
Roco
10700
2022
Novelties
Great in detail and technology
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950014-1

Dear ROCO model railway fans,

our second “Corona model railway year” now lies behind us. 2021, too, has presented us with major challenges. And yet, together with you, we have navigated these difficult times successfully, for which we would like to express our heartfelt thanks.

The high level of interest shown in our new constructions, different form versions and our diverse program is what drives and motivates our over 1,000 employees each year anew.

Therefore, the year 2022 will also be full of highlights such as the class 77 ÖBB steam locomotive, or the redesign of the ICE 1. In addition, ROCO is celebrating an anniversary along with the SBB, to honour 175 years of railways in Switzerland. This is reason enough for ROCO to mark the celebrations with special Swiss models, including the new construction Ae 3/6^{I}.

For fans of goods wagons, the silo wagon Raj will be rolling onto H0 rails as a finely-detailed and operationally-reliable model, and for narrow gauge fans we have a 2-axle ribbed wagon, a much-requested and long-awaited model.

In addition to these fantastic new constructions, we have focused on product updates. ROCO has made it their objective to offer the latest developments in technology on its existing models, too. In future, electric and diesel locomotives in the Standard and Edition product categories will be exclusively constructed with full-scope PluX interfaces; light boards will be comprehensively equipped in the analogue versions, too, and the model range of available sound models is to be continuously further expanded.

And, speaking of sound models - for the first time, selected models will be appearing featuring the new ROCO sound in 16-bit quality. These articles will each be marked with their own logo. You can look forward to a perfect and authentic sound experience, which reproduces that of the full-size original in even better quality.

We haven’t just given our models upgrades. We have also modernised the Corporate Design for the ROCO brand in a new shape and colour, and a full revision of our frequently-visited ROCO website has begun. You’ll be pleasantly surprised: see more soon on www.roco.cc.

Until then, we wish you much enjoyment as you discover our ROCO innovations for 2022!

Your ROCO team

Contents

Steam
locomotive

class 77, ÖBB

Photo: H. Navé, A. Luft

n:

In 1912, the “k.k. priv. Südbahn-Gesellschaft” ordered a tender locomotive for heavy passenger train services to replace the class 229 locomotives, which had become too weak. The locomotive factory of the Staats-Eisenbahn-Gesellschaft then developed the superheating steam locomotive class 629, which became the world's first tender locomotive with the Pacific wheel arrangement 2'C1'. Due to the peculiarities of the track layout and the transfer tables in the workshops of the Südbahn, the locomotives were not allowed to have a wheel base longer than ten metres. The first locomotive class 629 was delivered to the Südbahn-Gesellschaft in 1913, and 14 more in a total of three deliveries followed within the next two years.

The outstanding experience with this series prompted the Imperial-Royal Austrian State Railways to purchase 25 almost identical locomotives until the end of the monarchy in 1918. The outwardly apparent differences laid in the typical Kobel smokestack and the oval front windows. Compared to the first six Südbahn locomotives, it also excelled with a reinforced buffer beam. In 1918, several series of the class 629 locomotive were built for the Austrian and Polish State Railways, and finally, in 1926 and 1927, the last series had no “Kobel” smokestack but enlarged side water tanks for the BBÖ. With around 200 locomotives, the series continued to be built mainly at the Skoda works in Pilsen, Czechoslovakia, until the early 1940s. The design was constantly adapted to the current state of the art from series to series.

Further proof of the successful design of the class 629 or 77, as designated after 1938, were the relatively few conversions of the locomotives within their long service period. Conversions were the change from the Kobel to the Prüßmann smokestack, and then in the 1950s to the Giesl ejector; plus the mounting of various superstructures behind the driver's cab to ensure a fluent coal supply.

The particular importance of the locomotives can be seen in the high number of units built in Austria and their long service life. Practically every depot in Austria had, at one time or another, locomotives of class 77 in its vehicle fleet. The West and Südbahn lines and their branch lines belonged just as much to the class 77's operational areas as the Inntal or the Lindau-Bregenz-St. Margarethen line. The last locomotives were not withdrawn from service until 1975, when the end of the steam traction era in Austria approached.

Steam locomotive 77.23

ÖBB

Ep	III
	153
	PluX22
	R2
	LED

Photomontage

The tender locomotive for passenger trains designated as class 77 by the Austrian Federal Railways was procured from 1913 (SB/kkStB class 629) in several series until 1927. The Pacific type 2'C1' h2t steam locomotive was authorized to run at a maximum speed of 85 km/h. Practically every depot in Austria was at one time or another equipped with class 77 locomotives. The West and Südbahn lines and their branch lines were just a part of the 77's operational area as the Inntal line or the Lindau-Bregenz-St. Margarethen connection. It was not until 1975 that the last locomotives were decommissioned - with the end of steam traction in Austria.

- **Free-standing lines**
- **With switchable driver's cab and engine lighting in digital mode**
- **Metal buffers**
- **Finest wheels with low flanges**
- **Drive and coupling rods made of investment cast metal**

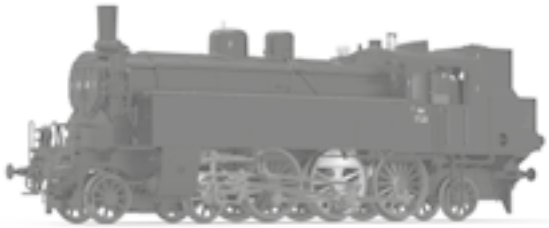
Q4/2022				
70075	DC		3/1	
70076	DCC	🔊	3/1	
78076	AC	🔊	3/1	

Class 77 in detail

Driver's cab roof with many replicated details

Illuminated driver's cab

Consistent replication of the characteristic front end



Separately attached boiler pipes

Finely-detailed spoked wheels

Prototypical engine lighting

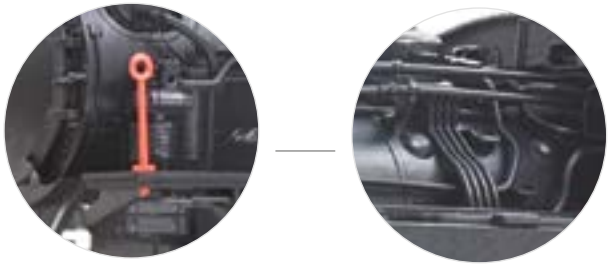
Free-standing handrails

Steam locomotive class 86

ÖBB

Ep	III
	160
	PluX22
	R2
	LED

16 BITSound



Photomontage

The steam locomotive class 86 was a standard locomotive with tender which was built in large quantities by numerous German locomotive factories for the German Reichsbahn. After the war some of the steam locomotives remained in Austria and were used for the passenger and freight transport. The locomotive also hauled heavy ore trains together with the class 52 - which definitely was her most spectacular mission! The locomotives had their main bases at the depots Hieflau, Selzthal, Linz, Bischofshofen and St. Veit (Glan). They were scrapped in 1972.

- **All typical ÖBB characteristics such as the whistle**
- **Long cut-out water tank in a welded design**
- **Unobstructed view through the driver's cab windows**
- **With switchable driver's cab lighting in digital mode**
- **Smoke generator retrofittable**

Q2/2022					
73030	DC		4/1	10	
73031	DCC	♪	4/1	11	▬
79031	AC	♪	4/1	11	▬

Steam locomotive “CYBELE” (Bavarian D VI)

K.Bay.Sts.B.

Ep	I
	79
	PluX16
	R2
	LED

Photomontage

The class D VI locomotives were B n2t wet steam locomotives of the Bavarian State Railway. Maffei delivered the first thirty locomotives from 1880 to 1883. Krauss delivered twenty-three more until 1894. For the first time in Bavarian locomotives history, the K.Bay.Sts.B. used circulation plates and air suction brakes of the type Hardy in these locomotives. The first forty-four locomotives had no side water tanks. The water was stored in a frame water tank, the coal in the driver's cab. The K.Bay.Sts.B. procured the locomotives to use them on flatter local railway lines.

- **Replica of the Stephenson control fitted externally**
- **Authentic paintwork with fine decorative stripes**

Q2/2022			
70240	DC		2/0
70241	DCC		2/0

3 piece set: Goods wagons

K.Bay.Sts.B.

Ep	I
	311
	40181
	6563

Omm[u]

Rm

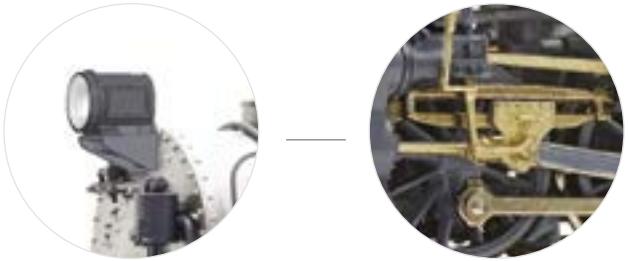
Photomontage

- **Perfectly match the steam locomotives items 70240, 70241**

Q2/2022
77028

Steam locomotive 2610

Edition



Photomontage

USATC

Ep	II-III
	211
	PluX22
	R2
	LED

The S 160 “The Yank” or “Rattlesnake” were originally war locomotives of the United States Army Transportation Corps (USATC). These locomotives were planned to be used worldwide and therefore had an English clearance gauge, one of the smallest for standard gauge railways. 2,120 units were built, making this class one of the most built locomotives in the world. The name “Rattlesnake” comes from the characteristic rattling when driving.

- **Wheelsets with low wheel flanges**
- **Authentic design with headlight**
- **Matching goods wagons, items 76316, 76317, 76318**

Q1/2022				
72154	DC		2/2	
72155	DCC	♪	2/2	▭
78155	AC	♪	2/2	▭

Covered goods wagon

USATC

Ep	II-III
	96
	40179

Photomontage

- With touch-up spots

Q2/2022
76316

Low-side wagon

USATC

Ep	II-III
	142
	53432000

Photomontage

Q2/2022
76317

High-side wagon

USATC

Ep	II-III
	142
	53432000

Photomontage

Q2/2022
76318

Class 10 - The Black Swan of the Bundesbahn. Although the Deutsche Bundesbahn (DB) considered steam traction outdated, it commissioned the company Krupp in Essen to develop a new Pacific express train locomotive in 1953. In 1957 two elegant, 26,503 mm long, partially guarded locomotives with the serial number 10 of the type 2'C1' h3 with a driving wheel diameter of 2,000 mm were delivered. However, they were distinctly different in the way they were fired.

While the 10 001 was initially equipped with only an additional oil firing (it was retrofitted later), the 10 002 had a main oil firing from the beginning. The two locomotives were beautified with silver decorative lines and conical smoke chamber doors and reached a top speed of 140 km/h at an induction power of 1,839 kW. However, the two locomotives were only admitted on specific main routes because of the high axle load. Until 1962 they were stationed in the depot Bebra and later in the depot Kassel from where they operated the North-South routes in heavy express train service and on the Main-Weser railway lines.

The general infrastructure change and the progressing electrification of the major railway routes were the main reasons why class 10 was never put into serial production. In January 1967, the 10 002 suffered a break of a sliding rod and was decommissioned. It was scrapped in 1972 at the depot Offenburg. In June of the following year, 10 001 also had to quit active service at the Deutsche Bundesbahn (DB).

However, the 109 t heavy locomotive was preserved for future generations and can be seen today at the German Steam Locomotive Museum in Neuenmarkt-Wirsberg.

Steam locomotive

class 10, DB

Photo: K. Eckert, EK-Verlag

Steam locomotive 10 002

Edition

DB

Ep	III
	305
	PluX22
	R3
	LED

Photomontage

- Dynamic bursts of steam synchronous with cylinder stroke
- Steam emission also at cylinders
- Driver's cab and engine lighting
- Raised, chrome-plated decorative lines
- Design in final operating condition
- With set of etched signs included

Q2/2022				
70190	DC		2/2	10
70191	DCC	♪	2/2	
78191	AC	♪	2/2	

Steam locomotive class 18.4

Edition

DB

Ep	III
	246
	NEM 652
	R3

Photomontage

WHAT IF...?

The Bavarian S 3/6, often referred to as the “Queen of steam locomotives”, bore the brunt of the German express train traffic until the introduction of class 01. Not only did it continue to be built until after 1931, but also because it could cope with long runs that class 01 could not do without being “slimmed-down”. And if anyone thinks that a Bavarian locomotive only ran in Bavaria during the Bundesbahn era, they are mistaken. The Bavarian locomotives hauled pretty much all the trains that belonged to the crème de la crème. Although most of the S 3/6s of series a to c were scrapped in 1950, it seems realistic that one of these legendary express locomotives, like some of its younger sisters, got hold of a DB-Keks and continued to be cherished as an irreplaceable machine by a committed locomotive crew.

- **Driver's cab with DB-logo**
- **Silver boiler rings and plunger buffers with white buffer rings**
- **Filigree metal spoked wheels, driving wheels with fine-scale profile**
- **With set of etched signs included**

Q1/2022				
72248	DC		5/2	10
72249	DCC	♪	5/2	11
78249	AC	♪	5/2	11

Steam locomotive 053 129-3

DB

Ep IV
265
NEM 652
R2
LED

Photomontage

The class 50, at that time probably the most important DB steam locomotive of the 1950/60s with many design variants, had proven itself in front of almost all types of trains on main and branch lines. After all, more than 60 variants ensured that hardly any class 50 locomotive had an utterly identical appearance to any sister locomotive. The 1'E goods train locomotives, built in about 3,100 units from 1939 onwards, were robust, powerful, easy to maintain, and highly reliable. After 1945, more than 2,000 locomotives remained with the Deutsche Bundesbahn. The locomotives reached a top speed of 80 km/h, had a power output of approximately 1,200 kW and an axle load of 15 tonnes. When the EDP class scheme was introduced in 1968, there were still 1,452 locomotives in the DB's rolling stock. Since the serial number could only have three digits, the designations 051, 052 and 053 were introduced in addition to the class number 050.

- **Version with tub-style tender, DB emblem on driver's cab and leading disc wheels**
- **Sets of elaborately designed metal wheels**
- **With set of etched signs included**

Q2/2022

72140	DC		7/2	10
72141	DCC	♪	7/2	11
78141	AC	♪	7/2	11

Steam locomotive class 80

DB

Ep III
111
PluX16
R2

Photomontage

The class 80 locomotives were shunting tender locomotives of the DRG. The locomotives were procured as part of the standard steam locomotive programme in the years 1927 to 1929.
The C h2 locomotives reached a maximum speed of 45 km/h and had a power output of 424 kW. They operated for the Deutsche Bundesbahn until 1965 and for some works railways until 1978.

- **Available with PluX22 interface for the first time**

Q3/2022

52208	DC	3/0	40160

Steam locomotive class 012

DB

Ep	IV
	277
	NEM 652
	R3

Photomontage

- Equipped with deeper positioned sandboxes
- Delicate design with a new boiler and oil tender
- Fine metal wheel sets
- With set of etched signs included

Q2/2022				
70340	DC		6/3	10
70341	DCC		6/3	11
78341	AC		6/3	11

4 piece set: DC 913 “Münsterland”

DB

Ep	IV
	1212
	40420
	40196

Aüm

Büm

Büm

Büm

Photomontage

In 1973 the Deutsche Bundesbahn introduced the new train type “City-D-Zug”, in short: DC. The single-class IC system from 1971 was to be completed with these two-class express trains. On the Frankfurt (M) - Hagen - Münster - Emden line (later partly to Norddeich), all three pairs of DC trains were driven with wagons in the popular “Pop” colours from 1970.

- **Coaches painted with the popular “Pop” colours from the 1970s**
- **Büm 234 with folding hinged doors and brake shoes available for the first time**
- **2nd class coach with “negative” DB logos**
- **Train route signs for DC 912 Frankfurt a. M. – Emden and DC 913 Emden – Frankfurt a. M. attached to the package**

Q4/2022

74025

The legendary “Sand train”

DR

To meet the huge demand for the building material “sand” in the concrete and slab factories of Karl-Marx-Stadt and Zwickau large quantities of sand from the sand pits in the Colditzer Land, had to be transported by rail.

A witness from the 1980s reported: “The trains were loaded at the 'Sandwerke Biesern pit' near Sermuth/Colditz, in the district of Leipzig. The loading was done from a ground-level ramp with a Czech wheel loader of the type 'Vadroma'. This procedure was very time-consuming and labour-intensive, as the sand was first driven to the loading track by lorry and dumped, then loaded onto the flat 4-axle goods wagons of the Res type with the help of the wheel loader.

As far as I remember, there ran at least three sand trains per weekday in the 1980s, some of them with steam locomotives. Steam locomotives Class 50.35 headed so for Colditz twice a day. Shortly after Class 50 did arrive, the V 100 (Class 110) came with the second empty train and waited in Colditz until the Class 50 was back in Colditz with the loaded train. The route for the train to Glauchau always led along the Zwickauer Mulde; the other train ran with the Schlenz from Rochlitz via Narsdorf to Karl-Marx-Stadt.
Due to the time-consuming loading of the sand in Sermuth, the Deutsche Reichsbahn used flat wagons of the type Res and occasionally also 'Emils', i.e. E-wagons, in the trains.”

The locomotive 50 3670-2, decorated with a commemorative plaque, was used last on the Muldentalbahn when it hauled the sand train Gag 56353. The highlight was the farewell of locomotive 50 3670-2 and its crew at the Glauchau depot. The commemorative plaque is attached to the package of the model as a printed metal plate for self-assembly.

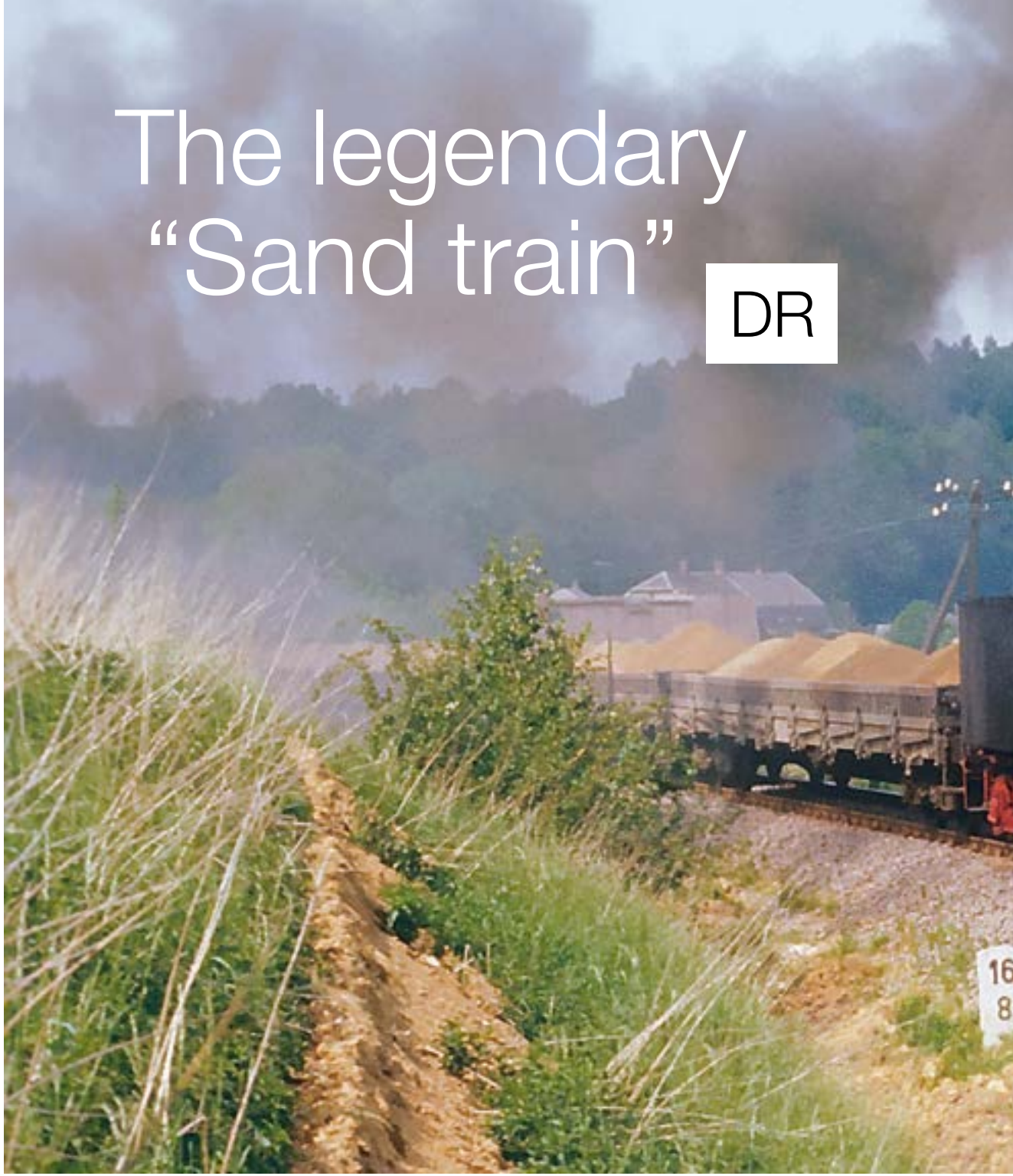


Photo: A. Herold

Steam locomotive 50 3670-2

DR

Ep	IV
	265
	PluX16
	R2
	LED

Photomontage

- With fine metal wheel sets
- Perfectly matches the “Sand train”, items 77041, 77042
- With set of etched signs included

Photo: A. Herold

Q3/2022				
70287	DC		7/2	10
70288	DCC	♪	7/2	11
78288	AC	♪	7/2	11

3 piece set (1): “Sand train”

DR

Ep	IV
	561
	40183
	40196

Res

Res

El Photomontage

- **Flat wagons loaded with sand**
- **Perfectly matches the class 50.35, items 70287, 70288, 78288**

Q3/2022
77041

3 piece set (2): “Sand train”

DR

Ep	IV
	687
	40183

Res

Res

Res Photomontage

- **Flat wagons loaded with sand**
- **Perfectly matches the class 50.35, items 70287, 70288, 78288**

Q3/2022
77042

Steam locomotive 44 9272-4

DR

Ep	IV
	260
	NEM 652
	R2

Photomontage

The Deutsche Reichsbahn converted 22 locomotives to coal dust firing (Wendler system) in the 1950s. An additional air tank and air pump on the left running board as well as a tender equipped with a coal dust bunker, were the most noticeable modifications. The locomotives proved particularly useful on the ramps of the Thuringian Forest due to their pinpoint firing. With the introduction of the EDP numbers, the coal dust locomotives were re-designated as class 44.9.

