2026

Novelties

Great in detail and technology

www.roco.cc

COLLECTOR'S EDITION

ROCO presents:

With the new COLLECTOR'S **EDITION**, ROCO is launching a product line in 2026 that combines the best of over six decades of model railway development. Each model will be released in a **strictly limited** edition of **555** pieces and will feature selected prototypes from all eras – crafted with the utmost precision and finest details and a manufacturing quality that collectors will immediately recognise.

All models in the COLLECTOR'S **EDITION** are clearly identified by their distinctive **EXCLUSIVE label**; the first model in this new series is presented on **page 86**.

EXCLUSIV

Page
86

Dear ROCO fans,

We are full of energy and enthusiasm as we embark on a new model railway year! We would like to take this opportunity to express our sincere gratitude for your loyalty – also on behalf of our many employees worldwide.

Our commitment to you remains unchanged: We give our all to make the perfect models. That's why we're delighted to present several exciting new additions to our 2026 product range: As a result, the popular 5-pole motors are gradually making a comeback in more and more models. Our Z21start is also being released under the label 'Z21 START newGen' as a new entry-level control centre. Designed for the perfect and attractively priced introduction to the most enjoyable hobby in the world.

But let's turn our attention to the real stars:

What do parrots have to do with railways? Well, the steam locomotives of the CSD 477 class were real eye-catchers in rail transport thanks to their appearance and bright paintwork, and they delighted many fans, which is how the nickname came about. ROCO is now releasing a real monument to these special models.

A request that we often get is also being made a reality: The technical overhaul of selected steam locomotives from the former FLEISCHMANN range is in full swing! These include the elegant S 10.1 from KPEV, class 39.10 from the German Federal Railway and class 22 from the railway company of the German Democratic Republic (Deutsche Reichsbahn).

At ROCO, diesel is still far from being retired: With the complete redesign of the V 90 and the later 290, we are rolling a contemporary and system-compatible model out on the rails. A second highlight: Class 217 with all its intricate details is also rolling onto the H0 tracks. The range is rounded out by the expansion of the range of variants of our V 100 Ost models.

We will also explain what flirting has to do with railways with a special model: The Stadler Flirt 3 electric multiple units are now an integral part of local transport. Reason enough to produce these models in 1:87 scale.

And while we're on the subject of modern transport, we have to highlight one particular vehicle: The new Railjet generation has been connecting Germany, Austria and Italy for some time now. It's time to put this train on the miniature tracks.

But enough talk – you will find countless surprises, new designs and highlights on the following pages.

Have fun and enjoy a great model railway year!

Your ROCO-Team

Contents

Congratulations on

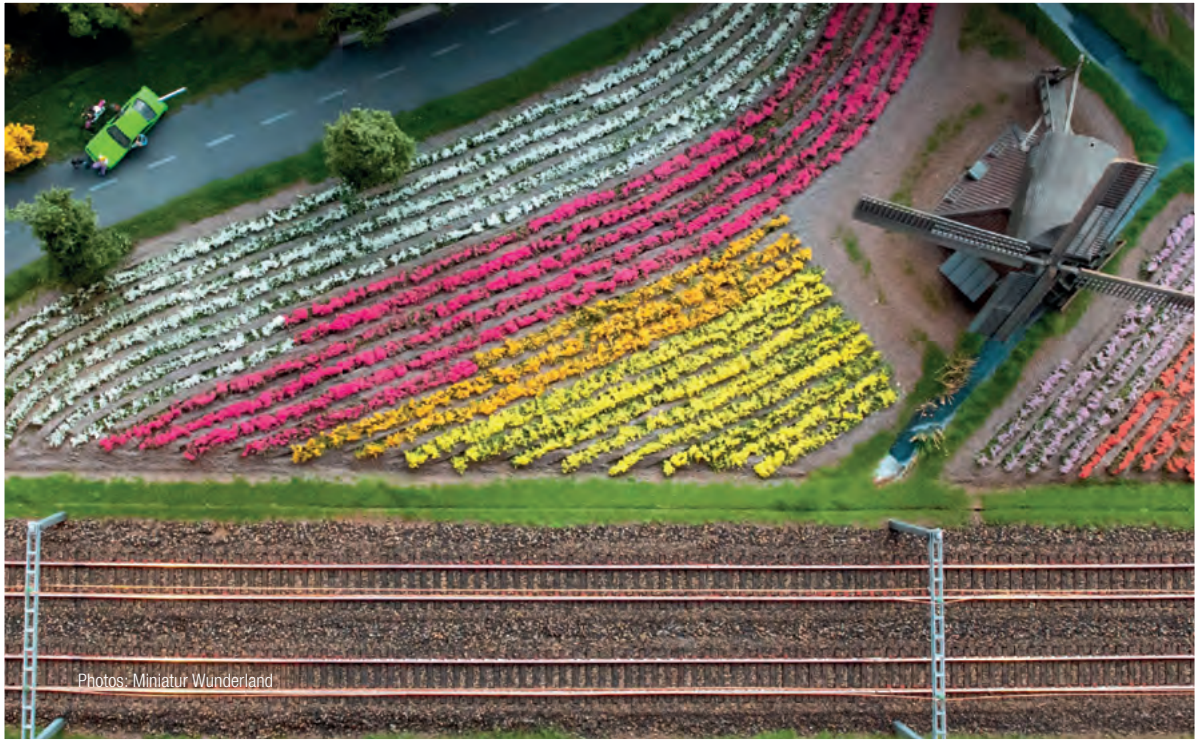
25 Years of Miniatur Wunderland

For a quarter of a century, Miniatur Wunderland has stood for passion, perfection and the courage to consistently pursue visions. Their worlds inspire not only model builders, but everyone who believes in marvelling at the world

As a longtime partner, we would like to express our sincere thanks for the trust and close cooperation. We are proud that ROCO products have been able to contribute in a small way to this success – and we look forward to shaping the next chapters of this extraordinary journey together.

Andreas Pirkner-Reithofer

Erwin Negeli



Photos: Miniatur Wunderland

SCAN ME

STEAM
locomotives

Steam locomotive 85.13

KkStB

Ep	I
	79
	PluX16
	R2
	LED

Photomontage

Once the major railway lines had largely been completed and the benefits to the developed economic regions became apparent, it soon became clear that more remote areas were being left behind. In response, efforts were made to open up these regions through the construction of "secondary railways". These simpler branch lines connected countless small towns and villages to the wider railway network, bringing them access to the outside world.

- **Elaborate printing with fine decorative lines**
- **Detailed design of the control**
- **Model with many separately applied plug-in parts**

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

4 piece set: Passenger train

KkStB

Ep	I
	411
	40361
	40181

Photomontage

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

Q1/2026
6200190

Photo*

1861-1916

Karl Gölsdorf

Karl Gölsdorf was one of the most important locomotive designers of the late 19th and early 20th centuries and had a major influence on the development of steam locomotives in Austria-Hungary. Born on 8 June 1861 in Vienna, in 1884 he joined the Imperial-Royal State Railways (kkStB), where he took over as head of the locomotive design department in 1891. In this role, he designed over 30 types of locomotives during his career, including numerous machines that set new standards in terms of both technology and economics..

A key feature of Gölsdorf's work was the combination of high performance with a simple construction and ease of maintenance. He became internationally known in particular for the introduction of the pioneering 'Gölsdorf axle' system. This principle made it possible to achieve high curve performance even in locomotives with multiple coupling axles by mounting individual axles so that they could be moved sideways. This made it possible to increase the number of driving axles without increasing the size of the fixed wheelbase – this was decisive progress in the construction of powerful locomotives for windy routes.

Gölsdorf's designs were characterised by a balanced relationship between power, speed and axle load. One of his most famous designs is the class 310, which still impresses today with its exceptional elegance.
In addition to his practical designs, Gölsdorf was also active as a technical writer and published several articles on locomotive theory and mechanical engineering. He was a member of many technical committees and received international recognition for his achievements, including honorary doctorates.

Karl Gölsdorf died on 18 March 1916 in Vienna. His work remains a milestone in the history of European locomotive construction to this day. Many of his technical principles were later adopted and developed by other railway administrations.

*Photo: Wikipedia, 16.12.2025, 07:29

Photo: R. Auerweck

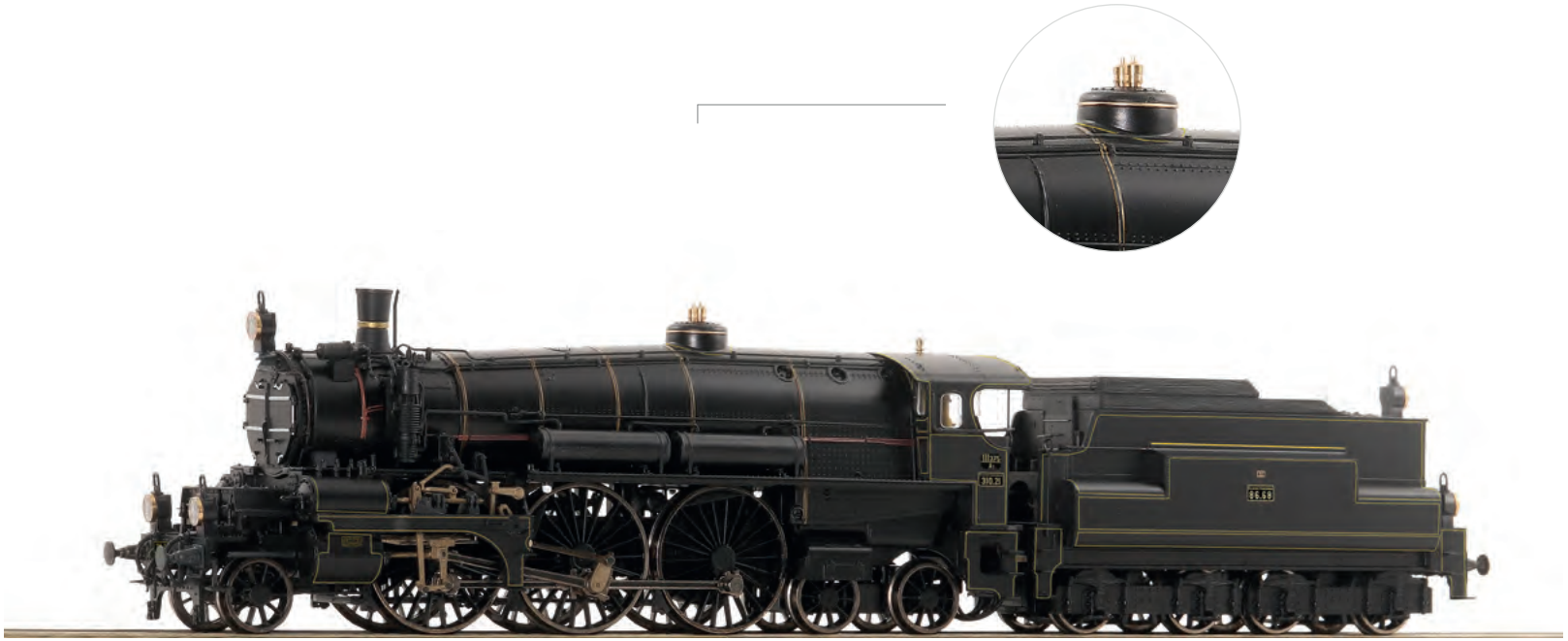

96
95

Steam locomotive 310.21

Edition

KkStB

Ep	I
	248
	NEM 652
	R2



Photomontage

The kkStB class 310 is considered one of the most elegant and technically sophisticated steam locomotives of its time – a masterpiece of Austrian engineering. Its striking, streamlined appearance and exceptionally smooth running made it the queen of the rails even back then. No collection should be without a model of this legendary express locomotive: It combines historical significance, technical sophistication and timeless aesthetics in perfect miniature form. It is a real highlight for lovers of classic steam locomotive technology.

- **Finely-detailed chassis**
- **With authentic decorative lines**
- **NEM finescale metal spoke wheels on the steam locomotive chassis**
- **Tank wheelsets feature greater wheel flange heights**
- **Opening smoke-box doors**

Q2/2026			
7100051	DC		5/2
7110051	DCC	♪	5/2
7120051	AC	♪	5/2

Steam locomotive class 109

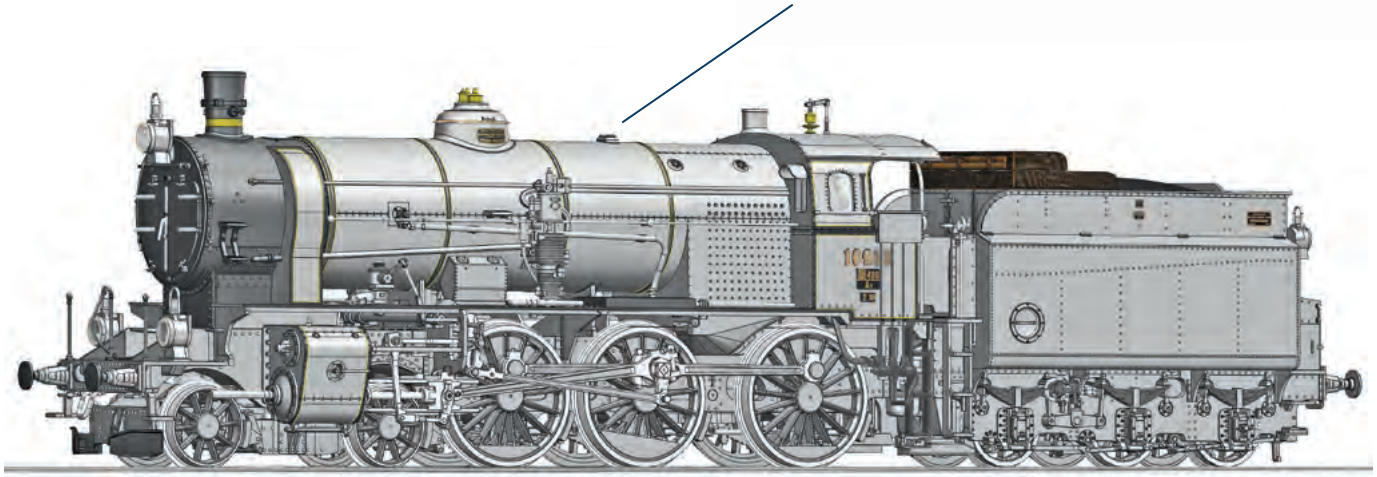
Edition

Südbahn

Ep	II
	201
	PluX16
	R3
	LED
Z21	Cab

Info:

The photography coat is a special livery applied by locomotive factories on special locomotive models in order to achieve an improved appearance on the photos of the time. It was composed of removable lime paint and was only applied specifically for photography purposes.



Photomontage

As a powerful express train locomotive for high-quality passenger transport, it stood for reliability, speed and technical innovation. With its striking silhouette and finely tuned proportions, it is one of the most beautiful designs of the Imperial and Royal Privileged Southern Railway Companys. A model of this locomotive is a must-have for every collector – it combines historical significance with fine mechanics and nostalgic charm of the highest order.

- **Photography coat**
- **Free-standing lines and many separately attached plug-in parts**
- **Full metal wheels with low wheel flange**

Q2/2026			
7100047	DC		2/2
7110047	DCC	🔊	2/2
7120047	AC	🔊	2/2

n:

The CSD class 477.0 is the last and most technically sophisticated steam locomotive class of the Czechoslovak State Railways (CSD). A total of 60 models were manufactured between 1951 and 1955 by the CKD (CKD Sokolovo in Prague) and were developed from the previous class 476.1. The engines were designed as powerful express train tender locomotives with a 2'D2' axle arrangement (type 4-8-4T) for heavy passenger train service and, with a service weight of around 131 tonnes, were considered one of the heaviest tender locomotives in Europe at the time.

The three-cylinder engines reached a maximum speed of around 100 km/h and had a starting tractive force of almost 110 kN. The locomotives were particularly popular with staff thanks to their technology, which was modern for the time. They were equipped with countless technical innovations. These included a mechanical grate coating, which ensured better heat distribution, as well as a stoker. This made physical work much easier, as it automatically fed the fuel into the boiler and distributed it onto the grate.

Visually, class 477.0 was characterised by striking lines with a streamlined smoke box, Witte wind deflectors and elegant, predominately colourful paintwork with decorative lines. This earned it the nickname 'Papoušek' (parrot) in everyday operation. The locomotives were primarily used in heavy suburban traffic around urban centres, but also in freight transport.
The class was gradually retired by 1981 due to the ongoing electrification of the rail network and the introduction of powerful diesel traction.

The 'parrots' have always been a source of great joy for railway fans worldwide. For this reason, it is not surprising that some models have been preserved in museums and are still partially operational.

Steam locomotive

Class 477.0, CSD

Photo: Slg. P. Kavan


477 054

in detail

Free-standing pipes throughout the model

Detailed design of boiler rear panel

Specially designed and functional CSD lamp

Distinctive double chimney

Unobstructed view under the boiler and authentic engine lighting

Perfectly replicated lamps

Tender rear wall elaborately reproduced

Steam locomotive 477 008

Edition n:

ČSD

Ep	III
	199
	PluX22
	R2
	LED

Photomontage

- Completely new design
- Parts of the model made of metal
- Striking blue paintwork with white decorative elements
- Unobstructed view between boiler and frame
- With switchable driver's cab and engine lighting in digital mode
- In digital mode with dynamic steam for even more authentic steam emission from the chimney

Q3/2026			
7100033	DC		4/1
7130033	DCC		4/1
7110033	DCC		4/1
7120033	AC		4/1

Steam locomotive PtL 2/2 4516

K.Bay.Sts.B.

Ep	I
	80
	NEM 652
	R2

Photomontage

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

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

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

3 piece set: Goods train

K.Bay.Sts.B.

Ep	I
	318
	6562
	6563

Gm

Omm[u]

Photomontage

- **Wagons with spoked wheels**

Q1/2026
6600223


Roco
PKJ
4512

Steam locomotive class Pt 2/3

K.Bay.Sts.B.

Ep	I
	107
	NEM 651
	R2

Photomontage

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

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

Q1/2026			
7100037	DC		2/0
7110037	DCC		2/0
7120037	AC		2/1

4 piece set: Local passenger train

K.Bay.Sts.B.

Ep	I
	568
	40181
	40361

PL

CL

BPostL

CL

Photomontage

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

Q1/2026
6200197

Steam

locomotive

S 10.1, K.P.E.V.

update

The Prussian S 10 was one of the most important express train locomotives of the Royal Prussian Railway Administration (KPEV) and marked an important step in the development of powerful steam locomotives for high-quality passenger transport. Built from 1910 onwards, it was designed to meet the growing demands of express train service and to haul heavy trains at high speeds over long distances. The engines had a four-cylinder compound steam engine and the characteristic 2'C wheel arrangement, which offered a balanced combination of power and smooth running. The S 10 proved itself in service, especially on the main lines in Prussia, where it enabled fast and comfortable train connections.

With its elegant appearance, dtypical Prussian design and technical sophistication, the S 10 is now considered one of the most fascinating pre-war steam locomotives.

After the end of the K.P.E.V. in the course of the founding of the Deutsche Reichsbahn, the locomotives of the Prussian S 10 series were transferred to the inventory of the new Reichsbahn. There they were initially continued under the series designation 17. The turmoil of war brought the machines to other countries, where some of them remained in service for a long time.

Steam locomotive 1108

update

K.P.E.V.

Ep	I
	241
	PluX16
	R2
	LED

Photomontage

- For the first time with PluX interface and LED lighting
- For the first time with inset lamp glasses
- Low-mounted running plate with wheel housings
- With fine metal spoke wheels
- For the first time with striking decorative lines, giving the S 10.1 a particularly elegant design.

Q4/2026			
7100041	DC		2/2
7110041	DCC		2/2
7120041	AC		2/2

Express train coach 1st/2nd class

K.P.E.V.

Ep	I
	226
	6561

AB 6ü

Photomontage

- Roof in ivory paint finish
- Side surfaces of the skylights in the colour of the carriage body

Q3/2026
6200237

Express train coach 3rd class

K.P.E.V.

Ep	I
	226
	6561

C 4ü Pr08

Photomontage

Q3/2026
6200238

- Roof in ivory paint finish
- Side surfaces of the skylights in the colour of the carriage body

Express train coach 3rd class

K.P.E.V.

Ep	I
	226
	6561

C 4ü Pr08

Photomontage

Q3/2026
6200239

- Model with end-of-train marker
- Roof in ivory paint finish
- Side surfaces of the skylights in the colour of the carriage body

Sleeper

K.P.E.V.

Ep	I
	236
	6561

WL4ü

Photomontage

- **Roof in ivory paint finish**
- **Side surfaces of the skylights in the colour of the carriage body**

Q3/2026
6200240

Luggage wagon

K.P.E.V.

Ep	I
	210
	6561

Pw 4ü pr04

Photomontage

- **Roof in ivory paint finish**
- **Version with bellows at the ends of the carriages**

Q3/2026
6200241


KRAKOW

Steam locomotive 38 3713

Edition n:

DRG

Ep	II
	214
	PluX22
	R2
	LED

Photomontage

The Prussian State Railways developed the P8 passenger train locomotive in response to the growing demand for passenger and express train services. By 1923, German manufacturers had already built more than 3,700 of these versatile, triple-coupled locomotives. Later designated Class 38.10–40, the steam locomotive had an output of 880 kW, weighed approximately 130 tonnes with tender and full supplies, and could reach speeds of 100 km/h forwards and 50 km/h in reverse.
Repainting the extensive DRG steam locomotive fleet in the new standard black-and-red livery naturally took some time. Consequently, many locomotives remained in the olive green/reddish brown/black colour scheme until around 1930, despite it having been discontinued in 1926. However, they had already been fitted with the new identification plates.

- **Boiler without smoke deflectors**
- **Reichsbahn-style gas lighting lanterns**
- **Wheels with delicate spoke**
- **DCC and AC model equipped with sound only, without dynamic steam for the first time**
- **Driver's cab and engine lighting installed; switchable in digital operation**

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

3 piece set: Passenger coaches

DRG

Ep	II
	435
	6560
	6563

C3 pr11

C3 pr11

C pr21

Photomontage

Q2/2026
6200254

- All carriages on this page are the ideal complement to steam locomotive 38 3713, item no. 71395/71396/79396.

Passenger coach 2nd/3rd class

DRG

Ep	II
	147
	6563

BC3i pr05

Photomontage

Q2/2026
6200255

- Rich detailing, free-standing grab rails, openwork gratings, and eparately applied access ladders

Luggage wagon

DRG

Ep	II
	160
	6563

Pw3 pr99a

Photomontage

Q2/2026
6200256

- Design without an entry platform
- Centre axle laterally movable

Steam locomotive 39 237

DB

Ep	III
	264
	PluX16
	R2
	LED

Photomontage

Class 39 of the German Federal Railways (formerly Prussian P 10) was a powerful express locomotive of the standard class, which was originally developed for heavy slow train service on steep gradients. Thanks to its axle arrangement, a three-cylinder driving gear and power of around 1,800 hp, it was used particularly on mountain railways such as the Middle Rhine railway or in Thuringia. After the Second World War, numerous machines remained with the German Federal Railways, which continued to use them until the 1950s, particularly in southern Germany.

- **For the first time with PluX16 interface and LED headlights**
- **Boiler with Witte smoke deflectors**
- **Free-standing boiler lines**
- **Version with tank type T34**
- **Ideal locomotive for many ROCO carriages**

Q4/2026			
7100044	DC		2/2
7110044	DCC		2/2
7120044	AC		2/2


Ottbergen
39 186

Steam locomotive 50 1751

DB

Ep	III
	265
	PluX16
	R2
	LED

Photomontage

Originally, the Class 50 locomotives were equipped with a railway bell. As part of the ÜK measures, the bell was removed, and later, due to boiler replacements and modifications, even locomotives with low numbers were found without bells.

- **Four-domed boiler without railway bell**
- **With small lamps on the front buffer beam**
- **Fine metal wheelsets**

Q1/2026			
7100046	DC		7/2
7110046	DCC	♪	7/2
7120046	AC	♪	7/2

Steam locomotive 50 2146-4

DR

Ep	IV
	265
	PluX16
	R2
	LED

Photomontage

- **Three-domed boiler with Witte smoke deflectors**
- **Chassis in red-brown livery**
- **Lamps with grab rails on the front buffer beam**
- **Version with new build-tender**
- **Fine metal wheelsets**
- **Assigned to the Rbd Dresden and the Bw Zwickau**

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

Steam locomotive 38 2566-8

DR

Ep	IV
	214
	PluX22
	R2
	LED

Photomontage

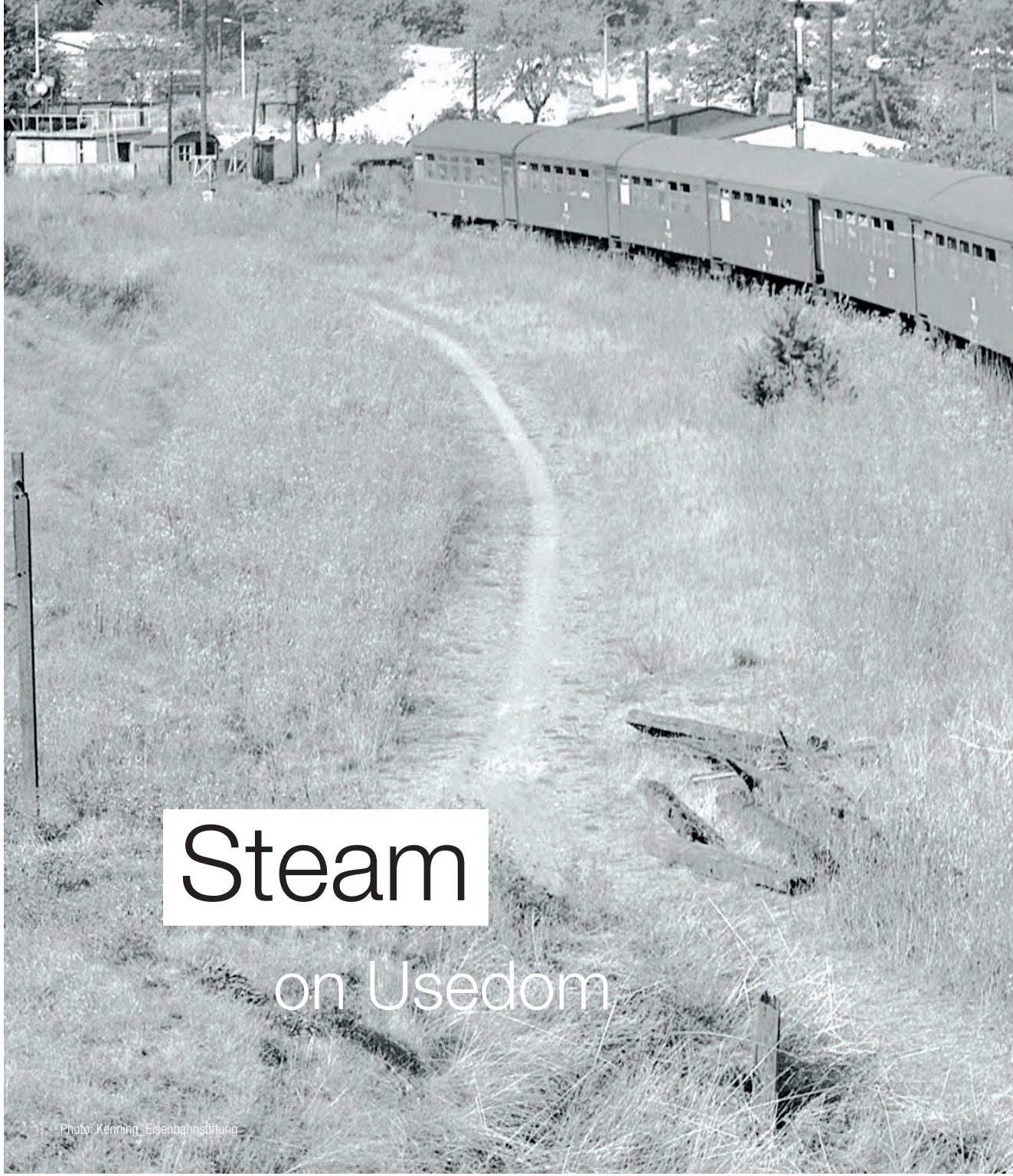
- Version with riveted tender and Witte smoke deflectors
- Wheels with delicately designed spokes
- Two tail lights only on the tender
- DCC and AC model equipped with sound only, without dynamic steam for the first time
- Driver's cab and power unit lighting installed; switchable in digital operation
- Assigned to the Rbd Halle, Bw Leipzig-Süd

Q2/2026			
7100045	DC		2/2
7110045	DCC	🔊	2/2
7120045	AC	🔊	2/2

n:

From 1876 onwards, it was possible to reach the island of Usedom by train. In the following years, the length of the line increased significantly, while at the same time traffic rose sharply, resulting in the line being expanded to two tracks in 1908. However, war damage reduced operations, and all that remained in the GDR was the actual ‘island railway’ between Ahlbeck and Wolgast ferry. As the rail network had no connection to the rest of the former German State Railway network, all rail vehicles were transported to the island on the ‘Stralsund’ ferry..

