

NOVELTIES 2026

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N

Fleischmann



Dear FLEISCHMANN fans,

We are launching into a new and exciting model railway year! We would like to take this opportunity to express our sincere gratitude for your many years of loyalty – also on behalf of our many employees worldwide.

Our commitment to you remains unchanged: We do everything we can to offer you perfect, high-quality models.

A special technical highlight awaits with the new “Z21 START newGen” – our popular control solution has been completely modernised. You can find all the information on this product in a separate flyer.

Real heavyweights are rolling onto the tracks for fans of the German Federal Railway: the popular ore trains can now also be reproduced on a scale of 1:160. For those who like history, the class 86 and E 94 are classic prototypes of the German State Railway Company (DRG) with elegant paintwork.

But fans of trains from the former GDR will not be disappointed either: the popular class 44 is now available in a new version, as is one of the DR parade trains: the VT 601 is available in a stylish DR colour scheme.

Of course, the product range also has something in store for Alpine country fans: class 1110.5 is appearing in the FLEISCHMANN range for the first time, and SBB fans can look forward to a new Ae 6/6 model.

Fans of modern railways also have something to look forward to: whether it's a special ICE 1 model with the advertising design or the Flixbus, there's something for everyone!

But enough talk – you will find many excellent models on the following pages.

Enjoy, and here's to a great model railway year!

Your FLEISCHMANN Team

Steam locomotives	06–19
Electric locomotives	20–62
Diesel locomotives	63–75
Start sets	76–77
Passenger coaches	78–86
Goods wagons	87–103
Where do i find what?	104–105
Imprint	106
Explanations	107

Content

Fleischmann

FASCINATION OF N-GAUGE







STEAM LOCOMOTIVES

Steam locomotive Class 792



ÖBB

- Finely detailed model for passenger and freight trains
- Authentic unobstructed view between the boiler and running gear
- With a maintenance-free bell-shaped armature motor



Photomontage

Q3/2026

7160035

DC

4/1

7170035

DCC



4/1

Ep

III



69



NEM



Next18



LED



R1

Between 1910 and 1916, a total of 512 T 13 locomotives were built for the Prussian State Railways by various manufacturers. Four representatives of the D-h2t class 92.10 remained in Austria after the Second World War. These were the 92 1052, 1055, 1063 and 1068. The Austrian Federal Railways (ÖBB) formed the ÖBB class 792 from these locomotives, retaining their serial numbers.

Fleischmann

SUISSE TRAIN BLEU

The Suisse Train Bleu is a partially restored train from the 1960s and 1970s that is used for exciting national and international trips. A nostalgic long-distance express train, it combines classic travel comfort with the charm of days gone by. The carefully refurbished wagons are suitable for use with different traction units and make for stylish journeys through Switzerland and beyond. The train is equipped with three side cars with spacious 1st class compartments for six people each, as well as another car with mixed 1st/2nd class, which allows for flexible seating arrangements. The ensemble is complemented by a 1970s-style buffet car, known as the "Schützengarten." Food and drinks are served here, making the train a real culinary experience. An experienced travel crew is on hand to provide service and support throughout the journey. The Suisse Train Bleu is not just a means of transport – it's a mobile cultural experience that's ideal for day trips, special journeys or private charter events. The combination of historic furnishings, comfortable interior design and carefully planned routes makes every journey on the Suisse Train Bleu a special experience. The train is also equipped with the 01 202, which has been cared for and serviced by "Verein Pacific" since 1989. The 01 202 is now considered one of the most beautiful operational models of class 01 and is in impressive condition. It is also regularly used on other historic passenger trains and is a real highlight of steam locomotive journeys in Switzerland and beyond.





Steam locomotive 01 202



PRIVAT

- Version as a museum exhibit locomotive
- Elaborate printing on the boiler rings and wheel tires
- Version with open front apron and "Witte" smoke deflectors
- In digital operation with switchable driver's cab and engine lighting (714574)



Photomontage

The express steam locomotive 01 202 is a living piece of engineering history. Built in 1936 by Henschel & Sohn in Kassel for the former Deutsche Reichsbahn, it later entered service with the Deutsche Bundesbahn after World War II, from which it was primarily used in southern Germany. Its final years in active service were spent at the Hof depot, where it frequently operated on the steep gradients of the inclined plane. On October 2, 1975, the 01 202 arrived in Switzerland. There, it was painstakingly restored to operating condition by Werner Bühlmann of Münsingen, together with a dedicated group of passionate, optimistic volunteers, working in their spare time without pay. Thanks to more than 20 years of continuous effort, the locomotive is now considered the finest operational specimen of the Class 01 and remains in remarkably well-maintained condition. Since 1991, the Pacific 01 202 Association has been responsible for all aspects of the locomotive's maintenance and operation.

Q1/2026		
714504	DC	2/2
714574	DCC	2/2

Ep	V-VI	150	NEM	Next18	LED	R1
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3 piece set (1): Express train coaches



SUISSE TRAIN
BLEU



Am



Am



ABm

Photomontage

Q1/2026

6260078

Ep VI 495 NEM 946901

All the coaches on this page are the ideal complement to the steam locomotive 01 202

2 piece set (2): Express train coaches



SUISSE TRAIN
BLEU



Am



WGm

Photomontage

Q1/2026

6260083

Ep VI 330 NEM 946901

■ The set contains of a 1st class coach, type Am and a "Schützengarten" buffet coach, type WGm.



Steam locomotive class 86 261



DRG



Photomontage

- Back in stock as a DRG version for a long time
- Fine leading and trailing wheels with open spokes

Q2/2026

7160036

DC

4/1

7170036

DCC



4/1

Ep

II



87



Next18



LED



R1

From 1928 to 1943, almost all German locomotive factories delivered a total of 775 locomotives of this series to the Deutsche Reichsbahn-Gesellschaft. The 1,000 hp locomotives were designed for speeds of 70–80 km/h, which meant that, in addition to their main area of application on “branch lines”, they could also be used on main lines and feeder lines.

Luggage coach



DRG



Pw4ü pr04

Photomontage

- With four movable sliding doors

Q4/2026

6260103

Ep

II



116



NEM



944501

Version featuring a so-called “raised guard’s cab” in the middle of the coach’s roof. This allowed the guard to watch the signals while the train was in motion.

2nd/3rd class compartment coach



DRG

Q4/2026

6260100

Ep II 116 NEM 944501



BC4 pr04

Photomontage

■ Version with brakeman's cab

All the coaches on this page are the ideal complement to the steam locomotive 86 261

3rd class compartment coach



DRG

Q4/2026

6260101

Ep II 116 NEM 944501



C4 pr04

Photomontage

■ Version without brakeman's cab

3rd class compartment coach



DRG

Q4/2026

6260102

Ep II 116 NEM 944501



C4 pr04

Photomontage

■ Version with brakeman's cab

Steam locomotive Class 92.5–10



DB



- With a maintenance-free bell-shaped armature motor
- Authentic unobstructed view between the boiler and running gear
- With delicate pipes on the boiler

Photomontage

Q3/2026

7160034

DC

4/1

7170034

DCC



4/1

Ep

III-IV



69



NEM



Next18



LED



R1

Between 1910 and 1916, a total of 512 T 13 locomotives were built for the Prussian State Railways by various manufacturers. In 1925, the T 13 was classified by the German Imperial Railways as the 92.5–10 series with the operating numbers 92 501–913 and 92 1001–1072 in its numbering plan. The DB decommissioned the last machine in 1965 at the Kassel railway depot.

Steam locomotive 52 5365



DB



- Design with tub-style tender
- Front wheelset with disc wheels

Q3/2026

7160038

DC

2/2

7170038

DCC



2/2

Ep

III



144



NEM 651



LED



R1

Z21

Cab

Photomontage



Steam locomotive 44 0104-8



DR

- Variant with oil firing
- Unobstructed view between the boiler and running gear Pumps at the front
- In digital operation with switchable driver's cab and engine lighting
- Home base Rbd Erfurt, Bw Saalfeld



Photomontage

Many of the DR locomotives that remained in the country after the end of the war were converted to oil firing. Until they were gradually replaced by modern diesel and electric locomotives, the Class 44 locomotives formed the backbone of heavy goods services. Due to their enormous tractive power, they were nicknamed "Jumbos." The DR retired the last of these "Pachyderms" in 1986.

Q1/2026			
7160028	DC	2/2	
7170028	DCC	2/2	
Ep	IV	141	NEM
		LED	Next18
			R1

Steam locomotive 150.Y.3



SNCF



Photomontage

- Leading wheels with spokes
- Variant with smoke deflectors

Q2/2026

7160037

DC

2/2

7170037

DCC



2/2

Ep

III



144



NEM 651



LED



R1

Z21

Cab

3 piece set: Goods wagons



SNCF



TP

Photomontage

Q3/2026

6660167

Ep

III



231



NEM

The set contains a low-sided wagon, a high-sided wagon and a covered goods wagon.