- **Authentic replica of the coal dust version**
- **With set of etched signs included**

Q1/2022

70282	DC		7/2	10
70283	DCC		7/2	11
78283	AC		7/2	11

Steam locomotive class 50.40

DR

Ep	IV
	262
	PluX16
	R2
	LED

Photomontage

The steam locomotive class 50.40 of the Deutsche Reichsbahn of the GDR was a further development of the goods train locomotive class 50 of the DRG. When the locomotive was built, the DR paid particular attention to using many identical assemblies as in the class 23.10 passenger train steam locomotive. The DRG developed them in parallel to save costs in repair and spare parts stock. The manufacturer VEB Lokomotivbau Karl Marx in Babelsberg delivered 88 locomotives from 1956 to 1960, which were put into service with the running numbers 50 4001 to 50 4088.

- **Fine metal wheel sets**
- **Use mainly in front of goods trains on main and branch lines**
- **With set of etched signs included**

Q1/2022

70284	DC		7/2	10
70285	DCC		7/2	11
78285	AC		7/2	11

Steam locomotive 86 1435-6

DR

Ep	IV
	160
	PluX22
	R2
	LED

16 BITSound

Photomontage

From 1928 to 1943, almost all German locomotive factories delivered class 86 to the Deutsche Reichsbahn Gesellschaft (altogether 775 locomotives). The 1,000 hp locomotives were designed to reach a maximum speed of 70-80 km/h; so the DR could use them in their primary application field for “branch lines”, however, also for main and feeder lines. At the beginning of the 1950s, 164 class 86 locomotives were still used in the GDR. In 1970, the Deutsche Reichsbahn still provided 162 locomotives with an EDP-compliant running number but then scrapped them from 1973 on.

- **With a changed boiler line**
- **Long cut out water boxes**
- **Fine metal wheel sets**
- **With switchable driver’s cab lighting in digital mode**
- **With set of etched signs included**

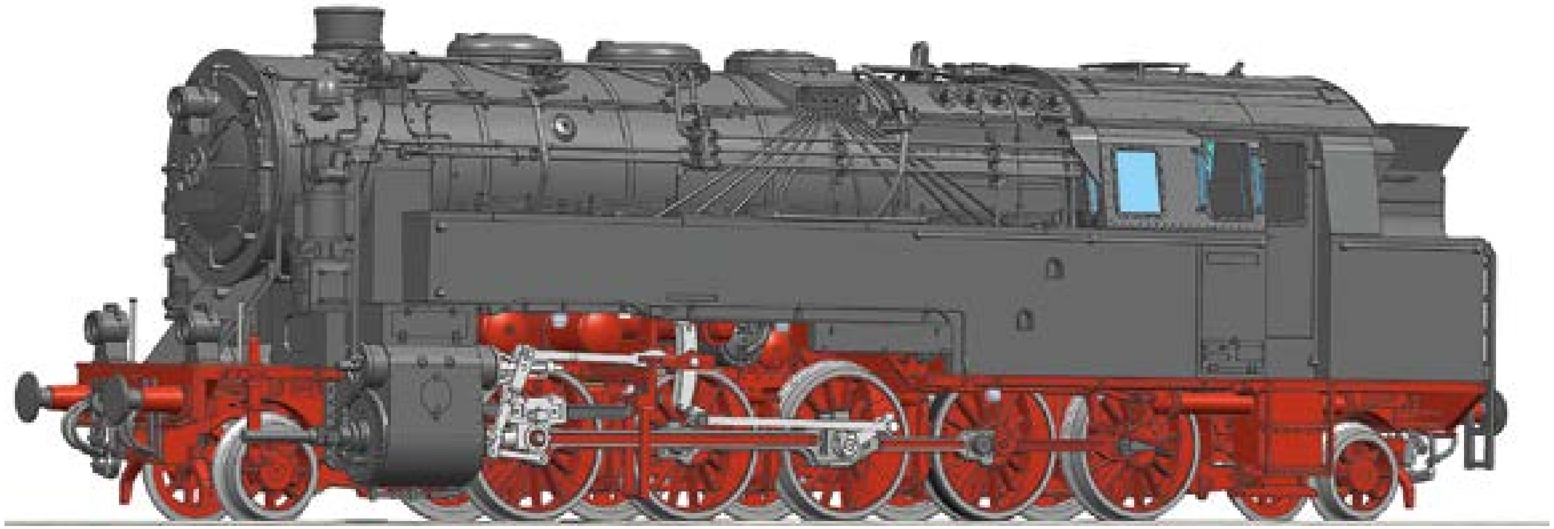
Q2/2022					
70021	DC		4/1	10	
70022	DCC	♪	4/1	11	▬
78022	AC	♪	4/1	11	▬

Steam locomotive 95 1027-2

Edition n:

DB MUSEUM

Ep	VI
	174
	PluX22
	R2
	LED



CAD drawing

The "Queen of the mountains" with the number 95 027 was manufactured by Hannoversche Maschinenbau AG (HANOMAG) in 1923. With 1,620 hp, the class 95 steam locomotives were the most powerful tender locomotives ever procured by the Deutsche Reichsbahn-Gesellschaft. Until 1982, the 95 027 did heavy work at various depots on Germany's steepest mountain routes. From 1950 to 1969, it was stationed in Blankenburg and ran on the Rübelandbahn up into the Harz mountains. In 1971 the DR had it converted to main oil firing. In 1982 it was converted back to coal firing and integrated into the DR's traditional locomotive vehicle fleet. From 1994 to 2008, the locomotive stood in the museum in Arnstadt with boiler damage. After a thorough overhaul at the Meiningen steam locomotive works, it started steaming again, hauling tourist trains on its steep main line in the Harz mountains since 2010.

- **Model of the DB Museum locomotive**
- **With coal firing available for the first time**
- **With set of etched signs included**

Q2/2022

71097	DC		5/1	
71098	DCC		5/1	
79098	AC		5/1	

Photo: M. Messa

Steam locomotive 150 Y 3

SNCF

Ep	III
	265
	NEM 652
	R2
	LED
Z21	Cab

Photomontage

In 1943/44, the locomotive factory Société Alsacienne de Constructions Mécaniques (SACM) in Graffenstaden near Strasbourg built over 100 class 52 locomotives. In 1945/46, the SNCF ordered even another additional 17 locomotives. There, class 52 was designated class 150 Y. A unique feature of the locomotives was the shorter chimney, whose purpose was not to exceed the French clearance gauge. The class 150 Y hauled both heavy goods trains and passenger trains in the eastern region of the SNCF. They were in operation there until the end of the 1950s.

- **Driving and coupling rods made of metal die cast**
- **With set of etched signs included**

Q1/2022				
70280	DC	7/2	10	
70281	DCC	7/2	11	
78281	AC	7/2	11	

3 piece set: Goods wagons

SNCF

Ep	III
	352
	40196

Lw

Tow

OO

Photomontage

- **Perfectly matches the 150 Y class steam locomotives, items 70280, 70281, 78281**

Q1/2022
76004

Steam locomotive Ty4-40

PKP

Ep	III
	260
	NEM 652
	R2

Photomontage

After the Second World War, many class 44 locomotives remained in Poland. They were re-designated Ty 4-1 to Ty 4-132 and served faithfully there, in some cases, until the end of the 1970s.

- **With Wagner smoke deflectors**
- **Hauls heavy goods trains on main lines**
- **Metal wheels with delicately designed spokes**

Q1/2022

70670	DC		7/2	10
70671	DCC		7/2	11

n:

When the first series locomotives were put into service in 1978, the class 1044 was the most powerful four-axle locomotive globally, with an hourly output of 5,400 kilowatts. The ÖBB took the first step into thyristor technology by procuring ten locomotives from the Swedish Rc 2 class, designated as class 1043 in Austria. The positive experience gained from this project and the increasingly demanding technical requirements prompted the Austrian locomotive industry to develop an entirely new high-performance electric traction unit in thyristor technology at the beginning of the 1970s.

SGP, responsible for the mechanical part, and the companies BBC (today ABB), Elin and Siemens for the electrical equipment, delivered two thyristor locomotives (1044.01 in September 1974 and 1044.02 in February 1975) adapted to Austrian conditions to the ÖBB for testing in the mid-1970s. The prototypes of these universally usable maximum-capacity locomotives with an output of 5,280 kW and a maximum allowed speed of 160 km/h were essentially persuasive during their test runs on the southern and western railway lines between Vienna and Salzburg. In April 1976, the ÖBB placed the first serial order.

However, there were numerous breakdowns and failures of the vehicles during the first years. These first “teething troubles” were overcome with a few technical modifications, particularly the conversion of the ventilation system. Externally, the locomotives from 1044.71 onwards are distinguished by a higher roof edge attachment in various designs. Due to its characteristic ventilation noise, the 1044 series soon became known by the nickname “Alpine vacuum cleaner”.

By 1995, 216 locomotives had entered service and were also used in cross-border traffic, occasionally in northern Germany. From 2002, the 1044.2 series locomotives were equipped with compatible multiple and push-pull train control. As a result, the vehicles now designated as 1144 can also be used with the newer ÖBB series. Until 2013, the locomotives of the first delivered series were also modified.

The exterior appearance was subject to several modifications over the years. 1044 001 to 126 were delivered with a blood orange locomotive body. The first locomotives had a black frame and an ivory-coloured roof as well as a locomotive number plate “Taferl-44er” on each front. Later the plates were removed. On the last locomotives, the ÖBB had the roof and frame painted with umber grey. In 1989, five newly built locomotives received the so-called “Chequerboard-Design”. After that, the Valousek design prevailed. The traffic-red locomotive body is adorned with a light grey belt in the lower area and the front windows are framed in umber grey.

Electric locomotive

1044.01, ÖBB

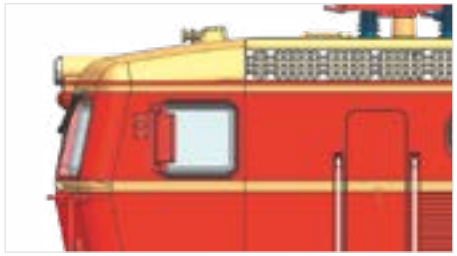
Photo: G. Schabes


1044.01

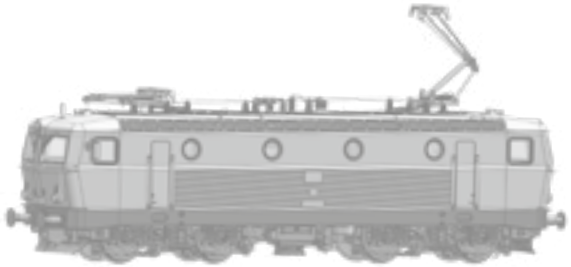
1044.01 in detail

Brake tower grid made from fine etching sheet

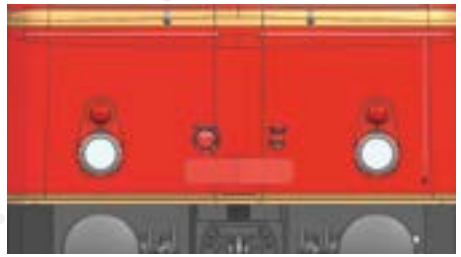
Separate handrails and prototypical fan grille on sloping roof



Large driver's cab window



Engraved locomotive signs



Separately attached sockets and running number

Bogies and axle bearing caps with fine engraving

Electric locomotive 1044.01

n:

ÖBB

Ep	IV
	185
	PluX22
	R2
	LED

CAD drawing

- **Prototypical design with authentic roof**
- **Authentic finely etched roof ventilator inserts and supressor grid tower**
- **Larger driver's cab side windows without wind deflectors**
- **With switchable high beam and individually switchable headlight or tail light in digital mode**
- **With set of etched signs included**

Q3/2022				
70433	DC		4/1	
70434	DCC	🔊	4/1	▭
78434	AC	🔊	3/2	▭

When it came to traffic connections, Vorarlberg could only be reached from the rest of the Austro-Hungarian Monarchy via the three mountain passes Arlberg, Hochtannberg or the Silvretta. Especially in winter, these routes were often interrupted. Their passage was arduous at any time of year.

In 1861 Vorarlberg, which had been governed from Innsbruck, was given the status of crown land in its own right and thus received its federal state parliament. However, the imperial royal governor's office in Innsbruck remained responsible for the administration of the crown land. Only after the collapse of the imperial and royal monarchy did Vorarlberg secede and completely separated from Tyrol.

In the 1850s, two important railway lines were built in the surroundings of Bavaria and the Swiss Rhine valley. An attempt to establish a railway line from Innsbruck to Bregenz did not materialise because of the expected difficulties in building over the Arlberg. However, a railway in Vorarlberg from Bludenz to Lindau, with branch lines from Feldkirch to Buchs and from Lauterach to St. Margrethen, was pursued further, and the concession was granted on August 17 1869.

The construction project of the Vorarlberg Railway was then secured, and the usual negotiations about the route, location of the railway stations, and similar questions followed. State treaties had to be concluded with Bavaria, the Principality of Liechtenstein and Switzerland regarding the route sections that crossed the respective foreign territories. The necessary state treaties were undersigned in 1870, the same year the building permit was granted.

On July 1 1872, the Bludenz - Bregenz railway line could officially start operating; the lines to Lindau and Buchs followed on October 24 1872 and the connection from Lauterach to St. Margrethen finally on November 23 of the same year. Locomotive depots were built at the Bludenz, Feldkirch and Lauterach stations. The headquarters of the company management was in Feldkirch until nationalisation in 1884.

The name Carl Ganahl (1807 - 1889) is inseparably linked with the construction of the Vorarlberg Railway. As political chairman of the Liberals and president of the Chamber of Commerce, he campaigned tirelessly for the construction of the Vorarlberg Railway and the Arlberg Railway to connect Vorarlberg to the rest of the Austro-Hungarian Monarchy network.

The first business results of the Vorarlberg Railway were a disaster so the economic efficiency needed to be improved and a direct connection to the railway network of the monarchy was indispensable. So the Vorarlberg Railway was practically only the first realised project of the continuously run Arlberg Railway, which opened in 1884.

150 years of
railways in Vorarlberg

5 piece set: Electric locomotive 1670.27 with passenger train

update

ÖBB

Ep	IV
	1120
	PluX22
	R2
	LED
	40420

Bpo

Bpo

Bpo

Dih

Photomontage

- **Authentic train formation of the P 5519 (Bregenz – Landeck) in the 1980s**
- **Locomotive with PluX22 interface and sound available for the first time**
- **With switchable driver's cab lighting in digital mode**
- **With set of etched signs included**

Q3/2022				
61493	DC		4/2	
61494	DCC	♪	4/2	▭
61495	AC	♪	2/2	▭

Diesel locomotive 2095.06

ÖBB

Ep	IV
	120
	PluX22
	200 mm
	LED

Photomontage

In 1958, SGP presented the prototype for diesel-hydraulic narrow-gauge locomotives - the later class 2095. The locomotive is equipped with a 12-cylinder four-stroke motor that has an output of 600 hp. The SGP set the planned maximum speed at 60 km/h. In the following decades, the locomotives also stood the test in daily operation on the Bregenzerwaldbahn.

- **Finest details: free-standing handles, lamp rings and a perforated ventilation grille on top of the roof**
- **Model with raised decorative stripes**

Q2/2022			
33321	DC		4/1
33322	DCC		4/1

3 piece set: Passenger coaches

ÖBB

Ep	IV
	465

Photomontage

- **Use on the Bregenzerwaldbahn**
- **Models with authentic advertising**

Q1/2022
34034

When the Austro-Takt was introduced, the ÖBB started to use three express trains for fast daily connections from Vienna to Switzerland in the early 1980s. The train “Zürichsee” terminated in the City of Zurich, which gave it its name. The trains ran as “corridor trains” via the “Deutsche Eck”, where there was no need to consider customs and border formalities. To avoid changing the direction in Rosenheim, the "Rosenheimer Schleife" (Rosenheim loop) was built at the ÖBB's expense.

With the timetable change in May 1987, the new train category “EuroCity” (EC) was also introduced at the Austrian Federal Railways. These were international train connections that had to fulfil specific quality criteria. Besides punctuality, cleanliness, better service and a minimum average speed of 90 km/h, the ÖBB agreed to use air-conditioned coaches in both classes.

The express train "Zürichsee" became the EC “Maria Theresia” in the course of the changeover. This train was composed by the then-modern Eurofima coaches type UIC-Z and consisted of a first and second class block and a dining coach with train telephone in-between. The EC “Maria Theresia” also had a combined coach in its train formation.

This period also saw a new colour scheme for the ÖBB passenger coaches. For coaches with “upscale comfor” applied: lower half of the wagon and decorative stripes above the windows in blood orange as well as roof, window band, apron and bogies in umbra grey. The special painting as an unique feature of the coaches is also considered in some of our models.

35 years of EuroCity

EC 60 “Maria Theresia”

Photo: A. Freisinger

Electric locomotive 1044 030-3

ÖBB

Ep	IV
	185
	PluX22
	R2
	LED

Photomontage

- Model with grey frame and grey roof available for the first time
- Prototypical implementation of the front end
- Perfectly matches the EC 60 “Maria Theresia”, items 74043, 74044, 74045
- With switchable high beam and individually switchable headlight or tail light and driver’s cab lighting in digital mode
- With etched factory plate included

Q2/2022				
70431	DC		4/1	
70432	DCC	♪	4/1	▭
78432	AC	♪	3/2	▭

3 piece set (1): EC 60 “Maria Theresia”

ÖBB

Ep	IV
	909
	40420
	40196

Bmz

Bmz

BDmsz

Photomontage

- **Coaches in operation condition around 1989**
- **Train run Vienna Westbf – Zurich HB**

Q2/2022

74043

3 piece set (2): EC 60 “Maria Theresia”

ÖBB

Ep	IV
	909
	40420
	40196

Bmz

Amz

WRmz

Photomontage

- **Coaches in operation condition around 1989**
- **Train run Vienna Westbf – Zurich HB**

Q2/2022
74044

2 piece set (3): EC 60 “Maria Theresia”

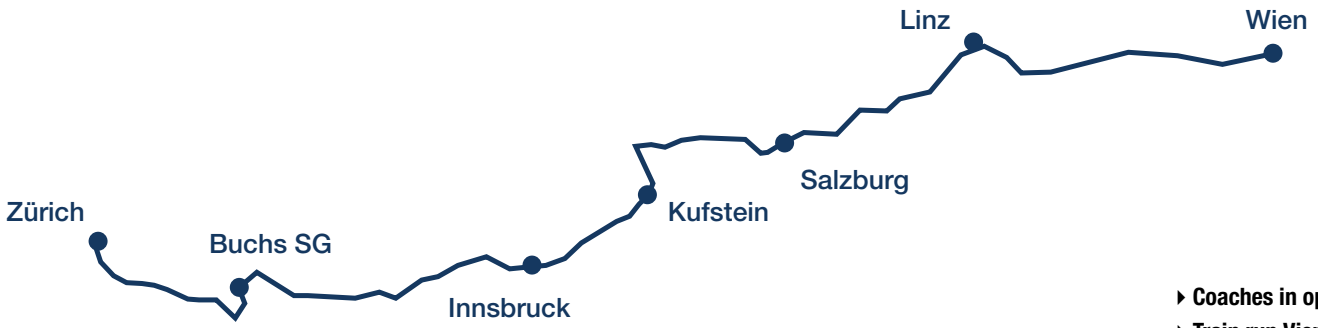
ÖBB

Ep	IV
	606
	40420
	40196

Bmz

Amz

Photomontage



- **Coaches in operation condition around 1989**
- **Train run Vienna Westbf – Zurich HB**

Q2/2022

74045

Electric locomotive 1041 202-1

ÖBB

Ep	V
	176
	PluX22
	R2
	LED

Photomontage

Q2/2022				
73966	DC		4/1	
73967	DCC		4/1	
79967	AC		2/2	

Locomotive 1041.002, damaged in a collision in the summer of 1987, was repaired in the main workshop in Linz. On the occasion of this repair, the locomotive received a new gearbox with helical gearing and different motors, which allowed a maximum speed of 110 km/h. As a result, the locomotive was listed in the register with the new operating number 1041 202 from January 1990 on. The locomotive, which was stationed at the Attnang-Puchheim depot, was mainly used on the lines of the Salzkammergutbahn.