The traction units used by the German State Railway were as special as the history and the route itself. Several class 86 locomotives were transferred to this route section as classic train locomotives. However, special adjustments were also necessary here for daily operation and to make sure the staff were not overworked. The wind, which a common factor in coastal areas, made working on the locomotives particularly difficult at times. For this reason, the special ‘Usedom 86s’ were fitted with wind deflectors, setting them apart from the rest of the German State Railway fleet. The island received a mixed fleet of rolling stock, which was also used by the later class 110 diesel locomotives.



Steam on Usedom

Photo: Kenning, Eisenbahnstiftung


86 1114-7

Steam locomotive 86 1563-5

DR

Ep	IV
	160
	PluX22
	R2
	LED

Photomontage

- **Version with large smoke deflectors for use on Usedom**
- **Long cut-out water tanks**
- **Fine metal wheel sets**
- **Based at the Rbd Greifswald, depot Heringsdorf**

Q4/2026			
7100032	DC		4/1
7110032	DCC	🔊	4/1
7120032	AC	🔊	4/1

in detail

Prototypical smoke box door

Wind deflectors perfectly adapted to the water tank, just like the original

Delicate material thickness of the characteristic wind deflectors

5 piece set: Passenger train

DR

Ep	IV
	783
	40196
	••

Daai

Baai

Baai

Baag

Bagtre

Photomontage

- **Replica of an authentic passenger train from Era IV**
- **Heavy hand luggage coach with rear lighting**
- **Luggage coach with movable sliding doors**

Wagons in different paint finishes:

- **The blunderbusses are still finished in RAL 6007**
- **A Reko wagon in RAL 6007 as a transitional state**
- **Second Reko wagon in TGL livery, as was used at the time on some Y/B 70 wagons**

Q4/2026

6200243

update

The steam locomotives of class 39.0-2 were converted into the new class 22 as part of the German State Railway reconstruction program, which began in 1958. The previous machines had the major disadvantage that their boilers and technical design did not produce enough steam for the required output. A total of 85 locomotives were converted to class 22. During this conversion, the locomotives were given an extended frame, modified driver's cabs and new welded cylinders.

In addition to normal passenger transport, the German State Railway also used class 22 in high-speed express train service in routes with class 01. However, as the locomotives were not designed for such loads, problems began to arise in the fleet of machines that were later redesignated as class 39.10 in accordance with the EDP numbering scheme. By 1970, only a few locomotives were still in service at the Halberstadt and Saalfeld departments before they were taken out of service in 1971.

Steam locomotive

Class 22, DR

Photo: Fell_Eisenbahnstiftung


22028
Deutsche Post

Steam locomotive 39 1052-8

update

DR

Ep	IV
	272
	PluX16
	R2
	LED

Photomontage

With its elegant, powerful appearance and typical Prussian construction, the Class 22 and later Class 39.10 represent the transition from the era of regional railways to standardised locomotives. This machine enriched the DR's fleet for many years and should be part of every collection.

- **For the first time with PluX16 interface and LED headlights**
- **Free-standing boiler lines**
- **Delicate chassis on locomotive and tank**
- **Version with tank type T34**
- **Based at the Rbd Erfurt, Bw Saalfeld**
- **Ideal traction locomotive for type 28 passenger coaches on the following pages**

Q4/2026			
7100043	DC		2/2
7110043	DCC		2/2

1st class standard express train coach

DR

Ep	IV
	249
	40196
	40360

Q1/2026

6200201

Age Photomontage

1st/2nd class standard express train coach

DR

Ep	IV
	249
	40196
	40360

Q1/2026

6200205

ABge Photomontage

2nd class standard express train coach

DR

Ep	IV
	249
	40196
	40360

Q1/2026

6200202

Bge Photomontage

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

Applies to all models on pages 39–40:

- **First time produced as authentic Epoch IV model**
- **Filigree replicas of the bogies**

Sleeper

DR

Ep	IV
	270
	40196
	40360

WLAg Photomontage

Q1/2026
6200203

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

Sleeper

DR

Ep	IV
	270
	40196
	40360

WLAg Photomontage

Q1/2026
6200204

- **Version with yellow decorative lines**

Dining coach

DR

Ep	IV
	270
	40196
	40360

WRg Photomontage

Q1/2026
6200211

Luggage coach

DR

Ep	IV
	226
	40196
	40360

Düe Photomontage

Q1/2026
6200226

Steam locomotive 5603

CFL

Ep	III
	265
	PluX16
	R2
	LED
Z21	Cab

Photomontage

In order to meet the urgent need for modern steam locomotives, the Luxembourg State Railway purchased KDL 1 locomotives (DRB class 52), which were available relatively quickly. These were mainly used to handle traffic on the northern line until 1961.

- **With fine metal-spoke wheels**
- **Driving and coupling rods made of precision-cast metal**
- **With delicate lettering**

Q2/2026		
7100049	DC	7/2
7110049	DCC	7/2
7120049	AC	7/2

3 piece set: Goods train

CFL

Ep	III
	361
	6560
	40196

Photomontage

Q2/2026
6600258

Steam locomotive 150.Y.16

SNCF

Ep	III
	265
	PluX16
	R2
	LED
Z21	Cab

Photomontage

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

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

Steam locomotive Ok1-37

Edition

PKP

Ep	IV
	214
	PluX22
	R2
	LED

Photomontage

- Particularly striking design with decorative lines
- DCC model equipped with sound only, without dynamic steam for the first time
- In digital operation with switchable driver's cab and power unit lighting

Q4/2026			
7100050	DC		2/2
7110050	DCC		2/2

ELECTRIC
locomotives

Railjet

double deck train

ÖBB

Animation: ÖBB/STADLER RAIL

ön:

In cooperation with vehicle manufacturer Stadler, ÖBB will be putting a total of 14 six-car double-decker trains in the elegant Railjet design into service over the next few years. The new trains will be gradually introduced on the western route between Vienna and Salzburg from the end of 2026, reaching speeds of up to 200 km/h. With 486 seats per train, they offer around 20% more capacity than the previous vehicles. Wide, barrier-free doors ensure fast passenger exchange, while the low-floor entry areas enable comfortable and obstacle-free travel for people with reduced mobility as well as for passengers with heavy luggage, bicycles or prams. The new double-decker trains thus meet the needs of a wide variety of travellers.

The trains also set new standards in terms of comfort and service. The two end carriages each have a quiet zone, while the four middle carriages have integrated catering areas with snack and drink vending machines. There are also special family compartments and spacious areas for bicycles. The modern facilities also include free Wi-Fi, a passenger information system with real-time data, a total of eight toilets – including one accessible toilet – and air-conditioned carriages. This is complemented by practical luggage racks with security options and power sockets with USB ports at the seats. In the coming years, the trains will also be used on other routes.

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

ÖBB

Ep	VI
	1392
	PluX22
	R2
	LED

Animation ÖBB STADLER RAIL

- 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 and driver's cab lighting as well as illuminated destination displays in digital mode

2027			
7700039	DC		
7710039	DCC	♪	
7720039	AC	♪	

Photo: ÖBB, M. Knopp

Wolfgang Valousek

Master of Design

Dipl. Ing. Wolfgang Valousek, born in 1947, is probably the best-known vehicle designer at Austrian Federal Railways. After completing his schooling, studies and professional work for the Salzburg provincial government as a district engineer in St. Johann im Pongau and at the Marchat-Möbius architectural firm in Vienna, he began his career at ÖBB from 1978 to 1984 in the building construction department, planning the Kledering central marshalling yard and the Villach Süd freight marshalling yard.

In his subsequent role in the design department of the machinery division, Valousek worked with General Director Dr Übleis and Machinery Director D.I. Kubata to develop the 'Valousek design'. For some railway enthusiasts, this may be long gone history, but for others, the 10 years from 1985 to 1995 represent an important era that changed many things on Austria's railways: First, the 5090 and 5047 railcar series were manufactured, and at the same time, Wolfgang Valousek developed a new paint scheme for the federal railways – a striking feature was the belly band as a contrasting stripe and connecting element between the locomotive and the carriages. The shape was also to change – older machines such as the 1046 and 1010/1110 series were given a new paint scheme and a contemporary driver's cab and front design.

In line with the thinking of German-American industrial designer Otto Kuhler, who had already coined the term 'industrial design' in the United States in 1929 and followed in the tradition of prominent designers such as Raymond Loewy and Henry Dreyfuss, Valousek also sought to make it clear, especially to railway enthusiasts, that 'design' is not just about colour and paintwork. Design is the interplay of construction/function, form and colour. In the early 1990s, Austrian Federal Railways recognised that design makes a valuable contribution to the company's public image and thus also to its sales success. In a joint effort between designer Valousek and the engineers at Simmering-Graz-Pauker AG, the modern locomotive series 1822, 1014, 1012, 1163 and 2068 were created – at that time still designed on the drawing board. The ÖBB 20-94 modular carriage is also particularly noteworthy. Wolfgang Valousek describes the 1012 series as the highlight of his career, which Hector Rail, the later purchaser of the machines, aptly named the 'Queen of Traction'.

With the change in the ÖBB management board in 1995, Valousek's design work came to an abrupt end, and with the order for the new 1016 series from Krauss Maffei in Munich, the heyday of the Austrian railway industry also largely came to an end. Wolfgang Valousek, however, returned to architecture as part of the planning for the St. Michael Logistics Centre and the construction of Technical Services Graz, before ending his career at ÖBB in 2006. But even in retirement, he remains passionate about vehicle design, observing locomotive designs worldwide and continuing to develop his own ideas in the field of model railways.

Electric locomotive class 1144 „Valousek Edition“

ÖBB

Ep	V
	185
	PluX22
	R2
	LED

Photomontage

In common parlance, Valousek design refers to the paintwork and shape of Austrian Federal Railways vehicles introduced in the 1980s based on designs by architect Wolfgang Valousek. After collaborating on the design of new railcars and railway service vehicles, he was commissioned to create a uniform appearance for ÖBB locomotives and carriages. Many carriages were not only repainted, but also redesigned inside. In addition to the well-known designs, many designs were created that were never implemented. As a tribute to Wolfgang Valousek, we present this special paint scheme for a push-pull train.

- **One-off edition available exclusively from ROCO**
- **With many separately attached plug-in parts, in part in using etching technology**
- **Delicate pantographs**
- **Used to draw passenger and freight trains within Austria and into Germany**
- **With switchable high beam, headlight/rear light and driver’s cab lighting in digital mode**
- **All articles are produced in cooperation with Wolfgang Valousek.**

Q4/2026			
7500163	DC		4/1
7510163	DCC	🔊	4/1
7520163	AC	🔊	3/2

„Whenever I did something new, it always caused a huge uproar. I made several colour suggestions back then, but no one dared to go for them. Just don't stand out. But now that there are almost only red locomotives, people are looking forward to a new colour – blue. Blue is also known as the colour of speed.“

Wolfgang Valousek

4-piece set: Push-pull train „Valousek“

ÖBB

Ep	V
	1212
	PluX16
	LED
	4000005
	40195

Bmpz-s

Bmpz-l

Bmpz-l

Bmpz-l

Photomontage

- **Control cab coach with decoder for headlight/rear light switching**
- **Control cab coach in digital operation with switchable driver’s cab and interior lighting**

Q4/2026

6200200 DCC

Electric locomotive 186 945-2

LTE

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

Some of the locomotives belonging to Graz-based LTE Logistik- und Transport-GmbH feature eye-catching designs. The TRAXX F140 MS, which has been in service with LTE since 2020, was designed under the campaign slogan 'Attractive Forces'. The multi-coloured design conveys the messages of the LTE philosophy. The company is also appreciated by railway enthusiasts for the successful design of its locomotives.

- **Elaborate printing**
- **Finely detailed model with many separately applied plug-in parts**
- **Cross-border use in freight transport**
- **Switchable high beam, individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q3/2026			
7500195	DC		4/1
7510195	DCC	🔊	4/1
7520195	AC	🔊	3/2

Photo: H. van Eupen

Photo: R. Auerweck

Electric locomotive 193 128-6

ADESSO RAIL

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

Adesso Rail is a young Austrian railway company based in Marchegg and founded in 2025. The company has positioned itself as a modern, internationally orientated operator for railway traffic between Austria, Germany and Italy. With ultra-modern Siemens Vectron locomotives from Railpool, Adesso Rail is counting on the reliability of Siemens machines. The fresh brand image, striking design and focus on innovative logistics solutions make Adesso Rail an exciting new player in the European rail sector.

- **Model available exclusively from ROCO**
- **Cross-border use in freight transport**
- **Free-standing handle rails, in part made from metal**
- **Switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode**
- **Elaborate printing in an artistic design**
- **In cooperation with Marie-Therese Abart**

Q3/2026			
7500194	DC		4/1
7510194	DCC	♪	4/1
7520194	AC	♪	3/1

Electric locomotive 186 119-1

SNCB

Ep	VI
	217
	PluX22
	R2
	LED

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

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

Electric luggage railcar De 4/4 1669

SBB

Ep	IV
	175
	PluX22
	R2
	CH
LED	

Photomontage

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

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

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

2 piece set: "Seetalbahn" coaches

PB

Ep	IV-V
	424
	4000005
	40196

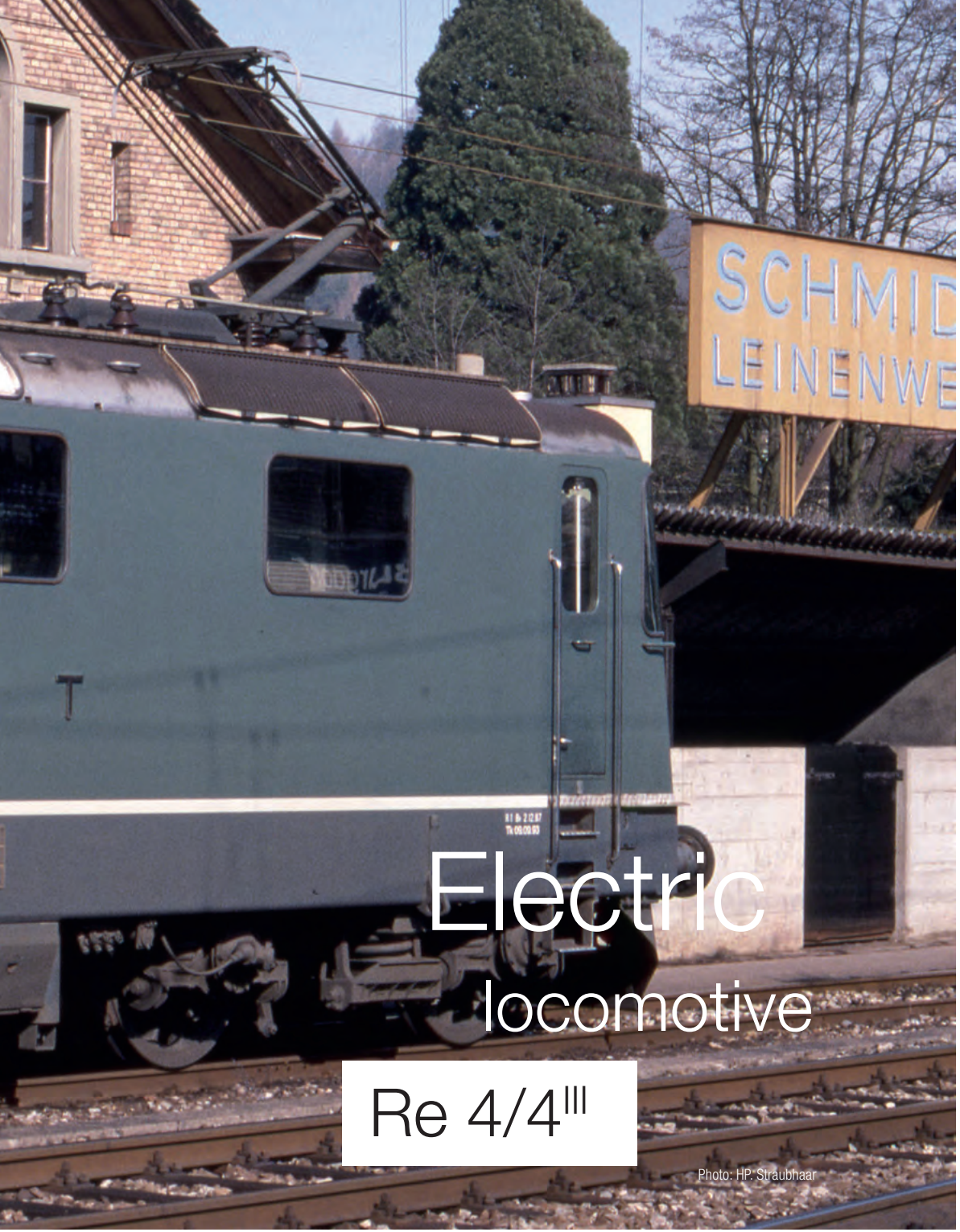
AB

B

Q1/2026	
6200198	

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


Re 4/4 112
E B
25



Electric locomotive

Re 4/4III

Photo: HP. Straubhaar

Swiss railway company Schweizerische Südostbahn AG (SOB) is celebrating its 25th anniversary, and hardly any other locomotive is as closely associated with the railway as the Re 4/4III. The distinctive front with its large round headlights is a particular trademark of these locomotives.

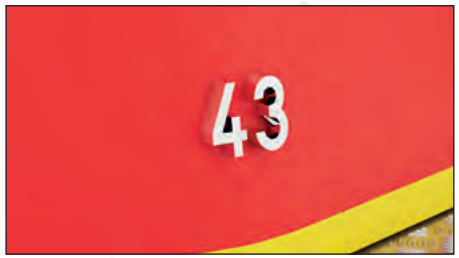
The powerful Re 4/4III was born out of the SBB's first order for 50 Re 4/4II locomotives. The SBB sold one of the last locomotives in this series to the Südostbahn, which was delivered in 1967 with a different gear ratio and the operating number 41. The locomotive was ideally suited for steep gradients of up to 50‰. Although its maximum speed was only 125 km/h, it achieved an hourly power of 200 kN. In comparison, the Re 4/4II has an hourly power of 170 kN, but a maximum speed of 140 km/h. The 'Golden Chair', as the Re 4/4III was often called at SOB, was the basis for an order of 20 Re 4/4III locomotives by Swiss Federal Railways, which were ordered following the delivery of the Re 4/4II. But before the SBB took delivery, the EBT (Emmental-Burgdorf-Thun Railway) received two locomotives with the numbers in 1969. In addition to the headlights and chrome lettering on the sides, the front crests were also a visual change from the SBB locomotives. Instead of the Swiss cross, the cantonal crests of Bern and Solothurn were emblazoned on the machines. Also in 1969, the MThB received its Re 4/4II 21 with the front emblem of the canton of Thurgau. In 1983, the EBT took delivery of its third BoBo from the Swiss Locomotive and Machine Works with locomotive 113 and the Thun front emblem. In the same year, two other private railway companies, VHB (Vereinigte Huttwil-Bahnen) and SMB (Solothurn-Moutier-Bahn), each received a powerful Re 4/4III. These were delivered with the operating numbers and front coats of arms 141 'Luzern' (VHB) and 181 'Lebern Amt' (SMB). Of the Re 4/4III locomotives put into service by SBB in 1971, three (11351–11353) were sold to SOB in the mid-1980s. These were given the consecutive numbers 42–44 and retained their Swiss front emblems. The SOB also added side coats of arms for the towns of Arth-Goldau, Rothenthurm and Pfäffikon SZ to these locomotives. In the mid-1990s, the locomotives were sold back to the SBB, losing their distinctive headlights and gaining angular headlamps. The locomotives at EBT (111 + 112) and MThB (21) underwent the same headlight conversion, although the conversion of locomotive 21 was due to an accident in 1991. In 1997, EBT, SMB and VHB merged to form Regionalverkehr Mittelland (RM), which in turn merged with BLS in 2006. Crossrail AG, which formed the freight division of RM from 2005 onwards, operated as an independent freight company. Over the years, Crossrail grew into a large company that operated not only within Switzerland but also from Belgium to Italy. The RM's Re 4/4III locomotives were redesignated as Re 436 and changed their livery several times over the years. The RM and Crossrail locomotives were occasionally leased to BLS and SBB Cargo, resulting in mixed traction.

In 2017, Crossrail sold its four BoBo locomotives to WRS (Widmer Rail Services). Locomotives 114 and 115, with their distinctive headlights, are still in daily use today.

in detail

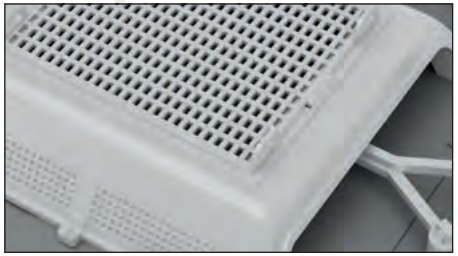
Elaborate replica of the distinctive round lamps

New rearview mirror according to SOB design



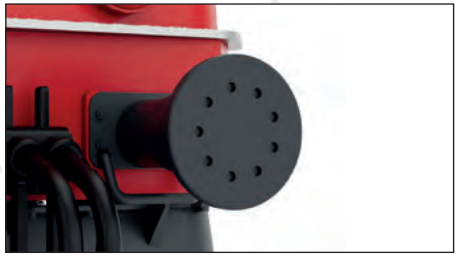
Front with raised operating number

Prototypical square buffer for SOB



Roofs designed with openwork etched parts

Front without emblem with printed operating numbers



Round buffer design for Crossrail

Electric locomotive Re 4/4^{III} 43

n:

SOB

Ep	IV-V
	177
	PluX22
	R2
	CH
LED	
Z21	Cab

Photomontage

- New front with large round headlights, typical of the Re 4/4 of private railways
- New rear-view mirrors
- Rectangular buffers for shuttle operation up to 50 ‰
- With emblem „Rothenthurm“
- In digital operation with separately switchable headlights/taillights, driver's cab and engine room illumination

Q4/2026			
7500170	DC		4/1
7510170	DCC		4/1
7520170	AC		3/1

Photo: H. Straubhaar

3 piece set (1): Passenger coaches "Voralpen-Express"

SOB/BT/SBB

Ep	IV-V
	816
	4000005
	40196

B

B

D

Photomontage

Q3/2026

6200212

2 piece set (2): Passenger coaches "Voralpen-Express"

SOB/BT

Ep	IV-V
	606
	4000005
	40196

B

A

Photomontage

Q3/2026

6200213

Electric locomotive Re 436 113-5

CROSSRAIL

Ep	V-VI
	177
	PluX22
	R2
	CH
LED	
Z21	Cab

Photomontage

n:

- New front with large round searchlights, typical for private railway class 4/4
- Front designed without crest
- Other models for frequent double traction in the prototype will follow
- With switchable headlight/rear light, driver's cab lighting and machine room lighting in digital mode
- BLS Cargo logo included as an optional decal

Q4/2026			
7500173	DC		4/1
7510173	DCC	🔊	4/1
7520173	AC	🔊	3/1

Photo: D. Schärer

Electric locomotive Re 4/4^{II} 11143

SBB

Ep	VI
	171
	PluX22
	R2
	CH
	LED
Z21	Cab

Photomontage

- **First series of the Re 4/4^{II}**
- **Version with retrofitted air conditioning**
- **Fine single-arm pantograph**
- **With switchable headlight/rear light, driver's cab lighting and machine room lighting in digital mode**

Q4/2026			
7500222	DC		4/1
7510222	DCC		4/1
7520222	AC		3/1

Electric locomotive Re 6/6 11646

SBB CARGO

Ep	V-VI
	222
	PluX22
	R2
	CH
	LED

Photomontage

The Re 6/6 11646 'Bussigny' retained its green livery until 2017, when it was given its current classic cargo look. This makes it the second-to-last Re 6/6 locomotive to feature green paintwork.

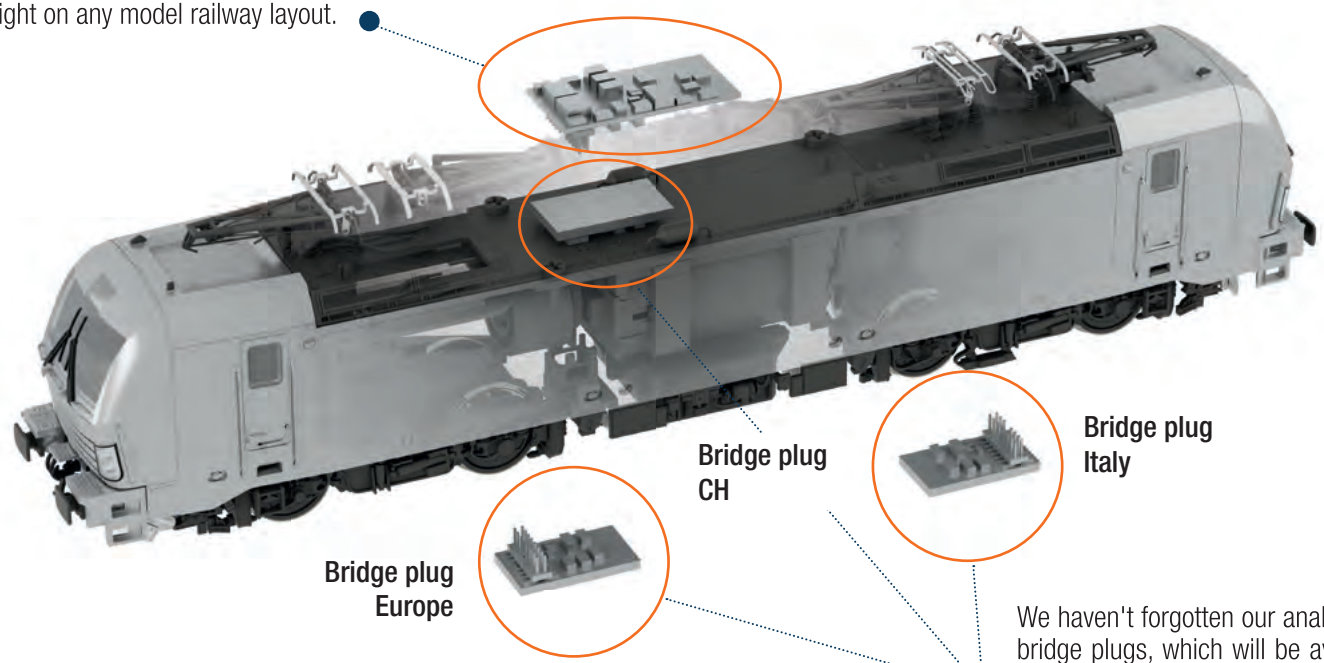
- **Prototype-accurate different window frames on the front windows, making them a special feature**
- **With the "Bussigny" emblem**
- **With round lamps and air conditioning**
- **Finely fitted etched parts such as ventilation grilles and wind screen wipers**

Q2/2026			
7500160	DC		4/1
7510160	DCC		4/1
7520160	AC		4/2

A real all-rounder!
The future is here.

update

Together with our Zimo MS450PLUX22 digital sound decoder, nothing is left to be desired. Light images for Switzerland and now also Italy, paired with the best sound, make our locomotives a highlight on any model railway layout.



We haven't forgotten our analogue railway enthusiasts. Various bridge plugs, which will be available in the 'EU', 'CH' and "IT" versions, can be used to display the front and rear lights specific to each country. The bridge plug is installed at the factory as standard, with the locomotive set. 'X-Load', for example, means CH.

Our engineers have given their all, and the results are truly impressive. Not only do the digital versions leave nothing to be desired, but our analogue model railway enthusiasts will also be delighted. Step by step, our Vectron model fleet is being converted to the new universal circuit board. The result? An even closer resemblance to the original on your model railway layout at home. You can look forward to even more innovations. Made in Austria.

Electric locomotive 193 459-5 "Deutschlandpiercer"

SBB CARGO INTERNATIONAL

Ep	VI
	218
	PluX22
	R2
	CH
LED	

Photomontage

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

- **Execution of the pilot and bogie covers according to the XLoad locos**
- **Named "Bundestag Berlin"**
- **Multicoloured control panel and cab rear wall**
- **For the first time in digital mode with switchable light functions for CH, EU and IT**
- **In cooperation with Railcolordesign**

In April 2025, the last two XLoad Vectron locomotives that had not yet been vinyl-wrapped, 193 452 and 193 459, also received their wraps. This brings the total number of specially vinyl-wrapped XLoad units, previously differing from the standard design, to four. After the Netherlands and Italy, Germany and Switzerland have now joined the ranks with their own Piercer-themed locomotives at SBB Cargo International. Unlike the silver Italian Piercer, locomotive 193 459 features identical designs on both sides and showcases a range of motifs familiar from Germany.

Electric locomotive 193 452-0 "Schweizpiercer"

SBB CARGO INTERNATIONAL

Ep	VI
	218
	PluX22
	R2
	CH
LED	

Photomontage

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

- **Execution of the pilot and bogie covers according to the XLoad locos**
- **Named "Helvetia"**
- **Multicoloured control panel and cab rear wall**
- **For the first time in digital mode with switchable light functions for CH, EU and IT**
- **In cooperation with Railcolordesign**

n:

The SBB ICN (InterCity tilting train) has been an essential part of Swiss long-distance transport since the late 1990s and continues to shape the image of modern high-speed trains on winding routes. It was developed by a consortium consisting of Adtranz (now Bombardier), Siemens and Fiat Ferroviaria for fast and comfortable passenger transport on challenging topographical routes. The seven-car multiple unit trains connect cities such as Zurich, Basel, Geneva, Lucerne, Lugano and St Gallen with high frequency and reliability. Thanks to its integrated active tilting technology, the ICN can handle curves at speeds up to 30% higher than conventional trains – without compromising on passenger comfort

The ICN fleet consists of 44 multiple units, classified as RABDe 500. Each train features around 450 seats, multifunctional compartments, bicycle storage spaces and an on-board bistro. The design is both functional and striking: The streamlined head shape, the elegant red and white SBB paintwork and the sleek design make the ICN a real eye-catcher on the rail network.

