Novelties 2021

Great in detail and technology

Roco

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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 m^3 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,

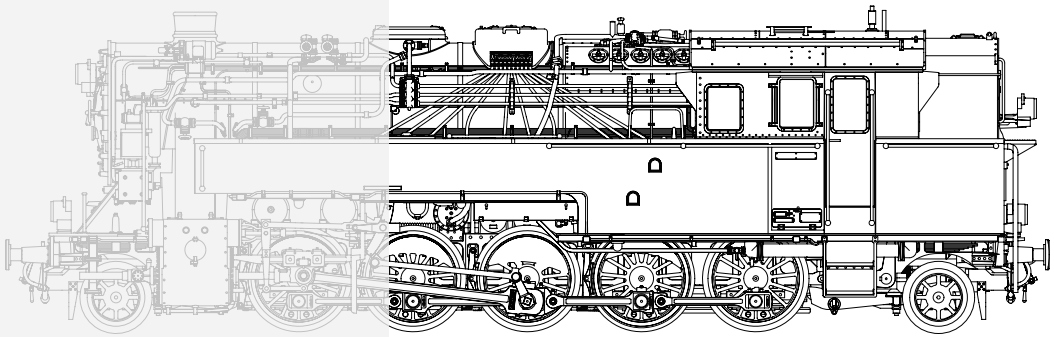
your ROCO team

Contents

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

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.



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

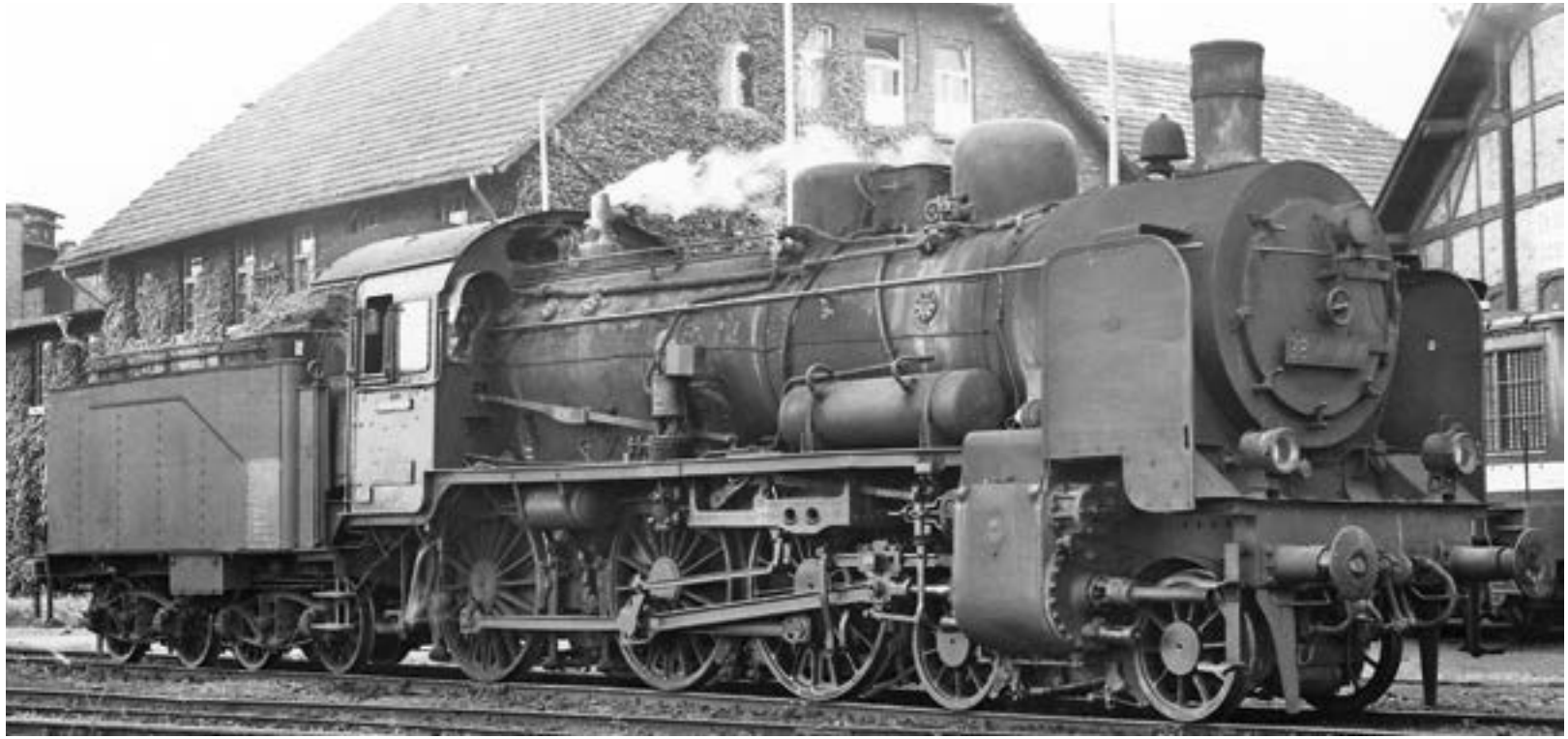


Photo: Ziemert/Archiv J. Sauter

- **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 Rübeland 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

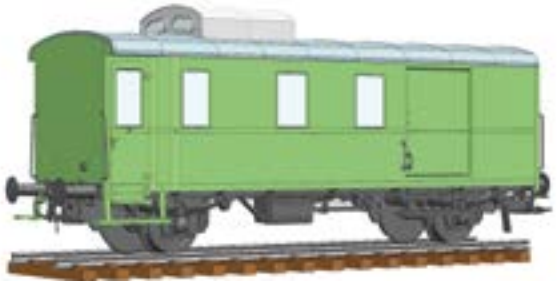
E

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

KKStB/BBÖ

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

KKStB/BBÖ

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

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

Q4/2021

74062

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).

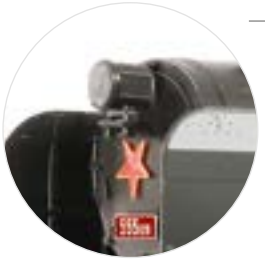
- **Version with “Witte” smoke deflectors and tub-style tender**
- **With fine metal spoked wheels**
- **Drive and coupling rods made of precision casting**
- **Z21 driver's cab available**

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”

2021
TRAIN OF THE YEAR

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**

Steam locomotive PtL 2/2 4512

K.Bay.Sts.B.

