



Dear ROCO modell railway fans,

the model railway season is in the starting blocks and ROCO is presenting the first new products for winter 2024/25 just in time.

Our popular model of the Austrian steam locomotive class 77 is being released in a version with a Giesl ejector. But ROCO has even more models up its sleeve for fans of the steam locomotive era! Because with the class 310 and the matching express train coaches of the Royal Württemberg State Railways, real gems are rolling onto the H0 rails. But there is also an authentic set for fans of the classic German Federal Railways with the class 89.70 and a matching branch line set.

Electric locomotive enthusiasts can look forward to a real classic, the class 244. As you would expect from ROCO, all the details have been implemented precisely and will make model railway enthusiasts' hearts beat faster. With the 169 005, a popular model appears in a special edition. As a set with matching goods wagons, it reproduces the last operating condition in faded paintwork in a particularly elaborate way.

But we are also focussing on modern transport again. With the "Italienpiercer", an extraordinary engine from SBB Cargo International is rolling into the range, equipped for the first time with new pilots and other new details. The 151 018 is a reminder of the time of the heavy 6-axle locomotives at the private railway company Lokomotion, which has now put the engines in the sidings after a long period of service.

But we don't want to give too much away: Clear the stage for the model railway winter!

Your ROCO team



Steam locomotive 77.14



Ep	III
	153
	PluX22
	R2
	LED



Photomontage

Q1/2025				
70077	DC		3/1	
70078	DCC		3/1	
78078	AC		3/1	

The passenger train tender locomotive designated as class 77 by the Austrian Federal Railways was procured in several series from 1913 until 1927. Practically every train haulage operation in Austria was equipped with class 77 locomotives at some point.

The later 77.14 was delivered to BBÖ in 1922 as 629.29 with the factory number 4379 by the STEG machine factory. After an eventful fifty years, it was taken out of service in November 1972.

- ▶ Design with Giesl ejector
- ▶ Version with third headlight
- ▶ Drive and coupling rods made from fine cast metal
- ▶ Switchable driver's cab and engine lighting in digital mode

Diesel locomotive 2143 010-3



Ep	IV
	181
	PluX22
	R2
	LED



Photomontage

Q1/2025				
70073	DC		4/1	
70074	DCC		4/1	
78074	AC		2/1	

The class 2143 locomotives were built from 1964 to 1977 and were used on non-electrified main and branch lines, especially in eastern Austria. They were used to pull both passenger and freight trains. A total of 77 locomotives were delivered to ÖBB by the Simmering-Graz-Pauker works.

- ▶ Free-standing handle rails, in part made of metal
- ▶ Switchable high beam, individually switchable headlight or tail light and driver's cab lighting in digital mode

Electric locomotive 1116 208-0 "Joyn"



ÖBB

Ep	VI
🔊	221
⋯	PluX22
📶	R2
🔦	LED
Z21	Cab

Q1/2025			
7500097	DC	4/1	
7510097	DCC	4/1	🔊
7520097	AC	3/2	🔊



Photomontage

Since July 2024, passengers have been able to enjoy all content from the streaming provider Joyn in ÖBB's own onboard portal Railnet, which includes over 45 media libraries and 80,000 items of content, from series and shows to news and entertainment. To celebrate the collaboration, Joyn and ÖBB presented the first jointly branded locomotive.

- ▶ Elaborate printing in a special design
- ▶ Model equipped with NEM pocket
- ▶ With additional pantograph and Switzerland package
- ▶ In digital mode with switchable high beam and individually switchable headlights or tail lights

2 piece set: Car transport wagons



ÖBB

Ep	VI
🔊	606
🔧	40195



DDm

Photomontage

- ▶ Fine design of the platform railings

Q1/2025
6600105





Photo: R. Auerweck

Electric locomotive 193 139-3 "Italienpiercer"



SBB CI

Ep	VI
	218
	PluX22
	R2
	CH
LED	



Photomontage

Another Railpool Vectron MS, 193 139, joined SBB Cargo International in mid-June 2024. This means that Railpool has currently leased eight locomotives with ETCS Baseline 3 to SBB CI. The locomotive, which is the 1,250th Vectron locomotive from Siemens, was given a special livery with the design name "Italienpiercer". The design is modelled on the previous "Alppiercer" series and was again created by the Railcolor team. The locomotive was given two different side motifs. One side is dedicated to the Isola di Pescatori in Lake Maggiore, the other side shows the area around Milan with the Piazza del Duomo and Milan Cathedral as the main motif.