Steam locomotive 23 076



VSM



Photomontage

- Version as a museum exhibit locomotive
- Movable Heusinger control system

Q1/2026

7160027

DC

2/1

7170027

DCC



2/1

Ep

VI



134



LED



Next18



R1

The Class 23 locomotives were passenger train steam locomotives operated by the Deutsche Bundesbahn. Starting in 1950, a total of 105 units of this newly designed class were built. The Veluwsche Stoomtrein Maatschappij (VSM) owns two Class 23 locomotives: 23 076, which was the first to arrive at the VSM in 1976, and 23 071, which followed in 1978. Both locomotives remain operational to this day.



V. van Werkhoven



ELECTRIC LOCOMOTIVES

Electric locomotive 1020 012-9



ÖBB



Photomontage

- Version in blood orange livery with umbra grey roof and running gear

Q4/2025

7560069

DC

4/2

7570069

DCC

4/2

Ep

IV



116



NEM



NEM 651



LED



R1

At the end of the war, 44 DRG Class E 94 locomotives remained in Austria. In 1952, the ÖBB ordered three additional units. The class designation was changed from E 94 to Class 1020 in 1954. For more than five decades, Class 1020 locomotives were used in goods and banking services across nearly all of Austria.

2 piece set: Heavy-duty flat wagons



ÖBB



Ssy



Photomontage

Q1/2026

6660134

Ep

III



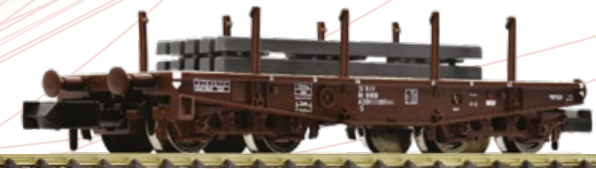
136

- Loaded with slabs

2 piece set: Heavy-duty flat wagons



ÖBB



S



Photomontage

Q1/2026

6660135

Ep

IV



136

- Loaded with blooms

Fleischmann

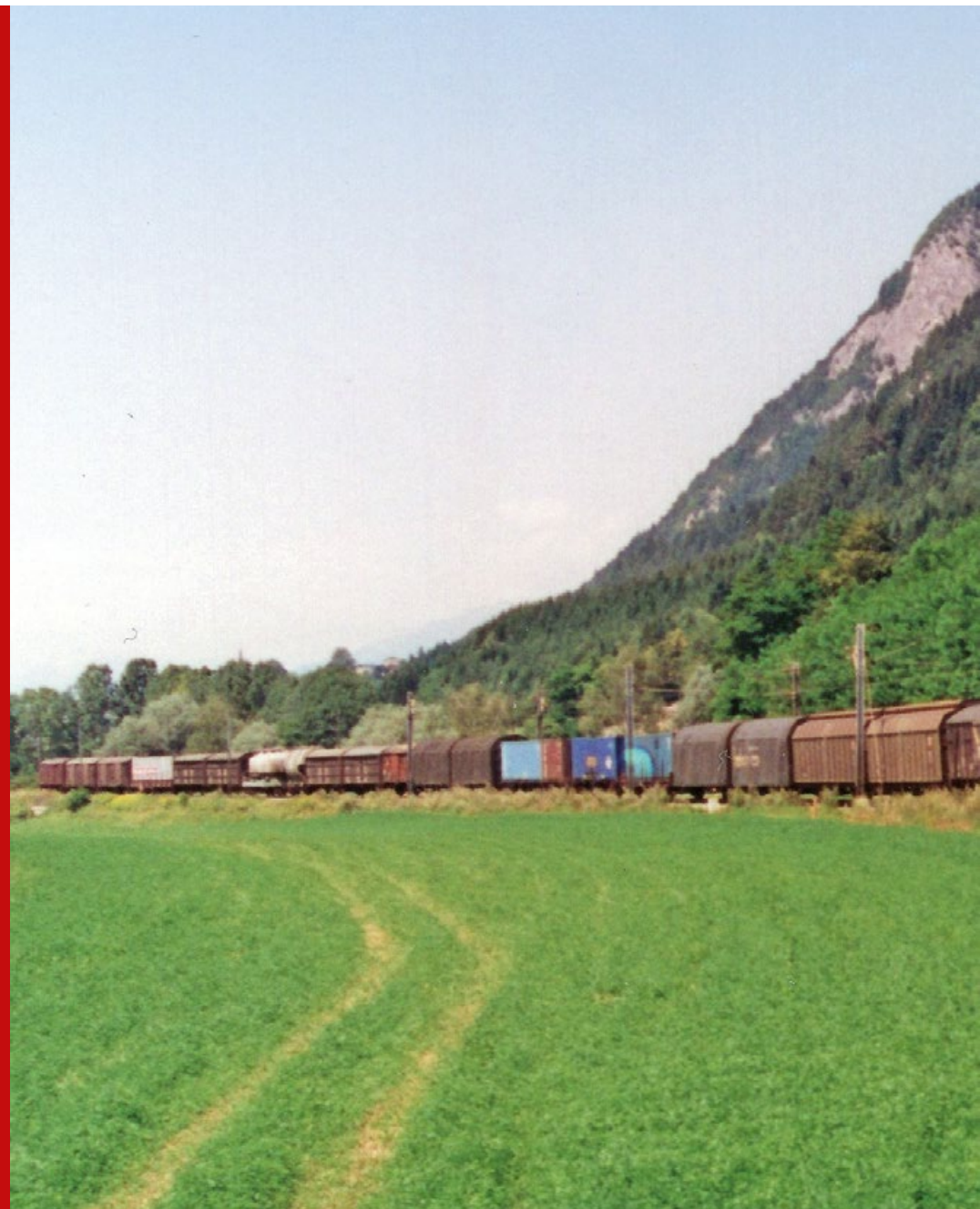
ELECTRIC LOCOMOTIVE CLASS 1110.5, ÖBB

FORM!
variation ■

ÖBB class 1110.5 is a modernised advancement of the proven class 1110 electric locomotives, which were originally developed in the 1950s for heavy express train service on the main lines of the Austrian Federal Railways. In order to meet the increased demands on speed and performance, ÖBB decided at the end of the 1960s to extensively modernise part of its fleet.

The locomotives of sub-class 1110.5 were equipped with improved electrical equipment, a modified gear ratio for higher speeds and an aerodynamically redesigned, elegant body with a striking front end. This increased the maximum permissible speed to 150 km/h, making them particularly well-suited to high-quality express train services.

The locomotives were predominately used on the main lines in eastern and southern Austria, where they were a familiar sight on InterCity and express trains for many years. With their characteristic driving noise and typical colour scheme, class 1110.5 shaped the appearance of ÖBB until the 1990s.







■ Delicately crafted, etched windscreen wiper



■ New filigree insulators and roof cables



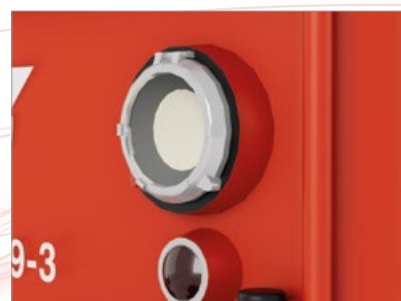
■ Finely-detailed current collectors with innovative attachment



Rendering



■ Finely detailed model with many separately attached plug-in parts



■ Complete engraving of the attached lamp sockets



■ Authentic reproduction of bogies

Electric locomotive 1110 529-3



ÖBB

FORM!
variation

- Finely detailed model with many separately attached plug-in parts
- Finely-detailed current collectors with innovative attachment
- Delicately crafted, etched windscreen wiper



Rendering

Q4/2026		
7560064	DC	4/1
7570064	DCC	4/1
Ep	V	112
	NEM	Next18
	LED	R1

3 piece set (1): Steel train



ÖBB



Res

Photomontage

■ Tube loading elaborately done by hand aged.

Q2/2026

6660142

Ep

IV

372

NEM

Wagon set with three 4-axle stanchion wagons, type Res.

All the wagons on this page are the ideal complement to an authentic steel train for the Class 1110.5 electric locomotive

2 piece set (2): Steel train



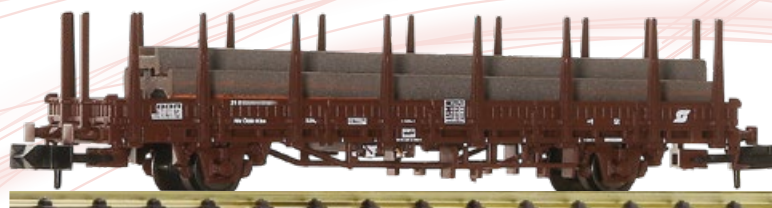
ÖBB



Kbs

Photomontage

■ Steel beam loading, elaborately aged by hand



Photomontage

Q2/2026

6660143

Ep

IV

172

NEM

Wagon set with two 2-axle removable stanchion wagons, type Kbs.



