

TT

Roco



2025

Novelties

Great in detail and technology

www.roco.cc



Dear TT fans,

after taking over the injection moulding tools from Kühn, we received a lot of positive feedback from you, our customers! The response to our programme also shows that the “middle gauge” is stronger than it has been for a long time. Reason enough for ROCO to push ahead with the promise of continuous expansion of this range.

This is why the class 86 steam locomotive is the first complete new TT design. A model that was started under the leadership of Torsten Kühn and further developed, finalised and refined by us. We can therefore already proudly say that the 86 model will leave nothing to be desired. The finest engravings, a large number of attached plug-in parts and a wide range of variants await you in the coming years!

With other models of the class 94, this popular model also appears for the first time in the ROCO range. For fans of the electric faction, special vehicles in elaborate livery are rolling onto the TT tracks with modern variants of the TRAXX family. However, models from the Deutsche Bundesbahn and Deutsche Bahn AG are not neglected either with the class 111 and matching “Silberlingen”. In addition, the ever-popular model of the Czech “bread tin” is being issued in many versions, including new shape variants.

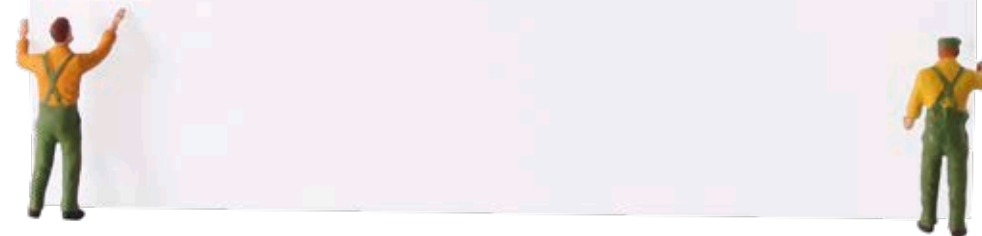
Together with ROCO, you can look forward to an exciting model railway year!

Have fun exploring our new products!

Your ROCO team

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Steam locomotive 80 008



DRB

Ep	II
	81
	Next18
	267 mm
	LED



Photomontage

01/2025

7180007 DC 3/0

In 1928 and 1929, 39 locomotives were put into service as part of the standardised steam locomotive programme. The triple-coupled shunting locomotives were given the class number 80. They reached a maximum speed of 45 km/h and had an output of 424 kW.

Steam locomotive class 94.5-18



DRG

Ep	II
	105
	Next18
	286 mm
	LED



Photomontage

01/2025

7180005 DC 5/0

7190005 DCC 5/0

The T 16.1 (later designated class 94.5-18) was a goods train tender locomotive of the Royal Prussian State Railway. It was also procured by the Reichseisenbahn Elsaß-Lothringen. A total of 1,236 locomotives of this series were built between 1913 and 1924, including follow-up orders by the Deutsche Reichsbahn.

Due to their high efficiency, the series locomotives were not only found on branch lines and used for shunting but were also able to replace the cost-intensive cogwheel operations on steep lines running by adhesion.

- ▶ Model with riveted water tanks
- ▶ Delicate control unit
- ▶ Fine, free-standing pipes on the boiler

Steam locomotive 80 010



DR

Ep	III-IV
	81
	Next18
	267 mm
	LED



Photomontage

01/2025

7180008 DC 3/0

The class 80 locomotives were tender shunting locomotives of the Deutsche Reichsbahn-Gesellschaft. They were procured as part of the standard steam locomotive programme between 1927 and 1929.

- ▶ **Operating condition: 1960s**
- ▶ **Used for shunting services and light local goods trains**
- ▶ **Based at Rbd Halle, Bw Leipzig-Hbf West**

Steam locomotive 94 1670-2



DR

Ep	IV
	105
	Next18
	286 mm
	LED



Photomontage

03/2025

7180004 DC 5/0
7190004 DCC 5/0

The T 16.1 (later designated class 94.5) was a goods train tender locomotive of the Royal Prussian State Railway. A total of 1,236 locomotives of this series were built between 1913 and 1924, including follow-up orders by the Deutsche Reichsbahn. Due to their high efficiency, the series locomotives were not only found on branch lines and used for shunting but were also able to replace the cost-intensive cogwheel operations on steep lines running by adhesion. For use on steep lines, e.g. in the Thuringian Forest, the locomotives were fitted with a Riggerbach-type counterpressure brake. The main components of the brake were located on the right-hand side of the smoke chamber.