Ep	I
	80
	NEM 652
	R2

Photomontage

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**

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

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**

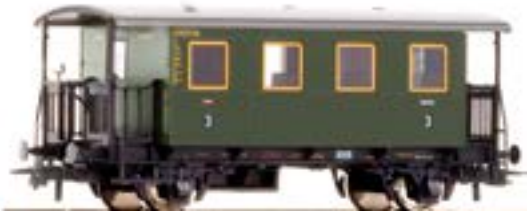
3 piece set: Local train

DB

Ep	III
	304
	40196
	40361

LPwPost

CL



CL

Photomontage

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

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

Q4/2021
74054

Steam locomotive 85 009

Edition

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

Edition

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

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

update

DB

Ep	IV
	303
	PluX16
	LED
	40420

BDnf 738 Photomontage

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

Photo: K. Gerke

Q1/2021				
70317	=		4/1	10
70318	=	♪	4/1	11
78318	∿	♪	4/1	11

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

Photomontage

Q4/2021				
73028	=		4/1	10
73029	=	♪	4/1	11
79029	∿	♪	4/1	11

- **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

Photomontage

Q1/2021			
71211	=	2/2	10
71212	=	2/2	11
79212	~	2/2	11

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

Photomontage

Q1/2021			
73032	=	4/1	10
73033	=	4/1	11
79033	~	4/1	11

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**

Henning Sound

R. N. Lawrence

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

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 oroginal boiler and snow plough**
- **Fine spoked metal wheels**
- **Drive and coupling rods made of investment cast metal**
- **Z21 driver's cab available**

Henning Sound

Steam locomotive 55 4154-5

DR

Ep	IV
	210
	NEM 651
	R2
	LED

Photomontage

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

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**

Steam locomotive 231 E 40

Edition

SNCF

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, Andrä 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


Waldbrunn
Neuenfeld
Gleis 2

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 Schafbergbahn 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

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

Q2/2021

73159	=	3/0

Cogwheel electric locomotive

ALPSPITZ-BAHN

Ep III-VI
100
PluX16
R2
LED

Photomontage

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

Q2/2021

70442	=	2/0
70443	=	2/0

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

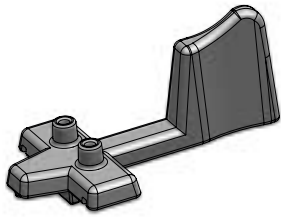
- **Delicately designed model**
- **FLEISCHMANN PROFI plug-in coupling for replacement is included**

Flexible toothed racks for ROCO LINE tracks

Q1/2021
42602

- **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**

Assembly aid for ROCO LINE toothed rack



CAD drawing

Q1/2021
42603

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

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

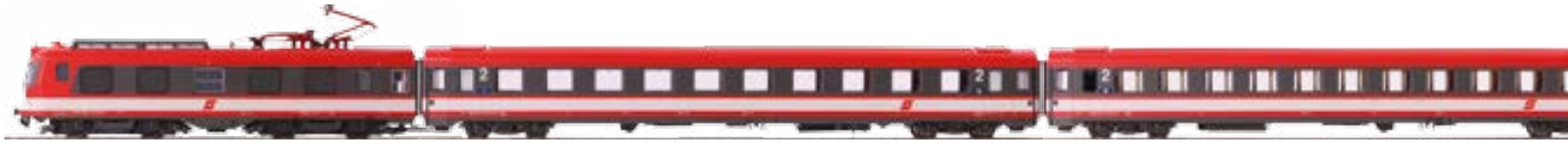
D4hET

B4hTL

B4hTL

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



* Next 18 interface installed in control car.

B4hTL

B4hTL

AD4hES

Photomontage

- **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

ÖBB

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.

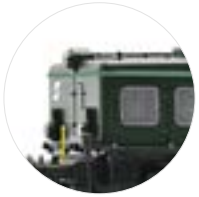
- **Variant with curved corner windows**
- **Model in blood orange livery**
- **Headlight can be completely or partially switched off with a DIP switch (analogue version)**

Electric locomotive 1020.027-7

ÖBB

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**

2020

1

ROCO

Photo Competition

Photo: R. Köstler

Electric locomotive 1142 683-2

ÖBB

Ep	VI
	186
	PluX22
	R2
	LED

Photomontage

Q3/2021		
73610	=	4/1
73611	= 🔊	4/1
79611	∿ 🔊	3/2

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”

ÖBB

Ep	VI
	221
	PluX22
	R2
	LED

Photomontage

Q1/2021		
70501	=	4/1
70502	= 🔊	4/1
78502	∿ 🔊	3/2

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)**

soundlab

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

Photomontage

Photo: E. Prantl

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

Photomontage

GRAMPETCARGO AUSTRIA

Ep	VI
	186
	PluX22
	R2
	LED

Q2/2021		
73478	=	4/1
73479	= 🔊	4/1
79479	∿ 🔊	3/2

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^{I} 10700

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^{I} 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

Photo: BLS

BLS

Ep	VI
	212
	PluX22
	R2
	CH
LED	

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

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^{III} 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** RAILCOLOR DESIGN

soundlab

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**

soundlab

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

ČSD

Ep	IV
	193
	PluX22
	R2
	ČZ
LED	

Photo: Ing. J. Kocourek/Slg. 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**

CAD drawing shows current project status

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

Electric locomotive class 372

n:

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, Brünn 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”

MAV

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

- **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

Afmpz

ARbmpz

Bmpz

Bmpz

Photomontage

Q1/2021		
74064	=	
74065	=	
74066	~	

- **Train movement as Railjet “Vindobona”**
- **Number of side windows true to the original control cab coach**

3 piece set: “Railjet”

ČD

Ep	VI
	915

Bmpz

Bmpz

Bmpz

Photomontage

Q1/2021		
74067	=	
74068	=	
74069	~	

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)**

soundlab

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.

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

- **Perfectly matches the “Silberlinge”**
- **For the first time with running number for push-pull-trains**

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

ABnrzb 704

Bnrzb 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 aera 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^{II} 11251

SBB

Ep	IV
	177
	PluX22
	R2
	CH
	LED

Q2/2021		
71405	=	4/1
71406	= 🔊	4/1
79406	∿ 🔊	3/1

Photomontage

n:

The locomotives of the class Re 4/4^{II} 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^{II} 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**

Electric locomotive E.444.032

FS

Ep	IV
	195
	NEM 652
	R2
	LED

Photomontage

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

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

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**

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

n:

Electric locomotive

class 230, DR

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 (CSD). Due to a lack of experience in the field of dual-system technology (GDR: AC voltage 15 kV/16 2/3 Hz, CSSR: 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 CSD 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 CSD's requirements, this resulted in a two-fold contract for Škoda, with 20 locomotives for the DR (class 230) and 15 locomotives for the CSD (class 372).

In 1988, one prototype was delivered for each railway; the 230 001 for the DR and the 372 001 for the CSD. 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 DB AG. 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 CD 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 German today as a museum piece by the Thuringia Railway Association.

