

Roco

Novelties 2021

Great in detail and technology



www.roco.cc



Dear ROCO model railway fans!

A truly unusual model railway year lies behind us. And yet, in spite of the difficult circumstances, you have maintained your loyalty to us in 2020, for which we would like to thank you! We would also like to thank the many people who participated in this year's photo competition. It was by no means easy to reach a final decision, and because our winners are, in our opinion, true masters of photography, we have bestowed four awards this year.

Your loyalty spurs us on to repeatedly develop new and exciting model programmes. This has also been the case for the year 2021, which we will be starting with this colourful range in our innovations catalogue.

For fans of classic steam locomotives, our class 95 Edition model is to appear in a design you will love. This model features dynamic steam in the digital designs, for an even more impressive display during operation. But we aren't going to rest our laurels on this steam locomotive! In advance notice of what is to come in the year 2022, we present the completely new construction of the P 8 or class 38 steam locomotive. The sheer diversity and implementation of all this model will leave no wishes unfulfilled.

For electric railway fans, we finally have some contemporary implementations of models, the DR class 230 or the CSD class 372. Locomotives of this type are known amongst railway connoisseurs as the "Knödelpresse".

In the wagon sector, we are to present the Pwgs 41 googs train baggage wagon in a delicately-crafted design. This wagon was to be found in countless trains as an accompanying wagon. And we have also paid homage to Epoch VI with the T3000e double-pocket wagon and the 95 m³ tank wagon. Both models are presented in the usual ROCO high quality in accordance with the latest standard.

We wish you much enjoyment as you discover our ideas for 2021!

Wishing you joy and health at this time,

your ROCO team

Contents

H0 Steam locomotives	6
H0 Electric locomotives.....	44
H0 Diesel locomotives	122
H0 Train composition	146
H0 Start Sets	148
H0 Passenger coaches	154
H0 Goods wagons.....	164
H0e	203
Where do I find what?	208



Great detail and technology

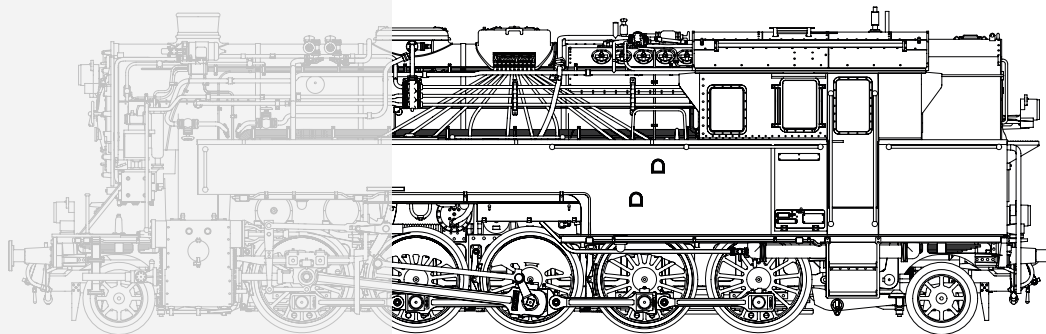
ROCO's aim is to further develop the high play value of model railways through the use of digital technologies. Here the focus remains on great attention to detail during the reproduction of original vehicles. Therefore, ROCO is continuing to make maximum quality in design and processing and the use of ultra-modern technologies and production methods its highest priority.

From the moment the development of each individual ROCO model begins, emphasis is placed on maximum detail and version diversity.



Our standard: The original

The full-size original always acts as the model for each product. Every detail is taken into account, such as correct colouration or lettering.





Our motivation: Your satisfaction

The assembly of our models is carried out with great commitment. Whether the motor, current collectors or the smallest handrail - ultimately, everything has to be in its proper location. Our aim is the consistent improvement of quality through continuous inspections - for your satisfaction.



WHO WE ARE:

- ▶ Approximately 1,100 employees
- ▶ Approximately 500 innovations per year
- ▶ Over 30,000 spare parts in stock for you
- ▶ Reliable spare parts supply over decades
- ▶ Always there for you: Hotline, Email, social media
- ▶ Latest news via Newsletter and YouTube

We work daily towards this objective - in Austria, Romania, Slovakia and Vietnam.



n:

The largest expansion of the Prussian State Railway network had been achieved by the turn of the 20th century. Trains ran under the administration of the Prussian State Railway, from Saarbrücken in the south west to Eydtkuhnen in the north east, and from Katowice in Upper Silesia right up to the Danish border. In addition to wide plain landscapes, the region of Prussia features many low mountain ranges, such the Harz mountains and the Bergische Land and Eifel regions. Their hilly routes placed high demands on locomotives.

In 1906, a milestone in the development of Prussian passenger locomotives was reached: the P 8, as the later class 38 was named in both the East and West regions, was put into operation. Robert Garbe, Head of the Locomotive Department at the KPEV Railway Management for Berlin, was responsible for the development of this successful engine. Superheated steam technology, which was still in its infancy, was able to provide power and economic efficiency outstanding for the time. The locomotive was devoid of technical extravagances, which is perhaps one of the secrets to its success. The characteristic feature for the P 8 was the larger space between the middle driving axle and the rear coupling axle. Over 3,700 specimens of this versatile, triple-coupled engine were built by German factories alone until 1923. In total, together with the reproductions constructed in Romania, almost 4,000 P 8 locomotives were produced.

Over the years, the appearance of these locomotives became as diverse as can be expected due to the high quantities manufactured: small or large smoke deflectors, or no smoke deflectors at all, were featured on both the Reichsbahn and the Bundesbahn, Giesl ejectors were used instead of round funnels in the GDR, and riveted and later welded smokeboxes were just some of the varieties produced. The steam locomotive, later designated the BR 3810–40, had an output of 880 kW (1,180 PS), weighed approximately 130 t including a fully-loaded tender, and was permitted to run at speeds of 100 km/h forwards and 50 km/h backwards.

The P 8 was a general-purpose locomotive, and was deployed for all kinds of trains. After the turmoil resulting from the two World Wars, they were used by almost all European railway administrations. They were to be found in Belgium, Denmark, France, Greece, Italy, Yugoslavia, Lithuania, Luxembourg, the Netherlands, Austria, Poland, Romania, Czechoslovakia and the Soviet Union. This long-running engine ran from Epoch I to the early Epoch IV. In May 1972, a Prussian P 8 hauled a scheduled passenger train on Deutsche Bundesbahn tracks for the very last time. Today, several of these locomotives are still operated by museums.



Steam locomotive

P 8



Photo: W. Hanold/Archiv J. Sauter

Steam locomotive class 038



DB

Ep	IV
	214
	PluX22
	R2
	LED



Photo: H.-J. Eggerstedt/Archiv J. Sauter

- Completely new design
- Finely detailed model with many separately applied plug-in parts
- Wheels with fine spokes
- Design with rivet tender and "Witte" smoke deflectors

2022	
71379	=
71380	=
79380	~

Steam locomotive class 38



DR

Ep	IV
	214
	PluX22
	R2
	LED

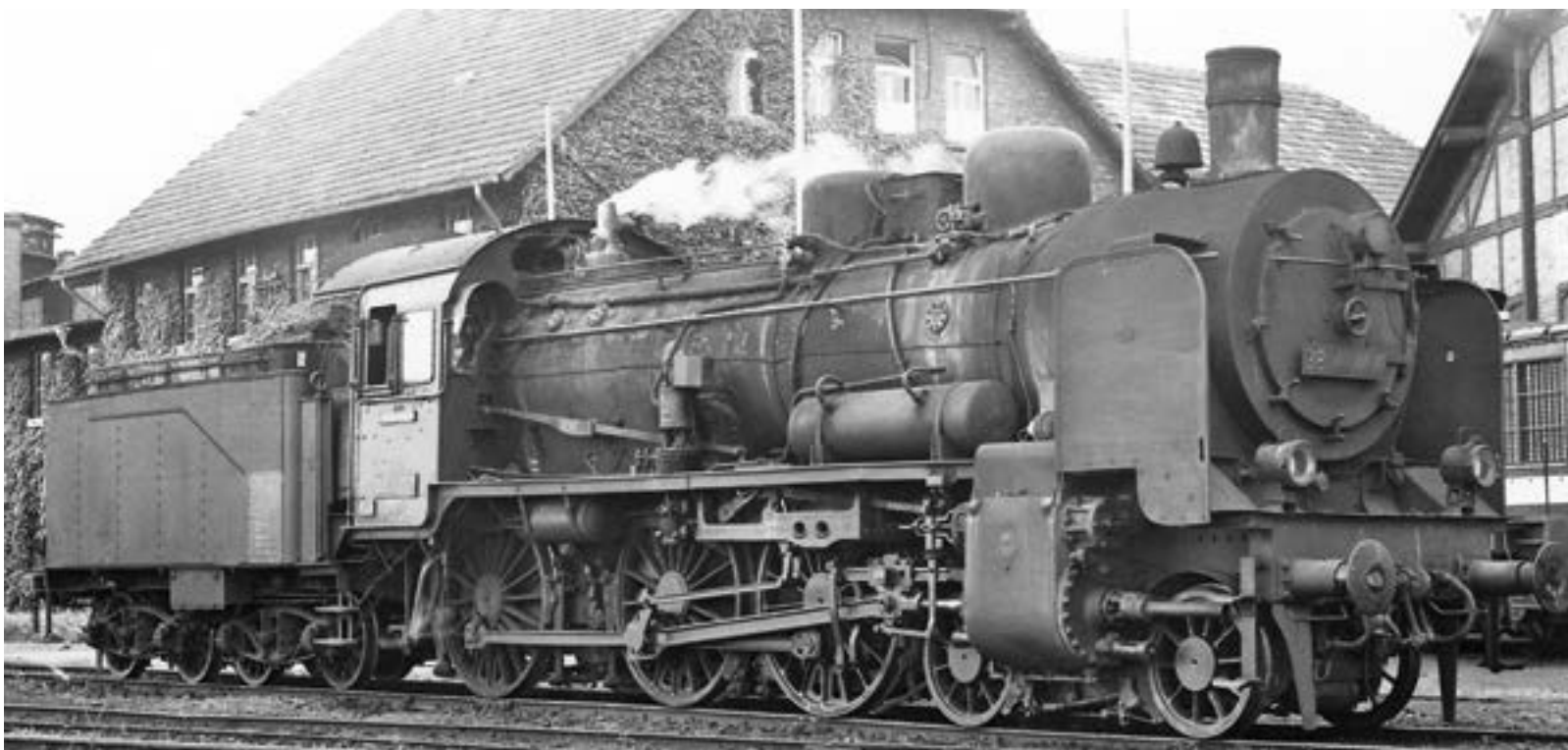


Photo: Ziemert/Archiv J. Sauter

- ▶ Completely new design
- ▶ Finely detailed model with many separately applied plug-in parts
- ▶ Wheels with fine spokes
- ▶ Design with rivet tender and "Wagner" smoke deflectors

2022	
71381	=
71382	=
79382	~

Steam locomotive 95 0014-1

Edition **n:**



DR

Ep	IV
	174
	PluX22
	R2
	LED



Photomontage

This type of steam locomotive was the strongest tender locomotive ever procured by the Deutsche Reichsbahn-Gesellschaft. 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 Rübeld Railway.

- **Completely new design**
- **Available for the first time – a mass-produced model with a new boiler**
- **Finely detailed model with many separately applied plug-in parts**
- **Wheels with fine spokes**
- **Digital versions include dynamic steam and faithfully reproduced sounds**
- **Version with oil firing**
- **With driver's cab and running gear lighting**
- **Matching the DR goods wagon set, item 76030**

Q3/2021		
71095	=	5/1
71096	=	5/1
79096	~	5/1



Class 95 in detail



Coherently-designed, bullish front end



Elaborately reproduced and illuminated driver's cab



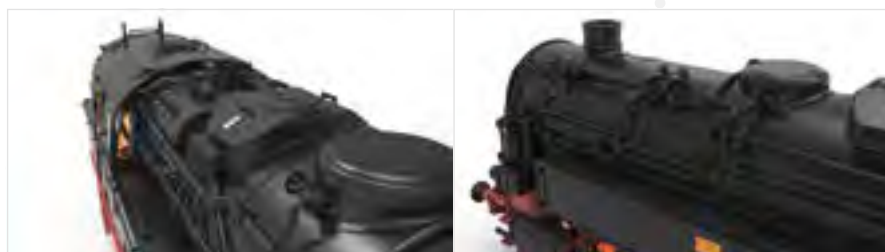
Free-standing top headlight and separately applied handrails and ladders



Prototypical running gear lighting



Partially open bar frame



Separately applied tank lines, valves and grids over driver's cab



Photo: S. Carstens

6 piece set: Goods train



DR

Ep	IV
	761
	40196
	6560
	40361



E



Zkk



Eas



Gos (1400)



Tds



Pwgs 41

Photomontage/CAD drawing

The set consists of a two-axle open goods wagon with coal loading, a four-axle open goods wagon with coal loading, a swing roof wagon, a tank wagon, a covered goods wagon with rear lighting and a goods train baggage wagon.

- Model of the Pwgs 41 as completely new design, for the first time in DR design
- Perfectly matches the steam locomotive class 95, items 71095, 71096 and 79096
- Covered goods wagon is equipped with tail lights (batteries required for operation)

Q4/2021

76030

Steam locomotive class 85



Ep	I
	79
PluX16	
R2	
LED	



Photomontage



When the main railway lines were essentially extended, the advantages of the developed economic areas became apparent; however, remote areas lagged behind. So the kkStB wanted to push these regions and build "secondary railway lines". With the construction of the unsophisticated local railways, many towns and villages could be connected to the big, wide world.

- Detailed execution of the control
- Model with many separately applied plug-in parts

Q3/2021		
73156	=	2/0
73157	=	2/0

3 piece set: Goods train



Ep	I
	267
137185	



Photomontage

The set consists of a caboose, a high-sided wagon and a covered goods wagon.

- Models with fine spoke wheel sets

Q1/2021
76037

4 piece set: Passenger train



KKStB/BBÖ

Ep	I
	411
	40361
	40181



BC



C



DF



D

Photomontage

Q4/2021

74062

- Used on Austrian branch lines
- Wagons with reproduction of typical wooden planking

Steam locomotive 209.43

Edition


BBÖ

Ep	II
	201
	PluX16
	R3
	LED



Photomontage

The private Austrian Südbahn Gesellschaft procured this shapely steam locomotive from 1910 onwards to haul the increasingly heavy express trains on the mainline Vienna–Trieste. From 1910 to 1914, the locomotive factory StEG Vienna, the locomotive factory Wiener Neustadt and the Wiener locomotive factory Floridsdorf delivered 44 locomotives for use in the Austrian railway network of the Südbahn. After the nationalisation of the Austrian part of the Südbahn in 1923, 17 locomotives were transferred to the Austrian Federal Railways (then designated BBÖ) as series 209, because number 109 was already occupied.

- Ideal to haul express and passenger trains
- Free-standing pipes and many separately applied plug-in parts
- Full metal wheels with low wheel flanges

Q2/2021				
72108	=	2/2		10
72109	=	2/2		11
78109	~	2/2		11

Steam locomotive 26.101



PFT-TSP

Ep	V-VI
	265
	NEM 652
	R2
	LED



Photomontage

PFT-TSP is the abbreviation for "Patrimoine Ferroviaire et Tourisme/Toerisme en SpoorPatrimonium", a Belgian association for the preservation of historic equipment, vehicles and railway heritage of the Belgian Railways. The restoration is carried out exclusively by volunteers in their free time. The vehicles and equipment that have already been restored are currently shown in the Railway Museum of Saint-Ghislain. The association also runs the museum railway "Le Chemin de Fer du Bocq" that operates on the lines between Ciney and Purnode (Yvoir).

- Version with "Witte" smoke deflectors and tub-style tender
- With fine metal spoked wheels
- Drive and coupling rods made of precision casting
- Z21 driver's cab available

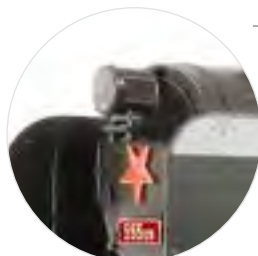
Q3/2021					
70271	=	7/2			10
70272	=	7/2			11
78272	~	7/2			11

Steam locomotive 555 109



ČSD

Ep	III
	265
	PluX16
	R2
	LED



Photomontage

Q2/2021

70273	=	7/2		 10
70274	= 	7/2		 11

- Finely detailed model with many separately applied plug-in parts
- Set of fine metal wheels
- Separately applied large lamp in Czech design (non-functional)

3 piece set: Goods train



ČSD

Ep	III
	355
	40183
	40196



Z



Vd



R

Photomontage

- Typical wagons to form an Epoch III goods train

Q3/2021

76018

6 piece set: "Prussian goods train"



K.P.E.V.

Ep	I
	718
	NEM 651
	R2



Pg



Nwl



Vh

Photomontage

The train set contains a steam locomotive type G 8.2, a tank wagon, an acid pot wagon, 3-axle goods wagon with brakeman's cab, a small animal transport wagon with two movable sliding doors and a caboose.

Q4/2021		
61480	=	2/2
61481	=	2/2
61482	~	2/2

- ▶ Locomotive-tender close coupling
- ▶ Wagons partially with movable sliding doors
- ▶ FLEISCHMANN PROFI plug-in coupling for replacement is included

2021

TRAIN OF THE YEAR

Steam locomotive PtL 2/2 4512



K.Bay.Sts.B.

Ep	I
	80
	NEM 652
	R2



Photomontage

Q2/2021		
72058	=	2/0
72059	=	2/0

The local railway locomotive with the designation PtL 2/2 (loco with tender which hauls passenger trains for local railways) is certainly one of the best-known steam locomotives from the old days among model railway fans. The locos were more commonly known as the "Glaskastl", "Schnauferle", "Quietscherle", "Bockl" etc. They had a power output of 210 HP. They were authorized to drive 40 km/h - but achieved according to reports from locomotive drivers a maximum speed of 60 km/h and more.

► Used in front of passenger trains and light goods trains on branch lines

4 piece set: Local train



K.Bay.Sts.B.

Ep	I
	411
	40361
	40181



CL



CL



PPostL



GwL

Photomontage

The prototypes of these coaches were first put into service in 1906. The baggage wagon is even older and is based on the construction from 1896. Seventy-four units of the 3rd class passenger coach type CL Bay 06b were built, of the mail cars type Pw PostL Bay 06 there were 77 and of the baggage wagons type GwL Bay 96 were even 151 registered in a wagon list from 1913.

Set contains four local train coaches of the Royal Bavarian State Railways.

► Delicate design with authentic decorative lines and inscriptions
► Used on Bavarian branch lines

Q1/2021
74187

Steam locomotive class 44



DRG

Ep	II
	260
	NEM 652
	R2



Photomontage

- In photographic paint with “Wagner” smoke deflectors
- Metal wheels with fine spokes

Q4/2021				
73040	=	7/2		10
73041	=	7/2		11
79041	~	7/2		11

3-piece set: Tank wagons



DRG

Ep	II
	426
	40183



Bzb



Bzb



Bzb

Photomontage



- Delicately designed ladders and platform railings

Q4/2021
76015



Photo: Sammlung J. Sauter/Hubert

Steam locomotive class 01.10



DRB

Ep	II
278	
NEM 652	
R3	



Photomontage



- Streamlined fairing for locomotive and tender
- With five-axle tender type 2'3 T 38
- Ideal supplement to subsequent express train coaches

Q3/2021				
71204	=	3/3	10	
71205	=	3/3	11	
79205	~	3/3	11	

WHAT IF...?

In the years 1939 to 40, a total of 55 three-cylinder engines were built as the class 01.10. With a streamlined cladding added, the air resistance reduced drastically in the wind tunnel. Test drives confirmed the assumption that the engines could easily reach 150 km/h, and that the effective tensile force on the hook could be increased by almost 50 %. Therefore, red paintwork would have been perfectly feasible on some locomotives.

1st/2nd class express train passenger coach

	
DRB	
Ep	II
	250
	6560
	6452



AB4ü-35

Photomontage

► FLEISCHMANN PROFI plug-in coupling for replacement is included in all 5 models

Q3/2021 74370

1st/2nd/3rd class express train passenger coach

	
DRB	
Ep	II
	244
	6560
	6452






ABC4ü-35

Photomontage

Q3/2021 74371

3rd class express train passenger coach

	
DRB	
Ep	II
	244
	6560
	6452



C4ü-35

Photomontage

Q3/2021 74372

Express train dining coach



DRB/MITROPA

Ep	II
----	----

⚡	270
---	-----

⚡	6560
---	------

⚡	6452
---	------



WR4ü-35

Photomontage

Q3/2021

74373

Express train baggage coach



DRB

Ep	II
----	----

⚡	250
---	-----

⚡	6560
---	------

⚡	6452
---	------



Pw4ü-37

Photomontage

Q3/2021

74374



Steam locomotive class 70.0



DB

Ep	III
	107
	NEM 651
	R2



Photomontage

Q4/2021

73042



2/0

73043



2/0

79043



2/1



- Fine wheelsets and control
- Ideal for use on branch lines
- FLEISCHMANN PROFI plug-in coupling for replacement is included

3 piece set: Local train



DB

Ep	III
	304
	40196
	40361



LPwPost



CL



CL

Photomontage

Set contains two 3rd class passenger coaches and a post/baggage coach.

Q4/2021

74054

- Delicately designed model in green livery with authentic lettering
- In operating condition of the 1950s mainly used on Bavarian branch lines



Steam locomotive 85 009



DB

Ep	III
	187
	PluX22
	R2
	LED



Photomontage

There were only 10 locomotives of the approximately 133-tons heavy tender locomotives built and operated on the lines of the so-called "Höllentalbahn". The locomotives of the class 85 were the heaviest steam locomotives that were ever used in Germany. Because of their superior tractive force, the bullish looking tender locomotives proved to be very successful when operating on steep mountain inclines. Since the locomotives had a superior performance, the toothed racks became totally unnecessary and were removed as early as 1933. The locomotives were also much appreciated by the staff of the locomotives and enjoyed great popularity as they reduced the travel times of passenger trains by more than 1/3 of the original travel time.