- ▶ **Highly detailed motif from the "Alppiercer" series with the baptismal name "Monte Rosa"**
- ▶ **For the first time with a newly designed contact strip for Italian traffic**
- ▶ **With new design of the pilot**
- ▶ **In digital mode with switchable high beam and individually switchable head-lights or tail light and driver's cab lighting**
- ▶ **In cooperation with RAILCOLOR DESIGN**

Q2/2025			
7500108	DC		4/1
7510108	DCC		4/1
7520108	AC		3/1



Electric locomotive Re 420 257-8



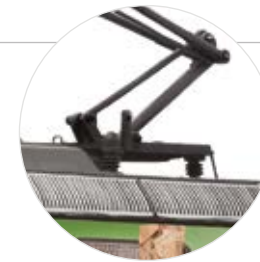
SBB CARGO

Ep	VI
	177
	PluX22
	R2
	CH
LED	
Z21	Cab

Q1/2025				
71416	DC		4/1	
71417	DCC		4/1	
79417	AC		3/1	



Photomontage



- ▶ Elaborate printing
- ▶ Finely-detailed, separately attached ventilation grilles and windscreen wipers made from etched sheet
- ▶ Design with retrofitted air conditioning
- ▶ Pantograph with invisible fastening
- ▶ In digital mode with individually switchable headlights or tail light

Pocket wagon T5



HUPAC

Ep	VI
	230
	40178



Sdgness

Photomontage

Q1/2025
6600066

- ▶ Wagon made from die-cast-metal
- ▶ Loaded with a trailer from the Iemoli forwarding company

Sliding wall wagon



AAE Cargo

Ep	VI
	178
	40196



Hbbins

Photomontage

Q1/2025
77491

- ▶ Finely-detailed front and side walls
- ▶ Handles and actuating rods attached separately



Photo: D. Häusermann

Steam locomotive 310.01



K.W.St.E.

Ep	I
	248
	NEM 652
	R2



Photomontage

WHAT IF ...?

The railway emerged from its infancy at the beginning of the 20th century and became the first means of mass transport. The Floridsdorf locomotive factory delivered the first locomotives of the class 310 to the Imperial-Royal Austrian State Railways (kkStB). With its massive four-cylinder compound engine, more than 2.10-metre high driving and coupling wheels, and a mighty boiler, it is considered by many railway enthusiasts to be the most beautiful steam locomotive in Austria. The locomotive developed by engineer Dr h.c. Karl Gölsdorf was the most influential locomotive in Austrian steam locomotive construction and quickly attracted the interest of neighbouring railway companies. In following the tradition of testing newly developed locomotives with friendly national railways, it is quite conceivable that a comparison was made with the "Beautiful Württembergerin." The locomotive was also painted in the matching colours of the Royal Württemberg State Railways.

- ▶ Filigree replica of the control
- ▶ Steam locomotive chassis with NEM Finescale metal-spoked wheels
- ▶ Tender wheel sets with higher wheel flanges
- ▶ Smokebox doors that can be opened

Q1/2025			
7100013	DC		5/2
7110013	DCC		5/2
7120013	AC		5/2

5 piece set: Express train



K.W.St.E.

Ep	I
	1051
	40360
	40361
	40196



Gep



ABBü



BCCü



ABCCü



CCü

Photomontage

In the second half of the 19th century, the K.W.St.E. was considered one of the most modern railways in Europe. At the time, only a few European railways decided to use the American system "Bogie Intercommunication Coaches". The culmination and, at the same time, the end of this development was the construction of the Württemberg express train coaches by the Maschinenfabrik Esslingen in 1909. The coach assemblies were normalised and met rigorous technical standards, which was characteristic of them. The coaches were mainly used in Württemberg express trains on the lines from Stuttgart to Zurich, Friedrichshafen to Cologne, and Stuttgart to Nancy for a time. As through coaches, they travelled throughout Germany and half of Europe.

- ▶ Each model has a particularly delicate design
- ▶ Finely detailed chassis

Q1/2025

6200076

Steam locomotive 89 7296



DB

Ep	III
	101
	PluX16
	R2
	LED



Photomontage

Q1/2025				
7100014	DC		3/0	
7110014	DCC		3/0	

From 1882 to 1910, approximately 1,550 tender locomotives of type T3 in different designs were supplied to the Prussian State Railway (K.P.E.V.) and other state railways. As type Cn2, the M III-4p design of the locomotive had a friction load of 36 tonnes and could travel at a maximum speed of 40 km/h with an output of 300 HPi. Around 70 locomotives remained with the German Federal Railway. The last locomotives were taken out of service around 1961.

