H0
Roco
SBB Cargo International
SBB Cargo International
2025
Autumn novelties
Great in detail and technology
www.roco.cc

TRANSWAGGON
Rail Cargo Hun

Dear ROCO fans,

this autumn we are presenting an extensive range with something to suit every taste!

For fans of Era I, true classics are making a comeback: the Royal Bavarian State Railways have always exuded a special flair, whether with their elegant green paintwork or the fine decorative lines, complemented of course by matching coach sets.

For those who prefer something a little more alpine, the small class 85 steam locomotive from Austria is also rolling onto the H0 tracks. No matter what you choose, one thing is certain: all models inspire with their timeless elegance and offer a piece of railway history for your layout.

ROCO is also commemorating the end of service of a defining train type 20 years ago: the InterRegio. Its innovative concept was an early hit with the public, and railway enthusiasts also quickly took a liking to the striking design of the trainsets: reason enough for a reissue of these sought-after models. Of course, they feature flawless printing with prototypical train route signs and, as usual, reliable operation.

Of course, fans of modern eras will also get their money's worth. Whether it's the latest Vectron locomotives from SBB Cargo International in their striking German and Swiss designs or the popular Taurus locomotives from ÖBB in various liveries. It pays to be quick here!

We are also fulfilling a long-standing wish with the new edition of the ROCO CityShuttle coaches, which still form an important part of Austrian local transport today.

But enough talk, we hope you enjoy discovering them!

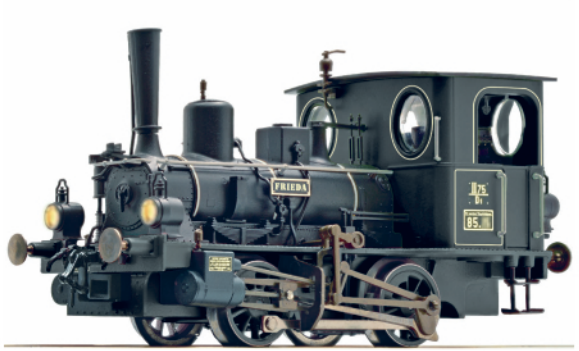
Your ROCO team

Roco
65.15
D17-448

Steam locomotive class 85

KkStB

Ep	I
	79
	PluX16
	R2
	LED



Photomontage

Once the most important railway lines had been largely completed and the advantages of the developed economic areas became apparent, it became clear that remote areas were being left behind. Efforts were made to develop these areas by building 'secondary railways'. The construction of simple local railways connected countless small towns and villages to the wider world.

- **Elaborate printing with fine decorative lines**
- **Detailed description of the valve gear**
- **Model with many separately attached plug-in parts**

Q1/2026			
7100048	DC		2/0
7110048	DCC		2/0

4 piece set: Passenger train

KkStB

Ep	I
	411
	40361
	40181

Photomontage

- **Used on Austrian secondary lines**
- **Replicas of typical wooden-bodied wagons**

Q1/2026
6200190

“CityShuttle”

Travelling through Austria

The ÖBB domestic passenger coaches introduced in the 1980s laid the foundation for what would become today's CityShuttle concept of the Austrian Federal Railways. Serving as successors or additional coaches for the classic Schlieren coaches, they were widely used at their peak across Austria and in neighbouring countries. This led to their nickname "Lange Schlieren coaches".

In the 1990s, ÖBB began converting over 150 intermediate coaches of various types into control cab coaches. With the introduction of the Desiro and Talent trains, the subsequently modernised CityShuttle coaches have continued to serve as the reliable backbone of regional and suburban rail services. Compared to newer multiple units such as the Talent and Desiro ML, the CityShuttle coaches offer one clear operational advantage: flexible train composition. This allows ÖBB to easily adjust train length to match passenger demand, making the system both efficient and versatile.

The trains are currently in regular use across the Austrian federal states of Vienna, Lower Austria, Upper Austria, Salzburg, Styria, Carinthia, and Tyrol. Almost all electric traction units from the current ÖBB fleet are in operation with these coaches, including Classes 1142 and 1144, as well as the Taurus locomotives of Classes 1016, 1116, and 1216. In addition, the trains are seen daily on the Austrian rail network with diesel traction from Class 2016.
The carriages have recently made a notable comeback on selected InterCity services within Austria, where they operate in combination with Eurofima and modular coaches. However, as ÖBB continues to modernise its fleet, the CityShuttle coaches are expected to be gradually phased out over the coming years and replaced by multiple units.

Diesel locomotive 2016 015-7

ÖBB

Ep	VI
	221
	PluX22
	R2
	LED

Photomontage

- Attached exterior mirrors in folded and extended positions
- Extra applied grab rails, windscreen wipers and UIC sockets
- Colour-contrasting brake discs
- In digital operation with switchable high beam and separately switchable headlight or tail light

Q1/2026			
7300087	DC		4/1
7310087	DCC		4/1
7320087	AC		2/2

2nd class commuter control cab coach

ÖBB

Ep	VI
	303
	40195

Bmpz-s

Photomontage

- Function decoder for light change (white/red) for both analogue and digital operation
- In digital operation with switchable high beam, driver's cab and interior lighting

Q1/2026		
6210193	DCC	

2nd class commuter coach with bicycle compartment

ÖBB

Ep	VI
	303
	4000005
	40195

Bmpvz-l

Photomontage

Q1/2026
6200192

- Elaborate printing

3 piece set: Commuter coaches “CityShuttle”

