



FLEISCHMANN

Maßstab : PERFEKTION

H0



Time for the future !

Siemens Pressebild



Fleischmann



FLEISCHMANN
MODELLBAHNEN



FLEISCHMANN

FLEISCHMANN
Die Modellbahn der Profis

Dear Fleischmann H0 friends,

The railway celebrates an anniversary! But not of any railway – it is the outstanding model railway of Fleischmann. Since exactly 125 years the technical masterpieces of our developers, engineers, precision mechanics, designers and modellers delight the hearts of die-hard fans of the beloved miniatures worldwide. The love of detail, meticulousness in execution, and the precision in the manufacturing process guarantee since 1887 the highest creation, play and collecting fun at all times – from the water toys and maritime toys of the founding years up to the present high tech train sets.

On the following pages you can read about interesting and curious facts from the eventful history of the Fleischmann brand and subsequently enjoy our newest H0-product line.

Your Fleischmann team

FLEISCHMANN

Scale : Perfection in review.

The production year 2012 has much to offer and to marvel about. Assure yourself in a quick sweep or immediately dig deep into the precise descriptions and the detailed product equipments. We are sure that everybody will find their personal favourite piece. In any event it will be rewarding to look at the company history.

We wish you lots of fun!

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5-19

Anniversary



20-30

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All beginnings are difficult.

The artisan Jean Fleischmann founded an engraving company in Nürnberg in 1887 where paper weights were being produced besides a whole variety of designer pieces. Two years later a new factory was built at the Bielingstrasse 23 which was used in later years as the workshop for the show model railway layouts. Over the course of time the product line changed dramatically and in 1898 the production of toys was started. It was mostly magnetic swimming and walking animals, waterspout fountains, and ships of all kinds. An extraordinary brand development is taking its course.





Illustration left: Fleet of ships from the 1930's with the "Columbus" in the center of the picture.

Illustration middle: Ocean steamer "Crown Princess Cecilie"

Illustration right: Water plane "DO X"

A ship will come.

The high quality of the toys that were produced at the Bielingstrasse already shortly after the turn of the century was underlined when Jean Fleischmann was awarded a gold medal at the world's fair in Brussels in 1910. The focal point of the presentation at the time was the 215 cm long model of the ocean steamer "Crown Pricess Cecilie" in the scale 1:100 which until today is one of the most beautiful ship models ever produced.

Next to a long line of passenger and war ships there were also some models like the "water automobile" or the "double propeller express mail steamer"

which deserve a special mention. But also the commissions from ocean carriers for non floatable models of large vessels caused a sensation. Their perfect execution made them suitable to be used for teaching purposes in universities that had maritime courses.

Starting in 1933 the programme of the company focused more and more on ships with a clock mechanism which reflected the technical state of developments on the oceans. It was also about the same time that an impressive model of a water plane was produced – the "Do X".

Illustration left: Steam roller No. 155, year of manufacture 1949-56

Illustration right: Stationary locomobile

Illustration bottom: The beginning of track o



Step by step to success.

With the takeover of the company Doll & Co in 1938 a new era was ushered in for the Fleischmann Brothers enterprise: From then on the product line also included railways and steam engines and the programme was continually improved and refined as much as possible even during the Second World War.

At the fall fair in Frankfurt in 1949 a new model train set with track o could be presented besides a modern passenger steam ship. This series was partially produced until 1968 and is regarded as the first model locomotive with a two conductor DC system.

The steam engine programme from before the war was continued with technical modifications because next to the railway these models were regarded the epitome of technical toys in the first half of the 20th century.





Illustration left:
BR 41 on H0 track
(1957 - 1960)

Illustration middle:
Hand held model of
the 05 001, on track 0

Illustration right:
Porsche CAN-AM of
the car rally in 1979



1999: The ICE-T is the
only ICE in the industry
that tilts in the curves.

Starting signal for the revolution.

At the toy fair in Nürnberg In 1952 the spectacular H0 programme in the scale 1 : 82, later 1 : 87 and therefore the largest rolling material up to date was presented to the public for the first time. The new series turned out to be a huge success which even forced its predecessors off the track.

65 years of track H0 programme make it possible to delve into all of the important lines of development. However the company philosophy of the early 1950's with all of its assumptions has not changed until today: to build models of vehicles that are true to the original on the highest technical level with brilliant design.

By the way: Parallel to the success story of the model railway, Fleischmann developed a race car series that was launched in 1967 and was marketed as "Rally Monte Carlo". It immediately garnered international attention and its compatability with other race car layouts made it a sought after collectors item until today.



The little lorry train in track N was presented for the first time in 1968/69.

Recognizing and initiating trends.

Time and again Fleischmann succeeds in surprising the market and to inspire its clients with pioneering innovations. Also in 1968: for the first time the scale 1 : 160 is established with a small Diesel locomotive and three tippers. Initially the model train operators were smiling at it but later, with the appearance of the heavy freight train locomotive series 50, the track N "piccolo" developed into a very important sector in the model train production. With Fleischmann N it was possible for the first time to produce scaled models

of vehicles with which hobby train operators could run true to the original models of long passenger trains of the Bundesbahn also on private layouts.

Nevertheless it does not matter whether you are a fan of the track H0 or you profess that you are a lover of the track N. The decision to go with Fleischmann is always a voucher for perfection, love of detail, optimal design, quality, engineering art and most of all – fun with the railway.





Ep I
1160

481209

€ 419,00

481279



€ 489,00

Anniversary article: K.P.E.V. train set „Preußens Gloria“

New edition of the FLEISCHMANN classic for the „125 year Fleischmann“ anniversary on the basis of the former article 4885. The „5-country-train“ was travelling on the line Berlin - Halle - Würzburg - Stuttgart - Zürich HB and made a typical express train from that time.



Anniversary article: Goods wagon set of the Royal Bavarian State Railways.

One time special series: Branchline locomotive CLOTHO (Bavarian D VI) in green-black livery with 2 goods wagons of the Royal Bavarian State Railways. Illustration shows a hand-held model of the CLOTHO with incomplete imprint.

K. Bay. Sts. B.

Ep II

481212

€ 269,00



- The locomotive is mainly made of metal with many different parts.
- Double LED headlights. The position light signal can be removed but does not perform any functions. All vehicles have close coupler motion links
- The wagons have the finest spoked wheels
- Tank wagon with brakeman's cab
- Boxcar with 2 movable sliding doors

Anniversary article: Steam locomotive series S 3/6, DRG.

Model: Now available in green Länderbahn livery and with Gruppenverwaltung Bayern inscriptions for the first time.

Prototype: Despite that the second procurement period of the legendary Bavarian S 3/6 happened not until the 1920's the locomotives were initially operating in a green livery. The locomotives displayed their Bavarian numbers up until 1928. The historic background: The Bavarian State Railway was absorbed into the group administration of the DRG as early as 1920. Successively the locomotives were painted in black and lost their splendid colour design.



Ep	II
246	

411902

€ 379,00

411972

€ 449,00

391972

€ 449,00

- Attractive Länderbahn livery.
- Gruppenverwaltung Bayern inscriptions.
- Operable inner driving gear and rendering of the crop axle.
- 5 pole maintenance-free engine.
- Locomotive tender with close couplers. With guided bogies in the front.
- Guide mechanism at the end of the tender. Real operation of couplers.