- ▶ **Driver's cab roof with large ventilation top**
- ▶ **Version with welded water boxes**
- ▶ **With Riggerbach-type counterpressure brake**
- ▶ **Based at Rbd Erfurt, Bw Meiningen**



n:

In the mid-1920s, there was an almost unmanageable variety of model series in the branch line operation of the Deutsche Reichsbahn. In order to change this in the long term, standardised locomotives for branch lines with an axle load of 15 tonnes were developed. In addition to the closely related 24 and 64 series, the 86 series was also created.

From 1928 to 1943, almost all German locomotive factories delivered a total of 775 locomotives of this series to the Reichsbahn, with the last units being built in a simplified form as transitional war locomotives (ÜK). The 1,000 hp locomotives were designed for a speed of 70-80 km/h, which meant that they could also be used on main and feeder lines in addition to their main area of use, the 'branch line'. During the war, the locomotives were much less dispersed across Europe than, for example, the class 44, which is why after the end of the war most of the locomotives were found in the later territories of the German Federal Railway, the German Reichsbahn, the Austrian, Polish and Czech state railways.

By the end of the 1960s, the stock had been significantly reduced and the last locomotives were retired from service on the Deutsche Bundesbahn in 1974 as the 086. In the territory of the later GDR, 164 operational machines remained. Most of the 86s were operated from the Aue depot on the lines of the Erzgebirge. In addition to the classic tasks of a branch line locomotive, they were also used to haul express and fast trains in the low mountain range. In 1970, 162 locomotives were given a computerised running number, and from 1973, large numbers were taken out of service. After 1976, a number were used as heating locomotives before three locomotives were returned to service on the Schlettau-Crottendorf branch line in 1982 (86 001, 056, 501).

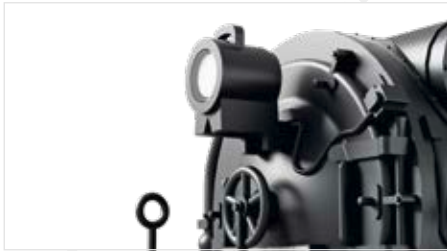
Steam locomotive

Class 86, DR/DB



Photo: V. Fröhmer

Class 86 in detail



Prototypical lamps depending on the version



Free-standing manoeuvring handles



Buffer beam can be completely retrofitted



Free-standing handle bars



Dainty spoked wheels



Boiler with many separately attached pipes

Steam locomotive 86 1435-6



DR

Ep	IV
	115
	Next18
	286 mm
	LED



Photomontage

03/2025		
7180009	DC	4/0
7190009	DCC	4/0

- ▶ Rich detailing on the model with many separately applied plug-in parts
- ▶ Long cut-out water tanks
- ▶ Based at Rbd Halle, Bw Röblingen

n:

Steam locomotive 086 400-9



DB

Ep	IV
	115
	Next18
	286 mm
	LED



Photomontage

04/2025		
7180010	DC	4/0
7190010	DCC	4/0

- ▶ Variant with De Limon wheel flange lubrication
- ▶ Coal box with welded attachment (as delivered in 1972)
- ▶ Leading and trailing wheelset with 9 spokes
- ▶ With DB reflex lamps

n:





Electric locomotive 371 002-7



ČD

Ep	V
	140
	Next18
	286 mm
	LED



Photomontage

02/2025

7580014	DC	4/1
7590014	DCC	4/1

In the 1980s, the ČSD and the DR made the strategic decision to acquire dual-mode locomotives in order to enhance their ability to manage cross-border traffic operations and the steadily growing traffic volume on the Berlin-Dresden-Prague route in a more efficient manner. Some locomotives were upgraded when the Decín-Prague line was extended and approved for a maximum speed of 160 km/h. From 1994, six Czech Rb 372 locomotives were adapted for faster international passenger services and have since been operating under the class designation 371, which is also known as the 'Turbobastard'. The ČD relocated the converted locomotives to the depot in Prag.

