H0
H0e

Roco

2024

Novelties

Great in detail and technology

www.roco.cc

nightjet

A model from another planet: The Nightjet from ROCO

From the bogie to the Mini Cabin in the passenger compartment – The model of the ROCO Nightjet impresses in every detail!

Join us on a journey and be inspired by this new design from **page 46** onwards!

Dear ROCO model railway fans,

what gives model railway fans both young and old the biggest thrill? The steam locomotive! Despite the digitalisation, it exudes a special charm from days gone by. Reason enough to release special versions of two real classics. On the one hand, the 18 201 express steam locomotive has been technically refurbished and is now available in an elaborate version never seen before: A coal locomotive with many special details. On the other hand, we took inspiration from neighbouring countries: Hardly any steam locomotive was asked for by PKP fans as much as the Ty2 was. ROCO is now making this wish come true and releasing the striking locomotive with all its typical features as well as a technical update.

However, when a steam locomotive was cancelled, it was often replaced by an electric locomotive. One such successor, which shaped the image of the railway in West and East Germany for many decades, is the class E 44 or later class 144. This model also has a long history in the ROCO range. We are now re-releasing this popular locomotive with a largely new design.

Steam locomotives were also gradually replaced in the Czech Republic. One machine that was put into service there in large numbers was the E 469.1. Of course, no wishes go unfulfilled thanks to the delicate application and the model is in no way inferior to the previous Czech models.

A night train, the Nightjet, will be released this year, and it is bound to cause a sensation both as a prototype and as a model. The development of the RABe 502 is also very far along and we are proud to show off the first details in this catalogue.

But because the most beautiful locomotive models also include delicate yet reliable carriages, there will be a whole series of new products in this range in 2024. For fans of the railway company of the German Democratic Republic, accurate city express coaches based on the Halberstädter coaches will be available, and modern railway fans will also not be left empty-handed. The DB AG double-decker coaches will roll onto the H0 rails with a new design, and because combined transport is a real winner both in the prototype version and in the model, the T5 generation of pocket wagons will appear in the latest model.

But since words alone are not enough to describe our new products, we don't want to give too much away at this point. Take a journey through the 2024 models and check out what we have in store for you!

We hope you enjoy it!

Your ROCO team

Contents

More than 100,000 models sold since 2017 – the Vectron of ROCO is a real success!

For this we say THANK YOU to all fans and collectors!

STEAM
locomotives

Steam locomotive 638.2692

Edition n:

ÖBB

Ep	III
	214
	PluX22
	R2
	LED

Photomontage

With almost 4,000 units produced, the Prussian P 8, later classified as class 38, went down in history as one of the largest steam locomotives of all time in terms of number. After the turmoil resulting from the two World Wars, they were used by almost all European railway administrations. Ultimately five locomotives remained in Austria and formed ÖBB class 638.

- **Boiler without smoke deflectors**
- **Prototypical smokebox door**
- **Coal box attachment with wooden elevation**
- **With switchable driver's cab and engine lighting in digital mode**

Q3/2024					
71393	DC		2/2		
71394	DCC	♪	2/2	▭	✦
79394	AC	♪	2/2	▭	

4 piece set: Branch line train

ÖBB

Ep	III
	586
	40361
	40183
	6560

Dih

Bih

Bih

Biph

Photomontage

- **Suitable for steam locomotive class 638, items 71393, 71394, 79394**
- **Sliding doors of the baggage car can be mounted in three different positions as desired**

Q2/2024

6200050

Steam locomotive 26.084

update

SNCB

Ep	III
	265
	PluX16
	R2
	LED
Z21	Cab

Photomontage

The class 52 locomotives of the railway company of the German State Railway (DRG 1937–1949) remaining in Belgium after the war were redesignated the class 26. These were the locomotives which were built in 1945 by Belgian locomotive factories and which were delivered shortly after the end of the war. The class 26 comprised the locomotives 26.001 to 26.100.

- **For the first time with PluX16 interface**
- **With finely-spoked wheels made from metal**
- **Driving and coupling rods made from fine cast metal**
- **With authorisation of NMBS Train World**

Q4/2024				
70043	DC	7/2	10	
70044	DCC	7/2	11	
78044	AC	7/2	11	

Steam locomotive 375 002

Edition

Photomontage

ČSD

Ep	II-III
	248
	NEM 652
	R2

As of January 1st, 1919, the newly-founded railway administration CSD had 24 locomotives of the class 310 in their fleet which were located within the national territory of Czechoslovakia after the war ended. The Reparations Commission formed over the course of 1919 issued CSD with another eleven class 310s. In accordance with the CSD designation system, these locomotives were given the new class designation 375.0. These almost-new locomotives were deployed in superior fast train transport on all the main lines.

- **NEM finescale metal spoked wheels on the steam locomotive chassis**
- **Tender wheelsets feature greater wheel flange heights**
- **Suitable for the passenger coaches, items 6200036, 6200037**

Q1/2024				
7100005	DC		5/2	10
7110005	DCC		5/2	11

3 piece set 1: Express train coaches

ČSD

Ep	III-IV
	758
	6452
	6560

ABa

Ba

WR

Photomontage

Valid for all models on this page:

- **Suitable for the steam locomotive class 375.0, items 7100005, 7110005**

Q2/2024

6200036

2 piece set 2: Express train coaches

ČSD

Ep	III-IV
	482
	6452
	6560

ABa

Ba

Photomontage

Q2/2024

6200037

Steam locomotive T3

Photomontage

K.P.E.V.

Ep	I
	101
	PluX16
	R2
	LED

From 1882 to 1910, approximately 1,550 tender locomotives of the type T3 in different designs were supplied to the Prussian State Railway (K.P.E.V.) and other state railways. As the type Cn2, this locomotive had a friction load of 36 t in its M III-4p design, and was able to reach a maximum speed of 40 km/h with an output of 300 PSi.

Q2/2024			
70035	DC		3/0
70036	DCC		3/0

4 piece set: Goods train

K.P.E.V.

Ep	I
	376
	6563

Ni

Schwerin

Essen

Schwerin Photomontage

- **All wagons with delicately crafted spoked wheels**
- **Suitable for steam locomotive T3, items 70035, 70036**

Q2/2024
6600073

Steam locomotive 85 002

Edition

DRG

Ep	II
	187
	PluX22
	R2
	LED

Photomontage

In total, only 10 models of this approximately 133 tonne tender locomotive were build for use on the so-called Höllentalbahn. The class 85 locomotives were therefore the heaviest tender locomotives used in Germany. Due to their traction force, these beefy looking tender locomotives were soon being operated on mountain lines. The photographic paint is an unique paint applied by locomotive factories on special locomotives to achieve a better quality of photographs at that time. It consisted of washable (lime) paint and was only applied for photographic work.

- **Photographic paint**
- **Finely detailed model with many separately attached plug-in parts**
- **Fine metal wheelsets**

Q1/2024					
73110	DC		5/1		
73111	DCC	♪	5/1	▭	☝
79111	AC	♪	5/1	▭	

Steam locomotive 038 509-6

Edition n:

DB

Ep	IV
	214
	PluX22
	R2
	LED

Photomontage

- **Finely detailed model with many separately applied plug-in parts**
- **Design with riveted tender and “Witte” smoke deflectors**
- **With switchable driver’s cab and engine lighting in digital mode**

Q1/2024			
71379	DC	2/2	
71380	DCC	2/2	
79380	AC	2/2	

Steam locomotive 023 038-3

DB

Ep	IV
	245
	NEM 652
	R2

Photomontage

The 023 class was a real universal genius. It transported regional, express and fast trains. Occasionally, they could even be seen in freight train service. These newly-built Federal Railway class 023 locomotives were even still in operation in epoch IV.

- **Finely-detailed model with many separately attached parts**
- **Metal wheels with delicately crafted spokes**

Q1/2024			
70251	DC	4/2	10
70252	DCC	4/2	11

2 piece set 1: Conversion coaches

DB

Ep	IV
	310
	6469
	6560

AB3yg *B3yge* Photomontage

Valid for all models on this page:

- **Suitable for the steam locomotive class 038, items 71379, 71380, 79380**
- **Axles in the middle are laterally movable**

Q2/2024

6200038

2 piece set 2: Conversion coaches

DB

Ep	IV
	310
	6469
	6560

B3yge *BD3yg* Photomontage

Q2/2024

6200039

Steam locomotive 051 494-3

DB

Ep	IV
	265
	PluX16
	R2
	LED

Photomontage

The class 50, probably the most important DB steam locomotive of the 1950/60s with many design variants, had proven itself in front of almost all types of trains on main and branch lines at that time. In the end, more than 60 major variants ensured that hardly any 50 version had a completely identical appearance to a sister locomotive. The freight locomotives, around 3,100 units of which were built from 1939 onwards, were considered sturdy, powerful, easy to maintain and extremely reliable.

- **With cab tender**
- **Design with Witte smoke deflectors**
- **Finely-detailed metal wheelsets**

Photo: U. Budde

Q4/2024				
7100010	DC		7/2	10
7110010	DCC	♪	7/2	11
7120010	AC	♪	7/2	11

update

Steam locomotive

18 201, DR

The 18 201 of the former GDR State Railway holds a special position among the steam locomotives that have survived to this day. In many respects, it is a locomotive of the highest class. It is the largest Pacific in the world; with a driving wheel diameter of 2.30 m, no Pacific vehicle surpasses it. It can achieve its possible driving performance at any time without reaching the limits of the construction. With delivery year 1961, along with the class 01.5, it is also the last large steam locomotive designed for a German state railway – a spectacular conclusion to a long tradition.

However, it was not a completely new design. The first model was the tender locomotive express train 61 002, which was issued by Henschel in 1939 for the Berlin – Dresden express service with the Henschel-Wegmann train. When the DR needed a fast locomotive for coach tests (the GDR was responsible for the delivery of passenger coaches in Comecon), the decommissioned locomotive came to mind.

Under the leadership of Max Baumberg, the head of VES-M Halle, the 2'C3' h3 tender locomotive was turned into a 2'C1' h3 Pacific locomotive with a drag tender. Furthermore, parts of the high-pressure test locomotive H 25 024, which had already been dismantled by this time, and a new modified boiler of the class 22 with an extended smoke chamber and Giesl ejector were used as steam generator. The three-cylinder engine remained in use. In line with the intended use, the locomotive was equipped with a Riggenbach counter-pressure brake. A normal 2'2'T34 type was connected as a tender. At the request of Max Baumberg, the new high-speed steam locomotive was given running number 18 201. Fast travel meant up to 175 km/h, since this was the maximum speed for which the locomotive was certified. The work was carried out by the "Reichsbahnausbesserungswerk Meiningen" repair plant in Thuringia.

A lot of work was put into the exterior design of the locomotive, drawing inspiration from French (locomotive 232 U 1) and West German (10 series) models. Partial streamlining cowling of the locomotive and tender and its green paint job with white decorative stripes made it stand out from other German steam locomotives. The 18 201 was handed over to railway research and development department "Versuchs- und Entwicklungsstelle der Maschinenwirtschaft" (VES-M) Halle/Saale on 31 May 1961, where it became part of the fleet of test locomotives. In addition to the planned test runs, the 18 201, like the other VES-M locomotives, was at first often used in regular train service, but this was soon cut back due to major signs of wear.

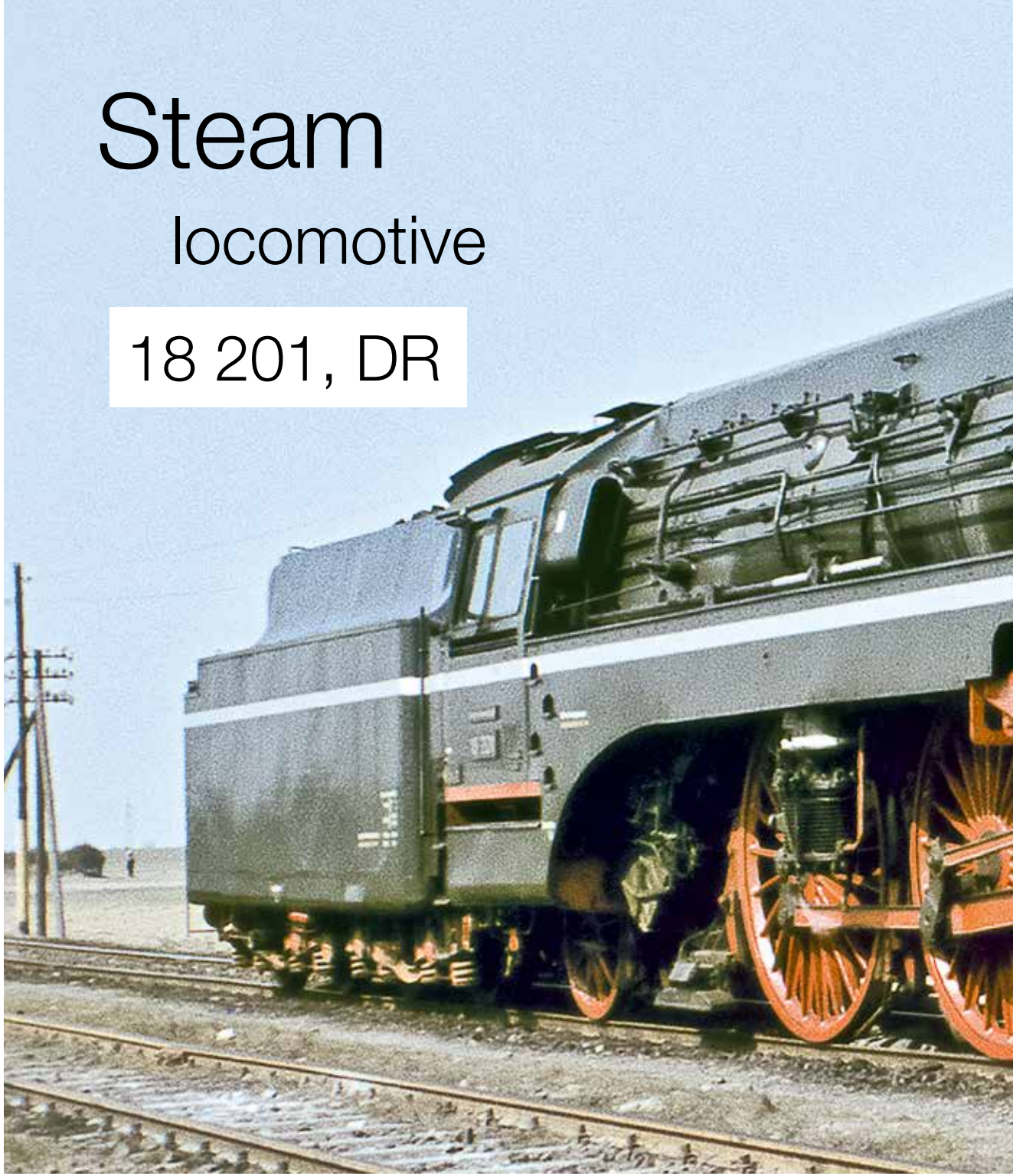


Photo: R. Pellicioni Archiv Eisenbahn Kurier

Steam locomotive 18 201

Edition update

DR

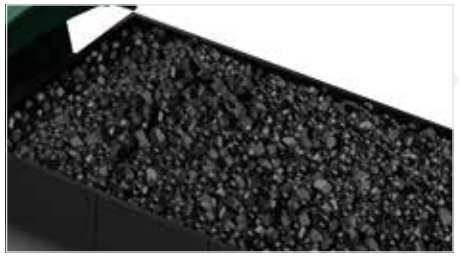
Ep	III
	289
	PluX16
	R2
	LED

Photomontage

- Prototypical implementation of the design with coal firing
- Trim line with triple tip
- For the first time with PluX16 interface and LED lighting
- Fine metal wheelsets
- With switchable engine lighting in digital mode

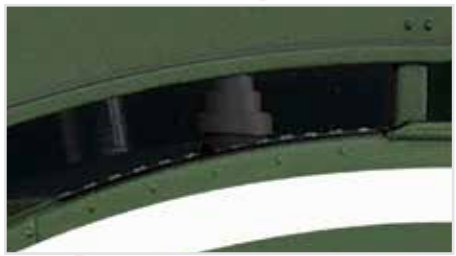
Q4/2024				
7100006	DC		5/2	10
7110006	DCC	♪	5/2	11
7120006	AC	♪	5/2	11

In detail

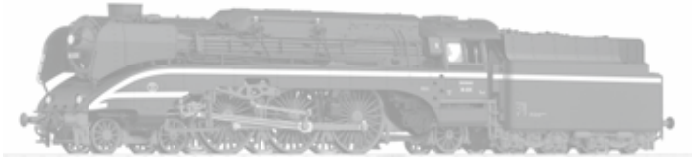


Coal tender from the top

Elaborate replication of coal tender



Individually mounted valves on circulation line



Chimney without rim

Round lamp covers and double tread sleeves

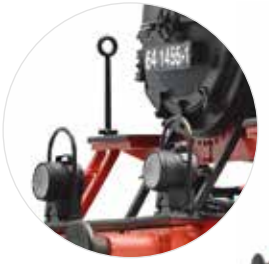
Correct pipe routing in front of the driver's cab

Prototypical replication of the ash pan

Steam locomotive 64 1455-1

DR

Ep	IV
	143
	NEM 652
	R2
	LED



Photomontage

- Version with riveted water tanks
- Free-standing pipes on the boiler
- Trailing wheelset with disc wheels
- Stationed at Railway Management Magdeburg, Salzwedel depot

Q3/2024				
7100009	DC		3/1	10
7110009	DCC	♪	3/1	11
7120009	AC	♪	3/1	11

Steam locomotive 52 8119-1

update

DR

Ep	IV
	265
	PluX16
	R2
	LED
Z21	Cab

Photomontage

- For the first time with PluX16 interface
- Version with brown chassis since red paint was not always available in the GDR
- Fine metal wheelsets
- Stationed at Railway Management Halle, Engelsdorf depot

Q2/2024					
7100004	DC		7/2	10	
7110004	DCC	♪	7/2	11	☼
7120004	AC	♪	7/2	11	☼

Traditional train

“Zwickau” DR

Photo: C. Weigel

When the the former GDR State Railway replaced most of the old passenger coaches in the 1970s with new and Reko passenger models, the last four-axle express train coaches with the standard design built between 1928 and 1932 were combined to create the traditional train of the railway company of the German Democratic Republic (Deutsche Reichsbahn).

The three 2nd class coaches and the associated baggage coach were used in regular train service in the Greifswald district until 1977. The combined 1st/2nd class coach was out of service in Dresden-Pieschen at this time. That means this trainset included the only DR express train coaches with a centre aisle and corridor connection that were still in service. This was the origin for the rolling stock known as the “Zwickau traditional train”.

In as early as 1980, plans were in place for the four-axle traditional train to be housed in Zwickau. The aim of working group 3/75 “Eisenbahntradition” Zwickau founded in 1979, which focused on railway tradition, was to oversee other vehicles from the museum park in addition to the 50 849 freight train locomotive. Above all, the idea of using a historic wagon train for special trips took off, also meaning that no more passenger coaches would be required from the Zwickau plant. Space often seemed tight, which is why another 2nd class seating coach was added in 1982.

All express train coaches received a general overhaul in Delitzsch starting in 1984. The exterior of the coaches was largely restored to the condition at the time of delivery. New bellows, enamel plates with DRG inscription and the “Wendler” type air extractors on the coach roofs are just a few examples of this restoration process. All vehicles were fitted with roller bearing wheelsets and modern KE type air brakes. Many of the interior fittings were made more attractive and comfortable. All wall sections, doors and partition walls were covered with wooden panelling. In coach 50 50 28-14 864-9, the hard upholstered seats were replaced by the wooden slatted seats that were standard with delivery. Starting in 1986, a historic Mitropa dining coach, which was created from two vehicles, was also put into service.

In 1985, the railway’s anniversary, a major step was taken to preserve museum vehicles with complete restoration of the traditional train. The members of the corporation at that time played a not inconsiderable role in making sure that the traditional train also received a great deal of attention outside the country’s borders.

