription, please write for further information to:

GEBR. FLEISCHMANN GMBH & CO. KG  
Editor FLEISCHMANNKURIER  
Postfach 910148  
D-90259 Nürnberg



## Information about a new Experience:

### Travel through Time with FLEISCHMANN

The town museum of Schwabach presents "Travel through Time with FLEISCHMANN", the traditional Franconian company with the world-wide reputation.

From time immemorial, the products from FLEISCHMANN have embodied the highest precision, quality and faithful detail reproduction.

Now, fitted into an 800 square metre area, you can experience the world's largest collection of all the products of the company from its very foundation in 1887 right up to the present day – an exhibition not just for collectors and fans, but an experience for the whole family.

The attractions include ...

- ▷ Over 2,000 rare and valuable examples in the ownership of the museum and from the archives of the company
- ▷ six display layouts: Gauges 0, H0, N«piccolo», Magic Train and Auto-Rallye
- ▷ "Toy Fair Stand" with the current ranges of the year from the company
- ▷ Interactive media display of the historical moments in time
- ▷ Children's play area with train layouts to play with
- ▷ Museum Shop

# ZEITREISE

Eine Zeitreise mit  
**FLEISCHMANN**

Start: 20. 11. 2005



We hope that you will enjoy your visit!

The museum opening times and instruction how to get there can be found on the Internet at:  
[www.schwabach.de/stadtmuseum](http://www.schwabach.de/stadtmuseum)

Lokshop

**FLEISCHMANN**  
The model railway for experts

stadtmuseum  
schwabach



# Magic Train

**FLEISCHMANN**

## The railway to play with

Magic Train – the robust electric railway from FLEISCHMANN, developed for children from about 5 years upwards.

Locos and wagons in a chunky size, just right to grab hold of. All sorts of variations and play value by removing, or simply moving parts around. Track that's strong enough to be trod on with a realistic looking ballast bed, a strong transformer to control the trains ...

Magic Train from FLEISCHMANN is all that, and lots more besides.

With just a few simple accessories (cars, figures, building bricks) which most people have at home already, Magic Train can be built up into a super toy world.

Magic Train also offers yet another advantage: If you like, you can run Magic Train as a narrow gauge model railway in gauge 0e (0 gauge – metre gauge). The houses, trees, figures and additional 0 gauge accessories can be used to make up a narrow gauge layout, which need not take up any more space than an H0 gauge one.

And, because Magic Train runs on the same track as the H0 railway from FLEISCHMANN, namely the famous PROFI-Track, there's literally no limit to the ways in which it can be extended.

\* Recommended for children from around the age of 5.







*If you like, you can run Magic Train as a narrow gauge model railway (0e gauge).*



*Magic Train – the loco's got a light on the front.*



*You can take the roofs off the coaches.*



*You can individually remove and combine the side boards.*



*You can take the roof off the locos.*



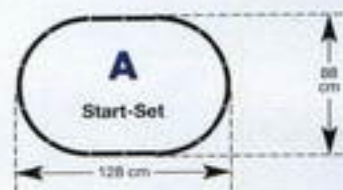
*Great! The crane truck with lots of operating possibilities!*







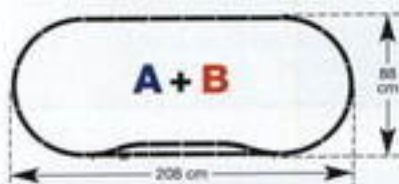
## Start-Sets and Track-Sets



To extend oval track system A, we recommend Track-Sets B, C and D. Combination A + D not possible.



Example for extension of Start-Set A and Track-Set B



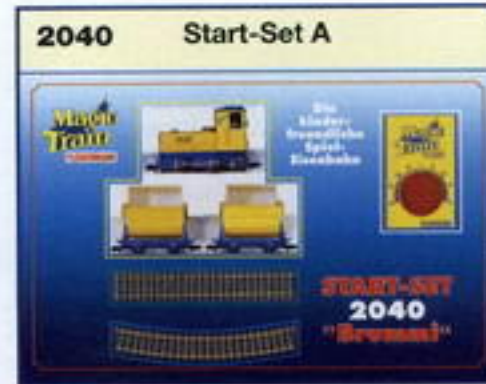
**2680 - Track-Set B.**  
Containing: 2 points, 1 uncoupler track, 8 straight tracks, 2 curved tracks.