Electric locomotive 1116 212-2 “Football unites Europe”

ÖBB



Photomontage

- One-time, strictly limited edition
- With an additional pantograph and the “Switzerland package”
- High-quality printing in a special design
- In digital operation with switchable high beam (7570070)

Q1/2026				
7560070	DC	4/1	NEM 651
7570070	DCC	4/1		
Ep	VI	121	NEM	LED
			R1	Z21 Cab

Under the motto “Football unites Europe,” Model railway manufacturer ROCO promoted unity among football fans across the continent in 2024 with a specially designed ambassador locomotive. After all, football knows no borders and brings people together. The locomotive was adorned with dynamic match scenes, flags of several participating nations, and various European-themed elements. This Taurus locomotive was used to haul ÖBB Railjet trains in Austria, Germany, and Switzerland.

Electric locomotive Re 4/4 II 11181



SBB



Photomontage

- 2nd series of the Re 4/4 II
- Version in the "Zugkraft Aargau" design

Q4/2026

7560077

DC

4/1

7570077

DCC



4/1

Ep

V

96



NEM



Next18



CH



R1

Z21

Cab

With many business partners, the canton of Aargau successfully promoted public transport and the Aargau region as a place to live and work. The centrepiece was the "Zugkraft Aargau" advertising locomotive with the logos of the main sponsors. The locomotive could then be found on the SBB network operating without logos until the end of 2004.

Electric locomotive Ae 6/6 11407



SBB



Photomontage

UP!
date!

- Green livery version with Next18 interface available for the first time
- With a completely redesigned motor
- New, delicate pantographs with innovative mounting
- Fine windscreen wipers as etched parts
- In digital operation with switchable headlight or tail light and driver's cab lighting

Q4/2026

7560037

DC

4/1

7570037

DCC



4/1

Ep

V

115



NEM



Next18



CH



R1

As the successor to the legendary Crocodiles, the SBB procured a larger series of Ae 6/6 locomotives from 1952 onwards, intended as universal locomotives for use on the Gotthard route. Each locomotive bore the coat of arms of a canton, a cantonal capital, or a major Swiss city. For this reason, they became known as "coat of arms locomotives."



Re 420 275-0 electric locomotive



SBB



Photomontage

- Version with air conditioning
- In digital operation with switchable head light/tail light and driver's cab lighting

Q2/2026

7560045

DC

4/1

7570045

DCC



4/1

Ep

V

96

NEM

Next18

CH

R1

Z21 Cab

The Re 4/4 II are universal locomotives and are therefore used to haul both passenger and goods trains. Heavy trains are typically operated in double traction together with a Re 6/6. With 277 units delivered between 1964 and 1985, the Re 4/4 II series represents the largest class of traction units in the SBB fleet. The locomotives have a power output of 4,700 kW and can reach a maximum speed of 140 km/h.

Electric locomotive Re 6/6 11626



SBB



Photomontage

- Version with air conditioning and distinctive "Schnauz" (nose)
- In digital operation with switchable headlight or tail light and driver's cab illumination

Q1/2026

7560047

DC

4/1

7570047

DCC



4/1

Ep

V-VI

121

NEM

Next18

CH

R1

The Re 6/6 is a six-axle electric locomotive operated by the Swiss Federal Railways, designed to replace the Ae 6/6 for heavy-duty service on the Gotthard line. First introduced in 1972, the Re 6/6 boasts an impressive hourly output of 7,850 kW and a top speed of 140 km/h, making it one of the most powerful locomotives still in service in Switzerland today.



Electric locomotive 460 100-1



SBB



Photomontage

- Named "Tösstal"
- In digital operation with switchable headlight/tail light and driver's cab lighting

Q1/2026

7560050

DC

4/1

***** NEM 651

7570050

DCC



4/1

Ep

VI



116



NEM



LED



R1

In 1992, the first Re 460 of the Swiss Federal Railways rolled out of the SLM and BBC factory halls in Oerlikon, Switzerland. The locomotive became known to the public as the "Lok 2000" and came to symbolise fast and modern passenger transport in Switzerland. Its striking and highly aerodynamic design, with a large front window, roof panelling, and distinctive beading along the side walls, makes the Re 460 an eye-catching rail vehicle.

Electric locomotive Re 465 008-1



BLS



Photomontage

- Model with elaborate printing in "Golden Pass" design

Q3/2026

7560083

DC

4/1

***** NEM 651

7570083

DCC



4/1

Ep

V



116



NEM



LED



R1

The Bern-Lötschberg-Simplon-Bahn (BLS) ordered an advancement of the general-purpose locomotive based on the SBB class 460 from the Swiss companies SLM Winterthur and ABB Zurich under class designation 465. In contrast to class 460, the locomotives not only have one frequency converter per bogie, but one frequency converter per axle. This allows the tractive force to be optimally applied to the rail. BLS uses the 18 locomotives mainly for freight traffic, but also in front of shuttle service trains.





Electric locomotive 193 452-0 “Schweizpiercer”



SBB Cargo International



Photomontage

Q4/2026		
7560088	DC	4/1
7570088	DCC	4/1
Ep	VI	109
	NEM	Next18
	LED	R1

- Named “Helvetia”
- Switchable headlight/tail light with DIP switch
- In cooperation with **Railcolordesign**

In April 2025, the last two XLoad Vectron locomotives that had not yet been vinyl-wrapped, 193 452 and 193 459, also received their wraps. This brings the total number of specially vinyl-wrapped XLoad units, previously differing from the standard design, to four. After the Netherlands and Italy, Germany and Switzerland have now joined the ranks with their own Piercer-themed locomotives at SBB Cargo International.

Electric locomotive 193 459-5 “Deutschlandpiercer”



SBB Cargo International



Photomontage

Q2/2026		
7560074	DC	4/1
7570074	DCC	4/1
Ep	VI	109
	NEM	Next18
	CH	R1

- Named “Bundestag Berlin”
- In digital operation with switchable headlight/tail light and high beam
- In cooperation with **Railcolordesign**



Electric locomotive 372 007-5



CD



Photomontage

- Use in cross-border freight transport as far as Germany
- Delicately designed roof with authentic pantographs
- In digital operation with switchable headlight/tail light

Q1/2026

7560068

DC

4/1

7570068

DCC



4/1

Ep

VI



105



NEM

Next18



LED



R1

For continuous electric operation on the Dresden-Prague line, the Czechoslovakian State Railways ČSD procured a total of 35 multi-system locomotives in collaboration with the Deutsche Reichsbahn (DDR). These locomotives were designed to operate on both the 3 kV DC network of Czechoslovakia (CSSR) and the 15 kV AC network of the GDR. After testing a prototype, fourteen series units were put into service in 1991 and stationed at the locomotive depot in Decin.

Electric locomotive E 94 003



DRB



Photomontage

- With elaborate decorative lines and white wheel discs

Q1/2026

7560071

DC

4/2

7570071

DCC



4/2

Ep

II



116



NEM



NEM 651



LED



R1

The Class E 94 electric locomotive was delivered by Allgemeine Elektrizitäts-Gesellschaft (AEG) in Berlin-Hennigsdorf to the Deutsche Reichsbahn (DRG), the railway company of the German Democratic Republic at the time, for use on heavy freight services over the Brenner Pass. The procurement of the new E 94 class locomotives was made possible only by their classification as a critical investment for the war effort. A total of 285 heavy six-axle locomotives were ordered, but only 145 were delivered by the end of the war. The E 94 was approved for a maximum speed of 90 km/h, with an hourly output of 3,240 kW and a starting power of 3900 kW.

Caboose



DRB



Pwg

Photomontage

Q2/2026

6660146

Ep

II



53



NEM

Caboose for goods trains, type Pwg, of the Deutsche Reichsbahn (DRG 1937-1949). Ideal complement to the Class 194 electric locomotive for forming an authentic freight train.