Steam locomotive 50 849

DR

Ep	IV
	265
	PluX16
	R2
	LED

Photomontage

- **Finely-detailed model with many separately attached plug-in parts**
- **Fine metal wheelsets**
- **Stationed at Railway Management Dresden, Glauchau depot**

Q4/2024				
7100011	DC		7/2	10
7110011	DCC	♪	7/2	11
7120011	AC	♪	7/2	11

4 piece set 1: Traditional train “Zwickau”

DR

Ep	IV
	949
	40420
	6452
	40196
	6560

Pw4ü

C4ü

BC4ü

C4ü

Photomontage

Q4/2024
6200056

- With different train route signs enclosed

3 piece set 2: Traditional train “Zwickau”

DR

Ep	IV
	752
	6452
	6560

C4ü

WR4ü

Photomontage

C4ü

Q4/2024
6200057

- With different train route signs enclosed

Steam locomotive 230 F 607

Edition n:

SNCF

Ep	III
	214
	PluX22
	R2
	LED

Photomontage

In 1919, 162 locomotives were sent to France, of which 25 went to AL, 25 to EST, 75 to NORD, 17 to ETAT (as 230.943-959, all 1940s phased out except for the 943) and 20 to MIDI. In 1945, the SNCF received four more machines as the spoils of war.

- **Design featuring short chimney**
- **Design with rivet tender and Wagner smoke deflectors**
- **With switchable driver's cab and engine lighting in digital mode**

Q4/2024			
71385	DC		2/2
71386	DCC		2/2
79386	AC		2/2

4 piece set: Passenger train

SNCF

Ep	III
	641
	40361
	40196

Photomontage

- **Reproduction of an authentic Epoch III passenger train**
- **Baggage coach with moving sliding doors**
- **Suitable for steam locomotive 230F, items 71385, 71386, 79386**

Q4/2024
6200055

Steam locomotive series 999

FS

Ep	III
	101
	PluX16
	R2
	LED

Photomontage

From 1882 to 1910, approximately 1,550 tender locomotives of the type T3 in different designs were supplied to the Prussian State Railway (K.P.E.V.) and other state railways. As the type Cn2, this locomotive had a friction load of 36 t in its M III-4p design, and was able to reach a maximum speed of 40 km/h with an output of 300 PSi.
Numerous other railways, both within Germany and abroad, from works railways to state railways, had these engines in their fleets. The little locomotives were also operated in Italy. There they were designated as series 999.

Q2/2024			
7100003	DC		3/0
7110003	DCC		3/0

n:

This locomotive was originally procured by the German State Railway (DRG 1937–1949) in order to cater for the huge resupply requirements of the German Wehrmacht in the occupied eastern territories. Accordingly, these war locomotives were kept as simple as possible in terms of technology, so that large numbers could be produced within a short time at low cost and maintenance work conducted more efficiently. The class 52 was a therefore a mass-produced product: From 1942 onwards, over 7,000 vehicles were built.

Designed as a wartime locomotive with a service life of only a few years, the class 52 was built in various factories in Germany, Austria and Poland and featured numerous simplifications compared to the class 50 original. Most obvious were the reductions in boiler equipment with only one sandbox and no feed dome, and the simplified cylinders. Further characteristics of the class 52 engines are the closed driver's cab with only one side window and a small ventilation attachment as well as the self-supporting tub-style tender.

After the end of the Second World War, many of these engines were distributed far and wide across the whole of Europe. They remained in operation, and every railway administration adapted the locomotive to their own particular requirements. Approximately 1,200 locomotives of this class were handed over to the PKP (Polskie Koleje Panstwowe), the Polish railway company. Here they were designated Ty2. After the war, about 150 new examples of these locomotives were built at the Polish locomotive factories Chrzanów and Cegielsky. They were named the Ty42 engines, based on their year of construction. The PKP received a further 200 Ty2 locomotives from the Soviet Union in the years 1962/63. The most important typical modifications on the Polish variants were the large PKP headlights at the front and at the rear of the tender. There were also versions with flat smoke chamber doors. In contrast to the original version, the generator and air dryer with oil separator were also fitted to the left or right running board.

Phasing out began in the 1980s, and was completed in 1993. Until steam traction was no longer used, the Ty2 was the largest locomotive series in Poland. Several locomotives from this series have survived to this day.

Steam locomotive Ty2, PKP

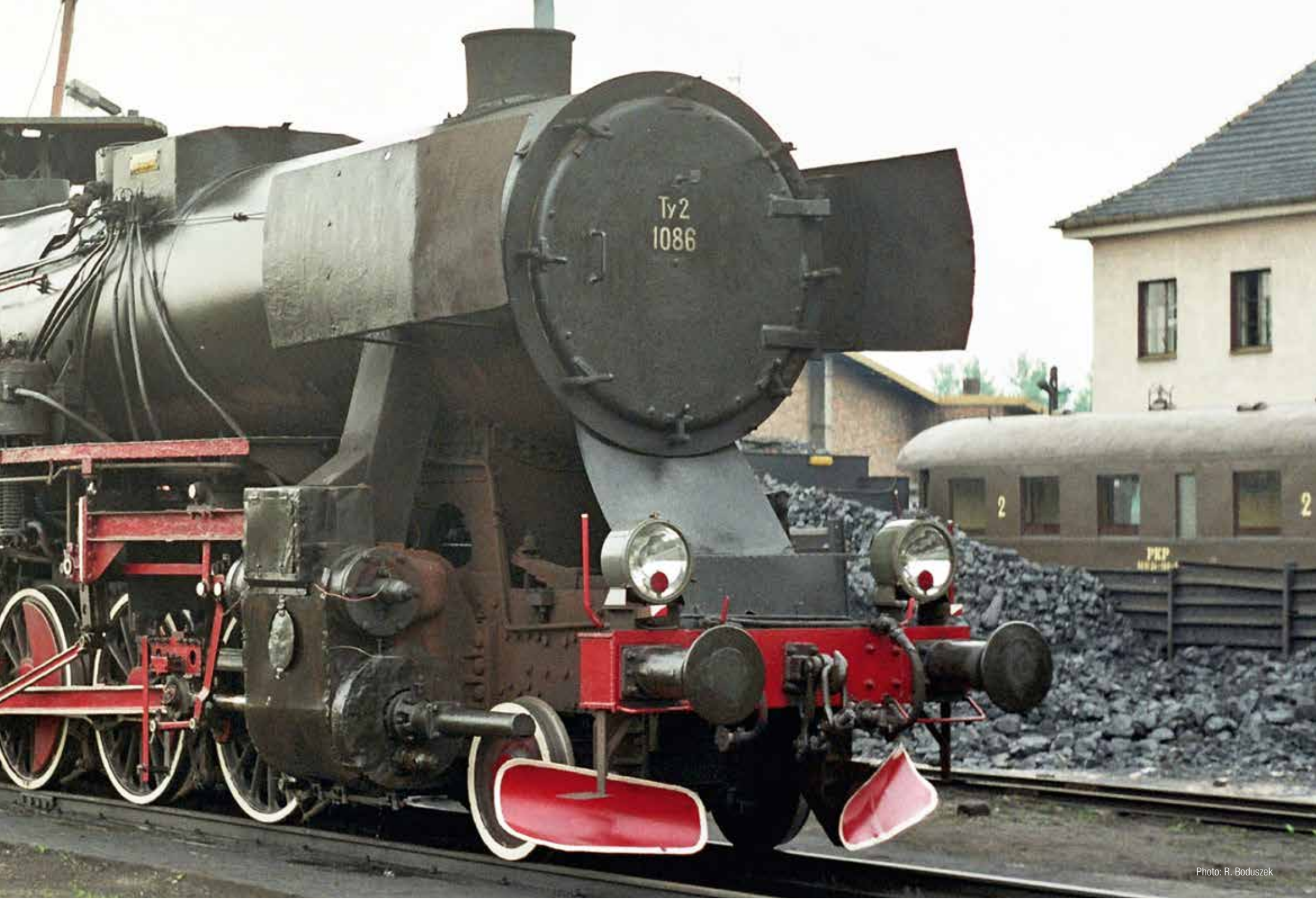


Photo: R. Boduszek

In detail

Lamps based on the Polish model

Smoke chamber doors in flat design

Chute under the smokebox doors

Elaborately reproduced air dryer with oil separator

Safety valves according to PKP type

Track scraper with rounded scraper plates

Free-standing and separate water tank lever

Type-specific details on the rear wall of the tender

Steam locomotive Ty2

update

PKP

Ep	III-IV
	265
	PluX16
	R2
	LED
Z21	Cab

Photomontage

- With two large lamps at the front and also on the tender at the rear
- Generator and air dryer with oil separator attached to the left circulation line
- For the first time with PluX16 interface

Q2/2024					
70107	DC		7/2	10	
70108	DCC	♪	7/2	11	▭
78108	AC	♪	7/2	11	▭

3 piece set: Passenger coaches

PKP

Ep	IV
	723
	40360
	40196

ABhrx

Bhixt

Bhixt

Photomontage

- **Operating condition 1972**
- **Suitable for steam locomotive Ty2, items 70107, 70108, 78108**

Q3/2024

6200058

4 piece set: Goods wagons

PKP

Ep	IV
	529
	6560
	40183

Gklm

Kkp

E

Icr

Photomontage

- **Covered goods wagon with moving sliding doors**
- **Flat wagon loaded with rail profiles**
- **Suitable for steam locomotive Ty2, items 70107, 70108, 78108**

Q3/2024

6600101

ELECTRIC
locomotives

Electric locomotive 1046.06

ÖBB

Ep	IV
	186
	PluX22
	R2
	LED

Photomontage

From 1956 onwards, the ÖBB 25 procured lightweight baggage railcars of the class 4061. These were equipped with a baggage compartment and a conductor's compartment and designed for interurban express train transport in valley sections. This excluded the need for an extra baggage wagon. It became apparent during everyday operation that the baggage compartment was not suitable for its purpose, and therefore the class was redesignated as 1046 from 30th May 1976.

- **Version with ÖBB logo and adhered digits without computer number**
- **Clear view through the baggage compartment**
- **Accurate reproduction of the skirted form**
- **With switchable steady light, individually switchable headlight or tail light, driver's cab and baggage compartment lighting in digital mode**

Q2/2024				
7500054	DC		4/1	
7510054	DCC	♪	4/1	▭
7520054	AC	♪	3/2	▭

Electric locomotive 1670.02

ÖBB

Ep	IV
	167
	PluX22
	R2
	LED

Photomontage

With its unusual axle arrangement (1A)'Bo(A1)', the locomotives of the 1670 class had a special position in the ÖBB vehicle fleet. The two middle driving axles are firmly mounted in the frame, the outer driving axles are combined with the neighbouring running axles to form a bogie.
The locomotives were initially intended for express train service, especially on the Salzburg – Innsbruck line. The 1670.02 was built in 1928 by the Krauss & Co locomotive factory in Linz. It was based in Innsbruck from 1965 until it was withdrawn from service in September 1980 and had the fir green colour scheme and no ÖBB logo until the end.

- **Version with long roof**
- **Rubber-framed windows**
- **With individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q2/2024			
7500047	DC		4/2
7510047	DCC	♪	4/2
7520047	AC	♪	2/2

“Jaffa-Express”

ÖBB

Due to increased frequencies in interurban express train traffic, the class 4010 railcars were used more on the Western line from the introduction of the 1975 summer timetable onward. As a replacement for these trainsets, locomotive-hauled coach trains featuring what were then the modern "Schlieren" coaches were deployed on the Southern line. To be able to offer passengers a higher level of quality, the "Schlieren" coaches used in these trains were fitted with velour-upholstered seats instead of the previous artificial leather seating. Whereas already-existent coaches were retrofitted to become the 1st class coaches, the 2nd class coaches were initially mainly supplied straight out of the series 300 stocks being delivered from the factory at the time. These trainsets were supplemented with newly-procured coaches equipped for a mobile buffet service - the so-called "Stamperl" coaches - from the same series.

It was decided that the outer appearance of these interurban express trainsets should also leave an impression. For this reason, the EMU 4010 was used as orientation for the paintwork on these coaches, except that instead of blue, they were painted in blood-orange to match the class 1042.5 which was to pull them. The coaches are marked “g. K.” in train formation plans to signify that they are elevated comfort coaches. Such trains in their blood-orange and ivory livery proved highly conspicuous, and far more attractive than the previous shades of green paintwork predominantly used. They quickly received the nickname “Jaffa Express”. Following delivery of the 1044.01 and 02, these two locomotives were also used on these routes.

Electric locomotive 1042.645

ÖBB

Ep	IV
	186
	PluX22
	R2
	LED

Photomontage

From 1966, more powerful engines were installed in the class 1042 locomotives so that a maximum speed of 150 km/h could be achieved. These locomotives were designated as class 1042.5 engines. The installation of a resistance brake necessitated their characteristic roof superstructure, and, in comparison to previously-supplied locomotives, the position of their single-arm pantographs was reversed. They were used to pull all types of train, but mainly express passenger and freight trains, also across the border into Germany.

- **Version with curved corner windows**
- **With individually switchable headlight or tail light in digital mode**
- **Suitable for the wagon sets, items 6200026, 6200027**

Q1/2024				
7500023	DC		4/1	
7510023	DCC	♪	4/1	▭
7520023	AC	♪	3/2	▭

4 piece set 1: “Jaffa-Express”

ÖBB

Ep	IV
	1088
	40420
	40196

Apo

Bpo

Bpoz

Bpo

▸ **With train destination signs “D 535 Wien Südbf – Villach Hbf” included**

Q4/2023
6200026

3 piece set 2: “Jaffa-Express”

ÖBB

Ep	IV
	816
	40420
	40196

Bpo

Bpo

ABpo

▸ **With train destination signs “D 535 Wien Südbf – Villach Hbf” included**

Q4/2023
6200027

Electric locomotive 1043 002-3

ÖBB

Ep	V
	179
	PluX22
	R2
	LED

Photomontage

- **Design in most recent operation condition around 1999 with computer number**
- **Upper trim line only above the driver's cabs**
- **With switchable high beam and individually switchable headlight or tail light in digital mode**

Q4/2024				
7500072	DC		4/1	
7510072	DCC	♪	4/1	▭
7520072	AC	♪	3/2	▭

Electric locomotive 1144.40

ÖBB

Ep	VI
	185
	PluX22
	R2
	LED

Photomontage

The 1144 040, also known as the modern nostalgia locomotive, is the last locomotive in this class still bearing the blood orange original design with black frame and ÖBB logo. It was put into service in the year 1979 as the 1044.40, and was equipped in 2010 with a push-pull operation and LED headlights before being redesignated as the 1144 040. However, the number 1144.40 is featured on the front. This locomotive still offers reliable service in this livery today.

- **Design accords with current operating condition as retro locomotive**
- **Switchable high beam and individually switchable headlight or tail light as well as driver's cab lighting in digital mode**

Q3/2024				
7500044	DC		4/1	
7510044	DCC	♪	4/1	▭
7520044	AC	♪	3/2	▭

Electric locomotive 1216 227-9

ÖBB

Ep	VI
	225
	PluX22
	R2
	LED

Photomontage

- **Elaborate roof design with four pantographs**
- **Use in international passenger and freight transport**
- **With switchable high beam and individually switchable headlight or tail light in digital mode**

Q1/2024				
7500032	DC		4/1	
7510032	DCC	♪	4/1	☾
7520032	AC	♪	3/2	☾

Electric locomotive 1142 613-9

STB

Ep	VI
	186
	PluX22
	R2
	LED

Photomontage

The 1142.613 was built by SGP Graz with the factory number 69916 and delivered in May 1973 as the 1042.613. The electrical part was produced by Siemens. In 1996, it was retrofitted in the TS factory Linz and redesignated the 1142.613. After that, the locomotive was sold to Germany (SVG) and later returned to Austria, where it has since then been in service for the Steiermarkbahn.

- **Features small front headlights and adjacent rear lanterns**
- **Switchable headlight or tail light in digital mode**

Q2/2024				
7500042	DC		4/1	
7510042	DCC	♪	4/1	☾
7520042	AC	♪	3/2	☾


1116 195
ÖBB nightjet
SIEMENS

“Nightjet”

ÖBB

Photo: ÖBB/Marek Knopp

In 2018, ÖBB attracted a great deal of attention on the European railway market by ordering a new generation of night trains. Together with Siemens Mobility Austria, they presented the new vehicle generation based on the “Viaggio Comfort Next Level” passenger coach family only a short time later. Special attention was paid to state-of-the-art technology and collaboration with innovative partners. The specially developed lightweight bogies from the Siemens plant in Graz ensure smooth running and a perfect night’s sleep for the passengers. The final production of the coaches, including final assembly, takes place at Siemens in Vienna. The windows of the coaches have a special surface that makes mobile communications in the train easier.

But the concept of the individual sleeping and couchette coaches alone is completely new in night train operation: In addition to high-quality 2- and 4-person compartments in the sleepers, which among other things feature their own toilet with shower facilities, it is mostly the Mini Cabins that are causing a sensation. They offer everything you need when travelling: Shelves, a folding table, reading lamps and separate storage facilities for shoes and luggage. Small seating areas in each mini cabin alcove are designed to encourage socialising, which is ideal for young travellers or groups. All in all, ÖBB will receive 33 7-piece trainsets, which it will use in Austria, Germany, Italy, Switzerland and the Netherlands, as well as in other countries. Maintenance of the modern trainsets will be carried out at the ÖBB plant in Vienna Simmering, which has been given its own modern maintenance hall especially for this purpose.

Electric locomotive 1116 195-9 “Nightjet”

ÖBB

Ep	VI
	221
	PluX22
	R2
	LED
Z21	Cab

Photomontage

- **With new “Nightjet” livery**
- **Switchable high beam with individually switchable headlight or tail light in digital mode**

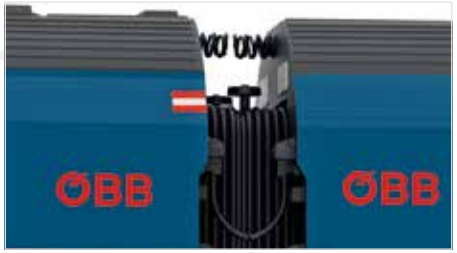
Q4/2024				
70495	DC		4/1	
70496	DCC	♪	4/1	▭
78496	AC	♪	3/2	▭

Photo: ÖBB/Harald Eisenberger

In detail

Delicate extra handle rails, UIC sockets and windscreen wipers

Correct application of the air conditioning units on the roof



Replication of all transition lines between the coaches

Harmonious application of all details on the end car

Mini Cabins with elaborate detail: Open and closed presentation of doors

nightjet

Extra attached aprons with presentation of the components behind them

Detailed bogie covers

Exact replication of bogies

7 piece set: “Nightjet”

ÖBB

Ep	VI
	2137
	PluX22
	R2
	LED

Bfmpz

ABbmpvz

Bcmz

Bcmz

Bcmz

WLAmz

WLAmz

Photomontage

- **Prototypical interior fittings on all coaches**
- **Multi-part sleeping compartment design**
- **Current-carrying coupling between all coaches (items 5510004, 5520004)**
- **With switchable high beam and driver’s cab lighting as well as interior lighting in digital mode**
- **Variants with interior lighting fitted with different LEDs so that compartments have different levels of brightness or darkness**

Q4/2024			
5500004	DC		
5510004	DCC		
5520004	AC		


wood
it's
good
SETG

Electric locomotive 193 280-5

LTE

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

Some of the locomotives of the Graz-based LTE Logistik- und Transport-GmbH have been given eye-catching designs. Vectron multi-system locomotive 193 280, which has been in service with LTE since 2020, received its new paintwork in November 2022. The multi-coloured design conveys the LTE philosophy. The machine is equipped with country package D-A-CH-I-NL.

