Roco

2023 Novelties

Great in detail and technology

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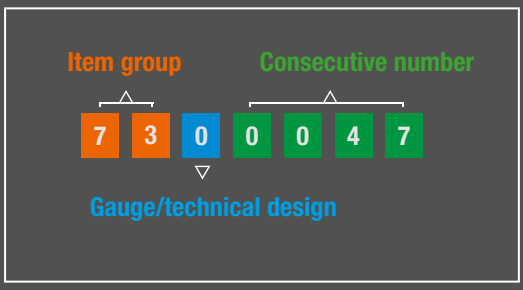
New item number system

With this novelty program we are starting our new item number system. To make it as easy as possible for you to find your desired technical version as quickly as possible, we have made it as simple as possible. During a transition period, the tried and tested ROCO item numbers will still be used.



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0	H0: DC
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5	H0e: DCC, DCC Sound
8	TT: DC
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backbone
wascosa

Dear ROCO model railway fans,

With the publication of this innovations catalogue, we mark the passing of another challenging year. Corona-related developments, but also a war in the middle of Europe have posed major challenges for our entire economy. Sourcing electronic components and transporting our products has not become any easier for us. Massively increased delivery times for components, as well as cost inflations in all areas have forced us to take constant action. We would therefore like to thank you all the more for your loyalty and your attachment to the ROCO brand, which is the greatest motivator for our more than 1,000 employees.

Nevertheless, we would like to present sensational highlights to you once again in 2023! One of these is without doubt the launch of the completely newly developed P8 or class 38 steam locomotive. Due to many requests and wishes from our customers, we have decided to include this model in our Edition range. Its most attractive appearance and a multitude of digital functions in the sound designs are sure to delight you.

With the class 288 double diesel locomotive model, which is also part of the Edition range, we are again fulfilling a wish for many of our fans. Delicate engravings, attached parts as well as two motors or sound decoders are in no way inferior to the large prototype! For Swiss railways fans, a contemporary model is to roll onto the H0 rails with the short version of the class 4/4^{II}. Let's take a look at the Czech Republic and the neighbouring countries, where the class T466.2 diesel locomotives are still in service today. Reason enough for us to set up a monument to this special vehicle.

Since even ROCO models are subject to the passing of time, many of our miniatures are now being produced with technical and optical revisions. Mention should be made here of models such as the Prussian T3 or electric locomotive of the class TRAXX AC1 type. Through constant programme updates, we fulfil our promise of a portfolio that remains as innovative and contemporary as possible.

However, we don’t want to reveal all of our secrets, and would therefore like to wish you lots of fun with our innovations!

Your ROCO team

Contents

As Product Manager, I try to keep as close as possible to the customer and stay up to date, so that a balanced programme is created for their enjoyment.

As Designer, I convert even the most complex prototypes into models. A tricky task for a perfect product.

Whether catalogue or packaging, the aim is the same – to arouse as many emotions as possible. In Marketing, I can develop my creative and design skills.

In Print Film Production, even the most elaborate advertising locomotives can be reproduced to a small scale. A lot of manual work goes into creating the perfect graphics.

In Product Preparation, I adopt all the details from the full-scale version for the appropriate models. Each label must stay true to the original.

Become a part of us too! Look forward to exciting activities, interesting projects and lots of experience!

In the Prototype Warehouse, I organise the treasures produced over 60 years of company history. I know exactly where each item has its place.

STEAM
locomotives

Steam locomotive 310.20

Edition

BBÖ

Ep	II
	248
	NEM 652
	R2

Photomontage

Due to increased train weights in express train traffic, the most influential designer for Austrian steam locomotive construction, Ing. Dr. h.c. Karl Gölsdorf, developed the new class 310 express locomotive in 1906. Whereas the first 11 engines were delivered in wet steam design, the other 90 examples of this type were put into service as superheated steam locomotives and used by the kkStB mainly on the Nordbahn, the Franz-Josefsbahn and the Westbahn between Vienna and Salzburg as a high-quality passenger train service. The “Russian Iron” was an alternative to primed and painted sheet metal in the early railway eras. It was only used around locomotive areas with high heat radiation, such as the panelling on boilers and cylinders. The black and white photos at our disposal suggest that class 310 locomotives also received “Russian Iron” panelling. In terms of colour design, the black-painted smoke chamber panelling provides striking accents.

- **Filigree reproduction of the control**
- **NEM finescale metal spoked wheels**
- **Opening smokebox doors**

Q1/2023				
70330	DC		5/2	10
70331	DCC	♪	5/2	11
78331	AC	♪	5/2	11

Steam locomotive 52.1591

ÖBB

Ep	III-IV
	265
	NEM 652
	R2
	LED
Z21	Cab

Photomontage

The locomotive factory in Vienna-Floridsdorf produced over 1,100 class 52 locomotives. After the end of the war, 113 locomotives remained in Austria. Improvements were made to many engines, including in part the replacement of the tub-style tender with cabins to create a train driver's compartment. Towards the end of the steam locomotive era individual deviations to the livery were carried out on some class 52s which were initiated by the train personnel. The Strasshof an der Nordbahn train transport had some "colourful" locomotives in their boiler house which were relatively typical for the time. The last models were taken out of service in 1976, and thus were some of the last steam locomotives to run on standard gauge ÖBB tracks.

- **Version with cabin tub-style tender and Giesl ejector**
- **Driving and coupling rods made from fine cast metal**
- **Version with eye-catching decorations**

Q3/2023				
70047	DC		7/2	10
70048	DCC		7/2	11

Steam locomotive 77.28

ÖBB

Ep	IV
	153
	PluX22
	R2
	LED

Photomontage

At the beginning of the 1970s, Linz was still a veritable steam locomotive Eldorado. A group of young men - who later went on to found the Austrian Society for Railway History “Österreichischen Gesellschaft für Eisenbahngeschichte” (ÖGEG) - began to overhaul the appearance of individual steam locomotives. One particularly colourful model was the 77.66. It received a “state railway livery”. The boiler was black, the water tanks and driver’s cab were green, the wheels were red and the wheel tyres and boiler rings glossy. In fact, this livery had never existed either on old Austrian locomotives or on locomotives from the time of the First Republic, but the young men liked it and soon railway enthusiasts and photographers began to take notice of the showpieces travelling along non-electrified routes in Upper Austria. The later added 77.28 received a comparably colourful appearance to the 77.66. It kept this livery for a long time, even as a later museum locomotive.

- **Version with Giesl ejector**
- **Finely-detailed wheels with low wheel flanges**
- **Drive and coupling rods made from fine cast metal**
- **Driver’s cab and engine lighting installed, switchable in digital mode**

Q4/2023				
70083	DC		3/1	
70084	DCC	♪	3/1	▬
78084	AC	♪	3/1	▬


Frohberg

Steam locomotive 555.022

ČSD

Ep	III-IV
	265
	NEM 652
	R2
	LED

Photomontage

- **Finely-detailed model with many separately attached plug-in parts**
- **With fine metal wheelsets**

Q2/2023				
7100001	DC		7/2	10
7110001	DCC		7/2	11

Steam locomotive class 354.1

n:

ČSD

Ep	III
	153
	PluX22
	R2
	LED

Photomontage

In the year 1912, the company then named k.k. priv. Südbahn-Gesellschaft put in an order for a tender locomotive required for heavy passenger traffic, as the class 229 locomotives were lacking in power. In response, the locomotive factory of the Staats-Eisenbahn-Gesellschaft developed the class 629 superheated steam type as the first tender locomotive in the world with the 2'C1' Pacific axle arrangement. The first locomotive class 629 was delivered to the Südbahn-Gesellschaft in 1913, and 14 more in a total of three deliveries followed within the next two years. The exceptionally good performance of this class caused the imperial-royal state railways to purchase further locomotives up until the end of the monarchy's reign in 1918. 15 of these were given to the newly-founded CSD, where they were designated as the 354.121 to 135.

- **Boiler with single dome and Giesl ejector**
- **Metal buffer**
- **Drive and coupling rods made from fine cast metal**
- **Driver's cab and engine lighting installed, switchable in digital mode**

Q2/2023			
70079	DC		3/1
70080	DCC		3/1

n:

The largest expansion of the Prussian State Railway network had been achieved by the turn of the 20th century. Trains ran under the administration of the Prussian State Railway, from Saarbrücken in the south west to Eydtkuhnen in the north east, and from Katowice in Upper Silesia right up to the Danish border. In addition to wide plain landscapes, the region of Prussia features many low mountain ranges, such the Harz mountains and the Bergische Land and Eifel regions. Their hilly routes placed high demands on locomotives.

In 1906, a milestone in the development of Prussian passenger locomotives was reached: the P 8, as the later class 38 was named in both the East and West regions, was put into operation. Robert Garbe, Head of the Locomotive Department at the KPEV Railway Management for Berlin, was responsible for the development of this successful engine. Superheated steam technology, which was still in its infancy, was able to provide power and economic efficiency outstanding for the time. The locomotive was devoid of technical extravagances, which is perhaps one of the secrets to its success. The characteristic feature for the P 8 was the larger space between the middle driving axle and the rear coupling axle. Over 3,700 specimens of this versatile, triple-coupled engine were built by German factories alone until 1923. In total, together with the reproductions constructed in Romania, almost 4,000 P 8 locomotives were produced.

Over the years, the appearance of these locomotives became as diverse as can be expected due to the high quantities manufactured: small or large smoke deflectors, or no smoke deflectors at all, were featured on both the Reichsbahn and the Bundesbahn, Giesl ejectors were used instead of round funnels in the GDR, and riveted and later welded smoke-boxes were just some of the varieties produced. The steam locomotive, later designated the BR 3810–40, had an output of 880 kW (1,180 PS), weighed approximately 130 t including a fully-loaded tender, and was permitted to run at speeds of 100 km/h forwards and 50 km/h backwards.

The P 8 was a general-purpose locomotive, and was deployed for all kinds of trains. After the turmoil resulting from the two World Wars, they were used by almost all European railway administrations. They were to be found in Belgium, Denmark, France, Greece, Italy, Yugoslavia, Lithuania, Luxembourg, the Netherlands, Austria, Poland, Romania, Czechoslovakia and the Soviet Union. This long-running engine ran from Epoch I to the early Epoch IV. In May 1972, a Prussian P 8 hauled a scheduled passenger train on Deutsche Bundesbahn tracks for the very last time. Today, several of these locomotives are still operated by museums.

Steam

locomotive

P 8

Photo: U. Budde

Steam locomotive 038 509-6

Edition n:

DB

Ep	IV
	214
	PluX22
	R2
	LED

Photomontage

- Completely new design
- Finely detailed model with many separately applied plug-in parts
- Wheels with fine spokes
- Design with riveted tender and “Witte” smoke deflectors
- With switchable driver’s cab and engine lighting in digital mode
- With newly developed dynamic steam for even more authentic steam emission from the chimney

Q1/2024					
71379	DC		2/2		
71380	DCC	♪	2/2	▭	ℹ
79380	AC	♪	2/2	▭	

Class 038 in detail

Detailed reproduction of sandbox and steam dome

Rain gutter in classic DB design

Feed pump type Knorr KT1-250 with Tolkien control

Free-standing locomotive sign

Consistent replication of the tender bogies

Movable lubrication pump drive

Authentic engine lighting

Steam locomotive 38 2471-1

Edition n:

DR

Ep	IV
	214
	PluX22
	R2
	LED

Photomontage

- **Completely new design**
- **Finely detailed model with many separately applied plug-in parts**
- **Wheels with fine spokes**
- **Design with riveted tender and “Wagner” smoke deflectors**
- **With switchable driver’s cab and engine lighting in digital mode**
- **With newly developed dynamic steam for even more authentic steam emission from the chimney**

Q4/2023					
71381	DC		2/2		
71382	DCC	♪	2/2	✓	✓
79382	AC	♪	2/2	✓	✓

Class 38 in detail

Steam dome, sandboxes and feed dome in prototypical design

Free-standing handle rails

Roof with wind deflectors, rain gutters in classic DR design

Ramsbottom type safety valve

Smoke deflectors in authentic material thickness

Feed pump type VEB BBW KP4-250 with Peters control


24 054

Steam locomotive 24 055

DB

Ep	III
	196
	PluX22
	R2
	LED

Photomontage

The class 24 locomotives were initially intended for use in passenger trains. However, due to its sturdy construction, its field of operations was soon expanded to light freight trains, and this made it a reliable multi-purpose locomotive for lighter services.

- **Small “Wagner” wind deflectors**

Q1/2023					
71213	DC		2/2	10	
71214	DCC		2/2	11	
79214	AC		2/2	11	

4-piece set: Passenger train

DB

Ep	III
	557
	6469
	6560

BCi

C3i

CC3itr

Pw3

Photomontage

- **Reproduction of an epoch III authentic passenger train**
- **Suitable for steam locomotive class 24, items 71213, 71214, 79214**

Q2/2023
74014

Steam locomotive 064 247-0

DB

Ep	IV
	143
	NEM 652
	R2
	LED

Photomontage

- **Version with riveted water tanks**
- **Free-standing pipes on the boiler**
- **Finely-detailed metal wheelsets**

Q2/2023				
70217	DC		3/1	10
70218	DCC	♪	3/1	11
78218	AC	♪	3/1	11

Steam locomotive 011 062-7

DB

Ep	IV
	277
	NEM 652
	R3

Photomontage

These former stars of the DRG were generally left in an appalling state following the Second World War – above all in the area of the streamlining cowling. The initial plan was to withdraw them from service. However, a major lack of locomotives meant that the decision was made to refurbish all existing engines. Within the scope of an L4, the remains of the streamlining cowling were removed. The 01 1062 locomotive put into service in 1940 received its new boiler in 1954. It was renamed as 011 062-7 in 1968, when EDP numbers were introduced. The final years before it was decommissioned, this locomotive was assigned to the Rheine depot, from where it was retired from service in 1973 whilst remaining particularly well-cared for.

- **Design features white wheel tyres**
- **Finely-detailed model with refurbished boiler**
- **Fine metal wheelsets**
- **With set of etched signs included**

Q3/2023				
70051	DC		6/3	10
70052	DCC	♪	6/3	11
78052	AC	♪	6/3	11

Steam locomotive 03 1050

Edition

DB

Ep	III
	275
	PluX16
	R3
	LED

Photomontage

WHAT IF...?

The 03.10 class represented an advancement of the standard-type express train locomotive class 03. The simple twin cylinders were replaced with triple cylinders, and a streamlined full panel cover was provided to save fuel. In contrast to the original plan, class 03.10 did not begin its great career until after it had been “stripped” and refurbished. Due to the F-train network which was under construction and the so-called light express train service running between Dortmund and Frankfurt, three of these noble express trains received a new livery of elegant steel blue.
Due to the high running performance, increased wear and tear quickly became noticeable on the boilers, the steel material of which proved susceptible to ageing. From 1957 onwards, new, fully welded high-performance boilers featuring a combustion chamber in the firebox were installed.
Based on the tradition of the “Blue Mauritius”, it is quite conceivable that a parade steam locomotive with a refurbished boiler also continued this custom.

- **Finely-detailed model with refurbished boiler design**
- **Finely-reproduced wheelsets with spoked leading wheels**
- **Reproduction of the third inner cylinder with inner engine**
- **With switchable engine lighting in digital mode**

Q1/2023

70030	DC		2/2
70031	DCC	🔊	2/2
78031	AC	🔊	2/2

Steam locomotive 01 508

DR

Ep	III
	281
	NEM 652
	R3

Photomontage

Due to the partially poor condition of the 01 class, the Deutsche Reichsbahn (DR) feared that they would have fewer and fewer locomotives available for express trains. For this reason, the decision was made to reconstruct the 01, which for the DR also meant an increase in performance and the removal of faults, which proved particularly successful in this locomotive class. The new, welded boiler received a third safety valve. All boiler superstructures were panelled, the driver's cab was modernised and the Witte smoke deflectors were made to slant at the front. Because the coupled wheelsets had to be replaced due to spoke breakages, some locomotives were equipped with boxpok wheels made from cast steel. This made the Reko-01 became one of the most powerful express train steam locomotives of the post-war period.

- **Design with boxpok wheels and a circumferential apron**
- **Coal-fired**
- **Fine metal wheelsets**

Q1/2023				
71267	DC		5/2	10
71268	DCC	♪	5/2	11
79268	AC	♪	5/2	11

1st class standard express train coach

DR

Ep	III
	249
	40196
	40360

A4üe Photomontage

Q2/2023
74860

All models on this page:

- **Finely-detailed models with separately attached plug-in parts**
- **Delicately-crafted reproduction of bogies**

1st/2nd class standard express train coach

DR

Ep	III
	249
	40196
	40360

AB4üe Photomontage

Q2/2023
74861

2nd class standard express train coach

DR

Ep	III
	249
	40196
	40360

B4üe Photomontage

Q2/2023
74862
74863

- **Item 74863: Different running number**

Standard baggage coach

DR

Ep	III
	226
	40196
	40360

Pw4üe Photomontage

Q2/2023
74864

Steam locomotive class 89.7

DR

Ep	III
	101
	Next18
	R2
	LED

Photomontage

- **For the first time with Next18 interface, LED lighting and sound**
- **Die-cast metal chassis**

Q4/2023			
70045	DC		3/0
70046	DCC		3/0

Steam locomotive 56 2009-1

DR

Ep	IV
	195
	NEM 651
	R2

Photomontage

The prototype was first delivered in 1919. Its output was 1,023 kW (1,390 HP), and it weighed 120.4 tonnes. Its maximum speed was 65 km/h. A total of 850 locomotives were built. They generally hauled freight trains.
These engines were operated by DR until the beginning of the 1970s. When the renumbering plan was issued in 1970, they were given EDVA numbers. The locomotives kept their running numbers, to which only the control digit was added.

- **Design with EDP number**

Q1/2023			
70037	DC		2/2
70038	DCC		2/2

Steam locomotive 50 3014-3

DR

Ep	IV
	264
	PluX16
	R2
	LED

Photomontage

In Eastern Germany, the class 50 played a significant role on railways for even longer than in the West. In terms of figures, comparatively few of these locomotives - only 354 - remained in the Soviet occupation zone at the end of the war. Over time, many different locomotive tender combinations resulted. The new-built tender of the classes 23.10 and 50.40 were increasingly used behind old-built 50s after they were taken out of service. However, because a continuous rear wall was missing, this combination was not particularly popular with the staff, especially in winter.

- **Version with new-built tender**
- **Finely-detailed model with many separately attached plug-in parts**
- **With fine metal wheelsets**

Q2/2023				
70041	DC		7/2	10
70042	DCC		7/2	11

Photo: S. Carstens

Steam locomotive 03 0059-0

Edition

DR

Ep	IV
	275
	PluX16
	R2
	LED

Photomontage

The class 03.10 steam locomotives remaining with the German State Railway received a new high-performance boiler construction from the year 1959 in order to achieve increased economic efficiency in daily operation. These locomotives were designated as “Rekoloks”. They were also equipped with a square-shaped mixing preheater positioned in front of the chimney. Several years later, in 1965, all the locomotives remaining the property of the German State Railway were converted to main oil-firing systems. The locomotives were operated in daily express train transport until most of them were withdrawn from service in the 1970s and rolled into sidings. During their years of service at the DR, they achieved in part record-breaking running performances of approximately 20,000 kilometres per month.