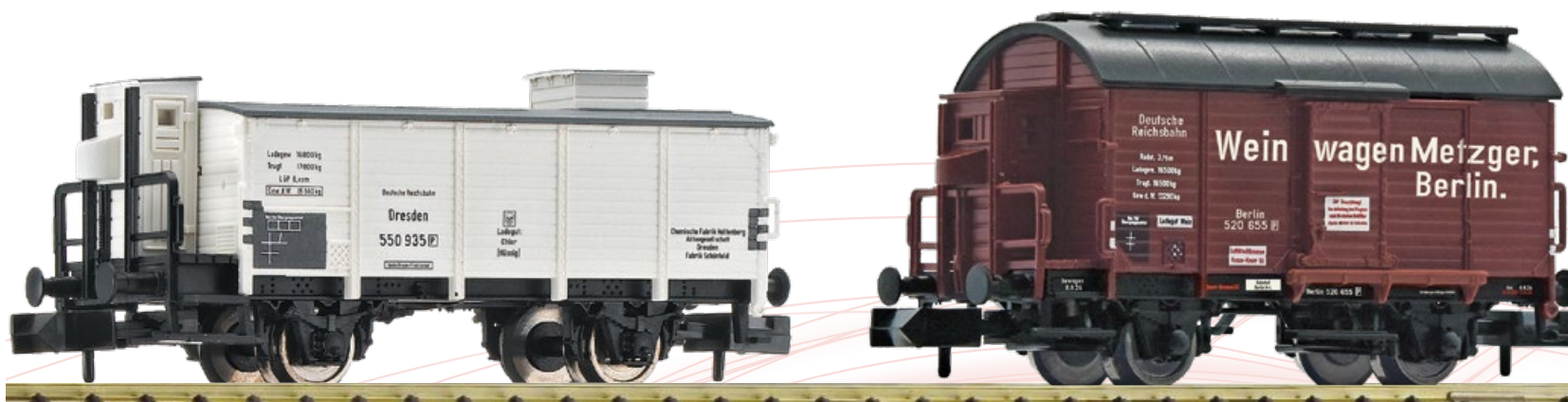
3 piece set: Covered goods wagons



DRB



- Two wagons with movable sliding doors
- Wine tank replica



Photomontage

Q2/2026

6660148

Ep II 186 NEM

The set contains a fish transport wagon, a carbon dioxide tank wagon and a wine tank wagon.

3 piece set heavy duty flat wagons



DRB



- The wagon carries the armoured fighting vehicle V "Panther"
- Reissue with new operating numbers
- Different turret numbers enclosed as decals
- In cooperation with

Artitec



Photomontage

Q1/2026

845606

Ep

II



204

Fleischmann GERMANY FEDERAL RAILWAY ORE TRAINS

The transport of iron ore has been an important task in rail freight transport in Germany for decades. Even in the days of the German Federal Railway (DB), heavy ore trains played a central role in bulk goods transport – mostly for the steel industry. The requirements for train mass, traction and operational safety led to special operational and technical approaches at an early stage.

In the post-war period until the 1980s, the ore trains, weighing around 3,000 tonnes, were hauled by steam locomotives and later by powerful electric locomotives such as those from classes 150 or 151, mostly in double traction. Typical for ore transport were block trains consisting of type Fal four-axle high-sided wagons. These operated as shuttle services, often between seaports such as Hamburg or Bremen and steelworks locations such as Salzgitter or Duisburg.

With the founding of DB AG in 1994 and the subsequent demerger of the freight transport division into DB Cargo, ore train transport was reorganised and modernised on a large scale. The introduction of new wagon types with higher payloads and growing demand from the steel industry led to a flourishing business model.

Today, heavy ore trains run on fixed routes, such as Hamburg – Maschen – Salzgitter – Peine, often as 6,000-tonne block trains with over 40 wagons. DB Cargo uses modern multi-system locomotives of classes 189 or 193 to haul these trains.

Thanks to their high tractive power and multi-system capability, these locomotives are particularly well suited for cross-border transport, for example of ore from seaports in the Netherlands or Belgium to German steel mills.





2 piece set: Electric locomotives 151 094-0 and 151 117-9



DB

- Both locomotives are fully equipped
- Match the wagon set items 6660149 and 6660150
- With labeling for AK coupling



Photomontage

Q4/2026

7560076

DC

8/2

7570076

DCC



8/2

Ep

IV



244



NEM 651



LED



R1

3 piece set (1): Ore train



DB



Photomontage

Q2/2026

6660149

Ep

IV



282

■ Set of three 6-axe ore wagons "Peine+Salzgitter"



3 piece set (2): Ore train



DB



Photomontage

Q2/2026

6660150

Ep

IV



282

■ Set of three 6-axe ore wagons "Peine+Salzgitter"



Electric locomotive 110 504-8



DB



Photomontage

- Design with DB AG logos in beige and red livery
- In digital operation with switchable head/tail light

Q3/2026

7560082

DC

4/1

7570082

DCC



4/1

Ep

V



104



NEM



NEM 651



LED



R1

Alongside the 103 series, the 112 series in its beige and red livery was certainly one of the most elegant additions to the DB fleet in the 1970s and 80s. In November 1994, the 114 504 (formerly 112 504) was renumbered 110 504 and was used for local transport in the Stuttgart area. Due to its special livery, the locomotive was a particularly popular subject for railway enthusiasts to photograph. This 110 is therefore certainly one of the most sought-after "Bügelalten" of its time.



3 piece set (1): Commuter coaches



DB



ABn 417.0

Photomontage

- Control car with function decoder for light change (white/red) for both analogue and digital operation
- Suitable for electric locomotive 110 504, item no. 7560082, 7570082



Bn 447



BDnrzf 463

Q3/2026

6260090

DCC

Ep

V



495



NEM



LED



944701

2 piece set (2): Commuter coaches



DB



Bn 719

Photomontage

- Elaborate printing in a typical peacock eye pattern
- Suitable for electric locomotive 110 504, item no. 7560082, 7570082



Bnr 725

Q3/2026

6260091

Ep

V



330



NEM



944701



Electric locomotive 180 015-0



DB AG



- Elaborate roof design and delicate bogies
- In digital operation with switchable headlight/tail light

Photomontage

In the 1980s, the DR purchased electric dual-mode locomotives with the objective of enhancing its ability to manage cross-border traffic operations and the steadily growing traffic volume on the lines between the GDR and Czechoslovakia. However, due to a lack of experience in dual voltage technology (GDR: AC voltage 15 kV/16 2/3 Hz, ČSSR: DC voltage 3 kV) and the full capacity production at the electric locomotive manufacturer LEW in Hennigsdorf, the locomotives were built based on the ČSD series ES 499.1. The Škoda locomotive factory had no prior experience in manufacturing locomotives for the AC system 15 kV/16 2/3 Hz. Consequently, the AC equipment components were sourced from the GDR. The ČSD's demand led to a double order for Škoda, resulting in 15 locomotives of Class 372 and 20 locomotives of Class 230 for the DR. At the DB AG, the locomotives, with an hourly output of 3,260 kW and a maximum speed of 120 km/h, were renamed Class 180.

Q1/2026

7560073

DC

4/1

7570073

DCC



4/1

Ep

VI



105



NEM



Next18



LED



R1

Electric locomotive 190 311-7



RAILADVENTURE



- Elaborate roof design
- In digital operation with switchable high beam (7570041)

Photomontage

RailAdventure GmbH, based in Munich, is the market leader for test and transfer runs of rail vehicles across Europe. The company operates its own fleet of locomotives, coupling adapters, and brake wagons. Locomotive 190 311 was previously part of InRail's fleet and has been part of RailAdventure's inventory since May 2023, having since been redesigned to meet the company's standards.

Q1/2026

7560041

DC

4/1



NEM 651

7570041

DCC



4/1

Ep

VI



122



NEM



LED



R1



4 piece set: Electric multiple unit 401 086-4 "30 Years of ICE"



DB AG

- Traction units in the "30 Years of ICE" design
- One powered traction units
- Realistic IGBT sound (7770012)



Photomontage



Photomontage

The era of high-speed transport on the German Federal Railways began in the summer of 1991 with the ICE 1. For the first time, a completely new rail system was introduced with newly developed multiple units, special high-speed lines and extensive timetable reforms. The multiple unit concept with closed, wide gangways was groundbreaking for modern high-speed rail transport. The maximum speed of 280 km/h in regular operation and the high level of comfort revolutionised rail transport and secured important market shares in competition with cars and aeroplanes.

Q4/2026

7760012

DC

4/1

7770012

DCC



4/1

Ep

VI



588



NEM



Next18



LED



R1



944701



945301

4 piece set: Supplementary coaches for the ICE 1



DB AG



803.1

802.4



802.0

802.0

Photomontage

Q4/2026

7760013

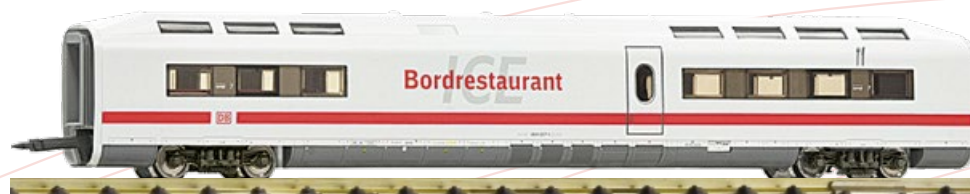
Ep VI 660 NEM 944701

Wagon set of four supplementary coaches for the ICE 1 multiple unit "30 Years of ICE" of the Deutsche Bahn.