- **Model exclusively available from ROCO**
- **Elaborate printing**
- **With switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q1/2024				
71924	DC		4/1	
71925	DCC	♪	4/1	☼
79925	AC	♪	3/1	☼

Electric locomotive 193 692-1

SETG

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

- **Model exclusively available from ROCO**
- **Each side wall features a different design**
- **Elaborate printing in "Wood Works" design**
- **With switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q1/2024				
7500034	DC		4/1	
7510034	DCC	♪	4/1	☼
7520034	AC	♪	3/1	☼

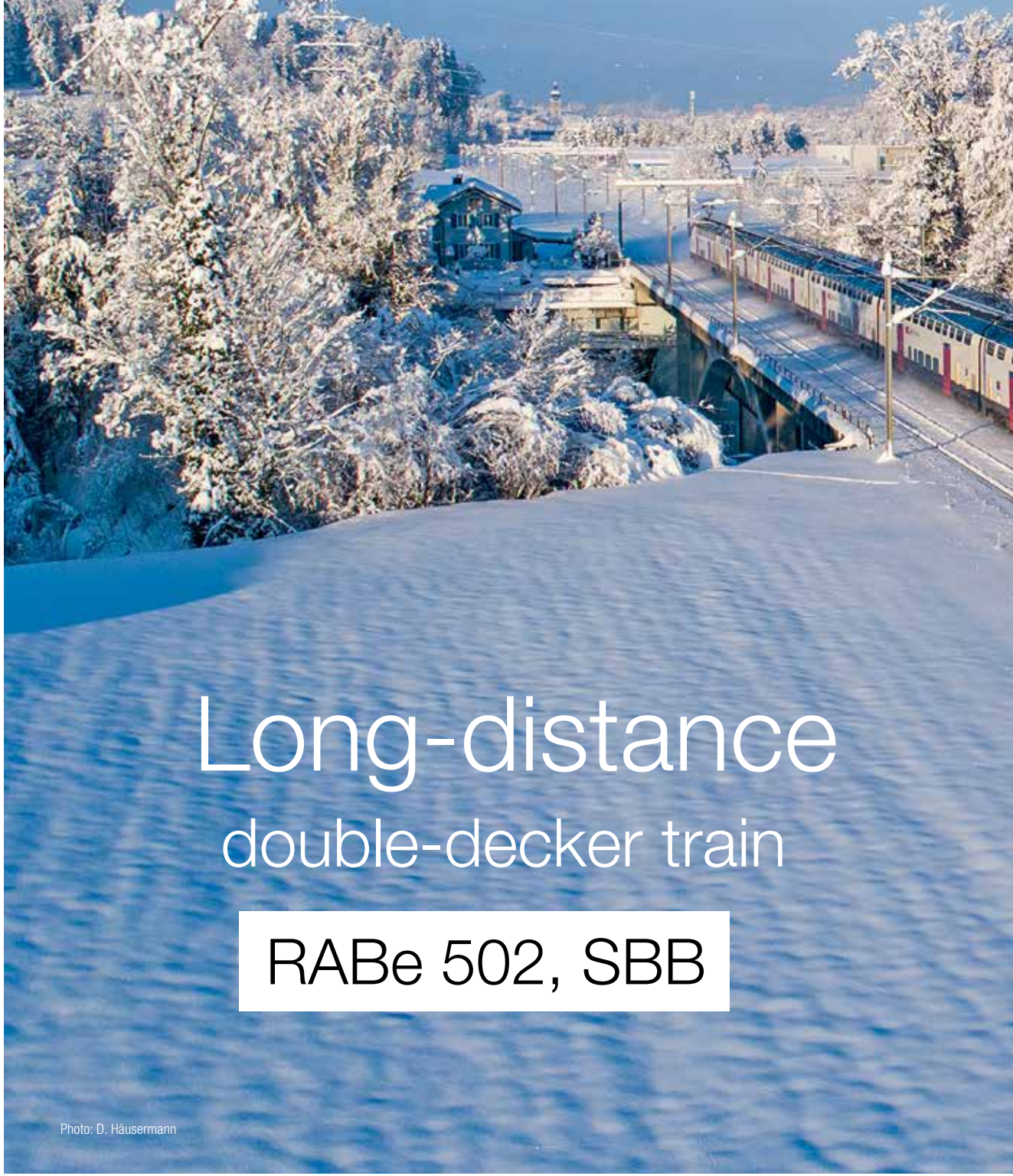
n:

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

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

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

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



Long-distance
double-decker train

RABe 502, SBB

Photo: D. Häusermann


SBB CFF FFS

In detail

Complex replication of a roof area

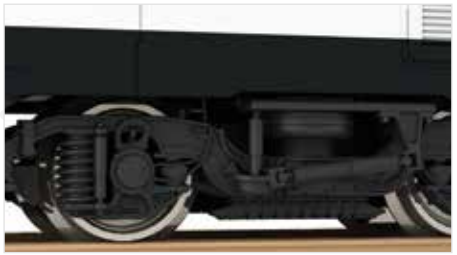
Delicate engraving of the fan grilles, separately attached aerials

Elaborate replication of the characteristic front end

Detailed replication of the headlights and light functions

Complete design of the transition area

Additional engraving on all coach bodies



Deeply engraved bogie covers

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

SBB

Ep	VI
	2306
	PluX22
	R2
	CH
LED	

Grafik: SBB/CFF/FFS

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

Q2/2025				
7700007	DC			
7710007	DCC	♪	▭	⏚
7720007	AC	♪	▭	⏚

Electric locomotive Re 4/4II 11131

SBB

Ep	IV
	171
	PluX22
	R2
	CH
LED	
Z21	Cab

Photomontage

- Epoch IV version without air conditioning unit
- Chrome-embossed inscriptions and numbers
- Etched factory signs
- With switchable high beam and individually switchable headlight or tail light, driver's cab lighting and machine room lighting in digital mode

Q3/2024

7500027	DC		4/1	
7510027	DCC	♪	4/1	☼
7520027	AC	♪	3/1	☼

Electric locomotive Re 4/4II 11127

SBB

Ep	V-VI
	171
	PluX22
	R2
	CH
LED	
Z21	Cab

Photomontage

- Epoch V version without air conditioning unit
- Equipped with two train destination displays with "Locarno" and "Basel SBB" lettering
- Etched factory signs
- With switchable high beam and individually switchable headlight or tail light, driver's cab lighting and machine room lighting in digital mode

Q3/2024

7500138	DC		4/1	
7510138	DCC	♪	4/1	☼
7520138	AC	♪	3/1	☼

Electric locomotive 460 078-9 “Nendaz”

SBB

Ep	VI
	212
	PluX22
	R2
	CH
LED	

Photomontage

- **Elaborate printing in the “Nendaz and I” design with different side designs**
- **Separately attached SBB logo at the front**
- **With switchable high beam and individually switchable headlight or tail light**

Q4/2024				
7500090	DC		4/1	
7510090	DCC		4/1	
7520090	AC		2/2	

Photo: D. Häusermann

Electric locomotive ES 64 U2-100

HUPAC

Ep	VI
	221
	PluX22
	R2
	LED
Z21	Cab

Photomontage

- Design with Swiss package
- Version with three different pantographs
- Switchable high beam and individually switchable headlight or tail light in digital mode

Q1/2024				
7500070	DC		4/1	
7510070	DCC	♪	4/1	▭
7520070	AC	♪	3/2	▭

Electric locomotive 186 909-4 “Nightpiercer”

SBB CARGO INTERNATIONAL

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

- Baptised with the name “Monte Olimpino”
- Side walls feature different designs
- Version in special night-time design
- With switchable high beam and individually switchable headlight or tail light in digital mode
- In cooperation with RAILCOLOR DESIGN

Q4/2023				
7500035	DC		4/1	
7510035	DCC	♪	4/1	▭
7520035	AC	♪	3/2	▭


SBB Cargo International

Electric locomotive 193 110-4 “Goldpiercer”

SBB CARGO INTERNATIONAL

Ep	VI
	218
	PluX22
	R2
	CH
LED	

Photomontage

- **Baptised with the name “Zugersee”**
- **Version with special design from the Silverpiercer series to mark the 300th locomotive from Railpool**
- **With switchable high beam and individually switchable headlight or tail light and driver’s cab lighting in digital mode**
- **In cooperation with** Railcolor DESIGN

Q2/2024				
7500038	DC		4/1	
7510038	DCC	♪	4/1	☼
7520038	AC	♪	3/1	☼

Electric locomotive Re 620 086-9

SBB CARGO

Ep	VI
	222
	PluX22
	R2
	CH
LED	

Photomontage

The Re 6/6s are six-axle electric locomotives of the Swiss Federal Railways which were purchased as a replacement for the Ae 6/6 for heavy-duty service on the Gotthard. With an hourly output of 7,850 kW and a top speed of 140 km/h, the Re 6/6, which was first put into service in 1972, is still considered one of the strongest locomotives in Switzerland today. Later designated the Re 620, they were equipped with driver’s cab air conditioning from 2005.

- **Version with off-centre “HOCHDORF” coat of arms**
- **Inset, finely-detailed etched parts such as ventilation grilles and windscreen wipers**
- **Finely-spoked wheels and pantographs**

Q4/2024				
7500033	DC		4/1	
7510033	DCC	♪	4/1	☼
7520033	AC	♪	4/2	☼

Photo: D. Schärer

Travelling with

Cisalpino

Photo: D. Schärer

Cisalpino AG, founded in 1993, was a railway company based in Muri near Berne. It was a joint venture between SBB and Trenitalia. Cisalpino, abbreviated to CIS, represented both the company name and the trains operated by it.

The company used standard trains hauled by locomotives for several railway connections running between Switzerland and Italy. These were mainly formed using EuroCity large-capacity coaches of the SBB as well as other coach types of the FS. Some of these received a Cisalpino livery. In August 2005, Cisalpino rented some class 484 locomotives. They were used for cross-border EuroCity traffic between Berne, Geneva and Milan. This meant that a locomotive change was no longer necessary at the border, which shortened the transition and therefore the total travel duration.

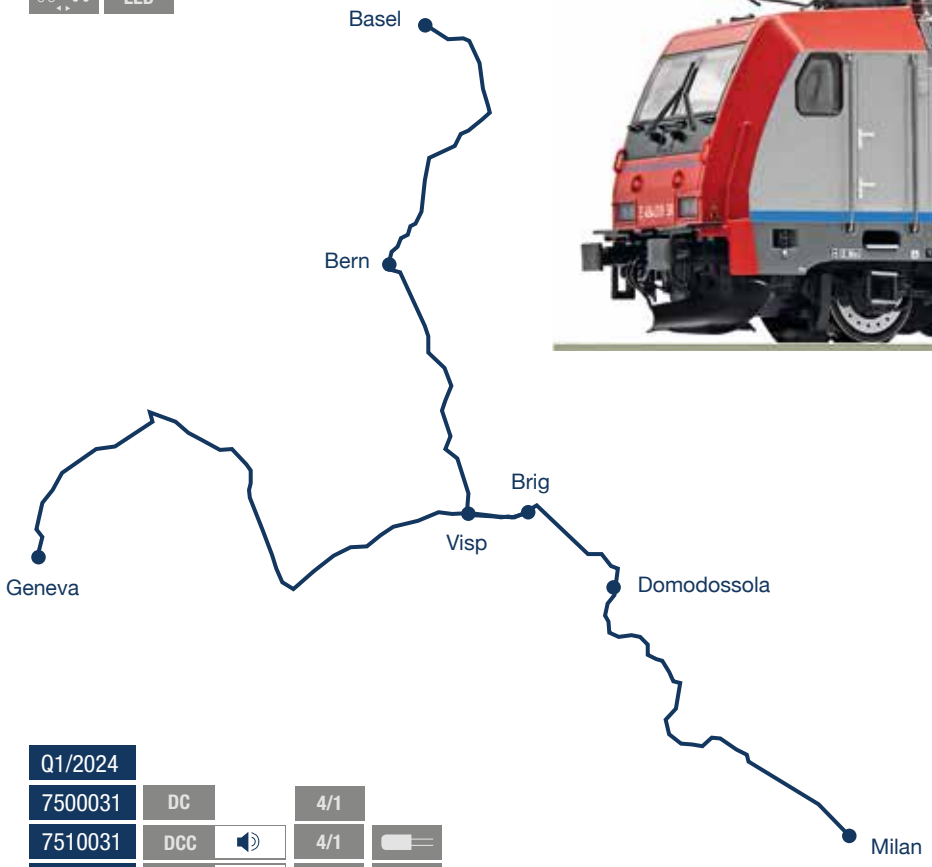
These locomotives featured a striking design in silver, red and light blue. In this way, the class 484 was used to haul passenger trains for the first time. Due to delivery delays on new multiple units, Cisalpino continued operation of the six locomotives until the end of 2007.

Electric locomotive Re 484 018-7

CISALPINO

Ep	V
	217
	PluX22
	R2
	LED

Photomontage



- With four pantographs for travelling between Italy and Switzerland
- With switchable high beam and individually switchable headlight or tail light in digital mode

Q1/2024				
7500031	DC		4/1	
7510031	DCC		4/1	
7520031	AC		3/2	

3 piece set 1: Cisalpino

CISALPINO

Ep	V
	909
	40420
	40196

Apm

Bpm

Bpm

Q1/2024

6200032

3 piece set 2: Cisalpino

CISALPINO

Ep	V
	909
	40420
	40196

Apm

Bpm

Bpm

Q1/2024

6200033

Electric locomotive 420 501-9

BLS

Ep	VI
	171
	PluX22
	R2
	CH
LED	
Z21	Cab

Q3/2024

7500028	DC		4/1
7510028	DCC	♪	4/1
7520028	AC	♪	3/1

Photomontage

Re 4/4 II 11110, built for the SBB in 1966, was sold to BLS at the end of 2004 together with five other machines. The Re 420 501 was not only the first silver “BoBo”, it was also the only one that initially ran with an SBB number, but with the BLS logo on the SBB. The locomotive was used by BLS for passenger as well as freight traffic. The cargo ban only applied to numbers 507-512. The 501 was also the last Re 420 to leave BLS and was handed over to the Extrazug.ch association. It plans to paint it green again in the future.

- **1st construction series of Re 4/4 II**
- **Pantograph with innovative fastening**
- **Etched type plate**
- **With switchable high beam and individually switchable headlight or tail light, driver’s cab lighting and machine room lighting in digital mode**

Electric locomotive 485 012-9

BLS CARGO

Ep	VI
	217
	PluX22
	R2
	CH
LED	

Q3/2024

70336	DC		4/1
70337	DCC	♪	4/1
78337	AC	♪	3/2

Photomontage

- **Version in modern Alpinist design**
- **Pantograph with innovative fastening**
- **With switchable high beam and individually switchable headlight or tail light in digital mode**

Photo: R. Auerweck

2 piece set: Electric locomotives 421 373-2 and 421 381-5

WRS

Ep	VI
	354
	PluX22
	R2
	CH
LED	
Z21	Cab

Photomontage

- **Both locomotives fully equipped**
- **With CH and D pantographs with innovative fastening**
- **Different roof line colours**
- **With switchable high beam, and individually switchable headlight or tail light, driver's cab lighting and machine room lighting in digital mode**


Photo: D. Schärer

Q2/2024				
7500045	DC		8/2	
7510045	DCC	♪	8/2	▭
7520045	AC	♪	6/2	▭

Electric locomotive 1216 903-5

ČD

Ep	VI
	225
	PluX22
	R2
	LED

Photomontage

In September 2019, the Czech State Railways purchased locomotives 1216 902 and 903 from Rail Transport Service GmbH (RTS). After a thorough overhaul and repainting in the current Najbrt design, they are now mostly used in EuroCity traffic.

- **“Najbrt” design**
- **Elaborate roof garden with four pantographs**
- **Finely-detailed model with separately attached handle rails**
- **Switchable high beam and individually switchable headlight or tail light in digital mode**

Q1/2024				
7500012	DC		4/1	
7510012	DCC		4/1	
7520012	AC		3/2	

3 piece set: Eurofima coaches

ČD

Ep	VI
	909
	40420
	40196

ABmz 346

Bmz 226

Bmz 229

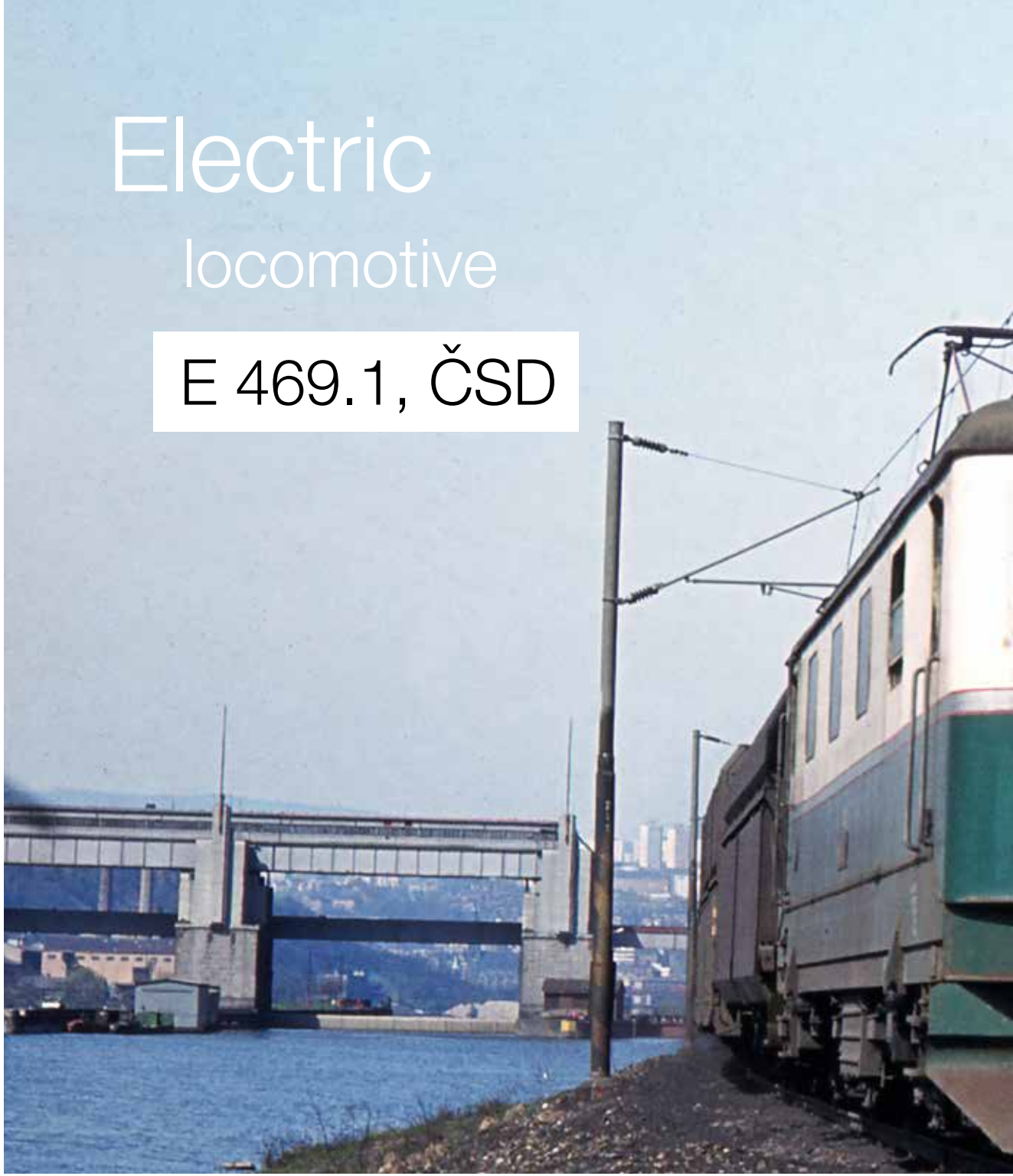
- **Prototypical window frame in different colours**
- **Bogies of different types**

Q1/2024
6200002

n:

Electric locomotive

E 469.1, ČSD



In the early 1960s, the former Czechoslovak State Railways (CSD) needed a new, powerful electric freight locomotives for the 3 kV direct current system in the northern and eastern part of the country. Experience with the E 499.0 and E 499.1 classes – originally developed as universal locomotives – showed that they could be better utilised in passenger service.

Locomotive E 499.157 was therefore modified during production for use in freight service and designated the E 469.001. This locomotive had the same power, but was equipped with a modified wheelset gearbox by the manufacturer. The service weight was also raised to 88 tonnes by a ballast weight. The series machines had a modified locomotive body. Unlike the E 499.0 with six circular windows per side section, the locomotives of the E 499.1 and E 469.1 classes had four angular windows installed. With a continuous output of 2,032 kW, they were able to achieve a maximum speed of 90 km/h. A total of 85 Skoda locomotives were delivered to the Czechoslovak State Railways.