- **Finely detailed model with many separately applied plug-in parts**
- **Operating condition around 1959 with DB emblem**
- **Digital versions include dynamic steam and faithfully reproduced sound**
- **Number plates with pointed numbers**
- **Fine metal wheel sets**

Q2/2021			
72272	=		5/1
72273	=		5/1
78273	~		5/1



Steam locomotive 52 2443



DB

Ep	III
	265
	NEM 652
	R2
	LED



Photomontage

Q2/2021				
70275	=	7/2		10
70276	=	7/2		11
78276	~	7/2		11

- Version without smoke deflectors
- With fine metal spoked wheels
- Drive and coupling rods made of precision casting
- Z21 driver's cab available

Steam locomotive 023 040-9



DB

Ep	IV
	245
	NEM 652
	R2



Photomontage

Q1/2021				
70249	=	4/2		10
70250	=	4/2		11

- For the first time featuring prototypical sound
- Rich detailing on the model with many separately fixed parts
- Metal wheels with fine spokes



Steam locomotive 03 1073



DB

Ep	III
	275
	PluX16
	R3
	LED



Photomontage

The increasing long-distance travel traffic in Germany, line extensions and shorter travel times meant that the two-cylinder express train locomotives of the 01 and 03 series were more frequently used than before to the detriment of their performance limits. In 1936 the decision was made to purchase newly developed three-cylinder express locomotives, reflecting the zeitgeist, with streamlined fairing. Of the 60 machines actually built, only 45 survived the war. The Deutsche Bundesbahn was able to integrate 26 locos to its vehicle fleet. Completely different than initially planned, the successful career of the series 03.10 only began after it had been revised and "undressed". Until 1966, these great racers, still equipped with new high-performance boilers, provided their services for high-quality express trains at the DB.

- Delicately designed model with a new boiler
- Tender with tender flaps for manual opening
- Fine wheel sets with spoked lead wheels
- Reproduction of the third inner cylinder with inner engine
- With engine lighting

Q2/2021				
73120	=	2/2		40160
73121	=	2/2		40160
79121	~	2/2		40160

Edition

1st/2nd class commuter coach



DB

Ep	IV
303	
40196	
40420	



ABnb

Photomontage

Q1/2021

74587

- Printed destination signs enclosed with all n-coaches
- Matching the steam locomotives class 023 (items 70249, 70250) and class 03.10 (items 73120, 73121, 79121)

2nd class commuter coach



DB

Ep	IV
303	
40196	
40420	



Bnb

Photomontage

Q1/2021

74588

74589

- Item 74589: different running number
- All n-carriages printed in typical peacock-eye pattern

Commuter coach with control cab



DB

Ep	IV
303	
PluX16	
LED	
40420	



BDnf 738

Photomontage

u:
update

Q1/2021

74590

- For the first time featuring LED headlight and interface for easy retrofitting of a decoder
- Auto-switch of headlights and tail lights

Baggage coach for express trains



DB

Ep	IV
226	
40196	
40420	



Dye 973

Photomontage

Q1/2021

74448

- Model with raised cab on top of the roof

Steam locomotive 086 400-9



DB

Ep	IV
	160
	PluX22
	R2
	LED

Q1/2021				
70317	=	4/1		10
70318	=	4/1		11
78318	~	4/1		11



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. In 1974 the last tank engines, by then designated as class 086, were withdrawn from service from the DB.

- ▶ Model version with “De Limon wheel flange lubrication”
- ▶ Finely detailed 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 welded design

Steam locomotive 86 270



DR

Ep	III
	160
	PluX22
	R2
	LED

Q4/2021				
73028	=	4/1		10
73029	=	4/1		11
79029	~	4/1		11



Photomontage

- ▶ Operation condition around 1952
- ▶ Short cut water tanks in welded design
- ▶ Scissor brakes
- ▶ Depot Bw Dresden-Friedrichstadt

Steam locomotive 37 1009-2



DR

Ep	IV
196	
PluX22	
R2	
LED	

Q1/2021

71211	=	2/2	10
71212	=	2/2	11
79212	~	2/2	11



Photomontage

The steam locomotive 24 009 was one of the five ex class 24 machines that remained with the DR after the war. It was the only locomotive that was used for a longer time. In 1970 the machine was transferred to the depot Stendal and yet received the new EDP number 37 1009-2.

- In operation condition of the early 1970s
- Leading wheel is a solid disc-wheel

Steam locomotive 86 1361-4



DR

Ep	IV
160	
PluX22	
R2	
LED	

Q1/2021

73032	=	4/1	10
73033	=	4/1	11
79033	~	4/1	11



Photomontage

From 1928 to 1943, almost every 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 and this meant that they could not only be used in their primary application field for "branchlines" but also for main and feeder lines. At the beginning of the 1950s, 164 class 86 locomotives were still available for operation in the GDR. Most of the locomotives were running for the depot in Aue on the lines of the Ore Mountains. In 1970, 162 locomotives were still provided with an EDP-compliant running number but then were scrapped from 1973 on.

- With bell
- Long cut-out water tanks
- Fine metal wheel sets
- Depot Bw Aue/Bw Karl-Marx-Stadt

Steam locomotive 01 1518-8



DR

Ep	IV
	281
	NEM 652
	R3



Photomontage

The Deutsche Reichsbahn feared that it would not be able to provide sufficient locomotives for the express trains due to the partly poor condition of the 01 series. Therefore the DR decided to redesign the class 01, which for the Reichsbahn also meant an improvement in performance and the elimination of technical problems, and it worked out brilliantly. The new welded boiler got a third safety valve, all boiler superstructures received guards, the driver's cab was modernised and the Witte wind deflectors were bevelled at the front. When the locomotives with coal firing were redrawn in 1970, they were classified as series 01.15. The last station of the 01 1518 locomotive was Saalfeld. It was taken out of service in May 1981.

- Version with auxiliary signage
- Model with coal tender, running board skirting and long steam dome fairing
- Fine metal wheel sets



Q3/2021				
71265	=	5/2	10	
71266	=	5/2	11	
79266	~	5/2	11	



R. N. Lawrence



Steam locomotive class 52



DR

Ep	IV
	265
	NEM 652
	R2
	LED



Photomontage

Q3/2021				
70277	=	7/2		10
70278	=	7/2		11
78278	~	7/2		11

- ▶ Version with original boiler and snow plough
- ▶ Fine spoked metal wheels
- ▶ Drive and coupling rods made of investment cast metal
- ▶ Z21 driver's cab available



Steam locomotive 55 4154-5



DR

Ep	IV
	210
	NEM 651
	R2
	LED



Photomontage

The series 55.25-56 locomotives (former Prussian G 8.1), of which almost 5.000 units were built, had a power output of 1.260 hp and reached a top speed of 55 km/h. The loco was mainly used in goods trains and for heavy shunting services.

- ▶ Finely detailed model with many separately applied plug-in parts
- ▶ With inserted lamp glass available in the Roco programme for the first time
- ▶ Printed signs with lettering 55 4154-5 and 55 5110-6 included with model
- ▶ FLEISCHMANN PROFI plug-in coupling for replacement is included

Q2/2021			
72046	=	2/1	
72047	=	2/1	

Steam locomotive 231 E 40



Ep	III
	272
	NEM 652
	R3
	FR
LED	



Photomontage

The series 231 E was created out of the necessity to design powerful steam locomotives for the increasingly heavy French express trains after the First World War. Instead of expensive new developments, André Chapelon was commissioned by the Paris-Orleans Railway to rework existing Pacific-type steam locomotives to meet the new expectations. The engineer achieved the required increases in performance and savings in power consumption, mainly through thermodynamic improvements. Success proved him right: the modified locomotive achieved maximum test speeds of up to 174 kilometers per hour. In regular operation, it even reached an incredible top speed of 130 kilometers per hour. With a performance increase of 50 percent and a simultaneous reduction in consumption costs, Chapelon turned the old steam locomotives into future-proof express locomotives.

- Finally back in the Roco programme
- Highly detailed model in filigree design
- With asymmetrical dual headlights
- Used in heavy express train traffic

Q2/2021				
73078	=	2/2		10
73079	=	2/2		11
79079	~	2/2		11



Steam locomotive Oi2



PKP

Ep	III-IV
	196
	PluX22
	R2
	LED



Photomontage

The class 24 locomotives were initially intended for use in passenger trains. Its application field was soon extended to light goods trains. Thanks to its massive design, it was considered a reliable multi-purpose locomotive for lighter services. Thirty-four locomotives remained in Poland after the Second World War, where the last locomotive was in operation until 1976.

- **Finely detailed model with many separately applied plug-in parts**
- **PKP design with PluX22 interface available for the first time**
- **With white wheel tyres**
- **Featuring large lamps in typical Polish design**

Q4/2021

72060	=	2/2		10
72061	=	2/2		11

On a train in the mountains

The Alpspitz-Bahn



Photomontage/Photo: C. Barmettler



With their unique combination of mountain landscape and venturesome routing featuring numerous bridges and tunnels, rack-and-pinion railways engender particular fascination. The movement of the train is achieved through the engagement of a toothed wheel in a toothed rack positioned in the centre of the track, as the usual friction generated between wheels and rails is insufficient for the steep inclines.

After the rack-and-pinion trains originally produced for tourist and industrial traffic proved their worth, plans were formed to utilise the toothed rack for continuous passenger and freight transport, and thus railways in the so-called mixed system were developed. This system features the alternating use of friction and toothed rack sections depending on the gradient ratios. The traction is exercised by one and the same engine.

The first rack-and-pinion railways were exclusively operated using steam locomotives. At the end of the nineteenth century, electric traction increased greatly in significance. Today, many of the trains originally operated using steam have been electrified; on several of these, the steam locomotives have been replaced or supplemented with diesel traction units. Because steam engines were so popular with the tourists, several rack-and-pinion railway operators procured new, oil-fired steam locomotives in the 1990s.

It is possible to find a particularly large number of private rack-and-pinion railways in the Alps, and these attract tourists from all over the world. Some of the most famous railways are the Zugspitzbahn in Germany, the Schaffbergbahn in Austria and the Vitznau-Rigi-Bahn in Switzerland, which is the country with the most rack-and-pinion railways.

Cogwheel steam locomotive



ALPSPITZ-BAHN

Ep	III-VI
	123
	NEM 651
	R2



Photomontage

Q2/2021		
73159	=	3/0

- Can be operated on and off toothed rack tracks
- FLEISCHMANN PROFI plug-in coupling for replacement is included

Cogwheel electric locomotive



ALPSPITZ-BAHN

Ep	III-VI
	100
	PluX16
	R2
	LED



Photomontage

Q2/2021		
70442	=	2/0
70443	=	2/0

- Can be operated on and off toothed rack tracks
- FLEISCHMANN PROFI plug-in coupling for replacement is included

Cogwheel passenger coach



ALPSPITZ-BAHN

Ep	III-VI
212	
40196	
40420	



Photomontage

Q2/2021

74506

74507

- Item 74507: different running number
- FLEISCHMANN PROFI plug-in coupling for replacement is included

Cogwheel baggage coach



ALPSPITZ-BAHN

Ep	III-VI
107	
40196	
40361	



Photomontage

Q2/2021

74508

- Delicately designed model
- FLEISCHMANN PROFI plug-in coupling for replacement is included

Flexible toothed racks for ROCO LINE tracks

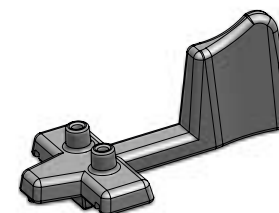


- Flexible installation possible in straight and curved tracks
- Can be used from radius 2 (358 mm)
- Content: 4 toothed rack elements, 24 fastening chairs, fastening nails

Q1/2021

42602

Assembly aid for ROCO LINE toothed rack



CAD drawing

- For easy positioning of the fastening chairs on the tracks
- Nailing aid

Q1/2021

42603

Electric multiple unit class 4010, ÖBB





In 1965, three class 4010 traction units were procured for the “Transalpin” showcase train run by the Österreichischen Bundesbahnen (Austria Federal Railways) from Vienna’s Westbahnhof to Zurich. These six-part units facilitated a much-improved travelling speed.

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 details. Amongst other things, these were windows which could be fully opened, a half-dining car and an extended end car. The planned routes meant that the number of passengers was expected to remain low, which is why these trainsets were initially only supplied in 5 parts. However, the missing first and second class compartment coaches soon had to be supplemented for capacity reasons.

At the end of the 1960s, two further six-part trainsets in line with the first series were procured as a third series for the newly-created international Johann Strauß (Vienna–Passau–Frankfurt am Main), Lake Constance (Vienna–Bregenz–St. Gallen) and Rosenkavalier (Vienna Munich) connections. Due to operational expansions, a fourth and fifth series totalling 12 six-part trainsets were ultimately procured in the 1970s. These once again featured sliding windows, yet in contrast to the previous trainsets, they featured an air-conditioned, full-sized dining car.

For a long time, the city express trains formed the backbone of long-distance transport in Austria. During the operational period of these elegantly-designed units, the trainsets were subjected to several conversions. At the start of the 1990s, the carriages were given, amongst other things, swing-sliding doors and new seat covers; the corner windows of the driver’s cabs were sealed and the motor coach trains were painted in the new corporate colours of traffic red, umber grey and grey-white.

Around the turn of the century, more major changes were made to the multiple units. First, the dining cars were phased out, and seating carriages from disused trainsets were introduced. The first and second class compartment coaches were converted into second class coaches only; the half dining cars were in part converted into seating carriages only. In place of the original layout, the traction units then ran with four second class carriages. Only the control car still had first class passengers.

Until the end of their deployment, these trains operated in the InterCity transport network within Austria, running from Graz to Vienna, Linz, Salzburg and Innsbruck. Until March 2006, they were also deployed in the express service on the Franz-Josefs railway. These attractive trainsets were phased out at the end of 2008.

6 piece electric multiple unit 4010 007-5

ÖBB

Ep	V
	1711
	PluX22
	Next18 *
	R3
	LED

The six-part multiple unit class 4010 operated for the ÖBB from 1964 to 2008 and was used for long-distance and urban rapid transit connections. 29 train units in 5 series were delivered to the ÖBB. Based on the ÖBB's international passenger coaches' colour scheme, they were repainted in traffic red, umbra grey and grey-white in the 1990s.

Q4/2021		
73058	=	4/2
73059	=	4/2
79059	~	3/2



D4hET



B4hTL



B4hTL



* Next 18 interface installed in control car.



B4hTL



B4hTL



AD4hES

Photomontage



Photo: W. Prokop

- Livery in "Valousek design"
- Power unit with red, Control cab car with grey running number on the front
- With sheeted corner windows of the driver's cab and swing-sliding doors
- Train set without dining coach
- Optional current draw either from the power head or from the control cab coach with DIP switch



Photomontage

Electric locomotive 1043.04



ÖBB

Ep	IV
	179
	PluX22
	R2
	LED



Photomontage

To meet the need for rapid delivery of new locomotives for the freight transport on the "Tauernbahn", the ÖBB branched off four locomotives from the series production of the Swedish type Rc 2. The locomotives excelled with thyristor technology and quickly proved perfect for freight transportation. Until 1974 ten locomotives were delivered to the ÖBB. Hardly any other series of the ÖBB had such a wide variety of lettering variants in its service life.

- ▶ Authentic Swedish design with ÖBB wing-wheel with umbra grey-painted roof
- ▶ Delicately etched plates with locomotive numbers and ÖBB wing-wheel attached to the package
- ▶ Authentic roof design
- ▶ Converted lamps according to ÖBB standards
- ▶ Headlight can be partially or entirely switched off with a DIP switch (analogue version)

Q4/2021		
70453	=	4/1
70454	=	4/1
78454	~	3/2

3 piece set 1: Express train "E 712"



ÖBB

Ep	IV
	878
	40420
	40195
	40196



Bmpz



ABp



Bm

Photomontage

The express train 712 ran in domestic traffic on the line between the central stations Villach and Salzburg. During the summer timetable, it also hauled a DB through carriage from the "D 238/239 Gondoliere" Trieste, which was carried on from the Salzburg central station with the E 3512 to the Munich central station. Each train also ran a through carriage from Villach central station to Lienz and from Spittal-Millstättersee to Schwarzach-St. Veit, from where they carried on with the "Ex 143 Pongau" to the Vienna central station. In 1985, a 1043 locomotive from Salzburg was used for regular service.

- E 712 model from Villach to Salzburg
- Operating condition around 1985/1986
- Perfectly matches the electric locomotive class 1043, items 70453, 70454, 78454

Q4/2021

74051

3 piece set 2: Express train "E 712"



ÖBB

Ep	IV
	836
	40420
	40183
	40195



Ds



Bmpz



Bmpz

Photomontage

- ▶ E 712 model from Villach to Salzburg
- ▶ Operating condition around 1985/1986
- ▶ Perfectly matches the electric locomotive class 1043, items 70453, 70454, 78454

Q4/2021

74052

Electric locomotive 1042 563-5



Ep	IV-V
	186
	PluX22
	R2
	LED

Q3/2021		
73608	=	4/1
73609	=	4/1
79609	~	3/2



Photomontage

A total of 257 universal electric locomotive class 1042 were built from 1963 onwards. From 1966 onwards, the locos had strong engines installed to achieve a maximum speed of 150 km/h. The locomotives were given the series designation 1042.5 and hauled all types of trains, but mostly fast passenger trains and goods trains as well as cross-border trains to Germany. Over time, the appearance of the locomotives changed. From the mid-1980s onwards, the ÖBB had the frame, running gear and roof painted in umbra grey as part of major repairs.

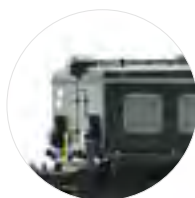
- Variant with curved corner windows
- Model in blood orange livery
- Headlight can be completely or partially switched off with a DIP switch (analogue version)

Electric locomotive 1020.027-7



Ep	V
	213
	PluX22
	R2
	LED

Q2/2021		
73126	=	6/2
73127	=	6/2
79127	~	4/2



Photomontage



- Wheelsets with low wheel flanges
- Model in fir green livery
- ÖBB logo decals attached to the package



Photo: R. Köstler

Electric locomotive 1142 683-2



Ep	VI
186	
PluX22	
R2	
LED	

Q3/2021		
73610	=	4/1
73611	=	4/1
79611	~	3/2



Photomontage

The class 1042 was a pure Austrian design and from 1963 to 1977 257 locomotives were built. In the 1990s, some locomotives underwent 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
- ▶ Switchable lighting with DIP switch (analogue version)
- ▶ Perfectly matches the ÖBB push-pull trains

Electric locomotive 1116 276-7 "25 years of Austria in the EU"



Ep	VI
221	
PluX22	
R2	
LED	

Q1/2021		
70501	=	4/1
70502	=	4/1
78502	~	3/2



Photomontage



The European Commission and the ÖBB got a locomotive in EU design on track to mark the 25th anniversary of Austria's accession to the EU. Since July 3 2020, the EU locomotive has been travelling throughout Austria and neighbouring countries. It sets a strong signal for the Green Deal, which is to make Europe a climate-neutral continent by 2050 at the latest. The "Taurus" locomotives of the ÖBB have an hourly output of 6.400 kW and reach a maximum speed of up to 230 km/h.

- ▶ With elaborate printing in anniversary design "25 years of Austria in the EU"
- ▶ With switchable high beam and individually switchable headlight or tail light
- ▶ Z21 driver's cab available
- ▶ Unique edition in special packaging

Electric locomotive class 1293



ÖBB

Ep	VI
	218
	PluX22
	R2
	LED



Photomontage

In January 2017, the Austrian Federal Railways concluded a framework agreement with Siemens for 200 new multi-system locomotives of the Vectron type. The locomotives are intended to be used in more than ten countries in Eastern and South-Eastern Europe as well as in Germany and Italy. Under the series designation 1293, the locomotives will be handed over to the ÖBB in several deliveries. Delivery of the third series with 61 locomotives started in March 2020. 28 of the locomotives will also be equipped for operation in the Netherlands and Belgium. The locomotives of the 1st and 2nd delivery have country packages for Austria, Germany, Italy, Hungary, the Czech Republic, Poland, Slovakia, Croatia and Slovenia.

- **Multi-system locomotive with Netherlands country package from the number range 1293 173-200**
- **Authentic modifications on the roof and underfloor equipment**
- **Locomotive hauls scheduled trains in Germany, the Netherlands and Eastern Europe such as the Czech Republic and Poland**
- **Headlight can be partially or entirely switched off with a DIP switch (analogue version)**



Q4/2021		
71958	=	4/1
71959	=	4/1
79959	~	3/1

Innovations on the Vectron*



Prototypical roof garden with roof wires and separators

Dependent on version, with cable harness, ATB antenna or Mirel antenna



Dependent on version, with additional external charging socket

* The innovations refer to further Vectron versions. All details described here are first implemented on items 71958, 71959, 79959.



Photo: C. Auerweck

Electric locomotive 1116 182-7 "Bundesheer"



ÖBB

Ep	VI
	221
	PluX22
	R2
	LED



Photo: E. Prantl



Photomontage

The ÖBB and the Österreichische Bundesheer have collaborated closely with each other for decades now, whether during catastrophe operations or military transportations. As a symbol of this collaboration, the 1116 182-7 has now been introduced as the third Taurus Locomotive in Bundesheer design. The locomotive is used in Austria and its neighbouring countries.






Q2/2021

70491	=	4/1
70492	=	4/1
78492	~	3/2

- Features elaborate print in "Bundesheer" design
- With switchable high beam and individually switchable headlight or tail light
- Z21 driver's cab available
- Unique edition in special packaging

Electric locomotive 1142 696-4


GRAMPETCARGO
AUSTRIA

Ep	VI
	186
	PluX22
	R2
	LED
	

Q2/2021

73478	=	4/1
73479	= 	4/1
79479	~ 	3/2



Photomontage

The Austrian railway company Grampetcargo Austria GmbH, a subsidiary of the Romanian Grampet Group, has acquired several former 1142 series locomotives from the ÖBB and had them revised in Romania. After the successful test run, Grampetcargo Austria intends to use the historic machines in the goods traffic, also in double traction.

- **Finely detailed model with many separately applied plug-in parts**
- **Headlight can be completely or partially switched off with a DIP switch (analogue version)**



Photo: K. Steiner

n:

Following the electrification of the Gotthard line, the main lines in the midland region were also covered by overhead contact wires. This made it necessary to put in an order for electric mainline locomotives of a new design, as the types used on the Gotthard mountain were unsuitable for the midland region due to their low maximum speed. SBB initially ordered three different versions so that each of the manufacturers BBC, SAAS and MFO had the opportunity to prove the efficiency of their design. This led to the locomotive types Ae 3/6^I, Ae 3/6^{II} and Ae 3/6^{III} with varying drive concepts. The Ae 3/6^I design with Buchli drive prevailed and was built in several lots. A total of 114 locomotives were built, and later further developed for a higher power output with an additional drive axle as the Ae 4/7.