3 piece set: Supplementary coaches for the ICE 1



DB AG



804.0



801.4



802.3

Photomontage

Q4/2026

7760014

Ep VI 495 NEM 944701

Wagon set of three supplementary coaches for the ICE 1 multiple unit "30 Years of ICE" of the Deutsche Bahn



Electric locomotive 243 822-4



EBS



■ Version featuring the “White Lady” design

Photomontage

Q2/2026

7560075

DC

4/1

7570075

DCC



4/1

Ep

VI



104



NEM



NEM 651



LED



R1

The “White Lady” is an iconic nickname associated with the classic East German class 143/243 locomotives. It was originally given to the white-and-red-painted prototype of the series, 212 001 (later renumbered 243 001). This distinctive livery briefly reappeared on locomotive 143 117, and now, for the third time, it has returned, this time on locomotive 243 822 (also known as 143 822), which is currently owned by the Karsdorf vehicle works.

Electric locomotive 185 402-5



DB AG



Photomontage

- Delicate pantographs
- In digital mode with switchable headlight/tail light

Q3/2026

7560085

DC

4/1

7570085

DCC



4/1

Ep

VI

118



NEM



Next18



LED



R1

The 185.2 series is an electric dual-system locomotive with a crash-optimised locomotive body from Bombardier Transportation. It can be used on both AC voltage systems commonly used in Europe, 15 kV/16 2/3 Hz and 25 kV/50 Hz. The first machine of this type was delivered to Deutsche Bahn in January 2005. The six units ordered by Green Cargo were given the operating numbers 185 401–406 and the standard red DB livery. To compensate for the three units that DB transferred to Green Cargo, nos. 401–403 became the property of DB Schenker Rail Germany.

Electric locomotive 187 316-5



SETG



Photomontage

- Model in use in Germany and Austria
- In digital mode with switchable headlight/tail light

Q3/2026

7560089

DC

4/1

7570089

DCC



4/1

Ep

VI

118



NEM



Next18



LED



R1

It is not only the newly designed locomotive body that distinguishes Bombardier's TRAXX3 from its predecessors. For the first time, the sides of an electric locomotive have been fitted with a device for attaching tarpaulins, which can display advertising. These locomotives are designed to operate on lines with a network voltage of 15kV/16.7 Hz and 25 kV/50 Hz. Additionally, the engines, equipped with a 180 kW auxiliary diesel motor, can travel on track sections without catenaries (Last mile).



Fleischmann

TRAVELLING WITH FLIXTRAIN

FlixTrain is a private railway company and part of Flix SE, which also owns the FlixBus, Kamil Koç and Greyhound brands. FlixTrain has been active on the German market since 2018 and has since established itself as the largest private provider of long-distance passenger rail transport, with plans for further expansion. FlixTrain enables sustainable travel and closes an important gap in long-distance transport: fast, affordable mobility for all.

The trains operate on several major routes within Germany, including Hamburg–Berlin, Berlin–Frankfurt and Cologne–Hamburg. Further connections have been added in recent years. In addition, thanks to cooperation with the Deutschlandtarifverbund (DTV), more than 1,000 additional cities are now connected to the FlixTrain network with just one change.

FlixTrain uses modernised passenger coaches, some of which are operated by partner companies. The coaches have been technically overhauled and feature Wi-Fi, power sockets at the seats, modern toilet facilities and a bright, contemporary interior design. The trains run in Flix's signature green and white colour scheme and offer only 2nd class seating.

The booking system is fully digital and seamlessly integrated into the FlixBus system. Tickets can be purchased via the FlixBus and FlixTrain app, the website, dedicated ticket machines or sales partners. FlixTrain uses a dynamic pricing system, with early bookers receiving particularly favourable offers – entry-level prices start at just €4.99 (including service fee).

With its strategic orientation, FlixTrain combines the demand for price-conscious travel, high utilisation and sustainable mobility. At the same time, FlixTrain's services strengthen competition on the railways in Germany.





Electric locomotive 182 505-8



FLIXTRAIN

- Version in the green FlixTrain design
- Roof area finely detailed
- Authentic light and sound functions switchable via onboard decoder (7570079)



Photomontage

Q2/2026											
7560079	DC	4/1	NEM 651							
7570079	DCC		4/1								
Ep	VI		121		NEM		LED		R1	Z21	Cab

2 piece set (1): Passenger coaches



FLIXTRAIN



Bmmz

Photomontage



Bmmbz

Q2/2026

6260085

Ep VI 330 NEM 944701

2 piece set (1): Passenger coaches



FLIXTRAIN



Bpmbz

Photomontage



Bpmmz

Q2/2026

6260086

Ep VI 495 NEM 944501



Electric locomotive BB 7290



SNCF



Photomontage

- Locomotive used for hauling Talgo trains in France, featuring red-coloured elements on the buffers
- In digital operation, the headlight can be switched according to the French model

Q2/2026

7560078

DC

4/1

7570078

DCC



4/1

Ep

IV



109



NEM



Next18



LED



R1

From 1976, the French State Railways procured a total of 237 BB 7200 multi-purpose locomotives for use on the French DC network. The design of the locomotives with the so-called “nez cassé” (broken nose) was created by the Frenchman Paul Arzens. Some locomotives had special buffers for towing the “Talgo III RD” trains, which had the capability to change gauges. The buffer body was painted red for identification.

Electric locomotive BB 26019



SNCF



Photomontage

- “Trains Spéciaux”-Design
- In digital operation, the headlight can be switched according to the French model
- Digitally switchable sound functions

Q4/2026

7560072

DC

4/1

7570072

DCC



4/1

Ep

VI



111



NEM



Next18



LED



R1

“Trains Spéciaux” is a service offered by SNCF Voyageurs that allows customers to reserve part or all of a passenger train. To distinguish the locomotives used for these special services, SNCF Voyageurs has chosen to repaint several Sybic locomotives in a new livery. This design harmonises perfectly with the livery of the luxurious Venice Simplon-Orient-Express sleeper coaches.

Electric locomotive 182 573-6



MAV-START



Photomontage

- Current design
- In operation between Hungary and Austria
- Version with three roof pantographs
- True to original sound functions switchable with a onboard decoder (7570084)

Q3/2026

7560084

DC

4/1

NEM 651

7570084

DCC



4/1

Ep

VI

121

NEM



LED



R1

Z21

Cab

3 piece set: Eurofima express train coaches



MAV-START



ABmz



Bmz



Photomontage

Q4/2026

6260104

Ep

VI

495

NEM



946901

- In current operating condition



Electric locomotive 1750



RAIL FORCE ONE



- In Rail Force One design
- In digital mode with switchable headlight/tail light and driver's cab lighting
- In cooperation with **Railcolordesign**

Q4/2026

7560081

DC

4/1

7570081

DCC



4/1

Ep

VI



109



NEM



Next18



LED



R1

Photomontage





DIESEL LOCOMOTIVES

Diesel locomotive 218 218-6



DB



Photomontage

FORM!
variation

- For the first time with an ocean blue roof
- In digital operation with switchable headlight/tail light and driver's cab lighting

Q1/2026

7360036

DC

4/1

7370036

DCC



4/1

Ep

IV



102



NEM



Next18



LED



R1



Cab

The 218 218-6 diesel locomotive, delivered by Krupp in 1974, was the first of its class to be painted ocean blue/beige. It was assigned to the Nuremberg Federal Railway Directorate (BD) and then transferred to the traction maintenance depot in Regensburg. The locomotive was in service with this livery until it was repainted in orient red in 1987.

Diesel locomotive 212 176-2



DB



Photomontage

- Version in Orient red livery and with old DB logo
- Brake shoes precisely at wheel arch level
- In digital operation with switchable headlight/tail light and driver's cab lighting

Q3/2026

7360041

DC

4/1

7370041

DCC



4/1

Ep

IV



77



NEM



Next18



LED



R1

In the 1950s, the Deutsche Bundesbahn developed a diesel locomotive standardisation programme to modernize its rolling stock. The main goal was to replace steam traction on the still extensive branch line network. The single-engine Class V 100, equipped with 1100 hp motors, was designed for mixed branch line service. Alongside these V 100.10 locomotives, a total of 380 units with 1350 hp engines were delivered as V 100.20 between 1962 and 1965. With the introduction of computerised numbering, the class designation of the more powerful locomotives was changed to 212. The 212 class has experienced several colour variations over time, with Orient Red becoming the standard colour from 1987 onward.