ÖBB

Ep	VI
	909
	4000005
	40195

Bmpz-l

Bmpz-l

Bmpz-l

Photomontage

Q1/2026
6200191

Electric locomotive 1116 238-7 “Railjet”

ÖBB

Ep	VI
	221
	PluX22
	R2
	LED
Z21	Cab

Photomontage

- Current operating status with pictograms on the buffer beam
- Used on ÖBB Railjet trains, but also on many other types of trains
- All versions equipped with NEM shaft, coupling adapter for Railjet trains included
- In digital operation with switchable headlight/tail light and high beam

Q4/2025			
7500208	DC		4/1
7510208	DCC	🔊	4/1
7520208	AC	🔊	3/2

3 piece set: Stake wagons

RCW

Ep	VI
	687
	40196

Rs

Photomontage

Q1/2026
6600219

- With separately attached stanchions
- Available for the first time in RCW version with red paint finish

Electric locomotive 186 119-1

SNCB

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

Q1/2026			
7500166	DC		4/1
7510166	DCC	🔊	4/1
7520166	AC	🔊	3/2

- Version in the current design
- With detailed roof design
- Many separately applied plug-in parts, some of which are etched
- In digital operation with switchable high beam and switchable headlight/tail light
- With permission of NMBS Train World

SBB
FFS
SBB

Electric luggage railcar De 4/4 1669

SBB

Ep	IV
	175
	PluX22
	R2
	CH
LED	

Photomontage

Q1/2026			
7700014	DC		4/1
7710014	DCC		4/1
7720014	AC		2/2

A total of 11 Fe 4/4 units were equipped with an electric brake in 1930/31 and again in 1938 for operation on the Seetalbahn and the steep Vallorbe–Le Pont line. As part of a decision to modernise this sub-series, the Yverdon workshop rebuilt unit De 4/4 1669 in 1965/66. At the time, it was intended to serve as a prototype, was allocated to the Lausanne depot, and was already due for a major overhaul. The rebuilt railcar featured several upgrades, including: a driver's cab adapted for seated operation, new pneumatic equipment, a compressed-air main switch, a new contactor bank, and a closed conductor's cab. The only feature that retained its traditional appearance was the classic dark green livery with a light grey underframe.

- **For the first time available with PluX22 Interface and LED lighting**
- **Window in the luggage compartment with replicated grille bars**

2 piece set: “Seetalbahn” coaches

PB

Ep	IV-V
	424
	4000005
	40196

AB

B

Photomontage

Q1/2026	
6200198	

- **Back in the ROCO range after many years**

Electric locomotive 193 452-0 “Schweizpiercer”

SBB CARGO INTERNATIONAL

Ep	VI
	218
	PluX22
	R2
	CH
LED	

Photomontage

Q1/2026			
7500073	DC		4/1
7510073	DCC		4/1
7520073	AC		3/1

update

In April 2025, the last two XLoad Vectron locomotives that had not yet been wrapped, 193 452 and 459, were wrapped. This brings the number of specially wrapped locomotives in the XLoad fleet, which have been designed differently from the standard version, to four. Following Holland and Italy, Germany and Switzerland have now also received their own special Piercer locomotives from SBB Cargo International. Unlike the silver Italian Piercer, the 193 452 has the same appearance on both sides and features various motifs familiar to Switzerland.

- **Design of the rail scraper and bogie covers in accordance with XLoad machines**
- **Baptismal name “Helvetia”**
- **For the first time in digital mode with switchable light functions for CH, EU and IT**
- **In cooperation with** Railcolor DESIGN

Photo: D. Schärer

Photo: D. Scharer

Electric locomotive 193 459-5 “Deutschlandpiercer”

SBB CARGO INTERNATIONAL

Ep	VI
	218
	PluX22
	R2
	CH
LED	

Photomontage

Q1/2026			
7500065	DC		4/1
7510065	DCC	🔊	4/1
7520065	AC	🔊	3/1

update

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- **Design of the rail scraper and bogie covers in accordance with XLoad machines**
- **Baptismal name “Bundestag Berlin”**
- **For the first time in digital mode with switchable light functions for CH, EU and IT**
- **In cooperation with** Reicolor DESIGN

Electric locomotive Re 4/4 172

BLS

Ep	VI
	174
	PluX22
	R2
	CH
LED	

Photomontage

After the Ae 4/4 locomotives of the Bern–Lötschberg–Simplon Railway, which had been in service since 1944, had proven themselves over more than two decades, additional aging mainline locomotives were due for replacement by the early 1960s. While the SBB pursued the procurement of Re 4/4 II locomotives featuring conventional direct control and single-phase AC motors, BLS opted for a more modern approach with silicon rectifiers and shaft current motors. These new locomotives, initially designated Ae 4/4 II and later reclassified as Re 4/4 following technical upgrades, were built by SLM and BBC. They were deployed in both passenger and freight service across the networks of BLS, GBS, SEZ, and BN, as well as on adjoining SBB lines.