The locomotives were mainly used for hauling freight trains on main lines with low gradients. Their preferred use was as coal block trains on the lines from the North Bohemian lignite basin to the east, but they were also used in Slovakia from the 1960s to the 1990s. As they were derived from the 499.1 class, the machines had electric train heating, meaning they could also be used with passenger trains. The main reason they were not often used in front of passenger trains was their low maximum speed. Most electrified lines had been designed for a maximum line speed of 100 or 120 km/h since the 1960s. That means the locomotives of the E 469.1 class were too slow for passenger trains. However, they could also be seen on selected routes in passenger service.

In 1988, the series designation E 469.1 was changed to 121. Some vehicles also went to the Slovakian railway company ZSSK. Several vehicles were modernised and acquired by private operators.

Photo: O. Řepka

Electric locomotive E 469.1

ČSD

Ep	IV
	186
	PluX22
	R2
	LED

Photo: Škoda/SOA Plzen

- **Design of Skoda factory type 43E**
- **Design in delivery state**
- **Locomotive signs supplied as etched parts**
- **Switchable driver's cab and machine room lighting and individually switchable headlight or tail light**

Q4/2024				
7500082	DC		4/1	
7510082	DCC		4/1	
7520082	AC		3/2	

Electric locomotive 383 006-4

ČD Cargo

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

- **Elaborate printing**
- **Use in international freight traffic**
- **Free-standing handle rails, in part made from metal**
- **Switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q2/2024				
7500041	DC		4/1	
7510041	DCC		4/1	
7520041	AC		3/1	

n:

Electric locomotive

Class 144, DB

The service history of the E 44 (from 1968 as the DB class 144) lasted for more than half a century. A highly impressive achievement. Although the engines in this series did not enjoy such prominence as the younger E 18/E 19s, they represent important milestones in the development of German locomotive construction and, as it were, acted as "jack of all trades", being capable of drawing practically every train and working with almost every other locomotive at the head of a train. What is more, it is truly a locomotive with character, which is important for model railway enthusiasts.

In the 1920s, it was realised that pursuing the development of electric locomotives with rod drive was becoming impractical, and the focus turned to the single-axle drive in general (E 16), and then specifically to bogie design. The German State Railway Company (DRG) was able to draw on its positive experience with bogie locomotives (e.g., the Bavarian EG 1/later the E 73), but it was initially believed that the axle-hung drive would not be able to cope with higher speeds.

In order to gather further experience with bogie locomotives, three test locomotives were constructed by various manufacturers in 1930/31 and handed over to the Reichsbahn for testing. After extensive testing, it was discovered that the E 44 001 (Siemens) and the 44 101 (Maffei-Schwarzkopf/BMG) had most effectively proven their worth. Consequently, the revised E 44 001 design served as the basis for the production engines. Between 1932 and 1954, a total of 187 locomotives were put into service. Seven engines were procured by the DB after the war ended. They had a power output of 2,200 kW and a top speed of 90 km/h.

The E 44, from which the E 44.5, E 93 and E 94 series were further developed, can justifiably be called one of the most reliable and successful electric locomotives ever built, since it firmly established the viability of the bogie design and the axle-hung drive. Without the E 44, the engine family comprising the E 10, E 40, E41 and E 50 would be inconceivable.

Photo: U. Budde


144 038-1

Electric locomotive 144 029-6

FREILASSING EDITION

DB

Ep	IV
	176
	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!

- **Separately attached windscreen wipers**
- **Free view through the driver’s cab**
- **Wheelsets with low wheel flanges**
- **With switchable low beams, individually switchable headlight or tail light and driver’s cab lighting and machine room lighting in digital mode**

Q3/2024				
7500078	DC		4/1	
7510078	DCC		4/1	
7520078	AC		3/2	

In detail

Driver's cab with applied details

Separately attached windscreen wipers

True to the original design of the lamps

Pantographs type SBS 10 elaborately realised and invisibly fastened

Exact replication of the bogie covers

Replication of the machine room corresponding to the prototype

Fine engraving

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

DB

Ep	IV
	448
	PluX22
	R2
	LED

Photomontage

As high points in the goods transport, the 151 class locomotives hauled the heaviest ore trains in Western Europe between the North Sea ports and the Peine-Salzgitter steelworks and the Saarland from 1976 onwards. The trains carried loads of up to 5.700 tons. It operated only in double traction and with an automatic coupling, since the conventional screw coupling would not have withstood the very high traction load.

- **Both locomotives fully equipped**
- **Perfectly matches the wagon sets items 77030, 77031**
- **Coupling type AK69e is attached to the package**
- **Individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q1/2024				
70407	DC		12/4	
70408	DCC	♪	12/4	▭
78408	AC	♪	8/4	▭

3 piece set 1: Ore wagons

DB

Ep	IV
	519
	40196

Faals 150

Faals 150

Faals 150

Photomontage

- **Use in block trains that carry ore**
- **Functional automatic couplings type AK69e attached**
- **Item 77031: Different running numbers**

Q1/2024

77030

3 piece set 2: Ore wagons

DB

Ep	IV
	519
	40196

Faals 150

Faals 150

Faals 150

Photomontage

- **Use in block trains that carry ore**
- **Functional automatic couplings type AK69e attached**
- **Item 77030: Different running numbers**

Q1/2024

77031

“Hispania-Express”

DB

The “Hispania-Express” was a traditional, international express train, introduced in 1963 between Copenhagen and Port Bou on the French-Spanish border. Its route ran via Hamburg, Frankfurt(M), Basel, Geneva, Lyon and Narbonne.

Since 1969, this train started and ended in Hamburg, and was run in Germany from that time forward as an “accelerated express train” with a maximum speed of 160 km/h, as is otherwise only the case for TEE and F or IC trains. In the summer of 1979, the train became the double-class Intercity “Hispania”, but only as far as Geneva; it then continued from Basel with through coaches to Port Bou.

The train is to be recreated in line with the 1976/77 timetable year prototype, as the “Hispania” hauled a particularly large number of 1st/2nd class coaches (ABüm) in that year. These were the typical through coaches of the German Federal Railway. Throughout the seventies, an air-conditioned TEE dining coach of the type WRümz 135 was used in the “Hispania”. Its roof-mounted pantograph was ideal for running the electric kitchen without interruption even during locomotive changes in Frankfurt(M), Basel, Delémont and Lausanne.

In order to reach 160 km/h, it was necessary to haul the train with the class 103 engine, and have coaches featuring magnetic rail brakes. The first ocean-blue/beige seating coach models also joined the colourful block train.
From Basel onwards, SBB locomotives of the classes Re 4/4^{II} and Re 6/6 were used.


Kurti's Garten
DB
E 03 004

Electric locomotive 103 002-2

DB

Ep	IV
	224
	PluX22
	R2
	LED

Photomontage

- **Pilot series version with scissors pantographs**
- **Operating condition: up to 1976**
- **With individually switchable headlight or tail light, driver's cab lighting and machine room lighting in digital mode**
- **Suitable locomotive for D 377 "Hispania Express", items 6200051, 6200052, 6200053**

Q3/2024				
7500064	DC		6/2	
7510064	DCC		6/2	
7520064	AC		4/2	

3 piece set 1: D 377 “Hispania-Express”

DB

Ep	IV
	909
	40196
	40420

Büm 234

Aüm 203

BDüm 273

Photomontage

- **All coach sets condition as at the middle of the 1970s**
- **First Büm 234 built without steam heating**
- **First BDüm 273 built without steam heating**
- **With train destination sign Hamburg – Basel/Geneva**

Q3/2024

6200051

3 piece set 2: D 377 “Hispania-Express”

DB

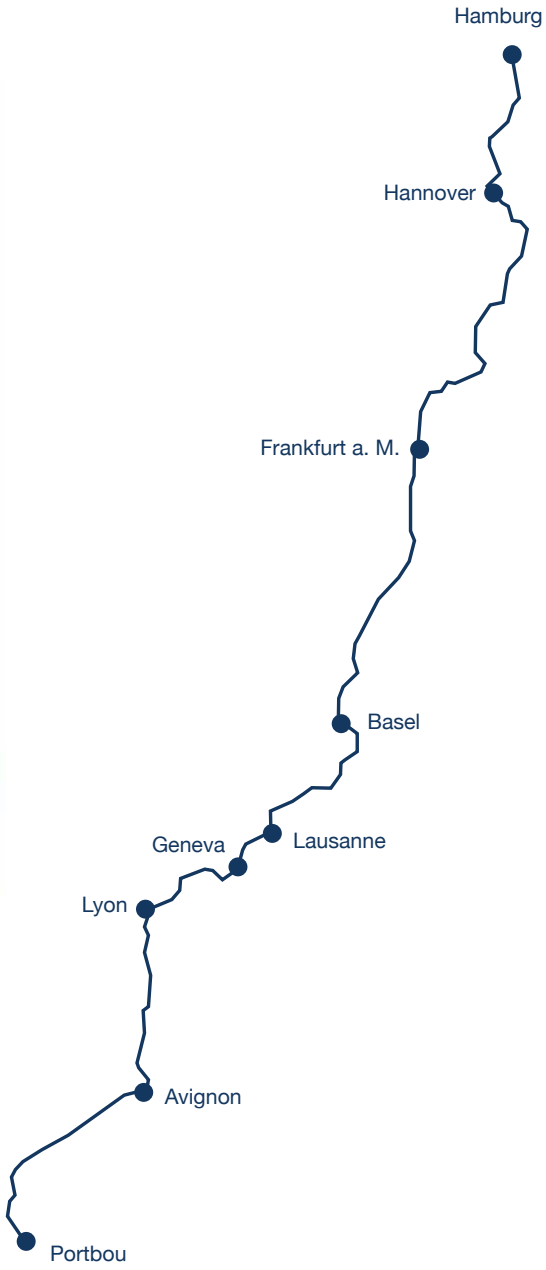
Ep	IV
	922
	40196
	40420

Büm 234

ABüm 225

WRümz 135

Photomontage



- **First ABüm 225 built without steam heating**
- **First WRümz 135 built with pantograph and TEE lettering**
- **With train destination sign Hamburg – Geneva**

Q3/2024

6200052

3 piece set 3: D 377 “Hispania-Express”

DB

Ep	IV
	909
	40196
	40420

Büm 234

ABüm 225

ABüm 225

Photomontage

- **Last ABüm 225 built**
- **With train destination sign Hamburg – Port Bou/Chur**

Q3/2024

6200053


DB
112 491-6
DB

Electric locomotive 110 504-8

DB AG

Ep	V
	190
	PluX22
	R2
	LED

Photomontage

In addition to the class 103, the class 112 in beige-red livery is most certainly one of the most elegant locomotives in the DB fleet from the 1970s and 80s.
In November 1994, the 114 504 was redesignated to 110 504, and put into regional service in the Stuttgart area. This hard-working locomotive featured prominently in railway fan photography due to its special paintwork.

- **Design in beige-red livery with DB AG logos**
- **Finely detailed model with many separately attached plug-in parts**
- **With individually switchable headlight or tail light in digital mode**

Q1/2024			
7500017	DC		4/1
7510017	DCC	♪	4/1
7520017	AC	♪	3/2

3 piece set 1: Commuter coaches

DB AG

Ep	V-VI
	909
	PluX22
	R2
	LED
	40196
	40420

BDnrzf 463

Bn 447

ABn 417.0

Photomontage

- Coach condition as at the end of the 1990s
- Control coach in the Hannover conversion from 1989
- Seating coach Bn and ABn in the OFV conversion
- Suitable for electric locomotive 110 504, items 7500017, 7510017, 7520017
- Detailed information on the design differences on the ROCO website

Q2/2024

6200034

2 piece set 2: Commuter coaches

DB AG

Ep	V-VI
	606
	40196
	40420

Bn 719

Bnr 725

Photomontage

- **Coach condition as at the end of the 1990s**
- **Elaborate printing in typical peacock-eye pattern**
- **Both coaches feature ocean-blue longitudinal girders**
- **Detailed information on the design differences on the ROCO website**

Q2/2024

6200035

Electric locomotive 141 278-2

DB

Ep	IV
	180
	PluX22
	R2
	LED

Photomontage

- For the first time with multi-nozzle fan grilles
- Etched catwalks and windscreen wipers
- With individually switchable headlight or tail light and driver's cab lighting in digital mode

Q3/2024				
7500056	DC		4/1	
7510056	DCC	♪	4/1	☼
7520056	AC	♪	2/2	☼

Electric locomotive 180 004-4

DR

Ep	IV
	193
	PluX22
	R2
	LED

Photomontage

- Pantographs with innovative attachment
- Finely-detailed design of the bodies as well as the spoked wheels
- With switchable driver's cab and control panel lighting as well as machine room lighting in digital mode

Q2/2024				
7500052	DC		4/1	
7510052	DCC	♪	4/1	☼
7520052	AC	♪	3/1	☼


Roco

Electric locomotive class 101

DB AG

Ep	VI
	220
	PluX22
	R2
	LED

Photomontage

ROCO is continuing its cooperation with Fahrtziel Natur (Destination Nature) after the great popularity of the 101 019! From early summer 2024, another locomotive will display a message of climate-friendly and, above all, car-free tourism on its large sides. Exclusively at ROCO, the special model of the "Fahrtziel Natur" locomotive will be available from autumn 2024. Make sure to get this special model for your collection!

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

Fahrtziel natur

BUND NABU VCD DB

Q4/2024				
7500067	DC		4/1	
7510067	DCC	♪	4/1	☼
7520067	AC	♪	3/1	☼

Electric locomotive 185 389-4

DB AG

Ep	VI
	217
	PluX22
	R2
	LED

- **Particularly elaborate printing in CO_2 design**
- **Separately applied windscreen wipers**
- **With switchable high beam and individually switchable headlight or tail light in digital mode**
- **Officially licensed by AUDI AG ***

Q1/2024				
7500015	DC		4/1	
7510015	DCC	♪	4/1	☼
7520015	AC	♪	3/2	☼

* Trademarks, design patents and copyrights are used with the approval of the owner AUDI AG.

Electric locomotive 155 138-1

RAILPOOL

Ep	VI
	225
	PluX22
	R2
	LED

Photomontage

- **For the first time with square buffers**
- **Operated across Germany in freight transport under different transport companies**
- **With individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q1/2024				
70468	DC		6/2	
70469	DCC	♪	6/2	▭
78469	AC	♪	4/2	▭

Electric locomotive 155 239-7

EBS

Ep	VI
	225
	PluX22
	R2
	LED

Photomontage

From 1977, the railway company of the German Democratic Republic procured 270 class 250 class locomotives (later renamed the class 155) for heavy goods transport. Due to their lack of streamlined curves, which are of negligible importance at their low top speed, they were given the nickname “Strom-Container” (electricity container) or simply “Backstein” (the brick).

- **Continuation of the EBS series in a new design**
- **With switchable headlight or tail light and driver’s cab lighting in digital mode**
- **In cooperation with** RAILCOLOR DESIGN **und** nTrack creativity for railways

Q2/2024				
7500059	DC		6/2	
7510059	DCC	♪	6/2	▭
7520059	AC	♪	4/2	▭

Photo: R. Auerweck

Electric locomotive 193 818-2

SIEMENS

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

- **Design as SIEMENS advertising vehicle**
- **Europe-wide deployment at various railway companies**
- **With switchable high beam as well as individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q1/2024				
7500040	DC		4/1	
7510040	DCC	♪	4/1	☼
7520040	AC	♪	3/1	☼

Electric locomotive 193 997-4

TX LOGISTIK

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

"We bring the power of 8,500 horses to the rails" is the slogan on the side walls of the Vectron multi-system locomotive. The basic motif of the labelling is the hand-drawn silhouettes of horses. The locomotive of railway transport company TX Logistik is rented from Railpool and is in use in Germany, Austria and Hungary. It is already the third locomotive with an advertising motif alluding to the horsepower of freight train engines.

- **Model with elaborate printing exclusively from ROCO**
- **With switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode**
- **In cooperation with Loc&More**

Q2/2024				
70064	DC		4/1	
70065	DCC	♪	4/1	☼
78065	AC	♪	3/1	☼

Electric locomotive 189 112-6

AKIEM

Ep	VI
	225
	PluX22
	R2
	LED

Photomontage

Akiem S.A.S., based in Saint-Ouen near Paris, is a French leasing company for locomotives. The company is one of the leading lessors of locomotives in the continental European rail market. Akiem owns over 750 locomotives from different manufacturers.

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

Q2/2024				
7500057	DC		4/1	
7510057	DCC	♪	4/1	☼
7520057	AC	♪	2/2	☼

Electric locomotive 186 444-6

LOKOMOTION

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

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

Q4/2024				
7500074	DC		4/1	
7510074	DCC	♪	4/1	☼
7520074	AC	♪	3/2	☼


WETRON
WETRON

Electric locomotive 386 012-9

Photomontage

METRANS

Ep	VI
	217
	PluX22
	R2
	LED

Metrans is one of the leading European providers of intermodal container transport in seaport-hinterland services. The company owns 43 class 186 electric locomotives. These locomotives are registered in the Czech Republic and incorporated as the class 386.

- **Use in cross-border transport to haul freight trains**
- **With switchable high beam and individually switchable headlight or tail light in digital mode**

Q1/2024				
7500016	DC		4/1	
7510016	DCC	♪	4/1	▭
7520016	AC	♪	3/2	▭

Electric locomotive 193 402-5

ALPHATRAINS

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

Alpha Trains is the leading rail vehicle rental company in Europe. The company owns more than 950 locomotives and multiple units. In November 2022, Alpha Trains ordered 15 more Vectron locomotives. The new Vectron MS and AC locomotives with a maximum output of 6.4 megawatts and a maximum speed of 200 km/h round out the existing Alpha Trains fleet. Among other routes, the locomotives are used on the Germany – Austria – Italy line.

- **Use in international freight traffic**
- **With detailed roof design**
- **Free-standing handle rails, in part made from metal**
- **With switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q2/2024				
7500039	DC		4/1	
7510039	DCC	♪	4/1	▭
7520039	AC	♪	3/1	▭

Photo: R. Auerweck

Electric locomotive BB 9338

SNCF

Ep	IV
	186
	PluX16
	R2
	LED

Photomontage

update

In 1968/69, 40 of these powerful universal locomotives were purchased by SNCF. They were used in high-quality passenger train service as well as for hauling express freight trains. The top speed was 160 km/h with a power output of 4,240 kW.

- **With finely-detailed pantographs**
- **With many separately attached plug-in parts, in part using etching technology**
- **Individually switchable headlight or tail light in digital mode**

Q4/2024			
7500046	DC		4/1
7510046	DCC		4/1

Electric locomotive BB 7290

SNCF

Ep	IV-V
	201
	PluX22
	R2
	LED

Photomontage

- **Features engraved running numbers on the side walls and digits adhered to the front in line with the prototype**
- **Locomotive for the transport of Talgo trains in France with red parts on the buffers**
- **Switchable high beam, parking and warning light as well as individually switchable headlight or tail light in digital mode**

Q2/2024			
7500043	DC		4/1
7510043	DCC		4/1

Electric locomotive 185 552-7

SNCF

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

Q3/2024				
7500053	DC		4/1	
7510053	DCC	♪	4/1	▭
7520053	AC	♪	3/2	▭

Together with the DB-185s, these locomotives 185 551 – 557 were the first TRAXX engines approved for use in France. They were delivered to MRCE in 2005/2006 in black livery. The Nightjet transport Paris – Cologne – Vienna was introduced in December 2022. The night connection is operated as a joint venture between the SNCF and the Austrian Federal Railways. Amongst others, specially-designed engines are used to haul the trains.

- **Design features Nightjet transport labelling**
- **Pantographs with innovative fastening**
- **Separately applied windscreen wipers**
- **With switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode**

Photo: M. van der Velden

Electric locomotive E.656.009

FS

Ep	V
	210
	PluX16
	R2
	LED

Photomontage

The E.656 class is a six-axle Italian electric locomotive class nicknamed “Caimano” (English: cayman). It is an advancement of types E.636, E.645 and E.646 also with a split locomotive body. Compared to type E.636, however, they have modified axle and pivot spacing. The high tractive force and the maximum speed of 150 km/h means it can be used to pull passenger and freight trains.