PRIVAT

Ep VI

217

481205

€ 219,00

Anniversary article: Electric locomotive BR 145 of the Pressnitztalbahn GmbH.

One time special series: The prototype is an electric locomotive type BR 145 of the Pressnitztalbahn GmbH which advertises the Anniversary "125 Years Fleischman". The eye catching design of the locomotive is from the reknown artist Gudrun Geiblinger. The illustration shows a design study. The final version of the model may differ in detail but is true to the original locomotive.

The Eisenbahn-Bau- und Betriebsgesellschaft Pressnitztalbahn mbH in short PRESS is an established medium- sized company and has its headquarter in Jöhstadt in the middle of the Erzgebirge in State of Sachsen. The company can point to many years of experience in passenger and freight transportation. As a result of the enlargement of the European Union to the East and because the inner market becomes more and more european the company PRESS also puts its focus on the crossborder transportation of goods. In the handling of all this traffic the company cooperates with private railways as well as State railways.



Entwurf: G. Geiblinger



Anniversary article: 2nd class commuter train wagon, SVG.

Special series: Fleischmann celebrates it's 125th Anniversary and the big prototype, a classic "Silberling" advertises the company jubilee.



PRIVAT

Ep	VI
II	282
IV	6454

564203

€ 49,90

Anniversary article: 3 piece set „Schwellentransport“, DR.

Suitable supplement: Art. 581210. Suitable locomotive: 413401.



DR

Ep	IV
II	417

581209

€ n.E.

Anniversary article: 3 part work train set, DR.

Loaded with one excavator type T174-2 and gravel. Suitable supplement: Art. 581209. Suitable locomotive: 413401.



DR

Ep	IV
II	417

581210

€ 79,00

H0

Anniversary offer

Limited anniversary items - one time anniversary price!

„125th Anniversary of Fleischmann - you get € 125“

Each locomotive
€ 125



406101 Steam locomotive BR 064 of the DB, Epoch IV with digital interface



423501 Diesel locomotive BR V 200.1 of the DB, Epoch III with digital interface



437601 Electric locomotive BR 103.1 of the DB, Epoch IV with digital interface

www.fleischmann.de



DRB

Ep	II
🔊	280

481208

€ 259,00

481278

🔊	🔊
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€ 329,00

Fleischmann's Classic: Steam locomotive BR 03.10 with tender 2'2'T34, DRB.

One time special series: New edition of the Fleischmann classic for the Anniversary "125 years Fleischmann" on the basis of article 4173.

Prototype: A series of 140 locomotives of the type BR 03.10 with full cladding was planned as a further development of the BR 03. Due to the war only 60 machines were commissioned until 1941. 45 exemplars survived the II. World War and little by little were robbed of their beautiful cladding.

Model: The red Fleischmann legend is not only known to experts for its nickname "Noble Buck" = „Edelhirsch“ but also for its finest detailed aerodynamic cladding made of zinc diecast. A digital conversion at a later point in time is possible without any problems because of the standardized interface that is located in the tender.

**Fleischmann's Classic: Electric multi-unit rail coach BR 411 with tilting techniques, DB AG.**

For the first time in the present epoch VI. The two part base set ICE-T consists of 2 control cab coaches.

Only at Fleischmann is the ICE allowed to commute due to the bend-dependant automatic tilt of the coach body and the technical innovations do not stop there: Just like a motorcycle rider the ICE-T leans elegantly in the curves while the pantograph, just like the prototype, remains in the straight upright position. The triple headlight is light up by service free LED lights and changes from white to red dependant on the direction of travel. All of the coaches of the train, 446001 - 446501, are connected with fixed closed couplers (386006) and can be refitted with interior lighting units (6467/6468). A practical 8 phase interface is located in one of the control cab coaches.



Ep	VI
🔊	588

446001

€ 289,00



Fleischmann's Classic: 1st/2nd ICE-T-centre wagon type BR 411.8, DB AG.



Available now: In the latest version of the Epoch VI.
Exclusive at Fleischmann: Automatic and bend-dependant tilting of the wagon body.

DB	
Ep	VI
277	
6468	

446101
€ 55,00

Fleischmann's Classic: ICE-T-restaurant wagon BR 411.2, DB AG.



Available now: In the latest version of the Epoch VI.
Exclusive at Fleischmann: Automatic and bend-dependant tilting of the wagon body.

DB	
Ep	VI
277	
6468	

446201
€ 55,00

Fleischmann's Classic: 2nd class ICE-T-centre wagon, series 411.8, DB AG.



Now available in Epoch VI version. Exclusive at Fleischmann: Automatic and bend-dependant tilting of the wagon body.

DB	
Ep	VI
277	
6468	

446301
€ 55,00

Fleischmann's Classic: 2nd class ICE-T-centre wagon, series 411.7, DB AG.



Now available in Epoch VI version. Exclusive at Fleischmann: Automatic and bend-dependant tilting of the wagon body.

DB	
Ep	VI
277	
6468	

446401
€ 55,00



Ep	VI
II	277
III	6468

446501

€ 55,00

Fleischmann's Classic: 2nd class ICE-T-centre wagon type BR 411.6, DB AG.

Now available in Epoch VI version. Exclusive at Fleischmann: Automatic and bend-dependant tilting of the wagon body.



Ep	VI
II	227

524107

€ 49,90

Fleischmann's Classic: Container-swap-body wagon, SBB.

Loaded with one exchangeable 40' container.



Ep	VI
II	244

524601

€ 49,90

Fleischmann's Classic: Container-swap body wagon, NS.

Loaded with one exchangeable 40' container.



Fleischmann's Classic: Container-swap-body wagon, AAE (DSB).

Loaded with 2 exchangeable swap bodies.



DSB

Ep	VI
227	

524104

€ 49,90

Fleischmann's Classic: Container-swap body wagon, AAE (SJ).

Loaded with 2 exchangeable containers.



SJ

Ep	VI
227	

524106

€ 49,90

Fleischmann's Classic: Container-swap-body wagon, AAE (NSB).

Loaded with 2 exchangeable containers.



NSB

Ep	VI
227	

524105

€ 49,90

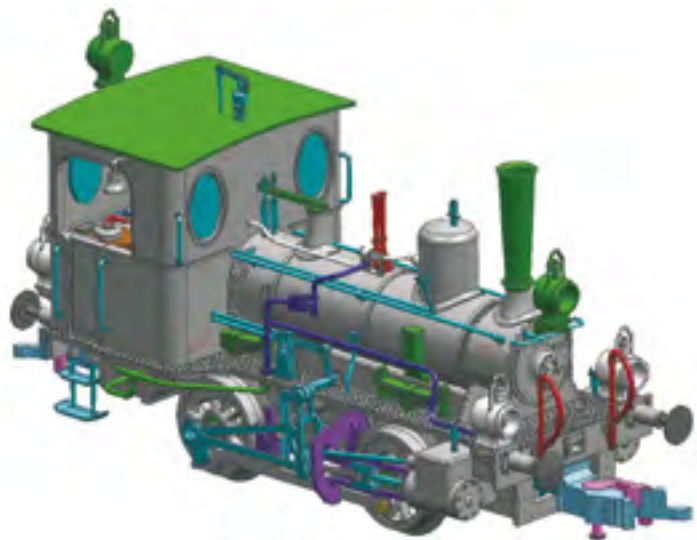
H0

Locomotives



Special series: Steam locomotive „Euterpe“ (Bavarian D VI) of the Royal Bavarian State Railways.