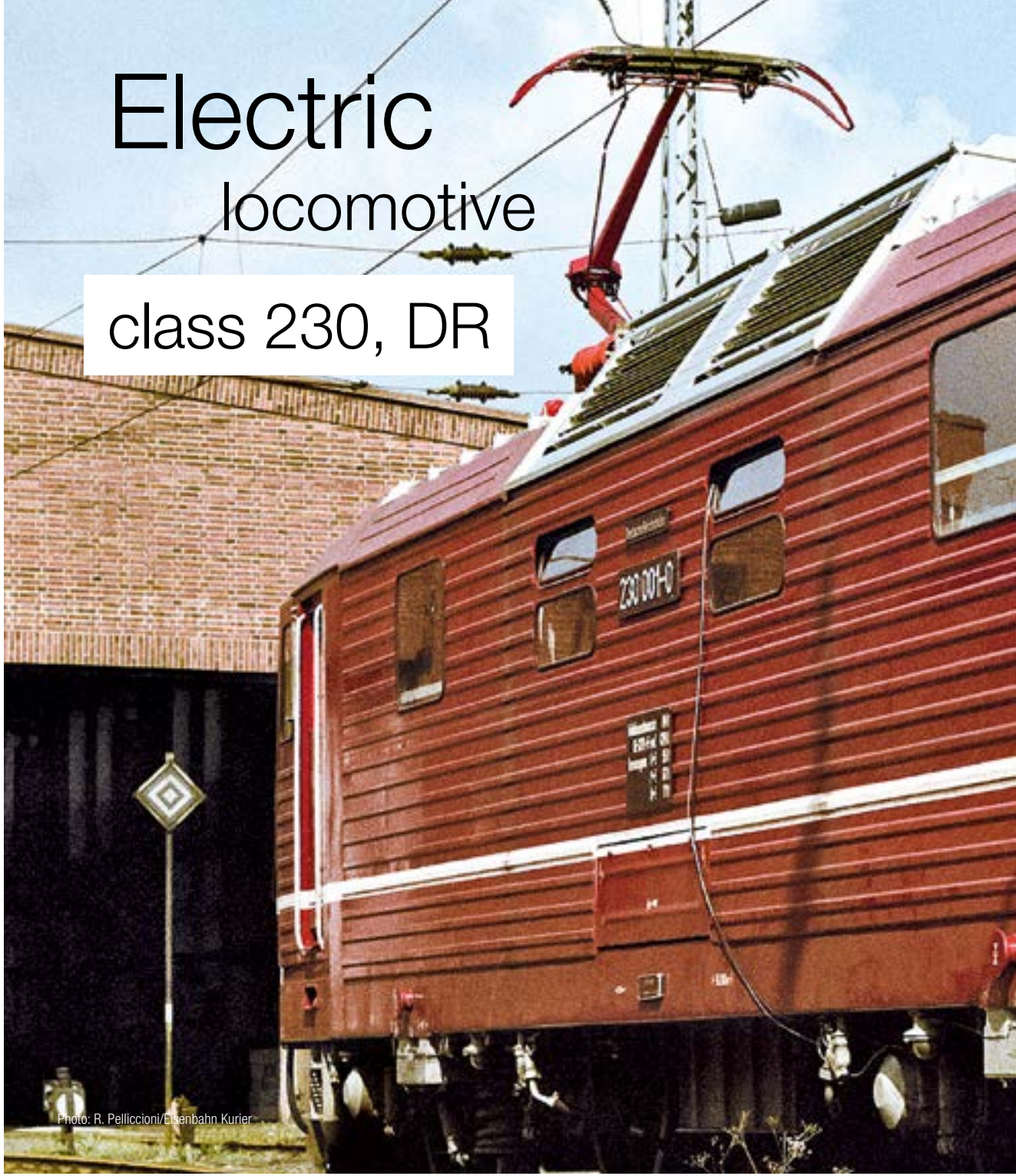


Photo: R. Pelliccioni/Eisenbahn Kurier


230 001-0

Electric locomotive class 230

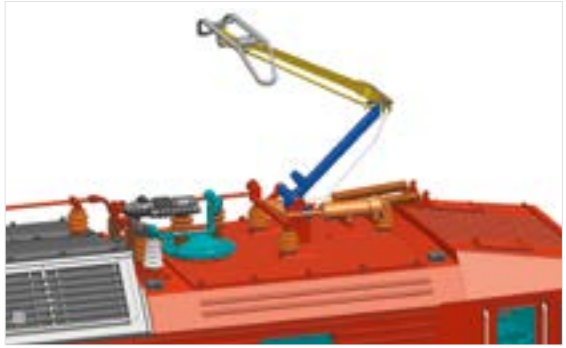
n:

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**



CAD drawing shows current project status

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

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

CAD drawing shows current project status

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

4 piece electric multiple unit 407 008-2 “Velaro”

DB AG

Ep	VI
	1148
	PluX16
	R2
	LED

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

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

2 piece set: Intermediate coaches class 407

DB AG

Ep	VI
	556

Photomontage

- With current-conducting couplers

Q1/2021		
72096	=	
72097	=	
78096	~	

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
	556

- **With current-conducting couplers**

Photomontage

Q1/2021		
72098	=	
72099	=	
78097	~	

Electric locomotive class 152

update

DB AG

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)**

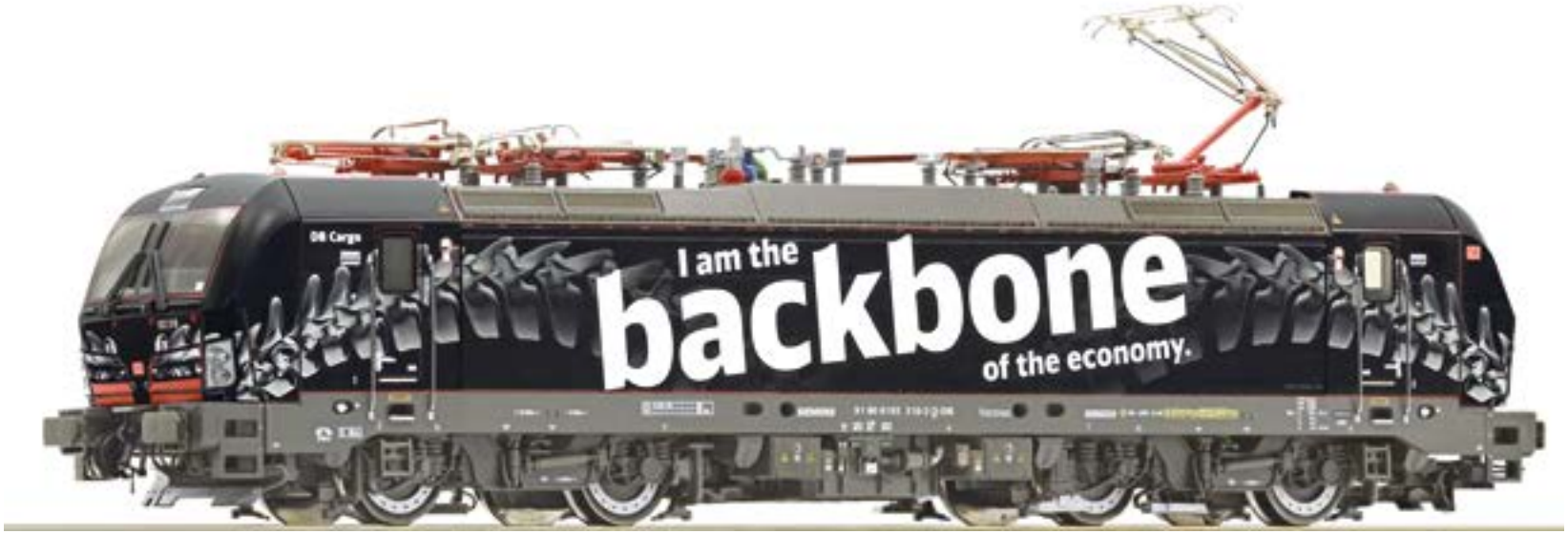
Q4/2021		
73166	=	4/1
73167	= 🔊	4/1
79167	~ 🔊	3/2

Photo: R. Auerweck

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)**

soundlab

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

Photo: M. Oestreich

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

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)**

Electric locomotive 193 717-6

MRCE

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

Q3/2021		
71942	=	4/1
71943	= 🔊	4/1
79943	∿ 🔊	3/1

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

soundlab

Electric locomotive 186 247-3

RAILPOOL

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

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)**

Q1/2021		
73226	=	4/1
73227	= 🔊	4/1
79227	∿ 🔊	3/2

Electric locomotive 192 016-4

RTB CARGO

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

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** Reiko DESIGN

soundlab

Q4/2021		
71928	=	4/1
71929	= 🔊	4/1
79929	∿ 🔊	3/1

Electric locomotive 182 572-8

TX-LOGISTIK

Ep	VI
	221
	PluX22
	R2
	LED

Photomontage

▸ In cooperation with Loc&More

Q3/2021			
73228	=		4/1
73229	=	🔊	4/1
79229	∿	🔊	3/2

- **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**

Electric locomotive 383 409-0

METRANS

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

Q3/2021		
71946	=	4/1
71947	= 🔊	4/1
79947	∿ 🔊	3/1

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)**

soundlab

Electric locomotive 193 833-1

BOXXPRESS

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

Q2/2021		
71950	=	4/1
71951	= 🔊	4/1
79951	∿ 🔊	3/1

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)**

soundlab

Electric locomotive Litra EB

n:

