

Press Release

Model Railway Innovations in 2024



What gives model railway fans both young and old the biggest thrill? The steam locomotive!

Despite the digitalisation, it exudes a special charm from days gone by. Reason enough to release special versions of two real classics. On the one hand, the 18 201 express steam locomotive has been technically refurbished and is now available in an elaborate version never seen before: A coal locomotive with many special details.

On the other hand, we took inspiration from neighbouring countries: Hardly any steam locomotive was asked for by PKP fans as much as the Ty2 was. ROCO is now making this wish come true and releasing the striking locomotive with all its typical features as well as a technical update.

However, when a steam locomotive was cancelled, it was often replaced by an electric locomotive. One such successor, which shaped the image of the railway in West and East Germany for many decades, is the E 44 or the later 144 class. This model also has a long history in the ROCO range. We are now re-releasing this popular locomotive with a largely new design.

Steam locomotives were also gradually replaced in the Czech Republic. One machine that was put into service there in large numbers was the E 469.1. Of course, no wishes go unfulfilled thanks to the delicate application and the model is in no way inferior to the previous Czech models.

A night train, the Nightjet, will be released this year, and it is bound to cause a sensation both as a prototype and as a model. The development of the RABe 502 is also very far along and we are proud to show off the first details in this catalogue.

But because the most beautiful locomotive models also include delicate yet reliable coaches, there will be a whole series of new products in this range in 2024. For fans of the railway company of the German Democratic Republic, accurate city express coaches based on the Halberstädter coaches will be available, and modern railway fans will also not be left empty-handed. The DB AG double-decker coaches will roll onto the H0 rails with a new design, and because combined transport is a real winner both in the prototype version and in the model, the T5 generation of pocket wagons will appear in the latest model.

ROCO H0-gauge – new designs

One locomotive for many countries – the P8: 71379 ff., 71393 ff., 71385 ff.

Following the release of the version of the railway company of the German Democratic Republic last year, the popular German Federal Railway version will follow in 2024 as well as prototypical shape variations of the ÖBB 638 class and the 230 F of the SNCF. Both locomotives are accurate reproductions of their large prototypes and are rounded out by matching coach sets. In addition to their outstanding optics, the models from the Edition range are particularly impressive in terms of technology: A powerful sound emanates from the boiler through a large loudspeaker. The dynamic sound is also generated there and powerful steam clouds are emitted in time with the wheel rotations. The rear wall of the boiler is also particularly elaborate and features countless prints. Together with its faultless running characteristics, this makes the P8 perfect for use in the system .

Photomontage



Noble racer of the railway company of the German Democratic Republic – the express locomotive 18 201: 7100006 ff.

Long on the wish list, available now: The coal locomotive

The 18 201 has a long history at ROCO, as it was brought back to life many years ago in cooperation with the brand. Now ROCO is once again paying tribute to this locomotive: A technical revision with LED lighting and chassis lighting have been introduced. But the main focus is on all the details: An accurate coal tender,

the corresponding ash pan or the modified front are just some of the new details of the Edition model.

Photomontage



The Ty2 – German locomotive in Poland: 70107 ff.

With all the details of the Ty2, ROCO is fulfilling a wish long held by fans of the Eastern European railway. Even at first glance, the large locomotive lamps typical for Poland catch the eye. Other striking changes include the smoke chamber door, snow ploughs and attachments on the circulation line. However, the tender has a typical look with the large lamps and free-standing water tank levers. A PluX16 interface has been added to the series for the first time. Passenger and freight car sets are being released to go with the Ty2 series.



Photomontage

The Nightjet – flagship train in European night train service: 70495 ff, 5500004 ff.

The completely new ROCO train is just as innovative as its large prototype: Every wagon is accurate down to the last detail. These include the elaborate bogies with disk brakes underneath. If you look at the side walls, the train destination displays, which can be lit up with the touch of a button in the digital versions,



Photomontage

immediately catch the eye. However, the highlight is without a doubt the interior design of the models: Each type of wagon has its own special features. These include mini cabins, which have partially open or closed sliding doors, or the larger compartments, which have separate ladders to the beds, among

other details. The digital models are of course equipped with interior lighting at the factory. It is customised for each car and only lights up selected cabins and areas in order to achieve the most varied light pattern possible.