- ▶ Rich detailing on the model with separately applied plug-in parts
- ▶ Fine spoked wheels
- ▶ In digital operation with separately switchable headlights or taillights

Electric locomotive 230 003-6



DR

Ep	IV
	140
	Next18
	286 mm
	LED



Photomontage

01/2025

7580013	DC	4/1
7590013	DCC	4/1

- ▶ Designed as a series locomotive of the class 230
- ▶ Fine spoked wheels
- ▶ Based at Rbd Dresden, Bw Dresden
- ▶ In digital operation with separately switchable headlights or taillights

Electric locomotive 111 087-3



DB

Ep	IV
	137
	Next18
	286 mm
	LED



Photomontage

Based on proven parts from the 110 series, the 111 series was designed as an express locomotive. The designers were particularly concerned to improve the locomotive's running smoothness at high speeds by using new bogies and to improve the working conditions for the driver. A total of 227 locomotives were purchased by DB between 1974 and 1984. The class 111 benefited from its technical versatility. It is used for various purposes, from fast IC trains to slow goods trains.

- ▶ In ocean blue/ivory livery
- ▶ Finely finished roof equipment
- ▶ In digital operation with separately switchable headlights or taillights

04/2025

7580025	DC	4/1
7590025	DCC	4/1

3 piece set: Commuter coaches



DB

Ep	IV
	660
	4080001



ABn



Bn



Bn

Photomontage

- ▶ Coaches with ocean-blue I-beams
- ▶ Elaborate printing in the typical peacock's eye pattern

04/2025

6280023

Control cab coach



DB

Ep	IV
	220
	LED
	4080001



BDnrzf

Photomontage

- ▶ Version with "Karlsruher head"
- ▶ Used in push-pull trains for regional and local services
- ▶ In analogue and digital operation with function decoder for white/red light change

04/2025

6280024

DCC



Photo: R. Auerweck

Electric locomotive 111 039-4 "DAV"



DB AG

Ep	VI
	137
	Next18
	286 mm
	LED



Photomontage

The locomotive was seen as a symbol of the good cooperation between the German Alpine Association and DB Regio in Bavaria and was intended to encourage even more mountain enthusiasts and tourists to use the railway when travelling to the mountains.

- ▶ Elaborate printing on the model
- ▶ Rich detailing on the model with many separately applied plug-in parts
- ▶ In digital operation with separately switchable headlights or taillights

04/2025

7580026	DC	4/1
7590026	DCC	4/1

3 piece set: Commuter coaches



DB AG

Ep	VI
	660
	4080001



ABn 417.1



Bn 448



Bn 448

Photomontage

04/2025

6280021

▶ Each 2nd class coach has a different running number

Control cab coach



DB AG

Ep	VI
	220
	LED
	4080001



BDnrf 463.0

Photomontage

04/2025

6280022

DCC

- ▶ Version with "Karlsruher head"
- ▶ Used in push-pull trains for regional and local services
- ▶ In analogue and digital operation with function decoder for white/red light change

Electric locomotive 185 077-5



DB AG

Ep	VI
	158
	Next18
	286 mm
	LED



Photomontage

03/2025		
7580019	DC	4/1
7590019	DCC	4/1



- ▶ Elaborate printing on the model
- ▶ In digital operation with separately switchable headlights or taillights

Electric locomotive 482 020-5



SBB CARGO INTERNATIONAL

Ep	VI
	158
	Next18
	286 mm
	LED



Photomontage

03/2025		
7580020	DC	4/1
7590020	DCC	4/1

The Bombardier TRAXX locomotive platform is a crucial part of many railway companies' transportation concepts. In Switzerland, these locomotives are known as the Re 482 series. The first locomotives of this series were put into service in the spring of 2002. In March 2024, locomotive 482 020 joined the Alp piercer family and was named "Europa."

