H0
H0e

Roco

2025

Novelties

Great in detail and technology

www.roco.cc

FREILASSING
EDITION

65 years of ROCO
A classic for the anniversary!

The ROCO brand is associated with some models and series in an extraordinary way including the “Edition Freilassing”. Hardly any other locomotive is as well remembered as the class 144.5.

In the anniversary year the “Queen of Berchtesgaden” appears as an exclusive model and is reminiscent of the unique route and the remarkable prototype.

A model that no ROCO fan should be without and that is sure to inspire!

Join us on a journey and
be inspired by this new design
from **page 77** onwards!

Dear ROCO model railway fans,

the time has come again, you are holding our ideas for the model railway year 2025 in your hands. After the delivery of the ÖBB Nightjet last year, the next model railway highlight is already in the starting blocks: the SBB long-distance double-decker train! The elaborate front of the RABe 502 has also been faithfully reproduced down to the last detail. As usual, all the wagons were built in 1:87 scale, faithfully replicating the original model. They also stand out on closer inspection, thanks to their exquisite engravings and flawless printing. The digital models roll onto the H0 track, fully equipped from the factory with extensive sound functions, built-in interior lighting, and illuminated train destination displays.

Another highlight is back on stage in a completely new design to mark the 65th anniversary of ROCO: the Class 144.5 belongs to Freilassing like hardly any other locomotive, making it the highlight of our popular "Edition Freilassing" series. Like the large prototype, the small miniature also impresses with its airy running gear and particularly elaborately designed bogies. This is a model that no ROCO fan should be without, as the striking locomotives were a defining feature of the iconic steep line from Freilassing to Berchtesgaden for many years. The counterpart to the comfy 144.5 is the Velaro MS, also known as the ICE 3neo, which features a prototypical design that accurately reflects the new launch by the Deutsche Bahn AG, produced to exact scale.

For fans of the Eastern European railways, the Czech electric locomotive E 469.1 and the Polish EP05 are real gems in the programme. The striking design of the locomotives is accurately reflected in the model, leaving nothing to be desired.

But there is also a lot going on in the carriage sector! Almost every passenger train formation of the Deutsche Reichsbahn included the type Pwgs88 luggage wagon. This model is also available from the factory in a version with interior lighting and an illuminated train rear, making it the ideal complement to the large ROCO vehicle fleet. For fans of the Czech railways, the Daa-k caboose is being released - a wagon that can be used from Epoch III to the present, offering many mould variants. With the ÖBB-Post-m, fans of the Alpine railway finally get a model that has been in demand for years, now updated to the present standard and level of detail.

Now, we're signalling our departure and wish you lots of fun with our new products!

Your ROCO team

Contents

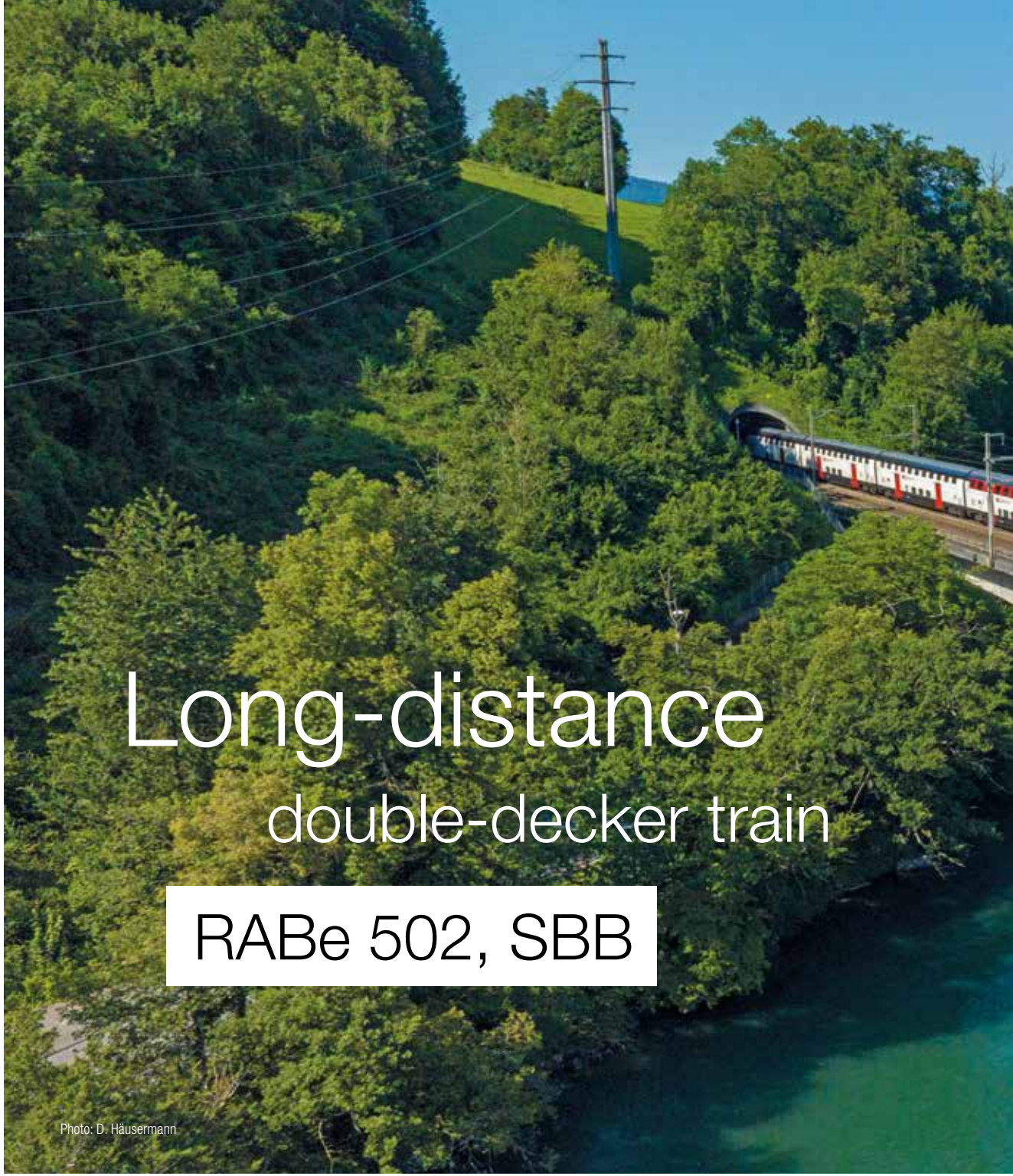
n:

On May 12, 2010, SBB placed the largest order for rolling stock in its history with Alstom (called Bombardier Transportation until January 2021). The order was for 59 double-decker trains for long-distance services, including 50 200-metre compositions and nine 100-metre compositions. The order was worth around 1.9 billion Swiss francs. The decision was made after a complex tendering process in accordance with international treaties and Swiss legislation. Due to the delay in delivery, Alstom had to provide three additional trains as part of an overall package.

In November 2017, the Federal Office of Transport (FOT) granted a temporary operating license for the Swiss network. Scheduled operations started on December 9, 2018. The first trains ran in scheduled service on the IR 13/37 line between Chur, St. Gallen, Zurich and Basel. Since the summer of 2022, a total of 23 IC200 trains, 30 IR200 trains and nine IR100 trains have been in operation.

The FV-Dosto runs on the IC1 routes between Geneva and St. Gallen and the IC2/21 routes between Basel/Zurich and Lugano. It also alternates between other IR and RE routes. In double traction, the trains can be up to 400 meters long and offer 1,300 seats for passengers. An attractive family coach and a modern restaurant as well as the baggage compartment set the IC200 apart from the IR200. All the vehicles are pressurised, meaning they protect the passengers from pressure waves and ear pressure in tunnels and other areas. The FV-Dosto is approved for a maximum speed of 200 km/h.

The trains have been gradually given the names of Swiss cities in recent years. Despite the initial insufficient reliability of this fleet, it has improved steadily since 2018. And when it comes to train cancellations, the FV-Dosto has also reached the level of the other fleets and is today the reliable backbone of long-distance travel in Switzerland.



Long-distance
double-decker train

RABe 502, SBB

Photo: D. Häusermann

In detail

Complex replication of a roof area

Delicate engraving of the fan grilles, separately attached aerials

Illuminated destination displays in digital mode

Detailed replication of the headlights and light functions

Faithful replica of the interior

Deeply engraved bogie covers

Reproduction of the cables between the coaches

8 piece set: Long-distance double-deck train RABe 502

SBB

Ep	VI
	2306
	PluX16
	R2
	CH
LED	

Photomontage

Q4/2025					
7700007	DC		4/4		
7710007	DCC		4/4		
7720007	AC		4/4		

- **Prototypical interior fittings in all coaches**
- **Features power distribution couplings between all coaches**
- **Elaborate design with many separately attached details**
- **With switchable high beam and driver's cab lighting as well as illuminated destination displays in digital mode**

RABe 502 in operation

Photo: D. Häusermann

STEAM
locomotives

Steam locomotive 77.14

ÖBB

Ep	III-IV
	153
	PluX22
	R2
	LED

Photomontage

Q1/2025			
70077	DC		3/1
70078	DCC		3/1
78078	AC		3/1

The passenger train tender locomotive designated as class 77 by the Austrian Federal Railways was procured in several classes from 1913 until 1927. Practically every train haulage operation in Austria was equipped with class 77 locomotives at some point.
The 77.14, which was designed later, was delivered to BBÖ as the 629.29 with factory number 4379 by the StEG machine factory in 1922. After an eventful fifty years, it was taken out of service in November 1972.

- **Design with Giesl ejector**
- **Version with third headlight**
- **Drive and coupling rods made from fine cast metal**
- **Switchable driver's cab and valve gear lighting in digital mode**

Steam locomotive 50.685

ÖBB

Ep	IV
	265
	PluX16
	R2
	LED

Photomontage

Q1/2025			
7100016	DC		7/2
7110016	DCC		7/2
7120016	AC		7/2

- **Version with additional colour accents and ÖBB logo**
- **Drive and coupling rods made from fine cast metal**
- **With fine metal wheelsets**
- **Unique ÖBB item back in the ROCO range after decades**

Steam locomotive class 354.1

ČSD

Ep	III
	153
	PluX22
	R2
	LED

Photomontage

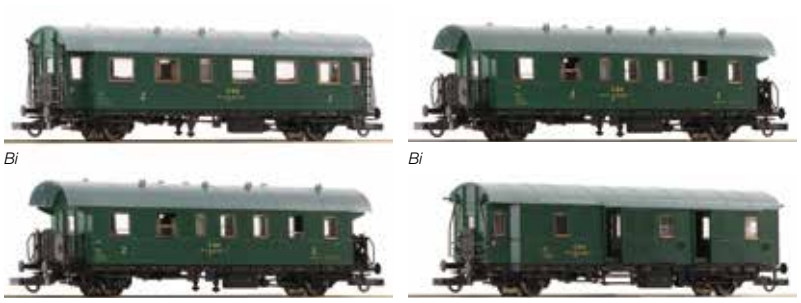
- Variant with round chimney and brim available for the first time
- Free-standing tubes
- Ultra-fine wheels with low wheel flanges
- Switchable driver's cab and valve gear lighting in digital mode

Q3/2025			
7100026	DC		3/1
7110026	DCC		3/1

4 piece set: Passenger train

ČSD

Ep	IV
	641
	40196
	40361



Bi Bi Bi Dd

Photomontage

- Version with computer numbers

Q2/2025
6200088

Auxiliary passenger coach

ČSD

Ep	IV
	141
	40196
	40361

Biz

Photomontage

Q2/2025
6200089

Steam locomotive 31001

Edition

K.W.St.E.

Ep	I
	248
	NEM 652
	R2

Photomontage

- **Filigree replica of the valve gear**
- **Steam locomotive chassis with NEM Finescale metal-spoked wheels**
- **Tender wheel sets with higher wheel flanges**
- **Smokebox doors that can be opened**

Q1/2025			
7100013	DC		5/2
7110013	DCC		5/2
7120013	AC		5/2

5 piece set: Express train

K.W.St.E.

Ep	I
	1051
	40360
	40361
	40196

ABBü

BCCü

Gep

Photomontage

ABCCü

CCü

- **Each model in a particularly filigree design**
- **Rich detailing on the chassis**

Q1/2025	
6200076	

Nostalgic escapes of the DB

At the beginning of the 1970s, a decades-long era at the Deutsche Bundesbahn came to an end. Until then, steam locomotives were still operating at some railway depots and on the DB's romantic branch lines. Even the last remnants of the long-gone Prussian State Railways, such as the former Prussian P8, T3, and other steam locomotives, were still in service, evoking wistful memories. The trains travelled leisurely from the plains into the low mountain ranges, following tracks that meandered through meadows and forests, past scenic spots and small railway stations. Numerous viaducts allowed the trains to cross valleys with ease.

Despite the considerable mileage of the steam locomotives, the delivery of new diesel and electric engines made it clear that the end of steam operations was inevitable. The transition aimed to reduce costs in train haulage, but it was not just economic factors that accelerated the change. The constant challenge of securing a reliable coal supply for the locomotives also made steam operations an increasingly unpopular option for the Bundesbahn. Thus, an idyllic chapter of railway history came to a close. Even today, many railway enthusiasts mourn the loss of this unique atmosphere.

Steam locomotive 89 7296

DB

Ep	III
	101
	PluX16
	R2
	LED

Photomontage

From 1882 to 1910, approximately 1,550 tender locomotives of type T3 in different designs were supplied to the Prussian State Railway (K.P.E.V.) and other state railways. As type Cn2, the M III-4p design of the locomotive had a friction load of 36 tonnes and could travel at a maximum speed of 40 km/h with an output of 300 HPi. Around 70 locomotives remained with the German Federal Railway. The last locomotives were taken out of service around 1961.

- **Metal die-cast undercarriage**
- **Ideal locomotive for use on branch lines**

Q1/2025			
7100014	DC		3/0
7110014	DCC		3/0

3 piece set: Branch line train

DB

Ep	III
	378
	6469
	6560

BCi

Ci

G

Photomontage

- **Goods wagon with two movable sliding doors**
- **Suitable for steam locomotive class 89.70 of the DB, items 7100014, 7110014**

Q1/2025	
6200040	

Steam locomotive 38 3553

Edition

DB

Ep	III
	214
	PluX22
	R2
	LED

Photomontage

The class 38 steam locomotives with their riveted tenders and Witte smoke deflectors were a familiar sight on German branch lines for a long time. They mostly hauled passenger trains and were irreplaceable in local transport for a long time. It was only in the increasing modernisation of the Deutsche Bundesbahn that diesel and electric locomotives replaced them.

- **3-domed boiler with feedwater dome, sandbox and steam dome**
- **Wheels with fine spokes**
- **Version with riveted tender and Witte smoke deflectors**

In the digital versions:

- **With authentic dynamic steam from the chimney and authentic sound functions**
- **Switchable driver's cab and valve gear lighting**

Q4/2025			
71387	DC		2/2
71388	DCC	♪	2/2
79388	AC	♪	2/2

2 piece set (1): Conversion coaches

DB

Ep	III
	310
	6560

AB3yg *B3yge* Photomontage

- **Laterally movable middle axle**
- **Both coach sets on this page match the steam locomotive class 38 of the DB, items 71387, 71388, 79388**

Q4/2025
6200123

2 piece set (2): Conversion coaches

DB

Ep	III
	310
	6560

B3yge *BD3yg* Photomontage

- **Laterally movable middle axle**
- **Both coach sets ideal for replicating an authentic train set**

Q4/2025
6200124

Steam locomotive 10 001

Edition

DB

Ep	III
	305
	PluX22
	R3
	LED

Photomontage

The new Pacific Class 10 express steam locomotive of the Deutsche Bundesbahn was expected of course to be elegant in both design and appearance. So the locomotive builders and the Technical Joint Office of the Locomotive Industry (TGB) were invited to present various design variants. 36 were published.
The first proposal from Maschinenfabrik Eßlingen was an extremely dynamic-looking locomotive in a rust-red livery (like the class 05). Future colour schemes were discussed at meetings of the Locomotive Committee between December 1955 and February 1956, but no decision was taken as to which designs should be chosen.

- **Design study - Version Esslingen 1**
- **Raised, chrome-plated decorative lines**
- **In the digital versions: Cylinder impact synchronised, dynamic steam ejection at the chimney and cylinders**

Q3/2025

7100015	DC		2/2
7110015	DCC	♪	2/2
7120015	AC	♪	2/2

Steam locomotive 043 364-9

DB

Ep	IV
	260
	NEM 652
	R2

Photomontage

- **Used in heavy goods train service**
- **Metal wheels with filigree spokes**
- **With hand-painted boiler rings**

Q2/2025

7100018	DC		7/2
7110018	DCC	♪	7/2
7120018	AC	♪	7/2

Photo: H. Schrödter

Steam locomotive

Class 86 “ÜK”

From 1928 to 1943, almost all German locomotive factories delivered a total of 775 locomotives of this series to the Deutsche Reichsbahn-Gesellschaft. The 1000 hp locomotives were designed for a speed of 70-80 km/h, which meant that they could also be used on main and feeder lines in addition to their primary application area on branch lines. From 1942, the locomotives were built in a simplified design as transitional war locomotives (ÜK). The most conspicuous features were the omission of the second driver's cab side window and the running wheels designed as disc wheels.

At the beginning of the 1950s, 164 class 86 locomotives were still available in the GDR. In 1970, 162 locomotives were given a computerised running number and were taken out of service from 1973.

In 1952, the Deutsche Bundesbahn had 378 locomotives of this class in their vehicle fleet. Some 86s later received welded replacement water tanks. Several locomotives were equipped with snow ploughs for the snowy winters in the low mountain ranges. In 1968, 91 locomotives were assigned computerised numbers. The class number was preceded by a zero, the serial number remained unchanged, and the control number was added at the end.

In detail

Variant with ÜK driver's cab

Elaborate smoke chamber door

Freestanding handle bars

Clear view under the water tanks

Version with prototypical snow plough

DB replacement water tanks with rounded edge

Steam locomotive 086 407-4

n:

DB

Ep	IV
	160
	PluX22
	R2
	LED

Photomontage

- First version with welded DB replacement water boxes and snow plough
- Coal box with welded attachment
- Leading and trailing wheelset with 9 spokes
- With DB reflector lamps
- In digital operation with switchable driver's cab lighting

Q3/2025

7100019	DC		4/1
7110019	DCC	♪	4/1
7120019	AC	♪	4/1

Steam locomotive 86 1617-9

n:

DR

Ep	IV
	160
	PluX22
	R2
	LED

Photomontage

- Variant with ÜK driver's cab for the first time
- Finely detailed model with many separately applied plug-in parts
- Long cut-out water tanks
- Fine metal wheelsets
- Stationed at Railway Mangement Dresden, Aue depot

Q4/2025

7100027	DC		4/1
7110027	DCC	♪	4/1
7120027	AC	♪	4/1

Steam locomotive 38 2833

Edition

DR

Ep	III
	214
	PluX22
	R2
	LED

Photomontage

Q4/2025			
71397	DC		2/2
71398	DCC		2/2
79398	AC		2/2

- **Driver's cab without roof-top attachment**
- **Version with Giesl ejector**
- **Stationed at Railway Mangement Erfurt, Saalfeld depot**

In the digital versions:

- **With authentic dynamic steam from the chimney and authentic sound functions**
- **Switchable driver's cab and valve gear lighting**

3 piece set (1): Branch line train

DR

Ep	III
	420
	6560
	6469

B3

B

Pw3 Photomontage

- **Central axle laterally movable**
- **Both coach sets on this page match the steam locomotive class 38 of the DR, items 71397, 71398, 79398**

Q3/2025
6200130

3 piece set (2): Branch line train

DR

Ep	III
	466
	40196
	6560
	40361
	6469

Bip

Bip

B3 Photomontage

- **Central axle laterally movable**
- **Both coach sets ideal for replicating an authentic train set**

Q3/2025
6200131

Steam locomotive 35 1111-0

DR

Ep	IV
	261
	PluX16
	R2
	LED

Photomontage

Q4/2025			
7100023	DC		5/2
7110023	DCC	♪	5/2
7120023	AC	♪	5/2

With the introduction of the EDP numbering at the Deutsche Reichsbahn, the former 23.10 series locomotives also received the new designation 35.10. These locomotives were developed from the pre-series models 23 001 and 23 002, and mainly for their smooth operation and efficient coal consumption, they were highly appreciated by the operating staff.