All ICN trains are currently undergoing a comprehensive refit program at the SBB workshop in Yverdon, with the goal of extending their service life and modernising them in a sustainable manner. The interiors are being completely redesigned: New seats, modernised toilet facilities, a contemporary colour and lighting concept and improved passenger information will significantly enhance the train experience. Technical components such as door systems and air conditioning systems are also being upgraded to the latest standards. The characteristic appearance remains unchanged, but subtle adjustments have been made to give the modernised trains a fresh look. These include the striking special ‘SBB arrow’ on the front.

Photo: D. Häusermann


Basel
St. Gallen
Zurich
Geneva
Lugano

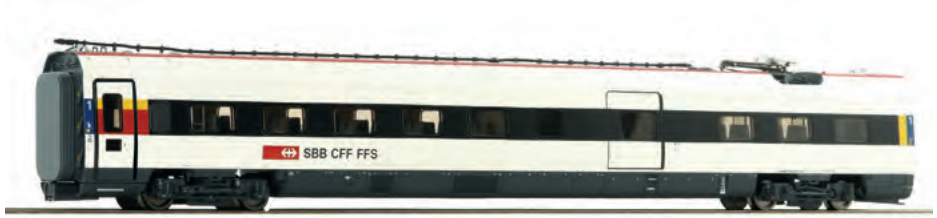
5-piece set: Electric multiple unit ICN RABDe 500 039-8

SBB

Ep	VI
	1540
	PluX16
	R3
	CH
LED	

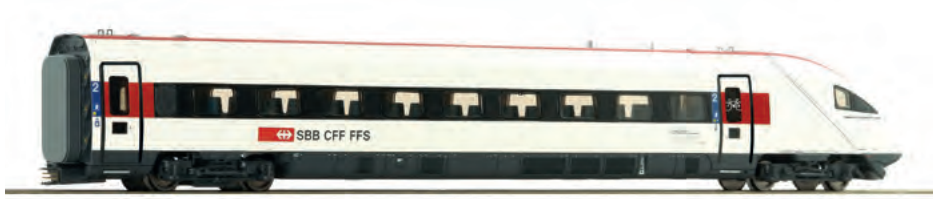
Bt

B



AD

WRA



Bt

Photomontage

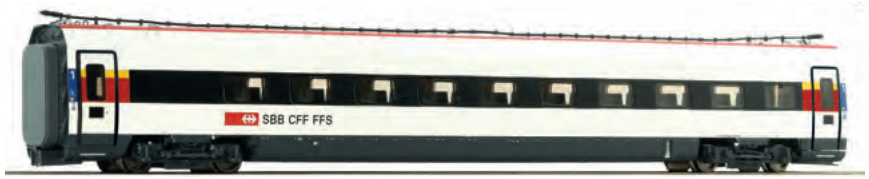
- Back in the ROCO range for a long time
- Completely technically revised model
- First time as Epoch VI model in current operating condition
- Version without INTEGRA magnets on the bogies
- With switchable interior lighting, driver's cab lighting and illuminated table lamps in the dining car in the digital versions
- Named "Auguste & Jacques Piccard"

Q4/2026				
7700036	DC		4/4	
7710036	DCC		4/4	
7720036	AC		4/4	

2-piece set: Supplementary coaches ICN

SBB

Ep	VI
	620



A

B

Photomontage

Q4/2026		
7700037	DC	
7710037	DCC	
7720037	AC	

Photo: D. Schärer

Electric locomotive Re 4/4 172

BLS

Ep	VI
	174
	PluX22
	R2
	CH
	LED

Photomontage

- **In its final state of operation**
- **Version with short buffer beam and resistor grid for late Epochs**
- **With "Eggerberg" emblem**
- **Detailed, multi-coloured replica of the engine room**
- **In digital operation with switchable high beam and switchable headlight/tail light**

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

Electric locomotive Re 465 008-1

BLS

Ep	V-VI
	212
	PluX22
	R2
	CH
	LED

Photomontage

The Bern–Lötschberg–Simplon Railway (BLS) ordered an advanced universal locomotive based on the SBB Re 460 from the Swiss manufacturers SLM Winterthur and ABB Zurich, under the series designation 465. Unlike the Re 460, these locomotives have one inverter per axle rather than only one per bogie. This allows the tractive power to be optimally transferred to the rails. BLS uses the 18 locomotives primarily for freight transport, but also in front of commuter trains.

- **Elaborately printed model in "Golden Pass" design**
- **With extra attached windscreen wipers**
- **Fine depiction of the front grab rails**
- **In digital operation with switchable headlight/tail light and high beam**

Q2/2026			
7500172	DC		4/1
7510172	DCC		4/1
7520172	AC		2/2

Electric locomotive 186 251-5

RAILPOOL

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

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

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

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

Photo: D. Scharer

Electric locomotive E 469.1018

ČSD

Ep	IV
	186
	PluX22
	R2
	LED

Photomontage

In the early 1960s, the former Czechoslovak State Railways (CSD) required new, powerful electric goods locomotives for the 3 kV DC system in the north and east of the country. As a prototype, a locomotive from the E 499.1 class, which was under construction, was modified for goods train service. With a continuous power output of 2,032 kW, they achieved a maximum speed of 90 km/h. Skoda delivered a total of 85 E 469.1 class locomotives to the Czechoslovak State Railways.

- **Version with a small orange stripe on the front**
- **Locomotive plates included as etched parts**
- **Filigree design of the bogies and spoked wheels**
- **Fine metal wheels with low flanges**
- **Completely newly designed pantographs with innovative mounting**
- **In digital operation with switchable headlight/tail light, driver's cab and engine room lighting**

Q4/2026			
7500181	DC		4/1
7510181	DCC		4/1

Electric locomotive 121 046-7

ČD

Ep	V
	186
	PluX22
	R2
	LED

Photomontage

- **Version with wide yellow stripe**
- **Pantographs with innovative mounting**
- **Filigree design of the bogies and the spoked wheels**
- **Fine metal wheels with low wheel flanges**
- **In digital operation with switchable headlight/tail light, driver's cab and engine room lighting**

Q4/2026			
7500135	DC		4/1
7510135	DCC		4/1

Photo: L. Bubak

Electric locomotive 193 568-3

ČD

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

- Elaborate printing in workshop design
- New design of the rail scraper
- With detailed roof design
- Multicoloured control panel and cab rear wall
- With switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode
- Ideal complement to the MAV Eurofima carriages, item no. 6200228, for recreating cross-border transport.

Q2/2026			
7500186	DC		4/1
7510186	DCC	🔊	4/1
7520186	AC	🔊	3/1

Photo: M. Pawletta

Electric locomotive E 44 015

DRB

Ep	II
	176
	PluX22
	R2
	LED

Photomontage

Nearly 200 units of the E 44 electric locomotive class were put into service from 1932 to 1954. These four-axle bogie locomotives had a power output of approximately 2,200 kW and a top speed of 90 km/h. They proved to be dependable for both passenger and goods trains. Some were equipped with a push-pull train control system, making them suitable for suburban services in metropolitan areas. The E 44, which led to the development of the E 44.5, E 93, and E 94 classes, can rightfully be considered one of the most reliable and successful electric locomotives, having played a key role in the breakthrough of both bogie design and axle-hung motor.

- **Large lamps of the Reichsbahn standard design**
- **Pantograph type SBS 10**
- **Separately applied windscreen wipers**
- **Unobstructed view through the driver's cab**
- **Multicoloured cab rear wall**
- **Wheelsets with low flanges**
- **In digital operation with switchable headlight/tail light, shunting light, driver's cab lighting and engine room lighting**

Q4/2026			
7500198	DC		4/1
7510198	DCC		4/1
7520198	AC		3/2

3 piece set: Talbot ballast hopper wagons

DRB

Ep	II
	240
	6560

Photomontage

- **Ideal complement to the E 44 electric locomotive on this page**
- **Classic DRB models for mixed trains or block trains**

Q2/2026
6600265

Electric locomotive E 44 509

DB

Ep	III
	164
	PluX22
	R2
	LED

Photomontage

- Operating condition around 1960
- Original design without Indusi magnet
- Pantograph type SBS with innovative mounting
- Separately applied windscreen wipers
- Wheelsets with low flanges
- Multicoloured cab rear wall
- Particularly airy bogies – as in the large original
- In digital operation with switchable driver's cab and engine room lighting

Q3/2026			
7500148	DC		4/1
7510148	DCC	♪	4/1
7520148	AC	♪	3/2

3 piece set: Passenger coaches "Ferienexpress"

DB

Ep	III
	723
	6560

C4ywe

C4ywe

CR4ywe

Photomontage

- Train route to Berchtesgaden

Q3/2026	
6200235	

Photo: Hollnagel_Eisenbahnstiftung

Electric locomotive 141 152-9

DB

Ep	IV-V
	180
	PluX22
	R2
	LED

Photomontage

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

All locomotives on this page are the ideal complement to the following DB local transport carriages.

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

- **In orient-red livery; with lower front panel "Latz"**
- **Etched walkways and windscreen wipers**
- **In digital operation with switchable headlight/tail light and driver's cab illumination**

Diesel locomotive 211 043-5

DB

Ep	IV
	139
	PluX22
	R2
	LED

Photomontage

Q2/2026			
7300098	DC		4/1
7310098	DCC	♪	4/1
7320098	AC	♪	2/2

The V 100.10 series was procured in series from 1961/62 onwards, following trials of pre-production machines. It was used in mixed branch line operation on non-electrified lines and in light service on main lines. With an output of 1,100 hp (810 kW), it was approved for speeds of up to 110 km/h. In 1968, the locomotives were redesignated as the 211 series. After the classic red, numerous locomotives were given an ocean blue/beige colour scheme from 1974/75 onwards. The 211 008 to 063 were equipped with a reversible train control system.

- **Version with ivory-coloured grab rails**
- **Push-pull train control cable for self-assembly included**
- **In digital operation with switchable high beam and switchable headlight/tail light**

2 piece set: Commuter coaches

DB

Ep	IV
	606
	40196
	4000005

ABnb 703

Bnb 719

Photomontage

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

Q1/2026
6200206

Photo: Weigert


Ottbergen

1st/2nd class commuter coach

DB

Ep	IV
	303
	40196
	4000005

ABnb 703 Photomontage

- **Version with a pastel orange 1st class stripe**

Q1/2026
6200164

2nd class commuter coach

DB

Ep	IV
	303
	40196
	4000005

Bnb 719 Photomontage

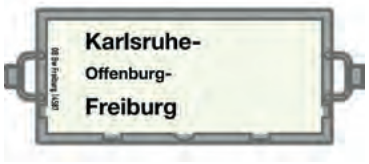
- **Item no. 6200165: Modified running number**

Q1/2026
6200165
6200166

Commuter control cab coach

DB

Ep	IV
	303
	PluX22
	R2
	LED
	40196
	4000005



BDnf 735 Photomontage

For decades, the n-coaches of the Deutsche Bundesbahn were known as Silberlinge. With over 5.000 units, this family of carriages became the dominant type of DB commuter coaches from the 1960s onwards. Multiple units and double-deck coaches gradually replaced them, but this did not happen until the 1990s.
A significant modernisation measure between 1978 and 1982 was the conversion of 200 control cab coaches to a small driver's cab (known as the "Hasenkasten" or "Rabbit box") with the so-called "Karlsruhe head".

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

Q1/2026
6200163 DCC

Travelling on the InterRegio

The InterRegio trains of the Deutsche Bundesbahn, introduced in 1988, fulfilled an important task: they bridged the gap between local and long-distance transport by making medium-distance journeys quick and easy, with no additional charges. Their striking design in pastel shades is what gives them their iconic cult status today – with light blue carriages, alternating open-plan and compartment areas and generous legroom, complemented by an on-board bistro.

At their peak in the early 1990s, a dense IR network connected the nation and its regions: every two hours, some of them cross-border, with around 320 system stops and connections to Luxembourg, Austria, Switzerland and the Netherlands. The trains reached top speeds of up to 200 km/h, but focused more on reliable everyday mobility than speed. When the timetable changed in May 1995, season ticket holders (outside of transport associations) were no longer required to pay a supplement – a strong argument for commuters and weekend travellers.

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

COLLECTOR'S EDITION

Electric locomotive 101 091-7

DB AG

Ep	V
	220
	PluX22
	R2
	LED

Photomontage

EXCLUSIV

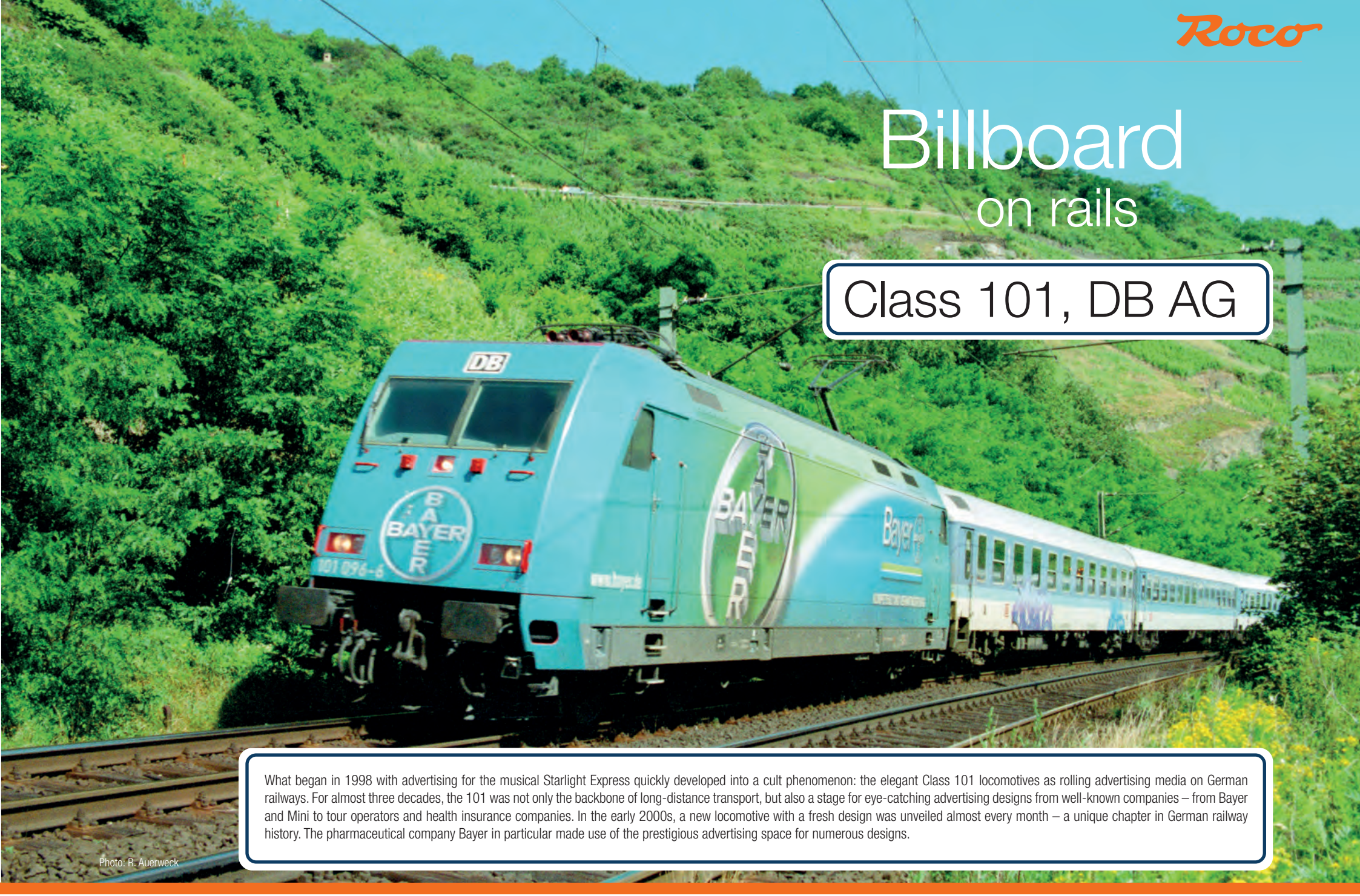
ROCO COLLECTOR'S EDITION – icons of railway history in an exclusive collector's format.
With the new COLLECTOR'S EDITION, ROCO is reviving legendary locomotives in H0. Each model is available in a strictly limited edition of only 555 copies – rich in detail, technically up to date and perfectly matched to the extensive ROCO range of carriages. The impressive 101 091-7 in Bayer's roof brand design kicks off the series. Each model in the COLLECTOR'S EDITION comes in high-quality packaging with an exclusive slipcase and includes a numbered certificate of authenticity. The result is a unique collector's item that impressively preserves railway and advertising history in H0 scale.

- **Unique and strictly limited edition in with the elaborate "Bayer" advertising design**
- **First model in the "ROCO COLLECTOR´S EDITION" series**
- **Free-standing handle rails and windscreen wipers, in part made from metal**
- **With switchable high beam and individually switchable headlight or rear light and driver's cab lighting in digital mode**

Q4/2026			
7500224	DC		4/1
7510224	DCC	🔊	4/1
7520224	AC	🔊	3/1

Billboard
on rails

Class 101, DB AG



What began in 1998 with advertising for the musical Starlight Express quickly developed into a cult phenomenon: the elegant Class 101 locomotives as rolling advertising media on German railways. For almost three decades, the 101 was not only the backbone of long-distance transport, but also a stage for eye-catching advertising designs from well-known companies – from Bayer and Mini to tour operators and health insurance companies. 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 the prestigious advertising space for numerous designs.

Photo: R. Auerweck

Electric locomotive 103 233-3

DB AG

Ep	V
	232
	PluX22
	R2
	LED
Z21	Cab

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

- **Version with long driver's cab**
- **In digital operation with separately switchable headlight or tail light, driver's cab and engine room illumination**

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

Diesel locomotive 234 399-4

DB AG

Ep	IV-VI
	237
	PluX22
	R2
	LED

Photomontage

The 132 series locomotives (232, 233, 234 and 241) were imported from the Voroshilovgrad locomotive factory in the Soviet Union to the GDR in 1970 and put into service by the Deutsche Reichsbahn. Following the decline in goods traffic after reunification, a significant number of diesel locomotives were identified as surplus to requirements. The class 132 locomotives (BR 232 since 1 January 1992) were gradually converted to the new class 234, using the 140 km/h bogies from the decommissioned class 130. From 1994 onwards, they were used in IR and IC services.

- **Variant in DR livery with DB AG logo**
- **In digital operation with switchable shunting light and switchable headlight/tail light**

Q2/2026			
7300094	DC		6/2
7310094	DCC		6/2
7320094	AC		4/2

2nd class InterRegio control cab coach "IR 461"

DB AG

Ep	V
	303
	4000005

Bimdzf 269.0

Photomontage

- **Perfectly matches the electric locomotive 101 091-7, items 7500224, 7510224, 7520224**

Q1/2026

6210210 DCC

3 piece set (1): "IR 461" coaches

DB AG

Ep	V
	909
	40196
	4000005

Aimz 261.4

Bimz 264.4

ARkimbz 262.4

Photomontage

Q1/2026

6200208

Sold out ex works – new edition with modified train route in 2027

3 piece set (2): "IR 461" coaches

DB AG

Ep	V
	909
	40196
	4000005

Bimz 264.4

Bimz 264.4

Bimdz 268.4

Photomontage

Q1/2026

6200209

Photo: R. Auerweck

The 140 423 electric locomotive is a prime example of the tried-and-tested 140 series of standard locomotives and is now part of the DB Museum's collection. Built by Henschel in 1966, it is presented in classic Federal Railway livery and is reminiscent of a time when reliability and technical robustness characterised the German railways. The 140 423 is a piece of railway history that lives on, a special one-off that has been a popular photo subject for many years.

- **Version with rounded engine room window**
- **Modernised grab rails on the entrance doors**
- **In digital operation with switchable shunting light and switchable headlight/tail light**

Electric locomotive 140 423-5

DB AG

Ep	V
	190
	PluX22
	R2
	LED

Q2/2026			
7500190	DC		4/1
7510190	DCC		4/1
7520190	AC		3/2

Photomontage

Electric locomotive

Class 145, DB AG

Photo: R. Auerweck

u:n: update

The electric locomotive from class 145 was developed by ADtranz (later Bombardier Transportation) for freight transport in Germany from the late 1990s onwards. It belongs to the first generation of the modular TRAXX platform and is an advancement of class 120, but without the additional equipment required for passenger transport.

Class 145 is based on the technology of the almost identical class 146, which is designed for passenger transport with a higher maximum speed (160 km/h) and, for example, a train destination display. Class 145, on the other hand, is designed for a maximum speed of 140 km/h and optimised for freight train service. .

Between 1997 and 2000, a total of 80 locomotives were put into service. Initially, they were mainly used for freight transport by Deutsche Bahn, in particular by DB Cargo. Technically, the locomotives are equipped with modern three-phase asynchronous motors, have an output of 4,200 kW and feature electric resistance and recuperation brakes.

Class 145 was one of the first series locomotives to be designed with a consistently modular structure in order to simplify maintenance and spare parts management. It marked the transition from classic individual solutions to platform-based locomotive families in European locomotive construction.

Today, class 145 is still in service, primarily with private railway companies and leasing companies. Its design and technology formed the basis for later TRAXX variants, including the universal class 185 or 186.

in detail

Elaborately engraved fan grilles

Separately attached windscreen wipers

Elaborately detailed chassis

Pantographs with innovative attachment

Rail scraper mounted on the chassis

Free-standing grab rails and UIC boxes on the front of the locomotive

Electric locomotive 145 074-1

DB AG

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

- Newly designed rail guard
- Pantographs with innovative attachment
- Separately attached windscreen wipers
- Erstmals mit PluX22 Schnittstelle
- Multicoloured driver's cab rear wall and control panel
- With switchable high beam, headlight/rear light and driver's cab lighting in digital mode

Q4/2026			
7500177	DC		4/1
7510177	DCC	♪	4/1
7520177	AC	♪	3/2

Electric locomotive 145 074-1

RBH

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

- Newly designed rail guard
- Pantographs with innovative attachment
- Separately attached windscreen wipers
- Erstmals mit PluX22 Schnittstelle
- Multicoloured driver's cab rear wall and control panel
- With switchable high beam, headlight/rear light and driver's cab lighting in digital mode

Q4/2026			
7500178	DC		4/1
7510178	DCC	♪	4/1
7520178	AC	♪	3/2

Electric locomotive 189 031-8

DB AG

Ep	VI
	225
	PluX22
	R2
	LED

Photomontage

On the ore transport route between Rotterdam Maasvlakte and Dillingen Hütte, where six-axle ore wagons with automatic centre buffer couplings are used, four-axle, four-system electric locomotives from the 189 series have been in service for almost ten years, primarily operating in double traction. As a different power system is used in the Netherlands, the aim was to enable heavy ore trains to cross the German-Dutch border without requiring a change of locomotives.

Q4/2026

7500207	DC		4/1
7510207	DCC	🔊	4/1
7520207	AC	🔊	2/2

The two class 189 electric locomotives are ideal for use in double traction in front of the ore wagons behind them, allowing impressive ‘ore bombers’ to be recreated.

- **Used in cross-border traffic**
- **Elaborate roof design**
- **In digital operation with switchable headlight/tail light**
- **AK69e type coupling included**
- **Headlight with cool white LED**
- **New authentic sound**

Electric locomotive 189 095-3

DB AG

Ep	VI
	225
	PluX22
	R2
	LED

Photomontage

Q4/2026

7500206	DC		4/1
7510206	DCC	🔊	4/1
7520206	AC	🔊	2/2

Ore on the move

The transport of iron ore has been an important task in rail freight transport in Germany for decades. Even in the days of the German Federal Railway (DB), heavy ore trains played a central role in bulk goods transport – mostly for the steel industry. The requirements for train mass, traction and operational safety led to special operational and technical approaches at an early stage. In the post-war period until the 1980s, the ore trains, weighing around 3,000 tonnes, were hauled by steam locomotives and later by powerful electric locomotives such as those from classes 150 or 151, mostly in double traction. Typical for ore transport were block trains consisting of type Fal four-axle high-sided wagons. These operated as shuttle services, often between seaports such as Hamburg or Bremen and steelworks locations such as Salzgitter or Duisburg. With the founding of DB AG in 1994 and the subsequent demerger of the freight transport division into DB Cargo, ore train transport was reorganised and modernised on a large scale. The introduction of new wagon types with higher payloads and growing demand from the steel industry led to a flourishing business model. Today, heavy ore trains run on fixed routes, such as Hamburg – Maschen – Salzgitter – Peine, often as 6,000-tonne block trains with over 40 wagons. DB Cargo uses modern multi-system locomotives of classes 189 or 193 to haul these trains. Thanks to their high tractive power and multi-system capability, these locomotives are particularly well suited for cross-border transport, for example of ore from seaports in the Netherlands or Belgium to German steel mills.

3 piece set (1): Ore wagons

DB AG

Ep	VI
	519
	40196

Falrrs 152

Faals 151

Photomontage

Applies to all wagons on this page:

- **Used in block trains for ore transport**
- **Functional automatic couplers of the type AK69e**
- **Standard couplings enclosed**

Q2/2026

6600270

3 piece set (2): Ore wagons

DB AG

Ep	VI
	519
	40196

Falrrs 152

Faals 151

Photomontage

Q2/2026

6600271

Electric locomotive 112 101-1

DB AG

Ep	VI
	192
	PluX22
	R2
	LED

Photomontage

Starting in 1992, the improved Class 112.1 locomotives were jointly procured by DB and DR. The most striking external difference from Class 112.0 is the replacement of the large separate head and tail lights with compact combined halogen lamps. With an output of 4000 kW and a top speed of 160 km/h, these express locomotives are used across Germany to haul Intercity, Regional-Express, and special passenger trains.

- **In ruby red livery and current operating condition**
- **Finely etched, perforated front step plates**
- **Switchable headlight/tail light, shunting light, driver's cab lighting and destination display in digital mode**

Q1/2026			
7500158	DC		4/1
7510158	DCC		4/1
7520158	AC		2/2

Electric locomotive 189 909-5

BEACON RAIL

Ep	VI
	225
	PluX22
	R2
	LED

Photomontage

Beacon Rail, a rail vehicle leasing company headquartered in Luxembourg, primarily leases locomotives and rolling stock to rail transport companies across Europe. With the acquisition of Mitsui Rail Capital Europe B.V. (MRCE), Beacon Rail's locomotive fleet was strengthened by 222 electric locomotives, which previously made up only a small part of the company's locomotive fleet. Among these are class 189 multi-system locomotives, which are currently being gradually rebranded.

- **Used in cross-border traffic**
- **In digital operation with switchable headlight/tail light**
- **Headlight with cool white LED**
- **New authentic sound**

Q2/2026			
7500188	DC		4/1
7510188	DCC		4/1
7520188	AC		2/2

Photo: S. Ott

Electric locomotive 193 958-6

LTE

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

Some of the locomotives belonging to Graz-based LTE Logistik- und Transport-GmbH feature eye-catching designs. The Vectron multi-system locomotive 193 958, which has been in service with LTE since 2023, was added to the LTE fleet in March 2023. The locomotive is emblazoned with the slogan '100 Trucks & Cars – One Train'. This refers to the fact that rail freight transport is more environmentally friendly than road transport. The machine is equipped with the D-A-H-CZ-SK-PL-RO-BG-SLO-HR-SRB country package.

- **Model exclusively available from ROCO**
- **Use in international freight transport**
- **Multicoloured driver's cab rear wall and control panel**
- **With switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q2/2026			
7500100	DC		4/1
7510100	DCC	🔊	4/1
7520100	AC	🔊	3/1

Electric locomotive 7193 101-1

ALPHA TRAINS
RHEINCARGO

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

Alpha Trains Group and RheinCargo GmbH & Co. KG are celebrating a quarter of a century of successful partnership. To mark the occasion, one of a total of four Vectron locomotives has been decorated with special decals commemorating this successful partnership.

- **Execution of the pilot and bogie covers according to the XLoad locos**
- **Multicoloured driver's cab rear wall and control panel**
- **Cross-border use in freight transport**
- **With switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode**
- **In cooperation with** Loc & More

Q2/2026			
7500185	DC		4/1
7510185	DCC	🔊	4/1
7520185	AC	🔊	3/1

Electric locomotive 193 718-4

MRCE

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

- With a prototypically accurate high design of the control panel in the driver's cab
- Multicoloured driver's cab rear wall and control panel
- Cross-border use in freight transport
- With switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode

Q2/2026			
70321	DC		4/1
70322	DCC	🔊	4/1
78322	AC	🔊	3/1

Electric locomotive 7193 306-6

TX-LOGISTIK

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

TX Logistik AG was founded in Bad Honnef in 1999 and is now one of the largest rail freight transport companies in Europe. As a specialist in borderless transport networks, it develops freight transport concepts and industry-specific solutions. The most important transport routes are from the ports of Hamburg, Bremerhaven, Rotterdam and Antwerp to southern Germany, Switzerland, Austria and Italy. TX Logistik currently operates around 80 electric locomotives. Most of these are class 193 and 185 locomotives.