The Ae 3/6^I locomotives were put into operation between 1921 and 1929, and remained in regular service for over 70 years. Initially deployed in the superior express service along the East-West axis, these locomotives also proved their worth in regional, postal and freight train services. They could be found in all three regions of the country and on all lines, whereby the Gotthard line tended to be the exception rather than the rule, because the Ae 3/6^I was only used "on the mountain" at the beginning of its deployment, and after that only in exceptional cases. Some locomotives were regularly hired by private railways, such as the BLS, which repeatedly used Ae 3/6^I engines on its railway network over a period of 14 years. Six locomotives representing all three main construction types have been preserved and are in part operational: 10601 (in private hands), 10639 (in private hands), 10650 (Mikado Association), 10664 (SBB Historic), 10693 (Mikado Association) and 10700 (SBB Historic).

Electric locomotive

Ae 3/6^I, SBB





Photo: P. Willen

Electric locomotive Ae 3/6' 10700

n:



SBB

Ep	III-VI
	170
	PluX22
	R2
	CH
LED	



Photo: SBB Historic

- Model of the 3rd series in the historic SBB design
- Complete, finely-detailed new construction with elaborate reproduction of the “Buchli” drive and the current collectors and the pantographs
- Large lamps
- Short coupling mechanism at each end of the locomotive
- Fine spoked wheels

2022		
70089	=	3/1
70090	=	3/1
78090	~	3/2

Electric locomotive Ae 3/6' 10639



SBB

Ep	V
	170
	PluX22
	R2
	CH
LED	



Photo: M. Dossenbach

- Model of the 2nd series
- Complete, finely-detailed new construction with elaborate reproduction of the "Buchli" drive and the current collectors and the pantographs
- Small lamps
- Short coupling mechanism at each end of the locomotive
- Fine spoked wheels

2022		
70087	=	3/1
70088	=	3/1
78088	~	3/2

Electric locomotive Ae 8/8 272



BLS

Ep	IV-V
	347
	NEM 652
	R3
	CH

Q2/2021		
72690	=	8/4
78690	~	8/4



Electric locomotive 465 013-1



BLS

Ep	VI
	212
	PluX22
	R2
	CH
LED	

Q3/2021		
71938	=	4/1
71939	=	4/1
79939	~	2/2



Photo: BLS

18 BLS locomotives of the type Re 465 will be modernised by 2022 and given a new coat of paint. To use them with Vectron and Traxx locomotives for the goods transport, the BLS will have them equipped with suitable multiple control systems. Furthermore, an Ethernet train will serve as a backbone for the traction of the "Car tunnel trains" and the future "Goldenpass trains". The baptismal names once placed on the nose of the locomotives will no longer be used. The overhaul will be carried out in the factory in Bönigen.

- Coloring in "Refit" design
- With separately fixed windscreen wipers
- Fine reproduction of the front handrails
- Headlight, rear light and end-of-train signal can be switched with a DIP switch (analogue version)



Photomontage



In order to haul heavy freight trains, the BLS put the Ae 8/8 into service. They developed an hourly output of 8,800 PS, the equivalent of two Ae 4/4 locomotives. Although these locomotives were mainly used to haul heavy transit freight trains, they could also be seen pulling passenger trains.

- ▶ For the first time with new, finely-detailed pantographs of the type BBC 350/2
- ▶ Both locomotive halves powered
- ▶ Design with a silver roof



Photo: M.Schmid

Electric locomotive Re 10/10

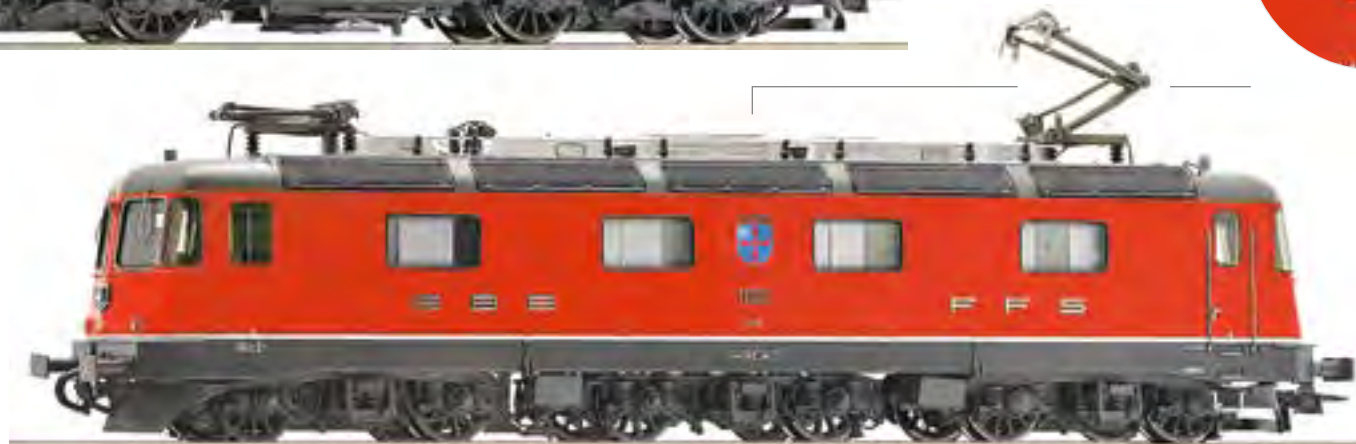


SBB

Ep	IV
	399
	PluX22
	R2
	CH
LED	



Re 4/4 11361



Re 6/6 11672 "Balerna"

Photomontage

The double traction of the Re 4/4^{II} and the Re 6/6 is called Re 10/10 for simplicity. This designation is derived from the ten powered axles that the double train has and therefore does not refer to a particular locomotive type. The Re 10/10 are used by the SBB almost exclusively in front of heavy goods trains on the Saint Gotthard route. The potent duo manages to pull the allowed maximum load of 1.400 tonnes with the towing hook at a speed of 80 kilometers per hour on a gradient of 26 per mille.

- Consists of the loco Re 6/6 11672 and the loco Re 4/4^{II} 11361
- Both are powered locomotives
- Re 6/6 with coat of arms "Balerna"
- Fine, separately applied ventilation grilles and windscreen wipers made of etched sheet metal
- Both locomotives in traffic red paintwork RAL 3020

Q3/2021

71409	=	8/2
71410	=	8/2
79410	~	7/3

Electric locomotive 465 004-0



BLS

Ep	VI
	212
	PluX22
	R2
	CH
LED	

Q3/2021

70668	=	4/1
70669	=	4/1
78669	~	2/2



Photomontage

For the 10th anniversary of the well-known Swiss biscuit manufacturer Kambly, the BLS had a special design of the Re 465 created. Since then, the locomotive has been hauling the "Kambly train" between the Swiss capital Bern, the location of the headquarter of Kambly Trubschachen-, and the world-famous tourist resort Lucerne. Along this route worth seeing, the train connects the most beautiful corners in the heart of Switzerland.

- Elaborate printing model in "Kambly" design
- With separately applied windscreen wipers
- Fine reproduction of the front handrails
- Headlight, rear light and end-of-train signal can be switched with a DIP switch (analogue version)

Electric locomotive 460 068-0



SBB

Ep	VI
	212
	PluX22
	R2
	CH
LED	

Q1/2021

70660	=	4/1
70661	=	4/1
78661	~	2/2



Photomontage

In 1992, the first locomotive Re 460 of the Swiss Federal Railways rolled out of the factory halls of the companies SLM and BBC in Oerlikon, Switzerland. The locomotive became known to the public as "Lok 2000". It stands for fast and modern passenger transport in Switzerland. An eye-catching and particularly aerodynamic design with a large front window, roof cladding and beads on the side wall make the class 460 visually an unbeatable rail vehicle.

- With separately attached wipers und Faiveley pantographs
- In current design with separately applied SBB logo and extra fixed handle on the front side
- Lighting can be switched with a DIP switch (analogue version)



Photo: D. Schärer

Electric locomotive 421 394-8



SBB

Ep	VI
	177
	PluX22
	R2
	CH
LED	



Photomontage

From 2021, six connections with a travel time of 3.5 hours will be offered daily between the main stations Zurich and Munich. The reason for this is the gap in the electrification in the section of the Deutsche Bahn between Geltendorf and Lindau. To draw attention to this, the SBB Personenverkehr has provided two of its Re 421 machines with a dark blue advertising outfit. The locomotives preferably circulate between Zurich main Station – Lindau and Zurich main Station – Singen.

- With promotion labeling "Zurich – Munich"
- Finely detailed model with pantographs for the use in Germany and Switzerland
- With many separately fixed plug-in parts partially designed with etching technology
- Z21 driver's cab available

Q3/2021		
71407	=	4/1
71408	=	4/1
79408	~	3/1

Electric locomotive 193 525-3



SBB CARGO
INTERNATIONAL

Ep	VI
	218
	PluX22
	R2
	CH
LED	

Q2/2021		
71948	=	4/1
71949	=	4/1
79949	~	3/1



Photomontage

In 2019, the company SBB Cargo International ordered 20 Vectron locomotives from the company Siemens Mobility in cooperation with the Süd-Leasing GmbH. The machines are equipped for operation in Germany, Austria, Switzerland, Italy and the Netherlands (DACHINL). To celebrate the opening of the office in the Netherlands, one loco was given a special design. Model railway fans call the loco "Holland Piercer".

- Version with baptismal name "Rotterdam"
- True to original model with a long rain gutter and raised cabs for use in Italy
- Freestanding handrails partially made of metal
- In cooperation with Rikokk DESIGN



Electric locomotive 193 258-1



SBB CARGO
INTERNATIONAL

Ep	VI
	218
	PluX22
	R2
	CH
LED	

Q4/2021		
71954	=	4/1
71955	=	4/1
79955	~	3/1



Photo: D. Häusermann

With the new flat trajectory line and the Gotthard Base Tunnel (GBT) opening, the requirements in the Swiss freight transport changed significantly. Multi-system locomotives became indispensable for continuous traction of the trains from the North Sea to Italy. When the SBB Cargo International rented Vectron MS locomotives from the Viennese leasing company ELL Austria GmbH in 2017, an increase in efficiency was achieved. The engines feature equipment for service in Germany, Austria, Switzerland, Italy and the Netherlands (DACHINL).

- Finely detailed model with four pantographs
- Used in the international freight transport
- Freestanding handrails, partially made of metal





Photo: R. Auerweck

n:

In the 1980s, the Czechoslovakian State Railway (CSD) and the Deutsche Reichsbahn (DR) decided to procure dual-system locomotives in order to simplify the consistently-increasing flow of traffic and operational processes in cross-border transport along the Berlin-Dresden-Prague line. The development, construction and testing of these locomotives took place as a collaborative, joint project between the two railway companies.

The locomotive builder in the GDR, the LEW Hennigsdorf, was operating at full capacity at this time, meaning that the Czech Škoda locomotive factory, which had already had diverse experiences with multiple-system locomotives, received the contract. However, the German 15 kV/16 2/3 Hz electricity system was uncharted territory for them. The CSD classes ES 499.1 and 499.2 served as a basis. The construction of the AC units, with which Škoda was unfamiliar, was taken on by LEW in Hennigsdorf.

In 1998, one prototype was delivered to each railway. The CSD prototype, the 372 001, was painted in blue with a yellow banderole and a grey roof. In the 1990s, the locomotive was adapted in colour to the series deliveries, and from then on was therefore painted in wine red with a yellow banderole. The prototypes were tested by both railway administrations over a four-year test phase under various operating conditions. Subsequently, the knowledge gained was taken into consideration by the manufacturers, and from 1991, a further 14 BR 372 locomotives were supplied to the CSD, and 19 BR 230 locomotives were supplied to the DR.

The general-purpose engines were deployed in express and freight train transport. With an hourly output of 3,260 kW, a maximum speed of 120 km/h could be achieved. All the locomotives in the CSD 372 class were stationed in Ústí nad Labem (Aussig). In Germany, the locomotives of this class were lovingly nicknamed "Knödelpresse" (dumpling press). The Czech counterpart went by the name of "Bastard" in the neighbouring country.

The development of the Decín–Prague connection at a maximum speed of 160 km/h made it necessary to upgrade several locomotives. From 1994, six Czech BR 372 locomotives were adapted for international express tourist travel and have since then run under the class designation 371 – "Turbobastard". The CD relocated these converted engines to the Prague depot.

When the CD Cargo freight division was founded in the year 2007, nine locomotives were assigned to the new company. Thanks to the fact that, until 2016, they were the only locomotives used by CD Cargo which could be used in German railway networks, all the engines were gradually modernised and repainted in the new company colours. In addition to the main area of deployment for the transportation of trains at the border crossing point Decín/Bad Schandau (continuing to Dresden and Leipzig), the locomotives were occasionally used in inland transport, and also ran right up to the border stations to Poland.



Photo: J. Kocourek

Electric locomotive

class 372, ČSD



Electric locomotive class 372

n:



ČSD

Ep	IV
	193
	PluX22
	R2
	ČZ
LED	



Photo: Ing. J. Kocourek/Sig. Ing. O. Repka

- ▶ Finely detailed model with many separately applied plug-in parts
- ▶ Completely newly-developed current collectors with innovative attachment
- ▶ Elaborate roof area design as well as the ventilator slats allowing an unobstructed view
- ▶ Delicate design of the bogies as well as the spoked wheels
- ▶ With rail guards and air tanks in closed form for realistic presentation in display cabinets
- ▶ Comprehensive lighting functions in the digital versions ex-works: Driver's cab and control panel lighting as well as engine room lighting
- ▶ Rear signal can be switched using a DIP switch (analogue version)
- ▶ Newly-developed "Dynamic Sound" package with two loudspeakers for improved depth of sound
- ▶ Suitable for the D374/375 "Vindobona/Hungaria", items 74188, 74189, 74190

Q4/2021		
71221	=	4/1
71222	=	4/1
79222	~	3/1



CAD drawing shows current project status

Electric locomotive class 372



ČD CARGO

Ep	VI
	193
	PluX22
	R2
	ČZ
LED	



Photo: W. v. Werkhoven

- Finely detailed model with many separately applied plug-in parts
- Completely newly-developed current collectors with innovative attachment
- Elaborate roof area design as well as the ventilator slats allowing an unobstructed view
- Delicate design of the bogies as well as the spoked wheels
- With rail guards and air tanks in closed form for realistic presentation in display cabinets
- Comprehensive lighting functions in the digital versions ex-works: Driver's cab and control panel lighting as well as engine room lighting, representation of the modified LED lamps with prototypical cold white LEDs
- Rear signal can be switched using a DIP switch (analogue version)
- Newly-developed "Dynamic Sound" package with two loudspeakers for improved depth of sound



CAD drawing shows current project status

Q4/2021		
71225	=	4/1
71226	=	4/1
79226	~	3/1

“Vindobona” is the Latin name for the City of Vienna, and the name of the international express train which ran from 1957 to 2014. For many years, this train was operated between Berlin and Vienna, travelling via Dresden and Prague. On 13th January 1957, the scheduled railcar express train connection started for the first time from the Berlin Friedrichstraße station.

The agreement between the different railway administrations with their different political systems regarding the creation of an international express train connection over this distance in the middle of the 1950s earned much positive recognition at the time. The aim of the agreement was the development of an express train connection equipped with comfortable rolling stock, whereby the 745 kilometres would be travelled in a daily connection.

Since the beginning of this train connection until May 1979, a diesel railcar was used for the Vindobona. The participating railway administrations, the Deutsche Reichsbahn-Ost (DR), the Tschechoslowakische Staatsbahn (CSD) and the Österreichische Bundesbahnen (ÖBB) each agreed to provide the vehicles at two-year intervals and with compensation in kind. The trains were mainly used by the inhabitants of West Berlin, diplomats and Scandinavians in transit through the GDR. In addition, the Vindobona was also used for standard traffic between the GDR, the Czechoslovak Socialist Republic and Austria.

Over time, the railcars used were no longer able to cope with the increasing demands in tourist traffic, as their seating capacity was limited. The European Timetable Conference of 1978 decided to have the Vindobona converted into a locomotive-hauled train from the timetable year 1979. The Vindobona was then given the train number D 374/375 at the beginning of the summer timetable 1981. It last ran from Hamburg via Berlin, Dresden, Prague, Brunn and Vienna to Villach. The train was given its international character through the alternating provision of the carriages from the participating railway administrations (DR, CSD, MAV, JZ, ÖBB).

In the annual timetables from 1986 to 1988, the train pairs IEx 74/75 “Hungaria” and D 374/375 “Vindobona” operated between Berlin-Lichtenberg and Prague hln. in unified form as the D 374/375 “Vindobona/Hungaria”. Here the carriages from Berlin to Vienna represented the regular trainset, and the carriages to Budapest a through carriage group. Our carriage sets are a reproduction of the train during the timetable year 1987/1988.



Photo: J. Kocourek

Fast train

D 374/375 “Vindobona”



3 piece set 1: Passenger coaches D 374/375 "Vindobona/Hungaria"



Ep	IV-V
	846
	40196
	40420



Y/B-70 B



Y/B-70 Bc



Y/B-70 WLAB

Photomontage



- Finely detailed models with extra applied plug-in parts
- With true to original interior design
- All coach sets suitable for electric locomotive class 372, itmes 71222, 71223, 79223 and for class 230, itmes 71219, 71220, 79220 and for diesel locomotive class 2143, itmes 70713, 70714, 78714

Q2/2021	
74188	=



4 piece set 2: Passenger coaches D 375 "Vindobona"



DR

Ep	IV-V
1212	
40196	
40420	



UIC-Z Am



UIC-Z Bm



UIC-Z BDmsb



UIC-Z WRm

Photomontage

375 Vindobona

Berlin

Dresden - Bad Schandau - Děčín hl n -
Praha hl n - České Velenice - Gmünd Nö -
Wien Franz-Josefs-Bahnhof

- Finely detailed models with extra applied plug-in parts
- With true to original interior design
- Retrofittable buffer beam

Q2/2021

74189



3 piece set 3: Passenger coaches D 375 "Vindobona"



ČSD

Ep	IV-V
	846
	40196
	40420



Y/B-70 Bm

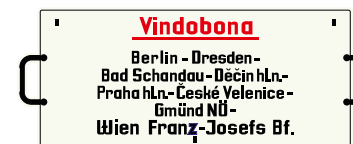


Y/B-70 Am



Y/B-70 Bm

Photomontage



- Finely detailed models with extra applied plug-in parts
- With true to original interior design

Q2/2021

74190



Photomontage

CAD drawing



2020
ROCO
Photo Competition

Photo: R. Reinders

Electric locomotive 1216 250-1



ČD

Ep	VI
	225
	PluX22
	R2
	LED



Photomontage

Since the timetable change in 2014, Railjets of the Czech Railways (CD) have been providing services connecting Prague via Vienna to Graz. For this purpose, the CD purchased seven sets of Railjets in blue livery from Siemens. In contrast to the original ÖBB sets, the CD Railjets operate with five Economy class coaches. One coach is available with restaurant and the control cab coach with 1st class and business class. Since the summer timetable 2020, the traditional long-distance train "Vindobona" is experiencing a renaissance and operates between Berlin and Graz.

- Perfectly matches the Railjet "Vindobona"
- With correct antenna equipment
- Headlight can be switched with a DIP switch (analogue version)

Q1/2021		
70487	=	4/1
70488	=	4/1
78488	~	3/2



4 piece set: "Railjet"



ČD

Ep	VI
	1222
	PluX16
	LED

Q1/2021		
74064	=	
74065	=	↗
74066	~	↗



Afmpr



ARbmpz



Bmpz



Bmpz

Photomontage

- ▶ Train movement as Railjet "Vindobona"
- ▶ Number of side windows true to the original control cab coach

3 piece set: "Railjet"



ČD

Ep	VI
	915

Q1/2021		
74067	=	
74068	=	↗
74069	~	↗



Bmpz



Bmpz



Bmpz

Photomontage



Photomontage

Electric locomotive 193 206-0



REGIOJET

Ep	VI
	218
	PluX22
	R2
	LED



Photomontage

The private railway company "Regiojet" is based in Brno - in the Czech Republic. It was founded in 2009. In the beginning, the company only operated long-distance buses, but later incorporated several Vectron locomotives and Eurofima passenger coaches into its rolling stock. Today, the long-distance trains operate on several lines and enjoy great popularity.

- Finely detailed model with four pantographs
- Used in long-distance trains in the cross-border traffic
- Headlight can be switched with a DIP switch (analogue version)



Q2/2021		
73216	=	4/1
73217	=	4/1
79217	~	3/1



Photo: R. Auerweck

3 piece set: Passenger coaches



REGIOJET

Ep	VI
	909
	40196
	40420



Ampz



Ampz



Bmpz

Photomontage



Set consisting of two Eurofima coaches (formerly first class coaches for the ÖBB) and one coach from the former DB-AG tourism train.

- Finely detailed models with freestanding handrails
- Multi-coloured interior

Q2/2021

74183

=

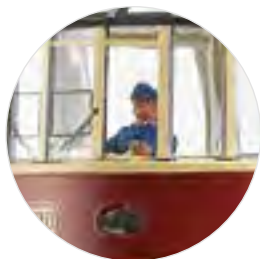


Electric railcar 491 001-4



DB

Ep	IV
	236
	NEM 652
	R2



Photomontage

Q3/2021		
73197	=	2/1
79197	~	2/1

► For the first time in red-beige livery with Epoch IV lettering

Electric locomotive 144 096-5



DB

Ep	IV
	176
	NEM 652
	R2



Photomontage

From the electric locomotive series E 44, almost 200 locomotives were put into service in the period between 1932 to 1954. The power output of the 4-axled bogie locomotives was around 2,200 kW and the maximum speed was 90 km / h. The locomotive hauled passenger trains as well as goods trains and therefore quickly earned the nickname "girl Friday" "Mädchen für alles". Some locomotives were equipped with push-pull train control and were therefore used in suburban traffic in metropolitan areas.

- Perfectly matches the "Silberlinge"
- For the first time with running number for push-pull-trains

Q2/2021		
52548	=	4/1
58548	~	3/2

Electric locomotive class 160



DB

Ep	IV
	126
	PluX22
	R2
	LED



Photomontage

FREILASSING
EDITION

EDITION FREILASSING

Over the coming years, selected models from the former engine shed Freilassing are to be reproduced under the label "Edition Freilassing". The first locomotives, at the time still running under steam, entered the locomotive shed with its 20 tracks in the year 1905. Around 20 years later, the electric locomotive workshops were constructed, and further buildings followed over the subsequent years. ROCO, too, has close connections with the Bavarian city of Freilassing, as the company's first sales office was located here. Look forward to the models in this unique edition!