- **Operation condition: 1970s**
- **Mainly used in front of express and fast trains on main lines**
- **With fine metal wheelsets**
- **Stationed at Railway Mangement Dresden, Nossen depot**

Steam locomotive 01 0529-6

DR

Ep	IV
	281
	NEM 652
	R3

Photomontage

Q2/2025			
7100017	DC		5/2
7110017	DCC	♪	5/2
7120017	AC	♪	5/2

- **Variant with oil firing and a pointed smokebox door**
- **Operation condition 1971 with white decorative lines**
- **Fine metal wheelsets**
- **Stationed at Railway Mangement Erfurt, Erfurt depot**

Steam locomotive 95 0045-5

Edition n:

DR

Ep	IV
	174
	PluX22
	R2
	LED

Photomontage

- Version with old boiler without bell
- Oil tank with ladder
- Filigree chequer plates
- With fine metal wheelsets

In the digital versions:

- With dynamic steam exhaust and authentic sound functions
- Switchable driver's cab and valve gear lighting
- Stationed at Railway Mangement Erfurt, Probstzella depot

Photo: EK Verlag

Q2/2025			
7100008	DC		5/1
7110008	DCC		5/1
7120008	AC		5/1

Steam locomotive class 302

Edition

MAV

Ep	III-IV
	201
	PluX16
	R3
	LED
Z21	Cab

Photomontage

The class 109 locomotives represented the culmination and high point of the 2-C locomotives in Austria. They made it possible to reduce the travel time between Vienna and Trieste from 13.5 to 10.5 hours. In 1913, the Budapest machine factory built eleven locomotives for use on lines in the Hungarian half of the empire. The locomotive, later designated as the 302 series in Hungary, differs from the original 109 series mainly in the angular covering of the inlet pipes and the typically Hungarian lamps. The air pump is also in a different place, namely at the back left of the boiler.

- **Ideal for operation in front of express and passenger trains**
- **Full metal wheels with low wheel flanges**

Q2/2025			
7100025	DC		2/2
7110025	DCC		2/2

3 piece set: Passenger coaches

MAV

Ep	III-IV
	466
	40196
	40361

Aa

Ba

Bau

Photomontage

- **Suitable for the steam locomotive class 302, MAV**

Q4/2025
6200132

Steam

locomotive

Ok1, PKP

Photo: T.Suchorolski

n:

Ok1 is the Polish designation for a steam locomotive known as the Prussian P 8, which was used by the Polish State Railways. The production of the P 8 lasted from 1908 to 1928, and it was used on virtually all European railway lines.

After the end of World War I, 192 P 8 class locomotives were transferred to Poland as part of war reparations. The Polish State Railways designated them as the Ok1. In 1922 and 1923, Poland received another 65 factory new P 8 locomotives, funded through German war reparations.

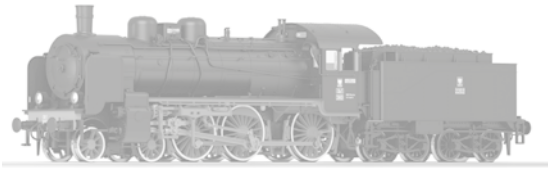
During the Second World War, all the locomotives were captured by either the Germans or the Soviets, and most of them were subsequently used by the Deutsche Reichsbahn. After the Second World War, Poland received a further 429 locomotives (numbers Ok1-1 to 429) as part of renewed war reparations, making them by far the most numerous passenger train locomotives in the country. They remained in service until the late 1970s – with the last one being withdrawn in 1981. The P8 operated in the Posznan region for nearly 85 years, despite several changes in the railway administration over time. A few of these locomotives have survived, including Ok1-359, which is now preserved in the museum in Wolsztyn.

In detail

Smoke chamber with separately attached plug-in parts

Free-standing pipes on the boiler

Large PKP lamps



White tyres on the delicate spoked wheels

Elaborate realisation of the typical PKP tender rear wall

Edition n:

Steam locomotive Ok1-360

PKP

Ep	IV
	214
	PluX22
	R2
	LED

Photomontage

- Wheels with delicate spokes
- Model with riveted tenders and Wagner wind deflectors

In the digital versions:

- With authentic dynamic steam from the chimney and authentic sound functions
- Switchable driver's cab and valve gear lighting

Q1/2025			
71383	DC		2/2
71384	DCC		2/2
79384	AC		2/2

3 piece set: Compartment coaches

PKP

Ep	IV
	435
	6560
	6469

By

By

Photomontage

By

- Middle axel laterally movable
- Coach set to match the steam locomotive class Ok1, PKP

Q2/2025
6200100

Steam locomotive Ty2

PKP

Ep	III-IV
	265
	PluX16
	R2
	LED
Z21	Cab

Photomontage

- **Design with a green driver's cab and eye-catching decorations**
- **With two large lamps at the front and also at the rear of the tender**
- **Cowcatcher with rounded clearing plates**
- **Authentic smoke deflectors, rounded on the inside**

Q3/2025			
70111	DC		7/2
70112	DCC		7/2
78112	AC		7/2

Steam locomotive 23 071

VSM

Ep	IV-VI
	245
	NEM 652
	R2

Photomontage

The Class 23 locomotives were passenger locomotives of the Deutsche Bundesbahn. From 1950, 105 of the newly designed class were built. The VSM owns two class 23 locomotives. 23 076 was the first 23 to arrive at the VSM in 1976, followed by 23 071 in 1978. Both locomotives are operational.

- **Version as a museum locomotive**
- **Metal wheels with filigree spokes**

Q4/2025			
7100029	DC		4/2
7110029	DCC		4/2

ELECTRIC
locomotives

Electric locomotive 1041.11

ÖBB

Ep	IV
	176
	PluX22
	R2
	LED

Photomontage

- **Roof design with AEG main switch**
- **Roof walkways as delicate etched parts**
- **Version with adhesive numbers and emblem “Pflatsch”**
- **Switchable high beam and individually switchable headlight or tail light and driver’s cab lighting in digital mode**

Q4/2025			
7500133	DC		4/1
7510133	DCC	♪	4/1
7520133	AC	♪	2/2

Electric locomotive 1020 012-9

ÖBB

Ep	IV
	213
	PluX22
	R2
	LED

Photomontage

After the war, there were 44 DRG class E 94 locomotives in Austria. In 1952 the ÖBB ordered three more locomotives. The class designation was changed from E 94 to 1020 in 1954. The class 1020 was used for more than five decades in the goods and ramp service, almost everywhere in Austria.

- **Version in blood orange paintwork with umbra grey roof and chassis**
- **Model with metal grab rails and handrails**
- **Wheelsets with low wheel flanges**
- **Switchable headlight or tail light and driver’s cab lighting in digital mode**

Q3/2025			
7500125	DC		6/2
7510125	DCC	♪	6/2
7520125	AC	♪	4/2

Electric locomotive 1245.522

update

ÖBB

Ep	IV-V
	149
	PluX22
	R2
	LED

Photomontage

The locomotive 1245.522 was built in 1938 under factory number 3120 by the Vienna Locomotive Factory in Floridsdorf, with its electrical equipment supplied by ELIN. Accepted by the ÖBB as E 45 222, it was later renumbered to 1245.622 according to the ÖBB numbering scheme introduced in 1953/54. After the installation of an E-brake in May 1970, the locomotive received the number 1245.522. In operational condition, it displayed the emblem "Pflatsch" and had stick-on numbers. From 1981 to 1986, it was based in Knittelfeld.

- **With PluX22 Interface for the first time**
- **Finely detailed model with many separately applied plug-in parts**
- **Operation condition: From 1981**

Q3/2025			
7500121	DC		4/1
7510121	DCC	♪	4/1
7520121	AC	♪	3/1

“Arlberg-Express”

ÖBB/SNCF

The "Arlberg Express" was one of those trains with a sonorous name, whose introduction dates back to the era of transcontinental luxury trains. Unlike its siblings, the "Orient Express" and "Ostende Express", it crossed Austria in a west-east direction. If you consider the train's route to Bucharest at the time, it travelled, after all, through seven of the nine federal states.

After the Second World War, the "Arlberg Express" was the first cross-border international train in Austria, a country striving for freedom and independence. For this reason alone, the resumption of its service held considerable symbolic significance. Of course, "standard" carriages of the participating railway administrations were now also used in the train formation alongside sleeper and dining carriages of the CIWL. However, the luxurious "Pullman" carriages of the CIWL could still be found on the train.

Over time, the train became more and more of an international train, carrying through coaches. After the coach group to Bucharest was integrated into the newly introduced 'Wiener Walzer' in 1962, the train service ended in Vienna. Along with the standard train formation from Vienna to Paris, the train carried several through coaches. For instance, they travelled to the Salzkammergut and then continued to Salzburg, where they were uncoupled from the train. Likewise, there were special through coaches running from Vienna to Carinthia and East Tyrol, which continued their journey from Schwarzach-St. Veit via the Tauern Railway. In the opposite direction, a through coach from Merano was taken on its scheduled days of operation from Innsbruck to Vienna.

From 1966, the CIWL dining coach was replaced by an ÖBB coach, and from 1965, the sleeper from Paris only ran as far as Innsbruck. Later, these, too, were replaced by a newer series of coaches. In 1983, the introduction of the loop at Sargans ended the train service to the Tyrolean capital, and the newly introduced "Austrotakt" took over the train service to Vienna. Extensive shunting operations had already been conducted in Innsbruck before that time. Only the dining coach to Buchs and a group of coaches heading to Basel and Paris remained operational on the entire Austrian track section.

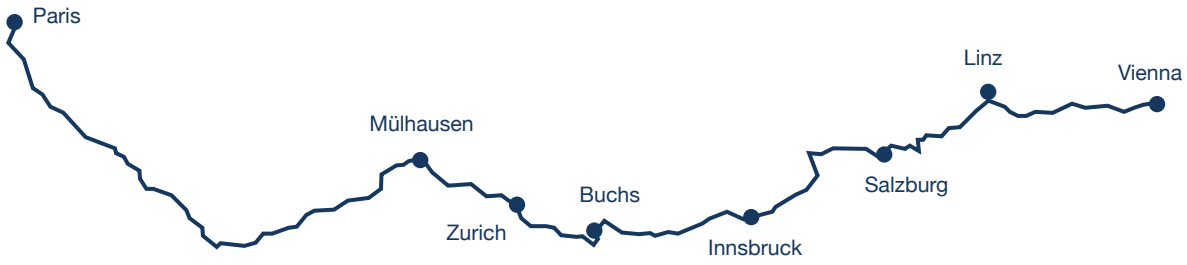
The locomotives that hauled the "Arlberg Express" included Class 1018 up to Salzburg, followed by Class 1042.5. In Salzburg, a Class 1110 locomotive was assigned, which required additional support from a Class 1020 for the Arlberg route. With the introduction of Class 1044, ÖBB's new flagship locomotive took over this responsibility, but it had to be repeatedly replaced by other classes due to initial technical issues. During the winter of 1981/82, comparison trials were conducted between Salzburg and Innsbruck, utilizing SBB's Re 4/4 locomotives (numbers 11 221, 224, and 229) alongside NSB's El 16.2209.

Electric locomotive 1044.53

ÖBB

Ep	IV
	185
	PluX22
	R2
	LED

Photomontage



- **Roof design with low fans**
- **Used to pull passenger and freight trains within Austria and into Germany**
- **With etched factory plate included**
- **Suitable for Ex 468 “Arlberg-Express”, items 6200077, 6200078, 6200079, 6200080**
- **Switchable high beam and individually switchable headlight or tail light and driver’s cab lighting in digital mode**

Q1/2025			
7500149	DC		4/1
7510149	DCC	🔊	4/1
7520149	AC	🔊	3/2

4 piece set 1: “Arlberg-Express”

ÖBB

Ep	IV
	1139
	40420
	40196

WRmz

ABmz

ABmz

Dd2s

Photomontage

- **Operating condition at the beginning of the 1980s**
- **Set for the Vienna – Buchs/Basel/Paris train**
- **Models with printed destination signs**
- **Livery of the Eurofima coaches as delivered with black chassis**

Q1/2024

6200077

2 piece set 2: “Arlberg-Express”

ÖBB

Ep	IV
	575
	40420
	40195
	40196

Bmpz

Ap

Photomontage

- Operating condition at the beginning of the 1980s
- Set for Vienna – Innsbruck coach group
- Models with printed destination signs
- Schlieren coaches in cream/white paint paintwork

Q1/2025
6200078

2 piece set 3: “Arlberg-Express”

ÖBB

Ep	IV
	575
	40420
	40195
	40196

Bmpz

ABp

Photomontage

- Operating condition at the beginning of the 1980s
- Set for Vienna – Schwarzach/St. Veit coach group
- Models with printed destination signs
- Both wagons with black chassis

Q1/2025
6200079

4 piece set 4: “Arlberg-Express”

SNCF

Ep	IV
	1135
	40420
	40196

Bc9

Bc9

A4B5x

WLAB

Photomontage

- **Operating condition at the beginning of the 1980s**
- **Set for Innsbruck – Paris/Calais coach group**
- **Models with printed destination signs**

Q1/2025

6200080

Express train “D 704”

ÖBB

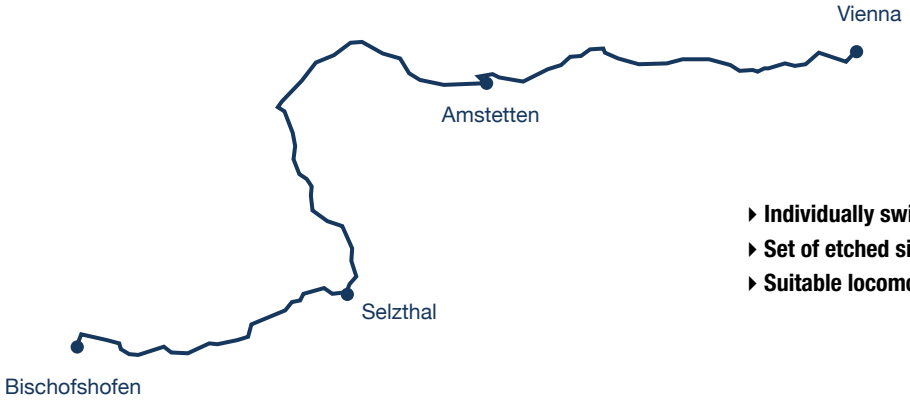
Photo: TAÖ/Posch

Electric locomotive 1042 592-4

ÖBB

Ep	V
	186
	PluX22
	R2
	LED

Photomontage



- **Individually switchable headlight or tail light in digital mode**
- **Set of etched signs included in the package**
- **Suitable locomotive for D 704, items 6200127, 6200128, 6200129**

Q3/2025			
7500139	DC		4/1
7510139	DCC	🔊	4/1
7520139	AC	🔊	3/2

3 piece set (1): Express train “D 704”

ÖBB

Ep	V
	836
	40420
	40183
	40195

Bmpz

Bmpz

Photomontage

Ds

Q3/2025

6200127

2 piece set (3): Express train “D 704”

ÖBB

Ep	V
	606
	40420
	40195

Ampz

DDm

Photomontage

For all items on this page applies:

- **Designed as a D 704 from Vienna Westbf – Bischofshofen**
- **Operation condition around 1992/93**

Q3/2025

6200129

3 piece set (2): Express train “D 704”

ÖBB

Ep	V
	878
	40420
	40195
	40196

Bmpz

Bmz

Bpz

Photomontage

In June 1991, the Austrian Federal Railways (ÖBB) implemented the "New Austro-Takt 91" as part of a significant timetable change. This initiative was the first phase in creating a coordinated public transport network across Austria. It was the most considerable timetable adjustment in ÖBB's history, leading to a noticeable increase in the number of trains and services on many routes.
The D 704/705 was an express train that operated from Vienna Westbahnhof, passing through Amstetten and Selzthal on its way to Bischofshofen. This service ran only on specific days, such as weekends and holidays, and was introduced with the "NAT 91" timetable. Unlike most trains, it took an alternative route through the Gesäuse and the Enns Valley, bypassing Salzburg. Although this route was shorter in distance, it did not offer a faster travel time due to the lower quality of the track and a higher number of stops. Under the "NAT 91," the train took five hours and eight minutes to complete its journey. In contrast, the direct InterCity (IC) trains that operated every two hours via Salzburg could make the trip to Bischofshofen in just four hours and eleven minutes. Rather than serving solely as a direct connection between Vienna and Bischofshofen, this train primarily functioned as a service to various tourist destinations in the Enns Valley. Notably, the train used a variety of rolling stock and traction units, depending on what was available and not lacking for the day.

- **Operated as D 704 from Vienna Westbf – Bischofshofen**
- **Operation condition around 1992/93**
- **Eurofima coaches with phone cabin in blood orange/umber grey livery**
- **Domestic coach and “Stamperlwagen” in traffic red/ivory livery**

Q3/2025

6200128

Vectron updates

Like the large prototype, the Vectron is also constantly evolving in 1:87 scale.
With the 2025 products, various new details and general innovations are introduced, depending on the prototype.

- **Revised driver's cab lighting**
- **New upper top light for better luminosity**
- **Multicoloured driver's cab rear wall**
- **Extensive variant extensions, see right page**

In detail

Correct rendition of the Italian contact strip

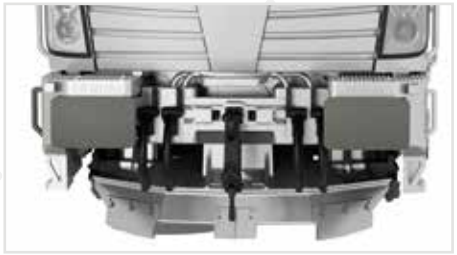
New design of sandboxes

Handle bar in new design depending on version

New version of the standard rail scraper

Aprons for 230 km/h versions

Reinforced design of the sand downpipes



High-speed rail scraper

Electric locomotive 1144 078-3

ÖBB

Ep	VI
	185
	PluX22
	R2
	LED

Photomontage

- **Roof design with continuous jet fans (Klatte grille)**
- **Type VI Ub pantographs**
- **Switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q3/2025			
7500060	DC		4/1
7510060	DCC	🔊	4/1
7520060	AC	🔊	3/2

Electric locomotive 1116 233-8 "Winter im Salzburger Land"

ÖBB

Ep	VI
	221
	PluX22
	R2
	LED
Z21	Cab

Photomontage

From 4 to 16 February, the winter sports resort of Saalbach in Salzburger Land will be transformed into the venue for the 2025 FIS Alpine World Ski Championships, attracting countless ski fans to the tranquil ski resort and thrilling millions of viewers in front of their TV sets for the individual races. Reason enough to draw attention to a winter in beautiful Salzburger Land with a specially branded Taurus locomotive. As a mobility service provider, the Austrian Federal Railways have created this special design in cooperation with Deutsche Bahn AG, SalzburgerLand Tourismus and Österreich Werbung. Ski fans and collectors alike should not miss out on this special model!.

