Novelties 2020

Roco

1960 · 2020

60

www.roco.cc

Dear ROCO model railway fans!

The publication of this catalogue marks a new and exciting model railway year ahead. ROCO will celebrate its 60th anniversary in 2020 – when ROCO was founded in 1960, the Rössler family could scarcely have dreamed of what would later be built on their initial foundation stone. Today, 60 years later, ROCO is a global market leader in model railways. Our products and ideas have always been based on maximum play value, quality and the urge to embrace state-of-the-art technologies.

With this in mind, naturally you can look forward to a veritable explosion of new products in our anniversary year. First and foremost among them is our highlight model, the EDK 750 digital crane, which sets a new milestone across the industry in terms of functionality and precision. Head to page 84 to see this miniature wonder for yourself.

Of course, our catalogue also contains many more new designs, such as the class 95 steam locomotive with dynamic steam, the Swiss Ae 8/14 twin locomotive and the Czech M 152 rail bus. Around 500 new products await you on the following pages.

All that remains is for us to say thank you for your loyalty over the past 60 years. Without you, none of this would have been possible. At the same time, for our employees this sense of connectedness to our customers is the greatest possible incentive to continue producing perfect models for you.

Full steam ahead!

Your ROCO team

Contents

1960

In the year 1960, Heinz Rössler and his wife Elfriede laid the foundations for the ROCO company, known at that time as “Ing. Heinz Rössler”. Initially, the company produced model vehicles to scale which were based on military archetypes. Soon, plastic toys of all kinds were also being manufactured, such as beach buckets, toy cars, sorting games and various free gift items to put in coffee packaging.

1961

1967

Production of the first model railways, commissioned by American companies in H0 track gauge. The first H0 freight wagons based on European archetypes.

1973

The first model railway locomotives based on European archetypes, for example the diesel locomotive BR 215, produced under the name ROCO International.

Establishment of ROCO Minitanks as a brand

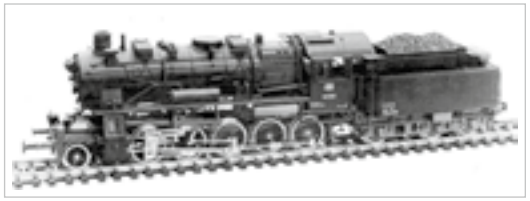
1975

Takeover of Röwa moulds and entry into the N gauge market

Publication of the first model railway catalogue

1976

ROCO close couplings were patented



1977

First steam locomotive model BR 58 and
first German electric locomotive model E 44.5

1978

First Austrian locomotive class 1189 and
first Swiss locomotive Ae 6/6

1980

ROCO miniature models start production as the H0 car model program

1981

Electronic controller ASC 1000/2000
GBS Standard control elements and processor-controlled signal box technology (MCS 120)

1983

First accurate implementation of the length 1:87 on the Eurofima coaches

1990

ROCO LINE: First large-scale series production of track system with gravel bed to scale

1995 — Entry into digital technology with the Lokmaus and digital crane

First TT model diesel locomotive BR 132/232 “Ludmilla” — 1998

1999 — Development of the steam locomotive 310.23 in high-end quality

Triumph of digital technology with the Lokmaus 2 and the first models with locomotive sound — 2000

2003 — Development of the new worlds of experience Platin, Professional and Playtime

multiMAUS and GEOLINE track system — 2005

2010 — New digital features: Current collectors, wagon doors and telescopic covered wagons

2011 — BR 10 with dynamic steam

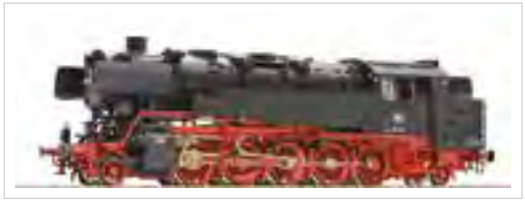
2012 — Digital Z21 system and smart RAIL

2013 — Beilhack snow blower

2014 — Camera locomotives

2016 — Z21 WLANMAUS

2017 — BR 85 with dynamic steam



2020 — Digital railway slewing crane

Steam locomotive 86.241

ÖBB

Ep	III
	160
	PluX22
	R2
	LED

CAD drawing

Q1/2020				
73024	=		4/1	10
73025	=	♪	4/1	11
79025	∿	♪	4/1	11

- Short cut-out water tank in a welded design
- Rich detailing on the model with many separately applied plug-in parts
- Unobstructed view through the driver‘s cab windows
- Set of elaborately designed metal wheels
- model feature all typical ÖBB characteristics such as the whistle

Steam locomotive class 52

ÖBB

Ep	III-IV
	265
	NEM 652
	R2
	LED

Photomontage

Q4/2020				
72228	=		7/2	10
72229	=	♪	7/2	11
78229	∿	♪	7/2	11

- Extremely detailed wheelsets and controls
- Ideal for using in front of freight trains
- Z21 for driver's cab available

Photo: J. Kaufmann Anlage J. Sailer

Steam locomotive class G 10

K.P.E.V.

Ep	I
	217
	NEM 652
	R2

Photomontage

- **Model in true to original livery**
- **Three dome boiler**

Q1/2020
72261 | = | 2/2 | 10

3 piece set: Goods wagons

K.P.E.V.

Ep	I
	319
	6563

Om

Vh

Vwh

Photomontage

- **Every wagon has spoked wheels**
- **FLEISCHMANN PROFI plug-in coupling for replacement is included**

Q1/2020
76060

Swivelling bolster wagon unit

K.P.E.V.

Ep	I
	220
	6560

Photomontage

- With spoked wheels
- One wagon has a brakeman's cab and the other one has none, the wagons are rigidly coupled
- FLEISCHMANN PROFI plug-in coupling for replacement is included

Q1/2020
76405

Optional wagon

K.P.E.V.

Ep	I
	115
	6563

Photomontage

- Model with many separately applied plug-in parts
- With spoked wheels
- FLEISCHMANN PROFI plug-in coupling for replacement is included

Q1/2020
76409

Photo: J. Kaufmann Anlage J. Sailer

Steam locomotive 86 261

DRG

Ep	II
	160
	PluX22
	R2
	LED

CAD drawing

From 1928 to 1943, almost all German locomotive factories delivered this type of locomotive to the Deutsche Reichsbahn Gesellschaft (altogether 775 locomotives). The 1000-PS locomotives were designed to reach a maximum speed of 70-80 km / h, this meant that they could not only be used in their main application field for "branchlines" but also for main and feeder lines.

- **Rich detailing on the model with many separately applied plug-in parts**
- **Short cut-out water tank in a welded design**
- **Set of elaborately designed metal wheels**
- **The model has true to original dual headlights**

Q1/2020				
73026	=		4/1	10
73027	=	♪	4/1	11
79027	~	♪	4/1	11

4 piece set: Passenger coaches “Donnerbüchse”

DRG

Ep	II
	640
	6560

Q2/2020

74102

Bi

Ci

BCi

Ci

Photomontage

- **Perfectly matches the steam locomotive class 86, DRG**
- **With freestanding handles**
- **FLEISCHMANN PROFI plug-in coupling for replacement is included**

Photo: C.Bellingrodt EK-Verlag

4 piece set: “Ruhr Schnellverkehr”

2020 TRAIN OF THE YEAR

DRG

Ep	II
	806
	NEM 651
	R2
	6561
	6445

BC4 pr04

C4 pr04

C4 pr04

Photomontage

In 1932, the Deutsche Reichsbahn Gesellschaft introduced the so-called "Ruhr-Schnellverkehr", a forerunner of the later S-Bahn. The train was formed with Prussian compartment cars of the types BC4 and C4 due to the required rapid passenger change. The colour scheme wine red / cream was the standard colour scheme in the Ruhr rapid traffic in the 1930s. The window sections of the second class were painted light blue for better recognition. The Reichsbahn had indeed noticed that the colours used for the time being violet and cream were actually reserved for the upmarket long-distance traffic. As train locomotives the series 38.10-40 (Prussian P 8) and 78 (pr. T 18) were used. The specially designed machines for the Ruhr rapid transit received a sign above the smoke chamber with the inscription "Ruhr Schnellverkehr".

- **Authentic and delicately designed train composition**
- **Wagons in wine-red/cream livery**
- **One wagon has rear end indicators**
- **Locomotive has a classic FLEISCHMANN "round-motor"**
- **FLEISCHMANN PROFI plug-in coupling for replacement is included**

Q3/2020		
61477	=	3/1
61478	=	3/1
61479	~	3/1

Photo: Archiv Eisenbahnstiftung

Steam locomotive 50 2973

DB

Ep	III
	265
	PluX16
	R2
	LED

Photomontage

Q1/2020			
70255	=	7/2	10
70256	=	7/2	11
78256	~	7/2	11

In the beginning, the steam locomotive was intended to replace the Prussian G 10 in the freight traffic, but by the end of the age of the steam locomotives the BR 50 soon became a mixed-traffic locomotive. From 1939 to 1943, a total of 3.164 machines were produced in 21 different locomotive factories. After 1945 there remained over 2.000 locomotives at the German Federal Railways which had to undergo some major conversions, creating a variety of variants. The machines reached a maximum speed of 80 km / h, had a power output of approx. 1.200 kW and an axle load of 15 t.

- **Model with 3-dome boiler and "WITTE" smoke deflectors**
- **Big lamps on top of the front buffer beam**
- **Closed smoke chamber pillars**
- **Set of delicately designed metal wheels and driving and coupling rods made of metal die cast**
- **Perfectly matches the mail train 74091 and 74418**

Photo: S. Carstens

3 piece set: Post train

DB

Ep	III
	478
	40183
	6561

Post4ü-a17

Grhs 31

Glmhs 50

Photomontage

Q3/2020
74091

- **Set contains a express train postal wagon of the Deutsche Bundespost, a boxcar with brakeman's cab and another boxcar**
- **With enclosed destination signs for prototypical postal train connection**

Post wagon

DB

Ep	III
	139
	40196

Post e

Photomontage

Q3/2020
74418

From an early stage in the history of the railway, postal administrations used the railway lines to transport postal items. The railway postal cars were either placed individually in passenger trains or included in larger numbers in mail-carrying express freight and goods trains. In the post-war period, the postal trains were dominated by the carriages of the former Deutsche Reichspost and were formed between large railway junction stations. These postal trains consisted of wagons which, depending on their design, served to transport letters or parcels. The conventional post was not only transported in the railway postal cars – it was actually sorted during the journey. Postal items that had already been pre-sorted and were simply being forwarded to the destination station were transported in covered freight cars. These were usually rented from DB, however sometimes cars owned by the Deutsche Bundespost were used.

- **Ideal supplement to post train**
- **With enclosed destination signs for prototypical postal train connection**
- **Extremely detailed reproduction of wagon undercarriage**

Steam locomotive 24 017

u: update

DB

Ep	III
	196
	PluX22
	R2
	LED

Photomontage

The class 24 was primarily designed to haul passenger trains but thanks to its robust design, the locomotive later also hauled light freight trains. That's how the class 24 became a reliable multipurpose locomotive for lighter services.

- **For the first time featuring prototypical sound functions**
- **With Plux22 interface**
- **Model features smoke deflectors of the type "Wagner"**

Q1/2020			
62215	=	2/2	10
62216	= + sound	2/2	11
68216	~ + sound	2/2	11

Steam locomotive 086 400-9

n:

DB

Ep	IV
	160
	PluX22
	R2
	LED

Photo: K. Gerke

After the end of the Second World War, there were 386 locomotives of the class 86 stationed in the West German territory. Most of them were repaired, so the DB had in 1952, 378 locomotives of this series registered in their vehicle fleet. Additionally to the classic branch line trains, the machines also hauled regularly express trains and were used for shunting services in freight yards. The last machines, by then designated as class 086, were decommissioned from the DB in 1974.

- **Model variant lubricated with wheel flange lubrication "De Limon"**
- **Rich detailing on the model with many separately applied plug-in parts and fine metal wheelsets**
- **Unobstructed view through the driver's cab windows**
- **Long cut-out water tanks in a welded design**

Q4/2020			
70317	=	4/1	10
70318	= + sound	4/1	11
78318	~ + sound	4/1	11

Steam locomotive class 58 *Anniversary model*

DB

Ep	III
	213
	R2

Photomontage

The G 12 family originated from a locomotive type which Henschel had developed from the G 12.1 for the Turkish State Railways. Prussia adopted this design and purchased a total of 1,168 engines by 1921. This efficient locomotive series for freight train services was not only the precursor of the later standard designs adopted by the Deutsche Reichsbahn, it may even be regarded as the first standard locomotive. In addition to Prussia, the railway administrations of Baden, Saxony, Württemberg and Alsace-Lorraine had also decided to purchase this brawny three-cylinder engine. By August 1917, the Henschel company had delivered the first G 12 bearing factory no. 15 000 and train no. 5556 to the KPEV headquarters in Cassel. Thirteen locomotive factories were involved in the construction of a total of 1,479 locomotives. Baden ordered 88 engines and acquired 10 more from Prussia; Saxony procured 42, Württemberg 43 and Alsace-Lorraine 118. The Reichsbahn subsequently put another 20 units into service in the Saxony area.
With the BR 58, ROCO's first steam locomotive model also rolled onto the model rails. At the time, it set new standards in terms of detailing and handling.

- **Unique edition in special packaging and classic design**

Q3/2020

71922 | = | 3/2

n:

Development of an efficient locomotive to pull heavy freight trains on steep line sections and main lines through the low mountain ranges was still underway during the years of the Prussian State Railway. The designation T 20 for the fivefold-coupled tender locomotive with the 1'E1' axle arrangement therefore corresponded to Prussian customs. The HBE locomotives (Halberstadt-Blankenburger Eisenbahn) of the "Animal class", with which successful test drives were completed, served as the basis for this design.

The first engines, which were still being ordered as the T 20 series with the designations "Magdeburg 9201–9210", were delivered by the company A. Borsig at the beginning of 1923 and put into operation as 77 001 to 77 010. They were redesignated as BR 95 following the final classification of the DRGs in the renumbering plan. In total, 45 examples of this gigantic machine were built. Its nickname "Bergkönigin" (mountain queen) was the result of its predominant use on lines such as the Sonneberg-Probstzella, the Spessart Ramp, the Franconian Forest Railway, the Geislinger Steige, the Schiefe Ebene and the Rübeland Railway.

This type of steam locomotive was the strongest tender locomotive ever procured by the Deutsche Reichsbahn-Gesellschaft. It was one of the last new developments by the Reichsbahn before it began purchasing standard steam locomotives. The class 95 was able to carry a train weighing 2,060 metric tons at a speed of 50 km/h in the lowlands, or a train of 430 metric tons at a speed of 25 km/h up a 25 ‰ gradient. Due to the high friction weight of 95.3 metric tons, it was possible to dispense with elaborate rack and pinion operation on inclines below 70 ‰. The installation of a Riggenbach counter-pressure brake enabled high loads to be braked without wear and overheating of the brake linings and wheel tyres, even during long downhill journeys – and without the associated risk of a diminished braking effect.

After the Second World War, 14 locomotives were acquired by Deutsche Bundesbahn. They were last stationed at the Aschaffenburg railway depot and performed heavy pushing services along the Spessart Ramp. The other 31 locomotives of this series were also acquired by the Deutsche Reichsbahn. In the 1950s, the boiler equipment, fittings, pumps, driver's cab, etc. were adapted to the DR requirements in the course of their maintenance and were thus largely standardised. Between 1966 and 1972, 24 engines were converted to oil main firing and ten locomotives were fitted with a new boiler without a feed dome. From 1970 the oil-fired locomotives were designated as class 95.00, while the unmodified coal-fired locomotives were called class 95.10. The Eisfeld-Sonneberg railway line was their last area of operation. The last of these engines remained in service until 1981.

Steam locomotive

class 95, DR

Photo: S. Carstens

Steam locomotive class 95

Edition n:

DR

Ep	IV
	174
	PluX22
	R2
	LED

Photo: S. Carstens

- **Completely new design**
- **Available for the first time – a mass-produced model with a new boiler**
- **Finely detailed model with many separately attached plug-in parts**
- **Wheels with fine spokes**
- **Digital versions include dynamic steam and faithfully reproduced sounds**
- **Version with oil firing is available**

2021		
71095	=	
71096	=	🔊
79096	∿	🔊

Photo: S. Carstens

Steam locomotive class 03

DR

Ep	IV
	275
	NEM 651
	R2
	LED

Photomontage

Since 1969 the locomotive works Raw Meiningen already refitted the 03 081 and 03 151 as the first models with a Reko tank. Until 1975 52 more Reko-03 units were built. With their boil new tanks that were well fitted for vaporization and the low maintenance two cylinder engines they soon became much liked by the personnel. The last Reko 03 002 locomotive was shut down at the Bw Güsten in the summer of 1980.

- **Classic model from the FLEISCHMANN range**
- **Design as Reko version**
- **Wheels with fine spokes**
- **Separately-applied plug-in parts in finely-detailed design**
- **FLEISCHMANN PROFI plug-in coupling for replacement is included**
- **73015: Equipped with fixed-soldered sound decoder**

Q2/2020		
73014	=	2/2
73015	=	2/2

Photo: R. Lehmann EK-Verlag

Steam locomotive 02 0201-0

Edition

DR

Ep	IV
	289
	NEM 652
	R2

Photomontage

Q1/2020				
70201	=	5/2		10
70202	=	5/2		11
78202	∿	5/2		11

- Epoch IV model available for the first time (1980s state)
- Pefectly matches the passenger coaches "Halberstädter", 74800–74806
- Only one generator on top of the smoke chamber
- No oil lock at the rear of the tender

Henning Sound

Steam locomotive class 44

DR

Ep	IV
	260
	NEM 652
	R2

Photomontage

Q2/2020				
70663	=	7/2		10
70664	=	7/2		11

- Rich detailing on the model. Many separately applied parts
- Metal wheels with delicately designed spokes

Henning Sound

Steam locomotive Ty2

PKP

Ep	III
	265
	NEM 652
	R2
	LED

Photomontage

Q4/2020			
72062	=	7/2	10
72063	=	7/2	11

- **Wheels with fine spokes**
- **With white wheel tyres**
- **Z21 for driver's cab available**

Steam locomotive class 736

Edition

FS

Ep	III
	211
	PluX22
	R2
	LED

Photomontage

The FS bought a total of about 248 locomotives of the designated 736 series S160 steam locomotives. The locomotives were all rebuilt and got an oil firing mounted at the FS. 8 locomotives kept their original design. Before they were used in Italy, the locomotives often traveled in North Africa or were imported directly from America.

- **True to original model equipped with coal tender and one headlight**
- **Delicate plug-in parts**
- **With white wheel tyres**
- **Perfectly matches the hospital train, 74093**

Q2/2020		
73044	=	2/2
73045	=	2/2

4 piece set: “Hospital train”

FS

Ep	III
	820
	40420
	40196

Photomontage

During the Second World War, the Italian military hospital trains were deployed on all fronts. They were used to transport wounded soldiers from the army's medical posts to the field hospitals of the various army groups in the homeland. The trains were mainly made up of "Centoporte" carriages which were easily recognisable due to a red cross on a white background (as a sign of protection). From 1944 they were towed by the steam locomotives of the USATC (United States Army Transportation Corps) class S 160, later known as Gruppo 736.