**2000 - Start-Set with goods train "Billy".**  
Containing: one loco with light, two goods trucks, on which the side boards can be removed, a large oval of track A with feeder track, a re-railer and a powerful transformer.



**2025 - Start Set with passenger train of the DRG.**  
Containing: one loco with light, two passenger coaches with removeable roofs, tracks for a large oval A with one feeder track, a re-railer and a powerful transformer.



**2040 - Start-Set with goods train "Brummi".**  
Contents: one diesel loco with light, two tipper trucks which can be emptied from either side, a large oval of track A with power feed track, a re-railer and a powerful transformer.



**2090 - "Happy Birthday Train".**  
Gift Set with lots inside: one steam tank loco with light, one passenger coach with removeable roof, a tanker wagon which can be used as a rolling money box, and stickers and a felt tip to individually decorate the train. Otherwise as per 2040.



Example for extension of Start-Set A, Track-Set B and C



**2681 - Track-Set C.**  
Containing: 1 point, 1 uncoupler track, 1 buffer stop track, 5 straight tracks.



Example for extension of Start-Set A, Track-Set B, C and D



**2682 - Track-Set D.**  
Containing: 2 points, 4 straight tracks, 10 curved tracks.



## Happy Birthday Train – the completely individual Start-Set

The Happy Birthday Train from the Magic Train range is the ideal gift for any occasion, suitable for young and old alike, whether it's for a birthday or anniversary, or to send congratulations on special occasions – the loco and the passenger coach of the train can be simply and personally decorated to suit each occasion.

Because the Happy Birthday Train is even complete with track and transformer, it's really unusual gift idea for everyone, especially if they don't have a railway yet! Using the stickers included, which are ready printed or which can be written yourself, it's child's play even for the inexperienced to create designs.



## And that's how your gift gets individual:



① The loco bears the name of the recipient, as well as if you like, their age or the year. Stickers are included, sometimes already printed with assorted christian names respectively numbers, or



which you can easily write for yourself. ②/③ A crafty tip: If you cut out your own photos (size: 16 x 21 mm) and slip these into the slots inside the passenger coach, instead of the windows, then you'll have



your own really personal gift.

④ Something really special – a tanker wagon as a "rolling money box", which can of course, be opened!



⑤ The passenger coach bears the greeting "Happy Birthday". For other gift occasions – for example – anniversaries –



more greetings "Good Luck" and stickers are included for d-i-y decoration.



⑥/⑦ Using the enclosed felt tip, the wagon roof can be personalised with a greeting or a note from the sender.



## Locos, coaches and wagons

All locomotives are finely detailed. The steam engines have an illuminated headlight, the diesels even triple headlights.



**2200** - Steam loco "Stainz 2". Finely detailed, robust model of the famous loco of the Murtal Railway. Length 112 mm.



**2202** - Steam loco "K 3". Finely detailed and robust reproduction of a Museum Loco. Length 112 mm.



**2210** - Steam loco "Smoky". Finely detailed, robust model. Length 112 mm.



**2225** - Steam loco Class 99<sup>mm</sup> of the DRG. Robust reproduction of a steam loco, epoch II. With spoked wheels. Length 112 mm.



**2265** - Tender loco, Class 99<sup>mm</sup> of the DRG. Robust reproduction of a steam loco, Epoch II. With spoked wheels. Length: 175 mm.



**2240** - Diesel loco. Especially finely detailed, a sturdy reproduction of the "Hannes Walter" loco of the Club 760. Length 98 mm.



**2245** - Diesel loco. Finely detailed, robust model with removable roof. Triple headlights. Length 98 mm.



**2250** - Diesel loco "Lolo". Finely detailed, robust model with removable roof. Triple headlights. Length 98 mm.



**2255** - Diesel loco type K6 of the DRG. Finely detailed, robust model. Triple headlights. With removable roof. Epoch II. Length 98 mm.



