

H0
H0e

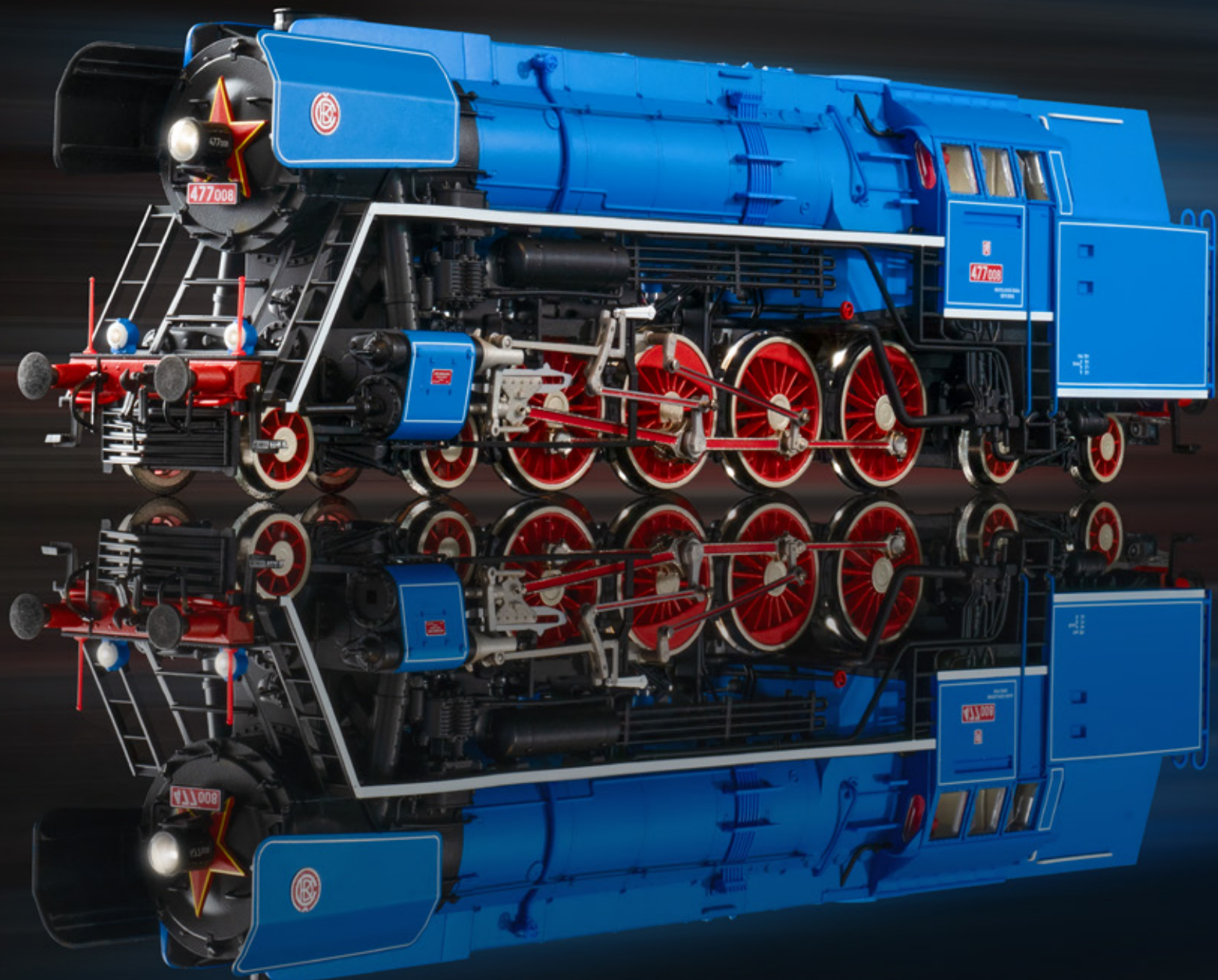
Roco



2027
Novelties

Great in detail and technology

www.roco.cc



Dear fellow model railway enthusiasts,

Another year is drawing to a close – a year full of special models, shaped by your passion and loyalty to our shared hobby. We sincerely thank you for your continued support, as your enthusiasm is our greatest source of inspiration.

With this new product catalogue, we are breaking new ground: for the first time, we are presenting our new releases to you as early as autumn. In doing so, we are establishing a new focal point and, together with you, kicking off the next season of the world's finest hobby.

The opening highlight is a true cult locomotive. Well into Era IV, steam locomotives remained indispensable in the former GDR. With the **Class 58.30**, one of these distinctive machines now makes its way into the ROCO range – with a completely new design.

No less influential for the railways in the West were the electric locomotives of the **E 10 and E 40** classes. They accompanied the rise of the German Federal Railway, and some of these machines are still in service with private railway companies today - reason enough for us to redevelop this significant locomotive family completely from the ground up.

What the E 40 once represented for freight transport is embodied today by the **TRAXX 3 family**. With the Class 188, we are therefore also making a strong statement in the modern railway sector and bringing another widely used electric locomotive to the model railway as a contemporary new design.

The Austrian counterpart to the German E 10 was the ÖBB's **Class 1042**. As a true universal locomotive, it proved equally capable of hauling fast-stopping trains and freight trains. We are also dedicating a completely new design to this distinctive prototype – naturally, including the much-sought-after second production series.

From Austria, our journey continues to Switzerland. There, the SBB is providing a major impetus for the railways of tomorrow through one of the most extensive procurement programmes of recent years. In local transport, the **FLIRT Evo** marks the arrival of a new generation of self-propelled multiple units, which will also be coming to the rails in 1:87 scale in future. In freight transport, meanwhile, the SBB is opening a new chapter with the **Re 494** – an exciting step that we are delighted to celebrate in model form in the year of its 175th anniversary.

And, of course, no model railway range would be complete without goods wagons, alongside numerous other locomotives and multiple units. With the **Laaprs-type** timber wagon, the **Laaers car carrier wagon** and a **points transport wagon**, we are bringing no fewer than three particularly striking prototypes to the model railway.

Join us as we look forward to numerous new releases, exciting prototypes and a new year of model railways – with plenty of highlights to discover along the way.

But enough talk: let's set off for 2027!

Your ROCO team

Inhalt

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ENGINEERED IN AUSTRIA. MADE WITH PRECISION.

From the initial idea through design and toolmaking to assembly:

behind each of our models lies experience, passion and an uncompromising commitment to precision.

THOUGHTFULLY DESIGNED.
PRECISELY MANUFACTURED.
ASSEMBLED TO FIT PERFECTLY.
PERFECT SNAP-FIT INSTEAD OF GLUING.
WELL-THOUGHT-OUT SOLUTIONS
RIGHT DOWN TO THE SMALLEST DETAIL.

Because a good model stands out.
An exceptional one can be recognised in every detail.

**BORN OF A PASSION FOR MODEL RAILWAYS.
FOR PEOPLE WITH A PASSION FOR DETAIL.**







STEAM

LOCOMOTIVES

Steam locomotive 52.5995



Ep	III-IV
	265
	PluX16
	R2
	LED
Z21	Cab



Photomontage

- Variant with a well tank tender and round stack
- With fine metal-spoked wheels
- Drive and coupling rods made of precision-cast metal

The Class 52 should be a fixture at every depot, it hauled many of the ÖBB's freight trains.

Over 1,100 Class 52 locomotives were built at the locomotive factory in Vienna-Floridsdorf. After the war, 113 locomotives remained in Austria. Many were upgraded; for example, some well tank tenders were fitted with cabs, providing a driver's compartment. The last units were withdrawn from service in 1976 and thus belonged to the final steam locomotives in operation on the standard-gauge network of the Austrian Federal Railways (ÖBB).

Q2/2027			
7100066	DC		7/2
7110066	DCC		7/2
7120066	AC		7/2

5-piece set: Goods train



ÖBB

Ep	III-IV
	654
	40196
	40183
	6560



Dgs



EEz



R 02



R 02



Gn

Photomontage

Q2/2027

6600384

- Operating condition: end of Era III/beginning of Era IV
- Refrigerated wagon with movable sliding doors; laterally shiftable centre axle
- Stake wagons are ideal for loading with your own cargo

The perfect complement to the steam locomotive 52.5995

Steam locomotive 653 012



FS

Ep	II
	201
	PluX16
	R3
	LED
Z21	Cab



Photomontage


Edition

- **Period of service: 1918 to 1940**
- **Freestanding pipework and many separately applied plug-in parts**
- **All-metal wheels with low flanges**
- **A particularly elegant design, also suitable for use on special services on many model railway layouts**

The FS Class 653 was a tender-type steam locomotive operated by the Italian State Railways, Ferrovie dello Stato (FS). The locomotives originally came from the Austrian Südbahn (SB) as Class 109 and were transferred to Italy after the First World War as part of reparations. In total, the FS took over 13 locomotives, which were assigned the numbers 653.001–653.013.

With FS, the locomotives were mainly in service in the Trieste and Udine areas. Due to their small numbers, they remained a marginal presence in the Italian locomotive fleet. They were withdrawn from service between 1939 and 1940.

Q2/2027

7100084

DC

2/2

7110084

DCC



2/2

There are places where railway history does not end in a museum. One such place lies in the north-east of Bosnia and Herzegovina: the historic Kreka coalfield near Tuzla. Here, an unusual railway service has survived to the present day. Amidst coal-loading facilities, workshops and old goods wagons, steam locomotives dating back more than eight decades are still in service.

These impressive machines belong to the Yugoslav Class 33. Some are direct descendants of the German Class 52 – the legendary freight locomotive built in large numbers during the Second World War. Their design was deliberately simple, robust and powerful. After the war, numerous locomotives remained in various European countries and also found their way to the Yugoslav State Railways, where, as Class 33 locomotives, they continued to provide indispensable service for many decades.

A particularly noteworthy example is the 33-503. Built in 1943, the locomotive originally bore the Reichsbahn number 52 1345 before it was sent to Yugoslavia and eventually found its way to the Kreka coal mines.

There, the steam locomotives were not preserved as historical attractions. They were – and still are – genuine workhorses. Their main task is shunting loaded coal wagons and operating the extensive track system. Low speeds, high tractive forces and a gruelling working day are the conditions under which the robust construction of these former wartime locomotives continues to prove its worth to this day.

It is precisely this authenticity that has made Kreka world-famous amongst railway enthusiasts. The locomotives do not present themselves as spruced-up museum pieces. Coal dust, oil and clear signs of wear and use bear witness to their decades of service. When a heavy Class 33 sets off in front of its coal wagons, a railway era that has long since disappeared elsewhere lives on.

Kreka thus represents one of the most extraordinary chapters in the history of European steam railways: locomotives over 80 years old, built for heavy work – and still at home where coal, steel and the railway are inextricably linked.



Europe's last steam locomotives

Coal mine Kreka



Photo: C. Grimm

Steam locomotive 33-503



ZFBH

Ep	IV-VI
	265
	PluX16
	R2
	LED
Z21	Cab



Photomontage

- Variant with a disc leading wheel
- With finely detailed metal spoked wheels
- Drive and coupling rods made of precision-cast metal
- An authentic replica based on the Class 52 series
- Some signage is included as etched parts

In 2024, Kreka was one of the last operators of steam locomotives in Bosnia. Five Class 52 locomotives from the former DRB were still in service, transporting lignite from the mine to the Tuzla power station, the region's largest coal-fired power station. The Kreka coal mine is situated in the canton of Tuzla in Bosnia and Herzegovina. It has coal reserves of 1.12 billion tonnes of lignite, making it one of the largest in Europe and worldwide. Its annual production capacity is 2.95 million tonnes of coal.

One of the last steam locomotives to be used in regular service in Europe, and a piece of European cultural history for the local model railway.

Q4/2027			
7100079	DC	7/2	
7110079	DCC	7/2	



Photo: C. Grimm

3-piece set: Open goods wagons



ZFBH

Ep	IV-VI
	348
	40183



E-z



E-z



E-z

Photomontage

Q3/2027

6600446

- ▶ One wagon with a brakeman's platform
- ▶ Models with dented side walls
- ▶ All wagons loaded with genuine lignite

The perfect complement to typical long coal trains

Steam locomotive Class 477



ČSD

Ep	IV
	199
	PluX22
	R2
	LED



Photomontage



Edition

n:
mold variant

- For the first time in a blue paint finish and as a variant featuring the large, distinctive water tanks
- Production of the Second Series
- Some signage is also included as etched parts
- Particularly delicate wiring under the boiler
- Delicately crafted spoked wheels
- Parts of the model are made of metal
- Detailed design of the driver's cab

Q4/2027			
7100035	DC		4/1
7130035	DCC		4/1
7110035	DCC		4/1
7120035	AC		4/1



The ČSD Class 477.0 was the last and most technically advanced class of steam locomotive produced by the Czechoslovak State Railways (ČSD). A total of 60 units were manufactured between 1951 and 1955 by CKD (CKD Sokolovo in Prague) and were developed from the preceding class 476.1. The locomotives were designed as powerful express tender locomotives with a 2'D2' wheel arrangement for heavy passenger service and, with a working weight of around 131 tonnes, were considered among the heaviest tender locomotives in Europe at the time.

The three-cylinder locomotives reached a maximum speed of around 100 km/h and had a starting tractive effort of almost 110 kN. Visually, the 477.0 class was characterised by striking lines, featuring a streamlined firebox, Witte air deflectors and an elegant, usually colourful paint scheme with decorative stripes. This earned it the nickname 'Papousek' (parrot) in everyday service.



Photo: Sig. P. Kavan



Steam locomotive 555.120



ČSD

Ep	III
🔊	265
🔌	PluX16
📊	R2
💡	LED
Z21	Cab



Photomontage

Some of the Class 50 locomotives were also manufactured in the occupied territories during the Second World War. The Škoda works in Pilsen played an important role in this, producing both standard Class 50 locomotives and locomotives in the ÚK version for the Deutsche Reichsbahn. After the end of the war, numerous German locomotives remained in the territory of the re-established Czechoslovakia. Twenty-eight locomotives were transferred to the ČSD fleet and classified as Class 555.1, with running numbers 555.101 to 555.128. These included locomotives built in Pilsen as well as several locomotives of the transitional wartime design.

- Design featuring a double-domed boiler and smoke deflectors
- Metal driving rods and coupling rods
- With fine metal wheel sets
- Some signage is also included as etched parts

Q3/2027

7100075	DC	7/2	🔌
7110075	DCC	7/2	🔌

Guard's van for goods trains



ČSD

Ep	III
🔊	122
🔌	40178
🔌	40361



Ds

Photomontage

n:
mold variant

Q2/2027

6600417

- For the first time, available as a variant with an additional window on the side wall and without a chimney on the roof
- Finely detailed model with separately applied plug-in parts

2-piece set: Goods wagons



ČSD

Ep	IV
🔊	237
🔌	40196
🔌	40183



Vte



Zt

Photomontage

Q3/2027

6600431

Steam locomotive 86 200



DRG

Ep	II
	160
	PluX22
	R2
	LED



Photomontage

- ▶ Short-cut water tanks, for the first time in a riveted design
- ▶ Some signage is also included as etched parts
- ▶ Fine metal wheelsets
- ▶ With running wheel brakes
- ▶ Authentic twin headlights
- ▶ Driver's cab lighting switchable in digital operation

Q4/2027			
7100031	DC		4/1
7110031	DCC		4/1
7120031	AC		4/1

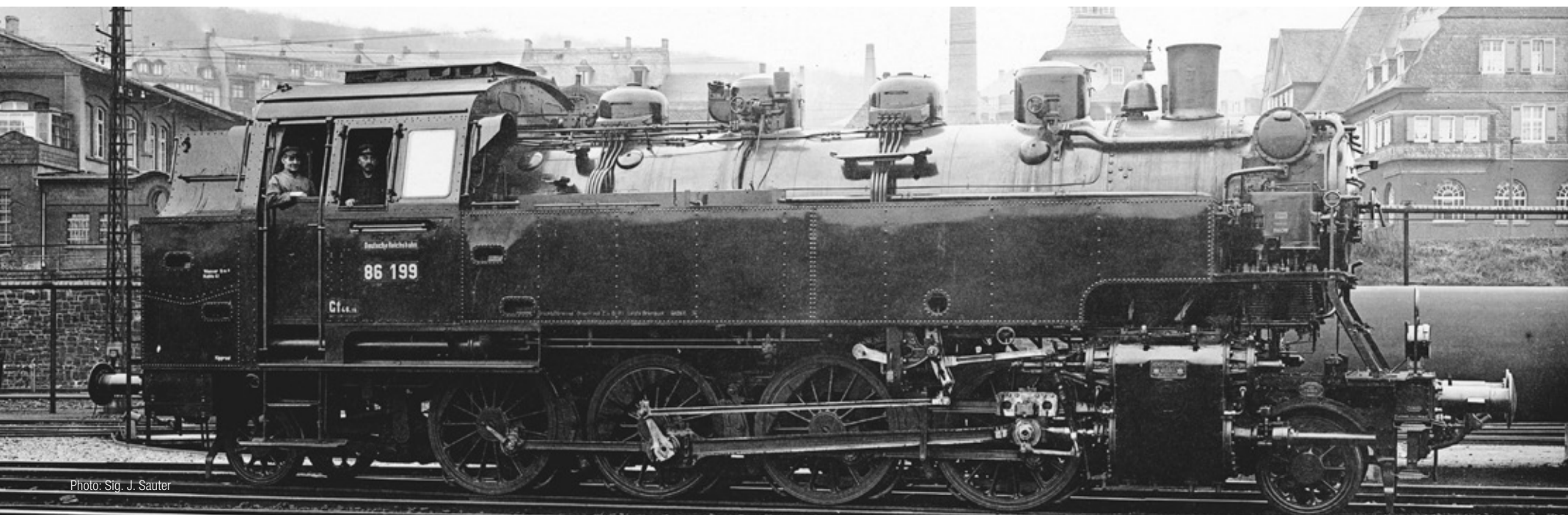


Photo: Sig. J. Sauter

4-piece set: Passenger coaches



DRG

Ep	II
	567
	6563



BC3i pr05



CD3itr pr07



CD3itr pr07a



D3itr pr08

Photomontage

Q3/2027

6200296

Post and luggage van



DRG

Ep	II
	136
	6560

Q3/2027

6200299



PwPosti pr11

Photomontage



The perfect complement to the Class 24 and Class 86 steam locomotives



Steam locomotive 24 040



DRG

Ep	II
	196
	PluX22
	R2
	LED



Photomontage

Q4/2027			
7100068	DC		2/2
7110068	DCC		2/2
7120068	AC		2/2

The class 24 was designated in the standard locomotive type catalogue as a passenger train tender locomotive of the 1' C h2 type with a 15 t axle load for service on branch lines. It was intended to be largely identical in construction to its 'tender locomotive version', Class 64. The two-cylinder superheated steam engine delivered 920 PSi. The locomotives, with a driving wheel diameter of 1,500 mm, were approved for a maximum speed of 90 km/h, allowing flexible deployment in passenger train service, including on main lines.

- With Wagner smoke deflectors
- Smoke box door with central lock
- Nickname: Steppenpferd

3-piece set: Goods wagons



DRG

Ep	II
	304
	6560
	6562



Vwh „Altona“



Gattung O „Halle“



Om „Breslau“

Photomontage

Q4/2027
6600470

- Livestock wagon with spoked wheels and movable sliding doors

An ideal complement to passenger trains that also carry freight
(A perfect combination with the passenger cars on page 17)

Steam locomotive 85 006



DB

Ep	III
	187
	PluX22
	R2
	LED



Photomontage

- Model based on the early Era III design
- True to the prototype with two headlights
- With cross-compound air pump
- Fine metal wheel sets
- Leading and trailing wheels with nine spoked wheels
- Some signage is also included as etched parts
- In digital operation with a switchable red tail light on the tender side

In total, only 10 of these tender locomotives, each weighing around 133 tonnes, were built for operation on the so-called Höllentalbahn. The Class 85 locomotives were therefore the heaviest tender locomotives ever used in Germany. Thanks to their tractive effort, these stocky-looking tender locomotives quickly proved their worth on the mountain line. Particularly memorable were the trips in the elegantly designed Touropa cars, finished in a sophisticated shade of blue, which were used primarily for tourism and travel agency services.

Q2/2027			
7100069	DC		5/1
7110069	DCC		5/1
7120069	AC		5/1

Edition



Photo: Bellingrodt Slg. Eisenbahnstiftung

3-piece set: Couchette coaches "Touropa"



DB

Ep	III
	909
	40196
	4000005



Bc4ümg



Bc4ümg



Bc4ümg

Photomontage

Q3/2027

6200305

- Version with raised "Touropa" lettering
- Coaches featuring printed brake levers for the first time



Steam locomotive 24 058



DB

Ep	III
196	
PluX22	
R2	
LED	



Photomontage

Q4/2027		
7100057	DC	2/2
7110057	DCC	2/2
7120057	AC	2/2



- ▶ With Witte smoke deflectors
- ▶ Smoke box door without central lock
- ▶ Replica of the iconic locomotive 24 058
- ▶ Some signage is also included as etched parts
- ▶ We've added small Witte wind deflectors to our product line again after a long time

The perfect complement for PmG

5-piece set: Mixed train



DB

Ep	III
685	
40196	
40183	
6560	
40361	



Post e



ABie



Bie



Photomontage

A passenger train with freight transport (PmG) is a historical train type that, in addition to passenger coaches, carried goods wagons, typically on low-traffic branch lines. Unlike a mixed goods and passenger train (GmP), where freight transport took priority, a PmG train primarily carried passengers, with goods wagons coupled as required.

Q3/2027
6200291

The Class 58.30 of the Deutsche Reichsbahn was developed by converting older freight locomotives of the Prussian G 12 type. Between 1958 and 1962, a total of 56 locomotives were extensively modernised and, to a large extent, rebuilt at the Reichsbahn repair workshop Raw Zwickau to extend their service life and adapt them to increased operational requirements. The main reason for this extensive conversion was that, at the time, there were hardly any locomotives in the Deutsche Reichsbahn fleet that met the requirements of the many low-mountain routes.

As part of the refurbishment, the locomotives were fitted, amongst other things, with a new welded Reko boiler, modified feedwater treatment equipment, and welded driver's cabs. The wheel arrangement remained unchanged, even though extensive modifications were made, particularly to the valve gear, and it continues to characterise the class as a heavy freight locomotive with high tractive effort and a maximum speed of 60 km/h. Due to a shortage of newly built tenders, the locomotives were operated with a wide variety of tenders over many years. The most distinctive of these were undoubtedly the former Prussian T 31.5 tenders.

Other tenders included the T26, T28, T32 and T34 types, which were fitted to individual locomotives several times over the decades, thus contributing to a wide variety of appearances.

With its new smoke deflectors, new driver's cab and high-mounted boiler with a sharply inclined smokebox apron, the 58.30 received a completely new look and resembled locomotives such as the 23.10, 50.40 and 65.10 classes in the DR fleet.

During their service life, these locomotives were primarily used in heavy freight service and remained in the Deutsche Reichsbahn fleet until the 1980s. They stand for continued use and technical adaptation of existing locomotive designs in the post-war period and were thus characteristic of the rolling stock of the former GDR.



Steam locomotive

Class 58.30, DR



Photo: Fell Eisenbahnstiftung

Steam locomotive 58 3005-4



DR

Ep	IV
	249
	PluX22
	R2
	LED

Edition **n:**
new
design



Photomontage

- ▶ Boiler with bevelled smoke deflectors
- ▶ Delicately crafted spoked wheels
- ▶ Coal tender type 2'2'T26
- ▶ Based at Rbd Dresden; at Bw Glauchau
- ▶ Some signage is also included as etched parts

- ▶ In digital operation with switchable cab and engine lighting, as well as a flickering firebox
- ▶ In models 7110082 and 7120082 with dynamic steam for an authentic steam effect coming out of the chimney

Q4/2027			
7100082	DC		2/2
7130082	DCC		2/2
7110082	DCC		2/2
7120082	AC		2/2



*Modell zeigt aktuellen Arbeitsstand.

The perfect complement to many matching freight cars shown on page 259

IM DETAIL



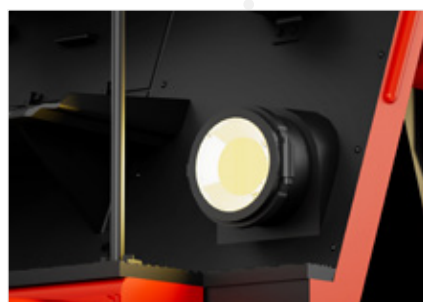
Detailed reproduction of the connection between locomotive and tender



Elaborately detailed lamp bracket



Roof attachment with finely etched, perforated metal part



Faithful reproduction of the distinctive front end with integrated lamps



Freestanding, intricately detailed pipes throughout the boiler



Replica of the third inside cylinder

Steam locomotive 64 1211-8



DR

Ep	IV
	143
	NEM 652
	R2
	LED



Photomontage



Photo: Hahmann Slg. Eisenbahnstiftung

Q4/2027		
7100065	DC	3/1
7110065	DCC	3/1
7120065	AC	3/1

- Version with chassis in RAL 3011
- Free-standing boiler pipework
- Fine metal wheel sets
- Based at Rbd Magdeburg, at Bw Stendal
- Some signage is also included as etched parts
- Front and rear wheel sets in various designs

The perfect complement to the Roco freight cars, Item No. 6200236

Steam locomotive Tkh1-11



PKP

Ep	III
	101
	PluX16
	R2
	LED



Photomontage



- ▶ Fully articulated, intricate Allan control system
- ▶ Die-cast metal chassis

Q3/2027

7100076	DC	3/0
7110076	DCC	3/0

Steam locomotive Ty5-20



PKP

Ep	III
	265
	PluX16
	R2
	LED



Photomontage

Q1/2027

7100064	DC	7/2	
7110064	DCC	7/2	

- ▶ Version with additional colour accents
- ▶ Finely detailed model with many separately applied plug-in parts
- ▶ Metal driving and coupling rods
- ▶ Fine metal wheel sets



Photo: H. Wiskerke

Steam locomotive 64 415



VSM

Ep	VI
	143
	NEM 652
	R2
	LED



Photomontage



- Version with welded water tanks
- Exposed pipes on the boiler
- Fine metal wheel sets
- Leading and trailing wheel sets with spoked wheels
- Some signage is also included as etched parts
- Parts on the cab and coal box are color-contrasted, just like on the large original

The steam locomotive 64 415 belongs to the legendary German Class 64 series, which was specifically designed for branch lines. The tank locomotive was built in 1936 by the Arnold Jung Lokomotivfabrik in Kirchen (Sieg). With its '1'C1' wheel arrangement and a top speed of 90 km/h, it was ideally suited to both passenger and light freight train.

After being taken out of service in 1974, the locomotive was initially preserved and, in 1976, acquired by the Dutch heritage railway Veluwsche Stoomtrein Maatschappij. Following a general overhaul, it was restored to operational condition in 1979 and has since been one of the key vehicles in the Beekbergen collection.

Q4/2027			
7100067	DC		3/1
7110067	DCC		3/1
7120067	AC		3/1

Steam locomotive 2253

Edition



Ep	II
	211
	PluX22
	R2



Photomontage

- ▶ Attractive colour scheme
- ▶ Delicate plug-in parts
- ▶ Authentic design without a headlight
- ▶ Wheel sets with low-profile flanges
- ▶ A special piece of history for the home model railroad
- ▶ One-time run under special operating conditions

The S 160 "The Yank" or "Rattlesnake" were originally war locomotives of the United States Army Transportation Corps (USATC). These locomotives had to be deployable worldwide, so they conformed to the British loading gauge, which is one of the most restrictive on standard-gauge railways. A total of 2.120 units were manufactured, making this class one of the most widely built locomotive classes in the world. The name 'Rattlesnake' derives from the characteristic rattling sound of the controls.

Q1/2027			
7100058	DC		2/2
7110058	DCC		2/2
7120058	AC		2/2

The perfect complement to the USATC freight cars on the right

2-piece set: Tank wagons



USATC

Ep	II
	286
	40179



Photomontage

Q1/2027

6600358

3-piece set: Goods wagons



USATC

Ep	II
	380



Photomontage

Q1/2027

6600367



ELECTRIC LOCOMOTIVES

Electric locomotive 1245 516-8



ÖBB

Ep	IV
	149
	PluX22
	R2
	LED



Photomontage



- Version with computer numbers
- Finely detailed model with many separately applied plug-in parts
- As in service from 1987

The Class 1245 was the first Austrian standard electric locomotive with a Bo'Bo' wheel arrangement. It was equipped with four traction motors, had an hourly output of 1,840 kW, reached a top speed of 80 km/h, and weighed 83 tonnes. Thanks to its powerful Sécheron spring drive, it was regarded as reliable and versatile. The locomotives remained in regular service until 1995 and were subsequently withdrawn.