- **Elaborate printing on the model with symbols of the Red Cross**
- **Perfectly match the steam locomotive class 736, 73044, 73045**

Photo: J. Kaufmann Anlage J. Sailer

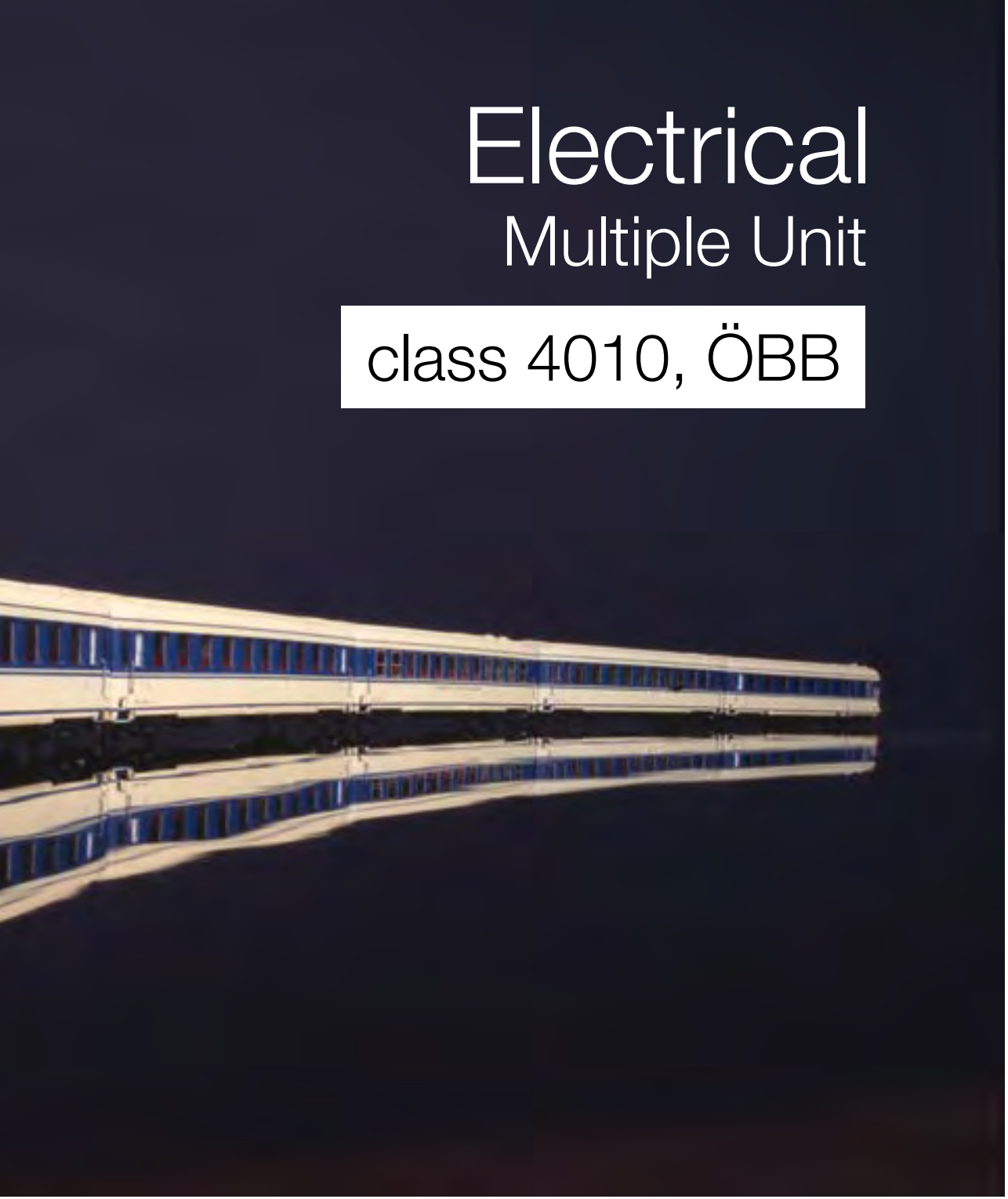
Q3/2020

74093


B"B
4010.05
TRANSALPIN

Electrical
Multiple Unit

class 4010, ÖBB



update

The "Transalpin" was introduced on 2 June 1958 as a fast daily connection from Vienna Westbahnhof to Zurich (later Basel) and was initially operated with the 4130 electric motor coaches. However, these trains, which were derived from the 4030 commuter railcars, soon failed to meet the required standards for long-distance travel, both in terms of technology and comfort.

Austrian Railways (ÖBB) therefore decided to develop a corresponding multiple unit for this long-distance connection. The six-part units, three of which were initially ordered, were also intended to enable a much higher cruising speed thanks to a power output of 2,500 kW and a top speed of 150 km/h. The new multiple units were given a very attractive paint finish: ivory carriage body, sapphire-blue window ribbon, deep black chassis. On the sapphire-blue fronts, the headlight frames were flame red and ivory, which created a very elegant appearance in combination with the ivory/sapphire-blue ornamental lines.

On 30 May 1965, the new multiple-unit train entered service on the "Transalpin" connection from Vienna West to Basel. ÖBB also decided to use these successful trains to establish a city express train network within Austria. Deliveries of a second series (4010.04 to 4010.15) began in 1966 and differed somewhat from the first three units in several areas. The planned routes meant that fewer passengers were expected, which is why these trainsets were only supplied in 5 parts. Due to the expansion of operations at home and abroad, trainsets had to be repeatedly reordered. The third series, delivered in 1968/69, consisted of 4010.16 and 17. These trainsets once again included large dining cars (7310.04 and 05) which, however, were classified as 4010.04 and 05. The increase of the service speed to 140 km/h demanded – especially in adverse weather – improved braking performance and therefore the installation of magnetic rail brakes.

Until the conversion to a locomotive-hauled train in 1977, the "Transalpin" remained inseparably linked to the 4010. When the Arlberg line was interrupted, diversions from Bregenz via Lindau-Munich-Rosenheim-Salzburg were possible. In the non-electrified section of the line between Lindau and Geltendorf, the 4010 was formed as a double-headed train consisting of DB's series 18.6 (Bavarian S 3/6) locomotives V 100.10, V 200 and the later 218. From 1966 onwards, the city express trains running from Vienna Südbahnhof to Graz and Villach, and from Graz to Salzburg and Innsbruck, were formed of units from the second series. In 1967 a pair of trains ran from Vienna to Bregenz via the DB's Salzburg-Rosenheim-Kufstein corridor for the first time. From 1968 DB customers were able to enjoy the comfort of the 4010. Named the "Johann Strauss", these trains ran from Vienna West to Frankfurt/M.

6 piece set: Electrical multiple unit 4010.04 “Transalpin”

Anniversary model

update

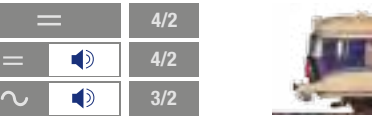
ÖBB

Ep	IV
	1711
	PluX16
	R3
	LED

D4hET

B4hEl

AB4hTl



Q4/2020		
73056	=	4/2
73057	=	4/2
79057	∿	3/2

B4hTI

BR4hTI

AD4hES

Photomontage

- **With PluX Interface now available for the first time**
- **With true to original sound functions switchable in digital mode**
- **Version as a classic "Transalpin" train**

Photomontage

Electric locomotive class 1042

ÖBB

Ep	V
	186
	PluX22
	R2
	LED

Q3/2020		
73474	=	4/1
73475	= 🔊	4/1
79475	∿ 🔊	3/2

Photomontage

257 mixed-traffic electric locomotives of the class 1042 were built from 1963 on. From 1966 stronger motors were installed to reach a top speed of 150 km/h. These locomotives were given the designation 1042.5. They were used in front of all types of trains, but mostly in front of fast passenger carriages and goods trains. They also played an important role in the German cross-border traffic. Over time, the appearance of the locomotives changed. Thus, from the mid-1980s, in the course of major repairs the frame and the running gear were painted umbra grey.

- **Variant with curved corner windows**
- **Frame and running gear in umbra grey livery**
- **Switchable lighting via DIP switch (in analogue version)**

Electric locomotive 1041.15

ARGE 1041.15

Ep	VI
	176
	PluX22
	R2
	LED

Q4/2020		
73962	=	4/1
73963	= 🔊	4/1
79963	∿ 🔊	2/2

Photo: P. Kuderna

When the series 1041 was built, it was the first time for the company Simmering-Graz-Pauker AG that it had been involved in the development of locomotives. The companies AEG, BBC, ELIN and SSW were signed responsible for the electrical part. From 1952, 25 locomotives were delivered to the Austrian Federal Railways. The new locomotives hauled the train of the American armed forces "Mozart" from Vienna to Salzburg and carried the flag of the United States of America. After the decommissioning of the locomotive, the Verein ARGE 1041.15 acquired it, converted it as far as possible to its original technical state and uses it since then for nostalgia trips.

- **Mold variant with glare protection on the roof**
- **Free standing handles, partially made of metal**
- **Etched roof walkways**
- **Flag of the USA is attached to the package**

Electric locomotive class 1142

ÖBB

Ep VI
186
PluX22
R2
LED

Photomontage

The class 1042 was a purely Austrian design and from 1963 to 1977 257 locomotives were built. In the 1990s, some locomotives underwent several modifications. The push-pull-control, for example, was mounted and therefore the locomotive was designated series 1142. Since then the locomotives haul not only push-pull trains but also heavy goods trains that operate in multiple units.

- **With long UIC-number for the first time**
- **Without corner windows**
- **Switchable lighting via DIP switch (in analogue version)**
- **Perfectly matches the ÖBB push-pull trains**

Q3/2020		
73614	=	4/1
73615	= 🔊	4/1

Electric locomotive class 1116

ÖBB

Ep VI
221
PluX22
R2
LED

Photomontage

- **With 12 digits UIC codes and pictograms next to the front windscreens**
- **Headlights can be partially or even entirely switched off via DIP switch**
- **Z21 for driver's cab available**
- **Perfectly matches to 74334–74347**

Q3/2020		
73245	=	4/1
73246	= 🔊	4/1
79246	∿ 🔊	3/2

Electric locomotive 1116 225-4

ÖBB

Ep	VI
	221
	PluX22
	R2
	LED

Photomontage

The ÖBB-Railjet includes carriages with quiet and family zones, which are now also recognisable from the outside. The family zone is coloured bright blue; the interior is specially designed for families with children. The quiet zone can be recognised by the colour green and can be found in both 1st class and 2nd class carriages. The quiet zone is thus a place where passengers can travel in a relaxed manner, work in quiet or just relax. Pictograms at the entrance points indicate the corresponding zones. The exterior markings are gradually being applied to all Railjet sets.

Photo: C. Auerweck

- **Headlights can be partially or even entirely switched off via DIP switch**
- **Perfectly matches the “Railjet” train**
- **Z21 for driver's cab available**

Q1/2020		
73266	=	4/1
73267	= 🔊	4/1
79267	∿ 🔊	3/2

4 piece set: “Railjet”

ÖBB

Ep	VI
	1222
	LED

Afmpz

ARbmpz

Bmpz

Bmpvz

Photomontage

Q2/2020		
74083	=	
74084	=	⅄
74085	~	⅄

- **Coach transitions true to the original models and interior design imitation depending on the classification of each coach**
- **For the first time in updated design with zone lettering**

3 piece set: “Railjet”

ÖBB

Ep	VI
	915

Bmpz

Bmpz

Ampz

Photomontage

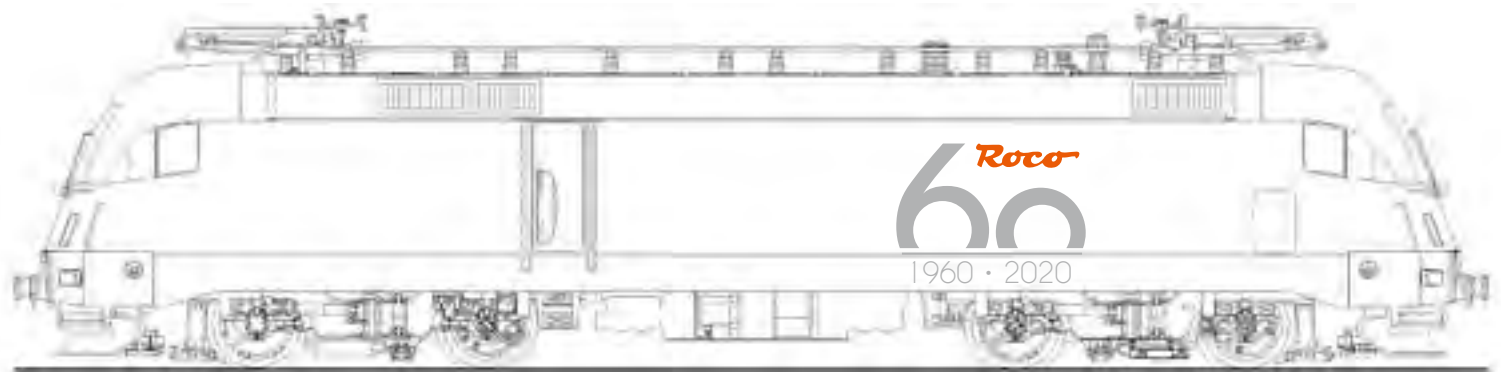
Q2/2020		
74086	=	
74087	=	⅄
74088	~	⅄

- **Train operates on the lines between Salzburg Central Station and Vienna Central Station**

Electric locomotive class 1116 “60 years of ROCO” *Anniversary model*

ÖBB

Ep	VI
	221
	PluX22
	R2
	LED



Photomontage

60 years of ROCO – reserve your anniversary model!
Starting in spring 2020, a special Taurus locomotive – the class 1116 – will once again be the centre of attention on the railways of Austria and neighbouring countries, eclipsing even the Railjet. The design was created by the artist Gudrun Geiblinger, who has worked with us on elaborate art locomotives for many years. The art locomotive model is an absolute must for every ROCO fan and should not be missing in any collection! The design is still top secret at the moment, however you're no doubt already wondering what memories Gudrun Geiblinger will trigger in you with our anniversary locomotive!

- **In digital mode, with switchable high beam and individually switchable head or tail light**
- **With elaborate imprints in anniversary design "60 years of ROCO"**
- **Z21 for driver's cab available**

Q3/2020		
70485	=	4/1
70486	= 🔊	4/1
78486	∿ 🔊	3/2

Electric locomotive 1116 200-7

ÖBB

Ep	VI
	221
	PluX22
	R2
	LED

Photo: ÖBB/M. Knopp

The ÖBB locomotive “Demokratie in Bewegung” in parliament design is seen on the railroad throughout Austria and its neighboring countries. It is important to the parliament and the ÖBB to promote and maintain democracy, which is conveyed by the slogan "Demokratie in Bewegung". This slogan draws attention to the educational program of the same name of the parliament.

Photo: E. Prantl

- **Headlights can be partially or even entirely switched off via DIP switch**
- **Perfectly matches the “Railjet” train**
- **Z21 for driver's cab available**

Q3/2020		
70666	=	4/1
70667	= 🔊	4/1
78667	∿ 🔊	3/2

Electric locomotive 193 839-8

SETG

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

Since the beginning of 2019, this particularly eye-catching Vectron locomotive runs on the lines of Europe. Both locomotive ends are decorated with three different Alpine scene motifs.

- **Used in the international goods traffic**
- **Freestanding handles partially made of metal**
- **Sophisticated printing on the model "Alpenlok"**
- **Switchable lighting via DIP switch (in analogue version)**

soundlab

Q1/2020		
73951	=	4/1
73952	= 🔊	4/1
79952	∿ 🔊	3/1

Photo: M. Schmid

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

Electric locomotive class 186

LINEAS

Ep	VI
	217
	PluX22
	R2
	LED

Photo: H. Zwoferink

Q2/2020		
73214	=	4/1
73215	= 🔊	4/1
79215	∿ 🔊	3/2

update

The Belgian company “Lineas” was founded in 2017 as the 100th subsidiary of the Belgian State Railways (SNCB). In the past, SNCB operated its logistics division under various brand names such as “B Cargo”, “SNCB Logistics” or “B Logistics”. Today, “Lineas” operates various locomotive series. The multi-system locomotives of the 186 series with their eye-catching design are also used in the neighboring foreign countries.

- **Elaborately painted in the design of “Lineas”**
- **Used in the cross-border trafic and hauled goods trains**

Electric locomotive

Ae 8/14 11851, SBB

Photo: Sammlung D. Ammann

n:

In order to transport the increasingly heavy trains via the Gotthard Base Tunnel, the governing body of the Swiss Federal Railways (SBB) decided to build huge double locomotives. As a result, SBB put the Ae 8/14 11801 into service in 1931. Besides the technical concept, the exterior design of the two halves of the Ae 8/14 locomotive body closely resembles that of the Ae 4/7. This monster is able to tow 2,000 metric tons in the lowlands; 1,760 metric tons on 16% inclines, and 770 metric tons on 26% mountain slopes. It is almost 34 m long with a total weight of 247 metric tons.

In 1932, SBB received another Ae 8/14, which was classified as No. 11851. Unlike the 11801, however, it was developed by SLM and MFO rather than SLM and BBC. With the same overall dimensions and weight, the installed output could be increased to as much as 6,070 kW (8,250 hp). Instead of the Buchli drive, however, the 11851 received the SLM universal drive with sixteen traction motors. It was powerful, but also extremely loud, susceptible to interference and uneconomical.

During conversion work in 1961, the locomotive was given new welded driver's cabs for seated operation, which were identical in construction to those on the new Ae 6/6 locomotives. In this partially modernised condition, the 11851 remained in operation until 1976. It was disassembled in 1977 in Bellinzona before being scrapped in Biasca.

Our current H0 model reproduces the locomotive in its partially modernised condition during the last 15 years of operation. The digital version includes many new functions.