- **Elaborate printing in a special design**
- **Single edition**
- **Switchable high beam and individually switchable headlight or tail light in digital mode**

Q1/2025			
7500036	DC		4/1
7510036	DCC	🔊	4/1
7520036	AC	🔊	3/2

Electric locomotive 1293 905-6

DPB

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

- Highly detailed realisation of the elaborate DPB Vectron
- For the first time with a newly designed contact strip for Slovenian traffic
- With new design of the rail scraper
- Switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode

Q1/2025			
7500104	DC		4/1
7510104	DCC	🔊	4/1
7520104	AC	🔊	3/1

Photo: B. Paha

Express train

SBB

From 1987 to 1997, hourly trains ran from Brig to Lausanne and Biel, with alternating connections to Zurich, Romanshorn or Delémont and Basel. Passengers In Biel could transfer to the line from Genève-Aéroport to Basel/Romanshorn, though line numbers did not exist at the time. The trains ran in regional services between Brig and Sierre, with gaps of two hours between Sion and Lausanne during peak hours to Basel. However, the Brig to Genève-Aéroport line maintained a continuous hourly service in the Rhône Valley. The express train 1617 was the first of two through trains Brig - Basel in the morning. This train featured a typical mid-1990s service formation consisting of D, EW II, 2 A EW IV, and 4 B EW II coaches.

The inclusion of A EW IV coaches allowed the first class of the long travelling express trains to be equipped with modern amenities, while the second class had to rely on slightly modernised EW II coaches, which were internally referred to as "Comfort strips" B(r). Usually, these trains were hauled by Re 4/4 II locomotives, but not seldom the locomotives were replaced by a Re 460. Reinforcement coaches were often added depending on the time of day and the specific section of the route. This usually meant one or two B EW I coaches and, if needed, an additional A EW I coach for the Zurich area. Based on operational efficiency, one or two Z or Z2 coaches were optionally used, coupled to either side D or side B.

Photo: B. Eng

Electric locomotive 460 028-4

SBB

Ep	V
	212
	PluX22
	R2
	CH
LED	

Photomontage

- **Condition in the first years of operation**
- **Baptismal name: Seetal**
- **Extra applied windscreen wipers**
- **Switchable high beam and individually switchable headlight or tail light in digital mode**

Q3/2025			
7500131	DC		4/1
7510131	DCC	🔊	4/1
7520131	AC	🔊	2/2

3 piece set (1): “IR 1617”

SBB

Ep	V
	774
	40420
	40195
	40196

B

B

D

- EW-II coach in green livery with comfort stripes
- Coaches with non-smoker/smoker partitioning

Q2/2025
6200090

4 piece set (2): “IR 1617”

SBB

Ep	V
	1170
	40420
	40195
	40196

B

B

A

A

- One EW-IV coach with silver window frames
- EW-II coaches in green livery with comfort stripes

Q2/2025
6200091

Electric locomotive Re 420 505-0

BLS

Ep	V
	171
	PluX22
	R2
	CH
LED	
Z21	Cab

Q1/2025			
7500110	DC		4/1
7510110	DCC	♪	4/1
7520110	AC	♪	3/1

Photomontage

In December 2004, SBB sold the locomotives Re 4/4 11110, 11117, 11119, 11123, 11137 and 11142 to BLS, which renumbered the locomotives as Re 420 501-506. A year later, SBB also took over locomotive 11107 and the prototypes Re 4/4 11102-11106, renumbering them 420 507-512. As the locomotives were urgently needed, they were painted in SBB's base colours for the first few years. Emblems and chrome lettering were all removed and replaced by simple silver decals. Gradually, the Re 420s were painted in the BLS corporate colours and also received the Omega logo, after the RM (Regional Mittellandbahn) was taken over. Re 420 505, formerly Re 4/4 11137, ran in green livery until 2009, when it was painted in the new BLS corporate colours.

- **1st construction series of the Re 4/4 II**
- **Former SBB locomotive**
- **Individually switchable headlight or tail light, driver's cab lighting and engine room lighting in digital mode**

Electric locomotive Re 420 257-8

SBB CARGO

Ep	VI
	177
	PluX22
	R2
	CH
LED	
Z21	Cab

Q1/2025			
71416	DC		4/1
71417	DCC	♪	4/1
79417	AC	♪	3/1

Photomontage

- **Elaborate printing**
- **Finely-detailed, separately attached ventilation grilles and windscreen wipers made from etched sheet**
- **Design with retrofitted air conditioning**
- **Pantographs with invisible fastening**
- **Individually switchable headlight or tail light, driver's cab lighting and engine room lighting in digital mode**

2 piece set: Electric locomotives Re 4/4 II 11133 and Re 4/4 II 11192

n:

SBB

Ep	V-VI
	355
	PluX22
	R2
	CH
LED	
Z21	Cab

Photomontage

The history of the Re 4/4 II began in 1960 with the order of six prototypes of a multi-purpose locomotive with a Bo'Bo' axle arrangement. However, as it was not yet possible to determine whether the new locomotives could be designated as Ae or Re due to their weight, it was initially decided to use the neutral designation "BoBo". This designation, which was only intended for the beginning, has remained in use to this day.
The first series ordered in 1965 (49 locomotives) only had a single scissor pantograph. However, this design had an unfavourable effect on everyday operations. From January 1969, all locomotives in the subsequent series appeared with two single-arm pantographs and an adapted arrangement of the roof superstructures.

- **Each locomotive is fully equipped**
- **Each model without TSI numbers but already equipped with air conditioning**
- **With different train destination inscriptions “Buchs SG” or “Zürich HB”, locomotive 11192 only on one side (not present on the prototype)**
- **Each locomotive equipped with an EP socket on the buffer beam**
- **Locomotive 11133 former Swiss-Express locomotive with extended buffer beam**
- **Classical red Re 4/4 II with a new rear-view mirror on the left in the direction of travel**
- **Individually switchable headlight or tail light, driver’s cab lighting and engine room lighting in digital mode**

Q4/2025			
7500127	DC		8/2
7510127	DCC	🔊	8/2
7520127	AC	🔊	6/2

Photo: D. Schärer

Electric locomotive Re 6/6 11673

SBB CARGO

Ep	V-VI
	222
	PluX22
	R2
	CH
LED	

Photomontage

The Re 6/6 are six-axle electric locomotives of the Swiss Federal Railways that were purchased as a replacement for the Ae 6/6 for heavy-duty service on the Gotthard. With an hourly output of 7,850 kW and a top speed of 140 km/h, the Re 6/6, which first entered service in 1972, is still one of the most powerful locomotives in Switzerland today.
The Re 6/6 11673 "Cham" was officially inaugurated on 12 May 1979. After almost 40 years of service, it unfortunately had an accident on 13 May 2015 during a side collision at Erstfeld station, after which the locomotive was decommissioned and broken up. However, the "Cham" emblem of the Re 6/6 11673 has lived on since then on the Re 4/4 11278, preserving it.

- **Featuring the “Cham” emblem**
- **With square lamps and air conditioning**
- **Inset, finely-detailed etched parts such as ventilation grilles and windscreen wipers**

Q1/2025

7500105	DC		4/1
7510105	DCC	🔊	4/1
7520105	AC	🔊	4/2

Electric locomotive 482 020-5

SBB CARGO INTERNATIONAL

Ep	VI
	217
	PluX22
	R2
	CH
LED	

Bombardier's TRAXX locomotive platform is key to many railways' transport strategies. In Switzerland, these locomotives are referred to as the class Re 482. The first of these locomotives entered service in the spring of 2002. In March 2024, locomotive 482 020 became part of the AlpPiercer family and was named "Europa".

- **Elaborate printing on the model in the “Alppiercer” design**
- **Multi-coloured roof correctly modelled on the original**
- **Switchable high beam, individually switchable headlight or tail light and driver’s cab lighting in digital mode**
- **In cooperation with** Railcolor DESIGN

Q3/2025

7500169	DC		4/1
7510169	DCC	🔊	4/1
7520169	AC	🔊	3/2

Electric locomotive 193 053-6

SBB CARGO

Ep	VI
	218
	PluX22
	R2
	CH
LED	

Photomontage

- For the first time with a newly designed roof matching SBB Cargo locomotives
- New design of the rail scraper and the bogie covers
- Switchable high beam, individually switchable headlight or tail light and driver's cab lighting in digital mode
- In cooperation with RAILCOLOR DESIGN

Q4/2025			
7500130	DC		4/1
7510130	DCC	🔊	4/1
7520130	AC	🔊	3/1

Electric locomotive 193 451-2 "Alppiercer 3"

SBB CARGO INTERNATIONAL

Ep	VI
	218
	PluX22
	R2
	CH
LED	

Photomontage

- 1st XLoad version on the market
- All changes correctly reproduced in the model
- 1,500th Vectron delivered by Siemens
- Baptismal name "Bavaria München"
- New design of the rail scraper and the bogie covers corresponding to the XLoad machines
- Used for cross-border goods traffic
- Free-standing handle rails, some made of metal
- In cooperation with RAILCOLOR DESIGN

Q3/2025			
7500107	DC		4/1
7510107	DCC	🔊	4/1
7520107	AC	🔊	3/1

Photo: D. Schärer

Electric locomotive 484 021-1

SBB CARGO

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

- **Anniversary locomotive “125 Jahre Gotthardbahn”**
- **Operation condition: From 2018 to 2020**
- **In use at SBB Cargo International (with address under the door)**
- **Switchable high beam and individually switchable headlight or tail light in digital mode**

Q2/2025			
7500120	DC		4/1
7510120	DCC	🔊	4/1
7520120	AC	🔊	3/2

Electric locomotive 420 268-5

SERSA

Ep	VI
	177
	PluX22
	R2
	CH
LED	
Z21	Cab

Photomontage

The Swiss railway technology group Sersa AG specialises in the superstructure of railways. Its classic core activities include track construction and maintenance, as well as the construction of overhead contact lines and electrical systems, measurement systems for railway lines and project management for railway technology projects. The company operates its own fleet of locomotives, infrastructure vehicles and special goods wagons.

- **Former SBB Cargo locomotive**
- **2nd construction series of the Re 4/4 II**
- **Different positions of the UIC sockets**
- **Pantographs with an innovative fastening**
- **Individually switchable headlight or tail light, driver’s cab lighting and engine room lighting in digital mode**

Q2/2025			
7500030	DC		4/1
7510030	DCC	🔊	4/1
7520030	AC	🔊	3/1

Electric locomotive 186 905-6

CROSSRAIL

Ep	V-VI
	217
	PluX22
	R2
	LED

Photomontage

The 186 901-910 were the first TRAXX F140 MS2e with Swiss approval to be used in commercial operation. The first seven locomotives with the numbers 186 901-907 appeared in regular Swiss service at the beginning of 2008. The locomotives ran in a light grey and white design as class 186 for the Swiss Crossrail AG.

- **Used in international freight transport**
- **Design with snow plough on the chassis**
- **Switchable high beam and individually switchable headlight or tail light in digital mode**

Q1/2025			
7500099	DC		4/1
7510099	DCC	♪	4/1
7520099	AC	♪	3/2

Photo: D. Schärer

Electric locomotive Re 486 501-0

BLS CARGO

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

- Condition in the current design
- Design with rail scraper on the chassis
- Switchable high beam and individually switchable headlight or tail light in digital mode

Q2/2025			
7500101	DC		4/1
7510101	DCC		4/1
7520101	AC		3/2

Electric locomotive 372 001-8

ČSD

Ep	IV
	193
	PluX22
	R2
	LED

Photomontage

- Pantograph with innovative fastening
- Exclusive design of the roof area and the fan blades allowing an unobstructed view
- With attached rail scrapers and air tanks in closed form for a realistic presentation in display cabinets
- With switchable driver's cab and control panel lighting as well as engine room lighting in digital mode

Q2/2025			
7500061	DC		4/1
7510061	DCC		4/1
7520061	AC		3/1

Photo: D. Hausermann

Electric locomotive 393 002-1

n:

ČD CARGO

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

In March 2023, two new Vectron AC locomotives with an auxiliary diesel motor (DPM) were delivered to CD Cargo. The class 393 locomotives are dual-system locomotives that can run on 15 kV (16 2/3 Hz) and 25 kV (50 Hz) AC systems. The locomotives are equipped with an auxiliary diesel motor (DPM - Diesel Power Module) for operation on tracks without overhead wire or for shunting operations. In addition to the Czech Republic, they can operate in Slovakia, Austria, Germany and Hungary.

- **For the first time with a redesigned roof**
- **New design of the rail scraper**
- **Used in international goods transport**
- **Free-standing handle rails, in part made from metal**
- **For the sound models with prototypical additional diesel sound of the power module**
- **Switchable high beam, individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q1/2025			
7500113	DC		4/1
7510113	DCC	🔊	4/1
7520113	AC	🔊	3/1

Photo: M. Schmid

Electric locomotive 386 204-2

REGIOJET

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

The private railway transport company "Regiojet" based in Brno (CZ) was founded in 2009. In 2018, four TRAXX MS2e multi-system electric locomotives were procured from Bombardier and added to the fleet as class 386. The locomotives can be operated on all European power grids and are mainly used in international long-distance transport on the routes to Slovakia (Bratislava) and Austria (Vienna).

- **With many separately attached plug-in parts, in part using etching technology**
- **Used in cross-border transport**
- **Switchable high beam and individually switchable headlight or tail light in digital mode**

Q2/2025			
7500102	DC		4/1
7510102	DCC	♪	4/1
7520102	AC	♪	3/2

3 piece set: Passenger coaches

REGIOJET

Ep	VI
	909
	40420
	40196

Bmpvz

Bpwmz

ABmz

Photomontage

- **Suitable for electric locomotive class 386, items 7500102, 7510102, 7520102**
- **With two former IC coaches of the DB AG**
- **Specially attached WLAN antennas**

Photo: B. Paha

Q1/2025
6200082

Electric locomotive E 16 09

DRG

Ep	II
	187
	PluX22
	R2
	LED

Photomontage

In the early 1920s, the Reichsbahn needed powerful electric locomotives to run express trains on the planned Bavarian network around Munich. As the first locomotives with the new Buchli single-axle drive, the class Ae 3/6 I, were proving very successful in Switzerland at the same time, the DRG ordered the first locomotives of a much heavier already in 1922. The 120 km/h locomotives achieved an hourly output of 2,340 kW. In its early years of service the E 16 was used to haul high-value express trains from Munich. However, most of the time they hauled fast and express trains in Bavaria and to Austria.

- **True to the original Buchli drive**
- **Machine room and driver's cab with prints**
- **Individually switchable headlight or tail light, driver's cab lighting and engine room lighting in digital mode**

Q3/2025			
7500142	DC		4/1
7510142	DCC		4/1
7520142	AC		4/2

1st/2nd class express train coach

DRG

Ep	II
	236
	40196
	40360

AB4ü-23

Photomontage

Q4/2025
6200135

Applies to all coaches on this page:

- **With attached train destination plates "D 89 Munich – Hamburg Altona"**

1st/2nd class standard express train coach

DRG

Ep	II
	249
	40196
	40360

AB4ü-28

Photomontage

Q3/2025
6200136

Dining coach

MITROPA

Ep	II
	270
	40196
	40360

WR4ü-28 Photomontage

Q3/2025
6200137

- **Additional narrow decorative stripes along window bands and door frames**

3rd class standard express train coach

DRG

Ep	II
	249
	40196
	40360

C4ü-28 Photomontage

Q3/2025
6200138
6200139

- **Item 6200139: Modified running number**

Standard luggage coach

DRG

Ep	II
	226
	40196
	40360

Pw4ü-28 Photomontage

Q3/2025
6200140

Applies to all coaches on this page:

- **With attached train destination plates “D 89 Munich – Hamburg Altona”**

Electric locomotive E 44 107

DB

Ep	III
	176
	PluX22
	R2
	LED

Photomontage

Nearly 200 Class E 44 electric locomotives (referred to as DB class 144 after 1968) were put into service between 1932 and 1954. These four-axle bogie locomotives had an output of approximately 2.200 kW and reached a top speed of 90 km/h. They demonstrated reliable performance while hauling both passenger and goods trains.

- **Large lamps in Reichsbahn standard design**
- **Type SBS 10 pantographs**
- **Wheelsets with low wheel flanges**
- **Switchable driver's cab and engine room lighting in digital mode**

Q3/2025			
7500124	DC		4/1
7510124	DCC	♪	4/1
7520124	AC	♪	3/2

Electric locomotive 151 051-0

DB

Ep	IV
	224
	PluX22
	R2
	LED

Photomontage

- **Pantographs drive without cover**
- **Wheels with low wheel flanges**
- **Switchable headlight or tail light and driver's cab lighting in digital mode**

Q1/2025			
7500116	DC		6/2
7510116	DCC	♪	6/2
7520116	AC	♪	4/2

n:

Electric locomotive

Class 144.5, DB

The procurement of the class E 44.1 locomotives, later referred to as class E 44.5 from 1938, originated from an initiative by the German locomotive industry. This model was a follow-up to the test locomotive E 44 101, built in 1930 by Maffei-Schwartzkopff-Werke and Berliner Maschinenbau AG, and marked a further development of the class E 75.

During test runs on the Freilassing – Berchtesgaden line, the E 44 101 proved exceptionally effective. On the curvy and 40 per thousand steep ramp from Bad Reichenhall-Kirchberg to Hallthurm, it achieved a significant increase in haulage capacity compared to the existing Classes E 36 and E 36.2.

The success of the test results led to the delivery of the first small series of four locomotives in 1933. A second small series, equipped with newly developed, more powerful traction motors, was delivered about a year later. These improvements boosted the hourly output from 1,600 kW in the first five locomotives to 2,200 kW in the later models. Consequently, the length of the E 44 506 – 509 locomotives increased by 1,150 mm, bringing their total length to 14,300 mm. The bridge frame of the second series featured distinctive cutouts to comply with the permissible total weight, and the professionally mounted signal lanterns above the buffer beams gave the locomotives a unique face. Additionally, the arrangement of the vents and windows in the second series differed from that of the first series.

Around 1970, the large signal lanterns were replaced with more miniature DB standard lanterns on all locomotives, and the pantographs were upgraded to versions with a pendulum rocker and double contact shoe. Apart from brief assignments outside the main line from Salzburg – Freilassing – Berchtesgaden, the locomotives successfully served for 50 years on the demanding mountain railway. In the summer timetable 1979, the 144.5 was even used for the IC 511 Chiemgau. This underlines the high esteem in which the locomotives were held by the operating, maintenance and administrative departments. Three E 44.5 locomotives have been preserved as museum locomotives to this day.

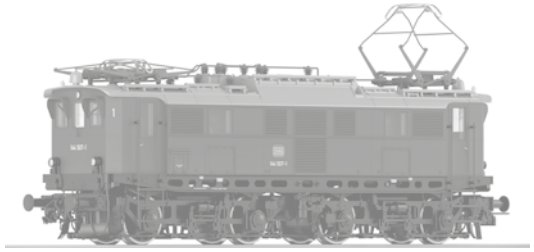
Photo: J. Poets

In detail

Buffer beam area realised to scale

Elegant pantograph type SBS 54/10 with invisible fastening

DB lamps elaborately modelled



Airy representation of the bogies

Free-standing handle rails on the steps

Highly detailed engravings

Electric locomotive 144 507-1

n: FREILASSING EDITION

DB

Ep	IV
	164
	PluX22
	R2
	LED

Photomontage

EDITION FREILASSING

Selected models from the former Freilassing railway depot are reproduced under the "Edition Freilassing" label. In 1905, the first locomotives, still steam locomotives at the time, moved into the locomotive depot with its twenty tracks. Around twenty years later, the electric locomotive workshop was built, followed by further buildings in the ensuing years. ROCO is also closely related to the Bavarian town of Freilassing, as the first German sales office was located there. Discover the exceptional models of this exclusive edition!