- **Unique edition with raised decorative strips on one of the locomotive's side and rear end**
- **Model with front windows set in rubber**
- **Roof walkways as finely etched parts**
- **With switchable high beam and individually switchable headlight or tail light in digital mode**
- **With etched factory plate included**

Photo: P. Kuderna

Photo: W. Prokop

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 inter city connections. 29 train units in 5 series were delivered to the ÖBB. For a long time, these trains formed the backbone of modern long-distance traffic in Austria. During their long period of operation, the shapely train units underwent various conversions and modernisations. Based on the ÖBB's international passenger coaches' colour scheme, they were repainted in traffic red, umbra grey and grey-white in the 1990s.

Q4/2022			
73058	=	4/2	
73059	= 🔊	4/2	
79059	∿ 🔊	3/2	

* Next18 interface installed in control car.

B4hTL

B4hTL

AD4hES

Photomontage

- **Livery in “Valousek design”**
- **Power unit with red, Control cab coach with grey running number on the front**
- **With sheeted corner windows of the driver's cab and swingsliding doors**
- **Train set without dining car**

Photomontage

Electric locomotive 1293 200-2 “Nightjet”

ÖBB

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

The first ÖBB Vectron locomotive 1293 200 was covered with adhesives foils in the “Nightjet” design in May 2021. The decoration promotes the new “Nightjet” trains, which are to be in service from the end of 2022. The locomotive is equipped with the country package DE-AT-PL-NL-BE-CZ-SK-HU-RO-BG-HR-RS.
Since the end of 2016, the ÖBB has been one of the few large transport companies that operate a dense and attractive night train service with popular destinations such as Brussels, Hamburg, Venice and Warsaw. The ÖBB has ordered 13 trains with seven carriages each from Siemens Mobility to further expand services in Europe and offer more comfort and sustainability. As a first step, the locomotives will be used for connections from Austria and Germany to Italy.

- **Multi-system locomotive with Netherlands country package**
- **Free-standing handrails partially made of metal**
- **With switchable high beam and individually switchable headlight or tail light and driver’s cab lighting in digital mode**

Q2/2022				
71975	DC		4/1	
71976	DCC	♪	4/1	▭
79976	AC	♪	3/1	▭

Photo: R. Auerweck

“Klimajet”

ÖBB

Photo: R. Auerweck

Since 26th October 2021, it has been possible thanks to the new “Klimaticket Ö” to travel on different modes of transport with a single ticket. In this way, an increased number of people should be animated to travel by train. Those who travel within Austria’s borders can obtain a ticket, using which they can get around in all transport associations. This is above all beneficial for commuters who have to take the bus and train to work.

This individual regional transport associations also offer regional alternatives; the so-called regional Klimatickets. Such tickets are intended to contribute towards Austria’s compliance with the “Paris climate objectives”, as public transport is the best. Most climate-friendly alternative to individual motor traffic. In addition to the Klimaticket, Austrian public transport has been supported through many other measures. These include the expansion of large transport links with investments of several billion euros, and the expansion of large railway stations into “mobility hubs”.

When the Klimaticket was introduced, a Railjet was promptly presented by the ÖBB as well as a KISS multiple unit by the private WestBahn company in Klimaticket design as part of an initiative by the Federal Ministry for Climate Protection, the Environment, Energy, Mobility, Innovation and Technology under the Minister for Climate Protection, Leonore Gewessler. These trains bear a clear message across the borders, too, as the Railjet trains run, amongst other things, to Frankfurt am Main.

The design playfully reflects selected regions of Austria, as it depicts parts of Vienna or the Tyrolean ski jump. The Railjet, more than 1,000 square metres of which have been elaborately foil-decorated, will now remain on the rails in this design for approximately 4 years.

8 piece set: “Klimajet”

ÖBB

Ep	VI
	2358
	PluX22
	PluX16 *
	R2
	LED
Z21	Cab

16 BITSound

Bmpvz

Bmpz

Bmpz

Photomontage

Q3/2022					
61500	DC		4/1		
61501	DCC	♪	4/1	▭	
61502	AC	♪	3/2	▭	

* PluX16 interface installed in cab coach.

Bmpz

ARbmpz

Ampz

Afmpz

Photomontage

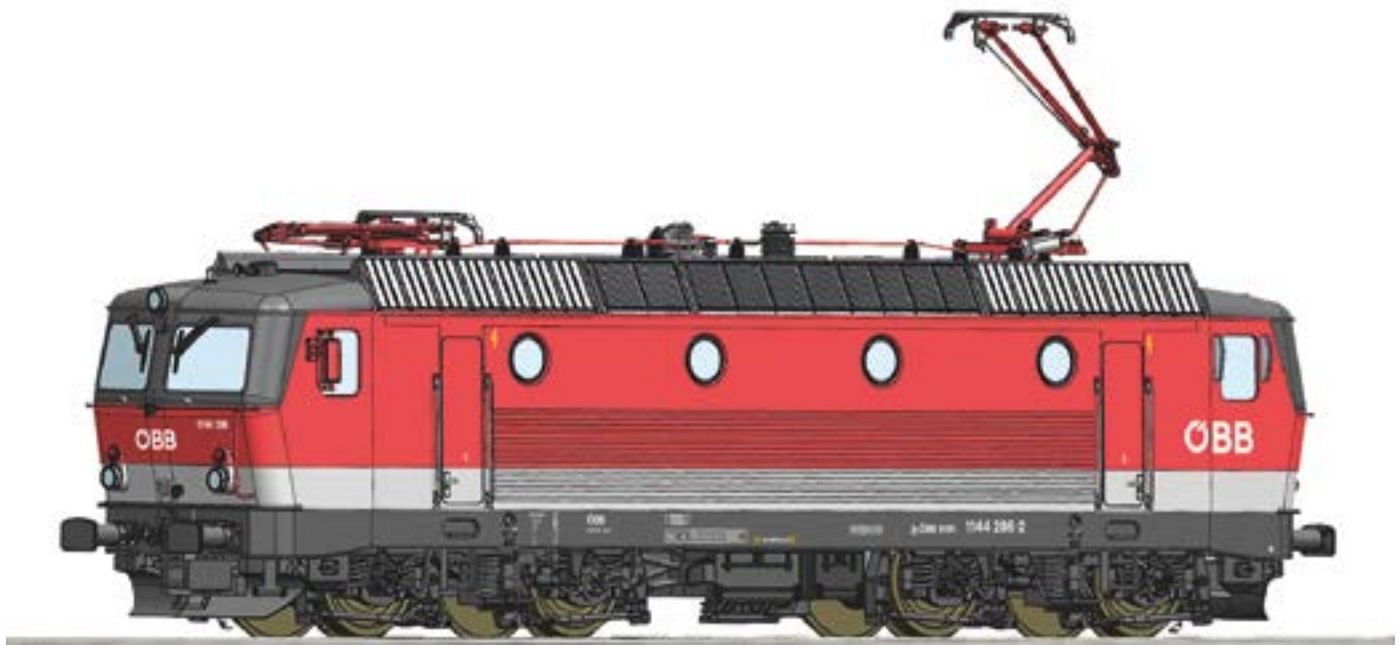
The train set contains an electric locomotive 1116 244-5, four Economy class coaches, a 1st class coach, a dining coach and a cab coach.

- **Unique edition in special packaging**
- **With eloborate printing in design “Klimaticket”**

Electric locomotive 1144 286-2

ÖBB

Ep	VI
	185
	PluX22
	R2
	LED



CAD drawing

From 1976 to 1995, the ÖBB procured 217 units of the 1044 four-axle thyristor locomotive series. The 5.120 kW strong and up to 160 km / h fast locomotives shaped the state-of-the-art image of the ÖBB for many years. From 2002 all locomotives of the 1044 series were equipped with a push-pull control. This type of equipment made the vehicles, then designated series 1144, even more versatile.

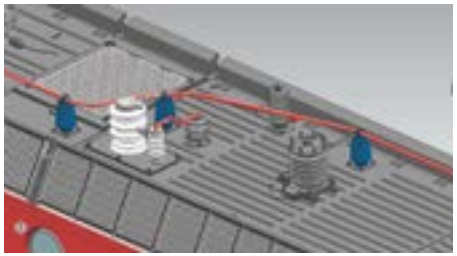
- **New primary voltage converter, main switch and buffer**
- **With switchable high beam and individually switchable headlight or tail light in digital mode**
- **Prototypical axle bearing with encoder cable**
- **Version with two different current collectors**

Photo: R. Auerweck

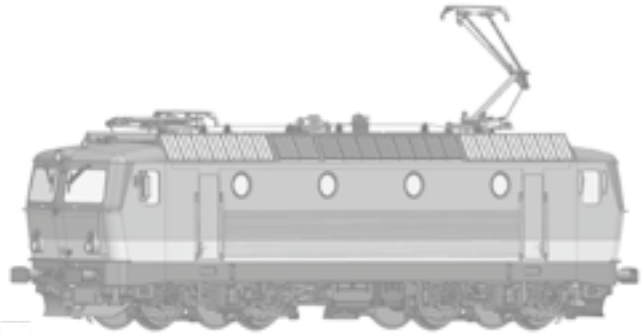
Q2/2022				
73546	DC		4/1	
73547	DCC		4/1	
79547	AC		3/2	

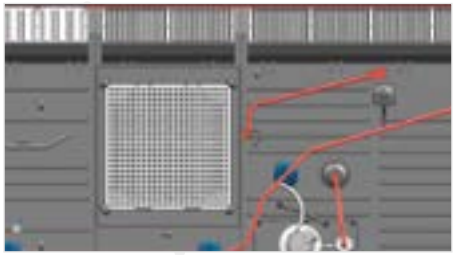
1144 in detail

Antenna in latest design

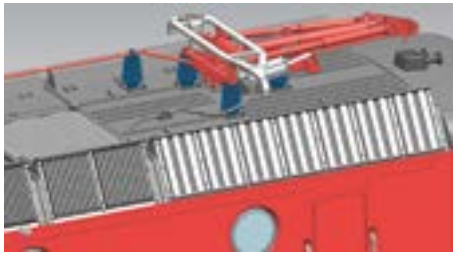


New main switch and primary voltage converter

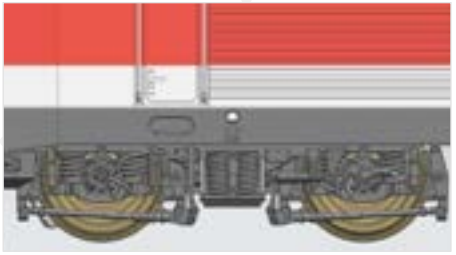




Brake tower grid made from fine etching sheet



Separately applied cable to the current collectors



Bogies and axle bearing caps with fine engraving

Electric locomotive 1016 036-6 “CAT”

ÖBB

Ep	VI
	221
	PluX22
	R2
	LED
Z21	Cab

Photomontage

Q1/2022			
70503	DC		4/1
70504	DCC	♪	4/1
78504	AC	♪	3/2

The locomotives and coaches for the City Airport Trains shuttling between Wien Mitte and Wien-Schwechat Airport have a unique design. As a result of the introduction of ETCS at the ÖBB, there was a shortage of suitably equipped dual-frequency locomotives. Since the single-system version of the Taurus was sufficient for CAT, class 1116 locomotives were replaced by classes 1016 014 and 036 at the end of 2012.

- **Hauls besides CAT trains also Eurocity trains and goods trains**
- **With switchable high beam and individually switchable headlight or tail light in digital mode**

16 BITSound

Electric locomotive 193 694-7

LTE

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

Q2/2022			
71983	DC		4/1
71984	DCC	♪	4/1
79984	AC	♪	3/1

In March 2021, Siemens handed the 193 694 over to LTE as the first of two Vectron multi-current locomotives. They are approved for use in Germany, Austria, Italy, Poland, the Czech Republic, Slovakia, Hungary, Romania, Slovenia, Croatia, Bulgaria and Serbia. Railway enthusiasts also appreciate the company for the successful design of their locomotives.

- **Model exclusively available at ROCO**
- **With switchable high beam and individually switchable headlight or tail light and driver’s cab lighting in digital mode**

Photo: M. Schmid

Electric locomotive 1193 980-0

WLC

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

As the first locomotive of the Wiener Lokalbahnen Cargo, 1193 980 was given a new design in December 2020. With its new brand identity as WLC, the freight transport subsidiary of the Wiener Lokalbahnen underlines its strong European orientation. WLC goods trains currently serve 20 destinations in seven European countries, from Budapest to Rotterdam and Livorno to Hamburg.

- **Hauls goods trains in Austria and Germany**
- **With switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q2/2022				
71979	DC		4/1	
71980	DCC	♪	4/1	▭
79980	AC	♪	3/1	▭

Electric locomotive 1142 562-9

StB

Ep	VI
	186
	PluX22
	R2
	LED

Photomontage

Built initially at the stock company Simmering-Graz-Pauker in Graz, the Steiermarkbahn brought two locomotives, class 1142, from the train operating company ESG, back from Germany to their old home in 2018. After an overhaul with new paint, the locomotives, capable of multiple traction, are back in service and reliably perform their duties.

- **In the current design of the Steiermarkbahn**
- **Use in the Austrian and German goods traffic**

Q1/2022				
70601	DC		4/1	
70602	DCC		4/1	
78602	AC		3/2	

2 piece set: Container carrier wagons

StB

Ep	VI
	452
	40196

Sgnss

Sgnss

Photomontage

Q1/2022
76007

Photo: L. Alber

n:

Although the railway had already entered Swiss territory in 1844, coming from the French town of Saint-Louis in Basel, this year's anniversary is dedicated to the first inner-Swiss line from Zurich to Baden, which began scheduled service on 9th of August 1847. Since a special “Baden” pastry could also be consumed fresh from the oven in Zurich at the time, it was colloquially known as the “Spanish Brötli Bahn”; this triggered off the start of the Swiss railway network development.

As a result, Switzerland saw a big rail construction boom. The main lines were built by about 1870. The Nordostbahn (NOB), the Vereinigte Schweizerbahnen (VSB) and the Schweizerische Centralbahn (SCB) took responsibility for the project. The railways built by various companies in western Switzerland were united under Jura-Simplon-Bahn (JS) by the turn of the century. The opening of the Gotthard Railway (GB), which was crucial for transit traffic, in 1882 ultimately marked a milestone of Swiss railway construction.

Between 1902 and 1909, the Swiss Federal Railways (SBB) came into being in the course of the nationalisation of the five leading railway companies and some smaller Swiss private railways. The quick and efficient electrification of the entire Swiss railway network, which began early and was accelerated by the lack of coal during the two world wars, is considered unique in the world. Other Swiss private railways, which have not been nationalised to this day, also made a significant contribution to technical innovations in vehicle and track construction.

The SBB marked several milestones in the field of Swiss locomotive construction in the early 20th century. The Ce 6/8 II electric locomotive, better known as the “Crocodile”, is probably the best-known Swiss locomotive ever. Also worth mentioning, among others, is the C 5/6 series steam locomotive, which was nicknamed the “Elephant”. The development of steam locomotives in Switzerland was successfully finished with these powerful yet beautifully shaped vehicles.

Switzerland has one of the densest public railway networks in the world. In 1982, the interval timetable was introduced throughout Switzerland. The motto was “A train every hour in every direction”. The “Bahn 2000” concept, developed from 1987 onwards, provided additional trains on already densely used lines. The key focus was on developing a dense system of junction stations between which the travel times, including stops, were exactly one hour each. With the complex project “Neue Eisenbahn-Alpentransversale” (NEAT), Switzerland continues to contribute to improving rail transit in the north-south direction. The centerpieces of the project are several long base tunnels (Lötschberg, Gotthard, Ceneri) which count to the longest railway tunnels in the world.

One hundred seventy-five years later, the Swiss railways celebrate the historic event with a full spectrum of entertainment and local happenings. It is by no means an anniversary of the SBB alone - the private railways are also taking part in exhibitions, vehicle parades and special trips. It's understood that ROCO will also “celebrate” this anniversary in an adequate manner.

Photo: P. Willen

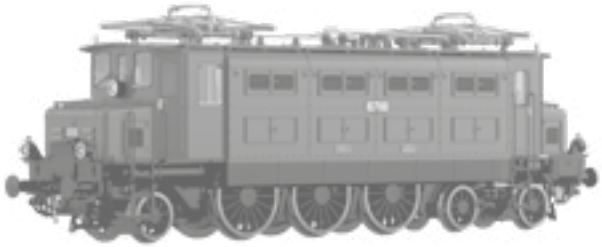
Ae 3/6^{I} in detail

Free-standing handrails and separately-applied cover on the front end

Finely-detailed current collectors

Finely engraved fan grid

Elaborate replication of driver's cab



Embossed locomotive number

Free-standing aperatures and pipes

Prototypical representation of the "Buchli" drive

Separately applied crankshaft on the safety apparatus

Electric locomotive Ae 3/6^{I} 10700

Edition n:

SBB

Ep	III-VI
	170
	PluX22
	R2
	CH
LED	

Photo: SBB Historic

- **Model in the SBB Historic design of the 3rd series**
- **Complete, superbly detailed new construction with elaborate reproduction of the “Buchli” drive and the current collectors**
- **Perfectly presented in a transparent box**

Q4/2022				
70089	DC		3/1	
70090	DCC	♪	3/1	▭
78090	AC	♪	3/2	▭

Electric locomotive Ae 3/6^{I} 10639

Edition n:

SBB

Ep	V
	170
	PluX22
	R2
	CH
LED	

Photo: M. Dossenbach

- Model in the design of the 2nd series
- Complete, superbly detailed new construction with elaborate reproduction of the “Buchli” drive and the current collectors
- Perfectly presented in a transparent box

Q4/2022				
70087	DC		3/1	
70088	DCC	♪	3/1	▭
78088	AC	♪	3/2	▭

Electric locomotive double traction Re 10/10

SBB

Ep	IV
	399
	PluX22
	R2
	CH
LED	

Photomontage

For the 175th anniversary of railways in Switzerland, ROCO presents the electric locomotive double traction Re 10/10 as special anniversary edition. The locomotives in green SBB livery had decorative stripes and coats of arms. The double traction of Re 4/4^{II} and Re 6/6 is called Re 10/10 for simplicity. This name derives from the ten powered axles that the double "team" has and does not refer to a particular locomotive type. The SBB uses the Re 10/10 primarily to haul heavy goods trains on the Gotthard route. The bullish double manages to pull a maximum load of 1.400 tonnes on the train hook at 80 kilometres per hour on a gradient of 26 per mille.