Electric locomotive for any use – the E 469.1 of the CSD: 7500082

Following the success of the so-called “dumping press”, ROCO is now paying tribute to the next Eastern European electric locomotive. Particular attention was given to the delicate bogies and the striking locomotive front. Depending on the version and epoch, all details are taken into account, just as you expect from ROCO. In addition to authentic sounds, the driver’s cab and machine room can also be lit up in the digital versions. Consistent trainsets can be reproduced with the wide range of wagons.



Photo: Škoda/SOA Plzen

Electric locomotive E 44 – a classic from the ROCO range: 7500078

The E 44 electric locomotive has been a crucial part of the ROCO range for decades. This was reason enough for the model to be redeveloped. The most striking details include the finely detailed bogies or the elaborate machine room and driver’s cab. The newly developed current collector of the SBS10 type is an absolute highlight. It is mounted invisibly on the roof and impresses with its delicate springs. The digital versions of course leave nothing to be desired. The detailed machine room can be lit up at the touch of a button.

Photomontage



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Photomontage



Ore train locomotives – Swedish duo: 7500048

ROCO is paying tribute to the famous Rm machines with a detailed reproduction on a scale of 1:87, harking back to the special ore train era in Sweden. The most striking features are the conversions to the locomotive fronts and roof, which are also accurate in the model. Together with the delicate ore wagons, you can build a realistic ore train.

The locomotive from the taiga: 71778, 7300029, 7300040

This popular model has been part of the ROCO range for decades. This was reason enough to completely overhaul it. The bogie covers have been completely redesigned and are now narrower like in the prototype and feature the characteristic brake air lines. The front of the locomotive has also been touched up with some new details. The technology of the model is impressive with its cab and machine room lighting. Both are elaborate and feature appropriate colour treatment.

Photomontage



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“City Express” passenger coach: 6200041



Based on the Halberstadt passenger coaches, ROCO has included all relevant details in the model. These include modified side walls or new bogies. This means that colourful sets can be used in the model and hauled by the locomotives from the ROCO range.

Double-decker coaches of the Deutsche Bahn AG: 6200066ff, 6200103ff, 6210105ff, 6200106ff, 6200107ff

ROCO has completely redesigned the popular double-decker coaches of the DBpbzfa and DABpza types on a scale of 1:87. Highlights include the perforated superstructures of the air conditioning systems, which make it possible to see the air conditioning system and compressor underneath. The lighting is also prototypical, right up to the ends of the coaches and the entrance areas.



IC control coach – push-pull train travel: 6210001

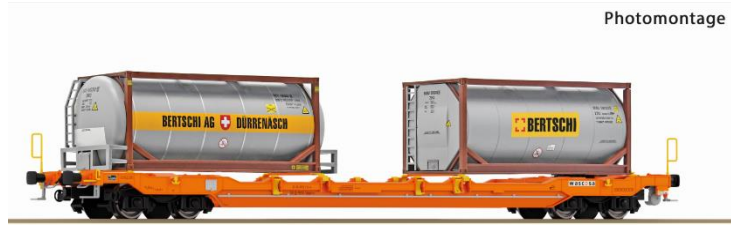


The ROCO model features the correct 1:87 scale. The model has an elaborate front end, with separately attached windscreen wipers and UIC sockets adding even more value. The bogies also impress with their perfect detailing. At the factory, the models are supplied

with decoders and extensive lighting functions for model railway enthusiasts. These include cab and driver's console lighting as well as passenger compartment lighting, which lights up the detailed interior.

Pocket wagon type T5 – piggy-backing through Europa: 6600063, 6600065, 6600067

Combined transport has been a cornerstone of ROCO for many years. Reason enough to now also release this model as a contemporary reproduction. The model follows the high standard of the popular T3000e double-pocket wagon. Separately attached shunting handles and folding bars are just two of the highlights. The models are manufactured using a zinc die-casting process to ensure perfect rolling characteristics. As a special feature, these models come fully equipped from the factory. Depending on the load, everything is fully assembled for the model railway enthusiast and nothing stands in the way of immediate use on model railway systems at home.