- Execution of the pilot and bogie covers according to the XLoad locos
- All changes correctly reproduced in the model
- Multicoloured driver's cab rear wall and control panel
- Cross-border use in freight transport
- With switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode

2027			
7500174	DC		4/1
7510174	DCC	🔊	4/1
7520174	AC	🔊	3/1

Photo: R. Auerweck

Regional
multiple unit train

FLIRT 3

Photo: R. Auerweck

n:

The FLIRT 3 (Fast Light Innovative Regional Train) is a modern local transport multiple unit train from Swiss manufacturer Stadler Rail that was specially designed for use in regional and suburban rail transport. Since its launch in 2012, the FLIRT 3 has been one of the best-selling electric multiple unit train families in Europe, impressing with its modularity, energy efficiency and high level of passenger comfort. However, the history of the FLIRT family goes back even further: The success story began back in 2002 with the FLIRT 1.

The FLIRT 3 is designed as a low-floor electric multiple unit and consists of several wagon units coupled with Jacobs bogies. Depending on customer requirements, configuration of the vehicle length, number of seats and drive power is flexible – typical versions have 3 to 6 wagons. The vehicles reach a maximum speed of up to 160 km/h and are designed for high acceleration values in dense interval operation, making them ideal for regional and suburban rail use. In addition to purely electric variants, the modular traction and power systems also make hybrid, battery and hydrogen solutions possible, especially in the newer developments.

The FLIRT 3 features a continuous low-floor design for barrier-free entry and exit. The spacious entrance areas, automatic gap bridging and multi-purpose areas for bicycles and wheelchairs make for a high level of comfort and quick passenger changes. The interior design is bright and functional and can be customised with individual seating and colour schemes to fit the operating company. The passenger compartment and driver's cab are fully air-conditioned. Wi-Fi, power sockets, video surveillance and real-time information are available as options.

In Germany, the FLIRT 3 is used by a large number of operators in regional transport, so it is no wonder that FLIRT multiple units can now be found in almost all German states. And it is not only found with Deutsche Bahn AG paintwork; the many private operators shape the image of the colourful trains. Its high reliability, ease of maintenance and adaptability make the FLIRT 3 one of the most successful regional multiple units of the present day.

6-piece set: Electrical multiple unit “FLIRT 3”

BRB

Ep	VI
	1229
	PluX22
	R2
	LED

Highest level of detail in the iconic headlights

- Design as ET 302 christened the "Freilassing"
- Two powerful motors each in the end car
- Pantographs with innovative attachment
- Elaborately designed roof area, partly with etched sections
- With switchable high beam, headlight/rear light, driver’s cab lighting, illuminated train destination displays and interior lighting in digital mode

Elaborately recreated interior and view through the entire train possible

Front panel, windscreen wipers and sun blind attached separately

Q4/2026				
7700032	DC		4/2	
7710032	DCC	♪	4/2	⚡
7720032	AC	♪	4/2	⚡

n: FREILASSING EDITION

Multi-part and colour-contrasting roof equipment

Compressed air tank with perforated etched plates implemented

Photomontage

Scharfenberg coupling implemented in great detail

Multi-part bogies with sharp engravings

5-piece set: Electrical multiple unit “FLIRT 3”

n:

ARVERIO

Ep	VI
	1043
	PluX22
	R2
	LED

- **Two powerful motors each in the end car**
- **Pantographs with innovative attachment**
- **Elaborately designed roof area, partly with etched section**
- **With switchable high beam, headlight/rear light, driver’s cab lighting, Iluminated train destination displays and interior lighting in digital mode**

Photo: Stadler/Landesanstalt Schienenfahrzeuge Baden-Württemberg (SFBW)

Q4/2026				
7700033	DC		4/2	
7710033	DCC	♪	4/2	⚡
7720033	AC	♪	4/2	⚡

Electric locomotive BB 26005

SNCF

Ep	VI
	204
	PluX22
	R2
	F
LED	

Photomontage

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

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

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

Electric locomotive BB 15060

SNCF

Ep	V-VI
	201
	PluX22
	R2
	F
LED	

Photomontage

n:

- **Front with additional connection socket for push-pull train control**
- **Version in silver-grey multi-service design**
- **Prototypical roof design with all details**
- **Switchable headlight according to the French prototype and driver's cab lighting in digital mode**

Q3/2026			
7500146	DC		4/1
7510146	DCC	♪	4/1
7520146	AC	♪	2/2

Photo: B. Paha

Electric locomotive 182 573-6

MAV-START

Ep	VI
	221
	PluX22
	R2
	LED
Z21	Cab

Photomontage

In autumn 2023, the MAV Group signed a contract with Akiem to lease 15 ES 64 U2 locomotives to replace older V43 series locomotives. Unlike MAV's own locomotives of this type, the machines formerly owned by MRCE are equipped with ETCS. They are approved for use in Hungary, Austria, Germany, Romania, Croatia and Serbia.

- **Current operating condition**
- **In use between Hungary and Austria in high-quality passenger train services**
- **Equipped with 3 roof-mounted pantographs for cross-border traffic**
- **In digital operation with switchable high beam and separately switchable headlights or taillights**

Q3/2026			
7500184	DC		4/1
7510184	DCC		4/1
7520184	AC		3/2

3 piece set: Eurofima express train coaches

MAV-START

Ep	VI
	909
	4000005
	40196

ABmz

Bmz

Bmz

Photomontage

- **Ideal complement to 182 573-6 on this page for replicating a EuroCity train**
- **Elaborate painting and printing**

Q2/2026	
6200228	

Electric locomotive 189 905-3

RTC

Ep	VI
	225
	PluX22
	R2
	LED

Photomontage

- Newly designed sliding contact on pantograph for Italy
- Used in cross-border traffic
- In digital operation with switchable headlight/tail light
- Headlight with cool white light-emitting diodes (LED)
- New authentic sound

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

Electric locomotive 193 996-3

RTC

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

- The only Vectron with the two-colour "zebra" design – ideal addition to the locomotion collection
- Used in international freight traffic
- Multicoloured control panel and rear driver's cab wall
- For the first time in digital mode with switchable lighting functions for IT and EU

Q3/2026			
7500191	DC		4/1
7510191	DCC	🔊	4/1
7520191	AC	🔊	3/1

Photo: F. Wartner

Electric locomotive 1750

RAIL FORCE ONE

Ep	VI
	201
	PluX22
	R2
	LED

Photomontage

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

- **Version with air conditioning on the roof**
- **Pantograph with innovative mounting**
- **With many separately applied plug-in parts, some of them etched**
- **In digital operation with switchable headlight/tail light and driver's cab lighting**
- **In cooperation with Railcolordesign**

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

Electric locomotive 1616

DB AG

Ep	VI
	201
	PluX22
	R2
	LED

Photomontage

- **Version without air conditioning**
- **With the ceremonial name Oldenzaal**
- **Pantograph with innovative mounting**
- **In digital operation with switchable headlight/tail light and driver's cab lighting**

Q3/2026			
7500197	DC		4/1
7510197	DCC	♪	4/1
7520197	AC	♪	2/2

Photo: M. van der Velden

Electric locomotive 193 934-7

NS

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

The Vectron 193 934 was delivered to ELL – European Locomotive Leasing in March 2023. After a short leasing period to companies such as Flixtrain, the locomotive was leased to NS International in September 2023 and put into service in NS International livery for trains running between Amsterdam Central Station and Berlin, as well as for night trains from Amsterdam Central Station to Vienna, Munich, Innsbruck, Basel, and Zurich.

- **Blue decorative line runs to the bottom edge of the door**
- **ELL-Vectron leased to NS**
- **Multicoloured control panel and rear driver's cab wall**
- **Used in cross-border traffic**
- **With switchable high beam, headlight/rear light and driver's cab lighting in digital mode**

Q3/2026			
7500192	DC		4/1
7510192	DCC	🔊	4/1
7520192	AC	🔊	3/1

Photo: H. Zwoferink

Electric
locomotive

Da, SJ

Photo: R. Latten

u: update

For decades, the Da electric locomotive was an important traction unit in Sweden's electrified railway network. Put into service in the 1950s, it provided train services for both passenger and freight transport for Statens Järnvägar (SJ) and remained in active service until the 1990s. Its sturdy design, versatility and durability made it one of Sweden's best-known locomotive types alongside the famous Dm and Dm 3 models.

The Da was designed as advancement of the previous class D, which had been in service since the 1920s. The aim was to create a more powerful locomotive for the growing amount of traffic on electrified lines. Between 1953 and 1960, a total of 93 Da class locomotives were built by ASEA (Allmänna Svenska Elektriska Aktiebolaget).

The locomotives were designed for the Swedish single-phase AC system (15 kV, 16 2/3 Hz) and reached a maximum speed of 100 km/h. With an output of around 2,000 kW, they were suitable for both medium freight train service and medium-distance passenger train service.

Typical of the Da was the striking, angular shape with a central driver's cab and long front ends at both sides – a classic boxcab design reminiscent of American locomotive designs. Many locomotives were modernised or received new paintwork or improved control systems during their lifetime.

With the advent of newer locomotive types such as the Rc class from the 1970s onwards, the Da locomotives were gradually phased out of mainline service. Some remained in use for shunting and regional transport until the 1990s. Thanks to their popularity and historical significance, several models are still preserved in museums today.

Electric locomotive Da 917

update

SJ

Ep	IV
	151
	PluX22
	R2
	S
LED	

Photomontage

- For the first time with PluX22 interface
- Wheels with SAB design particularly characteristic of SJ locomotives
- Front with original buffer beam without reinforcement
- Front 1 with distinctive "lollipop" marking
- Guard iron with individual blades for the first time
- Ideal complement to the freight wagons on the following page

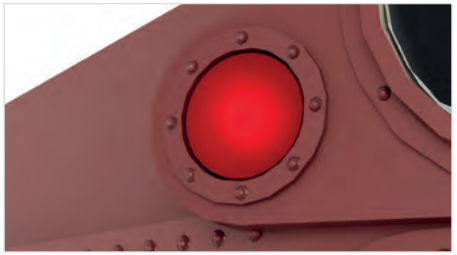
Q4/2026			
7500179	DC		3/1
7510179	DCC		3/1
7520179	AC		3/1

in detail

For the first time with original buffer beam without reinforcements

Windscreen wipers designed in the old style

Delicate engraving of the transition grille



For the first time with illuminated tail light

Electric locomotive Rc 4 1173

SJ

Ep	IV
	179
	PluX22
	R2
	S
LED	

Photomontage

With the locomotives of the so-called Rc family, the Swedish State Railways (SJ) acquired the first thyristor-controlled electric locomotives in Sweden from the manufacturer ASEA. A total of 360 Rc locomotives rolled off the production line at the ASEA plant in Stockholm.
The fourth series was the largest of the Rc family, with 130 units delivered between 1975 and 1982. These locomotives were used throughout Sweden in both passenger and goods services.

- **Version in its original condition**
- **Finely detailed model with many separately applied plug-in parts**
- **In digital operation with switchable headlight/tail light and high beam**

Q2/2026			
7500183	DC		4/1
7510183	DCC	♪	4/1
7520183	AC	♪	3/2

2 piece set: Tank wagons

SJ

Ep	III-IV
	214
	40183

Deutz Photomontage

Q4/2026
6600302

2 piece set: Sliding roof/sliding wall wagon

SJ

Ep	IV
	320
	40196

Teu Photomontage

Q2/2026
6600257

Electric locomotive 482 038-0

NRFAB

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

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

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

Q1/2026			
7500167	DC		4/1
7510167	DCC	♪	4/1
7520167	AC	♪	3/2

Electric locomotive Rc 4 1166

NRFAB

Ep	VI
	179
	PluX22
	R2
	S
	LED

Photomontage

n:

- **Amtrak-Design**
- **First time in a model with a single-arm and a scissor pantograph**
- **Finely detailed model with many separately applied plug-in parts**
- **In digital operation with switchable high beam and separately switchable headlight or tail light**

Q2/2026			
7500210	DC		4/1
7510210	DCC	♪	4/1
7520210	AC	♪	3/2

Electric locomotive 4620 052-4

NRFAB

Ep	VI
	222
	PluX22
	R2
	LED

Photomontage

The locomotive hire company Nordic Re-Finance is taking over part of SBB Cargo's former class 620 fleet. The first class 620 052 was transferred to Sweden in 2025. The locomotive bears an Alpine design as a tribute to Switzerland.

- **Elaborately printed model**
- **Inset, finely-detailed etched parts such as ventilation grilles and windscreen wipers**
- **Square lamps**
- **Fine spoke wheels and current collectors**

Q4/2026			
7500211	DC		4/1
7510211	DCC		4/1
7520211	AC		4/2

Electric locomotive EU05-25

PKP

Ep	IV
	186
	PluX22
	R2
	LED

Photomontage

In 1961, the PKP purchased 30 four-axle electric locomotives from Skoda in Pilsen (Czechoslovakia), which were added to the fleet as the EU05 series. This was a slightly modified version of class E 499.1 of the Czechoslovak State Railways (CSD).

- **Elaborate paintwork and printing**
- **Finely-detailed design of the bogies as well as the spoke wheels**
- **Fine metal wheels with low wheel flanges**
- **Completeley new designed pantograph with innovative mounting**
- **With individually switchable headlight/rear light, driver's cab lighting and machine room lighting in digital mode**

Q4/2026			
7500122	DC		4/1
7510122	DCC		4/1

Electric locomotive 370 094-2 "Adriatic Express"

PKP ICC

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

The PKP Vectron locomotives, with their eye-catching livery, now also run daily Eurocity trains to the German capital, Berlin.

- **Design with current type of rail guard**
- **Multicoloured control panel and rear driver's cab wall**
- **Used in cross-border traffic**
- **With switchable high beam, headlight/rear light and driver's cab lighting in digital mode**

Q4/2026			
7500196	DC		4/1
7510196	DCC	🔊	4/1
7520196	AC	🔊	3/1

Photo: M. Niedziela

Photo: J. Streber

Electric locomotive 263 010-1

ŽSSK

Ep	V-VI
	193
	PluX22
	R2
	LED

Photomontage

Q3/2026			
7500189	DC		4/1
7510189	DCC		4/1

In the second half of the 1970s, Škoda developed the second generation of universal electric locomotives to renew the CSD's fleet. The result was the S 499.2 series. The letter 'S' stands for 'alternating current'. Two prototype locomotives were delivered in 1984 and underwent thorough testing. With an hourly output of 3,060 kW, they can reach a maximum speed of 120 km/h. Ten locomotives were delivered in series in 1988, designated 263. These locomotives are owned by ZSSK, are based in Bratislava, and generally serve the Bratislava–Breclav route.

- **Model for alternating current network**
- **Pantograph with innovative fastening**
- **Short handrails under the front windowsn**
- **Elaborate design of the fan fins with an unobstructed view**
- **Delicate design of the bogies as well as the spoked wheels**
- **With pilots and air tanks in closed form for realistic presentation in display cabinets**

1st class passenger coach

ŽSSK

Ep	V-VI
	282
	40196
	40420

A Photomontage

03/2026
6200230

2nd class passenger coach

ŽSSK

Ep	V-VI
	282
	40196
	40420

B Photomontage

Q3/2026
6200231

2nd class passenger coach

ŽSSK

Ep	V-VI
	282
	40196
	40420

B Photomontage

▸ **Version as downgraded first-class carriage**

03/2026
6200232

2nd class passenger coach/luggage

ŽSSK

Ep	V-VI
	282
	40196
	40420

BDs Photomontage

Q3/2026
6200233

D
DIESEL
locomotives

n:

Class 2143 diesel locomotives were specially developed for non-electrified main and branch line operations and were an important part of the ÖBB fleet for decades.

Class 2143 was developed in the 1960s as a modern universal locomotive for routes without overhead lines. Their design is based on the experience gained from classes 2043 and 2067, but has been optimised for higher train performance and passenger services. Between 1964 and 1977, a total of 77 locomotives were built by Simmering-Graz-Pauker (SGP) in several production series.

A large part of class 2143 consisted of the third production series, which was again subdivided within this series. The so-called series 3a consisted of operating numbers 2143.34 – 43, series 3b of 2143.44 – 70. All locomotives in the 3rd series share a number of common features: The frame is straight and, unlike the first series, is not cropped at the bottom. The areas around the driver's cab doors had long rain gutters and the door windows were framed in metal. The fuel filling areas were also redesigned. This point also distinguishes the 3a and 3b series from each other, as they feature modified recesses for the fuel caps and limit sensors at different positions. The front also underwent changes with its distinctive multiple control equipment.

Class 2143 locomotives were used on numerous non-electrified lines throughout Austria, including in the Waldviertel, Weinviertel, Styria and Burgenland regions. They pulled both local and express trains, as well as transfer and freight trains on flat and hilly terrain.

With the advance of electrification and the advent of new diesel railcars from the 1990s onwards, the importance of the 2143 gradually declined. After they were retired, many of the engines were sold to private railways in Austria and abroad. Some vehicles are now in museum service or are providing loyal service in the infrastructure sector.

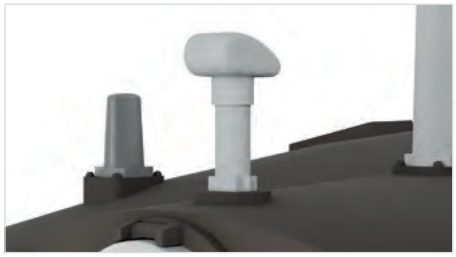
Diesel locomotive

Class 2143, ÖBB

Photo: C. Auerweck

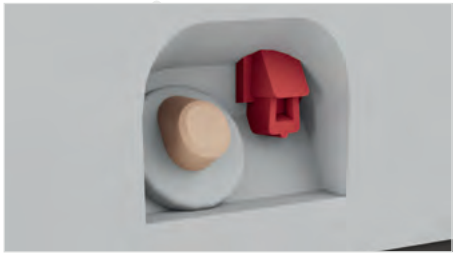

regiobahn
2143 062-5
regiobahn

in detail



Antennas correctly replicated depending on equipment

Perforated grids in the roof area



Accurate reproduction of fuel caps and limit value sensors for each running number

Door handles positioned differently depending on the model

Engine room elaborately recreated

Replication of the multiple control line

Diesel locomotive 2143 047-5

ÖBB

Ep	V
	181
	PluX22
	R2
	LED

Photomontage

- Version of the 3rd series with a straight frame
- Valousek-Design
- Free-standing grab rails, some made of metal
- In digital operation with switchable high beam, headlight/tail light and driver's cab lighting
- With a new comprehensive sound

Q4/2026			
7300092	DC		4/1
7310092	DCC	♪	4/1
7320092	AC	♪	2/1

1st/ 2nd class centered door coach

ÖBB

Ep	IV-V
	303
	40196
	4000005

Q3/2026

6200108

ABmpz Photomontage

All coaches on this page:

- **First time in blood orange variant of the 'Sparlack' paint finish**

Ile Wagen auf dieser Seite:

2nd class centered door coach

ÖBB

Ep	IV-V
	303
	40196
	4000005

Q3/2026

6200109 6200110

Bmpz Photomontage

- **Item 6200110: Different running number**

2nd class centered door coach/luggage

ÖBB

Ep	IV-V
	303
	40196
	4000005

Q3/2026

6200111

BDmpz Photomontage

Diesel locomotive 2143 062-5

REGIOBAHN

Ep	VI
	181
	PluX22
	R2
	LED

Photomontage

- **Version of the 3rd series with a straight frame**
- **Free-standing grab rails, some made of metal**
- **In digital operation with switchable high beam, headlight/tail light and driver's cab lighting**

Q4/2026			
7300093	DC		4/1
7310093	DCC		4/1
7320093	AC		2/1

The Leiser Berge adventure train invites you on a very special journey: this nostalgic train travels leisurely and at a relaxed pace from Vienna via Korneuburg to Ernstbrunn, exuding a genuine 'old-fashioned travel atmosphere'.
Whether you're travelling with family, friends or on your own, the ErlebnisZug and NaturparkBus open the way to nature experiences, active adventures and relaxing excursions. The programme includes the Ernstbrunn Wildlife Park with its wolf research centre, idyllic hiking trails in the Leiser Berge Nature Park with panoramic views, the nostalgic Weinviertel draisine, mountain bike and cycling routes, and attractive destinations.

3 piece set: Schlieren wagons

REGIOBAHN

Ep	V
	816
	40196
	4000005

Bp

BDp-I

BDp

Photomontage

Q4/2026	
6200244	

Diesel railcar 5042.10

ÖBB

Ep	III
	258
	PluX22
	R2
	LED
	4000005

Photomontage

Based on the development of the VT 41 class diesel railcars, the Austrian Federal Railways (ÖBB) acquired larger VT 42 class diesel railcars between 1935 and 1937. These vehicles were equipped with two 210 hp motors designed for a maximum speed of 110 km/h. After World War II, the ÖBB reclassified the railcars under the new series designation 5042. Until their electrification, they were used on the "Westbahn" railway lines, operating in express trains among other services. Following electrification, their main areas of operation then shifted to Villach, Graz, and Lienz, though they continued to serve in fast and express trains.

- **Version with modified roof**
- **Chassis in grey livery**
- **Separately applied plug-in parts, some made of metal**
- **In digital operation with switchable headlight/tail light, high beam and shunting light**

Q1/2026			
7700011	DC		2/1
7710011	DCC		2/1
7720011	AC		2/1

2 piece set: Ribbed coaches

ÖBB

Ep	III
	298
	40183
	40361

BT

BDT

Photomontage

- **Delicately designed platform railings and separately applied grab rails**
- **Non-smoking signs for optional installation included as printed etched parts**
- **Nichtraucher-Schilder zur optionalen Montage als bedrucktes Ätzteil beiliegend**
- **Perfectly matches the diesel railcars 5042.10, items 7700011, 7710011, 7120011**

Q1/2026

6200081

Diesel locomotive 2016 015-7

ÖBB

Ep	VI
	221
	PluX22
	R2
	LED

- Attached exterior mirrors in folded and extended positions
- Extra applied grab rails, windscreen wipers and UIC sockets
- Colour-contrasting brake discs
- Switchable high beam and switchable headlight/tail light in digital mode

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

Diesel locomotive T 466 2114

n:

ČSD

Ep	IV
	156
	PluX22
	R2
	CD/CSD
	LED

Photomontage

- 4th series version
- Ribbed driver's cab side wall and ribbed roof
- Finely detailed model with many separately applied plug-in parts
- Unobstructed view through the driver's cab
- Filigree safety railings
- Wheelsets with low wheel flanges

Q4/2026			
7300022	DC		4/1
7310022	DCC	♪	4/1

Diesel locomotive T 478 2079

ČSD

Ep	IV
	190
	PluX22
	R2
	CD/CSD
LED	

Photomontage

- 3rd series model with corrugated side walls up to the edge of the roof
- Finely detailed model with many separately applied plug-in parts
- Printed crests enclosed as etched parts

Q2/2026			
7300090	DC		4/1
7310090	DCC		4/1

Diesel locomotive 753 211-2

ČD

Ep	V
	190
	PluX22
	R2
	CD/CSD
LED	

Photomontage

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

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

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

Diesel locomotive 754 047-9

ČD

Ep	VI
	190
	PluX22
	R2
	CD/CSD
	LED

Photomontage

- **Version with blue roof**
- **Finely detailed model with many separately applied plug-in parts**
- **Attached set of plates**
- **Execution in current operating condition, a special vehicle in the CD fleet**

Q2/2026			
7300089	DC		4/1
7310089	DCC		4/1

Diesel locomotive 742 156-3

ČD

Ep	V-VI
	156
	PluX22
	R2
	CD/CSD
	LED

Photomontage

In the 1970s, the former Czech State Railways (CSD) had an urgent need for powerful diesel locomotives for medium- to heavy-duty shunting and main-line freight services. As a result, the lighter T 466.2 variant was developed, based on the industrial locomotive type T 448. CKD in Prague manufactured nine series, each with slight technical differences, producing a total of 94 units from 1977 onwards. These locomotives remained in service with the CSD until 1986.

- **3rd series version with ribbed driver's cab side wall**
- **Buffer beams with an additional socket for coach door control**
- **Finely detailed model with many separately applied plug-in parts**
- **Unobstructed view through the driver's ca**
- **Filigree safety railings**
- **Wheelsets with low wheel flanges**

Q4/2026			
7300021	DC		4/1
7310021	DCC		4/1

Diesel locomotive

Class 217, DB

Photo: R. Auerweck

n:

The German Federal Railway (DB) class 217 was a more powerful advancement of the well-known V160 family and was a temporary technical solution to meet a specific operational requirement: The use of heavy push-pull trains with electric train heating on non-electrified lines.

In the 1960s, the German Federal Railway relied more and more on push-pull trains with control cars in regional transport. Electric heating was necessary for these trains – however, the existing class 216 locomotives only had steam generators for heating. Class 217 was developed to provide electrical heating, and in addition to the main diesel engine, it was equipped with an auxiliary diesel engine with a generator for supplying heating power to the train.

Between 1965 and 1968, a total of 15 locomotives were built by Krauss-Maffei. These engines are considered the technical precursors of the later class 218, which was equipped with an integrated heating generator at the factory. The locomotives were divided into so-called prototypes (217 001 – 003) and pre-series machines (217 011 – 022).

Class 217 was mainly used in southern Germany, and when the locomotives stationed in Hagen-Eckesey were also relocated to Regensburg in 1972, all of them were based in Bavaria. The engines were reliable, but their twin-engine design meant they needed more maintenance and were technically more complex than their successors, class 218. This was also the reason why class 217 never became a true ‘series locomotive’.

After the 1994 railway reform, class 217 was transferred to DB AG – specifically to DB Regio and later DB Cargo. With the gradual withdrawal of classes 215 and 216, some 217 models continued to be used to pull of freight trains until the mid-2000s, with the Mühldorf network in Upper Bavaria being the last stronghold of the 217. Some models have been preserved as museum vehicles or by private railway companies and are still in use today.

Diesel locomotive 217 003-3

DB

Ep	IV
	189
	PluX22
	R2
	LED

Photomontage

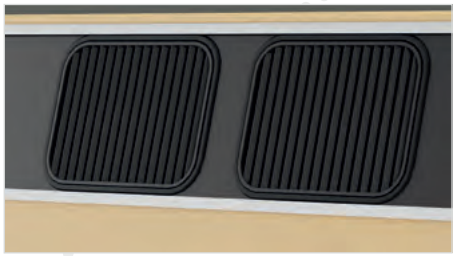
- All modifications correctly reproduced in the model
- Separately applied plug-in parts, in part using etching technology
- Model has prototypical low wheel flanges
- With switchable headlight/rear light, driver's cab lighting and machine room lighting in digital mode

Q4/2026			
7300068	DC		4/1
7310068	DCC	🔊	4/1
7320068	AC	🔊	3/2

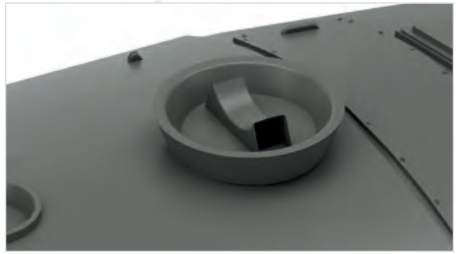
All images show non-final work status.