Q4/2027			
7500275	DC		4/1
7510275	DCC		4/1
7520275	AC		3/1



Photo: M. Schmid

Electric locomotive 7193 601-0



Ep	VI
	218
	PluX22
	R2
	LED



Photomontage

The CargoServ electric locomotive 7193 601 is a Siemens Vectron AC type locomotive. It was taken over from the leasing company ELL in December 2025. It is the first locomotive to operate in the new CargoServ livery, heralding a new era in the fleet's appearance. The locomotive is primarily used for voestalpine Stahl's circular services and on the Tauern route.

- ▶ With a new design of the rail cleaner
- ▶ Used in international freight transport
- ▶ Free-standing handrails, partly made of metal
- ▶ In digital mode with switchable high beam, head/tail lights and cab lighting
- ▶ In cooperation with Railcolordesign

Q4/2027			
7500267	DC		4/1
7510267	DCC		4/1
7520267	AC		3/1

The Class 1042 electric locomotives are among the most iconic vehicles of the Austrian Federal Railways and epitomise the dawn of the electric era in Austrian rail transport. As the rail network became increasingly electrified, there was a need for a powerful, versatile locomotive capable of meeting the growing demands of both express train services and heavy freight transport. Particularly on challenging mountain routes such as the Semmering Railway, a design with four driven axles proved its worth, offering better curve-running performance than six-axle locomotives. Between 1963 and 1977, over 250 locomotives were procured, quickly becoming the backbone of electric operations.

Technically, the Class 1042 embodies the pinnacle of classic electric locomotive technology, featuring a single-phase AC system and commutator motors. The locomotives have an output of around 3,500 kW and, depending on the production series, can reach top speeds of up to 150 km/h. It was precisely this combination of performance and technical robustness that made the 1042 a universally deployable locomotive for decades.

In day-to-day operation, these locomotives could be found hauling almost every type of train. They hauled high-quality express trains just as reliably as commuter and heavy freight trains. Particularly in the Alpine region, they played a key role in double-heading and banking, shaping the image of Austrian rail transport for decades. From the 1990s onwards, numerous locomotives were modernised and adapted as Class 1142 locomotives for push-pull train operation, further expanding their range of applications.

However, with the introduction of modern three-phase locomotives, they were gradually phased out of high-quality services, although they remained indispensable in regional and freight transport for many years to come. Even with their increasing withdrawal from service at ÖBB, the history of the Class 1142 is not over. Numerous units have been taken over by private rail operators and continue to be used in freight services – in some cases far beyond Austria's borders. These robustly built locomotives are thus enjoying a second lease of life and are impressively demonstrating their durability.



Electric locomotive

Class 1042, ÖBB



Photo: Schiffer Eisenbahnstiftung

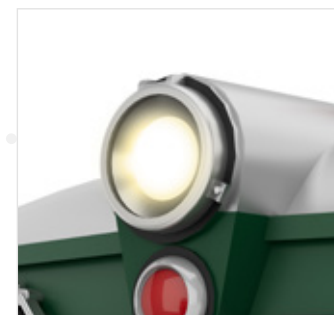
IN DETAIL



Pantograph with an innovative, invisible mounting system



Multicolored design for the rear wall of the driver's cab



Large lamp rings with delicate engravings, small ones crafted as turned metal parts



Headlights with low-beam and parking light functions



In digital mode, the simulated engine room is illuminated at the touch of a button



The roof railing is rendered using an etched part with a finely openwork design

Electric locomotive 1042.47



ÖBB

Ep	III-IV
	186
	PluX22
	R2
	LED



Photomontage

n:
new
design

- ▶ Version from the 2nd series
- ▶ Pantograph with an innovative mounting system
- ▶ Version as it appeared in service around 1980, in green paint and with a vane wheel
- ▶ Some signs are also included as etched parts

- ▶ Multicolored control panel and cab rear wall, as well as a meticulously recreated engine room
- ▶ Door handles positioned at the top
- ▶ In digital operation with switchable high beam, headlight/tail light, driver's cab lighting, dashboard lighting and engine room lighting

Q4/2027			
7500284	DC		4/1
7510284	DCC		4/1
7520284	AC		3/2

Electric locomotive 1042 060-2



ÖBB

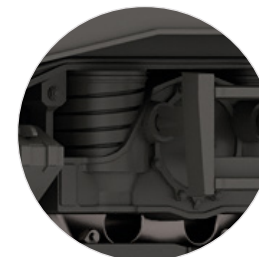
Ep	IV
	186
	PluX22
	R2
	LED



Photomontage



n:
new
design



- ▶ Version from the 2nd series
- ▶ Pantograph with an innovative mounting system
- ▶ Freestanding, separately attached buffer handles
- ▶ Accurate, unobstructed view of the bogie, true to the prototype
- ▶ Delicate engravings on the bogies

- ▶ With two UIC sockets and a step at the buffer
- ▶ In digital operation with switchable high beam, headlight/tail light, driver's cab lighting, dashboard lighting and engine room lighting
- ▶ Multicolored control panel and cab rear wall, as well as a meticulously recreated engine room

Q4/2027			
7500285	DC		4/1
7510285	DCC		4/1
7520285	AC		3/2



Photo: K. Steiner



Electric locomotive 1116 112-4



ÖBB

Ep	VI
221	
PluX22	
R2	
LED	
Z21	Cab



Photomontage

With the "Bosporus-Package", selected locomotives of the ÖBB Class 1116 have been specifically equipped for extended operation in South-Eastern Europe. This equipment package enables through services from Austria to the Balkan corridor area and onwards to Turkey – an important step for international freight transport along the so-called "Bosporus axis".

The Taurus locomotives adapted in this way are fitted with additional national train protection and signalling systems, as well as technical modifications that allow multi-system operation across several South-Eastern European countries. These include Hungary, Romania, and Bulgaria, among others, enabling long-distance transport corridors to be operated efficiently without the need for locomotive changes en route.

- Available for the first time as a model with the **Bosporus Package**
- Detailed roof design
- True to original antenna arrangement
- In digital mode with switchable high beam and switchable headlight/tail light

Q2/2027			
7500259	DC		4/1
7510259	DCC	►	4/1
7520259	AC	►	3/2

3-piece set: 2nd class modular wagons



ÖBB

Ep	VI
909	
40196	
40420	



Bmpvz



Bmpvz



Bmpvz

Photomontage

Q2/2027
6200273

- Version with bicycle pictograms
- Suitable for use in 'REX200' trains, amongst others

The perfect complement to many models currently on the market

Electric locomotive 1293 164-0



ÖBB



Ep	VI
	218
	PluX22
	R2
	LED



Photomontage

- "Vectron No. 2000" design
- Rail guard and bogie sideframes as on the XLoad locomotives
- Multi-coloured control panel and driver's cab rear wall
- Suitable for cross-border freight transport
- In digital mode with switchable main beam, headlight/tail light and driver's cab lighting

During a ceremonial event at the Munich factory on 23 July 2026, Siemens Mobility handed over the 2,000th Vectron locomotive to the Austrian Federal Railways. This anniversary locomotive – 1293 164 – was built for ÖBB.

With almost 3,000 locomotives sold since its market launch in 2012 and orders from more than 115 customers, the Vectron is Europe's best-selling and most versatile locomotive platform. The locomotives are authorised for operation in 20 countries and hold unique certification for speeds of up to 230 km/h in passenger services.

Q2/2027			
7500250	DC		4/1
7510250	DCC		4/1
7520250	AC		3/1



Double-deck multiple unit train

KISS, ÖBB



Photo: K. Eckert



The KISS (comfortable, innovative, speedy suburban train) double-decker multiple units from Stadler offer a consistent reimagining of modern rail mobility that few other platforms can match: high capacity, modular configurability, and cost-effective operation within an increasingly congested European rail network. Since their introduction, KISS trains have become established in numerous countries and are now among the most successful double-decker EMU platforms worldwide.

The framework agreement signed in 2022 between the Austrian Federal Railways (ÖBB) and Stadler has taken this concept to a new level. The contract covers almost 200 vehicles and marks a strategic turning point, as ÖBB will now systematically rely on double-decker multiple units across all service segments, from regional commuter services to high-quality long-distance services.

In local transport, the KISS trains, known as the 'Cityjet Double-Deck', form the backbone of the capacity expansion programme, particularly in the eastern region. Dozens of four- and six-carriage units have already been ordered in the first batches to cope with rising passenger numbers and modernise existing fleets. The trains are designed for rapid passenger boarding and alighting, accessibility, and high seating capacity.

At the same time, ÖBB is making a remarkable break with its previous philosophy in long-distance transport: for the first time, a double-decker Railjet is being introduced with 14 six-car KISS trains. This new generation combines higher capacity with speeds of up to 200 km/h and is intended to serve high-demand routes in the future.

The portfolio is complemented by a variant for the City Airport Train (CAT): from autumn 2027, KISS units will take over airport services between Wien Mitte and Vienna Airport.

IN DETAIL



Realistically reproduced headlights with impressive dept



Intricately detailed front end with coupling housing



Roof equipment partially reproduced with etched parts



Multi-part design of the entire roof section



Multi-part reproduction of the Scharfenberg coupler



The bogies also impress with their detailing underneath

6 piece set: Railjet-double-deck multiple unit train class 4706



ÖBB

Ep	VI
	1837
	P24
	R2
	LED



Photomontage

- Finely detailed model in 1:87 scale
- Prototypical interior fittings in all coaches
- Features power distribution couplings between all coaches

- Elaborate design with many separately attached details
- With switchable high beam, front/rear lights, driver's cab lighting, illuminated train destination displays and interior lighting in digital mode



Q3/2027

7700039	DC		4/1	
7710039	DCC		4/1	
7720039	AC		4/1	

5-piece set: Double-deck multiple unit Class 4705



CAT

Ep	VI
	1533
	P24
	R2
	LED



Photomontage

From November 2027, the City Airport Train (CAT) will be operating new KISS200 double-deck multiple units from Stadler on the route between Vienna Airport and Wien Mitte. The five-part electric multiple units are specifically designed for high passenger numbers and offer generous space and comfortable, barrier-free access.

- **Highly detailed model in scale 1:87**
- **True-to-original interiors in all coaches**
- **Conductive couplers between all coaches**
- **Elaborate design with many separately applied details**
- **Model available exclusively at ROCO**

Q3/2027				
7700050	DC			4/1
7710050	DCC			4/1
7720050	AC			4/1



Photo: CAT Hummel



Photo: B. Paha

Electric locomotive 80 071-9



BDZ

Ep	VI
	218
	PluX22
	R2
	LED



Photomontage

Q1/2027			
7500233	DC		4/1
7510233	DCC		4/1
7520233	AC		3/1

3-piece set: Express coaches



BDZ

Ep	VI
	909
	4000005
	40196



Bpmz 284.4

Q3/2027
6200295

- ▶ Former DB AG IC coaches in service with the BDZ
- ▶ One carriage featuring the attractive BDZ design, as seen on a few others already

The Class 80 electric locomotive of the Bulgarian State Railways (BDŽ) is a modern Siemens Smartron designed for passenger services. The four-axle Bo'Bo' locomotive is based on the Vectron platform, delivers around 5,600 kW and reaches 160 km/h. BDŽ initially ordered 15 units and later a further 10; the class thus comprises a total of 25 locomotives, built or delivered between 2020 and 2025. The locomotives are used on key long-distance routes, including those from Sofia to Burgas, Varna, Svilengrad and Kulata.

- ▶ Prototypical reproduction of the Smartron for Bulgaria
- ▶ In digital operation with switchable high beam, headlight/tail light and driver's cab lighting
- ▶ Multi-coloured control panel and driver's cab rear wall
- ▶ In cooperation with **anTrack**
creativity for railways.



Bpmz 284.4



Bpmz 284.4

Photomontage

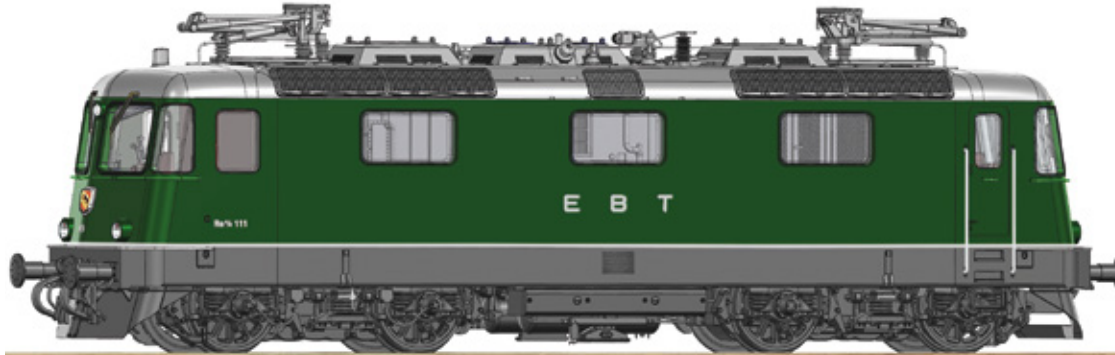
Elektrolokomotive Re 4/4 III 111



EBT

Ep	V
177	
PluX22	
R2	
CH	
Z21	Cab

Q2/2027			
7500213	DC		4/1
7510213	DCC	🔊	4/1
7520213	AC	🔊	3/1



Photomontage

- ▶ Original variant Re 4/4 111 with the coat of arms of Bern on the front
- ▶ With a silver roof
- ▶ New front coat of arms created specifically for this locomotive
- ▶ New side bearer created specifically for this locomotive (raised EBT lettering)
- ▶ In digital operation with switchable headlight/tail light, driver's cab and engine room illumination
- ▶ Pantograph with an innovative mounting system

Electric locomotive Re 436 114-3



RM

Ep	V
177	
PluX22	
R2	
CH	
Z21	Cab

Q4/2027			
7500214	DC		4/1
7510214	DCC	🔊	4/1
7520214	AC	🔊	3/1



Photomontage

Regionalverkehr Mittelland (RM), whose freight division later became Crossrail, owned five powerful locomotives, namely Re 4/4 III and Re 436. At the time, the Re 436 114 was fitted with a full-body advertisement for Stahl Gerlafingen and retained this design for many years, long after leaving the Mittelland region.

- ▶ "Stahl Gerlafingen" advertising design
- ▶ Front with large round headlights, typical of the Re 4/4 private railway locomotives
- ▶ Front designed without a coat of arms
- ▶ In digital operation with switchable head/tail lights, driver's cab and engine room lighting
- ▶ A particularly labour-intensive implementation of the advertising design for the iconic locomotive
- ▶ Pantograph with an innovative mounting system



Photo: D. Schärer

Electric locomotive Re 4/4 II 11239 "Porrentruy"



SBB

Ep	V-VI
	177
	PluX22
	R2
	CH
Z21	Cab

Q1/2027		
7500232	DC	4/1
7510232	DCC	4/1
7520232	AC	3/1



Photomontage

- ▶ With coat of arms 'Porrentruy'
- ▶ Coat of arms in original position
- ▶ Grey roof
- ▶ Pantograph with an innovative mounting system
- ▶ In digital operation with switchable headlight/tail light, driver's cab and engine room illumination

Electric locomotive Re 420 307-1



SBB CARGO

Ep	VI
	177
	PluX22
	R2
	CH
Z21	Cab

Q3/2027		
7500239	DC	4/1
7510239	DCC	4/1
7520239	AC	3/1



Photomontage

- ▶ Available for the first time as a mass-produced model with modified cable routing on the roof
- ▶ Version with "SBB Cargo" design and retrofitted air conditioning
- ▶ Pantograph with an innovative mounting system
- ▶ In digital operation with switchable headlight/tail light, driver's cab and engine room lighting

n:

mold variant



Photo: D. Häusermann

Electric locomotive 460 011-0



SBB

Ep	VI
	212
	PluX22
	R2
	CH
LED	



Photomontage

Since autumn 2023, the Re 460 011 from SBB Passenger Transport has been operating in the “glaströsch” livery. The locomotive impresses with its simple yet elegant design, adding a splash of colour to the railway world for more than three years.

- Featuring the “Glas Trösch” advertising design
- With separately fitted windscreen wipers
- In the current version with a separately fitted SBB logo and an additional handrail at the front

Q2/2027			
7500236	DC		4/1
7510236	DCC		4/1
7520236	AC		2/2



Photo: D. Schärer

Electric locomotive Re 474 009-8



SBB CARGO

Ep	VI
	225
	PluX22
	R2
	LED



Photomontage



Photo: D. Schärer

The Re 474 Class of the Swiss Federal Railways (SBB Cargo) is a powerful multi-system electric locomotive for international freight transport. Built by Siemens, it is based on the EuroSprinter platform (type ES64F4) and entered service in 2005. Designed for cross-border service between Switzerland and Italy, the Re 474 is compatible with both the Swiss AC system (15 kV, 16.7 Hz) and the Italian DC system (3 kV), making it ideally suited to through freight services across the Alps. Locomotive 474 009-8 is representative of this series and exemplifies the growing internationalisation of rail freight transport in the Alpine region.

Q2/2027		
7500256	DC	4/1
7510256	DCC	4/1
7520256	AC	2/2

- Operational condition 2013–2020
- Featuring the lessee's address: "SBB Cargo International"
- Detailed roof design
- Used in cross-border traffic

Electric locomotive Re With the Re 494 "EURO DuFour", SBB Cargo is opening a new chapter in Swiss rail freight transport. The multi-system locomotive, developed by Stadler, will become the modern flagship of the freight fleet and gradually replace the legendary but ageing Re 420 locomotives.

In September 2024, SBB Cargo initially ordered 36 locomotives from Stadler, with an option for a further 93 units. The new Bo'Bo' locomotive builds on experience with Stadler's EUROLIGHT, EURODUAL and EURO9000 families, but has been further developed to meet SBB Cargo's specific operational requirements.

A particular feature concerns 22 units from the first series: these are additionally fitted with a battery drive and are designated Rea 494. The so-called "Last-Mile-Module" enables journeys on non-electrified sidings. Goods wagons can thus be transported from the main network to the customer without deploying a separate shunting locomotive.

The new generation also sets new standards for efficiency. According to SBB, the EURO DuFour is expected to consume around 15 per cent less electrical energy than the current fleet. A further-developed bogie with a steering system is also expected to reduce wear on the rail infrastructure by around 20 per cent.

Visually, too, the Re 494 has an unmistakably Swiss appearance. The classic SBB red, the black window band and the distinctive SBB emblem combine the modern, powerful design of the Stadler locomotive with the traditional identity of the Swiss Federal Railways, whilst bearing a certain resemblance to classics such as the Re 460.

The locomotives are being built at the Stadler factory in Valencia, Spain. Following extensive testing and approval runs, the first units are due to enter service from the end of 2027. The first series is due to be fully delivered by March 2029. This marks the beginning of a new era for locomotives at SBB Cargo – and a class that is likely to shape the face of Swiss freight transport for many decades to come.

Electric locomotive

Re 494, SBB Cargo





Photo: SBB CFF FFS / Stadler Rail

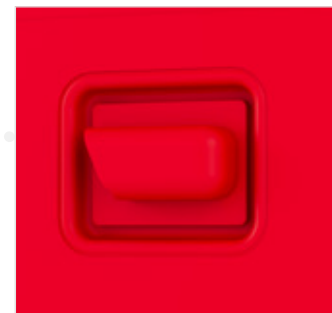
IN DETAIL



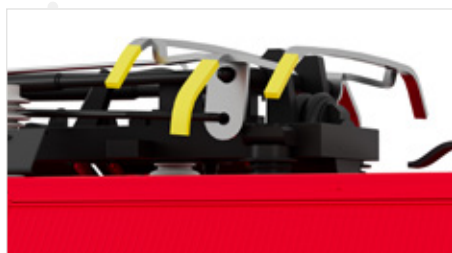
Freestanding handrails
partly made of metal



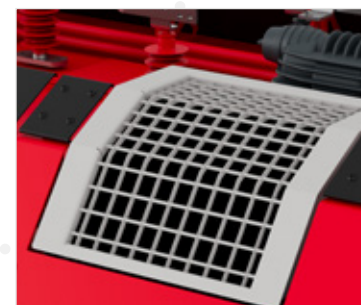
Freestanding shunting handles
on the buffer beam



Cameras fitted separately



Pantograph with an innovative mounting system
and colour accents



Vent grille realised as a delicate
etched part



Delicate engravings across the entire
locomotive body

Electric locomotive Re 494



SBB CARGO

Ep	VI
	230
	PluX22
	R2
	CH
LED	



Photomontage

- ▶ Multicoloured control panel and cab rear wall
- ▶ With detailed roof design
- ▶ The complex process of creating the striking front end
- ▶ Multi-section bogies offering the greatest possible unobstructed view

- ▶ Model supplied fully equipped ex-works
- ▶ In digital mode with switchable main beam, driver's cab lighting, driver's console lighting, coupler compartment lighting and various lighting functions for CH
- ▶ In the sound variants featuring the Dynamic Sound System for even better sound quality

2028			
7500305	DC		4/1
7510305	DCC		4/1
7520305	AC		3/2



Photo: D. Schärer

Electric locomotive 7193 833-7



SBB CARGO
INTERNATIONAL

Ep	VI
	218
	PluX22
	R2
	CH
LED	



Photomontage

- Design of the rail cleaner and bogie covers in line with the XLoad machines
- Christened as "Matterhorn"
- Multi-coloured control panel and driver's cab rear wall
- In digital operation with switchable lighting functions for CH, EU and IT
- In collaboration with **Railcolor**design

With the Alppiercer 4, SBB Cargo International is introducing yet another design variant of its well-known locomotives. Unlike the previous XLoad locomotives, those with numbers starting from 7193 830 are taking to the tracks in a striking red livery.

Q3/2027			
7500263	DC		4/1
7510263	DCC		4/1
7520263	AC		3/1

Electric locomotive 188 125-9



SBB CARGO
INTERNATIONAL

Ep	VI
	217
	PluX22
	R2
	LED



Photomontage



The TRAXX 3 MS locomotives were developed specifically for cross-border transport on the most important European freight corridors. Thanks to their multi-system equipment, they can operate on various traction power supply systems. The class reaches a top speed of 160 km/h and delivers up to 6,400 kW in AC operation. What sets this TRAXX generation apart is the optional "last-mile" function – a small additional diesel motor with a battery, enabling the electric locomotives to cover short distances on sidings or in ports without overhead lines, entirely without the need for a shunting locomotive.

- ▶ Christened as "Tour Eiffel"
- ▶ Rangier handles fitted separately beneath the buffers
- ▶ Underfloor areas implemented in several sections
- ▶ Multicolour control panel and driver's cab rear wall
- ▶ Featuring a detailed roof design
- ▶ Cross-border use in freight transport
- ▶ In digital mode with switchable driver's console lighting and driver's cab lighting
- ▶ In collaboration with **Railcolor** design

Q4/2027			
7500303	DC		4/1
7510303	DCC		4/1
7520303	AC		3/2

Further information on the complete redesign of the TRAXX 3 can be found on page 118.



Photo: D. Schärer



Photo: M. Schmid

Electric locomotive 482 015-5



SBB CARGO

Ep	VI
	217
	PluX22
	R2
	CH
LED	



Photomontage

- Version featuring "ChemOil" lettering as seen in its final operational condition
- Multicoloured roof accurately modelled after the original
- Rail clearers attached to the chassis
- In digital mode with switchable high beam, headlight/tail light and driver's cab lighting

The 482 015 electric locomotive belongs to Bombardier's first generation of TRAXX locomotives and was delivered to SBB Cargo in 2003. Designed for cross-border freight transport between Switzerland and Germany, the locomotive reaches 140 km/h. A distinctive feature is its "ChemOil" lettering, which made it an eye-catching advertising medium for transporting mineral oil and chemical products.

Q2/2027			
7500311	DC		4/1
7510311	DCC		4/1
7520311	AC		3/2

Regional rail multiple unit

FLIRT Evo



Photo: D. Häusermann



With the new-generation FLIRT Evo, Swiss Federal Railways (SBB) is embarking on a comprehensive modernisation of its regional services. Developed and built by the Swiss manufacturer Stadler, the FLIRT Evo builds on the success story of the FLIRT multiple units that have been in service since 2004 and consistently advances their concept: lightweight, high-acceleration and modular electric multiple units designed for high-frequency services. Due to various requirements from the operators, the Evo trains represent a largely new development compared to the previous Flirt 3 models, which is reflected not only in the arrangement of windows and doors but also in completely redesigned roof structures and front ends.

The vehicles, which have been in service since 2026, mark far more than just a generational change. A total of over 300 units are being introduced as part of a joint procurement by SBB, Thurbo and RegionAlps to gradually replace older vehicle types such as the Domino, GTW and the first FLIRT series. The distribution of the new fleet follows the structure of Swiss regional transport: SBB itself will operate the largest share, deploying them nationwide on suburban and regional services. Thurbo, the regional railway operator in Eastern Switzerland, will receive around 107 units, which will primarily operate on routes in Eastern Switzerland and around Lake Constance. The trio is complemented by RegionAlps in Valais with around 24 trains. Thurbo, in particular, will play a key role in the start of operations. Thurbo, the regional railway operator in Eastern Switzerland, is set to receive around 107 units, which will primarily operate on routes in Eastern Switzerland and around Lake Constance. The trio is complemented by RegionAlps in Valais, with around 24 trains.

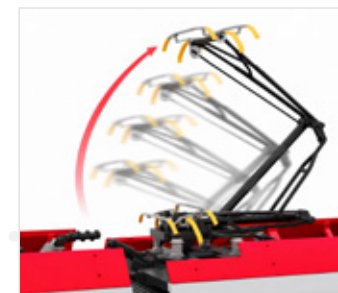
Thurbo, in particular, has played a key role in the launch of operations: the first scheduled services took place on its network, making it a pioneer of the new generation of rolling stock. This is also taking place in a special year: Thurbo will celebrate its 25th anniversary in 2026. Both technically and operationally, the FLIRT Evo stands for standardisation and efficiency. The trains are approved for cross-border use and contribute to the standardisation of the fleet structure – a step that not only reduces maintenance costs but also increases operational flexibility in regional transport. The FLIRT Evo thus exemplifies the transformation of Swiss regional transport: away from a heterogeneous fleet of rolling stock towards a modern, interoperable and future-proof fleet.

4 piece set: Electric multiple unit "FLIRT Evo"



SBB

Ep	VI
	845
	PluX22
	R2
	CH
LED	



Raising and lowering the pantograph using the function keys

- ▶ Designed as a neutral-colour multiple unit prior to its transfer to the Hochrhein-Bodensee-Express
- ▶ A one-off, limited-run special edition known as the "Black Edition"
- ▶ Two powerful motors, one in each end coach
- ▶ Model can be extended for traction using a coupling rod
- ▶ Elaborately designed roof section, partly featuring etched parts



The roof area was constructed with particular care and attention to detail

Q4/2027

7710034	DCC		4/2	
7720034	AC		4/2	

BLACK EDITION



Switch between different train destinations using the function key, thanks to the mini-display



Pantograph with colour-contrasting discharge horns



Photomontage



Contrasting-coloured air tanks



The door buttons can be activated using a function key and are illuminated

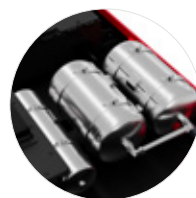


Photo: D. Häusermann

4 piece set: Electric multiple unit "FLIRT Evo"

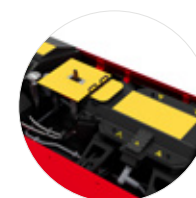


THURBO



new
design

Ep	VI
	845
	PluX22
	R2
	CH
LED	



Photomontage

- Two powerful motors, one in each end coach
- Pantograph with innovative mounting
- Elaborately designed roof section, partly featuring etched parts
- Model can be extended for traction using a coupling rod
- Model elaborately finished with colourful doors
- In digital operation with switchable high beam, headlight/tail light, driver's cab lighting, illuminated destination displays and interior lighting

The new generation FLIRT Evo marks the start of a comprehensive modernisation of regional rail services in Switzerland. Developed and built by Swiss manufacturer Stadler, the FLIRT Evo builds on the success of the FLIRT multiple units in service since 2004. To meet various operator requirements, the Evo trains represent a largely new development compared with the previous FLIRT 3 models, reflected not only in the arrangement of windows and doors but also in completely redesigned roof structures and front ends.

The regional rail operator Thurbo has played a key role in the launch of operations: the first scheduled services took place on its network, making it a pioneer of the new generation of rolling stock. This also comes in a special year: Thurbo will celebrate its 25th anniversary in 2026.