- ▶ "Alp piercer" design
- ▶ Finely detailed model with elaborate roof design
- ▶ In digital operation with separately switchable headlights or taillights
- ▶ In cooperation with RIKOLIX DESIGN



Photo: R. Auerweck

Diesel locomotive T 478 4048



ČSD

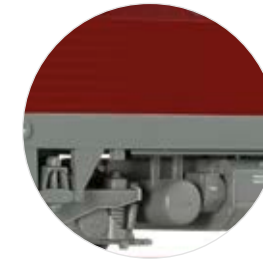
Ep	IV
	138
	Next18
	286 mm
	LED



Photomontage

01/2025		
7380014	DC	4/1
7390014	DCC	4/1

- ▶ Hauls passenger trains and goods trains to German and Austrian border stations
- ▶ Closed cowcatchers for a realistic presentation in display cabinets are attached to the package
- ▶ In digital operation with separately switchable headlights or taillights



Diesel locomotive T 478 1209



ČSD

Ep	IV
	138
	Next18
	286 mm
	LED



Photomontage

Class T 478.1 is a diesel-electric universal locomotive. Between 1966 and 1971, class 230 series locomotives were built for the ČSD at the CKD factory in Prague. The locomotive reached a top speed of 100 km/h. The six-cylinder motor with a turbocharger had a power output of 1,500 hp. They hauled all kinds of trains, from international express trains to passenger trains, from heavy goods trains to "collectors" (shunting trains). They were also to be found in the border stations of neighbouring countries. The large stems under the front windows quickly earned her the nickname "Bar-dotka", loosely related to Brigitte Bardot, the French actress.

- ▶ Design of the 3rd series with corrugated side walls up to the edge of the roof
- ▶ In digital operation with separately switchable headlights or taillights

01/2025		
7380013	DC	4/1
7390013	DCC	4/1

Diesel railcar 810 472-1 with trailer



ČD

Ep	VI
	232
	Next18
	286 mm
	LED



Photomontage

In order to replace the outdated M 131.1 class railcars, the Czechoslovakian State Railways procured new two-axle diesel railcars with the class designation M 152.0. The vehicles delivered in series from 1975 on were powered by a 155 kW six-cylinder in-line engine and reached a maximum speed of 80 km/h. Since 1988, the railcars have borne the series number 810. Model railway enthusiasts gave the railcar the nickname "Bread tin" - probably inspired by its angular body.

03/2025				
7780004	DC	2/0		
7790004	DCC		2/0	

- ▶ Railcar with side mirrors on the motor car available for the first time
- ▶ Model in the current Najbrt livery



Photo: F. Fanger

Diesel railcar 174 001-8 with trailer



DR

Ep	IV
	232
	Next18
	286 mm
	LED



Photomontage

WHAT IF...?

At the Leipzig Spring Fair in 1982, Waggonbau Studenka from the then CSSR exhibited a class M152 railcar at the exhibition centre, along with other rail vehicles. The Deutsche Reichsbahn had been looking for a successor to its BR 171/172 light railcars for some time, so the DR decided to rent this railcar for test purposes and to test its usability. It was to be given the modelnumber 174.

It was not used immediately by the DR; it was not until several months later that test runs could begin on branch lines in the Halle/Magdeburg area in the autumn of 1982. At the DR's request, the manufacturer in Ostrava labelled the railcar as class 174 001-8 in accordance with DR standards. The multi-coloured paintwork was retained for the time being. The sidecar delivered a little later was then no longer multi-coloured, but only painted in a plain red.

Due to a foreign trade deficit, the GDR (DR) was unable to procure any further railcars in the CSSR and so the rented test vehicles were returned in December 1983.