- **Operating condition around 1979/1980**
- **With two SBS-10/54 type pantographs**
- **Wheelsets with low wheel flanges**
- **Switchable driver's cab and engine room lighting in digial mode**
- **Perfect addition to the IC 511 “Chiemgau”, item 6200154 on the next page**

Q4/2025			
7500147	DC		4/1
7510147	DCC		4/1
7520147	AC		3/2

4 piece set: IC 511 “Chiemgau”

DB

Ep	IV
	1212
	40196
	40420

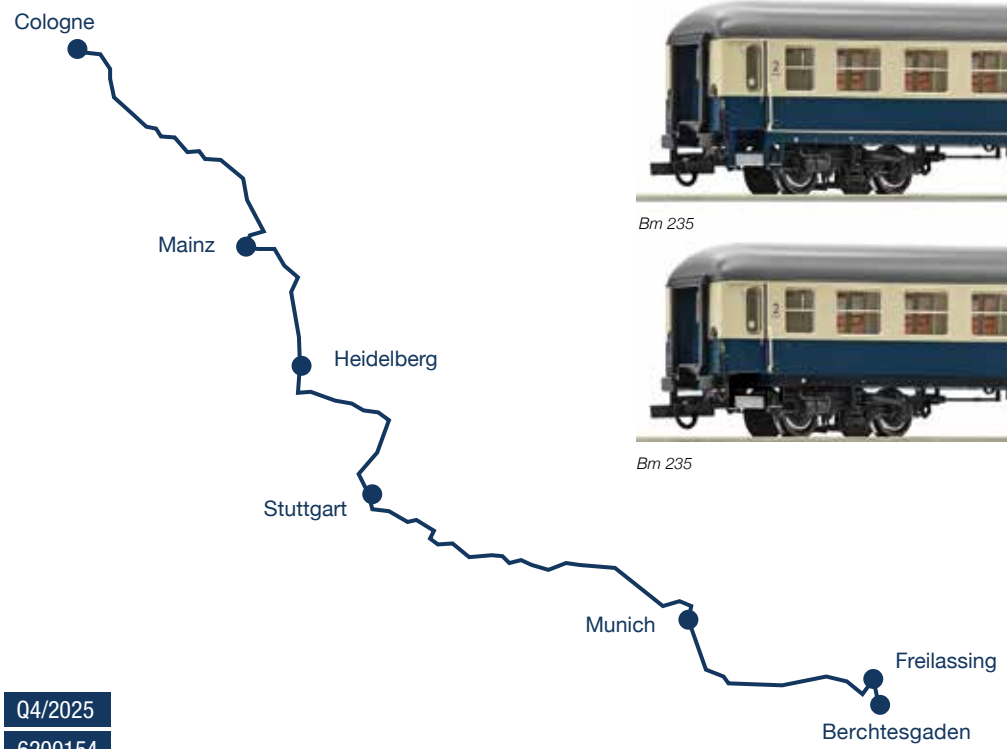
Avümz 111

Bm 235

Bm 235

Bm 235

Photomontage



Q4/2025

6200154

5 piece set: “Oberammergau”

DB

Ep	IV
	670
	PluX16
	R2
	LED

E

Gs

F-z 120

Rs

Photomontage

- **Paintwork of the locomotive in faded operating condition with touch-up patches**
- **Switchable shunting light, individually switchable headlight or tail light and driver’s cab lighting in digital mode**
- **Covered goods wagon with movable sliding doors**

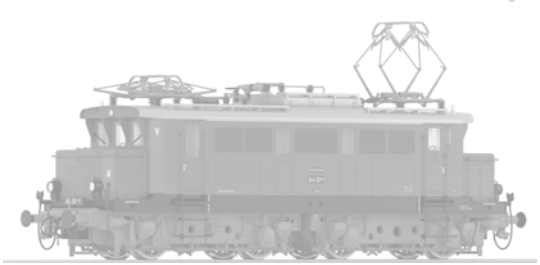
Q1/2025				
5500003	DC		2/0	
5510003	DCC		2/0	
5520003	AC		2/0	

In detail

Short handle rail and wind deflector

Extra handle on the front

Dainty pantograph of the type RBS 58



Detailed reproduction of the engine room

Prototypical replica of the DR cable connection

Sandboxes modelled on the DR

Electric locomotive 244 127-7

DR

Ep	IV
	176
	PluX22
	R2
	LED

Photomontage

- Model with scissor pantograph type Typ RBS 58
- Precise realisation of all the typical details of a DR locomotive
- Extra applied windscreen wipers
- Switchable driver's cab and engine room lighting in digial mode
- Based at the depots Rbd Halle, Bw Leipzig-Wahren

Q2/2025			
7500079	DC		4/1
7510079	DCC	♪	4/1
7520079	AC	♪	3/2

Electric locomotive 155 006-0

DR

Ep	V
	225
	PluX22
	R2
	LED

Photomontage

- In orient red livery with DR lettering
- Finely engraved bogies
- Switchable headlight or tail light and driver's cab lighting in digital mode

Q3/2025			
7500106	DC		6/2
7510106	DCC	♪	6/2
7520106	AC	♪	4/2

Electric locomotive 143 130-3

DB AG

Ep	V
	192
	PluX22
	R2
	LED

The progressive electrification of the DR railway network made it necessary to develop a four-axle electric locomotive in the early 1980s. Class 243 is a universal electric locomotive of the railway company of the German Democratic Republic (Deutsche Reichsbahn, DR) that was created from trial locomotive 212 001-2 and is used in all areas of train operation. The DR procured over 600 of them.
When the East German and West German state railways merged, class 243 locomotives were transferred to the DB AG fleet. There they were incorporated as class 143.

- **Suitable for the Halberstadt coaches, items 74807, 74808, 74809, 74810**
- **Switchable headlight or tail light and driver's cab lighting in digital mode**

Q1/2025			
7500066	DC		4/1
7510066	DCC	♪	4/1
7520066	AC	♪	2/2

Electric locomotive 155 013-6

DB AG

Ep	VI
	225
	PluX22
	R2
	LED

Photomontage

From 1977 on, the Deutsche Reichsbahn purchased 270 class 250 series locomotives for heavy goods train services. After the reunification in 1992, these locomotives also joined the vehicle fleet in West Germany and were reclassified as series 155. Eventually, they were repainted in the typical red livery of the DB.

- **Version with square buffers**
- **Finely engraved bogies**
- **Switchable headlight or tail light and driver's cab lighting in digital mode**

Q3/2025			
7500109	DC		6/2
7510109	DCC	♪	6/2
7520109	AC	♪	4/2

1st class passenger coach

DB AG

Ep	V
	303
	40196
	40420

Am 201 Photomontage

Applies to all coaches on this page:

- **In DB Regio livery mint turquoise/pastel turquoise/light grey**
- **Modified Görlitz V type bogies**

Q1/2025

74807

1st/2nd class passenger coach

DB AG

Ep	V
	303
	40196
	40420

ABom 222.1 Photomontage

- **Side walls with continuous rain gutter**

Q1/2025

74808

2nd class passenger coach

DB AG

Ep	V
	303
	40196
	40420

Bom 280.1 Photomontage

- **Side walls with continuous rain gutter**

Q1/2025

74809

2nd class passenger coach

DB AG

Ep	V
	303
	40196
	40420

Bom 280 Photomontage

- **Side walls without rain gutter**

Q1/2025

74810

Photo: R. Auerweck

Electric locomotive 185 142-7

DB AG

Ep	V-VI
	217
	PluX22
	R2
	LED

Photomontage

- Pantographs with innovative fastening
- Sophisticated roof design
- Extra applied windscreen wipers
- Switchable high beam, individually switchable headlight or tail light and driver's cab lighting in digital mode

Q3/2025			
7500129	DC		4/1
7510129	DCC		4/1
7520129	AC		3/2

Electric locomotive 114 039-1

DB AG

Ep	VI
	192
	PluX22
	R2
	LED

Photomontage

- Version in traffic red livery
- With separately applied plug-in parts; some are etched
- Ideal addition to many double-decker coaches of the ROCO assortment
- Switchable headlight or tail light and driver's cab lighting in digital mode

Q3/2025			
7500140	DC		4/1
7510140	DCC		4/1
7520140	AC		2/2

Electric locomotive 193 400-9

SIEMENS

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

- **New design of the buffer beam bulge, the underframe skirts and the rail scraper**
- **Serves as a SIEMENS advertising medium**
- **Used throughout Europe by various railway companies**
- **Detailed roof design**
- **Switchable high beam, individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q2/2025			
7500055	DC		4/1
7510055	DCC	♪	4/1
7520055	AC	♪	3/1

Electric locomotive 151 018-9

LOKOMOTION

Ep	VI
	224
	PluX22
	R2
	LED

Munich-based Lokomotion has been operating transalpine freight for more than twenty years. Since then, it has become known among railway enthusiasts for its diverse fleet of "zebra" locomotives, In addition to the use of hired locomotives, the company has also built up its own fleet of locomotives. Four DB AG class 151 locomotives were added to the fleet. These old-timers were otherwise rarely seen in regular service.

- **Many attached plug-in parts, in part using etching technology**
- **Switchable headlight or tail light and driver's cab lighting in digital mode**

Q1/2025			
7500115	DC		6/2
7510115	DCC	♪	6/2
7520115	AC	♪	4/2

Electric locomotive 7193 800-8

BEACON RAIL

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

Q3/2025			
7500126	DC		4/1
7510126	DCC	♪	4/1
7520126	AC	♪	3/1

Beacon Rail is a rail vehicle leasing company based in London. Its main business is leasing locomotives and rolling stock to various rail transport companies in Europe. In October 2024, Beacon and Siemens Mobility signed a framework agreement to deliver 25 Vectron multi-system locomotives. The new Vectron locomotives with an output of 6.4 MW will complement Beacon's existing Vectron fleet.

- **New design of the rail scraper, bogie cover and shunting handle rail**
- **With detailed roof design**
- **Switchable high beam, individually switchable headlight or tail light and driver's cab lighting in digital mode**

Electric locomotive 185 061-5

PRESS

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

Q3/2025			
7500098	DC		4/1
7510098	DCC	♪	4/1
7520098	AC	♪	3/2

The TRAXX AC1 is a series of electric locomotives primarily designed for transporting goods. The designation TRAXX stands for "Transnational Railway Applications with eXtreme fleXibility". The series 185.1 is a direct derivation of the 145 series but now with a modified design and series designation. It is designed to operate on both the 15 kV/16 2/3 Hz and 25 kV/ 50 Hz AC voltage systems commonly used in Europe. With a weight of 84 tonnes, it has a continuous output of 5.6 MW and is approved for speeds of up to 140 km/h.

- **Pantographs with innovative fastening**
- **Extra applied windscreen wipers**
- **Switchable high beam, individually switchable headlight or tail light and driver's cab lighting in digital mode**

n:

Deutsche Bahn AG has used the "Velaro D" vehicle family from Siemens, designated as the class 407, since 2013. After facing some initial challenges, these trains are now known for their high reliability.

In 2019, Deutsche Bahn AG signed a supply contract for up to 90 multiple units, which was planned to allow operation not just in Germany but also in the Netherlands and Belgium. Based on the successful Velaro platform, the first Velaro MS or ICE 3neo trains rolled out on schedule and began operating in December 2022. A total of ninety trains, each consisting of eight units, are set to be delivered by 2028. These trains will be produced at the Siemens factory in Krefeld-Uerdingen. While the design is primarily based on the previous class 407, there have been some modifications. Notably, the roof areas and installed safety systems have been significantly altered.

By the end of 2024, the new 408-class trains will gradually replace the older units of class 406, which previously provided transport to Belgium and the Netherlands for the DB Group. The ICE 3neo has become indispensable, especially on the long-distance network within Germany. With its top speed of 300 km/h, the ICE 3neo significantly contributes to implementing the so-called Deutschland Takt.

High-speed train

Class 408, DB AG

Photo: R. Auerweck

In detail

Pantograph arrangement of the class 408

Prototypical aerial equipment on the coach roofs

Replica of the bicycle area also in the model

Bogies without INTEGRA magnet

Elaborate engraving of the fan grilles in the skirts

4 piece set: Intermediate coaches ICE 3neo (class 408)

n:

DB AG

Ep	VI
	1148
	PluX16
	R2
	LED
Z21	Cab

Photomontage

- Drive in the intermediate coach, power draw from the power heads for accurate braking
- True-to-scale model
- With current-carrying couplings
- Coupling option for double traction
- Elaborate printing in the current design

Q4/2025				
7700017	DC		4/4	
7710017	DCC		4/4	
7720017	AC		4/4	

4 piece set: Electric multiple unit ICE 3neo (class 408)

n:

DB AG

Ep	VI
	1112
	R2

Photomontage

- **Authentic grille engravings on the skirts**
- **With current-carrying couplings**

Q1/2026			
7700018	DC		
7710018	DCC	♪	
7720018	AC	♪	

Electric rack-and-pinion locomotive

SONNBLICK-BAHN

Ep	III-IV
	100
	PluX16
	R2
	LED

With their unique combination of mountain landscape and bold routing featuring numerous bridges and tunnels, rack-and-pinion railways are particularly fascinating.The movement of the train is achieved through the engagement of a toothed wheel in a toothed rack positioned in the centre of the track, as the usual friction generated between wheels and rails is insufficient for the steep inclines.In rack-and-pinion railway of the so-called mixed system, where friction sections alternate with toothed rack sections depending on the gradient ratios, the tractive force is exerted by one and the same machine. A particularly large number of private rack-and-pinion railways are found in the Alps, and these attract tourists from all over the world.

- **Can be operated with and without rack-and-pinion track**
- **Thanks to its tremendous climbing ability on rack-and-pinion tracks, the locomotive can overcome extraordinary height differences (up to 35%) even in the smallest of spaces**
- **Switchable shunting light, individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q1/2025				
7500075	DC		2/0	
7510075	DCC		2/0	

3 piece set: Rack-and-pinion railway passenger train

SONNBLICK-BAHN

Ep	III-IV
	304
	40196
	40361

Photomontage

Q1/2025
6200063

Electric

locomotive

BB 15000, SNCF

n:

Photo: M. van der Velden

The BB 15000 is a series of French State Railways (SNCF) electric locomotives for use on the 25 kV 50 Hz AC electrified rail network. Alsthom built the locomotives between 1971 and 1976 (15001-15050) and 1978 (15051-15065).

With the BB 7200 (only for DC operation) and the BB 22200 two-system locomotives, the BB 15000 form a class family. The locomotives have the "Nez cassé' ("Broken nose") front shape typical of the 1960s and 1970s, designed by Paul Arzens. The maximum design speed is 180 km/h, but in practice, the maximum speed is limited to 160 km/h. The locomotives are the first French main-line locomotives with two driver's cabs that only have one pantograph and were designed as the last SNCF electric locomotives only for the alternating current system.

From the outset, all locomotives were stationed in Strasbourg, Alsace, and operated primarily in local and premium passenger services. Their services included, among others, the TEE and later Intercités trains Goethe, Iris and Stanislas. Later, they were divided between the long-distance transport, TER Alsace and Lorraine sectors.

The first five locomotives were delivered in a green livery. All the others were given the 'Grand Confort' livery in silver-grey with fronts in contrasting red and orange decorative strips and red sides with an orange edge.

Electric locomotive BB 15056

n:

SNCF

Ep	IV
	201
	PluX22
	R2
	LED

Photomontage

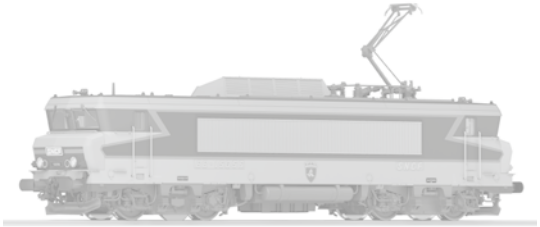
- **Authentic roof design with all details**
- **Filigree design of the pantograph**
- **Grand Confort colour scheme**
- **With raised SNCF logos and running numbers on the side wall**
- **With the coat of arms “Vannes”**

Q4/2025			
7500136	DC		4/1
7510136	DCC	🔊	4/1
7520136	AC	🔊	2/2

In detail

Correct realisation of the roof side without pantograph

Separately mounted windscreen wipers and sockets



Filigree cable routing and delicate pantograph

Raised version of the operating number

Design of the bogies modelled on the BB 15000

Electric locomotive BB 25182

SNCF

Ep	IV
	186
	PluX16
	R2
	LED

Photomontage

The BB 25100 series locomotives belong to the Jacquemin family and are intended for use in mixed service. As a result, they have a higher reduction ratio and are only approved for 130 km/h. They are designed for 1.5 kV direct current and 25 kV/50 Hz alternating current. Their continuous output is 4,130 kW. The locomotives have been built in several series since 1964, first by MTE and then by Alsthom.

- **Replica in “Savoie” design from Alsthom**
- **Interrupted light grey stripe**
- **Switchable headlight or tail light in digital mode**

Q3/2025			
7500144	DC		4/1
7510144	DCC		4/1

Electric locomotive BB 126163

SNCF

Ep	V-VI
	204
	PluX22
	R2
	F
	LED

- **Model with double headlights in the “En Voyage” design**
- **Finely etched parts on the roof**
- **Filigree design of each pantograph**
- **Switchable high beam, parking and warning light as well as individually switchable headlight or tail light in digital mode**

Q2/2025			
7500143	DC		4/1
7510143	DCC		4/1
7520143	AC		2/2

Electric locomotive E.444.031

FS

Ep	V-VI
	195
	NEM 652
	R2
	LED

Photomontage

The locomotives of the class E.444 were put into service as express train locomotives by the Italian State Railways from 1970 with 117 units. Due to a 'name the locomotive' competition held by the FS, these locomotives were given a tortoise symbol and henceforth were commonly known as "Tartaruga". All locomotives were redesigned between 1989 and 1997 and, after the maximum speed was increased from 180 to 200 km/h, were designated E.444R. In the process, they also lost their characteristic round appearance.

- **Version as modernised E.444R**
- **Delicately-crafted metal grab rails**
- **Use: High-quality passenger service**

Q3/2025			
7500128	DC		4/1
7510128	DCC		4/1

Electric locomotive class 191

n:

GTS RAIL

Ep	VI
	218
	PluX22
	R2
	I
	LED

Photomontage

- **Italian direct current version for the first time**
- **With detailed roof design with new contact strip**
- **Switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q1/2025			
70323	DC		4/1
70324	DCC		4/1

Electric locomotive E.432.012

FS

Ep	II-III
	160
	PluX22
	R2
	LED

Photomontage

In 1927, the Ferrovie dello Stato (FS) purchased a total of 40 locomotives with rod drive from the "Società Ernesto Breda" locomotive factory. The 94 tonne, 13,910 mm long locomotives with the axle configuration 1'D1' were operated with three-phase current and had a continuous output of 2,200 kW. In the first years of operation, the body was painted black in the steam locomotive style. The E.432 was a common sight on the Brenner line in the 1950s, pulling international express trains. The Italian State Railways used the class E.432 until 1976.

- **Filigree pantographs**
- **Rich detailing on the model with many separately applied plug-in parts**
- **Hauls passenger and goods trains**
- **Switchable driver's cab and engine room lighting in digial mode**

Q2/2025			
7500111	DC		4/1
7510111	DCC	🔊	4/1
7520111	AC	🔊	4/1

1st class passenger coach

FS

Ep	II-III
	242
	40196
	40360

Az Photomontage

Applies to all coaches on this page:

- **Rich detailing on the model with separately applied plug-in parts**
- **Ideal addition to the E.432.012, items 7500111, 7510111, 7520111**

Q2/2025

6200092

2nd class passenger coach

FS

Ep	II-III
	242
	40196
	40360

Bz Photomontage

Q2/2025

6200093

3rd class passenger coach

FS

Ep	II-III
	242
	40196
	40360

Cz Photomontage

Q2/2025

6200094

Post coach

FS

Ep	II-III
	242
	40196
	40360

Uz Photomontage

Q2/2025

6200095

Electric locomotive 4016

CFL

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

Q3/2025			
7500141	DC		4/1
7510141	DCC		4/1
7520141	AC		3/2

The TRAXX AC1 is an electric locomotive series primarily designed for transporting goods. The designation "TRAXX" stands for "Transnational Railway Applications with eXtreme fleXibility". Based on the 145 series but with a modified design and series designation, this locomotive can operate on both the 15 kV/16 2/3 Hz and 25 kV/50 Hz AC voltage systems commonly used in Europe. It weighs 84 tonnes, has a continuous output of 5.6 MW and is authorised to operate at speeds up to 140 km/h.