Electric locomotive Ae 8/14 11851

Edition n:

SBB

Ep	IV
	391
	PluX22
	R2
	CH
LED	

Photo: P. Willen

- Delicate separately applied wipers
- Chrome-plated emblem at the front of the locomotive
- Delicate pantographes
- Each of the two locomotive parts is driven by a motor
  (Digital operation via 2 decoders addressed with only one address)
- Switchable driver's cab ilumination via DIP switch (in analogue version)

Q1/2020		
71813	=	8/2
71814	= 🔊	8/2
79814	∿ 🔊	8/2

6 piece goods wagon set “Gotthardbahn”

SBB

Ep	IV
	761
	40196

Sputnik

E

Gbs

Gms

Ks

Zs

Photomontage

100 years of electrification of the Gotthard Railway

The idea of building a railway across the Alps is as old as the Swiss railways themselves. Following lengthy discussions about the route between Eastern and Central Switzerland, the decision was taken in favour of the Gotthard Railway. In 1882, rail traffic began on the 206-kilometre Immensee-Chiasso railway line, which featured the world's longest summit tunnel at the time (15 kilometres).
Due to major problems with coal procurement during the First World War, the SBB's board of directors decided to electrify the Gotthard line in order to become independent of foreign coal supplies on the one hand, and to increase the efficiency of the mountain line on the other. SBB even built its own power stations to supply the required electrical energy. The first trains with electric traction began operating in October 1920. Initially, operations were carried out using a 7.5-kilovolt overhead line voltage in order to avoid flashovers at the insulators, which were contaminated by the soot from the steam locomotives that remained in service. The overhead line voltage was not increased to 15 kilovolts until May 1921. From May 1922, the entire line from Lucerne to Chiasso was covered by overhead contact wires.

- **Perfectly match the locomotive Ae 8/14**
- **Characteristic Epoch IV goods train**

Q1/2020
76051

3 piece set 1: “Gotthard Panorama Express”

SBB

Ep	VI
	909
	40196

Apm

Photomontage

On the historic Gotthard Panorama route between Lucerne and Lugano, a unique service has been operating since April 2017 – the "Gotthard Panorama Express". Due to the opening of the Gotthard Base Tunnel, fewer trains now travel over the old mountain line. This fascinating route through the middle of the Swiss mountains is punctuated by over 200 bridges and seven spiral tunnels. This interplay of nature and technology prompted the Swiss Federal Railways and the Lake Lucerne Shipping Company to launch the "Gotthard Panorama Express".

- **In updated Gotthard Panorama Express design**
- **Coaches carry model figures of the company Preiser**
- **Special edition packaging "100 years of electrification of the Gotthard Railway"**

Q4/2020

74081

3 piece set 2: “Gotthard Panorama Express”

SBB

Ep	VI
	836
	40420
	40196

100 YEARS

Apm

Bpm

MC76

Photomontage

- **Pefectly matches the “Gotthard Panorama Express” 74081**
- **Scale model with interior design**
- **Special edition packaging "100 years of electrification of the Gotthard Railway"**

Q4/2020

74082

100 years of

Circus Knie

Photo: D.Häusermann

One hundred years ago, Circus Knie celebrated its première in a circus tent on the Schützenmatte in Bern. However, the history of the famous circus dynasty began in 1803 with a romance involving Friedrich Knie, who fell in love with a trick rider at the age of 19, abandoned his studies and joined the travelling troupe of artists. After the short-lived romance, he founded his own company of tightrope walkers and performers. He rose to fame in Germany, Austria and Switzerland and was also admired by kings and princes.

Important milestones in the history of Knie's circus were his acquisition of Swiss citizenship (1900) and the construction of a permanent winter residence in Rapperswil (1919). In the same year, they gave the first guest performance in their own circus tent and named their company "Schweizer National-Circus Gebrüder Knie". Today, the eighth generation of the circus performs in the arena and inspires the audiences with their brilliant show.

For 100 years, Circus Knie has transported most of its material from one venue to the next on SBB trains. There is always plenty going on whenever a circus train is on the way or is being loaded or unloaded. Circus wagons of all kinds are loaded onto the stake cars, including a large number of caravans for the artists and circus personnel. Then there are special cage wagons that house the predators. There are also numerous baggage cars, in which everything that belongs to a circus must be accommodated, from the tent roof and its masts, posts and tensioning ropes to the spectator benches and orchestra podium, as well as the spotlights and artists' equipment. The horses and camels (among other things) are transported in covered freight wagons. For the accompanying personnel, a passenger car is also transported aboard the train. Lastly, there are wagons on which tractors, towing vehicles, compressors etc. are loaded – all essential components of a circus fleet.

Two circus locomotives were arranged in collaboration with the Swiss Federal Railways to mark the 100th anniversary of the company's founding. In 2019 the Circus Knie's trains travelled a total of 2,568 kilometres throughout Switzerland during its tour of 33 cities.

Electric locomotive 420 294-1 “Circus Knie”

SBB

Ep	VI
	177
	PluX22
	R2
	CH
LED	

Q3/2020		
71401	=	4/1
71402	= 🔊	4/1
79402	∿ 🔊	3/1

Photomontage

On the occasion of the 100th anniversary of the Swiss National Circus Knie, ROCO launches a special "Circus Knie edition" with a lot of locomotives and wagons.

- **With separately applied etched parts such as delicate ventilation grilles and wipers**
- **Locomotive with retrofitted air-conditioning**
- **Z21 for driver's cab available**

Electric locomotive 460 058-1 “Circus Knie”

SBB

Ep	VI
	212
	PluX22
	R2
	CH
LED	

Q1/2020		
70656	=	4/1
70657	= 🔊	4/1
78657	∿ 🔊	2/2

Photomontage

- **Model with Faiveley pantographs**
- **With a sperately applied SBB logo and an additional front handle**

2 piece set 1: “Circus Knie”

SBB

Ep	VI
	320
	40196

Kps

Kps Photomontage

- **Loaded with two caravans and two material handling wagons**
- **In cooperation with the company Preiser**

Q1/2020
76064

2 piece set 2: “Circus Knie”

SBB

Ep	VI
	320
	40196

Kps

Kps Photomontage

- **Loaded with a caravan, a caged wagon, a luggage van and a toilet trailer**
- **In cooperation with the company Preiser**

Q1/2020
76065

Electric locomotive 430 364-0

SBB

Ep	VI
	177
	PluX22
	R2
	CH
LED	

Q3/2020		
71403	=	4/1
71404	= 🔊	4/1
79404	∿ 🔊	3/1

Photomontage

The locomotives Re 4/4^{II} and Re 4/4^{III} were all delivered in green livery, with the exception of the TEE locomotives and their last lot. After that, when the Swiss Federal Railways carried out major revisions, fire-red became their standard colour. As one of the last locomotives of the SBB Group, the locomotive, now designated 430 364-0, has kept the green colour during all her service life.

- **In current design, green livery and with UIC number now available for the first time**
- **Ideal for double traction with the Re 620 as shown on this page**
- **With separately applied parts which are partially etched**
- **Z21 for driver's cab available**

Electric locomotive 620 018-2

SBB

Ep	VI
	222
	PluX22
	R2
	CH
LED	

Q4/2020		
72602	=	4/1
72603	= 🔊	4/1
78603	∿ 🔊	4/2

Photomontage

- **With many finely etched parts such as ventilation grilles and wipers**
- **No raised running numbers at the front**
- **Finely detailed spoked wheels and pantographs**

Electric locomotive 193 521-2

SBB CARGO

Ep	VI
	218
	PluX22
	R2
	CH
LED	

Q2/2020		
71916	=	4/1
71917	= 🔊	4/1
79917	∿ 🔊	3/1

Photo: Railcolor

- **Model with four pantographs**
- **True to original model with long gutter and raised driver's cabs for the use in Italy**
- **Freestanding handles partially made of metal**
- **In cooperation with** Railcolor DESIGN

soundlab

Electric locomotive 193 491-8

HUPAC

Ep	VI
	218
	PluX22
	R2
	CH
LED	

Q1/2020		
71914	=	4/1
71915	= 🔊	4/1
79915	∿ 🔊	3/1

Photo: V. van Werkhoven

The Swiss logistics company for combined transport "Hupac" has ordered eight freight locomotives of the type Vectron MS from Siemens. The multi-system vehicles enable Hupac's co-operators to act as global players and to connect the European economic areas through the new Gotthard Base Tunnel. Since January 2019 the locomotives 193 490 and 491 have the official Hupac design.

- **Model with four pantographs**
- **True to original model with long gutter and raised driver's cabs for the use in Italy**
- **In cooperation with** Railcolor DESIGN

soundlab

Holiday trains

Photo: R. Rossberg

Before the First World War, tourism had remained the preserve of the wealthier social classes, who alone had the means to pay for such pleasure trips. Even after 1918, the majority of the German population had low travel requirements. Passenger train numbers were only increased after the hyperinflation of 1923. For journeys to more distant destinations, the railway was still the primary means of transport. With this upswing in demand, the package holiday emerged as a new form of vacation. It included the outward and return journey, accommodation and other additional services.

The idea of a holiday in the modern sense originated during the interwar period, when a large part of the population could finally afford to travel during their holidays. The railway played an important role in this. After the Second World War, an increasing number of Germans caught the "travel bug" with every passing year. As a result, the various rail services were expanded to include "group tours", whereby holidaymakers could travel to the holiday resorts in larger groups. Special organisers such as "Touropa" put their own special trains into operation for this purpose.

Initially, interregional traffic flows consisting of long-distance express trains travelled beyond the borders of (West) Germany. They included routes from the channel coast to the Balkans and South-East Europe, as well as from Western Europe to Scandinavia. Many routes included through-coach services, whereby the carriages were moved from one train to another with a different planned route at junction stations, making it unnecessary for the passengers to change trains.

Whether to savour the summer breeze at the seaside, for hiking or winter sports in the mountains or for overnight city visits – the railway offered numerous possibilities for holiday travel. These services are also associated with famous train names such as the "Alpen-See-Express", "Johann Strauß", "Chistoforus-Express", and many more.

The increasing motorisation of the population also gave rise to another type of train: the motorail train. This made it possible to cover long distances – often overnight – and arrive well-rested at the destination, where your own car was waiting for you. The Bundesbahn advertised this service with slogans such as "Your car travels, you sleep".

DB introduced the long-distance express as a new service for its 1983 summer timetable. New carriages were acquired in an attempt to attract passengers to the railway. The system underwent some changes in the following years – the international trains were converted into EuroCity trains in 1989. In the meantime, the growing InterRegio network with its fixed-cycle trains had opened up several new holiday regions. As a result, the Bundesbahn abandoned its "holiday train" project and the trains of this type were discontinued.

Electric locomotive 103 195-4

DB

Ep	IV
	224
	PluX22
	R2
	LED

Photomontage

In the 1960s, the Deutsche Bundesbahn created with the series E 03 the strongest electric passenger locomotive ever built. A total of 145 locomotives of the later officially designated 103 series were built from 1970 to 1974. Up to now, the locomotives of the series 103 are considered the most elegant locomotives in the model railway world. All locomotives with operation numbers under 215 were delivered with scissors pantographs.

- **Model with short driver's cab and scissors pantographs**
- **Digital version features switchable machine room lighting**
- **Perfectly matches the following trains**
- **Z21 for driver's cab available**

Q2/2020		
70210	=	6/2
70211	= 🔊	6/2
78211	∿ 🔊	4/2

3 piece set 1: Motorail train “Christoforus-Express”

DB

Ep	IV
	909
	40420
	40196

Avmz

Avmz

Avmz

Photomontage

- **Every models with separately applied handrails**
- **Finely-detailed bogies**

Q2/2020

74095

3 piece set 2: Motorail “Christoforus-Express”

DB

Ep	IV
	922
	40420
	40196

Avmz

Avmz

WRmz

Photomontage

Q2/2020

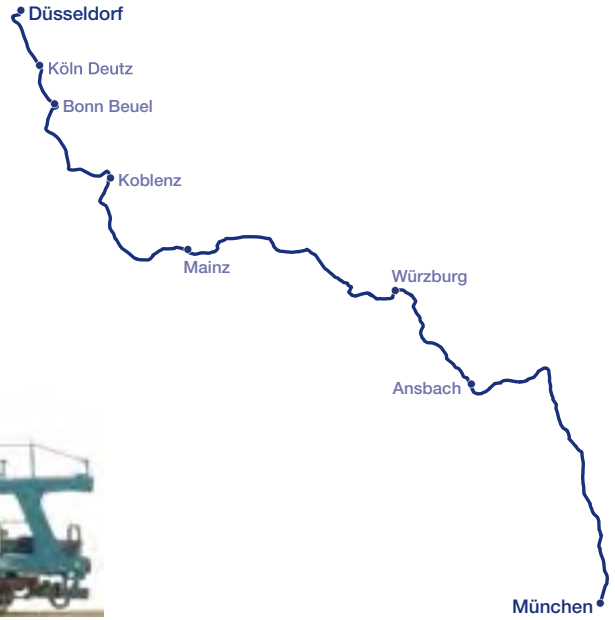
74096

3 piece set 3: Motorail train “Christoforus-Express”

DB

Ep	IV
	909
	40195

DDm



Photomontage

From 1969, the Deutsche Bundesbahn established the D 1410/1411 as a fast daily connection between Düsseldorf/Cologne and Munich. For the first time, DB attempted to attract normal and business travel to the railways all year round with tariffs that were particularly favourable compared to the price of tourist tickets. The travel time was less than seven hours. To enable the train to reach speeds of up to 160 km/h, 20 DDm 915 cars were equipped with magnetic rail brakes. From 1971 the electric locomotive series 103 was used as the engine.

Q2/2020

74097

- **Set contains two coaches of the type Dm in ocean blue livery and one coach of the type DDm in distant blue livery**
- **Models with extremely detailed guard rails**
- **Flexible, can also be used in cross-border car transportation**

3 piece set 1: D 229 “Johann Strauß”

DB

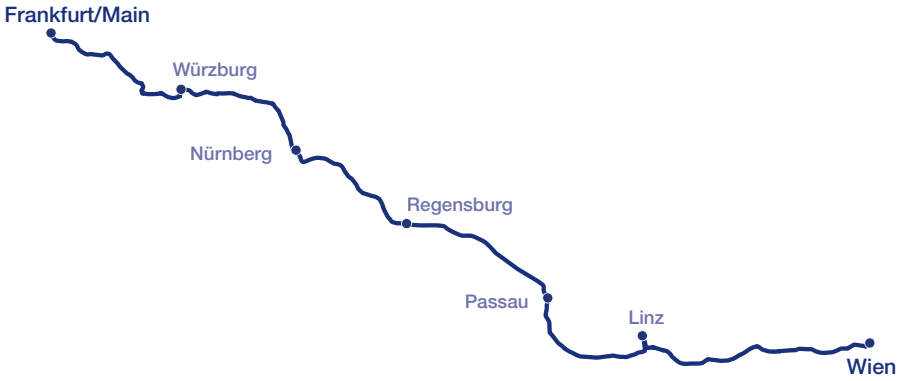
Ep	IV
	922
	40420
	40196

Büm

WRümh

Photomontage

- **Models with separately applied handles**
- **Dining car with extremely detailed current collectors**



Q3/2020
74181

2 piece set 2: D 229 “Johann Strauß”

DB

Ep	IV
	606
	40420
	40196

Aüm

Büm

Photomontage

The International Union of Railways (UIC) celebrated its 50th anniversary in 1972. To mark the occasion, almost all European railway administrations came up with a unique offer – the Interrail ticket. This enabled young people aged 21 and under to travel around Europe by train from March to November for a very low price. The "Johann Strauß" express train, which connected the major metropolis on the Main River, Frankfurt, with the Austrian capital, Vienna – a popular tourist destination – was also included in this offer.

Q3/2020
74182

7 piece set: Diesel multiple unit class 601 “Alpen-See-Express” *Anniversary model*

DB

Ep	IV
	1510
	NEM 652
	R2
	LED

Photomontage

Q2/2020			
71934	=		4/1
71935	=	🔊	4/1
79935	∿	🔊	3/1

The set contains one driven motor car, two open seating cars, one dining car, two compartment cars and one non-driven motor car.

- **Operation conditions: 1980ies**
- **True to original livery and lettering as “Alpen-See-Express”**

3 piece set: Additional coaches “Alpen-See-Express” *Anniversary model*

DB

Ep	IV
	630

Aü Aps Aü Photomontage

With the introduction of the series classification table of the DB on January 1st 1968 the powered end cars of the VT 11.5 were renumbered to BR 601, the middle wagons to BR 901. In 1971 the Deutsche Bundesbahn set up the Intercity system as a city express traffic system with 1st class vehicles and a every two hours interval. On average six units were in service every day. After a conversion in 1980, the locomotive operated in the special tourist traffic (“Alpen-See-Express”). Departing from Hamburg and Dortmund the tourist trains ran to popular vacation areas in Southern Germany and Austria.

The set contains two compartment cars and on open seating coach.

- **Perfectly matches 71934, 71935 und 79935**
- **Operation conditions: 1980ies**
- **True to original livery and lettering as “Alpen-See-Express”**

Photo: R. Scheller

Q2/2020	
74079	=
74080	~

Electric locomotive 151 036-1

DB

Ep	IV
	224
	PluX22
	R2
	LED

Q1/2020		
73364	=	6/2
73365	= 🔊	6/2
79365	∿ 🔊	4/2

Photomontage

For the heavy goods train service, the DB put in 1973 over 100 of these locomotives into operation. When the designers developed the BR 151, they used the already proven designs from the BR 110, BR 140, BR 150 and BR 103. Three removeable hoods between the driver's cabs facilitate the installation and removal of larger equipment. With a top speed of 120 km / h and a power output of 5982 kW, the BR 151 is one of the strongest freight locomotives of the DB. The original model was also regularly used in Austria.

- **Wheels with low wheel flanges**
- **With former orient-red DB logo**

Photo: W. Brutzer

Electric locomotive 110 148-4

DB

Ep	IV
	190
	PluX22
	R2
	LED

Photomontage

Q2/2020		
73074	=	4/1
73075	= 🔊	4/1
79075	∿ 🔊	3/2

The class 110 is an electric standard locomotive originally designed for the express train traffic of the Deutsche Bundesbahn. She was built for the first time in the year 1952. When it came to electric locomotive construction at the time, the locomotive set new standards. Its hallmarks were the high power output despite a low weight, the low susceptibility to damage and maintenance intensity, and the ease of operation. The 110 series was for many years the leading locomotive series in the German fast train traffic.

- **Rich detailing on the model which is equipped with single lamps**
- **Model with "Klatte" ventilators and an angular engine room window**

Electric locomotive 243 591-5

DR

Ep	IV
	192
	PluX22
	R2
	LED

Photomontage

Q1/2020		
73062	=	4/1
73063	= 🔊	4/1
79063	∿ 🔊	2/2

The electric locomotives of the series 243 were delivered to the Deutsche Reichsbahn from 1984 on. The DR bought a total of 600 pieces. The locomotives hauled all types of trains.

- **In bordeaux red livery**
- **Round roof**

Henning Sound

Electric
locomotive

"Smartron" class 192

Photo: M. Schmid

Electric locomotive 192 002-4

SIEMENS

Ep	VI
	218
	PluX22
	R2
	LED

Photo: Siemens AG

Smartron* locomotives are handed over to the owner with standardized equipment only in Germany. Based on the platform of the Vectron* locomotive, the Smartron is being offered to the customers at attractive conditions. For rail operators the advantage is that the operation of the Smartron is identical to the Vectron locomotive and therefore no extensive training is needed. All locomotives are delivered in the attractive Capri blue livery, which is rounded off with the desired design of the respective customers. Visually, the Smartron differs from the Vectron locomotives in a modified front panel, shunter steps, side surfaces and the Smartron lettering. The Smartron is not available with the camera of the Vectron locomotive.