Photomontage

ROCO's technical updates

Diesel locomotive series 68000: 70460

Locomotives of series 68000 were constructed between 1963 and 1968 for the National French Railways (SNCF). Originally planned as a four-axle locomotive, the 68000 engine proved too heavy for four axles, and this excessive axle pressure led to them being retrofitted with three-axle bogies. In the original design, these locomotives had trim line applications to give them their unmistakable appearance. They were used in heavy passenger and freight transport.



Photomontage

For the first time, the models feature a PluX22 interface, LED lighting and a sound design that perfectly reproduces the characteristic engine sound of its large prototypes.

Electric locomotive E412 – locomotive for Alp transport: 70464

The Italian State Railways commissioned 20 dual-system locomotives to be built by ABB technomasio for operation in cross-border and cross-system transport between Italy and Austria or Germany. The engines, which were put into service in 1997, still play a worthy role in railway operations in Italy and now mainly bear the modern livery of Mercitalia Rail.



Photomontage

The popular ROCO model will appear for the first time in 2024 with a PluX22 interface, LED lighting and a sound design.

City Shuttle control coaches of the ÖBB: 74047



The City Shuttle push-pull trains are still a familiar sight in Austria today and are an integral part of regional train services in particular. These models are also coveted on a smaller scale. The Bmpz-s control coach will be updated in 2024 and be delivered from the factory with a PluX22 decoder as well as driver's cab and passenger compartment lighting.

Monster from the Mariazell region: 7540002/7550002, 6240002

In 2010, the Mariazell railway was acquired from ÖBB by the Niederösterreichische Verkehrsorganisationsgesellschaft (NÖVOG). Of the 15 electric locomotives of the 1099 class, only four machines remained in the inventory. In 2020, the E 10 (1099 010), which had been used as a spare part donor until then, was brought back into working order. It also received a makeover in the process. In addition to the locomotive body painted in brown and gold, the roof and the fan grilles shine in silver. This means that the time-honoured locomotive is once again used in nostalgic train service with the "Ötscherbär". The ROCO model is now rolling straight from the factory onto the narrow-gauge tracks with a Next18 interface, separately attached windscreen wipers and sound designs.



service with the "Ötscherbär".

Fleischmann

Miniaturisation and digitalisation do not stop at the N gauge and that is a good thing! With the Beilhack snow blower of the 716 class, an absolute masterpiece is rolling onto the rails. Our designers have broken new ground. The smallest miniature motors are doing perfect work and highly sensitive sensors do the rest to make sure that all functions are in no way inferior to the larger original. No matter whether they are operating in the lowest speed range, rotating the impellers or the entire superstructure by 180 degrees, this model does it all. Of course, the action is also accompanied by appropriate sounds and rounded out with switchable lighting functions. This even delights the locomotive crew in the lovingly printed driver's cab. The Beilhack is an essential part of any collection. FLEISCHMANN proves once again what is possible today in the small track gauge.

For fans of Swiss railways, after the 6/6 class, the 4/4II class will also be rolling onto the tracks in a complete and elaborate new design. Fine engravings, delicate bogies and finely finished roofs with current collectors know how to inspire.

And wagon fans will also get their money's worth: The T5 pocket wagon is a versatile vehicle that can be used in a variety of ways and, like the successful T2000, leaves nothing to be desired in terms of detailing.

FLEISCHMANN N-gauge new designs

A technological masterpiece – the Beilhack snow blower in 1:160 scale: 7370001

The N-gauge model from FLEISCHMANN is in a league of its own: A fully functional high-end model that leaves nothing to be desired. The model is fully digitised at the factory for the 1:160 tracks. On the one hand, various sounds are reproduced by the integrated decoder, from driving to typical work sounds. However, the highlight is the wide range of functions: The superstructure of the model can be rotated 180 degrees at the touch of a button so it can work in both driving directions. The two large blade wheels can also be activated with the touch of a button. As soon as they start turning, travel can begin and the mighty colossus sets out to clear the snow! With all these functions in the smallest of spaces, FLEISCHMANN has once again proven the importance it places on mechanisation and the fun factor. A model that no fan can go without.