The tender locomotive „Euterpe“ - No. 852 / J.A.Maffei 1880 comes in ochre yellow livery. The model shows a vapour barrier and a triple headlight on both ends. The third light was a position light only.



- PluX interface
- Double LED headlights. Removeable position light signal does not perform any functions.
- Model mainly in zinc pressure cast

K. Bay.Sts.B.

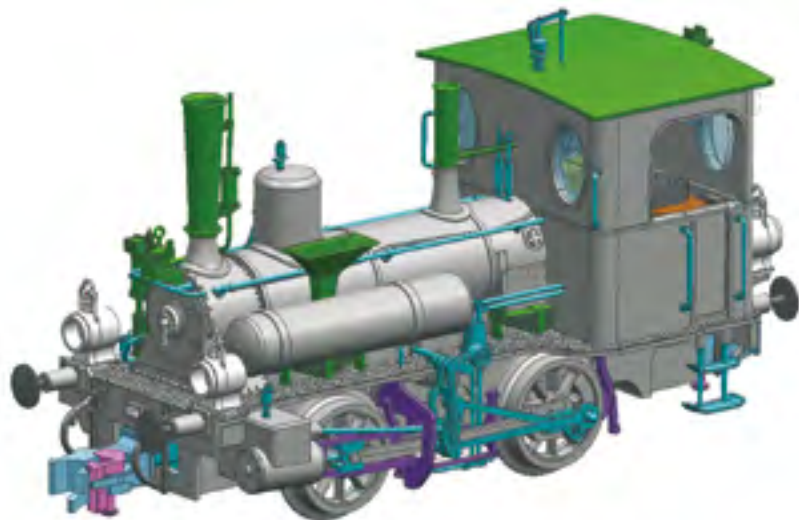
Ep I
79

481207
€ 199,00

481277
=
€ 269,00

Steam locomotive BR 98.75, DRG.

In 1925 the DRG acquired 26 more locomotives of the Bavarian type D VI series 98.75.



- Design variation with compressed air tank on the side and water filling funnel
- PluX interface
- LED lighting
- Model design mainly in zinc pressure cast



Ep II
79

400601
€ 199,00

400671
=
€ 269,00



Ep II
202

413704

€ 369,00

413774

=

€ 439,00

393774

~

€ 439,00

Steam locomotive BR 37.0-1 (pr. P 6), DRG

163 machines of the Prussian series 37.0-1 were added to the stock of the German Reichsbahn (DRG) with the serial number 37 001-163. The locomotives with the number 37 201-206 (since 1937) were P 6 of the Lübeck- Büchener Railway (LBE), which differed from the Prussian locomotives in their design.

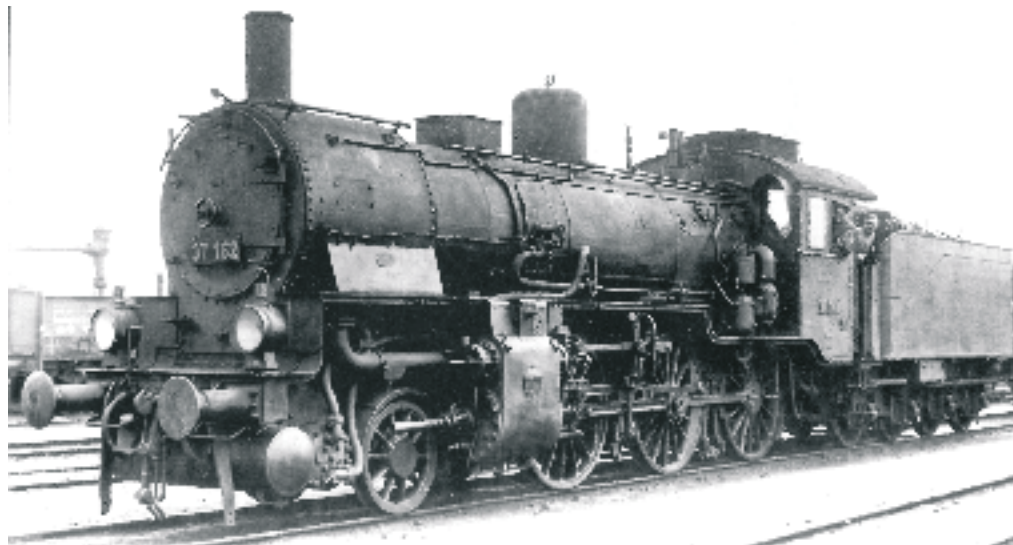


Foto: Slg. Dr. Rittig

- With spring buffers.
- Digital version with driver's cab lighting.
- With LED lighting.
- Guided mechanism on the close couplers on both sides.
- 16 pole PluX interface (413704)

Steam locomotive BR 41 (Reko) with riveted tender 2'2'T32, DR.

Due to the reason that time and again technical difficulties occurred with the boilers that were very susceptible to damage, the DR (OST) had to take 300 locomotives out of service in 1956. This led to an enormous shortage of locomotives. The newly emerged need for trade prompted the development and consequently the ordering of a new boiler design which was used with slight modifications for the series 03, 03.10 and 39.

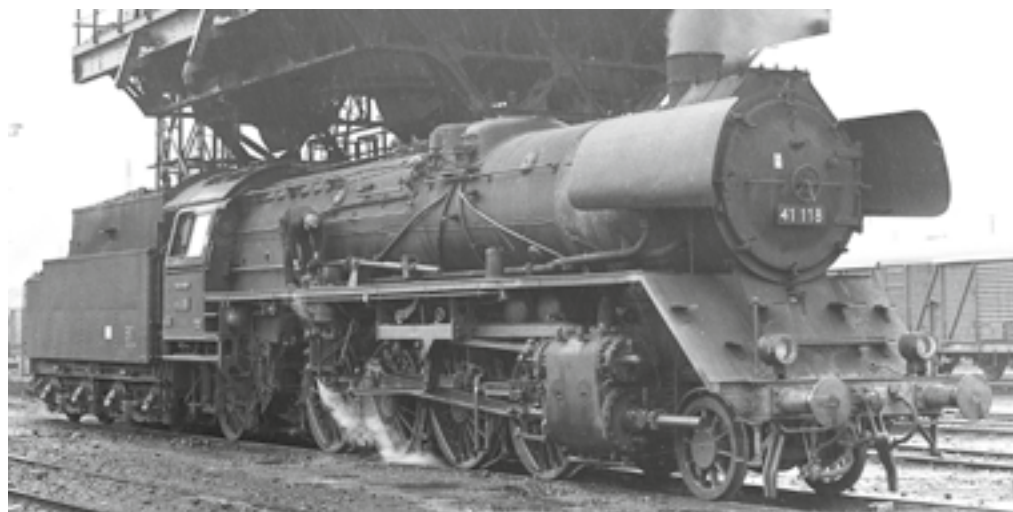


Foto: D. Wünschmann

- Extensive design changes to the base model of the BR 41!
- Riveted tender 2'2'T32.
- 22 pole PluX-interface (413402).