In detail

Replica of the skylights on the engine room roof

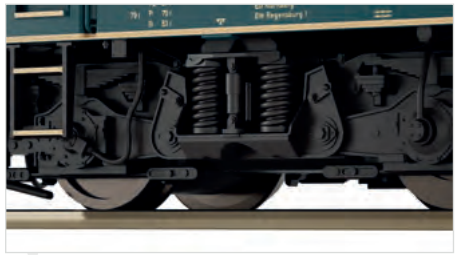


Adapted fan range for the class 217



Variant-specific reproduction of the heating diesel

True-to-life implementation of the automatic coupling



Detailed replica of the bogies and wheels based on the prototype

Tank area correctly reproduced according to the prototype

Diesel locomotive Nr. 1

DBP

Ep	III-IV
	106
	Next18
	R2
	LED

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

- Locomotive of the Oberpostdirektion in Hannover
- In digital operation with switchable shunting light

2 piece set: Covered postal wagons

DBP

Ep	IV
	293
	40183

Post 2s-t/11 Photomontage

Q2/2026
6600248

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

Accumulator railcar 515 537-9 with control cab coach

DB

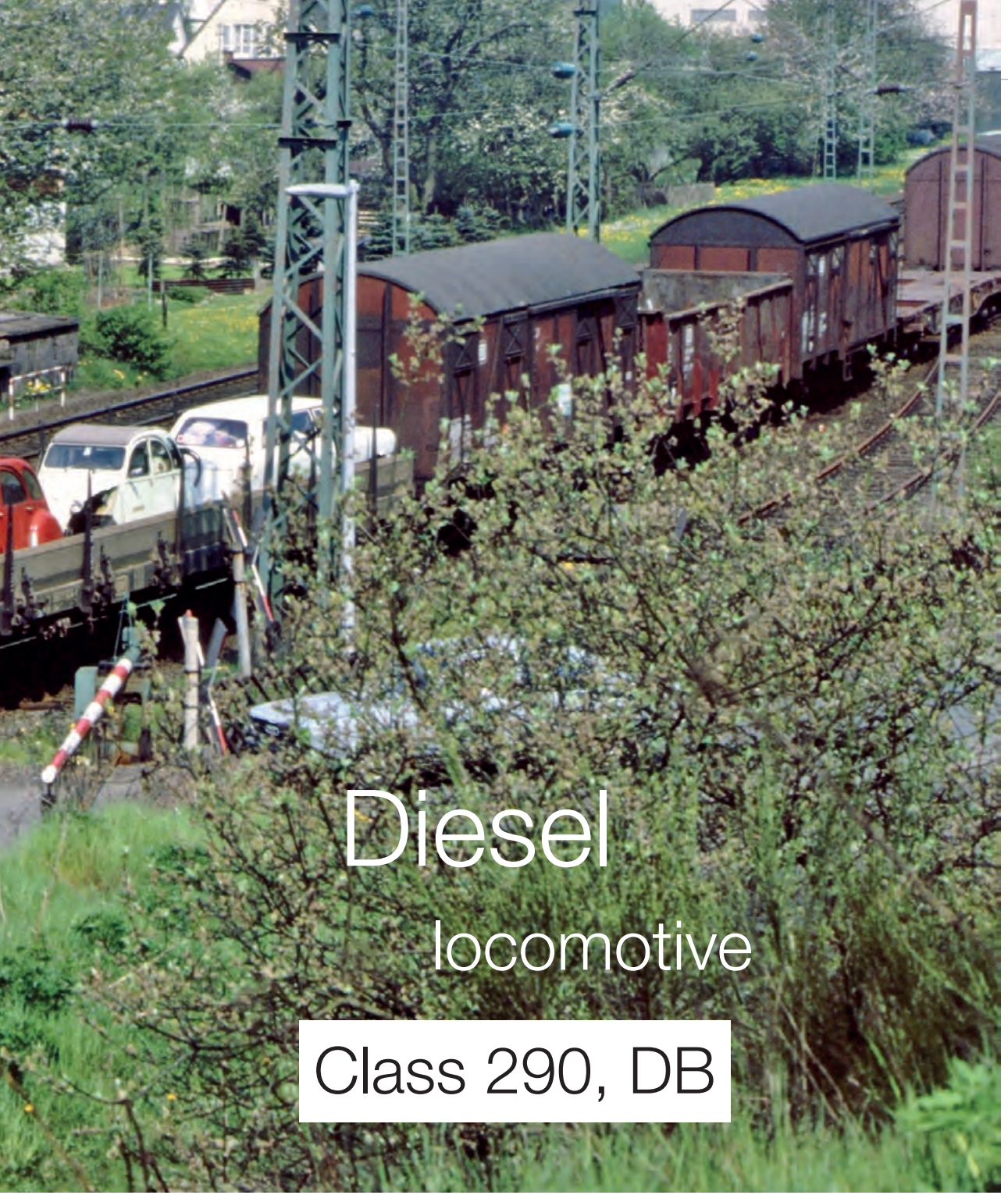
Ep	IV
	538
	PluX22
	R2
	LED
Z21	Cab

Photomontage

Q4/2026				
7700016	DC			2/1
7710016	DCC	♪		2/1
7720016	AC	♪		2/1

- Unobstructed view through the delicately designed passenger saloon and driver's cab
- Separately applied plug-in parts, such as windscreen wipers, shunting handles mounted beneath the buffers, and heating cables
- Control car with correctly painted roof area
- Decoder in the railcar and control cab coach

Photo: Bügel Eisenbahnstiftung



Diesel locomotive

Class 290, DB

With the V90 diesel locomotive, the German Federal Railway introduced a new generation of powerful shunting locomotives in the mid-1960s. Based on the design principles of the proven V100, the V90 was developed specifically for heavy shunting and light line service. The extended frame, significantly higher service weight and more powerful engine make the V90 a durable workhorse in daily operation. A typical feature of this class is the asymmetrical driver's cab, which is offset above the long front end.

The V90 underwent continuous development, and with the introduction of computer numbering, the locomotives were renamed class 290. They were powered by a 12-cylinder diesel engine with an output of around 1,500 hp, which drove the two bogies with a hydraulic transmission. The V90 reaches a top speed of 80 km/h and offers impressive starting tractive force of up to 260 kN – ideal for shunting heavy freight trains in shunting stations or in industrial connecting traffic. However, development continued steadily with this class as well: Class 291 was put into service with modified engines.

Many locomotives were modernised and development on the machines continued. From the 1990s onwards, numerous machines were equipped with radio remote controls, allowing them to be operated solo by shunting staff. These variants were listed under class designations 294 and 295. Later, conversions with lower-emission engines and new transmissions followed, which were added to the stock as class 296. Despite the introduction of modern locomotive types, the locomotive family – especially in its converted models – remains an integral part of German Federal Railway freight transport to this day. Private railway companies also still use these locomotives today.

in detail

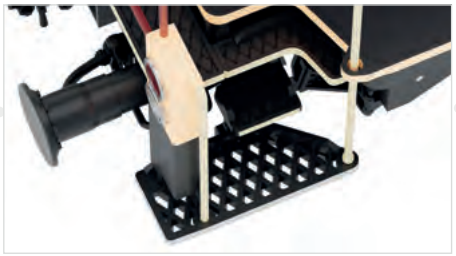
Cover over the separately attached fan wheel implemented as a delicate etched part

Driver's cab finished in multiple colours

Lamps and railings elaborately implemented

Buffer beam with authentic engravings and fully equipable

Stems with fine engravings made of die-cast zinc for perfect weight



Openwork steps

Bogies with perfect depth effect

Diesel locomotive 290 276-5

DB

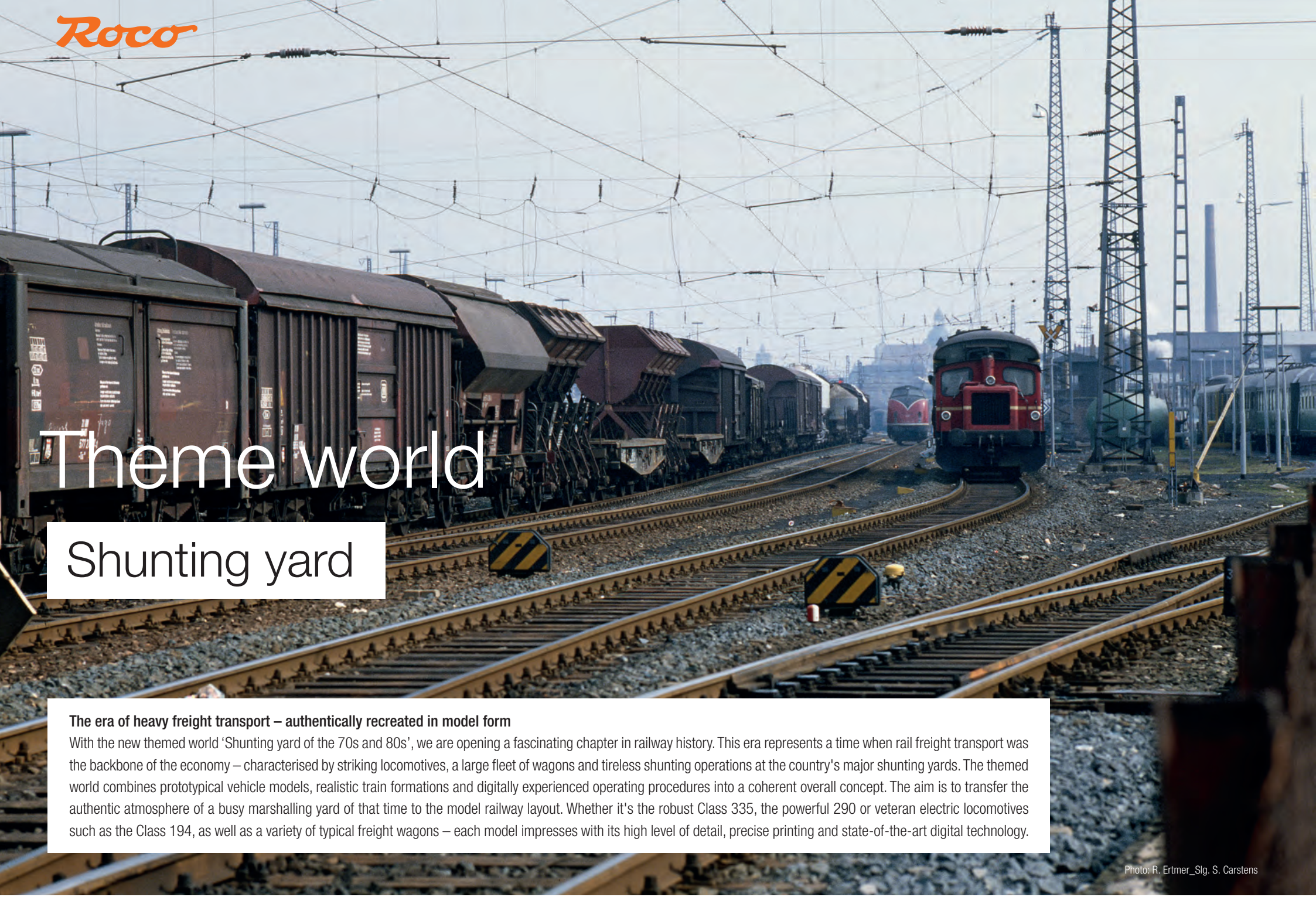
Ep	IV
	165
	PluX22
	R2
	LED

Photomontage

The ROCO Class 290 is a prototypically detailed model that stands out thanks to its excellent running characteristics and high tractive force. Thanks to its reliable technology and proven spare parts supply, ROCO guarantees long-term operating enjoyment on any layout.

- **Design with purple-red paintwork**
- **Finely detailed model with many separately attached plug-in parts**
- **Delicate reproduction of all engravings**
- **Metal stems for perfect traction**
- **Delicately crafted safety railings**
- **Wheelsets with low wheel flanges**
- **With switchable headlight/rear light and driver's cab and passenger compartment lighting in digital mode**

Q4/2026			
7300106	DC		4/1
7310106	DCC	🔊	4/1
7320106	AC	🔊	3/2



Theme world

Shunting yard

The era of heavy freight transport – authentically recreated in model form

With the new themed world ‘Shunting yard of the 70s and 80s’, we are opening a fascinating chapter in railway history. This era represents a time when rail freight transport was the backbone of the economy – characterised by striking locomotives, a large fleet of wagons and tireless shunting operations at the country's major shunting yards. The themed world combines prototypical vehicle models, realistic train formations and digitally experienced operating procedures into a coherent overall concept. The aim is to transfer the authentic atmosphere of a busy marshalling yard of that time to the model railway layout. Whether it's the robust Class 335, the powerful 290 or veteran electric locomotives such as the Class 194, as well as a variety of typical freight wagons – each model impresses with its high level of detail, precise printing and state-of-the-art digital technology.

Photo: R. Ertmer_Slg. S. Carstens

Electric locomotive 194 080-8

DB

Ep	IV
	213
	PluX22
	R2
	LED

Photomontage

Q2/2026			
7500212	DC		6/2
7510212	DCC	♪	6/2
7520212	AC	♪	4/2

A few locomotives in the 194 series were equipped with lamps integrated into the front end as part of the AK buffer beam upgrade. When the front ends were replaced, normal 194 series locomotives were also fitted with the special lamps.

- **In green livery with modified lamps on the end sections**
- **Special features of the 194 080, such as red flashes in the cab windows, correctly transferred to the model**
- **Driver's cab rear wall and engine room interior in multiple colours**
- **In digital operation with switchable headlight/tail light and driver's cab lighting**
- **Extra signs included as etched parts**

Diesel locomotive 335 108-7

DB

Ep	IV
	90
	R2
	LED

Photomontage

Q3/2026				
7310108	DCC	♪	1/1	⟅—
7320108	AC	♪	1/1	⟅—

The Deutsche Bundesbahn initially used smaller shunting locomotives for shunting passenger and goods wagons at stations. A later version of the Köf 11, featuring power transmission through drive shafts and additional axle gearboxes, was introduced by Gmeinder in 1965. Originally designated as Köf 12, a total of 251 shunting locomotives of this class were delivered to the Deutsche Bundesbahn as Class 333. To reduce personnel costs, most of these locomotives were equipped with radio remote control starting in the late 1980s. These locomotives were then designated as Class 335.

- **Equipped with digital shunting coupling - more play fun guaranteed!**
- **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**
- **Buffer capacitor for uninterruptible power supply**

Displays: Shunting yard/bulk goods

DB

Ep IV

F-z 120

Ucs 909

Taems

Photomontage

Divided and perfect for every purpose!
The following display packs are available from specialist retailers in sets of 6 or 18, for perfect play and manoeuvring fun!

- **Tipper wagons with touch-up spots**
- **Single wagons available from your specialist retailer**

Q3/2026

6600329 **6 piece display**

6600330 **18 piece display**

Displays: Shunting yard/open goods wagons

DB

Ep | IV

E 040

Kbgs

Res

Photomontage

▸ **Single wagons available from your specialist retailer**

Photo: S. Carstens

Q4/2026

6600334 **6 piece display**

6600335 **18 piece display**

Displays: Shunting yard/sliding roof/sliding wall wagons

DB

Ep IV

Tbis 871

Tbis 870

Tcs 850

Photomontage

Single wagons available from your specialist retailer

Photo: S. Carstens

Q4/2026

6600339 **6 piece display**

6600340 **18 piece display**

Diesel locomotive 120 144-1

DR

Ep	IV
	202
	PluX22
	R2
	LED

Photomontage

To accelerate traction changes, the Deutsche Reichsbahn purchased a total of 378 Class V 200 (later Class 120) locomotives from the Soviet Union between 1966 and 1975. Since the locomotives did not have factory-installed train heating, they were primarily used for goods train service. Later, silencers were added to reduce the noise level of the motors. Due to the loud engine noise, the locomotives quickly earned the nickname "Taiga drums."

- **Version with original silencer and broad decorative Dessau stripe**
- **Complete brake air lines with fully detailed air reservoirs**
- **Based at the Rbd Dresden, Dresden depot**
- **Engine room printed in multiple colours for the first time**
- **In digital operation with switchable headlight/tail light, driver's cab and engine room lighting**

Q2/2026			
7300096	DC		6/2
7310096	DCC	♪	6/2
7320096	AC	♪	4/2

Diesel locomotive 118 158-4

DR

Ep	IV
	224
	PluX22
	R2
	LED

Photomontage

- **4-axle version**
- **Livery with double waist stripe**
- **Mith a square door cut-out**
- **Machine room with combined ventilator and hinged windows**
- **Based at the Rbd Schwerin, Bw Rostock**
- **In digital operation with switchable headlight/tail light, driver's cab and engine room lighting**

Q2/2026			
7300085	DC		4/1
7310085	DCC	♪	4/1
7320085	AC	♪	3/2

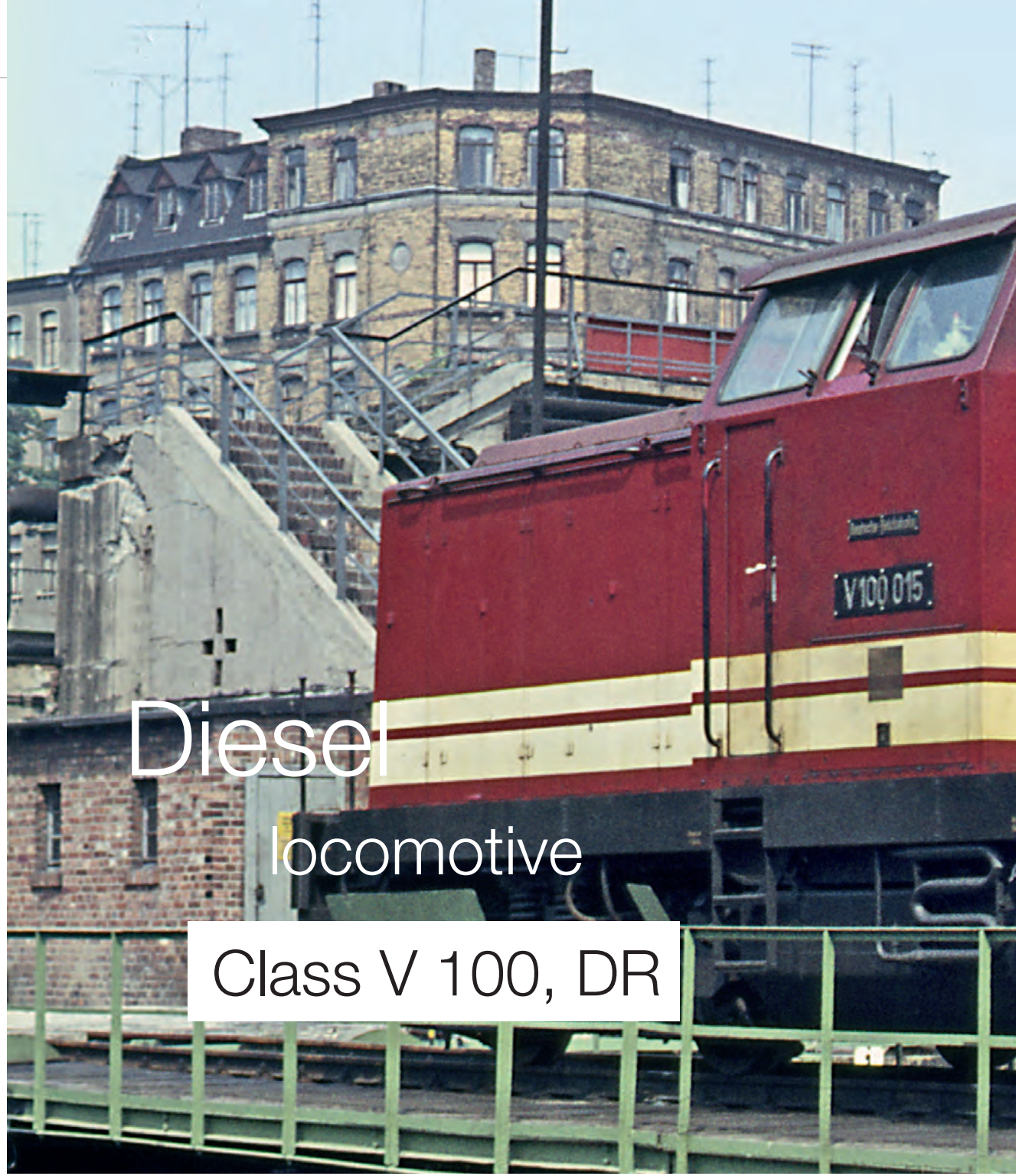
n:

The V 100 of the German State Railway, often referred to as the 'V 100 Ost', was one of the most important diesel locomotives in the medium power range in the former GDR. It was developed from the early 1960s onwards to gradually replace older steam locomotives in train transport. The focus was on a universal vehicle for secondary and main lines that could be used for both passenger and freight transport.

The locomotive is based on a central driver's cab design with a symmetrical structure and two front ends, ensuring good visibility in both driving directions. 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 V100 Ost placed great emphasis on ease of maintenance and a sturdy construction – ideal for demanding operation on the GDR rail network.

A total of over 1,100 locomotives of this class were built between 1966 and 1985 at the VEB Lokomotivbau Karl Marx factory in Babelsberg. The individual classes differed in specific details. For instance, the front ends and roofs of the first locomotives (V 100 003 – 043) were differed visually from those of the later class locomotives. Especially in the early days, the machines were given special paintwork, which made them stand out for railway fans from the otherwise rather uniform fleet.

In addition to their use in the GDR, numerous models were also exported – to Romania, Iraq and China, among others. Even today, these locomotives, some in modernised versions, are still in service with different railway companies.n Bahngesellschaften im Einsatz.



Diesel locomotive

Class V 100, DR

Photo: Fell, Eisenbahnstiftung

Diesel locomotive class 110

DR

Ep	IV
	164
	PluX22
	R2
	LED

Photo: Lokstromer

- Version with bordeaux red paintwork
- First replica of the early series
- Roof covers integrated into the front ends
- Bogies fully equipped with brake lines
- High pulling force and perfect operating characteristics
- With switchable headlight/rear light, in digital mode

Q2/2026			
7300107	DC		4/1
7310107	DCC	♪	4/1
7320107	AC	♪	2/1


66 1591-6
106 016-9

Diesel locomotive 232 550-4

DB AG

Ep	VI
	237
	PluX22
	R2
	LED

Photomontage

The DB Bahnbau Group is responsible for planning, building, and maintaining infrastructure facilities, especially railway infrastructure. The company owns its own locomotives for train transportation. The "Ludmilla," painted in the company's colours in spring 2025, is also available for the most demanding tasks. It has been working hard for the track construction team since 2010.

- **Version in the current operating condition**
- **Powerful, reliable model for authentic engineering trains**
- **In digital operation with switchable shunting light and switchable headlight/tail light**

Q3/2026			
7300105	DC		6/2
7310105	DCC	🔊	6/2
7320105	AC	🔊	4/2

Photo: T. Hüls

Digital railway slewing crane

Edition

DB AG

Ep	VI
	234
	R2
	LED

Photomontage

Fully functional model of a 6-axle railway slewing crane with a movable telescopic jib. 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 jib is suitable for working beneath catenaries. The telescopic jib can be luffed and extended in any working position, even with a load on the crane hook.

- **Self-propelled model**
- **Free-wheeling operation in train formation is possibl**
- **Crane superstructure with jib can be rotated 360°**
- **Jib can be raised and lowered**
- **Telescopic jib 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 jib**
- **Digital onboard decoder and switchable light and sound function**

Q3/2026			
7310070	DCC		1/1
7320070	AC		1/1

2 piece set: Stake wagons

DB AG

Ep	VI
	458
	40183

Res

Res

Photomontage

- **Ideal complement to the digital railway slewing crane item 7310070, 7320070**
- **With movable rotating stakes**
- **Removable side tail lifts**

Q4/2026
6600201


Warsteiner
Warsteiner
Warsteiner
WLE
WLE
www.thoemen.de

Diesel locomotive 22 „Warsteiner“

WLE

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

Q3/2026			
7300104	DC		4/1
7310104	DCC	🔊	4/1
7320104	AC	🔊	2/2

Double container wagon

EINSTELLER

Ep	VI
	390
	40196

Sggmrs

Photomontage

- Loaded with two 45-foot "Warsteiner" containers

Q3/2026
6600320

Photo: R. Dunkel

Wood on tracks

Erfurter Bahnservice GmbH (EBS) with headquarters in Erfurt is a railway transport company specialising in freight and special train services. Since its foundation, EBS has earned a firm place in the German railway landscape thanks to its flexibility, operational reliability and wide range of services. In addition to traditional freight transport and occasional special services in passenger transport, EBS has made a name for itself in the transport of timber in particular..

As an environmentally friendly and efficient alternative to lorries, rail offers clear advantages, especially for larger quantities of timber and long transport distances. EBS serves an important market in this area. It transports logs and sawn timber from forestry regions in Thuringia, Saxony and neighbouring German states to various sawmills and loading points in Germany and Central Europe.

The company primarily uses its own diesel locomotives, including tried-and-tested vehicles such as the 112, 143 and 232 classes, which enable reliable operation even on non-electrified lines. Depending on customer requirements, transport is carried out both in block train operation and as part of flexible single wagon units. Typical loading points are located on sidings, loading tracks in rural areas or at special timber loading points, some of which have been put back into operation specifically for this purpose.

Through close cooperation with freight forwarders, forestry companies and shippers, EBS offers customised transport solutions, from the removal of freshly felled logs to the transport of sawn timber products. In doing so, the company is not only contributing to regional value creation, but also to climate-friendly freight transport, as each loaded freight train replaces numerous lorry journeys.

The EBS timber transport operations demonstrate in an impressive way how even smaller railway companies can play an important role in sustainable freight transport through specialisation and customer-oriented logistics solutions – especially where other modes of transport reach their limits.

Electric locomotive 185 325-5

EBS
Trust Rail

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

- Elaborate printing
- Version with snow plough on the chassis
- Wheelsets with low flanges
- In digital operation with switchable high beam and switchable headlight/tail light
- In cooperation with Railcolordesign

Q2/2026			
7500218	DC		4/1
7510218	DCC	)	4/1
7520218	AC	)	3/2

Diesel locomotive 232 592-6

EBS

Ep	IV
	237
	PluX22
	R2
	LED

Photomontage

- Powerful, reliable model for prototypical long trains
- Used in freight transport in many parts of Germany
- In digital operation with switchable shunting light and switchable headlight/tail light

Q3/2026			
7300103	DC		6/2
7310103	DCC	)	6/2
7320103	AC	)	4/2

3 piece set: Stanchion wagons

OnRail

Ep	VI
	789
	6560

Rnoos

Photomontage

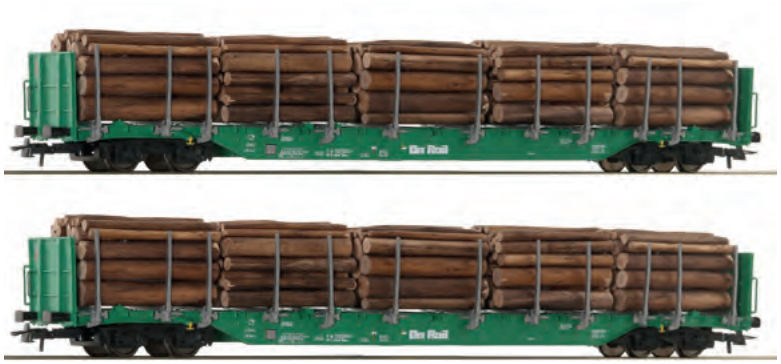
- **Loaded with round timber**
- **All carriages on this page are the ideal complement to the EBS locomotives.**

Q3/2026
6600318

2 piece set: Stanchion wagons

OnRail

Ep	IV
	526
	6560



Rnoos

Photomontage

- **Loaded with round timber**

Q3/2026
6600319

Diesel locomotive CC 72052

SNCF

Ep	IV
	232
	PluX22
	R3
	LED

Photomontage

- With baptismal name “La Baule”
- Many extra applied plug-in parts, some designed as etched parts
- Hauls express trains and goods trains on non-electrified main lines
- With switchable headlight or tail light and driver’s cab lighting and fan wheels in digital mode

Q3/2026			
7300097	DC		6/1
7310097	DCC		6/1
7320097	AC		4/2

Diesel locomotive Y 8208

SNCF

Ep	V-VI
	117
	R2
	LED

Photomontage

In July 1977, the Y 8001 shunting locomotive, known in France as "Locotracteur", rolled out of the Moyse factory as the first in a series of 525 units built for shunting duties in stations, marshalling yards, construction sites, and SNCF workshops. More powerful and longer than their predecessors, these locomotives were also capable of replacing certain locomotives used for hauling light goods trains on main lines.
Upon entering service, the Y 8000 series featured a livery inspired by that of the BB 63500, with orange as the dominant colour, accented by brown and white. Most units remained in this colour scheme throughout their service lives, bearing the full succession of SNCF logos up to the current "Carmillon". However, some were repainted to match the branding of specific SNCF divisions to which they were assigned, such as Fret, Infra, or even TER

- Equipped with digital shunting coupling - more play fun guaranteed
- Motor stem and gearbox manufactured from die-cast zinc, resulting in increased dead weight and higher tractive effort.
- Authentic light and sound functions switchable via onboard decoder
- Unobstructed view through the driver's cab
- Buffer capacitor for uninterruptible power supply

Q3/2026				
7310095	DCC		2/1	
7320095	AC		2/1	

Diesel locomotive M62-901

GYSEV

Ep	IV
	202
	PluX22
	R2
	LED

Photomontage

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

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

Q2/2026			
7300086	DC		6/2
7310086	DCC		6/2

Diesel locomotive L.D.61

FVS

Ep	III-IV
	106
	Next18
	R2
	LED

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

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

3 piece set: Branch line goods train

FS

Ep	III
	328
	40196
	6560

Mv

FF

Q1/2026
6600229

Diesel locomotive "Sik"

VolkerRail

Ep	VI
	83
	R2
	LED

Photomontage

The Netherlands State Railway procured the 2-axle shunting diesel locomotives between the years 1934 and 1951 from the manufacturer Werkspoor, as well as one delivery series from CW Zwolle. A total of 169 examples were built in several series, each featuring slightly different designs. Due to the striking noise emitted by the exhaust pipe, these locomotives were known as “Sikken” or “Sik” - the singular for “goat” - amongst railway personnel and enthusiasts.