All-round genius from Switzerland – the 4/4^{II} class: 732400, 732402



Photomontage

The FLEISCHMANN model of the 4/4 II series was no longer up to date due to its long life cycle. That is why this special locomotive is now being released in a completely new design. Finely detailed, with a particularly elaborate roof garden, current collectors without fastening screws and fine engravings. The chassis is also impressive with its delicate bogies. In addition to switchable sound

functions, the digital versions also have driver's cab lighting. The new 4/4 II series is the ideal train locomotive for the extensive FLEISCHMANN range of wagons.

Diesel locomotive V 100.20 – perfect for any purpose: 7360016, 721211

The 212 series is regarded as the direct sub-class of the V 100, as it was built according to its development requirements. Only a more powerful engine with 993 kW was used in the locomotive. Used from 1962 to 1965 as class V 100.20, it was also intended for main and steep line service, in contrast to the V 100.10 used in branch line service. Because an enlarged cooling system proved expedient on the V 100.10 locomotives due to the increased engine power, the front end and the frame cover plate were extended from the V 100 2022 model onwards from 12,100 mm to 12,300 mm. The larger cooling system can be identified by its vertical slats in comparison to the horizontal slats on the other series locomotives. This change has also been made in the 1:160 scale and with the V 100.20, the first of these machines is now rolling out to fans. As usual, the model impresses not only with its intricate detailing but above all with its excellent running characteristics.

Photomontage



Pocket wagon type T5 – piggy-backing through Europa: 6660038, 6660039, 6660040

Photomontage



Combined transport has been a cornerstone of FLEISCHMANN for many years. Reason enough to now also release it as a modern model. Separately attached shunting handles and finely engraved folding bars are just two of the highlights. The models are manufactured using a zinc die-casting process to ensure perfect rolling characteristics.

Steam locomotives BR 01 – noble racers for fast trains: 714500, 714501

Photomontage



Following the great success of the 01 class in 2023, two more special locomotives are being released. The well-known machine with running number 001 150-2 is just the thing for fans of the German Federal Railway. It was one of their showpieces for a long time and was very popular with photographers. For fans of the railway company of the German Democratic Republic, the 01 2226-7 is also a special classic model that perfectly replicates company operation in Epoch IV.

Takeover of Kühn moulds: 7560031, 6260041, 6260042

Photomontage



With the class 371 electric locomotive, which is also known as the “dumpling press”, or the double-decker coaches of the railway company of the German Democratic Republic, models made from the injection moulding tools from Kühn are appearing in the FLEISCHMANN range for the first time.

These moulds were taken over by FLEISCHMANN and fans can look forward to many different variants in the next few years. The popular freight wagons for potash transport will also follow at a later date.

FLEISCHMANN's technical update

Steam locomotive series 23: 7160003 ff

The Henschel company in Kassel had already received the order to prepare the construction drawings in September 1949, and delivered the first series of 15 machines in 1950.

In addition to heavy passenger and light express service, it was also used for freight transport.

The model will roll onto the tracks for the first time in 2024 with a Next18 interface.

Photomontage



Modelleisenbahn GmbH

The Modelleisenbahn Gruppe, based in Bergheim near Salzburg (Austria), is the European market leader in the direct current segment, and is also ranked number two in the European market for model railways. Due to its high innovative force, the Modelleisenbahn Gruppe is the international innovation and technology leader. Featuring the model railways of its two brands, ROCO (www.roco.cc) and FLEISCHMANN (www.fleischmann.de), the Modelleisenbahn Holding GmbH focuses on producing a superb standard of processing and detail as well as a fair price-performance ratio. With the digital controller z21 (www.z21.eu), the Modelleisenbahn Gruppe continuously sets new standards in model railway control. We strive to consistently improve the fun factor for model railway enthusiasts.

ROCO is pure model railway enjoyment – with great details and technology!

ROCO's aim is to continue to develop the high value of model railways through the use of digital technologies. Here the focus remains on great attention to detail in the reproduction of original vehicles. That is why ROCO is continuing to prioritise maximum quality in design and processing and the use of ultra-modern technologies and production methods.

FLEISCHMANN – tradition and passion for your hobby!

FLEISCHMANN sets the highest quality standards in model development. A company characterised by long-standing tradition and a passion for hobby model railways, FLEISCHMANN focuses on durability and enduring driving performance in order to continue to develop the fun factor of your model railway.

You can find more information under www.moba.cc / www.roco.cc / www.fleischmann.de / www.z21.eu
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