DR

Ep III

275

413402

€ 349,00

413472

=

€ 419,00

Steam locomotive BR 03 (Reko) with Tender 2'2'T34, DR.

Since 1969 the Raw Meiningen refitted the 03 081 and 03 151 as the first models with a Reko tank. Until 1975 52 more Reko-03 units were built. With their boiler happy new tanks and the low maintenance two cylinder engines they soon became much liked by the personnel. The last Reko exemplar 03 002 was placed at the Bw Güsten in the summer of 1980. As examples of the BR 03 (Reko) the 03 098, 03 155 and 03 295 were saved from the cutting torch.

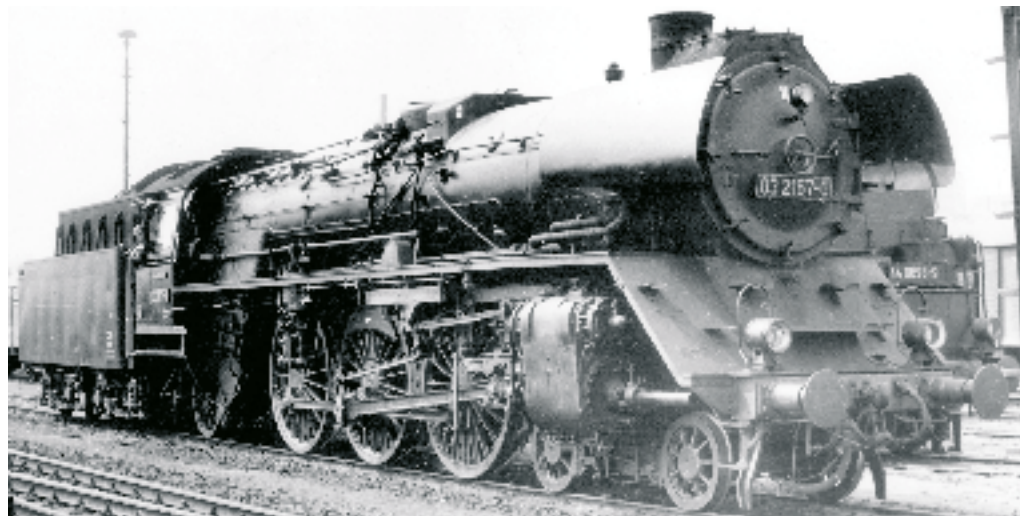


Foto: Wünschmann



- Extensive changes of the design on the base model of the BR 03 !
- 22 pole PluX interface (410801).
- Short coupling possible in the front as well as at the end of the tender.
- Close coupling between loco and tender.

DR

Ep IV
275

410801

€ n.E.

410871

=

€ n.E.

390871

~

€ n.E.



Ep III

128

408181

€ 299,00

398181



€ 299,00

INNOVATION: Steam locomotive BR 81 with integrated digital coupling, DB.

In 1928 Hanomag delivered a series of 10 locomotives type 81 for the heavy shunting service that matched the smaller machines of the series 80 for the large part.



- For the first time with digital PROFI coupling (DCC)!
- Switchable with FLEISCHMANN multiMAUS or multiMAUSPRO.
- Also available in AC version (see illustration).
- LED lighting

Steam locomotive 98.8 series, DB.

The model had a double headlight and no DB-Keks.



Ep III

106

409803

€ 199,00



- Double LED-headlights.
- Close couplers on both sides.
- Epoch IIIa.

Diesel railcar unit BR 648, DB AG.

The Alston LHB Coradia LINT is a series of commuter Diesel railcars. LINT is the acronym for „Leichter Innovativer Nahverkehrstriebwagen“ (“Light Innovative Commuter Railcar”). The LINT was designed by the company Linke-Hofmann-Busch and after the takeover of LHB by Alston it is offered within the Alston Coradia family.

The LINT 41 consists of two wagon halves which rest on a Jakobs bogie in the middle of the train. It is possible to connect up to three units with automatic middle puffer couplings to a whole train. The vehicles have four external doors, one restroom per railcar and a luggage area. In the elevated floor section between the drive pivot and the entrance area of both wagons are below the floor the motors installed that each produce 315 kW of power. They drive the axels of the end turn bogie via a cardan shaft and axle gear.



Ep VI

481

442002

€ 299,00



Foto: P. Wortmann

- Illuminated destination display in the front and even on the sides.
- Unobstructed view through the windows.
- Closed skirted front with reproduction of the Scharfenberg coupling.
- LED lighting.
- With integrated interior lighting as standard.
- Double traction capabilities.



Velaro
BR 407





Ep VI

448001

€ n.E.

448071



€ n.E.

398001



€ n.E.

398071



€ n.E.

Preview 2013: New construction! ICE railcar Velaro, BR 407, DB AG.

The 4 part base set consists of 2 control coaches and 2 center wagons which can be supplemented by the articles 448101 and 448201 to make up an exemplary 8-part train set. Prototype: The BR 407 is a high speed train from the ICE fleet that is presently under construction. The manufacturer of these trains is Siemens which calls the trains Valero D - D for Deutschland (Germany). After the trains for Spain, China, and Russia it is the fourth version of the Valero platform. The DB AG denotes the trains as the "new ICE 3" even so they are for the large part a new development. The four system vehicles are scheduled for service in Germany, France, and Belgium. With 460 seats the 8-part Valero is supposed to offer the same seating comfort as the ICE 3 with more seats. This is achieved by relocating several housing cabinets and to dispense with compartments in favour of high-capacity cars.



Foto: Siemens-Pressebild



Fotos (2): Siemens-Pressebilder



Preview 2013: New construction! 2 piece supplementary kit for the ICE railcar Velaro, BR 407, DB AG.



Foto: Siemens-Pressesbild

Preview 2013: New construction! 2 piece supplementary kit for the ICE railcar Velaro, BR 407, DB AG.



Fotos (2): Siemens-Pressesbilder

DB

Ep VI

448101

€ n.E.

DB

Ep VI

448201

€ n.E.

H0



Ep	III
169	

394502



€ 339,00

Electric locomotive series Ae 3/6, SBB.

The prototype of this very special electric locomotive type 10700 of the SBB was built in 1925. It was designed by BBC Baden and SLM Winterthur. Weight: 93 t. Power output: 1600 kW (2176 PS). Maximum speed: 110 km/h. Service: Different kind of services on mainlines and secondary lines.



Ep	III
170	

407802

€ 279,00

407872



€ 349,00

Steam locomotive Br 232 TC, SNCF.

The SNCF took over 27 exemplars of the series T18 from the Reichs Railway in Elsaß-Lothringen which were built between 1915 and 1918 by the Vulcan Works. They were stationed in Straßburg, Haguenau, Sélestat, Colmar and Mulhouse. Due to the respectable top speed of 100 km/h, the large water reservoir and the much praised smooth running features they were mainly used in the fast commuter traffic. The last 232 TC of the SNCF was retired from day to day scheduled service in 1966.