- **Finest details on the chassis and on the boiler**
- **Version featuring new-built boiler design and oil firing**
- **Reproduction of the third inner cylinder with inner engine**
- **Fine metal wheelsets**
- **With switchable engine lighting in digital mode**

Q2/2023			
70067	DC		2/2
70068	DCC	🔊	2/2
78068	AC	🔊	2/2

3 piece set 1: Passenger coaches

DR

Ep	IV
	846
	40196
	40420

Ame

Bme

BDmse

Photomontage

- With different train route signs enclosed
- Finely-detailed models with separately attached plug-in parts
- Perfectly match the steam locomotive 03 0059-0, items 70067, 70068, 78068

Q2/2023

6200028

3 piece set 2: Passenger coaches

DR

Ep	IV
	846
	40196
	40420

ABme

Bcme

WLABme

Photomontage

- **Finely-detailed models with separately attached plug-in parts**
- **With different train route signs enclosed**

Q2/2023
6200029

Steam locomotive 231 E 34

Edition

SNCF

Ep	III
	272
	NEM 652
	R3
	FR
LED	

Photomontage

The 231 E series was developed due to a need to construct powerful steam locomotives for the increasingly heavy French express trains after the First World War. Instead of developing expensive new models, André Chapelon was commissioned by the Paris-Orleans Railway to rework existing Pacific-type steam locomotives so that they would meet the new requirements. The engineer was able to achieve the required increases in performance and savings in consumption mainly by making thermodynamic improvements. His success proved him right: His modified locomotive reached test speeds of up to 174 kilometres per hour, and even in everyday operation it achieved peak speeds of 130 kilometres per hour. By increasing performance by 50 percent and at the same time reducing consumption costs, Chapelon created from the old steam locos future-proof express train steam locomotives.

- **Used in heavy express train services**
- **Highly-detailed model in filigree design**

Q1/2023				
70039	DC		2/2	10
70040	DCC		2/2	11
78040	AC		2/2	11

Steam locomotive Tkt3 21

PKP

Ep	III
	160
	PluX22
	R2
	LED

Photomontage

From 1928 to 1943, a total of 775 class 86 steam locomotives were delivered to the German State Railway. After 1945, 44 locomotives of this class were operated by the PKP. In terms of design, the 1,000 HP locomotives were designed for a speed of 70-80 km/h. In addition to their main field of operations with freight and passenger trains, they were also used for shunting purposes. The last engine of this class was removed from the PKP fleet in 1975.

Q4/2023				
7100002	DC		4/1	10
7110002	DCC		4/1	11

ELECTRIC
locomotives

Electric locomotive 1046 009-5

ÖBB

Ep	IV-V
	186
	PluX22
	R2
	LED

Photomontage

In order to counteract the increasing demand in urban express transport and the related capacity bottlenecks, the Austrian Federal Railways ordered the class 4061 baggage railcars from the Viennese locomotive factories and the joint company ABES (an association between the companies AEG, Elin and Siemens-Schuckert Wien). A total of 25 1,600 kW railcars were built in two series. It became apparent during everyday operation that the baggage compartment was not suitable for its purpose, and therefore baggage was rarely transported in the 4061. This was one of the reasons why the ÖBB decided to classify what had previously been designated “railcars” as electric locomotives. This was accompanied by the new class designation 1046, valid from 30th May 1976. The 1046 009 was the only locomotive to feature the old body design in the Valousek design.

- **Valousek design**
- **Clear view through the baggage compartment**
- **Correct replication of the apron shape**
- **Switchable high beam and individually switchable headlight or tail light, driver´s cab lighting and baggage compartment lighting in digital mode**

Q2/2023				
70291	DC		4/1	
70292	DCC	♪	4/1	▭
78292	AC	♪	3/2	▭

Electric locomotive 1020 001-2

ÖBB

Ep	IV
	213
	PluX22
	R2
	LED

Photomontage

After the end of the WW II, 44 locomotives from the DRG class E 94 were located in Austria. In 1952, the Austrian Federal Railways ordered three more locomotives. The class designation was changed from E 94 to class 1020 in 1954. The class 1020 was used for more than five decades in goods train and ramp service in almost all of Austria.

- **Model with metal handle rails and handrails**
- **With individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q1/2023			
7500009	DC		6/2
7510009	DCC	🔊	6/2
7520009	AC	🔊	4/2

Photo: K. Eckert

Electric locomotive 1142 685-5

ÖBB

Ep	VI
	186
	PluX22
	R2
	LED

Photomontage

The 1142 685 underwent repairs following its collision with a freight train in February 2002. At this time, the front was fitted at driver's cab 2 with new, small front end headlights with adjacent train rear lanterns, a larger shunter grab handle and handrails running below the windows.
The large, lower front headlights, the smaller shunter grab handle and the handrails below the front windows extending to the driver's cab doors are still in place on the driver's cab 1 side. The blood orange livery was also retained. The locomotive can still be seen on Austria's railway lines today, but in the Valousek design.

- **Featuring different front ends in line with the prototype**
- **Long UIC number**
- **Individually switchable headlight or tail light in digital mode**

Q1/2023				
70604	DC		4/1	
70605	DCC	♪	4/1	▭
78605	AC	♪	3/2	▭

Electric locomotive 1144 092-4

ÖBB

Ep	VI
	185
	PluX22
	R2
	LED

Photomontage

From 1976 to 1995, 217 examples of the class 1044 four-axle thyristor locomotives were procured by the ÖBB. The 5,120 kW locomotives, which could run at speeds of up to 160 km/h, shaped the modern image of the ÖBB for many years. From 2002 onwards, most 1044 locomotives were equipped for push-pull operation. This made the engines, now re-designated 1144, even more versatile.

- **Current version in chessboard retro design**
- **With many separately attached plug-in parts, in part in using etching technology**
- **Switchable high beam and individually switchable headlight or tail light as well as driver's cab lighting in digital mode**

Q2/2023				
70439	DC		4/1	
70440	DCC	♪	4/1	▭
78440	AC	♪	3/2	▭

Photo: C. Auerweck

Electric locomotive 1293 085-7

ÖBB

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

In January 2017, the Austrian Federal Railways concluded a framework agreement with Siemens for a total of 200 new multi-system locomotives of the type Vectron. These locomotives are intended for use in more than ten countries in Eastern and South-East Europe Europe as well as in Germany and Italy. Up to now, 113 locomotives designated class 1293 have been handed over to the ÖBB in several serial deliveries. The 85 Vectron MS locomotives are equipped with the country package for Austria, Germany, Italy, Hungary, the Czech Republic, Poland, Slovakia, Croatia and Slovenia.

- **Featuring the prototypical high control panel design in the driver's cab, adaptive dampers on the bogies and long shunter's steps design**
- **Switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q1/2023				
70721	DC		4/1	
70722	DCC	♪	4/1	▭
78722	AC	♪	3/1	▭

Electric locomotive 1116 181-9

ÖBB

Ep	VI
	221
	PluX22
	R2
	LED
Z21	Cab

Photomontage

- **Cityjet design**
- **Current operating condition with black roof hood**
- **Used in front of passenger and goods trains**
- **Switchable high beam and individually switchable headlight or tail light in digital mode**

Q1/2023				
7500024	DC		4/1	
7510024	DCC	♪	4/1	▭
7520024	AC	♪	3/2	▭

Photo: C. Auerweck

Photo: L. Alber

Electric locomotive 1216 940-7

DPB

Ep	VI
	225
	PluX22
	R2
	LED

Photomontage

The Taurus-3 locomotive E 91 (1216 940) delivered in 2008 to the Salzburger Lokalbahn (SLB) became the main locomotive for the so-called “Kaindl Shuttle”, a container train from the Liefering terminal to Hüttau and back. During the restructuring of the goods transport at Salzburg AG, the locomotive was sold in June 2021 to DPB Rail Infra Service GmbH.
DPB Rail Infra Service is an independent railway transport company and long-standing partner of the ÖBB in the fields of control command and signalling for railway infrastructures. The multi-system electric locomotive is an outstanding supplement to the goods transport sector of the company.

- **Model exclusively available from ROCO**
- **Accurate, high-quality printing**
- **Switchable high beam and individually switchable headlight or tail light in digital mode**

Q3/2023				
7500005	DC		4/1	
7510005	DCC		4/1	
7520005	AC		3/2	

“Railjet”

ÖBB

Photo: R. Auerweck

In a second delivery series, the Austrian Federal Railways received nine Railjet trainsets in a modified design for use in Italy from 2016. The subsequently delivered push-pull trains differ from the previously supplied coaches, especially regarding the control cab coach. Visually, the most striking feature is the modified window arrangement and interior fittings on the control cab coach and the red stripe on the front of the control cab coach which is required for traffic in Italy.

With the introduction of different passenger zones in the Railjet trains, these trainsets also received the new design for marking out Family and Quiet Zones from 2018 onwards. However, the use of the Italy trainsets is not limited to traffic from Austria to Italy. The train schedules also include regular operations with 1116 series Taurus locomotives in Austria and Germany. These colourful draught horses also include advertising locomotives, such as the 1116 153, using which the Railjet traction unit fleet promotes the Austrian breakdown service “ÖAMTC” with its colourful advertising livery.

Electric locomotive 1116 153-8 “ÖAMTC”

ÖBB

Ep	VI
	221
	PluX22
	R2
	LED
Z21	Cab

Photomontage

The ÖBB's well-known advertising locomotive 1116 153 underwent a redesign in autumn 2020. Under the motto “Immer für Sie da, egal mit was Sie unterwegs sind”“Always there for you, no matter what you are travelling with”, the ÖBB covered it with a new, modern ÖAMTC advertising design. In the field of advertising locomotives, the Austrian Federal Railways and the “Österreichische Automobil-, Motorrad- und Touringclub” are long-standing partners.

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

Q1/2023				
70508	DC		4/1	
70509	DCC	♪	4/1	▭
78509	AC	♪	3/2	▭

4 piece set: “Railjet”

ÖBB

Ep	VI
	1222
	PluX16
	LED

Afmpz

ARbmpz

Bmpz

Bmpvz

Photomontage

Q1/2023		
74037	DC	
74038	DCC	
74039	AC	

- **Version with zone lettering**
- **Train route Vienna main station-Salzburg main station**
- **With license to haul trains in Italy**

3 piece set: “Railjet”

ÖBB

Ep	VI
	915

Bmpz

Bmpz

Bmpz

Photomontage

Q1/2023		
74040	DC	
74041	DCC	
74042	AC	

n:

The history of the Re 4/4^{II} began in 1960 with the order of six prototypes of a multi-purpose, high-powered locomotive featuring a very stocky design with the Bo'Bo' axle arrangement. This locomotive design was a true innovation: It had only one pantograph; had nozzle ventilation grilles in the sloping roof, and was decorated with the chrome letters SBB CFF (right-hand locomotive side) and SBB FFS (left-hand locomotive side).

The prototypes proved their worth and formed the prelude to what became by far the largest vehicle series ever produced in the Swiss Confederation. The first series, ordered in 1965 - totalling 49 locomotives (11107-11155) - was delivered between January 1967 and November 1968. The mechanical parts were manufactured by SLM (Winterthur), and production of the electrical equipment was shared between BBC (Baden/ Münchenstein factory), MFO (Oerlikon) and SAAS (Geneva).

The following differences were made in comparison to the prototypes: An extended bumper, a different colour scheme distribution now featuring grey frames and a white dividing line, larger engine room windows and different bogies. The chrome lettering was also positioned slightly higher to accommodate the new colour distribution. In technical terms, the hourly output could be increased from 4,045 kW to 4,700 kW, whilst maintaining the weight of 80 tonnes and the maximum speed of 140 km/h. The loads of 1,100 tonnes (lowland) or respectively 460 tonnes (mountain) remained the same, meaning that the increase in power only affected acceleration.

The first-series locomotives were used in a diverse range of operations, and could be observed with many and various train types and train formations throughout the SBB network. The only disadvantage proved to be the single pantograph. For this reason, locomotives in the second series, constructed from 1969 onwards, were provided with two single-arm pantographs. Furthermore, they had a new length over buffers of 15,410 mm. This allowed for an enlarged driver's cab and a more sharply-sloped front end.

Electric
locomotive

Re 4/4^{II} – 1st series , SBB

Photo: D. Häusermann

Electric locomotive Re 4/4^{II} 11108 “Swiss Express”

SBB

Ep	VI
	178
	PluX22
	R2
	CH
Z21	Cab
LED	

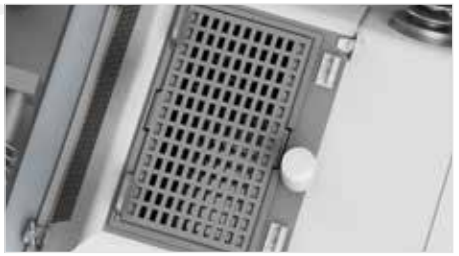
Photomontage

- 1st type series of the class Re 4/4^{II}
- Rectangular lamps
- Featuring separately attached plug-in parts, in part using etching technology
- Design in current operating condition with air-conditioning system
- Switchable high beam and individually switchable headlight or tail light and driver’s cab lighting as well as engine room lighting in digital mode

Q4/2023				
7500002	DC		4/1	
7510002	DCC	♪	4/1	▭
7520002	AC	♪	3/1	▭

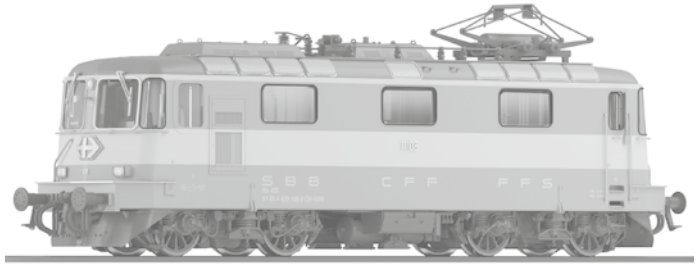
Re 4/4^{II} in detail

Intricate windscreen wiper design



Fan grilles on roof broken through

Free-standing train destination panel



Running number in embossed look

Striking arrow logo in prototypical design

Buffer beam features free-standing buffer handles

Tread plates with rippled appearance, made from etched sheet metal

3 piece set 1: “Bözberg Interregio”

SBB

Ep	V-VI
	871
	40195
	40196
	40420

B

B

A

Photomontage

Locomotive-hauled and non push-pull express trains are slowly but surely disappearing from the Swiss rail network. Through the continuous decommissioning of the EW I and II coaches over the years, shuttle services with the Re 4/4 fleet have also become rare. Until the timetable change in 2020/2021, the Bözberg Interregio was still considered a classic express train, in which colourful rolling stock was also used. The last scheduled services for non push-pull express trains are now limited to Intercity, Eurocity and night trains from Zurich and Basel to Singen, Buchs SG and Chur. Whilst the majority of the Re 460 fleet are now used to push-pull trains, the last two trains mentioned are usually hauled by Re 4/4s.
Two colourful wagon sets present the Bözberg Interregio from recent years. In addition to two green EW II coaches, the two sets also include EW IV coaches. For the first time, we present these coach types with additional pictograms. We are also launching for the first time EW IV coaches in an experimental livery with a narrow black window band, as they can still be found today.

Q4/2023
6200022

3 piece set 2: “Bözberg Interregio”

SBB

Ep	V-VI
	909
	40196
	40420

A

B

B

Photomontage

- **2nd class prototype coach with narrow window band**

Q4/2023

6200023

Electric locomotive Ae 3/6^{I} 10664

Edition

SBB

Ep	IV-VI
	170
	PluX22
	R2
	CH
LED	

Photomontage

The electric locomotives of the Ae 3/6^{I} series were procured from 1921 to 1929 in several order batches. The locomotive 10664 originates from the SLM and BBC factory halls. Due to their long period of procurement, various technical innovations were installed. This increased the performance of these locomotives from 1,450 kW to 1,600 kW. Thanks to their good running characteristics, the maximum speed could also be increased. This took place in 1929 from 90 km/h to 100 km/h, and, for the more powerful locomotives (from No. 10637) 1937, to 110 km/h after adaptations to the running axle bogie. Locomotive 10664, built in the year 1926, was housed in the Bern, Zurich and Rohrschach depots. From 1990 to 2010, it was run as a historic traction unit by the "Eisenbahnfreunde Zürichsee rechtes Ufer" (Railway Friends of Zurich Lake, Right-hand Bank). It is still used today as an operational historic locomotive in the Rapperswil Depot, and is owned by the Stiftung Historisches Erbe der SBB (SBB Historic).

- **Model in SBB historic design from the 2nd series**
- **Perfectly presented in a transparent box**
- **Sound-synchronous shift lights in the machine room**
- **ROCO Dynamic Sound System**
- **With switchable driver's cab and machine room lighting in digital mode**

Q3/2023				
70091	DC		3/2	
70092	DCC	♪	3/2	▭
78092	AC	♪	3/2	▭

Electric locomotive 193 701-0 “Ruhrpiercer”

SBB CARGO INTERNATIONAL

Ep	VI
	218
	PluX22
	R2
	CH
	LED

Photomontage

- Baptised with the name “Ruhrgebiet”
- Both side walls feature different designs for the SBB subsidiary RT&S
- Switchable high beam and individually switchable headlight or tail light and driver’s cab lighting in digital mode
- In cooperation with RAILCOLOR DESIGN

Q1/2023				
70683	DC		4/1	
70684	DCC	♪	4/1	☾
78684	AC	♪	3/1	☾

Electric locomotive 186 906-4 “RAlpiercer”

SBB CARGO INTERNATIONAL

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

- Baptised with the name “Katzenberg”
- Side walls feature different designs
- Switchable high beam and individually switchable headlight or tail light and driver’s cab lighting in digital mode
- In cooperation with RAILCOLOR DESIGN

Q3/2023				
70732	DC		4/1	
70733	DCC	♪	4/1	☾
78733	AC	♪	3/2	☾

Photo: D. Schärer

Electric locomotive Re 484 011-2

SBB CARGO

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

The Re 484 011 rolled out of the workshop in October 2021 complete with the slogan “Gut auf der Schiene – gut fürs Klima” (Great on the rails - great for the climate). The same message is applied to the opposite side in the French language. The depiction of the map of Switzerland with rail freight traffic passing through the middle symbolises the large increase in transport through Switzerland.

- **Design with snow plough attached to the chassis**
- **With four pantographs for travelling between Italy and Switzerland**
- **Switchable high beam and individually switchable headlight or tail light in digital mode**

Q1/2023				
70649	DC		4/1	
70650	DCC	♪	4/1	▭
78650	AC	♪	3/2	▭

Electric locomotive Re 460 072-2 “Locarno”

SBB

Ep	VI
	212
	PluX22
	R2
	CH
LED	

Photomontage

In May 2022, the advertising design for the Re 460 072 featuring a leopard pattern was presented in the Officine di Bellinzona – the so-called “Cathedral” - for the Locarno Film Festival. The electric locomotive, designed by the Pininfarina design studio, will be running on rails throughout the SBB network with its eye-catching Festival Leopard design. The Locarno Film Festival is celebrating its 75th anniversary, and is pleased to reinforce and showcase its close ties with the whole of Switzerland along with the main partners of the event. The branded locomotive is to be used in high-quality passenger service beyond the anniversary year.