Q3/2027				
7700043	DC		4/2	
7710043	DCC		4/2	
7720043	AC		4/2	

4 piece set: Long-distance double-deck multiple unit RABe 502 405-9



SBB

Ep	VI
	1158
	PluX16
	R2
	CH
LED	



Photomontage

- Christened as "Rorschach"
- Prototype-accurate modifications to the intermediate carriages in the area of the ventilation grilles and window bands
- The perfect complement to the RABe 502 from 2025
- Destination displays labelled 'IC 1' from Geneva to St Gallen
- In digital mode with switchable main beam headlights and driver's cab lighting, and with illuminated destination displays at the front ends and on all carriage bodies

With the new IR100 multiple units, Swiss Federal Railways (SBB) are setting another milestone in modern long-distance rail travel. The four-car double-decker trains form part of the fleet originally developed by Bombardier Transportation and now maintained by Alstom. Measuring around 100 metres in length and with a top speed of 200 km/h, they combine high operational efficiency with the SBB's characteristic standards of comfort, punctuality and reliability. The designation IR100 refers to the approximately 100-metre-long variant, which was specially designed for heavily used InterRegio services.

Q2/2027				
7700008	DC		4/4	
7710008	DCC		4/4	
7720008	AC		4/4	

n:
mold variant



Photo: D. Häusermann

Electric locomotive 465 001-6



STADLER RAIL

Ep	VI
	212
	PluX22
	R2
	CH
LED	



Photomontage

The Re 465 001-6 electric locomotive originally belonged to the BLS fleet. The powerful Re 465 locomotives were procured for heavy passenger and freight services and are closely related to the well-known SBB Re 460 class. After many years of service with BLS, two units were sold to Stadler Rail in early 2026. Since then, they have been used by Stadler for, amongst other things, the transfer and transport of new rail vehicles, often in combination with a dome carriage.

- ▶ Christened as "Thurgau"
- ▶ Designed as a new factory locomotive for Stadler
- ▶ With separately fitted windscreen wipers
- ▶ Detailed representation of the front handrails

Q3/2027

7500270	DC		4/1
7510270	DCC		4/1
7520270	AC		2/2

Container wagon



STADLER RAIL

Ep	VI
	226
	40196



Sgns

Photomontage

- ▶ Designed as a service and workshop wagon
- ▶ Wagon made from die-cast metal
- ▶ Implemented as an approximate model based on the Sgns container wagon

Q3/2027

6600500

Electric locomotive 193 084-1



railCare

Ep	VI
218	
PluX22	
R2	
CH	
LED	



Photomontage

All seven Vectrons in the fleet are gradually being converted from their previous white livery to the Coop design. railCare operates a nationwide freight S-Bahn network with these locomotives, ensuring fast, reliable and cost-effective transport between the regional distribution centres (hubs). The hubs serve as the central interfaces between road and rail.

- True-to-original roof design
- Ideal locomotive for the Coop trains
- RailCare/Coop theme available exclusively from ROCO

Q2/2027		
7500237	DC	4/1
7510237	DCC	4/1
7520237	AC	3/1

2 piece set: Articulated double-pocket wagons T2000



railCare

Ep	VI
786	
40195	



Sdggmrs/T2000

Photomontage

- Railcare/Coop range available exclusively from ROCO
- Featuring a prototypical loading bridge, fully functional for use on layouts
- Elaborately reproduced refrigeration unit
- Model supplied fully factory-fitted

Q3/2027
6600464



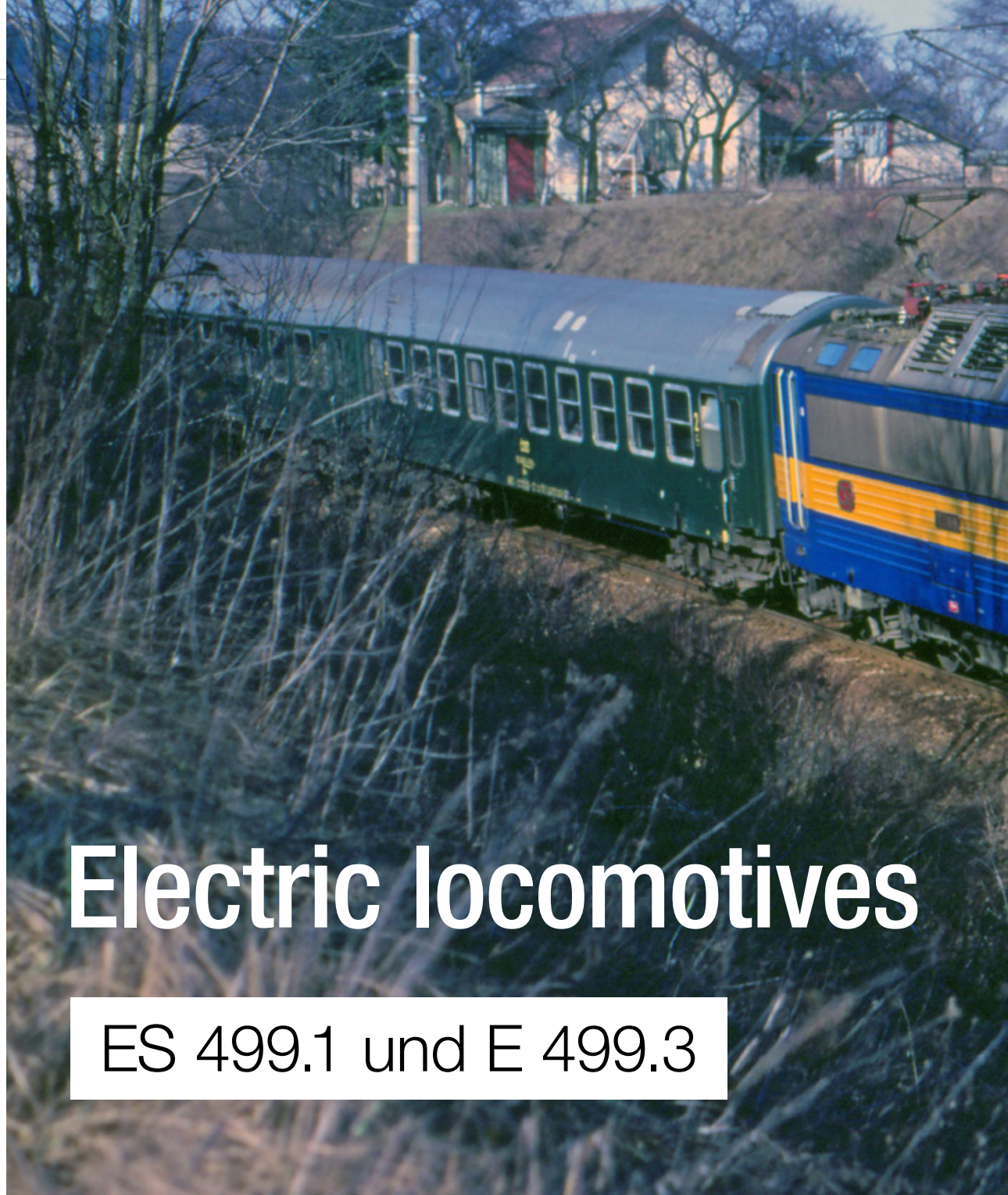
The ES 499.1 and E 499.3 electric locomotives are among the best-known rolling stock of the former Czechoslovak State Railways (ČSD). They were developed and built by Škoda in Plzeň. Both series were introduced in the early 1980s and formed the basis of a successful family of locomotives, whose vehicles left their mark on rail transport in the Czech Republic and Slovakia. A distinctive feature of the Czechoslovak rail network was the use of two power supply systems: 3 kV direct current and 25 kV 50 Hz alternating current. To enable non-stop journeys without changing locomotives, Škoda developed the dual-system ES 499.1 locomotive. The first prototypes were built in 1980 and 1981, with series production beginning in 1984.

The four-axle locomotive, with a Bo'Bo' wheel arrangement, was 16.8 metres long and weighed around 87 tonnes. Four traction motors delivered a power output of approximately 3,480 kW on direct current and around 3,060 kW on alternating current. The maximum speed was 120 km/h. A modern thyristor control system enabled precise power regulation and made the locomotive suitable for both passenger and freight trains. With the introduction of the new ČSD numbering system in 1988, the ES 499.1 became the Class 363. The locomotives were given the nickname 'Eso', which is still in use today. The Class 363 later gave rise to the faster Class 362, designed for a speed of 140 km/h. The modernised Class 362 locomotives are primarily used to haul fast regional and long-distance trains. The remaining Class 363 locomotives are mainly used for freight services by ČD Cargo.

At the same time, Škoda developed the E 499.3 as a DC-only variant. It was closely related in design to the ES 499.1, but did not require any equipment for AC operation. This made it slightly lighter. These locomotives were also built from 1984 onwards and were intended for the 3 kV DC-electrified rail network.

In 1988, the E 499.3 was redesignated as the Class 163. Its common nickname is 'Peršing'. A faster version of this locomotive, capable of 140 km/h, was also developed as the Class 162.

Even today, these electric locomotives continue to shape the landscape of electric rail transport in the Czech Republic and Slovakia. Thanks to ongoing modernisation – for example, in the areas of control technology, safety systems and passenger comfort during reversible train operation – their range of applications has been further expanded and adapted to today's requirements. The 162 and 163 series are thus prime examples of a successful combination of tried-and-tested design and technical advancement. They not only represent a significant chapter in the history of Eastern European locomotives, but also demonstrate just how durable and adaptable well-designed railway technology can be.



Electric locomotives

ES 499.1 und E 499.3



Photo: O. Repka

IN DETAIL



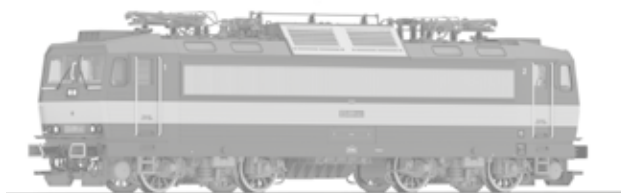
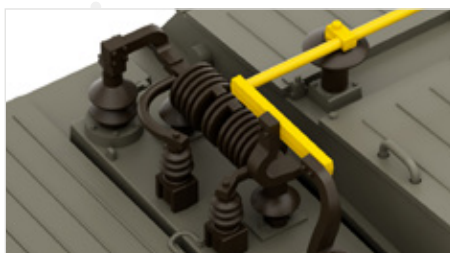
Skylights fitted perfectly into the sloping roof



Separately fitted roof aerials, depending on the prototype



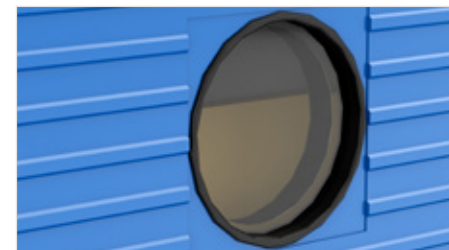
Original and modernised versions of the air-conditioning system



Prototype-accurate roof fittings for the 162 series



Prototype-accurate roof fittings on the ES 499.1



Round engine room windows, with the engine room depicted behind them

Electric locomotive class ES 499 1003



ČSD

Ep	IV
	193
	PluX22
	R2
	LED



Photomontage



Photo: J. Kocourek

- ▶ Original ČSD factory version
- ▶ Elaborate detailing of the roof area
- ▶ Pantographs with an innovative mounting
- ▶ Finely detailed bogies and spoked wheels
- ▶ Supplied with closed track clearers and reservoirs for a true-to-prototype display in a showcase
- ▶ In digital operation, with switchable driver's cab and control panel lighting, as well as engine room lighting
- ▶ "Dynamic Sound" package for even better depth of sound with two loudspeakers
- ▶ Some signage is also included as etched parts

Q4/2027		
7500241	DC	4/1
7510241	DCC	4/1
7520241	AC	3/1

Electric locomotive 162 019-4



ČD

n:
new
design

Ep	V
	193
	PluX22
	R2
	LED



Photomontage

- Intricate detailing of the roof area
- Pantograph with innovative mounting
- Delicate detailing of the bogies and spoked wheels
- Supplied with closed track clearers and reservoirs for a true-to-prototype display in a showcase
- In digital operation with switchable driver's cab and control panel lighting, as well as engine room lighting
- "Dynamic Sound" package for even better depth of sound with two loudspeakers

The Class 163 locomotives were developed into the Class 162, a faster version capable of 140 km/h. Following the division of Czechoslovakia, the locomotives were transferred to the fleet of the newly founded ČD, where they remain an integral part of the electric rolling stock to this day. In daily service, the - 162 and 163 locomotives prove their worth hauling regional and express trains, and occasionally in light freight services.

Q4/2027			
7500245	DC		4/1
7510245	DCC		4/1
7520245	AC		3/1

Electric locomotive 384 032-9



ČD

Ep	VI
	218
	PluX22
	R2
	LED



Photomontage

- ▶ With detailed roof design
- ▶ Multi-coloured control panel and driver's cab rear wall
- ▶ In digital mode with switchable high beam, headlight/tail light and driver's cab lighting

Q3/2027			
7500268	DC		4/1
7510268	DCC		4/1
7520268	AC		3/1



Photo: M. Schrödter

Electric locomotive E 469.170



ČSD

Ep	IV
	186
	PluX22
	R2
	LED

Q2/2027			
7500132	DC		4/1
7510132	DCC		4/1
7520132	AC		3/2



Photomontage

- ▶ Pantograph with innovative mounting
- ▶ Some signage is also included as etched parts
- ▶ Fine metal wheels with low flanges
- ▶ In digital mode with switchable headlight/tail light, driver's cab and engine room illumination and with switchable underframe lighting in the ČSD style

Electric locomotive 193 297-9



ČD

Ep	VI
	218
	PluX22
	R2
	LED

Q2/2027			
7500258	DC		4/1
7510258	DCC		4/1
7520258	AC		3/1



Photomontage

The 193 297-9 "Seppl" is a Siemens Vectron MS. This multi-system locomotive was procured for cross-border services and is regularly deployed to haul EuroCity trains between Prague and Hamburg. Thanks to its authorisation for operation in both Germany and the Czech Republic, it enables non-stop journeys without locomotive changes, thereby contributing to shorter journey times and reliable international long-distance services. The 6,400 kW locomotive has a maximum speed of 200 km/h and forms an integral part of the high-quality EC services operating via Dresden and Berlin to Hamburg.

- ▶ Used for Eurocity services between Prague, Dresden, Berlin and Hamburg
- ▶ With detailed roof design
- ▶ Multi-coloured driver's desk and rear wall of the driver's cab
- ▶ Additional front panel in ELL design included, as used in the original



Photo: M. Schmid



Photo: F. Martinoff

Electric locomotive 383 443-9



METRANS

Ep	VI
	218
	PluX22
	R2
	LED



Photomontage

- Elaborate livery in the "From north to south" design
- Operates in international freight transport
- Free-standing grab rails, some made of metal
- Multi-coloured driver's desk and rear wall of the driver's cab
- Digital operation with switchable high beam, headlight/tail light and driver's cab lighting
- In collaboration with Railcolor design

The Vectron 383 443 immediately catches the eye with its striking design. The multi-system Siemens Vectron locomotive features an extensive special livery with dynamic colour gradients and striking graphic elements. Its modern appearance symbolises internationality, innovation and METRANS' cross-border freight transport between major European seaports and their respective hinterlands. Since entering service in 2025, the locomotive has attracted particular attention from railway enthusiasts and is regarded as one of the most eye-catching 'birds of paradise' in today's freight transport sector.

Q3/2027

7500255	DC		4/1
7510255	DCC		4/1
7520255	AC		3/1

Electric locomotive E 60 01



DB

Ep	III
	126
	PluX22
	R2
	LED



Photomontage



From 1927 onwards, the Deutsche Reichsbahn put 14 units of the E 60 series into service for shunting at the major Bavarian stations. Due to their distinctive body shapes, the locomotives were nicknamed "irons".

- ▶ Delicate, era-appropriate pantograph
- ▶ Functional replica of the jackshaft
- ▶ Finest metal-spoked wheels
- ▶ In digital operation with switchable shunting lights, headlight/tail light and driver's cab lighting

Q3/2027

7500253	DC		3/1
7510253	DCC		3/1
7520253	AC		3/1

3 piece set: Ballast train



DB

Ep	III
	381
	6560
	40196



Omni

- ▶ All wagons loaded with ballast



Rmrso 31



Rmrso 31

Photomontage

Q2/2027

6600370



Photo: Wolny Slg. Eisenbahnstiftung

Electric locomotive 116 015-9



DB

Ep	IV
	187
	PluX22
	R2
	LED



Photomontage


FREILASSING
EDITION

- ▶ Paintwork in faded operational condition with touch-up spots
- ▶ Authentic replica of the Buchli drive unit
- ▶ Printed engine room and driver's cab
- ▶ In digital operation with separately switchable headlight/tail light, driver's cab and engine room illumination

Q2/2027			
7500156	DC		4/1
7510156	DCC		4/1
7520156	AC		4/2

Electric locomotive

Class 110, DB



Photo: Schiffer Eisenbahnstiftung



With the increasing electrification of the rail network, the Deutsche Bundesbahn required large numbers of modern electric locomotives in the 1950s. Rather than developing various specialised designs, the concept of standardised electric locomotives was devised. The aim was to standardise as many components as possible in order to simplify procurement, maintenance and the stocking of spare parts. This family of locomotives included the E 10, E 40, E 41 and E 50 series. As early as 1950, the Bundesbahn decided to procure the E 10 as a locomotive for high-speed passenger services and the E 40 as a variant for freight services. The E 10 series was primarily intended for high-quality express, long-distance and high-speed trains. Initially, the Bundesbahn commissioned the construction of five prototype locomotives to test various technical solutions. These pre-production machines differed significantly from one another in some respects. The E 10 005, for example, was built in 1953, reached 130 km/h and had an output of 3,440 kW. Following the trials, series production of the E 10 began. Initially, the angular locomotive body was a characteristic feature of many of these series-production locomotives. Later units were fitted with a more elegant front end featuring a kink in the locomotive body, which became known as the 'crease'. Particularly powerful variants were deployed on high-quality long-distance trains such as the Rheingold. With the introduction of the computer-compatible numbering system in 1968, the E 10 series locomotives were predominantly designated as the Class 110. The Class E 40, which was technically closely related, was, by contrast, intended for freight train service. The E 10 and E 40 differed primarily in their drive ratios and braking equipment. Consequently, the E 40 was designed more for high tractive effort than for high speed. Its maximum speed was initially 100 km/h and was later increased to 110 km/h on some of the locomotives. In addition to freight trains, the locomotives were occasionally used in local passenger services. From 1968 onwards, the E 40 was classified as the Class 140. Today, many of these locomotives are enjoying a second lease of life with private rail operators. The E 10 series locomotives – often modernised and technically refurbished – are used to haul special trains, on charter services or even in regular service. Their robust engineering, combined with their iconic design, makes them a cherished and, at the same time, nostalgic part of European railway history to this day. Thanks to their robust construction, relatively simple technology and high reliability, many E 40 locomotives remain in service – particularly in construction train services, private freight transport and on special services. They are a prime example of durable engineering 'Made in Germany' and prove that sound technology can still be operated economically even after more than half a century.

Electric locomotive 110 140-1



DB

Ep	IV
	190
	PluX22
	R2
	LED



Photo: Hager Eisenbahnstiftung

Photomontage

- ▶ Version with single lamps
- ▶ Multi-coloured driver's desk and rear wall of the driver's cab as well as a meticulously recreated engine room
- ▶ New DBS 54 scissor pantograph with innovative mounting

- ▶ Exquisitely detailed new bogie sideframes, with a clear view of the wheel discs and brake blocks
- ▶ In digital mode with switchable headlight/tail light, driver's cab lighting, driver's desk lighting and engine room lighting

Q4/2027			
7500291	DC		4/1
7510291	DCC		4/1
7520291	AC		3/2

IN DETAIL



A realistic, unobstructed view of the bogie



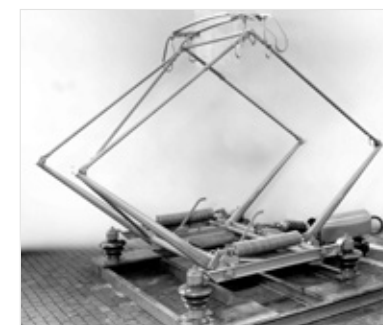
The bogie has been meticulously constructed from multiple parts



In the digital versions with illuminated dials



Headlamps with dipped-beam and parking light functions, faithfully reproduced in their original design



The DBS 54 current collector, featuring a completely new design with a sleek, minimalist finish and concealed mounting



A latticework pattern on the roof, rendered as a finely openwork etched component



For almost 40 years, the Loreley-Express provided a high-quality express train service between Basel and Amsterdam. This enabled passengers in both classes to travel comfortably through three countries on this route in half a day. In addition, there were through coaches from Rome, Chiasso and Chur. The service, which always ran along the legendary Rhine, was consistently operated by class 110 locomotives. North of Emmerich, the Dutch railways took over traction.

Photo: Schiffer Eisenbahnstiftung

4 piece set (1): D 202 "Loreley Express"



DB

Ep	IV
	1225
	40196
	40420



ABm 225



Bm 234

Photomontage



Dms 905



WRmh 132

- Coach route: Basel SBB – Amsterdam CS
- ABm 225 through coach from Chiasso, already featuring the "Sonderarbeit Berlin" modernisation

- Bm 234 as a through coach from Rome, featuring pictograms and new, large class numbers
- Dms 905 in the green livery with disc brakes for the first time
- WRmh 132 in the typical livery from 1973, also well suited to TEE/IC services

Q3/2027

6200322

3 piece set (2): D 202 "Loreley Express"



DB

Ep	IV
	909
	40196
	40420



ABm 225

Photomontage



Bm 234



Bm 234

- Coach route: Basel SBB – Amsterdam CS
- ABm 225 as a through coach departing from Chur; the first-built Bm 234 (22-41 000) as a through coach departing from Rome

- Both coaches in green livery with pictograms and new, large class numbers
- Each Bm 234 coach with a different bogie configuration
- A second set of train route signs is included to extend the train to 10 coaches

Q3/2027

6200323

COLLECTOR'S EDITION

Electric locomotive 101 082-6



DB AG

Ep	V
	220
	PluX22
	R2
	LED



Photomontage

EXCLUSIV

ROCO COLLECTOR'S EDITION – Icons of railway history in an exclusive collector's format. With the COLLECTOR'S EDITION, ROCO brings legendary locomotives back to life in H0 scale. Each model is released in a strictly limited edition of just 555 pieces, features a high level of detail and state-of-the-art technology, and is a perfect match for the extensive ROCO carriage range. Every model in the COLLECTOR'S EDITION is presented in high-quality packaging with an exclusive slipcase and is supplied with a numbered certificate of authenticity. The result is a unique collector's item that faithfully preserves railway and advertising history in H0 scale.

- Unique, strictly limited edition in the elaborate "Aspirin" advertising design
- Model from the "ROCO COLLECTOR'S EDITION" series
- Free-standing grab rails and windscreen wipers, some made of metal
- In digital mode with switchable high beam and separately switchable headlight or tail light and driver's cab lighting

Q3/2027			
7500260	DC		4/1
7510260	DCC		4/1
7520260	AC		3/1

Advertising space on rails

Class 101, DB AG



What began in 1998 with an advert for the musical **Starlight Express** quickly became a cult phenomenon: the elegantly designed class 101 locomotives serving as moving billboards on German railways. For almost three decades, the 101 was not only the backbone of long-distance rail services, but also a stage for eye-catching advertising designs from well-known companies – from Bayer and Mini to tour operators and health insurance providers. In the early 2000s, a new locomotive with a fresh design was unveiled almost every month – a unique chapter in German railway history. The pharmaceutical company Bayer, in particular, made use of this prime advertising space for numerous designs.

4 piece set (1) EC 25 “Franz Liszt”



DB AG

Ep	V
	1212
	40196
	4000005



Avmz 111.1



Bvmz 185.3



Bvmz 185.5



Bpmz 291.3

Photomontage

The first Eurocity to cross the former ‘Iron Curtain’ was the EC ‘Lehar’ from Vienna to Budapest, which began operating in 1988. As early as May 1989, the EC “Franz Liszt” followed on this route, running from Cologne via Frankfurt, Nuremberg, Linz and Vienna to Hungary. In the years that followed, more and more new air-conditioned coaches of the Hungarian State Railways (MAV) were added to the train. From May 1999, DB once again provided the rolling stock. This also saw the deployment of the Bpmbdzf 297-type IC control cab coach, which had been delivered from 1997 onwards. Consequently, west of Vienna, the Class 103 was replaced by the Class 101. On the eastern section, the train was regularly hauled by an ÖBB Class 1014 locomotive.

- ▶ **Route:** Köln Hbf – Budapest Keleti pu.
- ▶ **Railway operators involved:** DB, ÖBB and MAV
- ▶ **All carriages are multi-voltage compatible and suitable for use throughout Europe**
- ▶ **All carriages in the 1996 ‘long-distance red/ light grey’ colour scheme**

The perfect complement to the 101 082-6 electric locomotive on the previous page

IC control cab coach



DB AG

Ep	V
	303
	PluX22
	LED



Bpmbdzf 297.3

Photomontage

Q2/2027

6210276

DCC



6220276

AC



In the early 1990s, the DB began developing control cab coaches for long-distance services. The first 75 control cab coaches were converted from passenger coaches built in Halberstadt. After the first two series were delivered, PFA Weiden began manufacturing twelve pressure-tight IC control cab coaches. To distinguish them from the "conventional" version, these coaches are designated Bpmbdzf 297.3.

- **Route:** Köln Hbf – Budapest Keleti pu.
- **Railway operators involved:** DB, ÖBB and MAV
- **All carriages are multi-voltage compatible and suitable for use throughout Europe**
- **All carriages in the 1996 'long-distance red/ light grey' colour scheme**
- **Sun blind in the driver's cab (illustrated)**
- **In digital operation with switchable high beam and driver's cab and desk lighting**

3 piece set (2): EC 25 "Franz Liszt"



DB AG

Ep	V
	909
	40196
	4000005



Apmz 117.0



WRmh 132.1



Bpmbz 291.5

Photomontage

Q2/2027

6200274

- **Route:** Köln Hbf – Budapest Keleti pu.
- **Railway operators involved:** DB, ÖBB and MAV
- **All carriages are multi-voltage compatible and suitable for use throughout Europe**
- **All carriages in the 1996 'long-distance red/ light grey' colour scheme**

Deutsche Bahn AG has operated the Siemens “Velaro D” train family as the Class 407 since 2013. After some initial issues, the trains have proven their worth thanks to their high reliability. In 2019, the company signed a supply contract for up to 90 multiple units, intended not only for use in Germany but also for services to the Netherlands and Belgium. Based on the successful Velaro platform, the first Velaro MS or ICE 3neo trains were introduced on schedule in December 2022.



Photo: R. Auerweck

4 piece set: ICE 3neo Electric Multiple Unit



DB AG

Ep	VI
	1148
	PluX16
	R2
	LED
Z21	Cab



Photomontage

Q3/2027				
7700027	DC		4/4	
7710027	DCC		4/4	
7720027	AC		4/4	

- Version with blue stripes
- Christened as "Europa/Europe" in the Tz 8055 version
- Aerials attached separately
- Drive in the intermediate coach, current collection in the power cars for precise braking
- With current-conducting couplers

4 piece set: ICE 3neo intermediate coach



DB AG

Ep	IV
	1112
	R2



Photomontage

Q3/2027			
7700028	DC		
7710028	DCC		
7720028	AC		

- Version with blue stripes
- True to the original grid engravings on the skirts
- With current-conducting couplers

Steel has been one of the railway's traditional freight items for decades – and even today, heavy steel trains remain a familiar sight on major freight routes. DB Cargo transports large quantities of semi-finished and finished steel products by rail between steelworks, rolling mills, ports and processing plants. The range extends from slabs and sheets to steel coils weighing several tonnes.

A distinctive workhorse of these services is the Class 185.2. These four-axle electric locomotives from the TRAXX family have been a familiar sight on Deutsche Bahn's freight services for many years and can often be seen hauling heavy steel trains. The freight wagons used for steel transport are particularly striking. Heavy steel products can be carried on suitably designed flat and heavy-duty wagons. For the transport of coils, on the other hand, specially designed wagons with permanently fitted loading troughs are used. Typical examples are the four-axle Shimmns sliding tarpaulin wagons. Their loading troughs secure the heavy steel coils whilst in transit, whilst the sliding tarpaulin cover protects the sensitive load from rain and other weather conditions. On various DB Cargo models, the cover can be slid back during loading and unloading to allow free access to around two-thirds of the loading area.

It is precisely this combination that makes modern steel trains visually interesting: behind the traffic-red 185.2 come long rows of compact sliding-tarpaulin wagons, interspersed with other types of wagon suitable for steel products. Depending on the transport task, this results in both largely uniform block trains and varied train formations.