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)

soundlab

Photo: N. Havresøe

Q4/2021		
71920	=	4/1
71921	= 🔊	4/1
79921	∿ 🔊	3/1

Photo: H. Auer

Electric locomotive BB 22332

SNCF

Ep	VI
	201
	PluX22
	R2
	LED

Photomontage

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)**

Q2/2021		
73877	=	4/1
73878	= 🔊	4/1

Electric locomotive E.646.043

update

FS

Ep	IV
	210
	PluX16
	R2
	LED

Photomontage

- **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)**

Q1/2021		
73164	=	4/1
73165	= 🔊	4/1

Electric locomotive 193 702-8

MERCITALIA RAIL

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

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)**

soundlab

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

Electric locomotive EL 18 2247

NSB

Ep	VI
	212
	PluX22
	R2
	LED

Photomontage

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)**

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

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** NMJ

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

2020

ROCO
Photo Competition

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**

* DCC versions with on-board decoder ex-works without PluX22 interface.

Diesel locomotive 2016 080-1

ÖBB

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


DB
MAE
arcese
ÖBB
Hapag-Lloyd

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 CSD. 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 CSD 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

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**

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

3 piece set: Track maintenance train

ČSD

Ep	IV
	485
	40183
	40196
	40420

Photomontage

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

Q3/2021
76019

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**

Photo: Z. Pillmann

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

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 ofgoods 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

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.

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**

Diesel railcar class 650

update

DB AG

Ep VI
293
PluX22
R2
LED

Photomontage

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.

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

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

Diesel railcar VT 650

update

AGILIS

Ep VI
293
PluX22
R2
LED

Photomontage

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.

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

- **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**

Photo: R. Latten

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

Diesel locomotive V 180 206

DR

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

n:

DR

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)**

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**

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

Q3/2021			
73037	=		1/1
79037	∿		1/1

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)**

Henning Sound

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

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** hmb HUPPERTZ – MODELL – BAU

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

Diesel locomotive DHG 500, Rheinpreußen AG

PRIVAT

Ep	IV
	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** hmb HUPPERTZ – MODELL – BAU

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

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 hmb HUPPERTZ – MODELL – BAU

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

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.

SNCF

Ep	IV
	319
	PluX16
	R3

Photomontage

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

▸ **Finally back in this version in the ROCO programme**

Photomontage

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”.

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

SNCF

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

GYSEV

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.

Henning Sound

- **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	

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)**

Q4/2021		
70787	=	4/1
70788	= 🔊	4/1
78788	∿ 🔊	2/2

Diesel locomotive ST44-360

PKP

Ep VI
202
PluX22
R2
LED

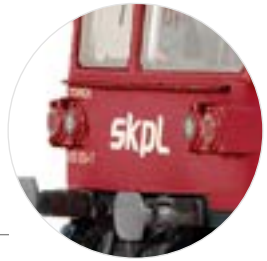
Photomontage

Yuri Gargarin 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**

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

Diesel railcar 810 054-7



SKPL

Ep V-VI
161
PluX16 *
R2
LED

Photomontage

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**

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

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

Diesel locomotive M62 1579

SŽD

Ep	IV
	202
	PluX22
	R2
	LED

Photomontage

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**

Q1/2021			
73798	=		6/2
73799	=	♪	6/2

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

71204 | 74374 | 74370 | 74372 | 74373

Local traffic in the GDR

71211 | 74070 | 74071

DR express train

71265 | 74189

Over the Alps with the class 1020

73126 | 76053 | 76791 | 76180

High-quality traffic through Switzerland

70660 | 74280 | 74283 | 74281 | 74282

From the Netherlands to the mountains

71948 | 77341 | 77360 | 77340

nose-suspension drive in goods transport

73166 | 76222 | 76234 | 76235 | 76738

A workaholic in combined transport

71950 | 77386 | 77390

Bundesbahn local train

70748 | 74587 | 74588 | 74589

Moving freight in the GDR

73046 | 76012 | 76308 | 76693

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

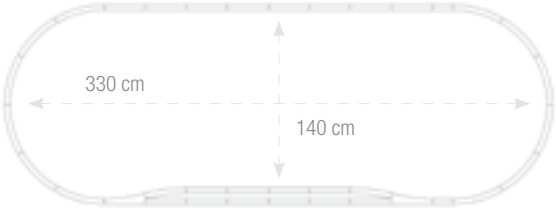
Henning Sound

ROCO LINE with bedding

12 curved tracks R5, 18 straight tracks G1, 1 left switch WI15,
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

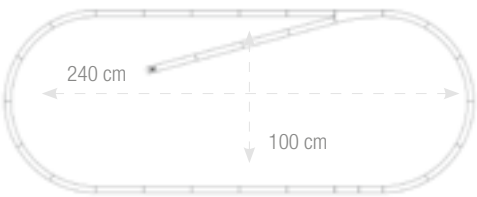
DB

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 WI15,
1 straight track G½, 1 feeder track (G½), 1 track bumper,
1 embankment end piece, embankment parts
Size of track layout: approx. 240 x 100 cm

Photomontage



Q1/2021
51330

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

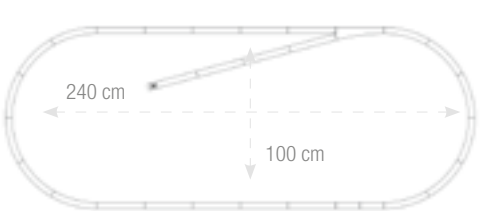
DR

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 WI15,
1 straight track G½, 1 feeder track (G½), 1 track bumper,
1 embankment end piece, embankment parts
Size of track layout: approx. 240 x 100 cm

Photomontage



Q1/2021
51331

Analogue start set: Steam locomotive class 80 with goods train

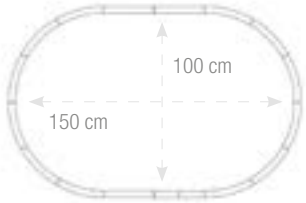
DB

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

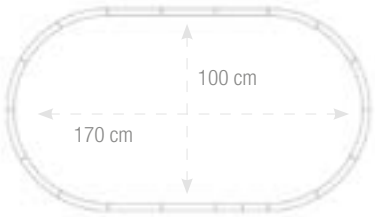
ÖBB

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

Photomontage

Q3/2021
51338 (=)
51339 (~)

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

ČSD

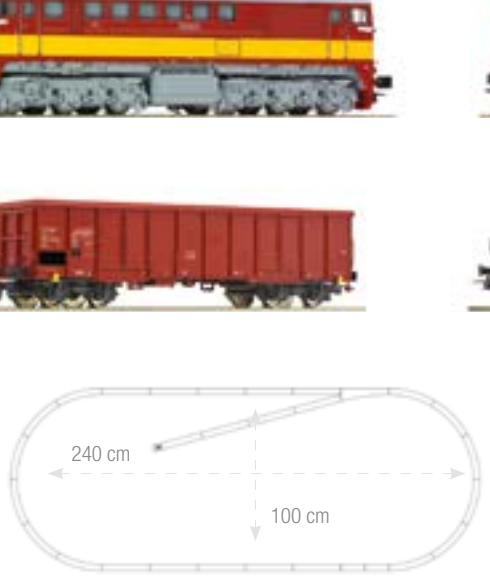
Ep | IV

- 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 WI15,
1 straight track G½, 1 feeder track (G½), 1 track bumper,
1 embankment end piece, embankment parts