- **Pantographs with innovative fastening**
- **Extra applied windscreen wipers**
- **Perfectly matches the double-deck coaches, items 6210148, 6220148**
- **Switchable high beam and individually switchable headlight or tail light in digital mode**

Photo: R. Auerweck

4 piece set: Double-deck coaches

CFL

Ep	VI
	1237
	PluX22
	LED

DABpbdzfa

DBpza

DBpza

DABpza

Photomontage

- **Control cab coach with digitally switchable headlights, taillights and high beam, driver's cab illumination and train destination display**
- **Control cab coach with correct design differences**
- **All coaches with modified air conditioning**
- **Each coach is equipped with interior LED lighting for the perfect illumination of the model**
- **Matching coaches for the electric locomotive class 185.1, items 7500141, 7510141, 7520141**

Q3/2025			
6210148	DCC	♪	
6220148	AC	♪	

Photo: V. van Werkhoven

Electric locomotive 193 507-1

RAILLOGIX

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

Q4/2025			
7500137	DC		4/1
7510137	DCC	🔊	4/1
7520137	AC	🔊	3/1

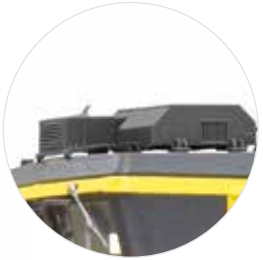
- New design of the rail scraper and bogie cover
- Used in international goods transport
- Switchable high beam, individually switchable headlight or tail light and driver's cab lighting in digital mode

Electric locomotive 1753

NS

Ep	V
	201
	PluX22
	R2
	LED

Photomontage



- Model with air conditioning and signal horn box
- Pantographs with an innovative fastening
- Many separately applied plug-in parts, some are etched
- Switchable headlight or tail light and driver's cab lighting in digital mode

Q1/2025			
7500118	DC		4/1
7510118	DCC		4/1
7520118	AC		2/2

Electric locomotive 1211

NS

Ep	IV
	208
	PluX22
	R2
	LED
Z21	Cab

Photomontage

- Version with a third headlight for transport to German border stations
- Rich detailing on the model with many separately applied plug-in parts, some are etched
- Wheelsets with low wheel flanges
- Switchable headlight or tail light and driver's cab lighting in digital mode

Q4/2025			
7500151	DC		6/1
7510151	DCC		6/1
7520151	AC		4/2

Electric multiple unit Plan V

NS

Ep	IV
	599
	PluX22
	R3
	LED

Q4/2025				
7700015	DC		2/1	
7710015	DCC		2/1	
7720015	AC		2/1	

2 piece set: Electric locomotive 1756 with container carrier wagon

STRUKTON RAIL

Ep	VI
	427
	PluX22
	R2
	LED

Photomontage

Q1/2025			
7500117	DC		4/1
7510117	DCC		4/1
7520117	AC		2/2

The hybrid locomotive from Strukton is a standard electric locomotive with an additional battery package. This allows the locomotive to run on catenary power system lines at line speed and switch to battery operation at lower speeds on the last mile. The battery is automatically charged when the locomotive is travelling on electrified tracks.

- **Version with air conditioning and signal horn box**
- **Pantographs with an innovative fastening**
- **Many separately applied plug-in parts, some are etched**
- **Switchable headlight or tail light and driver's cab lighting in digital mode**
- **Container carrier wagon loaded with a 20' container as an approximated battery wagon**

Photomontage

The two-part Dutch Electric Multiple Unit Plan V that was better known in the Netherlands as "Mat '64" or under the nickname Apekop (Monkey Head), became one of the standard local trains of the Dutch State Railways in the mid-1960s. With 246 units, it was the NS's most-built multiple unit at the time.
Plan V1 and V2 were delivered in a green colour scheme with sand-yellow decorative stripes. The Plan V of the 3rd construction series was painted yellow from the factory in 1968. The multiple units delivered earlier were then also repainted yellow between 1969 and 1973. They operated on nearly all electrified railway lines in the Netherlands until their withdrawal from service.

- **Version with dark grey chassis**
- **Authentic filigree pantographs**
- **Extra attached windscreen wipers**
- **Design with advertising lettering**

2 piece set: Stake wagons

STRUKTON RAIL

Ep	VI
	389
	40196
	40179

Kbs

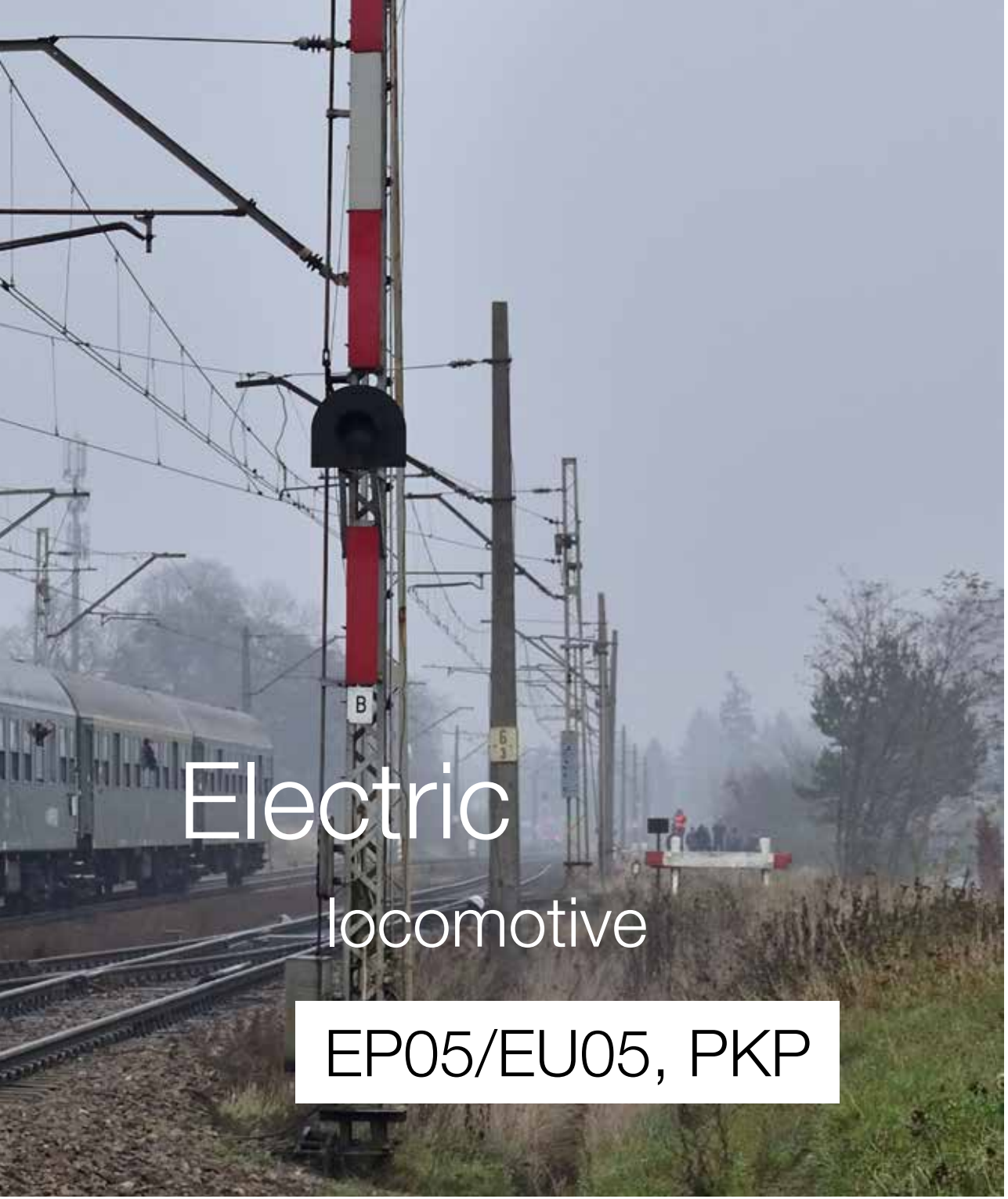
Res

Photomontage

- **One wagon with container loading**

Q1/2025
77029

Photo: L. Niedziolko



Electric locomotive

EP05/EU05, PKP

In 1961, the Polish State Railways (PKP) acquired thirty-four four-axle electric locomotives from Škoda in Pilsen, Czechoslovakia, which were integrated in their vehicle fleet and designated as class EU05. This series was a slightly modified version of the E 499.1 locomotives from the Czechoslovak State Railways (CSD).

To facilitate their operation on the Centralna Magistrala Kolejowa line, which connects Warsaw with Kraków and Katowice and was built between 1971 and 1977, the EU05 locomotives were modified to achieve a maximum speed of 160 km/h. This conversion took place at the Gdansk repair works between 1973 and 1977, where the gear ratio was adjusted. Due to their role in express train services, these locomotives received the new class designation EP05 and were repainted in orange livery, replacing their previous two-tone green paint scheme.

Electric locomotive EP05-01

n:

PKP

Ep	IV-V
	186
	PluX22
	R2
	LED

Photomontage

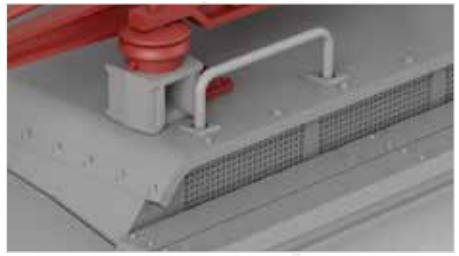
- **Fine metal wheels with low wheel flanges**
- **Elaborate painting and printing**
- **Switchable headlight or tail light, driver's cab lighting and engine room lighting in digital mode**

Q2/2026			
7500083	DC		4/1
7510083	DCC		4/1

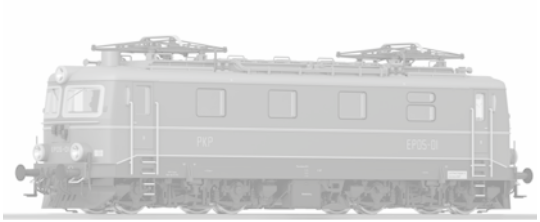
In detail

Extra sockets on the front

Elaborate replica of the roof area



Free-standing handle rails in the roof area



Buffer beam with free-standing handle rails and heating cable

Engraved decorative lines

Detailed realisation of the chassis area

Electric locomotive 193 287-0

SNÄLLTAGET

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

- New design of the rail scraper
- Both side walls have different designs
- Free-standing grab rails, some made of metal
- Switchable high beam, individually switchable headlight or tail light and driver's cab lighting in digital mode

Q3/2025			
7500119	DC		4/1
7510119	DCC		4/1
7520119	AC		3/1

2 piece set: Passenger coaches

SNÄLLTAGET

Ep	VI
	606
	40196
	40420

Bmz

Bmz

Photomontage

- Ideal coaches for recreating holiday and ski trains

Q1/2025	
6200099	

Photo: M. Schmid

Electric locomotive Rc4 1305

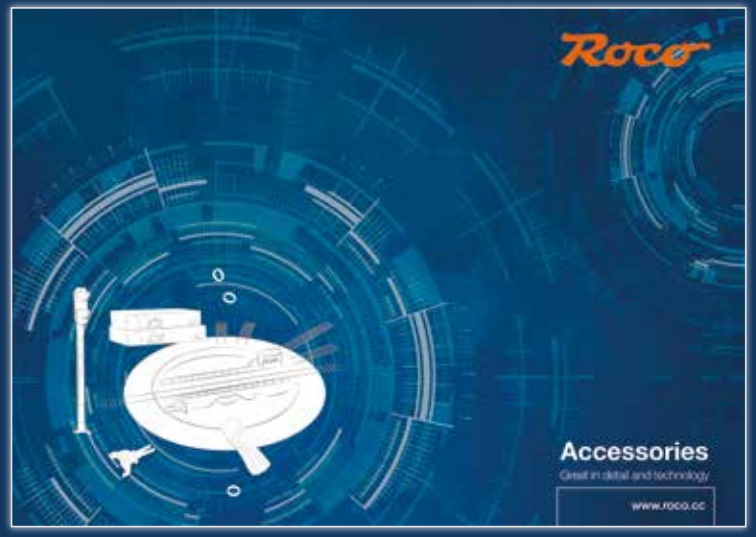
GREEN CARGO

With the locomotives from the so-called Rc family, the Swedish State Railways procured the first thyristor-controlled electric locomotives in Sweden from the manufacturer ASEA. A total of 360 Rc locomotives were produced in the ASEA factory in Stockholm. When the Swedish State Railways was divided into different business sectors after 1st January 2001, all the remaining Rc4 went to Green Cargo and are now only used for goods transport.

- **Sandboxes on bogies behind the rail scraper**
- **Switchable high beam and individually switchable headlight or tail light in digital mode**

Ep	V-VI		
	179		
	PluX22		
	R2		
	S		
LED			

Q1/2025			
7500007	DC		4/1
7510007	DCC	♪	4/1
7520007	AC	♪	3/2



Perfectly equipped - with the original ROCO accessories

You can find our extensive range of accessories in the new accessories catalogue! Find out about our Z21 system and how you can easily control small and large systems. Whether with multiMAUS or your smartphone, the choice is yours.
You will also find our large range of tracks clearly organised and with many tips on track construction.

The current accessories catalogue is available to download online and from your specialist dealer!


D
DIESEL
locomotives

Diesel locomotive 2067.82

ÖBB

Ep	IV
	120
	PluX22
	R2
	LED

Photomontage

To replace the ageing steam locomotives Class 392, 694, and others, modern diesel locomotives were acquired from 1959 onwards. As with the electric shunting locomotives at the time, these new models were fitted with a traction drive utilising a blind shaft and coupling rods. By 1978, 111 locomotives had been delivered to the ÖBB, each featuring hydraulic power transmission. The locomotives produce 440 kW and reach a maximum speed of 65 km/h.

- **In blood orange livery, decorative stripes and the emblem “Pflatsch”**
- **Delicately designed wheelsets with low wheel flanges**
- **Locomotive front end with sliding hood replica**
- **Switchable shunting light in digital mode**

Q3/2025			
7300064	DC		3/1
7310064	DCC	♪	3/1
7320064	AC	♪	3/1

Diesel locomotive 2143 010-3

ÖBB

Ep	IV-V
	181
	PluX22
	R2
	LED

Photomontage

- **Free-standing handle rails, in part made of metal**
- **Switchable high beam, individually switchable headlight or tail light and driver’s cab lighting in digital mode**

Q2/2025			
70073	DC		4/1
70074	DCC	♪	4/1
78074	AC	♪	2/1

Digital railway slewing crane EDK 750

Edition

ÖBB

Ep	IV
	234
	R2
LED	

Photomontage

Fully functional model of a 6-axle slewing railway crane with a movable telescopic boom. The crane is self-drive but can also run along in a train due to a manually unlockable coupling of the gearbox. The crane's superstructure can be rotated 360 ° and has no rotation limit. All turning and lifting movements can be operated with Soft Start and Stop. It's a fun way to playfully lift and relocate bridges or lay switches and track yokes. The horizontal boom is perfect when the crane driver operates the crane. The telescopic boom can be luffed and telescoped in any working position, even with a load on the crane hook.

- **Crane hooks can be raised or lowered with a multi-stage pulley**
- **Crane operator cab with switchable exterior lighting**
- **Switchable work lamp on the telescopic boom**
- **Movable outriggers with loaded pedestals**
- **With onboard digital decoder and switchable light and sound functions**

Q2/2025			
7310069	DCC		1/1
7320069	AC		1/1

3 piece set: Cabooses

ÖBB

Ep	IV
	425
	40183
	40196
	40361

Photomontage

- **Matching cabooses for the EDK 750, ÖBB, items 7310069, 7320069**

Q3/2025	
6200134	

Diesel locomotive T 466.2129

ČSD

Ep	IV
	156
	PluX22
	R2
	ČZ
LED	

Photomontage

In the 1970s, the former Czechoslovak State Railways (CSD) had an urgent need for powerful diesel goods locomotives for medium-heavy shunting and mainline service. As a result, the lighter T 466.2 variant was designed based on the industrial locomotive type T 448. CKD in Prag manufactured nine series (each with slight technical differences) with 94 units from 1977 onwards and was in service with the CSD until 1986.

- **Filigree safety railings**
- **Switchable shunting light and individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q2/2025			
7300062	DC		4/1
7310062	DCC		4/1

Diesel locomotive T 669.0107

ČSD

Ep	IV
	198
	PluX22
	R2
	ČZ
LED	

Photomontage

The T 669 diesel locomotive, later known as the 770 series, earned its nickname from the Russian class designation 'Tschme3', which is phonetically very close to the Czech word for bumblebee 'Cmelák'. Even when starting, its humming sound is similar to that of a bumblebee - at least from a distance. With 1,400 hp, it proved highly effective in both light and heavy shunting operations.

- **Variant in original design for the first time**
- **Free-standing handle rails, some made of metal**
- **Switchable shunting light and individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q3/2025			
7300012	DC		6/1
7310012	DCC		6/1

Diesel locomotive T 478.3137

ČSD

Ep	IV
	190
	PluX22
	R2
	ČZ
	LED

Photomontage

The "Diving Goggles", also known as the "Cobra", was developed and built by CKD in Prague. The first prototypes of the outstanding class T 478.3 diesel locomotive were produced in 1968 with a total of 408 units eventually manufactured.

- **Version with grey frame and red roof**
- **Finely detailed model with many separately applied plug-in parts**

Q4/2025			
7300071	DC		4/1
7310071	DCC		4/1

Diesel locomotive T 679.1

ČSD

Ep	IV
	202
	PluX22
	R2
	LED

Photomontage

The CSD received 599 class T 679 locomotives from 1966 onwards with some being produced as broad gauge versions under the designation T 679.5. The locomotives were mainly used in front of heavy goods trains.

- **With small yellow bars on the front of the locomotive**
- **Complete brake air lines with fully developed air tanks**
- **Switchable headlight or tail light, driver's cab and engine room lighting in digital mode**

Q4/2025			
7300061	DC		6/2
7310061	DCC		6/2

Diesel locomotive 749 218-4

ČD

Ep	V
	190
	PluX22
	R2
	ČZ
LED	

Photomontage

Class 749 was created in the 1990s by converting class 751 and 752 with electric train heating equipment without any significant changes to the original locomotive. The decisive factor for this was the more economical use of the Bardotkas locomotive to pull short trains. They were used for both passenger and freight trains in the Czech Republic.