From the steelworks to the railway

Steel transport in Europe

Photo: C. Schneider

Electric locomotive 185 230-0



DB AG

Ep	VI
	217
	PluX22
	R2
	LED



Photomontage

- Version with snow plough on the chassis
- Multicoloured driver's cab rear panel and control console, printed with air conditioning vents.
- In digital operation with switchable high beam and switchable headlight/tail light

Q1/2027

7500227	DC		4/1
7510227	DCC		4/1
7520227	AC		3/2

2 piece set (2): Steel train



DB AG/OnRail

Ep	VI
	416
	40196
	6560

Q2/2027

6600352



Samms



Res

Photomontage



- A wagon with steel plates
- A wagon with long sheet piling
- Stanchion wagon without side boards
- All hand-painted loads are authentically painted

3 piece set (1): Steel train



DB AG/ONRAIL

Ep	VI
	561
	40196



Samms



Sammnps



Samms

Photomontage

- ▶ A wagon with steel plates
- ▶ A wagon with steel girders
- ▶ A wagon with long sheet piling
- ▶ All hand-painted loads are authentically painted

Q2/2027
6600350

2 piece set (3): Steel train



DB AG

Ep	VI
	458
	6560



Res



Res

Photomontage

- ▶ Loaded with steel girders
- ▶ Wagons without side walls
- ▶ All hand-painted loads are authentically painted

Q2/2027

6600355

3 piece set (4): Steel train



DB AG

Ep	VI
	414
	40196



Shimmns



Shimmns



Shimmns

Photomontage

Q2/2027

6600368

For the transport of coils which are transported from the steelworks in closed wagons of various types.

Electric locomotive 1020 041-8



MWB

Ep	V-VI
213	
PluX22	
R2	
LED	



Photomontage

Q3/2027		
7500272	DC	6/2
7510272	DCC	6/2
7520272	AC	4/2

Guard's van



MWB

Ep	V-VI
103	
40178	



Pwgs 88

Photomontage

Q2/2027		
6600415		
6610415	DCC	

Electric locomotive 1020 041-8 was a striking example of the legendary 'Krokodil' E 94 class. From 2004, it served with the Mittelweserbahn (MWB) and was primarily used as a shunting locomotive on the steep Spessart ramp near Laufach. In its eye-catching blue-and-yellow MWB livery, it became one of the best-known electric locomotives on a private railway in Germany.

- The ideal model for equipping freight trains with the extensive Roco range of freight wagons
- Model with metal handrails and grab rails
- In digital operation with switchable headlight/tail light and driver's cab lighting

- Look-out cabin with three windows
- Sliding doors can be fitted in three positions (closed, half-open, open)
- In digital mode with switchable interior lighting and tail light



Electric locomotive 145 009-7



RBH

Ep	VI
II	217
PluX22	
R2	
LED	



Photomontage



- Version in the "Schienenbiene" design
- Pantograph with innovative mounting
- Multi-coloured driver's desk and driver's cab rear wall
- Separately fitted windscreen wipers
- In digital mode with switchable high beam, headlight/tail light and driver's cab lighting

The Class 145 is an early member of the TRAXX family (F140 AC). 145 009 was built by Adtranz in 1998 and was originally procured for freight services of the Deutsche Bahn. Since June 2018, the locomotive has been leased to RBH Logistics GmbH. In August 2023, it was repainted in the company's distinctive RBH "Rail Bee" livery and is used in daily operations, including mineral and block train services, as a lead unit for goods trains.

Q2/2027			
7500262	DC		4/1
7510262	DCC	🔊	4/1
7520262	AC	🔊	3/2

Electric locomotive 139 555-7



LOKOMOTION

Ep	VI
	190
	PluX22
	R2
	LED



Photo: F. Fanger

Photomontage



BR 139 with digitally controlled approach lights in the undercarriage area



DSA 200 pantograph with concealed mounting



A modernised front panel, depending on the variant, featuring separately fitted handle bars and LED lights

- Version with twin headlights
- Front end accurately reproduced in the model
- Exquisitely detailed new bogie sideframes, with a clear view of the wheel discs and brake blocks
- In digital mode with switchable headlight/tail light, driver's cab lighting, driver's desk lighting and engine room lighting
- In digital operation, with switchable chassis lighting
- Multicoloured control panel and driver's cab rear wall, as well as a meticulously recreated engine room

Q4/2027			
7500292	DC		4/1
7510292	DCC		4/1
7520292	AC		3/2



Photo: R. Auerweck



Photo: R. Auerweck

Electric locomotive

Class 188



With the TRAXX 3, Bombardier Transportation unveiled the logical next step in the evolution of one of Europe's most successful electric locomotive platforms. The third generation, which has been under development since 2011, combines high performance, maximum interoperability and state-of-the-art safety technology with a design tailored for cross-border operations. Following the acquisition of Bombardier Transportation, this tried-and-tested family of locomotives is now being continued and continuously developed by Alstom.

The multi-system locomotives of the 188 and 388 series belong to the TRAXX MS3 family and were designed specifically for international freight transport. Thanks to their ability to operate on the alternating and direct current systems commonly used in Central Europe, they enable continuous operation across national borders without the need for time-consuming locomotive changes. Modern ETCS equipment, as well as numerous national signalling systems, make these locomotives universally deployable across the most important European freight corridors.

With a continuous power output of up to 5.6 MW, a starting tractive effort of up to 300 kN and a top speed of 160 km/h, the TRAXX 3 locomotives perform impressively both in heavy freight service and at the head of high-speed logistics trains. The modular vehicle platform also allows for different national variants and customer-specific configurations. Characteristic features of the third TRAXX generation include the aerodynamic front end, modern LED lighting technology and a completely newly developed engine compartment with optimised energy efficiency and simplified maintenance. The vehicles, designated as the Class 188, are operated by leasing companies such as Akiem and Railpool, as well as various freight transport companies in several European countries.

These include, amongst others, CFL Cargo Deutschland, which deploys the locomotives on long-distance routes. The Class 388 is particularly common in the Czech Republic and Slovakia, where it forms part of the modern landscape of international rail freight transport, especially for the global player CD Cargo. Whether container, general cargo, steel, automotive or block trains – the high-performance TRAXX 3 locomotives are now a defining feature of cross-border freight transport on numerous European main lines and are among the most modern examples of their class.

Electric locomotive 188 068-1



CFL CARGO

n:
new
design

Ep	VI
	217
	PluX22
	R2
	LED



Photomontage

- ▶ Intricate printing
- ▶ Multi-coloured control panel and driver's cab rear wall
- ▶ With detailed roof design

- ▶ Cross-border use in freight transport
- ▶ In digital mode with switchable driver's console lighting and driver's cab lighting

Q4/2027			
7500304	DC		4/1
7510304	DCC		4/1
7520304	AC		3/2



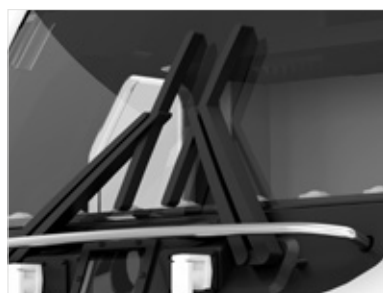
Current collector with no visible fixings



Elaborately recreated lamps with LED replicas, depending on the vehicle



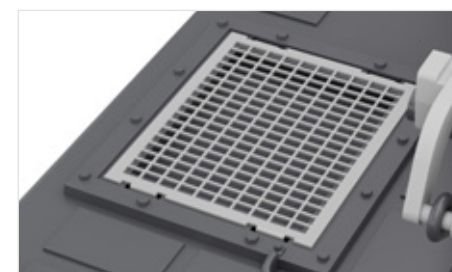
Freestanding handle on the door



Windscreen wipers and UIC boxes fitted separately at the factory, and metal handrails



Shunting steps produced as openwork etched parts



Ventilation grille on the roof, produced as an etched part

4 piece set: Electric Multiple Unit "FLIRT 3"



ARVERIO

Ep	VI
	859
	PluX22
	R2
	LED

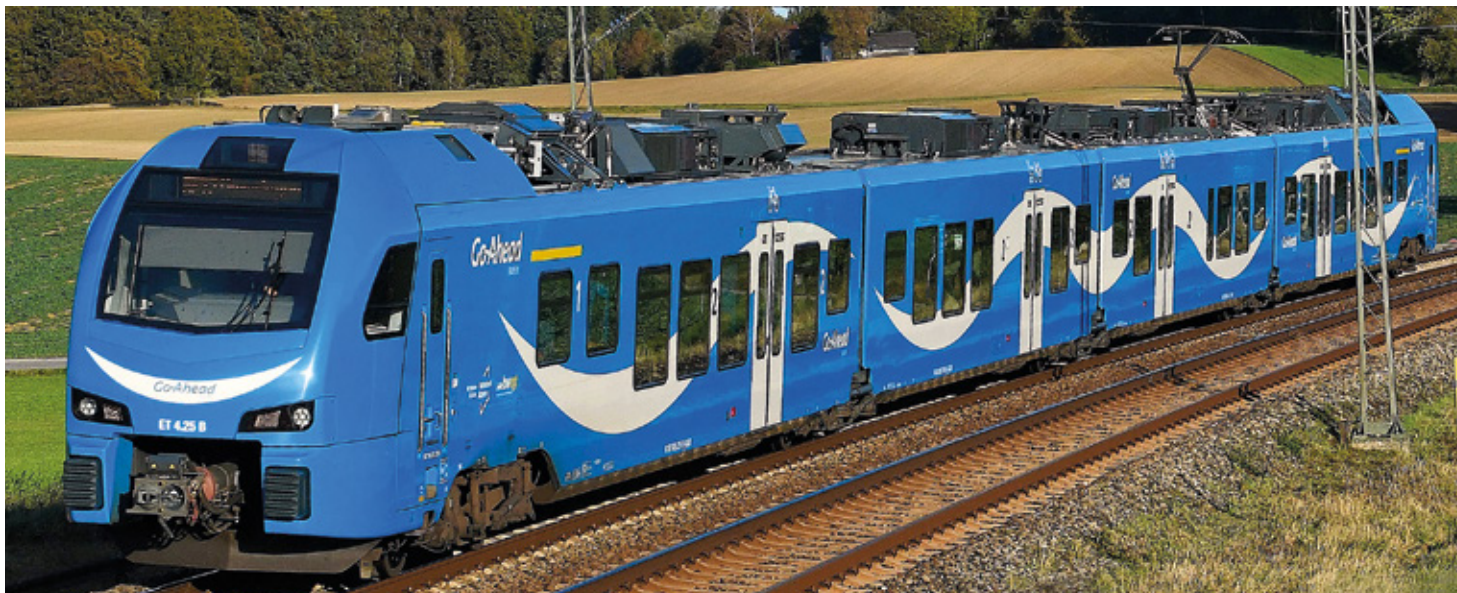


Photo: C. Schneider

- ▶ Two powerful motors, one in each end coach
- ▶ Pantographs with innovative mounting
- ▶ Highly detailed roof area, partly featuring etched parts
- ▶ Model can be extended as a traction unit using a coupling rod
- ▶ In digital operation with switchable high beam, headlight/tail light, driver's cab lighting, illuminated destination displays and interior lighting

The FLIRT 3 (Flinker Leichter Innovativer Regional-Triebzug) is a modern regional multiple unit from the Swiss manufacturer Stadler Rail, designed specifically for use in regional and suburban rail services. Since its market launch in 2012, the FLIRT 3 has been one of Europe's best-selling electric multiple unit families, noted for its modularity, energy efficiency and high level of passenger comfort. The FLIRT 3 is a low-floor electric multiple unit comprising several carriage units coupled with Jakobs bogies.

Q4/2027				
7700044	DC		4/2	
7710044	DCC		4/2	
7720044	AC		4/2	

Electric locomotive CC 6524



SNCF

Ep	V-VI
	232
	PluX22
	R2
	LED



Photomontage

- ▶ Featuring the coat of arms of "Toulouse"
- ▶ Finely detailed model with many separately applied plug-in parts
- ▶ Delicate pantographs
- ▶ In digital operation, with separately switchable headlight/tail light and driver's cab lighting

In 1969, the French State Railways (SNCF) brought the CC 6500 electric locomotives into service – the most powerful in French railway history to date. A total of 74 locomotives were built in three series, each with different side panels. In their early years of service, the locomotives were mainly used to haul prominent express trains such as the "Mistral" and the "Capitole" because of their top speed of 200 km/h.

Q4/2027			
7500274	DC		6/1
7510274	DCC		6/1
7520274	AC		4/2



Photo: A. Querleau

Electric locomotive BB 26092



SNCF

Ep	V-VI
	204
	PluX22
	R2
	F
LED	



Photomontage

- Version without air conditioning
- “Fantôme” livery
- Fine etched parts on the roof
- In digital operation, light functions are based on the French model and with driver's cab illumination

Q1/2027			
7500226	DC		4/1
7510226	DCC	🔊	4/1
7520226	AC	🔊	2/2

Electric locomotive BB 22378



SNCF

Ep	VI
	201
	PluX22
	R2
	F
LED	



Photomontage

The BB 22200 is a French electric locomotive class designed for use on both SNCF's 1.5 kV DC and 25 kV 50 Hz AC networks. The locomotives, featuring the so-called 'nez cassé' (broken nose), were designed by the Frenchman Paul Arzens, who was responsible for the design of several SNCF locomotives at the time. Between 1976 and 1986, Alstom built 205 locomotives altogether in six production series. Thanks to their multi-system capability and their design as universal locomotives, the BB 22200s are used on almost all standard-gauge electrified lines in France to haul both freight and passenger trains.

- Version in the “LGV” design
- Roof vent modified to match the prototype
- Open-grid steps
- Delicate design of the pantograph
- In digital operation with switchable high beam, parking light and warning light, as well as switchable headlight and tail light

Q2/2027			
7500257	DC		4/1
7510257	DCC	🔊	4/1
7520257	AC	🔊	2/2

Electric locomotive 7193 658-0

 MAV	
Ep	VI
	218
	PluX22
	R2
	LED



Photomontage

The Vectron AC class 7193 658 was delivered by Siemens to the locomotive leasing company ELL in 2026 and subsequently leased to MÁV-START. To mark the "180 Years of Hungarian Railways" anniversary, it was given an eye-catching special livery. The side panels depict key milestones in Hungarian railway history – from the steam locomotives used on the first Budapest–Vác railway line, through the legendary class 424 and the M61 "Nohab", right up to the modern FLIRT multiple units and the Siemens Vectron.

- Elaborate printing in the anniversary design
- ELL Vectron leased to MAV
- Roof equipment with two pantographs
- Multi-coloured control panel and driver's cab rear wall
- In digital mode with switchable main beam, headlight/tail light and driver's cab lighting

Q2/2027			
7500230	DC		4/1
7510230	DCC		4/1
7520230	AC		3/1

2 piece set: Eurofima express coaches

 MAV-START	
Ep	VI
	606
	40196
	4000005



Bmz



Bmz

Photomontage

- With new running numbers
- Printed brake levers and technical inscriptions on the underframe





Photo: R. Auerweck

Electric locomotive 193 999-7



RTC

Ep	VI
	218
	PluX22
	R2
	LED



Photomontage

- Elaborate livery to commemorate the company's 25th anniversary
- One-off edition to mark "25 years of RTC"
- Operates in international freight transport
- Free-standing grab rails, some made of metal
- Multi-coloured driver's desk and rear wall of the driver's cab
- In digital operation with switchable lighting functions for IT and EU, and for driver's cab lighting

Celebrating 25 years of operation, the Rail Traction Company stands for reliable, sustainable and cross-border rail freight services throughout Europe. The anniversary locomotive 193 999 reflects innovation, partnership and a shared vision for the future. Its striking vinyl wrap bears the slogan "25 years of energy in motion".

Q1/2027			
7500238	DC		4/1
7510238	DCC		4/1
7520238	AC		3/1

Electric locomotive 185 704-5



CARGONET/
RAILPOOL

Ep	VI
	217
	PluX22
	R2
	LED



Photomontage

Electric locomotive 185 704 was built by Bombardier (now Alstom) in 2012 as part of the TRAXX AC2 series and delivered to the leasing company Railpool. It was then leased on a flexible basis to various railway operators. The locomotive is currently operated by CargoNet, primarily for freight transport across Scandinavia. This leasing model enables cost-effective, demand-driven deployment of modern locomotives without operators having to purchase them outright.

- ▶ Delicate pantographs
- ▶ Used in freight transport between Sweden and Norway
- ▶ In digital mode with switchable high beam and headlight/tail light

Q2/2027

7500254	DC		4/1
7510254	DCC		4/1
7520254	AC		3/2

Articulated double-pocket wagon T2000



CARGONET

Ep	VI
	390
	40195



Sdggmrs/T2000

Photomontage

Q1/2027

6600362

You can find another suitable goods wagon in the goods wagons section!

- ▶ Loaded with two lorry trailers from the forwarding agent Blue Water
- ▶ Wagon made of die-cast metal
- ▶ With separately attachable folding bolts



Photo: R. Letten



Photo: H. Zwoferink

Electric locomotive 1608



NS

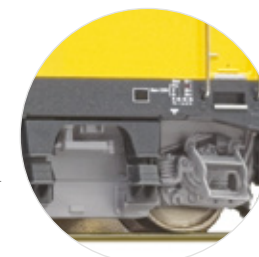
Ep	IV
	201
	PluX22
	R2
	LED



Photomontage

Q4/2027			
7500273	DC		4/1
7510273	DCC	🔊	4/1
7520273	AC	🔊	2/2

- ▶ Original version without air conditioning
- ▶ Locomotive number in the centre of the side panel
- ▶ Pantograph with innovative mounting
- ▶ Delicate design of the pantograph
- ▶ In digital operation, with switchable headlight or tail light and driver's cab lighting
- ▶ Faithful to the original, with light-coloured bogies, as fitted to the locomotives on delivery



Electric locomotive 1931 "95 Years of NVBS"



RAIL FORCE ONE

Ep	VI
	201
	PluX22
	R2
	LED



Photomontage

Q2/2027			
7500252	DC		4/1
7510252	DCC	🔊	4/1
7520252	AC	🔊	2/2

The Dutch Society of Railway and Tram Enthusiasts (NVBS) celebrated its 95th anniversary in 2026. The occasion was used to raise the society's profile among all railway enthusiasts. Rail Force One (RFO) provided locomotive 1831 for this purpose. The former NS locomotive was still in service in the colours of the now-defunct company Locon. In early December 2025, a group of dedicated NVBS volunteers patiently removed the wrapping from the locomotive. The locomotive was then repainted in its new livery as NVBS/RFO 1931 – a deliberate reference to the year the NVBS was founded. The official European vehicle number naturally remained unchanged.

- ▶ Elaborate livery in the anniversary design of the Dutch Railway and Tramway Association (NVBS)
- ▶ Version with air conditioning and a signal horn box
- ▶ Pantograph with innovative mounting
- ▶ Model available exclusively from Roco
- ▶ In partnership with **Railcolor**design

Electric locomotive EP05-23

	
Ep	VI
	186
	PluX22
	R2
	LED



Photomontage

- Retro locomotive design
- Elaborate livery and printing
- Intricate detailing of the bogies and spoked wheels
- Pantograph with innovative mounting
- In digital mode with switchable driver's cab and engine room lighting, and separately switchable headlight or tail light
- In digital mode, for the first time, with switchable underframe lighting in the PKP design

In 1961, PKP procured 30 four-axle electric locomotives from Škoda in Plzeň (Czechoslovakia), which were incorporated into the fleet as the EU05 class. These were a slightly modified variant of the E 499.1 class of the Czechoslovak State Railways (ČSD). For use on the Centralna Magistrala Kolejowa line between Warsaw and Kraków/Katowice – which was built from 1971 onwards – the EU05 locomotives were modified at the Gdańsk repair depot between 1973 and 1977 by altering the gear ratio to achieve a top speed of 160 km/h. In line with their use on express services, they were given the class designation EP05 and repainted in orange, replacing their previous livery, which featured two shades of green.

Q2/2027		
7500282	DC	4/1
7510282	DCC 	4/1



Photo: J. Koska

Electric locomotive 370 007-4



PKP IC

Ep	VI
	225
	PluX22
	R2
	LED



Photomontage

Shortly after delivery of the ÖBB class 1216, the Polish State Railways also ordered ten of the Siemens locomotives designated class 370s by the PKP. In the PKP, these locomotives bore the name "Husarz" in contrast to their ÖBB counterparts, which were named "Taurus". The locomotives are daily for hauling Eurocity trains, and therefore come regularly to Berlin and Prague.

- ▶ Retro locomotive design
- ▶ Elaborate roof design
- ▶ Finely-detailed model with separately attached handle rails
- ▶ Switchable high beam and switchable headlight/tail light in digital mode

Q3/2027

7500018

DC

4/1

7510018

DCC



4/1



Photo: B. Weber

IC 2nd class express coach



PKP IC

Ep	VI
	303
	40196
	4000005



Bpmmz 284.5

Photomontage

Q4/2027

6200315

In order to expand its seating capacity, PKP has purchased a total of more than 100 former IC carriages from Deutsche Bahn AG. The carriages are being used, amongst other things, on the high-speed services between Warsaw and Kraków. Before entering service, the carriages are thoroughly refurbished and repainted in the PKP ICC livery.

3 piece set: IC express coaches-



PKP IC

Ep	VI
	909
	40196
	4000005



Bvmmsz 187.5



Bpmmz 284.5



Bpmmdz 285.9

Photomontage

Q4/2027

6200314

Electric locomotive

IORE, LKAB

Photo: F. Jury



The IORE locomotive is among the most impressive modern heavy-duty electric locomotives, developed to meet the extreme demands of ore transport in northern Scandinavia. Since its introduction by the Swedish mining company LKAB, it has been a defining feature of the so-called 'Ore Railway' (Malmbanan), which runs from the mines around Kiruna and Gällivare to the ice-free port of Narvik in Norway. In this harsh environment, characterised by freezing temperatures, heavy snowfall and long periods of darkness, the IORE demonstrates exceptional performance and reliability on a daily basis.

Technically, the IORE is based on a modular design: two permanently coupled locomotive halves form a single unit that delivers a combined continuous power output of more than 10 megawatts. This enormous power is necessary to safely haul ore trains weighing up to 8,000 tonnes along the challenging route. Each locomotive half is fully powered, which not only ensures maximum tractive effort but also guarantees high operational reliability. If one unit fails, the other can continue to operate at reduced capacity – a crucial advantage in the remote north.

The IORE also sets new standards in efficiency. Modern three-phase drives, sophisticated power control and the ability to recover energy during braking all help to optimise energy consumption. At the same time, great emphasis was placed on ease of maintenance to minimise downtime and maximise availability during continuous operation.

Electric double locomotive IORE 134 + 113



LKAB

Ep	VI
	525
	PluX22
	R3
	LED



Q3/2027

7500180	DC		12/4
7510180	DCC		12/4
7520180	AC		8/4

4 piece set (1): Ore wagons



LKAB

Ep	VI
	500
	40196



F 050

Photomontage



Q2/2027

6600385

- ▶ One wagon in rainbow colours
- ▶ Wagon groups are coupled with coupling rods



Photomontage

- ▶ For the first time with the PluX22 interface
- ▶ Both locomotive halves connected via a new electric coupling
- ▶ Windscreen wipers separately applied
- ▶ High tractive effort provided by two motors
- ▶ Fine-scale pantographs
- ▶ In digital mode with switchable shunting light, high beam, headlight/tail light and driver's cab lighting
- ▶ Sound version fitted with two large speakers

4 piece set (2): Ore wagons



LKAB

Ep	VI
	500
	40196

Q2/2027
6600386



F 050

Photomontage



- ▶ Wagon groups are coupled with coupling rods

Electric locomotive Rc4 1156



STAB

Ep	VI
	179
	PluX22
	R2
	S
LED	

Q1/2027			
7500200	DC		4/1
7510200	DCC		4/1
7520200	AC		3/2



Photomontage

- ▶ As operated since 2020
- ▶ Finely detailed model with many separately applied plug-in parts
- ▶ In digital operation with switchable high beam and switchable headlight/tail light

Electric locomotive Rc4 1145



GRENLAND
RAIL

Ep	VI
	179
	PluX22
	R2
	S
LED	

Q4/2027			
7500279	DC		4/1
7510279	DCC		4/1
7520279	AC		3/2



Photomontage

With the acquisition of several Rc4 locomotives from Green Cargo's fleet, the railway undertaking Grenland Rail is expanding its fleet with tried-and-tested Swedish multi-purpose locomotives. The Rc4 1145 features the distinctive blue-grey corporate livery and is primarily used in cross-border freight transport between Norway and Sweden. Developed by ASEA, this locomotive series has been regarded as reliable and powerful for decades and remains an integral part of Scandinavian rail freight transport to this day.

- ▶ Finely detailed model with many separately applied plug-in parts
- ▶ Sandboxes on each bogie behind the rail guard
- ▶ In digital mode with switchable high beam and switchable headlight/tail light



Photo: P. Smith

Electric locomotive 7193 132-6



ZSSK

Ep	VI
	218
	PluX22
	R2
	LED



Photomontage

Electric locomotive 7193 132 is a modern Siemens Vectron MS that has been in service with the Slovak State Railways since 2025. It is owned by the leasing company RSL (Rolling Stock Lease) and operated by ZSSK for high-quality passenger services. The locomotive bears the name "Lomnický štít", named after the 2,634-metre-high peak in the High Tatras, one of Slovakia's most famous landmarks.

- Elaborate printing featuring the "Slovak Mountains" design
- New rail guard design
- Multi-coloured driver's desk and rear wall of the driver's cab
- In digital mode with switchable high beam, headlight/tail light and driver's cab lighting

Q1/2027			
7500228	DC		4/1
7510228	DCC		4/1
7520228	AC		3/1



Photo: J. Streber



Photo: J. Streber

Electric locomotive 363 100-9

n:
new
design



ZSSK
CARGO

Ep	VI
	193
	PluX22
	R2
	LED



Photomontage

The 363-class electric locomotives are among the most versatile vehicles in the Slovak railway company ZSSK's fleet. As dual-system locomotives, they can operate on both 3 kV DC and 25 kV AC, making them ideally suited to cross-border and domestic services. To this day, these distinctive Škoda locomotives remain a defining feature of rail transport in Slovakia.

Q4/2027		
7500277	DC	4/1
7510277	DCC	4/1

- ▶ Featuring the current design
- ▶ Intricate detailing of the roof area
- ▶ Pantograph with innovative mounting
- ▶ Delicate detailing of the bogies and spoked wheels

- ▶ Includes track clearers and air reservoirs in closed form for a prototypical display in a showcase
- ▶ In digital operation with switchable cab and control panel lighting, as well as engine room lighting
- ▶ "Dynamic Sound" package for even better depth of sound with two loudspeakers



DIESEL

LOCOMOTIVES

Diesel locomotive 2143.34



ÖBB

Ep	IV
	181
	PluX22
	R2
	LED



Photomontage

- ▶ Version from the 3rd production series with a straight frame
- ▶ In blood-orange livery with a silver roof and wing-wheel
- ▶ Free-standing grab rails, some made of metal
- ▶ In digital mode with switchable high beam, headlight/tail light and driver's cab lighting
- ▶ With new, comprehensive sound

Q3/2027			
7300128	DC		4/1
7310128	DCC		4/1
7320128	AC		2/1

4 piece set: "Spanten" coaches



ÖBB

Ep	IV
	600
	40183
	40361



Diho



Biho



Bih



Bih

Photomontage

- ▶ Featuring finely detailed platform railings, separately applied grab rails and true-to-scale drop windows

Q4/2027
6200316

Diesel locomotive 2143 038-4



ÖBB

Ep	IV
	181
	PluX22
	R2
	LED



Photomontage

Q3/2027			
7300158	DC		4/1
7310158	DCC		4/1
7320158	AC		2/1

Sugar beet transport by rail

The transport of sugar beet is a traditional part of European freight transport. During the autumn *beet harvest*, long freight trains carry the harvest from the growing regions to the sugar factories. In Austria too, particularly in Lower Austria and Burgenland, the railways have long played an important role in this. The distinctive beet trains remain an interesting feature of European rail freight transport to this day. In the past, they often ran with shunting carriages that provided space for the shunting crew.