- **Anniversary edition of the year 1982 "100 Years of Gotthard Railway"**
- **Consists of the locomotives Re 6/6 11626 and Re 4/4^{II} 11323**
- **Both are powered locomotives**
- **With front coat of arms and raised locomotive numbers**
- **Fine, separately applied ventilation grilles and windscreen wipers made of etched sheet metal**

Q4/2022				
71414	DC		8/2	
71415	DCC	♪	8/2	▬
79415	AC	♪	7/3	▬

Electric locomotive Re 4/4 169

BLS

Ep	IV
	174
	PluX22
	R2
	CH
LED	

CAD drawing

After the Ae 4/4 of the Bern-Lötschberg-Simplon Railway, which went into operation from 1944, had successfully proven itself over two decades, further outdated locomotives were due to be replaced at the beginning of the 1960s. While the SBB aimed to purchase Re 4/4^{II} with classic direct control and single-phase AC motors, BLS opted for more modern technology with silicon rectifiers and shaft current motors. The locomotives, initially classified as Ae 4/4^{II}, and then as Re 4/4 after technical improvements, were built by SLM and BBC and used for both passenger and goods transport on the BLS, GBS, SEZ and BN networks as well as the adjacent SBB routes.

- **Delicately designed roof with scissors pantograph**
- **New design - for the first time with a short buffer beam and changed obstruction grille typical of earlier epochs**
- **Elaborate multicoloured replica of the engine room**

Q4/2022				
73824	DC		4/1	
73825	DCC	♪	4/1	▬
79825	AC	♪	3/2	▬

Electric locomotive 421 371-6

SBB

Ep	VI
	177
	PluX22
	R2
	CH
LED	
Z21	Cab

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 four of its Re 421 engines with a dark blue advertising outfit. The locomotives preferably circulate with freight trains.

- **Delicately designed model with pantographs for the use in Germany and Switzerland**
- **Many extra-applied plug-in parts partially designed with etching technology**

Q1/2022				
71412	DC		4/1	
71413	DCC		4/1	
79413	AC		3/1	

Electric locomotive 186 908-6

SBB/RALPIN

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

Coming from Bombardier's TRAXX MS2e platform, this locomotive has many variants to offer and thus perfectly meets the demand of interoperability of rail freight transport in Central and Western Europe. The locomotive can be operated on all European power grids. Since January 1 2021, Class 186 has been hauling the RAlpin "Rolling Highway" Freiburg Brsg Rbf-Novara Boschetto.

- **Both sides feature different designs**
- **Model with the baptismal name "Lötschberg" exclusively available at ROCO**
- **Use in the international goods traffic**
- **With switchable high beam and individually switchable headlight or tail light in digital mode**
- **In cooperation with** Railcolix DESIGN

Q3/2022				
70651	DC		4/1	
70652	DCC		4/1	
78652	AC		3/2	

Photo: D.Schärer

Electric locomotive 475 902-3

WRS

Ep	VI
	218
	PluX22
	R2
	CH
LED	

Photomontage

With the Vectron locomotives Re 475 901 and 902, the company Widmer Rail Services put another two multi-system locomotives into operation. The Swiss railway transport company, founded in 2007, in the meanwhile, operates a considerable fleet of electric and diesel locomotives. The Vectron locomotives are equipped for operation in Germany, Austria, Switzerland, Italy and the Netherlands (DACHINL).

- **Model exclusively available at ROCO**
- **Sophisticated printing with a silhouette motif**
- **With switchable high beam and individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q1/2022				
71963	DC		4/1	
71964	DCC		4/1	
79964	AC		3/1	

Photo: D. Schärer

When the former “Cisalpino” (CIS) coaches were transferred to the Swiss Federal Railways (SBB), their coach fleet became a little more colourful for some time. While the SBB was still busy repainting their entire fleet of coaches around 2009, it was decided to use also the silver CIS coaches in the trains; - this regularly led to particularly colourful and eye-catching train compositions.

One of those particularly “colourful” trains over a long time operating is the EuroCity train pair 6/7. The train ran from Chur in Switzerland via Zurich central station and Basel SBB to Mannheim, Dortmund, and Hamburg. On the German section of the route, the Deutsche Bahn AG (DB AG) took over with the train's traction. For this, the DB AG mostly rented class 182 locomotives from MRCE. The trains have been a sought-after picture motif for many years. The route through the particularly picturesque Middle Rhine Valley led, among other places, from Koblenz to Bingen and provided not only the passenger with exceptional views.

35 years of EuroCity

EC 7, SBB

Electric locomotive 182 596-7

MRCE

Ep	VI
	221
	PluX22
	R2
	LED
Z21	Cab

16 BIT Sound

Photomontage

The electric locomotives of the EuroSprinter family from Siemens are known in Germany as class 182. With a power output of 6,400 kW, they reach a top speed of 230 km/h. From 2009 on, the DB Fernverkehr had a shortage of high-speed locomotives for the EuroCity traffic and solved the problem by leasing ES 64 U2 (class 182) locomotives from the MRCE. After the timetable change in 2010, the EuroCity trains 6/7 used to be hauled by one of those locomotives.

- **Model with Switzerland package**
- **Perfectly matches the EC 7, items 74021, 74022, 74023**
- **With switchable high beam as well as individually switchable headlight or tail light in digital mode**

Q3/2022				
70518	DC		4/1	
70519	DCC	♪	4/1	▭
78519	AC	♪	3/2	▭

3 piece set (1): EuroCity coaches EC 7

SBB

Ep	VI
	909
	40196
	40420

Apm

Bpm

WRm

Photomontage

- **Train route: Hamburg – Chur**
- **1st class coach in “Cisalpino” livery**
- **Operation condition: approx. 2010–2014**

Q3/2022
74021

3 piece set (2): EuroCity coaches EC 7

SBB

Ep	VI
	909
	40196
	40420

Apm

Bpm

Bpm

Photomontage

- **Train route: Hamburg – Chur**
- **2nd class coach in “Cisalpino” livery with blue stripes**
- **Operation condition: approx. 2010–2014**

Q3/2022
74022

2 piece set (3): EuroCity coaches EC 7

SBB

Ep	VI
	606
	40196
	40420

Apm

Bpm

Photomontage

- **Train route: Hamburg – Chur**
- **2nd class coach in grey livery with red doors**
- **Operation condition: approx. 2010–2014**

Q3/2022
74023

Electric locomotive S 499.2002

n:

ČSD

Ep	IV
	193
	PluX22
	R2
	LED

16 BITSound

CAD drawing

To renew the fleet of the CSD, Skoda developed the 2nd generation of universal electric locomotives from the second half of the 1970s, out of which derives the class S 499.2. The letter "S" stands for alternating current. The two prototype locomotives were delivered in 1984 and thoroughly tested. With an hourly power output of 3,060 kW, the locomotives reached a top speed of 120 km/h. Ten serial locomotives with the new class designation 263 were delivered in 1988. The locomotives were used in express and goods train traffic.

- **Pantograph with innovative fastening and new pallet**
- **With rail guards and air tanks in closed form for realistic presentation in display cabinets**
- **With switchable driver's cab and control panel lighting as well as machine room lighting in digital mode**
- **"Dynamic Sound" package with two loudspeakers for improved depth of sound**
- **With etched factory plate included**

Q2/2022				
71238	DC		4/1	
71239	DCC	🔊	4/1	▭
79239	AC	🔊	3/1	▭

Electric locomotive 371 002-7

ČD

Ep	V-VI
	193
	PluX22
	R2
	LED

16 BITSound

CAD drawing

In the 1980s, the CSD and the DR decided to procure dual-system locomotives to better cope with the steadily growing traffic and the cross-border traffic operations on the Berlin-Dresden-Prague connection. The enhancement of the Decín-Prague connection to 160 km/h maximum speed made it necessary to upgrade some locomotives. From 1994, six Czech class 372 locomotives were adapted for faster international passenger traffic and operated under the class designation 371 “Turbobastard”. The CD moved the converted machines to the Prague depot.

- **Pantograph with innovative fastening**
- **With rail guards and air tanks in closed form for realistic presentation in display cabinets**
- **With switchable driver’s cab and control panel lighting as well as machine room lighting in digital mode**
- **“Dynamic Sound” package with two loudspeakers for improved depth of sound**
- **Etched signs for further company numbers included**

Q2/2022				
71231	DC		4/1	
71232	DCC		4/1	
79232	AC		3/1	

Electric locomotive E 94 003

DRB

Ep	II
	213
	PluX22
	R2
	LED

Photomontage

Q1/2022			
71353	DC		6/2
71354	DCC	♪	6/2
79353	AC	♪	4/2

The class E 94 was supplied by the "Allgemeine Elektrizitäts Gesellschaft" (AEG) in Berlin Hennigsdorf to the former Deutsche Reichsbahn for use in front of heavy goods trains at the Brenner Pass. The purchase of the new class E 94 electric locomotives was only made possible by their classification as war-essential capital goods. The DR ordered 285 heavy six-axle locomotives, but only 145 were delivered by the end of the war. The locomotive was authorized to run at a maximum speed of 90 km/h; the hourly output was 3,240 kW, the starting power was 3,900 kW.

- **Version in grey livery with white wheel tyres**
- **With switchable headlight or tail light and driver's cab lighting in digital mode**
- **With etched factory plate included**

Electric locomotive 194 118-6

FREILASSING
EDITION

DB

Ep	IV
	213
	PluX22
	R2
	LED

Photomontage

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!

Q1/2022			
71350	DC		6/2
71351	DCC	🔊	6/2
79351	AC	🔊	4/2

The Deutsche Bundesbahn had 124 locomotives of the class E 94 (later class 194) in their vehicle fleet. Like other designs from the past, the E 94 had a characteristic shape with two stems and therefore was soon given the nickname “German Crocodile”. Technically, the developers and designers relied on an axle-hung drive that was perfect for transporting heavy goods trains for which the “crocodiles” were precisely built. The locomotive was approved for 90 km/h, the hourly power output was 3,240 kW and the starting power output 3,900 kW. With this enormous power, combined with the unsprung axle-hung drive, it is no wonder that the tracks began to vibrate when a class 194 locomotive arrived with a heavy goods train.

- **With a decorative line on the middle section**
- **Wheelsets with low flanges**
- **Metal handles and handrails**
- **With switchable headlight or tail light and driver’s cab lighting in digital mode**

Fast train

“Rheinpfeil”, DB

Photo: R. Krauss, Slg. S.Carstens

The F 9/10 “Rheingold-Express”, which started operating again in May 1951 on the railway lines between Hoek van Holland and Basel, had a portion working train of the same name “F 21/22 Dortmund – Innsbruck” integrated from the beginning. It was used for the exchange of through coaches, which took place in Cologne. From 1956, the southern route of the portion working train was restricted to Munich. To better distinguish it from the main train, called “Rheingold”, the F 21/22 was given the name “Rheinpfeil” in 1958.

After the “Rheingold” was equipped with new air-conditioned coaches in beige/cobalt blue livery in 1962, it was evident to provide the “Rheinpfeil” with these comfortable coaches too, because of the close relationship of the two trains. Thus, in 1963, a repeat order was placed for six open seating coaches Ap4üm, 12 compartment coaches Av4üm, three dining cars WR4üm and two observation coaches AD4üm. The two observation coaches had the wide windows in the observation dome and the lettering “Deutsche Bundesbahn” in raised letters underneath, in contrast to the long distance train “Rheingold” from 1962, which had already been launched by ROCO earlier. ROCO has taken this into account, and the other coaches in the sets are true to original models from the 1963 series.

While almost all of the coaches could be delivered by May 1963, the finalization of the locomotive production E 10 1308 to 1312 planned for the “Rheinpfeil” was delayed until October 1963. As was the case a year earlier with the “Rheingold”, five series locomotives (E 10 250 to 254) were painted in beige/cobalt blue and temporarily received the existing “Henschel” bogies to achieve the top speed of 160 km/h of the final E 10.12. In contrast to the “Rheingold”, however, these locomotives kept their original running numbers. ROCO presented with the E 10 251, one of the interim locomotives for a true to original train formation in the year of introduction 1963.

In 1965, both trains with their exclusive beige/cobalt blue colour scheme were elevated to the rank “Trans-Europ-Express” because of the comfortable equipment they had. Later it resulted in a repainting job into the TEE colours beige/purple, which was not started until autumn 1966 and finally completed in May 1967.

Electric locomotive E 10 251

n:

DB

Ep	III
	190
	PluX22
	R2
	LED

Photomontage

- Pioneering combination: box housing with high-speed bogies
- With PluX22 interface and sound available for the first time
- Perfectly matches the long distance train “Rheinpfeil”, items 74048, 74049, 74256
- With switchable headlight or tail light in digital mode
- With etched factory plate included

Q2/2022			
73621	DC		4/1
73622	DCC	🔊	4/1
79622	AC	🔊	3/2

3 piece set (1): F 21 “Rheinpfeil”

DB

Ep	III
	909
	40196
	40360

Ap4üm

Av4üm

AD4üm

Photomontage

- **Pulpit of the observation coach with four sections**
- **Raised lettering “Deutsche Bundesbahn” under the observation pulpit**
- **Operation condition: 1963**
- **Train route: Munich – Dortmund**

Q3/2022
74048

3 piece set (2): F 21 “Rheinpfeil”

DB

Ep	III
	909
	40196
	40360

WR4üm

Ap4üm

Av4üm

Photomontage

- **Operation condition: 1963**
- **Av4üm and Ap4üm used as through coaches for the train “Rheingold”**
- **Train route: Munich – Amsterdam/Hoek van Holland/ Dortmund**
- **Delicately designed bogies with block and magnetic rail brakes**

Q3/2022
74049

Express train coach “Rheinpfeil”

DB

Ep	III
	303
	40196
	40360

Q3/2022
74256

Av4üm

Photomontage

- **Complementary coach for the F 21 “Rheinpfeil” train**
- **Operation condition: 1963**
- **Train route: Munich – Dortmund**

Electric locomotive 250 001-5

DR

Ep	IV
	225
	PluX22
	R2
	LED

Photomontage

LEW Henningsdorf delivered the prototypes 250 001-250 003 in 1974. Designed as a heavy goods locomotive, it had an hourly power output of 5,400 kW and a maximum permitted speed limit of 120 km/h. As the locomotive showed no streamlined curves, which are usually unnecessary with a low top speed, it got its nickname “Container”.

- **Pre-series version with large front and side windows**
- **With switchable headlight or tail light and driver’s cab lighting in digital mode**
- **With etched factory plate included**

Q1/2022				
73314	DC		6/2	
73315	DCC	♪	6/2	▬
79315	AC	♪	4/2	▬

High-speed train

class 401, DB AG

update

The era of high-speed rail transport at the Deutsche Bundesbahn began in the summer of 1991 with the ICE 1. A completely new railway system was introduced for the first time with newly developed multiple units, unique high-speed lines, and a far-reaching timetable reform. The multiple-unit concept with closed, wide coach transitions was groundbreaking for modern high-speed rail transport. The maximum speed of 280 km/h achieved in regular operation paired with a high comfort level revolutionised rail transport and secured essential market shares when competing with automobile and aeroplane transport.

The ICE 1 consists of two power heads and up to 14 middle coaches, altogether 12 coaches for regular operation. With an overall length of up to 411 metres and about 800 seats, they belong to the longest ICE units ever built to date. The until today, characteristic dining car is always placed between the 1st and 2nd class wagon groups and makes the ICE 1 easily recognisable. Of the 60 units built in total, some are equipped with a second pantograph and a narrow collector shoe for use in Switzerland; they ensure direct connections from Hamburg and Berlin via Basel to Interlaken or Chur.

The entire ICE 1 fleet received a complex "redesign" starting in 2005, so the first ICE generation, with leather seats in 1st class, for example, meet the current ICE standards. A second modernisation programme has been underway since 2019 to extend the service life by a further ten years. With an average mileage of over 500.000 kilometres per year, the ICE 1 still sets standards in high-speed transport with its exceptional reliability.

Photo: R. Auerweck

2 piece set: Electric multiple unit 401 018-7

update

DB AG

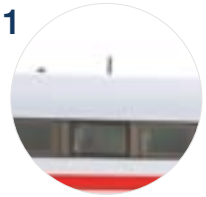
Ep	VI
	472
	PluX22
	R2
	LED

Photomontage

- With a coreless armature motor available for the first time
- One unit powered
- With extra-applied windshield wipers available for the first time
- New roof design with a delicate pantograph
- Operation condition: “Redesign 2005”
- Without transition aprons

Q4/2022			
70401	DC		2/1
70402	DCC		2/1

3 piece set (1): Intermediate coaches ICE 1



DB AG

Ep	VI
	846
	6454

Apmbsz 803.1

WSmz 804.0

Bvmz 802.3

Photomontage

- **Model in scale 1:93,5**
- **Operation condition: “Redesign 2005”**
- **Coaches without transition aprons**

Q4/2022
74028

3 piece set (2): Intermediate coaches ICE 1

DB AG

Ep	VI
	846
	6454

Avmz 801.8

Bvmz 802.3

Bvmz 802.8

Photomontage

- **Two coaches with the baptismal name “Gelnhausen”**
- **Model in scale 1:93,5**
- **Operation condition: “Redesign 2005”**
- **Coaches without transition aprons**

Q4/2022
74029

3 piece set (3): Intermediate coaches ICE 1

DB AG

Ep	VI
	846
	6454

Avmz 801.0

Bvmz 802.3

Bvmz 802.6

Photomontage

- **Model in scale 1:93,5**
- **Operation condition: “Redesign 2005”**
- **Coaches without transition aprons**

Q4/2022
74030

3 piece set (4): Intermediate coaches ICE 1

DB AG

Ep	VI
	846
	6454

Avmz 801.0

Bvmz 802.3

Bvmz 802.3

- **Model in scale 1:93,5**
- **Operation condition: “Redesign 2005”**
- **Coaches without transition aprons**

Q4/2022
74031

Electric locomotive 186 338-0

DB AG

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

The class 186 is a multi-system locomotive of the second TRAXX generation from Bombardier. The four-system locomotive type F140 MS(2e) is based on the TRAXX F140 AC2 design. With additional equipment for use with direct current networks 1.5 kV (Netherlands, France) and 3 kV (Belgium, Poland, Italy), it was developed from 2004 onwards; provided it had appropriate additional equipment and train safety systems. With a service weight of 85 t, they have a power output of 5,600 kW and can reach a maximum speed of 140 km/h. Most of the 65 DB AG locomotives (DB Cargo, Euro Cargo Rail) operate in Germany, France and Belgium.

- **Use in the international goods traffic**
- **Many extra applied plug-in parts, partly executed in etching technology**

Q1/2022				
73108	DC		4/1	
73109	DCC	🔊	4/1	▭
79109	AC	🔊	3/2	▭

Electric locomotive 193 368-4

DB AG

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

With the slogan “Starke Cargo” “Strong Cargo”, the appropriately designed class 193 Vectron locomotive promotes the DB Cargo since December 2020. It spreads the word about DB Cargo's new strategy since September 2020, which definitely focuses on growth.

- **Model exclusively available at ROCO**
- **With switchable high beam as well as individually switchable headlight or tail light and driver’s cab lighting in digital mode**

Q2/2022				
71967	DC		4/1	
71968	DCC	🔊	4/1	▭
79968	AC	🔊	3/1	▭

Electric locomotive 101 013-1

update

DB AG

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

The standard colour scheme for DB long-distance locomotives is traffic red with a light grey front bar. For the anniversary “50 years of Intercity in Germany”, in September 2021, the Deutsche Bahn gave the 101 013 an unique colour scheme to match the paint scheme of the IC coaches. It was given the light grey design with traffic red decorative stripes; already known from the ICE and long-distance coaches. In total, 145 units of the 101 class locomotive were put into service by the end of 1999.

- **Special livery “50 years IC”**
- **Available for the first time as version with sound**
- **With switchable high beam as well as individually switchable headlight or tail light and driver’s cab lighting in digital mode**

Q3/2022				
71985	DC		4/1	
71986	DCC	♪	4/1	▭
79986	AC	♪	3/1	▭

Photo: M. Oestreich

Electric locomotive 152 135-0

DB AG

Ep	VI
	225
	PluX22
	R2
	LED

Photomontage

1998 saw the birth of the “Albatros Express” - today's densest seaport hinterland rail network to and from Germany's seaports. In 2008, its 10th anniversary was celebrated. To mark the occasion: five class 152 locomotives were given a special “Albatros Express” design.

- **Rich detailing on the model with freestanding handles**
- **With switchable high beam as well as individually switchable headlight or tail light in digital mode**

Q4/2022			
73168	DC		4/1
73169	DCC		4/1
79169	AC		3/2

Electric locomotive 193 736-6

SETG

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

Where once traders like Marco Polo scouted out trade routes, today railway companies try their luck and become part of the international business. SETG is one of them and has many connections from the seaports to Central Europe. The North Sea ports of Hamburg, Bremerhaven and Wilhelmshaven, and the Adriatic port of Koper are linked to the Austrian terminals in Salzburg, Enns and Wolfurt. SETG is drawing attention to this with the “Marco Polo” Vectron, which is authorized to run in Germany, Austria, Hungary, Poland, the Czech Republic, Slovakia, Romania, Croatia and Slovenia.