- **Design of the 3rd construction series with corrugated side walls up to the edge of the roof**
- **Switchable shunting light and individually switchable headlight or tail light in digital mode**

Q2/2025			
7300054	DC		4/1
7310054	DCC	🔊	4/1

Diesel locomotive 742 007-8

ČD

Ep	V-VI
	156
	PluX22
	R2
	ČZ
LED	

Photomontage

- **Model of the 1st series with smooth driver's cab side wall and roof**
- **Modernised model with covered radiator box**
- **Switchable shunting light and individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q2/2025			
7300063	DC		4/1
7310063	DCC	🔊	4/1

Diesel locomotive 218 445-5

DB

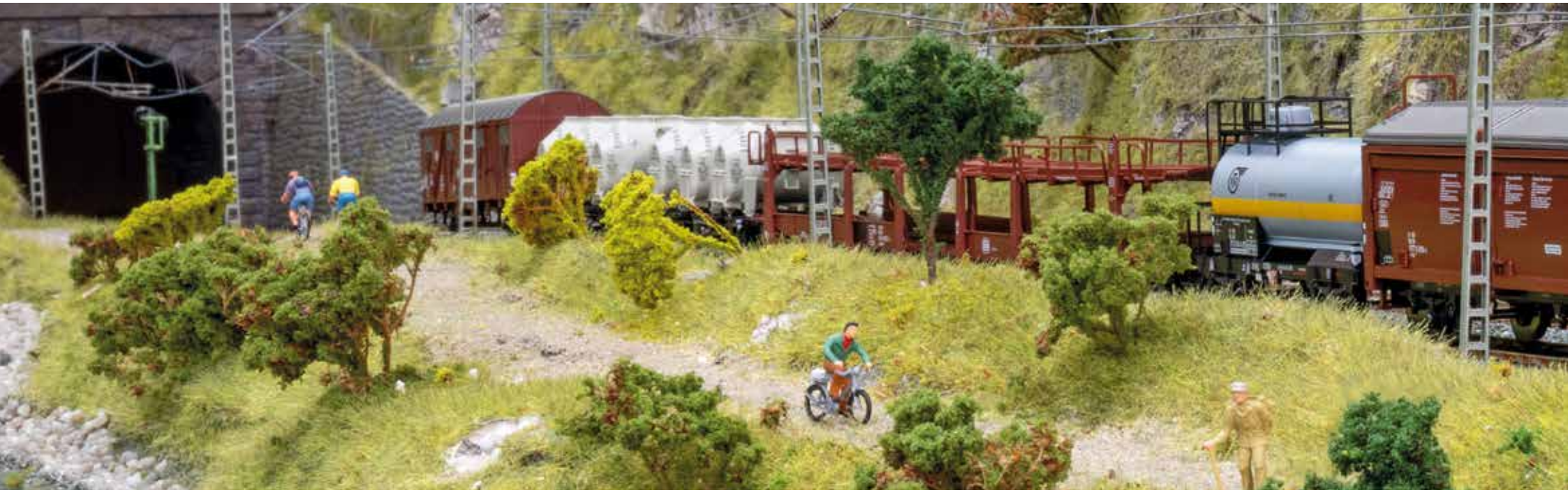
Ep	IV
	189
	PluX22
	R2
	LED
Z21	Cab

Photomontage

The most important representative of the V 160 locomotive family is the class 218 diesel locomotive. After 12 pre-series locomotives, the series vehicles were delivered from 1971 on by the companies Krupp, Henschel, Krauss-Maffei and MaK in four slightly different construction series. The 140 km/h fast and up to 2,800 hp powered locomotives are used in both passenger and goods train services.
Over the years, class 218 has been painted in various colours. The first 218s were delivered in the usual purple-red colour scheme for diesel locomotives. From 1975 on, the external appearance of the locomotives was dominated by ocean blue/beige.

- **Bogies with rubber suspension “Megi”**
- **Switchable headlight or tail light in digital mode**
- **Model with authentic low wheel flanges**

Q2/2025			
7300041	DC		4/1
7310041	DCC		4/1
7320041	AC		3/2



Diesel locomotive 335 230-9

DB

Ep	IV
	90
	R2
	LED

Photomontage

For shunting passenger and goods wagons in railway stations, the Deutsche Bundesbahn relied on smaller shunting locomotives at an early stage. The further development of the Köf 11, with power transmission via cardan shafts and additional axle drive, was presented by Gmeinder in 1965. Of this version, initially designated Köf 12, 251 shunting locomotives were delivered to the Deutsche Bundesbahn as the 333 series. From the end of the 1980s, most locomotives were equipped with radio remote control to make staff savings possible. These locomotives were designated as class 335. The locos has gone through several colour variations over time; from 1986 orient red became the standard colour.

- **Model with digital shunting couplers for more play fun**
- **Engine front end and gear block made of die cast metal, therefore more dead weight and high tractive power**
- **Authentic light and sound functions switchable via onboard decoder**

Q2/2025				
7310030	DCC	1/1		
7320030	AC	1/1		

Diesel locomotive 108 001-9

DR

Ep	IV
	164
	PluX22
	R2
	LED

In contrast to the class 110, the class 108 locomotives have a reversing gearbox and a consumption-optimised engine with reduced power. In accordance with the new purpose as a shunting locomotive, the boiler could also be omitted and additional radiator groups and a preheater were installed in its place.

- **Free-standing, delicately-crafted handle rails**
- **Individually switchable headlight or tail light in digital mode**
- **Stationed at Railway Mangement Halle, Halle depot**

Q1/2025			
70817	DC		4/1
70818	DCC	🔊	4/1
78818	AC	🔊	2/1

Diesel locomotive 118 210-4

DR

Ep	IV
	224
	PluX22
	R2
	LED

Photomontage

The V 180 series of the Deutsche Reichsbahn was the largest diesel locomotive built in the GDR. It was initially built in a four-axle version with two two-axle bogies, and later in a six-axle version. The low axle load of 15,6 tonnes of the six-axle version is still considered a technical masterstroke, making this locomotive universally usable on branch lines. It is also approved for steep gradients. The resulting versatility is unique among large German diesel locomotives.

- **6-axle version with fine wheelsets**
- **With vertical handle rails at the front**
- **Switchable headlight or tail light, driver's cab lighting and engine room lighting in digital mode**
- **Stationed at Railway Mangement Erfurt, Meiningen depot**

Q2/2025			
7300060	DC		6/2
7310060	DCC	🔊	6/2
7320060	AC	🔊	4/2

Diesel railcar 174 001-8 with trailer

DR

Ep	IV
	322
	PluX16 *
	R2
	LED

Photomontage

WHAT IF...?

At the Leipzig Spring Fair in 1982, the wagon manufacturer Studenka from the former CSSR exhibited a class M152 railcar at the exhibition centre, along with other rail vehicles. The Deutsche Reichsbahn had been looking for a successor to its Class 171/172 light railcars for some time, so the DR decided to rent this railcar for test purposes and to test its usability. It was to be given the series number 174. It was not used immediately by the DR but several months later test runs could begin on branch lines in the Halle/Magdeburg area in the autumn of 1982. At the DR's request, the manufacturer in Ostrava registered the railcar as class 174 001-8 following DR standards. The multi-coloured livery was retained for the time being. The sidecar delivered a little later was then no longer multi-coloured, but only painted in a plain red.
Due to a foreign trade deficit, the GDR (DR) was unable to procure any further railcars in the CSSR and so the rented test vehicles were returned in December 1983.

- **Version in fictitious DR livery**
- **Separately applied windscreen wipers**
- **Plug-in parts attached to the railcar to provide an authentic reproduction of the front skirt**

Q2/2025			
7700013	DC		2/0
7710013	DCC		2/0

* DCC version with onboard decoder ex-works without PluX16 interface.

Diesel locomotive 234 304-4

DB AG

Ep	V
	237
	PluX22
	R2
	LED

Photomontage

The 234 304 stood out as an individualist in the Ludmilla family. In 1994, it underwent a trial paint job in the DB regional transport product colours of the time. The locomotive body was painted in mint turquoise with a large pastel turquoise decorative stripe above the locomotive frame. The roof, frame and running gear were painted in grey-brown.

- **Version in trial livery for regional transport**
- **Operation condition: As of 1994**
- **Switchable shunting light and individually switchable headlight or tail light in digital mode**
- **Suitable locomotive for the Halberstadt coaches, items 74807–74810**

Q2/2025			
7300059	DC		6/2
7310059	DCC	♪	6/2
7320059	AC	♪	4/2

Diesel locomotive V 300 005

SBW

Ep	VI
	237
	PluX22
	R2
	LED

Photomontage

Starkenberger Güterlogistik GmbH, based in Starkenberg, is a service provider for railway logistics transport tasks. It has a fleet of locomotives and goods wagons, and it also disposes of rebuilt class 232 diesel locomotives with Caterpillar six-cylinder Type 3606 motors.

- **Switchable shunting light and individually switchable headlight or tail light in digital mode**

Q1/2025			
7300058	DC		6/2
7310058	DCC	♪	6/2
7320058	AC	♪	4/2

Diesel locomotive BB 62405

SNCF

Ep	V
	143
	PluX22
	R2
	LED

Photomontage

In the early 1990s, the SNCF needed used diesel-electric locomotives for the construction of new high-speed lines. As a result, 44 used 2400s were purchased from the Dutch State Railways. The purchase contract included an overhaul by the workshop in Tilburg. The use of two locomotives at each end of the trains ensured sufficient tractive and pushing power to travel the gradients on the new line with the desired train weight. In the SNCF's numbering system, the 2400s were categorised in the 60000-70000 number series. The 62400s were soon nicknamed "Hollandaises" by the French railwaymen.

- **Version with faded paint**
- **Switchable shunting light and individually switchable headlight or tail light in digital mode**

Q1/2025			
7300006	DC		4/1
7310006	DCC	🔊	4/1

Diesel locomotive 68540

SNCF

Ep	IV-VI
	207
	PluX22
	R2
	LED

Photomontage

Between 1963 and 1968, forty A1A-A1A 68500 class locomotives were built for heavy passenger and goods traffic by the French State Railways (SNCF). They differ from the A1A-A1A 68000 series only in terms of their engine. The engine is a less powerful AGO V 12 from SACM.
The current locomotive, with running number 68540, was delivered to the SNCF in 1965. It was built by CFAL (mechanical part), CEM (electrical equipment) and CCM (diesel motor) as A1A-A1A 68039. In December 2002, the Sulzer engine was replaced by an AGO V 12 and the locomotive was redesignated A1A-A1A 68540.
In 2011, the locomotive was taken over by the AAATV Centre Val-de-Loire association and restored to its historic blue livery. In this condition, the locomotive is still in use in front of special trains.

- **Version as a museum locomotive with raised numbers**
- **Finely detailed ventilation grilles**
- **Triple headlights**

Q4/2025			
7300072	DC		6/2
7310072	DCC	🔊	6/2
7320072	AC	🔊	4/2

Diesel locomotive M62 221

MAV

Ep	IV
	202
	PluX22
	R2
	LED

Photomontage

The story about the M62, known as "Szergej" in Hungary, began in 1965 with the delivery of the world's first locomotive, M62 001, from Lugansk. A further 288 locomotives were still delivered to MAV, 15 of them were large gauge versions. These locomotives took over heavy goods transport, leading to the early withdrawal of older steam locomotive types. Remarkably, some of these robust locomotives are still in service today.

- **Complete brake air lines with fully formed air tanks**
- **In digital operation with separately switchable headlights/tail lights, driver's cab illumination and engine room illumination**

Q4/2025			
7300057	DC		6/2
7310057	DCC		6/2

5 piece set: Goods train

MAV

Ep	IV
	658
	40196
	40183
	6560

E

Eas

Es

Gbgs

Uhk

Photomontage

- **Finely detailed models with authentic lettering**

Q3/2025
6600126

Diesel locomotive 2419

NS

Ep	IV
	143
	PluX22
	R2
	NL
	LED

Photomontage

Q3/2025			
7300065	DC		4/1
7310065	DCC		4/1
7320065	AC		2/2

The first series of 2400 locomotives was put into service by the Dutch State Railways from 1954 on. Although they were occasionally used for passenger trains, their main role was to haul goods trains and provide shunting services. In 1981/1982 nineteen locomotives were equipped with an A-front signal, allowing them to operate on track sections near the German border.

- **Version with front signal A**
- **Light functions true to the original Dutch model and red flashing lights in digital mode**

Diesel locomotive M62

PTKiGK

Ep	V-VI
	202
	PluX22
	R2
	LED

Photomontage

Q4/2025			
7300066	DC		6/2
7310066	DCC		6/2

- **Complete brake air lines with fully developed air tanks**
- **Switchable headlight or tail light, driver's cab lighting and engine room lighting in digital mode**

Diesel locomotive 750 183-6

ŽSSK

Ep	VI
	190
	PluX22
	R2
	ZSSK
LED	

Photomontage

At the beginning of the 1990s, there was a shortage of suitable locomotives due to the increase in passenger coaches with electric train heating. Due to positive results from retrofitting in class 753 locomotives, CSD decided to retrofit all diesel locomotives used in passenger service with electric train heating. Diver's goggles of this type were also in use in Slovakia after the division of the country. In order to distinguish them from the original version, they were given class designation 750 while retaining the serial number.

- **Baptismal name “Dášenka”**
- **Finely detailed model with many separately applied plug-in parts**

Q1/2025			
7300056	DC		4/1
7310056	DCC		4/1

Photo: J. Streber

START
sets

z21 start digital set: Diesel locomotive class 221 with goods train

DB

Ep IV

Contents:

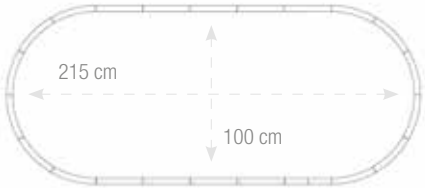
1 diesel locomotive class 221
1 open goods wagon
1 stake wagon
1 covered goods wagon
1 z21 start
1 Z21 multiMAUS
1 plug-in power supply

ROCO LINE track layout (with bedding):

12 curved tracks R2, 9 straight tracks G1, 1 straight track G½,
1 feeder track (G½)

Required space: approx. 215 x 100 cm

Photomontage



Q4/2025
5110008

z21 start digital set: Diesel locomotive class 110 with goods train

DR

Ep | IV

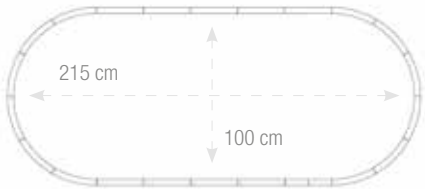
Inhalt:

1 diesel locomotive class 110
1 open goods wagon
1 stake wagon
1 covered goods wagon
1 z21 start
1 Z21 multiMAUS
1 plug-in power supply

ROCO LINE track layout (with bedding):
12 curved tracks R2, 9 straight tracks G1, 1 straight track G½,
1 feeder track (G½)

Required space: approx. 215 x 100 cm

Photomontage



Q4/2025
5110009

PASSENGER coaches

4 piece set: Express train coaches

ÖBB

Ep	VI
	1212
	40196
	40420

Bvmsz 186.0

Bpmz 294.2

Bpmz 294.2

Bpmz 294.2

Photomontage

Due to bottlenecks in the ÖBB fleet, 30 IC passenger coaches were leased from Deutsche Bahn AG, which can be found mainly on the Westbahn, but also occasionally on other routes. The IC trains are mainly hauled by Taurus locomotives, with special ÖBB wordmark logos identifying the special coaches.

▸ **Former DB AG IC coaches operating under ÖBB**

Q4/2025

6200187

1st class passenger coach

ČSD

Ep	IV
	282
	40196
	40420

Aa Photomontage

Q4/2025
6200167

2nd class passenger coach with baggage compartment

ČSD

Ep	IV
	282
	40196
	40420

BDa Photomontage

Q4/2025
6200168

▸ **Item 6200171: Different running number**

2nd class passenger coach

ČSD

Ep	IV
	282
	40196
	40420

Ba Photomontage

Q4/2025
6200169
6200170

▸ **Item 6200170: Different running number**

2nd class passenger coach with baggage compartment

ČSD

Ep	IV
	282
	40196
	40420

BDa Photomontage

Q1/2025
6200171

2 piece set: Eurofima coaches

ČD

Ep	VI
	606
	40196
	40420

Bmz

Bmz

Photomontage

Q3/2025
6200157

- **Ideal addition to the Eurofima coach set, item 6200002**

4 piece set: Double-deck coaches

n:

DSB

Ep	VI
	1237
	PluX22
	LED

ABs

B

Bk

B

Photomontage

- **Control cab coach with digitally switchable headlights, taillights and high beam, driver's cab lighting and train destination display**
- **Control cab coach with correct design differences**
- **Type Bk wagon equipped with service area**
- **Each coach is equipped with interior LED lighting for the perfect illumination of the model**
- **Ideal addition to the DSB Vectron from the ROCO range**

Q3/2025

6210147	DCC		
6220147	AC		

1st/2nd class express train coach

DB

Ep	IV
	244
	6560

ABüe 331 Photomontage

Q4/2025

6200158

- **For the first time in Era IV lettering**

2nd class express train coach

DB

Ep	IV
	244
	6560

Büe 363 Photomontage

Q4/2025

6200159

2nd class express train coach

DB

Ep	IV
	244
	6560

Büe 363 Photomontage

Q4/2025

6200160

Dining coach

DB

Ep	IV
	270
	6560

WRüg(e) 151 Photomontage

Q4/2025

6200161

Luggage coach

DB

Ep	IV
	250
	6560

Düe 941 Photomontage

Q4/2025

6200162

1st class express train coach

DR

Ep	IV
	303
	40196
	40420

Ame Photomontage

Q4/2025

6200114

- **Modified bogies of the Görlitz V type**

1st/2nd class express train coach

DR

Ep	IV
	303
	40196
	40420

ABme Photomontage

Q4/2025

6200115

- **Modified bogies of the Görlitz V type**

2nd class express train coach

DR

Ep	IV
	303
	40196
	40420

Bme Photomontage

Q4/2025

6200116 6200117

- **Item 6200117: Modified running number**
- **Modified bogies of the Görlitz V type**

2nd class express train coach with luggage compartment

DR

Ep	IV
	303
	40196
	40420

BDmse Photomontage

Q4/2025

6200118

- **With type GP-200 bogies**

Dining coach

MITROPA/DR

Ep	IV
	303
	40196
	40420

WRme Photomontage

Q4/2025

6200119

- **With type GP-200 bogies**

n:

Luggage coach

Pwgs 88, DR

In the 1950s, Waggonbau Bautzen constructed a short goods train luggage wagon for the Deutsche Reichsbahn (DR). A total of over 200 wagons were produced in two series. A unique feature of these wagons was their built-in tail signals, which consisted of red and white surfaces that could be covered with rotating baffles.

From 1964 onwards, these wagons were also operated on branch lines for passenger trains. They were designated as D and featured inscriptions that followed the passenger coach scheme. Starting in 1977, the wagons exclusively used for passenger trains were renamed Daa.