Foto: N

Passenger coaches





Ep

I

581206

€ 119,00

Special series: Set „Vereinslazarettzug J2 Görlitz Preußische Oberlausitz“, in service at the K.P.E.V. (Part 3).

The set contains 2 ambulance wagons and 1 luggage wagon (newly constructed G10). Suitable supplement to the articles 581110 and 581111.



Special series: 3-piece wagon set of the K.M.E.

The Royal Prussian Military Railway, also called Königliche Militär-Eisenbahn (K.M.E.) was a Federal Railway that was operated by the Prussian Army between Schöneberg (today: Berlin) and Kummersdorf and was later extended to Jüterbog. Suitable locomotive: Art.413701.



Ep

I

581208

€ 99,00



Foto: N (C3 pr11)

New construction: 3-axle compartment coach with brakeman's cab type C3 pr11, DR.

The structural shape of the compartment wagon goes back to the beginnings of the railways history. The type „pr 11“ is one of the last built Prussian compartment cars with skylight roof and at the same time one of the most built passenger wagons in the German area. The three or two axle wagons were available with and without brakeman's cab. A few units can still be seen today on tracks of railways museums.



DR

Ep III

145

507002

€ 44,90

New construction: 3-axle compartment coach type C3 pr 11, DR.

The structural shape of the compartment wagon goes back to the beginnings of the railways history. The type pr 11 is one of the last built Prussian compartment cars with skylight roof and at the same time one of the most built passenger wagons in the German area. The three or two axle wagons were available with and without brakeman's cab. A few units can still be seen today on tracks of railways museums.



DR

Ep III

145

507052

€ 44,90

DR

Ep	III
≡	145

507102

€ 44,90

New construction: 2-axle compartment coach with brakeman's cab type C pr21, DR.



The structural shape of the compartment wagon goes back to the beginnings of the railways history. The type „pr 11“ is one of the last built Prussian compartment cars with skylight roof and at the same time one of the most built passenger wagons in the German area. The three or two axle wagons were available with and without brakeman's cab. A few units can still be seen today on tracks of railways museums.

DR

Ep	III
≡	145

507152

€ 44,90

New construction: 2-axle compartment coach type C pr 21, DR.



The structural shape of the compartment wagon goes back to the beginnings of the railways history. The type „pr 11“ is one of the last built Prussian compartment cars with skylight roof and at the same time one of the most built passenger wagons in the German area. The three or two axle wagons were available with and without brakeman's cab. A few units can still be seen today on tracks of railways museums.

DR

Ep	IV
≡	160
≡	6447

507703

€ 36,90

2nd class passenger wagon type ABi, DR.



Suitable supplement to the item number 577401.

2nd class passenger wagon type Bi, DR.



Suitable supplement to the item number 577401.

DR

Ep	IV
≡	160
≡	6447

507501

€ 38,90

2nd class passenger wagon type Bi, DR.



Suitable supplement to the item number 577401.

DR

Ep	IV
≡	160
≡	6447

507603

€ 36,90

2nd class passenger wagon type Bi, DR.



Suitable supplement to the item number 577401.

DR

Ep	IV
≡	160
≡	6447

507304

€ 36,90



Ep	III
145	

507001

€ 44,90

New construction: 3-axle compartment coach with brakeman's cab type C3 pr 11, DB.



The structural shape of the compartment wagon goes back to the beginnings of the railways history. The type pr 11 is one of the last built Prussian compartment cars with skylight roof and at the same time one of the most built passenger wagons in the German area. The three or two axle wagons were available with and without brakeman's cab. A few units can still be seen today on tracks of railways museums.



Ep	III
145	

507051

€ 44,90

New construction: 3-axle compartment coach type C3 pr11, DB.



The structural shape of the compartment wagon goes back to the beginnings of the railways history. The type „pr 11“ is one of the last built Prussian compartment cars with skylight roof and at the same time one of the most built passenger wagons in the German area. The three or two axle wagons were available with and without brakeman's cab. A few units can still be seen today on tracks of railways museums.



Ep	III
145	

507101

€ 44,90

New construction: 2-axle compartment coach with brakeman's cab type C pr21, DB.



The structural shape of the compartment wagon goes back to the beginnings of the railways history. The type „pr 11“ is one of the last built Prussian compartment cars with skylight roof and at the same time one of the most built passenger wagons in the German area. The three or two axle wagons were available with and without brakeman's cab. A few units can still be seen today on tracks of railways museums.

New construction: 2-axle compartment coach type C pr 21, DB.



The structural shape of the compartment wagon goes back to the beginnings of the railways history. The type „pr 11“ is one of the last built Prussian compartment cars with skylight roof and at the same time one of the most built passenger wagons in the German area. The three or two axle wagons were available with and without brakeman's cab. A few units can still be seen today on tracks of railways museums.

DB	
Ep	III
145	
507151	
€ 44,90	

Luggage wagon type Pwi bay 07, DB.



Foto: N

Now available in Epoch IIIa version. Suitable locomotive: 409803.

DB	
Ep	III
121	
6469	
509002	
€ 39,90	

2nd/3rd class passenger wagon type BCi bay10, DB.



Foto: N

Now available in Epoch IIIa version. Suitable locomotive: 409803.

DB	
Ep	III
131	
6469	
509102	
€ 39,90	



Ep	III
137	
6469	

509202

€ 39,90

3rd class passenger wagon type Ci bay10, DB.



Foto: N

Now available in Epoch IIIa version. Suitable locomotive: 409803.



Ep	III
160	
DCC	

507882

€ n.E.

Special series: Push pull control wagon type Cif, DB.



The carmine red Donnerbüchsen were used for railcar-substitute-services. Suitable supplement wagons: 507601, 507602, 507702.

- Function decoder for the change of lights in analogue and digital operation.
- LED lighting



Ep	III
160	
6447	

507702

€ 38,00

Special series: 1st/2nd class passenger wagon type ABi, DB.



The carmine red Donnerbüchsen were used for railcar-substitute-services. Suitable supplement: 507601, 507602, 507882 (control cab coach).

Special series: 2nd class passenger wagon type Bi, DB.



The carmine red Donnerbüchsen were used for railcar-substitute-services. Different serial no. than Art. 507602.

Suitable supplement: 507602, 507702, 507882 (control cab coach).

DB	
Ep	III
160	
6447	

507601

€ 38,00

Special series: 2nd class passenger wagon type Bi, DB.



The carmine red Donnerbüchsen were used for railcar-substitute-services. Different serial no. than Art. 507601.

Suitable supplement: 507601, 507702, 507882 (control cab coach).

DB	
Ep	III
160	
6447	

507602

€ 38,00

Nostalgic dining wagon „Emmentalerstube“, BLS.

The nostalgic dining wagon WR 503888-03801-8 Emmentalerstube belonged in the beginning to the former Emmental-Burgdorf-Thun-Bahn (EBT). After it was decommissioned in 1978 the members of the Eurovapor, now VHE Verein Historische Eisenbahn Emmental, took it over. With a lot of wood and love the members created a comfortable cabine. Many wedding parties enjoyed a snack in this wagon during a chartered ride and numerous company outings began in the rolling Emmental lounge.