- **Model exclusively available at ROCO**
- **Sophisticated printing in the “Marco Polo” design**
- **With switchable high beam as well as individually switchable headlight or tail light and driver’s cab lighting in digital mode**

Q1/2022			
71965	DC		4/1
71966	DCC		4/1
79966	AC		3/1

Electric locomotive 193 746-5

SETG

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

"Jedermann" - the folk play about the death of the rich man written by Hugo von Hofmannsthal - has been an integral part of the Salzburg Festival for over 100 years. The Salzburg railway company EVU SETG designed a Vectron locomotive with attached scenes from the play to mark the occasion. Both sides of the theme locomotive are decorated with different motifs. One side shows scenes from the play, which is performed every summer on Salzburg's Cathedral Square. The second side shows views of the City of Salzburg and Hugo von Hofmannsthal, who was also a co-founder of the Salzburg Festival.

- **Both sides feature different designs**
- **Model exclusively available at ROCO**
- **Sophisticated printing in the "Jedermann" design**
- **With switchable high beam as well as individually switchable headlight or tail light and driver's cab lighting in digital mode**

Q4/2022				
71997	DC		4/1	
71998	DCC	♪	4/1	▭
79998	AC	♪	3/1	▭

Electric locomotive 186 534-4

METRANS

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

Q3/2022				
71981	DC		4/1	
71982	DCC		4/1	
79982	AC		3/2	

Metrans is one of the leading European providers of intermodal container transport in seaport-hinterland traffic and pioneers the rapidly growing rail transport along the New Silk Road. Last year, Metrans doubled the number of container trains running between Europe and China.
On the occasion of the ten-year cooperation with Railpool, the recently delivered 186 534 (TRAXX F140 MS) presents itself in a special livery. Under the motto “The Silk Road of Today”, the design includes elements of the historic and the new Silk Road on rails.

- **Used in the cross-border traffic; hauls goods trains**
- **With switchable high beam as well as individually switchable headlight or tail light in digital mode**
- **In cooperation with** Railcolor DESIGN

Photo: R. de Vries

Electric locomotive 192 103-0

EGP

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

In the new partnership project “Silk Roads”, the Eisenbahngesellschaft Potsdam mbH (EGP for short) provides rail services in Germany for the Mukran Port Group. The company uses Smartron electric locomotives from Siemens. The container trains are up to 740 metres long. The DBO bahnoperator GmbH is another partner in this project. Since December 2020, the dragon-strong design of the 192 103 sets a clear signal of outstanding successful cooperation.

- **Model exclusively available at ROCO**
- **With elaborate printing in “Dragon” design**
- **With switchable high beam as well as individually switchable headlight or tail light and driver’s cab lighting in digital mode**
- **In cooperation with** RAILCOLA DESIGN

Q1/2022				
71971	DC		4/1	
71972	DCC	♪	4/1	☾
79972	AC	♪	3/1	☾

Electric locomotive 193 664-0

MRCE
LOKOMOTION

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

The private railway company Lokomotion, based in Munich, operates mainly multi-system locomotives which are specially designed for the use in Germany, Austria and Italy. Since the beginning of 2019, the Lokomotion has the black Vectron locomotives with the typical eye-catching “Zebra” design in operation.

- **With switchable high beam as well as individually switchable headlight or tail light and driver’s cab lighting in digital mode**

Q1/2022				
71952	DC		4/1	
71953	DCC	♪	4/1	☾
79953	AC	♪	3/1	☾

Photo: R. Auerweck

Electric locomotive 193 878-6

TX-LOGISTIK

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

TX Logistik (TXL) replaced the 182 and 189 classes with Vectron locomotives in December 2020 as part of fleet standardisation.That also affected the “Flame Taurus” 182 572. TXL, however, does not let the design entirely disappear and has now put the new “Flame Vectron” 193 878 on the rails with the advertising slogan “We brennen für das, was wir tun” “We burn for that, what we do”.

- **Elaborately-printed model exclusively available at ROCO**
- **With switchable high beam and individually switchable headlight or tail light and driver’s cab lighting in digital mode**
- **In cooperation with Loc&More**

Q3/2022				
71977	DC		4/1	
71978	DCC	♪	4/1	☾
79978	AC	♪	3/1	☾

Electric locomotive 193 657-4

TX-LOGISTIK

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

“We bring the power of 8,700 horses to the rails” – is the slogan attached on the side surfaces of the Vectron multi-system locomotive. The basic motif of the decal is the hand-drawn silhouettes of horses. MRCE leases the locomotive from the train transport company TX Logistik and uses it in Germany, Austria and Italy.

- **Elaborately-printed model exclusively available at ROCO**
- **With switchable high beam and individually switchable headlight or tail light and driver’s cab lighting in digital mode**
- **In cooperation with Loc&More**

Q1/2022				
71961	DC		4/1	
71962	DCC	♪	4/1	☾
79962	AC	♪	3/1	☾

Electric locomotive

class 2D2 9100, SNCF

update

The parade line of the class 2D2 9100 was the “Ligne Impériale” - the imperial line which connected the French capital Paris with Lyon and Marseille on the Mediterranean coast. With a top speed of 140 kilometres per hour and a tractive force of 900 tonnes, the locomotives were perfect for hauling express trains. The SNCF ordered the first series of 35 locomotives in 1950. The number of 2D2 9100 locomotives was to increase to 100 over the years.

Although its silhouette appeared relatively modern, the technology of this locomotive was from the 1920s. Therefore, the locomotives were soon replaced by more modern class CC 7100 locomotives. Smaller and lighter motors replaced the Buchli motor, which was expensive and tricky to maintain and was used for the 2D2 9100 locomotives. Nevertheless, the class 2D2 9100 locomotives were still used until the 1980s.

Photo: M. van der Velden

Electric locomotive 2D2 9128

update

SNCF

Ep	IV
	208
	PluX22
	R3
	F
LED	

Photomontage

- With PluX22 interface and sound decoder available for the first time
- Raised locomotive numbers
- With switchable high beam as well as individually switchable headlight or tail light in digital mode
- With switchable driver's cab and machine room lighting in digital mode

Q4/2022				
70470	DC		4/2	
70471	DCC	♪	4/2	
78471	AC	♪	4/2	

Electric locomotive BB 25243

SNCF

Ep	IV
	186
	PluX16
	R2
	F
	LED

Photomontage

The class BB 25200 locomotives were multi-system locomotives of the SNCF for superior express train services. They were designed for use with the 1.5 kV direct current and 25 kV / 50 Hz alternating current. In contrast to the sister classes BB 9200 and BB 16000, they reached a top speed of 160 km/h. An appropriate metal plate was mounted on the front of the locomotives that hauled the high-class long-distance train “Mistral” from Paris via Marseille to Nice.

- **“Mistral” design**
- **Filigree pantographs**
- **With individually switchable headlight or tail light in digital mode**
- **With set of etched signs included**

Q3/2022			
70560	DC		4/1
70561	DCC		4/1

Electric locomotive CC 6520

SNCF

Ep	IV
	232
	PluX22
	R2
	F
	LED

Photomontage

The French State Railways (SNCF) have put the electric locomotives CC 6500 into operation in 1969. The locomotives were, at that time, considered the most powerful locomotives of French railway history. In their first years of operation, the locomotives were used because they reached a top speed of 200 km/h and, as a consequence, hauled famous express trains such as the “Mistral” or the “Capitole”. However, as the locomotives had an enormous power output, their field of operation changed over time, and the SNCF used them then to haul heavy goods trains.

- **Model in TEE livery**
- **Filigree pantographs**

Q3/2022				
70616	DC		6/1	
70617	DCC		6/1	
78617	AC		4/2	

Photo: M. Morkowsky

The first train that was named “Mont Cenis” belonged to the famous TEE (Trans-Europ-Express) group, founded in 1957, and connected Milan and Turin with Lyon through the tunnel of the “Mont Cenis” mountain massif. The French railways were responsible for operating the train until 1960, when they finally transferred it to the FS. The FS used, after the TEE network was disbanded, the Breda diesel railcars “TEE 200” until 1972. However, the “Mont Cenis” remained in service and operated together with the SNCF type RGP (Rame Grand Parcours) railcars until 1978, when the Eurofima coaches, specially designed to ensure connections between important European cities, were introduced.

That meant that the “Mont Cenis” was converted to a locomotive-hauled train. The train's standard composition consisted of two FS-Eurofima first class coaches and three SNCF-Corail second class coaches. It was usually hauled by the E.656 from the locomotive depot Turin to Modane. In Modane, where the train was taken over by a CC 6500 “Maurienne”. The restructuring of Eurocity services on the “Frejus line” to France in 1996, using TGVs between Paris and Milan and ETR 460 “Pendolino” between Turin and Lyon, meant the end of the “Mont Cenis”.


35 years of EuroCity
EC “Mont Cenis”

Electric locomotive E.656.072

FS

Ep	IV
	210
	PluX16
	R2
	LED

Photomontage

The E.656 class is a six-axle Italian electric locomotive nicknamed “Caimano”. It is a further development of the classes E.636, E.645 and E.646 with a likewise split locomotive body. However, compared to the class E.636, they have modified axle and pivot spacing. The high tractive power and the maximum speed of 150 km/h enable use in front of passenger and goods trains.

- **Version without horizontal buffer**
- **Pantographs FS Type 52 with bent slide plate**
- **With individually switchable headlight or tail light in digital mode**

Q2/2022				
73162	DC		4/1	
73163	DCC	♪	4/1	☼
79163	AC	♪	4/2	☼

2 piece set (2): EC “Mont Cenis”

FS

Ep	IV
	606
	40196
	40420

Photomontage

- **In “Eurofima” livery**
- **With printed train route signs**

Q2/2022
74033

3 piece set (1): EC “Mont Cenis”

SNCF

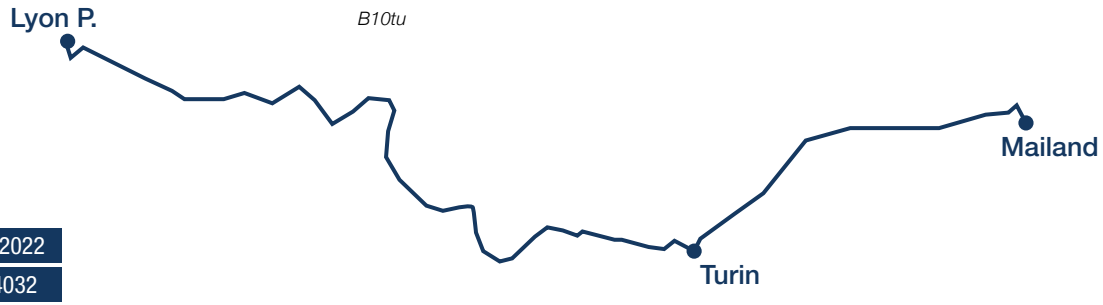
Ep	IV
	909
	40196
	40420

B10tu

B10tu

B10tu

Photomontage



- **Authentic welding seams on the coach body**
- **With printed train route signs**

Q2/2022
74032

Electric locomotive Rc4 1174

GREEN CARGO

Ep	VI
	179
	PluX22
	R2
	S
	LED

Photomontage

The success of the classes Rc1 to Rc4 is based on the ASEA thyristor technology, used in Swedish locomotives since the 1960s. From 1967 to 1982, 265 locomotives were put into service. With 130 units, the fourth series was the largest of this locomotive class. When the Swedish State Railways split up into different business divisions on the 1st of January 2001, all the Rc4s still in service were brought to Green Cargo and are now only used for freight transport.

- **With blue livery and Green Cargo logo available for the first time**
- **With switchable high beam and individually switchable headlight or tail light in digital mode**

Q3/2022

70457	DC		4/1	
70458	DCC	♪	4/1	☼
78458	AC	♪	3/2	☼

Electric locomotive Br 5404

GREEN CARGO

Ep	VI
	217
	PluX22
	R2
	LED

Photomontage

Green Cargo AB has been the name of the train operating company (TOC) that has taken over the freight transport of the Swedish State Railways since 2001. Bombardier delivered six TRAXX type F140 AC2 locomotives to the company in 2009. In 2018, the cooperation with DB Cargo was ended and the locomotives were given a green livery and the new series designation “Br”. The locomotives are used on the Sweden-Denmark-Germany corridor.

- **Use in the goods traffic in Sweden, Denmark and Germany**
- **With switchable high beam and individually switchable headlight or tail light in digital mode**

Q1/2022

73178	DC		4/1	
73179	DCC	♪	4/1	☼
79179	AC	♪	3/2	☼

Electric locomotive EL 18 2260

GO-AHEAD

Ep	VI
	212
	PluX22
	R2
	LED

Photomontage

Due to the procurement of multiple units, locomotive-hauled passenger trains are becoming increasingly rare in Norway. That's also true for twenty-two class EL 18 locomotives procured by the NSB in the 1990s from the Swiss SLM, the German Adtranz and the Norwegian Strømmens Værksted. The English company “Go-Ahead” has leased three locomotives of this type from Norske Tog for the “Sørtoget” night trains.

- **Finely detailed model in “Go-Ahead” design**
- **With switchable high beam and individually switchable headlight or tail light in digital mode**

Q3/2022				
70673	DC		4/1	
70674	DCC	♪	4/1	▭
78674	AC	♪	2/2	▭

n:

Electric locomotive

class 1600, NS

The “Nederlandse Spoorwegen” (NS) received 58 four-axle electric locomotives of the class 1600, based on the French electric locomotive BB 7200. In the year 1981, when they were introduced, they were the most powerful locos in the rolling stock of the NS. The engines for the Netherlands direct-current network with 1.5 kV were designed for a top speed of up to 180 km/h; the permitted top speed in daily service was 140 km/h. They had an output of 4,540 kW on the rails. All the locomotives were decorated with the coats of arms of cities within the Netherlands.

As a modernised version of the class 1600, 81 engines of the class 1700 were procured from 1991 to 1994. They distinguish themselves through the increased deployment of electronic components, as well as the updated train control system and a different braking system.
When the Netherlands freight transport merged with the German Railion Group, the DB AG received access to some of the NS class 1600 electric locomotives. However, these locomotives retained their old numbers, but the engines remaining with the NS were changed to the class 1800 series whilst retaining the locomotive number.

The NS also had a true world record holder in its fleet; the 1607: In the year 1989, this locomotive hauled a train made up of approximately 60 passenger coaches, thus transporting the longest passenger train in the world. Today, several locomotives are operated by private railway companies. The 1632 locomotive is used by the HSL, painted in a conspicuous chessboard design. With the 9908, Locon also operates a locomotive of the former NS fleet. Both locomotives are mainly deployed in freight transport or set before special trains.

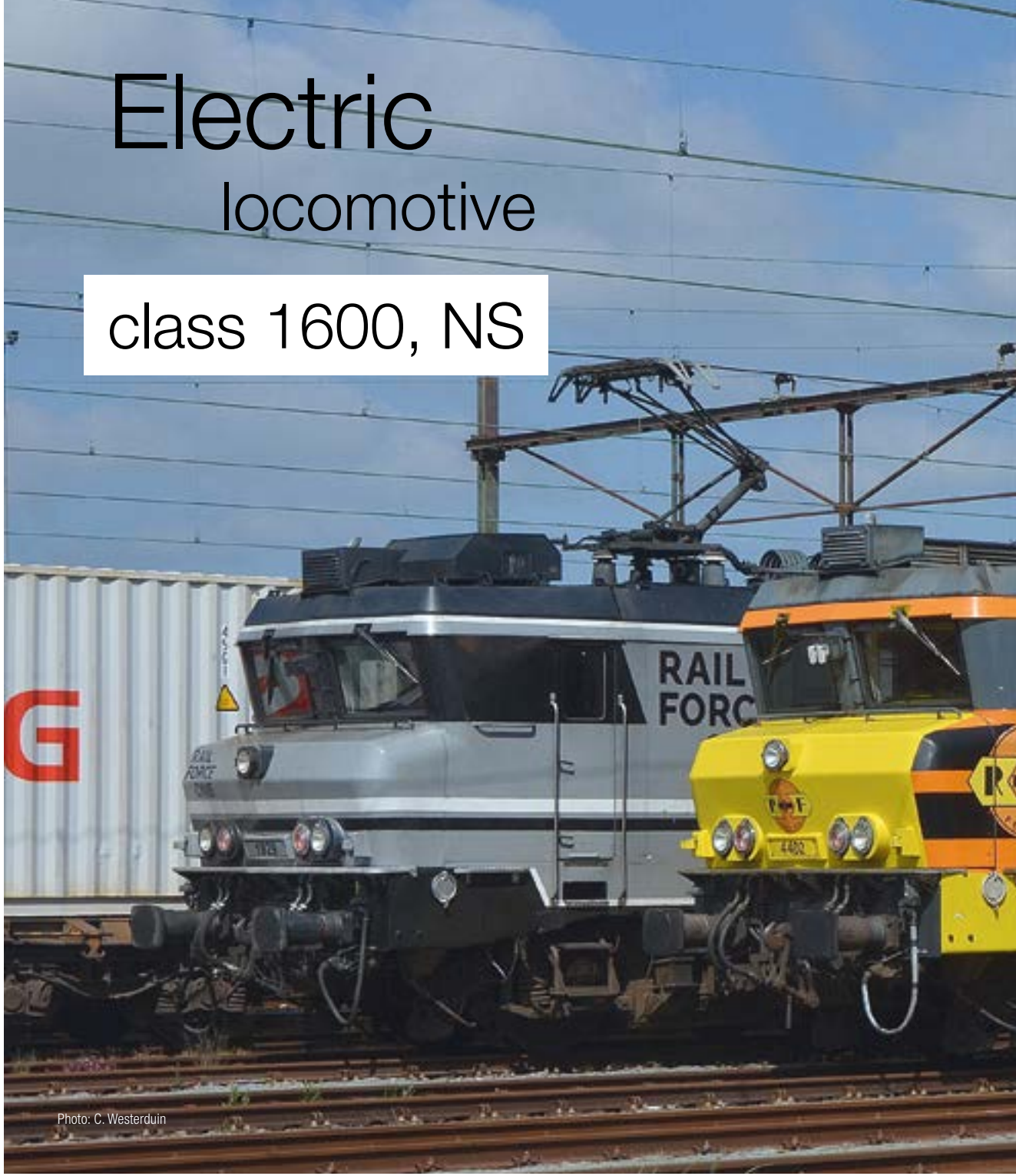


Photo: C. Westerduin


4402
4401
1635
1606
1981 - 2021

Class 1600 in detail

New current pantograph design with invisible mounting

Separately attached signal horn box

Interference current filter made from finest metal wire

Plug-in windshield wipers and sockets

Running boards made from perforated metal

Elaborate underbody design

Finely engraved bogie covers

Electric locomotive 1631

NS

Ep	IV
	201
	PluX22
	R2
	LED

Photomontage

The NS bought four-axle electric locomotives series 1600 based on the French electric locomotives class BB 7200. When they were launched in 1981, they were the most powerful locomotives in the NS fleet. With a service weight of 83 t, they had a power output of 4,540 kW and reached a top speed of 140 km/h.

- **Model without air conditioning**
- **With signal horn box**
- **Newly developed pantographs with innovative fastenings**

Photo: C. Westerduin

Q2/2022				
70160	DC		4/1	
70161	DCC	♪	4/1	▭
78161	AC	♪	2/2	▭

Electric locomotive 1829

RAIL FORCE ONE

Ep	VI
	201
	PluX22
	R2
	LED

Photo: V. v. Werkhoven

Q3/2022				
70163	DC		4/1	
70164	DCC	♪	4/1	▭
78164	AC	♪	2/2	▭

The Dutch railway company, Rail Force One, bought six locomotives from Locon Nederland in 2017. The electric locomotive 1829 (ex 1629 of the Dutch State Railways, built in 1982) manufactured in France was the first to be designed in the company colours.

- **Newly developed pantographs with innovative fastenings**
- **With switchable high beam as well as individually switchable headlight or tail light and driver's cab lighting in digital mode**

Electric locomotive 193 759-8

NS

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

Q1/2022				
71973	DC		4/1	
71974	DCC	♪	4/1	▭
79974	AC	♪	3/1	▭

The Dutch State Railways has leased two Vectron multi-system locomotives from the company European Locomotive Leasing (ELL) for Nightjet services from Amsterdam to Vienna (and back). The powerful locomotives can reach a top speed of up to 200 km/h in international passenger traffic. So the Dutch capital is once again connected to the European night train network. The NS, DB and ÖBB mutually operate the trains. That means that travelers will have a comfortable and inexpensive alternative to air travel on these routes in the future.