- **“Leopard” design**
- **Execution in operating condition 2023**
- **Switchable high beam and individually switchable headlight or tail light in digital mode**
- **In the sound version with new prototypical sound of the Re 460**

Q4/2023				
7500020	DC		4/1	
7510020	DCC		4/1	
7520020	AC		2/2	

Photo: D. Häusermann

Coming soon.
The SBB long-distance transport double-deck train

A new generation

The new long-distance double-deck trains (FV-Dosto) belonging to the SBB connect all the different regions within Switzerland. With 62 trainsets currently on order, the RABe 502 trains form the largest train fleet in SBB's long-distance service. This service covers large parts of Switzerland, with stations such as Geneva, Zurich, St. Gallen and Basel on the daily timetables.

ROCO is pleased to realise this important milestone in Swiss railway history as a finely detailed model in 1:87 scale. In an initial step, the 4-part versions of the IR100 as well as the 8-part IR200 are to be implemented. As usual for ROCO designs, the models will feature a wealth of functions in addition to fine detailing.

We will issue further information on the new SBB FV-Dosto trains shortly.

Photo: D. Häusermann

Electric locomotive Re 475 425-5

BLS CARGO

Ep	VI
	218
	PluX22
	R2
	CH
	LED

Photomontage

- For the first time in the new “Alpinist” design
- Featuring the prototypical high design of the control panel on the driver’s cab
- Switchable high beam and individually switchable headlight or tail light and driver’s cab lighting in digital mode

Photo: D. Schärer

Q1/2023				
70681	DC		4/1	
70682	DCC		4/1	
78682	AC		3/1	

Electric locomotive Re 465 009-9

BLS CARGO

Ep	VI
	212
	PluX22
	R2
	CH
	LED

Photomontage

- A prototypical pantograph with a wide collector shoe for use on the Basel connecting railway
- Livery in refit design
- In the sound version with new prototypical sound of the Re 465

Q2/2023				
7500026	DC		4/1	
7510026	DCC		4/1	
7520026	AC		2/2	

Electric locomotive 189 993-9

MRCE/SBB CI

Ep	VI
	225
	PluX22
	R2
	LED

Photomontage

The MRCE 189 993, one of only three locomotives still running in the old yellow/silver livery of the Siemens dispo locomotives, has been operated by SBB Cargo International since 2021. Since its rental to SCC CI, the locomotive bears the current MRCE logo, and runs on the North-South corridor between Holland and Italy. This locomotive also includes country packages for Slovenia and Romania.

- **Operation in cross-border transport from the Netherlands–Italy**
- **Elaborate roof design with four pantographs**
- **Individually switchable headlight or tail light in digital mode**

Q4/2023				
7500019	DC		4/1	
7510019	DCC		4/1	
7520019	AC		2/2	

Photo: D. Schärer

Electric locomotive Reeks 20

update

SNCB

Ep	IV-V
	224
	PluX22
	R2
	LED

Photomontage

From 1975 to 1977, 25 locomotives were delivered to the SNCB by BN and ACEC. These locomotives with the Co'Co' axle arrangement weighed 110 tonnes, had 5,150 kW continuous power and were designed for a maximum speed of 160 km/h. The main area of operation for these locomotives was the Magistrale (Oostende)-Brussels-Luxembourg in passenger train service. They were also used for passenger and freight transport until the end of 2013. Currently, three Reeks 20 have been preserved.

- **For the first time with Plux22 interface and close coupling kinematics**
- **Switchable headlight or tail light and driver's cab lighting in digital mode**
- **With permission from NMBS Train World**

Q4/2023				
7500004	DC		4/2	
7510004	DCC	♪	4/2	☼
7520004	AC	♪	3/2	☼

Electric locomotive 371 003-5

ČD

Ep	VI
	193
	PluX22
	R2
	LED

Photomontage

- **Pantographs with innovative fastening**
- **With rail guards and air tanks in closed form for realistic presentation in display cabinets**

Q1/2023			
71227	DC		4/1
71228	DCC	♪	4/1

Electric locomotive 193 696-2

ČD

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

- **In the latest CD design with advertising for the bicycle rental service**
- **Switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q3/2023			
70055	DC		4/1
70056	DCC	♪	4/1
78056	AC	♪	3/1

Photo: M. Schneider

update

Electric locomotive

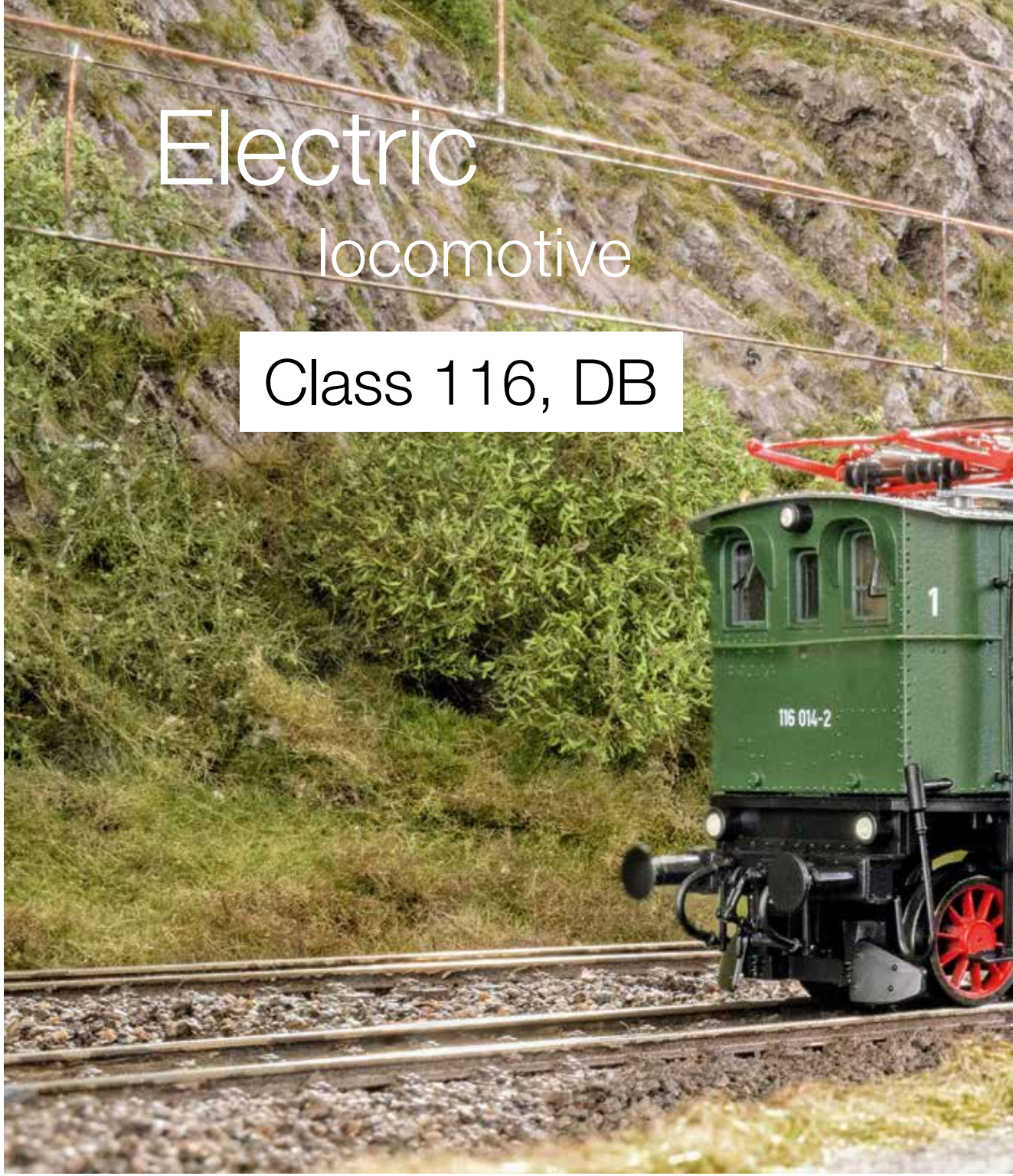
Class 116, DB

The class E 16 was the only German locomotive design to feature the Buchli drive. Following a prolonged tendering phase, the Bavarian Group Administration of the German State Railway ordered first one and then, after an intensive trial period, a further 16 additional express electric locomotives from BBC in 1923 for its main lines intended for electrification. These were to be given the type designation ES 1.

The locomotives with the wheel arrangement 1'Do1' were moved by a one-sided single-axle drive, which had been developed by the Swiss engineer Buchli and had proven its worth in the SBB series Ae 3/6^{I}. Although maintenance of this type of drive proved costly, it proved highly effective over the 52 years of service of the class, which was named E 16 after the newly introduced designation system, and then 116 from 1968 onwards. The locomotives were renowned as smooth-running vehicles.

In 1929, the State Railway procured four more engines from Krauss and BBC. Because these featured some changes in comparison to the first locomotives, amongst other things to the frame and superstructure, these locomotives were listed under the class designation E 16.1. The locomotives were able to achieve a top speed of 120 km/h with an hourly output of 2,340/2,580 kW and a continuous output of 2,020/2,400 kW. During their initial years of service, amongst others the high quality express trains coming from Munich were drawn by the E 16. Usually, they hauled the fast and express trains in Bavaria and into Austria. At the height of their operational career, these engines transported three F-trains, amongst these the F 5/6 Orient-Express, as well as 42 D-train pairs.

At the end of 1958, the Federal Railway brought all the E 16s together in the Freilassing depot. These reliable locomotives remained essential until well into the 1970s, and they were lovingly cared for and supervised in Freilassing. In 1978, scheduled operations ended for this class.



Electric locomotive 116 006-8

update

FREILASSING EDITION

DB

Ep	IV
	187
	PluX22
	R2
	LED

Photomontage

EDITION FREILASSING

Over the coming years, selected models from the former engine shed Freilassing are to be reproduced under the label “Edition Freilassing”. The first locomotives, at the time still running under steam, entered the locomotive shed with its 20 tracks in the year 1905. Around 20 years later, the electric locomotive workshops were constructed, and further buildings followed over the subsequent years. ROCO, too, has close connections with the Bavarian city of Freilassing, as the company’s first sales office was located here. Look forward to the models in this unique edition!

Q3/2023				
70462	DC		4/1	
70463	DCC	♪	4/1	▭
78463	AC	♪	4/2	▭

- **First sound version equipped with two loudspeakers**
- **For the first time with Plux22 interface**
- **Prototypical reproduction of the Buchli drive**
- **Individually switchable headlight or tail light, driver’s cab lighting and engine room lighting in digital mode**

3 piece set 1: “Passenger train Freilassing”

FREILASSING
EDITION

DB

Ep	IV
	648
	40183
	40196
	40420

MDyge

Gbrs-v

Bye

Photomontage

Q3/2023
74010

2 piece set 2: “Passenger train Freilassing”

FREILASSING EDITION

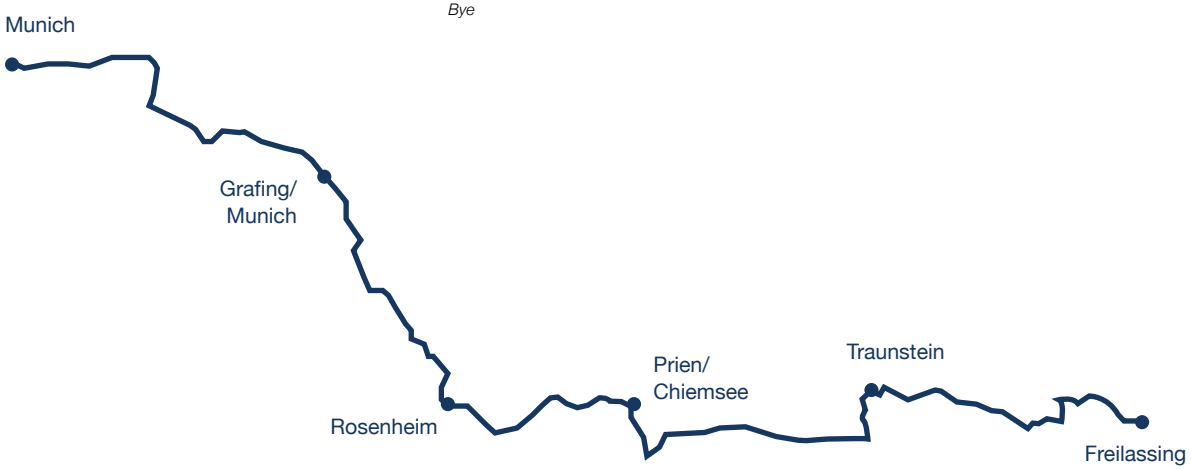
DB

Ep	IV
	543
	40196
	40420

ABüm

Bye

Photomontage



Q3/2023

74011

Electric locomotive E 52 03

DB

Ep	III
	198
	PluX22
	R2
	LED

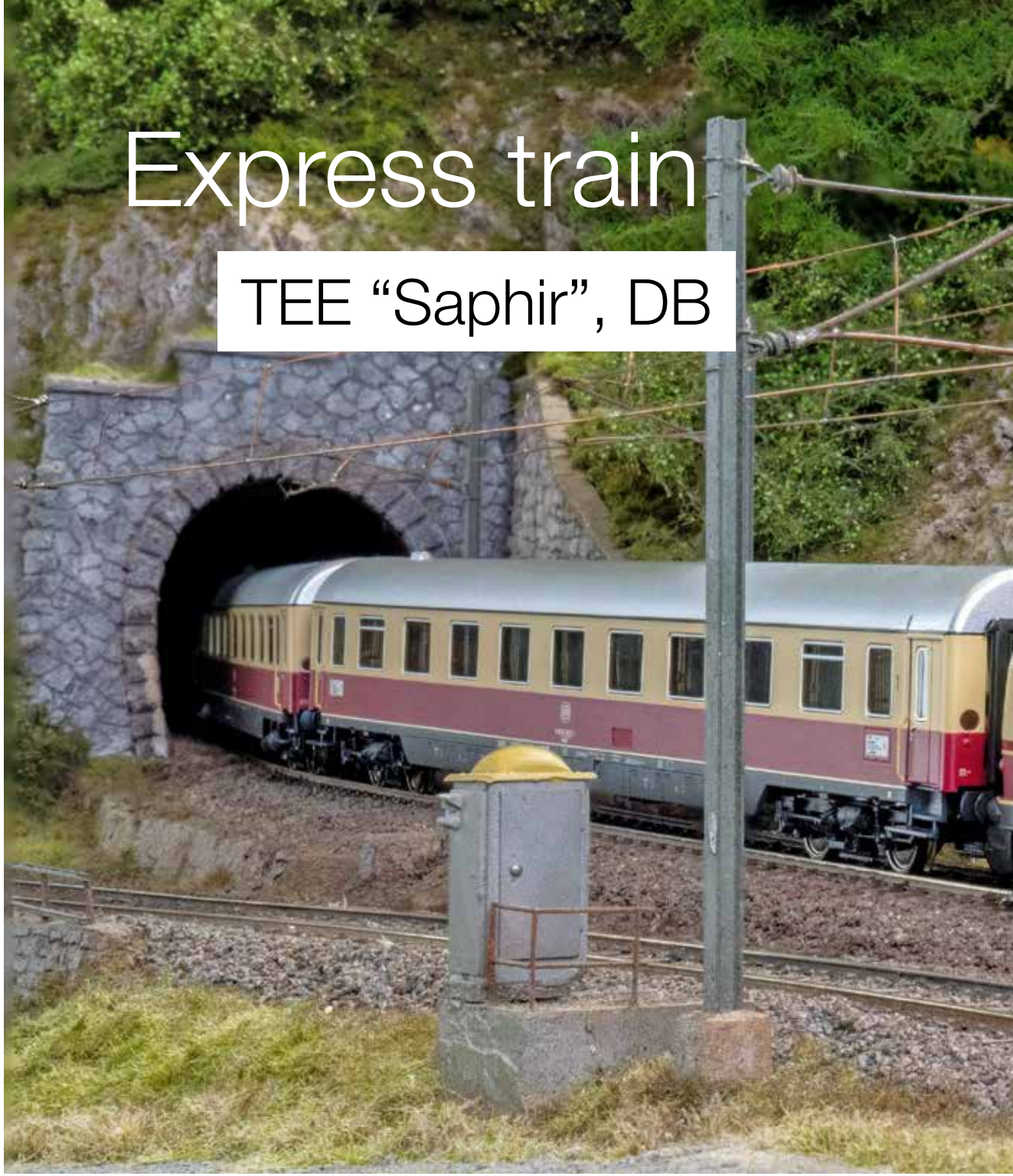
Photomontage

- **Design in bottle-green livery**
- **Reproduction of the lubrication pump drive**
- **Braking shoes follow the wheel arches exactly**
- **Individually switchable headlights or tail lights and driver´s cab lighting in digital mode**

Q1/2023				
70062	DC		4/2	
70063	DCC	♪	4/2	☼
78063	AC	♪	4/2	☼

Express train

TEE “Saphir”, DB



In 1957, the “Saphir” was one of the first TEE trains to be operated with the VT 11.5 belonging to DB. The route from Dortmund - Oostende was altered only a year later to Frankfurt(M) - Oostende, and restricted to Brussels from 1966 onwards. Upon the introduction of the IC’71 on 26th September 1971, the Saphir was converted into a locomotive-hauled train of coaches, and began running in Nuremberg. From 1972, it was integrated into various TEE and IC trains in multi-day rotation.

When the Deutsche Bundesbahn introduced a new colour scheme for its coaches in 1970 with the so-called pop colours, a single new WRümh 132 type dining coach was also repainted accordingly in pebble grey/crimson. However, it was not used together with other pop coaches, but initially in the blue F-trains Rheinblitz and Hans Sachs, and later in various TEE and IC trains such as the TEE Saphir to Brussels.

Sadly, the 10th January 1974 proved a fateful day for this colourfully attractive individual when it was irreparably damaged during a shunting accident in Brussels. Later, it was deliberately burned down on-site and scrapped.

ROCO is releasing this frequently-requested model as a one-off special series, using which the last journey of the Pop-WRümh 132 can be recreated. For the first time, it is being realised in H0 in scale length, along with the correct lettering, window arrangements and bogie attachments.

The Apümz 18-70 042 included in the set was also damaged in the same accident, but could be repaired.


DB
103 195-4
DB

Electric locomotive 103 174-9

DB

Ep	IV
	224
	PluX22
	R2
	LED
Z21	Cab

Photomontage

In the 1960s, the class E 03 was built as the most powerful electric locomotive up to this time. It was intended for use in passenger transport for the German Federal Railways. From 1970 and 1974, a total of 145 of these serial locomotives were built and officially designated as class 103.1 locomotives. In terms of appearance, the 103s are still considered some of the most attractive electric locomotives today. The locomotives up to running number 215 were delivered with diamond pantographs.