PRIVAT

Ep	III-IV
244	
6445	

513801

€ 44,90



Ep	III
145	

507003

€ 44,90

New construction: 3-axle compartment coach with brakeman's cab type C3 pr11, ÖBB.

The structural shape of the compartment wagon goes back to the beginnings of the railways history. The type „pr 11“ is one of the last built Prussian compartment cars with skylight roof and at the same time one of the most built passenger wagons in the German area. The three or two axle wagons were available with and without brakeman's cab. A few units can still be seen today on tracks of railways museums.



Ep	III
145	

507053

€ 44,90

New construction: 3-axle compartment coach type C3 pr 11, ÖBB.

The structural shape of the compartment wagon goes back to the beginnings of the railways history. The type „pr 11“ is one of the last built Prussian compartment cars with skylight roof and at the same time one of the most built passenger wagons in the German area. The three or two axle wagons were available with and without brakeman's cab. A few units can still be seen today on tracks of railways museums.



1st/2nd class stopping train wagon, SNCF.

With space for advertising.



Foto: N



Ep	III
II	241
II	6452

567601

€ 59,90

2nd class stopping train wagon, SNCF

With space for advertising. Different serial number than 567708.



Foto: N



Ep	III
II	241
II	6452

567707

€ 59,90

2nd class stopping train wagon, SNCF.

With space for advertising. Different serial number than 567707.



Foto: N



Ep	III
II	241
II	6452

567708

€ 59,90

PKP

Ep	III
	244
	6452

563204

€ 51,40

2nd class express train wagon type C4ü-35, PKP.



Dining car for express trains, type WR4ü-35, PKP.

PKP

Ep	III
	270
	6452

563302

€ 54,90



Foto:
Michael U. Klotzsch-Leichnering

Freight wagons



K.Bay.Sts.B.

Ep I

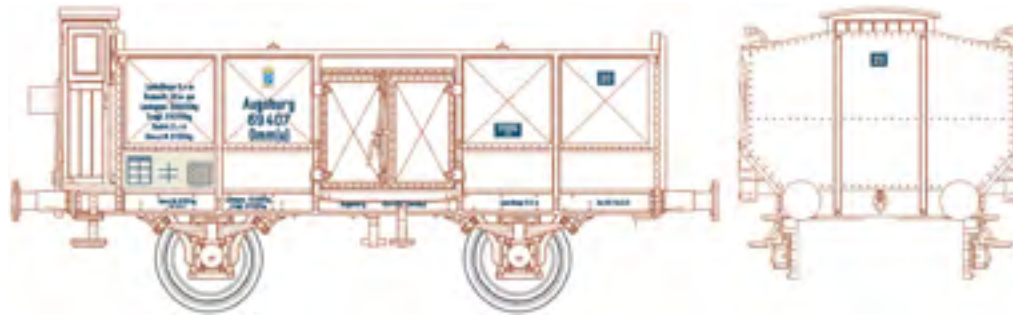
86

590102

€ 29,90

New construction: Gondola type Om „Ludwigshafen“, K.Bay.Sts.B.

A series of OM-gondolas was built in solid steel from 1905 until 1910 for the Bavarian State Railways. Because the gondolas could not tilt they were not used throughout the country. The primary use for the vehicles was the transportation of coal. Some rare gondolas survived the Second World War for the most part at industrial railways.



K.Bay.Sts.B.

Ep I

101

545502

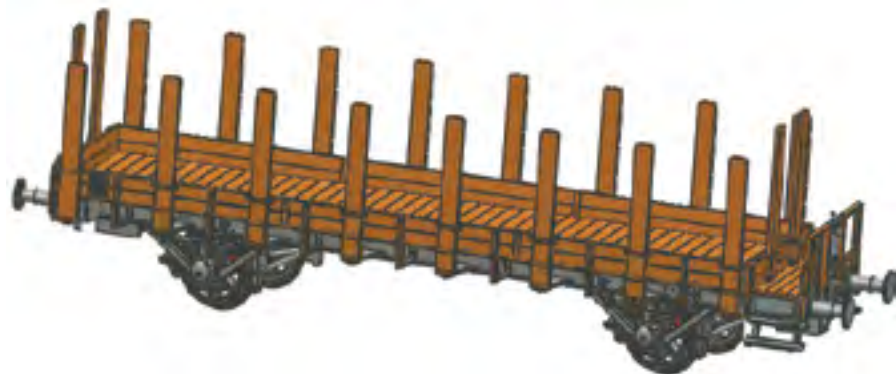
€ 31,90

New construction: Wine tank wagon with brakeman's cab, in service at the K.Bay.Sts.B.

MAN provided the Deutsche Weinkesselgesellschaft Kitzingen and other companies in Europe with a total of 553 wine tank wagons - 180 vehicles were in closed version.



Stake wagon with brakeman's platform type R 02, DRG.

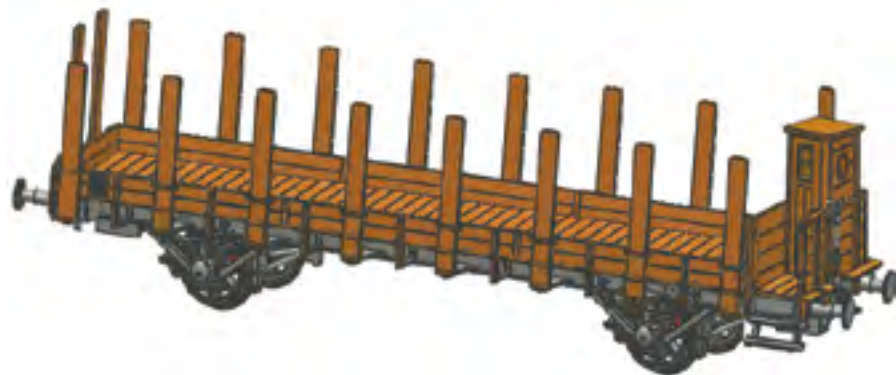


Ep	II
139	

520904

€ 28,90

Stake wagon with brakeman's cab type R 02, DRG.

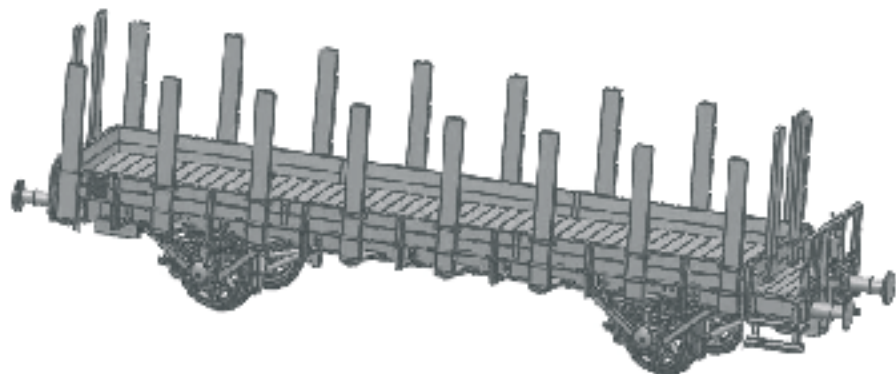


Ep	II
139	

520905

€ 29,90

Stake wagon type R 2, Reichseisenbahnen Alsace-Lorraine.