Photo: B. Schröder

In detail

Load compartment doors can be inserted in three different positions

Design of the chimney as a separate plug-in part

Free-standing handle rails in delicate material thickness

Tail light in the digital versions switchable

Buffer beam can be completely retrofitted

Folding cover for tail light

Detailed replica of the undercarriage

Goods train guard wagon

DR

Ep	III
	103
	40178

Pwgs Photomontage

- Roof pulpit with three windows
- With steps below the loading compartment door
- In the DCC version with switchable interior lighting and rear train lighting

Q4/2025
6200175
6210175 DCC

Luggage coach

DR

Ep	IV
	103
	40178

Daa Photomontage

- Roof pulpit with two windows
- Without steps below the loading compartment door
- In the DCC version with switchable interior lighting and rear train lighting

Q4/2025
6200176
6210176 DCC

2 piece set (3): “IC 2310”

DB AG

Ep	VI
	606
	40196
	40420

Bpmmz 284

Bpmmz 284

Photomontage

- Train route Frankfurt am Main–Westerland/Sylt bzw. Dagebüll Mole
- With separately attached WLAN antennas
- Perfectly matches the sets “IC 2310”, items 6200019, 6200020

Q2/2025

6200155

IC control cab coach

n:

DB AG

Ep	VI
	303
	PluX22
	LED

Bpmbdzf 296.3

Photomontage

- For the first time with pressure-tight coach transition
- Version after the first redesign from 2002
- Prototypical without WLAN antennas
- Free-standing replica of the bicycle stands
- Elaborate, multi-coloured interior design
- In digital mode with switchable high beam, driver's cab and control panel lighting

Q2/2025

6210156 DCC

6220156 AC

3 piece set: “DB Systemtechnik”

DB AG

Ep	VI
	909
	40196
	40420

Bim 547.5

Dms 905

Photomontage

Bimz 259.9

Q1/2025

74013

2 piece set: Passenger coaches

BTE

Ep	VI
	606
	40196
	40420

Bdomsb

WRm

Photomontage

Q1/2025

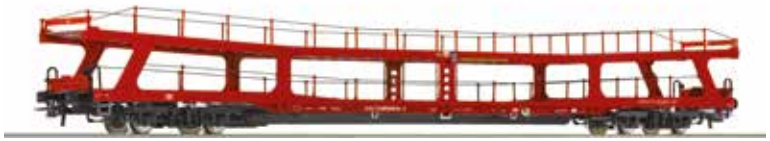
74027

2 piece set: Car transport wagons

BTE

Ep	VI
	606
	40195

DDm



DDm

Photomontage

Q1/2025

77047

- **Both coaches with different printing**

Munich-Nuremberg Express

DB AG

Photo: R. Auerweck

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

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

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

Electric locomotive 101 139-4

DB AG

Ep	VI
	220
	PluX22
	R2
	LED

Photomontage

The class 101 is a high-speed electric locomotive of the Deutsche Bahn. It reaches a maximum speed of 220 km/h and has a continuous output of 6,400 kW. The locomotive is used to pull IC/EC trains. By the end of 1999 145 of these locomotives, ordered to replace the class 103, were in operation.

- **Free-standing handrails and windscreen wipers, some made of metal**
- **Switchable high beam, individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q2/2025				
7500112	DC		4/1	
7510112	DCC		4/1	
7520112	AC		3/1	

RE control cab coach

n:

DB AG

Ep	VI
	303
	PluX22
	LED

Photomontage

- **For the first time with pressure-tight carriage transition**
- **Interior adapted to the prototype**
- **Munich-Nuremberg Express livery**
- **Prototypical without WLAN antennas**
- **Free-standing replica of the bicycle stands**
- **Elaborate, multi-coloured interior design**
- **In digital mode with switchable high beam, driver's cab and control panel lighting**

Q2/2025			
6210098	DCC		
6220098	AC		

3 piece set (1): Munich-Nuremberg Express

DB AG

Ep	VI
	909
	40196
	40420

ABvmsz

Bpmz

Bpmz

Photomontage

- **Each coach in operation condition 2015**
- **For the first time in traffic red DB Regio livery**
- **Perfectly matches all class 101 models**

Q2/2025
6200096

2 piece set (2): Munich-Nuremberg Express

DB AG

Ep	VI
	606
	40196
	40420

Bpmz

Bpmz

Photomontage

Q2/2025
6200097

3 piece set: Double-deck coaches

DB AG

Ep	VI
	929
	PluX22
	LED

DBpbzfa

DBpza

DABdpza

Photomontage

- **Version as the Munich-Salzburg Express**
- **Control cab coach with digitally switchable headlights, tail lights and high beams, driver's cab lighting and train destination display**
- **Each coach is equipped with interior LED lighting for the perfect illumination of the models**

Q2/2025			
6210144	DCC		
6220144	AC		

Photo: R. Auerweck

2 piece set: Double-deck coaches

DB AG

Ep	VI
	616

DBpza

DBpza

Photomontage

- **Each coach is equipped with interior LED lighting for the perfect illumination of the models**

Q3/2025			
6200145	DC		
6220145	AC		

2nd class double-deck coach

DB AG

Ep	VI
	308

DBpza

Photomontage

- **Coach with LED interior lighting perfectly adapted to the model for optimum illumination**
- **Perfectly matches the sets, items 6210144, 6200145**

Q3/2025			
6200146	DC		
6220146	AC		

Holiday express

AKE-Rheingold

AKE-Eisenbahntouristik began its journey in 1988 by organising special trips using rail buses and steam locomotives in the Eifel region. Through a collaboration with DB Historische Verkehre, the tour program expanded nationally under the motto "Holidays from the very beginning". Starting in 2005, AKE gradually developed its own fleet of vehicles, primarily consisting of TEE coaches manufactured between 1962 and 1974, with only two exceptions. Some of these coaches were previously used in the TEE 'Rheingold. They were also restored to their original colour scheme of beige and purple-red and had a black-grey skirt. At the same time, the interior design sometimes still reflected the original condition, depending on the degree of modernisation.

Over the years, the AKE fleet has grown to more than 20 high-quality coaches, which make up the historic "AKE Rheingold". This train offers guests one-day or multi-day journeys to various destinations in Germany, Denmark, Austria, Northern Italy, and Switzerland, comfortably with first-class service. Fresh meals are prepared inside the dining coaches, so the two WRmz135 coaches of the train set are permanently coupled together on the kitchen side.

In close collaboration with AKE-Eisenbahntouristik, a selection of vehicles from the existing fleet will be released this year as a unique special series. The compartment coaches included in these sets represent a comprehensive cross-section of all AKE-Rheingold variants. Differences in livery and lettering have been carefully considered, even if they are only subtly distinguishable at first glance.

With the addition of supplementary coach item 6200126, the train can now expand to the standard 13-14 coach configuration typically seen on AKE journeys. However, due to extensive damage sustained by the observation coach during the severe flooding in the Ahr and Kyll valleys in 2021, fundamental repairs remain pending. As a result, the ADmh 101 coach, part of the 62 00 120 set, still reflects its pre-damage condition from 2020.

Photo: R. Auerweck

Electric locomotive 103 113-7

DB

Ep	VI
	224
	PluX22
	R2
	LED
Z21	Cab

Photomontage

- DB Museum Koblenz locomotive in current operation design
- Switchable headlight or tail light, driver's cab lighting and engine room lighting in digital mode
- Locomotive perfectly matches the AKE-Rheingold, items 6200120, 6200121, 6200122, 6200126

Q4/2025				
7500134	DC		6/2	
7510134	DCC		6/2	
7520134	AC		4/2	

1st class express train coach "Rheingold"

AKE

Ep	VI
	303
	40196
	40420

Avmz 111.5

Photomontage

- Supplementary coach for the "AKE-Rheingold"
- Possibility for prototypical reinforcement to 13 to 14 wagons
- Compartment coach 19-90 255, built in 1973 as 19-70 158, owned by NS from 2001 to 2011
- Exact replicas of the different window foils

Q4/2025
6200126

3 piece set (1): “Rheingold”

AKE

Ep	VI
	922
	40196
	40420

ADmh 101

WRmz 135.0

Avmz 111.0

Photomontage

- **Dome coach 81-90 004 in the condition of 2020**
- **Dining coach 88-95 001, prototype from 1969 (ex 88-94 304)**
- **Compartment coach 19-94 005, original Rheingold coach from 1962 with round roof**
- **Exact replicas of the different window foils**

Q4/2025

6200120

3 piece set (2): “Rheingold”

AKE

Ep	VI
	922
	40196
	40420

WRmz 135.0

Apmz 121.1

Avmz 111.0

Photomontage

- **Dining coach 88-94 306, prototype from 1969**
- **Open seating coach 18-95 001, the only remaining Apümz 121 in Germany**
- **Compartment coach 19-94 049 from 1967; replica series with pitched roof**
- **Exact replicas of the different window foils**

Q4/2025

6200121

3 piece set (3): “Rheingold”

AKE

Ep	VI
	909
	40196
	40420

Avmz 111.5

ARkimbz 262.7

Avmz 111.0

Photomontage

- **Compartment coach 19-90 251, built in 1973 as 19-70 164 with swivelling sliding doors, used in TEE Rheingold'83**
- **Bistro coach 85-91 712, built in 1971 as Pop-ABüm 225 31-70 149**
- **Compartment coach 19-94 040 from 1965; replica series with round roof, used from 2003 on the ALEX in Bavaria**
- **Exact replicas of the different window foils**

Q4/2025

6200122

3 piece set: Passenger coaches “Blokkendoos”

NS

Ep	III
	684
	40196
	40360

AB

B

B

Photomontage

The electric “Blokkendoos” railcars were in service until 1958. From around 1956, many coaches were converted into normal passenger coaches and painted blue. They were used as backup coaches during rush hour. The last coaches were taken out of service in 1973.

Q4/2025

6200054

3 piece set: Express train coaches

PKP

Ep	III
	701
	40196
	6561
	6445
	40360

Bhxz

Chxz

Chxz Photomontage

Q3/2025
6200112

2nd class passenger coach

PKP

Ep	IV
	241
	6560

Bhixt Photomontage

- **Perfectly matches the coach set, item 6200058**

Q3/2025
6200113

Goods train luggage coach

PKP

Ep	IV
	118
	6560
	40361

F

Photomontage

Pwgs 41 luggage coaches were built by the DRB in the 1940s. They were based on design principles from passenger train baggage car construction. The cars that remained with the Polish State Railways after the Second World War were used in both passenger and goods trains.

- **Finely detailed model with separately applied plug-in parts**
- **Steps in original width at the baggage compartment doors**
- **Design with raised cab**
- **Sliding doors can be mounted in three positions (closed, half-open, open)**

Q1/2025
6200101

Dining coach

PKP
WARS

Ep	IV
	270
	6560

Jhx

Photomontage

Q4/2025
6200125

GOODS
wagons

Photo: B. Pintarich

Postal coaches

Post-m(o), ÖBB

n:

Simmering-Graz-Pauker Werke built four-axle postal coaches for the Austrian postal administration in several construction lots. In terms of design, they corresponded to the Eurofima wagons. The wagon body and the interior design were adapted to the needs of the railway mail service. The mail was sorted on the train. The wagons could be found in passenger, fast and express trains. But the special coaches also travelled as far as Germany, where they were used in rerouting trains in the Allgäu region.

In detail

Free-standing handle rails on the coaches

Interior of the postall coaches

Equipment of the bogies depending on type

Buffer beam can be fully retrofitted

Elaborate replica of the undercarriage

2 piece set: Postal coaches

ÖBB

Ep	V
	606

Post-m Photomontage

- **Execution of the 3rd construction lot**
- **Comfort level paintwork (K-Design)**
- **Elaborately designed, prototypical coach underbody**
- **Bogies with magnetic rail brakes**
- **DCC version with switchable interior lighting**

Q4/2025

6200188

6210188 DCC

2 piece set: Open goods wagons

ÖBB

Ep	IV
	232
	6560

E Photomontage

Q1/2025
6600123

- **One wagon with a delicately-crafted brakeman's cab**

2 piece set: Swivel-type stake wagons

ÖBB

Ep	IV
	320
	40196

Ks Photomontage

Q1/2025
6600120

- **Loaded with wire reels**

3 piece set: Refrigerator wagons

ÖBB

Ep	IV
	402
	40183

Icrs-v Photomontage

Q2/2025
6600140

- **Perfectly matches all types of ÖBB locomotives from Epoch IV**

2 piece set: Tank wagons

ÖMV/ÖBB

Ep	IV
	284
	40183

Photomontage

Q3/2025
6600163

3 piece set: Open goods wagons

RCW

Ep	VI
	543
	40196

Eanos

Photomontage

Q2/2025

6600121

2 piece set: Telescopic hood wagons

RCW

Ep	VI
	276
	40196

Shimmns

Photomontage

Q2/2025

6600132

Pocket wagon T3

ÖBB

Ep	V
	211
	40179

Sdgmns

Photomontage

Q2/2025

67598

Sliding wall wagon

RCW

Ep	VI
	267
	40196

Habbiins

Photomontage

Q3/2025

6600164

3 piece set: Goods train

SNCB

Ep	III
	317
	6560
	6563

Q3/2025

6600079

Photomontage

- Covered goods wagons with movable sliding doors
- With permission of NMBS Train World Heritage

2 piece set: Coil transport wagons

SNCB

Ep	V-VI
	276
	40196

Q3/2025

76338

Shimmns

Photomontage

- New running numbers
- With permission of NMBS Train World Heritage

2 piece set: Sliding wall wagons

SBB CARGO

Ep	VI
	356
	40196

Q1/2025

6600110

Hbbillns

Photomontage

- Free-standing handle rails on the front
- “Cargo Domizil” printed on one wagon

3 piece set: Tank wagons

WASCOSA

Ep	V-VI
	585
	40179

Zacns

Photomontage

Q2/2025
6600143

- **Wagons in two different shades of grey**

2 piece set: Silo wagons

JURA CEMENT/WASCOSA

Ep	VI
	311
	40179

Uacns

Photomontage

Q4/2025
6600191

2 piece set: Silo wagons

HOLCIM

Ep	VI
	311
	40179

Uacns

Photomontage

Q4/2025
6600192

Container carrier wagon

SBB CARGO

Ep	VI
	226
	40196

Sgnss Photomontage

- Each swap body has a different printing, logo on a different spot
- One swap body with coloured advertising on the front

Q2/2025
6600122

Articulated double-pocket wagon T3000e

HUPAC

Ep	V-VI
	393
	40178

Sdggmrs 738/T3000e Photomontage

- Wagon made from die-cast metal
- Loaded with a truck trailer and two swap bodies from the Transco forwarding company

Q1/2025
6600113

Articulated double-pocket wagon T3000e

HUPAC

Ep	VI
	393
	40178

Sdggmrss/T3000e Photomontage

- Wagon made from die-cast metal
- Loaded with two 45-foot swap bodies of the forwarding company Alberti e Santi

Q3/2025
6600137

Open goods wagon

ČSD

Ep	IV
	116
	6560

Vt Photomontage

Q1/2025
6600118

- **Model with external longitudinal girder and wide spatial truss**

Sliding wall wagon

ČD CARGO

Ep	VI
	267
	40196

Habbillnss Photomontage

Q3/2025
6600167

3 piece set: Silo wagons

ČSD

Ep	IV
	498
	40196

Raj Photomontage

Q3/2025
6600177

- **Models fully equipped**
- **Suitable for block trains**

Stake wagon

ČD CARGO

Ep	V-VI
	229
	40179

Res Photomontage

Q4/2025
6600183

- **Loaded with wire reels**
- **Detachable side tail lifts**

3 piece set: Silo wagons

ČD

Ep	VI
	498
	40196

Uacs

Photomontage

Q3/2025
6600180

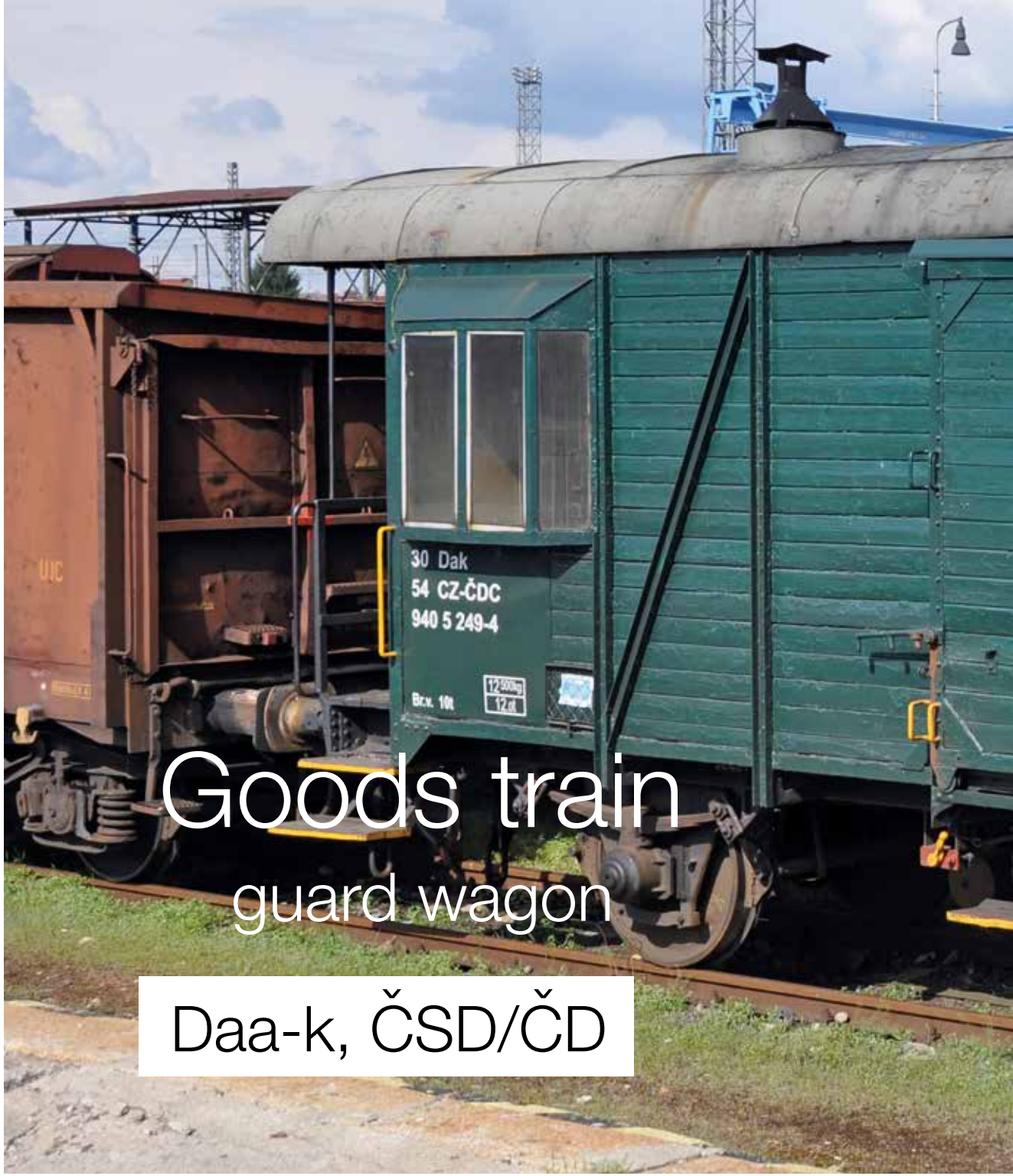
- **Models fully equipped**
- **Suitable for block trains**

n:

After the Second World War, the fleet of goods train guard wagons of the Czechoslovak State Railways needed to be modernised. All goods trains were accompanied by a train manager and other train personnel, making goods train guard wagons necessary. Due to a shortage of older goods train guard wagons, a new guard wagon had to be built, which could later be used for passenger trains. The design of the type Ds guard wagon was based on the type Ztr covered goods wagon. A modified wagon body was built on the same running gear. The first series of these goods wagons was delivered by the wagon factory in Ceská Lípa between 1948 and 1950. The same manufacturer then built the next series between 1955 and 1957.

The goods train guard wagons were equipped with facilities for the train crew, including a workplace for the train manager and a toilet. Initially, the carriages were equipped with high-pressure steam heating for steam locomotive operation. In the 1970s, as steam locomotive operation phased out, the carriages were gradually fitted with solid fuel stoves, giving them the class Ds-k. After 1983, the type Ds/Ds-k was redesignated Daa/Daa-k. A window was usually closed when installing the solid fuel stoves. Further modifications were made throughout their service, the most visible of which was the cladding of additional wagon-body windows.

A limited number of guard wagons are still in service in the Czech Republic and Slovakia today. However, their importance has declined considerably due to the changing nature of modern rail transport. The primary colour of these guard wagons was green for most of their time of operation, but recently, some CD Cargo guard wagons have been repainted blue to match the company colours.