- **Original design with aprons and buffer panelling**
- **Short driver's cab**
- **Suitable locomotive for TEE "Saphir", item 74012**
- **Individually switchable headlight or tail light, driver's cab lighting and engine room lighting in digital mode**

Q3/2023				
7500001	DC		6/2	
7510001	DCC		6/2	
7520001	AC		4/2	

4 piece set: TEE 20 “Saphir”

DB

Ep	IV
	1225
	40196
	40420

Avümz 111

Apümz 121

WRümh 132

Avümz 111

Photomontage

- **Saloon coach with two wardrobe windows and two sign boxes on each side of the coach**
- **Compartment coaches with two sign boxes on each side of the coach, one coach with radio aerial for train mail radio**
- **DB's only “pop dining coach” WRümh 132, for the first time with correct window arrangement and lettering**
- **Authentic reproduction of the last journey of the Pop-WRümh in the TEE 20 “Saphir” on 10th January 1974 between Nuremberg and Brussels**

Q2/2023

74012


DR
212 001-2

Electric locomotive class 254

DR

Ep	IV
	213
	PluX22
	R2
	LED

Photomontage

Their striking design makes the class E 94 locomotives some of the most well-known electric locomotives in Germany. The reasonable construction of the locomotive had also effectively proven that with an axle hung drive the locomotive was able to reach a maximum speed of 100 km/h. The remarkable hourly output of the E 94 was 3,240 kW and the accelaration output even 3,900 kW. The locomotive was disrespectfully nicknamed the "Eisenschwein" (Iron pig) at the DR after the war.

- **With metal handle rails and handrails as well as many separately attached plug-in parts**
- **Typical goods train locomotive for Epoch IV**
- **Switchable headlight and driver's cab lighting in digital mode**

Q2/2023			
71355	DC		6/2
71356	DCC	🔊	6/2

Electric locomotive 243 001-5 "White Lady"

DR

Ep	IV
	192
	PluX22
	R2
	LED

Photomontage

- **Featuring separately attached windscreen wipers for the first time**
- **Specially attached plug-in parts, in part using etching technology**
- **Switchable headlight or tail light and driver's cab lighting in digital mode**
- **Printed signs with lettering as 212-001 and 243 001 included**

Q3/2023				
7500025	DC		4/1	
7510025	DCC	🔊	4/1	▭
7520025	AC	🔊	2/2	▭

u: update

Changing market conditions in the ever-expanding EU led to the the Deutsche Bahn (DB AG) wish to be able to use its traction units more frequently across borders. After the extremely successful class 145, German Rail exercised its option right from 1995 to procure further locomotives.

The order from DB Cargo for 200 such units was the main impetus for the development of the TRAXX AC1, as the locomotive type was retroactively designated in 2003. The designation TRAXX stands for “Transnational Railway Applications with eXtreme fleXibility”. The locomotive, directly derived from the class 145 but with a modified design and class designation, could now be used for both the 15 kV/16 2/3 Hz and the 25 kV/ 50 Hz voltage systems common in Europe. With a weight of 84 t, it is able to produce a continuous output of 5.6 MW, and is authorised for 140 km/h.

At first, however, equipping the machine with the respective national safety and communication equipment posed an almost insoluble problem. For this reason, the EU, through the Association of European Railways, had already embarked on a standardised safety system. This European Train Control System (ETCS), first used on a large scale on the class 185, can communicate with existing trackside equipment via various national interface adapters.

It was mainly used to replace the old class 140 standard type locomotives. The operational area of this dynamic-looking locomotive is the whole of Central Europe, but also large parts of Northern Europe.

Photo: R. Averweck

Electric locomotive

Class 185, DB AG

Electric locomotive 185 077-5

update

DB AG

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

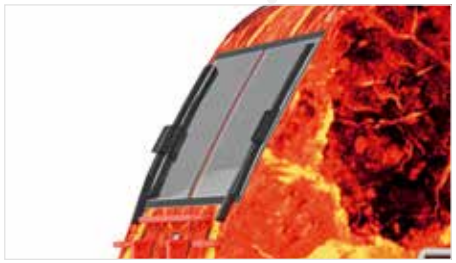
- **Pantographs with innovative fastening**
- **For the first time with PluX22 interface**
- **Switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q4/2023				
70332	DC		4/1	
70333	DCC		4/1	
78333	AC		3/2	

Class 185 in detail

Delicate pantograph design with invisible mounting

Free-standing handrails made from metal



Separately attached windscreen wipers

Prototypical roof wires

Detailed reproduction of the bogies with prototypical protection of train running

Track cleaner attached to the chassis

Electric locomotive 193 312-6

DB CARGO

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

Q2/2023				
70723	DC		4/1	
70724	DCC	♪	4/1	▭
78724	AC	♪	3/1	▭

DB Cargo also ordered Vectron locomotives in response to increasing freight transport demand. In 2018, DB Cargo received a total of 60 locomotives with the country packages for Germany, Austria, Switzerland, Italy and the Netherlands. This made it possible for DB Cargo trains to travel continuously without changing locomotives for the first time since the schedule change 2018/2019 - for example on the route from Rotterdam to Verona. Since 2020, these locomotives have also been fitted with the country package for Belgium.

- **Elaborate printing of the “Das ist grün” design**
- **Switchable high beam and individually switchable headlight or tail light and driver’s cab lighting in digital mode**

Electric locomotive 182 536-3

DB NETZ

Ep	VI
	221
	PluX22
	R2
	LED
Z21	Cab

Photomontage

Q1/2023				
70528	DC		4/1	
70529	DCC	♪	4/1	▭
78529	AC	♪	3/2	▭

DB Netz AG is the rail infrastructure company of Deutsche Bahn AG. It bears responsibility for the 33,400-kilometre route network, including all facilities required for operation.
The 182 536 sold by MRCE into the DB Netz AG vehicle fleet has been given a new colour scheme in golden yellow with a basalt grey frame as part of maintenance carried out in Cottbus in summer 2021. The locomotive is used in Minden for DB Systemtechnik.

- **Design in DB-Netz livery**
- **Switchable high beam and individually switchable headlight or tail light in digital mode**

Electric locomotive class 101

DB AG

Ep	VI
	220
	PluX22
	R2
	LED

Photomontage

In a cooperation between ROCO and Fahrtziel Natur, a very special class 101 locomotive is to be launched onto German rails and those of its neighbouring countries from spring 2023 onwards. In the cooperative project entitled “Fahrtziel Natur” (Destination Nature), the major German environmental organisations BUND, NABU, VCD and the Deutsche Bahn, together with national parks, nature parks and biosphere reserves within Germany, Austria and Switzerland are displaying their commitment to climate-friendly, car-free tourism. Unique landscapes, majestic trees, wild streams and impressive glacier peaks - all this can be found in the Fahrtziel Natur areas. Just wait and see which designs have been selected to decorate the locomotives!

- **Model exclusively available at ROCO**
- **Switchable high beam and individually switchable headlight or tail light and driver’s cab lighting in digital mode**
- **Free-standing handle rails and windscreen wipers, made in part from metal**

Fahrtziel natur

BUND NABU VCD DB

Q2/2023				
7500021	DC		4/1	
7510021	DCC	♪	4/1	☼
7520021	AC	♪	3/1	☼

Electric locomotive 143 124-6

EBS

Ep	VI
	192
	PluX22
	R2
	LED

Photomontage

The electric locomotive was delivered to the DR in March 1986 with the number 243 124. This number was changed to 143 124 at the beginning of 1992. After it was withdrawn from service by DB AG on May 1st 2011, it was operated by RBH. In the year 2021, the locomotive received its modern, striking design for the Erfurter Bahn Service GmbH.

- **Individually switchable headlight or tail light and driver's cab lighting in digital mode**
- **In cooperation with Railcolor DESIGN and AnTrack**

Q2/2023

70481	DC	4/1	
70482	DCC	4/1	
78482	AC	2/2	

Electric locomotive 182 911-8

EVB

Ep	VI
	221
	PluX22
	R2
	LED
Z21	Cab

Photomontage

The 182 911 locomotive was put into service in 2003 as the 1116 911 on the Mittelweserbahn (MWB). Since 2013, it has been used for goods transport by EVB Logistik, part of the Eisenbahnen und Verkehrsbetriebe Elbe-Weser from Zeven (DE). It was redesigned in 2021 and now complies in its appearance with other EVB locomotives.

- **Finely-detailed model with many separately-attached plug-in parts**
- **Switchable high beam and individually switchable headlight or tail light**

Q2/2023

70524	DC	4/1	
70525	DCC	4/1	
78525	AC	3/2	

Electric locomotive 186 295-2

RAILPOOL

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

"Lineas", a company based in Belgium, was founded in 2017 as a 100% subsidiary of the National Railway Company of Belgium (SNCB). In the years before, the SNCB operated their logistics sector under diverse brands such as B Cargo, SNCB Logistics or B Logistics.
In 2017, the 186 295 sustained substantial damage due to a collision at a level crossing. In February 2019, they experienced a colourful comeback and have been operated again, also in neighbouring countries.

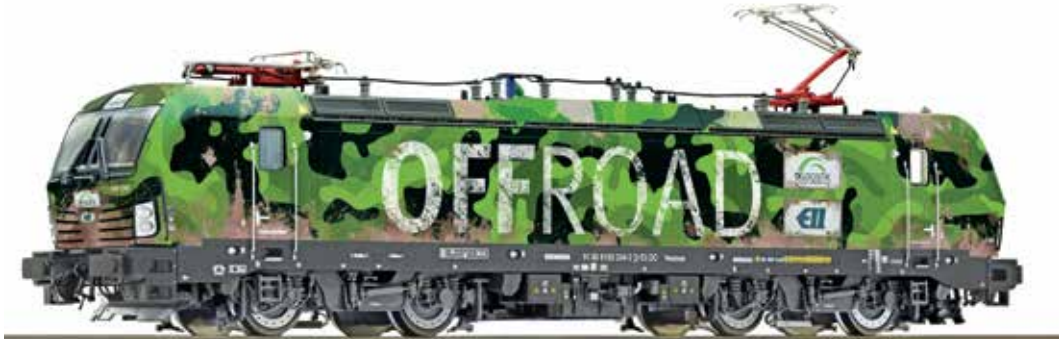
- **Used to haul cross-border goods trains**
- **Enclosed decal with Lineas logo for optional use**
- **With separately attached plug-in parts, in part using etching technology**
- **Switchable high beam and individually switchable headlight or tail light in digital mode**

Q4/2023				
7500011	DC		4/1	
7510011	DCC		4/1	
7520011	AC		3/2	

Electric locomotive 193 234-2 “Offroad”

TX-LOGISTIK

Ep	VI
	218
	PluX22
	R2
	LED



Photomontage

- Model exclusively available at ROCO
- Switchable high beam and individually switchable headlight or tail light and driver’s cab lighting in digital mode
- In cooperation with Loc&More

Q2/2023				
71930	DC		4/1	
71931	DCC	♪	4/1	☼
79931	AC	♪	3/1	☼

Electric locomotive 193 817-4

VTG
RETRACK

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

- Finely-detailed model with many separately-attached plug-in parts
- Switchable high beam and individually switchable headlight or tail light and driver’s cab lighting in digital mode
- In cooperation with Loc&More

Q2/2023				
70728	DC		4/1	
70729	DCC	♪	4/1	☼
78729	AC	♪	3/1	☼

Photo: R. Auerweck

Electric locomotive 193 691-3 “Bertha von Suttner”

SETG

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

- **Model exclusively available at ROCO**
- **Each side features a different design**
- **For the first time with new, curved door handle**
- **Switchable high beam and individually switchable headlight or tail light and driver’s cab lighting in digital mode**

Q3/2023				
71991	DC		4/1	
71992	DCC		4/1	
79992	AC		3/1	

Electric locomotive CC 6574

SNCF

Ep	IV
	232
	PluX22
	R2
	FR
	LED

Photomontage

The National French Railways (SNCF) put these electric locomotives, which were up until then the most powerful in French history, into service in 1969 as the CC 6500. A total of 74 locomotives were built in three series featuring different side wall designs. During their initial years of operation, these locomotives were used to draw renowned express trains such as the “Mistral” or the “Capitole” due to their maximum speed of 200 km/h.

- **Only CC 6500 in this livery version**
- **TEE livery without the grey metallic paint**
- **Featuring the “DOLE” emblem**
- **Individually switchable headlight or tail light and driver’s cab lighting in digital mode**

Q3/2023				
70618	DC		6/1	
70619	DCC	♪	6/1	▭
78619	AC	♪	4/2	▭

Electric locomotive BB 26199

SNCF

Ep	IV-V
	204
	PluX22
	R2
	FR
	LED

Photomontage

- **Three-light headlight signal for cross-border transport**
- **Enclosed plug-in part for third headlight for display with and without cover plate**
- **Delicately-crafted design of the two different pantographs**

Q2/2023				
70856	DC		4/1	
70857	DCC	♪	4/1	▭
78857	AC	♪	2/2	▭

Photo: B. Paha

Electric locomotive 470 504-1

GYSEV

Ep	VI
	221
	PluX22
	R2
	LED
Z21	Cab

Photomontage

The foundation stone for this rail route between Hungary and Austria was laid 150 years ago. On 15th October 1872, Emperor Franz Joseph I issued the concession for the construction of a railway line from Raab (Győr) via Ödenburg (Sopron) to Ebenfurth in Lower Austria. In 1876, the route between Raab and Ödenburg was opened, and the remaining section to Ebenfurth was opened in 1879. The entire line has been electrified since 1988. The Raab-Oedenburg-Ebenfurter Eisenbahn AG, known today as the Raaberbahn (or GySEV in Hungary), connects the two countries Austria and Hungary, and is still an important public transport connection today. In honour of the anniversary, the 470 504 was given a striking advertising design in May 2022.

- **Model exclusively available at ROCO**
- **Elaborate printing in the anniversary design “150 years of GYSEV”**
- **Switchable high beam and individually switchable headlight or tail light in digital mode**
- **In cooperation with** Loc&More

Q1/2023				
70685	DC		4/1	
70686	DCC		4/1	
78686	AC		3/2	

Electric locomotive 480 018-5

MAV

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

In 2011/12, twenty-five TRAXX type P160 AC2 locomotives were delivered to the Hungarian MAV. Until the beginning of 2017, the locomotives were used almost exclusively in the Hungarian domestic traffic and in front of EC/EN trains Budapest-Bucharest. In order to free up class 470 locomotives for the push-pull trains purchased by the ÖBB, the class 480 locomotive has since also been used in Austria.

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

Q1/2023			
73338	DC		4/1
73339	DCC		4/1

1st class passenger coach

MAV-START

Ep	VI
	282
	40196
	40420

Ad

Photomontage

Q2/2023
64866

2nd class passenger coach

MAV-START

Ep	VI
	282
	40196
	40420

B

Photomontage

- **Item 64868: Different running number**

Q2/2023
64867
64868

Dining coach

MAV-START

Ep	VI
	303
	40196
	40420

WRm

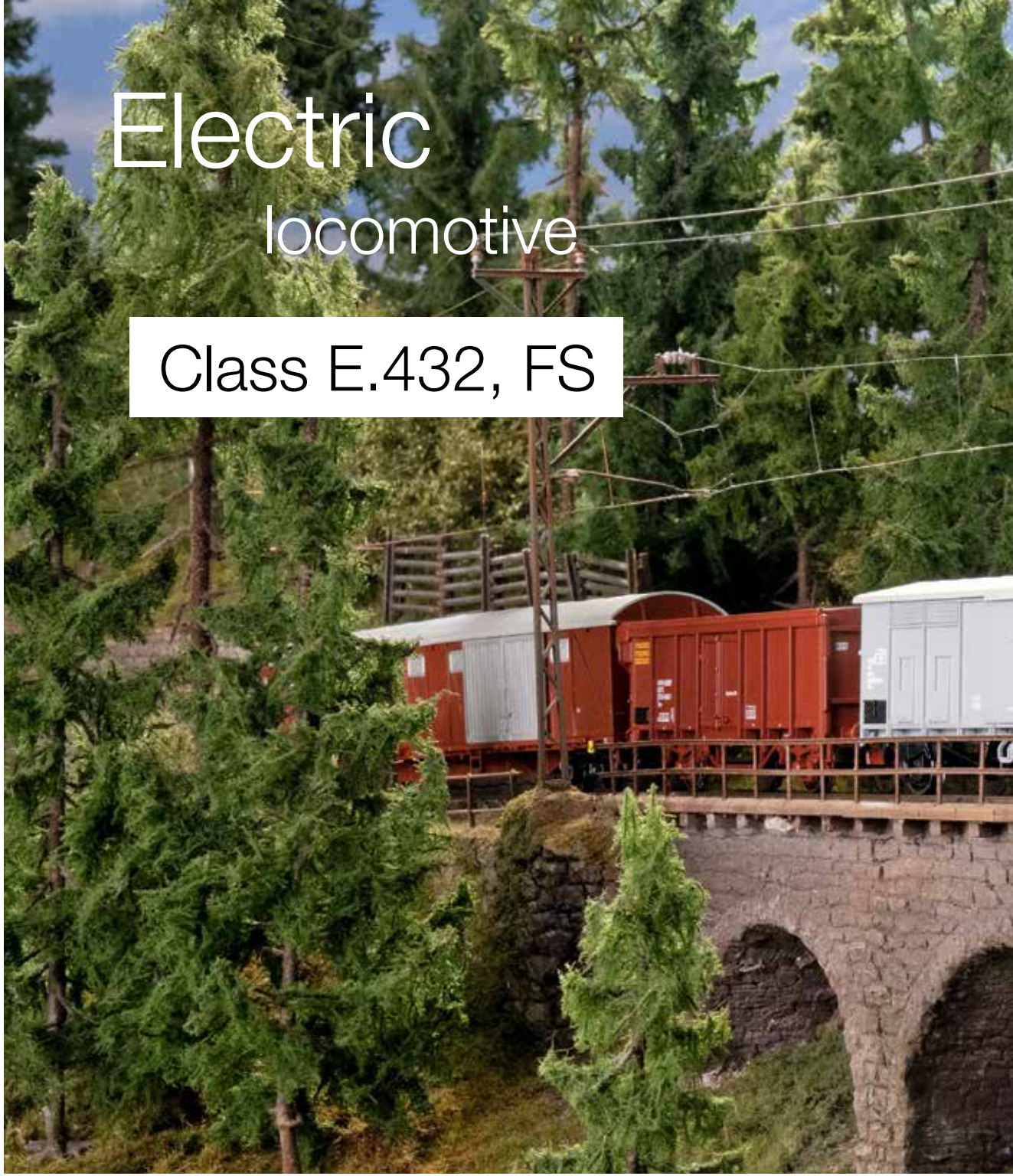
Photomontage

- **Free-standing handle rails**
- **Finely-detailed bogies**
- **Retrofittable buffer beam**
- **With prototypical interior**

Q2/2023
74824

Electric locomotive

Class E.432, FS



In Italy, too, the huge technical developments that began after the end of the First World War have left their mark. In 1927, the Ferrovie dello Stato (FS) purchased a total of 40 engines with rod drive from the locomotive factory “Società Ernesto Breda”: the class E.432. The 94-tonne, 13,910 mm-long engines with the axle formula 1'D1' were operated with three-phase current and had a continuous output of 2,200 kW. However, because the three-phase current was frequency-dependent, it did not allow fine-step control of the motor, so the speed was achieved by means of four switching stages. After the respective transition phases, they resulted in the respective speeds of 37.5; 50; 75 or 100 km/h.