Size of track layout: approx. 240 x 100 cm



Photomontage

Q2/2021
51332

Analogue start set: Diesel lovomotive BB 63000 with goods train

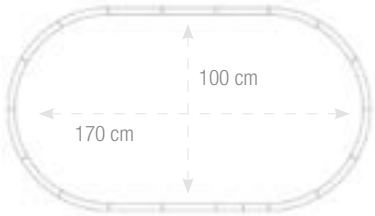
SNCF

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

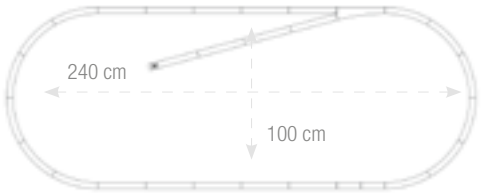
NS

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 WI15,
1 straight track G½, 1 feeder track (G½), 1 track bumper, 1 embankment end piece,
embankment parts
Size of track layout: approx. 240 x 100 cm

Photomontage



Q2/2021
51333

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

n:

ÖBB

Ep	V
	272
	40196
	40420

Q3/2021

74693

ABp Photomontage

2nd class “Schlieren” buffet coach

n:

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”.

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

Applies for all carriages on this page:

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

Q1/2021
74565

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

Bage

Bage

Bagtre

Photomontage

- All coaches in “Flickenlack” 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

Baage

Bage

Baage

- Two coaches in “Flickenlack” 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

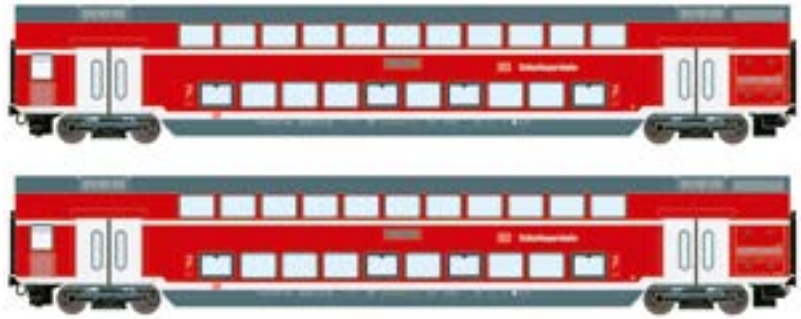
3 piece set: Double-deck coaches

DB AG

Ep	VI
	929
	PluX22
	LED

DBpbzfa

Photomontage (Hand sample J. Pfeiffer)



DBpza

CAD drawing

Q2/2021		
74155	=	
74156	~	

- **Elaborate printing of the control cab car in design of “Bahnland-Bayern”**
- **Use in the network of the “Südostbayernbahn”**
- **In cooperation with** hmb HUPPERTZ – MODELL – BAU

Double-deck coach

DB AG

Ep	VI
	308

DBpza

CAD drawing

Q2/2021		
74157	=	
74158	~	

- **Matching set, items 74155, 74156**
- **In cooperation with** hmb HUPPERTZ – MODELL – BAU

3 piece set: Double-deck coaches

DB AG

Ep	VI
	929
	PluX22
	LED

DABpbzfa

CAD drawing

DBpza

CAD drawing

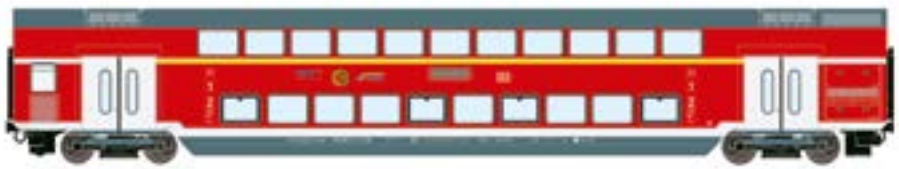
Q4/2021		
74146	=	
74147	~	

- **Model as RE 6 “Rhein-Weser-Express” from Minden to Cologne/Bonn airport**
- **In cooperation with** hmb HUPPERTZ – MODELL – BAU

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** hmb HUPPERTZ – MODELL – BAU

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

SNCF

Ep	VI
	303
	40183
	40420

A10rtu Photo: H. Radulescu

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

Q4/2021 74536

1st class “Corail” saloon coach

SNCF

Ep	VI
	303
	40183
	40420

A10rtu Photo: H. Radulescu

Q4/2021 74537

2nd class “Corail” saloon coach

SNCF

Ep	V-VI
	303
	40183
	40420

B10rtu Photo: H. Radulescu

- **Rich detailing on the car underbody**

Q4/2021 74538

2nd class “Corail” saloon coach

SNCF

Ep	V-VI
	303
	40183
	40420

B10rtu Photo: H. Radulescu

Q4/2021 74539

2nd class “Corail” saloon coach

SNCF

Ep	V-VI
	303
	40183
	40420

B11tu Photo: H. Radulescu

Q4/2021 74540

2nd class “Corail” saloon coach

SNCF

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

ABbfmnopuvxz

CAD drawing

Bmnopuxz

CAD drawing

- **Prototypical mold variant of the control cab car**
- **In cooperation with** hmb HUPPERTZ – MODELL – BAU

Q2/2021
74160

Double-deck coach

KOLEJE MAZOWIECKIE

Ep VI
308

Bmnopxz

CAD drawing

- **Matching set, item 74160**
- **In cooperation with** hmb HUPPERTZ – MODELL – BAU

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 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.

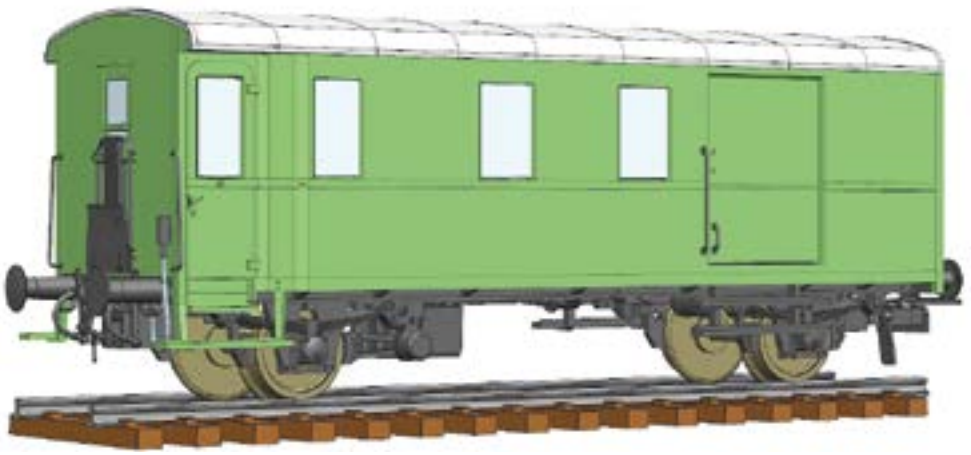
Because the cars were built in several different factories, and remained in diverse countries within Europe after the Second World War, they differ in several striking details, in particular regarding the roof, the head end, the side walls, the window layout and the number of windows. For a long time, 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 bagagge wagon