PRIVAT

Ep	II
139	

520903

€ 28,90

Foto: vereinfachte CAD-Darstellung



Ep	II
152	

521103

€ 59,00

2-piece set: Coal wagons type 0 „Schwerin“, DRG.

Wagon loads of real coal.



Ep	II
153	

528501

€ 54,90

Flat wagon type SSk07, DRG. Loaded with „Minitank“ models.



Ep	II
166	

523608

€ 49,90

Flat wagon type S 14, DRG. Loaded with „Minitank“ models.



Flat wagon type S 14, DRG. Loaded with „Minitank“ models.



Ep	II
166	

523609

€ 49,90

Flat wagon type S 14, DRG. Loaded with one „Minitank“ model.



Ep	II
166	

523610

€ 49,90

Boxcar with brakeman's cab type G, DRG.



Foto: Handmuster

The prototype of the Prussian G10 is well known to every railway fan. It is the most important and by far the most commissioned boxcar. With 121,770 exemplars built the wagon represents an often incurred vehicle from Epoch I to Epoch IV. Because of the high number it had to be serviced by two category domains: Munich and Kassel. The much liked model was completely revised by Fleischmann. It has doubled the number of ventilation and loading flaps. The prototype was used primarily for the transportation of fruits and vegetables.



Ep	II
110	

535801

€ 33,90



Ep	II
101	

545501

€ 31,90



New construction: Gondola type Om „Ludwigshafen“, DB.

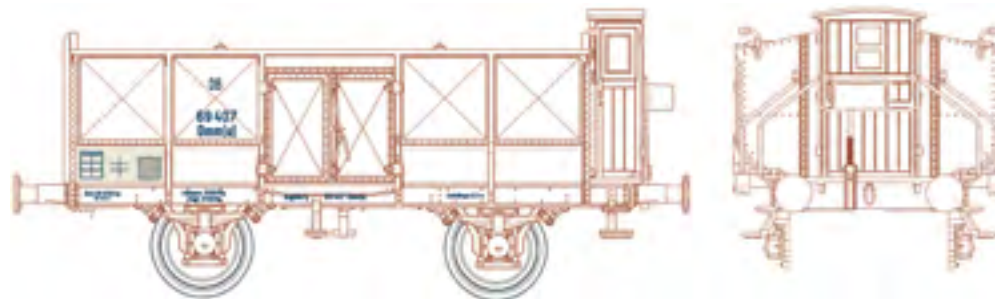
A series of OM-gondolas was built in solid steel from 1905 until 1910 for the Bavarian State Railways. Because the gondolas could not tilt they were not used throughout the country. The primary use for the vehicles was the transportation of coal. Some rare gondolas survived the Second World War for the most part at industrial railways.



Ep	III
86	

590101

€ 29,90



New construction: 3-piece set gondola, type Om „Ludwigshafen“, DB.

Model: The wagons have different serial numbers and are loaded with real coal.



DB

Ep III

258

590103

€ 104,00

Track cleaning wagon type X 05, DR.



Rotating surfaces clean the tracks without using any liquid cleaners.

DR

Ep III

105

556701

€ 37,90

Track cleaning wagon type X 05, DB.



Rotating surfaces clean the tracks without using any liquid cleaners.

DB

Ep III

105

556702

€ 37,90



Ep III

113

533002

€ 29,90

Boxcar with brakeman's cab type Gr 20, DB.



PRIVAT

Ep III

101

542611

€ 35,90

Tank wagon with brakeman's platform „Pott's“, MEH.



Foto: MEH

The wagon is used at the Museumseisenbahn Hamm (MEH) to advertise for the „Pott's Beer“ from Westphalia - Oelde.

PRIVAT

Ep VI

101

542615

€ 33,90

Tank wagon „OnRail“, used at the DB AG.



With brakeman's platform.

3-piece set: Sliding wall wagon type Hbillns, DB AG.



DB

Ep	VI
164	492

537101

€ 89,00

Sliding wall wagon type Hbins-tt292, DB AG.

With Railion Deutschland AG lettering.



DB

Ep	VI
164	164

537502

€ 32,90

Sliding wall wagon type Hbins-tt292, DB AG.

With Railion DB-Logistics lettering.



DB

Ep	VI
164	164

537503

€ 32,90



Ep	VI
	320

533705

€ 64,90

2-piece set: Sliding wall wagon type Hbis299, DB AG.

With 2 movable sliding doors on each side.



Ep	V-VI
	160

533706

€ 32,90

Sliding wall wagon, type Hbis, ÖBB.

With 2 moveable sliding doors on each side.



Foto: N



Ep	III
	125

538001

€ 38,90

3-axle beer wagon WIELEMANS with brakeman's cab in service at the SNCB.

Middle axle laterally sliding. With 2 movable sliding doors.



New construction: Wine tank wagon with brakeman's cab, in service at the SBB.

MAN provided the Deutsche Weinkesselgesellschaft Kitzingen and other companies in Europe with a total of 553 wine tank wagons - 180 vehicles were in closed version.



Ep	II
101	

545503

€ 31,90

Low side wagon type TP, SNCF



Ep	III
142	

526201

€ 29,90

High side gondola type 00 (TP), SNCF.



Ep	III
142	

526301

€ 29,90

SNCF

Ep IV

142

526202

€ 29,90

Low side wagon type TP, SNCF



SNCF

Ep IV

142

526302

€ 29,90

High side gondola type 00 (TP), SNCF.



Ep III

101

543712

€ 33,90

Tank wagon „Shell“ used at the NS.



With brakeman's platform.

Tank wagon, FS.



Tank wagon for the transportation of fuel oil.



Ep	II
101	

543713

€ 34,90

Tank wagon, FS.



The wagon is used for the transportation of sodium hydroxide (caustic soda).



Ep	II
101	

543902

€ 34,90

Boxcar type Gs, FS.



With interior details in goods area. 2 moveable sliding doors.



Ep	IV
122	

531004

€ 29,90



Ep III

107

535603

€ 29,90

Boxcar type G 02, FS



Ep III-IV

122

531402

€ 29,90

Boxcar type Gs, FS.



Ep V

184

528314

€ 29,90

High side gondola with brakeman's platform, type Eanos, FS.



Chlorine tank wagon, in service at the DSB.



DSB

Ep	II
1/2	101

544906

€ 32,90

Boxcar type Gs, DSB.



DSB

Ep	III
1/2	122

531003

€ 36,90

2 piece set: Goods wagons, DSB.

Wagon with tarpaulins.



DSB

Ep	III
1/2	210

521605

€ n.E.



Ep	II
	101

544905

€ 32,90



Boxcar with brakeman's cab type Gr 20, PKP.

PKP

Ep	III
	113

533004

€ 29,90



Boxcar with brakeman's cab, type Gvwh, CFR.

CFR

Ep	II
	101

536001

€ 31,40



Starter sets



Special series: Analogue starter set of the year 2012 with emergency train of the DB AG.