- **With digital shunting coupling for more playing enjoyment**
- **Engine front end and gearbox block made from die-cast zinc, meaning increased service weight and high tractive force**
- **Prototypical light and sound functions, switchable using on-board decoder**
- **With switchable flashing light on driver's cab**
- **Clear view through the prototypical driver's cab**
- **With buffer condenser for uninterrupted power supply**

Q3/2026

7310024	DCC	1/1	
7320024	AC	1/1	

Diesel locomotive 754 083-4

ŽSSK

Ep	VI
	190
	PluX22
	R2
	SK
	LED

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

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

Q1/2026

7300082	DC		4/1
7310082	DCC		4/1

Diesel locomotive BR-232 049

PMT

Ep	V-VI
	237
	PluX22
	R2
	LED

Photomontage

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

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

3 piece set: Self-unloading hopper wagons

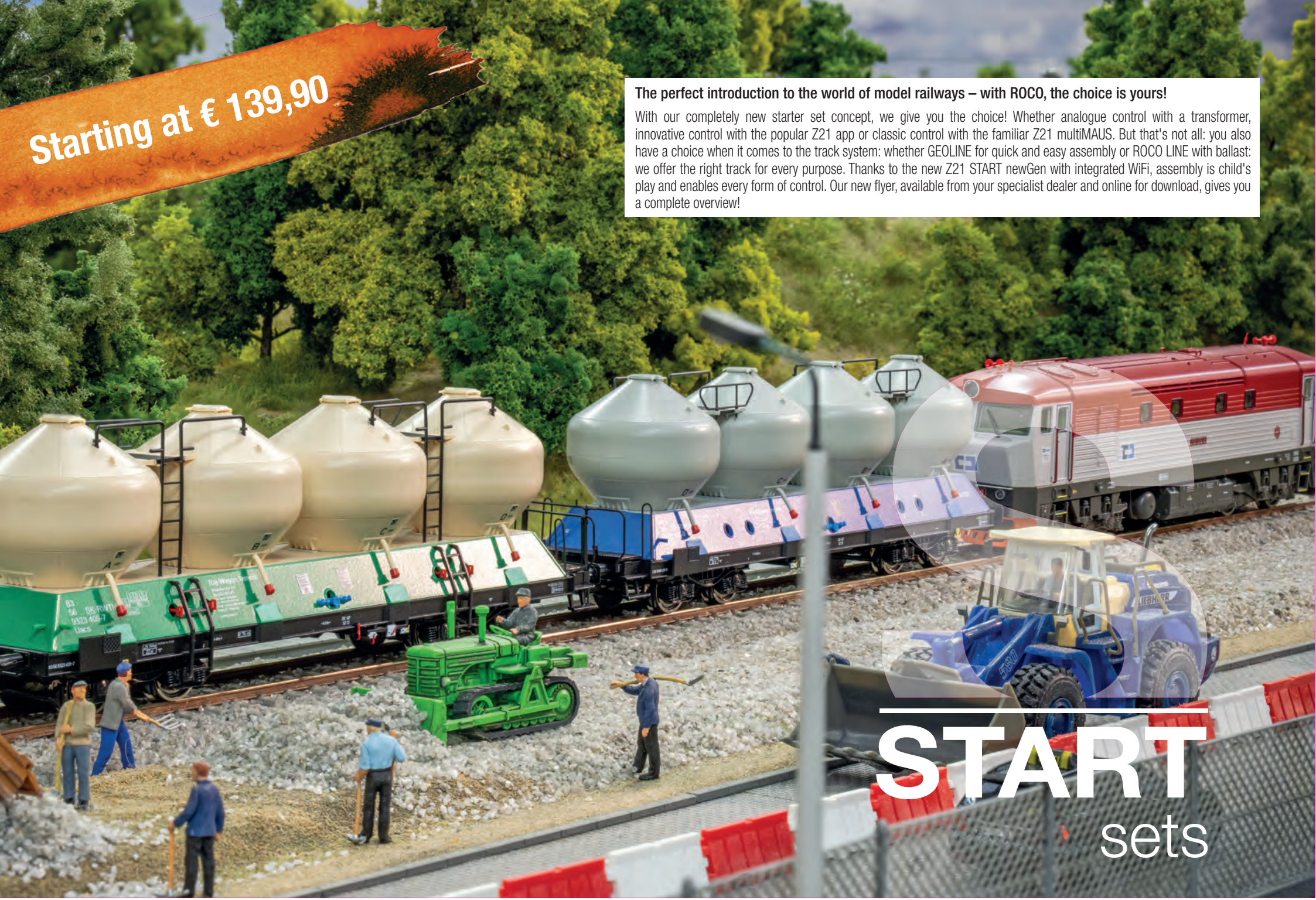
PMT

Ep	VI
	495
	40196

Fals

Photomontage

Q1/2026
6600218



The perfect introduction to the world of model railways – with ROCO, the choice is yours!

With our completely new starter set concept, we give you the choice! Whether analogue control with a transformer, innovative control with the popular Z21 app or classic control with the familiar Z21 multiMAUS. But that's not all: you also have a choice when it comes to the track system: whether GEOLINE for quick and easy assembly or ROCO LINE with ballast: we offer the right track for every purpose. Thanks to the new Z21 START newGen with integrated WiFi, assembly is child's play and enables every form of control. Our new flyer, available from your specialist dealer and online for download, gives you a complete overview!

START sets

Analogue Start Set: Diesel locomotive class 218 (GEOLINE)

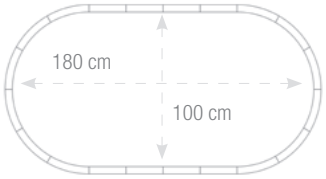
DB AG

Ep VI

Content:

1 Diesel locomotive class 218
2 Intercity express train coaches, length scale 1:100
1 electronic handheld controller
1 mains plug
1 conductor's whistle

ROCO GEOLINE track oval
12 curved tracks R3, 7 straight tracks G200, 1 connecting track (G200)
Space requirement: approx. 180 x 100 cm



Q3/2026
5100016

Analogue Start Set: Diesel locomotive class 218 (ROCO LINE)

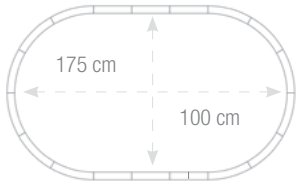
DB AG

Ep VI

Content:

1 Diesel locomotive class 218
2 Intercity express train coaches, length scale 1:100
1 electronic handheld controller
1 mains plug
1 conductor's whistle

ROCO LINE track oval (with ballast bed):
12 curved tracks R2, 5 straight tracks G1, 1 straight track G½, 1 connecting track (G½)
Space requirement: approx. 175 x 100 cm



Q3/2026
5100017

Photomontage

Z21 START newGen Digitalset: Diesel locomotive class 218

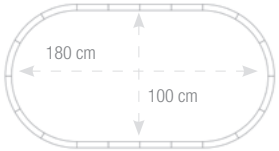
DB AG

Ep VI

Content:

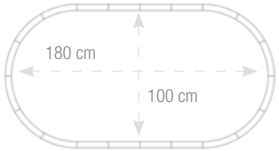
1 Diesel locomotive class 218
2 Intercity express train coaches, length scale 1:100
1 Z21 START newGen
1 mains plug
1 conductor's whistle

Q3/2026
5110010



Z21 App

Q3/2026
5110011

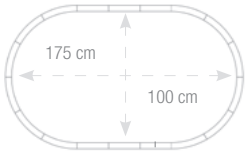


Photomontage

ROCO GEOLINE track oval

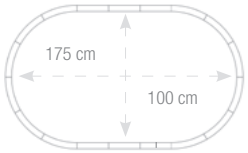
12 curved tracks R3, 7 straight tracks G200, 1 connecting track (G200), Space requirement: approx. 180 x 100 cm

Q3/2026
5110012



Z21 App

Q3/2026
5110013



▸ **Suitable for use with the wireless Z21 WLANMAUS**

ROCO LINE track oval (with ballast bed):

12 curved tracks R2, 5 straight tracks G1, 1 straight track G½, 1 connecting track (G½), Space requirement: approx. 175 x 100 cm

Z21 START newGen Digitalset: Diesel locomotive class 132

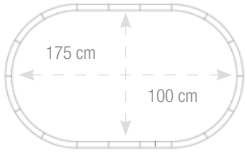
DR

Ep | IV

Content:

1 diesel locomotive class 132
2 “Halberstadt” express train coaches, length scale 1:100
1 Z21 START newGen
1 mains plug
1 conductor's whistle

ROCO LINE track oval (ballast bed):
12 curved tracks R2, 5 straight tracks G1, 1 straight track G½, 1 connecting track (G½)
Space requirement: approx. 175 x 100 cm



Z21 App

Q3/2026
5110014

Photomontage

Z21 START newGen Digitalset: Diesel locomotive class 132

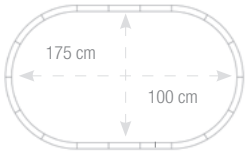
DR

Ep | IV

Content:

1 diesel locomotive class 132
2 “Halberstadt” express train coaches, length scale 1:100
1 Z21 START newGen
1 Z21 multiMAUS
1 mains plug
1 conductor's whistle

ROCO LINE track oval (with ballast bed):
12 curved tracks R2, 5 straight tracks G1, 1 straight track G½, 1 connecting track (G½)
Space requirement: approx. 175 x 100 cm



Q3/2026
5110015

▸ **Suitable for use with the wireless Z21 WLANMAUS**

PASSENGER coaches


ÖBB
1293 085
SIEMENS
91 81 1293 085-7 A-ÖBB
Vectron

Long-distance train

New generation Railjet, ÖBB

Photo: R. Auerweck

n:

With Railjet 2, the Austrian Federal Railways is sticking to its successful high-speed strategy and introducing a new generation of long-distance trains that combine maximum comfort, modern technology and improved energy efficiency. The Railjet 2 is based on the Viaggio Next Level platform from Siemens Transportation and was designed as the successor to the tried-and-tested Railjet 1. It is more closely based on a closed block train with continuous passenger routing and a high level of modularity.

The new Railjet consists of nine passenger coaches, one of which is a control car. The trains are pulled by the proven Taurus locomotives of class 1216, but locomotives of class 1293 (Vectron) are now also in use. In contrast to the first Railjet generation, the car design has been completely revised: Lightweight construction, optimised aerodynamics and an innovative body profile ensure higher energy efficiency – even at high speeds.

A key feature of the Railjet 2 is its redesigned interior concept. Passengers benefit from continuous low-floor entrance points, barrier-free areas, modern passenger information systems and a high-quality interior in all classes. Particularly noteworthy are the spacious quiet areas, family zones and bicycle compartments. The new trainsets also feature Wi-Fi, real-time passenger information and many power sockets, including USB ports at every seat.

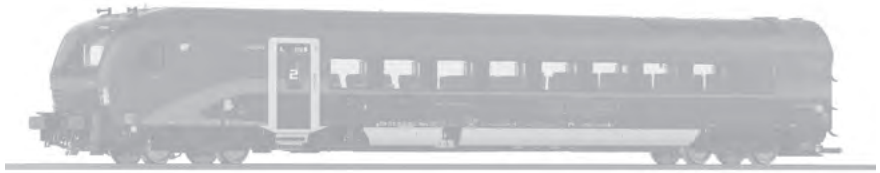
The new trains are currently in use on routes from the Bavarian capital of Munich via Innsbruck and the Brenner Pass to Italy. They run several times a day to Verona, Bologna and the coastal city of Ancona.

in detail

All grab bars attached separately

Roof area elaborately recreated

Colour-contrasting and separate cameras



Free-standing grab rail at the end carriage

Elaborately recreated carriage body

Interior with prototypical seating

Replica disc brakes

6 piece set (1): Railjet 2

ÖBB

Ep	VI
	1833
	PluX16
	R2
	LED

Bfmpz

BRmpz

Bmpz

Ampz

Bbmpvz

Ampz

Photomontage

With the Railjet 2, the Austrian Federal Railways is continuing its successful high-speed strategy and introducing a new generation of long-distance trains that combine maximum comfort, modern technology, and improved energy efficiency. The Railjet 2 is based on the so-called Viaggio Next Level platform from manufacturer Siemens Transportation and was designed as the successor to the proven Railjet 1. It follows a more integrated trainset concept, featuring continuous walk-through passenger areas and a high degree of modularity.

- **Finely detailed models in 1:87 scale**
- **Driver's cab rear wall in the control car implemented in multiple colours**
- **Intricately detailed control cab end**
- **Some coaches have multi-part floor designs with separately attached skirts**
- **Air-conditioning units on the roof partly applied separately and reproduced with high attention to detailt**
- **Analogue-model equipped with NEM coupling pocket and enclosed, rigid couplings**

Digital versions:

- **All coaches equipped with interior lighting and current-carrying couplings**
- **Switchable driver's cab lighting**
- **High beam and special lighting functions on the control cab coach can be switched**

Q4/2026		
6200178	DC	
6210178	DCC	
6220178	AC	

3 piece set (2): Railjet 2

ÖBB

Ep	VI
	915

Bmpz

Photomontage

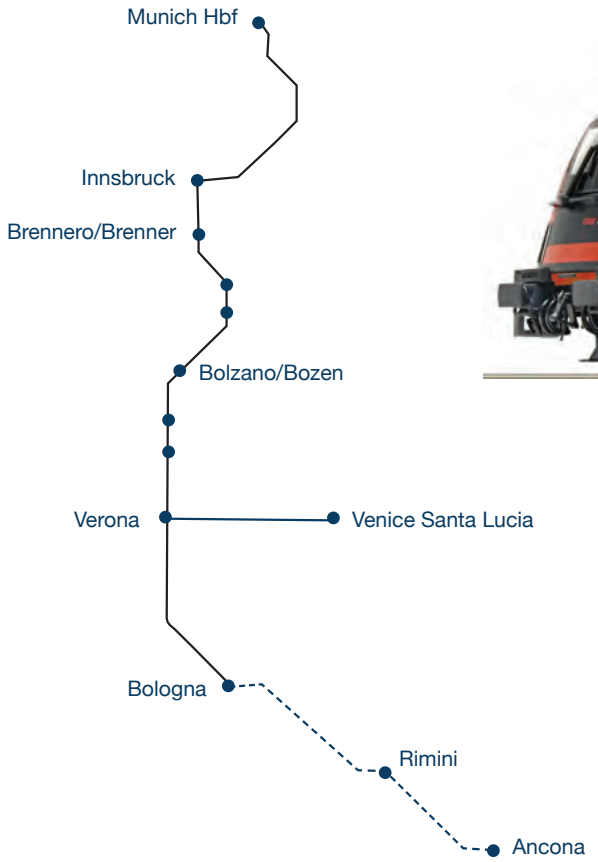
- Finely detailed models in 1:87 scale
- Two coaches featuring "family zone" printing
- Air-conditioning units on the roof partly applied separately and reproduced with high attention to detail
- Multi-part interior with separately applied plug-in parts
- Extra flush-mounted train destination displays on the side walls
- Analogue-model equipped with NEM coupling pocket and enclosed, rigid couplings
- Digital models with current-carrying couplings

Q4/2026		
6200179	DC	
6210179	DCC	
6220179	AC	

Electric locomotive 1216 016-6 „Railjet“

ÖBB

Ep	VI
	225
	PluX22
	R2
	LED



Photomontage

- **Cross-border service in Railjet transport**
- **With detailed roof design**
- **Ideale Ergänzung zum Railjet der neuen Generation**
- **In digital operation with switchable high beam and separately switchable headlights or taillights**
- **Prototypical switchable upper headlight for traffic in Italy**

Q3/2026			
7500182	DC		4/1
7510182	DCC	🔊	4/1
7520182	AC	🔊	3/2

1st class double-deck coach with luggage compartment

SBB

Ep	V-VI
	308
	40196
	4000005

AD „IC 2000“ Photomontage

Q2/2026
6200214

Double-deck control cab coach

SBB

Ep	V-VI
	308
	PluX16
	LED
	4000005

Bt „IC2000“ Photomontage

- **Variant with large cycle pictograms**
- **With a function decoder for changing lights (white/red) for both analogue and digital operation**

Q2/2026
6210218 DCC
6220218 AC

Photo: D. Schärer

2 piece set: 1st class double-deck coaches

SBB

Ep	V-VI
	616
	40196
	4000005

A „IC 2000“ Photomontage

Q2/2026
6200215

2 piece set (1): 2nd class double-deck coaches

SBB

Ep	V-VI
	616
	40196
	4000005

B „IC 2000“ Photomontage

Q2/2026
6200216

2 piece set (2): 2nd class double-deck coaches

SBB

Ep	V-VI
	616
	40196
	4000005

B „IC 2000“ Photomontage

Q2/2026
6200217

- **Item no. 6200216: Modified running numbers**

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

SBB

Ep	VI
	303
	PluX22
	R2
	LED

Bt Photomontage

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

Q1/2026

6210199	DCC	
6220199	AC	

1st class passenger coach

ČD

Ep	V
	282
	40196
	40420

A

Photomontage

Q3/2026

6200220

1st/2nd class passenger coach

ČD

Ep	V
	282
	40196
	40420

AB

Photomontage

Q3/2026

6200221

2 piece set: 2nd class passenger coaches

ČD

Ep	V
	564
	40196
	40420

B

Photomontage

Q3/2026

6200222

2nd class passenger coach/luggage

ČD

Ep	V
	282
	40196
	40420

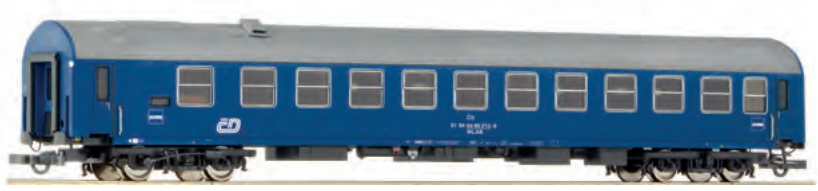
BDs Photomontage

Q3/2026
6200223

Sleeper

ČD

Ep	V
	282
	40196
	40420



WLAB Photomontage

Q3/2026
6200224

▸ **Use in international night train services**

Sleeper

ČD

Ep	V
	282
	40196
	40420

WLAB Photomontage

Q3/2026
6200225

Couchette car

ČD

Ep	V
	282
	40196
	40420

Bc Photomontage

Q3/2026
6200227

The "City-Bahn"

At the beginning of the 1980s, many routes were still being closed down by Deutsche Bundesbahn in order to save costs. However, a new management board brought a breath of fresh air in 1983: after correcting fundamental errors in the calculations, the DB management board decided to launch a pilot project to improve local transport outside the S-Bahn networks in the major cities. Initially planned for the southern Black Forest, the Cologne–Gummersbach line was chosen: a route with many curves and a parallel motorway. The timetable was changed to hourly service with 218-powered reversible trains, the route was improved in certain areas and the carriages were redesigned by the DB Design Centre. Externally, the colour scheme was strongly based on that of the S-Bahn. To attract attention, the first set was even equipped with a kiosk in 1984. The Cologne–Gummersbach City Railway project was a great success: numerous other lines followed, this time with rolling stock in the mint green product colours. In 1991, the regular-interval timetable was also introduced nationwide in local transport, and the wave of closures of DB branch lines for passenger transport was halted.

Photo: Bügel Eisenbahnstiftung

3-piece set: Commuter coaches

DB

Ep	IV-V
	909
	40196
	4000005

ABnrzb 772

Bnrzb 778

Bnrzb 778

Photomontage

- **Version in "City-Bahn" design**
- **Cologne – Gummersbach train route**

Q3/2026
6200247

2nd class control cab coach

DB

Ep	IV-V
	303
	PluX16
	LED
	4000005

BDnrzf 784

Photomontage

- **Version in "City-Bahn" design**
- **Cologne – Gummersbach train routeh**
- **With function decoder for light changes (white/red) for both analogue and digital operation**
- **With switchable train destination display lighting in digital mode**

Q3/2026
6210246 DCC
6220246 AC

The interior design of the models corresponds to the previously known versions.

On the tracks in the IC 2013

The IC 2013 from Dortmund to Oberstdorf is a prototypical replica of an Intercity train for many models in the 218 series that have already been delivered. From its starting point in Dortmund, the train travels through the Ruhr region via Düsseldorf and Cologne, then up the Rhine Valley via Mannheim and Heidelberg to Stuttgart. There, the locomotive is changed as scheduled, as the rest of the journey takes place on one of the last diesel-powered IC routes in Germany. Class 218 locomotives from the Kempten depot are used here, many of which were already available in the ROCO range. The train consists of nine modernised Avmz, Apmz, Bvmz and Bpmz passenger coaches, and the train also includes the decommissioned on-board bistro car.

Photo: D. Wittmann

3 piece set (1): IC 2013 "Allgäu"

DB AG

Ep	VI
	909
	40196
	4000005

Apmmz 126.2

Bvmmsz 187.5

Bpmmdz 285.9

Photomontage

- **Operating condition: 2022/23**
- **Last year of operation, with on-board bistro and without driving traile**
- **2nd class open seating coach with multi-purpose compartment**
- **Train route: Dortmund-Cologne main station-Mannheim-Oberstdorf**
- **Bpmmdz: For the first time with external tail light and rubber bead transition**

Q2/2026
6200183

3 piece set (2): IC 2013 "Allgäu"

DB AG

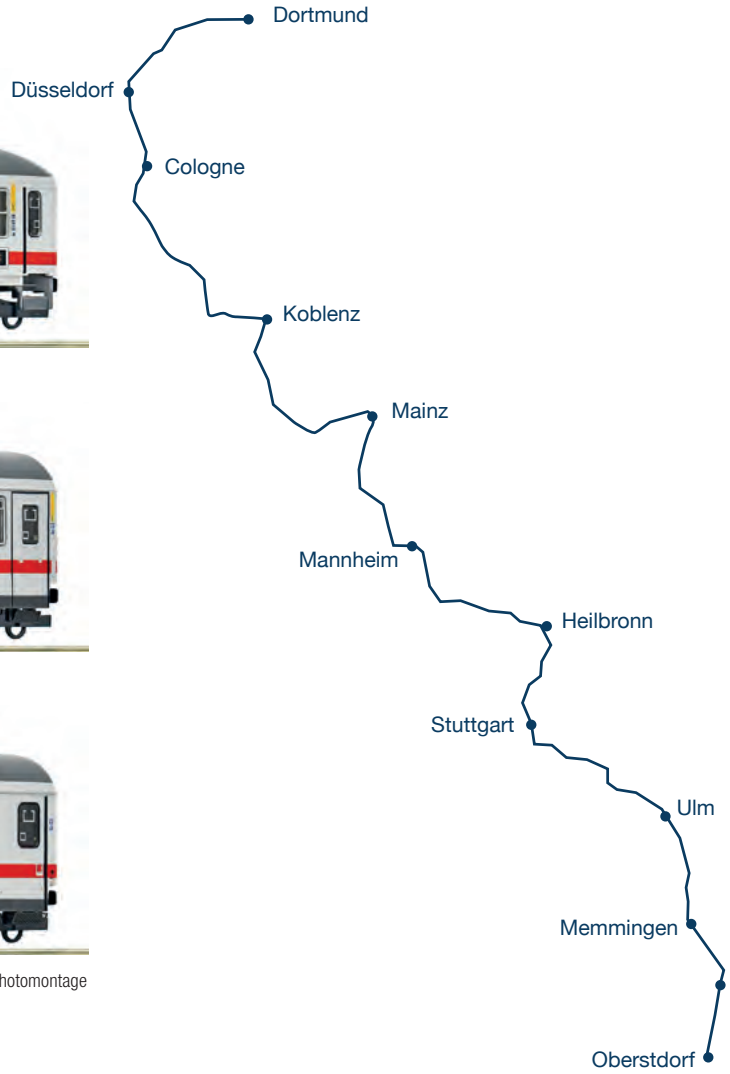
Ep	VI
	909
	40196
	4000005

ARkimmbz 288.4

Avmmz 106.1

Bpmmz 284.5

Photomontage



- **Operating condition: 2022/23**
- **Last year of operation, with on-board bistro and without driving trailer**
- **Train route: Dortmund-Cologne main station-Mannheim-Oberstdorf**
- **With separately applied WLAN antennas**

Q2/2026
6200184

3 piece set (3): IC 2013 "Allgäu"

DB AG

Ep	VI
	909
	40196
	4000005

Bpmmbz 285.3

Bpmmz 284.5

Bpmmz 284.4

Photomontage

- **Operating condition: 2022/23**
- **Last year of operation, with on-board bistro and without driving trailer**
- **Train route: Dortmund-Cologne main station-Mannheim-Oberstdorf**
- **Bpmmbz: For the first time with external tail light and rubber bead transition**

Q2/2026

6200185

Photo: M. Schmid

3 piece set: Double-deck coaches

DB AG

Ep	VI
	929
	PluX22
	LED

DBpbzfa

DABpza

DBpza

Photomontage

Q3/2026		
6210248	DCC	
6220248	AC	

- Version as RE2 operating from Munich Central Station to Hof Central Station
- Suitable addition to the numerous 218 locomotives in the ROCO range
- Control cab coach with digitally switchable head, tail, and high-beam lights, driver's cab lighting, and illuminated destination display
- Intermediate coaches in digital operation with switchable interior lighting for the first time
- DBpza: in digital mode with with switchable tail light

2 piece set: Double-deck coaches

DB AG

Ep	VI
	616

DBpza

Photomontage

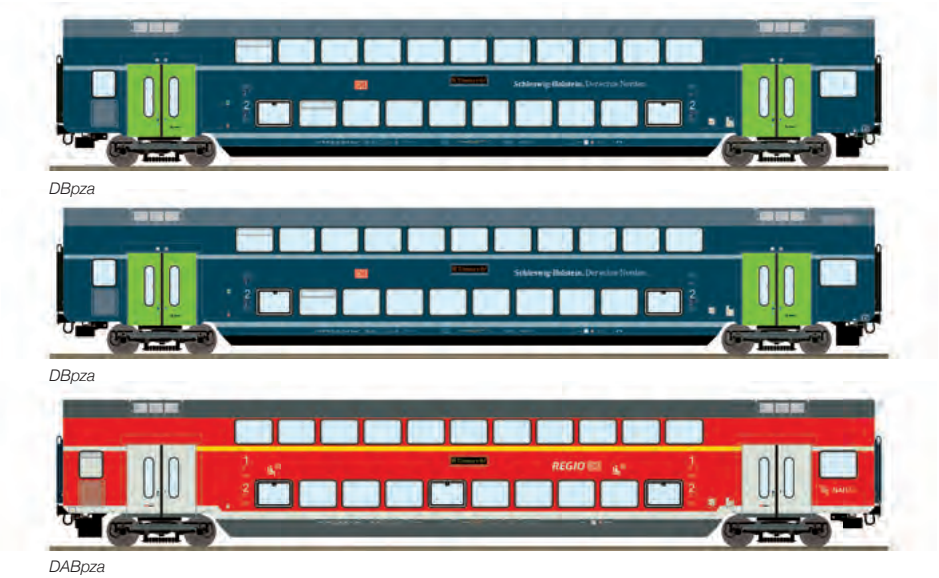
Q3/2026		
6200249	DC	
6220249	AC	

- Intermediate coaches in digital mode with switchable interior lighting for the first time
- Version as RE2 operating from Munich Central Station to Hof Central Station
- Suitable addition to the numerous 218 locomotives in the ROCO range
- All coaches with LED interior lighting perfectly adapted to the model for optimum illumination

4 piece set: Double-deck coaches

DB AG

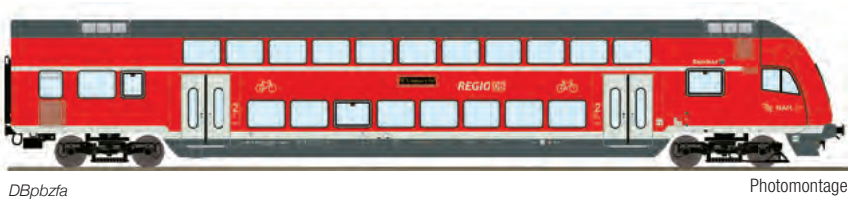
Ep	VI
	1237
	PluX22
	LED



DBpza

DBpza

DABpza



DBpbzfa

Photomontage

- Intermediate carriages in digital mode with switchable interior lighting for the first time
- All carriages with prototypical and colour-accurate interior lighting
- Control cab coach with digitally switchable headlights, tail lights and high beams, driver's cab lighting and train destination display
- All coaches with LED interior lighting perfectly adapted to the model for optimum illumination

Q3/2026		
6210250	DCC	
6220250	AC	

Double-deck coach 2nd class

DB AG

Ep	VI
	308

DBpza

Photomontage

- Intermediate coach in digital operation with switchable interior lighting for the first time
- Coach with prototypical and colour-accurate interior lighting
- All coaches with LED interior lighting perfectly adapted to the model for optimum illumination
- Ideal addition to set item no. 6210250

Q3/2026		
6200251	DC	
6220251	AC	

The interior design of the DBpza models on this page corresponds to the versions known to date.

Double-deck coach "Ideenzug",

DB AG

Ep	VI
	308

Photomontage

- **Elaborate printing**
- **Ideal complement to the SOB models already implemented**

Q3/2026		
6200253	DC	
6220253	AC	

The interior design of the model on this page corresponds to the versions known to date.