- ▶ Metal die-cast chassis
- ▶ Ideal locomotive for use on branch lines

3 piece set: Branch line train



DB

Ep	III
	378
	6469
	6560



Bci



G

Photomontage



- ▶ Goods wagon with two movable sliding doors
- ▶ Suitable for steam locomotive class 89.70 of the DB, items 7100014, 7110014



Ci

Q1/2025
6200040



Steam locomotive 10 001

Edition



DB

Ep	III
	305
	PluX22
	R3
	LED



Photomontage

Q1/2025					
7100015	DC		2/2		
7110015	DCC		2/2		
7120015	AC		2/2		

Naturally, an elegant appearance also had to be found for the new Pacific class 10 express steam locomotive of the Deutsche Bundesbahn. The locomotive factories and the Technical Joint Office of the Locomotive Industry (TGB) were invited to present various design variants. 36 of these ideas were published. Proposal No. 1 from Maschinenfabrik Eßlingen presented an extremely dynamic-looking locomotive in a rust-red livery (like the 05 series). The future livery was discussed at the meetings of the locomotive committee from December 1955 to February 1956, but it was not possible to decide in favour of one of these designs.

- ▶ Design study - Execution Eßlingen 1
- ▶ In digital mode with switchable cab and engine lighting
- ▶ Raised, chrome-plated trim
- ▶ In the digital versions: Cylinder impact synchronised, dynamic steam ejection at the chimney and cylinders

Electric locomotive 151 051-0



DB

Ep	IV
	224
	PluX22
	R2
	LED



Photomontage

Q1/2025			
7500116	DC		6/2
7510116	DCC		6/2
7520116	AC		4/2

- ▶ Pantograph drives without cover
- ▶ Wheels with low wheel flanges
- ▶ With switchable headlight or tail light and driver's cab lighting in digital mode

5-piece set: "Oberammergau"



DB

Ep	IV
	670
	PluX16
	R2
	LED



E



Gs



F-z 120



Rs

Photomontage

- ▶ Paintwork of the locomotive in faded operating condition with touch-up patches
- ▶ Switchable shunting light, individually switchable headlight or tail light and driver's cab lighting in digital mode
- ▶ Covered goods wagon with movable sliding doors

Q1/2025				
5500003	DC		2/0	
5510003	DCC		2/0	
5520003	AC		2/0	



In detail



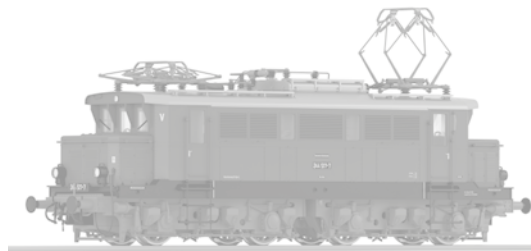
Extra handle on the front



Short handle bar and wind deflector



Decorative pantograph of type RBS 58



Detailed replica of the engine room



Prototypical replica of the DR cable connection



Sandboxes modelled on DR

Electric locomotive 244 127-7



DR

Ep	IV
	176
	PluX22
	R2
	LED



Photomontage

Almost 200 class E 44 electric locomotives were put into service between 1932 and 1954. The locomotives integrated into the Central German network after the end of the war, had to be handed over in May 1945 to the USSR as part of the reparations after the electric operation was discontinued. In 1952, the GDR was able to buy back the majority of the locomotives. A total of 46 locomotives were refurbished at Raw Dessau and put into service from 1955. Between 1961 and 1964, the DR equipped the locomotives with RBS 58 pantographs with a double rocker. This meant that they could be operated with only one pantograph raised.

- ▶ **Model with type RBS 58 pantographs**
- ▶ **Precise realisation of all typical details of a DR locomotive**
- ▶ **Extra applied windscreen wipers**
- ▶ **In digital operation with switchable driver's cab and engine room lighting**
- ▶ **Stationed at Railway Management Halle, Leipzig-Wahren depot**

Q2/2025				
7500079	DC		4/1	
7510079	DCC		4/1	
7520079	AC		3/2	

Diesel locomotive 108 001-9



DR

Ep	IV
	164
	PluX22
	R2
	LED



Photomontage

Q1/2025				
70817	DC		4/1	
70818	DCC		4/1	
78818	AC		2/1	

In contrast to the original class 110, class 108 locomotives had a reversing gearbox and a consumption-optimised engine with reduced power. In line with its new use as a shunting locomotive, the boiler was no longer needed and additional radiator groups and a preheating unit were installed in its place.