Goods train
guard wagon

Daa-k, ČSD/ČD

Photo: K. Steiner

Goods train guard wagon

n:

ČSD

Ep	IV
	122
	40178
	40361

Ds-k Photomontage

- Variant with closed platform
- Roof design with chimney

Q4/2025
6200141

Goods train guard wagon

n:

ČD

Ep	V
	122
	40178
	40361

Daa-k Photomontage

- Variant with open platform
- Roof design with chimney

Q4/2025
6200142

In detail

Multi-part replica of the chimney

Separately attached handles and latches on the door

Special feature: the bay windows

Elaborate realisation of the stage area

Multi-part replica of the undercarriage

Elaborate engraving of the axle boxes

Stake wagon

DB

Ep	III
	229
	40183

SSlmas 53 Photomontage

Q4/2025
6600189

2 piece set: Sliding wall wagons

DB

Ep	IV
	356
	40196

Hbbis Photomontage

Q1/2025
6600111

2 piece set: Swivel-roof wagons

DB

Ep	IV
	222
	40196

Tdgs Photomontage

Q2/2025
6600124

3 piece set: Tank wagons

VTG/DB

Ep	IV
	426
	40183

Photomontage

Q3/2025
6600162

- **Each wagon with different printing**

Stake wagon

DB

Ep	IV
	229
	40183

Rs 680 Photomontage

Q4/2025

6600188

3 piece set: Open goods wagon

DR

Ep	III
	342
	40183

Ommu Photomontage

Q1/2025

6600115

2 piece set: Swivel-roof wagons

DR

Ep	IV
	438
	40196

Tads-y Photomontage

Q1/2025

6600125

- **With lettering “Getreide”**

3 piece set: Open goods wagons

DR

Ep	IV
	323
	6560

El-u (Omu) Photomontage

Q2/2025

6600146

- **One wagon with a brakeman's platform**

2 piece set: Tank wagons

DR

Ep	IV
	292
	40196

Photomontage

Q3/2025

6600199

2 piece set: Open goods wagons

DR

Ep	IV
	232
	6560

El-u

Photomontage

Q4/2025

6600194

Swivelling stake wagon

DR

Ep	IV
	160
	40196

Ks

Photomontage

Q2/2025

6600138

▸ **Loaded with two containers from the transport agent DSR**

3 piece set: Open goods wagons

DB AG

Ep	V-VI
	483
	40183

Q2/2025

6600131

Ealos-t

Photomontage

- **Belt tensioners and hooks separately attached to the package**

3 piece set: Self unloading hopper wagons

DB AG

Ep	VI
	432
	40183

Q2/2025

6600135

Falns

Photomontage

- **In traffic-red livery available for the first time**

4 piece set: Dump wagons

DB AG

Ep	VI
	536
	40183

Q3/2025

6600202

Fans 128

Photomontage

- **Three different logos**
- **One wagon with handbrake wheel**

3 piece set: Swivel roof wagons

DB AG

Ep	VI
	747
	40196

Q3/2025

6600153

Tadgs 959

Photomontage

- **With a different logo, colour and lettering**
- **For moisture-sensitive bulk goods, such as grain**

3 piece set: Sliding tarpaulin wagons

DB AG

Ep	VI
	687
	40196

Q3/2025

6600156

Rilns

Photomontage

2 piece set: Tank wagons

ONRAIL

Ep	VI
	390
	40179

Q2/2025

6600147

Zans

Photomontage

- **Free-standing, delicately-crafted handrails**
- **Perforated and filigree walkways**

Sliding wall wagon

TRANSWAGGON

Ep	VI
	267
	40196

Habbiins Photomontage

- **Model in exhibition livery as it operated during its long period of service**

Q3/2025

6600166

Stake wagon

PRESS

Ep	VI
	229
	40179

Res Photomontage

Q4/2025

6600182

Articulated double-pocket wagon T3000e

VTG

Ep	VI
	393
	40178

Sdggmrs 738/T3000e Photomontage

- **Wagon made of die-cast metal**
- **Loaded with two truck trailers from the Raben forwarding company**

Q1/2025

6600117

Articulated double-pocket wagon T3000e

TX LOGISTIK

Ep	VI
	393
	40178

Sdggmrs 738/T3000e Photomontage

- Wagon made from die-cast metal
- Loaded with two truck trailers from the forwarding agent GATT

Q3/2025
6600170

Pocket wagon T5

WASCOSA

Ep	VI
	230
	40178

Sdgnss/T5 Photomontage

- Wagon made from die-cast metal
- Model fully equipped ex-works

Q4/2025
6600179

2 piece set: Swivel-type stake wagons

SNCF

Ep	IV
	320
	40196

Ks Photomontage

- Loaded with wire reels

Q1/2025
6600119

3 piece set: Open goods wagons

SNCF

Ep	III
	342
	40183

Tow Photomontage

- Version with wooden doors

Q1/2025
6600141

3 piece set: Sliding roof wagons

SNCF

Ep	IV
	342
	40183

Tms

Photomontage

Q3/2025
6600173

2 piece set: Sliding tarpaulin wagons

SNCF

Ep	IV-V
	458
	40196

Rilns

Photomontage

Q3/2025
6600161

- **With orange tarpaulin available for the first time**

Stake wagon

SNCF

Ep	V-VI
	229
	40179

Res

Photomontage

- **Loaded with wire reels**

Q4/2025
6600184

3 piece set: Open goods wagons

SNCF

Ep	V-VI
	483
	40183

Fas

Photomontage

Q3/2025
6600203

2 piece set: Swivel-type stake wagons

MAV

Ep	IV
	320
	40196

Ks Photomontage

Q1/2025

6600076

- **Loaded with containersn of the MAV**

Sliding wall wagon

MAV

Ep	V
	178
	40196

Hbbillns Photomontage

Q1/2025

6600107

3 piece set: Open goods wagons

FS

Ep	II-III
	236
	6560

L Photomontage

Q1/2025

6600088

Stake wagon

FS

Ep	IV
	229
	40183

Rs Photomontage

Q4/2025

6600190

Stake wagon

FS

Ep	V-VI
	229
	40179

Res Photomontage

Q4/2025

6600185

Open goods wagon

FS

Ep	V-VI
	161
	40183

Ealos-t Photomontage

Q2/2025

6600130

- **Belt tensioners and hooks separately attached to the package**

Articulated double-pocket wagon T3000e

CFL CARGO

Ep	VI
	393
	40178

Sdggmrss/T3000e

Photomontage

- Wagon made from die-cast metal
- Loaded with two truck trailers of the forwarders Mars Logistics

Q1/2025
6600005

2 piece set: Covered goods wagon

NS

Ep	IV
	244
	6560

Gs

Photomontage

- Model with two movable loading doors and loading equipment

Q2/2025
6600151

Stake wagon

NS

Ep	IV
	160
	40196

Kbs

Photomontage

- Loaded with two 20' containers from the forwarding company KNSM

Q2/2025
6600152

2 piece set: Open goods wagons

PKP

Ep	III
	240
	6560

Wddt

Photomontage

- One wagon with brakeman's platform

Q2/2025
6600150

Stake wagon

PKP

Ep	III
	132
	6560

Pdk 31

Photomontage

Q2/2025
6600148

Tank wagon

PKP

Ep	III
	146
	40196

RRh Photomontage

Q3/2025

6600174

▸ **With “Oswiecim” lettering**

Low side wagon

PKP

Ep	IV
	139
	6560

Kbkm Photomontage

Q3/2025

6600149

2 piece set: Open goods wagons

PKP

Ep	IV
	322
	40196

Eaos Photomontage

Q3/2025

6600171

Hinged lid wagon

PKP

Ep	IV
	101
	6560

Tk Photomontage

Q3/2025

6600175

3 piece set: Self-unloading hopper wagons

PKP

Ep	V-VI
	432
	40183

Falns Photomontage

Q2/2025

6600136

3 piece set: Self-unloading hopper wagons

PTKiGK

Ep	V-VI
	495
	40196

Fads Photomontage

Q4/2025

6600195

2 piece set: Tank wagons

SJ

Ep	IV
	214
	40183

Photomontage

Q4/2025

6600193

2 piece set: Sliding wall wagons

GREEN CARGO

Ep	VI
	350
	40196

Hbillns-v

Photomontage

Q1/2025

6600114

Sliding wall wagon

GREEN CARGO

Ep	VI
	267
	40196

Habbins

Photomontage

▸ **With “Stora Enso” logo**

Q3/2025

6600200

3 piece set: Swivel roof wagons

DUSLO

Ep	VI
	333
	40196

Tdns

Photomontage

Q2/2025

6600134

2 piece set: Stake wagons

ŽSSK CARGO

Ep	VI
	458
	40179

Res

Photomontage

Q4/2025

6600186

Goods train guard wagon

ŽSSK CARGO

Ep	VI
	122
	40178
	40361

Daa-k

Photomontage

▸ **Variant with open platform**

Q3/2025

6200177

N
NARROW
gauge

Photo: J. Kaufmann

Electric locomotive 1099.001-8

ÖBB

Ep	IV
	127
	Next18
	261 mm
	LED

Photomontage

Between 1911 and 1914, the former Lower Austrian State Railways acquired sixteen locomotives designed for the Mariazell railway. The locomotives were redesigned between 1959 and 1962, with the original running gear retained and new locomotive bodies fitted. They could reach a maximum speed of 50 km/h and had a power output of 405 kW. Thirteen locomotives were officially named after municipalities on the Mariazell railway and were marked with their coats of arms.

- **Separately applied windscreen wipers**
- **Variant with emblem "St. Pölten"**
- **Switchable driver's cab lighting in digital mode**

Q3/2025				
7540004	DC		6/0	
7550004	DCC		6/0	

3 piece set: Passenger coaches

ÖBB

Ep	IV-V
	465

B4ip/s

B4ip/s

Photomontage

B4ip/s

- **Perfectly matches the electric locomotive 1099.01, items 7540004, 7550004**
- **One coach as a declassified 1st/2nd class coach in the ROCO range for the first time**

Q1/2025	
6240004	

Diesel locomotive 2095.11

ÖBB

Ep	IV
	120
	PluX22
	200 mm
	LED

Photomontage

The class 2095 locomotives procured from 1958 onwards formed the backbone of the ÖBB on the diesel-powered narrow-gauge lines for decades. They were used for passenger and goods transport, especially for rolling stock/rolling wagon transport.
The 2095s were used on the narrow-gauge lines of the Ybbstalbahn, the Bregenzerwaldbahn, the Krimmlerbahn, the Waldviertelbahn, and the so-called "Krumpe". The latter was the now-disused local railway from Ober-Grafendorf to Gresten.

- **Finest details: free-standing handle rails, fine lamp rings and perforated ventilation grille on the roof**
- **Model with raised decorative strips**
- **Switchable high beam, shunting light and driver's cab lighting in digital mode**

Q3/2025				
7540005	DC		4/1	
7550005	DCC		4/1	

Diesel locomotive Vs 73

PLB

Ep	VI
	120
	PluX22
	200 mm
	LED

Photomontage

The class 2095 locomotives, procured from 1958 onwards, formed the backbone of ÖBB's diesel-powered narrow-gauge lines for decades. On 1 July 2008, the state of Salzburg took over the Pinzgauer Lokalbahn from ÖBB and, with it, some of the 600 hp and around 60 km/h fast locomotives. The Vs 73 has been leased to the Zillertalbahn since March 2021.

- **In current operation condition with ruby red livery**
- **With "Neukirchen am Großvenediger" emblem**
- **Switchable high beam, shunting light and driver's cab lighting in digital mode**

Q3/2025				
7540006	DC		4/1	
7550006	DCC		4/1	

2 piece set: Narrow gauge coaches

ZILLERTALBAHN

Ep	VI
	184

Photomontage

- **Current operating condition**
- **All coaches feature Webasto heating device, full windows and toilet**

Q3/2025

6240003

2 piece set: Open goods wagons

ÖBB

Ep	IV
	256

OOm/s

Photomontage

Q2/2025

6640004

7110026	12
7110027	23
7110029	34
7120008	28
7120013	13
7120015	19
7120016	10
7120017	26
7120018	19
7120019	23
7120023	26
7120027	23
7300006	127
7300012	118
7300041	122
7300054	121
7300056	130
7300057	128
7300058	126
7300059	126
7300060	124
7300061	120
7300062	118
7300063	121
7300064	116
7300065	129
7300066	129
7300071	120
7300072	127
7310006	127
7310012	118
7310030	123
7310041	122
7310054	121
7310056	130
7310057	128
7310058	126
7310059	126
7310060	124
7310061	120
7310062	118
7310063	121
7310064	116
7310065	129
7310066	129
7310069	117
7310071	120
7310072	127
7320030	123
7320041	122
7320058	126
7320059	126
7320060	124
7320064	116
7320065	129
7320069	117
7320072	127
7500007	114
7500030	62
7500036	50
7500055	86
7500060	50
7500061	64
7500066	82
7500075	93
7500079	81
7500083	110
7500098	87
7500099	63
7500101	64
7500102	68
7500104	51
7500105	59
7500106	81
7500107	60
7500109	82
7500110	56
7500111	100
7500112	148
7500113	66
7500115	86
7500116	73
7500117	106
7500118	105
7500119	112
7500120	62
7500121	37
7500124	73
7500125	36
7500126	87
7500127	57
7500128	99
7500129	85
7500130	60
7500131	54
7500133	36
7500134	154
7500136	96
7500137	104
7500139	45
7500140	85
7500141	102
7500142	71
7500143	98
7500144	98
7500147	77
7500149	40
7500151	105
7510007	114
7510030	62
7510036	50
7510055	86
7510060	50
7510061	64
7510066	82
7510075	93
7510079	81
7510083	110
7510098	87
7510099	63
7510101	64
7510102	68
7510104	51
7510105	59
7510106	81
7510107	60
7510109	82
7510110	56
7510111	100
7510112	148
7510113	66
7510115	86
7510116	73
7510117	106
7510118	105
7510119	112
7510120	62
7510121	37
7510124	73
7510125	36
7510126	87
7510127	57
7510128	99
7510129	85
7510130	60
7510131	54
7510133	36
7510134	154
7510136	96
7510137	104
7510139	45
7510140	85
7510141	102
7510142	71
7510143	98
7510144	98
7510147	77
7510149	40
7510151	105
7520007	114
7520030	62
7520036	50
7520055	86
7520060	50
7520061	64
7520066	82
7520079	81
7520098	87
7520099	63
7520101	64
7520102	68
7520104	51
7520105	59
7520106	81
7520107	60
7520109	82
7520110	56
7520111	100
7520112	148
7520113	66
7520115	86
7520116	73
7520117	106
7520118	105
7520119	112
7520120	62
7520121	37
7520124	73
7520125	36
7520126	87
7520127	57
7520129	85
7520130	60
7520131	54
7520133	36
7520134	154
7520136	96
7520137	104
7520139	45
7520140	85
7520141	102
7520142	71
7520143	98
7520147	77
7520149	40
7520151	105
7540004	189
7540005	190
7540006	190
7550004	189
7550005	190
7550006	190
7700007	7
7700013	125
7700015	106
7700017	91
7700018	92
7710007	7
7710013	125
7710015	106
7710017	91
7710018	92
7720007	7
7720015	106
7720017	91
7720018	92

Published by:
Modelleisenbahn GmbH
Plainbachstraße 4, 5101 Bergheim; Austria
www.roco.cc

Photo credits:
Modelleisenbahn GmbH, M. Zirn, S. Zenzmaier, M. Huber, H. Gogg as well as the photographers indicated in the pictures.

Printing and processing:
Ferdinand Berger & Söhne GmbH, Wiener Straße 80, 3580 Horn; Austria

Copyright:

Liability:

The Modelleisenbahn GmbH strives to provide the content of this catalogue with the highest quality. Despite of our best effort and the best possible care, the Modelleisenbahn is not liable and gives no warranty for the accuracy, the up-to-dateness of completeness of the contents and the information given in this catalogue. For eventual damages of material or immaterial nature that result from the use, the non-use or the withholding of faulty or incomplete information in this catalogue – as far as it is not founded in demonstrable intent and gross negligence on behalf of the Modelleisenbahn GmbH – no guarantee or liability can be accepted. The Modelleisenbahn GmbH reserves the right to update the contents of the catalogue as well as the technical specifications of the contained products at any time.
Many models shown on the illustrations are photomontages and CAD drawings. The final and delivered version of the models may therefore differ from the depicted illustrations. Electrical and mechanical data and dimensions may vary. Products from the series production may differ in detail from the depicted models. It may be possible that the depicted or described products in the catalogue are not available in your country. Availability and delivery options of the illustrated products are subject to change.

The content we communicate may have been created with the help of AI.

Country code

- Austria (A)
- Belgium (B)
- Bosnia/Herzegowina (BIH)
- Canada (CAN)
- Switzerland (CH)
- Czech Republic (CZ)
- Germany (D)
- Denmark (DK)
- Spain (E)
- France (F)
- Hungary (H)
- Italy (I)
- Luxembourg (L)
- The Netherlands (NL)
- Norway (N)
- Poland (PL)
- Romania (RO)
- Russia (RUS)
- Sweden (S)
- Slovak Republic (SK)
- Slovenia (SLO)
- United States (US)

Epochs

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

Tracks

R2	**R2** curved track 30°, r = 358 mm
R3	**R3** curved track 30°, r = 419,6 mm
R4	**R4** curved track 30°, r = 481,2 mm
R5	**R5** curved track 30°, r = 542,8 mm
R6	**R6** curved track 30°, r = 604,4 mm

Railway administrations

K.K.St.B.	Imperial Royal State Railways
BBÖ, ÖBB	Austrian Federal Railways
SNCB	National Railway Company of Belgium
SBB	Swiss Federal Railways
K.P.E.V.	Royal Prussian Railway
K.Bay.Sts.B	Royal Bavarian State Railways
DWM	German Wehrmacht (1935-1945)
DRG	German State Railway Company (until 1937)
DRB	German State Railway (1937-1949)
DR	German State Railway
DB	German Federal Railways (1951-1993)
DB AG	German Railways AG (since 1.1.1994)
DSB	Danish State Railways
RENFE	Spanish Railways
SNCF	National French Railways
MÁV	Hungarian State Railways
FS	Italian State Railways
NSB	Norwegian State Railways
SS, NS	Dutch State Railways
PKP	Polish State Railways
SJ	Swedish State Railways
RŽD	Russian Railways
ČSD	Czechoslovak State Railways (1919-1992)
ČD	Czech Railways
ŽSR	Railways of the Slovak Republic (1993-2004)
ŽSSK	Railways of the Slovak Republic (since 2005)
CFL	Luxembourg National Railways
SŽ	Slovenian Railways
SŽD	Railways of Soviet Russia

Explanation of symbols

0000000	Item number
Q1-4/2024	Release: 1st-4th quarter of the relevant year
n:	Novelty
Ep III	Epoch
187	Overall length
DC	Direct current (without decoder)
DCC	Direct current (Digital version ex-works with decoder)
DCC	Direct current (Digital version ex-works with sound decoder)
AC	Alternating current (Digital version ex-works with decoder)
AC	Alternating current (Digital version ex-works with sound decoder)
5/2	Drive on X-axles / X-axles have traction tyres
	Cardan shaft drive in the tender of the locomotive
	White head lights changeover or white-red head light changeover
CH	Head light changeover according to the original model (e.g. Swiss)
LED	LED illumination / Electric illumination (light bulbs)
WIRE	6-pole wire connector for the decoder
NEM 651	6-pole interface NEM 651
NEM 652	8-pole interface NEM 652
PluX16	Interface PluX16
PluX22	Interface PluX22
Next18	Interface Next18
R2	Minimum drivable radius
	Buffer capacitor
6454	Interior lighting / Interior lighting retrofit kit
6560	AC wheel set
	Digital shunting coupling
	Dynamic steam from the chimney
Z21 Cab	Z21 driver's cab available

Modelleisenbahn GmbH
Plainbachstraße 4
5101 Bergheim • Austria
www.roco.cc

Your ROCO retailer

4100002

9 005033 382957 4100002