ÖBB

Ep	III-IV
	118
	6560
	40361

Q4/2021
74229



Diho CAD drawing

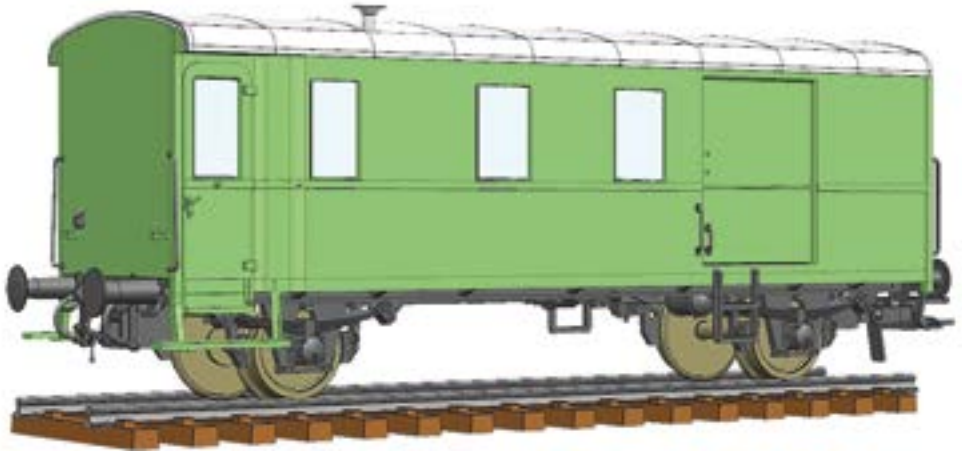
- Finely detailed model with separately applied plug-in parts
- ÖBB conversion model with front door, crossover plates and guard rails
- Steps at the baggage compartment doors in original width
- Sliding doors can be optionally attached in three positions (closed, half-open, open)

Goods train bagagge wagon

DB

Ep	IV
	118
	6560
	40361

Q4/2021
74220



Pwgs 41 CAD drawing

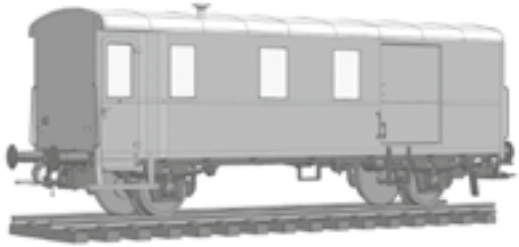
- Finely detailed model with separately applied plug-in parts
- Steps at the baggage compartment doors in a modernised, narrow design
- Sliding doors can be optionally attached in three positions (closed, half-open, open)

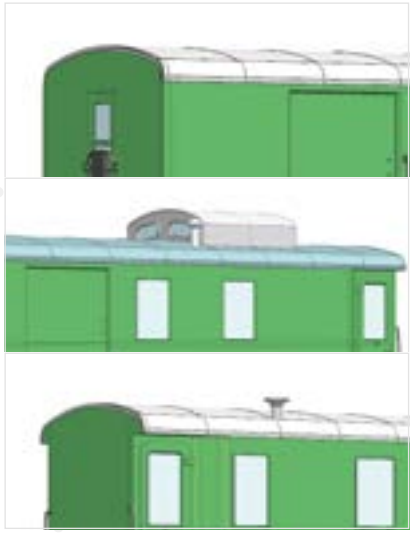
Pwgs 41 in detail

Narrow steps

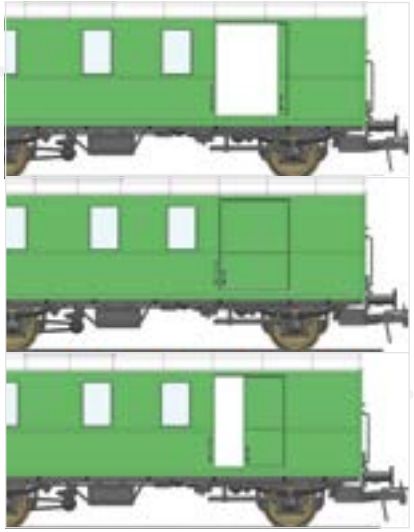
Wide steps

Different design of head ends





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
Ferry Agent &
TURKEY
TEL :0090 232 3275
FAX :0090 232 3275
GSM :0090 533 6699
transport@kadirdemirltd.
80 70 60 TR
TURKEY
TEL :0090 232 3275341
GSM :0090 533 6699107
ferry agent & custom
GATX

Double pocket wagon

T3000e

n:

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.

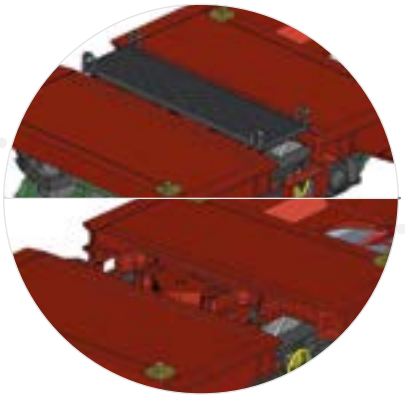
The pocket wagons are equipped with outside I-beams, so the so-called pockets in which the wheels of the semitrailers are placed, have the smallest possible distance to the top of the rail. This is necessary to comply with the clearance gauge for railways. The wagons have a height-adjustable trestle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