- ▶ Version from the 3rd production series with a straight frame
- ▶ Valousek design in blood orange/ivory
- ▶ Authentic roof with an antenna
- ▶ Free-standing grab rails, some made of metal
- ▶ In digital operation with switchable high beam, headlight/tail light and driver's cab lighting
- ▶ With new, comprehensive sound

Shunting coach



ÖBB

Ep	IV-V
	137
	PluX16
	LED



Dgdo

Photomontage

Q3/2027
6600434

- ▶ In digital operation with switchable headlight/tail light by retrofitting a digital decoder
- ▶ With finely detailed metal grab rails

3 piece set (1): Beet train



ÖBB

Ep	IV-V
	523
	40196
	40183



Eaos

Q3/2027

6600436



Eanos



Eanos

Photomontage

► Loaded with sugar beet

3 piece set (2): Beet Train



ÖBB

Ep	IV-V
	483
	40183



Eaos



Eaos



Eaos

Photomontage

► Loaded with sugar beet

Q3/2027

6600437

The perfect addition to the class 2143 diesel locomotive and the shunting wagon



Photo: M. Schmid

Diesel locomotive 223 101-7

SETG

Ep	VI
	221
	PluX22
	R2
	LED



Photomontage

- ▶ Attached exterior mirrors for folded and unfolded positions
- ▶ Separately applied grab rails, windscreen wipers and UIC sockets
- ▶ Colour-contrasting brake discs
- ▶ In digital operation with switchable high beam and switchable headlight/tail light

Salzburger Eisenbahn Transport Logistik took over the Eurorunner diesel locomotives of OHE Cargo in September 2016 following the cessation of its operations. No. 223 101 has been part of the company's fleet in the green-and-white SETG livery since March 2017.

Q1/2027			
7300130	DC		4/1
7310130	DCC		4/1
7320130	AC		2/2

Diesel locomotive 2143 077-3



RTS

Ep	VI
	181
	PluX22
	R2
	LED



Photomontage

Q1/2027			
7300133	DC		4/1
7310133	DCC		4/1
7320133	AC		2/1

Railway construction in Austria

RTS Swietelsky is active in modern railway construction and carries out projects relating to the new build, renewal and maintenance of track systems. With specialist staff and high-performance railway construction technology, the company ensures a safe, efficient and reliable rail infrastructure and operates throughout Austria..

- Version from the 3rd production series with a straight frame
- In service with track engineering trains
- Free-standing grab rails, some made of metal
- In digital operation with switchable high beam, headlight/tail light and driver's cab illumination
- With authentic, rich sound

The model is based on the existing 2143 series; no further changes will be made. It is a model that should nevertheless not be missing from any collection of modern freight trains.

2 piece set: Covered goods wagons



RTS

Ep	VI
	498
	40183



Gabs

Photomontage

- With movable loading doors
- The models come with detailed etched plate sets for recreating the large signage

2 piece set: Construction train wagons

RTS/ SWIETELSKY	
Ep	VI
387	
40196	



Gbs



Sgns

Photomontage

Q2/2027
6600376

- Container carrier wagon loaded with two construction containers

Railway slewing crane for digital operation

Edition

RTS	
Ep	VI
234	
R2	
LED	



Photomontage

- Self-propelled model
- Free-wheeling operation in train formation is possible
- Crane superstructure with boom can be rotated 360°
- Boom can be raised and lowered
- Telescopic boom can be extended and retracted
- Crane hook can be raised and lowered via a multi-sheave pulley
- Crane operator's cab with switchable exterior lighting
- Switchable work lamp on telescopic boom
- Digital onboard decoder and switchable light and sound functions
- Movable outriggers
- Barrier wagon with bearing block, counterweight and support pedestals
- Control via Z21 multiMAUS or Z21 WLANMAUS newGen
- Specially adapted crane control in the Z21 app

Q2/2027			
7310138	DCC	1/1	
7320138	AC	1/1	

Fully functional model of a 6-axle railway slewing crane with a movable telescopic boom. The crane can operate independently or, after manually unlocking the gear coupling, run in a train formation. The upper structure can rotate 360° without stopping. All turning and lifting movements feature a soft start and stop. This makes it simple and fun to lift bridges, lay switches, and manage track panels. The horizontally positioned boom is suitable for working beneath catenaries. The telescopic boom can be luffed and telescoped in any working position, even with a load on the crane hook.

Diesel railcar class M 152.0



ČSD

Ep	IV
161	
PluX22	
R2	
ČZ	
LED	



Photomontage



- ▶ As after workshop repairs; with orange stripes
- ▶ Separately attached windscreen wipers
- ▶ Plug-in parts supplied for an authentic closed front skirt
- ▶ In digital operation with switchable shunting light, headlight/tail light, interior lighting and driver's cab illumination

Q2/2027			
7700024	DC	2/0	↕
7710024	DCC	2/0	↕

Diesel locomotive T 466.2369



ČSD

Ep	IV
156	
PluX22	
R2	
ČZ	
LED	



Photomontage

- ▶ Ribbed side walls of the driver's cab and a ribbed roof
- ▶ Delicate safety railings with a step plate
- ▶ Unobstructed view through the driver's cab
- ▶ Wheel sets with low-profile flanges
- ▶ In digital operation with switchable shunting light, headlight/tail light and driver's cab illumination
- ▶ A replica of the steep-gradient locomotive used between 1985 and 1988 on the line between Tanvald and Korenov

Q1/2027			
7300134	DC	4/1	
7310134	DCC	4/1	

Diesel locomotive T 436 4528



OKR

Ep	IV
	164
	PluX22
	R2
	LED

Q4/2027		
7300146	DC	4/1
7310146	DCC	4/1



Photomontage

To meet the demand for heavy shunting locomotives, the Deutsche Reichsbahn (DR) ordered 37 locomotives from LEW Hennigsdorf in the late 1970s. LEW had already developed this type for export. Built in three batches between 1981 and 1983, the locomotives were equipped with the proven 1,000 hp engine and a gearbox with a modified gear ratio, similar to that fitted to the first V 100 locomotives. As a result, the maximum speed was limited to 65 km/h. A ballast weight was fitted in place of the steam-heating boiler. Three locomotives were also exported to Czechoslovakia (CSSR) for operation on industrial railways.

- **Version as a private railway locomotive**
- **Finely detailed model with many separately applied plug-in parts**
- **Delicate, free-standing grab rails**
- **In digital mode with switchable headlight/tail light, shunting light and driver's cab lighting**



Fan cover in the open position, with the etched grille shown underneath



Buffer beam with buffer handle and other plug-in parts



Extended frame with handrails

IN DETAIL



Diesel locomotive class T 478.3



ČSD

Ep	IV
	190
	PluX22
	R2
	ČZ
LED	



Photomontage

Q4/2027		
7300148	DC	4/1
7310148	DCC	4/1

The so-called "Diving Goggles" or "the Bespectacled" was developed and built by the CKD in Prague. The first prototypes of the diesel locomotive class T 478.3 originated in 1968. With the idiosyncratic design of the window fronts, visibility for the train drivers was to be improved, especially during coupling operations. Together with the engine room windows, which resembled portholes, this was another reason for the German nickname "Diving Goggles".

- ▶ **Finely detailed version of the "Diving Goggles" in green/grey livery**
- ▶ **Used to haul passenger and goods trains to German and Austrian border stations**
- ▶ **In digital operation with light functions based on the ČSD prototype**

Diesel locomotive T 669 0503



PRIVAT

Ep	IV-VI
	198
	PluX22
	R2
	ČZ
LED	



Photomontage

Q3/2027		
7300143	DC	6/1
7310143	DCC	6/1

The T 669 diesel locomotive class, later designated the 770 class, owes its nickname partly to the Russian series designation ЧМЭ3 ("Chme3"), which sounds similar to the Czech word for bumblebee, "čmelák", and partly to the humming sound it makes when starting up, which also resembles a bumblebee's buzz – at least from a distance. With its 1,400 PS, it proved its worth in both light and heavy shunting.

- ▶ **Designed as a Czechoslovak industrial locomotive**
- ▶ **Free-standing grab rails, some made of metal**
- ▶ **Ideal for use in front of freight trains**
- ▶ **In digital operation with switchable shunting light, headlight/tail light and driver's cab lighting**

Diesel locomotive 749 214-3



ČD

Ep	V
	190
	PluX22
	R2
	ČZ
LED	



Photomontage

- Variant in special livery
- Design of the 3rd construction series with corrugated side walls up to the edge of the roof
- In digital operation with light functions based on the CD prototype model

Q1/2027		
7300131	DC	4/1
7310131	DCC	4/1

Diesel railcar class 810 with trailer



ČD

Ep	V
	322
	PluX22
	R2
	LED



Photomontage

Q4/2027		
7700042	DC	2/0
7710042	DCC	2/0

- Version in white livery, with a blue window band and yellow front end
- Separately attached windscreen wipers

- Supplied with plug-in parts to represent the closed front skirt
- In digital operation with switchable headlight/tail light, shunting light and switchable interior lighting as well as driver's cab lighting



Photo: L. Tomančák



Photo: V. van Werkhoven

Diesel locomotive 754 077-6



ČD

Ep	VI
190	
PluX22	
R2	
ČZ	
LED	



Photomontage

- Version in its current operational condition; a special vehicle in the CD fleet
- Finely detailed model with many separately applied plug-in parts
- With supplied sign set
- In digital mode with light functions based on the CD prototype model

The so-called "diving goggles" or "spectacles" locomotive was developed and built by CKD in Prague. The T 478.4, a further development of the T 478.3, was fitted with a more powerful engine and an electric train-heating system. In 1988, the 86 locomotives were assigned the new series designation 754.

Q4/2027

7300141	DC		4/1
7310141	DCC		4/1
7320141	AC		2/1

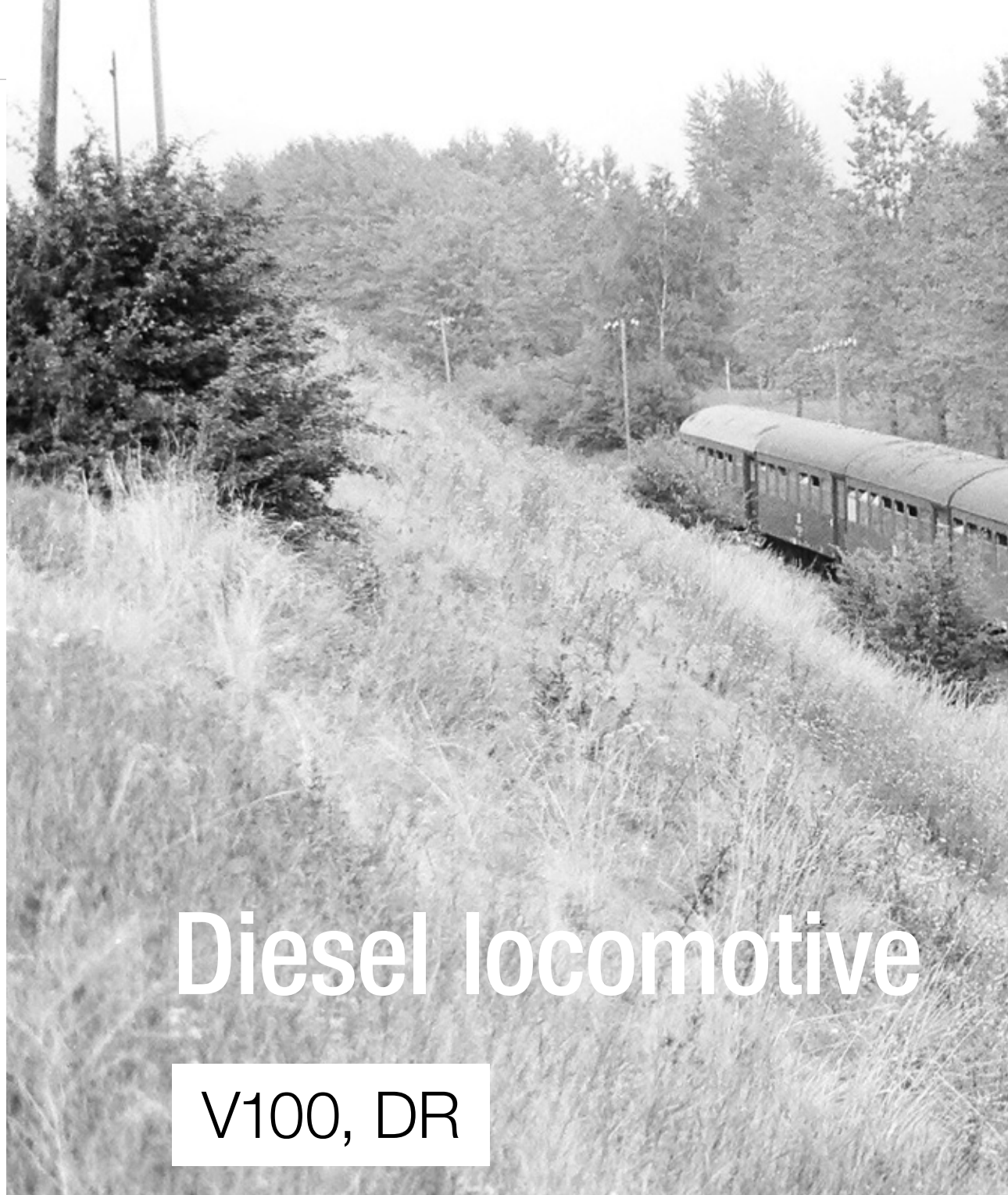
The Deutsche Reichsbahn's V 100, often referred to as the "V 100 Ost", was one of the most important medium-power diesel locomotives in the former GDR. It was developed from the early 1960s onwards to gradually replace older steam locomotives in passenger and freight services.

The focus was on a versatile vehicle suitable for both branch lines and main lines, which could be used for both passenger and freight transport.

The locomotive is based on a central cab design with a symmetrical layout and two front extensions, ensuring good visibility in both directions of travel. The diesel engine, a 12-cylinder, four-stroke in-line engine, drives the two axles of each bogie via a hydraulic transmission. The basic design of the V 100 Ost placed great emphasis on ease of maintenance and robust construction – ideal for the demanding conditions of the GDR rail network.

In total, over 1,100 locomotives of this class were built at VEB Lokomotivbau "Karl Marx" in Babelsberg between 1966 and 1985. The individual production series differed in specific details. For instance, on the first locomotives (V 100 003–043), the front end sections and their roofs had a different appearance to those on the later series. Particularly in the early days, the locomotives were given specially designed paint schemes, which stood out to railway enthusiasts amidst an otherwise rather uniform fleet.

As well as being used in the GDR, numerous units were also exported – including to Romania, Iraq and China. Even today, these locomotives – some of them in modernised versions – are still in service with various railway companies.



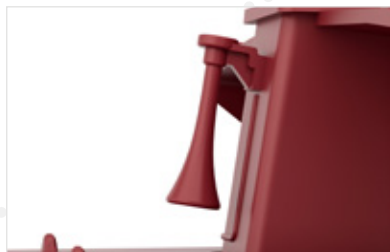
Diesel locomotive

V100, DR



Photo: Sg. Eisenbahntiftung

IN DETAIL



Typhon in a modernised version



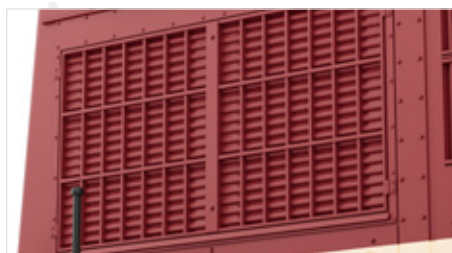
Area around the tow hook faithfully reproduced



Separately fitted fuel filler neck



Separately attached buffer handles



Ventilation louvres designed true to the original, depending on the model series



Freestanding cooling coils on the tank

Diesel locomotive class 110 042-9



DR

Ep	IV
	164
	PluX22
	R2
	LED



Photomontage

- ▶ Bordeaux red paint finish with one decorative stripe
- ▶ First replica of the early series
- ▶ High pulling force and perfect operating characteristics
- ▶ With switchable headlight/rear light and driver's cab lighting in digital mode

Q4/2027

7300107	DC		4/1
7310107	DCC		4/1
7320107	AC		2/1

4 piece set: Reco coaches



DR

Ep	IV
	604
	40196
	944701



Bagre



Bagre



Bagre



Bagre

Photomontage

- ▶ One coach with a patched roof
- ▶ Different roof colours

Q3/2027

6200236

Diesel locomotive class V 100



DR

Ep	III
164	
PluX22	
R2	
LED	

Q4/2027			
7300144	DC		4/1
7310144	DCC	4/1	
7320144	AC	2/1	



Photomontage



- ▶ First series version in burgundy red livery with two decorative stripes
- ▶ Roof hatches integrated into the front end
- ▶ Bogies fully fitted with brake lines
- ▶ High tractive effort and excellent running characteristics
- ▶ In digital mode with switchable headlight/tail light, shunting light and driver's cab lighting

Diesel locomotive V 240 001



DR

Ep	III-IV
224	
PluX22	
R2	
LED	

Q4/2027			
7300159	DC		6/2
7310159	DCC	6/2	
7320159	AC	4/2	



Photomontage

The V 240 001 was a high-performance test locomotive of the Deutsche Reichsbahn, developed from the V 180 class. The six-axle locomotive had 2 x 1,200 PS and was designed for a top speed of 140 km/h. As a special showcase piece of GDR locomotive engineering, it was also exhibited at the Leipzig Trade Fair.

- ▶ Finished in RAL 7001, just as E251 001 was painted at the time
- ▶ 6-axle version with finely detailed wheel sets
- ▶ With a round door cut-out
- ▶ Finely detailed model with many separately applied plug-in parts
- ▶ With vertical grab rails at the front
- ▶ In digital operation with switchable headlight/tail light, driver's cab and engine room lighting



Photo: R. Pellicioni_Eisenbahn-Kurier

Diesel locomotive 118 068-6



DR

Ep	IV
	224
	PluX22
	R2
	LED



Photomontage

The 118 068 belonged to the V 180 series of diesel locomotives of the Deutsche Reichsbahn. It was used for passenger and goods train services on non-electrified lines. Originally designated V 180 068, it was assigned the running number 118 068-6 in 1970. With its distinctive front end and four-axle design, it was a typical example of the early class 118.

- Service condition as of October 1977
- 4-axle version with finely detailed wheel sets
- With a round door cut-out
- Finely detailed model with many separately applied plug-in parts
- With vertical grab rails at the front
- In digital mode with switchable headlight/tail light, driver's cab and engine room illumination

Q1/2027		
7300149	DC	4/1
7310149	DCC	4/1
7320149	AC	3/2



3 piece set (1): D 1371/1370 "Vitoscha"



BDZ/DR

Ep	IV
	909
	40196
	4000005



ABm



Bcme



Bcme

Q3/2027

6200292

▶ Route: Sofia–Bucharest–Budapest–Bratislava–Prague–Berlin

3 piece set (2): D 1371/1370 "Vitoscha"



BDZ/DR

Ep	IV
	888
	40196
	4000005



WRm


WLA_m

B_m

Q3/2027

6200297

▶ Route: Sofia–Bucharest–Budapest–Bratislava–Prague–Berlin
▶ 2nd class coaches without rain gutters

Diesel locomotive 106 094-6



DR

Ep	IV
	125
	PluX22
	R2
	LED

Q4/2027			
7300142	DC		4/1
7310142	DCC		4/1
7320142	AC		4/1



Photomontage

- ▶ Era IV version in dark red livery
- ▶ With rain canopies over the side windows
- ▶ Frost protection covers for the ventilation grilles, mountable open or closed
- ▶ Die-cast zinc engine bonnets, providing greater weight and high tractive effort
- ▶ In digital operation with switchable shunting light, dipped headlight, headlight/tail light, and driver's cab lighting
- ▶ Based at Rbd Greifswald and Bw Pasewalk

Diesel locomotive 218 308-5



DB

Ep	IV
	189
	PluX22
	R2
	LED

Q1/2027			
7300117	DC		4/1
7310117	DCC		4/1
7320117	AC		3/2



Photomontage



The 218 308 belongs to the third production series of the BR 218 class; it was built by Krupp in Essen and was accepted and registered on 12 September 1974 at the Bundesbahn repair depot in Bremen. Its first assigned depot was Regensburg, where it was based until 23 September 1983. From 24 September 1983 to 4 November 2000, it was based at Mühldorf Depot – the period depicted by this model.

What made the 218 308 special was that it remained in service for a very long time in the purple-red livery (RAL 3004), even during the DB AG era after 1994 right up until December 1998. It also featured a Voith ventilation system with its distinctive sound. Another interesting feature was that, until 1994, it still bore the old Bundesbahn logo (without a border) on the front of driver's cab 2; this was only replaced by the new red DB AG logos in 1994.

- ▶ Exact reproduction of the roof design
- ▶ Locomotive fronts with different DB logo variants
- ▶ Separately applied parts, some of them etched
- ▶ In digital operation with switchable headlight/tail light, driver's cab and engine room illumination



Photo: G. Barth



Photo: M. Beitelmann

Diesel locomotive 290 254-2



DB

Ep	IV
	165
	PluX22
	R2
	LED



Photomontage



With the V 90 diesel locomotive, the Deutsche Bundesbahn introduced a new generation of high-performance shunting locomotives from the mid-1960s onwards. Based on the design principles of the tried-and-tested V 100, the V 90 was developed specifically for heavy shunting and light mainline service. The extended locomotive frame, significantly higher service weight and the more powerful motor made the V 90 a robust workhorse in day-to-day operation.

The class 290 has undergone several colour variations over the years. The first class 290 locomotives were still delivered in the standard purple-red livery typical of diesel locomotives. From 1975 onwards, the colours ocean blue and beige defined the locomotives' exterior appearance.

- ▶ Variant with wide radio antenna
- ▶ Model in ocean blue livery
- ▶ Unobstructed view through the detailed driver's cab
- ▶ Exquisite reproduction of all engravings
- ▶ Locomotive hoods made of metal for optimum traction
- ▶ Delicate railings
- ▶ In digital operation with switchable driver's cab and control panel lighting and switchable headlight/tail light

Q4/2027			
7300114	DC		4/1
7310114	DCC		4/1
7320114	AC		3/2



Photo: Schiffer Sig. Eisenbahnstiftung

Diesel locomotive class 280 008-4



DB

Ep	IV
147	
PluX22	
R2	
LED	



Photomontage

Alongside the V 200 and the VT 11.5 TEE multiple unit, the V 80 is among the best-known and most elegant examples of early Deutsche Bundesbahn diesel rolling stock. Powered by a 1,000 hp diesel engine, the V 80 was designed as a multi-purpose locomotive for hauling light passenger and freight trains on main and branch lines, as well as for shunting duties. The last locomotives were withdrawn from service in 1978.

- ▶ Separately applied grab rails
- ▶ Elaborately profiled wheel discs
- ▶ In digital mode with switchable headlight/tail light

Q4/2027			
7300151	DC		2/1
7310151	DCC	🔊	2/1
7320151	AC	🔊	2/1

3-piece set: Ballast wagons



DB

Ep	IV
402	
40196	



Photomontage

Q2/2027
6600387

4 piece set: Diesel multiple unit class 601



DB

Ep	IV
	880
	PluX22
	R2
	LED
	40420

Q2/2027			
7700025	DC		4/1
7710025	DCC		4/1
7720025	AC		3/1



Photomontage



Photomontage

With the introduction of the DB's series classification scheme on 1 January 1968, the VT 11.5 power cars were redesignated to Class 601, while the intermediate coaches became Class 901. In 1971, the Deutsche Bundesbahn established the Intercity system as a rapid intercity rail service, with 1st coaches running at two-hourly intervals. On average, six units were in service each day.

4 piece set: Intermediate coach for the class 601 diesel multiple unit



DB

Ep	IV
	840
	40420

Q2/2027
7700026
7720026



Photomontage

- Version as IC 1150/1151 "Karwendel"
- As in service in the 1970s
- In the digital versions with sound in both power cars



Photomontage



Photo: Risch_Slg. Eisenbahnstiftung

Diesel locomotive 294 597-0



DB AG

Ep	VI
	165
	PluX22
	R2
	LED



Photomontage



Antennas modelled on the original mounted on bases



Multicoloured fan section with a fine etched grille



Indicator light for adjusting radio operation fully functional



Prototype-accurate shunting platform for Era VI



Shunting steps shown in an openwork design

- Version in traffic red livery with running plate railings and a RK900 shunting coupler
- True to the original with red windscreen wipers
- Optionally supplied with black windscreen wipers
- In digital operation with switchable driver's cab and control panel lighting and switchable headlights/tail lights

Q1/2027			
7300109	DC		4/1
7310109	DCC		4/1
7320109	AC		3/2



Photo: R. Auerweck



Photo: R. Auerweck

Diesel locomotive 217 017-3



DB AG

Ep	V-VI
	189
	PluX22
	R2
	LED



Photomontage

- Variant with Voith cooling system
- Version in traffic-red livery
- Locomotive front end without a 1,000-volt heating cable
- Plug-in parts applied separately, some of them etched
- In digital mode with switchable headlight/tail light and driver's cab and engine room lighting

Q4/2027			
7300118	DC		4/1
7310118	DCC		4/1
7320118	AC		3/2

Diesel locomotive 217 017 belonged to the small Class 217 of the Deutsche Bundesbahn, with just 15 locomotives. Built by Krupp in 1968, the locomotive was part of the V-160 family and originally featured, in addition to the traction diesel motor, a separate heating diesel engine for supplying passenger trains. This made it versatile for both passenger and freight traffic.

217 017 was based in Regensburg for many years and was transferred to the Mühldorf depot in 2000. There, the locomotive – which had by then been repainted in traffic red – was used primarily for freight traffic. In 2008, it underwent a simplified major overhaul. During this overhaul, the heating diesel motor, which was no longer required, was removed and replaced with ballast.

As one of the last remaining locomotives of its class, 217 017 remained in service with DB Schenker Rail until the end of 2011 and was the last operational 217 in the Deutsche Bahn fleet. In February 2014, it was finally withdrawn from service and sold to the Pfalzbahn.

The railway is undergoing one of its most significant modernisation programmes in decades. Extensive investment in rail infrastructure is set to renew existing lines, modernise stations and bring signalling and safety systems up to the latest standards. At the same time, the aim is to make the network more efficient and reliable. The work required for this has long been a familiar feature of today's railway in many places: engineering trains, specialised vehicles and measuring trains are just as much part of everyday railway operations as conventional passenger and freight trains.

Wherever tracks are being renewed, points replaced or overhead line systems modernised, that is where the work of railway engineering companies begins. Robust shunting and engineering train locomotives, such as the Class 203, take on a wide range of tasks. Together with various railway engineering wagons, material trains and work trains, they ensure that rails, ballast, sleepers and technical equipment are delivered exactly where they are needed. It is precisely these vehicles that reveal a side of the railway that often remains in the background for passengers – yet without which efficient railway operations would not be possible.

ROCO takes up this highly topical subject and brings the fascinating world of rail infrastructure construction, renewal and testing to the model railway. From the Class 203 and matching railway construction vehicles to the VT 605 as an "Advanced TrainLab", a varied range of modern prototypes is created. This means that the model can depict not only day-to-day railway operations, but also what makes them possible in the first place: the ongoing work to ensure an efficient rail network for the future.





Infrastructure Programme

Germany

Photo: V. Emersleben

Diesel locomotive class 203



DB NETZ

Ep	VI
	164
	PluX22
	R2
	LED



Photomontage

- ▶ New frame with separately fitted AK buffer beam
- ▶ First time featuring shunter's grab rails below the buffers
- ▶ PCB update
- ▶ Free-standing, delicate grab rails
- ▶ In digital operation, with switchable headlight/tail light, shunting light and driver's cab illumination
- ▶ New, authentic sound

Q4/2027

7300153	DC		4/1
7310153	DCC		4/1
7320153	AC		2/1

Guard's van



DB BAHNBAU

Ep	V - VI
	103
	40178



Photomontage

- ▶ Sliding doors can be fitted in three positions (closed, half-open, open)
- ▶ DCC version with switchable interior lighting and tail light

Q2/2027

6600416		
6610416	DCC	

2 piece set: Maintenance train wagons



DB BAHNBAU

Ep	VI
	306
	40196
	4000005

Q2/2027

6200266



Photomontage

3 piece set: Stanchion wagons



DB BAHNBAU

Ep	VI
	687
	40183

Q3/2027

6600430



Res-x

Photomontage

The ideal set for recreating a typical construction train, such as those used in preparation for points replacement work. The concrete tracks are used as filler tracks for the points.

- ▶ A wagon loaded with a container
- ▶ A wagon loaded with concrete sleepers



Photo: V. Emsleben

Track cleaning wagon



DB BAHNBAU

Ep	VI
	168
	40196

Q1/2027

6600345



Hbis-Xw

Photomontage

2 piece set: Stanchion wagons



DB BAHNBAU

Ep	VI
	458
	40179

Q2/2027

6600374



Res

Photomontage

► With a realistic load of gravel and excavated material

3 piece set: Self-unloading hopper wagons



DB BAHNBAU

Ep	VI
	199
	6560

Q3/2027

6600458



Facs



Photomontage

► Featuring many separately applied plug-in parts
► Wagons with different markings

Diesel locomotive 232 446-5



SGL

Ep	VI
	237
	PluX22
	R2
	LED



Photomontage

SGL – Schienen Güter Logistik GmbH is a specialist provider of rail freight transport and railway construction logistics, based in Dachau. The company is responsible for planning and executing transport operations, as well as all rail-based construction-site logistics. Among other things, it operates powerful Class 232 diesel locomotives, which are particularly suited to heavy freight trains and flexible deployment in construction traffic.