- ▶ Free-standing, filigree handrails
- ▶ Individually switchable headlight or tail light in digital mode

Electric locomotive 143 130-3



DB AG

Ep	V
	192
	PluX22
	R2
	LED



Photomontage

Q1/2025				
7500066	DC		4/1	
7510066	DCC		4/1	
7520066	AC		2/2	

The progressive electrification of the DR railway network made it necessary to develop a four-axle electric locomotive in the early 1980s. Class 243 is a universal electric locomotive of the railway company of the German Democratic Republic (Deutsche Reichsbahn, DR) and was used in all areas of train operation.

When the East German and West German state railways merged, class 243 locomotives were transferred to the DB AG fleet. There they were incorporated as class 143.

- ▶ Suitable for the Halberstadt coaches, items 74807, 74808, 74809, 74810
- ▶ With switchable headlight or tail light and driver's cab lighting in digital mode

1st class passenger coach



DB AG

Ep	V
	303
	40196
	40420



Am 201

Photomontage

Valid for all models on this page:

- ▶ In DB Regio livery mint turquoise/pastel turquoise/light grey
- ▶ Modified Görlitz V type bogies

Q1/2025

74807

1st/2nd class passenger coach



DB AG

Ep	V
	303
	40196
	40420



ABom 222.1

Photomontage

- ▶ Side walls with continuous rain gutter

Q1/2025

74808

2nd class passenger coach



DB AG

Ep	V
	303
	40196
	40420



Bom 280.1

Photomontage

- ▶ Side walls with continuous rain gutter

Q1/2025

74809

2nd class passenger coach



DB AG

Ep	V
	303
	40196
	40420



Bom 280

Photomontage

- ▶ Side walls without rain gutter

Q1/2025

74810



Photo: F. Fanger

Electric locomotive 151 018-9



LOKOMOTION

Ep	VI
	224
	PluX22
	R2
	LED



Photomontage

Q1/2025				
7500115	DC		6/2	
7510115	DCC		6/2	
7520115	AC		4/2	

Munich-based Lokomotion has been operating transalpine freight for more than twenty years. Since then, it has become known among railway enthusiasts for its diverse fleet of “zebra” locomotives. In addition to the use of hired locomotives, the company has also built up its own fleet of locomotives. Four DB AG class 151 locomotives were added to the fleet. Lokomotion stopped using the heavy 6-axle vehicles in 2024.

- ▶ Many attached plug-in parts, in part using etching technology
- ▶ With switchable headlight or tail light and driver’s cab lighting in digital mode

Diesel locomotive V 300 005



SBW

Ep	VI
	237
	PluX22
	R2
	LED



Photomontage

Q1/2025				
7300058	DC		6/2	
7310058	DCC		6/2	
7320058	AC		4/2	

Starkenberger Güterlogistik GmbH, based in Starkenberg, is a service provider for transport tasks in railway logistics. It has a fleet of locomotives and freight wagons. The fleet also includes converted class 232 diesel locomotives with Caterpillar type 3606 six-cylinder engines.

- ▶ Powerful, reliable model for authentic long trains
- ▶ In digital mode with switchable shunting light and separately switchable headlights or taillights

Goods train baggage wagon



DRG

Ep	II
	118
	6560
	40361



Pwgs 41

Photomontage



- ▶ Steps in original width at the baggage compartment doors
- ▶ Sliding doors can be mounted in three different positions as desired (closed, half-open, open)
- ▶ Design with raised cab

Q1/2025

74223

3 piece set: Tank wagons



DRG

Ep	II
	438
	40196



Photomontage

- ▶ Brakeman's cabs in finely-detailed design
- ▶ One tank with a lighter shade of grey

Q1/2025

6600062

Sliding wall wagon



DB AG

Ep	VI
	178
	40196



Hbbilns

Photomontage

- ▶ In the latest DB Cargo design

Q1/2025

6600112

Pocket wagon T5



WASCOSA

Ep	VI
	230
	40178



Sdgnss/T5

Photomontage

- ▶ Fully-equipped model
- ▶ Wagon made from die-cast metal

Q1/2025

6600108

2 piece set: Pocket wagons T5



WASCOSA

Ep	VI
	460
	40178



Sdgnss/T5

Photomontage

- ▶ Wagon made from die-cast metal
- ▶ Loaded with trailers from the LKW Walter forwarding company in anniversary design
- ▶ Fully-equipped models