**2301** - 3rd class passenger coach. Finely detailed, with removable roof. Length 137 mm.



**2303** - Buffet coach. Finely detailed, with removable roof. Length 137 mm.



**2310** - Passenger coach "Höllerhansl". Finely detailed with removable roof. Length 137 mm.



**2311** - Passenger coach "Kräuterwagerl". Finely detailed with removable roof. Length 137 mm.



**2312** - Passenger coach "Bergliesl". Finely detailed with removable roof. Length 137 mm.



**2313** - Passenger coach "Schilcher Schaukel". Finely detailed with removable roof. Length 137 mm.



**2314** - Passenger coach "Rosenkogel". Finely detailed with removable roof. Length 137 mm.



**2320** - Passenger coach "Oktoberfest München". Finely detailed with removable roof. Length 137 mm.

**STAINZER LOKALBAHN**  
"Flascherzug"  
STAINZ - PREDING - WD.  
und zurück

The coaches article numbers 2310, 2311, 2312, 2313 and 2314, are rolling stock of the so-called "Flascherzug" (miniature bottle train) based in Stainz/Steiermark.



**2330** - 3rd class passenger coach of the DRG. Finely detailed, with removable roof. Epoch II. Length 137 mm.



**2331** - 3rd class passenger coach of the DRG. With removable roof, with ventilators above the windows. Epoch II. Length 137 mm.



**2332** - 3rd class passenger coach of the DRG. Finely detailed, with removable roof. Epoch II. Length 137 mm.



**2333** - 3rd class passenger coach of the DRG. Finely detailed, with removable roof. Epoch II. Length 137 mm.



**2400** - Low-sided truck. Finely detailed, with four individually removable sides. Length 137 mm.



**2404** - Low-sided truck with brake platform. Finely detailed, with 4 individual removable sides. Length 137 mm.



**2405** - Low-sided truck with brakeman's cab. With 4 individual removable side boards and brakeman's cab. Length 137 mm.



**2411** - Medium-sided truck. Finely detailed, with 4 individually removable sides. Length 137 mm.



**2414** - Medium-sided truck with brake platform. Finely detailed, with 4 individual removable side boards. Length 137 mm.



**2415** - Medium-sided truck with brakeman's cab. With 4 individual removable side boards and brakeman's cab. Length 137 mm.



## Wagons, trucks and accessories

With a flick of the wrist, various goods trucks (sideboards, containers, tank or crane) can be changed from goods trucks onto the lorry or vice versa. Combining rail and road to make playtime more enjoyable!



2420 - High-sided truck. Finely detailed, with 4 individual removable side boards. Length 137 mm.



2430 - Container wagon. Finely detailed, with removable container. Length 137 mm.



2436 - Cradle wagon. Finely detailed, with removable, rotating turntable cradle. Length 137 mm.



2437 - Cradle wagon with brake platform. Finely detailed with removable, rotating turntable cradle. Length 137 mm.



2438 - Cradle wagon with brakeman's cab. Finely detailed, with removable, rotating turntable cradle and brakeman's cab. Length 137 mm.



2441 - Stake wagon with brake platform. Finely detailed with 4 individual removable side boards with moulded stakes. Length 137 mm.



2442 - Stake wagon with brakeman's cab. With 4 individual removable side boards and brakeman's cab, with moulded stakes. Length 137 mm.



2450 - Box van with brake platform. Finely detailed, with removable roof. Two movable doors. Length 137 mm.



2451 - Box van with brake platform. Finely detailed, with removable roof. Two movable doors. Length 137 mm.



2455 - Box van with brakeman's cab. Finely detailed, with removable roof. Two movable doors. Length 137 mm.



2460 - Low-sided truck with brake platform of the DRG. Finely detailed, with 4 individual removable side boards. Epoch II. Length 137 mm.



2461 - Low-sided truck with brakeman's cab of the DRG. Finely detailed, with 4 individual removable side boards. Epoch II. Length 137 mm.



2462 - Medium-sided truck with brake platform of the DRG. Finely detailed, with 4 individual removable side boards. Epoch II. Length 137 mm.



2463 - Medium-sided truck with brake platform of the DRG. Finely detailed, with 4 individual removable side boards. Epoch II. Length 137 mm.



2464 - High-sided truck of the DRG. Finely detailed, with 4 individual removable side boards. Epoch II. Length 137 mm.



2465 - Medium-sided truck with brakeman's cab of the DRG. Finely detailed, with 4 individual removable side boards. Epoch II. Length 137 mm.