- **ELL-Vectron leased to the NS**
- **With switchable high beam as well as individually switchable headlight or tail light and driver's cab lighting in digital mode**

Photo: A. de May

Electric multiple unit Plan V

NS

Ep	IV
	599
	PluX22
	R3
	NL
	LED

Q4/2022				
63138	DC		2/1	
63139	DCC	♪	2/1	▭
69139	AC	♪	2/1	▭

Electric locomotive EU46-520

PKP CARGO

Ep	VI
	218
	PluX22
	R2
	LED

Photomontage

Q3/2022				
71799	DC		4/1	
71800	DCC	♪	4/1	▭
79800	AC	♪	3/1	▭

In September 2015, PKP Cargo purchased 15 Vectron MS locomotives with the option for a further five vehicles. At the beginning of 2019, the company decided to redeem this extended option. They were licensed to run in Poland, Germany, Austria, the Czech Republic, Slovakia, Romania and Hungary. On the occasion of PKP Cargo's 20th anniversary, the hood roofs of the locomotives were foiled in blue.

- **Model with anniversary logo (“20 years of PKP Cargo”)**
- **With switchable high beam as well as individually switchable headlight or tail light and driver’s cab lighting in digital mode**

Photomontage

The two-part 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 415 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**
- **With sound and functional decoder in the digital mode**

Diesel locomotive class 2062

ÖBB

Ep	III-IV
	92
	R2
	LED

Photomontage

- **Equipped with digital shunting coupling - more fun guaranteed**
- **Motor stem and gearbox made of die-cast metal, therefore more dead weight and high tractive power**
- **Authentic light and sound functions switchable via onboard decoder**
- **With set of etched signs included**

Q3/2022				
72005	DCC		2/1	
78005	AC		2/1	

Diesel locomotive 2048 009-1

ÖBB

Ep	V
	141
	PluX22
	R2
	LED

Photomontage

The introduction of the new train “Austro Takt” in June 1991 caused a shortage of diesel locomotives with electric train heating at the ÖBB. The ÖBB, therefore, procured thirty-four DB locomotives class 211 to use then, the locomotives class 2043 and 2143 for passenger train services. The locomotives equipped with a Caterpillar engine hauled goods trains and provided shunting services in Wels, Vienna North, Amstetten and Krems.

- **With switchable shunting light, high beam and individually switchable headlight or tail light in digital mode**

Q1/2022			
52560	DC		4/1
52561	DCC		4/1
58561	AC		2/2

Beilhack rotary snow blower

ÖBB INFRA

Ep	VI
	150
	PluX22
	R2
	LED

Photomontage

In 2019, the ÖBB-Infrastruktur AG put a new high-performance snow blower into operation. Even two 793 kW (approx. 1,100 hp) MAN twelve-cylinder motors are installed in the locomotive, which is used to clear snow-covered railway tracks. One motor powers the vehicle, the other is used to operate the blower. The snow blower can handle up to 10,000 tonnes of snow per hour with a throwing range of 40 metres. It is authorized to run at speeds of up to 100 km/h during transfer travels. A rim that can be rotated by 180° enables it to turn on the spot. So railway companies can cope with even the most demanding alpine weather conditions.

- **Self-driving model**
- **Delicately designed model with many digitally switchable functions: lifting and lowering of the snow cutter equipment, rotating propellers**
- **Vehicle platform can be turned 180°**

Q4/2022				
71003	DCC		1/1	
79003	AC		1/1	


106 076-3


EDK 760

Digital railway slewing crane

Edition

SERSA

Ep	VI
	234
	R2
LED	

Photomontage

Fully functional model of a 6-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 vehicle platform can be turned 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 yokes. The horizontal boom is perfectly designed to be operated under catenary. The telescopic boom can be wiped and telescoped in any working position, even with load on the crane hook.

- **Crane hooks can be raised or lowered**
- **Crane operator cabin with switchable exterior lighting**
- **Switchable work lamps on the telescopic boom**
- **Movable outriggers with loaded pedestals**
- **With onboard digital decoder and switchable light and sound functions**

THE ROCO 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.

Q3/2022				
73039	DCC		1/1	
79039	AC		1/1	

Diesel locomotive Am 847 957-8

SERSA

Ep	VI
	139
	PluX22
	R2
	LED

Photomontage

After the V 100 class locomotives were decommissioned from the Deutsche Bundesbahn, the Sersa AG bought a few of them. The Swiss railway technology group specializes in the superstructure of railways. Its classic core activities include track construction and track maintenance, construction of overhead contact lines and electrical installations, measuring systems for railways and railway technology project management.

- **Perfectly matches the digital railway slewing crane, items 73039, 79039 and the maintenance train set, item 77043**
- **With high beam and individually switchable headlight or tail light in digital mode**

Q3/2022				
52565	DC		4/1	
52566	DCC		4/1	
58566	AC		2/2	

2 piece set: Track maintenance train

SERSA

Ep	VI
	273
	40196

K3

Ks

Photomontage

- **Perfectly matches the digital railway slewing crane, items 73039, 79039 and the diesel locomotive Am 847, items 52565, 52566, 58566**

Q3/2022
77043

Diesel railcar class M 152.0 with trailer

ČSD

Ep	IV
	322
	PluX16 *
	R2
	CZ
	LED

Q1/2022				
70374	DC		2/0	
70375	DCC		2/0	

Trailer for diesel railcar M 152.0

ČSD

Ep	IV
	161
	PluX16

Blm

Photomontage

Q1/2022			
74241	DC		

The CSR had trailers of the type Blm delivered, which perfectly matched the M 152.0 railcars and were similar to them in design and appearance. Two trailers could be accompanied each railcar. The CSD also used the trailers in locomotive-hauled passenger trains.

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

Photomontage

In order to replace the outdated railcars of the M 131.1 series, the Czechoslovakian State Railways procured new two-axle diesel railcars with the serial number M 152.0. This series powered by a 155 kW six-cylinder in-line motor, was delivered from 1975 on, and reached a top speed of 80 km/h. In the passenger compartment there were 56 seats available.

- **Separately applied wipers**
- **Plug-in parts are attached to the railcar to provide an authentic reproduction of the front skirt**
- **Digital version with on-board decoder in the railcar and function decoder in the trailer as well as switchable light and sound functions**

Diesel locomotive class T 669.0

ČSD

Ep	IV
	198
	PluX22
	R2
	CZ
LED	

Photomontage

Class T 669 is a series of Diesel electric locomotives of the Czechoslovakian State Railways. Besides the derivation from the series designation “Tschme3” for the export locomotives to the Soviet Union, the locomotives got their nickname Cmelak (in English Bumblebee) also from their driving sound. With approximately 8,200 locomotives, this series is one of the most frequently built locomotives in existence.

- **With switchable shunting light and individually switchable headlight or tail light in digital mode**
- **With set of etched signs included**

Q2/2022			
73772	DC		6/1
73773	DCC		6/1

Diesel locomotive T 478.3089

update

ČSD

Ep	IV
	190
	PluX22
	R2
	CZ
	LED

Photomontage

The so-called “Brejlovec” “Goggles” was developed and built at the CKD in Prague. The prototypes of the diesel locomotive class T 478.3 were built in 1968. Altogether there were 408 units of the outstanding locomotive built.

- **For the first time with PluX22 Interface available**
- **With set of etched signs included**

Q3/2022		
71020	DC	4/1
71021	DCC	4/1

Diesel locomotive 751 375-7

ČD

Ep	V
	190
	PluX22
	R2
	CZ
	LED

Photomontage

Class 751 is a diesel-electric universal locomotive. Between 1966 and 1971, 230 locomotives were built for the CSD at the CKD factory in Prague. The locomotive reached a top speed of 100 km/h. The 6-cylinder motor with a turbocharger produced 1,500 hp.
Their working range extended from international express trains to passenger trains and heavy goods trains to “collectors” (shunting trains). They were also to be found in the border stations of the neighbouring countries. The large projections under the front windows quickly earned her the nickname “Bardotka”, loosely related to Brigitte Bardot, the French actress.

- **3rd locomotive series with beaded side walls which reach up to the edge of the roof**
- **Etched signs for further company numbers included**

Q2/2022		
70922	DC	4/1
70923	DCC	4/1

Diesel locomotive 751 229-6

ČD

Ep	V
	190
	PluX22
	R2
	CZ
LED	

Photomontage

The locomotive received the livery of the prototype locomotive T 478.1002, shown at the International Engineering Fair in Brno in 1965.

- **3rd locomotive series with beaded side walls which reach up to the edge of the roof**

Q3/2022			
70924	DC		4/1
70925	DCC		4/1

Diesel locomotive class 754

update

ČD

Ep	VI
	190
	PluX22
	R2
	CZ
	LED

Photomontage

The CKD developed and built the so-called "Brejlovec" ("Goggles") in Prague. The T 478.4, further developed from the previous type T 478.3, received a more powerful motor and an electric train heating system. In 1988, the 86 locomotives were given the new class designation 754. From 2009, the locomotives used in passenger service were painted in the blue-grey "Najbrt" colour design.

- **For the first time with PluX22 Interface available**
- **Hauls passenger trains and goods trains to German and Austrian border stations**
- **Model with extra PKP ICC logos**

Q4/2022			
71023	DC		4/1
71024	DCC	🔊	4/1
79024	AC	🔊	2/1

Diesel railcar class 841

ČD

Ep	VI
	293
	PluX22
	R2
	LED

Photomontage

To replace the outdated M 152.0 railcars, the Czech State Railways purchased new RegioShuttle 1 diesel railcars from Stadler. The air-conditioned low-floor railcars set new standards in Czech regional transport from 2012 on. Two diesel engines with 265 kW each make the railcar reach a top speed of up to 120 km/h.

- **Ideal for the use on branch lines**
- **Elaborately designed interior**

Q1/2022				
70186	DC		2/1	
70187	DCC	🔊	2/1	⛕
78187	AC	🔊	2/1	⛕


REGIO

Diesel locomotive 215 022-5

DB

Ep	IV
	189
	PluX22
	R2
	LED
Z21	Cab

Q1/2022				
70760	DC		4/1	
70761	DCC		4/1	
78761	AC		3/2	

Photomontage

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

- **Perfectly matches the “Kalkzug”, item 75866**
- **With individually switchable headlight or tail light and shunting light as well as parking light in digital mode**

12 piece display: Swing-roof wagons

DB

Ep	IV
	1584 *
	40183

Tal

Photomontage

The goods wagons are used for transporting lime. They are brown wagons that are carefully patinated by hand in a dirty condition with traces of lime.

- **Perfectly matches the diesel locomotives class 215, items 70760, 70761, 78761**
- **Two wagons each with identic running numbers**
- **Single wagons are available from your specialized dealer**

Q1/2022	
75866	

* Overall length: 132 mm per single wagon

Beilhack rotary snow blower

DB

Ep	IV
	150
	PluX22
	R2
	LED

Photomontage

WHAT IF...?

The next winter is bound to come! Since the beginning of the railway era, it has been necessary to clear the tracks in case of snowfall or drifts. The spectrum of railway service vehicles ranges from simple snow ploughs to large snow ploughs and high-performance snow blowers.From the 1960s onwards, it became necessary for the Deutsche Bundesbahn to replace the outdated, still steam-driven snow blowers. Various small heavy-duty vehicles with Beilhack diesel snow blower aggregates were tested in the Alps, in the Allgäu region and abroad. One disadvantage of these vehicles was the necessity of an additional locomotive for the feed.
To make snow clearance even more efficient, a self-propelled high-performance snow blower was developed. With this, the DB could handle snow heights of up to 3 metres. This way the DB would have optimally been prepared to cope with any weather capriciousness. After extensive test runs, however, serial delivery to the Deutsche Bundesbahn was delayed until the early 1990s.

- **Self-driving model**
- **Delicately designed model with many digitally switchable functions: lifting and lowering of the snow cutter equipment, rotating propellers**
- **Vehicle platform can be turned 180°**

Q4/2022

71002	DCC	1/1	
79002	AC	1/1	

Diesel locomotive 210 007-1

DB

Ep	IV
	189
	PluX22
	R2
	LED

Photomontage

To convert some series of the prevalent V-160 family, the DB ordered powerful AVCO Lycoming T53-L13 turbines from the former Klöckner-Humboldt-Deutz works. From 1970, the turbines were mounted in the locomotives then designated as class 210. The locomotives with the running numbers 210 001-008 were put into service quickly on their intended regular rail routes. Their daily service included the express train “TEE Bavaria” and other heavy express trains running between the Bavarian capital Munich and Lindau.

- **With individually switchable headlight or tail light and shunting light as well as parking light in digital mode**
- **With prototypical roof in concrete grey**

16 BIT Sound

Q2/2022				
70764	DC		4/1	
70765	DCC	♪	4/1	▭
78765	AC	♪	3/2	▭

Railbus class 798/998

DB

Ep	IV
	320
	NEM 652
	R2

Photomontage

- **Classic Epoch IV design**
- **Classic in the ROCO program**

Q1/2022				
52634	DC		2/0	
52635	DCC	♪	2/0	

Diesel locomotive class 106

DR

Ep	IV
	125
	PluX22
	R2
	LED

CAD drawing

Q4/2022				
70258	DC		4/1	
70259	DCC	♪	4/1	☼
78259	AC	♪	4/1	☼

The colour scheme of the class V 60.10 changed over the years. The locomotives put into service from class V 60 1097 onwards were painted Bordeaux red and had two cream-coloured decorative stripes. Additionally to the locomotive's roofs and front structures, the upper part of the driver's cab was also painted cream. In the 1970s, the rod-driven diesel locomotives of the class V 60.10 were painted orange like all DR shunting locomotives.

- **Frost protection covers of the ventilation grilles - can be mounted open and closed**
- **Motor stems made of die-cast metal, therefore more dead weight and high tractive power**
- **With switchable headlight or tail light, shunting light and driver's cab lighting in digital mode**
- **With set of etched signs included**

Diesel locomotive class 115

DR

Ep	IV
	164
	PluX22
	R2
	LED

Photomontage

Q4/2022				
70815	DC		4/1	
70816	DCC	♪	4/1	☼
78816	AC	♪	2/2	☼

The class 115 is a variant model of the class 110. The class 110 was developed as a universal locomotive for passenger and goods train services on main and branch lines of the Deutsche Reichsbahn in the GDR. To enable the locomotives to haul heavier trains, the DR installed in some of the locomotives more powerful motors with an output of 1,100 kW (1,500 hp). The locomotives were then re-designated as class 115. Somewhat later, the DR combined them with the 114 class. The class designation 115 was kept for planned new locomotives.

- **With individually switchable headlight or tail light in digital mode**
- **With set of etched signs included**

Diesel locomotive 120 101-1

DR

Ep	IV
	202
	PluX22
	R2
	LED

Photomontage

As the Deutsche Reichsbahn (DR) intended to accelerate the traction change in its vehicle fleet, it bought from 1966 to 1975 from the Soviet Union a total of 378 locomotives of the class V 200 (later designated as class 120). Since the locomotives were delivered from factory without train heating, they were mainly used in goods trains. Later, silencers were mounted to reduce the noise level of the motors. Because of the loud motor noise, the locomotive became soon known under the name “Taiga-trommel”.

- **Early Epoch IV version without silencer**
- **With set of etched signs included**

Q1/2022				
71790	DC		6/2	
71791	DCC	♪	6/2	☼
79791	AC	♪	4/2	☼

Diesel locomotive 118 512-3

DR

Ep	IV
	224
	PluX22
	R2
	LED

Photomontage

The class V 180 locomotive of the Deutsche Reichsbahn was the largest diesel class ever built in the GDR. It was initially built in a four-axle version with two two-axle bogies - later, there were also 6-axle variants. The six-axle version with a low axle load of 15.6 t is still considered a masterpiece of the engineers involved. The low axle load allows for universal use, so the locomotive can also operate on branch lines. In addition to that, it also has the license to haul trains over steep railway sections. The resulting potential application area is unique among large German diesel locomotives.

- **Model in “Sparlack” design**
- **With horizontal front handles**
- **With individually switchable headlight or tail light, driver’s cab lighting and machine room lighting in digital mode**
- **With set of etched signs included**

Q2/2022				
73896	DC		4/1	
73897	DCC	♪	4/1	☼
79897	AC	♪	3/2	☼

Photo: D. Szakaly

Diesel locomotive 218 433-1

DB AG

Ep	VI
	189
	PluX22
	R2
	LED
Z21	Cab

Photomontage

From 1971 on, the Deutsche Bundesbahn put 398 class 218 locomotives into operation and used them to haul passenger coaches and goods trains. They are now used on most non-electrified lines and reach a top speed of 140 km/h. They have a power output of 1,840 kW. Currently, some of the locomotives are still in operation in Ulm, Kempten and Mühldorf am Inn.

- **Updated operating condition with new LED lighting: Tail light at the outer headlight positions**
- **With switchable high beam as well as individually switchable headlight or tail light in digital mode**

16 BITSound

Q3/2022				
70767	DC		4/1	
70768	DCC	♪	4/1	▭
78768	AC	♪	3/2	▭

Diesel railcar VT 69

VOGTLANDBAHN

Ep	VI
	293
	PluX22
	R2
	LED

Photomontage

- **Ideal for the use on branch lines**
- **Elaborately designed interior**

16 BITSound

Q2/2022				
70178	DC		2/1	
70179	DCC	♪	2/1	⅄

Diesel multiple unit 628 601-6

DB AG

Ep	VI
	533
	PluX22
	R2
	LED

Photomontage

Q1/2022				
72078	DC		2/1	
72079	DCC		2/1	
78079	AC		2/1	

- **With switchable headlight or tail light, interior lighting, driver's cab lighting and train destination lighting in digital mode**

Diesel locomotive 335 220-0

DBG

Ep	VI
	90
	R2
	LED

Photomontage

Q3/2022			
72021	DCC		1/1
78021	AC		1/1

- **Equipped with digital shunting coupling - more fun guaranteed**
- **Motor stem and gearbox made of die-cast metal, therefore more dead weight and high tractive power**

2 piece set: Stake wagons

DBG

Ep	VI
	458
	40183

Res

Photomontage

- **With ballast loading**

Q3/2022
77026

Photo: M. van der Velden

Diesel locomotive CC 72030

SNCF

Ep	IV
	232
	PluX22
	R3
	LED

Photomontage

The CC 72000 was considered the most powerful diesel locomotive of the SNCF when it made its rail debut in 1967. With its diesel-electric drive, the series was suitable both for high speeds and for hauling heavy loads. For over 40 years, the SNCF used the locomotives for express trains, for example, on the railway lines between Lyon and Marseille or Paris and Basel – and for heavy goods trains.

- **With baptismal name “Chalindrey”**
- **Hauls express trains and goods trains on non-electrified main lines**
- **With switchable fan impellers in the digital version**

Q1/2022			
71010	DC		6/1
71011	DCC		6/1

Diesel railcar class ALn 448/460

FS

Ep	IV
	646
	PluX22
	R3
	LED

Q4/2022			
73176	DC		2/1
73177	DCC	♪	2/1
79177	AC	♪	2/1

Diesel locomotive 770 058-6

ZSSK CARGO

Ep	VI
	198
	PluX22
	R2
	LED

Photomontage

The diesel locomotive class T 669, later known as class 770, owes its nickname on the one hand to the Russian class designation “TschME-3”, which is very close in sound to the Czech word for bumblebee “Cmelák”, and on the other hand to its humming sound when starting up, which also has similarities in sound to a bumblebee - at least from a distance. With its 1,400 hp, it proved itself in light and heavy shunting service. They were also indispensable for the Slovakian State Railways for a long time.

- **Ideal for use in front of goods trains**
- **With individually switchable headlight or tail light and driver’s cab lighting in digital mode**
- **With set of etched signs included**

Q2/2022			
72964	DC		6/1
72965	DCC	♪	6/1

update

Photomontage

The Italian State Railways (FS) bought 9 Diesel multiple units of the series ALn 442/448 from the Italian manufacturer Breda for the use in high-quality international passenger trains on diesel lines. Until 1972, they mainly were used a a replacement unit for locomotive-hauled TEE trains. Food and drinks were prepared in an extra on-board kitchen and meals were served directly to the seat due to the lack of a restaurant area. After having operated as TEE, the trains were rebuilt, with the kitchen being removed and seats fitted in place of these, so the designation was also changed to ALn 448/460. These were used as express trains, especially in southern Italy. The ALn were particularly popular with passengers because of their high level of comfort and short travel times (the multiple units could travel 140 km/h).