Q3/2021		
70060	=	3/1
70061	=	3/1
78061	~	3/1

14 class E 60 locomotives were put into shunting service at the major Bavarian railway stations by the Deutsche Reichsbahn from the year 1927 onwards. Due to their striking body form, these locomotives were nicknamed the "Bügeleisen". In the years 1957 to 1958, the engines were thoroughly refurbished and modernised. For example, they received shunter's platforms and additional windows. Several former class E 60 locomotives were even still in operation in epoch IV of the Deutsche Bundesbahn (from 1968: class 160).

- **First model in the "Edition Freilassing" series**
- **Fine wheel flanges and separately applied etched parts**
- **DCC version with switchable shunting light and individually switchable head or tail light**

The Karlsruhe train

DB



Photo: Sammlung R. Scheller

In the middle of the 1970s, the railway workshop in Karlsruhe developed three prototype cars for a push-pull train, intended for urban railway operation in the Ruhr district. One reason for this was the complaints made by passengers that no toilet was available in the class ET 420 railcars on the long routes within the Ruhr district.

The "Silberlinge" coaches then available in large quantities were used as the basis for the new developments. The test cars were provided with new, more clearly-structured interior fittings. Instead of hinged-folding doors, the vehicles received swing-sliding doors with an electromagnetic door-blocking function. Seats were installed in the control car in place of the luggage compartment. The cars were painted in ocean blue/beige, whereby, in contrast to other trains, the window strip was ocean blue and the area under the windows was beige.

The locomotive used for this train - the 141 248-5 from the Hagen-Eckesey depot, was painted asymmetrically in accordance with the cars for a uniform appearance. In addition, two further standard "Silberlinge" were repainted and acted as spare cars.

Ultimately, the train proved inadequate in urban railway operations, also due to the comparatively moderate acceleration capacities of the locomotives. As a result, the cars were deployed in normal regional transport, which, however, was not possible without restrictions as the entrance doors could only be used on elevated platforms.

3 piece set: The Karlsruhe train



DB

Ep	IV
	786
	PluX16
	PluX22
	R2
	LED
	40420



Bnrzb 725



BDnrzf 740

Photomontage

- ▶ Locomotive and one coach in unique test livery
- ▶ Version of the 2nd class coach as a replacement coach
- ▶ Matching coaches: item 64175
- ▶ Headlight can be partially or entirely switched with a DIP switch (analogue version)
- ▶ Driver's cab illumination can be retrofitted and is switchable in digital mode
- ▶ Control car with PluX16 interfaces, with installed decoder in the digital versions

Q4/2021		
61483	=	4/1
61484	=	4/1
61485	~	2/2

2 piece set: The Karlsruhe train



DB

Ep	IV
	606
	40196
	40420



ABnrbz 704



Bnrbz 725

Photomontage

- ▶ “Silberlinge” as additional coaches for the Karlsruhe train
- ▶ Elaborate printing in the typical peacock eye pattern
- ▶ Both coaches with ocean-blue main frames
- ▶ Perfectly matches the items 61483, 61484 and 61485

Q4/2021

64175

=



Photo: Dr. K. E. Baur



TEE 74/75

"Roland"

The Trans-Europ-Express 74/75 is named after the symbol of the city of Bremen "Roland" and in 1951 it first operated as a long-distance express train on the lines of the Main-Weser Railways between Bremen and Frankfurt. After the delivery of the diesel railcars class VT 08.5, the train was listed as "Ft" (long-distance express railcar) and its route was extended to Basel. From 1963 on, the loco-hauled "Roland" was mainly used for test runs, but in 1965 it started to operate in regularly scheduled service. In 1968 the train distance has been limited and the train only covered the connection Bremen - Mannheim. However, the passenger transport between Germany and Switzerland was carried out by the TEE "Rheingold". The "TEE Roland" was designed to operate for the 1969 summer timetable and as a consequence its operation area was extended to Milan.

It became closely linked with the "Rheingold" due to the swapping of through carriages in Basel with the SBB - what was very unusual for TEE trains. The compartment coaches used in the TEE "Rheingold", the "Rheinpfeil" and the "Roland" on the way to Milan were provided by the depot in Munich-Pasing.

Like all other TEE trains, the "Roland" only ran 1st class coaches which offered the best comfort and of course, air conditioning. Since the dome coaches were very expensive to procure and maintain and because of their special clearance gauges, they could only be used internationally with a special permit. So special buffet cars were bought for the loco-hauled TEE trains, from which three were intended to be used in the "Roland". The very similar new dining cars and the buffet cars were usually run by the DSG. In Germany the express train TEE "Roland" was mostly hauled by a class 103 locomotive, in the Swiss section with the TEE colours painted Re 4/4^{II} and on the lines in Italy the former parade horse E 444 of the FS, also known as the "Tartaruga", did its best. At 1.183.7 km, the train was able to cover the longest distance among all TEE trains.

In 1979 the "Roland" was replaced by the IC "Tiziano" which offered both coach classes and ran on the lines between Hamburg and Milan. However, a new TEE "Roland" showed up on the lines between Bremen and Stuttgart to ensure a smooth connection with the "Rheingold" in Mannheim, but already was discontinued in 1980 due to poor capacity utilisation.

Our coach sets, set in 1973/74 - especially designed for our Swiss and Italian model railway fans - and can also be used to build a true to original replica of the "Roland" as it was used in the south of Basel featuring the through-carriages of the "Rheingold". In addition to the coaches from the third set, open seating cars and compartment cars operated on the German lines between Bremen - Frankfurt (M) - Mannheim.

Electric locomotive 103 109-5



DB

Ep IV

224

PluX22

R2

LED

Q1/2021

70212

=

6/2

70213

=

6/2

78213

~

4/2



Photomontage

- Version with short driver's cab and scissors pantographs
- With silver contrast areas
- Headlight can be completely or partially switched with a DIP switch (analogue version)
- Perfectly matches the "TEE Roland"
- Z21 driver's cab available

Electric locomotive Re 4/4" 11251



SBB

Ep IV

177

PluX22

R2

CH

LED

Q2/2021

71405

=

4/1

71406

=

4/1

79406

~

3/1



Photomontage

The locomotives of the class Re 4/4" are considered universal machines of the SBB, which were purchased from 1967 for the transportation of heavy passenger trains and goods trains. Some machines were painted in TEE colours and hauled the unique international TEE express trains.

- For the first time as mold variant of the Simplon Re 4/4" from the depot in Lausanne
- With modified design of both sides of the locomotive
- Perfectly matches the TEE trains
- With many separately applied plug-in parts, partly executed in etching technology
- Z21 driver's cab available

n:

Electric locomotive E.444.032



FS

Ep	IV
	195
	NEM 652
	R2
	LED

Q1/2021		
70890	=	4/1
70891	=	4/1
78891	~	3/2



Photomontage

The locomotives of the FS class E.444 were put into service by the FS as express train locomotives. Due to a 'name the train' competition at the FS, these locomotives were painted with a tortoise symbol and from then on were commonly known as "Tartaruga". Some of the locomotives still bear this small symbol till today. They quickly attained cult status in Italy at the FS, in a similar way as the class 103 in Germany, and hauled express trains throughout the entire country. Over long distances, they achieved in part running performances of 1,500 kilometres per day.

- Perfectly matches the "TEE Roland"
- Fine metal handrails



Photo: U. Budde



3 piece set 1: TEE 74/75 "Roland"



DB

Ep	IV
	922
	40196
	40420



Avümh 111



Avümh 111



ARDümh 105

Photomontage

- Coaches in operating condition of 1975 in TEE livery with black skirt
- Operation: Bremen – Milano
- Only bar coach with "Speiseraum" lettering of the DB
- Rich detailing on the bogies

Q1/2021

74072

=

3 piece set 2: TEE 74/75 “Roland”



DB

Ep	IV
	922
	40196
	40420



Avümh 111



Avümh 111



WRümh 132

Photomontage

Q1/2021

74073



- Coaches in operating condition around 1973/74 in TEE livery with black skirt
- Operation Avümh: Hoek v. Holland – Milano/Hannover – Milano
- Operation WRümh: Bremen – Milano
- Rich detailing on the bogies

2 piece set 3: TEE 74/75 “Roland”



DB

Ep	IV
	606
	40196
	40420



Apümh 121



Avümh 111

Photomontage

- Operation Apümh: Bremen – Basel
- Operation Avümh: Bremen – Chur

Q1/2021	
74074	=

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 most modern 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 141



DB AG

Ep	V
	180
	PluX22
	R2
	LED

Q4/2021		
70794	=	4/1
70795	=	4/1



Photomontage

The locomotives of the class E41/141 were first delivered in 1956 for light mixed services on main and branch lines. It was the only class of the standard locomotive programme to be fitted with switchgear on the transformer's low-voltage side. The switchgear had a characteristic noise level, which, in addition to the sizeable tractive power jumps, led to the nickname "Firecracker".

- Etched walkways and wipers
- Headlight can be partially or entirely switched with a DIP switch (analogue version)
- Driver's cab illumination can be retrofitted and is switchable in digital mode
- Suitable for n-carriages in traffic red paintwork, items 74050, 74591



n:

The class 230 was the first dual-system locomotive used for the mainline service of what was then the Deutsche Reichsbahn (DR) in the GDR. The development, construction and testing of these locomotives took place as a collaborative, joint project between the DR and the Czechoslovakian State Railway (ČSD). Due to a lack of experience in the field of dual-system technology (GDR: AC voltage 15 kV/16 2/3 Hz, ČSSR: DC voltage 3 kV) and the full utilisation of capacities at the electric locomotive manufacturer LEW in Hennigsdorf, the engines were designed based on the ČSD classes ES 499.1 and 499.2. However, the Škoda locomotive factory had never built an engine for the 15 kV/16 2/3 Hz AC system before, and for this reason the AC unit parts were supplied from the GDR, by LEW in Hennigsdorf. Due to the ČSD's requirements, this resulted in a two-fold contract for Škoda, with 20 locomotives for the DR (class 230) and 15 locomotives for the ČSD (class 372).

In 1988, one prototype was delivered for each railway; the 230 001 for the DR and the 372 001 for the ČSD. Subsequent to the extensive testing program, series delivery of the other locomotives took place from 1991 onwards. These engines featured an hourly output of 3,260 kW and a maximum speed of 120 km/h. In 1992, the engines were renamed as BR 180 for the DBAG. The development of the Decín–Prague connection at a maximum speed of 160 km/h made it necessary to upgrade several locomotives. For this purpose, the ČD converted six engines for express service, whilst the Deutsche Bahn only converted the 180 001.

The special technical features and striking appearance of these locomotives ensured that railway employees rapidly developed nicknames for them. The BR 230/180 is lovingly known as the "Knödelpresse" (dumpling press). Its Czech counterpart was also given a nickname. In the neighbouring country, the class 372 is known as the "Bastard", and the class 371 with its maximum speed of 160 km/h is called the "Turbobastard".

In the year 2014, the BR 180 run by DB Schenker Rail was slowly phased out as modern locomotives such as the BR 189 increasingly took over its services. In the first half-year of 2014, two locomotives underwent a general inspection, but on the other hand, ten of these engines were sold to the Czech Republic from the DB AG Shutdown Management Department. On 4th December 2014, the operation of the BR 180 in DB AG services came to an end.

Some of the engines sold to the Czech private railway TSS Cargo with valid deployment periods were rapidly put into use again, and hauled cross-border goods trains to Bremerhaven, amongst other locations. This was a hitherto unthinkable field of operations. From 2016, the first locomotives were repainted in the yellow and blue colour scheme representing TSS. However, after a few runs on the Elbtal line and in the Czech Republic, the locomotives were soon withdrawn from service. The 180 014 is the only engine still preserved in Germany today as a museum piece by the Thuringia Railway Association.

Electric locomotive class 230, DR

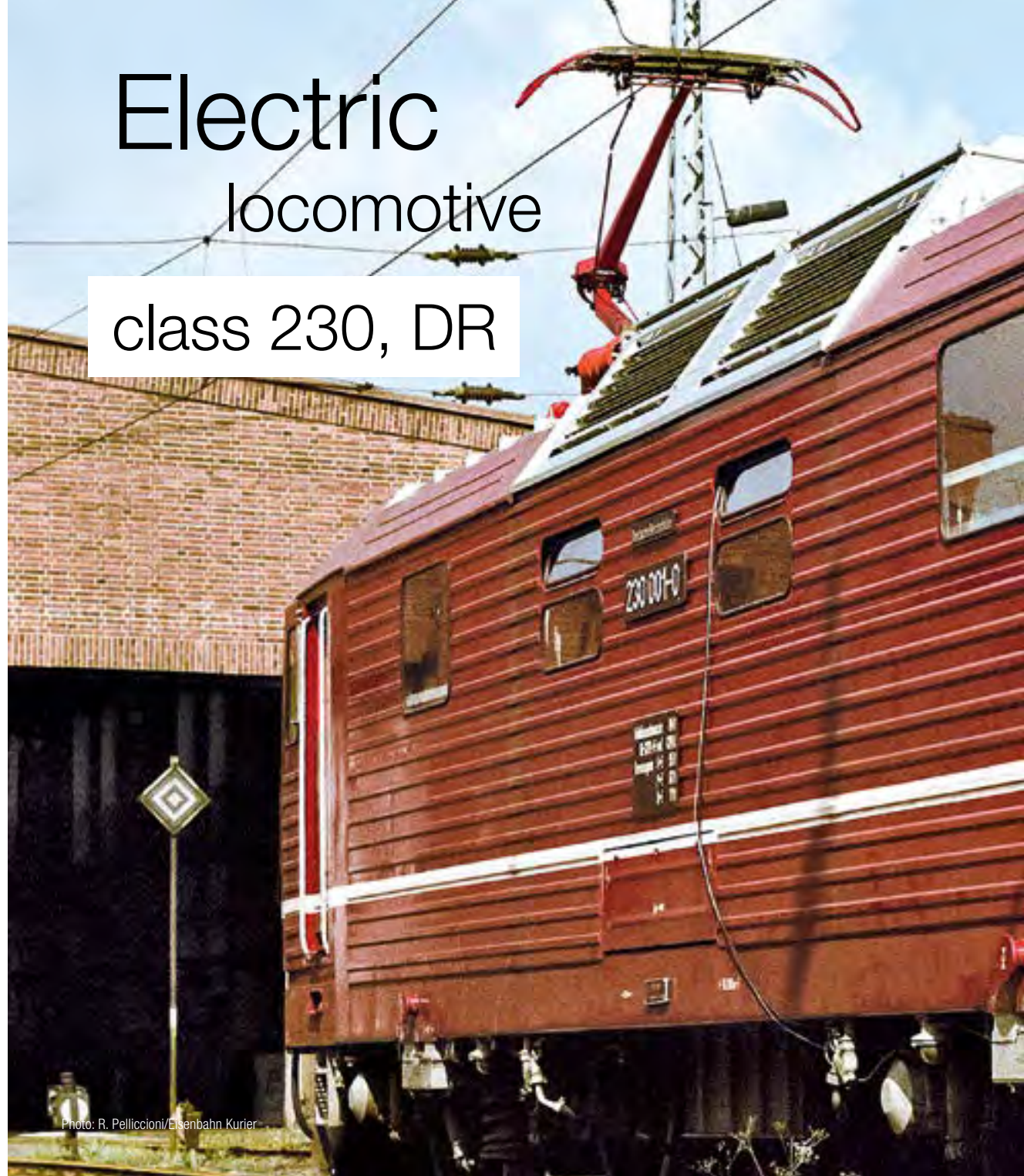


Photo: R. Pelliccioni/Eisenbahn Kurier



Electric locomotive class 230

n:



DR

Ep	IV
	193
	PluX22
	R2
	LED



Photo: Ing. J. Kocourek/Slg. Ing. O. Repka

- Version as a series locomotive of the class 230
- Finely detailed model with many separately applied plug-in parts
- Completely newly-developed current collectors with innovative attachment
- Elaborate roof area design as well as the ventilator slats allowing an unobstructed view
- Delicate design of the bogies as well as the spoked wheels
- With rail guards and air tanks in closed form for realistic presentation in display cabinets
- Comprehensive lighting functions in the digital versions ex-works: Driver's cab and control panel lighting as well as engine room lighting
- Rear signal can be switched using a DIP switch (analogue version)
- Newly-developed "Dynamic Sound" package with two loudspeakers for improved depth of sound
- Suitable for the D374/375 "Vindobona/Hungaria", items 74188, 74189, 74190

Q4/2021		
71219	=	4/1
71220	=	4/1
79220	~	3/1



CAD drawing shows current project status

Electric locomotive class 180



DB AG

Ep	VI
193	
PluX22	
R2	
LED	



Photo: M. Schrödter

- Finely detailed model with many separately applied plug-in parts
- Completely newly-developed current collectors with innovative attachment
- Elaborate roof area design as well as the ventilator slats allowing an unobstructed view
- Delicate design of the bogies as well as the spoked wheels
- With rail guards and air tanks in closed form for realistic presentation in display cabinets
- Comprehensive lighting functions in the digital versions ex-works: Driver's cab and control panel lighting as well as engine room lighting
- Rear signal can be switched using a DIP switch (analogue version)
- Newly-developed "Dynamic Sound" package with two loudspeakers for improved depth of sound

Q4/2021		
71223	=	4/1
71224	=	4/1
79224	~	3/1



CAD drawing shows current project status

4 piece electric multiple unit 407 008-2 "Velaro"



DB AG

Ep	VI
	1148
	PluX16
	R2
	LED

Q1/2021				
72094	=		4/4	
72095	=		4/4	
78095	~		4/4	



- For the first time with green stripe and current labeling
- Items 72095, 78095: With new sound for an even better sound experience
- Z21 driver's cab available

2 piece set: Intermediate coaches class 407



DB AG

Ep	VI
	556

Q1/2021			
72096	=		
72097	=		
78096	~		

- With current-conducting couplers



Photomontage



Photomontage

- Drive mechanism in the center coach, power draw from the cab car for precise braking
- With current-conducting couplers

2 piece set: Intermediate coaches class 407



DB AG

Ep	VI
II	556



- With current-conducting couplers



Photomontage

Q1/2021		
72098	II	
72099	II	II
78097	~	II

Electric locomotive class 152



DB AG



u:
update

Ep	VI
	225
	PluX22
	R2
	LED



Photomontage

The class 152 has been developed for heavy goods traffic, to replace the class 150 step by step. From December 1996, the company Krauss-Maffei, as general contractor, delivered 170 locomotives to the DB AG. Siemens Verkehrstechnik was responsible for the electrical part. Designed as a heavy freight locomotive, the machine has a continuous power output of 6,400 kW and can run at a maximum permitted speed of 140 km/h.

- For the first time with PluX interface and sound
- Finely detailed model with freestanding handrails
- Headlights can be partially or entirely switched with a DIP switch (analogue version)

Q4/2021		
73166	=	4/1
73167	=	4/1
79167	~	3/2



Electric locomotive 193 318-3



DB AG

Ep	VI
	218
	PluX22
	R2
	LED



Photomontage

Usually, the locomotives of the freight division of the Deutsche Bahn are painted red. As part of the "I am" series of the DB Cargo, they have recently become much more colourful. In July 2020, another Vectron multi-system locomotive of class 193 was provided with self-promotion surfaces. Since then, it has been running on European rails and turned heads with their design "I am the backbone of the economy". The Corona crisis also made it clear: Rail freight transport is, in fact, the backbone of the economy.

- Model exclusively available at Roco
- DB Cargo locomotive in "Backbone" design
- Use in the international goods traffic
- Freestanding handrails, partially made of metal
- Headlight can be partially or entirely switched with a DIP switch (analogue version)



Q3/2021		
70315	=	4/1
70316	=	4/1
78316	~	3/1





Photo: H. Auer

Electric locomotive 186 282-0



RAILPOOL

Ep	VI
	217
	PluX22
	R2
	LED



Photomontage

Q1/2021		
73318	=	4/1
73319	=	4/1
79319	~	3/2

Electric locomotive 193 717-6



MRCE

Ep	VI
	218
	PluX22
	R2
	LED



Photomontage

Q3/2021		
71942	=	4/1
71943	=	4/1
79943	~	3/1

The private railway company Lokomotion, based in Munich, has been operating in the cross-border goods traffic since 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.

- Use in the international goods traffic
- Many separately applied plug-in parts that are partially etched
- Headlight can be completely or partially switched with a DIP switch (analogue version)

In November 2019, the Locomotive Workshop Rotterdam (LWR), a joint venture between Siemens Mobility and Mitsui Rail Capital Europe (MRCE), was opened in Rotterdam-Maasvlakte. The MRCE Vectron X4 E-717 received a special design for the occasion. The strategically-favourable location of the new maintenance shop at the end of several European freight transport corridors made it possible to plan the necessary locomotive service stops long-term. Inspection and maintenance work were carried out in the service shop.

- Elaborately printed model in LWR design, a Roco exclusive
- Use in the international goods traffic
- Headlight can be completely or partially switched with a DIP switch (analogue version)
- In cooperation with **Loc & More**



Electric locomotive 186 247-3



RAILPOOL

Ep	VI
	217
	PluX22
	R2
	LED



Photomontage

Q1/2021		
73226	=	4/1
73227	=	4/1
79227	~	3/2

The locomotives of the leasing company Alpha Trains are often resold. The loco 186 247 still carries the paintwork of its former owner although it is already operating for the company Railpool. The class 186 is a multi-system locomotive from the third Traxx generation from Bombardier. With a service weight of 86 t, the locos deliver a power output of 5,600 kW. They reach a top speed of 160 km/h.

- ▶ With many separately applied plug-in parts partially designed with etching technology
- ▶ In cross-border use in front of goods trains
- ▶ Headlight can be completely or partially switched with a DIP switch (analogue version)

Electric locomotive 192 016-4



RTB CARGO

Ep	VI
	218
	PluX22
	R2
	LED



Photomontage

Q4/2021		
71928	=	4/1
71929	=	4/1
79929	~	3/1

Since April 2020, RTB Cargo has had three locomotives of the Siemens Type Smartron in its rolling stock. These engines are mainly deployed in car logistics transport. All Smartron locomotives are handed over to their owners in a standardised design purely intended for transport within Germany. The Smartron's appearance differs from the Vectron locomotives due to the changed front plate, shunter's steps with Smartron lettering and side surfaces without cameras.