- ▶ Version in fictitious DR livery
- ▶ Separately attached manoeuvring handles under the buffers
- ▶ Delicate reproduction of the spring assemblies

03/2025				
7780006	DC	2/0		
7790006	DCC	2/0		

2 piece set: Diesel locomotives 111 018-8 and 111 019-6



DR

Ep	IV
	232
	PluX16
	267 mm
	LED

02/2025		
7380011	DC	8/2
7390011	DCC	8/2



Photomontage

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

- ▶ Version as it was delivered in 1982
- ▶ Both locomotives are fully equipped
- ▶ Characteristic ladders included as etched parts
- ▶ Based at Bw Rostock
- ▶ In digital operation with switchable shunting light (3x white on both sides) and switchable headlights or taillights



Diesel locomotive 142 006-6



DR

Ep	IV
	174
	PluX16
	267 mm
	LED



Photomontage

01/2025		
7380008	DC	6/2
7390008	DCC	6/2

As the more powerful version of the class 132, the class 142 diesel-electric locomotive is a real powerhouse with 4,000 hp. The locomotives were used on all those lines on which the 132 had to be operated with a leader or could not reach or maintain the specified speed with heavy trains. The first "4,000 hp locomotive" was completed in 1974 and presented at the Leipzig Spring Fair in 1975. A total of six locomotives were delivered by 1978.

- ▶ **Powerful, reliable model for authentic long trains**
- ▶ **With multi-coloured driver's cab rear walls**
- ▶ **Based at Rbd Greifswald, Bw Stralsund**
- ▶ **In digital operation with separately switchable headlights or taillights**



2 piece set (1): 1st class coaches



DR

Ep	IV
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⇄	408
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↕	4080001
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Ame



Ame

Photomontage

02/2025

6280016

Valid for all models on this page:

- ▶ All coaches for the ideal replica of a city express train
- ▶ Models with detailed bogies

2 piece set (2): 2nd class coaches



DR

Ep	IV
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⇄	408
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↕	4080001
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Bme



Bme

Photomontage

02/2025

6280017

2nd class coach



DR

Ep	IV
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⇄	204
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↕	4080001
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Bme

Photomontage

04/2025

6280018

The graphic features a dark blue background with a complex, circular, technical pattern resembling a circuit board or a stylized globe. In the center, there is a white circular inset containing illustrations of various railway accessories: a signal post, a track switch, a track section with a train, and a track signal. The Roco logo is positioned in the top right corner of the graphic. Below the central illustration, the word "Accessories" is written in a bold, white font, followed by the tagline "Great in detail and technology". At the bottom of the graphic, the website address "www.roco.cc" is displayed in a white box.

Roco

Accessories
Great in detail and technology

www.roco.cc

You can find our extensive range of TT track and associated track accessories in the current ROCO accessories catalogue, which provides an overview of the broad spectrum of our range.

Diesel locomotive 202 597-1



EBS

Ep	VI
	116
	PluX16
	267 mm
	LED



Photomontage

03/2025

7380010 DC 4/1

7390010 DCC 4/1

For over 15 years, Erfurter Bahnservice has been providing a wide range of services with different types of traction. In addition to hauling goods trains, there are also special passenger trains available. EBS carries out much of the necessary work on the rolling stock at the Karsdorf depot itself, ensuring smooth operation for its customers.

- ▶ Free-standing, delicately-crafted handrails
- ▶ In digital operation with switchable shunting light (3x white on both sides) and switchable headlights or taillights

Diesel locomotive 203 307-4



DB NETZ

Ep	VI
	116
	PluX16
	267 mm
	LED



Photomontage

02/2025

7380012 DC 4/1

7390012 DCC 4/1

DB Netz AG is the Deutsche Bahn AG's rail infrastructure company. It is responsible for the nearly 33,400-kilometer-long railway network, along with all necessary operational facilities. For this purpose, the company has its own fleet of locomotives and carriages.