- Powerful, reliable model for authentic long trains
- In digital mode with switchable shunting light and switchable headlight/tail light

Q2/2027			
7300140	DC		6/2
7310140	DCC		6/2
7320140	AC		4/2

10-piece display: Ballast wagons



RAILPRO

Ep	VI
	1110



Fccpps

Photomontage

► Single wagons available from your specialist retailer



Photo: V. van Werkhoven



Turnout transport wagon

WTM, DB Bahnbau

Photo: D. Schärer



Turnout transport wagons (WTM type) are now among the most important specialist vehicles in modern track construction. They enable the safe and cost-effective transport of complete or segmented turnouts from the turnout factory directly to the construction site. As one of the pioneers in this field, the Swiss company MATISA (Matériel Industriel S.A.) developed an innovative transport concept many years ago that significantly speeds up the installation of new turnouts and considerably reduces the logistical effort on site. The specially designed switch transport wagons allow even large-scale switches to be transported within the prescribed clearance gauge. To achieve this, the switches are secured to hydraulically adjustable loading platforms and positioned at an angle for transport. This enables pre-assembled switches to be transported safely by train to their destination without the need for complex special transport operations.

The 'just-in-time' process developed by MATISA has brought about a lasting change in the way turnouts are installed. The turnouts are fully assembled and tested at the factory before being transported directly to the construction site. There, they are excavated and installed using track or railway cranes during short track closures. In turn, the old turnouts that have been removed are loaded onto the same transport trolleys and returned for refurbishment or recycling. This means there is no longer any need for an assembly area near the construction site, as was previously required. This saves time, reduces labour and material costs, and minimises the duration of track closures – a decisive advantage, particularly on heavily used main lines and in conurbations.

A key feature of MATISA switch transport trolleys is their flexible mounting system. It allows them to accommodate a wide variety of switch designs, including those with wooden, concrete or steel sleepers, as well as various drive and heart-piece configurations.

The operators of the MATISA-WTM include the DB Bahnau Group, Swiss Federal Railways (SBB) and numerous other infrastructure companies.

2 piece set: Turnout transport wagons



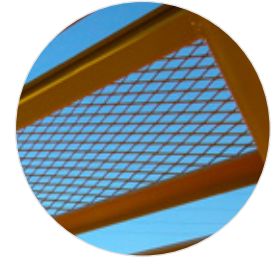
DB AG

Ep	VI
	580

n:
new
design



MATISA



Q4/2027

6600505

- ▶ Completely redesigned
- ▶ Fully equipped ex works
- ▶ Adjustable load area
- ▶ Model featuring numerous delicate etched parts
- ▶ Ideal for block trains and the loading of turnouts and turnout components



Concrete sleeper track

Photo: Deutsche Bahn AG V. Emersleben

Concrete sleeper track

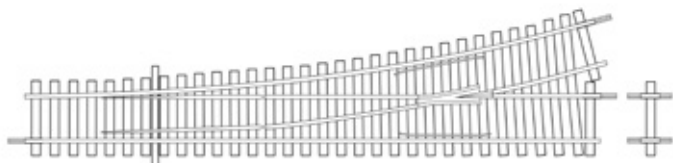
With this new products catalogue, we are launching our new concrete sleeper track system. All turnouts are designed to complement the geometry of the popular ROCO LINE perfectly. One thing remains the same: the familiar quality of the ROCO track range. The portfolio will be steadily expanded over the coming years; with this new range, we are ushering in a new era of track construction on a 1:87 scale. In terms of technology and implementation, too, the new concrete sleeper track will be every bit as good as its full-scale counterpart, thanks to features such as spring tongues. Please note that the drawings shown are still illustrative images. We will be actively providing detailed technical information, drawings and much more via our newsletter in the run-up to delivery in 2027.

Concrete sleeper turnout left Wl15

4042442

Length 230 mm (standard length),
branch angle 15°, branch radius
873,5 mm, frog angle 10,8°.

An 8-mm spacer element (D8) is
included for diagonal installation.



Symbolphoto

Concrete sleeper turnout left Wl10

4042490

Length 345 mm (= G1 + G1½), branch
angle 10°, branch radius 1946 mm,
frog angle 8,1°.

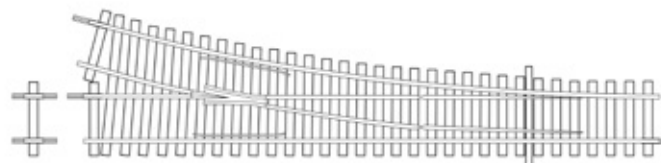
An 5-mm spacer element (D5) is
included for diagonal installation.



Symbolphoto

Concrete sleeper turnout right Wr15

4042443



Symbolphoto

Concrete sleeper turnout right Wr10

4042491



Symbolphoto

Straight concrete sleeper track G1

4042410



Symbolphoto

Length 230 mm (standard length).

Straight concrete sleeper track G½

4042412

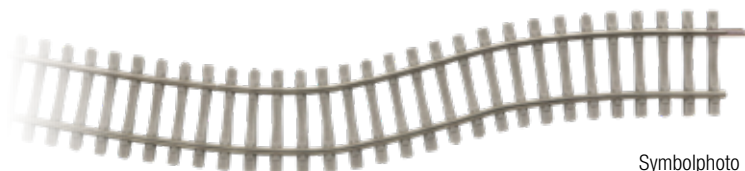


Symbolphoto

Length 115 mm (standard length).

Flex track F4 with concrete sleepers

42401



Symbolphoto

Length 920 mm.

Curved concrete sleeper track R10

4042428



Symbolphoto

Radius 888 mm,
arc angle 15°.

The curved track R10
serves as a counter-curve to
15° points/crossings.

Curved concrete sleeper track R20

4042430



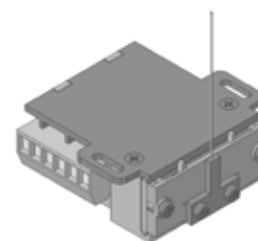
Symbolphoto

Radius 1962 mm, arc angle 5°.

Two piece constitute
complementary curve for 10°
turnouts and crossings.

Motorised turnout drive

4000012



Symbolphoto

- ▶ **Compact design**
- ▶ **Adjustable travel in three stages**
- ▶ **Fine adjustment of the adjustment wire (sideways and vertically)**
- ▶ **DC and AC power supply**
- ▶ **Power disconnect facility**
- ▶ **Control unit with Z21 switch DECODER (item no. 10836)**

Electric locomotive 182 506-6



DB
SYSTEMTECHNIK

Ep	VI
	221
	PluX22
	R2
	LED
Z21	Cab



Photomontage

The DB Systemtechnik electric locomotive 182 506-6 has been in service since 2013 for measurement, testing and trial runs conducted by DB Systemtechnik. It was originally built in 2002 as ES64 U2-006 and initially served with MRCE-Dispolok before being taken over by DB Systemtechnik. A striking feature is the lettering "DB Systemtechnik – Unser Know-how ist ihr Erfolg" / "DB Systemtechnik - Our expertise is your success" on the side panels.

- Version in the "DB Systemtechnik" livery
- Finely detailed model with many separately applied plug-in parts
- In digital operation with switchable high beam and headlight/tail light

Q2/2027

7500276	DC		4/1
7510276	DCC		4/1
7520276	AC		3/2

Radio measuring coach



DB AG

Ep	VI
	282
	40196
	40420



Photomontage

Q2/2027

6600379

Track measurement control cab coach



DB NETZ

Ep	VI
	303
	PluX16
	4000005
	LED



Photomontage

Q4/2027	
6210307	DCC
6220307	AC

- With a function decoder for directional lighting (white/red) for both analogue and digital operation

2 piece set: Track recording coaches



DB
INFRAGO

Ep	VI
	619
	40196
	4000005
	LED



721.1



727.3

Photomontage

Q2/2027	
6210277	DCC

The prototype is used by infrastructure companies for measurement, testing and trial runs. In conjunction with special track recording or laboratory coaches, the control cab coach monitors and analyses the track, catenaries, signalling systems and other railway technology systems. Thanks to the integrated driver's cab, measurement trains can operate in reversible mode and be deployed flexibly across the rail network.

- With a function decoder for directional lighting (white/red) for both analogue and digital operation

advanced TrainLab

Class 605, DB Systemtechnik



Photo: D. Wittmann



From the ICE in international long-distance service to a rolling high-tech laboratory: the two Advanced TrainLabs operated by Deutsche Bahn are now among the most extraordinary vehicles on German railways. Behind these test trains are two former Class 605 diesel multiple units, better known as the ICE TD. Originally developed for fast passenger transport, two examples of this distinctive class were given a completely new role after their regular service ended.

The two four-car multiple units, Tz 5517 and Tz 5519, were converted by DB Systemtechnik into test platforms for developing and testing new railway technologies. The first Advanced TrainLab entered service at the end of 2018, with the second following in 2021. Since then, both vehicles have served as versatile test platforms for Deutsche Bahn and partners from industry and academia.

With a top speed of 200 km/h, the trains enable testing at speeds ranging from walking speed to high-speed conditions. Their drive system, which is independent of the overhead line, also makes them particularly versatile: test runs are possible even on lines without overhead lines. Sensors, cameras, antennas, roof-mounted supports and special cable glands allow a wide range of test equipment to be installed at short notice. One of the two trains is also equipped with ETCS.

The range of applications is correspondingly broad. Among other things, new mobile and train radio systems, technologies for automated driving, high-precision positioning and obstacle detection, as well as methods for improving mobile phone reception on passenger trains, are being tested under real operating conditions. Alternative fuels and new components can also be investigated for use on trains.

Externally, much still recalls their former life as ICE trains. However, instead of the characteristic red ICE stripe, the white test trains feature a grey side stripe and the distinctive "Advanced TrainLab" lettering. Thus, two former long-distance trains have been transformed into unique research vehicles – and a piece of ICE history has become a test laboratory for the railways of tomorrow.

4 piece set: ICE TD 605 019-8 test train

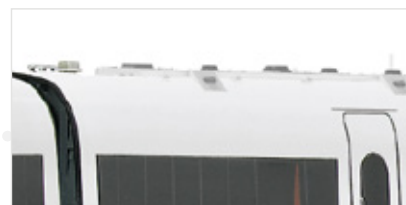


DB
SYSTEMTECHNIK

Ep	VI
	1210
	PluX22
	PluX16
	R3
	LED



Photomontage



- ▶ ICE TD version as "Advanced TrainLab"
- ▶ Complex installation involving additional roof rails on the middle carriages
- ▶ The model shows the current operating status of the set
- ▶ Model available exclusively from Roco
- ▶ One-off edition of Tz 5519
- ▶ Model on a scale of 1:87

Q3/2027

7700048	DC		4/1
7710048	DCC		4/1
7720048	AC		2/2

n:
mold variant



Photo: D. Wittmann



Photo: M. Valek

Diesel locomotive 223 011-8



BEACON RAIL

Ep	VI
	221
	PluX22
	R2
	LED



Photomontage

Q2/2027			
7300135	DC		4/1
7310135	DCC		4/1
7320135	AC		2/2

The 223 011-8/ER 20-011 was delivered to Siemens Dispolok in 2006 and incorporated into the leasing pool. In the following years, it was deployed by various railway operators. In 2015, the locomotive became the property of Beacon Rail and has since been used flexibly in leasing operations by various railway undertakings.

- ▶ **Model in current design**
- ▶ **Attached exterior mirrors for folded and unfolded positions**
- ▶ **Separately applied grab rails, windscreen wipers and UIC sockets**
- ▶ **Colour-contrasting brake discs**
- ▶ **In digital operation with switchable high beam and switchable headlight/tail light**

Diesel locomotive D.225.6014



FS

Ep	IV
	92
	R2
	LED



Photomontage

The Group 225 shunting locomotives were standard-gauge diesel locomotives that were used in shunting operations across the entire Italian network from 1955 onwards. They were built in four subtypes with different characteristics: D.225.5000, D.225.2100 and D.225.7000 with rod drive, manufactured by various Italian manufacturers, and D.225.6000 with cardan drive, a licensed replica of the Class 2062 built by Jenbacher Werke for the ÖBB. In 1958, Jenbacher Werke delivered two prototypes fitted with different engines, which were added to the locomotive fleet as 225.6098 (corresponding to ÖBB 2060) and 225.6099. A total of 20 production locomotives were manufactured under licence in 1960–61 by Officina Meccanica della Stranga in Padua and Jenbach Diesel Soc.r.l. in Bolzano, and were registered with the running numbers 225.6001 to 6020.

- ▶ **Unobstructed view through the true-to-original driver's cab**
- ▶ **Motor bonnet and gearbox block made of die-cast zinc, providing greater weight and high tractive force**
- ▶ **Finely detailed design with many plug-in parts and free-standing grab rails**
- ▶ **True-to-prototype lighting and sound functions, switchable via the onboard decoder**

Q4/2027			
7310161	DCC		2/1

Diesel multiple unit ALn 448/460 2008



FS

Ep	V
646	
PluX22	
R3	
LED	



The Italian State Railways (FS) procured a total of 9 ALn 442/448 series diesel multiple units from the Italian manufacturer Breda for high-quality passenger services on diesel routes. Until 1972, they were predominantly used to replace locomotive-hauled TEE trains. Meals and drinks were prepared in a specially fitted on-board galley and, as there was no restaurant area, were served directly to passengers at their seats. After their service as TEE trains, the trains were converted: the kitchen was removed, and seats were fitted in its place, which is why the designation was changed to ALn 448/460. The ALn trains were particularly popular with passengers for their high level of comfort and short journey times (the multiple units could reach speeds of 140 km/h).

- ▶ Available for the first time in an Era V version
- ▶ Used on special train services in the 1990s
- ▶ Modified version without a kitchen
- ▶ Free-standing grab rails
- ▶ Elaborately detailed interior and driver's cabs
- ▶ In digital operation with switchable headlight/tail light and switchable interior lighting

Q3/2027

7700049	DC		2/1	↕
7710049	DCC	🔊	2/1	↕
7720049	AC	🔊	2/1	↕



Photomontage



Diesel locomotive 218



NS

Ep	III
83	
R2	
LED	

Q4/2027				
7310101	DCC		1/1	
7320101	AC		1/1	



Photomontage

The Dutch State Railways procured 2-axle shunting diesel locomotives from the manufacturer Werkspoor between 1934 and 1951, with a series also supplied by CW Zwolle. A total of 169 units were built across several series, each with slightly different designs. Due to their distinctive exhaust noise, they have become known as "Sikken" or "Sik" – the singular form of "goat" – among railway workers and enthusiasts.

- ▶ Motor stem and gearbox manufactured from die-cast zinc, resulting in increased dead weight and higher tractive effort
- ▶ Rich detailing on the model with many plug-in parts and free-standing grab rails
- ▶ Authentic light and sound functions switchable via onboard decoder
- ▶ With a digital shunting coupler for even more fun

Diesel locomotive S-284

 NZTK	
Ep	V
	198
	PluX22
	R2
	LED



Photomontage



Q4/2027		
7300152	DC	6/1
7310152	DCC 	6/1

- ▶ Variant of a Polish private railway
- ▶ Ideal for use in front of goods trains
- ▶ In digital operation with switchable shunting light, headlight/tail light and driver's cab lighting

Diesel locomotive M62-2006

 LOTOS	
Ep	V
	202
	PluX22
	R2
	LED



Photomontage

Q1/2027		
7300100	DC	6/2
7310100	DCC 	6/2

- ▶ Version with small lamps and grab rails beneath the front windows
- ▶ Complete brake air lines with fully assembled air reservoirs
- ▶ Particularly authentic replicas of the bogies
- ▶ Free-standing shunter's grab rails underneath the buffers
- ▶ In digital operation with switchable headlight/tail light, driver's cab and engine room illumination

n:
mold variant



Photo: J. Streber

Diesel locomotive 751 174-4



ZSSK
CARGO

Ep	VI
	190
	PluX22
	R2
	SK
LED	



Photomontage

The T 478.1 and T 478.2 classes are diesel-electric mixed-traffic locomotives. They owe their nickname "Bardotka" to the French actress Brigitte Bardot, reflecting their distinctive appearance. Between 1966 and 1971, 230 production locomotives were built for the former CSD at the CKD works in Prague.

With the introduction of computerised traction unit numbering in 1988, the locomotives were redesignated as Classes 751 and 752, respectively. Since 1998, ZSSK's Class 751 locomotives have been painted in a uniform grey and red livery and have been used primarily for freight services.

- Variant with blue number plate
- Design of the 3rd production series with corrugated side walls up to the edge of the roof
- Finely detailed model with many separately applied plug-in parts
- Light functions based on the ZSSK-prototype model

Q3/2027

7300150	DC	4/1
7310150	DCC	4/1



START SETS

Analogue Starter Set: Diesel locomotive class 2016



ÖBB

Ep

VI

Contents:

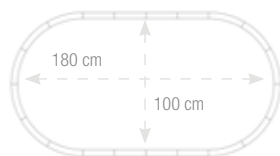
- 1 diesel locomotive class 2016
- 2 Eurofima coaches, length scale 1:100
- 1 electronic handheld controller
- 1 plug-in power supply
- 1 guard's whistle



Photomontage

Q3/2027

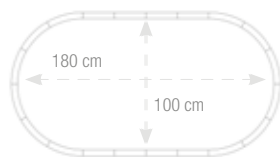
5100020



Z21 START newGen Digital Set: Diesel locomotive class 2016

Q3/2027

5110022



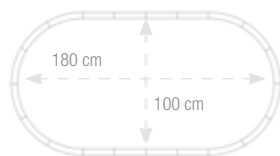
Z21 START newGen



Z21 App

Q3/2027

5110023



Z21 START newGen



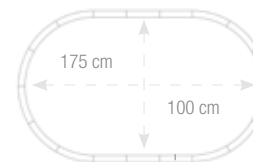
Z21 multiMAUS

ROCO GEOLINE track oval:

12 curved tracks R3, 7 straight tracks G200, 1 feeder track (G200)

Q3/2027

5110024



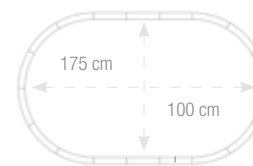
Z21 START newGen



Z21 App

Q3/2027

5110025



Z21 START newGen



Z21 multiMAUS

ROCO LINE-track oval (with ballast):

12 curved tracks R2, 5 straight tracks G1, 1 straight track G½, 1 feeder track (G½)

Analogue Starter Set: Diesel locomotive class 756


ČD

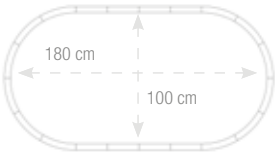
Ep VI

- Contents:**
- 1 Diesel locomotive class 756
 - 2 Eurofima coaches, length scale 1:100
 - 1 electronic handheld controller
 - 1 plug-in power supply
 - 1 guard's whistle



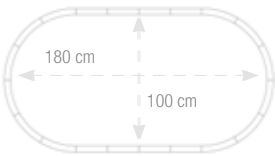
Photomontage

Q3/2027
5100026



Z21 START newGen Digital Set: Diesel locomotive class 756

Q3/2027
5110028

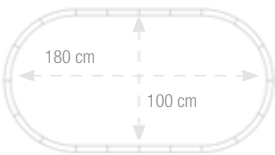


Z21 START newGen



Z21 App

Q3/2027
5110029



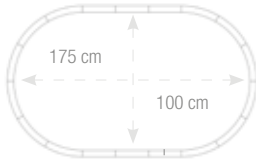
Z21 START newGen



Z21 multiMAUS

ROCO GEOLINE track oval:
12 curved tracks R3, 7 straight track G200, 1 feeder track (G200)

Q3/2027
5110030

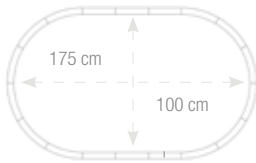


Z21 START newGen



Z21 App

Q3/2027
5110031



Z21 START newGen



Z21 multiMAUS

ROCO LINE track oval: (with ballast):
12 curved tracks R2, 5 Gerade Gleise G1, 1 straight track G½, 1 eeder track (G½)



PASSENGER COACHES

4 piece set (1): Railjet 1



ÖBB

Ep	VI
1222	
PluX16	
LED	



Afmpz



ARbmpz



Bmpz



Bmpvz

Photomontage

Q4/2027

6200309

DC

6210309

DCC



6220309

AC



- Route: RJ 162 Budapest-Keleti–Wien Hbf–Zürich HB
- Version with zone lettering
- Highly detailed 1:87 scale models
- High beam and headlight/tail light on control cab coach, switchable in digital mode



3 piece set (2): Railjet 1



ÖBB

Ep	VI
----	----

915	
-----	--



Bmpz



Bmpz



Ampz

Photomontage

- Route: RJ 162 Budapest-Keleti-Wien Hbf-Zürich HB
- Version with zone lettering
- Highly detailed 1:87 scale models

Q4/2027		
6200312	DC	
6210312	DCC	↕
6220312	AC	↕



Electric locomotive 193 598-0 "Nightjet"



ÖBB

Ep	VI
	218
	PluX22
	R2
	LED



Photomontage

Q3/2027			
7500235	DC		4/1
7510235	DCC		4/1
7520235	AC		3/1

- ▶ Version from ELL leased to the ÖBB; in Nightjet livery
- ▶ Multi-system version with Netherlands package
- ▶ Free-standing grab rails, some made of metal
- ▶ In digital operation with switchable high beam, headlight/tail light and driver's cab illumination



Photo: H. Zwoferink



7-piece set: Nightjet



ÖBB

Ep	VI
	2137
	PluX22
	R2
	LED


Bfmpz

ABbmpvz

Bcmz

Bcmz
Bcmz
WLA mz

WLA mz

Photomontage



- ▶ Version as a unique train formation with SBB co-operation decal applied to two coaches
- ▶ Route: Zürich – Hamburg
- ▶ Finely detailed models in 1:87 scale
- ▶ Fully factory-equipped train
- ▶ Separately attached disc brakes on the bogies
- ▶ Particularly intricate paintwork and printing on the interior fittings; for example, doors and the mini cabins in the aisle areas feature especially detailed printing
- ▶ Mini cabins designed in different ways for greater variety (e.g. with open and closed doors)

The digital versions of the models also feature the following functions:

- ▶ Illuminated train destination displays
- ▶ All coaches equipped with interior lighting and live couplings
- ▶ Switchable driver's cab lighting
- ▶ Switchable high beam and other lighting functions on the control cab coach
- ▶ To add variety to the lighting effects, each coach is equipped with its own LED board, which is configured differently. Consequently, each model coach appears "brought to life" in a different way

Q2/2027

5500022

DC

5510022

DCC



5520022

AC



1st class passenger coach



SBB

Ep	V
	272
	40195
	40420

Q2/2027

6200281



A

Photomontage

- In the operational state of the 2000s
- Applications: Dispo and additional trains

1st class passenger coach



SBB

Ep	V
	303
	40196
	4000005

Q2/2027

6200270



A

Photomontage

- Former BLS EW-IV coach sold to SBB
- Original BLS livery, already featuring the SBB logo
- With a roof antenna

2nd class passenger coach



BLS

Ep	V
	303
	40196
	4000005

Q2/2027

6200268



B

Photomontage

- Former EW-IV coach of the BT (Bodensee-Toggenburg-Bahn) sold to the BLS Lötschbergbahn
- Original colours of the former BT
- BLS logo in green

2nd class passenger coach



SBB

Ep	V
	303
	40196
	4000005

Q2/2027

6200269



B

Photomontage

- Former EW-IV coach of the SOB (Südostbahn) sold to the SBB
- Original livery of the former SOB

2 piece set: 2nd class passenger coach



SBB

Ep	V
	606
	40196
	4000005

Q2/2027

6200271



B

Photomontage



- Former EW-IV coaches of the BLS sold to the SBB
- Original BLS livery; already featuring the SBB logo
- With a roof antenna



Photo: D. Schärer

Double-deck restaurant and bistro coach



SBB

Ep	V
	308
	40196
	4000005



BR „IC 2000“

Photomontage

Q4/2027

6200327

► "Starbucks" version

Double-deck control cab coach



SBB

Ep	V
	308
	PluX16
	LED
	4000005



Bt „IC2000“

Photomontage



Q4/2027

6210326

DCC

6220326

AC

- Version featuring the popular Swiss comic bird Globi
- With a function decoder for directional lighting (white/red) for both analogue and digital operation

1st class passenger coach



SBB

Ep	V-VI
	272
	40195
	40420



A

Photomontage

Q2/2027

6200279

► “Parrot” livery

2 piece set: passenger coach



SBB

Ep	V-VI
	568
	40195
	40420



B

Photomontage

Q3/2027

6200280

► “Parrot” livery

► Condition prior to withdrawal from service in 2014

Panorama coach “Gotthard Panorama Express”



SBB

Ep	VI
	303
	40196
	4000005



Apm

Photomontage

Q1/2027

6200219

► Featuring the latest SBB design with a black window strip alongside the entrance doors

Express train coach, 1st/2nd/3rd class



ČSD

Ep	III
	244
	6560



ABCa

Photomontage

Q3/2027

6200283

► Era IIIb version

3rd class express coach



ČSD

Ep	III
	244
	6560



Ca

Photomontage

Q3/2027

6200284

► Era IIIb version

Dining coach



ČSD

Ep	III
	270
	6560



Ara

Photomontage

Q3/2027

6200285

► Era IIIb version

Express luggage van



ČSD

Ep	III
	250
	6560



Da

Photomontage

Q3/2027

6200287

► Era IIIb version

Postal and luggage van



ČSD

Ep	III
	259
	6560



DFa

Photomontage

Q3/2027

6200286

- With clerestory glazing and two movable sliding doors
- Era IIIb version

3 piece set: Coaches IR 2184 “Nordpfeil”



DB AG

Ep	V
	909
	40196
	4000005



Bim 263.5



Bim 263.5



Aimz 261.5

Photomontage

Q3/2027

6200288

3 piece set 2: Coaches IR 2184 “Nordpfeil”



DB AG

Ep	V
	909
	40196
	4000005



Bimz 264.5



ARkimbz 262.3



Bimz 264.7

Photomontage

Q3/2027

6200289

- **Route: Hannover – Flensburg**
- **Labelled as a multi-voltage carriage**

The Nordpfeil express train – or Nordpilen in Danish – was, for decades until 1991, the classic express service between Hamburg and northern Jutland. The route also took the train over the famous Rendsburg viaduct spanning the Kiel Canal. Four years after the introduction of the Kassel-Flensburg IR route, the Nordpfeil was reborn as an Interregio service: it ran from Hanover via Hamburg, Flensburg, Fredericia and Aarhus (Denmark's second-largest city) to Frederikshavn. This international IR train has been faithfully reproduced with multi-voltage carriages and the corresponding route signs. In Denmark, the train consisted of 5 carriages (item nos. 6200289 and 6200290); a further three carriages were added up to Flensburg (item no. 6200288).

The IR Nordpfeil/Nordpilen was hauled by a DSB MZ-class locomotive north of Flensburg. Up to that point, the train had been hauled by a DB Class 218 in double traction, after the electric locomotive had been uncoupled at Hamburg-Altona. As electrification progressed, this change in traction type was extended, initially to Neumünster from winter 1995, and then directly to the Danish border station of Padborg from summer 1996.

- **Route: Hannover – Frederikshavn**
- **Labelled as a multi-voltage carriage**



2 piece set 3: Coaches IR 2184 "Nordpfeil"



DB AG

Ep	V
	606
	40196
	4000005



Bimz 264.7



Bimdz 268.3

Photomontage

Q3/2027

6200290

- Roite: Hannover – Frederikshavn
- Labelled as a multi-voltage carriage

1st/2nd class passenger coach



DB AG

Ep	V
	303
	40196
	4000005



ABomz 512

Photomontage

Q1/2027
74812

- ▶ Traffic red livery
- ▶ Side walls with a continuous rain gutter
- ▶ Modified bogies of the Görlitz V type

2nd class passenger coach



DB AG

Ep	V
	303
	40196
	4000005



Bomz 520

Photomontage

Q1/2027
74813
74814

- ▶ Traffic red livery
- ▶ Side walls with a continuous rain gutter
- ▶ Item no. 74813: Modified running number

2 piece set: passenger coaches



DB AG

Ep	VI
	606
	40196
	40420



Bimz



Bimdz

Photomontage

Q4/2027
6200318

The perfect addition to many IC trains from recent years!