- **True to original replica of the Smartron with new front panel and shunter steps**
- **Used for the transport of goods**
- **Freestanding handles partially made of metal**

soundlab

Q4/2020		
71936	=	4/1
71937	=	4/1
79937	~	3/1

* Smartron and Vectron are registered trademarks of the Siemens AG

Electric locomotive class 112.1

DB AG

Ep	VI
	192
	PluX22
	R2
	LED

Q4/2020		
73326	=	4/1
73327	= + sound	4/1
79327	~ + sound	2/2

Photomontage

From 1992, the DB as well as the DR bought the improved class 112.1 locomotives. The outwardly most striking change in comparison to the the class 112.0 locomotive, is that the large headlights and tail lights were combined to small halogen lamps. The express train locomotives with a power output of 4000 kW and a top speed of 160 km / h are in operation across Germany in front of Intercity, Regional Express and special trains.

- **Model with illuminated train destination display**
- **With many separately applied plug-in parts partially etched**

Henning Sound

Electric locomotive 151 070-0

DB AG

Ep	VI
	224
	PluX22
	R2
	LED

Q1/2020		
73368	=	6/2
73369	= + sound	6/2
79369	~ + sound	4/2

Photomontage

For the heavy goods train service, the DB put in 1973, over 100 of these locomotives into operation. With a top speed of 120 km / h and a power output of 5982 kW, the BR 151 is one of the strongest freight locomotives of the Deutsche Bundesbahn.

- **Wheels with low flanges**
- **Use in heavy goods traffic**
- **With switchable driver cab lighting**

Electric locomotive class 193

DB AG

Ep	VI
	218
	PluX22
	R2
	LED

Photo: R. Köthe

With the purchase of multi-system locomotives, the DB Cargo underlines the importance of rail freight transport in Europe and therefore gives some Vectrons a new European design. 100 locomotives of the class 193 Vectrons MS (BR 193) are purchased by Siemens in different country package variants via the DB Cargo. The locomotives have a power output of 6.4 Megawatts and can reach a top speed of 160 km / h. They are equipped with the required national train control systems and with the European Train Control System ETCS.

- **Model is exclusively available at ROCO**
- **Locomotive of the DB Cargo with Europe Design "I am European"**
- **True to original control panel of the driver's cab is elevated**
- **Used for the international goods traffic**
- **Free-standing handles partially made of metal**

Q2/2020		
70319	=	4/1
70320	=	4/1
78320	~	3/1

Photo: O. Lang

Electric locomotive 151 062-7

RAILPOOL

Ep	VI
	224
	PluX22
	R2
	LED

Photo: M. Dirsch

Q3/2020		
73406	=	6/2
73407	= 🔊	6/2
79407	∿ 🔊	4/2

The original model of the class 151 locomotives has a power output of 5.962 kW (8.100 hp), weighs 118 tonnes and has a top speed of 120 km / h. A total of 170 units of this heavy goods train locomotive were delivered in the years between 1972 and 1978. The DB Cargo AG is selling 200 locomotives to a consortium including the companies Railpool and Toshiba. According to the DB Group, the class 151 electric locomotives and other vehicles can be rented after the sale, which also gives the DB Cargo the option to lease up to 100 locomotives, depending on the order situation. The rest of the locomotives are to be offered on the open market.

- **Model is exclusively available at ROCO**
- **Many separately applied plug-in parts partially etched**
- **Set of wheels with low flanges**
- **With switchable driver cab lighting**

Electric locomotive class 162

HECTORRAIL

Ep	VI
	224
	PluX22
	R2
	LED

Photo: V. van Werkhoven

Q4/2020		
73366	=	6/2
73367	= 🔊	6/2
79367	∿ 🔊	4/2

The railway company Hector Rail, founded in Stockholm in 2004, operates trains between Scandinavia and Germany. Hector Rail has been using ten locomotives of the former DB 151 series in the regular service since 2016/17. The new series designation was 162. For the future supply of spare parts another five machines were ordered as spare parts donators.

- **With switchable driver cab lighting**
- **Used in the heavy goods traffic**

Electric locomotive 193 813-3

FLIXTRAIN

Ep	VI
	218
	PluX22
	R2
	LED

Photo: C. Topp

FlixMobility is a mobility provider that has offered long-distance bus tours under the FlixBus brand since 2013. Its specially founded subsidiary Flixtrain was granted a licence as a rail transport company in August 2017 and initially began operating the Berlin-Stuttgart connection. There has been a train connection between Hamburg and Cologne since 2018. The Berlin–Cologne route has been in operation since May 2019. Apart from foreign railway companies, the company is Deutsche Bahn's only competitor in long-distance transport. Flixtrain does not own coaches or locomotives. Instead, it commissions private railway companies to provide the train crew as well as the rolling stock. Its fleet of carriages includes former Deutsche Bahn passenger coaches. A Vectron locomotive rented from Railpool has been used to pull the company's trains since the beginning of 2019. In addition, the "Flixtrain-Vectron" is also used to pull special tourist express trains from Northern Germany to Austria.

- **Roof equipment with two pantographs**
- **Short rain gutter**
- **True to original painting and lettering**

soundlab

Q1/2020		
73312	=	4/1
73313	=	4/1
79313	∿	3/1

2 piece set: Passenger coaches

FLIXTRAIN

Ep	VI
	606
	40196
	40420

Bimz

- **Perfectly matches the Vectron locomotive, 73312, 73313, 79313**
- **Model with separately applied handrails**
- **Each wagon is furnished true to the original model**

Bimdz Photomontage

Set contains a 2nd class IC coach type Bimz with a central open seating area and five compartments as well as a 2nd class IC coach type Bimdz with a central open seating area, four compartments and a bicycle compartment.

Q4/2020

74090

Photo: H. Wiskerke

Electric locomotive 193 776-2

LOKOMOTION

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

Q2/2020		
73060	=	4/1
73061	= 🔊	4/1
79061	∿ 🔊	3/1

The private railway company Lokomotion, based in Munich, has been operating in the cross-border goods traffic for almost 20 years. It is known for its locomotives in zebra design. No matter whether they are blue, red, green, silver or multi-coloured - you can be sure that they are always an eye-catcher.

- **Model in "Zebra" design with characteristic red stripes**
- **With a true to original roof for the use with a DAI Vectron**
- **Freestanding handles partially made of metal**
- **Sophisticated printing**
- **Headlights can be completely or partially switched off with a DIP switch (in analogue version)**

soundlab

Electric locomotive 193 555-0

TX-LOGISTIK

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

Q2/2020		
73104	=	4/1
73105	= 🔊	4/1
79105	∿ 🔊	3/1

TX-Logistik was founded in 1999 as a private rail transport company and has developed a strong European network. Today it is one of the largest rail freight transport companies in Europe.

- **Model is exclusively available at ROCO**
- **With eye-catching "Offroad" design**
- **With a true to original roof for the use with a DAI Vectron**
- **Long rain gutter**
- **In cooperation with Loc&More**

soundlab

Photo: R. Auerweck

Electric locomotive class BB 8100

SNCF

Ep	IV
	150
	NEM 652
	R2

Photomontage

Between 1949 and 1955, the SNCF was supplied with 171 of these locomotives suitable for passenger and express goods trains. They reached a top speed of 105 km/h and had a power output of 2.100 kW.

- **Design from the original version**
- **With delicately designed pantographs now available for the first time**

Q2/2020		
73051	=	4/1

Electric locomotive class BB 522307

SNCF

Ep	VI
	201
	PluX22
	R2
	LED

Photo: H. Radulescu

The BB 22200 is a french electric locomotive series which can be used on the DC (1,5 kV) network as well as the AC network (25 kV 50 Hz) of the SNCF. From 1976 until 1986 Alstom built a total of 205 locomotives in six series. Due to the multi system capabilities and the design as an universal locomotive, the BB 22200 can haul goods and passenger trains on nearly every normal electrically powered line in France.

- **With current "En Voyage" Design**
- **Rich detailing on the model that has many separately applied plug-in parts**
- **Perforated steps**

Q1/2020		
73879	=	4/1
73880	=	4/1

Electric locomotive class BB 9200 *Anniversary model*

SNCF

Ep	IV
	186
	PluX16
	R2
	LED

Photomontage

Q4/2020		
73048	=	4/1
73049	= 🔊	4/1

From 1957, the SNCF procured powerful universal locomotives of the BB 9200 series for use in the French 1.5 kV direct-current network. By 1964, a total of 92 locomotives had been built by Creusot-Loire, Jeumont-Schneider and CEM. At the beginning of their service life, these engines were used to pull the high-quality passenger trains from the Austerlitz station in Paris to Bordeaux and Toulouse. Soon thereafter, their deployment was extended to the SNCF's entire southern direct-current network. They were also used to transport fast freight trains, achieving a top speed of 160 km/h with a power output of 3,850 kW.

- **Variant without front skirt**
- **With PluX16 Interface and LED lights is now available for the first time**
- **Model with delicately designed pantographs**
- **Perfectly matches the SNCF fast train coaches 74355–74359**

Electric locomotive class 470

MAV

Ep	VI
	221
	PluX22
	R2
	LED

Photomontage

Q4/2020		
73522	=	4/1
73523	= 🔊	4/1

In 2001, the Hungarian State Railways MAV ordered ten dual-frequency locomotives of the 1047 series from Siemens TS. (They are known in Germany as BR 182 and in Austria as Rh 1116 "Taurus"). The first machines started operating in May 2002. They can be used with alternating current 15 kV/16 2/3 Hz in Germany and Austria and 25 kV/50 Hz in Hungary. So they are also suitable for the international traffic. The locomotives are lovingly named "Puszta-Ochsen" among railroad friends and travel through the country with the designation Re 470 today.

- **Model in current operation condition**
- **Used to haul passenger trains and goods trains in Hungary, Austria and Germany**
- **Headlights can be completely or partially switched off with a DIP switch (in analogue version)**
- **Perfectly matches the passenger coaches 64658, 64659 and 64664**
- **Z21 for driver's cab available**

Electric locomotive E.483 320-4

MERCITALIA

Ep	VI
	217
	PluX22
	R2
	LED

Photo: M. Stellini

update

The company Mercitalia Rail is a freight division of the Italian State Railways (FS). Electric locomotives of the Bombardier Traxx family formed also part of the Mercitalia Rail vehicle fleet. The locomotives designated as E483 can only be used on the Italian DC railway network and differ from the other locomotives of the Traxx family by a modified rooftop equipment.

- **Version with snow plow mounted on the chassis**
- **With PluX22 Interface available for the first time**

Q2/2020		
73340	=	4/1
73341	=	4/1

Electric multiple unit “Blokkendoos”

Anniversary model

NS

Ep	II
	912
	NEM 652
	R2
	40360

From 1923, the Dutch Railways (NS) procured electric railcars for the suburban traffic in metropolitan areas. This was the time when "Blokkendoos" railcars hit the stage ! From the beginning it was clear that they would go down in history of the Dutch Railways. Manufacturers were the factories J.J. Beijnes in Haarlem, NV Werkspoor in Amsterdam and the Hannoversche Wagonfabrik. The railcars were varied in length as needed and on a motor car, followed usually a sidecar. Some of the motor cars had even luggage compartments.The railcars were regarded as very reliable work horses and generations of commuters spent the way to and from the workplace in the Blokkendoos - therefore it was hardly surprising that the farewell from the active service was accompanied by many newspaper reports. However, the time of the Blokkendoos is far from over at the Nederlands Spoorweg Museum in Utrecht ! The railcar mBD 9107 from 1927 and the sidecar C 9410 from 1928 bring yesterday's commuter travels back to life.

Q3/2020		
72064	=	4/1
72065	=	4/1

Electric locomotive E.646.043

FS

Ep	IV
	210
	NEM 652
	R2
	LED

Photomontage

In principle, the E.646 was an improved successor model of the E.636. Double motors were used to increase the power output. Thus, in comparison to the E.636 it had an power output of 3780 kW instead of 2.100 kW. In 1958 and 1959, the first five prototypes were built, followed by a first series of 32 locomotives. The look was initially copied from the E.636. However, from 1961 the nose shape of the locomotive was modernized. The following series of this machine were delivered with a convenient nose and two windscreens. After reliably hauling express and push-pull trains for many years, the last locomotives were driven onto the siding in 2009/2010.

- **Model with many separately applied plug-in parts**
- **Finely detailed metal handles**

Q4/2020		
73164	=	4/1
73165	=	4/1

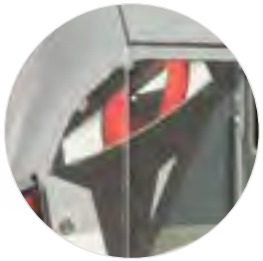
Photomontage

- **Model in operating status 1930 painted with two colours**
- **Finely-designed implementation with separately applied details**
- **Front headlight**

Electric locomotive 193 623-6

RAIL FORCE ONE

Ep	VI
	218
	PluX22
	R2
	LED



Photomontage

The Dutch railway company Rail Force One has put into service a Vectron locomotive in a remarkable design. The loco and its design ressembles a shark. The machine is mainly used to haul goods trains in the Netherlands, Germany and Poland.

- **Model is exclusively available at ROCO**
- **Sophisticated printing**
- **With long rain gutter**
- **Used for the international goods traffic**
- **In cooperation with** Railcolor DESIGN

soundlab

Q2/2020		
71926	=	4/1
71927	=	4/1
79927	~	3/1

Photo: J. Herfurth

Electric locomotive class 170

DB SCHENKER
RAIL POSLKA

Ep	VI
	218
	PluX22
	R2
	LED

Photo: D. Smith

Q2/2020		
71918	=	4/1
71919	=	4/1

The Vectron variant for the company DB Schenker Rail Polska is designed for operation in the Polish direct current network and is equipped with the matching train protection system.

- **Version for DC current networks**
- **With short gutter**

Electric locomotive Rc3

SJ

Ep	VI
	179
	PluX22
	R2
	S
LED	

Q1/2020		
70451	=	4/1
70452	= 🔊	4/1
78452	∿ 🔊	3/2

Photo: M. „Bussmicke“ Nilsson

The series SJ Rc3 is the third series of the Swedish Rc and with 366 pieces it was one of the most spread swedish locomotives ever. Depending on the buffers installed, the Bo'Bo locomotives are 15.5 meters long and weigh almost 80 t. ASEA has been building those locomotives since the middle of the 1960s for the Swedish national railways Statens Järnvägar (SJ). At the time of their introduction, the locomotives equipped with thyristor control stood for state-of-the art technology. ASEA was one of the world's leading manufacturers of semiconductor technology. During the course of their 20 years production, the 3600 kW locomotives were continuously developed. The maximum speed was increased from 135 km/h up to 180 km/h, depending on the application as a freight or fast train locomotive.

- **Rich detailing on the model with separately applied plug-in parts**
- **True to original switchable headlights**

1st class passenger coach

SJ

Ep	VI
	303
	40196
	40420

A7 Photomontage

Q3/2020	
74515	

- **Rich detailing on the model with separately applied handles**
- **Perfectly matches the locomotive Rc3, 70451, 70452, 78452**

2nd class passenger coach

SJ

Ep	VI
	303
	40196
	40420

B7F Photomontage

Q2/2020	
74516	
74517	

- **74517: Different running number**

Electric double locomotive IORE *Anniversary model*

LKAB

Ep	VI
	525
	NEM 652
	R3

Photomontage

Q3/2020		
73458	=	12/4
73459	= 🔊	12/4
79459	∿ 🔊	8/4

- **Two motors ensure high tractive effort**
- **Finely detailed pantographs**
- **Perfectly matches the mineral wagons “Master Slave”**

The IORE is considered to be one of the most powerful electric locomotives in the world. With a power output of more than 10 megawatts, the twelve-axle, nearly 46-meter-long double locomotive IORE from the company Adtranz (now Bombardier Transportation) took the iron ore transportation on the 536-kilometer railway line between Kiruna, Lula and Narvik to the next level. By 2014, a total of 17 machines of this class had been put into operation and drastically reduced transport costs thanks to the higher speed and more trailer loads.

4 piece set: Mineral wagons “Master Slave” *Anniversary model*

LKAB

Ep	V
	404
	40196

Photomontage

Q3/2020
66079
66080

- **66080: Different running numbers**
- **Finely detailed version**
- **Perfectly matches the ore wagons 76406**

Photo: M. Röseler

Railway

slewing crane

EDK 750

n:

Crane wagons of all sizes and designs were built for the internal railway service from a relatively early stage. Today, the range extends from simple, manually operated fixed cranes mounted on a rotating plate on a flat wagon to powerful, diesel-electric railway slewing cranes. In the past, steam cranes were common due to their high performance and high load capacity; today, diesel-electric or diesel-hydraulic drives are used predominately. Steam cranes, by contrast, are now largely „extinct". While railway crane types were never standardised by the various railway administrations, nevertheless every country – or more precisely, every manufacturer – has a characteristic design that makes it easy to identify each crane's origin.

The German archetype – the EDK 750 railway slewing crane built by Maschinenbau Kirow in Leipzig – can lift loads of up to 125 metric tons with the appropriate supports. Its tasks even include replacing steel girder box bridges, as well as easier assignments such as removing and reinstalling switches and track yokes. For the latter, it is usually not necessary to extend and adjust the cranes' supports. The horizontal boom is suitable for working below the overhead line system and inside tunnels. The crane can be transported at speeds of up to 100 km/h when being transferred to the work site.

Digital railway slewing crane EDK 750

Edition n:

ÖBB

Ep	V
	234
	R2
LED	

Photomontage

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

- **Lift and lower the crane's hook via multiple rope pulleys**
- **Crane operator cabin with switchable exterior lighting**
- **Switchable work lamps on the telescopic boom**
- **With built-in digital decoder and switchable light and sound functions**
- **Movable outriggers with loaded pedestals**
- **New, faithful replica of a crane-protection wagon**

Q4/2020			
73036	=		1/1
79036	~		1/1

Diesel locomotive class 2043

ÖBB

Ep	V
	182
	PluX22
	R2
	LED

Q3/2020		
70711	=	4/1
70712	= 🔊	4/1
78712	∿ 🔊	2/1

Photomontage

- **Version in “Valousek” Design in traffic red livery and agate grey coloured belt**
- **Switchable high beam**
- **Perfectly matches the digital railway slewing crane 73036, 79036**

The rolling stock of any railway administration also includes a number of special wagons, which are essential for the maintenance of railway installations. These are often old freight or passenger cars that have been specially prepared for their new purpose. These special-purpose vehicles include the work-train wagons, which can often be found as complete, colourfully assembled trains parked near track construction sites. Despite receiving little attention, these vehicles nevertheless play an important role in ensuring smooth railway operations. For this reason in particular, they will add a large dose of authenticity to your model railway layout.