- ▶ Prototypical implementation of the Smartron
- ▶ Use in the freight transport in Germany
- ▶ Freestanding handrails, partially made of metal
- ▶ Headlight can be completely or partially switched with a DIP switch (analogue version)
- ▶ In cooperation with RAIKOLR DESIGN



Electric locomotive 182 572-8



TX-LOGISTIK

Ep	VI
	221
	PluX22
	R2
	LED

Q3/2021		
73228	=	4/1
73229	=	4/1
79229	~	3/2



Photomontage

► In cooperation with **Loc & More**

- Elaborately printed model in flame design, a ROCO exclusive
- Headlight can be completely or partially switched with a DIP switch (analogue version)
- Z21 driver's cab available



Photo: R. Auerweck

Electric locomotive 383 409-0



METRANS

Ep	VI
	218
	PluX22
	R2
	LED

Q3/2021		
71946	=	4/1
71947	=	4/1
79947	~	3/1



Photomontage

Metrans is a rail freight company and has its base in Prague. It connects the North Sea harbours of Rotterdam, Hamburg and Bremerhaven with the Adriatic harbour of Koper in the intermodal traffic of the hinterland. Company-owned container terminals are located in the Czech Republic, Slovakia and Austria. In addition to electric locomotives and diesel locomotives, the rolling stock also includes ten Vectron MS locomotives. They are authorized to run in Germany, the Czech Republic, Austria, Hungary, Poland and Slovakia.

- Use in the international freight transport
- Freestanding handrails partially made of metal
- Headlight can be completely or partially switched with a DIP switch (analogue version)



Electric locomotive 193 833-1



BOXXPRESS

Ep	VI
	218
	PluX22
	R2
	LED

Q2/2021		
71950	=	4/1
71951	=	4/1
79951	~	3/1



Photomontage

The company boxXpress.de has been connecting the German seaports of Bremerhaven and Hamburg with the economic regions in and around Frankfurt am Main, Dortmund, Stuttgart, Munich and Nuremberg since it was founded in 2000. The transport concept relies on the mostly uninterrupted operation of block trains. In addition to almost 1,000 container wagons, 31 locomotives, including four Vectron multi-system locomotives, are now available to haul the trains.

- Prototypical implementation with detailed roof design
- Use in the international freight transport
- Freestanding handrails partially made of metal
- Headlight can be completely or partially switched with a DIP switch (analogue version)



Electric locomotive Litra EB



DSB

Ep	VI
	218
	PluX22
	R2
	LED



Photomontage

- True to the prototype, with additional handrails on the doors
- Headlight can be completely or partially switched with a DIP switch (analogue version)



Photo: N. Havresøe



Photo: H. Auer

Q4/2021		
71920	=	4/1
71921	=	4/1
79921	~	3/1

Electric locomotive BB 22332



SNCF

Ep	VI
	201
	PluX22
	R2
	LED



Photomontage

Q2/2021		
73877	=	4/1
73878	=	4/1

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. The design of the locomotives with the so-called "nez cassé" ("broken nose") comes from the hand of Frenchman Paul Arzens, who was responsible for the design of several SNCF locomotives at the time. 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 regular electrically powered line in France.

- **Finely detailed model with many separately applied plug-in parts partially designed with etching technology**
- **Perforated steps**
- **Delicate design of the pantographs**
- **Headlight can be completely or partially switched with a DIP switch (analogue version)**

Electric locomotive E.646.043



FS

Ep	IV
	210
	PluX16
	R2
	LED



Photomontage

Q1/2021		
73164	=	4/1
73165	=	4/1

u:
update

- **For the first time with PluX16 Interface available**
- **With many separately applied plug-in parts**
- **Finely detailed metal handrails**
- **Headlight can be completely or partially switched with a DIP switch (analogue version)**

Electric locomotive 193 702-8



MERCITALIA RAIL

Ep	VI
	218
	PluX22
	R2
	LED



Photomontage

Q2/2021		
73974	=	4/1
73975	=	4/1
79975	~	3/1

Several black Vectron locomotives hired by the MRCE are operating for the Italian State Railways. They stand out due to the large white logos of the Mercitalia Rail, which is the brand name of the national Italian freight company. The locomotives are authorized to run in Italy, Austria and Germany.

- Use in the international freight transport
- With a prototypical roof for the use as DAI-Vectron
- Freestanding handrails, partially made of metal
- Headlight can be completely or partially switched with a DIP switch (analogue version)



Electric locomotive EL 18 2247



NSB

Ep	VI
	212
	PluX22
	R2
	LED



Photomontage

Q1/2021		
70658	=	4/1
70659	=	4/1
78659	~	2/2



The locomotives of the Norwegian Type EL 18 are derived from the SBB Re 460, and were procured by the Norwegian State Railways due to Switzerland's good experiences with these locomotives. The 22 engines are equipped with additional equipment for operation at Arctic temperatures and with snow ploughs.

- With separately applied wipers
- Fine reproduction of the front handrails
- Headlight can be completely or partially switched with a DIP switch (analogue version)

4 piece set: Electric locomotive EL 16 with goods train



CARGONET

Ep	VI
	769
	PluX22
	R2
	LED



Lgns



Lgns



Lgns

Photomontage

Q4/2021		
61486	=	4/1
61487	=	4/1
61488	~	3/2

- Upper high beam can be switched with a DIP switch (analogue version)
- In cooperation with





Photo: R. Latten

Electric multiple unit Plan V



NS

Ep	IV
	599
	PluX22
	R3
	NL
LED	

Q4/2021		
63138	=	2/1
63139	=	2/1
69139	~	2/1



Electric locomotive 370 001-7



PKP

Ep	VI
	225
	PluX22
	R2
	LED



Photomontage

Shortly after delivery of the ÖBB locomotives class 1216, the Polish State Railways also ordered ten of the Siemens locomotives designated by the PKP as 370 series. At the PKP, the locomotives, unlike the ÖBB referred to as "Taurus", are designated "Husarz". The locomotives haul Eurocity trains every day and regularly come to Berlin and Prague.

- Elaborate "roof garden" with four pantographs
- Headlight can be completely or partially switched with a DIP switch (analogue version)

Q1/2021		
70489	=	4/1
70490	=	4/1



Photomontage

The Dutch Electric Multiple Unit Plan V that was better known in the Netherlands as "Mat '64" or under the nickname Apekop (Monkey Head) - became one of the standard local trains of the Dutch State Railways in the mid-1960s. With a total of 246 units, it was the NS's most-built multiple unit at the time. From the V3 series on, the new colour scheme of the Dutch State Railways was also applied to the Plan V units: bright yellow with grey details on the front and three blue, diagonal stripes on each side of the unit. The multiple units were used on almost all electrified railway lines in the Netherlands until they were finally scrapped.

- Elaborately designed model with many separately applied plug-in parts
- DCC versions with sound and function decoder

Electric locomotive EU45



PKP

Ep	VI
	225
	PluX22
	R2
	LED



Photomontage

The PKP Cargo has leased several locomotives from the Siemens Eurosprinter Group to use them in the cross-border traffic between 2010 and 2016. The multi-system locomotives got the designation series EU45 from Poland and can be used in all four traction power systems commonly used in Europe. The PKP Cargo operates them in the freight traffic between Poland and Germany, the Netherlands, the Czech Republic and Slovakia.

- Use in the cross-border traffic
- Finely detailed model with many separately applied plug-in parts
- Headlight can be completely or partially switched with a DIP switch (analogue version)

Q4/2021		
71956	=	4/1
71957	=	4/1
79957	~	2/2



Photo: M. Morkowsky

Electric locomotive 241 007-2



HECTOR RAIL

Ep	VI
	217
	PluX22
	R2
	LED



Photomontage

- Operating in freight transport in Denmark, Sweden, Norway and Germany
- Headlight can be completely or partially switched with a DIP switch (analogue version)
- Locomotive name "Bond"

Q3/2021		
73947	=	4/1
73948	=	4/1
79948	~	3/2

Electric locomotive 383 110-4



ZSSK

Ep	VI
	218
	PluX22
	R2
	LED



Photomontage

- Version with a long rain gutter
- Use in the cross-border traffic
- Headlight can be completely or partially switched with a DIP switch (analogue version)

Q2/2021		
73913	=	4/1
73914	=	4/1

Diesel locomotive 2045.13



ÖBB

Ep	III
	170
	NEM 652
	R2



Photomontage



Due to the fact that the power unit of the diesel locomotive 2045 was changed quite often, the locomotive front ends got painted in many different colours.

- Model with low exhaust covers
- Version in fir green livery with brown front end

Q1/2021

73463



4/1

Diesel locomotive class 2062



ÖBB

Ep	III
	92
	R2
	LED



Photomontage

With its eye-catching cast-iron front shields, which serve as ballast weights, the ÖBB used the locomotive throughout Austria for shunting and track maintenance services. On the branch lines of Lower Austria, the locomotives were found in front of passenger trains and hauled one or two carriages. The last locomotives retired from regular service in 2003.

- Engine front end and gear block made of die cast metal, therefore more dead weight and high tractive power
- Prototypical light and sound functions using on-board switchable decoder

Q3/2021

72004



2/1



78004



2/1



Diesel locomotive class 2067

ÖBB

Ep	V
120	
PluX22	
R2	
LED	
Q2/2021	
72910	= 3/1
72911	= 3/1
78911	~ 3/1



Photomontage



- ▶ With many separately applied plug-in parts
- ▶ Fine wheelsets with low wheel flanges
- ▶ Version in "Valousek" design
- ▶ Long front hood with maintenance flaps

Diesel locomotive 2143 011-1

ÖBB

Ep	IV-V
181	
PluX22	
R2	
LED	
Q2/2021	
70713	= 4/1
70714	= 4/1
78714	~ 2/1



Photomontage

The locomotives of the class 2143 were built from 1964 to 1977. They were used on non-electrified main and branchlines, especially in the east of Austria. They hauled both passenger trains and goods trains. A total of 77 engines were delivered to the ÖBB by the Simmering-Graz-Pauker factories. In the 1980s the class 2143 locomotives were used to haul the train "Vindobona" on the railway lines of the Franz-Josef-Bahn. By providing the scheduled seating coaches and through coaches of the railways involved, this express train had an international character visually.

- ▶ Freestanding handrails partially made of metal
- ▶ Headlight can be completely or partially switched with a DIP switch (analogue version)
- ▶ Suitable for the D 374/375 "Vindobona/Hungaria", items 74188, 74189, 74190

Diesel locomotive 2016 080-1



Ep	VI
	221
	NEM 652
	R2



Photomontage

The locomotive class ER20 of the Eurorunner series from Siemens is a diesel-electric locomotive and was built by Siemens Mobility (formerly Siemens Transportation Systems). These locomotives were initially designed on behalf of the Austrian Federal Railways and were designated class 2016 or Hercules.

- ▶ Attached fold-out wing mirrors for various positioning
- ▶ Separately applied handrails, wipers and UIC-plugs

Q1/2021		
73765	=	4/1
73766	=	4/1
79766	~	2/2



Diesel multiple unit “Northlander”



ONR

Ep	IV-V
	1117
	NEM 652
	R3
	LED
	40420



Q2/2021

72066	=	6/2
72067	=	6/2
78067	~	4/2

Diesel railcar 810 472-1



ČD

Ep	VI
	322
	PluX16 *
	R2
	LED



Photomontage

Q1/2021

70378	=	2/0	
70379	=	2/0	

- Version in the current “Najbrt” livery
- Side windows as originally delivered

- Separately applied wipers
- With attached plug-in parts to show the closed front skirt

* DCC version with onboard decoder ex-works without PluX16 interface.



Photomontage

The eye-catching blue yellow train, which initially was used as a Swiss-Dutch type RAm/DE IV multiple unit in the TEE traffic, became a Canadian in 1977. In Canada the train ran on the lines between Toronto and Timmins in the province of Ontario. But the extreme cold particularly affected the diesel engines of the power cars. Therefore, after only two years, the motorized units were replaced by locomotives of the type FP-7Am. Thanks to Swiss and Dutch TEE fans, two control cab cars and three intermediate cars of the "Northlander" escaped the scrappers torch and are now back in Europe again.

- Current conducting couplers mounted on the entire train
- Current draw always in the front part of the unit with the direction of travel

Diesel locomotive class T 478.1



ČSD

Ep	IV
	190
	NEM 652
	R2
	LED



Photomontage

The class T 478 is a Diesel electric universal locomotive of the ČSD. With their striking appearance, the locomotives owed their nickname "Bardotka" to Brigitte Bardot, a former French model, film actress, singer and erotic icon of the 1970s. From 1966 to 1971, 230 series locomotives were built for the ČSD at the factory CKD in Prague.

- Model of the 3rd series with corrugated side walls up to the edge of the roof
- Model in red livery with yellow front beam

Q4/2021		
70920	=	4/1
70921	=	4/1

Digital railway slewing crane

Edition



ČSD

Ep	IV
	234
	R2
LED	



Photomontage

Fully functional model of a six-axle slewing railway crane with moveable telescopic boom. The crane is self-driving but, due to a manually unlockable coupling of the gearbox, can also run along in a train. The crane's superstructure can be rotated 360° and has no rotation limit. All turning and lifting movements can be operated with Soft Start and Stop. It's a fun way to playfully lift and relocate bridges or lay switches and track sections. The horizontal boom is perfect when the crane driver operates the crane. The telescopic boom can be wiped and telescoped in any working position, even with a load on the crane 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



THE NEW AR-APP

Experience the crane in a virtual world!
In 3D animation, you can test functions, observe the crane from all perspectives and learn about the many technical features through play.

Download the ROCO AR-App in the Google Play Store or the Apple App Store now! You can find more information on the crane and the download links here: www.roco.cc – Highlights – Railway slewing crane EDK 750



Q2/2021

73038

=



1/1

Diesel locomotive class T 478.3



ČSD

Ep	IV
	190
	NEM 652
	R2
	LED



Photomontage

Q2/2021		
72946	=	4/1
72947	=	4/1

The CKD developed and built the so-called "Diving goggles" in Prague. The first prototypes of the diesel locomotive class T 478.3 were built in 1968. Subsequently, a total of 408 units of this striking locomotive have been assembled. From 1988, with the introduction of the EDP numbering system, the machines were designated class 753. They hauled not only passenger and goods trains but also provided power for track maintenance trains.

- Finely detailed model in red livery with yellow front bar
- Perfectly matches the digital railway slewing crane item 73038 and the construction train set 76019

3 piece set: Track maintenance train



ČSD

Ep	IV
	485
	40183
	40196
	40420



Photomontage

Q3/2021
76019

- Matching addition to the digital railway slewing crane, item 73038

Diesel locomotive 218 144-4



DB

Ep	IV
	189
	PluX22
	R2
	LED



Photomontage

To make branchlines more attractive, the Deutsche Bundesbahn introduced the new "City-Bahn" train type in the local traffic in 1984. For this purpose, 25 n-coaches ("Silberlinge") were equipped with a modern interior and also painted pure orange/pebble grey. The DB also painted ten locomotives of the class 218 in this striking colour scheme.

- For the first time with PluX22 interface
- Prototypical 218.1 in "CityBahn" livery
- Item 70749, 78749: With new sound for improved experience
- Separately applied plug-in parts, partially designed with the finest etching technology
- Headlight can be completely or partially switched with a DIP switch (analogue version)
- Z21 driver's cab available

Q2/2021		
70748	=	4/1
70749	=	4/1
78749	~	3/2



Photo: Z. Pillmann

n:

Diesel locomotive 218 418-2



DB AG

Ep	V
	189
	PluX22
	R2
	LED



Photomontage

From autumn 1995, the locomotives 103 220, 218 416 and 218 418 were given a special livery for use in the Deutsche Bahn's tourist-train. So two trains in the unique "Water-Land-Sun-Sky" design with specially converted coaches headed for different destinations in Germany and the neighbouring countries. From 2003 to 2006, the "Südostbayernbahn" used the 218 418 with its colourful design on the RegioNetz railway network.

- For the first time with PluX22 interface
- In elaborate "Tourism" paintwork
- Lettering of the "Südostbayernbahn" enclosed as decal
- Use in front of goods and passenger trains
- Headlight can be completely or partially switched with a DIP switch (analogue version)
- Z21 driver's cab available

Q4/2021		
70757	=	4/1
70758	=	4/1
78758	~	3/2

Diesel locomotive 335 160-8



DB AG

Ep	VI
	90
	R2
	LED



Photomontage

Q1/2021				
72017	=		1/1	
78017	~		1/1	

- Engine front end and gear block made of die cast metal, therefore more dead weight and high tractive power
- Prototypical light and sound functions can be switched via onboard decoder

Diesel locomotive 233 493-6



DB AG

Ep	VI
	237
	PluX16
	R2
	LED



Photomontage

Q2/2021			
52468	=		6/2
52469	=		6/2
58469	~		4/2

- Baptismal name "Tiger"
- Design in current operating condition
- Powerful, reliable model for prototypically heavy track maintenance trains

Diesel railcar 628 509-1



DB AG

Ep	VI
	533
	PluX22
	R2
	LED



Photomontage

Q1/2021				
72070	=		2/1	
72071	=		2/1	
78071	~		2/1	

- Separately applied wipers
- Interior lighting can be switched via DIP switch (analogue version)

- Illuminated train destination display
- Prototypical lighting functions can be switched

The "Sylt Shuttle plus" is available to travelers that have no car to commute between Westerland and Bredstedt/Husum or Hamburg-Altona. This creates an additional transportation option on the Marschbahn line.

Diesel railcar class 650



DB AG

Ep	VI
	293
	PluX22
	R2
	LED



Photomontage

Q4/2021				
70180	=		2/1	
70181	=		2/1	
78181	~		2/1	

For operation on less frequented lines, the Deutsche Bahn purchased a new local railcar in 1999 to replace older designs. The choice fell on the RegioShuttle 1, developed by the company ADtranz, which was designated class 650 by the DB AG. This type of vehicle has established itself mainly in southern Germany. The RS 1 is characterised above all by its innovative, trapezoidal-shaped ribbon windows. Two diesel engines with almost 250 hp each take the low-floor train to a top speed of 120 km/h. With an empty weight of 40 tonnes, the railcar, which offers seats for up to 101 passengers, is rather a lightweight vehicle.

- For the first time with PluX interface and sound
- Ideal for the use on branch lines
- Elaborately designed interior

Diesel railcar VT 650



AGILIS

Ep	VI
	293
	PluX22
	R2
	LED



Photomontage

Q4/2021				
70182	=		2/1	
70183	=		2/1	
78183	~		2/1	

Agilis is a railway company that manages parts of the local rail passenger transport in Bavaria. In 2011 the company also started to operate on non-electrified local railway lines in Upper Franconia around the cities of Bamberg, Bayreuth, Coburg and Hof. To provide passengers with the best service, Agilis used 38 Stadler Regio-Shuttles RS1.

- For the first time with PluX interface and sound
- Ideal for the use on branch lines
- Elaborately designed interior

Diesel locomotive 218 054-3



PRESS

Ep	VI
	189
	PluX16
	R2
	LED



Photomontage

The 218 054 has been strengthening the rolling stock of the PRESS since 2020. As the 54th locomotive, it also received the corresponding running number. It was delivered to the DB in 1977 with the designation 218 448 and last operated for the DB Regio Niedersachsen.

- With separately applied plug-in parts, partly made using etching technology
- Headlight can be completely or partially switched with a DIP switch (analogue version)
- "Rented to DB AG" sticker enclosed as a decal
- Z21 driver's cab available

Q2/2021		
70754	=	4/1
70755	=	4/1
78755	~	3/2



Photo: R. Latten

Diesel locomotive V 180 206



Ep	III
224	
PluX22	
R2	
LED	

Q2/2021		
73046	=	6/2
73047	=	6/2
79047	~	4/2



Photomontage

The class V 180 of the Deutsche Reichsbahn was the biggest diesel locomotive ever built in the GDR. It was initially built in a four-axle version with two two-axle bogies – later there were also six-axle variants. The six-axle version with a low axle load of 15.6 t is even today still considered to be a masterpiece of the engineers involved. The low axle load allows for an universal use so the locomotive can also operate on branchlines. In addition to that, it also has the license to haul trains over steep railway sections. This universal range of application is unique for big German diesel locomotives.

- ▶ Very detailed model with many separately applied plug-in parts partially made of metal
- ▶ With vertical handrails on the front
- ▶ Cab and engine room lighting
- ▶ DCC version with individually switchable headlight or tail light

Diesel locomotive class 106



Ep	IV
125	
PluX22	
R2	
LED	

Q3/2021		
70265	=	4/1
70266	=	4/1
78266	~	4/1



CAD drawing

- ▶ With projecting lamps mounted on brackets
- ▶ With rain protection roof over the side windows
- ▶ Frost protection covers on the ventilation grilles - can be mounted open and closed
- ▶ Long front hood made of die cast metal, therefore more dead weight and high tractive power
- ▶ Headlight can be completely or partially switched with a DIP switch (analogue version)

n:

Digital railway slewing crane EDK 750



DR

Ep	IV
	234
	R2
LED	



Photomontage

Fully functional model of a six-axle slewing railway crane with moveable telescopic boom. The crane is self-driving but, due to a manually unlockable coupling of the gearbox, can also run along in a train. The crane's superstructure can be rotated 360° and has no rotation limit. All turning and lifting movements can be operated with Soft Start and Stop. It's a fun way to playfully lift and relocate bridges or lay switches and track sections. The horizontal boom is perfect when the crane driver operates the crane. The telescopic boom can be wiped and telescoped in any working position, even with a load on the crane 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

Q3/2021

73037

=



1/1

79037

~



1/1



THE NEW AR-APP

Experience the crane in a virtual world!

In 3D animation, you can test functions, observe the crane from all perspectives and learn about the many technical features through play.

Download the ROCO AR-App in the Google Play Store or the Apple App Store now! You can find more information on the crane and the download links here: www.roco.cc – Highlights – Railway slewing crane EDK 750



Diesel locomotive class 111



DR

Ep IV

164

PluX22

R2

LED

Q3/2021

70813

=

4/1

70814

=

4/1

78814

~

2/2



Photomontage

To meet the demand for heavy shunting locomotives, the DR ordered 37 locomotives from the company LEW Henningsdorf at the end of the 1970s. LEW Henningsdorf had already developed such locomotives for export activities. The locomotives, produced in three production lots from 1981 to 1983, excelled with the proven 1,000 hp motor and relied on a transmission with modified gear ratio, similar to the first V 100 locomotives. The maximum speed was therefore only 65 km/h. A ballast weight was installed instead of the boiler. Like all DR shunting locomotives, these locomotives had an orange and yellow livery.