Photo: M. Schmid

Electric locomotive 143 909-0



DB AG

Ep	VI
	192
	PluX22
	R2
	LED



Photomontage

Q3/2027			
7500261	DC		4/1
7510261	DCC		4/1
7520261	AC		2/2

- ▶ Locomotive name "Emilia" included as a decal for optional application
- ▶ Ideal for the many VVO double-deck coaches from the ROCO range
- ▶ With separately applied plug-in parts, some of them etched
- ▶ In digital operation with switchable headlight/tail light, shunting lights, driver's cab lighting and train destination display

Electric locomotive 146 013-8

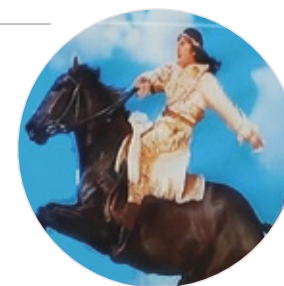


DB AG

Ep	VI
	217
	PluX22
	R2
	LED



Photomontage



Q3/2027			
7500204	DC		4/1
7510204	DCC		4/1
7520204	AC		3/2

- ▶ Featuring the "Felsenbühne Rathen" design
- ▶ Used in passenger services
- ▶ Multi-coloured driver's cab rear wall and control panel
- ▶ In digital mode with switchable high beam, headlight/tail light and driver's cab lighting

4 piece set: Double-deck coaches



DB AG

Ep	VI
	1237
	PluX22
	LED



DABpbzfa



DBpza



DBpza



DBpza

Photomontage



Q3/2027

6210319

DCC



6220319

AC



- Designed as coaches for the Verkehrsverbund Oberelbe (VVO)
- New running numbers and revised lettering
- Coaches with prototypical cold-white interior lighting
- Control cab coach with a function decoder for directional lighting (white/red)

for both analogue and digital operation

- Control cab coach with switchable high beam, headlights and tail lights, driver's cab lighting and destination display
- All middle coaches with on-board decoders for switchable interior lighting and destination displays

4 piece set: Double-deck coaches



DB AG

Ep	VI
	1237
	PluX22
	LED



DABpbzfa



DBpza



DBpza



DBpza

Photomontage



Q3/2027

6210320

DCC



6220320

AC



- Control cab coach with "bwegt" logo
- Coaches with prototypical warm-white interior lighting
- Control cab coach with a function decoder for directional lighting (white/red) for both analogue and digital operation

- Control cab coach with switchable high beam, headlights and tail lights, driver's cab lighting and destination display
- All middle coaches with on-board decoders for switchable interior lighting and destination displays



Photo: R. Auerweck

Electric locomotive 101 110-5 “55 Years of InterCity”



DB AG

Ep	VI
	220
	PluX22
	R2
	LED



Photomontage

Q3/2027			
7500324	DC		4/1
7510324	DCC		4/1
7520324	AC		3/1

2 piece set: “55 Years of InterCity/Farewell” express train carriages



DB AG

Ep	VI
	606
	40196
	4000005



Apmnz 126



Bvmmsz 187

Photomontage

- ▶ Special “55 Years of InterCity” livery
- ▶ One-off edition featuring special livery and special packaging
- ▶ Model available exclusively from ROCO and FLEISCHMANN
- ▶ In digital mode with switchable main beam, head/tail lights and driver's cab lighting

55 YEARS OF INTERCITY – SOLD OUT DIRECT FROM THE FACTORY!

The overwhelming demand for our exclusive special-edition models to mark '55 Years of InterCity' has exceeded our expectations. All units of these special-edition models are already completely sold out ex-works! We would like to extend our heartfelt thanks to all our customers for their keen interest and fantastic response! This is how the history and legend of the InterCity lives on in 1:87 scale!

- ▶ Livery in the “Mach's gut, InterCity 1” design
- ▶ Special edition to mark “55 Years of InterCity”
- ▶ One-off edition in a special design with special packaging

Q3/2027
6200358



Photo: M. Kok

Electric locomotive 145 040-2



TRI

Ep	VI
217	
PluX22	
R2	
LED	

Q1/2027		
7500234	DC	4/1
7510234	DCC	4/1
7520234	AC	3/2



Photomontage

- ▶ Pantograph with innovative mounting
- ▶ Multi-coloured driver's desk and driver's cab rear wall
- ▶ In digital operation with switchable high beam, head-light/tail light and driver's cab lighting

3 piece set: Commuter coaches



TRI

Ep	VI
909	
40196	
4000005	



ABn rz 403.4

- ▶ A classic in everyday service



Bn rz 447.5



Bn rz 447.5

Photomontage

Q1/2027

6200264

Commuter control cab coach



TRI

Ep	VI
303	
PluX16	
LED	
4000005	



BDn rzf 463.0

Photomontage

- ▶ With a function decoder for directional lighting (white/red) for both analogue and digital operation
- ▶ In digital operation with switchable lighting for the destination display

Q1/2027

DCC 6210265

AC 6220265

4 piece set: Coaches



FLIXTRAIN

Ep	VI
	1212
	40196
	40420



Bvmmsz



Bpmmz



Bpmmz



Bpmmbz

Photomontage

FlixTrain operates modernised coaches, some of which are run by partner companies. The coaches have undergone a technical overhaul and feature Wi-Fi, power sockets at the seats, modern toilet facilities and a bright, contemporary interior. The trains run in Flix's signature green and white livery and offer seating exclusively in 2nd class.

FlixTrain is a private railway undertaking and part of Flix SE, which also includes the brands FlixBus, Kamil Koç and Greyhound. FlixTrain has been active in the German market since 2018, has established itself as the largest private provider of long-distance passenger rail services, and plans to expand further. FlixTrain enables sustainable travel and fills an important gap in long-distance transport: fast and affordable mobility for everyone.

The trains operate on several major routes within Germany, including Hamburg–Berlin, Berlin–Frankfurt and Cologne–Hamburg. Further connections have been added in recent years. In addition, through the partnership with the Deutschlandtarifverbund (DTV), more than 1,000 additional towns and cities are now connected to the FlixTrain network with just one change.

Q2/2027

6200267

4 piece set: Double-deck coaches



DSB

Ep	VI
1237	
PluX22	
LED	



ABs



Bk



B



B

Photomontage

- ▶ Version with red doors
- ▶ Type Bk coach equipped with a service area
- ▶ Control cab coach with switchable high beam, headlights and tail lights, driver's cab lighting and destination display
- ▶ All coaches feature LED interior lighting designed specifically for the model for optimum illumination
- ▶ All middle coaches with on-board decoders for switchable interior lighting and destination displays

Q4/2027		
6210308	DCC	↕
6220308	AC	↕

1st class open-plan coach “Corail”



SNCF

Ep	VI
	303
	40183
	40420



A10tuh

Photomontage

Q4/2027

6200332

► Version with Faiveley doors

1st class open-plan coach “Corail”



SNCF

Ep	VI
	303
	40183
	40420



A10tuh

Photomontage

Q4/2027

6200333

► Version with Faiveley doors



Photo: A. Querleau

3 piece set: "Schlieren" coaches



GYSEV

Ep	V-VI
	816
	40196
	4000005



Bpz



Bpz



BDpz

Photomontage

Q1/2027

6200086

► In the current operating condition

2nd class commuter control cab coach



GYSEV

Ep	V-VI
	303
	PluX16
	LED
	40195



Bdfmpz

Photomontage

Q1/2027

6210087

DGC



- With a function decoder for changing lights (white/red) for both analogue and digital operation
- In digital operation with switchable high beam, driver's cab and interior lighting

An ideal complement to many GYSEV traction vehicles from the Roco product range

1st/2nd class coach



FS

Ep	V-VI
	205
	40196
	40420



ABz

Photomontage

Q3/2027

6200328

► Preserved as a heritage coach in its Era III appearance

2nd class coach



FS

Ep	V-VI
	205
	40196
	40420



Bz

Photomontage

Q3/2027

6200329

► Preserved as a heritage coach in its Era III appearance

1st class express coach



PKP

Ep	IV
	249
	40196
	40360



Ahxz

Photomontage

Q3/2027

6200293

2nd class coach



FS

Ep	III
	205
	40196
	40420



Bz

Photomontage

Q3/2027

6200330

► Preserved as a heritage coach in its Era III appearance

2nd class coach



FS

Ep	V-VI
	205
	40196
	40420



Bz

Photomontage

Q3/2027

6200331

► Preserved as a heritage coach in its Era III appearance
► Version in castano livery

Luggage van



PKP

Ep	IV
	160
	6560



D

Photomontage

Q4/2027

6200317

An ideal complement to previously released models

3-piece set: Passenger coaches



PKP

Ep	IV
	445
	6560



Biy (ex C3tr Pr08)

Q3/2027

6200304



Ai (ex Bi-29)



B (ex C or21)

Photomontage

► All carriages in Era IV livery for the first time

2nd class passenger coach/luggage compartment



ZSSK

Ep	VI
	282
	40196
	40420

Q3/2027

6200298



BDs

Photomontage

► Version with bicycle and family compartment logo

3-piece set: Coaches



SJ

Ep	VI
	909
	40196
	40420



Birnz

Photomontage

Q2/2027

6200262

- Version in "Night Train" design
- The series will be continued with further models in the coming years



GOODS

WAGONS

Goods wagon with hinged roof hatches

ÖBB

Ep	III-IV
	101
	6560



K

Photomontage

Q1/2027

6600256

► Version with brakeman's cab

Covered goods wagon

ÖBB

Ep	IV
	249
	40183



Gabs

Photomontage

Q1/2027

6600357

► With movable loading doors

Covered goods wagon “Elin”

ÖBB

Ep	IV
	249
	40183



Gabs

Photomontage

Q1/2027

6600353



► With movable loading doors

2-piece set: Dust silo wagons



ÖBB

Ep	IV
	376
	40179



Uacs

Photomontage

Q2/2027

6600383

- Era IV version with "Pflatsch"
- Finely detailed model with many separately applied plug-in parts

Sliding-wall wagon



RCW

Ep	VI
	267
	40196



Habbiins

Photomontage

Q2/2027

6600305

- Version with modified running number

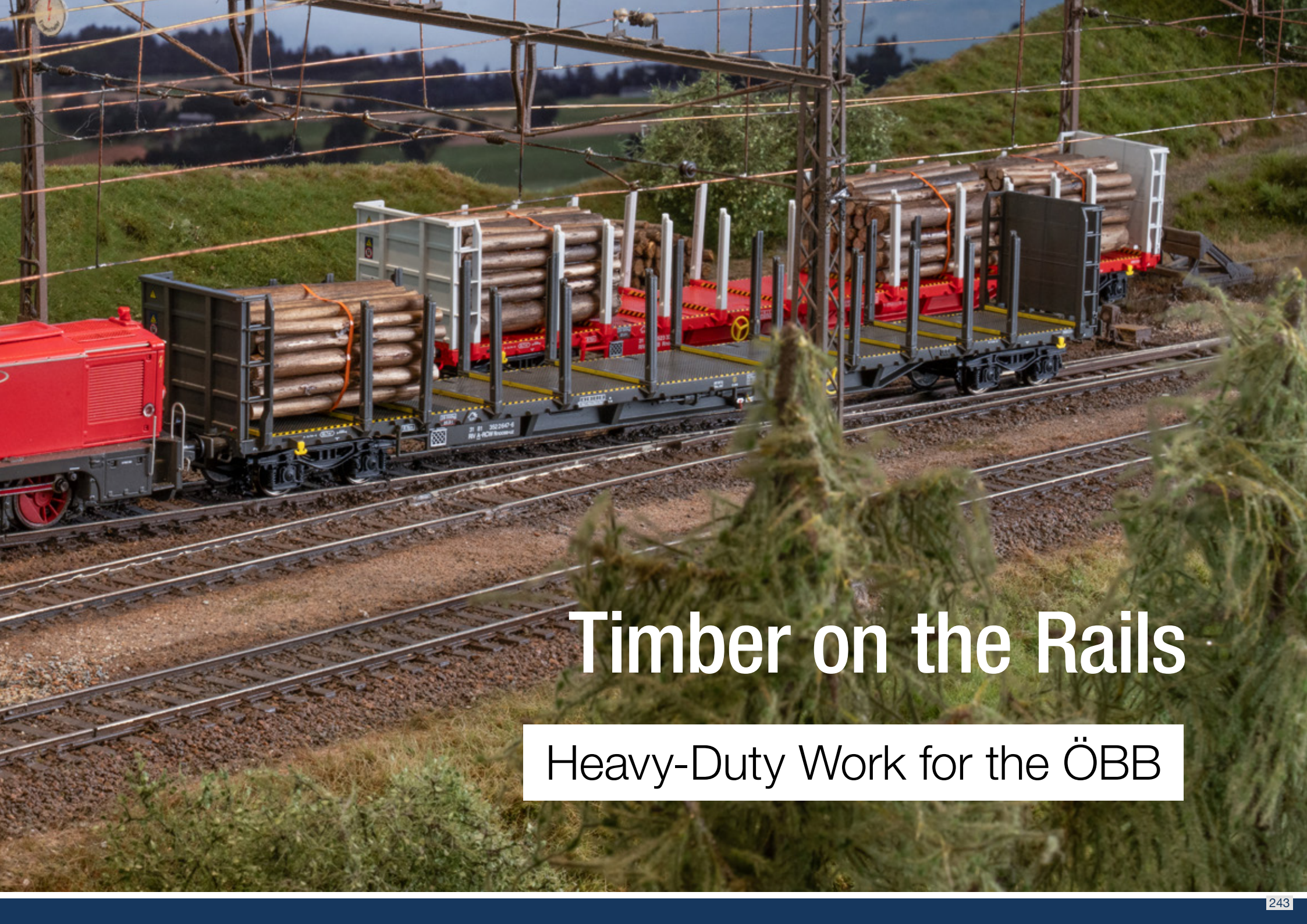
For decades, timber transport has been one of the characteristic features of Austrian rail freight traffic. In Austria's heavily forested regions in particular, block trains and groups of wagons carrying logs and sawn timber provide a wide variety of railway operations. From smaller loading points and private sidings, the timber is transported via regional goods yards to sawmills, timber processing plants and international customers.

Before a heavy timber train can set off on its journey, however, traditional shunting operations are often required. Until recently, the distinctive diesel locomotives of class 2067 were still used for these tasks. Built between 1959 and 1977, these diesel-hydraulic shunting locomotives were ideally suited to positioning loaded wagons, assembling groups of wagons and preparing them for handover, thanks to their robust construction. With an output of 440 kW and a starting tractive effort of 148 kN, these three-axle locomotives were true workhorses in shunting operations.

On the main line, powerful electric locomotives take over the heavy timber trains. Class 1144 represents a classic era of Austrian freight transport. These powerful locomotives have been, and continue to be, used to haul a wide variety of goods trains. With their unmistakable appearance, they have been a defining feature of the ÖBB fleet for decades. Class 1293, the Siemens Vectron, represents the arrival of a modern generation of locomotives. Both classes can be seen operating in double traction on the Austrian rail network every day.

From shunting operations with the traditional class 2067 to hauling heavy timber trains with classes 1144 and 1293, this provides a fascinating overview of several generations of Austrian freight locomotives.





Timber on the Rails

Heavy-Duty Work for the ÖBB

Diesel locomotive 2067 105-3



ÖBB

Ep	V-VI
	120
	PluX22
	R2
	LED



Photomontage

Q2/2027			
7300139	DC		3/1
7310139	DCC		3/1
7320139	AC		3/1



Ideal for shunting goods wagons and timber transport wagons

- ▶ Hood with accurately reproduced pull-out hood
- ▶ Finely detailed model with many separately applied plug-in parts
- ▶ Switchable shunting light in digital mode

Electric locomotive 1144 283-9



ÖBB

Ep	VI
	185
	PluX22
	R2
	LED



Photomontage

Q4/2027			
7500308	DC		4/1
7510308	DCC		4/1
7520308	AC		3/2

The distinctive feature of the 1144 283 is its external appearance. In February 2019, following a partial overhaul, the locomotive left the ÖBB workshop in Linz. Among other things, it was given the older ÖBB emblem, the so-called "Pflatsch", as well as large red running numbers on the ends. This makes it stand out visually from many other locomotives of the 1144 class.

- ▶ Current operating condition with the "Pflatsch" logo
- ▶ Roof design with tall ventilators
- ▶ Used on passenger and goods trains in Austria and to Germany
- ▶ In digital mode with switchable main beam, headlight/tail light and driver's cab lighting

3-piece set: Timber wagons



ÖBB

Ep	VI
	780
	40179



Rnoos-uz



Photomontage

Q2/2027

6600371

- Wagons in different liveries
- Many separately applied parts and perforated steps

Round timber load



Photomontage

Q4/2027

4000013

- Consists of 6 stacks of round timber

An ideal complement for loading onto
ROCO stanchion wagons and timber transport wagons



Wood transport wagons

Laaprs, ÖBB

Photo: S. Heindl



The Laaprs timber transport wagons operated by the Austrian Federal Railways (ÖBB) are a key component of modern, efficient logistics chains in European timber transport. Designed for demanding continuous operation, they combine high load capacity, robust construction and versatile applications – qualities that make them indispensable far beyond Austria's borders.

A characteristic feature of the Laaprs wagons is their sophisticated stanchion design. The sturdy folding stanchions enable a wide variety of timber loads to be secured safely – from short logs to long tree trunks or bundled timber from sawmills. At the same time, they offer the flexibility required to adapt the wagons quickly to changing loading requirements. The open design not only ensures efficient loading and unloading, but also reduces the unladen weight and maximises the available payload capacity. The result: greater transport volumes per journey while maintaining a high level of operational safety.

Technically, the wagons are designed for high axle loads and demanding route profiles. Their running characteristics and modern braking systems ensure stable and economical operation – even in cross-border traffic. This is precisely where the Laaprs wagons demonstrate their greatest strength: they can be used throughout Europe and form an integral part of international transport chains. Timber from the Alpine regions can thus be transported efficiently to Italy and onwards to the markets of Eastern Europe – reliably, predictably and in large quantities.

At a time of growing demand for sustainable transport solutions, the Laaprs wagons make a significant contribution to shifting freight transport to rail. They combine environmental responsibility with economic efficiency – making them far more than a relic of traditional rail freight operations, but rather a highly specialised tool of modern timber logistics.

Wood transport wagon




ÖBB/RCW

Ep	VI
	340
	40179



Laaprs

Photomontage

Q4/2027
6600496

- Fine grab rails at wagon ends
- Fully factory-fitted model

Wood transport wagon




ÖBB/RCW

Ep	VI
	340
	40179



Laaprs

Photomontage

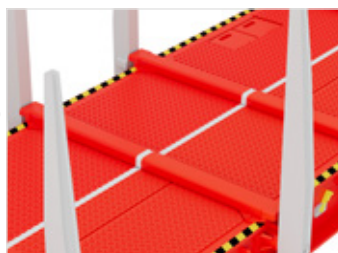
Q4/2027
6600497

- Fine grab rails at wagon ends
- Fully factory-fitted model

IN DETAIL



Prototypically designed stanchions



Intricately detailed reproduction of the chequer plate



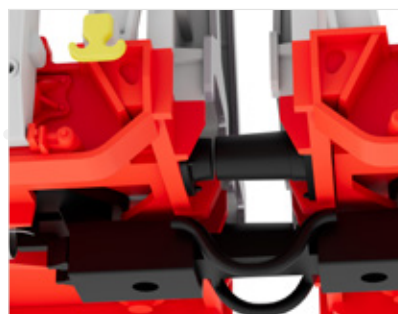
Multi-part design around the axleboxes and wheelsets



Sharply defined engravings around the stanchion mountings



Separately attached buffer handles



Reproduced air pipes between the two wagon sections, which are close-coupled

2-piece set: Sliding-tarpaulin wagons



SNCB

Ep	VI
	276
	40196



Shimmms

Photomontage

Q3/2027

6600435

► With permission from NMBS Train World.

2-piece set: Container carrier wagons



LINEAS

Ep	VI
	452
	40196



Sgns

Photomontage

Q2/2027

6600361

2-piece set: Open goods wagons



SBB

Ep	V-VI
	342
	40196
	40183



Eaos



Eanos

Photomontage

Q1/2027

6600354

Sliding-wall wagon



SBB CARGO

Ep	VI
	276
	40196



Habbiillnss

Photomontage

Q1/2027

6600347

► SBB Cargo logos included as printed etched parts

3-piece set: Self-unloading hopper wagons



VIGIER CEMENT

Ep	V
	432
	40196



Fals



Photomontage

Q1/2027

6600230

2-piece set: Parcels/mail vans

 PTT

Ep	IV
	466
	40196

Q3/2027
6600241



Z-5



Z-5 Photomontage

- ▶ Both wagons feature the modern Post logo
- ▶ Set comprising one wagon each from the 1st and 2nd series

Parcels and mail van

 PTT

Ep	IV
	233

Q3/2027
6600242 DCC
6620242 AC



Z-5 Photomontage

- ▶ Vans from the first series
- ▶ Modern Post logo
- ▶ Openwork running grilles
- ▶ Vans fitted with switchable red tail lights at both ends

3-piece set: Mail vans

 PTT

Ep	V
	597
	40195
	40196
	40420

Q3/2027
6600428



EW II Z

- ▶ Mixed postal train in its final period of service, in green livery
- ▶ All vans feature the modern postal logo




Z2 Photomontage

- ▶ Z2 vans with riveted strips on the sides, matching modern mail vans



Photo: D. Schärer

2-piece set: Tank wagons “Agrola”



SBB

Ep	V-VI
≡	236
≡	40196



Photomontage

Q2/2027

6600420

- ▶ Perforated walkway grids made from etched sheet metal
- ▶ Unloading mechanism with vertical mounting

3-piece set: Silo wagons



WASCOSA

Ep	VI
≡	467
≡	40179



Uacns



Photomontage

Q4/2027

6600432

- ▶ Formerly Holcim and Rigips wagons; now all owned by Wascosa
- ▶ All wagons in different colours
- ▶ Two wagons with a roof walkway, one without one

3-piece set: Open goods wagons



AAE/VTG

Ep	VI
≡	483
≡	40196



Eaos



Photomontage

Q3/2027

6600429

- ▶ Set of AAE/VTG wagons, each with a distinct logo
- ▶ Loaded with beets
- ▶ Suitable for assembling block trains

Articulated double-pocket wagon T2000



AAE

Ep	VI
393	
40195	

Q3/2027

6600457



Sdggmrs/T2000

Photomontage

- Wagons made from die-cast metal
- Loaded with two 45' "M-REAL" swap bodies

Articulated double-pocket wagon T3000e



MFD RAIL

Ep	VI
393	
40178	

Q2/2027

6600391



Sdggmrs/T3000e

Photomontage

- Wagons made from die-cast metal
- With a lorry semi-trailer and a 45' container from the freight forwarder pe.tra
- Can be fitted with an upright or a folded shunting handle



Photo: Deutsche Bahn AG V. Emersleben

Pocket wagon T3



HUPAC

Ep	VI
	211
	40179



SdgmNSS Photomontage

Q2/2027
6600360

- ▶ With a refrigerated semi-trailer from the forwarding agent “H.Z. Logistics”
- ▶ Die-cast metal chassis

Pocket wagon T5



WASCOSA

Ep	VI
	230
	40178



Sdgnss/T5 Photomontage

Q3/2027
6600452

- ▶ Can be fitted with an upright or folded shunting handle
- ▶ Fully factory-fitted model

Pocket wagon T5



HUPAC

Ep	VI
	230
	40178



Sdgnss/T5 Photomontage

Q3/2027
6600451

- ▶ Can be fitted with an upright or folded shunting handle
- ▶ Fully factory-fitted model

2-piece set: Goods wagons



ČSD

Ep	III
	216
	40196
	6560



Vte



Uz

Photomontage

Q2/2027
6600396

Guard's van for goods trains



ČSD

n:
mold variant

Ep	IV
	122
	40178
	40361



Ds

Photomontage

Q2/2027

6600418

- For the first time as a mould variant with an additional window in the side wall and without a chimney on the roof
- Finely detailed model with separately applied plug-in parts

Tank wagon



ČSD

Ep	IV
	142
	40183



Ra

Photomontage

Q2/2027

6600382

3-piece set: Self-unloading hopper wagons



ČSD

Ep	IV
	468
	40196



Falls



Photomontage

Q3/2027

6600424

- Ideal for recreating block trains
- Wagon without load – ideal for adding your own choice of load
- For the first time in brown livery as a classic ČSD model

An ideal complement to, for example,
the class E 469.1 electric locomotives

3-piece set: Self-unloading hopper wagons


ČD

Ep	V
	468
	40196



Falls



Photomontage

Q3/2027

6600425

- Ideal for recreating block trains
- Wagon without load – ideal for adding your own choice of load

2-piece set: Self-unloading hopper wagons


ČD CARGO

Ep	VI
	312
	40196



Falls

Photomontage

Q3/2027

6600426

2-piece set: Tank wagons


ČD CARGO

Ep	VI
	390
	40179



Zacns

Photomontage

Q1/2027

6600310

An ideal complement to, for example,
the class E 469.1 electric locomotives

2-piece set: Covered goods wagons



DB

Ep	IV
	220
	40196



Photomontage

Q4/2027

6600490

Open goods wagon



DB

Ep	IV
	181
	40196



Eanos

Photomontage

Q3/2027

6600440

► Back in the Roco range as a classic DB version after many years

Sliding-tarpaulin wagon



DB

Ep	IV
	229
	40196



Rils

Photomontage

Q3/2027

6600444

2 piece set: Sliding wall wagons



DB

Ep	IV
	350
	40196



Hbbis



Photomontage

Q2/2027

6600261

3 piece set (1): Ore wagons



DB

Ep	IV
	519
	40196



Faals 150

Photomontage

Q1/2027

77030

► With new running numbers

3 piece set (2): Ore wagons



DB

Ep	IV
	519
	40196



Faals 150

Photomontage

Q1/2027

77031

► With new running numbers

Luggage van



DR

Ep	III
	103
	40178

Q2/2027

6600413

6610413

DCC



D

Photomontage



- With modified arrangement of the side windows and modified grab rails
- With steps below the loading compartment door
- Sliding doors can be fitted in three positions (closed, half-open, open)

On the Rails with the 58.30

The following goods wagons are the perfect complement to the highlight of 2027: the class 58.30 steam locomotive. Together, they make it possible to recreate a particularly authentic goods train.

Photo: Bügel Eisenbahnstiftung



Goods train guard's van



DR

Ep	IV
	103
	40178



Pwg

Photomontage

Q2/2027

6600414

6610414

DCC



- ▶ With modified arrangement of the side windows and modified grab rails
- ▶ Without steps below the loading compartment door
- ▶ Sliding doors can be fitted in three positions (closed, half-open, open)

Tank wagon



DR

Ep	IV
	118
	40196



Zs-w

Photomontage

Q2/2027

6600423

- ▶ With lettering "Minol"
- ▶ Elaborately hand-weathered model

2-piece set: Heavy fuel oil tank wagons



DR

Ep	IV
	236
	40196



Uhs-w

Photomontage

Q2/2027

6600422

Covered goods wagon



DR

Ep	IV
	139
	40196



Hbckr-u (ex „Dresden“)

Photomontage

Q2/2027

6600373

► Version with end doors

Covered goods wagon



DR

Ep	IV
	110
	40196



Gklm

Photomontage

Q4/2027

6600489

► For the first time in Era IV lettering

Covered goods wagon



DR

Ep	IV
	149
	40183



Gos

Photomontage

Q1/2027

76609

► Both sides of the wagon feature different authentic advertising designs



Covered goods wagon



DR

Ep	IV
	144
	40183
••	LED



Gos

Photomontage

Q1/2027

76608

► Both sides of the wagon feature different authentic advertising designs
► Equipped with tail lights – operated by batteries*

*The AAA batteries required for operation are not included in the package!

2-piece set: Slurry wagons


DR

Ep	IV
	314
	40196



Zaes



Photomontage

Q3/2027

6600433

► Version for the transport of edible oil

3-piece set: Slurry wagons


DR

Ep	IV
	471
	40196



ZZhs



Photomontage

Q2/2027

6600392

► With chrome-plated tanks

2-piece set: Cement silo wagons


DR

Ep	IV
	196
	40196



Uces



Photomontage

Q4/2027

6600467

2 piece set: Telescopic hood wagons



VTG

Ep	IV
≡	276
⌏	40196



Q1/2027

77051

Shis

Photomontage

Low-floor intermediate wagon "Rollende Landstraße"



DB AG

Ep	V
≡	216



Saadkms

Photomontage

Q1/2027

6600228

► Complementary wagon for the wagon set item 6600227

4 piece set: "Rollende Landstraße"



DB AG



ČD

Ep	V
≡	930
⌏	40196
⌏	4000005



Bc

Q1/2027

6600227



Saadkms

Photomontage

- One low-floor wagon with attached buffer beams
- Reproduction of a classic "Elbtal-Rola"
- Matching wagon available under item no. 6600228 to form an authentic long train

An ideal complement to previously released "Knödelpresse" models

Sliding tarpaulin wagon “66 Years of ROCO”

ROCO

Ep	IV
138	
40196	



Shimmns

Photomontage

Q3/2027

6600545

- Intricate printing
- One-off edition

66 Years of ROCO – Big in Detail & Technology

What began in 1960 with the production of plastic products developed into a success story on rails. The first H0 gauge model railways were produced as early as 1967, before ROCO introduced its first locomotives based on Deutsche Bundesbahn prototypes in 1976. From the very beginning, exceptional attention to detail, precision and high quality standards were at the heart of the company.