Q1/2025

6600064

Electric rack-and-pinion locomotive



SONNBLICK-BAHN

Ep	III-IV
	100
	PluX16
	R2
	LED



Photomontage

Q1/2025

7500075

DC

2/0

7510075

DCC



2/0



3 piece set: Rack-and-pinion railway passenger train



SONNBLICK-BAHN

Ep	III-IV
	304
	40196
	40361



Photomontage

Q1/2025

6200063

With their unique combination of mountain landscape and bold routing featuring numerous bridges and tunnels, rack-and-pinion railways are particularly fascinating. The movement of the train is achieved through the engagement of a toothed wheel in a toothed rack positioned in the centre of the track, as the usual friction generated between wheels and rails is insufficient for the steep inclines. In rack-and-pinion railway of the so-called mixed system, where friction sections alternate with toothed rack sections depending on the gradient ratios, the tractive force is exerted by one and the same machine. A particularly large number of private rack-and-pinion railways are found in the Alps, and these attract tourists from all over the world.

- ▶ Can be operated with and without rack-and-pinion track
- ▶ Thanks to its tremendous climbing ability on rack-and-pinion tracks, the locomotive can overcome extraordinary height differences (up to 35%) even in the smallest of spaces
- ▶ Switchable shunting light, individually switchable headlight or tail light and driver's cab lighting in digital mode

2 piece set: Electric locomotive 1756 with container carrier wagon



Ep	VI
	427
	PluX22
	R2
	LED

Q1/2025				
7500117	DC		4/1	
7510117	DCC		4/1	
7520117	AC		2/2	



Photomontage

The hybrid locomotive from Strukton is a standard electric locomotive with an additional battery package. This allows the locomotive to run on catenary power system lines at line speed and switch to battery operation at lower speeds on the "last mile". The battery is automatically charged when the locomotive is travelling on electrified tracks.

- ▶ Version with air conditioning and signal horn box
- ▶ Pantograph with an innovative fastening
- ▶ Many separately applied plug-in parts, some are etched
- ▶ In digital mode with separately switchable headlights/taillights and driver's cab lighting
- ▶ Container carrier wagon loaded with a 20' container as an approximated battery wagon

3 piece set: Heavy-duty wagons



Ep	III
	372
	40196



S

Photomontage

Q1/2025
6600016

- ▶ For the transportation of heavy goods

2 piece set: Stake wagons



Ep	VI
	389
	40196
	40179



Kbs



Res

Photomontage

Q1/2025
77029

- ▶ One wagon with container loading

Electric locomotive BB 22238



SNCF

Ep	VI
----	----

	201
--	-----

	PluX22
--	--------

	R2
--	----

	LED
--	-----



Photo: M. Puech

Q1/2025

7500013	DC		4/1	
7510013	DCC		4/1	
7520013	AC		2/2	

In April 2013, the National French Railways (SNCF) launched a new TGV range of high-speed trains called "OUIGO" [wi'go]. The inexpensive TGV connections proved so successful that it was decided to apply the same concept to traditional train connections. The first "OUIGO Classic" relations were launched onto the rails in spring 2022.

Nine locomotives from the series BB 22200 hauled the trains and received the conspicuous foil applications. 2nd class Corail coaches were used as rolling stock. During the course of the redesign, these were each provided with a storage space big enough for two bicycles at one end.

- ▶ **Delicately crafted pantograph design**
- ▶ **"Ouigo" design**
- ▶ **Switchable headlight according to the French prototype and driver's cab lighting in digital mode**



Photo: M. Puech

2 piece set 1: Corail coaches



SNCF

Ep	VI
	606
	40183
	40420



VTU B11tu

Photomontage



Q1/2025

6200024

3 piece set 2: Corail coaches



SNCF

Ep	VI
	909
	40183
	40420



Photomontage



VTU B11tu

Q1/2025

6200025

Diesel locomotive BB 62405



SNCF

Ep	V
	143
	PluX22
	R2
	LED



Photomontage

Q1/2025			
7300006	DC		4/1
7310006	DCC		4/1

Electric locomotive Rc4 1305



GREEN CARGO

Ep	VI
	179
	PluX22
	R2
	S
LED	



Photomontage

Q1/2025			
7500007	DC		4/1
7510007	DCC		4/1
7520007	AC		3/2

In the early 1990s, the SNCF needed used diesel-electric locomotives for the construction of new high-speed lines. As a result, 44 used 2400s were purchased from the Dutch State Railways. The purchase contract included an overhaul by the workshop in Tilburg. The use of two locomotives at each end of the trains ensured sufficient tractive and pushing power to travel the gradients on the new line with the desired train weight. In the SNCF's numbering system, the 2400s were categorised in the 60000-70000 number series. The 62400s were soon nicknamed "Hollandaises" by the French railwaymen.