- **In its final state of operation**
- **Version with short buffer beam and resistor grid for late Epochs**
- **Elaborately designed roof with scissor pantograph**
- **With “Eggerberg” coat of arms**
- **Engraved decorative line**
- **Detailed, multi-coloured replica of the engine room**
- **In digital operation with switchable high beam and switchable headlight/ tail light**

Q1/2026			
7500159	DC		4/1
7510159	DCC	🔊	4/1
7520159	AC	🔊	3/2

Electric locomotive 186 251-5

RAILPOOL

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

Q1/2026			
7500161	DC		4/1
7510161	DCC	🔊	4/1
7520161	AC	🔊	3/2

Railpool already benefited in 2009 from the fact that Angel Trains was unable to find a use for its newly built fleet of locomotives 186 101–110, which were therefore taken over by Railpool. Originally intended as D-A-CH-I variants, these locomotives were later equipped with the additional country package for the Netherlands. Locomotive 186 251, also ordered by ATC and designed for service in D-A-PL, began its initial test runs in 2008 and was sold to Railpool in 2011. None of the eleven locomotives ever passed the acceptance tests at Angel Trains and were initially used as test units before eventually being sold to Railpool. These locomotives played a key role in approval runs for operations in the Netherlands.

- **Operational status from 2011 to 2018**
- **With silver Railpool lettering and red UIC sockets**
- **Used as a model by many companies such as RTC, Lokomotion and BLS Cargo**
- **In digital operation with switchable high beam and switchable headlight/tail light**

Photo: D. Schärer

Low-floor wagon

BLS

Ep	VI
	232

Xaadkms Photomontage

Q1/2026
6600172

- Version as a special wagon
- With buffer beams on both sides

Low-floor intermediate wagon

HUPAC

Ep	V-VI
	216

Photomontage

Q1/2026
6600093

- Intermediate wagon that perfectly matches the set item 6600092

3 piece set: “Rollende Autobahn”

HUPAC

Ep	V-VI
	664

Photomontage

Q1/2026
6600092

- One low-floor wagon with enclosed buffer beams
- Suitable for block trains
- Matching wagon available under item 6600093 to form an authentic long train

2 piece set: Open goods wagons

SBB

Ep	IV-V
	230
	40183

Es

E

Photomontage

Q1/2026
77034

- With dented side walls
- One wagon with contemporary EUROP lettering

2 piece set: Goods wagons

CHEMOIL

Ep	VI
	271
	40183
	40196

Fcs

Eas

Photomontage

Q1/2026
6600221

- Livery in various shades of brown

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

SBB

Ep	VI
	303
	PluX22
	R2
	LED

Bt

Photomontage

- Refit version with children's compartment design
- With separately attached grab rails, windscreen wipers and SBB logo
- In digital operation with switchable high beams as well as driver's cab and interior lighting

Q1/2026

6210199	DCC	
6220199	AC	

Photo: B.-R. Schreiber

Diesel locomotive 753 211-2

ČD

Ep	V
	190
	PluX22
	R2
	ČD
	LED

Photomontage

The so-called "diving goggles" or "spectacle snake" was developed and built at CKD in Prague. The first prototypes of the T 478.3 diesel locomotive series were built in 1968. The most significant change compared to the T 478.1 predecessor type was the replacement of the combustion engine, which increased the output from 1,104 kW to 1,360 kW. The locomotives earned their nickname from their distinctive appearance, featuring glare-free driver's cabs. A total of 408 diesel-electric universal locomotives were built.

- **Version with yellow window frame and warning stripes**
- **Attached set of plates**
- **In digital operation with light functions based on CD model**

Q1/2026			
7300088	DC		4/1
7310088	DCC		4/1
7320088	AC		2/1

2 piece set: Sliding tarpaulin wagons

ČD

Ep	V-VI
	276
	40196

Shimmns

Photomontage

- **Ideal for forming block trains**

Q1/2026	
6600144	

Royal through Bavaria

The history of the Royal Bavarian State Railways began in 1841 with the establishment of the Royal Railway Construction Commission in Nuremberg. It was formally inaugurated in 1844 with the nationalisation of the Munich-Augsburg Railway Company. That same year, three principal main lines were constructed: the Ludwig-Süd-Nord-Bahn, running from Lindau to Hof; the Ludwigs-West-Bahn, running from Bamberg to Aschaffenburg with a connection to Hesse; and the Maximiliansbahn, which provided an important east-west link from Neu-Ulm via Munich to the Austrian border at Kufstein and Salzburg.

Over the following decades, the state railway network was systematically expanded, and from then on, it connected all major cities in Bavaria. Meanwhile, a widespread local railway network connected the more remote areas of the country. By the end of the First World War, the network had extended to over 8,526 kilometres, a track length that made the Royal Bavarian State Railways the second-largest state railway in Germany.

After the end of the Wittelsbach monarchy in November 1918, the "Royal" was dropped from the official name. On 1 April 1920, the Bavarian State Railways were incorporated as "Gruppenverwaltung Bayern" as part of the establishment of the Deutsche Reichsbahn.

In technical terms, the K.Bay.Sts.B. left its mark on German railway history with several innovative developments. As early as 1906, a record-breaking locomotive on the Munich-Augsburg line set a world record of 154.5 km/h. Still, the S 3/6 class remained even more renowned: from 1908, Maffei produced the elegant four-cylinder Pacifics, which were considered the most beautiful German steam locomotives for a long time. In addition, technical refinements also made their way onto branch lines. For example, the Pt 2/3 steam locomotive was fitted with a rear door that allowed the stoker to enter the coupled carriage directly and thus take over the conductor's duties simultaneously. The compact PtL 2/2 tender locomotive, affectionately known as the "Glass box", was a type specially designed for Bavaria's local railways by the Royal Bavarian State Railways. Its striking feature is the almost completely glazed driver's cab, which encloses the boiler area with three windows on each side, not only giving the locomotive excellent all-round visibility but also earning it its characteristic appellation. The K.Bay.Sts.B. still inspires today and beyond the borders with its very special charm and unique vehicles.