2 piece set: Eurofima coaches "IC Sun"

FS

Ep	VI
	606
	40196
	4000005

Photomontage

Q3/2026
6200242

Express train luggage wagon

PKP

Ep	III
	210
	6561

Fhx (ex Pw4ü Pr 07) Photomontage

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

Q1/2026
6200194

Mail/luggage wagon

PKP

Ep	IV
	136
	6560

Dp Photomontage

- Supplementary coach for the coach set item 74019

Q1/2026
6200196

2 piece set: Auxiliary passenger coaches

PKP

Ep	IV
	282
	40196
	40361

Bti

Photomontage

- Supplementary coaches for the coach set item 74019

Q1/2026
6200195

3 piece set: "Telimena" passenger coaches

PKP

Ep	V
	846
	40196
	4000005

Bdnu

Photomontage

- **Finely detailed models with separately applied plug-in parts**
- **Train route: Lodz - Warsaw**
- **Emblem of city of Lodz (decals included)**
- **Elaborately printed interior fittings**

Q2/2026

6200229

GOODS
wagons

3 piece set: Open goods wagons

ÖBB

Ep	III-IV
	320
	6560

Om

Oa

Om

Photomontage

Q2/2026

6600250

3 piece set: Talbot ballast hopper wagons

ÖBB

Ep	III-IV
	240
	6560

Photomontage

- **Fine steps, ladders and platform railings**
- **Ideal for forming block trains**

Q2/2026

6600283

2 piece set: Postal coaches

ÖBB

Ep IV-V
606

Post-m

Photomontage

Q3/2026
6200180
6210180 DCC

The carriages on this page can be used to recreate an authentic 1990s express mail train, such as the one that ran from Vienna Westbahnhof to Buchs SG.

- **Roof with large extractor fan**
- **Old fan grille located further down on the right-hand side of the trolley**
- **Version in Jaffa livery**
- **Prototype-accurate modifications to the chassis and car body**

3 piece set: Postal wagons

ÖBB

Ep IV-V
552
40196
40183

Ds

- **Heating cable for postal trailer coach included**
- **Ds baggage wagon in so-called C1 livery for the first time**

Gbss-vx

Photomontage

Q3/2026
6600294

3 piece set: Stake wagons

RCW

Ep	VI
	687
	40196

Q1/2026

6600219

Rs

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

Stake wagon

RCW/VTG

Ep	VI
	229
	40196

Q2/2026

6600272

Rns

Photomontage

Articulated double-pocket wagon T3000e

ÖBB/RCW

Ep	VI
	393
	40178

Q2/2026

6600033

Sdggmrs 738/T3000e

Photomontage

- With new running number
- Wagon made from die-cast metal
- Loaded with two 45’ swap bodies in the new Rail Cargo Group design
- Can be variably equipped with standing or folded shunting handle

4 piece set: "Rollende Landstraße"

ÖBB

Ep	VI
	967
	40196
	4000005

Saadkms

Bimz

Photomontage

- One low-floor wagon with supplied buffer beams
- Guard's coach in the current design
- Matching wagon available under item no. 6600043 to form an authentic long train
- Ideal complement to the electric locomotives of the 1116, 1216 and 1293 series

Q3/2026

6600042

Low-floor intermediate coach "Rollende Landstraße"

ÖBB

Ep	VI
	216

Saadkms

Photomontage

- With current RCW lettering
- Matching complement wagon for wagon set item 6600042

Q3/2026

6600043

2-piece set: Tank wagons

SBB

Ep	V
	204
	40196

Photomontage

Q2/2026

6600196

2 piece set: Open goods wagons

SBB

Ep	IV-V
	230
	40183

Es

E

Photomontage

Q1/2026

77034

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

2 piece set: Container carrier wagons

SBB CARGO VTG

Ep	V-VI
	452
	40196

Sgnss

Sgns

Photomontage

Q3/2026

6600231

De-icing salt for roads and pavements is delivered by rail from Rheinfelden AG to destinations throughout Switzerland. Various forwarding agents use tank containers for this purpose, having them delivered by rail to different destinations across the country. This set includes the forwarding agents Häfeli AG from Lenzburg and Fischer Logistik from Untervaz.

- **Carrier wagons of different types**
- **Each loaded with two tank containers**

3 piece set: “Rollende Autobahn”

HUPAC

Ep	V-VI
	664

Photomontage

- One low-floor wagon with enclosed buffer beams
- Suitable for block trains
- Matching wagon available under item no. 6600093 to form an authentic long train

Q1/2026
6600092

Low-floor wagon

BLS

Ep	VI
	232

Xaadkms Photomontage

Q1/2026
6600172

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

Low-floor intermediate coach

HUPAC

Ep	V-VI
	216

Photomontage

Q1/2026
6600093

- Intermediate wagon that perfectly matches the set item 6600092

Container carrier wagon

AAE

Ep	VI
	226
	40196

Sgns Photomontage

- Loaded with three containers from Rexwal
- Open-top containers with tarpaulin

Q3/2026
6600234

Pocket wagon T5

HUPAC

Ep	VI
	230
	40178

Sdgnss/T5 Photomontage

- Wagon made from die-cast metal
- Loaded with a trailer from the forwarding company Ansorge
- Can be variably equipped with a standing or folding shunting handle
- Model fully equipped from the factory

Q1/2026
6600222

Articulated double-pocket wagon T3000e

HUPAC

Ep	VI
	393
	40178

Sdggmrs 738/T3000e Photomontage

- Loaded with a lorry trailer and two swap bodies from the forwarding agent Fercam
- Wagon made of die-cast metal

Q2/2026
6600235

6 piece set: Self-unloading hopper wagons

GATX

Ep	VI
	864
	40196

Falns

Photomontage

- **All wagons with different lettering and imprints**
- **Ideal for block trains, including locomotives such as the Re 465 or Re 4/4 from BLS**

Q2/2026
6600220

Photo: D. Schärer

2 piece set: Goods wagons

CHEMOIL

Ep	VI
	271
	40183
	40196

Q1/2026

6600221

Eas

Fcs

Photomontage

- **Livery in various shades of brown**

2-piece set: Tank wagons

WASCOSA

Ep	VI
	390
	40179

Q3/2026

6600232

Zacns

Photomontage

- **Fine, free-standing grab rails**

2 piece set: Silo wagons

HOLCIM

Ep	VI
	316
	40196

Q2/2026

6600233

Uacs

Photomontage

- **Former SBB wagons in use at HOLCIM**
- **Designed in line with current HOLCIM branding**

n:

The Z 571 – 580 and Z 581 – 591 type mail wagons are still among the most distinctive special-purpose vehicles in Swiss rail transport today and have for decades been an integral part of the postal transport system. Ordered by the former Swiss Post, Telephone and Telegraph Company (PTT), these wagons are used for fast, safe and reliable delivery of letters and parcels on the Swiss rail network.

In 1988, the first series of four-axle Z571 – 580 wagons was introduced to meet the increased demands of postal transport. The wagons were manufactured by renowned Swiss vehicle manufacturer Josef Meyer (JMR) in Rheinfelden, a company with many years of experience in the construction of railway vehicles and special wagons.

The vehicles were delivered in two series as Z 571 – 580 (from 1988) and Z 581 – 591 (from 1991). While the chassis of both series has remained largely unchanged except for a few details, they differ visibly from each other in terms of their construction. The cars had to meet the latest standards in terms of technology. The former Swiss Industrial Company (SIG) from Neuhausen supplied the bogies for transport at up to 160 km/h for this purpose. The vehicles in the later series were already prepared for the installation of yaw dampers at the factory and were fitted with clearly visible brackets on the bogie for this reason. All wagons have built-in tail lights at both ends, which could be controlled from a small service compartment.

For many years, the exterior paintwork was kept in the classic dark green colour like the SBB vehicles. From 2006 onwards, the wagons were repainted in their current yellow colour scheme by Swiss Post Ltd. They still operate today with this typical design and, together with the modern four-axle sliding-wall wagons (Habbiillnss) from Wascosa and the Lgnss type carrier wagons from AAE, form the backbone of Swiss rail postal transport.

Since 2016, all wagons have been transferred to the inventory of Wascosa, but they are still used exclusively for postal services. At Wascosa, the wagons underwent additional modernisation work and now feature running boards and GPS equipment at the front of the carriages, for example. The old brackets for the destination signs have also been removed in recent years.

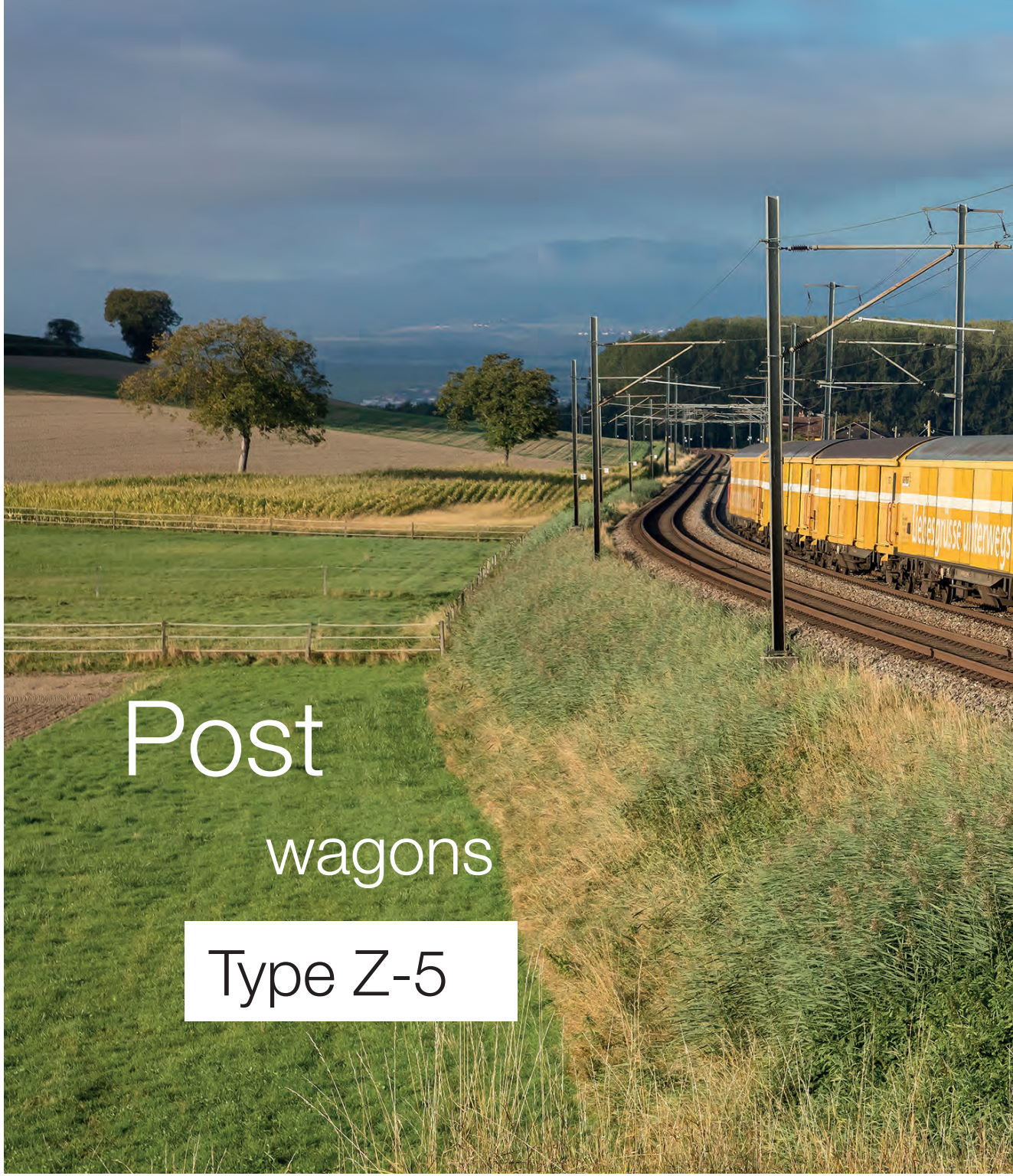


Photo: D. Schärer

2-piece set: Parcel mail wagons

WASCOSA

Ep	VI
	466
	40196

Typ Z-5 Photomontage

- Set consisting of one carriage each from the 1st and 2nd series
- One wagon with Italian advertising lettering

Q3/2026
6600243

Parcel mail wagon

WASCOSA

Ep	VI
	233
..	LED

Typ Z-5 Photomontage

- Wagon from the first series
- Equipped with switchable red tail light on both sides
- Current collection via top axle bearings (DCC) or centre sliders (AC)

Q3/2026
6600244 DCC
6620244 AC

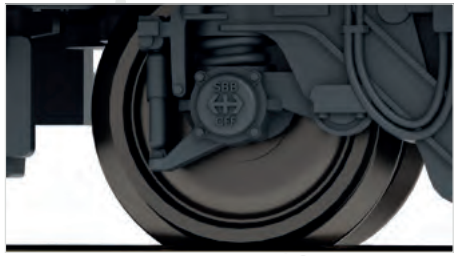
in detail

Replica of GPS equipment

Cables laboriously recreated

Extra UIC socket and handles on the front

Freestanding grab rails

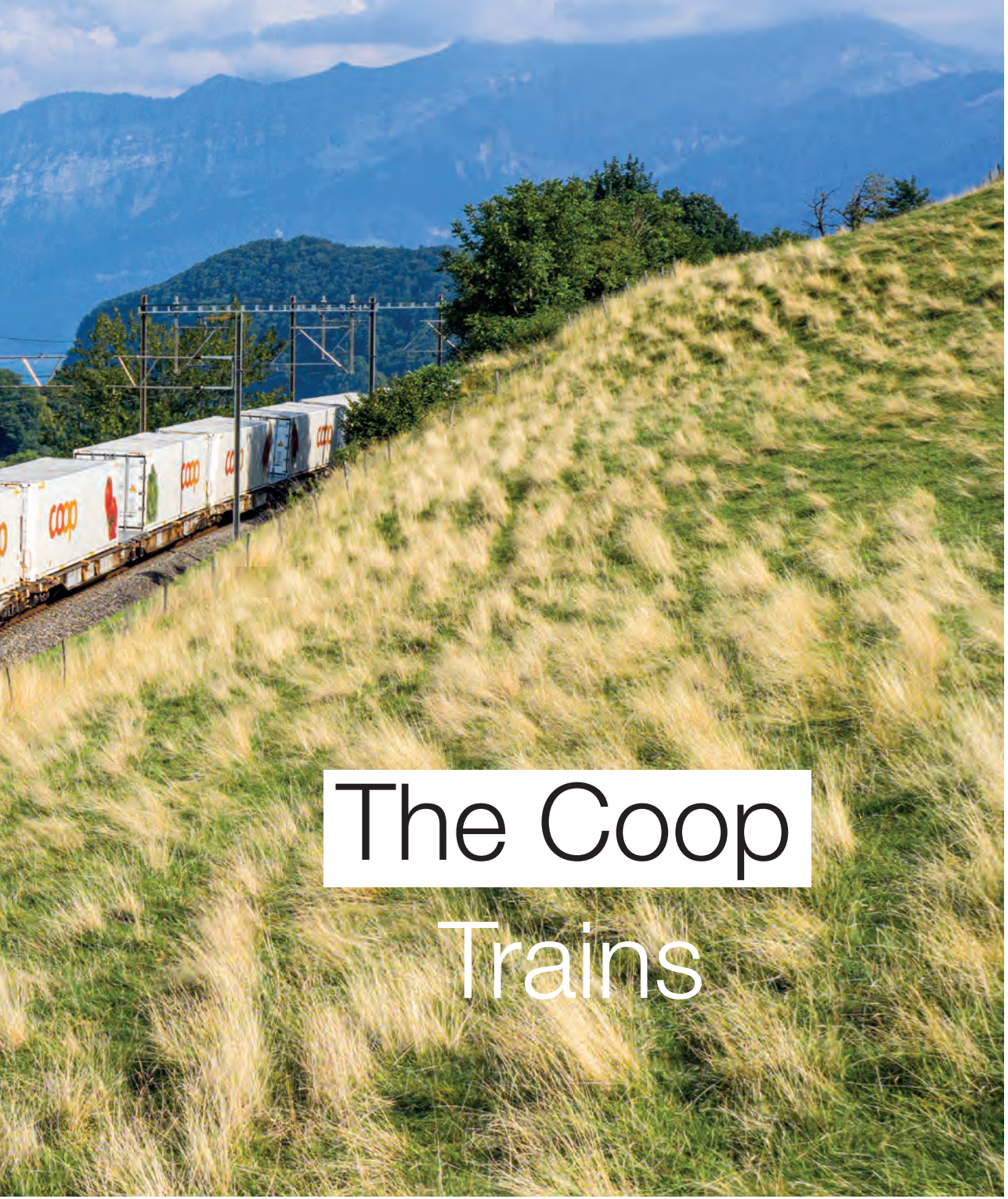


Bogie replicas down to the last detail

Openwork steps

Long beams and underbody elaborately implemented

Photo: D. Hausermann



The Coop Trains

n:

Coop has been committed to environmentally-friendly logistics for many years and works together with Swiss rail logistics company Railcare, which has been part of the Coop Group since 2010. Together, they operate an innovative rail transport system that contributes to reducing CO_2 emissions on a daily base.

With seven Vectron locomotives, three Euro 9000 units and additional leased locomotives, RailCare operates a nationwide 'regional freight train network'. This ensures fast, reliable and cost-efficient transport between regional distribution centres (hubs). The hubs are the central interfaces between road and rail. (Hubs).

Railcare transports goods such as food, non-food items and packaging materials on behalf of Coop. Among others, modern T2000 type double-pocket wagons are used for this purpose, each of which is loaded with two so-called reefer or refrigerated containers. A ramp system developed by Railcare is used for this purpose, which is positioned above the centre bogie. These loading ramps, specially developed by Railcare, make it possible for containers to be easily loaded using loading equipment. This system is ideal for ensuring the fast and efficient exchange of goods at hubs. With their noticeable Coop lettering, the wagons have become a familiar sight in Swiss freight transport and can be seen travelling throughout the country almost every day. The longest pure T2000 trains are the so-called 'water trains' between Wangen bei Olten and Brig. Depending on demand, 12 to 13 carriages are in regular use.

Thanks to the combined rail and road transport system, goods can be brought as close as possible to the points of sale – safely, reliably and sustainably. Around 60 per cent of Coop's freight transport is already carried out by rail. This reduces road mileage by several million kilometres annually, saving energy and reducing emissions.

Electric locomotive Rem 476 457-7

railCare

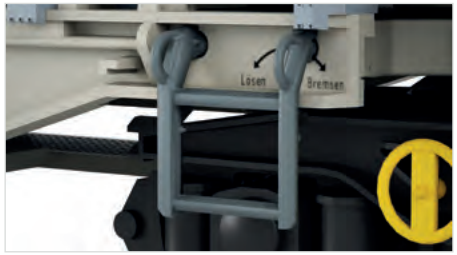
Ep	VI
	218
	PluX22
	R2
	CH
LED	

Photomontage

- With an authentic roof design
- Ideal traction locomotive for Coop trains
- Locomotive named ‘Aargau’ as the first locomotive in the Coop design
- In digital operation with switchable high beam, separately switchable headlight or tail light, as well as driver’s cab lighting

Q3/2026			
7500175	DC		4/1
7510175	DCC	🔊	4/1
7520175	AC	🔊	3/1

in detail



Stairs plugged in separately


Multi-part implementation of the loading and unloading platform for safe operation


Complex printing, e.g. on the fan grille


Faithful engravings

2-piece set 1: Articulated double-pocket wagons T2000

n:

railCare

Ep	VI
	786
	40195

Sdggmrs/T2000 Photomontage

- Model exclusively available from ROCO
- For the first time with prototypical gangway for transhipment, fully functional for system operation
- Completely redesigned reefer container
- Wagons made of die-cast metal

Q4/2026

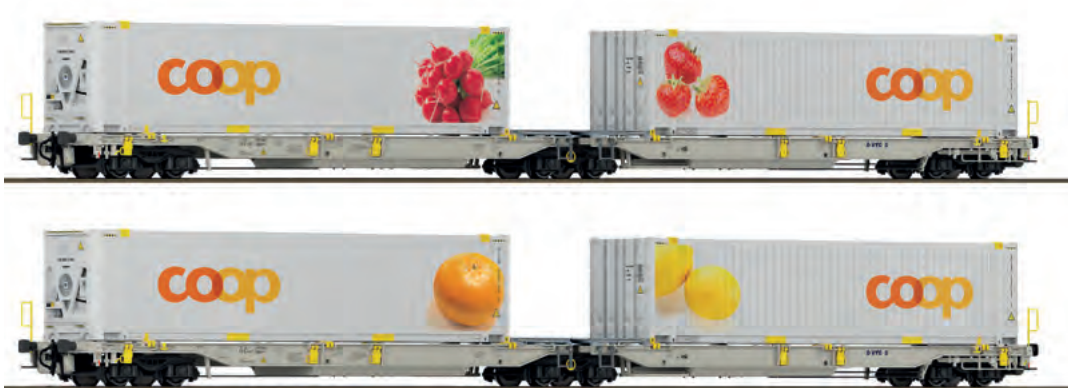
6600322

2-piece set 2: Articulated double-pocket wagons T2000

n:

railCare

Ep	VI
	786
	40195



Sdggmrs/T2000 Photomontage

- Model exclusively available from ROCO
- For the first time with prototypical gangway for transhipment, fully functional for system operation
- Completely redesigned reefer container
- Wagons made of die-cast metal

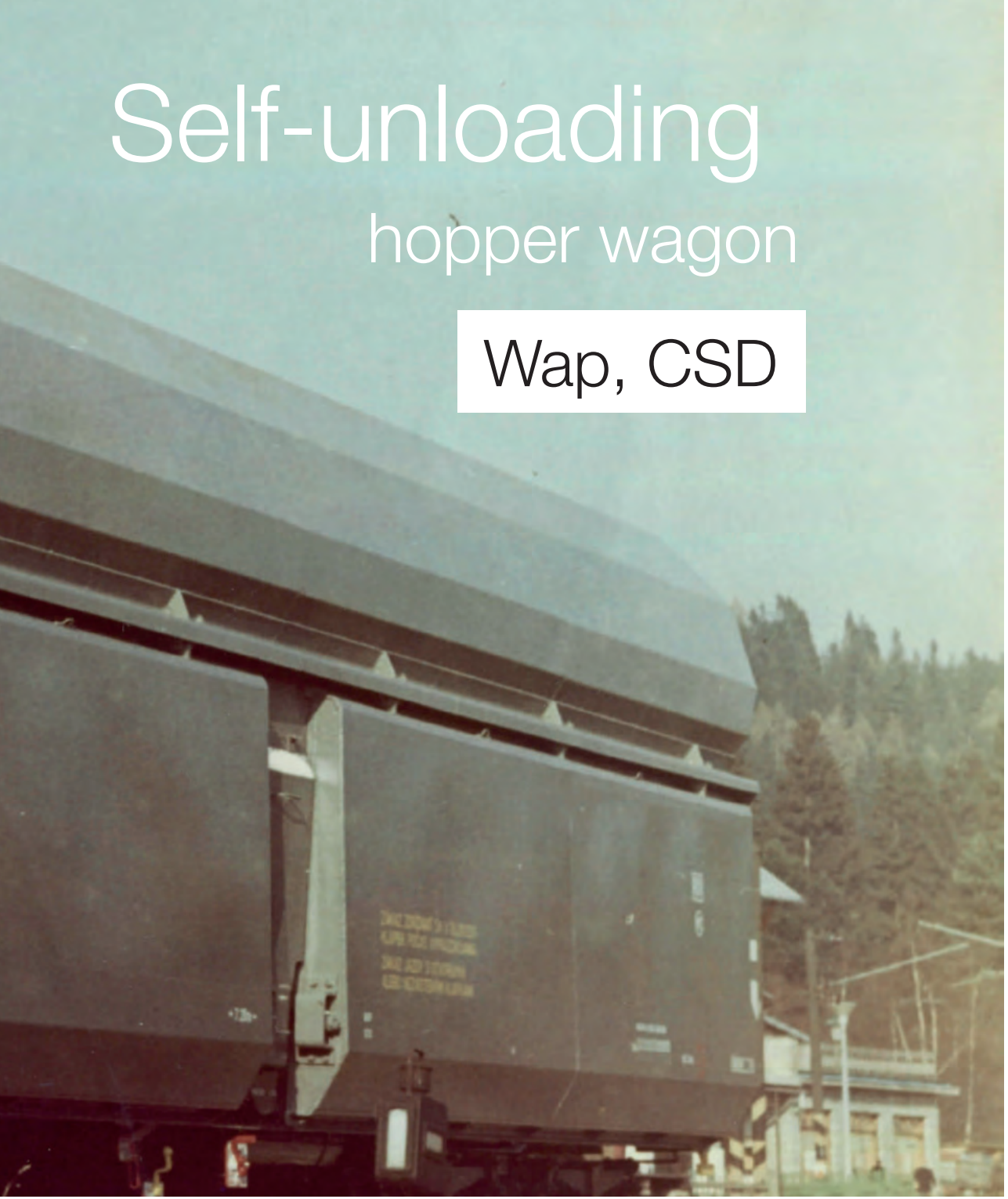
Q4/2026

6600323

Photo: Tatravagonka Poprad

Self-unloading hopper wagon

Wap, CSD



n:

The growing demand for coal and coke transport in the early 1970s necessitated an increase in the stock of freight wagons suitable for transporting these goods. The existing self-unloading wagons were no longer sufficient to meet the ever-increasing demands for the transport of bulk goods, especially coal and coke.

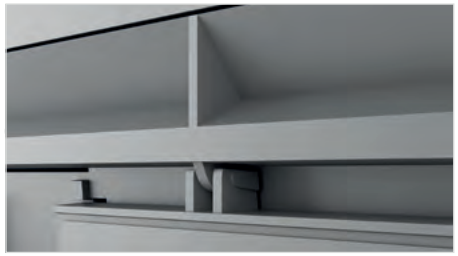
In particular, the rising demands for transport to thermal power plants required wagons that allowed for easy unloading into storage containers. Due to these new requirements, Ceskoslovenské vagónky - Vagónka Poprad submitted a bid for the production of the new Wap class, which was designated as type 231. In 1967, four prototypes of the new coal transport wagon were completed.

After a few design changes, series production of the new 9-401.0 type self-unloading wagon with 26-2.8 bogies began in 1971. The cars were designated as the Fads/Wap class and were manufactured in three series, each of which differs from the others in certain details.

The wagons forCSD were painted grey with black chassis at the factory. Later, the paintwork was changed to the classic freight wagon paintwork, i.e. reddish-brown body and black chassis. The self-unloading wagons with this colour scheme are still in use today.