The locomotives, which by today's standards appear rather quaint with their short front ends and relatively large driving wheels, were used for both passenger and freight transport. Depending on the load, the respective selected speed was not quite reached, so the final speed often remained below its theoretical value.

On the Brenner line, the E.432 could often be seen hauling international express trains in the 1950s. The Italian State Railways (FS) used the classes E.432 until 1976. Two examples have been preserved for posterity, one of these in very good condition: the E.432.001 in the Museo Nazionale Ferroviario di Pietrarsa, where it commemorates the pioneering days of electric traction in Italy.

Electric locomotive class E.432

FS

Ep	IV
	160
	PluX22
	R2
	LED

Photomontage

update

- For the first time with PluX22 interface and as sound design
- Delicately crafted pantographs
- Finely-detailed model with many separately attached plug-in parts
- Use in front of passenger and goods trains

Q4/2023				
70466	DC		4/1	
70467	DCC	♪	4/1	☾
78467	AC	♪	4/1	☾

Electric multiple unit Plan V

NS

Ep	III-IV
	599
	PluX22
	R3
	NL
	LED

Q3/2023				
7700001	DC		2/1	
7710001	DCC	♪	2/1	☾
7720001	AC	♪	2/1	☾

Photomontage

The two-part Dutch electric multiple unit Plan V – better known in the Netherlands as the Mat '64 or by its nickname, Apekop (monkey head) – became one of the standard regional transport trains in the Dutch State Railways from the middle of the 1960s onwards. With a total of 246 models, it was the most commonly built multiple unit in the NS at the time.
The Plan V1 and V2 were delivered in green livery with sand-yellow trim strips. The Plan V of the third series had already been painted yellow at the factory in 1968. The multiple units delivered earlier were then also repainted between 1969 and 1973. Until they were taken out of service, these multiple units were used on virtually all electrified railway lines in the Netherlands.

- **Delicately crafted pantographs in line with the prototype**

Electric locomotive E 186 012

NS

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

The Netherlands State Railways ordered a total of 19 more TRAXX F160 MS featuring the country package DE/AT/BE/NL and a maximum speed of 160 km/h in the year 2014 so that sufficient locomotives were available for the Amsterdam–Breda connection, also allowing for it to be expanded. Between 2014 and the beginning of 2015, the 186 001–019 locomotives were supplied in a yellow/blue livery. Since June 1st 2018, the 186 001–045 Dutch locomotives have been in the possession of Akiem within the scope of a sale/lease-back procedure.

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

Q1/2023				
70653	DC		4/1	
70654	DCC	♪	4/1	▭
78654	AC	♪	3/2	▭

Electric locomotive 7178

VOLKERRAIL

Ep	VI
	201
	PluX22
	R2
	LED

Photomontage

In October 2020, VolkerRail purchased three locomotives from the 1700 series as well as three locomotives for use as spare part providers from the Dutch State Railways. After comprehensive maintenance and repainting in their own livery, VolkerRail's first own electric locomotive was put into service in January 2021 as the "VolkerRail 7178". This locomotive, formerly designated the 1778 by NS, is used by the Dutch rail infrastructure company to haul diverse work trains.

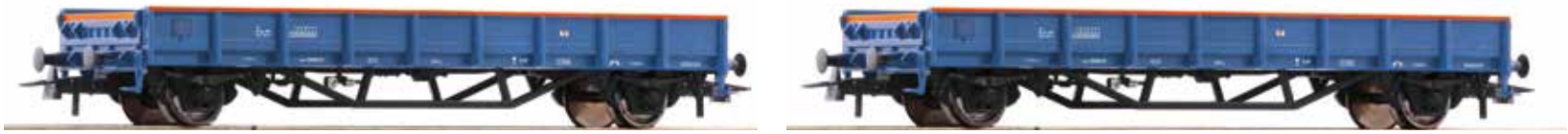
- **Design with air conditioning and signal horn box**
- **Pantographs with innovative fastening**
- **With many separately attached plug-in parts, in part using etching technology**
- **Individually switchable headlight or tail light and driver's cab lighting in digital mode**
- **Model exclusively available at ROCO**
- **In cooperation with VolkerRail**

Q3/2023				
7500010	DC		4/1	
7510010	DCC		4/1	
7520010	AC		2/2	

2 piece set: Low side wagons

VOLKERRAIL

Ep	VI
	268
	40196



Photomontage

- **Model exclusively available at ROCO**
- **In cooperation with VolkerRail**

Q3/2023
6600046

Digital railway slewing crane

Edition

VOLKERRAIL

Ep	VI
	234
	R2
LED	

Photomontage

Fully functional model of a 6-axle railway slewing crane with movable telescopic boom. The crane can travel independently or, once the gear clutch has been unlocked manually, as part of the train. The upper carriage can be rotated 360° with no end stop. All turning and lifting movements feature a soft start and stop mechanism. This means you can have lots of fun lifting bridges or laying switches and track yokes. The horizontal boom is suitable for working under overhead contact lines. The telescopic boom can be tilted and telescoped in any working position, even with a load attached to the crane's hook.

- **Crane hook over multiple rope pulley can be raised and lowered**
- **Crane driver's cabin with switchable exterior lighting**
- **Work lamp switchable on telescopic boom**
- **Movable outriggers with loaded pedestals**
- **With on-board digital decoder and switchable light and sound functions**
- **Model exclusively available at ROCO**
- **In cooperation with VolkerRail**

Q3/2023				
7310023	DCC		1/1	
7320023	AC		1/1	

Electric locomotive 189 091-2

RRF

Ep	VI
	225
	PluX22
	R2
	LED

Photomontage

After being equipped with the Netherlands package 2008, the 189 091 was rented out amongst others by MRCE to RRF for just under three years. For this purpose, it was retrofitted with the conspicuous G&W design (Genesee & Wyoming Inc.) in July 2020, and used in cross-border freight transport operations between the Netherlands and Germany.
Rotterdam Rail Feeding B.V. (RRF) is a railway company active in the Netherlands, Belgium and Germany. RRF specialises in the transport of trains over short distances and in shunting work at terminals and industrial locations.

- **Operation in cross-border transport from the Netherlands–Germany**
- **Finely-detailed model with many separately attached plug-in parts**
- **Individually switchable headlight or tail light in digital mode**

Q3/2023			
70692	DC		4/1
70693	DCC		4/1

Electric locomotive 9903

RAILADVENTURE

Ep	VI
	201
	PluX22
	R2
	LED

Photomontage

RailAdventure GmbH, with its headquarters in Munich, is the market leader for test and transfer runs of rail vehicles across all of Europe. The company possesses locomotives, coupling adapter wagons and braking wagons.
In addition to German electric locomotives, RailAdventure also has foreign vehicles. Since May 2021, their fleet also includes a locomotive from the Dutch series 1600. Locomotive 9903 (formerly NS 1611) is the first locomotive in company livery to be deployed on the Dutch railway network.

- **With signal horn box**
- **Finely-detailed pantographs with innovative fastening**
- **Switchable shunting light and individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q2/2023			
70165	DC		4/1
70166	DCC		4/1
78166	AC		2/2

Electric locomotive Dm3

SJ

Ep	III-IV
	405
	PluX16
	R2
	S
LED	

Q4/2023				
7500006	DC		8/3	
7510006	DCC		8/3	
7520006	AC		8/3	

Photomontage

Immediately after the Second World War, the demand for Swedish iron ore increased dramatically. For the transport of this heavy iron ore, suitable locomotives were required. The Swedish State Railways (SJ) ordered the first double locomotives of the Dm series, of which the first engines were delivered in 1953. Each of the two locomotive parts was equipped with a blind shaft drive and four coupled drive axles with spoked wheels. In 1960/61, five Dm locomotives were equipped with the newly-developed “Motola 1960” spoked wheels. These powerful locomotives were able to transport ore trains of up to 3,200 t along the demanding “Malmbana” Luleå–Kiruna–Narvik route. At the end of the 1960s, the train weight was increased to 5,000 t. For this purpose, some engines were extended with a further, four-axle central part without a driver’s cab, and these were designated as Dm3.

- **For the first time in original design with spoked wheels**
- **Free-standing lines and handrails**
- **Close-coupled locomotive parts**
- **High traction power because of two motors**

Electric locomotive 383 204-5

ZSSK CARGO

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

The Slovakian State Railway rented ten Vectron-MS locomotives for their ZSSK Cargo goods transport sector. These engines are equipped with the country package DE-AT-PL-CZ-SK-HU-RO-HR-SI. Intermodal, car transport and other goods trains can thus be transported without changing locomotives at national and system borders.

- **Cross-border operation in goods transport**
- **Free-standing handrails, in part made from metal**
- **Switchable high beam and individually switchable headlight or tail light and driver’s cab lighting in digital mode**

Q1/2023				
70687	DC		4/1	
70688	DCC	♪	4/1	▭
78688	AC	♪	3/1	▭

Electric locomotive 383 220-1

BUDAMAR GROUP

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

Three of the ten new Vectron locomotives leased to Budamar by Rolling Stock Lease already feature a special design. Each locomotive is dedicated to a famous bridge in Slovakia. Bridges were chosen as they are symbols of connectivity and significant landmarks. They are also important architectural structures, which identifies with the company motto “Architects of Logistics”. The Chmarošský viaduct which adorns the 383 220 is located in central Slovakia on a non-electrified line with tourist summer traffic. It bridges a valley with a height of 18 metres and a length of 114 metres.
In addition to Slovakia, the Czech Republic and Hungary, the locomotives are also mainly operated in Germany and Austria as well as throughout Europe.

- **Model exclusively available at ROCO**
- **For the first time with new, curved door handle**
- **Printed with the Chmarošský viaduct**
- **Switchable high beam and individually switchable headlight or tail light and driver’s cab lighting in digital mode**
- **In cooperation with** Railcolix DESIGN

Q3/2023				
70069	DC		4/1	
70070	DCC	♪	4/1	▭
78070	AC	♪	3/1	▭

DIESEL
locomotives

Diesel locomotive 2016 041-3

ÖBB

Ep	VI
	221
	PluX22
	R2
	LED

Photomontage

Q4/2023				
7300013	DC		4/1	
7310013	DCC	♪	4/1	▭
7320013	AC	♪	2/2	▭

- **Attached fold-out wing mirrors for various positioning**
- **Separately applied handrails, wipers and UIC-plugs**
- **Switchable high beam and individually switchable headlight or tail light in digital mode**

Diesel locomotive V 100.53

SETG

Ep	VI
	139
	PluX22
	R2
	LED

Photomontage

Q2/2023				
52563	DC		4/1	
52564	DCC	♪	4/1	
58564	AC	♪	2/2	

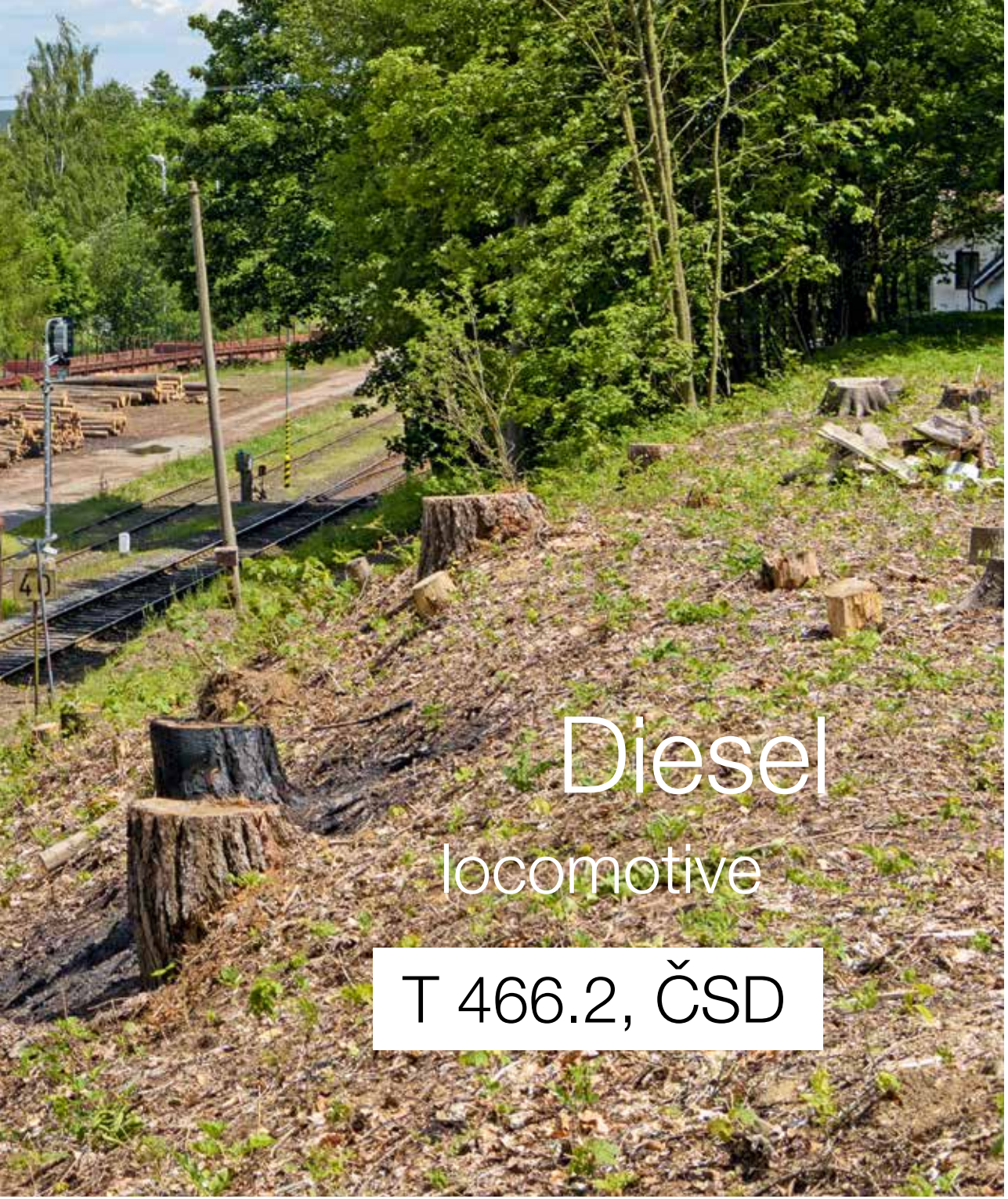
The Salzburger Eisenbahn Transport Logistik is active in rail logistics throughout Europe. They are also involved in local goods transport for a few years now, especially in its home area around Salzburg. The former V 100 1084 of the Deutsche Bundesbahn came to SETG in 2020 and is now used as V 100.53 for shunting and local goods trains services.

- **Delicately designed model with many extra applied plug-in parts**
- **Unobstructed view through the driver's cab**
- **Individually switchable headlight in digital mode**


DB
MAE
arcese
ÖBB
Hapag-Lloyd

Photo: F. Fanger

n:



Diesel locomotive

T 466.2, ČSD

In the 1970s, the former Czechoslovakian State Railways (CSD) was in great need of powerful diesel freight locomotives for medium-weight shunting and line service. For this purpose, the lighter T 466.2 variant was derived from industrial locomotive type T 448. Starting in 1977, it was manufactured by CKD in Prague in nine construction series (with small differences in each case) with 494 units and was operated by the CSD until 1986.

The four-axle, diesel-electric locomotives have two front projections and a driver's cab located above the rear bogie. The diesel engine with the main generator, the auxiliaries, the cooling system and the air compressor are installed in the longer front end. The electrical distributor and the battery are mounted in the shorter rear end. From the second series onwards, double traction control was installed. With a service weight of 64 tonnes and a power of 883 kW, they reach a top speed of 90 km/h.

In 1998, the series designation T 466.2 was changed to 742. The locomotives are used on the entire network of the Czech and Slovak railways, mainly in freight traffic (often in double traction), but also with railcar trailers in passenger traffic. In the meantime, some locomotives have also been sold to private railways.

Diesel locomotive T 466 2050

ČSD

Ep	IV
	156
	PluX22
	R2
	CZ
LED	

Photomontage

- **Free view through the driver's cab**
- **Delicately crafted safety railings**
- **Wheelsets with low wheel flanges**
- **Individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q4/2023				
7300003	DC		4/1	
7310003	DCC		4/1	
7320003	AC		3/2	

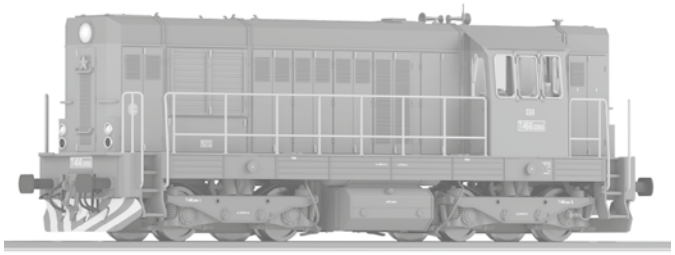
T 466.2 in detail

Fan grilles on roof broken trough

Free-standing roof hook

Elaborate replication of driver's cab

Separately attached star and handrails at the front of the locomotive



Separately attached windscreen wipers

Detailed reproduction of buffer beam

Elaborate reproduction of the braking system and sand pipes

Realistic representation of the chassis area

Diesel locomotive T478 3208

ČSD

Ep	IV
	190
	PluX22
	R2
	CZ
	LED

Photomontage

The so-called “Taucherbrille” (Diver’s goggles) or “Brillenschlange” (Spectacled cobra) was developed and built at CKD in Prague. The initial prototypes of the diesel locomotive class T 478.3 were produced in 1968. In total, 408 examples of this striking locomotive were built. The Taucherbrille underwent several colour changes over the course of time; from 1988 it was painted red with a yellow banderole and grey roof as the standard livery.

- **With set of etched signs included**

Q3/2023			
70023	DC		4/1
70024	DCC		4/1

Diesel locomotive 749 257-2

ČD

Ep	V
	190
	PluX22
	R2
	CZ
	LED

Photomontage

The diesel locomotive 749 257 was converted from the original class T 478.2 (from 1988: 752). It originates from the delivery series of 82 engines without train heating facilities for freight train operation. In the 1990s, the locomotive was retrofitted with electric heating and renamed the class 749. This modification was prompted by the more economic utilisation of the Bardotkas in front of short trains. The locomotive was also given the attractive Šumperker colour scheme, which was applied to multiple locomotives in different colour combinations. This locomotive was used both for passenger and for freight trains in the Czech Republic.

- **3rd series with beaded side walls which reach up to the edge of the roof**
- **With set of etched signs included**

Q4/2023			
7300008	DC		4/1
7310008	DCC		4/1

Diesel locomotive 751 176-9

ČD CARGO

Ep	VI
	190
	PluX22
	R2
	CZ
	LED

Photomontage

The T 478.1 and T 478.2 classes are diesel-electric general-purpose locomotives. The striking appearance of these locomotives is reflected in the nickname “Bardotka”, after the French actress Brigitte Bardot. A total of 230 series locomotives were built for what was then the CSD in the CKD works in Prague in the years spanning 1966 to 1971.
With the introduction of EDP-compliant traction unit numbers in 1988, the locomotives were given the new designation 751 or 752. Since 1998, the class 751 CD locomotives have been painted in a uniform grey/red livery and mainly used for freight transport.