Steam locomotive class PtL 2/2

K.Bay.Sts.B.

Ep	I
	80
	NEM 652
	R2

Photomontage

The local railway locomotive designated PtL 2/2 (a passenger tender locomotive for branch lines) is undoubtedly one of the most iconic steam engines of the past, especially among railway enthusiasts. Affectionately known by regional nicknames such as 'Glaskastl,' 'Schnauferle,' 'Quietscherle,' and 'Bockl,' it holds a special place in railway history. With a rated power output of 210 hp, it was officially approved for a top speed of 40 km/h though, according to accounts from train drivers, it often reached 60 km/h or more in actual service.

- **Authentic livery with fine decorative lines**
- **Used at the head of passenger and light goods trains on branch lines**

Q1/2026			
7100036	DC		2/0
7110036	DCC		2/0

3 piece set: Goods train

K.Bay.Sts.B.

Ep	I
	318
	6562
	6563

Gm

Omm[u]

Photomontage

- **Wagon with prototypical spoked wheels**

Q1/2026
6600223

Steam locomotive class Pt 2/3

K.Bay.Sts.B.

Ep	I
	107
	NEM 651
	R2

Photomontage

The Pt 2/3 type stood out among the light tender locomotives used for passenger service. Characteristic features included its slender boiler, the wide spacing between the leading axle and the coupled wheels (a remarkable 4000 mm!), and the relatively spacious driver's cab. A door at the rear of the locomotive also allowed the fireman to enter the train to assume the conductor's duties when needed.
The Bavarian State Railway put the first locomotives into service in 1909, the last in 1916. All locomotives (type 1 B h2, maximum speed 65 km/h) were supplied by Krauss in Munich.

- **Detailed livery with fine decorative lines**
- **Movable Heusinger valve gear**
- **Ideal complement for the passenger coaches item 6200197**

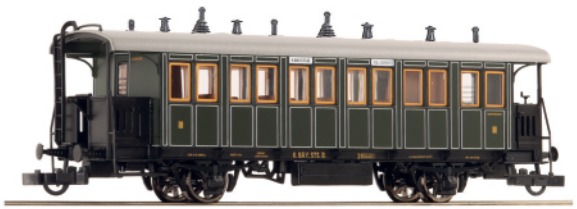
Q1/2026			
7100037	DC		2/0
7110037	DCC		2/0

4 piece set: Local passenger train

K.Bay.Sts.B.

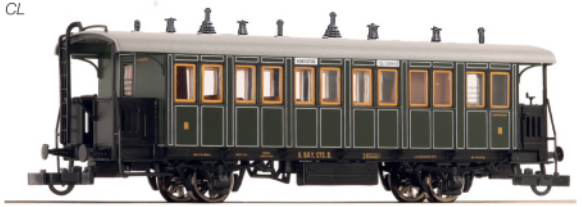
Ep	I
	568
	40181
	40361

PL



CL

BPostL



CL

Photomontage

- **With delicate decorative lines**
- **All coaches equipped with authentic spoked wheels**
- **Movable luggage compartment door**

Q1/2026
6200197

Steam locomotive 38 3713

Edition n:

DRG

Ep	II
	214
	PluX22
	R2
	LED

Photomontage

The Prussian State Railway developed the P8 passenger train locomotive to meet the increased demands of passenger and express train traffic. By 1923, German factories alone had built over 3,700 of these versatile triple-coupled machines. The steam locomotive, later designated as class 38 10–40, had an output of 880 kW, weighed around 130 tonnes including tender with full supplies, and was capable of travelling at 100 km/h forwards and 50 km/h backwards. The repainting of the DRG's large locomotive fleet to the new standard black/red colour scheme naturally took some time. Accordingly, many engines were still in the olive green/reddish brown/black colour scheme valid until 1926 until around 1930, but had already been re-labelled.

- **Boiler without wind deflectors**
- **Reichsbahn lanterns for gas lighting**
- **Wheels with fine spokes**
- **DCC and AC model equipped with sound only for the first time, without dynamic steam**
- **In digital mode with switchable driver's cab and engine lighting**

Q1/2026			
71395	DC		2/2
71396	DCC	🔊	2/2
79396	AC	🔊	2/2

3 piece set: Passenger coaches

DRG

Ep	II
	435
	6560
	6563

C3 pr11

C3 pr11

C pr21

Photomontage

Q2/2026
6200254

- All coaches on this page are the perfect addition to the steam locomotive 38 3713, items 71395/71396/79396

2nd/3rd class passenger coach

DRG

Ep	II
	147
	6563

BC3i pr05

Photomontage

Q2/2026
6200255

- Delicate details, freestanding grab rails, openwork support grilles and specially attached climbing ladders

Luggage coach

DRG

Ep	II
	160
	6563

Pw3 pr99a

Photomontage

Q2/2026
6200256

- Version without access platform
- Central axis can be moved sideways

Diesel-electric double locomotive V 188 002

DB

Edition n:

Ep	III
	259
	PluX22
	R2
	LED

Photomontage

- Epoch IIIb version in red paintwork
- Ventilation component on the roof, pipe with mushroom-shaped cover
- One battery box on the right rear of each locomotive half
- Double locomotive formed by two units coupled together; both units fully equipped with a motor
- Full reproduction of the transition area between the two units
- Digital versions feature motor-powered fans
- Switchable driver's cab, driver's console and control box lighting as well as engine room lighting in digital mode
- "Dynamic Sound" package for even better depth of sound

Q4/2025			
7300102	DC		4/2
7310102	DCC	♪	4/2
7320102	AC	♪	4/2

Diesel locomotive No. 1

DBP

Ep	III-IV
	106
	NEM 652
	R2
	LED

Photomontage

- Locomotive of the Oberpostdirektion in Hanover
- Enlarged coolant expansion tank
- In digital operation with switchable shunting light

Q1/2026			
7300083	DC		3/1
7310083	DCC	♪	3/1
7320083	AC	♪	3/1

2 piece set: Covered postal wagons

DBP

Ep	IV
	293
	40183

Post 2s-t/11

Photomontage

- One wagon with brakeman's platform
- One wagon with heating cable for the first time

Q2/2026	
6600248	

Electric locomotive 141 152-9

DB

Ep	IV-V
	180
	PluX22
	R2
	LED

Photomontage

The class E 41 locomotives (class 141 locomotives from 1968 onward) were first delivered to the Deutsche Bundesbahn in 1956 for light and mixed service on main lines. They had a maximum speed of 120 km/h and a continuous power output of 2,310 kW. Notably, they were the only class in the standard locomotive programme to feature switchgears on the low-voltage sides of the transformers. This switchgear was known for its distinctive noise, which, along with the noticeable jumps in tractive effort, earned the locomotives the nickname "Knallfrosch" ("firecracker").
Locomotive 141 152 was one of the first to be repainted in the newly introduced orient red livery in November 1987 and retained this colour scheme until its retirement at the end of 2002.

- **In orient red paintwork with bib**
- **Etched gangways and windscreen wipers**
- **In digital operation with switchable headlight/tail light and driver's cab lighting**

Q1/2026			
7500164	DC		4/1
7510164	DCC	🔊	4/1
7520164	AC	🔊	2/2

Photo: Sammlung RS

2nd class commuter control cab coach

DB

Ep	IV
	303
	PluX22
	R2
	LED
	40196
	4000005

BDnf 735 Photomontage

For decades, the n-coaches of the Deutsche Bundesbahn were known as Silberlinge. With over 5,000 units, this family of carriages became the dominant type of DB commuter coaches from the 1960s onwards. Multiple units and double-deck coaches gradually replaced them, but this did not happen until the 1990s.
A significant modernisation measure between 1978 and 1982 was the conversion of 200 control cab coaches to a small driver's cab (known as the "Hasenkasten" or "Rabbit box") with the so-called "Karlsruher Kopf".

- **Version with "Karlsruher Kopf"**
- **All commuter coaches train route Karlsruhe – Offenburg – Freiburg**
- **Function decoder for light change (white/red) for both analogue and digital operation**
- **In digital operation with switchable lighting of the train destination display**

Q1/2026
6200163 DCC

1st/2nd class commuter coach

DB

Ep	IV
	303
	40196
	4000005

ABnb 703 Photomontage

- **Version with a pastel orange 1st class stripe**
- **Elaborate printing in the typical peacock's eye pattern**

Q1/2026
6200164

2nd class commuter coach

DB

Ep	IV
	303
	40196
	4000005

Bnb 719 Photomontage

- **Item 6200166: Different running number**

Q1/2026
6200165
6200166

Photo: Welgem

2 piece set: Commuter coaches

DB

Ep	IV
	606
	40196
	4000005

ABnb 703

Bnb 719

Photomontage

- **Elaborately implemented with authentic and true-to-life advertising**
- **Elaborate printing in the typical peacock eye pattern**
- **Train route Karlsruhe – Offenburg – Freiburg**

Q1/2026

6200206

On the move with InterRegio

The InterRegio trains of the Deutsche Bundesbahn, introduced in 1988, served a crucial purpose: they bridged the gap between regional and long-distance services, allowing passengers to travel medium distances quickly and without paying a supplementary fare. Today, their distinctive design in pastel shades has earned them iconic cult status, featuring light blue carriages with alternating open seating and compartment areas, generous legroom, and an onboard bistro.

In its heyday at the beginning of the 1990s, the InterRegio network was a tightly scheduled system that connected nations and regions, operating daily with two-hour intervals and partly cross-border, featuring around 320 system stops and connections to Luxembourg, Austria, Switzerland, and the Netherlands. The trains reached top speeds of up to 200 km/h, but focused more on reliable everyday mobility than on speed. While the service initially generated revenue through surcharges for passengers travelling outside of transport associations, this supplement was abolished in 1995 for local transport tickets – a strong incentive for commuters and weekend excursionists.

Today, 20 years after its demise, the InterRegio is one of the defining innovations of the railway reform era. A special train was the InterRegio 461, which for years offered an attractive direct connection from Trier via Saarbrücken, Mannheim, Stuttgart, Ulm, Friedrichshafen and Lindau to Innsbruck. The direct route from the Saar via Swabia and Lake Constance to the Tyrolean Inn Valley opened up new regions without the need to change trains and offered average journey times. The route, through seven federal states and two Alpine passes, made the IR 461 one of the most impressive InterRegio trains in the German transport network.