3 piece set: Construction train

ÖBB

Ep	V
	527
	40183
	6560

Diho

B4ipüh

Klms

Photomontage

Q3/2020	
76050	

- **Perfectly match the digital railway slewing crane 73036, 79036**

Box goods wagon

ÖBB

Ep	IV-V
	161
	40196

Gbs

Photomontage

Q1/2020	
76673	

- **In use as a construction wagon**
- **Perfectly match the construction train 73036, 79036**

Digital railway slewing crane EDK 750

Edition n:

DB

Ep	IV-V
	234
	R2
LED	

Photomontage

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

- **Lift and lower the crane's hook via multiple rope pulleys**
- **Crane operator cabin with switchable exterior lighting**
- **Switchable work lamp on the telescopic boom**
- **With built-in digital decoder and switchable light and sound functions**
- **Movable outriggers with loaded pedestals**
- **New, faithful replica of a crane-protection wagon**

Q4/2020			
73035	=		1/1
79035	∿		1/1

Diesel locomotive class 212

DB

Ep	IV-V
	141
	PluX22
	R2
	LED

Photomontage

After classic red, numerous class 212 engines received new paintwork in ocean blue/beige from 1974/75. After many branch lines had been shut down, the classic area of operation also shrank for the V 100. As before, all local transport and shunting trains remained in service. Some engines could be found in construction trains.

- **Perfectly matches the digital railway slewing crane 73035, 79035**
- **Digital separately switchable headlight**

soundlab

Q3/2020		
52538	=	4/1
52539	= 🔊	4/1
58539	∿ 🔊	2/2

3 piece set: Construction train

DB

Ep	IV-V
	570
	40196

Photomontage

- **Perfectly match the digital railway slewing crane 73035, 79035**

Q3/2020
67198

Diesel locomotive class 2062

n:

ÖBB

Ep	IV
	92
	R2
	LED

Photo: J. Buckley/Archiv Kuderna

- **Completely new design**
- **With newly developed digital shunting coupling now available for the first time**
- **Rich detailing on the model with many plug-in parts and freestanding handles**
- **True to original light and sound functions as well as illumination of the driver‘s cab**

CAD drawings

Q2/2020				
72001	=		2/1	
78001	~		2/1	

Diesel locomotive T 478.2

ČSD

Ep	IV
	190
	NEM 652
	R2
	LED

Photomontage

The classes T 478.1 and T 478.2 are diesel electric multi-purpose locomotives and earned their nick name „Bardotka“, after the french actress Brigitte Bardot, because of their striking exterior design. From 1966 to 1971, 230 series locomotives were built for the CSD at the factory CKD in Prague. The locomotives hauled all types of passenger and goods trains. You could find them also at the border stations of the neighbouring countries.

- **3rd locomotive series with beaded side walls which reach up to the edge of the roof**
- **Delicately etched plates with the loco numbers T 478 2059 and T 478 2062 are attached**

Q1/2020		
73122	=	4/1
73123	= 🔊	4/1

Diesel locomotive T 478.3

ČSD

Ep	IV
	190
	NEM 652
	R2
	LED

Photomontage

The so-called “Diving goggles” was developed and built by the CKD in Prague. The first prototypes of the diesel locomotive class T 478.3 originated in 1968. With the idiosyncratic design of the window fronts, the visibility for the train drivers was to be improved, especially during coupling operations. This was one more reason why the locomotive has earned itself the German nickname “Taucherbrille” “Diving goggles”, together with the engine room windows which remind us of portholes.

- **Rich detailing in green and grey livery**
- **The locomotive hauls passenger trains and goods trains to Austrian and German border stations**

Q4/2020		
72050	=	4/1
72051	= 🔊	4/1

n:

Diesel railcar

M 152, ČSD

For regional transport, the Czechoslovak State Railways (CSD) procured two-axle diesel railcars of the series M 152.0 (from 1988: series 810). In October 1973, the prototype M 151 0001 built by Vagonka Tatra in Studenka was presented at the World Exhibition of Railway Technology in Basel. A total of 680 vehicles were built for the CSD in seven series from 1975 onwards. They were accompanied by matching trailers of the type BIm (later called Baafx, Btax, BDtax, Bdtax, etc.), which were similar to the railcars in both construction and appearance. Two trailers could be added to each railcar. Due to the angular superstructures, the railcars were nicknamed „bread box“ by railway enthusiasts and earned the Czech nicknames „Orchestron“ or „Kúfr“ (= „suitcase“).

The railcar features a lightweight design. At the end of each car body, separated from the driver‘s cab, there is an entrance area with pneumatically closing sliding doors on both sides. The passenger compartment is equipped with 56 seats in a „3+2“ arrangement with a central aisle. In addition there is space for around 40 standing passengers. The upper section of the windows in the passenger compartment features a folding design.
The fronts have no transitions. At each end, the driver‘s platform includes the driver‘s console with instruments for controlling and checking the machinery, the driver‘s brake valve, a speedometer and a safety driving switches. Large windscreens with heated windows, windscreen wipers and a sun visor ensure a good view of the track.
The railcars were not equipped with multiple controls – the corresponding control cars did not exist. In the case of multi-part units, each railcar had to be manned therefore by one driver. At the terminal stations, the vehicles must always be transferred to the front of the train.

After 1 January 1993, when Czechoslovakia was divided into the successor states of the Czech Republic and Slovakia, the vehicles were divided between the newly founded CD and ŽSR state railways. Today, the vehicles in the Czech Republic belong to Ceske Drahy (CD), while those in Slovakia are owned by the ŽSR‘s successor company, Železnicná spolocnost Slovensko (ŽSSK). Some railcars and trailers are now in service with private operators in the Czech Republic and Poland.

Photo: J. Kocourek


M152 0202
VŮZ SMÍ BÝT ZAŘAZEN
JEN NA KONCI VLAKU

Diesel railcar class M 152.0 with trailer

ČSD

Ep	IV
	322
	PluX16 *
	R2
	LED

CAD drawing

In order to replace the outdated M 131.1 series railcars, the Czechoslovak State Railways purchased new twin-axle diesel railcars with the series designation M 152.0. Delivered in series from 1975 onwards, these vehicles were powered by a 155 kW six-cylinder in-line engine and reached a top speed of 80 km/h. Fifty-six seats were available in the passenger compartment. The original CSD colour scheme was red/cream with a light grey roof, grey frame and black chassis. These vehicles were used on all branch lines of the former Czechoslovakia, with and without trailers.

- **Authentic lettering and livery correspond to the first delivery series**
- **Model with separately applied wipers**
- **Plug-in parts are attached to the railcar to provide an authentic reproduction of the front skirt**
- **Switchable lighting via DIP switch (in analogue version)**

Q4/2020			
70372	=	2/1	
70373	=	2/1	

* In the digital version with on-board decoder Ex-works without PluX16 interface.

Trailer for motor coach M 152.0

ČSD

Ep	IV
	161
	PluX16
	R2
LED	

CAD drawing

Matching the M 152.0 railcar, trailers of the Type Blm were supplied which are similar to the railcars in both construction and appearance. Two trailers could be added to each railcar. In the CSD, these trailers were also used on locomotive-hauled passenger trains.

- **Interior lighting and tail light can be switched via DIP switch (in analogue version)**
- **Pefectly matches 70372, 70373**

Q3/2020

74240

Finely-designed engravings with separately applied parts

Prototypical antennae

Separately applied side mirrors and handle rails

CAD drawing

Diesel locomotive

V 60^{D}, DR

Photo: W. König/EK-Verlag

n:

From 1955, the Deutsche Reichsbahn of the GDR developed the diesel-hydraulic V 60^{D} locomotive for medium-weight shunting services. These locomotives were primarily designed to replace the uneconomical 89, 91 and 92 series tender locomotives in shunting services. The specifications required a drive power of about 650 hp (478 kW), an axle load of less than 15 metric tons, a gearbox with shunting and track gear, good cornering ability up to a curve radius of 80 m, one-man operation, and much more. For heavy shunting service, the locomotives had to be capable of double traction.

Based on these specifications, VEB Lokomotivbau „Karl Marx“ (LKM) Babelsberg built a four-axle prototype with an asymmetrically arranged driver's cab and a drive system based on a blind shaft and coupling rod. The twelve-cylinder type 12 KVD 18/21 manufactured by VEB Motorenwerk Johannistal was used as the engine. The design of the secondary transmission allowed switching between shunting and main-line operations. The maximum speed was set at 60 km/h during main-line operation and 30 km/h when shunting, with correspondingly higher tractive power. Testing of the first two prototype engines began in 1959.
Before series production, some design changes were necessary, which were tested via another small series of five machines. From 1962 to 1964, the first series of 163 locomotives from LKM Babelsberg was delivered to DR. Despite a positive response from the personnel and the workshop, some further improvements were made after delivery of the first series. The prototype of the revised class V 60.12 was still built by LKM, however series production was then taken over by VEB Lokomotivbau Elektrotechnische Werke in Hennigsdorf (LEW).

After conversion to the EDP numbering plan, both V 60 variants became the 106 series. The delivery of vehicle number 106 999 in 1975 meant that this number range was exhausted. Since the class 107 already existed, the following locomotives were designated as class 105. The last V 60^{D}, number 105 165, was delivered to DR in 1982. With a total of 2,256 units, this locomotive is one of the most numerous European standard-gauge locomotives.

Besides traditional shunting services, the preferred application areas for the V 60^{D} included transfer runs and local freight services. During Era IV there was still a large number of siding tracks which were regularly served by freight trains – some even several times a day. Albeit rarely, these engines with their low maximum speed of 60 km/h were also used in the passenger train service. After the merger of the two German state railways, the locomotives were redesignated as class 344–347. Its inferior performance compared to the West V-60 – thanks to the latter's lower fuel consumption and pre-installed radio remote control – resulted in the East V-60 being gradually decommissioned.

Diesel locomotive class V 60.10

DR

Ep	III
	125
	PluX22
	R2
	LED

CAD drawings

- **Limited edition of the model without rain protection roof**
- **Precise reproduction of the delicately designed V 60.10**
- **Headlights can be completely or partially switched off with a DIP switch (in analogue version)**
- **With switchable driver cab lighting**

Roof fan or cooler cover can be mounted in open and closed condition

Q4/2020		
70260	=	4/1
70261	=	4/1
78261	~	4/1

Diesel locomotive class 106

n:

DR

Ep	IV
	125
	PluX22
	R2
	LED

CAD drawings

- **Precise reproduction of the delicately designed class 106 locomotive**
- **Rain protection roof on top of the side windows**
- **Roof fan and cooler covers can be mounted in open and closed condition**
- **Headlights can be completely or partially switched off with a DIP switch (in analogue version)**
- **With switchable driver cab lighting**

Q4/2020		
70263	=	4/1
70264	=	4/1
78264	~	4/1

Diesel locomotive V 100 1252

DB

Ep	III
	139
	PluX22
	R2
	LED

Photomontage

After having served as a test carrier for quite a long time, the series V 100 locomotive went into series production from 1961/62 on. It was used for mixed traffic operations on non-electrified lines and for easy services on main lines. With an output of 1100 hp (810 kW) it was authorized to run with a maximum speed of 110 km / h. In 1968 the locomotives were named class 211.

- **Model in epoch III is now available with PluX22 interface**

Q1/2020			
70979	=		4/1
70980	=	♪	4/1
78980	∿	♪	2/2

Diesel locomotive class 333

DB

Ep	IV
	90
	R2
	LED

Photo: Sammlung R. Scheller

- **With newly developed digital shunting coupling now available for the first time**
- **Rich detailing on the model with many plug-in parts and free standing handles**
- **True to original light and sound functions as well as illumination of the driver‘s cab**

Q3/2020				
72020	=	♪	1/1	⟅
78020	∿	♪	1/1	⟅

Diesel locomotive 218 218-6

DB

Ep	IV
	189
	PluX16
	R2
	LED

Q1/2020		
73726	=	4/1
73727	= 🔊	4/1
79727	∿ 🔊	3/2

Photomontage

The diesel locomotive 218 218-6 delivered by Krupp in 1974 was the first in ocean blue / beige livery of this series. She was assigned to the Federal Railway Directorate (BD) Nuremberg and allocated from there to the railway depot (Bw) Regensburg. With this design, the locomotive was in use until the repainting in traffic red in 1987.

- **With an ocean-blue roof now available for the first time**
- **Typical vehicle of the Epoch IV**
- **Hauls goods trains as well as passenger trains**
- **Z21 for driver's cab available**

Photo: J. Kaufmann Anlage J. Saller

Diesel locomotive 215 102-5

DB

Ep	IV
	189
	PluX16
	R2
	LED

Photo: K. Gerke

The class 215 was first a diesel locomotive of the DB. Later on, the Deutsche Bahn AG used it in the moderate passenger and freight traffic. It was bought as a variant of the vehicle-family V 160 at short sight and was then equiped with heating steam generators. The main reason for the creation of the class 215 was that the class 218 at that time had not yet reached the serial production stage.

- **Model as delivered from factory, no additional shunting handle or buffer footstep**
- **No UIC plug-in**
- **Z21 for driver's cab available**

Q1/2020		
72181	=	4/1
72182	= 🔊	4/1
78182	∿ 🔊	3/2

3 piece set: Conversion coaches

DB

Ep	IV
	669
	6561
	6445

AByg

Byg

BDyg

Photomontage

- **FLEISCHMANN PROFI plug-in coupling for replacement is included**

Q1/2020
74184

2nd class conversion coach

DB

Ep	IV
	223
	6561
	6445

Byg

Photomontage

- **Supplementary wagon for the branchline train 74184**
- **FLEISCHMANN PROFI plug-in coupling for replacement is included**

Q1/2020
74576

Photo: C. von Natzmer

Accumulator railcar class 515 with control cab car

DB

Ep	IV
	538
	PluX22
	R2
	LED

Photo: R. Scheller

The accumulator railcars were already introduced in Germany before the First World War. The 2-part accumulator railcars of the type "Wittfeld", whose accumulators were housed in the prominent stems, operated until after the Second World War. After 1945, the German Federal Railways began again to deal with this type of power drive. The ETA 176 has made a name for itself as the "Limburg cigar", but only eight of them were built. From 1953, the more cost-effective ETA 150, which had approximately the same features as the ETA 176, was put into service in large numbers. From the ETA 150 (from 1968 designated series 515) a total of 232 units were built until 1965. Furthermore, 216 control cab cars of the type ESA 150 (later designated series 815) were put into operation.

- **Unobstructed view through the delicately worked passenger compartment and driver's cab**
- **With separately applied plug-in parts, such as windscreen wipers, shunting handles mounted under the buffers as well as heating cables**
- **Rich detailing on the the bogies which have separately applied parts**
- **With decoder in railcar and in control car**

Q3/2020		
72082	=	2/1
72083	= 🔊	2/1
78083	∿ 🔊	2/2

2019
1
Roco
Photo Competition

Photo: R. Held

Diesel locomotive 132 285-8

DR

Ep	IV
	237
	PluX16
	R2
	LED

Photomontage

Q2/2020		
52498	=	6/2
52499	= 🔊	6/2
58499	∿ 🔊	4/2

In the late 1960s, the RGW (Council for Mutual Economic Assistance) decided to focus on the construction of large diesel locomotives in Romania and the Soviet Union. Geared towards the needs of the DR, the "Voroshilovgrad locomotive factory" introduced a longer, faster and more efficient diesel locomotive in 1970 and named it series 130. The serial production of the machine was then started in 1973. When the gear ratio of the locomotive was being modified, the series 130 became a true goods locomotive and was later put into operation as series 131. The series 132 contruction was based on previous experiences with the series 130 and 131. The entire frame and housing design had been revised, as this was the only way to create space for the electric train heating system. The locomotive reached a maximum speed of 120 km/h and had a power output of 2.200 kW.

- **Delicate manually weathered model**
- **Ideal for use in front of passenger and freight trains**

Henning Sound

Diesel locomotive class 110

DR

Ep	IV
	164
	PluX22
	R2
	LED

Photomontage

Q3/2020		
70809	=	4/1
70810	= 🔊	4/1
78810	∿ 🔊	2/2

The 110 series was basically developed for passenger and freight train services and as a variant for the use in the shunting service for the DR. The locomotive reached a top speed of 100 km / h and had a horse power of 1000 hp. It quickly became the "Girl Friday" and closed the gap between the weaker class 106 and the stronger class 118.

- **Free-standing handles**
- **With digitally-switchable shunting light**

Henning Sound

Diesel locomotive class 118

DR

Ep	IV
	224
	PluX22
	R2
	LED

Q4/2020		
73894	=	6/2
73895	= 🔊	6/2
79895	∿ 🔊	4/2

Photomontage

- **Very detailed model with many separately applied plug-in parts, partially made from metal**
- **Headlights can be completely or partially switched off with a DIP switch (in analogue version)**

Photo: J. Kaufmann Anlage J. Sailer

Diesel locomotive 223 013-4

ALEX

Ep	VI
	221
	NEM 652
	R2

Photo: B. Hasenfratz

Q2/2020		
71399	=	4/1
71400	=	4/1
79400	~	2/2

The "Länderbahn" is a private railway undertaking and offers passenger transport services in Germany and the Czech Republic, including the product brand "alex". Since 2011, the "Länderbahn" has been part of the company NETINERA Deutschland GmbH.

- **Intricately designed roof-top ventilators that show a fan impeller underneath**
- **Brake discs in contrasting colours**
- **Attached fold-out wing mirrors for various positioning**
- **Separately applied handles, wipers and UIC-plugs**

Photo: N. Sandner

4 piece set: Passenger coaches

ALEX

Ep	VI
	1212
	40196
	40420

Avmz

Bm

Bmz

Bmz

Photomontage

Set contains a 2nd class compartment coach type Avmz, a 2nd class compartment coach type Bm and two 2nd class Eurofima coaches type Bmz.

- **Eurofima coaches for the first time in updated “Alex” paintwork**

Q4/2020

74092 =

Diesel locomotive class 333

RENFE

Ep	IV
	238
	NEM 652
	R2

Photomontage

In the 1970s, the RENFE was looking for diesel locomotives for the heavy goods traffic. The choice was quickly made and the RENFE decided for the six-axle diesel locomotives of the 333 series which were built by the companies Macosa, General Motors, Nohab and Alstom. A total of around 90 locomotives were delivered to the RENFE in several series. In the meantime some of the locomotives have already been modernized and, in the course of this, they have also been modified in terms of shape.

- **Delicately designed model in green and yellow livery with red buffer beam**
- **Pilot (cowcatcher) with warning marks**

Q2/2020		
73702	=	6/2
73703	=	6/2
79703	~	4/2

Diesel locomotive class 030-DB

SNCF

Ep	III
	106
	NEM 652
	R2
	LED

Photomontage

At the end of the Second World War ten locomotives of the German Type WR 360 C 14 remained in France. There they were mainly used for shunting services in the north of the country and operated until 1973.