Beilhack rotary snow blower



DB

- Digital functional model
- Large impeller wheels fully functional
- Self-propelled mode
- Vehicle platform can be turned 180°
- Elaborately designed model with many digitally switchable functions



Photomontage

Q4/2026

7370040

DCC



1/1



Ep

IV



104



LED



R1

Diesel locomotive 218 406-7



DB AG



Photomontage

- Version in current operating condition as a retro locomotive
- Bogies with "Megi" rubber suspension
- In digital operation with individually switchable headlights or taillights and cab lighting

Q1/2026

7360034

DC

4/1

7370034

DCC



4/1

Ep

VI



102



NEM



Next18



LED



R1

Z21

Cab

Locomotive 218 406 was delivered to the Deutsche Bundesbahn in April 1976 by Friedrich Krupp in Essen, finished in the then-standard ocean blue and beige livery. It was initially assigned to the depot in Kempten in the Allgäu region. Between 1993 and 2018, the locomotive was based at various depots, including Regensburg, Stendal, Halberstadt, and Ulm. In June 2017, it was involved in an accident in Langenargen on Lake Constance, during which it caught fire and suffered severe damage. In June 2023, 218 406 returned to its original home depot in Kempten. Since September 2023, it has been back in service, now wearing a new oriental red livery with a bib design.



M. Schmid

1st/2nd class double-deck coach



DB AG



DABpz 758

Photomontage

Q1/2026

6260079



- Version with DB AG logo without Regio inscription

2nd class double-deck coach



DB AG



DBpz 753

Photomontage

Q1/2026

6260080



- Version with DB AG logo without Regio inscription
- Item no. 6260081: Modified running number

2nd class double-deck coach



DB AG



DBpz 753

Photomontage

Q1/2026

6260081



- Version with DB AG logo without Regio inscription
- Item no. 6260080: Modified running number

2nd class double-deck control cab coach



DB AG



DBpbzfa 766

Photomontage

Q1/2026

6270082



- Function decoder for light change (white/red) for both analogue and digital operation
- Illumination of the train destination display can be switched in digital operation

Diesel locomotive 203 303-3



DB NETZ



Photomontage

- With grey grab irons and lamp rings
- In digital operation with switchable headlight/tail light and shunting light

Q1/2026		
7360032	DC	4/1
7370032	DCC	4/1
Ep	VI	87
	NEM	Next18
	LED	R1

DB Netz AG is the rail infrastructure company of Deutsche Bahn AG, responsible for managing the nearly 33,400-kilometre-long rail network, including all facilities necessary for railway operations. To support these tasks, the company operates its own fleet of locomotives and wagons.

Diesel multiple unit 642 039-1



DB AG



Photomontage

Q3/2025		
7760015	DC	2/1
7770015	DCC	2/1
Ep	VI	261
	NEM 651	LED
		R1

- Elaborate printing
- Ideal for simulating regional transport on diesel lines



Diesel locomotive 203 500-4



RTS



Photomontage

- Ideal for use in front of construction trains
- Model with stage railings at the ends of the locomotive
- In digital operation with switchable headlight/tail light

Q3/2026

7360035

DC

4/1

7370035

DCC



4/1

The locomotive is used in Austria and Germany for freight and construction trains.

Ep

VI



87



NEM



Next18



LED



R1

4 piece set: DMU class 601 “Zughotel”



RAILADVENTURE



Photomontage

- Elegant design as a “Zughotel”
- One-time edition
- In the digital version with sound in both power cars

Q4/2025

7760009

DC

2/2



7770009

DCC



2/2



RailAdventure operates the “Zughotel” in Braunschweig to offer optimal customer service. It is composed of former coaches from the legendary VT 11.5 train of the Deutsche Bundesbahn.

Ep

VI



480



NEM 651



LED



R2

Diesel locomotive V 160.6



HVLE



Photomontage

- With filigree platform railings on the running board
- In digital operation with switchable headlight/tail light and shunting light

In 1972, several Class 110 locomotives were fitted with a more powerful 1,200 hp diesel motor for testing purposes. This upgrade was necessary to enable their use in fast train services. Additional components were also adapted to the locomotives. Due to the positive test results, nearly 500 locomotives were subsequently converted to the more powerful Class 112 at the Reichsbahnausbesserungswerk (railway repair works) in Stendal.

The locomotive that entered service with the Deutsche Reichsbahn in 1975 as 110 831 was rebuilt in 1988. After being withdrawn from service by the Deutsche Bahn in 1998 as 202 831, it was rebuilt by the company Alstom in Stendal. In 2008, the locomotive joined the fleet of the Havelländische Eisenbahn.

Q1/2026		
7360033	DC	4/1
7370033	DCC	4/1
Ep	VI	87
	NEM	Next18
	LED	R1





6 piece set: Diesel multiple unit VT 601 “Max Liebermann”



DR



Photomontage



Q3/2026

7760010

DC

2/2



7770010

DCC



2/2



Ep

IV



710



NEM 651



LED



R2

■ Version as IC “Max Liebermann”

■ Equipped with factory-installed interior lighting

■ In the digital version with sound in both power cars

4 piece set: “Max Liebermann” supplementary coaches



DR



Photomontage

Q3/2026

7760011



Ep

IV



460

■ Design as IC “Max Liebermann”

■ Equipped with factory-installed interior lighting

■ Matches the train set items 7760010 and 7770010

Diesel locomotive V 180 206



DR



- 6-axle design with single banderole
- Based at BD Berlin, Grunewald depot
- With switchable headlight/rear light and driver's cab lighting in digital mode

Photomontage

Q4/2026

7360038

DC

4/1

7370038

DCC



4/1

Ep

III



121



NEM



Next18



LED



R1



Diesel locomotive 111 018-8



DR



Photomontage

- Factory-delivery condition: 1982
- Based at the depot Rostock

Q3/2026

7360039

DC

4/1

7370039

DCC



4/1

Ep

IV



87



NEM



Next18



LED



R1

To meet the demand for heavy shunting locomotives, the DR ordered 37 units from LEW Hennigsdorf at the end of the 1970s, as the company had already developed such locomotives for export. The locomotives, built in three batches between 1981 and 1983, featured the proven 1,000 hp motor but a gearbox with a modified transmission ratio, similar to the first V 100 locomotives. The maximum speed was therefore only 65 km/h. A ballast weight replaced the boiler. Like all DR shunting locomotives, these units were painted orange-yellow, and railings were installed on the front hoods to ensure the safety of shunting personnel during travel.

Diesel locomotive T 679 1502



CSD



Photomontage

- Version with wide chrome strip under the front windows
- Roof variant with silencer

Q4/2026

7360037

DC

4/1

7370037

DCC



4/1

Ep

IV



110



NEM



NEM 651



LED



R1

Starting in 1966, CSD received a total of 599 locomotives of the T 679 class. Some locomotives were built as broad gauge versions designated T 679.5. The locomotives were primarily used to haul heavy goods trains.



START SETS

Analogue Starter Set: Christmas train

CONTENTS:

- 1 Steam locomotive class 80
- 2 passenger coaches
- 1 electronic handheld controller
- 1 plug-in power supply

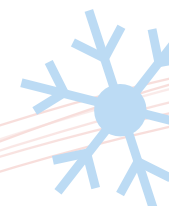
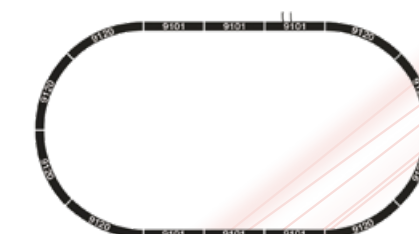
- Elaborately printed with Christmas motifs

Ballasted tracks for an oval (radius R1)
5 x 9101, 8 x 9120, 1 connection track.
Size of track layout: 75 cm x 40 cm.

Q3/2026	5160007	DC	3/0
172	NEM	R1	



Photomontage



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



DB AG

CONTENTS:

- 1 digitally controlled electric locomotive class 245
- 2 double-deck coaches
- 1 Z21 START newGen
- 1 Z21 multiMAUS
- 1 plug-in power supply

- Suitable for use with the Z21 wireless Z21 wlanMAUS

Gravel bed tracks for an oval track with a radius R1
4 x 9100, 8 x 9120, electrical connection material.
Size of track layout: 85 cm x 40 cm.