2466 - Stake wagon with brakeman's cab of the DRG. With 4 individual removable side boards and moulded stakes. Epoch II. Length 137 mm.



2467 - Box van with brake platform of the DRG. Finely detailed, with removable roof. Two movable doors. Epoch II. Length 137 mm.



2468 - Box van with brakeman's cab of the DRG. Finely detailed, with removable roof. Two movable doors. Epoch II. Length 137 mm.



2469 - Beer van "Kulmbacher Reichelbräu" with brakeman's cab. Finely detailed, with removable roof. Two movable doors. Length 137 mm.



2470 - Tipper truck. Finely detailed, empties to either side. Length 82 mm.



2471 - Tipper Truck. Finely detailed, can be emptied from either side. Length 82 mm.



2480 - Tanker wagon. With removable tank. Several stickers of well known oil companies are included. Length 137 mm.



2481 - Tanker wagon with brake platform. With removable tank. Several stickers of well known oil companies are included. Length 137 mm.



2482 - Tanker wagon with brakeman's cab. With removable tank. Several stickers of well-known oil companies are included. Length 137 mm.



2485 - Tanker wagon with brakeman's cab of the DRG. Finely detailed, with removable tank. Epoch II. Length 137 mm.



2490 - Crane truck with fully operating crane. Finely detailed, with removable crane section. Length 137 mm.



A different Magic Train: Here's Magic Train not as a toy railway but built up into a narrow-gauge (0e) model railway.



2900



2900 - Tipper lorry. Finely detailed, with operating tipper. The 4 side-boards can be individually removed.

2901



2901 - Goods lorry with tank load BayWa. Finely detailed, the tank load is removable.

2902



2902 - "My rolling piggy-bank" lorry. The tanker can be used as a money box. The tanker has a coin slot and can be removed and opened.

2903



2903 - Lorry with multi-container. The container is removable. It is possible to be used in combination with various goods trucks.

2910



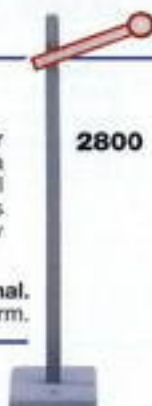
2910 - Trailer for lorry 2900/2901/2902/2903. With operating tipper. The 4 side panels are individually removable.

2735



2735 - Protective caps for rail joiners. 20 pieces in a bag. To clip onto the rail joiners of the PROFI-tracks from the model railway range.

2800



2800 - Signal. With moving semaphore arm.

2810



2810 - Point lever for points. With indicator for point setting straight or curved. Suitable for right and left hand points.

19 2001



19 2201



38 2000



38 2002



19 2001 - Funnel for steam locos.  
19 2201 - Spark arrester funnel for steam locos.  
38 2000 - Spare couplings, 10 pieces.  
38 2002 - Bosna central buffer and coupling units, 10 pieces.



# LIMITED EDITION 2005\*: "Goods Train with Passenger Accommodation of the K.P.E.V.", epoch I

4902  
Presentation Pack

1902  
Presentation Pack

85 4902 (K)

85 5820 (K)

85 5821 (K)



Driver's cab with air vent on top

Train in Länderbahn  
(regional railway) colours

4902 (K)

4902 - Presentation Pack "Goods Train with passenger accommodation" of the K.P.E.V.

With a tank loco 85 4902 and one of each coach 85 5820, 85 5821, 85 5822, 85 5823 and 85 5824. All vehicles are fitted with close-coupling mechanism for true close-coupling operation in conjunction with the close-couplings. Epoch I. Overall train length: approx. 720 mm.

1902 (K) DIGITAL

1902 - Presentation Pack "Goods Train with passenger accommodation" of the K.P.E.V., for centre-rail, AC operation.

With a tank loco 85 1902 and one of each coach 85 5820, 85 5821, 85 5822, 85 5823 and 85 5824. All coaches are fitted with close-coupling mechanism for true close-coupling operation in conjunction with the close-couplings. The vehicles are fitted with PROFI-couplings. Two individually packed hoop-type couplings NEM 360 are included. Wagons with non-isolated wheel sets. Epoch I. Overall train length: approx. 720 mm.

All of the vehicles contained in the presentation packs 1902/4902 are available individually!