- **For the first time with PluX22 Interface available**
- **Conversion variant without kitchen**
- **Exclusive interior design of the locomotive and the drivers‘ cabs**
- **Model with “Televisore” logo**

Beilhack rotary snow blower

CONRAIL

Ep	V
	150
	PluX22
	R2
	US
LED	

Photomontage

- **Precisely reproduced snow blower with a long vehicle platform, modified snow cutter equipment, headlamps and ditch lights**
- **Self-driving model**
- **Delicately designed model with digitally switchable functions: lifting and lowering of the snow cutter equipment, rotating impellers**
- **Vehicle platform can be turned 180°**

Q4/2022

72804 | DCC | 1/1

Diesel locomotive 2M62-0064

RŽD

Ep	VI
	404
	PluX22
	R2
	LED

Photomontage

The locomotive factory “Okoberrevolution” in Lugansk, Ukraine, supplied “Taigatrommeln” “Taiga drums” to the allied COMECON countries as early as 1965. The first locomotives of the class M62 for the Soviet Railways were not delivered until 1970. Far more in demand were the double locomotives designated as 2M62. They were permanently coupled together when in operation; the individual units had entire driver's cabs only on one end. Between 1976 and 1988, 2,550 individual units were delivered. The first delivery up to class 2M62-0069 still had side access doors at the rear of the driver's cab.

- **Model in PID design**
- **Double section locomotive composed of two locomotives that are permanently coupled to one another**
- **With set of etched signs included**

Q1/2022				
73792	DC		12/4	
73793	DCC	♪	12/4	▭
79793	AC	♪	8/4	▭

Photo: M. Sen

DR freight train

70282 | 76309 | 76314 | 76006 | 77035 | 76617

Overnight freight transport

71975 | 77401 | 76400 | 76400 | 77489

SBB long-distance transport

71412 | 74634 | 74635 | 74636

The green classic

71350 | 76005 | 76468 | 76661

Modern DR

73314 | 74800 | 74801 | 74806 | 74803

Cross-border transport with DB AG

73108

76635

77342

77399

Czech diesels

70922

74783

74784

74785

74786

Analogue start Set: ICE 2

update

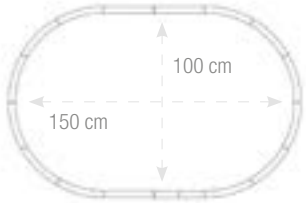
DB AG

Ep VI

1 motorized power head
1 intermediate coach with on-board restaurant
1 control cab coach
1 electronic manual regulator
1 plug-in power supply

Photomontage

ROCO LINE track layout (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



- **Model in scale 1:100**
- **With power head and control cab coach with PluX interface**
- **LED headlights**
- **Matching supplemetary coaches available, items 54273, 54274**

Q2/2022
51162

z21 start digital set: Diesel locomotive class 232 with tank wagon train

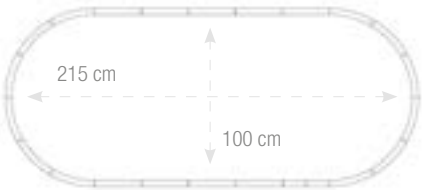
DB AG

Ep VI

1 Diesel locomotive class 232
3 slurry wagons
1 z21 start
1 Z21 multiMAUS
1 plug-in power supply

ROCO LINE track layout (with bedding):
12 curved tracks R2, 9 straight tracks G1, 1 straight track G½,
1 feeder track (G½)
Size of track layout: approx. 215 x 100 cm

Photomontage



Q3/2022
51340

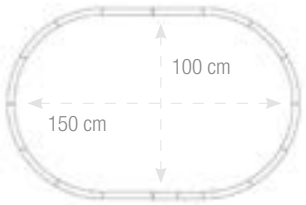
Analogue start set: Steam locomotive class 80 with passenger train

Ep | III-IV

1 Steam locomotive class 80,
incl. a set of different railway administration plates
2 passenger coaches
1 railroad crossing
1 electronic manual regulator
1 plug-in power supply

ROCO LINE track layout (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



Q3/2022
51161

z21 start digital set: Diesel locomotive class 2016 with express train

update

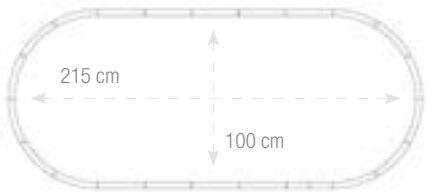
ÖBB

Ep VI

1 Diesel locomotive class 2016
2 Eurofima coaches, model in scale 1:100
1 z21 start
1 Z21 multiMAUS
1 plug-in power supply

Photomontage

ROCO LINE track layout (with bedding):
12 curved tracks R2, 9 straight tracks G1, 1 straight track G½,
1 feeder track (G½)
Size of track layout: approx. 215 x 100 cm



Diesel locomotive class 2016 for the first time with:

- **PluX22 interface**
- **LED headlight**

Q2/2022
51341

z21 start digital set: Diesel locomotive class 232 with goods train

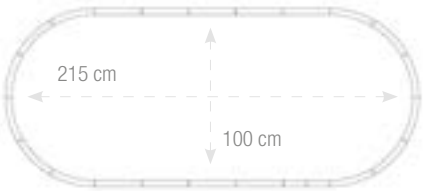
CARGOUNIT
PKP

Ep VI

1 Diesel locomotive class 232
3 self unloading hopper wagons
1 z21 start
1 Z21 multiMAUS
1 plug-in power supply

Photomontage

ROCO LINE track layout (with bedding):
12 curved tracks R2, 9 straight tracks G1, 1 straight track G½,
1 feeder track (G½)
Size of track layout: approx. 215 x 100 cm



Q3/2022
51342

2021

31

ROCO
Photo Competition

Photo: G. Reither

3 piece set: Ribbed wagons

ÖBB

Ep	IV
	452
	40183
	40361

Bi

Bi

BD

Photomontage

- **Delicately designed platform railing, extra applied handles and matching single hung-windows**

Q1/2022

74192

3 piece set: Eurofima coaches

SNCB

Ep	V-VI
	909
	40420
	40196

Photomontage

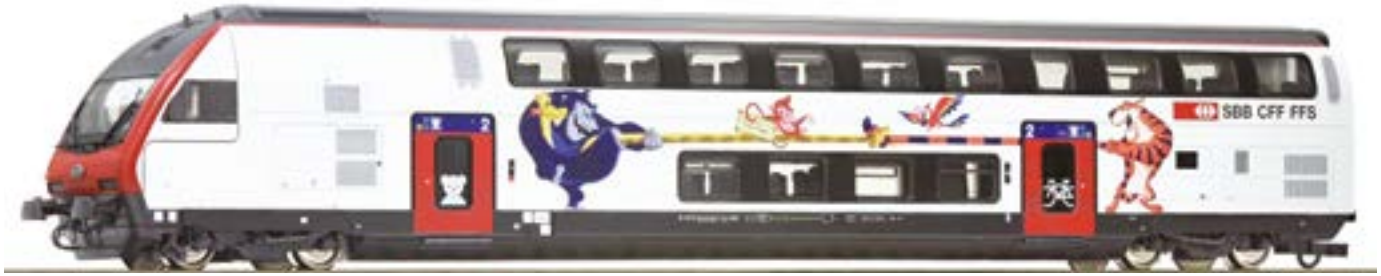
▸ **With permission from NMBS Train World**

Q1/2022
74063

Double-deck control cab coach

SBB

Ep	VI
	308
	PluX16
	LED
	40420



Bt Photomontage

Q3/2022

74718	DC
74719	AC

- **With extra applied windscreen wipers and SBB logo**
- **Model with decoder for head-/tail light switching**

Double deck dining coach

SBB

Ep	VI
	308
	40196
	40420

WRB Photomontage

Q3/2022

74717

1st class double deck coach

SBB

Ep	VI
	308
	40196
	40420

A Photomontage

Q3/2022 74713

1st class double deck coach with a luggage compartment

SBB

Ep	VI
	308
	40196
	40420

AD Photomontage

Q2/2022 74714

2nd class double deck coach

SBB

Ep	VI
	308
	40196
	40420

B Photomontage

Q2/2022 74715
74716

▸ **All coaches on this page in updated series design**


Photo: D. Häusermann

▸ **Item 74716: Different running number**

1st class EC coach

SBB

Ep	VI
	303
	40196
	40420

Apm Photomontage

Q2/2022
74634

2nd class EC coach

SBB

Ep	VI
	303
	40196
	40420

Bpm Photomontage

Q3/2022
74635
74636

▸ **Item 74636: Different running number**

Photo: D. Häusermann

1st class passenger coach

ČD

Ep	V
	282
	40196
	40420

Y/B-70 A Photomontage

Q1/2022
74783

- **All coaches on this page in operating condition typical for the end of the 1990s**

2nd class passenger coach

ČD

Ep	V
	282
	40196
	40420

Y/B-70 B Photomontage

Q1/2022
74784
74785

- **Item 74785: Different running number**

2nd class coach with baggage compartment

ČD

Ep	V
	282
	40196
	40420

Y/B-70 BD Photomontage

Q1/2022
74786

Couchette coach

ČD

Ep	V
	282
	40196
	40420

Y/B-70 Bc Photomontage

Q1/2022
74787

35 years of EuroCity

EC “Erasmus”, DB

Photo: H. Peters

For the 1987 summer timetable, new quality standards were set for the cross-border InterCity trains with regard to wagon material, speed and service. Trains that met these criteria were given the designation “EuroCity”. The EC 24 “Erasmus”, which had already been running as InterCity between Innsbruck and Amsterdam since 1980, is a prime example. It left the Tyrolean capital, hooked up to an ÖBB class 1044 locomotive, which finally carried it to Munich. After changing direction in Munich and in Frankfurt/M, it continued its route in each case with a DB class 103 locomotive, which hauled it all the way along the Rhine to Emmerich. The train was shortened to six coaches (two 1st class coaches, one dining car and three 2nd class coaches) and thus adapted to the passenger volume. From Emmerich, a Dutch locomotive, usually one of the then brand new class 1600, took over and brought the EuroCity to Amsterdam in the evening. The EC “Erasmus” stopped operating in June 1991 because on this German/Dutch connection, only DB short trains started running in the North of Cologne besides two pairs of trains with SBB seating coaches.

The EC “Erasmus” coaches, which are being transferred to the Netherlands, are prototypically designed as so-called multi-voltage coaches, which can in the EuroCity sense, also be used internationally in the German-speaking countries. The open seating coach Apmz 121.1 is equipped with a telephone booth with a coin-operated self-dialling telephone and a wide roof aerial installed in 1982. Avmz 111.1 runs to Amsterdam, while Avmz 111.2 can only travel to Emmerich; however, it still has the round pot aerial from the time of the train secretariats. A particular highlight is the dining car WRmh 132.1 from the former TEE “Rheingold” from 1983, which was hired especially for the use with the EuroCity Start in 1987: Only the orange Rheingold stripe was removed from two dining cars, while the lettering “Restaurant” remained orange, making them captivating “splashes of colour” for more than four years, especially in EC trains to the Netherlands. In the second class group, one of the two Bm 235s has an IC courier service compartment, the other, like about a tenth of these coaches, has different class numbers and pictograms arranged lower than usual. The three 2nd class open seating coaches belong to the slightly different types Bpmz 291.2 (single-voltage), Bpmz 291.3 (multi-voltage) and Bpmbz 291.5 (multi-voltage, handicapped-accessible).

3 piece set (1): EC 24 “Erasmus”

DB

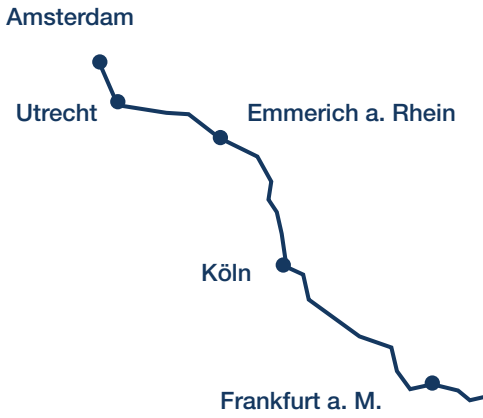
Ep	IV
	922
	40196
	40420

Apmz 121.1

Avmz 111.1

WRmh 132.1

Photomontage



- **Ideal supplement to the NS class 1600, items 70160, 70161, 78161**
- **Coaches in operation condition around 1987; with a red apron**
- **Open seating coach with telephone booth and large roof antenna**
- **Used on the connection Innsbruck – Amsterdam**

Q3/2022
74034

3 piece set (2): EC 24 “Erasmus”

DB

Ep	IV
	909
	40196
	40420

Bm 235

Bpmz 291.5

Bpmz 291.3

Photomontage

- **Compartment coach with IC courier service sign**
- **Execution as a multi-voltage coach**
- **Used on the connection Innsbruck – Amsterdam**

Q3/2022

74035

3 piece set (3): EC 24 “Erasmus”

DB

Ep	IV
	909
	40196
	40420

Avmz 111.2

Bpmz 291.2

Bm 235

Photomontage

- **2nd class compartment coach with low class numbers**
- **1st class compartment coach still with the small roof antenna of the former train secretariat**
- **Used on the connection Innsbruck – Emmerich**

Q3/2022
74036

1st class express train passenger coach

DR

Ep	IV
	303
	40196
	40420

UIC-Z Am Photomontage

All Halberstädter coaches with:

- **new running numbers**
- **retrofittable buffer beam**

Q1/2022 74800

1st/2nd class express train passenger coach

DR

Ep	IV
	303
	40196
	40420

UIC-Z ABm Photomontage

Q1/2022 74801

2nd class express train passenger coach

DR

Ep	IV
	303
	40196
	40420

UIC-Z Bm Photomontage

- **Item 74803: Different running number**

Q1/2022 74802 74803

2nd class couchette coach

DR

Ep	IV
	303
	40196
	40420

UIC-Z Bcm Photomontage

- **Model of the type Bautzen with true to original roof, modified front and entry areas**

Q1/2022 74804

2nd class express train passenger coach with baggage compartment

DR

Ep	IV
	303
	40196
	40420

UIC-Z BDms Photomontage

Q1/2022 74805

Dining coach

MITROPA/DR

Ep	IV
	303
	40196
	40420

UIC-Z WRm Photomontage

- **Model of the type Bautzen with true to original roof, modified front and entry areas**

Q1/2022 74806


03 2117-4

2 piece set: Passenger coaches

FLIXTRAIN

Ep	VI
	606
	40196
	40420

Bimz

Photomontage

- **One coach with a blue base frame, blue window frames and blue front doors (ex Dutch State Railways)**

Q1/2022
74193

1st class ICE intermediate coach

DB AG

Ep	VI
	264
	40196

Photomontage

- **Model in scale 1:100**
- **Ideal supplement to start set item 51162**

Q2/2022
54273

2nd class ICE intermediate coach

DB AG

Ep	VI
	264
	40196

Photomontage

- **Model in scale 1:100**
- **Ideal supplement to start set item 51162**

Q2/2022
54274

1st class EC passenger coach

FS

Ep	V-VI
	303
	40196
	40420

Photomontage

▸ In “XMPR” design

Q4/2022
74284

2nd class EC passenger coach

FS

Ep	V-VI
	303
	40196
	40420

Photomontage

▸ Item 74286: Different running number

Q4/2022
74285
74286

3 piece set: Passenger coaches

PKP

Ep	IV
	481
	40196
	40361

Bi

ABi

Bi Photomontage

Q2/2022

74019

3 piece set: Passenger coaches

PKP

Ep	III-IV
	435
	6560
	6469

B

By

By Photomontage

- **Middle axel laterally movable**

Q4/2022

74020

Goods train bagagge wagon

PKP

Ep	IV
	118
	6560
	40361

F Photomontage

- **Sliding doors can be mounted optionally in three positions (closed, half-open, open)**
- **Model without “roof pulpit”**

Q2/2022
74222

Dining coach

PKP

Ep	V
	303
	40196
	40420

WRdun Photomontage

- **Model of the type Bautzen with true to original roof, modified front and entry areas**
- **New running number**

Q4/2022
74811

Dining coach

PKP IC

Ep	VI
	303
	40196
	40420

WRmnou(z) Photomontage

Q4/2022
74823

2 piece set: Sleepers

PKP IC

Ep	VI
	564
	40196
	40420

WLABo

Photomontage

- **For international night train services**

Q1/2022
74191

1st/2nd class passenger coach

ZSSK

Ep	VI
	282
	40196
	40420

AB Photomontage

Q1/2022
74780

2nd class passenger coach

ZSSK

Ep	VI
	282
	40196
	40420

B Photomontage

Q1/2022
74781
74782

▸ **Item 74782: Different running number**

Combined transport

Photo: R. Auerweck

A world without containers and swap bodies on rail and road is no longer imaginable today. With these transport units, the continuous transport of goods from the consignor to the consignee is manageable. It is not the actual goods reloaded but the containers that change the means of transportation in the transport chain - between truck, rail and ship.

Container handling on flat wagons is most common when it comes to combined transport (CT). CT would not work without the so-called (double) pocket wagons, on which both containers and trailers can be loaded. The vehicles are indispensable! Transhipment usually takes place vertically (with cranes or reach stackers) at a terminal. For this purpose, junction stations with loading facilities are set up at the ports and in the hinterland.

The “Rolling Highway”, also known as piggyback transport, established itself as another type of transport. Truck units for longer distances travel independently on special low-floor carrier wagons. The truck drivers spend their time during the travel in the accompanying couchettes.

Combined transport is the best way to bring goods traffic back onto the railways and equally provide innovative solutions for energy-efficient, environmentally and climate-friendly mobility of goods.

Articulated double pocket wagon

ÖBB/RCW

Ep	VI
	393
	40178

Sdggmrs 738/T3000e Photomontage

Q3/2022
77396

- **Wagon made from die-cast metal**
- **Loaded with tank containers of TWS Tankcontainer-Leasing**

Articulated double pocket wagon

CEMAT

Ep	VI
	393
	40178

Sdggmrs 738/T3000e Photomontage

Q4/2022
77402

- **Wagon made from die-cast metal**
- **Loaded with two lorry trailers of the forwarding company Jost**

Container carrier wagon

SBB

Ep	VI
	226
	40196

Sgnss

Photomontage

Q2/2022

77343

- **Wagon made from die-cast metal**
- **Loaded with two swap bodies in the new VZUG design**

Container carrier wagon

AAE

Ep	VI
	226
	40196

Sgnss

Photomontage

Q1/2022

77342

- **Wagon made from die-cast metal**
- **Loaded with two tank containers from Lanfer Logistik**
- **Ideal for building KLV trains**

Articulated double pocket wagon

AAE

Ep	VI
	393
	40195

Sdggmrs/T2000

Photomontage

Q4/2022

77362

- **Wagon made from die-cast metal**
- **Loaded with two truck trailers of the forwarding company Wenzel**

Articulated double pocket wagon

WASCOSA

Ep	VI
	393
	40178

Sdggmrs 738/T3000e Photomontage

Q3/2022

77395

- **Wagon made from die-cast metal**
- **Loaded with a tarpaulin and a refrigerated trailer from the forwarding company Dissegna**

Articulated double pocket wagon

DB AG

Ep	VI
	393
	40178

Sdggmrs 738/T3000e Photomontage

Q2/2022

77385

- **Wagon made from die-cast metal**
- **The vehicle carries two truck trailers of the forwarding company LKW Walter**


LKW WALTER
LKW WALTER
LKW WALTER
LKW WALTER

Articulated double pocket wagon

WASCOSA

Ep	VI
	393
	40178

Sdggmrs 738/T3000e Photomontage

Q3/2022
77392

- **Wagon made from die-cast metal**
- **Loaded with two truck trailers of the forwarding company Ekol**

Articulated double pocket wagon

DB AG

Ep	VI
	393
	40178

Sdggmrs 738/T3000e Photomontage

Q3/2022
77400

- **Wagon made from die-cast metal**
- **Loaded with a 45' container and two tank containers**

Articulated double pocket wagon

DB AG

Ep	VI
	393
	40178

Sdggmrs 738/T3000e

Photomontage

Q4/2022
77401

- **Wagon made from die-cast metal**
- **Loaded with two truck trailers of forwarding company Bode**

Double container carrier wagon

DB AG

Ep	VI
	390
	40196

Sggmrs

Photomontage

Q1/2022
76635

- **Wagon made from die-cast metal**
- **Loaded with four Duvenbeck swap bodies**

Double container carrier wagon

SETG

Ep	VI
	390
	40196

Sggrs Photomontage

Q2/2022
77370

- **Wagon made from die-cast metal**
- **Loaded with two 40' containers of the forwarding company Hapag Lloyd**

Double container carrier wagon

GYSEV CARGO

Ep	VI
	390
	40196

Sggmrs Photomontage

Q1/2022
76634

- **Wagon made from die-cast metal**
- **Loaded with two 45' containers**

Articulated double pocket wagon

WASCOSA

Ep	VI
	393
	40178

Sdggmrs 738/T3000e

Photomontage

Q3/2022

77399

- **Wagon made from die-cast metal**
- **Loaded with a tarpaulin trailer and a refrigerated trailer of the forwarding company Westerman**

Photo: R. Auerweck

Dust silo wagon

ÖBB

Ep	IV
	188
	40179

Uacs Photomontage

Q4/2022
77440

- Epoch IV model with “Pflatsch”

Shunting wagon

ÖBB

Ep	V
	137
	PluX16
	LED

Dgho Photomontage

Q1/2022
74488 DC

- Delicately designed metal handles
- With individually switchable headlights or tail lights by retrofitting a digital decoder in digital mode

Swing-roof wagon

ÖBB

Ep	VI
	250
	40196

Tadnpss Photomontage

Q1/2022
76400

- For moisture-sensitive bulk goods such as salt
- Ideal for building block trains

Sliding wall wagon

ÖBB/AAE

Ep	VI
	178
	40196

Hbbillns Photomontage

Q1/2022
77489

- Finely detailed end and side walls
- Separately applied handles and operating rods

2 piece set: Wood transport wagons

ÖBB

Ep	VI
	520
	40179

Rnoos-uz

Photomontage

Q2/2022
76021

- **Many extra applied plug-in parts and perforated steps**

3 piece set: Sliding tarpaulin wagons

ÖBB

Ep	VI
	414
	40196

Shimmns

Photomontage

Q2/2022
77024

- **Ideal for building block trains**

Open goods wagon

BIH-ZRS

Ep	VI
	181
	40196

Eanos Photomontage

Q1/2022

76941

- **For the transport of tree trunks, scrap and other moisture insensitive goods**

Cement silo wagon

BLS

Ep	IV
	158
	40196

Uacs Photomontage

Q3/2022

77424

Open goods wagon

SBB

Ep	VI
	161
	40183

Eaos Photomontage

Q1/2022

76325

Telescopic hood wagon

SBB

Ep	VI
	138
	40196

Shimmns Photomontage

Q1/2022

77430

- **For the transport of aluminum and steel coils**

Sliding tarpaulin wagon

ERMEWA

Ep	VI
	229
	40196

Rilns Photomontage

Q1/2022

76478

n:

Silo wagon

Raj, ČSD

For the transport of dusty and granulated goods, the CSD procured four-axle wagons with four upright containers and compressed air discharge at the beginning of the 3rd Five-Year Plan. For decades, this wagon became synonymous with the transport of dusty goods by rail in Czechoslovakia.