Q3/2026

5170006

DCC

4/1

Ep

VI

452

NEM

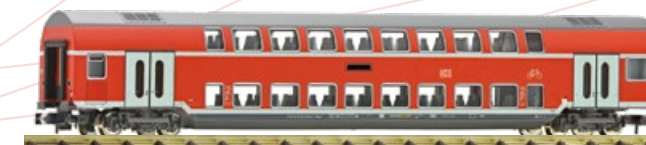
Next18

LED

R1



Photomontage





PASSENGER COACHES

3 piece set: "Nightjet" Eurofima coaches



ÖBB



Bmz

Photomontage



With the timetable change in December 2016, ÖBB launched its Europe-wide night train service under the brand name Nightjet. Since December 2017, Nightjet (NJ) has also been designated as a train category. The initial redesign of the coaches was carried out using adhesive films. The striking design featured a dark night blue colour with elements reminiscent of a starry sky. Coaches previously styled in the original Nightjet design were later given a makeover. Instead of adhesive films, a painted finish in the colours of the latest Nightjet design was preferred. The once-prominent starry sky motif is now a thing of the past.

Q2/2026

6260084

Ep

VI



495



NEM



946901

- Version as a seating coach with an attractive "Nightjet" design
- Two coaches in the new "Nightjet" livery

2 piece set: Car carrier wagons for passenger trains



ÖBB



DDm

Photomontage



Q4/2026

6260049

Ep

VI



330



NEM

2 piece set (1): Passenger coaches “Voralpen-Express”



SOB/BT



B

Photomontage

Q3/2026

6260095

Ep IV-V 330 NEM 946901

2 piece set (2): Passenger coaches “Voralpen-Express”



SOB/BT



B

A

Photomontage

Q3/2026

6260096

Ep IV-V 330 NEM 946901

2 piece set: Double-deck coaches



CSD



Bap

Photomontage

Q3/2026

6260092

Ep

IV

334

NEM

4080001

■ Popular livery design with yellow decorative elements

2 piece set: Double-deck coaches



GD



Bmto

Photomontage

Q3/2026

6260093

Ep

V-VI

334

NEM

4080001

■ Perfect for recreating modern local transport



4 piece set: "Deutsche Weinstraße" Passenger coaches



DB



B3yg 761

Photomontage

Q4/2026

6260098

Ep IV 340 NEM

Special salon coach "Deutsche Weinstraße"



DB



WGye 839

Photomontage

Q4/2026

6260099

Ep IV 131 NEM 944501

2-piece set 1: Double-deck coaches



DR



DBmq



DBmue

Photomontage

Q3/2026

6260041



- With new running numbers
- Control cab coach with white/red light change
- Suitable for double-deck coach set, item no. 6260042

2-piece set 2: Double-deck coaches



DR



DBmue



Photomontage

Q3/2026

6260042



- NWith new running numbers
- Suitable for double-deck coach set, item no. 6260041