Contents: 1 Diesel locomotive BR 363, 3 freight wagons, 1 controller and 1 power supply, 10 straight PROFI tracks (9 x 6101, 1 x 6103), 14 curved PROFI tracks (7 x 6120, 1 curved feeder track), 2 uncoupling tracks 6114, 1 left-hand switch 6174, 1 right-hand switch 6175 and 1 rerailer 6480.

Prototype: For emergency services the DB Netz AG disposes of standard equipment wagons and emergency trains. The company is the most important operator of the state-owned railway network. The training train „Gefahrgut“ belongs to the emergency training center of the DB AG and is used for training programmes of the professional and volunteer fire and rescue service brigades to prepare them for emergency operations as efficient as possible, especially if dangerous goods are involved.



All advantages of the starter set at a glance:

- All tracks form a oval track layout of a radius R1.
- Dimensions of the track layout: 145 cm x 81 cm.
- Overall length: 5,60 m.
- All turnouts are ready for the installation of Fleischmann turnout lanterns.
- Attractive model.

Special series: Digital starter set of the year 2012 with emergency train of the DB AG.

Contents: 1 digital steam locomotive BR 363 with one DCC-decoder and change of light depending on the driving direction, 3 local passenger wagons, 1 FLEISCHMANN multiMaus, 1 transformer and 1 amplifier, 10 straight PROFI tracks (9 x 6101, 1 x 6103), 14 curved PROFI tracks (8 x 6120, 6 x 6122), 1 left-hand turnout 6174, 1 right-hand turnout 6175 (these turnouts are ready for the installation of turnout laterns), 2 uncoupling tracks 6114, 1 rerailer 6480 and electric feeder track material. All tracks form an oval railway layout with a track radius of R1 and long fast tracks. Dimensions of track layout: 145 cm x 81 cm.



All advantages of the multiMaus at a glance:

- Up to 9.999 locomotive addresses can be programmed and directly entered and controlled.
- 64 locomotive addresses can be stored in the database.
- Up to 21 functions can be activated.
- Optional speed levels: 14, 28 and 128.
- Up to 1.024 switchable magnetic articles can be operated.



Ep VI

DCC

631282

€ 329,00

H0

Time travel with Fleischmann.

The Schwabach City Museum presents a time travel with Fleischmann the world famous Franconian company with tradition. Since ever the Fleischmann products convince with precision, quality and detail accuracy. Experience on 800 m² the world's largest collection of the company's products against the background of the turbulent times from 1887 until today. An exhibition not only for collectors and fans but also for the whole family.

The Attractions

- Over 2,000 rare and precious displayed objects from the inventory of the museum and the archives of the company.
- Six model railway layouts: Track o, H0, N "piccolo", Magic Train and Auto-Rallye.
- "Exhibition booth" with the current product offer of the company for this year.
- Interactive media concept for contemporary history
- Playground for kids with toy railways
- Museum shop

We wish you lot's of fun !

Directions and opening hours

you can find on our web page:
www.schwabach.de/stadtmuseum.



1910



1938

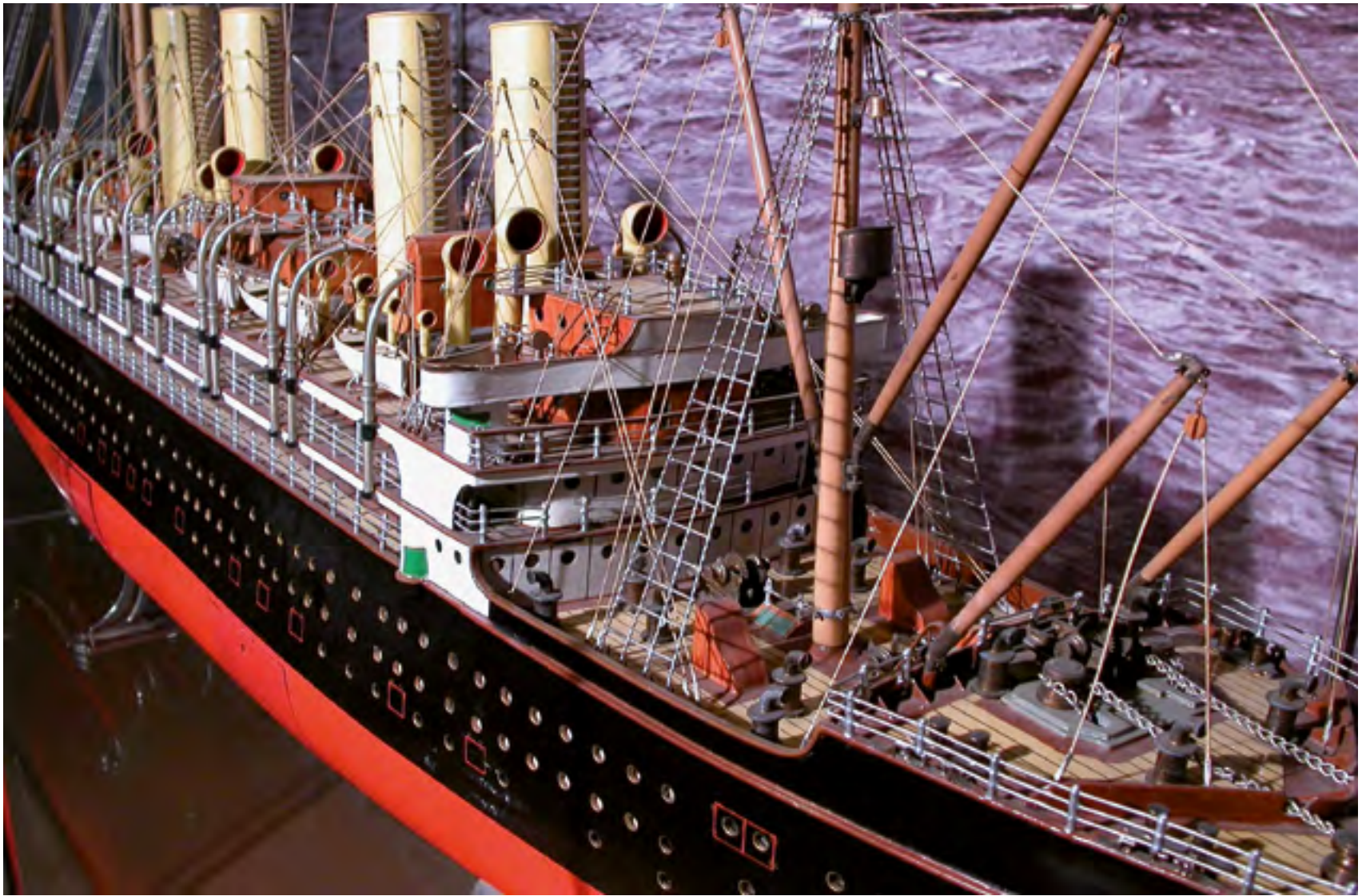


1949



1969





Imprint

Fleischmann H0 New Product Catalogue 2012

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Note: Many models shown on the illustrations are hand held samples. The final and delivered version of the models may therefore differ from the depicted illustrations.

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