Electric locomotive 103 233-3

DB AG

Ep	V
	232
	PluX22
	R2
	LED
Z21	Cab

Photomontage

The E 03 class was developed in the mid-1960s and was the most powerful DB locomotive until then, intended for heavy passenger trains. Between 1970 and 1974, 145 series locomotives were put into service. The last 30 locomotives (from 103 216) were fitted with an enlarged driver's cab, making them 700 mm longer.
At the end of its official service life, at the suggestion of many fans of the class, a locomotive in a new traffic red livery with a contrasting coloured chassis was built. Just like the classic 103 in red/beige. The ROCO company was the sponsor of this livery. As a special feature, the locomotive was given a dedication inscription under the right-hand side cab window on the occasion of its presentation to the public.

- **Version with long driver's cab**
- **In digital operation with separately switchable headlight or tail light, driver's cab and engine room lighting**
- **Perfectly matches the coach set “InterRegio 461”, items 6200208, 6200209, 6210210**

Q1/2026			
7500157	DC		6/2
7510157	DCC	♪	6/2
7520157	AC	♪	4/2

2nd class InterRegio control cab coach “IR 461”

DB AG

Ep	V
	303
	4000005

Bimdzf 269.0

Photomontage

- **Train route Trier – Innsbruck**
- **Perfectly matches the electric locomotive 103 233, items 7500157, 7510157, 7520157**

Q1/2026	
6210210	DCC

3 piece set (1): “IR 461” coaches

DB AG

Ep	V
	909
	40196
	4000005

Aimz 261.4

ARkimbz 262.4

Photomontage

Bimz 264.4

▸ **Train route Trier – Innsbruck**

Q1/2026
6200208

3 piece set (2): “IR 461” coaches

DB AG

Ep	V
	909
	40196
	4000005

Bimz 264.4

Bimdz 268.4

Photomontage

Bimz 264.4

▸ **Train route Trier – Innsbruck**

Q1/2026
6200209

Steam locomotive 50 2146-4

DR

Ep	IV
	265
	PluX16
	R2
	LED

Photomontage

In eastern Germany, the Class 50 continued to play a key role for longer than in the west. In purely numerical terms, relatively few locomotives remained in the Soviet occupation zone at the end of the war, with 354 units. Over time, different locomotive-tender combinations emerged. The new tenders of the 23.10 and 50.40 series were increasingly used behind older 50 series locomotives after they were taken out of service. However, because they lacked a continuous rear wall, this combination was not particularly popular with staff, especially in winter.

- **3-dome boiler design with Witte wind deflectors**
- **Chassis in reddish brown livery**
- **Lamps with handlebar on the front buffer beam**
- **Version with new-build tender**
- **Metal wheels with delicate spokes**
- **Stationed at Railway Management Dresden, Zwickau depot**

Q1/2026			
7100039	DC		7/2
7110039	DCC	♪	7/2
7120039	AC	♪	7/2

1st class standard express train coach

DR

Ep	IV
	249
	40196
	40360

Q1/2026

6200201

Age Photomontage

1st/2nd class standard express train coach

DR

Ep	IV
	249
	40196
	40360

Q1/2026

6200205

ABge Photomontage

2nd class standard express train coach

DR

Ep	IV
	249
	40196
	40360

Q1/2026

6200202

Bge Photomontage

From the end of the 1920s to the 1960s, they characterised the image of express trains and fast trains - the standard express train coaches built by the Deutsche Reichsbahn-Gesellschaft (DRG) from 1928 onwards. Due to a lack of new carriages, the Deutsche Reichsbahn in the GDR used the riveted all-steel coaches of the 1928 design even longer than the DB in high-quality fast train services.

Applies to all models on pages 37-39:

- **First time produced as authentic Epoch IV models**
- **Finely detailed model with separately applied plug-in parts**
- **Filigree replicas of the bogies**

Sleeper

DR

Ep	IV
	270
	40196
	40360

WLAg Photomontage

- Version without decorative lines
- In service: 1975/76 – the final years

Q1/2026
6200203

Sleeper

DR

Ep	IV
	270
	40196
	40360

WLAg Photomontage

- Version with yellow decorative lines

Q1/2026
6200204

Dining coach

DR

Ep	IV
	270
	40196
	40360

WRg Photomontage

Q1/2026
6200211

Luggage coach

DR

Ep	IV
	226
	40196
	40360

Düe Photomontage

Q1/2026
6200226

Photo: C. Schwella

Electric locomotive 112 101-1

DB AG

Ep	VI
	192
	PluX22
	R2
	LED

Photomontage

Starting in 1992, the improved Class 112.1 locomotives were jointly procured by DB and DR. The most striking external difference from Class 112.0 is the replacement of the large separate head and tail lights with compact combined halogen lamps. With an output of 4,000 kW and a top speed of 160 km/h, these express locomotives are used across Germany to haul Intercity, Regional-Express, and special passenger trains.