Over the following decades, ROCO continued to shape the world of model railways with new ideas: full-length passenger coaches, prototypical track systems and innovative couplings set new standards. The product range was continuously developed and the brand expanded internationally.

Another significant milestone followed with the takeover of the TT product range from Kühn. This enabled ROCO to expand its offering to include the traditional 1:120 scale, opening a new chapter in its model railway history.

Today, ROCO is one of the world's leading suppliers of model railways. What began in 1960 has grown into an internationally renowned brand that stands for innovation, quality and enthusiasm – always bringing the passion for real railways to the world of miniature mo.

66 Years of ROCO – A Story of Ideas, Technology and a Passion for Railways.

ROCO-Clean track cleaning wagon

	
ROCO	
Ep	VI
	168
	40196



Photomontage

Q1/2027
46400

- For the first time in the new ROCO design
- For clean tracks on your model railway layout

Sliding tarpaulin wagon

	
GATX	
Ep	VI
	138
	40196



Shimmns

Photomontage

Q2/2027
6600377

2-piece set: Pressurised gas tank wagons

	
VTG	
Ep	VI
	408
	40196



Zags

Photomontage

Q3/2027
6600450

Sliding-wall wagon

	
DB AG	
Ep	VI
	534
	40196



Habbills

Photomontage

Q4/2027
6600484

Container carrier wagon

	
DB AG	
Ep	VI
	226
	40196



Sgns

Photomontage

Q3/2027
6600307

- Loaded with three 20' containers
- Open-top containers with tarpaulin

Articulated double-pocket wagon T3000e



WASCOSA

Ep	VI
393	
40178	



Sdggmrs 738/T3000e

Photomontage

Q4/2027

6600487

Articulated double-pocket wagon T3000e



TX LOGISTIK

Ep	VI
393	
40178	



Sdggmrs 738/T3000e

Photomontage

Q4/2027

6600488

- ▶ Wagon made from die-cast metal
- ▶ Loaded with two lorry semi-trailers from the freight forwarder Vertex
- ▶ With eight movable snap locks per trough
- ▶ Can be fitted with an upright or a folded shunting handle

The "T3000" megatrailer pocket wagon is a further development of the T2000 type. The loading area is designed to accommodate the low-slung vehicle parts of megatrailers. However, older trailer types, as well as swap bodies and containers up to 7.82 m in length, can also be loaded.

- ▶ Wagon made from die-cast metal
- ▶ Loaded with two lorry semi-trailers from the freight forwarder Stegagno
- ▶ With eight movable snap locks per trough
- ▶ Can be fitted with an upright or a folded shunting handle

Articulated double-pocket wagon T3000e



VTG

Ep	VI
	393
	40178



Sdggmrs 738/T3000e

Photomontage

Q4/2027

6600482

Articulated double-pocket wagon T3000e



ERMEWA

Ep	VI
	393
	40178



Sdggmrs 738/T3000e

Photomontage

Q4/2027

6600486

- ▶ Wagons made from die-cast metal
- ▶ Loaded with two lorry semi-trailers from the freight forwarder LKW Walter
- ▶ With four movable snap locks per trough

- ▶ Wagon made from die-cast metal
- ▶ Loaded with two 45' containers from the freight forwarder Express Interfracht
- ▶ Can be fitted with an upright or a folded shunting handle

Long before a new car covers its first kilometres under its own power, it has often already travelled a considerable distance. From Europe's major production sites, extensive logistics networks lead to distribution centres, import terminals and seaports. Railways have played a key role in this process for decades: entire trains consisting of specially designed, mostly double-decker car transport wagons connect the factories with their sales markets.

From Germany, the Czech Republic and Slovakia through Hungary and Poland to Spain, Italy and France, the automotive industry plays a defining role in European rail freight transport. However, it is not only finished vehicles that are transported. Supplying factories with components is equally important, with deliveries often precisely coordinated with the manufacturers' tightly scheduled production processes.

Germany occupies a particularly important position. As one of Europe's leading automotive manufacturing locations, the country is simultaneously a production centre, sales market and major transit hub. Numerous European transport routes converge here, connecting car factories with distribution centres and dealerships, as well as the major North Sea ports for worldwide exports.

DB Cargo AG is closely involved in these operations. Its European Automotive RailNet connects manufacturers, suppliers, logistics centres and export ports across national borders. According to DB Cargo, around 1.2 million vehicles are transported annually, while up to 250 freight trains carrying vehicles and components operate throughout the Automotive RailNet every day.

To this day, trains loaded with brand-new cars remain among the most characteristic sights in European rail freight transport. They also tell the story of a sophisticated logistics network in which Germany and DB Cargo AG play a central role.



From rail

to road



Photo: R. Auerweck



Photo: M. Schmid

Electric locomotive 155 213-2



INTEGRO

Ep	VI
	225
	PluX22
	R2
	LED



Photomontage

The class 155 electric locomotives were originally developed as the Class 250 of the Deutsche Reichsbahn. Between 1977 and 1984, a total of 273 production locomotives were built by LEW Hennigsdorf. Following German reunification, they continued in service with Deutsche Bahn as Class 155 locomotives.

Even after DB AG withdrew them from service, a number of these distinctive locomotives – often referred to as "power containers" due to their angular shape – remained in service with private railway undertakings. One of these is 155 213-2, which became part of the fleet operated by IntEgro Verkehr and the Eisenbahn-Bau- und Betriebsgesellschaft Pressnitztalbahn (PRESS).

- ▶ **Distinctive dark blue livery with white panels and a green decorative stripe**
- ▶ **Used to haul heavy goods trains, including car and tank wagon trains**

Q3/2027

7500278	DC		6/2
7510278	DCC		6/2
7520278	AC		4/2

Electric locomotive 155 059-2



PRESS

Ep	VI
	225
	PluX22
	R2
	LED



Photomontage

- Operating condition: From 2021
- Delicate pantographs
- Finely engraved bogies
- Used to haul car transport trains and many other block trains

Q2/2027			
7500193	DC		6/2
7510193	DCC		6/2
7520193	AC		4/2



Photo: C. Schwella

Electric locomotive 145 065-9



MEG

Ep	VI
	217
	PluX22
	R2
	LED



Photomontage

Q4/2027			
7500264	DC		4/1
7510264	DCC		4/1
7520264	AC		3/2

The class 145 electric locomotive was developed from the late 1990s onwards by ADtranz (later Bombardier Transportation) for freight transport in Germany. It belongs to the first generation of the modular TRAXX platform and is a further development of the class 120, albeit without the additional equipment required for passenger transport. The 145 065 was built by ADtranz in 2000, initially delivered to DB Cargo, and has been in service with MEG in Schkopau since 2 September 2019.

- ▶ Version in “MEG” design
- ▶ Pantograph with innovative mounting
- ▶ Multi-coloured cab rear wall and control panel
- ▶ Separately fitted windscreen wipers

3-piece set: Car carrier wagons



TWA

Ep	VI
	945



Hccrs

Photomontage

Ideal for forming block trains

Q2/2027
6600393

- ▶ Version with DB AG logo
- ▶ Finely detailed model with many plug-in parts



Photo: W. Radstake

Car carrier wagon

Laaers, DB AG/Privat



Photo: R. Auerweck



The car carrier wagon has been the backbone of European vehicle logistics for many years. Designed for the efficient, safe and large-scale transport of passenger cars and light commercial vehicles, this double-deck specialised wagon combines high flexibility with impressive capacity. Its adjustable loading levels allow it to accommodate a wide range of vehicles of varying heights – from small cars to SUVs – making it a versatile asset in modern logistics chains.

The wagons are used by, amongst others, DB AG, ARS Altmann and numerous other rail transport companies throughout Europe. The wagons' success is also evident on the railways: whether in Germany, Italy or Spain, they are predominantly used in block trains across Europe. Their widespread use is no coincidence: the wagon is characterised by robust construction, economical operation and maximum utilisation of the available loading gauge. At the same time, it meets the automotive industry's growing demands for speed, reliability and damage-free transport.

Yet, as tried and tested as the concept is, it remains a compromise. The complex mechanics of the movable decks require maintenance, and the design, based on standardised vehicle sizes, is increasingly reaching its limits as ever-larger models are introduced. It is precisely here that we see how much the Laaers reflects its time: a technically sophisticated system that continuously adapts to the dynamics of the automotive world.

As a model of modern car transport logistics, the Laaers thus stands not only for efficiency but also for the ongoing challenge of keeping standardised systems in step with an evolving industry.

IN DETAIL



Separately fitted step



All handrails separately attached, some made of metal



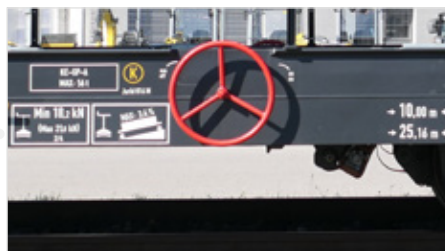
Multi-part design around the axleboxes and wheelsets



Buffer beam can be fully equipped with brake hose and coupling replica



Separately attached buffer handles



Separately attached handbrake wheel

2-piece set: Car carrier wagons



DB AG

Ep	VI
712	

Q4/2027

6600409



Laaers

Photo: T. Liermann

- ▶ Original condition with low railings
- ▶ With finally detailed railings and access ladders
- ▶ Prototypically designed bridging plates, of a different design to those on item no. 6600410
- ▶ Suitable for block trains

2-piece set: Car carrier wagons



ARS ALTMANN

Ep	VI
712	

Q4/2027

6600410



Laaers

Photo: T. Liermann

- ▶ Version with high railings in operating position
- ▶ With finely detailed railings and access ladders
- ▶ Prototypically designed bridging plates, of a different design to those on item no. 6600409
- ▶ Suitable for block trains

Articulated double-pocket wagon T2000



WASCOSA

Ep	VI
	390
	40195



Sdggmrs/T2000

Photomontage

Q2/2027

6600366

- Wagon made of die-cast metal
- With separately attachable folding bolts
- For the first time as an unloaded model, allowing you to add your own semi-trailers or containers

Articulated double-pocket wagon T2000



CARGONET

Ep	VI
	390
	40195



Sdggmrs/T2000

Photomontage

Q2/2027

6600369

- Die-cast metal wagon
- Variable loading with containers and semi-trailers

Sliding-tarpaulin wagon



RENFE

Ep	V
	138
	40196



Shimms

Photomontage

Q4/2027

6600501

Sliding-tarpaulin wagon



RENFE

Ep	VI
	138
	40196



Shimms

Photomontage

Q4/2027

6600502

Covered goods wagon



SNCF

Ep	IV
	249
	40183



Gabss

Photomontage

Q1/2027

6600349

2-piece set: Open goods wagons



SNCF

Ep	IV
	322
	40183



Eaos



Photomontage

Q2/2027

6600381

2-piece set: Slurry wagons



SNCF

Ep	IV-V
	314
	40196



Photomontage

Q2/2027

6600395

2-piece set: Sliding tarpaulin wagons



SNCF

Ep	IV-V
	458
	40196



Rils



Photomontage

Q3/2027

6600473

2-piece set: Container carrier wagons



TOUAX

Ep	VI
	452
	40196



Sgnss



Photomontage

Q2/2027

6600364

- One wagon loaded with two tank containers
- One wagon loaded with two 20' containers
- Wagons made of die-cast metal

Covered goods wagon

	
MAV	
Ep	IV
	122
	40183



Gg Photomontage

Q3/2027
6600442

Stanchion wagon

	
MAV	
Ep	IV
	229
	40183



Rs Photomontage

Q3/2027
6600447

2-piece set: Open goods wagons

	
MAV	
Ep	V
	322
	40183



Eas Photomontage

Q4/2027
6600480

Sliding-wall wagon

	
RCH	
Ep	VI
	267
	40196



Habbinss Photomontage

Q3/2027
6600169

Container flat wagon

	
GYSEV	
Ep	V
	226
	40196



Sgns Photomontage

Q2/2027
6600127

2-piece set: Dust silo wagons

	
PULTRANS	
Ep	V–VI
	376
	40179



Uacs Photomontage

Q4/2027
6600474

Covered goods wagon



FS

Ep	IV
	249
	40183



Gabs

Photomontage

Q1/2027

6600351

Articulated double-pocket wagon T3000e



CEMAT

Ep	VI
	393
	40178



Sdggmrs 738/T3000e

Photomontage

Q1/2027

6600346

- Wagon made of die-cast metal
- Loaded with two lorry trailers from the forwarding agent Codognotto
- Can be fitted with an upright or folded shunting handle

3-piece set (1): Marble-carrying train



MIR/DB AG

Ep	VI
	645
	40196



Samms



Rgs

Photomontage

- Loaded with blocks of marble

Q4/2027

6600471

3-piece set (2): Marble-carrying train



MIR/DB AG

Ep	VI
	645
	40196



Samms



Rgs

Photomontage

- Loaded with blocks of marble

Q4/2027

6600478

2-piece set: Tank wagons



NS

Ep	III
≡	286
≡	40183



Photomontage

Q1/2027

6600309

Covered goods wagon



NS

Ep	IV
≡	249
≡	40183



Gabs

Photomontage

Q1/2027

6600363

2-piece set: Sliding tarpaulin wagons



ATIR-RAIL

Ep	VI
≡	276
≡	40196



Shimmns

Photomontage

Q2/2027

6600375

2-piece set: Sliding tarpaulin wagons



RAILRELEASE

Ep	VI
≡	276
≡	40196



Shimmns

Photomontage

Q2/2027

6600380

2-piece set: Sliding tarpaulin wagons



WASCOSA

Ep	VI
≡	276
≡	40196



Shimmns

Photomontage

Q2/2027

6600389

Chlorine tank wagon



SJ

Ep	III-IV
≡	101
≡	40183



Photomontage

Q4/2027

6600465

Covered goods wagon

	
PKP	
Ep	III
	133
	40196



Kdsn

Photomontage

► Former pitched-roof wagon of the Italian State Railways (FS)

Q2/2027

6600372

2-piece set: Self-unloading hopper wagons

	
PKP	
Ep	III
	312
	40196



Wwyah

Photomontage

Q4/2027

6600469

Rail-carrying wagon

	
PKP	
Ep	IV
	196
	40196



Rkmp

Photomontage

► Loaded with rail sections

Q1/2027

6600299

Covered goods wagon

	
PKP	
Ep	IV
	161
	40196



Gbs-x

Photomontage

Q1/2027

6600288

Open goods wagon

	
PKP	
Ep	IV
	132
	40183



.Ekl

Photomontage

Q2/2027

6600378

Open goods wagon

	
PKP	
Ep	V
	161
	40196



Eaos

Photomontage

Q1/2027

6600282

Open goods wagon

	
PKP	
Ep	V
	115
	40196



Es Photomontage

Q2/2027
6600388

Pressurised gas tank wagon

	
PKP	
Ep	V
	204
	40196



Zags Photomontage

Q3/2027
6600443

► Version with sunroof

Container flat wagon

	
PCC	
Ep	VI
	226
	40196



Sgrss Photomontage

Q3/2027
6600356

► Loaded with a 45-foot "Triton" refrigerated container

Stanchion wagon

	
PKP	
Ep	VI
	229
	40196



Rs Photomontage

Q3/2027
6600445

► Version with 1XTa type bogie

3-piece set: Self-unloading hopper wagons

	
PKP CARGO	
Ep	VI
	468
	40196



Fals



Photomontage

Q3/2027
6600494

Guard's van for goods trains



ZSSK CARGO

Ep	V-VI
122	
40178	
40361	

Q2/2027

6600419



Daa-k

Photomontage

- Version with open platform railing
- Roof design with a chimney
- Modernised version with blanked-off side windows

Container carrier wagon



ZSSK CARGO

Ep	IV
226	
40196	

Q3/2027

6600448



Sgns

Photomontage

- Loaded with three 20' containers

2-piece set: Car carrier wagons



ZSSK

Ep	VI
606	
40195	

Q3/2027

6600438



DDm

Photomontage

2-piece set: Sliding-tarpaulin wagons



ZSSK CARGO

Ep	VI
276	
40196	

Q3/2027

6600455



Shimmns

Photomontage

2-piece set: Self-unloading hopper wagons



ZSSK CARGO

Ep	VI
312	
40196	

Q3/2027

6600454



Fals



Photomontage



NARROW GAUGE

Steam locomotive 0399 004-1



ÖBB

Ep	IV
	134
	PluX16
	261 mm



Photomontage

Q3/2027			
7140002	DC		4/1
7150002	DCC		4/1

The narrow gauge steam locomotive 0399 004 of the Austrian Federal Railways belonged to the tried-and-tested class 399, whose locomotives were originally procured as class Mh for the Lower Austrian State Railways. The later 399.04 was built in 1906 by the Krauss locomotive factory in Linz and initially entered service as Mh.4. Following the electrification of the Mariazellerbahn, these powerful locomotives with supporting tenders found a new area of operation on the Waldviertel narrow gauge railways, where they became indispensable, particularly in freight transport.

- ▶ As in service in the 1990s with the Waldviertel Narrow-Gauge Railways
- ▶ Lettering with computerised number
- ▶ With colour-contrasting boiler rings

Narrow-gauge “Spanten” coach



ÖBB

Ep	IV
	92



Bi/s

Photomontage

n:
mold variant

Q4/2027
6240016

- ▶ Wagon body with cut-out for Webasto heating
- ▶ Featuring small “no smoking” pictograms
- ▶ Version based on wagons operating in the Waldviertel region

Narrow-gauge “Spanten” coach



ÖBB

Ep	IV
	92



Bi/s

Photomontage

Q4/2027
6240017

- ▶ Version with umbra-grey chassis
- ▶ Coach body with cut-out for Webasto heating
- ▶ With large “no smoking” pictogram

Narrow-gauge "Spanten" coach



ÖBB

Ep	IV
92	



BI/s

Photomontage

Q3/2027

6240010

- The only coach with a small toilet window
- Based in Waidhofen an der Ybbs, later in Zell am See

2-piece set: Stanchion wagons



ÖBB

Ep	IV
256	



SSm/s

Photomontage

Q4/2027

6640009

- Featuring lettering on the end walls

3 piece set: Goods wagons



DR

Ep	III - IV
246	



Ow



Gw



Photomontage

Q1/2027

6640008

- A covered goods wagon with a brakeman's platform

H0e Analogue Starter Set: Steam locomotive with tipper wagon train



Ep	IV
	396
	NEM 651
	228 mm

Contents:

- 1 Steam locomotive with a tender coupled behind
- 4 light railway tipper wagons
- 1 electronic handheld controller
- 1 plug-in power supply
- 1 guard's whistle

Inscriptions for various countries included (FRG, GDR, AT, FR, SK, PL, HU and RO)

Track oval:

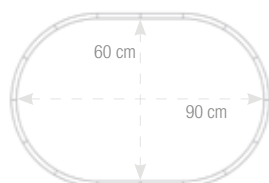
- 12 curved tracks (32204)
- 4 straight tracks (32202)
- 1 connecting cable



Photomontage

Q4/2027

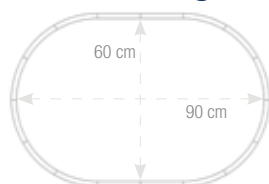
5140001



Z21 START newGen Digital Set: H0e steam locomotive with tipper wagon train

Q4/2027

5130001



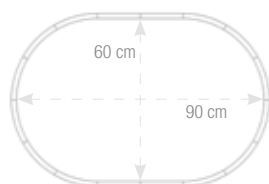
Z21 START newGen



Z21 App

Q4/2027

5150001



Z21 START newGen



Z21 multiMAUS

Z21 WLANMAUS newGen / 1008001

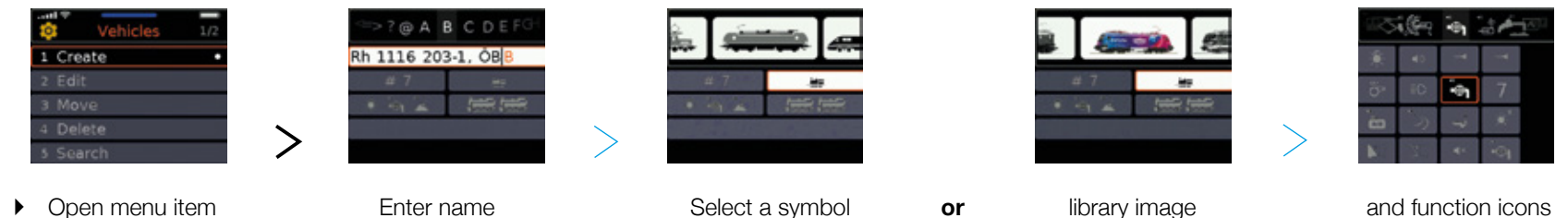
The successor to the popular Z21 WLANMAUS is here - now with even greater ease of use!

- ▶ All views can be individually set to 3 sizes
- ▶ Locomotive library with product photos directly from the Z21 database
- ▶ Newly developed menu structure for intuitive operation - ideal for one-handed use
- ▶ Rechargeable battery operation* with USB-C charging socket for uninterrupted use

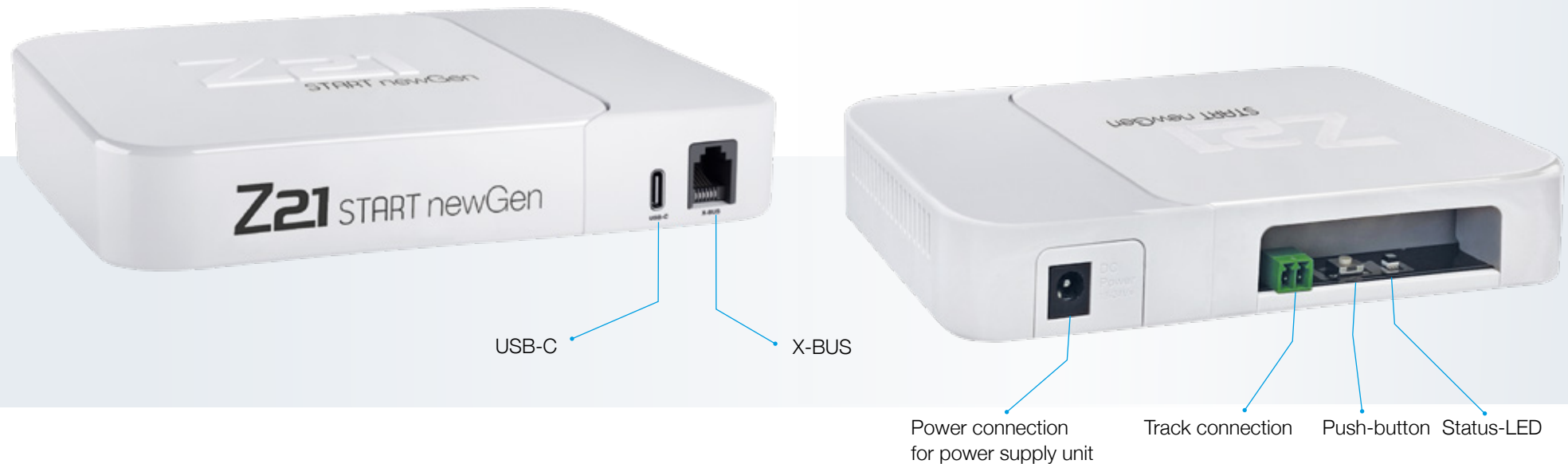
Two examples of the new display features:

User-friendly control

Comfortable vehicle setup



Z21 START newGen Digital Control Centre / 1000001



Features

- ▶ Controls up to 9,999 locomotive decoders
- ▶ Controls up to 2,048 points decoders
- ▶ Get started wirelessly straight away thanks to built-in Wi-Fi – no activation required
- ▶ Operated via the Z21 app, Z21 multiMAUS and Z21 WLANMAUS
- ▶ Firmware updates via the new Z21 Suite*
- ▶ Open multi-protocol control centre for DCC and Motorola** formats

Technical details

Input voltage	18–24 V
Output voltage	Equivalent to 1 V below the input voltage
Max. output current	3 A
Short-circuit/overload protection	Yes
Support for analogue locomotives	No
Dimensions	150 x 105 x 30 mm

Z21 Profi Digitalset with WLANMAUS newGen / 1000020

Your start into the digital world of model railway!

Contents:

- ▶ 1 x Z21 digital control centre
- ▶ 1 x Z21 WLANMAUS newGen
- ▶ 1 x Wi-Fi router
- ▶ 1 x mains adapter



The Z21 digital control centre connects your model railway layout, your digital locomotives and your carriages via Wi-Fi to your tablet, smartphone or the Z21 WLANMAUS newGen. No additional networking knowledge is required for this.

You can easily expand your Z21 digital control centre thanks to the wide range of interfaces. This also makes it the ideal basis for PC-based automation.

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4042490	194	6200288	222	6210326	219	6600357	240	6600413	258	6600465	282	7100069	22	7300118	181
4042491	194	6200289	222	6220265	231	6600358	35	6600414	260	6600467	262	7100075	17	7300128	147
5100020	209	6200290	223	6220276	105	6600359	152	6600415	113	6600469	283	7100076	31	7300130	151
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5110023	209	6200293	236	6220309	212	6600362	130	6600418	255	6600473	279	7100084	9	7300134	154
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5110030	210	6200298	237	6240010	288	6600368	112	6600424	255	6600484	265	7110064	31	7300142	170
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5140001	289	6200305	23	6600127	280	6600371	245	6600428	251	6600488	266	7110067	33	7300146	155
5150001	289	6200309	212	6600169	280	6600372	283	6600429	252	6600489	261	7110068	21	7300148	157
5500022	215	6200312	213	6600227	263	6600373	261	6600430	185	6600490	257	7110069	22	7300149	168
5510022	215	6200314	137	6600228	263	6600374	187	6600431	17	6600494	284	7110075	17	7300150	207
5520022	215	6200316	147	6600230	250	6600375	282	6600432	252	6600496	248	7110076	31	7300151	175
6200086	235	6200317	236	6600241	251	6600376	153	6600433	262	6600497	248	7110079	12	7300152	206
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6200236	165	6200322	101	6600256	240	6600378	283	6600435	250	6600501	278	7110084	9	7300158	148

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7310109	178	7320141	161	7500260	102	7510232	60	7510303	70	7520263	69	7710034	76
7310114	173	7320142	170	7500261	226	7510233	57	7510304	120	7520264	272	7710039	53
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7310118	181	7320149	168	7500263	69	7510235	214	7510308	244	7520268	89	7710043	79
7310128	147	7320151	175	7500264	272	7510236	61	7510311	73	7520270	82	7710044	122
7310130	151	7320153	184	7500267	39	7510237	83	7510324	229	7520272	113	7710048	200
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7310138	153	7500156	95	7500274	123	7510250	48	7520200	142	7520278	270	7720026	176
7310139	244	7500180	140	7500275	37	7510252	133	7520204	226	7520279	142	7720027	107
7310140	188	7500193	271	7500276	196	7510253	94	7520213	58	7520284	43	7720028	107
7310141	161	7500200	142	7500277	145	7510254	130	7520214	58	7520285	44	7720034	76
7310142	170	7500204	226	7500278	270	7510255	93	7520226	125	7520291	98	7720039	53
7310143	157	7500213	58	7500279	142	7510256	63	7520227	110	7520292	116	7720043	79
7310144	166	7500214	58	7500282	134	7510257	125	7520228	144	7520303	70	7720044	122
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7310161	203	7500237	83	7500324	229	7510270	82	7520241	87	7700027	107		
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7320109	178	7500241	87	7510156	95	7510274	123	7520252	133	7700042	158		
7320114	173	7500245	88	7510180	140	7510275	37	7520253	94	7700043	79		
7320117	170	7500250	48	7510193	271	7510276	196	7520254	130	7700044	122		
7320118	181	7500252	133	7510200	142	7510277	145	7520255	93	7700048	200		
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7320133	152	7500255	93	7510214	58	7510282	134	7520258	90	7710008	80		

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Country code

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

Epochs

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

Tracks

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

Railway administrations

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

Explanation of symbols

0000000	Item number
Q1-4/2024	Release: 1st-4th quarter of the relevant year
n:	Novelty
Ep III	Epoch
187	Overall length
DC	Direct current (without decoder)
DCC	Direct current (Digital version ex-works with decoder)
DCC	Direct current (Digital version ex-works with sound decoder)
AC	Alternating current (Digital version ex-works with decoder)
AC	Alternating current (Digital version ex-works with sound decoder)
5/2	Drive on X-axes / X-axes 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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