► Headlight can be partially or entirely switched with a DIP switch (analogue version)



3 piece set: Track maintenance train



DR

Ep IV

558

40196

40420



Dienst

Photomontage

Q3/2021

74053

Diesel locomotive DHG 500



PRIVAT

Ep	IV
	114
	PluX22
	R2
	LED



Photomontage

Q4/2021		
72179	=	3/1
78179	~	3/1

Henschel diesel locomotives are used all over the world on factory and port railways. From 1963 to 1976, a total of 62 Type DHG 500 engines were built. They were mainly produced for steelworks, mining companies and chemical companies.

- Finely detailed model with many separately applied plug-in parts
- Extremely detailed handrails
- Unobstructed view through the replicated driver's cab
- In cooperation with



Diesel locomotive DHG 500, Rheinpreußen AG



PRIVAT

Ep	IV
	114
	PluX22
	R2
	LED



Photomontage

Q4/2021		
72178	=	3/1
78178	~	3/1

- Finely detailed model with many separately applied plug-in parts
- Extremely detailed handrails
- Unobstructed view through the replicated driver's cab
- In cooperation with



Diesel locomotive Em 3/3, Makies



MAKIES

Ep	VI
	114
	PluX22
	R2
	LED



Photomontage

- Finely detailed model with many separately applied plug-in parts
- Extremely detailed handrails
- Unobstructed view through the replicated driver's cab
- In cooperation with



Q4/2021		
72180		3/1
78180	~	3/1



Diesel multiple unit class 605



DSB

Ep	V-VI
	1210
	NEM 652
	R3



Q4/2021		
72105	=	4/1
72106	=	4/1
78106	~	2/2

Diesel railcar X2802



SNCF

Ep	IV
	319
	PluX16
	R3



Between 1957 and 1962, 119 diesel railcars were built for fast and express train service. The diesel railcar reached a top speed of 120 km/h and had a power output of 605 kW.

Photomontage

Q2/2021			
73008	=	2/1	
73009	=	2/1	

► Finally back in this version in the ROCO programme



From 2007 to 2016 the Danish State Railways (DSB) and the Deutsche Bahn AG (DB AG) cooperated to manage the traffic between Denmark and Germany. The diesel ICE played a crucial role and were retrofitted with the Danish ATC train protection system. On the corridor "Vogelfluglinie" between Copenhagen and Hamburg, the trains used the ferry connection to cross the "Fehmarnbelt".

Photomontage

Standard trailer



SNCF

Ep	IV
≡	244



Photomontage

Q1/2021

74208

=

↕

About 200 standard trailers of this type were built between 1956 and 1962. The model is in the operating status of the original model.

Diesel locomotive class Y 8400



Ep	IV-V
	117
	R2
	LED



Photomontage

Q4/2021				
72011	=		2/0	
78011	~		2/0	

- Long front hood and gear block made of die cast metal, therefore more dead weight and high tractive power
- Finely detailed model with many plug-in parts and freestanding handrails
- Prototypical light and sound functions

Diesel locomotive class 648



Ep	VI
	237
	PluX16
	R2
	LED



Photo: K. Steiner

Q4/2021			
52464	=		6/2
52465	=		6/2
58465	~		4/2

In June 2018, Raaberbahn/GYSEV purchased two class 233 locomotives (nicknamed "Ludmilla") from the DB in Chemnitz. The Cottbus plant of the DB Fahrzeuginstandhaltung was commissioned with the overhaul. The new painting in the typical green-yellow GYSEV colours was also carried out there. It was then equipped with the radio and safety equipment in Sopron. The two powerful diesel locomotives are used for the traction of goods trains.



- Paintwork in the latest GYSEV design, a Roco exclusive
- Robust, reliable model for the formation of authentic long trains
- In digital mode with switchable shunting lights and individually switchable headlight or tail light
- In cooperation with **Loc & More**

Diesel locomotive class 2400



NS

Ep	IV
	143
	PluX22
	R2
	NL
LED	

Q4/2021		
70787	=	4/1
70788	=	4/1
78788	~	2/2



Photomontage

From 1954, the Dutch State Railways put into operation the first series 2400 locomotives. Besides some passenger trains, they mainly hauled goods trains and were used for shunting services.

- In digital mode, with light functions and blue flashing lights true to the Dutch model
- Tail light can be switched with a DIP switch (analogue version)



Diesel locomotive ST44-360



PKP

Ep	VI
	202
	PluX22
	R2
	LED



Photomontage

Q3/2021		
71752	=	6/2
71753	=	6/2

Diesel railcar 810 054-7



SKPL

Ep	V-VI
	161
	PluX16 *
	R2
	LED

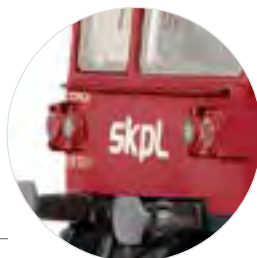


Photomontage

Q1/2021			
70384	=	2/0	
70385	=	2/0	

Yuri Gagarin was a legend of our time. In 1965 the delivery of a total of 1,113 standard gauge M62 diesel locomotives to the PKP started and was continued until 1988. The PKP designated the locos as class ST44. In Poland, the locomotives were nicknamed "Gagarin" because of their Russian origin. Initially delivered in the classic green livery, they were later given a yellow front for better identification. In contrast to the other M62 locomotives, the large headlamps, at the time standard with PKP locomotives, provided the ST44 with a characteristic appearance.

- Current version in retro livery
- With large headlamps and chrome strip below the driver's cab windows
- Many separately applied parts
- High operational safety and an excellent traction power for long trains



The Stowarzyszenie Kolejowych Przewozów Lokalnych (SKPL; Association of Local Railway Companies) is the operator of some Polish branchlines. The services of the SKPL also include operation on standard gauge lines of local importance on which the former class 810 railcars run.

- With baptismal name "Tomek"
- Separately applied wipers
- Plug-in parts are attached to provide an authentic reproduction of the closed front skirt

* DCC version with onboard decoder ex-works without PluX16 interface.

Diesel locomotive M62 1579



SŽD

Ep	IV
	202
	PluX22
	R2
	LED



Photomontage

Q1/2021		
73798	=	6/2
73799	=	6/2

The M62 1579 was one of the few locomotives that had a permanent team (so-called Brigade) that lovingly took care of her. From 1989 to 1994 and unlike her green sisters, she was painted in red colour and operated on the lines Leningrad (St. Petersburg) – Varschavski – Gdov.

- Version with central buffer coupling and side fenders for the winter
- Model couplings are attached
- With many separately applied plug-in parts
- High operational safety and an excellent traction power for long trains

Diesel locomotive MG2



RŽD

Ep	IV-V
	92
	R2
	LED



CAD drawing

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 locomotives equipped with all-burner boilers and additional driver's cab heating were designed for ambient temperatures from -50 to +45° C.

- With digital shunting coupling for more fun
- Finely detailed model with many plug-in parts and freestanding handrails
- Prototypical light and sound functions as well as illumination of the driver's cab

Q3/2021		
72003	=	2/0

Long-distance train with the streamlined locomotive



Local traffic in the GDR



DR express train



Over the Alps with the class 1020



High-quality traffic through Switzerland



From the Netherlands to the mountains



nose-suspension drive in goods transport



A workaholic in combined transport



Bundesbahn local train



Moving freight in the GDR



z21 digital set: Steam locomotive class 044 with ore train

Edition



DB

Ep

IV

- 1 steam locomotive class 044
- 6 self-unloading hopper wagons
- 1 z21
- 1 WiFi router
- 1 Z21 WLANMAUS
- 1 plug-in power supply



ROCO LINE with bedding

- 12 curved tracks R5, 18 straight tracks G1, 1 left switch W15,
- 1 left switch right Wr15, 2 curved tracks R10, 1 straight track G½,
- 1 feeder track (G½), embankment parts

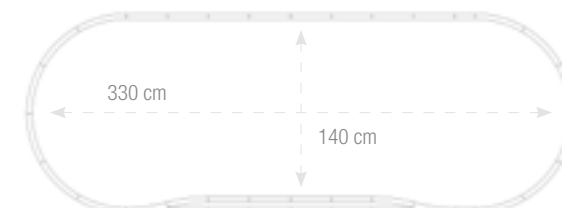
Size of track layout: approx. 330 x 140 cm



Photomontage



"Erzpark" or "Braune Wand" – these were the names given to the heavy ore trains with a 4,000 t towing capacity which ran between the port in Emden and the smelting works in the Ruhr Valley and Saarland. This Edition Startset is the ideal entry model for this legendary train.



Q4/2021

51337

=



7/2



11

z21 start digital set: Electric locomotive class 140 with goods train



DB

Ep

IV

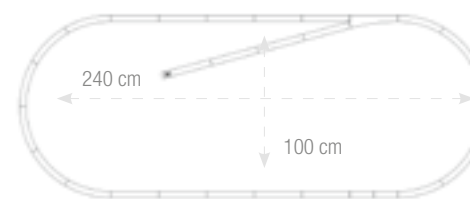
- 1 electric locomotive class 140
- 3 four-axle open goods wagons
- 1 z21 start
- 1 Z21 multiMAUS
- 1 plug-in power supply

ROCO LINE with bedding

- 12 curved tracks R2, 14 straight tracks G1, 1 left switch W15,
 - 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



Q1/2021

51330

z21 start digital set: Diesel locomotive class 120 with goods train



DR

Ep

IV

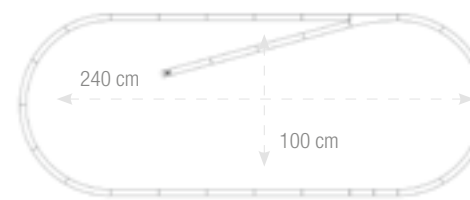
- 1 diesel locomotive class 120
- 1 four-axle tank wagon
- 2 four-axle open goods wagons
- 1 z21 start
- 1 Z21 multiMAUS
- 1 plug-in power supply

ROCO LINE with bedding

- 12 curved tracks R2, 14 straight tracks G1, 1 left switch W15,
 - 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



Q1/2021

51331

Analogue start set: Steam locomotive class 80 with goods train



DB

Ep

III-IV

- 1 steam locomotive class 80
- 2 open goods wagons
- 1 railroad crossing
- 1 electronic manual regulator
- 1 plug-in power supply

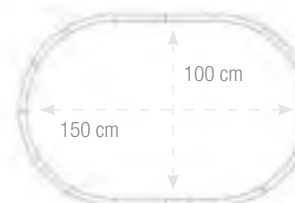
ROCO LINE with bedding

- 12 curved tracks R2, 3 straight tracks G1, 1 straight track G½,
- 1 feeder track (G½)

Size of track layout: approx. 150 x 100 cm



Photomontage



Q3/2021

51160

Analogue start set: Diesel locomotive class 2045 with goods train



ÖBB

Ep

IV

- 1 diesel locomotive class 2045
- 2 four-axle open goods wagons
- 1 electronic manual regulator
- 1 plug-in power supply

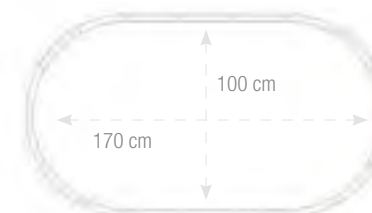
ROCO LINE with bedding

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

Size of track layout: approx. 170 x 100 cm



Photomontage



Q2/2021

51334

z21 digital set: Electric luggage railcar De 4/4 with passenger train



SBB

Ep

IV-V

- 1 electric luggage railcar De 4/4 with sound decoder
- 1 2nd class EW-II fast train coach
- 1 2nd class Seetalbahn coach
- 1 z21
- 1 WiFi router
- 1 Z21 wlanMAUS
- 1 plug-in power supply



Q3/2021

51338



51339



Photomontage

z21 start digital set: Diesel locomotive T679.1 with goods train



ČSD

Ep

IV

- 1 diesel locomotive T679.1
- 1 four-axle tank wagon
- 2 four-axle open goods wagons
- 1 z21 start
- 1 Z21 multiMAUS
- 1 plug-in power supply

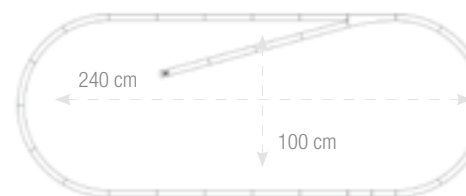
ROCO LINE with bedding

- 12 curved tracks R2, 14 straight tracks G1, 1 left switch W15,
- 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



Q2/2021

51332

Analogue start set: Diesel locomotive BB 63000 with goods train



SNCF

Ep

IV-V

- 1 Diesel locomotive BB 63000
- 2 telescopic hood wagons
- 1 electronic manual regulator
- 1 plug-in power supply

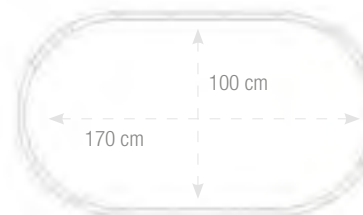
ROCO LINE with bedding

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

Size of track layout: approx. 170 x 100 cm



Photomontage



Q3/2021

51335

z21 start digital set: Diesel locomotive "Sik" with track maintenance train



NS

Ep

IV

- 1 diesel locomotive class 200/300 with crane, digital coupling and sound
- 2 stake wagons with track yokes
- 1 z21 start
- 1 Z21 multiMAUS
- 1 plug-in power supply

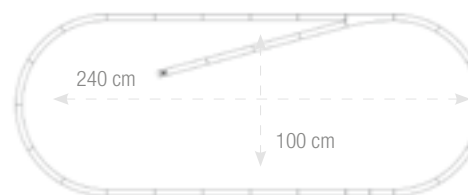
ROCO LINE with bedding

- 12 curved tracks R2, 14 straight tracks G1, 1 left switch W15,
- 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



Q2/2021

51333



Photo: H. Auer

z21 start base digital set

- 1 z21 start
- 1 Z21 multiMAUS
- 1 plug-in power supply



Q2/2021

10833

Z21 professional digital set

- 1 Z21
- 1 WiFi router
- 1 Z21 WLANMAUS
- 1 plug-in power supply



Q2/2021

10834

1st class “Schlieren” coach



ÖBB

Ep	V
272	
40196	
40420	

Q3/2021

74692



Ap Photomontage

► All coaches in “Sparlack” (simplified colouration) paintwork

1st/2nd class “Schlieren” coach



ÖBB

Ep	V
272	
40196	
40420	

Q3/2021

74693



ABp Photomontage

n:

2nd class “Schlieren” buffet coach



ÖBB

Ep	V
272	
40196	
40420	

Q3/2021

74696



Bpz Photomontage

In 1975 the Jenbach works delivered ten 2nd class coaches with buffet compartments. In colloquial Austrian, the ÖBB called them “Stamperlwagen”.

n:

2nd class “Schlieren” coach



ÖBB

Ep	V
272	
40196	
40420	

Q3/2021

74694 74695



Bp Photomontage

► Item 74695: different running number

2nd class “Schlieren” coach with baggage compartment



ÖBB

Ep	V
272	
40196	
40420	

Q3/2021

74697



BDp Photomontage

1st class passenger coach



SBB

Ep	V-VI
	272
	40195
	40420



EW II

Photomontage

Q1/2021

74565

Applies for all carriages on this page:

- "Parrot" paintwork
- Elaborately designed entrance areas
- Realistic representation of the steps and roof engravings

2nd class passenger coach



SBB

Ep	V-VI
	284
	40195
	40420



EW II

Photomontage

Q1/2021

74566

74567

► Item 74567: different running number

Baggage coach



SBB

Ep	V-VI
	210
	40196
	40420



EW II

Photomontage

Q1/2021

74568

1st class passenger coach



SBB

Ep	VI
	303
	40196
	40420



Apm

Photomontage

- All carriages on this page are in current operating condition
- Suitable for the electric locomotive class 460, items 70660, 70661, 78661

Q3/2021

74280

2nd class passenger coach



SBB

Ep	VI
	303
	40196
	40420



Bpm

Photomontage

Q3/2021

74281

74282

- Item 74282: different running number

Dining coach



SBB

Ep	VI
	303
	40196
	40420



WRm

Photomontage

Q3/2021

74283

3 piece set 1: Passenger coaches “Rekowagen”



DR

Ep	IV
	453
	40196
	944701



Bagge



Bagge



Bagge

Photomontage

- ▶ All coaches in “Flicklack” paintwork
- ▶ Perfectly matches the DR steam and diesel locomotives

Q1/2021

74070

3 piece set 2: Passenger coaches “Rekowagen”



DR

Ep	IV
	453
	40196
	944701



Bagge



Bagge



Bagge

- ▶ Two coaches in “Flicklack” paintwork
- ▶ One coach in lighter green
- ▶ Perfectly matches the DR steam and diesel locomotives

Q1/2021

74071

3 piece set: Regional train



DB AG

Ep	V-VI
	909
	40196
	40420



ABn 417.1



Bn 448



Bn 448

Photomontage

- Each coach with different running numbers
- Perfectly matches the electric locomotive class, items 70794, 70795 and the control cab coach, item 74591

Q4/2021

74050

Control cab coach



DB AG

Ep	V-VI
	303
	PluX16
	LED
	40196
	40420



BDnrzf 740

Photomontage

- For the first time with LED headlight and PluX interface
- Headlights and tail lights automatically switchable
- Lights of the train destination display can be retrofitted and is switchable in digital mode

Q4/2021

74591

3 piece set: Double-deck coaches



DB AG

Ep	VI
	929
	PluX22
	LED



DBpzbfa

Photomontage (Hand sample J. Pfeiffer)



DBpza

CAD drawing

Q2/2021

74155

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74156

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► Elaborate printing of the control cab car in design of “Bahnland-Bayern”

► Use in the network of the “Südostbayernbahn”

► In cooperation with

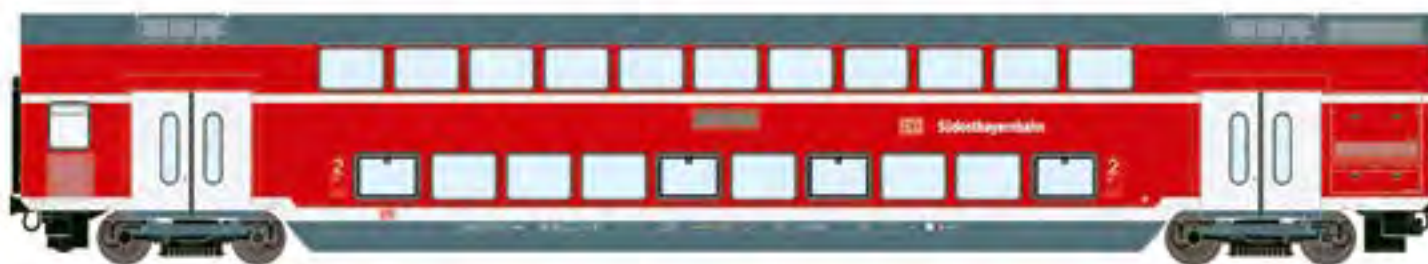


Double-deck coach



DB AG

Ep	VI
	308



DBpza

CAD drawing

Q2/2021

74157

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74158

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► Matching set, items 74155, 74156

► In cooperation with

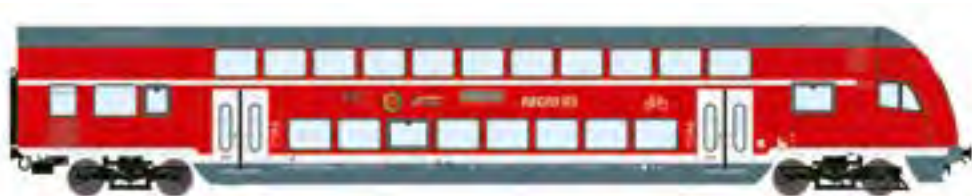


3 piece set: Double-deck coaches



DB AG

Ep	VI
	929
	PluX22
	LED



DABpzbfa

CAD drawing



DBpza

CAD drawing

Q4/2021

74146

=



74147

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► Model as RE 6 "Rhein-Weser-Express" from Minden to Cologne/Bonn airport

► In cooperation with



2 piece set: Double-deck coaches



DB AG

Ep	VI
	616



DABpza



DBpza

CAD drawing

Q4/2021

74148

=



74149

~



► Matching set, items 74146, 74147

► In cooperation with



2 piece set: Couchette coaches



BTE

Ep	VI
	606
	40196
	40420

Q3/2021

74055



Bcm





Photomontage

- With prototypical head ends and roof
- Retrofittable buffer beams



Photo: H. Auer

1st class “Corail” saloon coach

	
Ep	VI
	303
	40183
	40420






A10rtu

Photo: H. Radulescu

- With “Corail Intercités” logo
- Version with “Mielich” type doors

Q4/2021 74536

2nd class “Corail” saloon coach

	
Ep	V-VI
	303
	40183
	40420







B10rtu

Photo: H. Radulescu

- Rich detailing on the car underbody

Q4/2021 74538

2nd class “Corail” saloon coach

	
Ep	V-VI
	303
	40183
	40420







B11tu

Photo: H. Radulescu

Q4/2021 74540

1st class “Corail” saloon coach

	
Ep	VI
	303
	40183
	40420





A10rtu

Photo: H. Radulescu

Q4/2021 74537

2nd class “Corail” saloon coach

	
Ep	V-VI
	303
	40183
	40420






B10rtu

Photo: H. Radulescu

Q4/2021 74539

2nd class “Corail” saloon coach

	
Ep	V-VI
	303
	40183
	40420



B10tu

Photo: H. Radulescu

Q4/2021 74541

3 piece set: Double-deck coaches


KOLEJE
MAZOWIECKIE

Ep	VI
	929
	PluX22
	LED
	



ABbfmnpuvxz

CAD drawing

- Prototypical mold variant of the control cab car
- In cooperation with



Q2/2021

74160

=



Bmnpuxz

CAD drawing

Double-deck coach


KOLEJE
MAZOWIECKIE

Ep	VI
	308
	



Bmnpoxz

CAD drawing

- Matching set, item 74160
- In cooperation with



Q2/2021

74161

=



Photo: P. Kilanowski



Photo: P. Driesch Sammlung S. Carstens

Goods train baggage wagon

Pwgs 41



For many years, goods trains were accompanied by personnel in their own baggage wagons. They provided space for the guard, and also for the baggage master and the shunters employed for shunting procedures at the stations. Before the air brakes were introduced on all cars, this wagon also housed the brakemen. The personnel was able to warm themselves up and eat there during station stops. The customary type description for the accompanying car was Pwg (baggage wagon for goods trains).