85 4902 (K)

85 4902 - Tank loco, class T9<sup>1</sup> of the K.P.E.V. Overall length: 123 mm. Super-detailling, -livery and -lettering. Inset windows. Interior details in driver's cab. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal chassis. Motor with flywheel. With standard NEM 651 socket to install a decoder. Drive on all 6 driving wheels with 2 traction tyres. Double headlights at each end, co-ordinated with direction of travel. Slot-guide mechanism at each end and automatic PROFI-couplings with pre-uncoupling for true close coupling. Standard NEM 362 coupling socket. Epoch I.

85 1902 (K) DIGITAL

85 1902 - Tank loco, class T9<sup>2</sup> of the K.P.E.V. for centre pick up A.C. operation. Load-controlled digital decoder for conventional or digital operation. Slot-guide mechanism at each end for true close-coupling by using close-couplers. Fitted with standard NEM 360 hoop-couplings. Otherwise technical details as per 85 4902.

85 4902 [85 1902]:

DCC 6876/TWIN 6847 54 4006 6518 6535 6511 6515

85 5820 (K)

85 5820 - Post-/baggage coach, 2-axled, type P Posti of the K.P.E.V. Overall length: 136 mm.

Super-detailling, -livery and -lettering. With spoked wheels. Inset windows, some of which have protective grills. The coach is equipped ready to install interior lighting. Epoch I.

6465 6530 6511 6515

85 5821 (K)

85 5821 - Box goods van with end platforms, type Ni of the K.P.E.V. Overall length: 115 mm.

Super-detailling, -livery and -lettering. With spoked wheels. Inset windows, some of which are open. Epoch I.

6511 6515



# LIMITED EDITION 2005\*: "Goods Train with Passenger Accommodation of the K.P.E.V.", epoch I

The goods train with passenger accommodation, shortly known as "GmP", of the Royal Prussian Railways (K.P.E.V.) was an everyday sight throughout the early Epoch I period. It's hauled by a tank engine of the class T 9<sup>a</sup> (later 91<sup>a</sup>"), which, with over 2,000 examples, was one of the most successful and widespread loco types of the day.

\* As for all limited edition 2005:  
Only available from dealers as long  
as stock lasts!



## 85 5822 (K)

85 5822 - Passenger coach 3rd/4th class, 3-axled, type CDi of the K.P.E.V. Overall length: 140 mm.  
With interior fittings. Super-detailling, -livery and -lettering. With spoked wheels. Inset windows, some of which are open. Centre axle slides sideways. The coach is equipped ready to install interior lighting. Epoch I.

6469 6535 6511 6515

## 85 5823 (K)

85 5823 - Open goods wagon with brakeman's cab, type VOI of the K.P.E.V. Overall length: 101 mm.  
Super-detailling, -livery and -lettering. With spoked wheels. Epoch I.

6511 6515

## 85 5824 (K)

85 5824 - Tanker wagon "Rheinisch-Nassauische Bergwerks und Hütten Act. Ges. Nievenheim", in service of the K.P.E.V., with brakeman's cab. Overall length: 101 mm.  
Super-detailling, -livery and -lettering. Riveted tank. Epoch I.

6511 6515

## 85 5825 (K)



85 5825 - Box goods van, type Gml of the K.P.E.V. Overall length: 107 mm.  
Super-detailling, -livery and -lettering. 2 moveable sliding doors. With spoked wheels. Epoch I.

6511 6515

Only available individually:

## 85 5826 (K)



85 5826 - Cradle truck, type Hrmz of the K.P.E.V. Overall length: 105 mm.  
Super-detailling, -livery and -lettering. Pivoted bogie in the centre of the wagon rotates. 8 clip-in side stakes are included. With spoked wheels. Epoch I.

6511 6515

## 85 5827 (K)



85 5827 - 3-axled refrigerated wagon with brakeman's cab, type N of the K.P.E.V. Overall length: 125 mm.  
Prototypical livery and lettering. Centre axle slides sideways. With spoked wheels. Epoch I.