- **Version with horizontal dampers**
- **Pantographs FS type 52 with bent slide plate**
- **Individually switchable headlight or tail light in digital mode**

Q2/2024				
7500058	DC		4/1	
7510058	DCC	♪	4/1	☼

Electric locomotive E412 013

MERCITALIA RAIL

Ep	VI
	223
	PluX22
	R2
	LED

Photomontage

update

- **For the first time with PluX22 interface, LED lighting and available as sound model**
- **Both pantograph variations in delicately crafted design**
- **With switchable headlight or tail light in digital mode**

Q4/2024				
70464	DC		4/1	
70465	DCC	♪	4/1	☼
78465	AC	♪	3/2	☼

Photo: M. Schmid

Electric locomotive RC4 1139

ITAB

Ep	VI
	179
	PluX22
	R2
	LED

Photomontage

To cope with increased transport volumes, the Swedish rail operator Inlandståg purchased an electric locomotive from Green Cargo in 2019. The newly-designated RC4 1139 was painted at Tagab in a conspicuous red design. During the course of these changes, the locomotive, built in 1975 by ASEA, was given the name Elektra.

- **Roof edge with wide, additional box vent superstructures**
- **Equipped with Norrland obstacle deflector**
- **With switchable high beam and individually switchable headlight or tail light in digital mode**

Q1/2024				
7500008	DC		4/1	
7510008	DCC	♪	4/1	☼
7520008	AC	♪	3/2	☼

Electric locomotive 9902

RAILEXPERTS

Ep	VI
	201
	PluX22
	R2
	LED

Photomontage

Created together with ROCO, an electric locomotive of the 1600 series shines with an eye-catching design. An attractive ambassador locomotive has been designed featuring the "Tommie and Tess" children's books. Charming motifs from these popular books decorate the sides of the locomotive and make it an absolute must-have for every collector.

- **Model exclusively available at ROCO**
- **Each side wall features a different design**
- **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**

Q4/2024				
7500089	DC		4/1	
7510089	DCC	♪	4/1	☼
7520089	AC	♪	2/2	☼

Electric locomotive 1207

NS

Ep	III
	208
	PluX22
	R2
	NL
LED	

Photomontage

- **Finely-detailed design with many separately attached plug-in parts, in part using etching technology**
- **With individually switchable headlight or tail light and driver's cab lighting in digital mode**
- **Locomotive suitable for Plan-D coach set, item 6200049**

Q1/2024				
7500051	DC		6/1	
7510051	DCC	♪	6/1	☾
7520051	AC	♪	4/2	☾

4 piece set: Passenger train coaches "Plan D"

NS

Ep	III
	1032
	40360
	40196

AB

C

C

RD

Photomontage

Q2/2024	
6200049	

Electric multiple unit Plan V 466

KAREL

Ep	VI
	599
	PluX22
	R3
	LED

Q4/2024					
7700009	DC		2/1		
7710009	DCC		2/1		
7720009	AC		2/1		

Electric locomotive 1619

RAILLOGIX

Ep	VI
	201
	PluX22
	R2
	LED

Photomontage

Q3/2024				
7500068	DC		4/1	
7510068	DCC		4/1	
7520068	AC		2/2	

The NS received these four-axle electric locomotives of the 1600 series based on the French electric locomotive BB 7200. In the year 1981, when they were introduced, they were the strongest NS locomotives in the fleet. With an operating weight of 83 t, their output was 4,540 kW, and their maximum speed was 140 km/h.
Logistics service provider Raillogix also operates locomotives from the former fleet of the Netherlands State Railways. The company organises rail transports for various types of freight such as containers, metals, bulk goods and consumer goods.

- **Design without air conditioning unit**
- **With signal horn box**
- **Pantographs with innovative fastening**
- **Individually switchable headlight or tail light and driver's cab lighting in digital mode**

Photomontage

The mission of the “De Karel” Foundation is to preserve industrial heritage with a focus on historical railway material. This would not only be done through maintenance, but also through operation. Operation of the train means it is visibly preserved for Dutch culture.
The Karel Foundation also focuses on the preservation of legacies and bequests. All proceeds go to preservation of the “De Karel” trainset, maintenance of the certificate and KWF Dutch Cancer Society.

- **For each model sold, a donation goes to the Karel Foundation**
- **Interior lighting fitted as standard ex works, can only be switched in digital mode**
- **Design by Jesse van de Meulen**

Photo: L. Cuijpers

Electric locomotive EU46-523

PKP CARGO

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

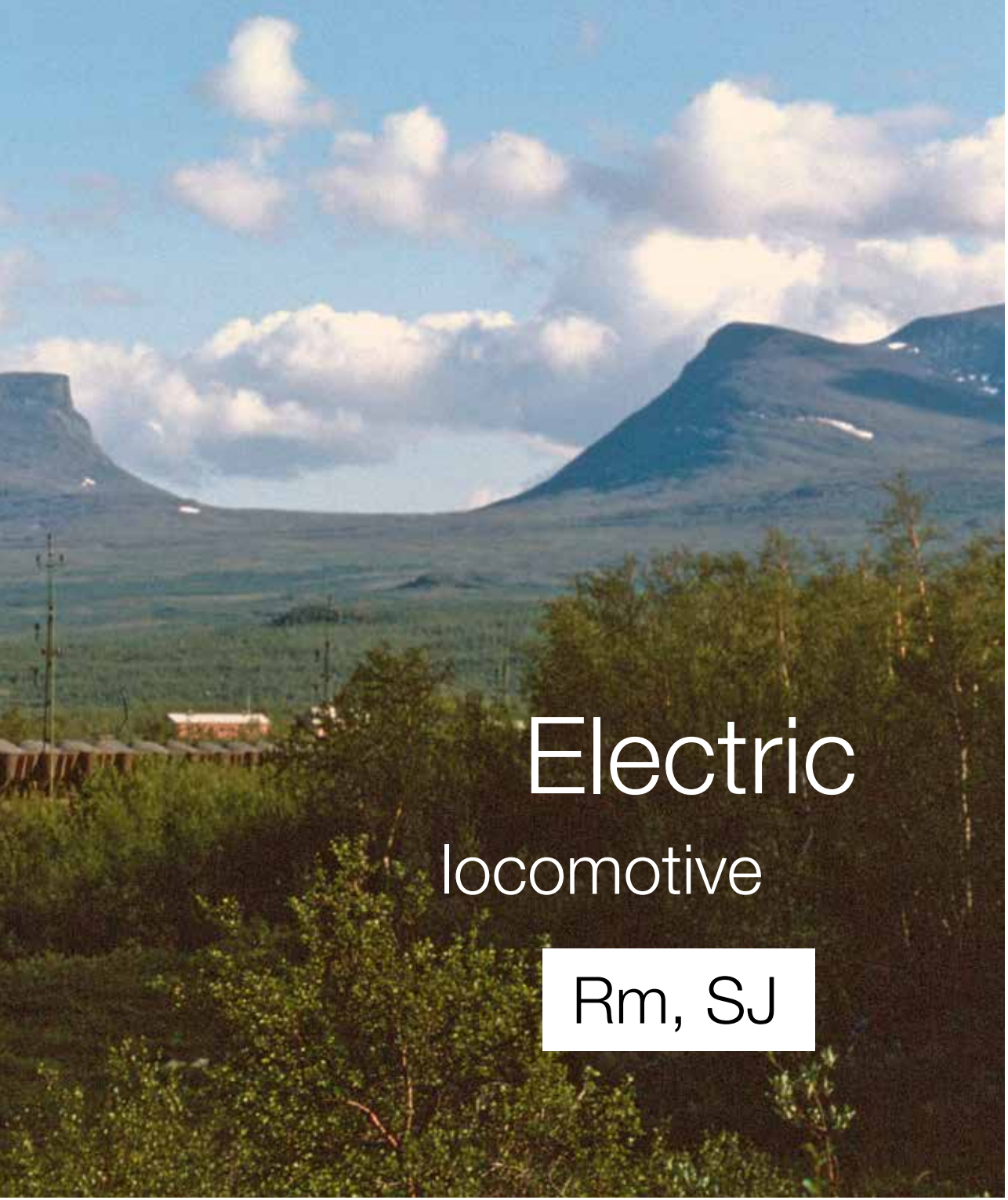
In 2022/23, PKP Cargo received five more Vectron MS locomotives. Unlike the grey painted locomotives previously delivered, they received the blue PKP Cargo design. They are approved for Poland, Germany, Austria, Czech Republic, Slovakia and Hungary.

- **Current PKP Cargo design**
- **Free-standing handle rails, in part made from metal**
- **With switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q1/2024				
70057	DC		4/1	
70058	DCC	🔊	4/1	▭
78058	AC	🔊	3/1	▭

Photo: B. Paha

Photo: L. Nilsson



Electric locomotive

Rm, SJ

n:

The Iron Ore Line (Malmbana), running north of the Arctic Circle from the Norwegian ore port of Narvik via Kiruna in northern Sweden and right up to Luleä on the Baltic Sea, went into full-service operation in 1903. Electric operation on the Iron Ore Line dates back to 1922, when the first electric locomotive was put into service there: initially on the line from Kiruna to Luleä, and the following year to Narvik. From the very beginning, the use of electric power to drive locomotives made it possible to run ore trains which were 40 percent heavier than in the steam era, even though the Swedish State Railways, Statens Järnvägar (SJ) used five-axle R-class steam locomotives - which could reach a service weight of 130 tonnes including tender.

As a replacement for the three-part electric locomotives with rod drive of the class Dm3, six Rm 1257 - 1262 units based on the Rc4 were built in the 1970s for ore transport on the Kiruna - Narvik line, with a higher weight, different transmission and lower top speed (only 100 instead of 135 km/h). The installation of added ballast increased the service weight to 92 tonnes. Accordingly, the bogies had to be retrofitted for increased stability and the brake system had to be reinforced. For ore transport, the obligatory central coupling and the ore train wagon brake were also required.

The Rc family, which has proven its worth in the rest of Sweden, was denied success on the Malmbana. In purely mathematical terms, double traction should have been sufficient for the 5,200-tonne ore trains. However, due to the high tendency for these trains to skid, three Rms were required for traction. Initially, the units were used in triple traction Rm+Rm+Rm; later the composition was changed to Rm+Rc4+Rm. However, the expected success did not materialise as desired, meaning that the tried and tested Dm3s continued to pull the ore trains and the Rms, after several conversions, were used as individual units in regular freight train service.

2 piece set: Electric locomotives Rm

SJ

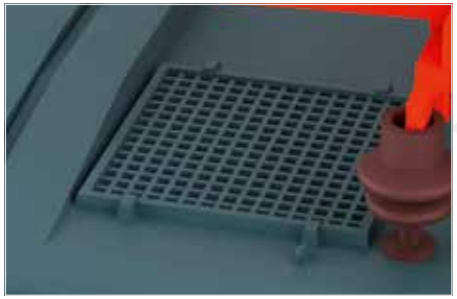
Ep	IV
	358
	PluX22
	R2
	LED

Photomontage

- Design in original condition
- Prototypical front with automatic coupling
- Both locomotives fully equipped
- With switchable high beam and individually switchable headlight or tail light in digital mode

Q3/2024				
7500048	DC		8/2	
7510048	DCC	♪	8/2	▭
7520048	AC	♪	6/4	▭

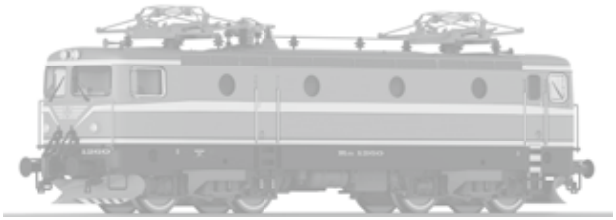
In detail



With additional roof fans

Rubber-framed front windows

Small fans on the side walls



Separately attached mirrors

Prototypical wheelsets without disk brakes

Front equipped with additional hoses

4 piece set 1: Ore wagons

SJ

Ep	IV
	293
	40196

Ud

Photomontage

Valid for all models on this page:

- **With authentic ore load**
- **Filigree models with separately attached parts**

Q2/2024

6600068

4 piece set 2: Ore wagons

SJ

Ep	IV
	293
	40196

Ud

Photomontage

Q2/2024

6600069

Electric locomotive 193 580-8

BUDAMAR

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

The Vectron locomotive 193 580 was the first of the design series with protected animals from the Budamar Group. The new design of the Vectron locomotives underlines the fact that rail transport represents a responsible approach to the environment. 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**
- **With curved door handle**
- **With switchable high beam as well as individually switchable headlight or tail light and driver's cab lighting in digital mode**
- **In cooperation with** RAILCOLOR DESIGN

Q3/2024

7500063	DC		4/1
7510063	DCC		4/1
7520063	AC		3/1

DIESEL
locomotives

Diesel locomotive 2043.33

ÖBB

Ep	IV
	182
	PluX22
	R2
	LED

Photomontage

In the middle of the 1960s, the ÖBB commissioned a new class of diesel locomotives to replace the class 52, 77 and 93 steam locomotives. Following the production of several prototypes, the Jenbacher Werke supplied the class 2043, featuring a 1,500 hp two-stroke diesel engine. Originally, this locomotive was approved for 100 km/h, and later for 110 km/h. With its axle pressure of 17 tonnes, it was also suitable for operation on branch lines.

- **Authentic design with red wheels**
- **With switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q1/2024				
7300038	DC		4/1	
7310038	DCC	♪	4/1	▭
7320038	AC	♪	2/1	▭

Diesel locomotive 2062 007-6

ÖBB

Ep	IV-V
	92
	R2
	LED

Photomontage

- **Design features third headlight and shunting radio antenna**
- **Engine front end and gearbox block made from die-cast zinc, meaning increased service weight and high tractive force**
- **With set of etched signs enclosed**

Q2/2024				
7310031	DCC	♪	2/1	▭
7320031	AC	♪	2/1	▭

Diesel locomotive 2016 921-6

ADRIA TRANSPORT

Ep	VI
	221
	PluX22
	R2
	LED

Photomontage

Adria Transport was founded in 2005 as a joint venture between Graz-Köflacher Bahn und Busbetrieb GmbH (GKB) and the operating company of the port of Koper (Luka Koper). The fleet also includes two Siemens Eurorunner (Hercules) diesel-electric locomotives, which, among its other advantages, do not require the power supplied on the Koper-Prešnica-Divaca line, meaning more trains can run on the line. The 2016 921, which went into operation in 2012, is called “Ingrid”.

- **Exterior mirrors enclosed to portray folded and unfolded positions**
- **Separately attached handle rails, windscreen wipers and UIC sockets**
- **With switchable high beam and individually switchable headlight or tail light in digital mode**

Q4/2024				
7300037	DC		4/1	
7310037	DCC	♪	4/1	▭
7320037	AC	♪	2/2	▭

Photo: M. Schmid

Diesel locomotive 752 068-7

ČSD/ČD

Ep	IV-V
	190
	PluX22
	R2
	CZ
	LED

Photomontage

The class T 478.1 was a diesel-electric general-purpose locomotive of the CSD. From 1966-1971, a total of 230 class T 478. 1 locomotives and 82 class T 478.2 locomotives were delivered. The freight train version T478.2 (from 1988: class 752) had a ballast weight installed in place of the boiler. In the 1990s, several colourful Bardotkas were created, in part featuring interesting paintwork. The 752 068 used in freight transport received a livery based on the T 478.1002 prototype finished at the end of 1964.

- **With etched sign sets enclosed for CSD and CD versions**

Q1/2024			
7300026	DC		4/1
7310026	DCC		4/1

Diesel locomotive T 478 1184

ČSD

Ep	IV-V
	190
	PluX22
	R2
	CZ
	LED

Photomontage

The class T 478.1 was a diesel-electric general-purpose locomotive of the CSD. From 1966-1971, a total of 230 class T 478.1 locomotives were delivered. A built-in steam boiler heated the train. The protruding structures under the front windows quickly earned it the nickname “Bardotka”, loosely named after Brigitte Bardot, the French actress.
The locomotives have gone through several colour variations over the years. Starting in the mid-1970s, the first uniform colour scheme was used for CSD diesel vehicles. The locomotive body was painted cherry red and the roof and chassis were painted grey.

- **Design of the third construction series featuring corrugated side walls up to the edge of the roof**

Q2/2024			
7300028	DC		4/1
7310028	DCC		4/1

Diesel locomotive T 679.1

update

ČSD

Ep	IV
	202
	PluX22
	R2
	LED

Photomontage

- For the first time with complete brake air lines including fully formed air tanks
- Particularly authentic reproduction of the bogies
- With individually switchable headlight or tail light, driver's cab and engine room lighting in digital mode

Q3/2024				
7300040	DC		6/2	
7310040	DCC		6/2	

Diesel locomotive class 742

n:

ČD

Ep	V
	156
	PluX22
	R2
	CZ
	LED

Photomontage

- Design from the 4th series with ribbed driver's cab side wall
- Free view through the driver's cab
- Finely-detailed safety railings
- Wheelsets with low wheel flanges
- With individually switchable headlight or tail light, driver's cab lighting and engine room lighting in digital mode

Q2/2024				
7300014	DC		4/1	
7310014	DCC		4/1	

Diesel railcar M 152 0262 with trailer

ČSD

Ep	IV
	322
	PluX22
	R2
	LED

Q3/2024				
7700010	DC		2/0	
7710010	DCC		2/0	

Diesel locomotive 750 275-0

ČD

Ep	V
	190
	PluX22
	R2
	CZ
	LED

Photomontage

Q2/2024			
7300034	DC		4/1
7310034	DCC		4/1

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 class 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.

- **Finely-detailed model with many separately attached plug-in parts**
- **Used to haul passenger and freight trains up to German and Austrian border stations**

Photomontage

In order to replace the M 131.1 series railcars, which were no longer up to date, the Czechoslovak State Railways purchased new twin-axle diesel railcars with the series designation M 152.0. Delivered in series from 1975 onwards, these vehicles were powered by a 155 kW six-cylinder in-line engine and reached a top speed of 80 km/h. 56 seats were available in the passenger compartment.

- **Livery in original design**
- **With plug-in parts enclosed 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**

Diesel railcar 841 205-8

ČD

Ep	VI
	293
	PluX22
	R2
	LED

Photomontage

In order to replace the outdated M 152.0 series railcars, the Czech State Railways purchased new diesel railcars of type RegioShuttle 1 from Stadler. The air-conditioned low-floor railcars set new standards in Czech regional transport starting in 2012. Two diesel engines with 265 kW each accelerate the railcar to a top speed of up to 120 km/h.

- **Ideal for branch lines**
- **Elaborate interior fittings**

Q4/2024				
7700003	DC		2/1	
7710003	DCC		2/1	

Diesel locomotive class 742

ČD CARGO

Ep	VI
	156
	PluX22
	R2
	CZ
LED	

Photomontage

In the 1970s, the former Czechoslovak State Railways (CSD) was in great need of powerful diesel freight train 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 with the CSD until 1986. In 1998, the series designation T 466.2 was changed to 742. Many locomotives are still in use today in freight transport for CD Cargo on Czech rails.

- **Version from the 3rd series with ribbed driver's cab side wall**
- **Free view through the driver's cab**
- **Delicately crafted safety railings**
- **Wheelsets with low wheel flanges**
- **With switchable shunting light as well as individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q2/2024				
7300004	DC		4/1	
7310004	DCC		4/1	
7320004	AC		3/2	

Diesel-electric double locomotive D311.01

Edition n:

DWM

Ep	II
	259
	PluX22
	R2
	LED

Photomontage

In 1941 and 1942, a total of four type 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 service in West Germany. The fifth and sixth double locomotives were ordered from Krupp, but ultimately could not be built due to war events.

- **Double locomotive formed by two units coupled together; both units fully equipped with a motor**
- **Frame trims with 8 sandboxes each**
- **With blackout lamps**
- **Digital versions with motor-powered fans**
- **Switchable driver’s cab, driver’s console and control box lighting as well as engine room lighting in digital mode**

Q1/2024				
70113	DC		4/2	
70114	DCC		4/2	
78114	AC		4/2	

Diesel-electric double locomotive V 188 002

Edition n:

DB

Ep	III
	259
	PluX22
	R2
	LED

Photomontage

In 1941 and 1942, a total of four type D 311 double locomotives were put into service by the Deutsche Wehrmacht. They were constructed to haul heavy railroad guns. Two locomotives, the V 188 001 a/b and the V 188 002 a/b, were retained by the German Federal Railway following the war. A third locomotive was used to provide spare parts. These locomotives proved their worth in heavy freight train and shunting services, mainly on the Spessart Ramp. 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 machines were scrapped in 1973.