Photo: C. Auerweck

T3000e in detail

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

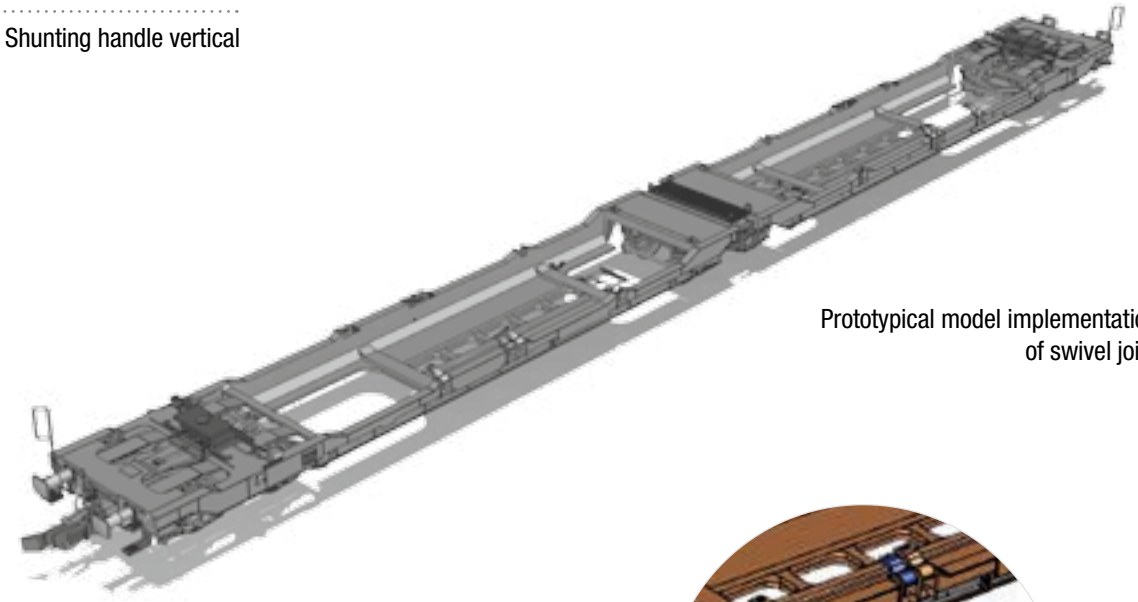


With protective grille

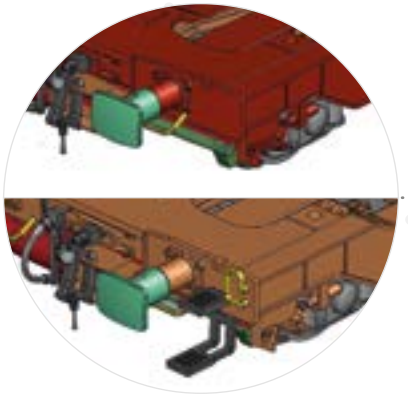
Without protective grille

Shunting handle folded

Shunting handle vertical



Prototypical model implementation of swivel joint



Without shunting tread

With shunting tread

Moveable folding bar

Articulated double pocket wagon T3000e

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

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

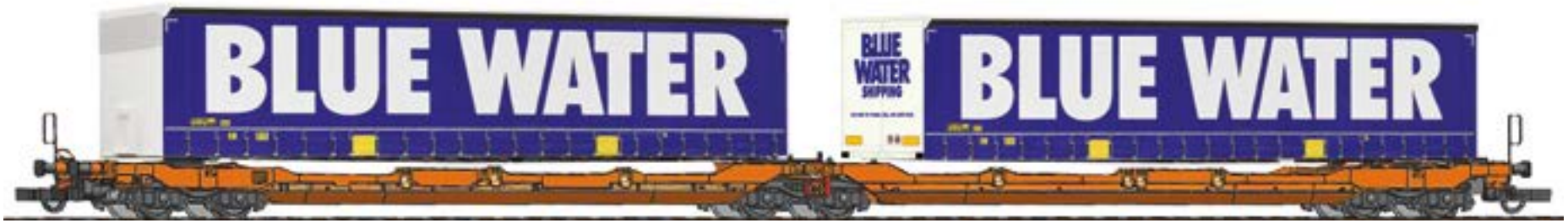
- With two truck trailers of the forwarding company Arcese
- Model with eight moveable snap locks per part

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

Photo: R. Auerweck

n:

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 simultaneous 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.

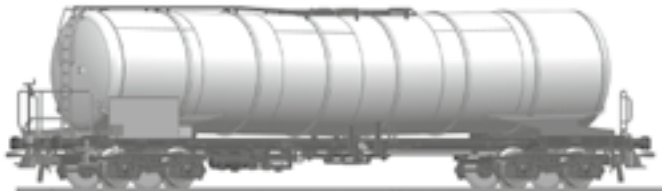
Chemical tank wagons are generally filled and emptied from the top, unless the chemicals they contain are not particularly hazardous. Air or nitrogen is pumped into the wagon interior via a pressure nozzle. The cargo thus pushed out of the tank is then filled via a riser pipe and line into another vessel.

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 bulit, 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

n:

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

n:

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

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

Q3/2021

76029

Refrigerator wagon

ÖBB

Ep	III
	138
	40196

Tds Photomontage

Q1/2021

76994

Leig wagon unit

ÖBB

Ep	IV
	278
	6560

Hkr-v „Dresden“ Photomontage

Q2/2021

76556

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

3 piece set: Swing roof wagons

ÖBB

Ep	V
	333
	40196

Tds Photomontage

Q2/2021

76180

Sliding wall wagon

ÖBB

Ep	IV-V
	161
	40183

Hbillns-u Photomontage

Q2/2021

76791

- **Model with thermal protection**

3 piece set: Sliding roof wagons

ÖBB

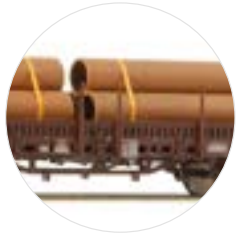
Ep	IV-V
	342
	40183

Tms Photomontage

Q2/2021

66178

3 piece set: Steel train



ÖBB

Ep	V
	618
	40196

Kbs

Rs

Rs

Photomontage

Q1/2021

76053

- **With elaborate load in rusted look**

Stake wagon

ÖBB

Ep	VI
	160
	40196

Kbs

Photomontage

Q2/2021

76997

Dust silo wagon

PULTRANS

Ep	VI
	188
	40183

Uacs

Photomontage

Q1/2021

76882

- **Finely detailed model**

Covered goods wagon

SNCB

Ep	III
	104
	40183

ex Gattung „Oppeln“

Photomontage

Q1/2021

66886

- **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

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

Car carrier wagon

SBB

Ep	IV
	305
	40195

Laeks

Photomontage

Q3/2021

77530

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

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

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

Hbbillns 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

SBB

Ep	V-VI
	225
	40196

Sgnss Photomontage

Q4/2021

76948

- **With two 20 ft swap bodies of the company Bell**

Container carrier wagon

AAE

Ep	VI
	226
	40196

Sgns Photomontage

Q2/2021

77340

- **Rental wagon from SBB Cargo, deployed for AAE**

Tank wagon

WASCOSA

Ep	VI
	102
	40196

Zces Photomontage

Q3/2021

76509

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**

Sliding wall wagon

TRANSWAGGON

Ep	VI
	267
	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
	158
	40196

Uacs Photomontage

Q3/2021
77423

- **Bogies type WU 83**

Slide tarpaulin wagon

SBB

Ep	VI
	229
	40196

Rilns Photomontage

Q4/2021
76479

- **Rental wagon from VTG, deployed for SBB Cargo**

Low-floor intermediate wagon

RALPIN

Ep	VI
	216

Saadkmms Photomontage

Q4/2021

76340 76341

- One end of the wagon is equipped with a low-floor coupler
- Perfectly matches the items 76341, 76342 and 64769

Low-floor end wagon

RALPIN

Ep	VI
	232

Saadkmms Photomontage

Q4/2021

76342

- Perfectly matches the items 76340, 76341 and 64769

Coach for the “Rollende Autobahn”

RALPIN

Ep	VI
	303
	40196
	40420

Q4/2021

64769

T2S Photomontage

- Perfectly matches the low-floor wagons, items 76340, 76341 and 76342

Swing roof wagon

CD

Ep	V-VI
	111
	40196

Q4/2021

76577

Tds Photomontage

2020

3

ROCO

Photo Competition

Photo: H. Doblinger

4 piece set: Post train

DB

Ep	III
	623
	40183
	40196
	40360
	40361

Post4ü

Gmhs 30

Glmhs 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

Q3/2021

76313

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

2 piece set: Refrigerator wagons

DB

Ep	IV
	334
	40196

Ibbks 398 Photomontage

Q2/2021

76034

Stake wagon

DB

Ep	IV
	162
	40196

Kbs Photomontage

Q2/2021

76526

- **Model with brakeman's platform**

Covered goods wagon

DB

Ep	IV
	144

Gbrs-v 245 Photomontage

Q1/2021

76615	=
76616	~

- **Equipped with tail lights (batteries required for operation)**

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

Tds Photomontage

Q3/2021

76181

- **With repair spots**
- **Each wagon with different running number**

Swing stake wagon

DR

Ep	IV
	160
	40196

Ks Photomontage

Q3/2021

77675

- **With two containers of the company “Deutrans”**

Covered goods wagon

DR

Ep	III-IV
	147
	6560

Gl Photomontage

Q1/2021

76308

2 piece set: Refrigerator wagons

DR

Ep	IV
	322
	40196

Ibbhqss Photomontage

Q2/2021

76035

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

Tank wagon

DR

Ep	IV
	146
	40196

ZZh Photomontage

Q1/2021

76693

2 piece set: Telescopic hood wagons

DR

Ep	IV
	276
	40196

Shimmns

Photomontage

Q2/2021

76042

- 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

Tamns

Photomontage

Q4/2021

76014

- Removable rolling roof

3 piece set: Sliding tarpaulin wagons

DB AG

Ep	VI
	414
	40196

Shimmns

Photomontage

Q3/2021

76011

- 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**

Photo: C. Auerweck

Pocket wagon T3

AAE

Ep	VI
	211
	40179

Sdgmns 33 Photomontage

Q2/2021

76222

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

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

Ibbehs 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

76808

- **New running number**

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

76525

- **Side wall stakes can be installed standing or folded**

Open goods wagon

FS

Ep	V
	161
	40183

Ealos Photomontage

Q3/2021

76968

- **With attachment to increase the loading volume**
- **For transporting wood chips and sawdust**