- **Current operating condition in oriental red livery**
- **Finely etched, perforated front step plates**
- **In digital operation with switchable headlight/tail light, shunting lights and driver's cab lighting**

Q1/2026

7500158	DC		4/1
7510158	DCC		4/1
7520158	AC		2/2

Sliding tarpaulin wagon

SOGETANK

Ep	VI
	138
	40196

Shimmns Photomontage

Q1/2026
6600133

2 piece set: Low side wagons

SNCF

Ep	III-IV
	284
	53432000

TP Photomontage

Q1/2026
6600224

- **Each wagon has different wheel sets**

Steam locomotive 150.Y.16

SNCF

Ep	III
	265
	PluX16
	R2
	LED
Z21	Cab

Photomontage

In 1943/44, the Société Alsacienne de Constructions Mécaniques (SACM) locomotive factory in Graffenstaden near Strasbourg built over 100 Class 52 locomotives. In 1945/46, a further 17 locomotives were added for the SNCF. There, the Class 52 was designated Class 150 Y. A special feature of the locomotives was the shorter chimney so as not to exceed the French loading gauge. The Class 150 Y hauled both heavy goods trains and passenger trains in the SNCF's eastern region. They were in service there until the end of the 1950s.

- **First time in black/green livery**
- **Variant with disc leading wheel**
- **With fine metal-spoke wheels**
- **Driving and coupling rods made of precision-cast metal**

Q1/2026			
7100038	DC		7/2
7110038	DCC	♪	7/2
7120038	AC	♪	7/2

Electric locomotive BB 26005

SNCF

Ep	VI
	204
	PluX22
	R2
	F
	LED

Photomontage

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

- **"Trains Spéciaux" design**
- **Fine etched parts on the roof**
- **Delicate design of the two different pantographs**
- **Light functions switchable in digital operation according to the French model**

Q1/2026			
7500168	DC		4/1
7510168	DCC	♪	4/1
7520168	AC	♪	2/2

Photo: F. Brunel

Diesel locomotive M62-901

GYSEV

Ep	IV
	202
	PluX22
	R2
	LED

Photomontage

To expedite traction changes, Raab-Ödenburg-Ebenfurter Eisenbahn AG (GYSEV), a joint venture between Austria and Hungary, acquired six standard-gauge locomotives in 1972, classified as the M62.9 substructure series. The M62.9s were based in Sopron and were taken out of service in 1996.

- **Complete brake air lines with fully formed air reservoirs**
- **Particularly authentic reproduction of the bogies**
- **Free-standing shunter grab rails underneath the buffers**
- **In digital operation with separately switchable headlight/tail light, driver's cab and engine room lighting**

Q1/2026			
7300086	DC		6/2
7310086	DCC	🔊	6/2

Electric locomotive 1116 014-2

ÖBB

Ep	VI
	221
	PluX22
	R2
	LED
Z21	Cab

Photomontage

- **Rail Cargo Hungaria lettering on the side wall**
- **Different buffer skirts: Front 1 – SIEMENS and Krauss Maffei, Front 2 SIEMENS only**
- **Used for cross-border goods traffic**
- **In digital operation with switchable headlight/tail light and high beam**

Q4/2025			
7500209	DC		4/1
7510209	DCC	🔊	4/1

Diesel locomotive L.D.61

FVS

Ep	III-IV
	106
	NEM 652
	R2
	LED

Photomontage

The German Wehrmacht initially deployed the WR 360 C 14 diesel locomotives at key strategic points. In 1953/54, the Ferrovia della Valle Seriana (FVS) purchased two type V 36 locomotives from the Greco company in Reggio Emilia. These were built under Deutz's license and used for shunting and train operations.

- **Version with bell on the front end**
- **Ideal complement to the branch line goods train, item 6600229**

Q1/2026			
7300084	DC		3/1
7310084	DCC		3/1

2 piece set: Sliding roof wagons

MAV

Ep	IV
	228
	40183

Tcs Photomontage

Q1/2026
6600116

3 piece set: Branch line goods train

FS

Ep	III
	328
	40196
	6560

Mv

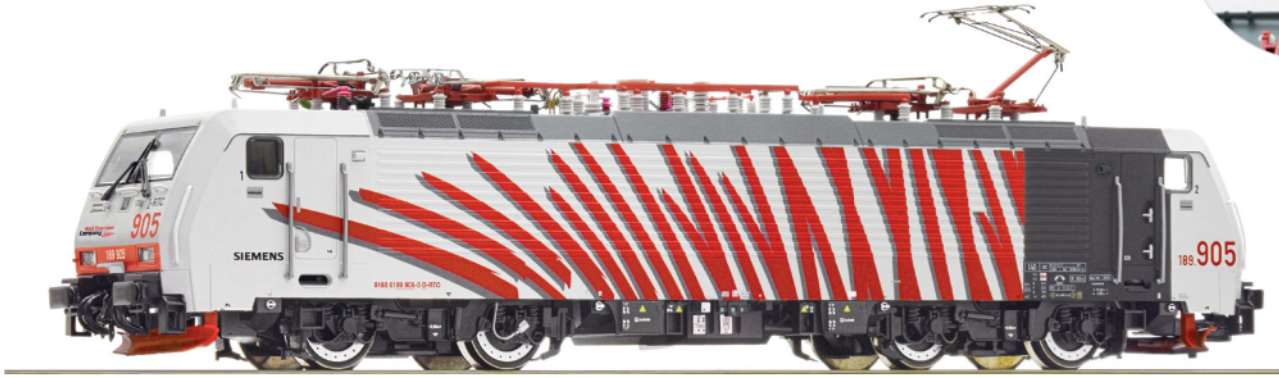
FF Photomontage

Q1/2026
6600229

Electric locomotive 189 905-3

RTC

Ep	VI
	225
	PluX22
	R2
	LED



Photomontage

The private rail operator Rail Traction Company (RTC), based in Bolzano, has been providing cross-border freight services for over 20 years. For several years now, RTC and its partner company Lokomotion have each been operating 5 Siemens Class 189 locomotives. These locomotives were purchased from the locomotive rental company MRCE and have been in use for both companies ever since. The RTC locomotives have red zebra stripes, while the Lokomotion locomotives have blue zebra stripes.