2 piece set: Double-deck coaches



DR/VEB



DBmue

Photomontage

Q3/2026

6260094

Ep IV 334 NEM 4080001

- Prototype design
- Unique edition with certificate

1st class Eurofima express train coach



SNCF



A9u

Photomontage

Q3/2026

6260087



■ Item no. 6260088: Modified running number

1st class Eurofima express train coach



SNCF



A9u

Photomontage

Q3/2026

6260088



■ Item no. 6260087: Modified running number



GOODS WAGONS

Pocket wagon T3



ÖBB



Sdgmns

Photomontage

Q1/2026

6660076



- Carries a 40-ft container from Rail Cargo Austria

2 piece set: Talbot ballast wagons



ÖBB Infra



Faccns

Photomontage

Q3/2026

6660157



- With four movable flap closures on the wagon floor
- Suitable for block trains

2 piece set: Sliding tarpaulin wagons



ÖBB



Shimmns

Photomontage

Q3/2026

6660173



- Ideal for forming block trains

Articulated double-pocket wagon T3000e



ÖBB/RCW



Sdggmrs 738

Photomontage

Q1/2026

6660133

Ep

VI

214

NEM

■ Loaded with two 45-foot swap bodies in the new Rail Cargo Group design

3 piece set: Goods train



SNCB



Photomontage

Q4/2026

6660077

Ep

III

186

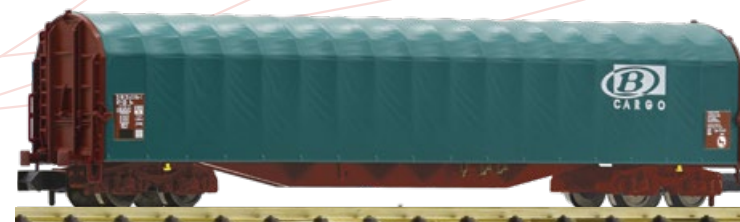
NEM

■ One wagon with spoked wheels

Sliding tarpaulin wagon



SNCB



Rilms

Photomontage

Q3/2026

6660164

Ep

V-VI

124

NEM

■ Realistic tarpaulin structure

2 piece set: Swap body carrying wagons



SBB



BTs 50

Photomontage

Q2/2026

6660154

Ep III-IV 110 NEM

Sliding wall wagon



AAEC



Hbbins

Photomontage

Q1/2026

6660137

Ep VI 97 NEM

2 piece set: Large-capacity sliding wall wagons



WASCOSA



HabbiInss

Photomontage

Q2/2026

6660155

Ep VI 290 NEM

■ With various advertising lettering

2 piece set: Open goods wagons



SBB



Eanos

Photomontage

Q3/2026

6660163

Ep V-VI 196 NEM

Pocket wagon T5



WASCOSA



Sdgnss

Photomontage

Q1/2026

6660136

Ep VI 125 NEM

Articulated double-pocket wagon T3000e



EINSTELLER



Sdgmrs 738

Photomontage

Q2/2026

6660151

Ep VI 214 NEM

3 piece set: Postal train



DB



Post4ü-b/20

Photomontage

Post 4-b/17

Gmhs

Q3/2026

6660168



■ Covered goods wagon with movable sliding doors

*not included in all models in the set

3 piece set: Ballast wagons



DB



Talbot

Photomontage

Q3/2026

6660159

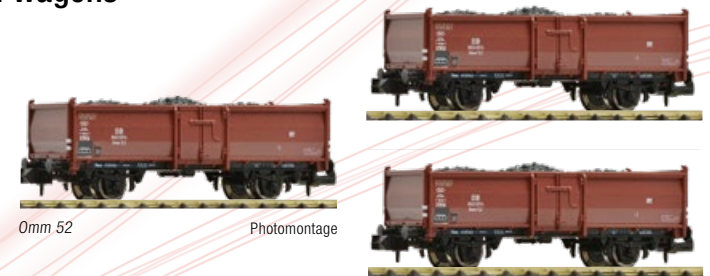


■ Models with load

3 piece set: Coal wagons



DB



Omm 52

Photomontage

Q1/2026

820530



■ Models with coal load

■ With new running numbers

Heavy-duty flat wagon



DB



SSy

Q1/2026

845604



■ With new running number

Telescopic hood wagon



DB



Sahimms 900

Q1/2026

6660131



■ Middle hoods are movable

Self unloading hopper wagon



DB



Fals 183

Photomontage

Q4/2026

852321



■ With new running number

Stake wagon



DB



Kbs

Photomontage

Q3/2026

6660161



■ Loaded with a 40-foot container

2 piece set: Telescopic hood wagons



DB/VTG



Shis

Photomontage

Q2/2026

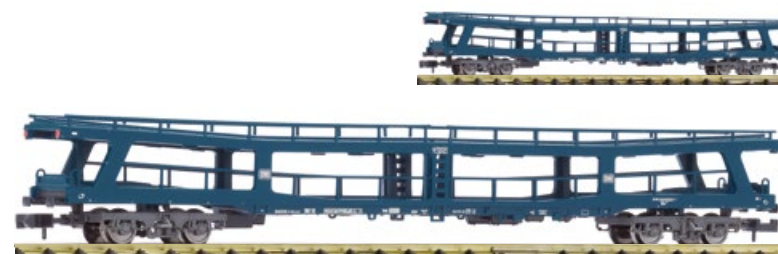
6660080



2 piece set: Car carriers for passenger train



DB



DDm

Photomontage

Q2/2026

6260066



Car carrier for passenger train



DB



DDm

Photomontage

Q2/2026

6660153



■ Version in original green livery

2 piece set: Open goods wagons



DR



Es

Photomontage

Q1/2026

6660138



■ One wagon with visible patch repairs

Dust silo wagon



DR



Uacs

Photomontage

Q1/2026

6660139



Acid pot wagon



DR



Photomontage

Q2/2026

6660145



■ Version with brakeman's platform

2 piece set: Heavy-duty flat wagons



DR

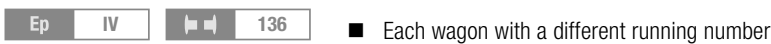


Rlmmp

Photomontage

Q2/2026

6660147



■ Each wagon with a different running number

3 piece set: Tank wagons



DR



Photomontage

Q2/2026

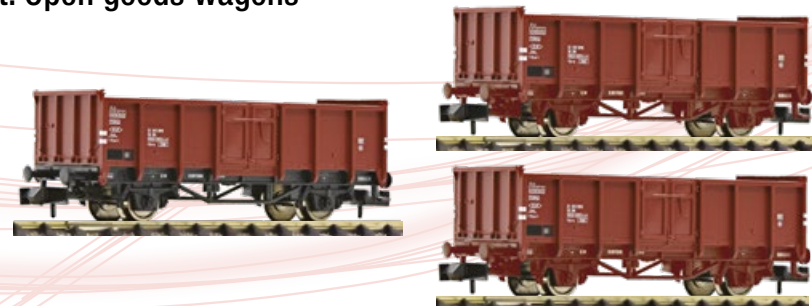
6660152



3 piece set: Open goods wagons



DR



Photomontage

Q2/2026

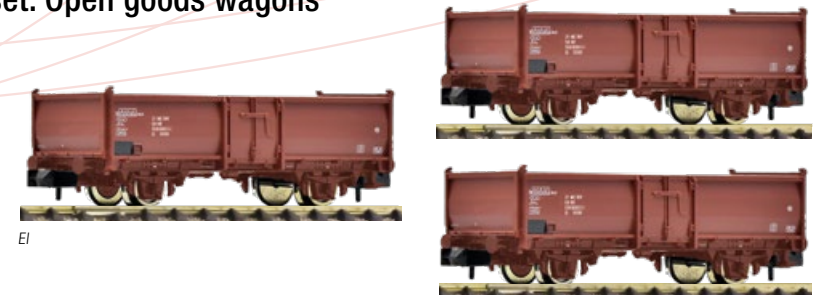
6660156



3 piece set: Open goods wagons



DR



Photomontage

Q3/2026

6660158



■ Suitable for assembling block trains

Guard's van for goods trains



DR



Photomontage

Q3/2026

6660166

Ep IV 53 NEM

Telescopic hood wagon



DB AG



Sahimms-u

Q1/2026

6660132

Ep V-VI 94 NEM

■ Middle hoods are movable

2 piece set: Open goods wagons



WASCOSA



Eanos

Photomontage

Q1/2026

6660140

Ep VI 196 NEM

■ Elaborately designed wagon underbody

Heavy-duty flat wagon



BW



Photomontage

Q1/2026

845605

Ep IV 68

■ Painted in the colour of the Deutsche Bundeswehr (BW)

Self unloading hopper wagon



DB AG



Falns 183

Photomontage

Q4/2026

852323

Ep V 78 NEM

■ With new running number

3 piece set: „SKW Piesteritz” swivel roof wagons



DB AG



Tdgs

Photomontage

Q3/2026

6660172

Ep VI 171 NEM

■ Fine steps, ladders and platform railings

3 piece set: Slurry wagon



EINSTELLER



Zans

Photomontage

Q3/2026

6660170

Ep VI 245 NEM

3 piece set: Slurry wagons



VTG



Zacns

Photomontage

Q3/2026

6660171

Ep VI 245 NEM

Container carrier wagon



EINSTELLER



Sgnss

Photomontage

Q2/2026

6660088

Ep VI 123 NEM

- Loaded with two tank containers from Lanfer Logistik
- Ideal for forming KLV trains
- Versatile use behind many epoch VI traction vehicles

Pocket wagon T5



WASCOSA



Sdgns

Photomontage

Q1/2026

6660084

Ep	VI	125	NEM
----	----	-----	-----

- Loaded with an "Offroad" semi-trailer
- Ideal for forming KLV trains
- Versatile use behind many epoch VI traction vehicles

Articulated double-pocket wagon T2000



AAE



Sdggmrs

Photomontage

Q2/2026

6660069

Ep

VI

214

NEM

■ Loaded with two DHL containers

Articulated double-pocket wagon T3000e



DB AG



Sdggmrs 738

Photomontage

Q2/2026

6660103

Ep

VI

214

NEM

■ Loaded with two DB Cargo lorry trailers

Articulated double-pocket wagon T3000e



WASCOSA



Sdggmrs 738

Photomontage

Q2/2026

6660104

Ep

VI



214



NEM

- Loaded with two lorry trailers from the forwarding agent Ekol
- Ideal for forming KLV trains
- Versatile use behind many epoch VI traction vehicles

Articulated double-pocket wagon T3000e



WASCOSA



Sdggmrs 738

Photomontage

Q3/2026

6660165

Ep VI 214 NEM

- Loaded with two lorry trailers from the forwarding agent GATT
- Ideal for forming KLV trains
- Versatile use behind many epoch VI traction vehicles

Sliding tarpaulin wagon



SNCF



Rils

Photomontage

Q2/2026

6660144

Ep V 124 NEM

- Finely detailed model
- Realistic tarpaulin texture
- Version with rectangular buffers

Heavy-duty flat wagon



NS



S

Photomontage

Q3/2026

6660162

Ep

III



68

■ Loaded with slabs

Swivel roof wagon



EINSTELLER



Tadgs

Photomontage

Q4/2026

6660169

Ep

VI



135



NEM

■ Former Grawaco wagon

2 piece set: Open goods wagons



EINSTELLER



Eanos



Photomontage

Q3/2026

6660160

Ep VI 196 NEM

- Finely detailed design
- With separately attached grab rails

Articulated double-pocket wagon T3000e



CFL CARGO



Sdggmrss

Photomontage

Q1/2026

6660102

Ep VI 214 NEM

- Loaded with two truck trailers of the forwarders Mars Logistics

NOVELTIES

Item. No.	Page
714504	10
714574	10
820530	91
845604	91
845605	94
845606	39
852321	92
852323	94
5160007	77
5170006	77
6260041	84
6260042	84
6260049	79
6260066	92
6260078	11
6260079	67
6260080	67
6260081	67
6260083	11
6260084	79
6260085	57
6260086	57
6260087	86
6260088	86
6260090	45
6260091	45

Item. No.	Page
6260092	81
6260093	81
6260094	85
6260095	80
6260096	80
6260098	83
6260099	83
6260100	14
6260101	14
6260102	14
6260103	13
6260104	60
6270082	67
6660069	98
6660076	88
6660077	89
6660080	92
6660084	97
6660088	96
6660102	103
6660103	98
6660104	99
6660131	91
6660132	94
6660133	89
6660134	21

Item. No.	Page
6660135	21
6660136	90
6660137	90
6660138	92
6660139	93
6660140	94
6660142	26
6660143	26
6660144	101
6660145	93
6660146	37
6660147	93
6660148	38
6660149	43
6660150	43
6660151	90
6660152	93
6660153	92
6660154	90
6660155	90
6660156	93
6660157	88
6660158	93
6660159	91
6660160	103
6660161	92

Item. No.	Page
6660162	102
6660163	90
6660164	89
6660165	100
6660166	94
6660167	18
6660168	91
6660169	102
6660170	95
6660171	95
6660172	94
6660173	88
7160027	19
7160028	17
7160034	15
7160035	7
7160036	13
7160037	18
7160038	16
7170027	19
7170028	17
7170034	15
7170035	7
7170036	13
7170037	18
7170038	16

Item. No.	Page
7360032	68
7360033	71
7360034	66
7360035	70
7360036	64
7360037	75
7360038	74
7360039	5
7360041	64
7370032	68
7370033	71
7370034	66
7370035	70
7370036	64
7370037	75
7370038	74
7370039	75
7370040	65
7370041	64
7500073	35
7510073	35
7560037	28
7560041	47
7560045	30
7560047	30
7560050	32

Item. No.	Page
7560064	25
7560068	36
7560069	21
7560070	27
7560071	37
7560072	59
7560073	47
7560074	35
7560075	51
7560076	42
7560077	28
7560078	59
7560079	56
7560081	62
7560082	44
7560083	32
7560084	60
7560085	52
7560089	52
7570037	28
7570041	47
7570045	30
7570047	30
7570050	32
7570064	25
7570068	36

Item. No.	Page
7570069	21
7570070	27
7570071	37
7570072	59
7570073	47
7570074	35
7570075	51
7570076	42
7570077	28
7570078	59
7570079	56
7570081	62
7570082	44
7570083	32
7570084	60
7570085	52
7570089	52
7760009	70
7760010	73
7760011	73
7760012	49
7760013	50
7760014	50
7760015	68
7770009	70
7770010	73

Item. No.	Page
7770012	49
7770015	68





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SYMBOLS OF RAILWAY OPERATORS

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

EPOCH EXPLANATION

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

COUNTRY EXPLANATION

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

LEGEND

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

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