- ▶ Free-standing, delicately-crafted handrails
- ▶ In digital operation with switchable shunting light (3x white on both sides) and switchable headlights or taillights

Diesel locomotive 232 512-4



DB AG

Ep	VI
	174
	PluX16
	267 mm
	LED



Photomontage

01/2025			
7380009	DC		6/2
7390009	DCC		6/2

The design of the class 132 was gained from the experience with the 130 and 131 classes. The DR procured 709 of the optimised locomotives with electric heating equipment from the Voroshilovgrad locomotive factory in the Soviet Union. The locomotives reached a maximum speed of 120 km/h and the power output of the versatile locomotive was 3,000 hp. When the Deutsche Reichsbahn and the Deutsche Bundesbahn merged to form the Deutsche Bahn AG after the German reunification, the DR diesel locomotives were redesignated with a '2' in accordance with the DB class scheme.

- ▶ Powerful, reliable model for authentic long trains
- ▶ With multi-coloured driver's cab rear walls
- ▶ In digital operation with separately switchable headlights or taillights

Diesel locomotive 648 001-9



GYSEV CARGO

Ep	VI
	174
	PluX16
	267 mm
	LED



Photomontage

01/2025			
7380015	DC		6/2
7390015	DCC		6/2

In June 2018, Raaberbahn/GYSEV purchased two class 233 locomotives (nicknamed "Ludmilla") from the DB in Chemnitz. The company Cottbus of the DB Fahrzeuginstandhaltung was commissioned to undertake the overhaul. There, the locomotives were repainted in the typical green-yellow GYSEV livery. In Sopron, they were fitted with radio and safety equipment. The two powerful diesel locomotives are used to haul goods trains.

- ▶ Free-standing, filigree handle bars
- ▶ With multi-coloured driver's cab rear walls
- ▶ In digital operation with separately switchable headlights or taillights
- ▶ In cooperation with

Diesel locomotive M62 129



MAV

Ep	IV
	146
	NEM 651
	267 mm
	LED



Photomontage

03/2025			
7380017	DC		6/2
7390017	DCC		6/2

The first diesel locomotive series M62 001 from the production company in Lugansk was delivered to the Hungarian State Railways (MAV) in 1965. 288 locomotives followed and were given in Hungary the nickname "Szergej". As the M62 did not have any heating system, a separate heating wagon always had to be carried when running passenger trains. As the locomotives were very expensive to maintain and the noise level made them unpopular with the staff, they were later only used on heavy goods trains.

► Robust, reliable model for the formation of authentic long trains



Diesel railcar 810 159-4 with trailer



ZSSK

Ep	VI
	232
	Next18
	286 mm
	LED



Photomontage

03/2025				
7780005	DC		2/0	
7790005	DCC		2/0	

► Model in the current ZSSK livery
 ► Rich detailing on the model with separately applied plug-in parts



2 piece set (1): Double-deck coaches



DR

Ep IV

446

4080001



DBmq



DBmue

Photomontage

03/2025

6280025 DCC



- ▶ Control cab coach in analogue and digital operation with function decoder for white/red light change
- ▶ All models in authentic “mustard” colour
- ▶ Suitable for double-deck coaches set, item 6280026

In 1971, VEB Waggonbau Görlitz delivered two prototypes of the double-deck individual coach to the DR. The double-deck single coaches were expected to be more flexible in adapting to changing passenger volumes and reducing damage. After extensive testing of the two prototypes, the first series of around 138 vehicles was delivered from 1974 on. The lower floor of this coach was entirely fitted with seats. The coaches were initially used in southern urban centres and on busy lines. Just five years later they were repainted in 'fawn-birch grey' - earning them the nickname 'mustard pots'.

2 piece set (2): Double-deck coaches



DR

Ep IV

446

4080001



DBmue



DBmue

Photomontage

03/2025

6280026

- ▶ All models in authentic “mustard” colour
- ▶ Suitable for double-deck coaches set, item 6280025

2 piece set: Double-deck coaches



ČSD

Ep	IV
	446
	4080001



Bap



Bap

Photomontage

03/2025

6280027

- ▶ Ideal addition to all Era IV CSD locomotives
- ▶ Popular paintwork with yellow trim elements

2 piece set: Double-deck coaches



ČD

Ep	VI
	446
	4080001



Bdmteeo



Bdmteeo

Photomontage

03/2025

6280028

- ▶ Ideal addition to all Era VI CD locomotives
- ▶ Perfect for replicating modern local transport