From 1941, onwards, during the course of the general acceleration of freight transport, the Deutsche Reichsbahn (DRB) procured more than 700 accompanying cars from various wagon factories (Waggonwerke West, Rastatt, SGP). These were manufactured in steel construction in several series and according to different drawings. They could be heated, and possessed, in addition to the baggage compartment, a guard's compartment, an entrance area and a toilet. The baggage compartment was accessible via interior sliding doors. Some cars were still supplied with raised cabs for the guard. This made it easier for the guard to observe the signals. Until the 1960s, guards were obligated to observe these signals. Later, most railway companies removed the raised cabs.

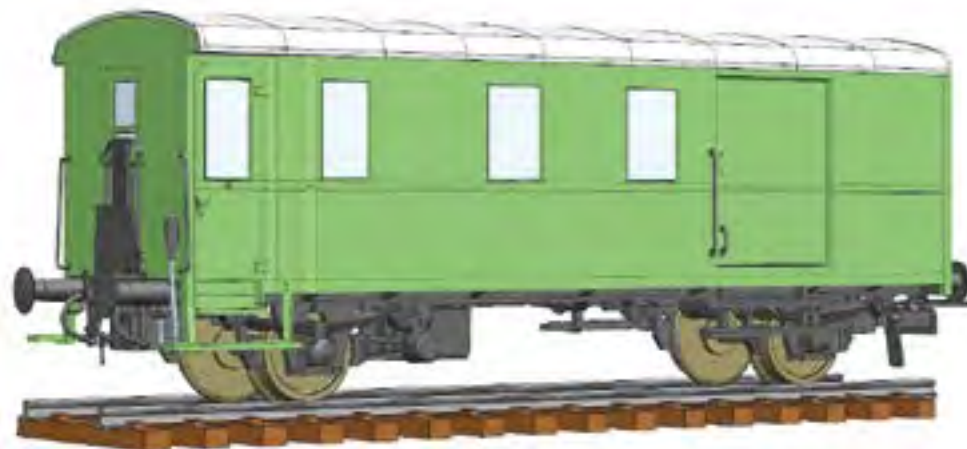
Because the cars were built in several different factories, and remained in diverse countries within Europe after the Second World War, they differ in several striking details, in particular regarding the roof, the head end, the side walls, the window layout and the number of windows. For a long time, these cars were deployed in every goods train as baggage wagons or also as freight accompanying cars; some railway companies also used them in passenger trains due to their maximum possible running speed of 100 km/h.

Goods train baggage wagon



ÖBB

Ep	III-IV
	118
	6560
	40361



Dlho

CAD drawing

Q4/2021

74229

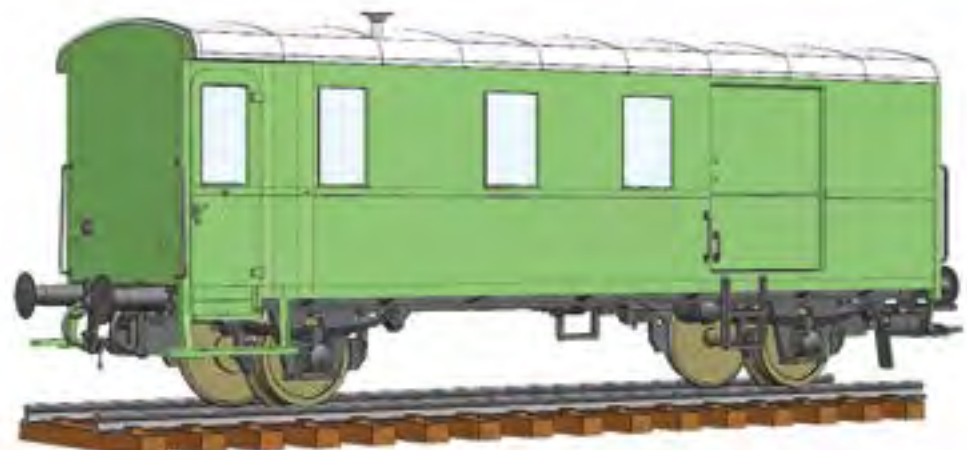
- Finely detailed model with separately applied plug-in parts
- ÖBB conversion model with front door, crossover plates and guard rails
- Steps at the baggage compartment doors in original width
- Sliding doors can be optionally attached in three positions (closed, half-open, open)

Goods train baggage wagon



DB

Ep	IV
	118
	6560
	40361



Pwgs 41

CAD drawing

Q4/2021

74220

- Finely detailed model with separately applied plug-in parts
- Steps at the baggage compartment doors in a modernised, narrow design
- Sliding doors can be optionally attached in three positions (closed, half-open, open)

Pwgs 41 in detail

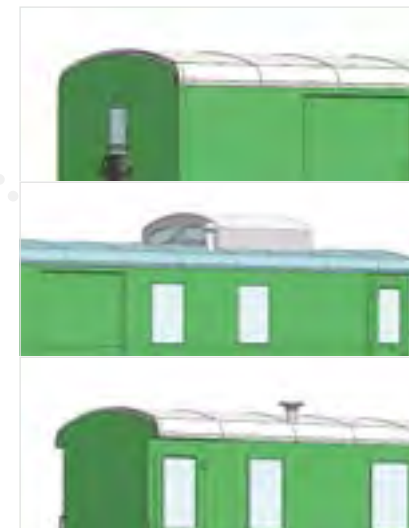
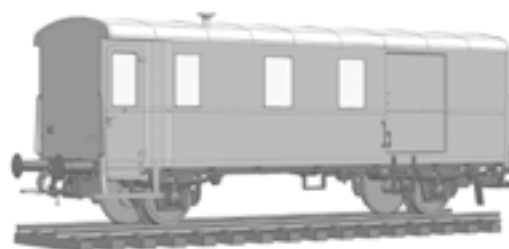


Different design of head ends

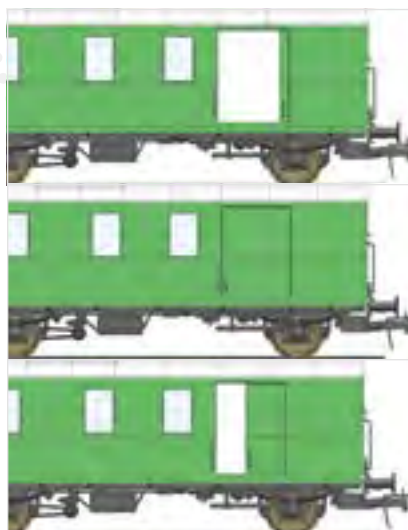


Narrow steps

Wide steps



Different roof versions



Sliding doors can be optionally attached in three positions (closed, half-open, open)



Delicate details such as separately-attached handrails, loading compartment floor with wooden structure



Kadi

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80 70 60 TR

GATX

Double pocket wagon

T3000e



Photo: C. Auerweck

Already at the beginning of the 1970s, the first pocket wagons were built and procured by some European railway administrations. Over time, they have been refined and converted to meet the ever-increasing requirements on the rails.

The megatrailer pocket wagon "T3000e" is the further development of the type "T2000". The loading space with a pocket width of 2,700 mm is matched to the low-lying vehicle parts of the megatrailer. This means that mega trailers can be carried without having to fold away essential parts of the semitrailer. The length over the buffers is 34,200 mm. However, trailers of previous designs as well as swap bodies and containers up to a length of 7.82 m can also be loaded. Due to the folding tie bars in fixed central positions, no 30 ft containers can be loaded.

The pocket wagons are equipped with outside I-beams, so the so-called pockets in which the wheels of the semitrailers are placed, have the smallest possible distance to the top of the rail. This is necessary to comply with the clearance gauge for railways. The wagons have a height-adjustable trestle on which the kingpin of the semitrailer can be mounted.

In the past ten years, the "T3000e" has become the most in-demand wagon for the transport of semi-trailers and swap bodies used in the combined traffic.

T3000e in detail

- Delicate, open steps and grid plates
- Wagon made from die-cast zinc



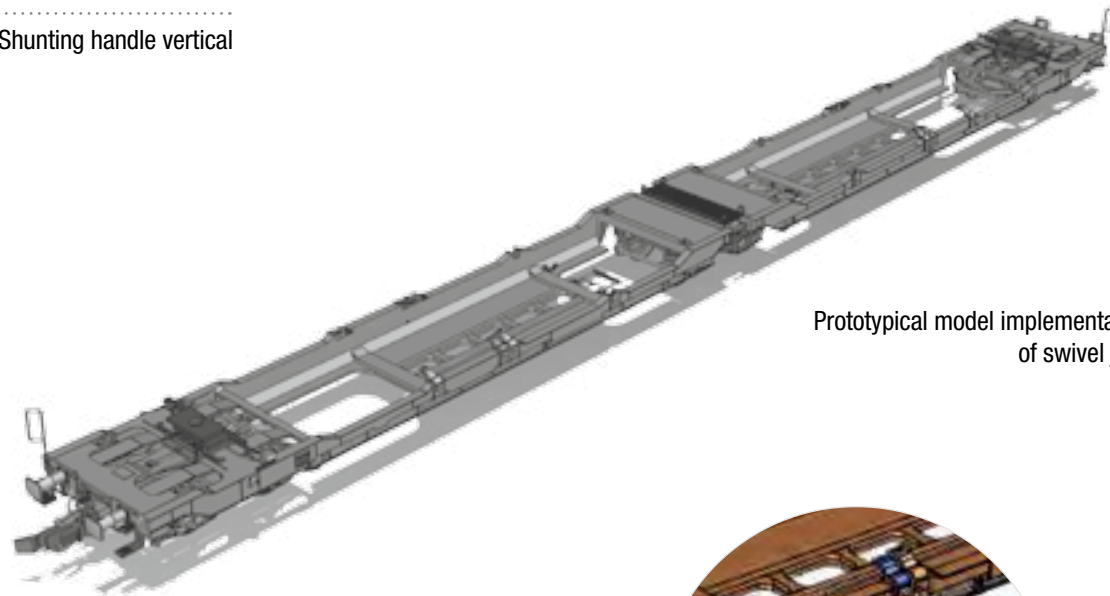
Shunting handle folded

Shunting handle vertical

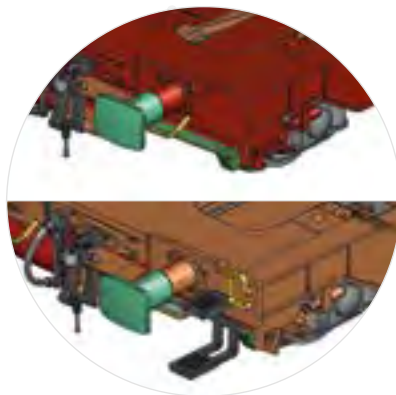


With protective grille

Without protective grille

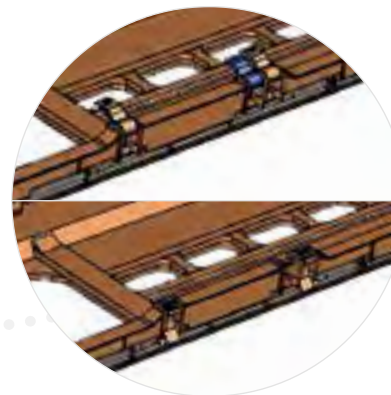


Prototypical model implementation of swivel joint



Without shunting tread

With shunting tread



Moveable folding bar

Articulated double pocket wagon T3000e

n:



ÖBB/RCW

Ep	VI
393	
40179	



Sdggmrs 738/T3000e

CAD drawing

Q2/2021

77389

- ▶ With tank containers of the forwarding company Bertschi
- ▶ Model with four moveable snap locks per part

Articulated double pocket wagon T3000e

n:



DB AG

Ep	VI
393	
40179	



Sdggmrs 738/T3000e

CAD drawing

Q2/2021

77386

- ▶ With two 45 ft swap bodies of the forwarding company Ekol
- ▶ Model with four movable snap locks per part

Articulated double pocket wagon T3000e

n:



GATX

Ep	VI
393	
40179	



Sdggmrs 738/T3000e

CAD drawing

Q2/2021

77391

- ▶ With two truck trailers of the forwarding company Arcese
- ▶ Model with eight moveable snap locks per part

Articulated double pocket wagon T3000e

n:



WASCOSA

Ep	VI
393	
40179	



Sdggmrs 738/T3000e

CAD drawing

Q3/2021

77387

- ▶ With two 45 ft swap bodies of the forwarding company Blue Water
- ▶ Model with eight moveable snap locks per part

Articulated double pocket wagon T3000e

n:



KOMBIVERKEHR

Ep	VI
393	
40179	



Sdggmrs 738/T3000e

CAD drawing

Q2/2021

77390

- ▶ With two truck trailers of the forwarding company DB Schenker
- ▶ Model with four movable snap locks per part

Articulated double pocket wagon T3000e

n:



WASCOSA

Ep	VI
393	
40179	



Sdggmrs 738/T3000e

CAD drawing

Q2/2021

77393

- ▶ With two truck trailers of the forwarding company Walter
- ▶ Model with four movable snap locks per part

Articulated double pocket wagon T3000e

n:



WASCOSA

Ep	VI
393	
40179	



Sdggmrs 738/T3000e

CAD drawing

Q4/2021

77394

- ▶ With two truck trailers of the forwarding company Fercam
- ▶ Model with four movable snap locks per part

Articulated double pocket wagon T3000e

n:



KOMBIVERKEHR

Ep	VI
393	
40179	



Sdggmrs 738/T3000e

CAD drawing

Q4/2021

77397

- ▶ With two truck trailers of the forwarding company Gruber Logistics
- ▶ Model with four movable snap locks per part

Articulated double pocket wagon T3000e

n:



HUPAC

Ep	VI
393	
40179	



Sdggmrs 738/T3000e

CAD drawing

Q3/2021

77398

- ▶ With two 45 ft swap bodies of the forwarding company Eucon
- ▶ Model with eight movable snap locks per part

Articulated double pocket wagon T3000e

n:



CEMAT

Ep	VI
393	
40179	



Sdggmrs 738/T3000e

CAD drawing

Q2/2021

77388

- ▶ With four neutral tank containers
- ▶ Model with four movable snap locks per part



Tank wagon

Zacns

n:



Photo: R. Auerweck

On railways, tank wagons are used for the transportation of liquids and gases. They are generally filled from the top and emptied from the bottom. In order to avoid tank implosion during emptying, a forced ventilation system is frequently used. This means that a ventilation valve opens simultaneously to the nozzle during emptying. Wagons with this forced ventilation system are marked with a vertical white banderole. The dome cover does not have to be opened for the emptying process.

Chemical tank wagons are generally filled and emptied from the top, unless the chemicals they contain are not particularly hazardous. Air or nitrogen is pumped into the wagon interior via a pressure nozzle. The cargo thus pushed out of the tank is then filled via a riser pipe and line into another vessel.

The four-axle design of the Zacns tank wagon, with its load capacity of 95 m³, is used for the transportation of light crude oil products (kerosene, gasoline, diesel, heating oil and liquid chemicals). Typical of this tank type are the lowered walkway grids at the transitions for loading hatch inspection. Several thousands of tank wagons of this type were built, and remain in the portfolios of most wagon hire companies. The main transport goods are refined fuel oils. They form the largest proportion in the tank wagon transportation system, and run in block trains across the whole of Europe.

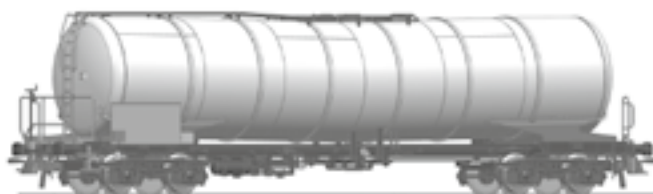
Zacns in detail



Shunter's platform and walkway grids of open design



Delicate shunter's platform and ladder designs



Free-standing handrails and shunting tread



Large sign board

Small sign board



Separately attached parts and pipes on the underside of the tank



Tank wagon



ERMEWA

Ep	VI
	195
	40179



Zacns

CAD drawing

The four-axle tank wagon with a liquid capacity of 95 m³ is used for the transport of light petroleum products such as kerosene, petrol, diesel, fuel oil and liquid chemicals. A typical feature of this type of wagon is the lowered walkway grid at the transition to the fill cover.

Q4/2021

77460

► Finely detailed model with many separately applied plug-in parts

Tank wagon



GATX

Ep	VI
	195
	40179



Zacns

CAD drawing

- Finely detailed model with many separately applied plug-in parts
- Version with small GATX lettering

Q4/2021

77462

2 piece set: Tank wagons

n:



WASCOSA

Ep	VI
390	
40179	



Zacns



CAD drawing

Q3/2021

76027

- Fine free-standing handrails
- Perforated walkway grids in delicate design

2 piece set: Tank wagons

n:



GATX

Ep	VI
390	
40179	



Zacns



CAD drawing

Q3/2021

76028

3 piece set: Tank wagons



GATX

Ep	VI
585	
40179	



Zacns

CAD drawing

Q3/2021

76029

- Wagons for the “DHL Kerosin Express”
- Fine free-standing handrails
- Perforated walkway grids in delicate design

Refrigerator wagon

<div></div> <div></div>	
ÖBB	
Ep	III
≡	138
≡	40196

Q1/2021

76994



Tds

Photomontage

Leig wagon unit

<div></div> <div></div>	
ÖBB	
Ep	IV
≡	278
≡	6560

Q2/2021

76556



Hkr-v „Dresden“

Photomontage

- Rigid close coupling with corridors between the wagons
- Four moveable sliding doors

3 piece set: Swing roof wagons

<div></div> <div></div>	
ÖBB	
Ep	V
≡	333
≡	40196

Q2/2021

76180



Tds



Photomontage

Sliding wall wagon

<div></div> <div></div>	
ÖBB	
Ep	IV-V
≡	161
≡	40183

Q2/2021

76791



Hbillns-u

Photomontage

- Model with thermal protection

3 piece set: Sliding roof wagons

<div></div> <div></div>	
ÖBB	
Ep	IV-V
≡	342
≡	40183

Q2/2021

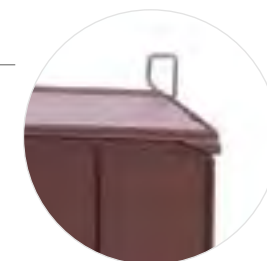
66178



Tms



Photomontage



3 piece set: Steel train

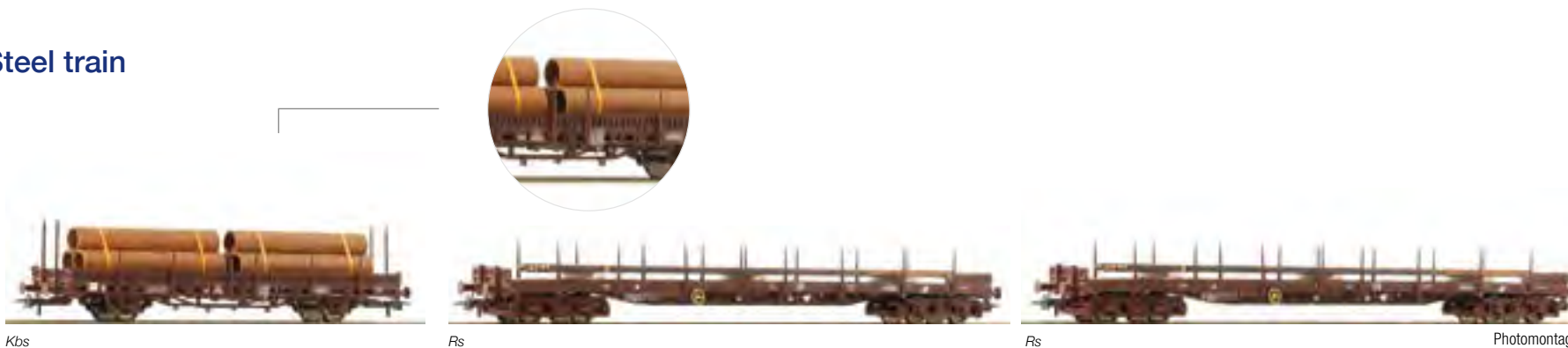


ÖBB

Ep	V
	618
	40196

Q1/2021

76053



► With elaborate load in rusted look

Stake wagon



ÖBB

Ep	VI
	160
	40196

Q2/2021

76997



Photomontage

Dust silo wagon



PULTRANS

Ep	VI
	188
	40183

Q1/2021

76882



Photomontage

► Finely detailed model

Covered goods wagon



SNCB

Ep	III
	104
	40183

Q1/2021

66886



ex Gattung „Oppeln“

Photomontage

► Operation condition of the late 1950s



2 piece set: Covered goods wagons



SBB

Ep	II-III
	226
	40196



K3

Photomontage

Q4/2021

76646

- A wagon with brakeman's cab
- Finely-detailed models

Car carrier wagon



SBB

Ep	IV
	305
	40195



Laeks

Photomontage

Q3/2021

77530

2 piece set: Goods wagons



SBB

Ep	IV-V
	322
	40183
	40196



Taehms



Taems

Photomontage

Q3/2021

76020

- Used to transport clay from Germany to Italy
- In operating condition of the 1990s

Tank wagon "Butan-Schweiz"



SBB

Ep	II-III
	101
	6560



Photomontage

Q4/2021

76312

- Wagon with brakeman's platform and access ladders
- FLEISCHMANN PROFI plug-in coupling for replacement is included

Sliding wall wagon



SBB

Ep	IV-V
	161
	40183



Hbikks-tt

Photomontage

Q4/2021

76782

- In operating condition at the end of 1980/start of 1990

The set contains a goods wagon with swing roof and a goods wagon with rolling roof of the Deutsche Bundesbahn hired out to the Swiss Federal Railways.