- **With set of etched signs included; second running number 751 220-5 also included**

Q1/2023			
70926	DC		4/1
70927	DCC		4/1

Diesel locomotive class 750

ČD CARGO

Ep	VI
	190
	PluX22
	R2
	CZ
	LED

Photomontage

The so-called “Taucherbrille” (Diver’s goggles) or “Brillenschlange” (Spectacled cobra) was developed and built at CKD in Prague. The class T 478.3 (from 1988 series 753) was supplied to the CSD from 1970 onwards, and these 408 locomotives became a familiar sight on non-electrified main lines. Due to a lack of locomotives with electrical train heating, over 100 of these engines were retrofitted from 1991. The Reko locomotives received the new class designation 750, whereby the serial number remained the same.

- **Used to haul passenger and goods trains up to German and Austrian border stations**

Q4/2023			
7300009	DC		4/1
7310009	DCC		4/1

Diesel railcar 810 458-0 with trailer

ČD

Ep	V
	322
	PluX16 *
	R2
	CZ
LED	

Q1/2023				
70376	DC	2/0		
70377	DCC	2/0		

Trailer for diesel railcar class 810

ČD

Ep	V
	161
	PluX16

Photomontage

- **Interior lighting and the tail light can be switched with a DIP switch**
- **Decoder for retrofitting item 10895**

Q1/2023		
74242	DC	

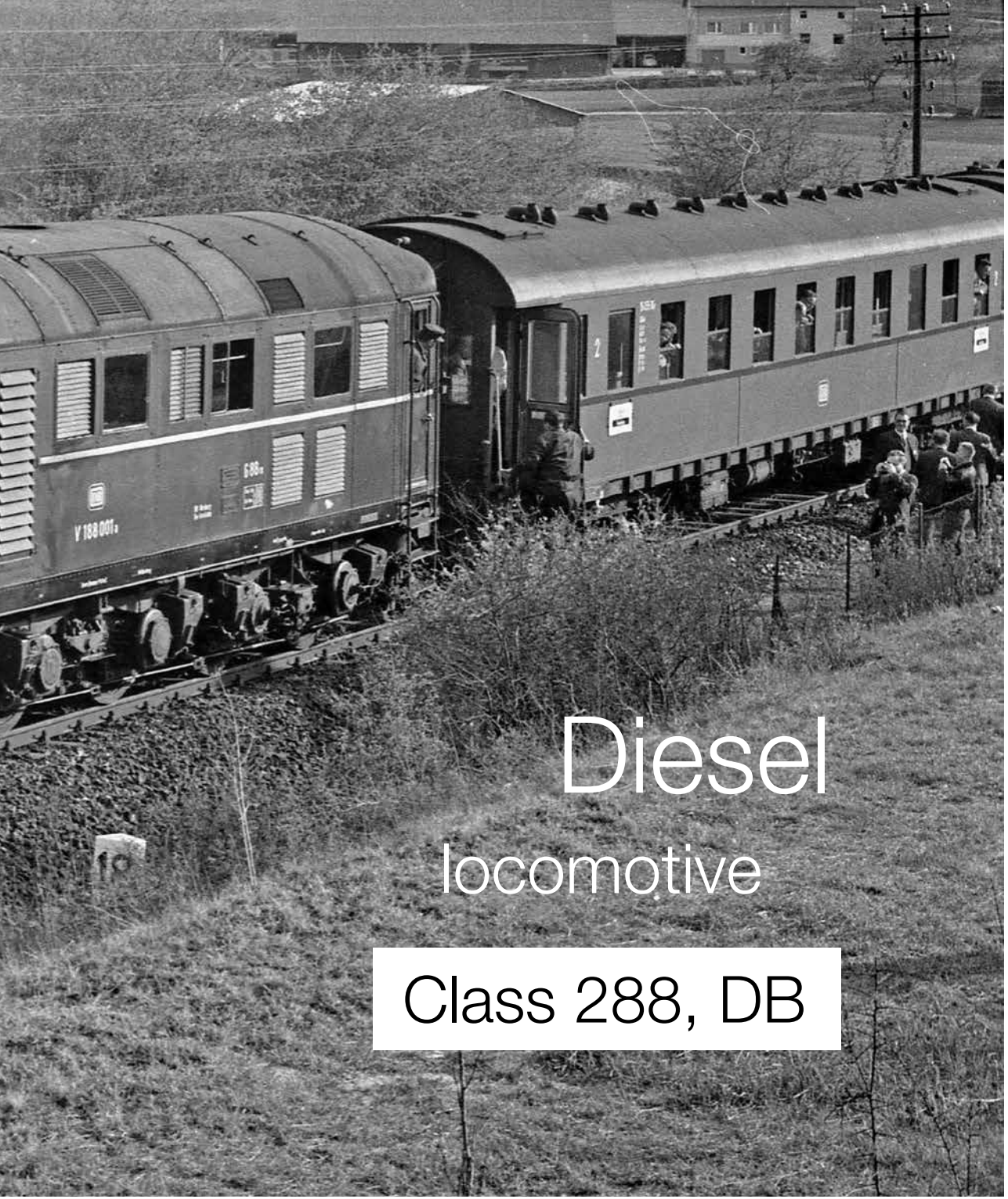
* DCC version with onboard decoder ex-works without PluX16 interface.

Photomontage

- **Separately attached windscreen wipers**
- **With plug-in parts enclosed for representation of the closed front apron**
- **Digital version with on-board decoder in the railcar and function decoder in the trailer as well as switchable light and sound functions**

Photo: L. Bubak

Photo: R. Krauss, S.Carstens



Diesel locomotive

Class 288, DB

In 1941 and 1942, a total of four class D 311 double locomotives were put into service by the Deutsche Wehrmacht. The D 311.01 a/b, also known as “Walli”, was used on the Crimean peninsula. Along with its sister engine, the D 311.02 a/b “Dora”, it manoeuvred the largest railroad gun ever built. The locomotives D 311.03 and 04 were intended for use with the “Schwerer Gustav 2” gun, and were probably put into use in the west of Germany. The fifth and sixth double locomotives were ordered from Krupp, but ultimately could not be built due to war events.

The locomotives were equipped with electric power transmission. For each half-unit, a DC generator directly powered by a diesel engine supplied the electric traction motors on each of the four wheelsets with power. Accordingly, the axle arrangement designation was Do+Do. The controls of both locomotive halves were electrically coupled, and were operated from the respective preceding driver’s cab. The locomotive weighed 147 tonnes in total. Its top speed was 75 km/h. In the “Dora” firing position, the locomotives also supplied the electrical power for operation of the gun.

At the end of the war, the double locomotive D 311.03 a/b was located near to Freilassing, and was put into operation once more after an overhaul in 1948-49 at Krauss-Maffei as the V 188 001 a/b for the “Reichsbahn West”. The D 311.04 a/b was found in the Netherlands, and was purchased at the end of 1949 by the still-young Deutsche Bundesbahn. This engine was then handed over to the company after renovation in 1951 as the V 188 002 a/b. The D 311.02 a/b, which had ended up at Krupp in Essen, was merely used to provide spare parts. The two refurbished class V 188 locomotives proved their worth in heavy goods train and shunting services, mainly on the Spessart-Rampe. At the end of the 1950s, the locomotives were equipped with Maybach engines, such as those used in the V 200.0 and in the VT 08.

After damage to the generator, the V 188 001 was phased out in 1968. The V 188 002, later the 288 002, remained in operation in the Franconian region until 1972. Both locomotives were scrapped in 1973.

Diesel-electric double locomotive 288 002-9

Edition n:

DB

Ep	IV
	259
	PluX22
	R2
	LED

Photomontage

- Double locomotive formed by two units coupled together; both units fully equipped with a motor and sound decoder respectively
- Frame with four sandboxes each and INDUSI reproduction
- With switchable driver's cab, driver's console and control box lighting as well as engine room lighting in digital mode
- "Dynamic Sound" package for even better depth of sound, featuring two loud-speakers per locomotive unit
- Roof fan grilles are broken through
- Digital versions feature motor-powered fans

Q2/2023				
70115	DC		4/2	
70116	DCC		4/2	
78116	AC		4/2	

Class 288 in detail

Illuminated gauges

Detailed reproduction of all connection lines between the locomotive halves

Free-standing roof details

Realistically replicated engine room

Motorised fan impellers with in-depth effect

Beautifully-designed depth effect in the chassis area

Etched printed signs included

Realistically replicated fan slats

6 piece set: Goods train

DB

Ep	IV
	691
	40196
	40183
	6560

Pwgs 041

Laabs 588

Tis 858

Gbs 245

- **Suitable for diesel locomotive class 288, items 70115, 70116, 78116**
- **Finely-detailed models with authentic lettering**
- **Gbs 245 with red tail lights**

Q2/2023

6600018

Diesel locomotive V 100 1273

DB

Ep	III
	139
	PluX22
	R2
	LED

Photomontage

After having served as a test carrier for quite a long time, the class V 100 locomotive went into series production from 1961/62 on. It was used for mixed traffic operations on non-electrified lines and for light services on main lines. With an output of 1,100 hp (810 kW) it was authorized to run with a maximum speed of 110 km/h. In 1968 the locomotives were re-designated to class 211.

Q1/2023			
70979	DC		4/1
70980	DCC	♪	4/1
78980	AC	♪	2/2

Diesel locomotive 212 053-3

DB

Ep	IV
	141
	PluX22
	R2
	LED

Photomontage

Q2/2023			
52538	DC		4/1
52539	DCC	♪	4/1
58539	AC	♪	2/2

Diesel locomotive 236 216-8

DB

Ep	IV
	106
	NEM 652
	R2
	LED

Q1/2023			
70800	DC		3/1
70801	DCC	♪	3/1
78801	AC	♪	3/1

Photomontage

- **Version without raised cab**
- **Enlarged cooling water expansion tank**
- **Additional fuel tanks on the engine hood**
- **Switchable shunting light in digital mode**

Diesel locomotive 221 124-1

DB

Ep	IV
	213
	PluX16
	R2
	LED

Q2/2023			
71088	DC		4/1
71089	DCC	♪	4/1

Photomontage

In order to cope with the increase in traffic, also on non-electrified main lines, the German Federal Railways procured a total of 50 class V 200.1 locomotives from the year 1962 onwards. They differ from their predecessors in having more powerful engines. These were required for the increasingly-longer and therefore heavier passenger trains. The main areas of operation included the routes between Kempten and Lindau, Offenburg and Constance as well as the well-known “Vogelfluglinie” transport corridor between Germany and Denmark. During their lifetime, the locomotives were later re-designated as the class 221, and frequently received an ocean blue and beige livery.

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


DB
221 143-1
2
DB
221 143-1

update

Gas turbine multiple unit

Class 602, DB

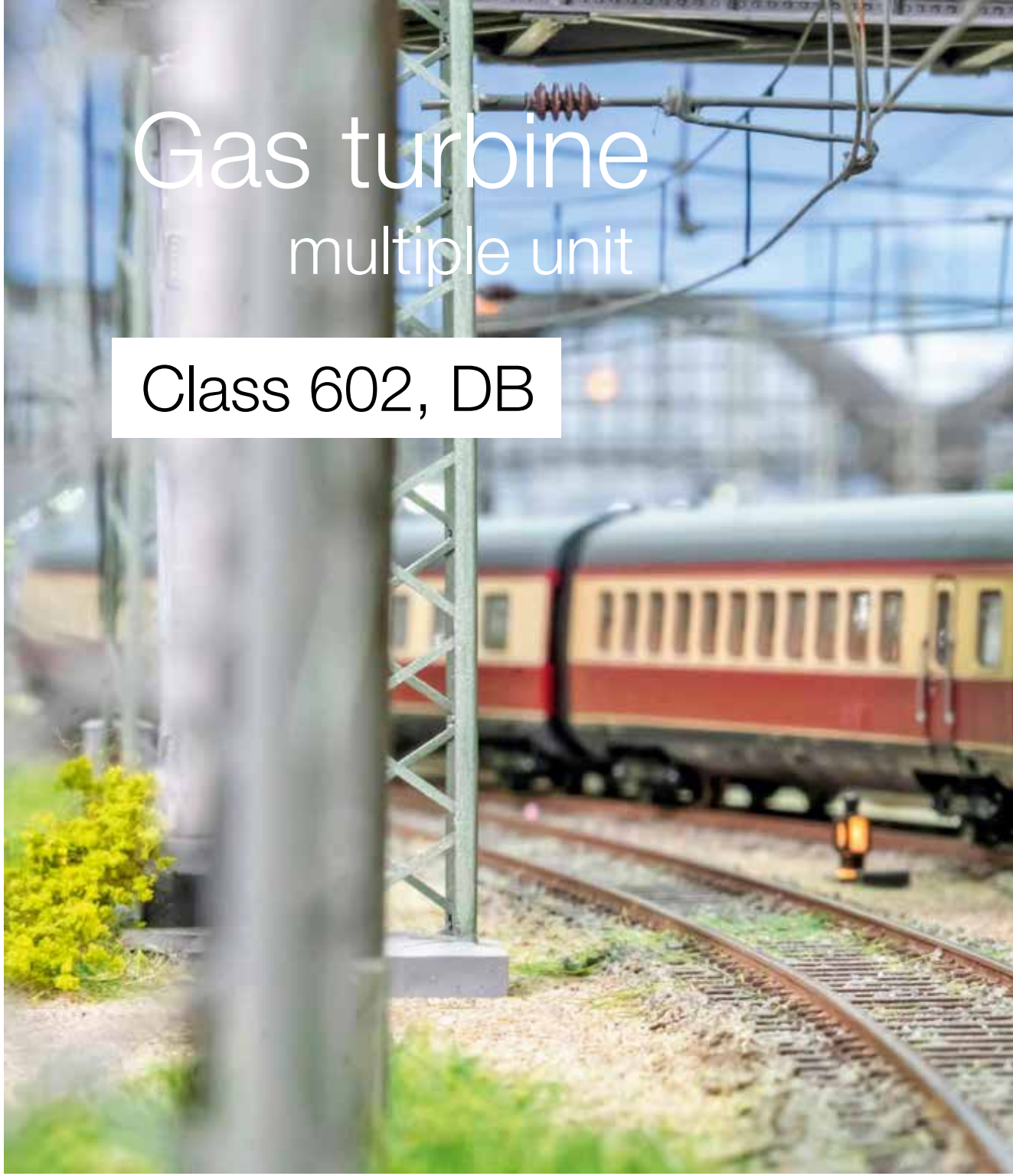
Because the performance of the diesel-powered VT 11.5 (class 601) proved insufficient, four power heads were converted to gas turbine drive in 1971, the most striking feature of which was the large air intakes in front of the driver's cab which supplied the turbine with air.

Unfortunately, this new type of drive was not very successful and was never able to establish itself decisively. Not just the high noise level - especially when starting up - was viewed as a deficiency, but also the significantly higher fuel consumption, which is why the capacity of the fuel tank had to be doubled to 5,000 litres.

It was problematic to adapt the gas turbine engines, which had admittedly proven their worth in aviation, to the operating conditions for rail vehicles. The air intakes were originally too small - especially in case of train encounters - and the air filter box clogged up in snow drifts. Fine cracks in turbine system components led to a deflagration in 1974, triggered by a response from the fuel quick-acting valve.

These defects rendered operation of these trains increasingly uneconomical, which is why the multiple units running under the designation class 602 were taken out of service again by the DB in 1978 and 1979. Only the power head 602 003 has been preserved for museum purposes. It can now be found in the DB Museum in Nuremberg.

However, there is a silver lining in every cloud. The 602 was immensely popular with railway enthusiasts. Not only was the excellent sprinting ability of these units inspiring, but even more so the optical-acoustic “rollercoaster” that conjured up a pleasant tingling sensation in viewers’ spines: People saw a train, but believed they heard a plane!




JNTER
CITY

4 piece set: Gas turbine multiple unit 602 002-8/602 004-4

update

DB

Ep	IV
	880
	PluX22
	R2
	LED
	40420

Photomontage

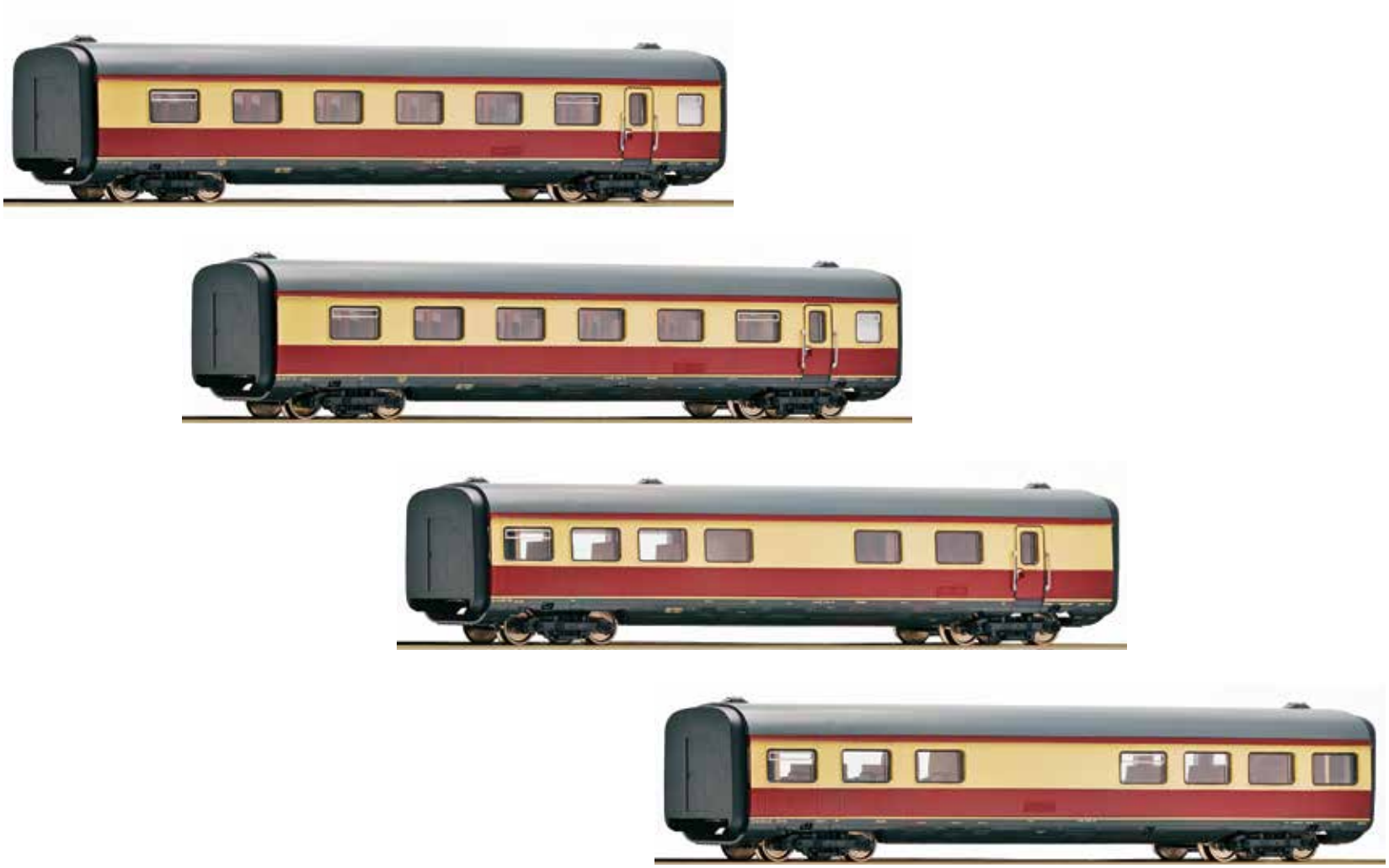
- Gas turbine version of our popular TEE/Intercity multiple unit
- For the first time with PluX22 interface and LED headlight, in both power heads with sound in the digital versions

Q3/2023				
7700002	DC		4/1	
7710002	DCC	♪	4/1	▭
7720002	AC	♪	3/1	▭

4 piece set: Intermediate coaches for gas turbine multiple unit class 602

DB

Ep	IV
	840
	40420



Photomontage

Q3/2023

6200003	DC
6220003	AC

Diesel locomotive 218 150-1

DB

Ep	IV
	189
	PluX22
	R2
	LED
Z21	Cab

Photomontage

From 1971, the German Federal Railway put 398 class 218 series locomotives into service, using them both as passenger trains and as goods trains. They achieved a top speed of 140 km/h with a power output of 1,840 kW and were used on most non-electrified routes.
The class 218 saw several colour variations over the years. The first 218s were still delivered in the purple red colour scheme that was typical for diesel locomotives. From 1975, the locomotives' exteriors were painted in ocean blue/beige.