6511 6515



4912  
Presentation Pack1912  
Presentation Pack

## Limited Edition 2005\*: "Passenger Train of the Deutsche Reichsbahn Gesellschaft", Epoch II



85 4912 (K)

85 5860 (K)

85 5861 (K)

85 5862 (K)

85 5863 (K)



The grey liveried, class 86 steam engine, with one closed loco cab window on each side is a pleasure to behold pulling the DRG passenger train of "thunderbox" coaches.

## 4912 (K)

4912 - Presentation Pack "Passenger Train of the DRG".

With a tank loco 85 4912 and one of each coach 85 5860, 85 5861, 85 5862 and 85 5863. All vehicles are fitted with close-coupling mechanism for true close-coupling operation in conjunction with the close-couplings. Epoch II. Overall train length: ca. 800 mm.

## 85 4912 (K)

85 4912 - Tank loco of the DRG, class 86. Overall length: 160 mm. Super-detailing, -livery and -lettering. Inset windows. Interior details in driver's cab. Prototypical "daylight" between boiler and chassis. Fully operational, finely detailed Heusinger valve gear. Brake blocks between the wheels. Cast metal loco wheels and chassis. Motor with flywheel. With standard NEM 651 socket to install a decoder. Drive on all 8 driving wheels with 2 traction tyres. Double headlights at each end, co-ordinated with direction of travel. Slot-guide mechanism at each end and automatic PROFI-couplings with pre-uncoupling for true close coupling. Standard NEM 362 coupling socket. Epoch II.

85 4912 (85 1912):

DCC 6876/TWIN 6847 54 4006 5519 6535 6511 6515

## 1912 DIGITAL

1912 - Presentation Pack "Passenger Train of the DRG", for centre-rail, AC operation.

With a tank loco 85 1912 and one of each coach 85 5860, 85 5861, 85 5862 and 85 5863. All coaches are fitted with close-coupling mechanism for true close-coupling operation in conjunction with the close-couplings. The vehicles are fitted with PROFI-couplings. Individually packed hoop-type couplings NEM 360 are included. Wagons with non-isolated wheel sets. Epoch II. Overall train length: ca. 800 mm.

## 85 1912 DIGITAL

85 1912 - Tank loco of the DRG, class 86, for centre pick up A.C. operation. Decoder for conventional or digital operation. Slot-guide mechanism at each end for true close-coupling by using close-couplings. Hoop-couplings. Otherwise as per 85 4912.

85 5860 - Baggage coach, type Pwi-27 of the DRG. Overall length: 160 mm. With interior fittings. Inset windows, some of which have protective grills. 2 opening sliding doors. The coach is equipped ready to install interior lighting. Epoch II.

85 5861 - Passenger coach, 3rd class, type Ci-28 of the DRG. Overall length: 160 mm. With interior fittings. Inset windows, some of which are open. The coach is equipped ready to install interior lighting. Epoch II.

85 5862 - Passenger coach 2nd class, type Bi-29 of the DRG. Overall length: 160 mm. With interior fittings. Inset windows, some of which are open. The coach is equipped ready to install interior lighting. Epoch II.

85 5863 - Passenger coach 3rd class, type Cid-27 of the DRG, with tail end indicators. Overall length: 160 mm. With interior fittings. Inset windows, some of which are open. The coach is equipped ready to install interior lighting. Epoch II.

85 5860 - 85 5863:

6447 6530 6511 6515

Additional coaches to the Presentation Pack 4912/1912, only available individually:

## 85 5864 (K)

85 5864 - Passenger coach 2nd/3rd class, type Bci-28 of the DRG. Overall length: 160 mm.

With interior fittings. Inset windows, some of which are open. The coach is equipped ready to install interior lighting. Epoch II.

## 85 5865 (K)

85 5865 - Refrigerated wagon "DORTMUNDER HANSA-BRAUEREI" with brakeman's cab, type Ghk of the DRG. Overall length: 113 mm. Epoch II.

## 85 5866 (K)

85 5866 - Box goods van, type G 02 of the DRG. Overall length: 107 mm. 2 moveable sliding doors. Epoch II.

85 5865/85 5866: 6511 6515



6447 6530 6511 6515



Helpful advice is always available by your FLEISCHMANN dealer:

[www.lokshop.com](http://www.lokshop.com)



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All of the vehicles contained in the presentation packs 1901/4901 are available individually!

\*As for all limited edition: Only available from dealers as long as stock lasts.

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