- ▶ Version with faded paint
- ▶ Switchable shunting light and individually switchable headlight or tail light in digital mode

With the locomotives from the so-called Rc family, the Swedish State Railways procured the first thyristor-controlled electric locomotives in Sweden from the manufacturer ASEA. A total of 360 Rc locomotives were produced in the ASEA factory in Stockholm. When the Swedish State Railways was divided into different business sectors after 1st January 2001, all the remaining Rc4 went to Green Cargo and are now only used for goods transport.

- ▶ With a small Green Cargo logo
- ▶ Finely detailed model with many separately attached plug-in parts
- ▶ Switchable high beam and individually switchable headlight or tail light in digital mode



Photo: R. Latten

Diesel locomotive 754 067-7



ČD/ČSD

Ep	IV-V
	190
	PluX22
	R2
	CD/ČSD
LED	



Photomontage

Q1/2025			
7300055	DC		4/1
7310055	DCC		4/1

The so-called "Taucherbrille" (diver's goggles) or "Brillenschlange" (spectacled cobra) was developed and built at CKD in Prague. The T 478.4, the advancement of the predecessor type T 478.3, was fitted with a more powerful engine and an electric train heating system. In 1988, the 86 locomotives were given the new class designation 754. From this point onwards, some of the locomotives used in passenger train service were also painted with a wide banderole.

- ▶ Version with banderole and red roof
- ▶ With set of signs included
- ▶ In digital mode with light functions according to the ČSD prototype

Diesel locomotive 750 183-6



ŽSSK

Ep	VI
	190
	PluX22
	R2
	ZSSK
LED	



Photomontage

Q1/2025			
7300056	DC		4/1
7310056	DCC		4/1

At the beginning of the 1990s, there was a shortage of suitable locomotives due to the increase in passenger coaches with electric train heating. Due to positive results from retrofitting in class 753 locomotives, ČSD decided to retrofit all diesel locomotives used in passenger service with electric train heating. "Diver's goggles" of this type were also in use in Slovakia after the division of the country. In order to distinguish them from the original version, they were given class designation 750 while retaining the serial number.

- ▶ Baptised with the name "Dašenka"
- ▶ Finely detailed model with many separately applied plug-in parts

2 piece set: Passenger coaches



PKP



Bwxd

Photomontage

Ep	IV
	564
	40196
	40420

Q1/2025

6200102

► Finely detailed models with separately applied plug-in parts

Sliding wall wagon



PKP



Hbbillns

Photomontage

Ep	V
	178
	40196

Q1/2025

6600109







Electric locomotive 1099.001-8



ÖBB

Ep	IV
	127
	Next18
	261 mm
	LED



Photomontage

Between 1911 and 1914, the former Lower Austrian State Railways acquired sixteen locomotives designed for the Mariazell railway. The locomotives were redesigned between 1959 and 1962, with the original running gear retained and new locomotive bodies fitted. They could reach a maximum speed of 50 km/h and had a power output of 405 kW. Thirteen locomotives were officially named after municipalities on the Mariazell railway and were marked with their coats of arms.

- ▶ Separately applied windscreen wipers
- ▶ Variant with coat of arms "St. Pölten"
- ▶ In digital operation with switchable driver's cab lighting

Q1/2025

7540004

DC

6/0

7550004

DCC



6/0



Photo: J. Kaufmann

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Country code

 Austria (A)	 Italy (I)
 Belgium (B)	 Luxembourg (L)
 Bosnia/Herzegovina (BIH)	 The Netherlands (NL)
 Canada (CAN)	 Norway (N)
 Switzerland (CH)	 Poland (PL)
 Czech Republic (CZ)	 Romania (RO)
 Germany (D)	 Russia (RUS)
 Denmark (DK)	 Sweden (S)
 Spain (E)	 Slovak Republic (SK)
 France (F)	 Slovenia (SLO)
 Hungary (H)	 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

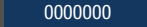














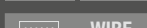
















Tracks

 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

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

Roco

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