- **Epoch IIIa design in green livery with roof superstructure**
- **Double locomotive formed by two units coupled together; both units fully equipped with a motor**
- **Frame trims with 4 sandboxes each**
- **Digital versions with motor-powered fans**
- **Switchable driver's cab, driver's console and control box lighting as well as engine room lighting in digital mode**

Q4/2024				
70117	DC		4/2	
70118	DCC	♪	4/2	▭
78118	AC	♪	4/2	▭

n:

Diesel locomotive

Class 120, DR

The former DR class 120 (still known as the V 200 until 1970) embodied the typical characteristics of Soviet locomotive construction like hardly any other vehicle on German rails. The vehicle body and construction were solid and robust, taking into account even the most extreme climatic conditions in some areas of the Soviet Union, but the main components were still as simple as possible to facilitate maintenance. However, thanks to the initial lack of sound insulation, operation of these engines was unmistakably noisy and, as could be clearly seen by the dark clouds of exhaust gas emanating from them, neither environmentally friendly nor fuel-efficient. The first engines were delivered without a sound absorber on the roof, which is why they quickly received the nicknames “Taigatrommel” or “Wumme”. However, the term “Taigatrommel” was only used for the German locomotives; in the Czech Republic they were called “Sergej” and in Poland “Gagarin”. Nevertheless, the 120/V200 played an essential role in the traction transformation of the railway company of the German Democratic Republic (DR). This is because the GDR government decided to push ahead with dieselisation in the mid-1960s, when electrification work to replace steam traction was found to be considerably lagging behind the ambitious plans due to a lack of materials.

According to the regulations within the CMEA (Council for Mutual Economic Assistance), diesel locomotives in the performance class of 2,000 hp and above were to be purchased from the Soviet Union and not produced in the country itself. In contrast to other neighbouring countries, the GDR took these requirements very seriously. In 1966, therefore, an order was placed for a first series of a locomotive type, the main components of which were derived from the Russian TE 3 large diesel locomotive, built since the 1950s. The supplier was the “October Revolution” locomotive factory in Lugansk, which was one of the largest factories in the Soviet Union with an output, at times, of over 1,000 locomotives per year. The first prototypes of the new M62 (the designation for the Hungarian version) appeared in 1964, and series deliveries to Hungary began in 1965 (MAV: 288, GySEV: 6) and Poland. One year later, engines were delivered to the railways in Czechoslovakia (625 locomotives). The GDR received its first V 200 at the end of 1966. By 1975, a total of 378 locomotives had been delivered to the DR. In addition to the countries mentioned, slightly modified M62s also went to Korea, Cuba, Mongolia and in large numbers to the USSR. Over a period of 30 years, a total of more than 7,000 locomotives were built and delivered as individual vehicles or assembled from several sections to form multiple locomotives.

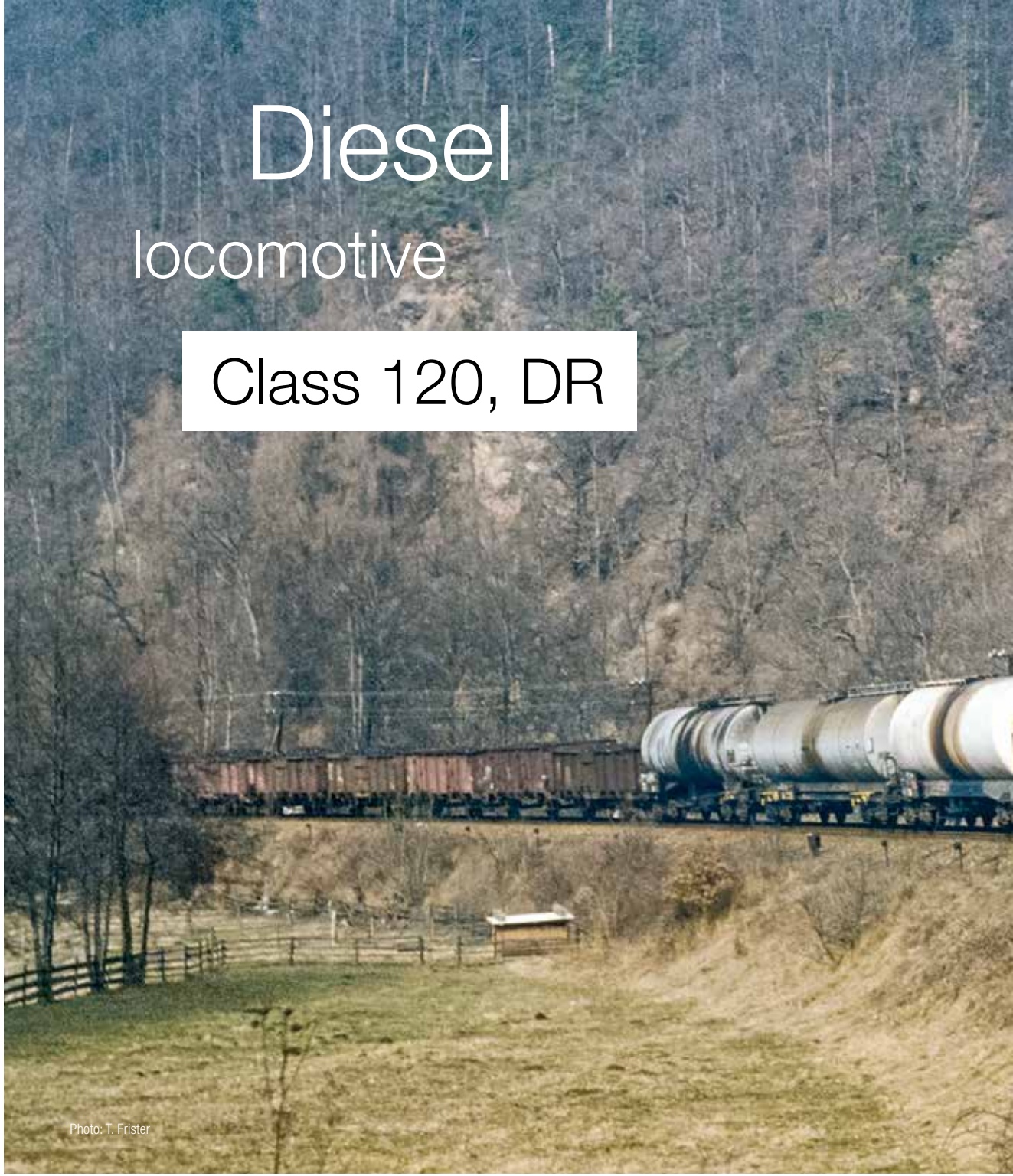
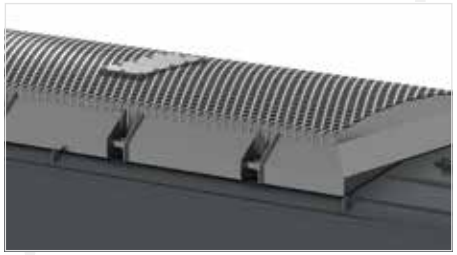


Photo: T. Frister


120 048-4

In detail



Prototypical exhaust systems

Roof design with ladder

Delicate engraving of all details

Authentic multi-coloured replication of the machine room

Handle rails on the driver's cab doors made of metal

Detailed brake cylinder

Complete replication of the brake air lines

Free-standing shunting handle rails

Diesel locomotive class 120

DR

Ep	IV
	202
	PluX22
	R2
	LED

Photomontage

In order to accelerate the traction change, the railway company of the German Democratic Republic (Deutsche Reichsbahn) procured a total of 378 class V 200 (later class 120) locomotives from the Soviet Union from 1966 to 1975. Because the locomotives had no train heating in their ex works condition, they were mainly used in goods train transport. Later, noise dampers were supplemented to suppress the noise levels produced by the engines. Due to their loud engine noise, they were quickly given the nickname “Taiga-trommel” (Taiga drum).

- **For the first time with complete brake air lines including fully formed air tanks**
- **Particularly authentic reproduction of the bogies**
- **Free-standing shunter's handle rails under the buffer**
- **With individually switchable headlight or tail light, driver's cab and engine room lighting installed in digital mode**

Q1/2024				
71778	DC		6/2	
71779	DCC	♪	6/2	▭
79779	AC	♪	4/2	▭

Diesel locomotive V 100 144

DR

Ep	III
	164
	PluX22
	R2
	LED

Photomontage

The class V 100 was developed for passenger and freight train service and as a version for use in the DR shunting service. The maximum speed of this locomotive was 100 km/h with a power output of 1000 hp. It therefore quickly became a general-purpose locomotive and fitted neatly into the gap between the less powerful class V 60 and the more powerful class V 180.

- **For the first time with bell on front end**
- **Stationed at the Erfurt depot**
- **With individually switchable headlight or tail light in digital mode**

Q3/2024				
7300033	DC		4/1	
7310033	DCC	♪	4/1	☼
7320033	AC	♪	2/2	☼

Diesel locomotive 118 514-9

DR

Ep	IV
	224
	PluX22
	R2
	LED

Photomontage

They were normal production locomotives, yet they were protected like a state treasure - the government locomotives of the GDR. The home depot of the three government locomotives was the Lichtenberg depot and this belonged to the Ostbahnhof depot as an Est (deployment centre) after 1970. What was not so well known is that there was another V180 / BR 118 in government service. The 118 514 was a reserve locomotive
locomotive and served in various depots in the Berlin area and was only used as a government locomotive in emergencies. When one of the three main R-train locomotives had to stay in the RAW, the 118 514 was "detached" from normal scheduled service to the R-train brigade.

- **Reserve locomotive for GDR government train**
- **Finely detailed model with many separately attached plug-in parts**
- **With rounded door section**
- **Individually switchable headlight or tail light, driver's cab lighting and engine room lighting in digital mode**

Q4/2024				
7300032	DC		4/1	
7310032	DCC	♪	4/1	☼
7320032	AC	♪	3/2	☼

Diesel locomotive 132 146-2

DR

Ep	IV
	237
	PluX22
	R2
	LED

Photomontage

The design of the 132 class was derived from experience with the 130 and 131 class. The DR purchased 709 of the optimised locomotives with electric heating from the Voroshilovgrad Locomotive Works in the Soviet Union.

- **Version in delivery condition**
- **Stationed at BD Cottbus, Cottbus depot**
- **With switchable shunting light and individually switchable headlight or tail light in digital mode**

Q3/2024			
7300039	DC		6/2
7310039	DCC	🔊	6/2
7320039	AC	🔊	4/2

Diesel multiple unit 628 409-5

DB

Ep	IV-V
	533
	PluX22
	R2
	LED

Q1/2024					
7700005	DC		2/1		
7710005	DCC		2/1		
7720005	AC		2/1		

Diesel railcar VT 121

STB

Ep	VI
	293
	PluX22
	R2
	LED

Photomontage

Q1/2024					
70188	DC		2/1		
70189	DCC		2/1		
78189	AC		2/1		

- **Version with central buffer coupling**
- **Elaborately designed interior**

Photomontage

As a further development of the class 628.2, a total of 304 class 628.4 diesel multiple units were put into service in Germany between 1992 and 1995. The 628.4 can be easily distinguished from all other 628s by the double-leaf swing-sliding doors in the middle of the multiple unit. The livery in what was then the updated product colours of mint turquoise, pastel turquoise and light grey gave the multiple units an attractive and modern appearance.

- **Finely-detailed representation of the wagon transitions**
- **Separately applied windscreen wipers**
- **Switchable headlight or tail light, interior lighting, driver's cab lighting and train destination lighting in digital mode**

Diesel railcar class 650

ODEG

Ep	VI
	293
	PluX22
	R2
	LED

Photomontage

Q1/2024					
70184	DC		2/1		
70185	DCC		2/1		

- **Elaborately designed interior**
- **Ideal for branch line railways**
- **Digitally switchable light and sound functions**

Diesel locomotive 218 341-6

DB AG

Ep	VI
	189
	PluX22
	R2
	LED
Z21	Cab

Photomontage

Since electric locomotive 101 013 already received paintwork with the “InterCity” design in 2022, it will also be followed by a diesel machine with designation 218 341. Both locomotives with their IC livery are unique items in the DB AG fleet.

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

Q3/2024				
7300035	DC		4/1	
7310035	DCC	♪	4/1	▭
7320035	AC	♪	3/2	▭

Diesel locomotive 218 435-6

DB AG

Ep	VI
	189
	PluX22
	R2
	LED
Z21	Cab

Photomontage

- **“bwegt” logos enclosed as decals**
- **Operating condition as of 2021 with new LED lighting: Tail light on the outer headlight positions**
- **Separately applied plug-in parts, in part using etching technology**
- **With switchable high beam and individually switchable headlight or tail light in digital mode**

Q1/2024				
7300044	DC		4/1	
7310044	DCC	♪	4/1	▭
7320044	AC	♪	3/2	▭

Diesel locomotive 2016 902-5

RAILADVENTURE

Ep	VI
	221
	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 various electric locomotives, RailAdventure also runs a Siemens EuroRunner diesel-electric locomotive for non-electrified lines with low axle loads.

- **Exterior mirrors enclosed to portray folded and unfolded positions**
- **Separately attached handle rails, windscreen wipers and UIC sockets**
- **With switchable high beam and individually switchable headlight or tail light in digital mode**

Q3/2024				
7300036	DC		4/1	
7310036	DCC	♪	4/1	▭
7320036	AC	♪	2/2	▭

Diesel railcar class 650

SWEG

Ep	VI
	293
	PluX22
	R2
	LED

Photomontage

The SWEG is a transport company active in many parts of the Baden-Württemberg region and beyond. The RegioShuttle vehicle type is also widely used in local and regional transport. Some of these railcars were repainted in the “bwegt” design for the Baden-Württemberg region.

- **Version in “bwegt” design**
- **Ideal for branch lines**
- **Elaborate interior fittings**

Q2/2024					
7700006	DC		2/1		
7710006	DCC	♪	2/1	⚲	▭
7720006	AC	♪	2/1	⚲	▭

Diesel locomotive A1AA1A 68050

update

SNCF

Ep	IV
	207
	PluX22
	R2
	LED

Photomontage

80 locomotives of the series 68000 were constructed between 1963 and 1968 for the National French Railways (SCNF). Originally planned as a four-axle locomotive, the 68000 engine proved too heavy for four axles, and this excessive axle pressure led to them being retrofitted with three-axle bogies. To remedy the situation, a running axle with smaller wheels was installed in the centre of the bogie. The six-axle, diesel-electric locomotive had a service weight of 106 tonnes. With its 12-cylinder diesel motor and 1,660 kW performance, it can reach a top speed of 130 km/h.
In the original design, these locomotives had trim line applications to give them their unmistakeable appearance. They were used in heavy passenger and freight transport. Up until the 1980s, the 68000 could also be seen regularly in Germany, on its way to Kehl and Offenburg via Strasbourg. Further scheduled operations led from Metz to Trier, but also to Basel in Switzerland via Mulhouse.

- **For the first time with PluX22 interface and LED headlight**
- **Original design with embossed trim lines and numbers**
- **Finely-detailed fan grille**

Q1/2024				
70460	DC		6/2	
70461	DCC		6/2	
78461	AC		4/2	

1st class express train coach

SNCF

Ep	IV
	270
	40360
	40196

Q1/2024

6200004

A8 Photomontage

2nd class express train coach

SNCF

Ep	IV
	270
	40360
	40196

Q1/2024

6200005 6200006 6200007

B11 Photomontage

- **Items 6200006, 6200007: Different running number**

1st/2nd class express train coach with baggage compartment

SNCF

Ep	IV
	270
	40360
	40196

Q1/2024

6200008

A3B4D Photomontage

- **Finally back in the ROCO programme**

Diesel locomotive CC 72130

SNCF

Ep	V-VI
	232
	PluX22
	R3
	LED

Photomontage

The CC 72000 was considered the most powerful diesel locomotive of the SNCF when it made its début in 1967. With its diesel-electric drive, the series could handle both high speeds and heavy loads. For over 40 years, the SNCF used the locomotives to pull express trains, for example between Lyon and Marseille or Paris and Basel, as well as heavy freight trains.

- **In “En Voyage” design**
- **Many separately attached plug-in parts, some etched parts**
- **With switchable fan impellers in the digital designs**
- **Switchable headlight or tail light as well as driver’s cab lighting in digital mode**

Q3/2024				
7300027	DC		6/1	
7310027	DCC	♪	6/1	▭
7320027	AC	♪	4/2	▭

Diesel locomotive M62 127

MAV-START

Ep	VI
	202
	PluX22
	R2
	LED

Photomontage

update

- **Museum design**
- **For the first time with complete brake air lines including fully formed air tanks**
- **Particularly authentic reproduction of the bogies**
- **Free-standing shunter's handle rails under the buffer**
- **Individually switchable headlight or tail light, driver's cab and engine room lighting in digital mode**

Q3/2024				
7300029	DC		6/2	
7310029	DCC	♪	6/2	▭

4 piece set: Express train coaches

MAV

Ep	IV-VI
	1128
	40420
	40196

Y/B 70

Y/B 70

Y/B 70

Y/B 70

Photomontage

Photo: M. Pollák

- **Historic museum coaches**
- **Suitable for diesel locomotive M62, items 7300029, 7310029**

Q1/2024

6200031

Digital railway slewing crane EDK 750

Edition

PKP

Ep	V-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 coupling 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 outrigger with loaded pedestals**
- **With onboard digital decoder and switchable light and sound functions**

Q4/2024

7310067 | DCC | 1/1

Diesel locomotive 761 102-3

METRANS

Ep	VI
	221
	PluX22
	R2
	LED

Photomontage

The 761 102 Metrans was provided with a striking advertising design in the year 2023 to suit the slogan “Past, present, future”. The grey front end represents the past, the yellow and red side the present and the other, blue front end the future. Attentive observers will notice that the original company logo which can still be seen on the other Metrans Hercules has been featured on the grey front end representing the past, whereas the blue front end representing the future bears the new logo.

- **Model exclusively available at ROCO**
- **Elaborate anniversary design**
- **Exterior mirrors enclosed to portray folded and unfolded positions**
- **Separately attached handle rails, windscreen wipers and UIC sockets**
- **With switchable high beam and individually switchable headlight or tail light in digital mode**
- **In cooperation with** Railcolor DESIGN

Q2/2024				
7300049	DC		4/1	
7310049	DCC		4/1	
7320049	AC		2/2	

Photo: J. Streber

Diesel locomotive 742 386-6

ŽSSK CARGO

Ep	VI
	156
	PluX22
	R2
	LED

Photomontage

- **Version of the 7th series with ribbed driver's cab side wall and ribbed driver's cab roof**
- **Modernised version with cladded radiator box**
- **Large upper headlight**
- **With switchable shunting light as well as individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q2/2024				
7300017	DC		4/1	
7310017	DCC		4/1	

Diesel locomotive 2415

NS

Ep	III
	143
	PluX22
	R2
	NL
	LED

Photomontage

From 1954, the first locomotives of the series 2400 were put into service on the Netherlands State Railways. In addition to several passenger trains, they mainly hauled freight trains and were used in shunting operations.

- **Design in grey/blue livery**
- **With switchable shunting light and individually switchable headlight or tail light in digital mode**

Q1/2024				
7300007	DC		4/1	
7310007	DCC		4/1	
7320007	AC		2/2	

Diesel locomotive 265

NS

Ep	IV
	83
	R2
	LED

The Netherlands State Railways procured two-axle diesel shunting locomotives between 1934 and 1951. Due to the striking noise emitted by the exhaust pipe, these locomotives were known as “Sikken” or “Sik” – “goats” or “goat” – amongst railway personnel and enthusiasts.
In the 1970s, fifteen engines were equipped with cranes. After the original green livery, the yellow-grey colour scheme was applied later. These tireless little workhorses were in continuous service throughout the Netherlands.