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

Q3/2023			
7300010	DC		4/1
7310010	DCC	♪	4/1
7320010	AC	♪	3/2

Diesel locomotive 218 290-5

DB AG

Ep	V
	189
	PluX22
	R2
	LED
Z21	Cab

Photomontage

- **Condition from 1995/1996 with differently coloured lettering prints in line with the prototype**
- **Switchable high beam and individually switchable headlight or tail light in digital mode**

Q1/2023			
70771	DC		4/1
70772	DCC	♪	4/1
78772	AC	♪	3/2

Diesel locomotive 112 294-4

DR

Ep	IV
	164
	PluX22
	R2
	LED

Photomontage

For test purposes, a few class 110 locomotives were provided with a more powerful 1,200 HP diesel engine in 1972. This was required so that the locomotives could also be used in express train traffic. Further components were also modified on the test locomotives. Due to the good test results, a total of almost 500 locomotives were converted to the more powerful class 112 in the Reichsbahnausbesserungswerk (State Railway Repair Works) Stendal.

- **Free-standing handrails**
- **Individually switchable headlight or tail light in digital mode**

Q4/2023				
7300011	DC		4/1	
7310011	DCC	♪	4/1	▭
7320011	AC	♪	2/2	▭

Diesel locomotive 118 652-7

DR

Ep	IV
	224
	PluX22
	R2
	LED

Photomontage

The V 180 class was the first long-distance diesel locomotive developed and built in the GDR. Over time, many sub-classes were produced through various conversions. Amongst these was a 6-axle version which was powered with 2,000 HP from the start and was designated as class 118.2-4. When 1,200 HP engines became available, the C'C' engines were gradually retrofitted accordingly. Not all of the locomotives were converted, however, and therefore the 2,400 HP engines were given an ordinal number increased by 400 to distinguish them, thus creating the 118.6-8 class. One particular feature of the six-axle version is the low axle load of 15.6 t, meaning that this locomotive could also be used for general-purpose service on branch lines.

- **Beautifully detailed model with many separately attached plug-in parts, partly made from metal**
- **Individually switchable headlight or tail light, driver's cab lighting and machine room lighting in digital mode**

Q1/2023				
70888	DC		6/2	
70889	DCC	♪	6/2	▭
78889	AC	♪	4/2	▭

Diesel locomotive 218 421-6

DB AG

Ep	VI
	189
	PluX22
	R2
	LED
Z21	Cab

Photomontage

- **New running number**
- **Updated operating condition with new LED lighting: Tail light at the outer headlight positions**
- **Universal diesel locomotive for passenger and goods traffic**
- **Extra-applied plug-in parts partially designed with etching technology**
- **Switchable high beam and individually switchable headlight or tail light in digital mode**

Q1/2023			
70767	DC		4/1
70768	DCC	♪	4/1
78768	AC	♪	3/2

Diesel locomotive 218 056-1

PRESS

Ep	VI
	189
	PluX22
	R2
	LED
Z21	Cab

Photomontage

The 218 056 has reinforced the PRESS fleet since the beginning of 2020. As the 56th locomotive to join the fleet, it was given the corresponding company number. It was delivered to the DB in 1978 as the 218 454, and was last used in operations for the DB Regio.

- **Updated operating condition with new LED lighting: Tail light at the outer headlight positions**
- **Switchable high beam and individually switchable headlight or tail light in digital mode**

Q3/2023			
7300025	DC		4/1
7310025	DCC	♪	4/1
7320025	AC	♪	3/2

Diesel locomotive 223 081-1

ALEX

Ep	VI
	221
	PluX22
	R2
	LED

Photomontage

The alex network extends from Hof via Schwandorf, Regensburg into the Bavarian state capital of Munich. The alex network also offers daily connections from Munich via Regensburg to Prague. Between 2007 and 2020, a Munich–Kempten–Oberstdorf/Lindau route service was also provided.

- **Prototypical design in sapphire blue**
- **Attached fold-out wing mirrors for various positioning**
- **Separately applied handrails, wipers and UIC-plugs**
- **Switchable high beam and individually switchable headlight or tail light in digital mode**

Q1/2023			
70943	DC		4/1
70944	DCC		4/1
78944	AC		2/2

Photo: N. Sandner

3 piece set: Eurofima coaches

ALEX

Ep	VI
	909
	40196
	40420

Bmz

Bmz

ABbmdz

Photomontage

Q2/2023	
74018	

Diesel railcar 650 669-4

OBERPFALZBAHN

Ep	VI
	293
	PluX22
	R2
	LED

Photomontage

The Oberpfalzbahn is a Länderbahn brand. This network extends on five lines throughout the whole of eastern Bavaria. The Oberpfalzbahn includes the three lines running through the Bavarian Forest and around the district town of Cham as well as the commuter route from Marktredwitz via Weiden and Schwandorf to Regensburg, and a connection from Marktredwitz via Cheb, As and Selb-Plößberg to Hof.

- **Elaborately-designed interior**
- **Switchable light and sound functions in digital mode**

Q1/2023				
70193	DC		2/1	
70194	DCC		2/1	
78194	AC		2/1	

Photo: N. Sandner

Diesel locomotive Y 8296

SNCF

Ep	IV-V
	117
	R2
	LED

Photomontage

In July 1977, the Moyse factory delivered the first shunting locomotive Y 8001 (in France named “Locotracteur”) which was designed for shunting operations at stations, marshalling yards, construction sites and repair workshops of the SNCF. Since they were stronger and longer than their predecessors, the Y 8000 locomotives were also able to replace locomotives which hauled light freight trains.

- **Model with digital shunting couplers for more play fun**
- **Long front hood and gear block made of die cast metal, therefore more dead weight and high tractive power**
- **Prototypical light and sound functions using on-board switchable decoder**
- **Unobstructed view through the authentic driver's cab**

Q1/2023				
72010	DCC		2/1	
78010	AC		2/1	

Diesel locomotive D.343 2015

FS

Ep	V
	153
	PluX22
	R2
	LED

Photomontage

For the goods and passenger train service, the FS purchased a total of 145 of these locomotives between 1974 and 1979. The locomotives are used throughout Italy, especially on branch lines. It has a power output of 990 kW and can reach a top speed of 130 km/h. The service weight is 62 tons.

- **Rich detailing on the model which also has a baggage compartment**
- **Version with bent windscreens**
- **Former FS-logo on the front, Trenitalia-logo on the sides**

Q1/2023			
73002	DC		4/1
73003	DCC		4/1

Diesel railcar 810 210-5

SKPL

Ep	V-VI
	161
	PluX22
	R2
	LED

Photomontage

The Stowarzyszenie Kolejowych Przewozów Lokalnych (SKPL; association of local railway companies) is the operator of several Polish branch lines. SKPL's scope of services also includes standard gauge lines of local significance, on which former CD class 810 railcars are used.

- **Baptised with the name "Karol"**
- **Separately attached windscreen wipers**
- **With plug-in parts included for representation of the closed front apron**

Q2/2023					
70386	DC		2/0		
70387	DCC		2/0		

Diesel railcar 810 365-7 with trailer

ZSSK

Ep	V-VI
	322
	PluX22
	R2
	LED

Photomontage

- **With plug-in parts included for representation of the closed front apron**
- **With sound decoder in the railcar and function decoder in the trailer as well as switchable light and sound functions**

Q2/2023					
70380	DC		2/0		
70381	DCC		2/0		


skpl
2
klasa
skpl
SHORTLINES.PL
2

Goods train through Austria

70047 | 74221 | 6600002 | 77050

Elegant travel through Germany

70030 | 74865 | 74866 | 74867 | 74868

Classic trains in operation

70604 | 77344 | 77464 | 77048 | 77495 | 75858

Swiss anniversary in goods train operations

70649 | 6600028 | 76236 | 77403

The Freilassing classic

70462 | 74010 | 74011 | 74010

Reichsbahn power in goods transport

71355

6200018

6600030

6600032

Czech shunting service

7300009

77005

76003

START
sets

Analogue start set: Steam locomotive class 80 with passenger train

Ep | III-IV

Contents:

1 steam locomotive class 80,
incl. a set of different railway administration plates
2 passenger coaches
1 railroad crossing
1 electronic manual regulator
1 plug-in power supply

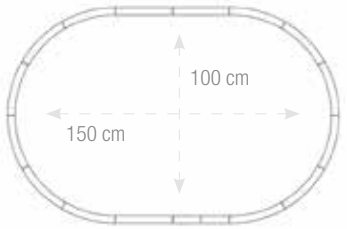
ROCO LINE track layout (with bedding):

12 curved tracks R2, 3 straight tracks G1, 1 straight track G½,
1 feeder track (G½)

Size of track layout: approx. 150 x 100 cm

▸ **New running numbers**

Photomontage



Q3/2023
5100001

z21 start digital set: Diesel locomotive class 132 with tank wagon train

DR

Ep IV

Contents:

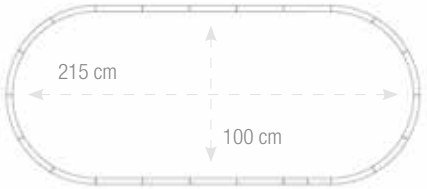
1 diesel locomotive class 132
3 tank wagons
1 z21 start
1 Z21 multiMAUS
1 plug-in power supply

ROCO LINE track layout (with bedding):

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

Size of track layout: approx. 215 x 100 cm

Photomontage



Q4/2023
5110002

z21 start digital set: Diesel locomotive class 232 with goods train

DB AG

Ep VI

Contents:

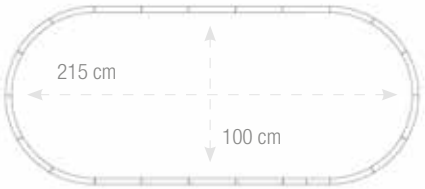
1 diesel locomotive class 232
2 open goods wagons loaded with 20' containers
1 container carrier wagon loaded with two 20' containers
1 z21 start
1 Z21 multiMAUS
1 plug-in power supply

ROCO LINE track layout (with bedding):

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

Size of track layout: approx. 215 x 100 cm

Photomontage



Q4/2023
5110003

Analogue start set: Diesel locomotive class 212 with crane train

DB AG

Ep | VI

Contents:

1 diesel locomotive class 212
1 crane wagon with crane protection wagon
1 crew wagon
1 railroad crossing
1 electronic manual regulator
1 plug-in power supply

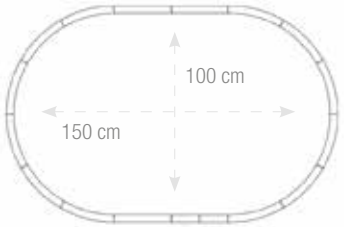
ROCO LINE track layout (with bedding):

12 curved tracks R2, 3 straight tracks G1, 1 straight track G½,
1 feeder track (G½)

Size of track layout: approx. 150 x 100 cm

- **Height-adjustable crane boom**
- **Crane structure can be swivelled 360 degrees**

Photomontage



Q3/2023
5100002

Analogue start set: Christmas train

Contents:

1 steam locomotive
1 hood roof passenger coach
1 medium-high side wagon
1 electronic manual regulator
1 plug-in power supply

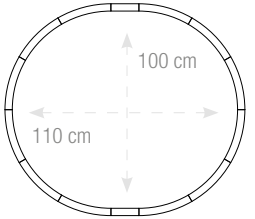
ROCO LINE track layout (with bedding):

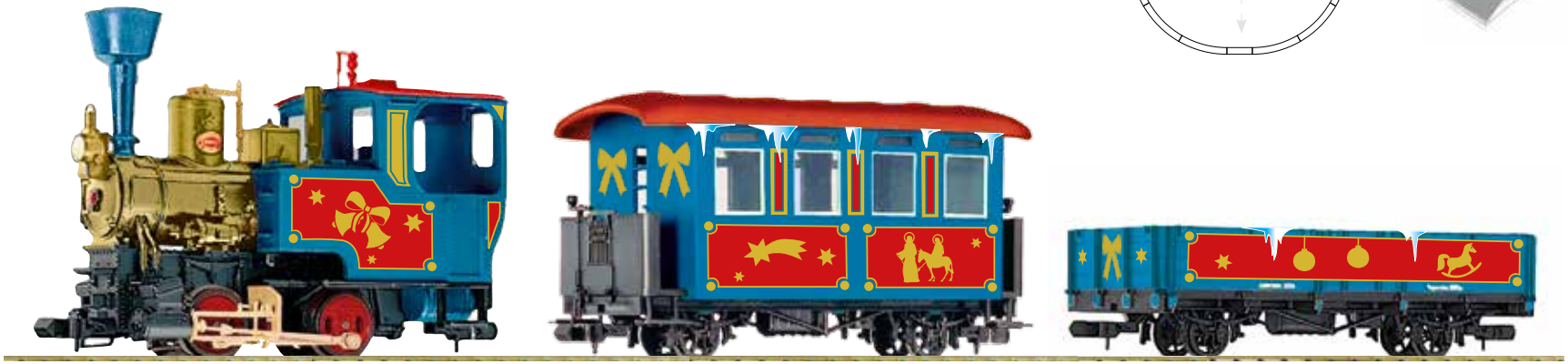
12 curved tracks R3, 1 straight track G½,
1 feeder track (G½)
Size of track layout: approx. 110 x 100 cm

Merry Christmas - with the ROCO Christmas train

Childrens' eyes shining; memories of yesteryear – with the Christmas train from ROCO, your Christmas fairy tale comes true! This set includes a steam locomotive, a passenger coach and an open goods wagon with side walls ideal for loading. All the models are lovingly painted and printed with Christmas designs. A comprehensive sheet of stickers is included for creative designing fun with the family for easy personalisation of your train! The track oval in snowy look is perfect for running your train around your Christmas tree at home!

- **LED headlight**
- **Passenger coach: With removable roof**
- **Goods wagon: With four individually-removable side walls**
- **Sticker sheet enclosed**
- **Track oval in snowy look**
- **1:45 scale models**





Photomontage - design suggestions

Q4/2023
5100003

D

PASSENGER coaches

The future of sustainable passenger transport in Europe is rolling onto the tracks!

The train as an environmentally friendly alternative to air travel is a pioneer in terms of sustainable transport. Since the end of 2016, the ÖBB is one of the largest transport companies to operate a regular and attractive night train service with popular destinations across most of Europe. The ÖBB and "Siemens Mobility", as a manufacturer of rail vehicles, will put a total of 33 seven-part trainsets of the new "Nightjet" into service over the next few years. They each consist of two seating coaches, three couchette coaches and two sleepers, which offer the highest level of comfort and a high-quality interior design.

Parallel to the prototype, ROCO is also working on the detailed implementation of this new "super train". As usual with ROCO products, the models will delight with optimised operating characteristics paired with high detailing.

nightjet

We will issue further information on the new "Nightjet" models shortly.

Photo: ÖBB

2 piece set: Sleeper “Nightjet”

ÖBB/SBB

Ep	VI
	606
	40196
	40420

WLABmz

Photomontage

For their new Nightjet connections, the ÖBB had all type T2s sleepers still in its fleet upgraded in 2021. This overhaul means that the vehicles now comply with the current Nightjet standards. They are operated in cooperation with the SBB in international night train service.

- **ÖBB/SBB partner branding**
- **Operation in international night train service**

Q4/2023

6200021

Photo: D. Schärer

4 piece set: Ribbed wagons

ÖBB

Ep	III
	606
	40183
	40361

BDiho

Biho

Biho

Biho

Photomontage

- **Suitable with the steam locomotive 77.28, items 70083, 70084, 78084**
- **With delicately-crafted platform railings, separately attached handrails and single-hung windows in the appropriate size**
- **Baggage wagon with moving sliding doors**

Q1/2023

74026

Panorama coach “Connecting Europe Express”

SBB

Ep	VI
	303
	40196

Apm Photomontage

- **“Connecting Europe Express” design**

Q2/2023
6200015

Panorama coach “Gotthard”

SBB

Ep	VI
	303
	40196

Apm Photomontage

- **Model in current Gotthard Panorama Express design**
- **Item 6200017: Different running number**

Q2/2023
6200016
6200017

Photo: D. Häusermann

1st/2nd class standard express train coach

DB

Ep	IV
	249
	40196
	40360

ABüe 321 Photomontage

From the end of the 1920s until the 1960s, this coach type shaped the image of fast and express trains – the standard express train coaches of the German State Railway Company (DRG) which were built from 1928 onwards. Most of these coaches joined the German Federal Railway fleet after 1949.

Valid for all models on this page:

- **Finely-detailed models with separately attached plug-in parts**
- **Delicately-crafted reproduction of bogies**

Q3/2023 74865

2nd class standard express train coach

DB

Ep	IV
	249
	40196
	40360

Büe 354 Photomontage

Q3/2023 74866

2nd class standard express train coach

DB

Ep	IV
	249
	40196
	40360

Büe 356 (ex A4üe 29) Photomontage

Q3/2023 74867

Standard baggage coach

DB

Ep	IV
	226
	40196
	40360

Düe 927 Photomontage

Q3/2023 74868

Dining coach

DB

Ep	IV
	270
	40196
	40360

WRüe 151 Photomontage

The MITROPA 1928 type dining coaches were commonly used in Germany. In 1966, the Deutsche Schlafwagen- und Speisewagen-Gesellschaft ("German Sleeping and Dining Coach Company") gave their dining coaches to the German Federal Railway whilst continuing to manage these within the scope of a contract.

- **Finely detailed model with separately attached plug-in parts**
- **Delicately-crafted reproduction of bogies**

Q3/2023
74869

Sleeper

DB

Ep	IV
	270
	40196
	40360

WLAB4üge Photomontage

The newly-founded Deutsche Schlafwagen- und Speisewagen-Gesellschaft (DSG) took over most of the MITROPA sleepers which had survived the Second World War and their use by the occupying forces. At the end of the 1950s, several of these sleepers were equipped with rubber bead transitions. Due to their sturdy construction, 26 of these coaches were given a UIC-compliant coach number in 1966.