Sliding wall wagon



SBB

Ep	V
178	
40196	

Q3/2021

77493



Hbbilns

Photo: H. Konrad

Mail wagon



PTT

Ep	V
168	
40196	

Q4/2021

76208



Z2

Photomontage

► In the original, special "Postzentrum Luzern" design

Brake van "Sputnik"



SBB

Ep	V
106	
40196	

Q4/2021

67610



Db

Photomontage

Brake van "Sputnik"



BLS

Ep	IV-V
106	
40196	

Q2/2021

67611



Db

Photomontage

Open goods wagon



SBB CARGO

Ep	VI
161	
40183	

Q2/2021

76805



Eaos

Photomontage

- New running number
- Wagon perfectly match blocktrains

Open goods wagon



SBB CARGO

Ep	VI
161	
40183	

Q1/2021

76739



Eaos

Photomontage

Container carrier wagon



SBB

Ep	VI
226	
40196	



Sgnss

Photomontage

Q2/2021

77341

► Container with different front door design

Container carrier wagon



AAE

Ep	VI
226	
40196	



Sgns

Photomontage

Q2/2021

77340

► Rental wagon from SBB Cargo, deployed for AAE

Articulated double pocket wagon



WASCOSA

Ep	VI
393	
40195	



Sdggmrs/T2000

Photomontage

Q1/2021

77360

- With two 20 ft and one 45 ft container
- With separately attachable folding bars

Container carrier wagon



SBB

Ep	V-VI
225	
40196	



Sgnss

Photomontage

Q4/2021

76948

► With two 20 ft swap bodies of the company Bell

Tank wagon



WASCOSA

Ep	VI
102	
40196	



Zces

Photomontage

Q3/2021

76509

Sliding wall wagon



TRANSWAGGON

Ep	VI
II	267
III	40196



Habbiins

Photomontage

Q1/2021

76738

► Particularly suitable for transporting paper rolls, cellulose, sawn timber, tree trunks and fiberboard as well as palletized goods

Silo wagon



HOLCIM

Ep	VI
II	158
III	40196



Uacs

Photomontage

Q3/2021

77423

► Bogies type WU 83

Slide tarpaulin wagon



SBB

Ep	VI
II	229
III	40196



Rilns

Photomontage

Q4/2021

76479

► Rental wagon from VTG, deployed for SBB Cargo

2020
3rd
ROCO
Photo Competition



Photo: H. Dobliger

4 piece set: Post train



DB

Ep	III
623	
40183	
40196	
40360	
40361	



Post4ü



Gmhs 30



Gmhs 50



Post3

Photomontage

Earlier in the history of the railways, the postal authorities used the railway already to transport mail. The railway mail wagons were either set individually in passenger trains or added in larger numbers as part of express goods- and freight trains for postal services. In the post-war period, the mail trains were characterized by the rolling stock of the former Deutsche Reichspost and the train compositions were formed between large main railway stations. Such mail trains consisted of wagons that served, depending on the design of the wagons, for the transport of letters and postal packages. The letter post was not only transported in the postal wagon but already sorted during the journey. Mailings that were already presorted and only had to be distributed at the destination station were transported in covered goods wagons - which were mostly rented by the DB. Sometimes the Deutsche Bundespost used their own wagons.

- Perfectly match the post train, item 74091
- With attached destination plates to establish an authentic post train network

Q2/2021

76036

2 piece set: Tank wagons



DB

Ep	IV
	292
	40196



Photomontage



Q3/2021

76013

Flat wagon



DB

Ep	IV
	139
	6560



Rmrso 31

Photomontage

► FLEISCHMANN PROFI plug-in coupling for replacement is included

Q3/2021

76313

Stake wagon



DB

Ep	IV
	162
	40196



Kbs

Photomontage

► Model with brakeman's platform

Q2/2021

76526

2 piece set: Refrigerator wagons



DB

Ep	IV
	334
	40196



Ibbks 398

Photomontage

Q2/2021

76034

Covered goods wagon



DB

Ep	IV
	144



Gbrs-v 245

Photomontage

► Equipped with tail lights (batteries required for operation)

Q1/2021

76615

=

76616

~

3 piece set: Silo wagons



DB

Ep	IV
	294
	40196



Ucs 909



Photomontage

Q4/2021

76010

Refrigerator wagon



DB

Ep	IV-V
	189
	40196



Photomontage

► Isotherm wagon for banana transport

Q3/2021

76718

2 piece set: Telescopic hood wagons



DB

Ep	IV-V
	276
	40196



Shimmns



Photomontage

Q2/2021

76041

2 piece set: Covered goods wagons



DR

Ep	III
	218
	6560



Gr



Photomontage

- With movable sliding doors
- FLEISCHMANN PROFI plug-in coupling for replacement is included

Q3/2021

76012

3 piece set: Swing roof wagons



DR

Ep	IV
≡	333
≡	40196

Q3/2021

76181



Tds

Photomontage

- With repair spots
- Each wagon with different running number

Swing stake wagon



DR

Ep	IV
≡	160
≡	40196

Q3/2021

77675



Ks

Photomontage

- With two containers of the company "Deutrans"

Covered goods wagon



DR

Ep	III-IV
≡	147
≡	6560

Q1/2021

76308



Gl

Photomontage

2 piece set: Refrigerator wagons



DR

Ep	IV
≡	322
≡	40196

Q2/2021

76035



lbbhqss

Photomontage

- Use for the transport of perishable food such as meat, vegetables, fish etc.

Tank wagon



DR

Ep	IV
≡	146
≡	40196

Q1/2021

76693



ZZh

Photomontage

2 piece set: Telescopic hood wagons



DR

Ep	IV
	276
	40196

Q2/2021

76042



Shimmns

Photomontage

- For the transport of aluminum and steel coils
- Ideal for the formation of block trains

2 piece set: Rolling roof wagons



DB AG

Ep	V-VI
	362
	6561

Q4/2021

76014



Tamns

Photomontage

- Removable rolling roof

3 piece set: Sliding tarpaulin wagons



DB AG

Ep	VI
	414
	40196

Q3/2021

76011



Shimmns

Photomontage

- Ideal for the formation of block trains



Articulated double pocket wagon



AAE

Ep	VI
393	
40195	



Sdggmrs/T2000

Photomontage

Q1/2021

67401

► With four swap bodies of the forwarding company Wetron

Pocket wagon T3



AAE

Ep	VI
211	
40179	



Sdgmns 33

Photomontage

Q2/2021

76234

► With a 40 ft container from the forwarding company ONE

Pocket wagon T3



AAE

Ep	VI
211	
40179	



Sdgmns 33

Photomontage

Q2/2021

76222

► With a truck trailer of the forwarding company Nor-Cargo



Photo: C. Auerweck

2 piece set: Sliding tarpaulin wagons



ERMEWA

Ep	VI
276	
40196	



Shimmns



Photomontage

Q2/2021

76039



Photo: R. Auerweck

7 piece display: Forwarding company Winner



EINSTELLER

Ep

VI



Sgns



Sdgmns 33/T3



Sdgmns 33/T3



Sdggmrs 738/T3000e



Sdggmrs/T2000



Sdggmrs 738/T3000e



Sdggmrs 738/T3000e

Photomontage

- ▶ Each wagon with different running numbers
- ▶ All truck trailers feature different trailer numbers
- ▶ Ideal for the formation of block trains of the forwarding company Winner
- ▶ Single wagons available from your specialized dealer

Q3/2021

75886

Our brand-new Z21 flyer with the latest digital range is now available.



Sliding tarpaulin wagon



TRAMESA

Ep	VI
	138
	40196



Shimmns

Photomontage

Q1/2021

76439

2 piece set: Refrigerator wagons



SNCF

Ep	IV
	322
	40196



lbbehs



Photomontage

Q1/2021

76040

► Used to transport perishable food

3 piece set: Swing roof wagons



SNCF

Ep	IV
	333
	40196



Tds



Photomontage

Q2/2021

76033

► Fine steps, ladders and platform railings

Open goods wagon

	
GYSEV	
Ep	V
161	
40183	



Eas


Photomontage

Q1/2021

► New running number

76808

Swing roof wagon

	
RCH	
Ep	VI
250	
40196	



Tadgs

Photomontage

Q1/2021

76404

Swing stake wagon

	
FS	
Ep	IV-V
160	
40196	



Ks

Photomontage

Q2/2021

► Side wall stakes can be installed standing or folded

76525

Open goods wagon

	
FS	
Ep	V
161	
40183	



Ealos

Photomontage

Q3/2021

► With attachment to increase the loading volume

► For transporting wood chips and sawdust

76968

Pressure gas tank wagon

	
FS	
Ep	V
183	
40196	



Zags

Photomontage

Q2/2021

76385

Sliding wall wagon

	
MERCITALIA	
Ep	VI
178	
40196	



Hbbillns




Photomontage

Q4/2021

► For the first time in green "Mercitalia" livery

76457

Beer wagon "Van Vollenhoven"

	
NS	
Ep	III
	113
	6560






Photomontage

Q2/2021

76311

- Version with brakeman's platform
- FLEISCHMANN PROFI plug-in coupling for replacement is included

Chemical tank wagon

	
NS	
Ep	V
	102
	40183




Photomontage

Q3/2021

76512

- Private wagon of "Akzo Zout Chemi"

Pocket wagon T3

	
AAE	
Ep	VI
	211
	40179



Sdgmns 33




Photomontage

Q2/2021

76235

- With a truck trailer of the forwarding company P&O Ferrymasters

Stake wagon

	
NS	
Ep	IV
	229
	40183



Rs




Photomontage

Q4/2021

76714

- With two 20 ft container of the United States Lines

Pocket wagon T3

	
AAE	
Ep	VI
	211
	40179



Sdgmns 33




Photomontage

Q4/2021

76224

- With a truck trailer of the forwarding company Wolter Koops

Stake wagon

	
BAM RAIL	
Ep	VI
	229
	40196



Rs

Photomontage

Q3/2021

77683

Double container carrier wagon



CLIP

Ep	VI
	390
	40196



Sggmrs

Photomontage

Q3/2021

76631

- ▶ With two 45 ft container of the forwarding company Westerman
- ▶ Used in trains from the Netherlands to Poland

Cattle wagon



PKP

Ep	III
	110
	6560



Snh

Photomontage

Q2/2021

76310

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

2 piece set: Hinged lid wagons



PKP

Ep	III
	152
	6560



K 15

Photomontage

Q1/2021

76043

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



2 piece set: Open goods wagons



PKP

Ep	V
	322
	40183



Eaos

Photomontage

Q2/2021

76038

► For the transport of bulk goods or scrap

Swing stake wagon



CFR

Ep	VI
	160
	40196



Ks

Photomontage

Q3/2021

67596

► With fold able and detachable stakes

Sliding wall wagon



SJ

Ep	VI
	178
	40196



Hbbins

Photomontage

Q3/2021

77490

► Finely detailed end and side walls
► Separately applied handrails and operating rods

Narrow-gauge railways



Photo: J. Kaufmann Anlage Freunde der Mariazellerbahn Modell

Electric locomotive 1099.012-5



ÖBB

Ep	IV
	127
	NEM 651
	261 mm



Photomontage

Q4/2021

33256



6/0

Diesel locomotive V 15



NÖVOG

Ep	VI
	120
	PluX22
	200 mm
	LED



Photomontage

Q4/2021

33317



4/1

33318



4/1

Between 1911 and 1914, 16 locomotives of this class, specially designed for the Mariazellerbahn, were purchased by the former Lower Austrian Landesbahnen. Between 1959 and 1962, the locomotives were modernised while retaining the original chassis and, in particular, fitted with new locomotive bodies. The locomotives reached a maximum speed of 50 km/h and had a power output of 405 kW. Thirteen of the locomotives were officially named after communities situated along the Mariazellerbahn and received with their coats of arms.

- **Finely detailed model with many separately applied plug-in parts**
- **With coat of arms "Hofstetten/Grünau"**

The locomotives of the class 2095, which were purchased from 1958 onwards, formed the backbone of the ÖBB's diesel-powered narrow-gauge lines for decades. In 2010, the NÖVOG took over ten of the 600 hp strong and about 60 km/h fast locomotives. With the current overhaul, the locomotives, which are still operable, will receive a paint scheme based on the historic design of the Simmering-Graz-Pauker (SGP) company from the 1960s. Besides, great importance was also attached to details such as the production of the SGP winged-wheel.

- **Finest details: freestanding handrails, delicately designed lamp rims and perforated ventilation grilles on top of the roof**
- **Headlight can be completely or partially switched with a DIP switch (analogue version)**
- **Design as V 15, former 2095.15**



Diesel locomotive Vs 72



PLB

Ep	V-VI
	120
	PluX22
	200 mm
	LED

Q4/2021		
33319	=	4/1
33320	=	4/1



Photomontage

The diesel locomotives of the class 2095 were purchased from 1958 onwards. Over decades they formed the backbone of the diesel-powered narrow-gauge lines of the ÖBB. On July 1, 2008, the country of Salzburg took over the Pinzgauer Local railway from the ÖBB and with it some of the 600 hp locomotives. The diesel locomotives operating on the "Krimmler Bahn" are used for freight trains and cycle tourism trains.

- ▶ With coat of arms "Wald im Pinzgau"
- ▶ Finest details: freestanding handrails, delicately designed lamp rims and perforated ventilation grilles on top of the roof
- ▶ Headlight can be completely or partially switched with a DIP switch (analogue version)



Photo: K. Steiner

2 piece set: Stake wagons



Ep	IV-V
256	



SSm/s



Photomontage

Q4/2021

34582

- Loaded with logs
- Etched labeling plates mounted on the frame

2 piece set: Covered goods wagons



Ep	IV-V
256	



GGm/s



Photomontage

Q4/2021

34583

- Finely detailed model with brakeman's cab
- Sliding doors can be opened

Analogue start set: Light railway steam locomotive and lorry train



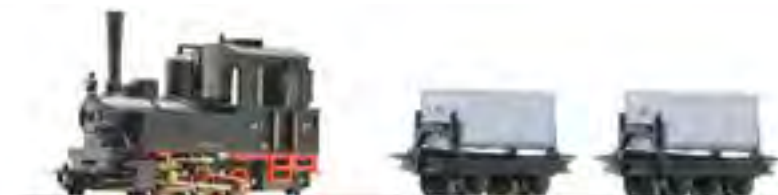
Ep	III-VI
----	--------

- 1 light railway steam locomotive
- 4 dipping bucket wagons
- 2 dipping bucket wagons for the transport of cement
- 1 electronic manual regulator
- 1 plug-in power supply

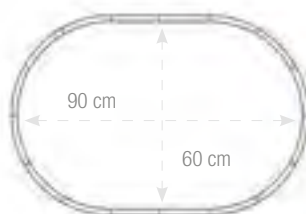
Oval track layout

- 12 curved tracks (32204), 3 straight tracks (32202), 1 feeder track

Size of track layout: approx. 90 x 60 cm



Photomontage



Q3/2021

31035



Photo: J. Kaufmann Anlage Freunde der Mariäzellerbahn Modell

10833	153	61486	116	70277	36	70787	143	71752	144
10834	153	61487	116	70278	36	70788	143	71753	144
31035	206	61488	116	70315	106	70794	97	71920	113
33256	204	63138	118	70316	106	70795	97	71921	113
33317	204	63139	118	70317	32	70813	137	71928	110
33318	204	64175	89	70318	32	70814	137	71929	110
33319	205	64769	188	70378	126	70890	93	71938	62
33320	205	66178	182	70379	126	70891	93	71939	62
34582	206	66886	183	70384	144	70920	127	71942	109
34583	206	67401	195	70385	144	70921	127	71943	109
42602	43	67596	202	70442	42	71095	10	71946	112
42603	43	67610	185	70443	42	71096	10	71947	112
51160	150	67611	185	70453	48	71204	23/146	71948	68/147
51330	149	69139	118	70454	48	71205	23	71949	68
51331	149	70060	86	70487	80	71211	33/146	71950	112/147
51332	151	70061	86	70488	80	71212	33	71951	112
51333	152	70087	61	70489	118	71219	100	71954	68
51334	150	70088	61	70490	118	71220	100	71955	68
51335	152	70089	60	70491	56	71221	72	71956	119
51337	148	70090	60	70492	56	71222	72	71957	119
51338	151	70180	133	70501	53	71223	101	71958	54
51339	151	70181	133	70502	53	71224	101	71959	54
52464	142	70182	133	70658	115	71225	73	72003	145
52465	142	70183	133	70659	115	71226	73	72004	122
52468	132	70212	92	70660	65/146	71265	34/146	72011	142
52469	132	70213	92	70661	65	71266	34	72017	132
52548	85	70249	28	70668	65	71379	8	72046	36
58465	142	70250	28	70669	65	71380	8	72047	36
58469	132	70265	135	70713	123	71381	9	72058	20
58548	85	70266	135	70714	123	71382	9	72059	20
61480	19	70271	17	70748	130/147	71405	92	72060	39
61481	19	70272	17	70749	130	71406	92	72061	39
61482	19	70273	18	70754	134	71407	67	72066	126
61483	88	70274	18	70755	134	71408	67	72067	126
61484	88	70275	28	70757	131	71409	64	72070	132
61485	88	70276	28	70758	131	71410	64	72071	132

72094	102	73078	37	73914	121	74189	77/146	74694	154
72095	102	73079	37	73947	121	74190	78	74695	154
72096	102	73120	30	73948	121	74208	141	74696	154
72097	102	73121	30	73974	115	74220	166	74697	154
72098	103	73126	51/146	73975	115	74229	166	75886	197
72099	103	73127	51	74050	158	74280	146/156	76010	192
72105	140	73156	14	74051	49	74281	146/156	76011	194
72106	140	73157	14	74052	50	74282	146/156	76012	147/192
72108	16	73159	42	74053	137	74283	146/156	76013	191
72109	16	73164	114	74054	26	74370	24/146	76014	194
72178	138	73165	114	74055	161	74371	24	76015	21
72179	138	73166	104/147	74062	15	74372	24/146	76018	18
72180	139	73167	104	74064	81	74373	25/146	76019	129
72272	27	73197	85	74065	81	74374	146	76020	184
72273	27	73216	82	74066	81	74374	25/146	76027	180
72690	62	73217	82	74067	81	74448	31	76028	180
72910	123	73226	110	74068	81	74506	43	76029	181
72911	123	73227	110	74069	81	74507	43	76030	13
72946	129	73228	111	74070	146/157	74508	43	76033	198
72947	129	73229	111	74071	146/157	74536	162	76034	191
73008	140	73318	109	74072	94	74537	162	76035	193
73009	140	73319	109	74073	95	74538	162	76036	190
73028	32	73463	122	74074	96	74539	162	76037	14
73029	32	73478	57	74146	160	74540	162	76038	202
73032	33	73479	57	74147	160	74541	162	76039	195
73033	33	73608	51	74148	160	74565	155	76040	198
73037	136	73609	51	74149	160	74566	155	76041	192
73038	128	73610	53	74155	159	74567	155	76042	194
73040	21	73611	53	74156	159	74568	155	76053	183
73041	21	73765	124	74157	159	74587	31/147	76053	146/201
73042	26	73766	124	74158	159	74588	31/147	76180	146/182
73043	26	73798	145	74160	163	74589	31/147	76181	193
73046	135/147	73799	145	74161	163	74590	31	76208	185
73047	135	73877	114	74183	83	74591	158	76222	147/195
73058	46	73878	114	74187	20	74692	154	76224	200
73059	46	73913	121	74188	76	74693	154	76234	147/195

76235	147/200	76994	182	78178	138	79079	37	79959	54
76308	147/193	76997	183	78179	138	79096	10	79975	115
76310	201	77340	147/186	78180	139	79121	30		
76311	200	77341	147/186	78181	133	79127	51		
76312	184	77360	147/186	78183	133	79167	104		
76313	191	77386	147/171	78213	92	79197	85		
76340	188	77387	172	78266	135	79205	23		
76341	188	77388	175	78272	17	79212	33		
76342	188	77389	171	78273	27	79217	82		
76385	199	77390	147/173	78276	28	79220	100		
76404	199	77391	172	78278	36	79222	72		
76439	198	77393	173	78316	106	79224	101		
76457	199	77394	174	78318	32	79226	73		
76479	187	77397	174	78454	48	79227	110		
76509	186	77398	175	78488	80	79229	111		
76512	200	77423	187	78492	56	79266	34		
76525	199	77460	179	78502	53	79319	109		
76526	191	77462	179	78659	115	79380	8		
76556	182	77490	202	78661	65	79382	9		
76577	188	77493	185	78669	65	79406	92		
76615	191	77530	184	78690	62	79408	67		
76616	191	77675	193	78714	123	79410	64		
76631	201	77683	200	78749	130	79479	57		
76646	184	78004	122	78755	134	79609	51		
76693	147/193	78011	142	78758	131	79611	53		
76714	200	78017	132	78788	143	79766	124		
76718	192	78061	86	78814	137	79921	113		
76738	147/187	78067	126	78891	93	79929	110		
76739	185	78071	132	78911	123	79939	62		
76782	184	78088	61	79029	32	79943	109		
76791	146/182	78090	60	79033	33	79947	112		
76805	185	78095	102	79037	136	79948	121		
76808	199	78096	102	79041	21	79949	68		
76882	183	78097	103	79043	26	79951	112		
76948	186	78106	140	79047	135	79955	68		
76968	199	78109	16	79059	46	79957	119		





Photo: H. Auer



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 Spain (E)	 Slovak Republic (SK)
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 Italy (I)	

Epochs

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

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

Railway administrations

K.K.St.B.	Imperial Royal State Railways
BBÖ, ÖBB	Austrian Federal Railways
SNCB	National Railway Company of Belgium
SBB	Swiss Federal Railways
K.P.E.V.	Royal Prussian Railway
K.Bay.Sts.B	Royal Bavarian State Railways
DRG	German State Railway Company (until 1937)
DRB	German State Railway (1937-1949)
DR	German State Railway
DB	German Federal Railways (1951-1993)
DB AG	German Railways AG (since 1.1.1994)
DSB	Danish State Railways
RENFE	Spanish Railways
SNCF	National French Railways
MÁV	Hungarian State Railways
FS	Italian State Railways
NSB	Norwegian State Railways
SS, NS	Dutch State Railways
PKP	Polish State Railways
SJ	Swedish State Railways
RŽD	Russian Railways
ČSD	Czechoslovak State Railways
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

Explanation of symbols

00000	Article number
Q1-4/2021	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-axes / X-axes 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
Next18	Interface Next18
R2	Minimum drivable radius
	Digital version with buffer capacitor
6454	Interior lighting / Interior lighting retrofit kit
6560	AC wheel set
	Digital shunting coupling
	Dynamic steam is emitted from the chimney
10 11	“Seuthe” steam generator (No. 10 or No. 11)
40160	Steam generator retrofit kit

The Roco logo is written in a stylized, orange, cursive font. The background of the entire page is a detailed technical line drawing of a steam locomotive's internal mechanical components, including the boiler, pistons, and wheels, rendered in a light gray color.

Roco

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