- **Delicate freestanding handles**
- **SNCF version available for the first time**

Q2/2020		
72812	=	3/1
72813	=	3/1

Diesel locomotive class Y 8000

SNCF

Ep	IV
	117
	R2
	LED

Photo: O. Constant

In July 1977, the Moyse factory rolled out the first shunting locomotive Y 8001 which was designed for shunting operations at stations, marshalling yards, construction sites and repair workshops of the SNC. Since they were stronger and longer than their predecessors, the Y 8000 locomotives were also able to replace locomotives which hauled light freight trains. The Y 8000 were given a paintwork in orange, brown and white livery - similar to the BB 63500 at the time of commissioning. Painted as such, most of them have gone through their careers and had carried all logos of the SNCF including the current logo "Carmillon". Some of them had been also repainted for the companies (fields of operation) they were assigned to: Fret, Infra or even TER.

- **With newly developed digital shunting coupling now available for the first time**
- **Rich detailing on the model with many plug-in parts and freestanding handles**
- **Model with true to original light and sound functions**

Q3/2020				
72009	=		2/1	
78009	∿		2/1	

Diesel railcar X 2720/XR 7700 *Anniversary model*

SNCF

Ep	IV
	600
	NEM 652
	R3

Photomontage

Q4/2020		
73006	=	2/1
73007	=	2/1

The French State Railway put in 1955, eighteen single-motor diesel railcars X 2720 with an power output of 825 hp for long-distance services in operation. The series, also known as RGP1, was one of the "Rames à grand parcours". Due to the simplified construction with only one motor, the construction of the twin-motor X 2700 was discontinued. The designer Paul Arzens was responsible for the design of the railcar. The nickname "Lézards verts" (Green lizards) comes from the originally used colour scheme in light green, cream and grey. By means of the connecting door on the rear side of the control cab coach, two units could be coupled rear to rear. This form of operation was common. Originally the multiple units had only first class cars and the control cab coach was equipped with a kitchen. After the loss of the high-quality passenger coach services, the railcars were rebuilt and used in the regional traffic.

- **Used in the French domestic traffic**

Diesel railcar class ALn 448/460

FS

Ep	IV
	646
	PluX22
	R3
	LED

Q3/2020		
73176	=	2/1
73177	=	2/1
79177	∿	2/1

The Italian State Railways (FS) bought 9 Diesel multiple units of the series ALn 442/448 from the Italian manufacturer Breda for the use in high-quality international passenger trains on diesel lines. Until 1972, they mainly were used a a replacement unit for locomotive-hauled TEE trains. Food and drinks were prepared in an extra on-board kitchen and meals were served directly to the seat due to the lack of a restaurant area. After having operated as TEE trains, the units were used as express trains, especially in southern Italy. The multiple unit ALn were very popular among passengers who appreciated the high level of comfort and the short travel time (the units reached a maximum speed of 140 km/h).

Photo: G. Laforgerie

update

Photomontage

- **Freestanding handles**
- **Exclusive interior design of the locomotive and the drivers‘ cabs**
- **With “Televisor” logo on the nose available for the first time**
- **Model with PluX Interface available for the first time**

Diesel
locomotive

D.225.6000, FS

Photo: Archivio Fondazione FS Italiane

Diesel locomotive D.225.6000

n:

FS

Ep	III-IV
	92
	R2
	LED

CAD drawings

The shunting locomotives of group 225 were standard-gauge diesel locomotives and had been used for shunting operations across the Italian network since 1955. They were built as three models with different characteristics. In 1958 the Jenbacher Werke delivered two prototypes with different engines, which were added to the locomotive stock as 225.6098 and 225.6099. In 1960/61, a total of 20 series locomotives were built under licence at Officina Meccanica della Stranga in Padua and Jenbach Diesel Soc.r.l. in Bolzano, Italy. They were classified using the company numbers 225,6001 to 6020. A two-stroke diesel engine with hydraulic power transmission provided the drive for the locomotive. Its top speed was 30 km/h in shunting mode and 50 km/h in main-line operation.

- **With newly developed digital shunting coupling now available for the first time**
- **Rich detailing on the model with many plug-in parts and freestanding handles**
- **True to original light and sound functions as well as illumination of the driver's cab**
- **In original design with straight radiator grille**

Q3/2020				
72002	=		2/1	
78002	~		2/1	

Diesel locomotive class 200/300

NS

Ep	III-IV
	83
	R2
	LED

CAD drawing

Q4/2020			
72015	=	1/1	
78015	~	1/1	

Between 1934 and 1951 the Dutch State Railways bought the 2-axle diesel shunting locomotives from the manufacturer Werkspoor. One series of the locomotives was also delivered by CW Zwolle. A total of 169 locomotives were built, but in various series and slightly different designs. The locomotives were known for their striking exhaust noise and as a result railway workers and railway fans call them "Sikken" or "Sik" which means "Goat" in English.

- **With newly developed digital shunting coupling now available for the first time**
- **Rich detailing on the model with many plug-in parts and freestanding handles**
- **True to original light and sound functions**

Diesel locomotive 2454

update

NS

Ep	IV-V
	143
	PluX22
	R2
	NL
LED	

Photomontage

Q4/2020			
70789	=	4/1	
70790	=	4/1	
78790	~	2/2	

From 1954, the first locomotives of the 2400 series were put into service at the Dutch State Railways. The locomotives mainly hauled freight trains and were also used in the shunting service. However, they also hauled passenger trains.

- **New circuit board with PluX22 interface and sound decoder**
- **In digital mode with light functions true to the Dutch model and red flashing lights**

Diesel locomotive MG2

RŽD

Ep	IV-V
	92
	R2
	LED

CAD drawing

Q2/2020			
72003	=	2/1	
78003	~	2/1	

50 diesel locomotives of the class 2062 from the ÖBB were delivered in 1957 as part of the Austrian State Treaty to the Soviet Union. With their double-walled, thermally insulated stem of the engine compartment, the machines equipped with all-burner boilers and additional driver's cab heating were designed for ambient temperatures from -50 to +45 °C.

- **With newly developed digital shunting coupling now available for the first time**
- **Rich detailing on the model with many plug-in parts and freestanding handles**
- **True to original light and sound functions as well as illumination of the driver‘s cab**

Diesel locomotive M62 1616

SŽD

Ep	IV
	202
	PluX22
	R2
	LED

Photomontage

Q3/2020		
73800	=	6/2
73801	=	6/2

Under the terms of the RGW (Council for Mutual Economic Assistance), the Soviet Union has supplied numerous six-axle goods locomotives to many countries under the designation M62. The supplier was the locomotive factory "October Revolution" in Lugansk, which was one of the largest plants in the Soviet Union. The first prototypes appeared in 1964 and the series production started as a result in 1965. The locomotives with an power output of 1470 kW achieved a top speed of 100 km / h. By 1976, a total of 723 broad-gauge locomotives were delivered to the SŽD.

- **Etched radio antenna on the roof**
- **High operational safety and an excellent traction power for hauling long trains**

Henning Sound

Diesel locomotive 752 070-3

ŽSSK

Ep	VI
	190
	NEM 652
	R2
	LED

Photomontage

The class 752 is a diesel electric multi-purpose locomotive and earned its nickname Bardotka, after the french actress Brigitte Bardot, because of it's distinctive exterior. From 1966 until 1971 230 series locomotives were produced for the CSD at the factory CKD in Prague. Since the division of the CSD in 1993, some locomotives still are active at the ŽSSK.

- **3rd type series with beaded side walls up to the edge of the roof**

Q1/2020		
72968	=	4/1
72969	=	4/1

Diesel locomotive T 478.3109

ŽSSK

Ep	VI
	190
	NEM 652
	R2
	LED

Photomontage

The so-called "Diving goggles" or was developed and built by the CKD in Prague. The first prototypes of the diesel locomotive class T 478.3 originated in 1968. With the idiosyncratic design of the window fronts, the visibility for the train drivers was to be improved, especially during coupling operations. This was one more reason why the locomotive has earned itself the German nickname "Taucherbrille" "diving goggles". Together with the engine room windows which remind us of portholes.

- **Based on the current retro design**
- **Hauls passenger trains and goods trains**

Q4/2020		
72052	=	4/1
72053	=	4/1

Diesel railcar class 810 with trailer

ŽSSK

Ep	V-VI
	322
	PluX16 *
	R2
	LED

CAD drawing

- **Model in "Blonski" Design**
- **Separately applied wipers**
- **Plug-in parts are attached to the railcar to provide an authentic reproduction of the front skirt**
- **Switchable lighting via DIP switch (in analogue version)**

Q4/2020			
70382	=	2/1	
70383	=	2/1	

Trailer for motor coach class 810

ŽSSK

Ep	V-VI
	161
	PluX16
	R2
LED	

CAD drawing

The trailers still used on the Slovakian rail network are now mostly operating in the current Blonski design. This coating in red-white-light grey is typical for the later Epoch V and the current Epoch VI.

- **Model in "Blonski" Design**
- **Interior lighting and tail light can be switched via DIP switch (in analogue version)**

Q4/2020		
74243	=	

* In the digital version with on-board decoder Ex-works without PluX16 interface.

2019

2

Roco
Photo Competition

Photo: C. Aisa

Royal goods train

72261 | 76060 | 76405 | 76409

Mail train of the steam aera

70255 | 74091 | 74418

Regional Express of the ÖBB

74412 | 74410 | 74411 | 64708 | 73614

Crossing the Alps in the “Mud Chalk Train”

73951 | 67149 | 67149

Swiss goods transport service

72602 | 71403 | 76583 | 76574 | 76574 | 76152

Goods traffic service of the DB

73364 | 76052 | 76618 | 76511

Combined transport

73060 | 76435 | 76426 | 76227 | 76228

Fast train service of the SNCF

73048 | 74355 | 74358 | 74356 | 74357 | 74359

Branch line service of the DB

70979 | 74184 | 74576

Goods traffic service of the DR

73894 | 67088 | 76576 | 76787 | 76998

z21 digital set: Electric locomotive E 52 with goods train

Edition

DRG

Ep II

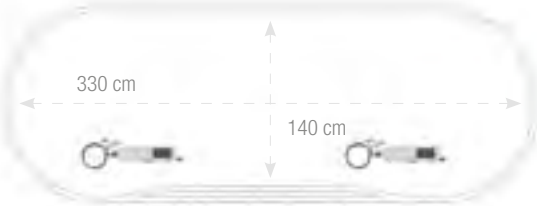
1 electric locomotive E 52
1 box goods wagon
1 gondola loaded with tree trunks
1 gondola with hinged roof hatches
1 stake wagon loaded with turf
1 tank wagon
1 caboose
1 z21, 1 WLAN router
1 Plug-in power supply
1 Z21 WLANMAUS

ROCO LINE with bedding

12 curved tracks R5, 18 straight tracks G1, 1 left switch Wl15,
1 right switch Wr15, 2 curved tracks R10, 1 straight track G½,
1 feeder track (G½), 2 digital point machines (42624), embankment parts
Size of track layout: approx. 330 x 140 cm

- **Model of the E 52 in blue-gray livery now available for the first time**
- **Digital point machines without additional cabling - switchable via Z21 WLANMAUS**
- **Available with classic goods train of the Epoch II**
- **FLEISCHMANN PROFI plug-in coupling for replacement is included**

Photomontage



Q2/2020
51323

z21 start digital set: Steam locomotive class 057 with goods train

Anniversary model

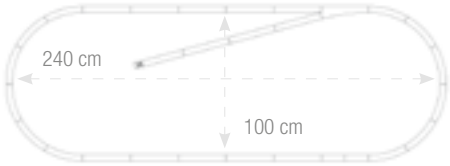
DB

Ep IV

1 steam locomotive class 057
2 box goods wagon
1 gondola with hinged roof hatches
1 stake wagon
1 z21 start, 1 plug-in power supply
1 Z21 multiMAUS

ROCO LINE with bedding
12 curved tracks R2, 14 straight tracks G1, 1 left switch WI15,
1 right switch G½, 1 feeder track (G½), 1 track bumper, 1 embankment end piece, embankment parts
Size of track layout: approx. 240 x 100 cm

Photomontage



- **Locomotive plates of different railway administrations for individual design are attached to the locomotive**

Q3/2020
51318

z21 start digital set: Diesel locomotive class 114 with goods train

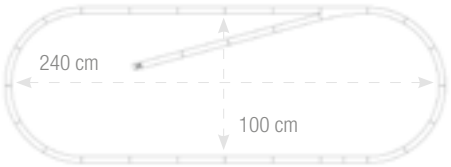
DR

Ep IV

1 diesel locomotive class 114
1 pressure gas tank wagon
1 telescoping hood wagon
1 4-axle gondola
1 z21 start, 1 plug-in power supply
1 Z21 multiMAUS

ROCO LINE with bedding
12 curved tracks R2, 14 straight tracks G1, 1 left switch WI15,
1 straight track G½, 1 feeder track (G½), 1 track bumper, 1 embankment end piece, embankment parts
Size of track layout: approx. 240 x 100 cm

Photomontage



Q3/2020
51321

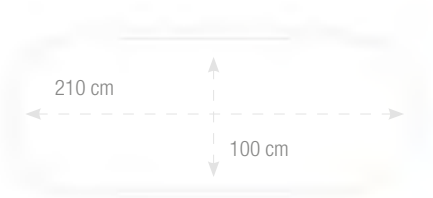
Analogue start set: ICE 2

DB AG

Ep VI

1 powered end car
1 intermediate car/on-board restaurant
1 control cab coach
1 electronic manual regulator
1 plug-in power supply

ROCO LINE without bedding
12 curved tracks R2, 9 straight tracks G1, straight track G½,
1 feeder track (G½)
Size of track layout: approx. 210 x 100 cm



▸ **Model in scale 1:100**

Q3/2020
51319

Photomontage

z21 start digital set: Diesel locomotive class 2048 with goods train

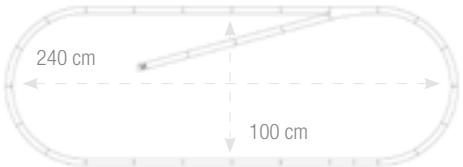
ÖBB

Ep V

1 diesel locomotive class 2048
1 telescoping hood wagon
1 pressure gas tank wagon
1 4-axle gondola
1 z21 start, 1 plug-in power supply
1 Z21 multiMAUS

ROCO LINE with bedding
12 curved tracks R2, 14 straight tracks G1, 1 left switch WI15,
1 straight track G½, 1 feeder track (G½), 1 track bumper, 1 embankment end piece, embankment parts
Size of track layout: approx. 240 x 100 cm

Photomontage



Q4/2020
51322

Photo: J.-L. Chechelski

4 piece set: “Schlieren” coaches

ÖBB

Ep	IV
	1088
	40196
	40420

ABp

Bp

Bp

BDp

Photomontage

The set contains one 1st/2nd class coach, two 2nd class coaches with different running numbers and one 2nd class coach with luggage compartment.

- **Technically revised housings, interior furnishment and various plug-in parts**
- **For the first time with the execution of the 1st/2nd class coach**

Q4/2020

74130

3 piece set: Ribbed coaches “Spantenwagen”

update

ÖBB

Ep	IV
	452
	40183
	40361

BT

BT

BDT

Photomontage

- **Every model has been visually revised: with delicately designed platform railings, separately applied handrails and matching single-hung windows**

The set contains 2 ribbed coaches type BT with single-hung windows and one ribbed coach type BDT in blue/beige livery of the Austrian Federal Railways.

Q1/2020

74094

2nd class commuter coach “City-Shuttle”

ÖBB

Ep	VI
	303
	40195
	40420

Bmpz-l Photomontage

Q2/2020
64708

- **All wagons illustrated on this page can be used to build a typical regional train that is hauled by the electric locomotive class 1142 (73614, 73615)**
- **Exotic wagon with old inscription and “Pflatsch” emblem on one rear, another rear carries also the current ÖBB word mark**

2nd class commuter coach “City-Shuttle”

ÖBB

Ep	VI
	303
	40195
	40420

Bmpz-l Photomontage

Q2/2020
74410
74411

- **74411: different running number**

2nd class control cab coach “City-Shuttle”

ÖBB

Ep	VI
	303
	40195
	40420

Bmpz-s Photomontage

Q2/2020
74412

- **With the City Shuttle wagons and the Eurofima wagons, 74344–74347, you can easily build authentic InterCity trains**

Photo: C. Auerweck

1st class Eurofima coach

ÖBB

Ep	VI
	303
	40196
	40420

Amz Photomontage

Q3/2020
74344

- **All coaches illustrated on this page are in “Upgrading” design with word mark of the ÖBB for the formation of a typical Eurocity train**

1st/2nd class Eurofima coach

ÖBB

Ep	VI
	303
	40196
	40420

ABmz Photomontage

Q3/2020
74345

2nd class Eurofima coach

ÖBB

Ep	VI
	303
	40196
	40420

Bmz Photomontage

Q3/2020
74346
74347

- **74347: different running number**

Photo: R. Auerweck

1st class Eurofima coach

start

ÖBB

Ep	VI
	264
	40196
	40420

Amz Photomontage

- **All models in scale 1:100**
- **Perfectly matches small radii**

Q2/2020 54163

2nd class Eurofima coach

start

ÖBB

Ep	VI
	264
	40196
	40420

Bmz Photomontage

Q3/2020 54164

Eurofima dining coach

start

ÖBB

Ep	VI
	264
	40196
	40420

WRmz Photomontage

Q2/2020 54165

Photo: R. Auerweck

Photo: D. Häusermann

1st class double deck coach

SBB

Ep	VI
	303
	40196
	40420

A

Photo: SBB CFF FFS

- Current design with black window band
- Each model is equipped with a new gaiter

Q4/2020 74493

1st class double deck coach with luggage compartment

update

SBB

Ep	VI
	303
	40196
	40420

AD

Photo: SBB CFF FFS

Q4/2020 74494

2nd class double deck coach

SBB

Ep	VI
	303
	40196
	40420

B

Photo: SBB CFF FFS

- 74496: different running number

Q4/2020 74495

74496

Double deck dining coach

SBB

Ep	VI
	303
	40196
	40420

WRB

Photo: SBB CFF FFS

Q4/2020 74497

Double deck control cab coach

SBB

Ep	VI
	303
	PluX16
	R2
	LED
	40420

Bt

Photo: SBB CFF FFS

- Design update with new handles, separately applied windscreen wipers and new SBB logo
- 74499: Model for AC operation now available from factory for the first time

Q4/2020 74498 =

74499 ~

1st class Eurocity compartment coach

start

SBB

Ep	VI
	264
	40196
	40420

Apm Photomontage

- **All models in scale 1:100**
- **Perfectly matches small radii**

Q2/2020 54166

2nd class Eurocity compartment coach

start

SBB

Ep	VI
	264
	40196
	40420

Bpm Photomontage

Q2/2020 54167

Eurocity dining coach

start

SBB

Ep	VI
	264
	40196
	40420

WRm Photomontage

Q2/2020 54168

1st class Eurocity fast train coach

start

CD

Ep	VI
	264
	40196
	40420

Amz Photomontage

- **All models in scale 1:100**
- **Perfectly matches small radii**

Q3/2020 54169

2nd class Eurocity fast train coach

start

CD

Ep	VI
	264
	40196
	40420

Bmz Photomontage

Q3/2020 54170

Eurocity dining coach

start

CD

Ep	VI
	264
	40196
	40420

WRmz Photomontage

Q3/2020 54171

1st class passenger coach “Y/B 70”

CD

Ep	VI
	282
	40196
	40420

A

Photomontage

Q1/2020
64860

- **Model in current "Najbrt" livery**

1st/2nd class passenger coach “Y/B 70”

CD

Ep	VI
	282
	40196
	40420

AB

Photomontage

Q1/2020
64861

Photo: M. Schmid

2nd class passenger coach “Y/B 70”

CD

Ep	VI
	282
	40196
	40420

B Photomontage

Q2/2020
64863
64864

- **64864: different running number**
- **Model in current "Najbrt" livery**

2nd class passenger coach “Y/B 70”

CD

Ep	VI
	282
	40196
	40420

BDsee Photomontage

Q2/2020
64865

Sleeper coach “Y/B 70”

CD

Ep	VI
	282
	40196
	40420

WLAB Photomontage

Q1/2020
64862

- **Used for international night train services**

Couchette coach “Y/B 70”

CD

Ep	VI
	282
	40196
	40420

Bcee Photomontage

Q1/2020
64859

- **Used in front of accompanied goods trains and special trains**

1st/2nd class passenger coach

DB

Ep	III
	160
	40181
	40196
	40361

AB3i Photomontage

Q4/2020
64995

- **Epoch III model without roof vents**

2nd class passenger coach

DB

Ep	III
	160
	40181
	40196
	40361

B3i Photomontage

Q4/2020
64993
64994

- **64994: different running number**

Baggage coach

DB

Ep	IV
	303
	40196
	40420

Dms 905 Photomontage

Q3/2020
74166

- **Rich detailing on the model with many separately applied parts**
- **Model with longitudinal blue beams**
- **For a maximum speed of 200 km/h**
- **Perfectly matches fast trains of the epoch IV**

Photo: M. Morkowsky

1st class fast train coach “Halberstädter”

DR

Ep	IV
	303
	40196
	40420

Ame Photomontage

The IEx (InterExpress-Zug) trains were introduced as a new type in the international train fleet of East Germany's Deutsche Reichsbahn during the timetable change of May 1986. Their destinations were the capital cities of East Germany's socialist sister states. These trains were always equipped with the latest rolling stock in the inventories of the respective railway administrations. The most modern carriage types at this time were the large-capacity comfort coaches, which were manufactured in Bautzen and featured air conditioning and swivelling sliding doors. In order to standardise the appearance of such trains, some "Halberstädter" passenger coaches were painted in the same colour scheme and used as back-up coaches.