- **For the first time featuring a beige-coloured roof**

Q3/2023
74870

1st class express train coach

NS

Ep	V
	303
	40196
	40420

ICK Photomontage

The coaches operated by the Nederlandse Spoorwegen (Netherlands State Railways) are former German long-distance coaches. The ICK coaches were subdivided into units of three coaches. One train consisted of several units. The ICK trains were in service from 2002 to 2009.

Valid for all models on this page:

- **Operation: National express trains**

Q1/2023
74316

2nd class express train coach

NS

Ep	V
	303
	40196
	40420

ICK Photomontage

- **Item 74318: Different running number**

Q1/2023
74317
74318

Baggage coach

PKP

Ep	III
	130
	6562
	6469

Fy Photomontage

- **Middle axle sideways moveable**
- **Suitable for steam locomotive Oi2, items 72060, 72061**

Q3/2023
6200012

2nd class passenger coach

PKP

Ep	IV
	160
	6560

Bi Photomontage

- **Suitable for the passenger coach set item 74019**

Q3/2023
6200013

Dining coach

PKP

Ep	IV
	303
	40196
	40420

WRdmnu Photomontage

- **With prototypical front ends and Bautzen type entrance areas**
- **Retrofittable buffer beam**
- **Prototype also used for international operations**

Q4/2023
6200014

GOODS
wagons

Container carrier wagon

ÖBB

Ep	VI
	226
	40196

Sgnss Photomontage

Q1/2023
77344

- **Loaded with two interchangeable containers of the forwarding company Gebrüder Weiss**

Container carrier wagon

SBB CARGO

Ep	VI
	226
	40196

Sgnss Photomontage

Q4/2023
6600028

- **Container with different front door design**
- **Metal die-cast chassis**

Pocket wagon

HUPAC

Ep	VI
	211
	40179

Sdgmnss/T3 Photomontage

Q3/2023
76236

- **Loaded with a truck trailer of the forwarding company Iemoli**
- **Metal die-cast chassis**
- **Delicately-crafted handle rails and platform railings**

Pocket wagon

DB AG

Ep	VI
	211
	40179

Sdgmns/T3 Photomontage

Q4/2023
76233

- **Loaded with a truck trailer of the forwarding company LKW Walter**
- **Truck trailer with adjustable axes for reproduction of deflated air suspension**

Articulated double-pocket wagon

WASCOSA

Ep	VI
	393
	40195

Sdggmrs/T2000

Photomontage

Q1/2023
77363

- **Loaded with two truck trailers of the forwarding company LKW Walter**
- **Metal die-cast chassis**
- **Model with separately applied locking bars**

Articulated double-pocket wagon

DB AG

Ep	VI
	393
	40178

Sdggmrs 738/T3000e

Photomontage

Q4/2023
77404

- **Loaded with two truck trailers of the forwarding company Dettendorfer in new design**

Articulated double-pocket wagon

WASCOSA

Ep	VI
	393
	40178

Sdggmrs 738/T3000e

Photomontage

Q4/2023
77403

- **Metal die-cast chassis**
- **Loaded with two truck trailers of the forwarding company GATT**

Articulated double-pocket wagon

CLIP

Ep	VI
	393
	40178

Sdggmrs 738/T3000e

Photomontage

Q4/2023
77405

- **Metal die-cast chassis**

Photo: C. Schneider

5 piece display: Ekol forwarding company

EUROWAGON

Ep	VI
	1965
	40178

Sdggmrss/T3000e

Photomontage

- **Ideal for the formation of Ekol forwarding company block trains**
- **Individual wagons available from specialist retailers**

Q4/2023

6600019

Goods train baggage wagon

ÖBB

Ep	IV
	118
	6560
	40361

Diho Photomontage

Q1/2023
74221

- **Version with aluminium baggage compartment doors**

3 piece set: Bicycle transport

ÖBB

Ep	V
	747
	40183

Gabkqss-x Photomontage

Q1/2023
77022

- **Finely-detailed design in different liveries**

3 piece set: Self-unloading wagons

ÖBB

Ep	VI
	495
	40183

Fals

Photomontage

Q1/2023
77019

- **In updated RCW lettering**
- **Ideal for building block trains**

Tank wagon

WASCOSA

Ep	VI
	195
	40179

Zacns

Photomontage

Q3/2023
77464

Sliding-wall wagon

SETG

Ep	VI
	267
	40196

Habbiins

Photomontage

Q3/2023
77131

- **For the transport of paper rolls, cellulose, sawn timber, wood and fibre panels and palletised cargo**

2 piece set: Coil transport wagons

SNCB

Ep	V-VI
	276
	40196

Shimmns

Photomontage

Q1/2023
76338

- Loaded with coils
- With permission from NMBS Train World

2 piece set: Silo wagons

SBB

Ep	IV
	258
	40196

Ucs

Uaces Photomontage

Q1/2023
77038

- Logo designed in different colours and languages on both sides in line with the prototype

Stake wagon

SBB

Ep	VI
	229
	40183

Res Photomontage

Q3/2023
76591

- Loaded with wire reels

Swing-roof wagon

SBB

Ep	VI
	111
	40196

Tds Photomontage

Q1/2023
76584

- In current operating condition with the SBB bar logo
- Fine treads, ladders and platform railings

2 piece set: Telescopic hood wagons

SBB

Ep	VI
	276
	40196

Shimmns

Photomontage

Q3/2023

77048

2 piece set: Sliding-wall wagons

SBB CARGO

Ep	VI
	356
	40196

Hbbillns

Photomontage

Q3/2023

6600027

- **Railcare logo in different positions on each wagon**

2 piece set: Tank wagons

CHEMOIL

Ep	VI
	390
	40179

Zacns

Photomontage

Q1/2023

77046

Sliding-wall wagon

TRANSWAGGON
SBB CARGO

Ep	VI
	178
	40196

Hbbillns Photomontage

Q1/2023
77495

- **Finely-detailed front and side walls**
- **Separately applied handles and operating rods**

2 piece set: Open goods wagons

ČSD

Ep	IV
	228
	40183

Es/Vte Photomontage

Q3/2023
6600002

3 piece set: Silo wagons

ČSD

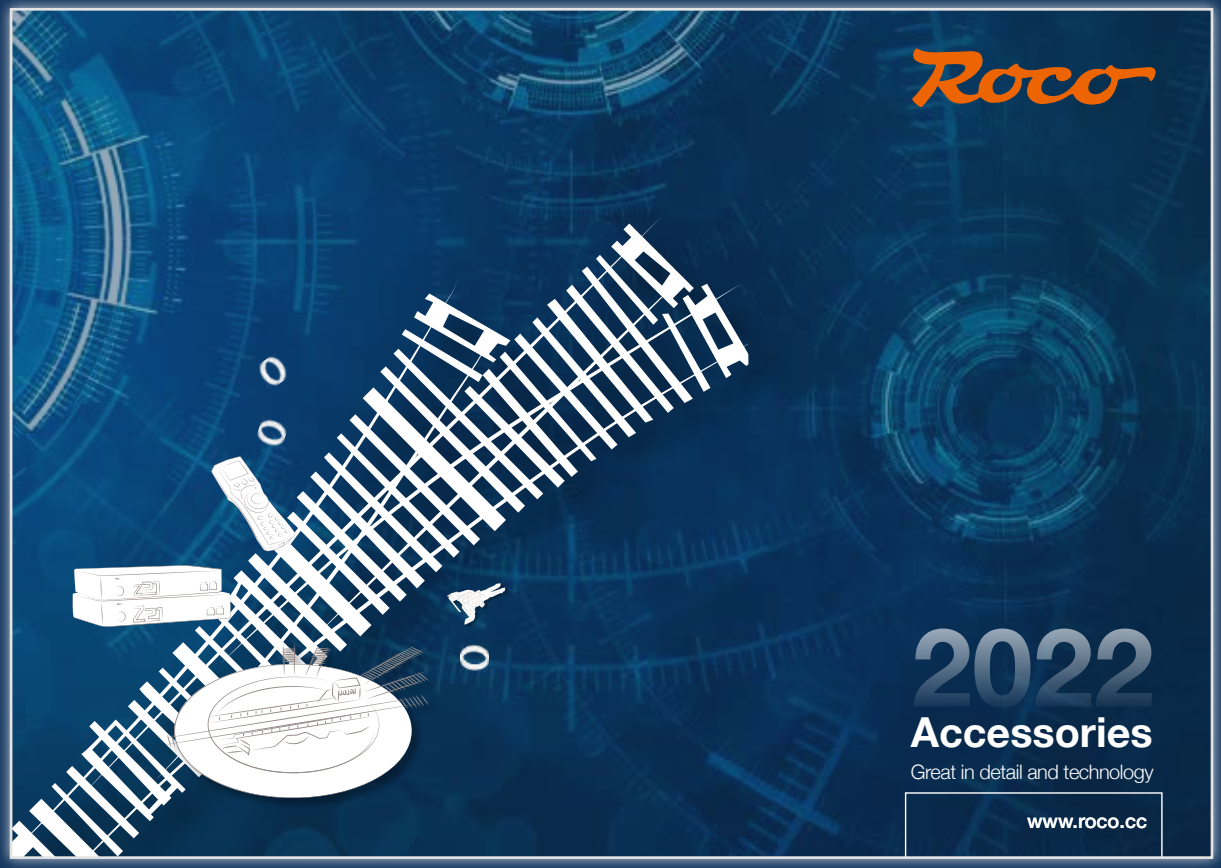
Ep	IV
	498
	40196

Uacs 451.1 CAD drawing

Q2/2023
77004

- **Free-standing handles, railings, ladders and tubes**
- **Fully-equipped models**

Photo: D. Schärer



In addition to highly-detailed and high-tech models from epoch I right up to the latest railways, ROCO offers a wide product range of articles.
From steam locomotives via diesel locomotives, right up to the most modern ICE or Railjet, your every wish can be fulfilled. A reliable supply of accessories, tracks or ultra-modern control technology such as the Z21 system is also a feature of our range. The latest accessories catalogue will provide you with an overview over this wide-spectrum assortment.

2 piece set: Silo wagons

ČD

Ep	V
	332
	40196

Q2/2023

77005

Uacs

CAD drawing

- **Free-standing handles, railings, ladders and tubes**
- **Fully-equipped models**

2 piece set: Open goods wagons

ČD

Ep	V-VI
	322
	40183

Q3/2023

77045

Eas

Photomontage

- **For the transport of bulk goods or scrap**

2 piece set: Tank wagons

ČD

Ep	VI
	390
	40179

Q3/2023

76003

Zacns

Photomontage

3 piece set: Covered goods wagons

DRG

Ep	II
	324
	6560
	6562
	6563

G 02 „Stettin“

G 02 „Stettin“

G 02 „Hannover“

Photomontage

- **Two wagons with spoked wheelsets**

Q3/2023 6600037

Stake wagon

DRG

Ep	II
	197
	40181

SS „Köln“

Photomontage

- **Loaded with logs**

Q1/2023
76339

Fish transport wagon

DRG

Ep	II
	147
	6560

„Berlin“

Photomontage

Q4/2023
6600039

3 piece set: Sliding roof wagons

DB

Ep	IV
	342
	40183

Tcs

Photomontage

Q3/2023
77050

- **In 1970s operating condition**

Small livestock stake wagon

DB

Ep	IV
	149
	40183

Hbes

Photomontage

Q4/2023
76607

- **Finely-detailed reproduction of the board walls**

Car transport wagon double unit

DB

Ep	IV
	248
	6560

Laaes 541

Photomontage

Q3/2023
6600047

- **Both wagons rigidly connected via a detachable drawbar**

Goods train baggage wagon

DR

Ep	IV
	118
	6560
	40361

Pwgs 41 Photomontage

Q3/2023
6200018

- **Sliding doors can be mounted in three different positions as desired (closed, half-open, open)**

2 piece set: Heavy-duty wagons

DR

Ep	IV
	248
	40196

Rlmmp Photomontage

Q4/2023
6600031

3 piece set: Slurry wagons

DR

Ep	IV
	471
	40196

ZZhs Photomontage

Q4/2023
6600030

- **Finely perforated steps and tread plates**

Swing stake wagon

DR

Ep	IV
	229
	40183

Res Photomontage

Q4/2023
6600032

6 piece display: Open goods wagons

DB AG

Ep	V-VI
	966
	40183

Eaos

Photomontage

- **Elaborate design featuring repairing marks**
- **Individual wagons available from specialist retailers**

Q1/2023
75858

6 piece display: Tank wagons

VTG

Ep	VI
	1170
	40179

Zans

Photomontage

- **Tanks in different colour schemes**
- **Individual wagons available from specialist retailers**

Q4/2023
6600007

Pitched roof wagon

FS

Ep	IV
	133
	40196

Ghks Photomontage

Q3/2023
6600014

3 piece set: Self-unloading wagons “Norske Skog”

VTG

Ep	VI
	432
	40183

Falns Photomontage

Q1/2023
77044

2 -piece set: Open goods wagons

ERMEWA

Ep	VI
	362
	40196

Eanos Photomontage

Q1/2023
76001

Covered goods wagon

PKP

Ep	IV
	122
	40183

G (Kddt) Photomontage

Q3/2023

6600045

3 piece set: Self-unloading wagons

PKP

Ep	IV
	495
	40196

Fads Photomontage

Q3/2023

6600044

2 piece set: Swing stake wagons

PKP

Ep	IV
	320
	40196

Ks Photomontage

Q4/2023

6600006

2 piece set: Open goods wagons

PROTOR

Ep	VI
	322
	40183

Eaos Photomontage

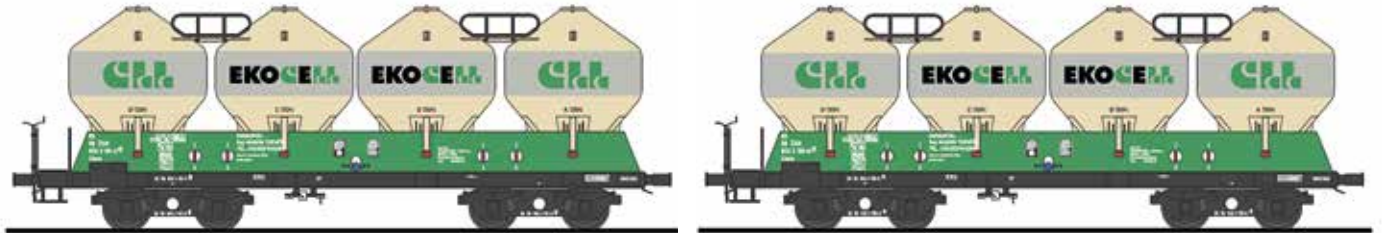
Q1/2023

77032

2 piece set: Silo wagons

ZSSK

Ep	VI
	332
	40196



Uacs CAD drawing

Q3/2023

77006

- **Free-standing handles, railings, ladders and tubes**
- **Fully-equipped models**

N
NARROW gauge

Photo: J. Kaufmann

Diesel locomotive 2095 012-7

ÖBB

Ep	IV-V
	120
	PluX22
	200 mm
	LED

Photomontage

In 1958, SGP introduced the prototype for diesel-hydraulic narrow gauge locomotives – the later class 2095. The locomotive is equipped with a 12-cylinder, four-stroke engine capable of 600 HP. The scheduled maximum speed was set at 60 km/h.
Since its delivery, the 2095 012 was based at the Gmünd train depot. There, it was the only large diesel locomotive for many years, and was used for freight and passenger service. At the beginning of the 1990s, it received a new livery in Valousek design.

- **With switchable high beam and shunting light and driver's cab lighting in digital mode**

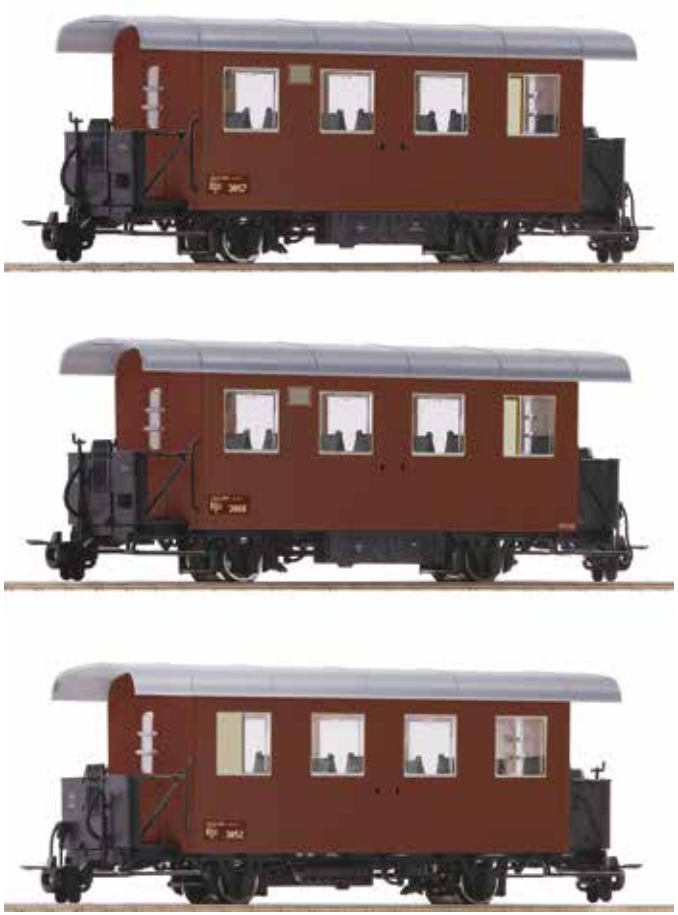
Q4/2023				
7340001	DC		4/1	
7350001	DCC		4/1	

Photo: J. Kaufmann

3 piece set: Narrow-gauge ribbed wagons

ÖBB

Ep	IV
	276



Biho/s Photomontage

Q1/2023
34103

- All wagons feature Webasto heating device, full windows and toilet
- Used on the Mariazell Railway and the “Krumpe”

2 piece set: Covered goods wagons

ÖBB

Ep	IV
	256

GGm/s Photomontage

Q4/2023
6640001

- Finely-detailed design with brakeman’s cab
- With computer numbers and brown chassis

2 piece set: Roll wagons

ČSD

Ep	III-IV
	214

Photomontage

- Designed for the transportation of standard gauge good wagons on narrow gauge lines
- Rich detailing on the roll wagons which have bodies made of die-cast-zinc
- Can be coupled with H0e vehicles via the attached coupling rod

Q1/2023

34068

2 piece set: Roll wagons

DR

Ep	IV
	214

Photomontage

- Designed for the transportation of standard gauge good wagons on narrow gauge lines
- Rich detailing on the roll wagons which have bodies made of die-cast-zinc
- Can be coupled with H0e vehicles via the attached coupling rod

Q3/2023

6640002

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Wir verbinden die Hei
Wir verbinden unsere Heimat.
Südostbayernbahn
Bahnland Bayern

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Ferdinand Berger & Söhne GmbH, Wiener Straße 80, 3580 Horn; Austria

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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
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
Q1-4/2023	Release: 1st-4th quarter of the same year
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
10 11	Steam generator (“Seuthe” No. 10 or No. 11)
Z21 Cab	Z21 driver‘s cab available

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

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