2 piece set (1): Passenger coaches



ČD

Ep	VI
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🔊	408
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🚪	4080001
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A



AB

Photomontage

02/2025

6280019

- ▶ Finely detailed models with separately applied plug-in parts
- ▶ Authentic interior design

2 piece set (2): Passenger coaches



ČD

Ep	VI
----	----

🔊	408
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🚪	4080001
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B



B

Photomontage

02/2025

6280020

- ▶ Finely detailed models with separately applied plug-in parts
- ▶ Authentic interior design

2 piece set: Telescopic hood wagons



SBB

Ep	VI
⇄	200



Shimms

Photomontage

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

02/2025

6680014

2 piece set: Open goods wagons



ČSD

Ep	IV
⇄	264



Eas-u

Photomontage

- ▶ Rich detailing on the model with separately applied plug-in parts
- ▶ Ideal for the formation of block trains

02/2025

6680015

2 piece set: Tank wagons



DRG

Ep	II
⇄	206



ZZw

Photomontage

- ▶ Filigree brakeman's platform

04/2025

6680021

2 piece set: Tank wagons



DR

Ep	IV
⇄	206



ZZw

Photomontage

- ▶ Type Uerdingen with lettering "Minol"
- ▶ Filigree brakeman's platform

04/2025

6680019

3 piece set: Potash wagons



DR

Ep	IV
	399



Ua005-y

Photomontage



03/2025
6680018

- ▶ Free-standing, delicately-crafted handrails
- ▶ Perforated and filigree walkways
- ▶ Roof hatches can be opened



3 piece set: Open goods wagons



DR

Ep	IV
	396



Eas



Photomontage

► Models elaborately aged by hand

02/2025

6680017

2 piece set: Open goods wagons



DB

Ep	IV
	264



Eanos



Photomontage

- Rich detailing on the model with separately applied plug-in parts
- Ideal for the formation of block trains

02/2025

6680016



3 piece set: Sliding tarpaulin wagons



DB AG

Ep	VI
----	----

⇄	300
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Q2/2025

6680012



Shimmns



Photomontage



- ▶ One wagon with advertising printing “Das ist grün”
- ▶ Ideal for the formation of block trains

2 piece set: Sliding tarpaulin wagons



GATX

Ep	VI
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⇄	200
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Q2/2025

6680011



Shimmns



Photomontage

- ▶ Ideal for the formation of block trains

2 piece set: Sliding tarpaulin wagons

Ep	VI
----	----

⇄	200
---	-----

Q2/2025

6680022



Shimmns



Photomontage

- ▶ Sophisticated printing in the Roco and Kühn design to mark the company transfer
- ▶ One-off special edition



Tank wagon



MAV

Ep	IV
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	103
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Zans

Photomontage

► Filigree brakeman's platform

04/2025

6680020

Sliding wall wagon



PKP

Ep	VI
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	129
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Hbbilns

Photomontage

01/2025

6680010

2 piece set: Telescopic hood wagons



ZSSK CARGO

Ep	VI
----	----

	200
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Shimmns



Photomontage

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

02/2025

6680013

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7180005	5	7590013	12		
7180007	5	7590014	12		
7180008	6	7590019	16		
7180009	11	7590020	16		
7180010	11	7590025	13		
7190004	6	7590026	15		
		7780004	19		

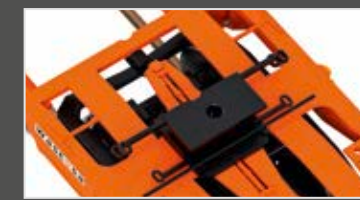


-- Preview 2026 --

Pocket wagon T5



Photomontage



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 Canada (CAN)	 Norway (N)
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 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

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
DWM	German Wehrmacht (1935-1945)
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

 000000	Article number
 Q1-4/2023	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-axes / X-axes 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
 Z21 Cab	Z21 driver's cab available

Roco

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