- **With crane**
- **Engine front end and gearbox block made from die-cast zinc, meaning increased service weight and high tractive force**
- **With switchable flashing light on driver’s cab**

72014	DCC		1/1	
78014	AC		1/1	

START
sets

z21 start digital set: Diesel locomotive class 211 with crane train

DB

Ep IV

Contents:

1 Diesel locomotive class 211
1 crane with protection wagon
1 crew wagon
1 z21 start
1 Z21 multiMAUS
1 plug-in power supply

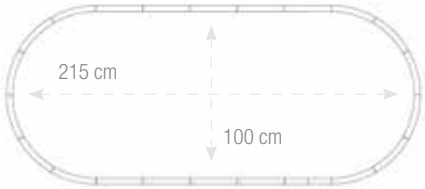
ROCO LINE track layout (with bedding):

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

Required space: approx. 215 x 100 cm

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

Photomontage



Q3/2024
5110004

z21 start digital set: Diesel locomotive class 2016 with express train

ÖBB

Ep VI

Contents:

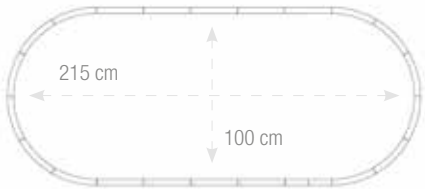
1 Diesel locomotive class 2016
2 Eurofima coaches, length scale 1:100
1 z21 start
1 Z21 multiMAUS
1 plug-in power supply

ROCO LINE track layout (with bedding):

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

Required space: approx. 215 x 100 cm

Photomontage



Q2/2024
5110005

Analogue 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):

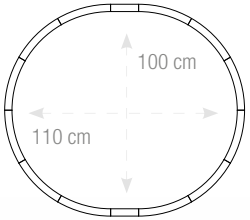
12 curved tracks R3, 1 straight track G½,
1 feeder track (G½)

Required space: 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 freight wagon with side walls ideal for loading. All the models are cleanly pained with flawless printing. An extensive 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 driving your train around your Christmas tree at home.

- **Reissue**
- **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**



Design proposal

Q4/2024
5100003

2 piece set: Christmas train

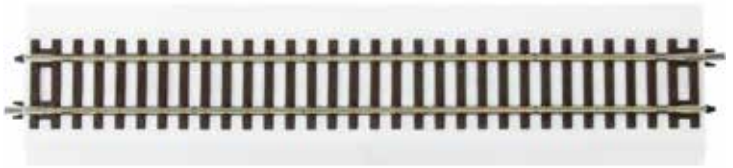
Photomontage - design proposal

Q4/2024
6230001

- **Sticker sheet included for customisation**
- **Ideal supplement to ROCO Christmas train**
- **Models in 1:45 scale**

Straight track G1 with bedding

Length 230 mm (standard length).
6 pcs/pkg.
The tracks are also available individually from model railway retailers/ROCO webshops.



Q4/2024
42500

- **Ballast bed in snowy look**
- **Perfect for extending the track oval of the ROCO Christmas train**

State Railway steam locomotive in photographic lacquer

73110 6600041 6600038

Sturdy machine for goods trains

7100010 76289 6600075

Alpine train in EuroCity services

74047 7500044

Through Switzerland in the EC

7500090 74474 74475 74476 74477

On the move in the GDR

7500052 6200041 6200042 6200043 6200044

Goods transport of the modern era

70064 | 6600034 | 6600036 | 77345

Italian right up to Brenner Pass

70464 | 77346 | 6600089 | 6600077

Power from the Taiga

71778 | 6600103 | 6600004 | 6600084

With the diesel in front of the IC

7300035 | 6200019 | 6200020

Slovakian transfer

7300017 | 6600050 | 6600095 | 6600078

PASSENGER coaches

4 piece set: IC 515 “Hahnenkamm”

update

ÖBB

Ep	VI
	1212
	PluX22
	LED
	40195
	40196
	40420

Bmpz-s

Bmpz

Bmpz

Bmpz

Photomontage

The following applies for the control cab coach:

- **For the first time with LED headlight**
- **With decoder for head-/tail light switching**
- **With switchable driver’s cab and interior lighting in digital mode**
- **Suitable additional wagon item 74348**

Q3/2024

74047 DCC


ÖBB
ÖBB
CityShuttle

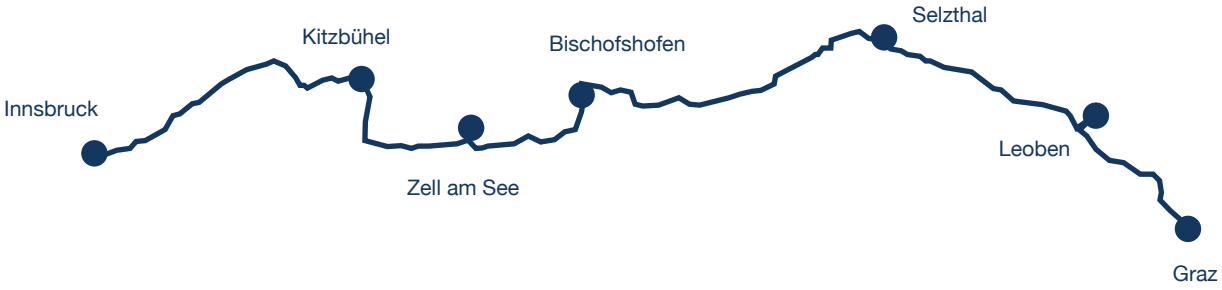
2nd class commuter coach

ÖBB

Ep	VI
	303
	40195
	40420

Bmpz-l

Photomontage



- **Supplementary coach for wagon set IC 515, item 74047**
- **Coach with printed train destination signs**

Q3/2024

74348

n:

Passenger coaches

EW IV, SBB

The rather mixed experiences with the standard coach III with the aluminium construction caused the Swiss Federal Railways, together with the wagon industry, to develop the standard coach IV (EW IV). The coaches have conceptual construction features of the Eurofima coaches. The coach body is produced as a welded steel lightweight construction.

The first air-conditioned 1st class standard coach IV were delivered in 1981, with the doors moved slightly outwards to create more space for the open-plan compartment. In 1983, the 2nd class coaches and prototype dining coaches were added. In total, 540 EW IV passenger coaches were built, of these 496 for the SBB. The Bern-Lötschberg-Simplon-Bahn (BLS), the Swiss Südostbahn (SOB) and the Bodensee-Toggenburg-Bahn (BT) railways procured coaches of the same construction. Over the course of time, the EW IV coaches for the above-mentioned private railway companies were replaced with the SBB's EW I, II and III coaches, as they were better suited to the operating conditions. Baggage coaches were never designed for the EW IV type; instead, EW II baggage coaches were adapted, and later used MC76 baggage coaches were purchased from the SCNF.

As long-distance trains became push-pull trains from the year 1996 onwards, the SBB procured 60 control cab coaches of the type IC Bt. In addition to the control cab coach, such Intercity push-pull trains consist of adapted intermediate EW IV coaches, former French baggage coaches and locomotives of the type Re 460. The design of the vehicle, featuring 62 seats, is based on the familiar Eurocity coach. The equipment also includes a wheelchair, pushchair and bicycle compartment, as well as a closed WC system with bioreactor. The front end shape and the driver's cab look very similar to the Re 460 locomotives, thus producing a homogeneous appearance.

The EW IV coaches and the associated control cab coaches and baggage coaches did not change a great deal in appearance over the course of time. The initially rather conservative-looking green/stone grey, green/cream and blue/cream colouration was replaced by a smart black/white livery. Travellers loved these coaches due to their generously-sized interiors with face-to-face seating, and the fact that they ran smoothly even at high speeds.

Apart from the lack of baggage coach, which was partially replaced by an EW-IV coach of the AS type, the EW-IV push-pull trains are still an essential part of SBB's long-distance traffic. With the "Livery 2025" design, which has been seen more and more since 2021, the coaches are ready for use for another 15 years or so.

The variants without modernised access doors, which do not yet have door buttons, will appear as models for the time being. IC Bt also appears in the new design. Together with the red stripe, the SBB symbol has been added to the front during modernisation, just like with other vehicles. These details in the model are reproduced in high quality.

Photo: D. Häusermann

2nd class control cab coach for EW IV push-pull trains

update

SBB

Ep	VI
	303
	PluX22
	LED

Bt

Photomontage

- **With new handle rail, separately attached windscreen wipers and new, separately applied SBB logo**
- **With switchable high beam and driver's cab and interior lighting in digital mode**

Q2/2024			
74478	DCC		
74479	AC		

1st class passenger coach

SBB

Ep	VI
	303
	40196
	40420

Q2/2024

74474 74475

A

Photomontage

2nd class passenger coach

SBB

Ep	VI
	303
	40196
	40420

Q2/2024

74476

B

Photomontage

Valid for all models on this page:

- **For the first time in new design with red doors as prototype design**
- **Items 74475, 74477: Different running number**

2nd class passenger coach

SBB

Ep	VI
	303
	40196
	40420

Q2/2024

74477

B

Photomontage

n:

In the GDR, everything was structured and organised. But then this happened: In 1976, the Czechoslovak State Railways could not accept delivery of the ordered Y/B 70 express train coaches for financial reasons. They were taken over by the DR without further ado. These coaches finally made it possible to introduce the city express service. Thanks to the construction boom, thousands of construction workers were flocking to Berlin week after week. The main mode of transport was the railway. From Monday to Friday, the new express trains drove between the most important GDR district cities and the capital in the morning and evening.

In the 1980s, production began on a side aisle compartment express train coach without air conditioning based on the UIC-Z specifications. Before the 26.4 m coaches could be produced, the transfer table between the halls first had to be converted, as it was only 19 m long and therefore too short. The vehicles, which were intended for use in city express trains, featured the typical city express paintwork with orange side stripes and a grey roof.

The 1st class coaches had 10 compartments. Each compartment had six single seats with armrests. Incidentally, the AB coach (seating coach with 1st and 2nd class) is derived from the 1st class version, meaning it has the same number of windows and the six 2nd class compartments are therefore larger than usual. The 2nd class coaches, on the other hand, had 11 compartments.

The wagons were equipped with Görlitz V bogies with block brakes for use at up to 140 km/h or with the GP 200 type (Görlitz/Prager joint development) for 200 km/h with disk brakes. Well over 1,000 coaches of several basic types were built.

Photo: M. Dostal

Passenger coaches

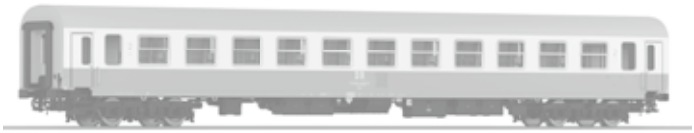
“Städteexpress”, DR

In detail

Coaches with modified doors and door windows

1st class coach with continuous rain gutter

Free-standing handle rails



Detailed cradle emergency suspension

Buffer beam can be completely refitted

Prototypical bogies of type Görlitz V modified

1st class express train coach

DR

Ep	IV
	303
	40196
	40420

Am

Photomontage

Q3/2024
6200041
6200042

2nd class express train coach

DR

Ep	IV
	303
	40196
	40420

Bm

Photomontage

Q3/2024
6200043
6200044

Valid for all models on this page:

- **"Städteexpress" livery**
- **For the first time side walls with continuous rain gutter**
- **Items 6200042, 6200044: Different running number**

- **New shape bogies of the type Görlitz V modified**

3 piece set 1: Passenger train

DR

Ep	IV
	453
	40196
	944701

Bage

Baage

Dage Photomontage

Valid for all models on this page:

- **Suitable for the DR steam locomotive class 38, items 71381, 71382, 79382**

Q1/2024
6200009

3 piece set 2: Passenger train

DR

Ep	IV
	417
	40196
	944701

Bagtre

Baage

Gms Photomontage

Q1/2024
6200010

n:

After the double-decker coaches purchased by the German Federal Railway or Deutsche Bahn AG had passed the acid test, additional coaches were ordered. The double-decker coaches, which were popular among passengers, were needed to replace the outdated single-decker commuter train coaches. The entrances differ depending on where the trains are in service. A distinction is made between coaches with low-floor and high-floor entrances. They were also delivered in different designs (control cab coaches, intermediate coaches, class division). All double-decker coaches came from the Bombardier plant in Görlitz.

The 1997-2003 design double-decker coaches for a maximum speed of 160 km/h have been used in passenger service since 1998. They differ in the magnetic rail brake installed on the bogie. The striking rounded head shape had proven popular and was adopted from the predecessor trains. The technical equipment and the interiors were also revised. The interior is divided into two entrance areas, several passenger and multi-purpose compartments, a toilet, an equipment room, and a driver's cab at end 1 and a service compartment at end 2 of the control cab coach.

The DBpbzfa 765 and 766 and DABpbzfa 767 designs as well as the DBpza 780/781 and DABpza 785/786 designs for the intermediate coaches represent the modern completion of the development of the DB Regio control cab coaches. Their characteristic features are the larger number of side windows and the resulting narrower window bars. Since many customer wishes were taken into account when constructing the platform of the double-decker coaches, different designs can be found in different German states. In metronom trains, for example, a vending machine room was installed in the control cab coach, sometimes also in the intermediate coach with high-floor entrance. Due to the ever-increasing demand for bicycle spots, many double-decker coaches with low-floor entrances were converted with a multi-purpose area in the lower deck.

The coaches were delivered with traffic red paintwork on the coach body and light grey doors, which are crossed by light grey longitudinal stripes. The Dresden suburban railway coaches can be distinguished from other coaches by another grey strip between the ends and the entrance areas. The roof and the longitudinal girders are painted grey and the chassis black. The coaches are used in the greater Berlin, Frankfurt (Main), Cologne, Koblenz, Ludwigshafen, Nuremberg, Munich, Karlsruhe, Rostock and Stuttgart areas. The metronom double-decker trains are also made up of these coaches.

Double-decker
coaches

Photo: R. Auerweck

2 piece set: Double-decker coaches

DB AG

Ep	VI
	621
	PluX22
	LED

DABpza

DBpbzfa

Photomontage

- **Control cab coach with digitally switchable headlight, tail light and high beam, driver's cab lighting and train destination display**
- **Design as S3 train of the Dresden suburban railways**

Q1/2024			
6200066	DCC		
6220066	AC		

In detail

Elaborately fitted buffer beam

Fan grilles in perforated look with air conditioning system and compressor behind it

Bogies with extensive details

Separately inserted tail lights

Double-decker coach

ALEX

Ep	VI
	308

DBpz Photomontage

Q2/2024			
6200103	DC		
6220103	AC		
6200104	DC		
6220104	AC		

- **Items 6200103, 6220103: Train destination: München Hbf**
- **Items 6200104, 6220104: Train destination: Hof Hbf**


Photo: R. Auerweck

Electric locomotive ME146-12

METRONOM

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

Q3/2024				
7500037	DC		4/1	
7510037	DCC		4/1	
7520037	AC		3/2	

Since 2003, metronom has been connecting the northern part of Lower Saxony, Hamburg and Bremen with its yellow and blue double-decker trains drawn by locomotives. metronom Eisenbahngesellschaft mbH is a railway company not owned by the federal German government based in Uelzen (Lower Saxony). The company operates five local passenger transport lines under the metronom brand on 390 kilometres of track.
The ME 146-12 comes from the second delivery series of eight TRAXX type P160 AC2 locomotives built in 2005, which is based on the crash-optimised locomotive body of DB class 185.2.

- **Finely detailed design with many separately attached plug-in parts**
- **With switchable high beam and individually switchable headlight or tail light in digital mode**

3 piece set: Double-decker coaches

n:

METRONOM

Ep	VI
	929
	PluX22
	LED

DABpbzkfa

DBdpza

DBpza

Photomontage

- **Control cab coach with digitally switchable headlight, tail light and high beam, driver's cab lighting and train destination display**
- **All coaches with LED interior lighting perfectly adapted to the model for optimal illumination**

Q3/2024			
6210105	DCC		
6220105	AC		

2 piece set: Double-decker coaches

METRONOM

Ep	VI
	616

DBpza

DBpza

Photomontage

- **All coaches with LED interior lighting perfectly adapted to the model for optimal illumination**

Q3/2024			
6200106	DC		
6220106	AC		

Double-decker coach

METRONOM

Ep	VI
	308

DBpza

Photomontage

- **Coach with LED interior lighting perfectly adapted to the model for optimal illumination**
- **Ideal supplement to the sets items 6210105, 6200106**

Q3/2024			
6200107	DC		
6220107	AC		

IC control cab coach

DB AG

DB began developing control cab coaches for long-distance traffic in the early 1990s. The aim was to shorten turnaround times in terminus stations, as had been the practice in regional transport for years. With their ability to reach a maximum speed of 200 km/h, they were initially intended for InterRegio trains.

The 75 control cab coaches were built by converting passenger coaches from the Halberstadt production site. The frame was taken from the Bom 281 coach and modified at the end 2 so that the new control head could be fitted. This consists of a steel structure with a glass fibre-reinforced plastic hood. The coach body, roof, drive, interior fittings and technology were rebuilt. This resulted in the Bimdzf 296 and Bpmbdzf 297 designs.

After delivery of the first two series, PFA Weiden began production of twelve pressurized IC control cab coaches. These coaches are designated Bpmbdzf 297.3 to distinguish them from the “conventional” type. The only thing these coaches have in common with the “old” control cab coaches is their original construction and the design of the driver’s cab.

Compared to the non-pressurized version, the head of the control cab coach is designed as a self-supporting GRP sandwich head and can be identified by the slanted attachment edge on the coach body. This control cab coach is also characterised by the pressure-tight SIG coach passage point. These control cab coaches were first used beginning in May 1999 on the Hamburg – Berlin – Leipzig – Nuremberg – Munich IC line. After the first redesign in 2002/2003, the model number was changed from 297.3 to 296.3. At that time, the vehicles received a passenger information system and digital train destination displays on the exterior.

In the summer of 2012, DB AG announced the overhaul of around 770 of the total of 1,500 IC coaches still in service under the name “ICmod”. This work was done at the Neumünster and Kassel plants starting in 2012, on the control cab coaches as well. As part of the renovation, the vehicles were completely gutted and, in addition to the installation of new seats, necessary technical work was also carried out.

After the conversion, the control cab coach’s vehicle number was retained, but its designation became Bpmmbdzf 286.3. The additional “m” in the designation stands for modernisation, i.e. ICmod. This version of all these coaches are still in IC/EC service.