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

76457

- **For the first time in green “Mercitalia” livery**

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**

Stake wagon

NS

Ep	IV
	229
	40183

Rs Photomontage

Q4/2021

76714

- **With two 20 ft container of the United States Lines**

Chemical tank wagon

NS

Ep	V
	102
	40183

Photomontage

Q3/2021

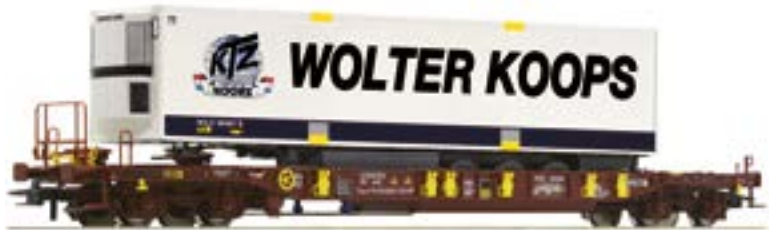
76512

- **Private wagon of “Akzo Zout Chemi”**

Pocket wagon T3

AAE

Ep	VI
	211
	40179



Sdgmns 33 Photomontage

Q4/2021

76224

- **With a truck trailer of the forwarding company Wolter Koops**

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

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

Hbbinss Photomontage

Q3/2021
77490

- **Finely detailed end and side walls**
- **Separately applied handrails and operating rods**

Narrow-gauge railways

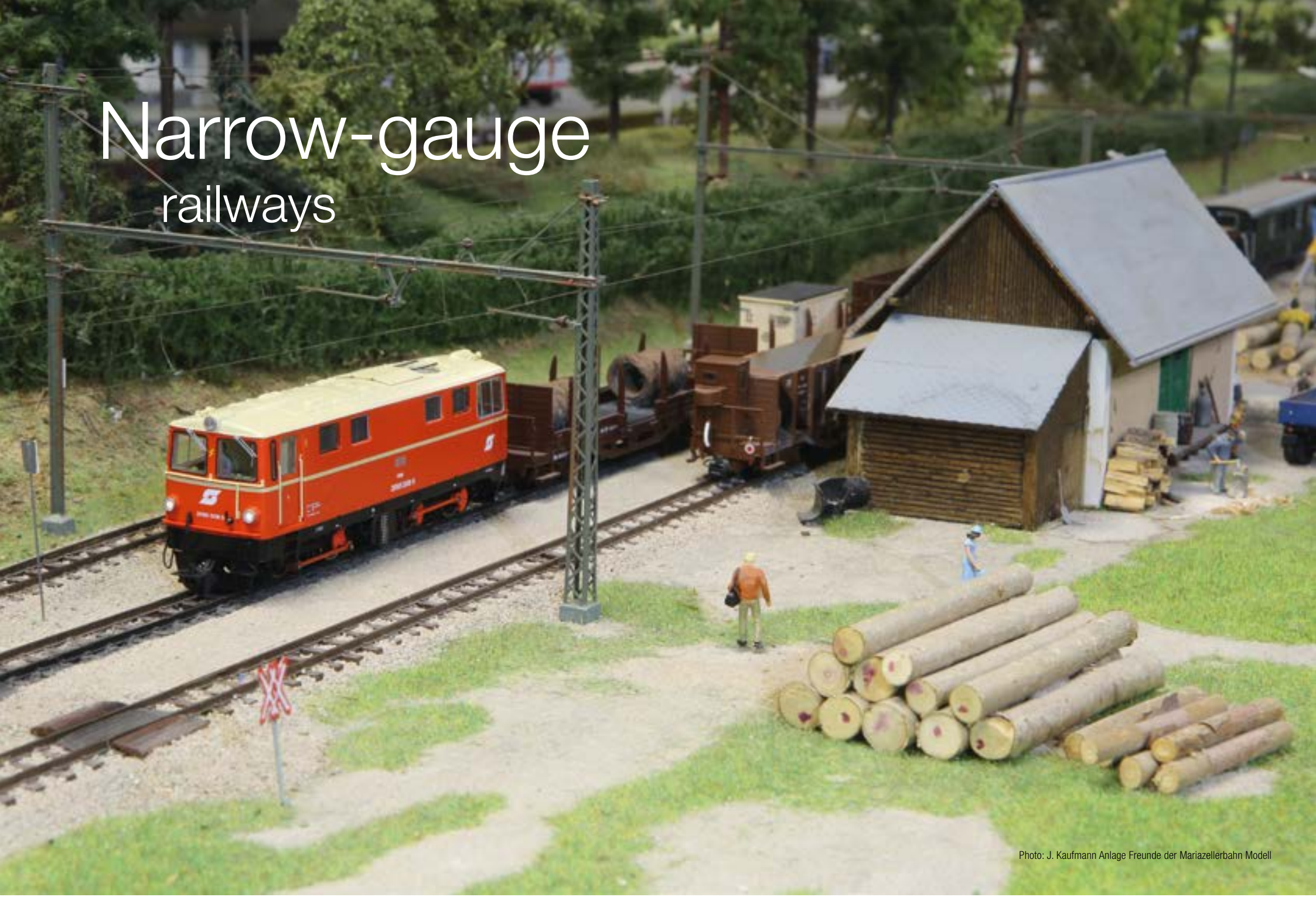


Photo: J. Kaufmann Anlage Freunde der Mariazellerbahn Modell

Electric locomotive 1099.012-5

ÖBB

Ep	IV
	127
	NEM 651
	261 mm

Photomontage

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”**

Q4/2021		
33256	=	6/0

Diesel locomotive V 15

NÖVOG

Ep	VI
	120
	PluX22
	200 mm
	LED

Photomontage

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**

soundlab

Q4/2021			
33317	=		4/1
33318	=		4/1

Diesel locomotive Vs 72

PLB

Ep	V-VI
	120
	PluX22
	200 mm
	LED

Photomontage

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

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

ÖBB

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

ÖBB

Ep IV-V
256

GGm/s

Photomontage

Q4/2021
34583

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

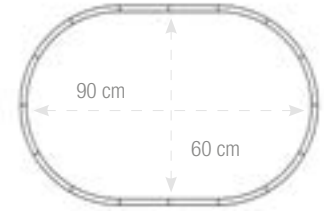
Analogue start set: Light railway steam locomotive and lorry train

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 Mariazellerbahn Modell

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

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


Technisches
Hilfswerk

Photo: H. Auer


Kobenhavn

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

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
= / = + sound	Direct current DC / Direct current DC with sound
~ / ~ + sound	Alternating current AC / Alternating current AC with sound
DCC	DCC (Digital)
5/2	Drive on X-axles / X-axles have traction tyres
	Cardan shaft drive in the tender of the locomotive
	White head lights changeover
	White/red head light changeover
CH	Head light changeover according to the original model (e.g. Swiss)
LED	LED illumination / Electric illumination (light bulbs)
WIRE	6-pole wire connector for the decoder
NEM 651	6-pole interface NEM 651
NEM 652	8-pole interface NEM 652
PluX16	Interface PluX16
PluX22	Interface PluX22
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

Roco

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