- **Newly designed sliding contact on pantograph for Italy**
- **Used in cross-border traffic**
- **Elaborate roof design**
- **In digital operation with switchable headlight/tail light**

Q1/2026			
7500176	DC		4/1
7510176	DCC		4/1
7520176	AC		2/2

Electric locomotive 1750

RAIL FORCE ONE

Ep	VI
	201
	PluX22
	R2
	LED

Photomontage

The Dutch railway operator Rail Force One acquired six locomotives from Locon Nederland in 2017. In the summer of 2025 class 1750 was repainted in the company's current livery.

- **In Rail Force One design**
- **Version with air conditioning on the roof**
- **Pantographs with innovative attachment**
- **Many separately applied plug-in parts, some of which are etched**
- **In digital operation with separately switchable headlight or tail light and driver's cab lighting**
- **In cooperation with** Railcolor DESIGN

Q1/2026			
7500165	DC		4/1
7510165	DCC		4/1
7520165	AC		2/2

2 piece set: Sliding tarpaulin wagons

NACCO

Ep	IV
	276
	40196

Shimmns

Photomontage

Q1/2026
6600226

Express train luggage coach

PKP

Ep	III
	210
	6561

Fhx (ex Pw4ü Pr 07) Photomontage

- Four movable sliding doors
- Wagon roof with conductor's cab in the middle
- Supplementary wagon for the express train coach set item 6200112

Q1/2026
6200194

2 piece set: Auxiliary passenger coaches

PKP

Ep	IV
	282
	40196
	40361

Bti Photomontage

Q1/2026
6200195

- Supplementary coaches for the coach set item 74019

Mail/luggage coach

PKP

Ep	IV
	136
	6560

Dp Photomontage

Q1/2026
6200196

- Supplementary coach for the coach set item 74019

Diesel locomotive BR-232 049

PMT

Ep	V-VI
	237
	PluX22
	R2
	LED

Photomontage

- Version in a striking livery
- Used in heavy goods train service
- Reliable, high-tractive effort model for authentic long trains

Q1/2026			
7300081	DC		6/2
7310081	DCC		6/2

3 piece set: Self-unloading hopper wagons

PMT

Ep	VI
	495
	40196

Fals

Photomontage

Q1/2026
6600218

2 piece set: Open goods wagons

PKP

Ep	III
	232
	6560

Wddo

Wddoh

Photomontage

Q1/2026
6600216

Open goods wagon

PKP

Ep	IV
	124
	6560

E (Wddoh)

Photomontage

Q1/2026
6600217

- **Supplementary wagon for the goods train set item 6600101**

Electric locomotive 482 038-0

NRFAB

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

Nordic Re-Finance has acquired four TRAXX F140 AC2 locomotives from SBB Cargo International. After undergoing conversion and redesign, the units received full approval for operation in Sweden and Norway under the ETCS system. One of these locomotives, 482 038, has been transferred to Sweden and is currently leased to CFL Cargo.

- **Used for goods transport in Sweden and Norway**
- **Version with snow plough on the chassis**
- **In digital operation with switchable high beam and switchable headlight/tail light**

Q1/2026

7500167	DC		4/1
7510167	DCC	♪	4/1
7520167	AC	♪	3/2

Diesel locomotive 754 083-4

ŽSSK

Ep	VI
	190
	PluX22
	R2
	SK
LED	

Photomontage

The so-called "Diving goggles" or "Spectacled snake" was developed and built at CKD in Prague. The T 478.4, a further development from the predecessor type T 478.3, received a more powerful motor and an electric train heating system. In 1988, the 86 locomotives were given the new class designation 754. Locomotive 754 083 was delivered to the CSD in May 1980 as T 478.4083. When the vehicle fleet was split up on January 1, 1993, it was one of the 26 locomotives reassigned to the former Slovakian ZSR.

- **In the current design**
- **Finely detailed model with many separately attached plug-in parts**

Q1/2026			
7300082	DC		4/1
7310082	DCC		4/1

Photo: M. Lacko

Lighting

4000005

LED interior lighting for H0 coaches

The light strip works with many different model railways, regardless of whether you are an analogue railroader (DC or AC) or run digitally (DCC/Motorola II). The integrated multi-protocol decoder enables special lighting effects and additional functions.

- Automatic detection and switching of operating modes
- Brightness adjustment optionally with potentiometer or CV setting
- Integrated constant current source for constant brightness from approx. 7 volts
- 8 integrated LEDs (warm white), 2 connections for additional LEDs
- Maximum driving voltage in digital mode: 21 volts
- Dimensions: 269 x 7.7 x 3.4 mm; can be shortened to 90 mm

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

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

Printing and processing:
Offset 5020 Druckerei und Verlag GmbH, Bayernstr. 27, 5071 Wals-Siezenheim; Austria

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- Romania (RO)
- Russia (RUS)
- Sweden (S)
- Slovak Republic (SK)
- Slovenia (SLO)
- United States (US)

Epochs

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

Tracks

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

Railway administrations

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

Explanation of symbols

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

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