IC control cab coach “IC 2310”

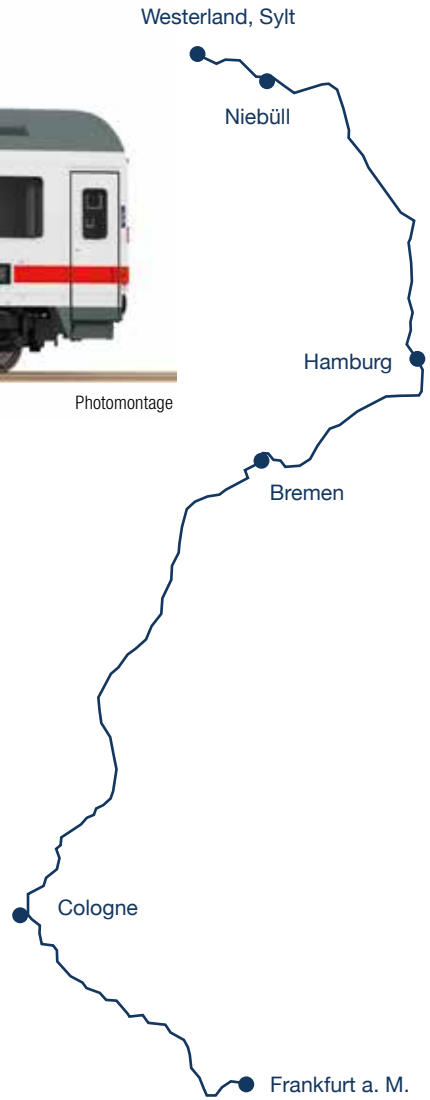
DB AG

Ep	VI
	303
	PluX22
	LED

Bpmmbdzf 286.3

Photomontage

- **In actual inscriptions**
- **Elaborate, multicoloured interior fittings**
- **In digital mode with switchable high beam as well as driver’s cab and control panel lighting**



Q1/2024			
6210001	DCC		
6220001	AC		

In detail

Free-standing windscreen wipers

Separately attached WLAN aerials

Free-standing replication of bicycle rack

Detailed replication of the buffer beam

Elaborate interior design

Comprehensive attachment of bogies

Harmonious engravings

Operating condition with rubber bulge transition

3 piece set 1: “IC 2310”

DB AG

Ep	VI
	909
	40196
	40420

Bpmmbdz

Bvmmsz

Apmmz

Photomontage

Valid for all models on this page:

- **1st class coach with rubber bulge transitions for the first time**
- **With separately attached WiFi antennas**
- **All coaches in actual inscriptions**

Q1/2024
6200019

4 piece set 2: “IC 2310”

DB AG

Ep	VI
	1212
	40196
	40420

Avmmz

Bpmmz

ARkimmbz

Bpmmz

Photomontage

Q1/2024
6200020

3 piece set: Passenger coaches

PKP

Ep	III
	427
	6560
	6469

ABiy

Biy

Biy

Photomontage

Q4/2024

6200059

▸ **Operation condition 1956**

Dining coach

PKP

Ep	IV-V
	303
	40196
	40420

Q3/2024

6200060

WRdun Photomontage

- **Factory paint with yellow WARS logo**
- **With the prototypical modified front ends and entrance area of the Bautzen type; prototypical roof**

Sleeper

PKP

Ep	IV-V
	282
	40196
	40420

Q3/2024

6200061

WLABd Photomontage

- **Operating condition 1989–90**
- **Use in international night train transport**

Sleeper

PKP

Ep	V
	282
	40196
	40420

Q3/2024

6200062

WLABd Photomontage

- **Operating condition 1990–91**
- **Use in international night train transport**

GOODS
wagons

Covered goods wagon “BahnExpress”

ÖBB

Ep	IV
	161
	40196

Gbss Photomontage

Q1/2024

6600055

3 piece set: Sawdust wagons

ÖBB

Ep	IV
	345
	40183

Fb Photomontage

- **In 1980s operating condition, an ideal supplement for all ÖBB locomotives**

Q2/2024

6600056

3 piece set: Self-unloading wagons

ÖBB

Ep	IV-V
	495
	40183

Fals Photomontage

- **Ideal for building block trains**

Q2/2024

6600071

Stake wagon

ÖBB/RCW

Ep	VI
	229
	40196

Rs Photomontage

- **With authentic timber load**

Q1/2024

77685

Swivel roof wagon double unit

ÖBB

Ep	V-VI
	222
	40196

Tdrrs Photomontage

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

Q1/2024
76022

Dust silo wagon

ÖBB

Ep	VI
	219
	40196

Uacs-x Photomontage

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

Q1/2024
6600052

Covered goods wagon

ÖBB

Ep	VI
	249
	40183

Gabs Photomontage

Q1/2024
77800

Container carrier wagon

ÖBB/RCW

Ep	VI
	226
	40196

Sgnss Photomontage

- **Wagon made from die-cast metal**
- **Loaded with tank containers of the TWS Tankcontainer-Leasing**

Q3/2024
6600077

Articulated double-pocket wagon T3000e

ÖBB/RCW

Ep	VI
	393
	40178

Sdggmrs 738/T3000e Photomontage

- **Wagon made from die-cast metal**
- **Loaded with two Rail Cargo Group 45' swap bodies**

Q2/2024
6600033

3 piece set: Tank wagons

WASCOSA/OMV

Ep	VI
	585
	40179

Zans Photomontage

- **Fine, free-standing handle rails**
- **Filigree walkway grids in perforated design**

Q2/2024
6600054

Telescopic hood wagon

SNCB

Ep	V-VI
	138
	40196

Shimmns Photomontage

- **With authorisation of NMBS Train World**

Q2/2024
6600061

3 piece set: Self-unloading wagons

HOLCIM

Ep	V-VI
	432
	40196

Fals Photomontage

- Featuring repair patches
- Ideal for building block trains

Q1/2024
77033

Container carrier wagon

SBB

Ep	VI
	226
	40196

Sgnss Photomontage

- Wagon made from die-cast metal
- Loaded with two tank containers of forwarding company Bertschi

Q1/2024
77346

2 piece set: Silo wagons

HOLCIM

Ep	VI
	311
	40179

Uacns Photomontage

- For the first time with new “Holcim” logo

Q1/2024
6600051

Pocket wagon T5

HUPAC

Ep	VI
	230
	40178

Sdgnss/T5

Photomontage

- **Fully-equipped model**
- **Wagon made from die-cast metal**
- **Loaded with a trailer from the Schöni forwarding company**
- **Detailed information on the new T5 can be found on pages 196-199**

Q3/2024

6600065

3 piece set: Tank wagons

MILLET

Ep	VI
	585
	40179

Zacns

Photomontage

- **With different logos**
- **Finely-detailed models with many separately attached plug-in parts**

Q4/2024
6600091

Sliding tarpaulin wagon

VTG

Ep	VI
	229
	40196

Rilns

Photomontage

- **Rental wagon from VTG, deployed for SBB Cargo**
- **Finely-detailed design**

Q4/2024
6600089

Goods train guard wagon

ČSD

Ep	IV
	115
	40196

D Photomontage

Q1/2024

76603

Covered goods wagon

ČSD

Ep	IV
	107
	40196

Zn Photomontage

Q2/2024

76323

Open goods wagon

ČSD

Ep	IV
	161
	40183

Eas-u Photomontage

▸ **Ideal for building block trains**

Q3/2024

6600004

Open goods wagon

ČSD

Ep	IV
	124
	6560

Vtp Photomontage

▸ **With brakeman's cab**

Q3/2024

6600084

3 piece set: Swivel roof wagons

ČD CARGO

Ep	VI
	333
	40196

Tdns

Photomontage

- **Fine treads, ladders and platform railings**

Q2/2024

6600078

Sliding-wall wagon

ČD CARGO

Ep	VI
	178
	40196

Hbbillns

Photomontage

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

Q3/2024

6600095

Car transport wagon

ČD

Ep	V-VI
	303
	40195

DDm

Photomontage

- **Ideal supplement to the Eurofima wagon set, item 6200002**

Q1/2024

76555

3 piece set: Open goods wagons

DRB

Ep	II
	356
	6560

Ommr

Ommru

Ommru Photomontage

Q3/2024

6600102

- **Suitable for diesel locomotive D311,items 70113, 70114, 78114**

3 piece set: Stake wagons

DRG

Ep	II
	404
	6560
	6563

R

R

R Photomontage

Q1/2024

6600041

- **One wagon with rod buffers**
- **Two wagons with spoked wheelsets**

Covered goods wagon

DRG

Ep	II
	124
	40183

Glhs Photomontage

Q2/2024

6600038

2 piece set: Open goods wagons

DB

Ep	III
	232
	6560

Ommr 33

Photomontage

Q2/2024
76289

- **One wagon with handbrake**

3 piece set: Open goods wagons

DB

Ep	III
	345
	40183

Omm 34

Photomontage

Q3/2024
6600075

- **Two wagons with plain bearing, one wagon with roller bearing**

Car transport wagon

DB

Ep	IV
	275
	40184

Laekks 543

Photomontage

Q1/2024
76456

Double carrying wagon unit

DB

Ep	IV
	208
	40196

Laabkkmms

Photomontage

Q1/2024
6600053

- **Loaded with Efkr containers of the company “Birkel”**

2 piece set: Swivel roof wagons

DB

Ep	IV
	498
	40196

Tadgs 959

Photomontage

- **Typical for goods trains from Epoch IV**
- **Suitable for moisture-sensitive bulk goods such as grain**

Q4/2024

77036

3 piece set: Swivel roof wagons

DB

Ep	IV
	333
	40196

Tdgs

Photomontage

- **With different “Quarzwerke” imprints**

Q2/2024

77052

3 piece set: Heavy-duty wagons

DB

Ep	IV
	561
	40196

Sahs

Photomontage

- **Loaded with coils**

Q3/2024

76002

3 piece set: Open goods wagons

DR

Ep	IV
	543
	40196

Eas 5948

Photomontage

- With typical pressed sheet metal doors and round buffers
- Use: Transport of scrap metal, wood, used tyres and similar goods

Q4/2024

6600103

Material coach

DR

Ep	IV
	98
	6560

G

Photomontage

Q1/2024

76315

4 piece set: Car transport

ARS ALTMANN

Ep	VI
	1260

Hccrrs

Photomontage

- Ideal for building block trains
- Finely-detailed model with many plug-in parts
- Length over buffer per wagon unit 315 mm

Q1/2024

77049

Pocket wagons

T5, Wascosa

Photo: D. Schärer

n:

As early as the beginning of the 1970s, the first pocket wagons were built and procured by several European railway administrations. Over time, these were adapted and further developed to meet the constantly increasing requirements.

Versatility and flexibility are the key features of the T5 pocket wagon. It is used to transport mega-trailers and conventional semi-trailers with an internal height of between 2.55 and 3.0 metres. The length over buffer is 20,000 mm. For flexible use in combined transport, the pocket wagons feature folding latches with ISO pins on the longitudinal girder so that containers and swap bodies up to 45' can also be accommodated. Loading of 30' containers is also possible with this wagon type. The use of the T5 pocket wagon thus increases the flexibility of the train compositions and offers clear advantages in terms of availability for different loading units.

The pocket wagons are equipped with external longitudinal girders so that the so-called pockets, in which the wheels of the semi-trailers are deposited, have the smallest possible distance to the upper edge of the rail. This is necessary for compliance with the railway clearance gauge regulations. On the wagons there is a height-adjustable support frame in which the king pin of the semi-trailer is fixed. This has made the T5 an indispensable component for combined transport.

Pocket wagon T5

WASCOSA

Ep	VI
	230
	40178

Sdgnss/T5 Photomontage

- **Fully-equipped model**
- **Wagon made from die-cast metal**
- **Loaded with two tank containers from the Bertschi forwarding company**

Q3/2024
6600067

Pocket wagon T5

WASCOSA

Ep	VI
	230
	40178

Sdgnss/T5 Photomontage

- **Fully-equipped model**
- **Wagon made from die-cast metal**
- **Loaded with a trailer from the LKW Walter forwarding company**

Q3/2024
6600063

In detail

Multi-part support frame

Model fully equipped according to the load type

Moveable folding bar for container transport

Separately attached rope anchor hook

Perforated area on the support frame

Replication of handle rails and steps

Authentic tub area

Articulated double-pocket wagon T3000e

DB AG

Ep	VI
	393
	40178

Sdggmrs 738/T3000e Photomontage

- **Wagon made from die-cast metal**
- **Loaded with four “DHL” swap bodies**

Q2/2024

6600057

Articulated double-pocket wagon T3000e

EUROWAGON

Ep	VI
	393
	40178

Sdggmrs 738/T3000e Photomontage

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

Q2/2024

6600035

Articulated double-pocket wagon T3000e

NACCO

Ep	VI
	393
	40178

Sdggmrs 738/T3000e Photomontage

- **Wagon made from die-cast metal**
- **Loaded with two 20' containers and one 45' container**

Q2/2024

6600036

Articulated double-pocket wagon T3000e

TX LOGISTIK

Ep	VI
	393
	40178

Sdggmrs 738/T3000e Photomontage

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

Q2/2024

6600034

Container carrier wagon

AAE

Ep	VI
	226
	40196

Sgns

- **Wagon made from die-cast metal**
- **Loaded with two 20’ containers**

Q1/2024

77345

Sliding-wall wagon

AAE

Ep	VI
	267
	40196

Habbillns

- **Separately applied handles and operating rods**

Q1/2024

76487

2 piece set: Tank wagons

GATX

Ep	VI
	390
	40179

Zans

- **New running numbers**
- **Wagons for the “DHL Kerosin Express”**

Q1/2024

76024

2 piece set: Tank wagons

GATX

Ep	VI
	390
	40179

Zacns

Photomontage

Q1/2024

76025

2 piece set: Tank wagons

GATX

Ep	VI
	390
	40179

Zans

Photomontage

Q2/2024

77463


DB
180 015-0
GATX
DHL

Covered goods wagon

SNCF

Ep	III
	136
	40196

IK Photomontage

Q2/2024

76602

Covered goods wagon

SNCF

Ep	V
	136
	40196

Gos Photomontage

Q2/2024

76604

Covered goods wagon

MAV

Ep	IV
	122
	40183

Gg Photomontage

Q4/2024

6600097

Sliding-wall wagon

MAV

Ep	V-VI
	267
	40196

Habbi(ll)nss

Q1/2024

77492

2 piece set: Rolling roof wagons

FS

Ep	IV
	240
	40183

Tms Photomontage

Q3/2024

6600082

Covered goods wagon

NS

Ep	III
	96
	40179

CHAW Photomontage

Q3/2024

76844

▸ **Featuring repair patches**

2 piece set: Mail wagons

NS

Ep	IV
	301
	40196

Hbbkkss

Gs Photomontage

Q2/2024

6600074

Sliding-wall wagon

NS

Ep	IV
	161
	40196

Hbis Photomontage

Q3/2024

6600081

Pressurised gas tank wagon

DB

Ep	IV
	183
	40196

Zags Photomontage

Q4/2024

6600086

Tank wagon “Natronchemie”

NS

Ep	IV
	101
	40183

Uh Photomontage

Q4/2024

6600094

Gravel wagon

RAILPRO

Ep	VI
	111
	40196

Fccpps Photomontage

Q1/2024

6600070

Sliding tarpaulin wagon

ONRAIL

Ep	VI
	138
	40196

Shimmns Photomontage

Q3/2024

6600085

Articulated double-pocket wagon

WASCOSA

Ep	VI
	393
	40195

Sdggmrs/T2000 Photomontage

Q2/2024

6600072

- **Wagon made from die-cast metal**
- **Loaded with two truck trailers of the forwarding company Hofman**
- **With separate plug-in folding bars**

Covered goods wagon

PKP

Ep	III
	124
	40183

Kdsth Photomontage

Q2/2024

6600059

Rail transport wagon

PKP

Ep	III
	166
	6560

Pdks Photomontage

Q3/2024

6600060

- **Loaded with rail profiles**

Tank wagon

PKP

Ep	IV
	101
	6560

Uh Photomontage

Q1/2024

6600017

2 piece set: Open goods wagons

PKP

Ep	IV
	230
	40196

Es Photomontage

Q1/2024

6600058

Container carrier wagon

PKP

Ep	V-VI
	226
	40196

Sgns

Q1/2024

77347

- **Wagon made from die-cast metal**
- **Loaded with two tank containers of forwarders “Van den Bosch”**

Sliding-wall wagon double unit

PKP CARGO

Ep	VI
	350
	40196

Himrrs 29 Photomontage

Q4/2024

6600096

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

3 piece set: Open goods wagons

PKP CARGO

Ep	VI
	543
	40196

Eanos Photomontage

Q4/2024

6600100

- **With new PKP Cargo logo**

2 piece set: Stake wagons

PKP CARGO

Ep	VI
	458
	40183

Res Photomontage

Q3/2024

6600099

- **With new PKP Cargo logo**

Tank wagon

CFR

Ep	VI
	195
	40179

Zas Photomontage

04/2024
6600090

Sliding-wall wagon

GREEN CARGO

Ep	VI
	267
	40196

Habins Photomontage

Q3/2024
6600001

Sliding tarpaulin wagon

ŽSSK CARGO

Ep	VI
	229
	40196

Rilns Photomontage

Q1/2024
6600050

- **Usage: For the transportation of weather-sensitive goods**

3 piece set: Open goods wagons

BUDAMAR

Ep	VI
	483
	40183

Eas Photomontage

Q4/2024
6600087

- **Ideal for building block trains**
- **Free-standing handle rails**

NARROW gauge

Photo: J. Kaufmann

Steam locomotive 399.01

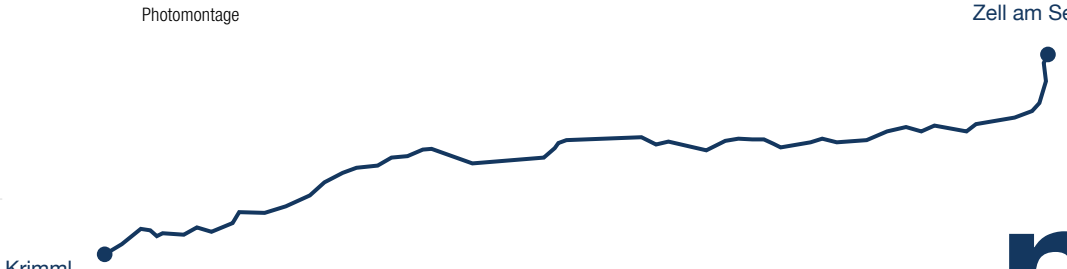
ÖBB

Ep	IV-V
	134
	PluX16
	261 mm

Photomontage

- Operating condition: 1990s at the Pinzgauer Lokalbahn
- Special series “Pinzgauer Lokalbahn”
- With colour-contrasting boiler rings

Q1/2024				
7140001	DC		4/1	
7150001	DCC		4/1	



3 piece set: Narrow-gauge passenger coaches

ÖBB

Ep	IV-V
	276

Bi

Photomontage

- One coach with sliding windows
- Special series “Pinzgauer Lokalbahn”
- Suitable for steam locomotive class 399, items 7140001, 7150001

Q1/2024
6240001

Photo: M. van der Velden

2 piece set: Bicycle transport wagons

ÖBB

Ep	IV
	256

GGmh/s

Photomontage

- **Finely-detailed design with brakeman's cab**
- **Moveable sliding doors**
- **Special series "Pinzgauer Lokalbahn"**

Q1/2024

6640003

Photo: J. Kaufmann

5 piece train set: Diesel locomotive 2095 005-1 with mixed train

ÖBB

Ep	V
	596
	PluX22
	200 mm
	LED

Bi/s

GGm/s

SSm/s

SSm/s

Photomontage

- **Typical train replication of a freight train with passenger transport as it embodied narrow gauge railways in Austria for many years**
- **Locomotive with “Waidhofen an der Ybbs” coat of arms**
- **Ribbed wagon with computer number**

Q4/2024			
5540001	DC		4/1
5550001	DCC		4/1

Photo: T. Küstner

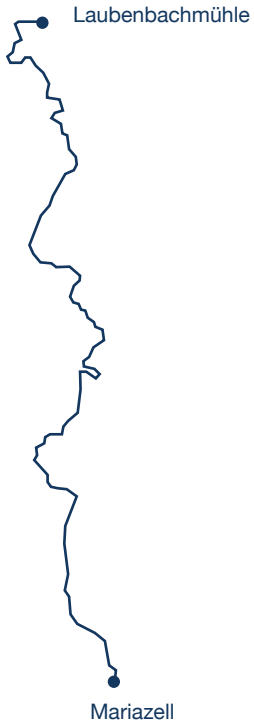
Electric locomotive E10 “Ötscherbär”

NÖVOG

Ep	VI
	127
	Next18
	261 mm
	LED

Photomontage

- **For the first time with Next18 interface**
- **Separately applied windscreen wipers**



Q4/2024			
7540002	DC		6/0
7550002	DCC		6/0

3 piece set: Passenger train “Ötscherbär”

NÖVOG

Ep	VI
	465

B

Photomontage

- **One coach in “Bärenland” design**
- **Separately attached handle rails**

Q4/2024
6240002

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

Epochs

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

Tracks

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

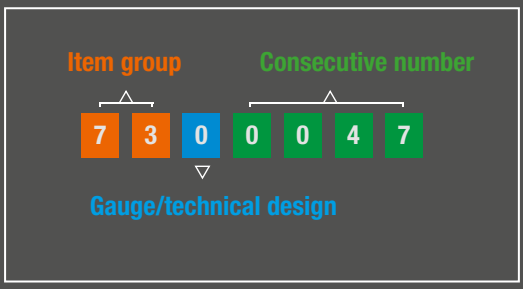
Railway administrations

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

Explanation of symbols

0000000	Item number
Q1-4/2024	Release: 1st-4th quarter of the relevant year
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

New item number system



Item groups in detail

10	Electronics
40	Accessories
51	Start Set
53	Start Set “Premium”
55	Trainset
57	Trainset “Premium”
61	Passenger coaches Start
62	Passenger coaches
65	Goods wagons Start
66	Goods wagons
71	Steam locomotives
73	Diesel locomotives
75	Electric locomotives
77	Railcars

Gauge/technical design in detail

0	H0: DC; 0e
1	H0: DCC, DCC Sound
2	H0: AC
3	0e
4	H0e: DC
5	H0e: DCC, DCC Sound
8	TT: DC
9	TT: DCC, DCC Sound

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