- **Freestanding handles**
- **Rich detailing on the bogies**
- **Buffer beams can be retrofitted**
- **Model with true to original interior design**
- **74816: different running number**

Q3/2020
74815
74816

2nd class fast train coach “Halberstädter”

DR

Ep	IV
	303
	40196
	40420

Bmee Photomontage

Q3/2020
74817

- **In the design of the DR prototype**

1st class fast train coach “Y/B 70”

DR

Ep	IV-V
	282
	40196
	40420

Ame Photomontage

Q3/2020
74818

- **In attractive Interregio livery**

1st class IC compartment coach

DB AG

Ep	VI
	303
	40196
	40420

Avmz Photomontage

Q4/2020
74670

- **Rich detailing on the true to original model**

1st/2nd class IC compartment coach

DB AG

Ep	VI
	303
	40196
	40420

ABvmz Photomontage

Q4/2020
74671

The demand for ICE replacement trains resulted in a shortage of second-class carriages in the DB long-distance division – while at the same time there was a surplus of first-class coaches. For this reason some carriages in the inventory were downgraded for use in normal Intercity trains as "back-up carriages". Due to their high level of comfort, these carriages proved more popular with customers. These downgraded carriages are the perfect addition to existing trains and can even be used exclusively in faithfully replicated replacement trains.

2 piece set: 2nd class IC compartment coaches

DB AG

Ep	VI
	606
	40196
	40420

Bvmz

Bvmsz Photomontage

Q4/2020
74089

2nd class IC compartment coach

DB AG

Ep	VI
	303
	40196
	40420

Bwmz Photomontage

Q4/2020 74672

- **Prototypical implementation of all details**

2nd class IC open seating coach

DB AG

Ep	VI
	303
	40196
	40420

Bpwmz 125 Photomontage

Q4/2020 74673

- **Authentic interior design**

1st class IC compartment coach

start

DB AG

Ep	VI
	264
	40196
	40420

Avmz Photomontage

- **All models in scale 1:100**
- **Perfectly matches small radii**

Q2/2020 54160

2nd class IC open seating coach

start

DB AG

Ep	VI
	264
	40196
	40420

Bpmz Photomontage

Q2/2020 54161

IC dining coach

start

DB AG

Ep	VI
	264
	40196
	40420

WRmh Photomontage

Q2/2020 54162

1st class open seating coach “Corail”

SNCF

Ep	VI
	303
	40183
	40420

A10rtu Photomontage

Q1/2020
74542

- Visually revised model
- Rich detailing on the model in “Carmillon” livery

2nd class open seating coach “Corail”

SNCF

Ep	VI
	303
	40183
	40420

B11tu Photomontage

Q1/2020
74543
74544

- Perfectly matches the BB 22000 (73879, 73880)
- 74544: different running number

Photo: H. Radulescu

1st class fast train coach “UIC-Y”

SNCF

Ep	IV
	282
	40196
	40360

A9 Photomontage

Q4/2020
74355

- **Perfectly matches the electric locomotive BB 9200 (73048, 73049)**
- **Model available for the first time in many years**

2nd class fast train coach “UIC-Y”

SNCF

Ep	IV
	282
	40196
	40360

B10 Photomontage

Q4/2020
74356
74357

- **74357: different running number**

Dining coach “UIC-Y”

SNCF

Ep	IV
	282
	40196
	40360

Vru Photomontage

Q4/2020
74358

Baggage coach “UIC-Y”

SNCF

Ep	IV
	230
	40196
	40360

Dd4s Photomontage

Q4/2020
74359

- **Model with freestanding steps on the luggage compartment doors**

2nd class passenger coach

MÁV

Ep	VI
	303
	40195
	40420

Bpmee Photomontage

Q2/2020
64658
64659

- **64659: different running number**
- **Perfectly matches the electric locomotive class 470 (73522, 73524)**

2nd class control cab coach

MÁV

Ep	VI
	303
	40195
	40420

Bpmbdfee Photo: A. Németh

Q2/2020
64664

- **Perfectly matches the electric locomotive class 470 (73522, 73524)**

Photo: J. Kaufmann Anlage J. Sailer

1st class fast train coach “Plan D”

NS

Ep	III
	258
	40196
	40360

A8 Photomontage

Q3/2020
74428

- **Model in blue livery without logo of NS**

2nd class fast train coach “Plan D”

NS

Ep	III
	258
	40196
	40360

B9 Photomontage

Q3/2020
74429
74430

- **74430: different running number**

Dining/baggage coach “Plan D”

NS

Ep	III
	258
	40196
	40360

RD Photomontage

Q3/2020
74431

Passenger coach

NS

Ep	III
	228
	40196
	40360

B Photomontage

Q1/2021
74419

- **Available for the first time in many years**
- **Perfectly matches the “Plan D” coaches**

Dining coach

PKP

Ep	IV
	303
	40196
	40420

WRdmnu Photo: A. Etmanowicz

- **Model of the type Bautzen with true to original roof, modified front and entry areas**
- **Freestanding handles**
- **Buffer beams can be retrofitted**
- **Model with true to original interior design**

Q2/2020
74811

1st class IC fast train coach

start

PKP IC

Ep	VI
	264
	40196
	40420

A9mnouz Photomontage

- **All models in scale 1:100**
- **Perfectly matches small radii**

Q3/2020
54172

2nd class IC fast train coach

start

PKP IC

Ep	VI
	264
	40196
	40420

B10mnopuz Photomontage

Q3/2020
54173

IC dining coach

start

PKP IC

Ep	VI
	264
	40196
	40420

WRmnouz Photomontage

Q3/2020
54174


85 007
85 008

Photo: R. Auerweck

Combined transport

In view of the growing traffic flows in Europe, especially on the roads, measures were taken at an early stage to increase the use of environmentally friendly modes of transport – including „combined transport“. In the latter, rather than unloading and reloading the transported goods, the entire transport containers are conveyed along the transport chain using different means of transport, i.e. HGVs, trains and ships.

Container handling on flat wagons is the most common type of combined transport (CT). The so-called (double) pocket wagons, on which both containers and trailers can be loaded, are also indispensable for CT. For this purpose, junction stations with loading facilities have been established both at the ports and inland.

The Rolling Highway was developed to allow the rail transport of entire lorries, which are independently driven onto the trains during loading. The lorry drivers spend their travel time in the accompanying RoLa car.

The practice of exchanging and shunting individual wagons in stations is too time-consuming and therefore in decline. Single-wagon traffic also requires special wagons to avoid shunting impacts and the resulting cargo damage.

The Swiss company Hupac developed the concept of shuttle trains in the 1990s – a special variant of block trains that run with a fixed wagon combination. Today, numerous other operators also use this mode of transport on the various railway main lines throughout Europe.

In Europe, the rail network is so densely meshed that most areas are accessible by rail. The main corridors for combined transport over the Alps are the Gotthard line in Switzerland and the Brenner axis in Austria. Numerous CT trains can also be observed using the Tauern Pass Railway and the Schober Pass – their destinations are the Adriatic ports. Since the Eastern European countries joined the EU, the East-West axes have also played an important role. They distribute the CT cargo from the North Sea ports to Central and Eastern Europe.

Articulated double pocket wagon

AAE

Ep	VI
	390
	40195

Sdggmrs/T2000 Photomontage

Q1/2020

76438

- **Each T2000 and T3 is equipped with separately attachable locking bars**

Double container carrier wagon

KOMBIWAGGON

Ep	IV-V
	390
	40196

Sggmrs Photomontage

Q1/2020

76633

Articulated double pocket wagon

AAE

Ep	VI
	390
	40195

Sdggmrs/T2000 Photomontage

Q3/2020

76426

Articulated double pocket wagon

AAE

Ep	VI
	393
	40195

Sdggmrs/T2000 Photomontage

Q1/2020

76435

- **Truck trailers with different decorations on the loading compartment doors**

Articulated double pocket wagon

WASCOSA

Ep	VI
	393
	40195

Sdggmrs/T2000 Photomontage

Q3/2020

76431

Pocket wagon T3

AAE

Ep	V-VI
	211
	40179

Sdgmns 33 Photomontage

Q3/2020

76231

Pocket wagon T3

AAE

Ep	V-VI
	211
	40179

Sdgmns 33 Photomontage

Q2/2020

76227

Pocket wagon T3

AAE

Ep	VI
	211
	40179

Sdgmns 33 Photomontage

Q3/2020

76229

Pocket wagon T3

AAE

Ep	VI
	211
	40179

Sdgmns 33 Photomontage

Q2/2020

76226

Pocket wagon T3

AAE

Ep	VI
	211
	40179

Sdgmns 33 Photomontage

Q3/2020

76230

Pocket wagon T3

AAE

Ep	VI
	211
	40179

Sdgmns 33 Photomontage

Q4/2020

76228

Photo: P. Spoor

Sliding-wall wagons Hbbillns

n:

In practically all European railway administrations, the twin-axle sliding-wall wagons of the type Hbbi(ll)ns(s) are currently the standard wagons. This wagon is ideal for the transport of weather-sensitive, large-volume and palletised cargo.

Different design variants were produced under the type designation Hbbillns or Hbbins (without partition walls for transport protection). Compared to the previous Roco sliding-wall wagon models, the most distinctive feature of this wagon type is the absence of the narrow canopy at the apex. The „U"-shaped release levers on the fronts are also typical features of these wagons. The prototype of our model was first built by the wagon construction company in Niesky (Saxony) for the Ahaus Alstätter Eisenbahn AG (AAE) and can be found in the wagon fleets of ÖBB, SBB, AAE, BDZ, CD and GySEV.

The design permits fast and economical cargo handling and ensures adequate cargo protection. With its sliding-wall system, the vehicle guarantees optimum accessibility of the loading area from each side with forklifts, pallet trucks, etc. Loading and unloading from above by crane is also possible. A large loading width and loading height are characterised by optimum utilisation of the UIC external frame. The loading area can accommodate up to 44 Euro pallets. Hbbillns wagons are equipped with up to six bulkheads, which serve to additionally secure the load against longitudinal displacement inside the wagon. However, while the wagon protects the cargo against the weather, it has no ventilation or temperature control. The vehicle can be used freely on the RIV railway network.

Sliding wall wagon

ÖBB

Ep	V
	178
	40196

Hbbillns Photo: C. Ochsner

Applies for all wagons on this double page:

- **Rich detailing on the front and on the wagon ends**
- **With separately applied handles and operating rods**
- **True to original chassis**

Q4/2020
77487

Sliding wall wagon

SBB CARGO

Ep	VI
	178
	40196

Hbbillns Photo: C. Ochsner

Q4/2020
77488

Sliding wall wagon

CD CARGO

Ep	VI
	178
	40196

Hbbillns Photo: P. Vgenopoulos

Q4/2020
77486

The two-axle slide tarpaulin wagons of the type Hbbi(ll)ns(s) are currently considered standard wagons at practically all European railway administrations. The wagon is ideally suited for the transport of weather-sensitive, large-volume and palletized goods.

Sliding wall wagon

n:

AAE

Ep	V
	178
	40196

Hbbillns

Photo: P. Vgenopoulos

Q4/2020

77485

Sliding wall wagon

ŽSSK

Ep	V-VI
	178
	40196

Hbbillns

Photo: P. Spoor

Q4/2020

77494

2 piece set: Gondolas

K.K.St.B.

Ep	I
	174
	137185

Photomontage

Q4/2020

76048

- Model with spoked wheels
- Tailboards are the same height but with a different number of boards

4 piece set: Ore wagons

ÖBB

Ep	III-IV
	456
	40183

Fad

Photomontage

Q1/2020

76063

- Wagons carry ore
- Perfectly matches the steam locomotive class 86 (73024, 73025, 79025) and the class 52 (72228, 72229, 78229)

Shunting wagon

update

ÖBB

Ep	IV-V
	137
	PluX16
	LED

Dgho Photomontage

- First time with PluX16 interface
- In digital mode with individually switchable head or tail light
- With fine metal handle bars

Q2/2020
74487

3 piece set: Slurry wagons

ATIR-RAIL

Ep	VI
	471
	40196

Zacns Photomontage

- Models with perforated walkway grids and steps
- Ideal for the formation of block trains
- Perfectly matches the Vectron of SETG, 73951, 73952, 79952

Q3/2020
67149

3 piece set: Gondolas

ÖBB

Ep	VI
	543
	40196

Eanos

Photomontage

Photomontage

- Perfectly match blocktrains
- All models are loaded with scrap

Q2/2020
76082

Swing roof wagon

SBB

Ep	V
	111
	40196

Tds Photomontage

Q1/2020

76583

- **Delicately designed steps, ladders and platform railings**

Tank wagon

SBB

Ep	VI
	102
	40183

Photomontage

Q3/2020

76960

- **In fictional design with “Avia” mascot**

Stake wagon

SBB

Ep	VI
	229
	40196

Rs Photomontage

Q1/2020

76574

- **New running number**

Double sliding wall wagon unit

SBB

Ep	VI
	336
	40196

Hilrrs Photomontage

Q2/2020

76152

- **Model elaborately aged by hand**
- **Version with ribbed sliding walls**
- **Both wagons are coupled via a rigid removable drawbar**

Gondola

start

SBB

Ep	VI
	115
	40196

Es Photomontage

Q3/2020
56284

Postal goods wagon

SBB

Ep	VI
	168
	40196

Z2 Photomontage

Q4/2020
67187

- **With many separately applied plug-in parts**
- **Steps are perforated and finely structured**
- **Delicately designed freestanding handles**

2 piece set: Gondolas

ECCO RAIL

Ep	VI
	322
	40183

Eaos Photomontage

Q2/2020
76731

- **Freestanding handles**

Stake wagon

WASCOSA

Ep	VI
	229
	40183

Res Photomontage

Q3/2020
76984

- **Used in construction transport and for non-sensitive freight**

8 piece set: Goods wagons

start

ČSD

Ep	III
	882
	40196

Photomontage

Q1/2020

44001

- **New running numbers**

Photo: J. Kaufmann Anlage J. Sailer

Chemical tank wagon

DRG

Ep	II
	101
	6560

Photomontage

- With brakeman's cab
- Version with reveted boiler
- FLEISCHMANN PROFI plug-in coupling for replacement is included

Q1/2020
76606

Stake wagon

DRG

Ep	II
	140
	40196

R Stuttgart

Photomontage

- With brakeman's cab and delicately designed truss

Q3/2020
76869

Box goods wagon

DB

Ep	III
	104
	40183

Gmhs 30

Photomontage

Q1/2020
76320

Car transport wagon

DB

Ep	IV
	275
	40184

Laes 543 Photomontage

Q2/2020
76458

- **Loaded with VW 1500 cars**
- **Painted car models have prints**

Car transport wagon

DB

Ep	IV
	275
	40184

Laes 543 Photomontage

Q2/2020
76459

- **Loaded with VW 1600 TL cars**
- **Painted car models have prints**

Photo: R. Krauss, Slg. Stefan Carstens

Box goods wagon

start

DB

Ep	III
	206
	40196

GGths 43 Photomontage

Q1/2020

76552

Tank wagon “Danzas”

DB

Ep	IV
	102
	40183

Photomontage

Q3/2020

76780

4 piece set: Self unloading hopper wagons

DB

Ep	III
	528
	40183

KKt 57 Photomontage

Q2/2020

67083

Heavy duty flat wagon

DB

Ep	IV
	124
	40196

Rlmmp 700 Photomontage

Q1/2020

46380

▸ **New running number**

Tank wagon

VTG

Ep	IV
	102
	40183

Photomontage

Q1/2020

76511

- **Delicately designed ladders and platform railings**

Photo: P. Driesch/Sammlung S.Carstens

Photo: F. Willke/Sammlung S.Carstens

Tank wagon

DB

Ep	IV
	102
	40196

Photomontage

Q3/2020

76618

- **With chrome-plated tank**
- **For the transport of solvents**

3 piece set: Tank wagons

EVA

Ep	IV
	498
	40196

Photomontage

Q3/2020

76052

Box goods wagon

start

DR

Ep	IV
	206
	40196

Hacgrs-v Photomontage

Q1/2020

76553

2 piece set: Gondola with hinged roof hatches

DR

Ep	III
	177
	6560

K Photomontage

Q3/2020

76306

- **Each gondola has a different wheelbase**
- **FLEISCHMANN PROFI plug-in coupling for replacement is included**