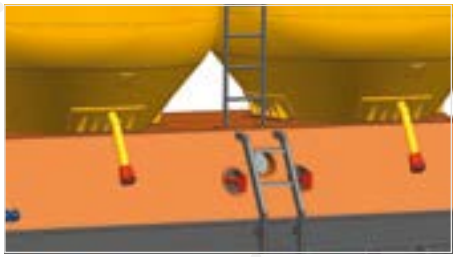
The first dust wagon, type Raj 495, was put into service in the early 1960s. The second type, Raj 451.0, is based on the operational experience with Raj 495. Typical for the design is the cranked frame similar to that of four-axle heavy-duty flat wagons.
The third type, Raj 451.1, followed between 1975 to 1988 and was equal to the prior model 451.0 except for the higher and straight frame. The standard transport system with compressed air for dusty goods enables direct loading and unloading between rail and road. Further advantages of the silo wagon are its high operational flexibility and economic efficiency. The Raj 451.1 wagons were delivered as private wagons to specific factories. The primary goods transported are cement, limestone powder and lime. Also, soda, gypsum stone, fly ash, carbon black, flour, etc. After 2000, some wagons were rebuilt and had other bogie types (type Y25) fitted to meet international transport conditions.

The CSD often painted the Raj wagons in various colours for different reasons: owners, goods transported, etc.. That is why the wagons travelled with red-brown or green bodies and with containers in predominantly yellow colour. Due to difficulties in obtaining paint for revisions, especially chrome oxide yellow, appeared wagons with containers in various colours (from cream to orange to shades of green) mainly in the 1970s. Since the 1990s, the colour scheme has become even more colourful. Since private companies own the wagons, they are painted according to the advertising colours of their owners. Since the fall of the Berlin Wall, the wagons have also been in use in neighbouring countries. You can also find the wagons today in trains of various other railway companies; additionally to the trains of the CD Cargo and the ZSSK Cargo.

Photo: T. Cernohorsky

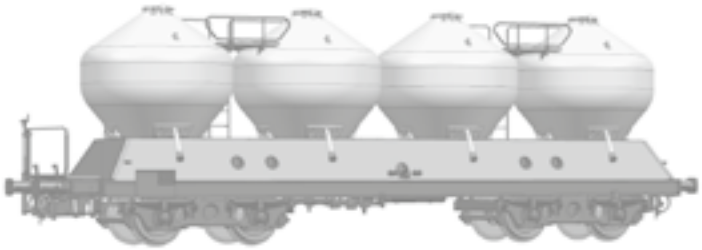
Silowagon Raj in detail

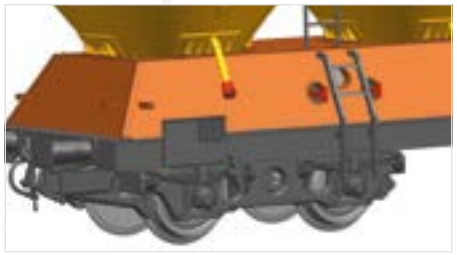
Walkway grids in perforated look



Separately-applied drain cocks and valves

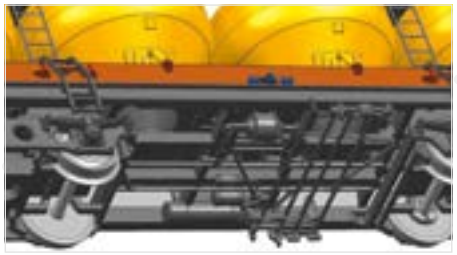
Free-standing access ladders and handle rails





Detailed CSD bogie

Detailed shunting platform with perforated grid



Elaborately-replicated underbody

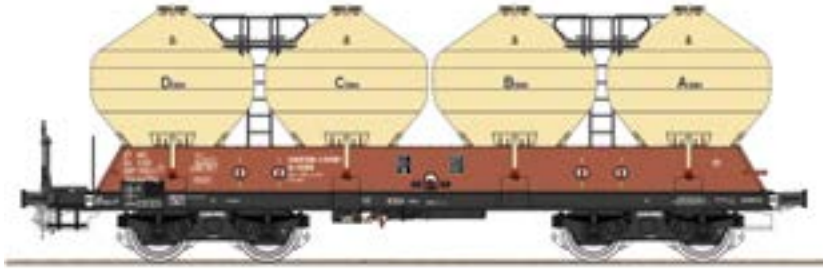
3 piece set: Silo wagons

ČSD

Ep	IV
	498
	40196

Uacs

Uacs



Uacs

CAD drawing

- **Free-standing handles, railings, ladders and tubes**
- **Models fully equipped**

Q4/2022
77001

2 piece set: Silo wagons

n:

AWT

Ep	VI
	332
	40196

Uacs

CAD drawing

- **Free-standing handles, railings, ladders and tubes**
- **Models fully equipped**

Q4/2022
77002

3 piece set: Self unloading hopper wagons

ČSD

Ep	III
	342
	40183

Sa 7

Sa 7

Sa 7

Photomontage

- **Ideal for building block trains**

Q2/2022

77023

2 piece set: Sliding roof wagons

ČSD

Ep	IV
	228
	40183

Tams

Tams

Photomontage

Q4/2022

77040

Leig wagon unit

DRG

Ep	II
	278
	6560

Glh Photomontage

Q2/2022
76557

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

Leig wagon unit

DB

Ep	III
	278
	6560

Gllh 12 Photomontage

Q4/2022
76558

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

Double container carrier wagon

DB

Ep	III-IV
	208
	40196

Bts 50 Photomontage

Q3/2022
76468

- **Loaded with Efkr containers from the company Knorr**

Goods train bagagge wagon

DB

Ep	III
	118
	40361
	6560

Pwgs 41 Photomontage

Q4/2022
74224

- **Sliding doors can be installed in three positions (closed, half-open, open)**

3 piece set: Tank wagons

EVA

Ep	IV
	306
	40196

Photomontage

Q1/2022
76005

Tank wagon

DB

Ep	IV
	102
	40196

Photomontage

Q4/2022
76619

3 piece set: Dump wagons

DB

Ep	IV
	309
	40196

F-z 120

Photomontage

Q4/2022
77039

Goods train bagagge wagon

DR

Ep	IV
	118
	40361
	6560

Pwgs 41 Photomontage

Q3/2022
74225

- **Sliding doors can be installed in three positions (closed, half-open, open)**

Goods train guard wagon

DR

Ep	IV
	98
	6560

Pwg Photomontage

Q2/2022
76309

- **With diagonal struts**
- **Model with loading space equipment**

Flat wagon

DR

Ep	IV
	139
	6560

Rmrso 31 Photomontage

Q1/2022
76314

- **Version without stakes**

Covered goods wagon

DR

Ep	IV
	144
	40183
LED	

Gos Photomontage

Q2/2022
76617

- **Equipped with tail lights; operated by batteries**

3 piece set: Tank wagons

DR

Ep	IV
	306
	40183

Uahs

Photomontage

Q4/2022
77021

- **Delicately designed model with different running numbers**

2 piece set: Open goods wagons

DR

Ep	IV
	240
	40183

Eos

Photomontage

Q1/2022
76006

- **Former roller-shutter wagons with removed roof**

2 piece set: Open goods wagons

DR

Ep	IV
	228
	40183

El

Photomontage

Q4/2022
77035

- **With a long wheel base**

2 piece set: Banana wagons

DR

Ep	IV
	204
	40183

Ikimprs, Ikimps

Photomontage

Q2/2022
77027

- **Wagon for banana transport**

Dust silo wagon

DR

Ep	IV
	219
	40196

Q1/2022

76708

Uacs-x Photomontage

- **With touch-up spots**

Slurry wagon

GATX

Ep	V-VI
	157
	40196

Q2/2022

76543

Zaes Photomontage

Sliding wall wagon

DB AG

Ep	VI
	267
	40196

Q1/2022

76488

Habbiins Photomontage

- **Extra-applied handles and operating rods**

Sliding tarpaulin wagon

AAE

Ep	VI
	229
	40196

Q1/2022

76469

Rilns Photomontage

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

3 piece set: Sliding tarpaulin wagons

WASCOSA

Ep	VI
	414
	40196

Q1/2022

76009

Shimmns Photomontage

3 piece set: Sliding roof wagons

SNCF

Ep	III
	342
	40183

Tms

Photomontage

Q4/2022

77020

Covered goods wagon

SNCF

Ep	IV
	122
	6560

Gs

Photomontage

Q3/2022

76319

Covered goods wagon

SNCF

Ep	V
	165
	40196

Gbs

Photomontage

Q2/2022

76661

2 piece set: Sliding tarpaulin wagons

SNCF

Ep	IV
	276
	40196

Shimms-u

Photomontage

- **Ideal for building block trains**

Q2/2022

77025

Tank wagon

MILLET

Ep	VI
	195
	40179

Zacns

Photomontage

Q1/2022

77461

Stake wagon

MAV

Ep	V-VI
	229
	40183

Res Photomontage

▸ **With wivel stakes**

Q1/2022

77684

Sliding tarpaulin wagon

CFR MARFA

Ep	VI
	229
	40196

Rils Photomontage

Q1/2022

76474

Stake wagon

NS

Ep	III
	160
	40196

S-LWO Photomontage

Q4/2022

67486

2 piece set: Open goods wagons

CRONIFER

Ep	VI
	362
	40196

Eanos Photomontage

Q1/2022

76023

Stake wagon

PRORAIL

Ep	VI
	229
	40196

Regs Photomontage

Q4/2022

77686

Covered goods wagon

PKP

Ep	III
	122
	40183

Kddt Photomontage

Q1/2022

76322

2 piece set: Tank wagons

PKP

Ep	IV
	284
	40183

Uah

Photomontage

Q1/2022

76017

3 piece set: Self unloaded hopper wagons

PKP

Ep	V
	495
	40183

Fals

Photomontage

Q1/2022

76008

3 piece set: Self unloaded hopper wagons

PKP CARGO

Ep	VI
	432
	40196

Fals

Photomontage

- **Ideal for building block trains**

Q4/2022

77037

2 piece set: Tank wagons

GREEN CARGO

Ep	VI
	390
	40179

Zacns

Photomontage

Q1/2022

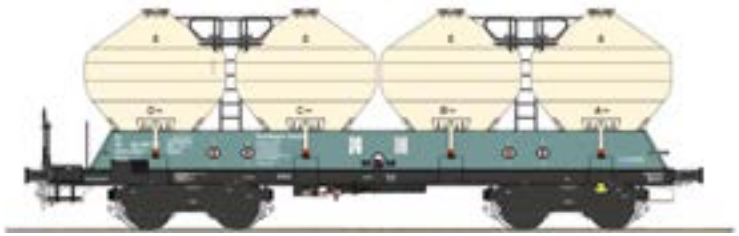
76026

2 piece set: Silo wagons

ZSSK

Ep	VI
	332
	40196

Uacs



Uacs

CAD drawing

- **Models fully equipped**

Q4/2022

77003

n:

Ribbed
wagons

ÖBB

Photo: W. Hardmeier

n:

From the first railway days, the construction of passenger coaches with wooden superstructures mounted on a load-bearing chassis was the norm. The ÖBB neglected the maintenance of the wooden superstructures of many wagons already during the Great Depression. After the Second World War and the following years, the building of new passenger coaches fell far short of demand due to other important tasks and a lack of funds.

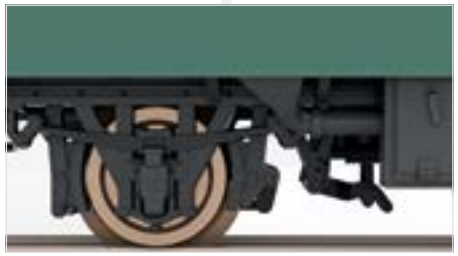
The war damage to the narrow-gauge wagons was minor compared to the standard-gauge wagons. The base frames, even of the oldest wagons, were still in surprisingly good condition. This situation prompted the Austrian Federal Railways to build so-called “ribbed wagons” “Spantenwagen” in the main workshop in St. Pölten. The “Spanten” elements – these were load-bearing iron frames – formed the main frame. A sheet metal skin covered it and made it serve as wagon body.

By 1960, a total of 41 two-axle wagons had been converted. Some of the wagons were equipped with toilet and wagon heating. In the beginning, the ÖBB fitted the wagons with wooden slatted benches and full-drop windows but later installed upholstered seats and single-hung windows (half windows). The ÖBB used the ribbed wagons on some narrow-gauge railways until the 1990s and today, they form the basis of the rolling stock of many nostalgia and museum railways.

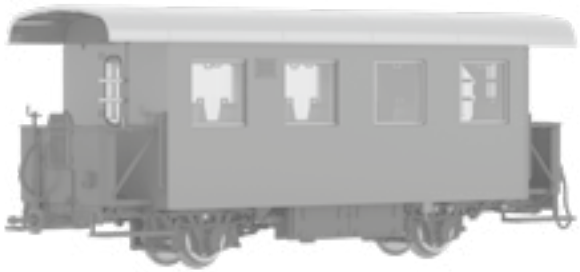
Ribbed wagons in detail

Perfectly-installed full-drop windows

Perforated-look treads



Authentic design engravings



Platform area features almost-invisible coupling mounting

Detailed replication of the doors

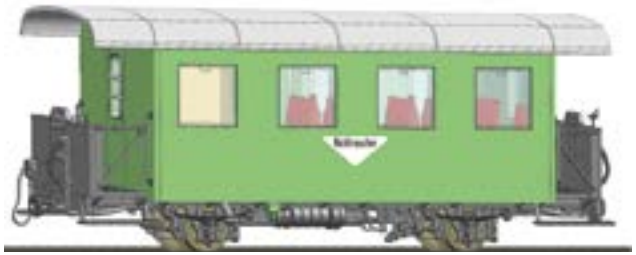
Fine platform details

Elaborately-replicated underbody

Ribbed wagon

ÖBB

Ep	IV
92	



Bi/s CAD drawing

- **Non-smoking wagon with Webasto heater**
- **Full-drop windows and toilet**

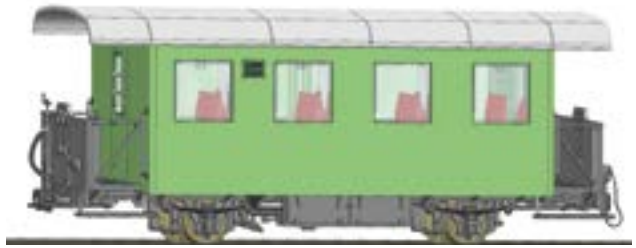
Q4/2022

34100

Ribbed wagon

ÖBB

Ep	IV
92	



Bi/s CAD drawing

- **Wagon with Webasto heater**
- **Full-drop windows and without toilet**

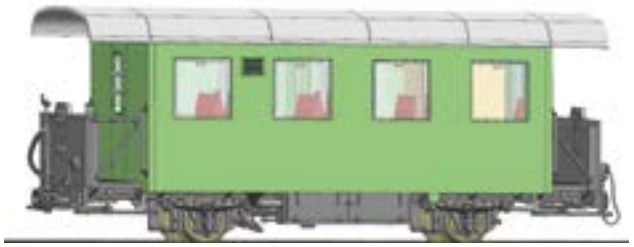
Q4/2022

34101

Ribbed wagon

ÖBB

Ep	IV
92	



Bi/s CAD drawing

- **Wagon with Webasto heater**
- **Full-drop windows and toilet**

Q4/2022

34102

Diesel locomotive 2095 004-4

ÖBB

Ep	V
	120
	PluX22
	200 mm
	LED

Photomontage

The locomotives of the class 2095, procured from 1958 onwards, formed the backbone of the ÖBB on the diesel-operated narrow-gauge lines for decades. The ÖBB used them in passenger and freight traffic, especially when transporting rollbocks and roll wagons.
The 2095s were used on the narrow-gauge lines of the Ybbstalbahn, the Bregenzerwaldbahn, the Krimmlerbahn, the Waldviertelbahn and on the so-called "Krumpe". The "Krumpe" "Crook" connected Ober-Grafendorf with Gresten and is closed down today.

- **Finest details: free-standing handles, lamp rings and a perforated ventilation grille on top of the roof**

Q4/2022			
33294	DC		4/1
33295	DCC		4/1

2 piece set: Passenger coaches

ZILLERTALBAHN

Ep	V
	310

B4

Photomontage

- **Extra applied handles**

Q2/2022	
34049	

Photo: J. Kaufmann Anlage Freunde der Mariazellerbahn Modell

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- Poland (PL)
- Romania (RO)
- Russia (RUS)
- Sweden (S)
- Slovak Republic (SK)
- Slovenia (SLO)
- United States (US)

Epochs

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

Tracks

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

Railway administrations

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

Explanation of symbols

00000	Article number
Q1-4/2022	Release: 1st-4th quarter of the same year
Ep III	Epoch
187	Overall length
DC	Direct current (without decoder)
DCC	Direct current (Digital version ex-works with decoder)
DCC	Direct current (Digital version ex-works with sound decoder)
AC	Alternating current (Digital version ex-works with decoder)
AC	Alternating current (Digital version ex-works with sound decoder)
5/2	Drive on X-axles / X-axles have traction tyres
	Cardan shaft drive in the tender of the locomotive
	White head lights changeover or white-red head light changeover
CH	Head light changeover according to the original model (e.g. Swiss)
LED	LED illumination / Electric illumination (light bulbs)
WIRE	6-pole wire connector for the decoder
NEM 651	6-pole interface NEM 651
NEM 652	8-pole interface NEM 652
PluX16	Interface PluX16
PluX22	Interface PluX22
Next18	Interface Next18
R2	Minimum drivable radius
	Buffer capacitor
6454	Interior lighting / Interior lighting retrofit kit
6560	AC wheel set
	Digital shunting coupling
	Dynamic steam from the chimney
10 11	Steam generator (“Seuthe” No. 10 or No. 11)
40160	Steam generator retrofit kit
Z21 Cab	Z21 driver's cab available

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