The self-unloading wagons from the Falls class have undergone many changes and modifications during their lifetime. Examples include the rubber seals on the flaps, the side control, the split emptying system in both halves of the carriage, and the installation of bogies from the Y25 family.

in detail



Delicate engravings for a perfect look

Freestanding grab rails on the side wall

Elaborate design of the front of the carriage

Large gear wheel of the loading device

Brake system based on CSD model

Latches partially attached separately

Shunting platform designed with exceptional detail

3 piece set: Self-unloading hopper wagons

ČSD

Ep	IV
	468
	40196

Fads/Wap Photomontage

- **Perfect for replicating block trains**
- **Wagons without load – perfect for your own load**
- **Ideal complement to the Class E 469.1 electric locomotives, for example.**

Q4/2026
6600325

Guard's van for goods trains

ČSD

Ep	IV
	122
	40178
	40361

Daa-k Photomontage

Q2/2026
6600238

- **Roof design with chimney**
- **Variant with open platform railing**

Guard's van for goods trains

ČD CARGO

Ep	VI
	122
	40178
	40361

Daa-k Photomontage

Q2/2026
6600239

- **Doors to open**
- **Locking lever movable**

Open goods wagon

ČSD

Ep	IV
	161
	40183

Eas Photomontage

Q3/2026
6600004

- **With new running number**

Container carrier wagon

ČD CARGO

Ep	VI
	226
	40196

Sgnss Photomontage

Q1/2026
6600145

- **For the first time in blue CD Cargo livery**

Sliding wall wagon

ČD

Ep	V-VI
	267
	40196

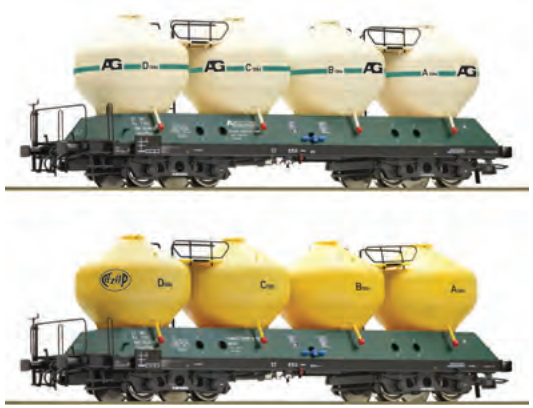
Habbillns Photomontage

Q3/2026
6600128

2 piece set: Silo wagons

ČSD

Ep	IV
	332
	40196



Uacs 451.1 Photomontage

- **Models fully equipped**

Q2/2026

6600236

2 piece set: Sliding tarpaulin wagons

ČD

Ep	V-VI
	276
	40196

Shimmns

- **Ideal for forming block trains**

Q1/2026

6600144

2 piece set: Silo wagons

ČD

Ep	IV
	332
	40196

Uacs Photomontage

- **Freestanding grab rails, handrails, ladders and tubes**

Q2/2026

6600237

2 piece set: Sliding tarpaulin wagons

ČD CARGO

Ep	VI
	458
	40196

Rils-y Photomontage

Q3/2026

6600159

Covered goods wagon

DB

Ep	III
	122
	6560

Gmhs Photomontage

Q2/2026

6600274

- **Version with sheet metal walls**

2 piece set: Open goods wagons

DB

Ep	III
	226
	6560

Om 12 Photomontage

Q2/2026

6600267

- **One wagon with a brakeman's cab, one without**

3 piece set: Open goods wagons

DB

Ep	III
	305
	6560

O 10 *Om 12* *Om 12* Photomontage

Q3/2026

6600303

Sliding roof/sliding wall wagon

DB

Ep	IV
	115
	40183

Tims Photomontage

Q2/2026

6600264

Stanchion wagon

DB

Ep	IV
	139
	6560

Kbms 440 Photomontage

Q2/2026

6600268

Pressurised gas tank wagon

DB

Ep	IV
	183
	40196

Zags Photomontage

Q3/2026

6600176

Covered goods wagon

DB

Ep	IV
	139
	6560

Gbkl 236 Photomontage

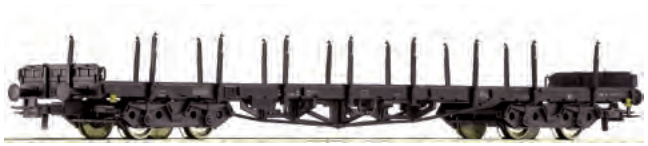
Q3/2026

6600287

2 piece set: Stanchion wagons

DB

Ep	IV
	458
	40183



Rs 680

Photomontage

Q4/2026

6600142

3 piece set: Talbot ballast hopper wagons

DB

Ep	IV
	240
	6560

Photomontage

Q4/2026

6600269

3 piece set (1): Ore wagons

DB

Ep	IV
	519
	40196

Faals 150

Photomontage

- With new running numbers

Q1/2026
77030

3 piece set (2): Ore wagons

DB

Ep	IV
	519
	40196

Faals 150

Photomontage

- With new running numbers

Q1/2026
77031

2 piece set: Open goods wagons

DR

Ep	III
	226
	6560

Omu

Photomontage

Q2/2026
6600253

Express goods wagon

DR

Ep	III
	147
	6560

GI

Photomontage

- Former LEIG wagon, type Dresden
- Movable sliding doors

Q2/2026
6600262

Dust silo wagon

DR

Ep	IV
	219
	40196

Uacs-y Photomontage

Q2/2026

6600254

- **Elaborate printing**

2 piece set: Open goods wagons

DR

Ep	IV
	240
	40183

Eos Photomontage

Q3/2026

6600280

The wagons are former SNCB freight wagons that were transferred to the DR fleet. Many Eos-type rolling roof wagons had their rolling roofs removed by the Deutsche Reichsbahn, although the equipment intended for them remained in place.

Open goods wagon

DR

Ep	IV
	103
	40196

El Photomontage

Q3/2026

6600281

- **Version with spoke wheels**

Photo: K. Steiner

Tank wagon

Zs-w, DR

n:

In 1976, the Reichsbahnausbesserungswerk (RAW) Leipzig developed a new type of two-axle tank wagon with documentation number 8028. The wagon was designed with a tank volume of 35 m³, representing a significant increase in capacity compared to the two-axle tank wagons that had been common up to that point. The design was based on a longer underframe with a wheelbase of 6,000 mm, which resulted in improved running characteristics and higher operational safety.

During series production, the freight wagons varied in a number of details. For instance, some of the boiler supports were made from split saddle plates, while later versions had continuous saddle plates with a recess in the middle. Overall, more than 450 wagons were manufactured for the various series. Later, a modified undercarriage was developed with documentation number 8029, which was also equipped with other boiler variants. After reunification, a large number of them became part of the KVG fleet and that of other private railway companies. There, some of the wagons were converted into chemical tank wagons and equipped with new fittings and systems.

Photo: W. Rosumek Slg. H. Westermann

in detail

All add-on parts shown in great detail

Extra pipe for chemical boiler

Unloading device with diagonal mounting

Loading hatches at the top of the boiler

Unloading device with vertical mounting

Deeply engraved chassis area

Freestanding buffer handles

2 piece set: Tank wagons

n:

DR

Ep	IV
	236
	40196

Zs-w

Photomontage

Q3/2026

6600245

- **One of the classics of the DR tank wagon series, now available as an H0 model for the first time**

Tank wagon

n:

GATX

Ep	V-VI
	118
	40196

Zs

Photomontage

Q3/2026

6600247

2 piece set: Tank wagons

n:

VTG

Ep	V-VI
	236
	40196

Zs

Photomontage

Q3/2026

6600246

Slide tarpaulin wagon

SOGETANK

Ep	VI
	138
	40196

Shimmns

Q1/2026

6600133

Sliding-wall wagon double unit

TRANSWAGGON

Ep	V-VI
	356
	40196

Hiirrs

Photomontage

Q2/2026

6600276

3 piece set: Tank wagons

NACCO

Ep	VI
	585
	40179

Zacns

Photomontage

Q2/2026

6600197

- **For the first time with a a small marking panel**

3 piece set: Tank wagons

GATX

Ep	VI
	585
	40179

Zacns

Photomontage

Q3/2026

6600277

- **For the first time in striking GATX livery**

Articulated double-pocket wagon T3000e

DB AG

Ep	VI
	393
	40178

Sdggmrs 738/T3000e

Photomontage

- **Die-cast metal wagon**
- **Four movable snap locks per trough**

Q2/2026

6600168

Pocket wagon T5

WASCOSA

Ep	VI
	230
	40178

Sdgnss/T5

- **Die-cast metal wagon**
- **Model fully equipped from the factory**

Q1/2026

6600178

Container carrier wagon

GATX

Ep	VI
	226
	40196

Sgns

Photomontage

- **Die-cast metal wagon**

Q2/2026

6600279

3 piece set: Open goods wagons

DB AG

Ep	VI
	543
	40196

Eanos-x 055

Photomontage

Q3/2026

6600291

Containers are often transported on more than just the designated wagons. Open freight wagons are also frequently used for transport, adding a special touch to the layout.

Coil transport wagon

RENFE

Ep	IV
	138
	40196

Shimms Photomontage

Q4/2026

6600198

Coil transport wagon

RENFE

Ep	V-VI
	138
	40196

Shimms Photomontage

Q4/2026

6600139

Sliding wall wagon

DSB

Ep	V-VI
	175
	40196

Hbbillns Photomontage

Q2/2026

6600266

Flat wagon

SNCF

Ep	IV
	139
	6560

Klms Photomontage

Q4/2026

6600300

2 piece set: Low side wagons

SNCF

Ep	III-IV
	284
	5343200

TP

▸ **Each wagon has different wheel sets**

Q1/2026

6600224

2 piece set: Roll-roof wagons

SNCF

Ep	IV-V
	240
	40183

Ts Photomontage

Q2/2026

6600251

3 piece set: Roll-roof wagons

SNCF

Ep	IV
	483
	40183

Taems

Photomontage

Q3/2026

6600285

Covered goods wagon

MAV

Ep	IV
	122
	40183

Gg

Photomontage

Q1/2026

6600097

▸ **With new running number**

2 piece set: sliding roof wagons

MAV

Ep	IV
	228
	40183

Tcs

Photomontage

Q1/2026

6600116

Pressurised gas tank wagon

MOL

Ep	VI
	204
	40196

Zagkks

Photomontage

Q3/2026

6600284

2 piece set: Open goods wagons

MAV

Ep	V
	228
	40183

Es

Photomontage

Q4/2026

6600301

Covered goods wagon

MAV

Ep	V-VI
	249
	40183

Gabs

Photomontage

Q4/2026

6600129

Stanchion wagon

FS

Ep	IV
	160
	40196

Ks Photomontage

Q3/2026

6600165

- **Side panels can be mounted upright or folded down**

2 piece set: Coil transport wagons

FS

Ep	V-VI
	276
	40196

Shmmns Photomontage

Q2/2026

6600181

2 piece set: Sliding wall wagons

FS

Ep	VI
	356
	40196

Hbbillns Photomontage

Q4/2026

6600308

Tank wagon

NS

Ep	III-IV
	101
	6560

Photomontage

Q2/2026

6600249

Stanchion wagon

NS

Ep	IV
	160
	40196

Kls Photomontage

Q3/2026

6600289

- **Loaded with two 20-foot containers from the shipping company 'ScanDutch'**

3 piece set: Sand wagons

NS

Ep	III
	291
	40196

GZMK Photomontage

Q2/2026

6600259

- **With sand loading**

2 piece set: Sliding tarpaulin wagons

NACCO

Ep	VI
	276
	40196

Shimmns

Photomontage

Q1/2026

6600226

Heavy duty flat wagon

RAILPRO

Ep	VI
	187
	40196

Samms

Photomontage

Q3/2026

6600286

2 piece set: Open goods wagons

TANKWAGON

Ep	VI
	362
	40196

Eanos

Photomontage

Q3/2026

6600295

3 piece set: Heavy-duty flat wagons

NS

Ep	IV
	561
	40196

Sas

Photomontage

Q2/2026

6600263

Articulated double-pocket wagon T3000e

WASCOSA

Ep	VI
	393
	40178

Sdggmrs 738/T3000e Photomontage

- Die-cast metal wagon
- Loaded with two lorry trailers of the forwarding agent HST
- Eight movable snap locks per trough
- Can be variably equipped with either a standing or folding shunting handle

Q2/2026
6600260

Pocket wagon T5

WASCOSA

Ep	VI
	230
	40178

Sdgnss/T5 Photomontage

- Die-cast metal wagon
- Model fully equipped from the factory

Q3/2026
6600275

2 piece set: Open goods wagons

PKP

Ep	III
	232
	6560

Wddo

Wddoh Photomontage

Q1/2026
6600216

3 piece set: Goods wagons

PKP

Ep	III
	376
	40183
	40196

Kddt

Wddo

Kdst Photomontage

Q3/2026
6600273

Covered goods wagon

PKP

Ep	IV
	139
	40196

Hbk (Kdst) Photomontage

Q4/2026
6600187

Open goods wagon

PKP

Ep	IV
	124
	6560

E (Wddoh) Photomontage

Q1/2026
6600217

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

Guard's van for goods trains

PKP

Ep	IV
	115
	40196

U (Ft) Photomontage

Q3/2026
6600278

- **The ideal addition to many PKP freight wagons of Era IV**

Tank wagon

PKP

Ep	IV
	102
	40183

Uh Photomontage

Q3/2026
6600293

Stanchion wagon

n:

PKP

Ep	IV
	229
	40196

Rs-x Photomontage

Q4/2026
6600327

- **The model features a Polish 1XTa bogie for the first time**

Sliding wall wagon

PKP CARGO

Ep	V-VI
	175
	40196

Hbbins Photomontage

Q2/2026
6600255

Container carrier wagon

PKP

Ep	V-VI
	226
	40196

Sgns Photomontage

Q3/2026
6600304

- **Die-cast metal wagon**

Photo: K. Steiner

Self-unloading hopper wagon

Wap, PKP

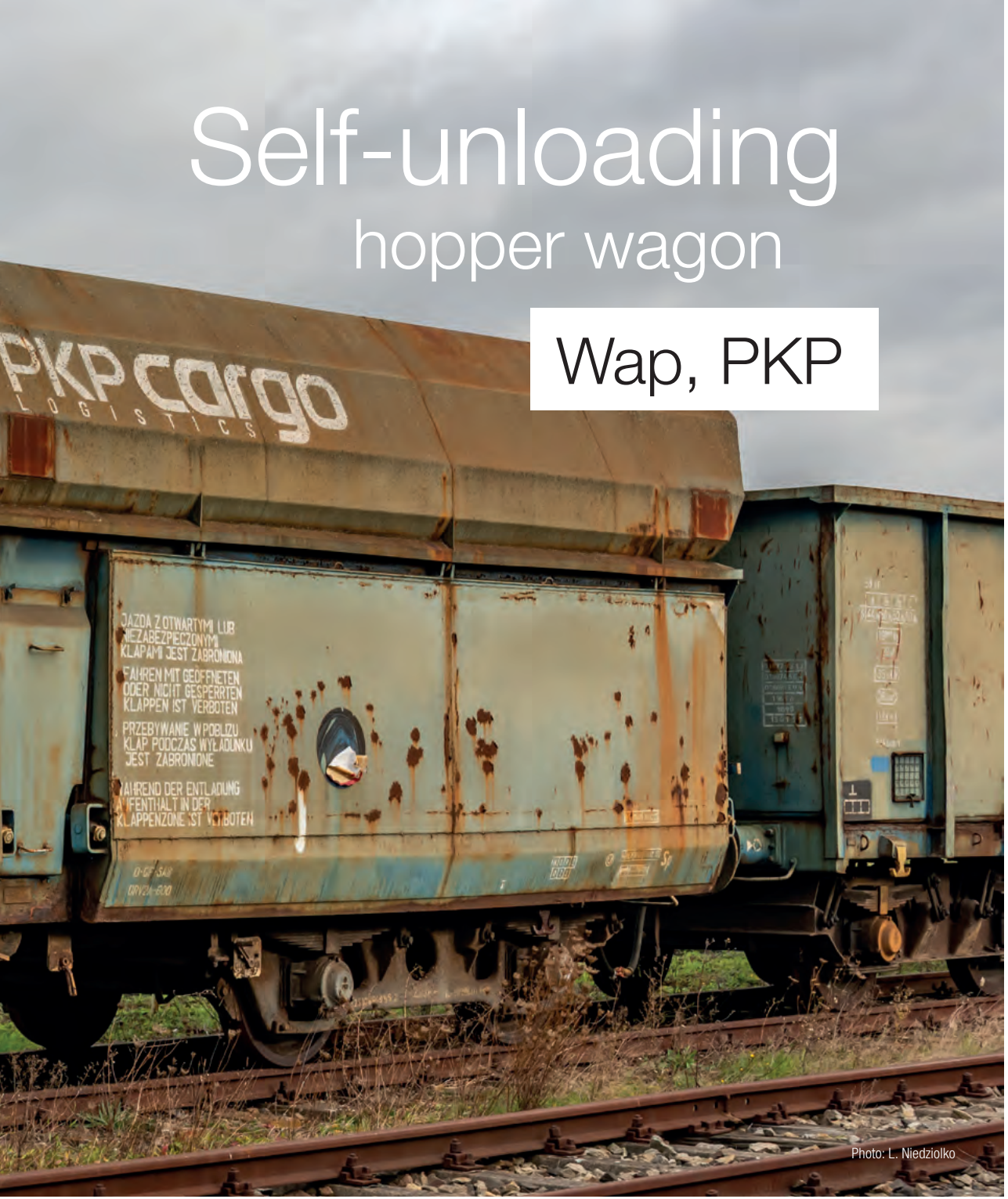


Photo: L. Niedziolko

n:

In Poland, demand for coal and coke for energy production grew around 1970. More and more thermal power plants were built, but mining in the surrounding area could not always meet the actual demand. Even various types of self-unloading wagons in the PKP fleet were no longer able to meet the increased demands for the transported masses and the new speeds.

At the same time, the Czech State Railways tested new 4-axle self-unloading wagons from manufacturer Ceskoslovenské vagónky - Vagónka Poprad and later placed an order for them. After a few design changes, series production of the new 9-401.0 self-unloading wagon with 26-2.8 bogies for the CSD began in 1971. The cars were designated as the Fads/Wap class and were manufactured in three series, each of which differs from the others in certain details. After a number of tests, PKP also decided to order a larger series. The latest version corresponds to the wagon with type designation 9-402.1, which was delivered to PKP after just a few years.rde.

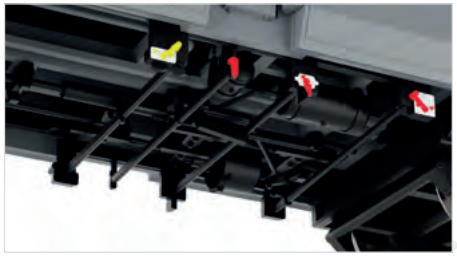
Initially, the wagons were still grey, but their colour changed several times during their period of use. Many of the wagons are still in service today at PKP Cargo, sporting their attractive blue colour scheme. Some private rail operators also still use the wagons today, in some cases in popular block train transport.

in detail

Freestanding ladder

Colour-coded details

Side panel with many extra details



Brake system based on PKP model

Rope hook attached separately

3 piece set: Self-unloading hopper wagons

n:

PKP

Ep	IV
	468
	40196

Wap

Photomontage

Q4/2026

6600324

2 piece set: Self-unloading hopper wagons

n:

DB SCHENKER

Ep	VI
	312
	40196

Fal

Photomontage

Q4/2026

6600326

2 piece set: Self-unloading hopper wagons

PKP

Ep	V
	330
	40196

Fals Photomontage

- **Model with Polish 1XTa bogies availabe for the first time**
- **Perfect addition to the self-unloading hopper wagon set, item no. 6600218**

Q4/2026

6600328

Sliding wall wagon

ŽSSK CARGO

Ep	VI
	267
	40196

Habbillns Photomontage

- **Elaborate imprint with advertising motif**

Q3/2026

6600225

Sliding-wall wagon double unit

TRANSWAGGON

Ep	VI
	350
	40196

Himrrs Photomontage

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

Q4/2026

6600311

N
NARROW
gauge

Photo: J. Kaufmann

Photo: K. Steiner

Narrow gauge
roll wagon

ÖBB

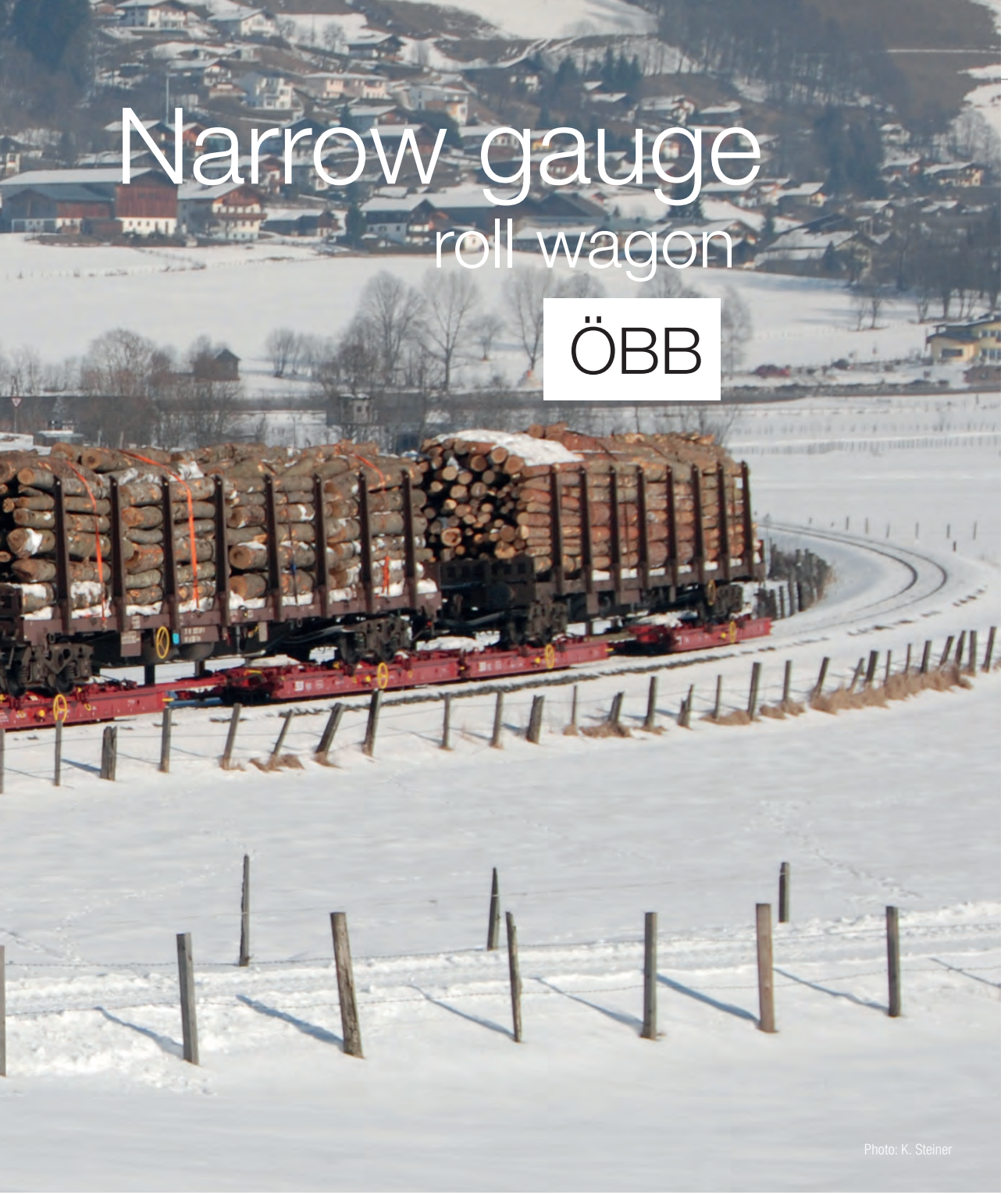


Photo: K. Steiner

n:

Starting in 1984, the Austrian Federal Railways (ÖBB) commissioned Jenbacher Werke (JW) to develop successor models to replace the old rolling stock. Rolling stock is used on narrow-gauge lines to accommodate and transport standard-gauge freight wagons without the need for extensive reloading work. This allowed for the efficient transport of standard-gauge wagons. Over 80 carriages were manufactured in two series and delivered to ÖBB. The two series differed mainly in length: The majority of the series had a length of 9.5 metres, while the smaller part had a length of 7.5 metres. All carriages had one thing in common: Two 3-axle bogies.

The standard-gauge carriages were fixed to the bogies using special brake shoes. By coupling two rolling stock wagons together to form a single unit, even longer standard-gauge carriages could be transported without any problems.

In addition to the ÖBB, rolling stock units were and still are in use today on the Zillertalbahn and Pinzgauer Lokalbahn railways.

2 piece set: Roll wagons

ÖBB

Ep IV-V

224

WW/s

Photo: H. Herdin

- **Used for gauge transfer operations; transporting standard gauge goods wagons on narrow gauge lines**
- **Finely detailed gauge transporter wagons with die-cast metal frames**
- **Couplable with all H0e vehicles via the supplied coupling bar**

Q4/2026

6640005

2 piece set: Roll wagons

Zillertal-bahn

Ep V-VI

224

WW/s

Photo: H. Herdin

- **For transporting standard gauge goods wagons on narrow gauge tracks**
- **Finely detailed design of the bogies with die-cast metal frames**
- **Couplable with all H0e vehicles via the supplied coupling bar**

Q4/2026

6640007

Diesel locomotive 2095.13

ÖBB

Ep	III
	120
	PluX22
	200 mm
	LED

Photomontage

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

- **Finished in true to the original paintwork**
- **Down to the finest detail: free-standing handle rails, intricate lamp rings and a perforated ventilation grille on the roof**
- **Model with embossed trim lines**
- **With switchable high beam and shunting light and driver's cab lighting in digital mode**

Q3/2026			
7540007	DC		4/2
7550007	DCC		4/2

Photo: J. Kaufmann, Anlage der Mariazellerbahn Modell

Electric locomotive 1099.13

ÖBB

Ep	III-IV
	127
	Next18
	261 mm
	LED

Photomontage

Between 1911 and 1914, 16 locomotives of this type, specially designed for the Mariazell railway, were procured by the former Lower Austrian State Railways. Between 1959 and 1962, the locomotives were modernised while retaining the original chassis and, in particular, fitted with new locomotive boxes. The locomotives were able to achieve a maximum speed of 50 km/h and had a power output of 405 kW.

- **Carmin red/ivory paint finish**
- **Epoch III version**
- **Separately attached windscreen wipers**
- **With switchable driver's cab lighting in digital mode**

Q3/2026			
7540008	DC		6/0
7550008	DCC		6/0

Photo: J. Kaufmann, Anlage der Mariazellerbahn-Modell

2 piece set: Passenger coaches

ÖBB

Ep	IV
🛏	184

Q3/2026

6240005

Bi/s

Photomontage

- **Wagon body with cut-out for Webasto heating**
- **Version for wagons based in the Waldviertel region**

3-piece set: Passenger coaches

ÖBB

Ep	III-IV
🛏	465

B4ipho/s

B4ipho/s

AB4ipho/s

Photomontage

- **Epoch-III version in brown paintwork with decorative stripes**

Q3/2026

6240007

3-piece set: “Ötscherbär” passenger train

NÖVOG

Ep	VI
🛏	465

Q3/2026

6240006

B4ip/s

B

B

BD

Photomontage

- **New design with decorative stripes**

7100033	15
7100036	16
7100048	7
7100037	18
7100047	11
7100051	10
7100041	22
7100032	34
7100039	30
7100044	28
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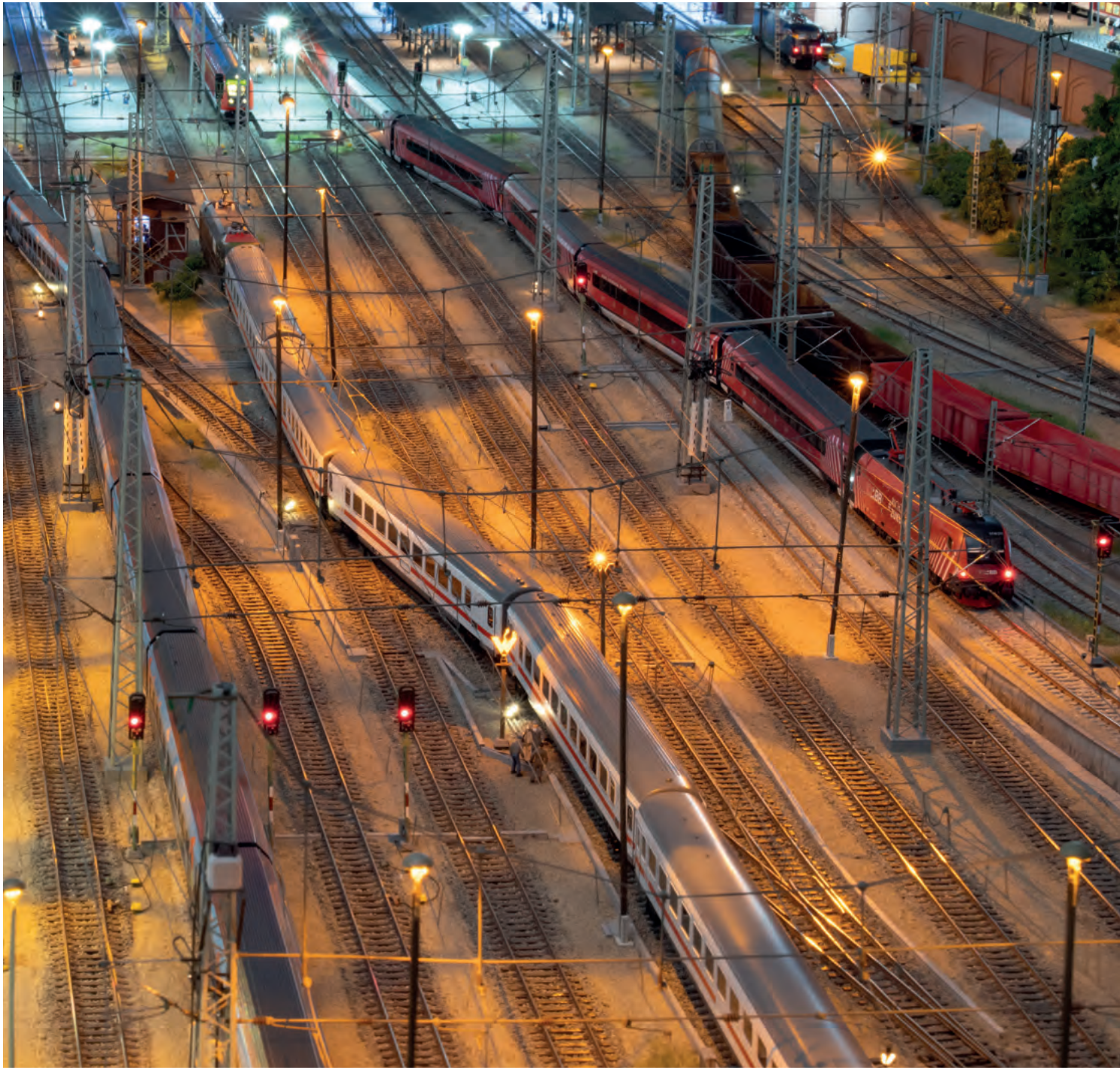

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- Germany (D)
- Denmark (DK)
- Spain (E)
- France (F)
- Hungary (H)
- Italy (I)
- Luxembourg (L)
- The Netherlands (NL)
- Norway (N)
- Poland (PL)
- Romania (RO)
- Russia (RUS)
- Sweden (S)
- Slovak Republic (SK)
- Slovenia (SLO)
- United States (US)

Epochs

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

Tracks

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

Railway administrations

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

Explanation of symbols

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

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