2 piece set: Self unloading hopper wagons

DR

Ep	IV
	438
	40196

Facs Photomontage

Q4/2020

67088

Flat wagon

DR

Ep	III
	113
	6560

X Photomontage

Q3/2020

76305

- **True to original livery and lettering**
- **FLEISCHMANN PROFI plug-in coupling for replacement is included**

Acid transport wagon

DR

Ep	IV
	101
	6560

Zik Photomontage

Q4/2020

76307

- **With brakeman's platform**
- **FLEISCHMANN PROFI plug-in coupling for replacement is included**

Self unloading hopper wagon

DR

Ep	IV
	111
	40196

Eds-u Photomontage

Q4/2020
76576

- **Delicately designed steps, ladders and platform railings**

Swing stake wagon

DR

Ep	IV
	160
	40196

Ks Photomontage

Q4/2020
76998

Container carrier wagon

DB/DR

Ep	IV-V
	171
	40196

Lgjs 598

Q1/2020
76787

- **The wagon of the DB carries two 20 'containers of the DR**

2 piece set: Swing roof wagons

DB AG

Ep	V-VI
	438
	40196

Tads Photomontage

Q2/2020
67142

- **With separately applied plug-in parts**

2 piece set: Self unloading hopper wagons

DB AG

Ep	VI
	438
	40196

Facs Photomontage

Q4/2020
67087

Swing roof wagon

DB SCHENKER

Ep	VI
	250
	40196

Tadgs 959 Photomontage

Q1/2020
76414

- **Rich detailing on the model with many plug-in parts**
- **For moisture sensitive bulk goods such as cereals**

Self unloading hopper wagon

start

DB SCHENKER

Ep	VI
	138
	40196

Fad Photomontage

Q4/2020
56339

- **Perfectly matches block trains**

12 piece display: Self unloading hopper wagons

DB AG

Ep	V-VI
	1728
	40183

Fals 183 Photomontage

Q4/2020
75894

- With real scale sized coal
- Each wagon pair has the same running number
- Single cars available from your specialized dealer

Gondola

DB AG

Ep	V-VI
	181
	40196

Eanos-x Photomontage

Q1/2020
76940

- Can be perfectly combined with blocktrains
- Rich detailing on the model with sophisticated prints

2 piece set: Gondolas

DB AG

Ep	VI
	362
	40196

Eanos-x Photomontage

Q2/2020
76726

Photomontage

- Model is loaded with scrap
- For the transportation of weather insensitive goods

2 piece set: Heavy transport wagons

BW

Ep	VI
	374
	40196

Salmms Photomontage

Q3/2020
76074

Swing roof wagon

DB AG

Ep	VI
	219
	40196

Tads Photomontage

Q4/2020
76403

- **With Logo “YARA”**

Slurry wagon

GATX

Ep	VI
	157
	40196

Zaes Photomontage

Q3/2020
76541

- **Many separately applied plug-in parts**
- **Perforated steps and step plates**

Slurry wagon

ERMEWA

Ep	VI
	157
	40196

Zaes Photomontage

Q1/2020
76542

- **Many separately applied plug-in parts**
- **Perforated steps and step plates**

2 piece set: Car transport wagons

ARS ALTMANN

Ep	VI
	630

Hccrrs Photomontage

Q1/2020
76408

- **Can be perfectly combined with blocktrains**
- **Rich detailing on the model with many plug-in parts**

Slide tarpaulin wagon

ERR

Ep	VI
	229
	40196

Rilnss Photomontage

Q3/2020
76476

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

Slide tarpaulin wagon

AAE

Ep	VI
	138
	40196

Shimmns Photomontage

Q1/2020
76442

2 piece set: Slide tarpaulin wagons

GATX

Ep	VI
	276
	40196

Shimmns Photomontage

Q3/2020
76055

3 piece set: Slide tarpaulin wagons

Shimmns Photomontage

CAPTRAIN

Ep	VI
	414
	40196

Q3/2020

76054

- **One wagon with delicately printed advertising**

Stake wagon

Ks Photomontage

DSB

Ep	III
	162
	40196

Q2/2020

76846

- **Model with brakeman's platform**

Box goods wagon

K Photomontage

SNCF

Ep	III
	104
	40183

Q2/2020

76321

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

Gondola

Fas Photomontage

SNCF

Ep	IV
	160
	40183

Q4/2020

66995

Telescoping hood wagon

Shimmns Photomontage

SNCF

Ep	IV-V
	138
	40196

Q4/2020

67539

3 piece set: Gondolas

HZ CARGO

Ep	VI
	543
	40196

Eanos Photomontage

Q1/2020

76091

Box goods wagon

FS

Ep	IV
	249
	40183

Gabs Photomontage

Q1/2020

76496

- **In original design**

Double wagon unit

FS

Ep	IV
	366
	40184

Saadss Photomontage

Q4/2020

76756

Gondola

FS

Ep	V
	161
	40183

Ealos Photomontage

Q3/2020

76356

- **For the transportation of weather insensitive goods**

2 piece set: Telescoping hood wagons

FS

Ep	V
	276
	40196

Shimmns Photomontage

Q4/2020

76047

- **For transporting steel coils**

Swing roof wagon

FS

Ep	VI
	250
	40196

Tadgns Photomontage

Q3/2020

76407

- **With Epoch VI lettering available for the first time**

6 piece display: Gondolas

FS

Ep	VI
	1086
	40196

Eanos Photomontage

- **Model aged by hand**
- **Ideal for the formation of block trains**
- **Single cars available from your specialized dealer**

Q2/2020
75973

Sliding wall wagon

FS

Ep	V-VI
	230
	40196

Habfis Photomontage

Q1/2020
76717

Refrigerator wagon

NS

Ep	III-IV
	135
	40183

Ics Photomontage

Q2/2020
76713

- **Elaborate printing on the model**

Post wagon

NS

Ep	IV
	161
	40196

Hbis Photomontage

Q3/2020
76550

3 piece set: Gondolas

NS

Ep	IV
	309
	40196

GTOW

Photomontage

Q1/2020

76062

2 piece set: Slide tarpaulin wagons

ON RAIL

Ep	VI
	276
	40196

Shimmns

Photomontage

Q3/2020

76049

- **Ideal for the formation of block trains**

Box goods wagon

start

PKP

Ep	III
	206
	40196

KKwho5

Photomontage

Q4/2020

76554

Swing stake wagon

PKP

Ep	IV-V
	160
	40196

Ks

Photomontage

Q2/2020

76689

- **With declinable and detachable stanchions**

Stake wagon

PKP CARGO

Ep	VI
	229
	40183

Res

Photomontage

Q1/2020

76590

- **Wagon carries steel coils**
- **Moveable pivotable stanchions**
- **Detachable side tail lifts**

3 piece set: Self-unloading hopper wagons

PKP CARGO

Ep	VI
	432
	40183

Falns

Photomontage

Q4/2020
76046

- **Model loaded with real coal**
- **Ideal for the formation of block trains**

Gondola

SJ

Ep	IV
	161
	40183

Eaos

Photomontage

Q2/2020
76908

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

Box goods wagon

ŽSSK

Ep	VI
	165
	40196

Gbs

Photomontage

Q4/2020
76660

- **With brakeman's platform**

2 piece set: Gondolas

CHEM TRANS LOGISTIC

Ep	VI
	322
	40183

Eaos

Photomontage

Q1/2020
76086

- **Model loaded with real coal**

Narrow-gauge railways

Photo: J. Kaufmann Anlage Freunde der Mariazellerbahn Modell

Just as a large river originates from many small watercourses, the major traffic flows on the main lines originate from many small tributary lines. Narrow-gauge railways are used in the latter due to their adaptability and simplicity. These narrow railway lines can be cleverly adapted to the natural paths, snaking their way through even the narrowest valleys.

As the advantages of rail access to the country's more economically developed areas became apparent, the main railway lines were extensively upgraded – while the more remote regions were rather left behind. However, the latter's demands for a connection to the „big, wide world" grew ever louder. In this respect, the construction of narrow-gauge railways offered a solution.

The widespread avoidance of costly engineering structures and tunnels made the construction of new tracks economically viable. Furthermore, the procurement cost of the smaller and simpler narrow-gauge vehicles was around half that of standard-gauge rolling stock – many line sections in remote areas would not have been built without this advantage. Thanks to the new rail connections, these regions suddenly found themselves able to participate in the country's wider industrial development.

Steam locomotive 399.02

ÖBB

Ep	IV
	134
	PluX16
	261 mm

Photo: Sammlung W. Brutzer

Q3/2020		
33276	=	4/1
33277	= 🔊	4/1

At the beginning of the 20th century, powerful narrow-gauge locomotives with "Stütztender"("supported tender") of the class Mh were procured for the mountainous Mariazellerbahn lines. After only a few years the high volume of passengers led to the electrification of the lines between Mariazell and Gusswerk. This was also the reason why the steam locomotives from 1911 on, were only used on the non-electrified branchlines of the Mariazellerbahn from Offer-Grafendorf to Gresten - the so-called "Krumpe". As a result, the Mh locomotives, which had been redesignated by the ÖBB as the class 399 in 1953, also found use on other Austrian narrow-gauge railways. From about 1970 on, the ÖBB transferred most of the vehicle parc of the class 399 to the Waldviertel, and until the 1980s the locomotives managed a large part of the traffic there.

- **Precise realization in operation condition of the 1980ies**

soundlab

Diesel locomotive 2095.07

ÖBB

Ep	IV
	120
	PluX22
	200 mm
	LED

Photomontage

Q4/2020		
33304	=	4/1
33305	= 🔊	4/1

- **Down to the finest detail: free-standing handle rails, intricate lamp rings and a perforated ventilation grille on the roof**
- **Model with silver trim**

After a collision with a bus on the Bregenzerwald Railway line in January 1982, the 2095.07 was severely damaged. When the locomotive was repaired, the damaged side 2 was equipped with the ÖBB emblem "Pflatsch" and adhesive numbers, while the side 1 still kept its wing-wheel and number plate. The locomotive continued to operate with this look until the next main inspection took place.

soundlab

Photo: J. Kaufmann Anlage Freunde der Mariazellerbahn Modell

Stake wagon

SSm/s, ÖBB

Photo: H. Herdin

Stake wagon

ÖBB

Ep	IV-V
	128

SSm/s Photo: H. Herdin

Q3/2020
34580

n:

The wagon factory Busch in Bautzen delivered from 1942 narrow-gauge goods wagons to the German Reichsbahn. As the wagons remaining in Austria after the Second World War were mainly used for timber transport, they received various modifications. At the ÖBB these converted wagons were designated SSm / s. Some of these wagons were equipped with robust sheet metal end walls and firmly welded stanchions.

- **True to original underbody and new stakes**
- **Floor of the brakeman's platform is made from checker plate aluminium**
- **Frame is equipped with winches**
- **Partition separates the brakeman's platform from the loading bed**
- **Etched labelling plates mounted on the frame**

2 piece set: Stake wagons

ÖBB

Ep	IV-V
	256

SSm/s Photo: H. Herdin

Q3/2020
34581

n:

- **Loaded with logs (illustration differs)**

Diesel locomotive V 60 K

DR

Ep	III-IV
	120
	PluX22
	200 mm
	LED

Photomontage

"What if...?"
In 1956, the Deutsche Reichsbahn began development of two diesel locomotives for the 750 mm narrow-gauge railway, which were to replace the rapidly ageing IV K. In addition to own developments, they searched also in the Czechoslovakia and in Austria according to diesel locomotives with a track gauge of 750 mm. They found these in Austria in the form of the locomotive series 2095. In 1963, they borrowed the 2095.11 – at the time still a young locomotive – from the ÖBB for a one-month trial and stationed it in Wilsdruff. With its 600 hp, the locomotive not only met the respective line requirements but was also deemed to be very reliable. However, for economic reasons the subsequent purchase of the required 30 locomotives of the 2095 series, which the DR would have classified as the V 60 4801 – 4830 series, never materialised. For the one-month test the locomotive was even repainted in accordance with the DR colour regulations. In addition, four locomotive signs with the number [V 60 4801] were produced at the sign-making workshop in Pockau.

- **Finest details: freestanding handles, delicately designed lamp rims and perforated ventilation grilles on top of the roof**

soundlab

Q4/2020		
33314	=	4/1
33315	=	4/1

Baggage coach

DR

Ep III-IV

92

KDp

Photomontage

Q4/2020

34048

- **Rich detailing on the model which has delicately designed platforms**

2 piece set: Roll wagons

DR

Ep IV

208

Photomontage

Q3/2020

34067

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

Analogue start set: Light railway diesel locomotive with tipper wagon train

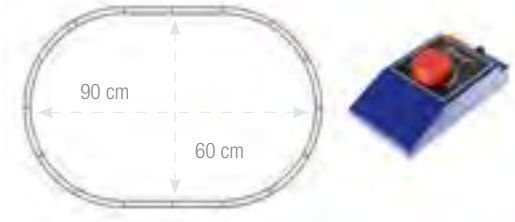
Ep III-VI

1 light railway diesel locomotive
4 light railway tipper wagons
1 electronic controller
1 plug-in power supply

Oval track layout

12 curved tracks (32204), 3 straight tracks (32202),
1 feeder track
Size of track layout: approx. 90 x 60 cm

Photomontage



Q3/2020

31034

Photo: J. Kaufmann Anlage J. Sailer

73048	75
73048	123
73049	75
73051	74
73056	32
73057	32
73060	72
73060	123
73061	72
73062	63
73063	63
73074	63
73075	63
73104	72
73105	72
73122	91
73123	91
73164	77
73165	77
73176	112
73177	112
73214	40
73215	40
73245	35
73246	35
73266	36
73267	36
73312	70
73313	70
73326	66
73327	66
73340	76
73341	76
73364	62/123
73365	62
73366	69
73367	69
73368	66
73369	66
73406	69
73407	69
73458	82
73459	82
73474	34
73475	34
73522	75
73523	75
73614	35/122
73615	35
73702	110
73703	110
73726	101
73727	101
73800	117
73801	117
73879	74
73880	74
73894	107/123
73895	107
73951	39/122
73952	39
73962	34
73963	34
74079	61
74080	61
74081	46
74082	47
74083	37
74084	37
74085	37
74086	37
74087	37
74088	37
74089	142
74090	71
74091	17/122
74092	109
74093	29
74094	129
74095	57
74096	57
74097	58
74102	13
74130	128
74166	139
74181	59
74182	59
74184	102/123
74240	95
74243	120
74344	132
74345	132
74346	132
74347	132
74355	123/145
74356	123/145
74357	123/145
74358	123/145
74359	123/145
74410	122/130
74411	122/130
74412	122/130
74418	17/122
74419	147
74428	147
74429	147
74430	147
74431	147
74487	159
74493	135
74494	135
74495	135
74496	135
74497	135
74498	135
74499	135
74515	81
74516	81
74517	81
74542	144
74543	144
74544	144
74576	102
74576	123
74670	142
74671	142
74672	143
74673	143
74811	148
74815	141
74816	141
74817	141
74818	141
75894	170
75973	175
76046	177
76047	174
76048	158
76049	176
76050	87
76051	45
76052	123/166
76054	173
76055	172
76060	10
76060	122/176
76063	158
76064	51
76065	51
76074	171
76082	159
76086	177
76091	174
76152	122/160
76226	153
76227	123/153
76228	123/153
76229	153
76230	153
76231	153
76305	167
76306	167
76307	167
76320	163
76321	173
76356	174
76403	171
76405	11/122
76407	174
76408	172
76409	11/ 122
76414	169
76426	123/152
76431	152
76435	123/152
76438	152
76442	172
76458	164

76459	164
76476	172
76496	174
76511	123/166
76541	171
76542	171
76550	175
76552	165
76553	167
76554	122/176
76574	160
76576	123/168
76583	122/160
76590	176
76606	163
76618	123/166
76633	152
76660	177
76673	87
76689	176
76713	175
76717	175
76726	170
76731	161
76756	174
76780	165
76787	123/168
76846	173
76869	163
76908	177
76940	170
76960	160
76984	161
76998	123/168
77485	157
77486	156
77487	156
77488	156
77494	157
78001	90
78002	115
78003	117
78009	111
78015	116
78020	100
78083	104
78182	102
78202	26
78211	56
78229	8
78256	16
78261	98
78264	99
78318	18
78320	67
78452	81
78486	38
78603	52
78657	50
78712	87
78790	116
78810	106
78980	100
79025	8
79027	12
79035	88
79036	86
79057	32
79061	72
79063	63
79075	63
79096	22
79105	72
79177	112
79215	40
79246	35
79267	36
79313	70
79327	66
79365	62
79367	69
79369	66
79400	108
79402	50
79404	52
79407	69
79459	82
79475	34
79703	110
79727	101
79814	44
79895	107
79915	53
79917	53
79927	78
79933	40
79935	60
79937	65
79952	39
79963	34

Photo: J. Kaufmann Anlage J. Sailer

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Country abbreviations

The ranking of the models within the standards H0 and H0e is based: steam locomotives, electric locomotives, diesel locomotives, wagons, freight wagons. Within the categories it is done alphabetically according to the international car license plates.

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

Epoch explanation

(Not all appear in this catalogue)

Ep I	**Epoch:** 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

(Not all appear in this catalogue)

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

Symbols of railway operators

(Not all appear in this catalogue)

K.K.St.B.	Kaiserlich-Königliche Staatsbahnen - Imperial Royal State Railways
BBÖ, ÖBB	Österreichische Bundesbahnen - Austrian Federal Railways
SNCB	National Railway Company of Belgium
SBB	Schweizerische Bundesbahnen - Swiss Federal Railways
K.P.E.V.	Königl. Preußische Eisenbahn-Verwaltung - Royal Prussian Railway
K.Bay.Sts.B	Royal Bavarian State Railways
DRG	Deutsche Reichsbahn Gesellschaft - German State Railway Company (up until 1937)
DRB	Deutsche Reichsbahn - German State Railway (1937-1949)
DR	Deutsche Reichsbahn - German State Railway
DB	Deutsche Bundesbahn - German Federal Railways (1951-1993)
DB AG	Deutsche Bahn AG - German Bahn 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
ČD	Czech Railways
ŽSR	Railways of the Slovak Republic (1993-2004)
ŽSSK	Railways of the Slovak Republic (since 2005)
CFL	Luxembourg National Railways
SZ	Slovenian Railways
SŽD	Railways of Soviet Russia

Legend

(Not all appear in this catalogue)

00000	Article number
Q1-4/2019	Release: 1st-4th quarter of the same year
Ep III	Epoch
187	Overall length
	Direct current DC
	Direct current DC with sound
	Alternating current AC
	Alternating current AC with sound
DCC	DCC (Digital)
5/2	Drive on X-axles / X-axles have traction tyres
	Cardan shaft drive in the tender of the locomotive
	White head lights changeover
	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
R2	Minimum drivable radius
	Digital version with buffer capacitor
	Dynamic steam is emitted from the chimney
	Interior lighting
6454	Interior lighting installation kit
6560	AC wheel set
	Automatic coupling
10 11	„Seuthe“ steam generator (No. 10 or No. 11)

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

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