

Press Release

Model Railway Innovations in 2025



Following the delivery of the ÖBB Nightjet last year, the next model train highlight is ready to go – the SBB long-distance transport double-deck train. The elaborate front of the RABe 502 has also been incorporated in the model down to the last detail. As usual, all the wagons have the correct 1:87 length scale and also impress on closer inspection thanks to the finest engravings and flawless printing. The digital models roll onto the H0 tracks fully equipped from the factory with extensive sound functions and built-in interior lighting as well as illuminated train destination displays.

Another highlight returns, namely a completely new design to celebrate the 65-year anniversary of ROCO: Class 144.5 is a more integral part of the Freilassing range than perhaps any other locomotive, which is why it is the highlight of our popular “Freilassing Edition” series. Like the large prototype, the small miniature model also impresses with its light undercarriage and very elaborate bogies. A model that no ROCO fan should be without, these striking locomotives have shaped the image of the unique steep line from Freilassing to Berchtesgaden for many years. The counterpart to the cosy 144.5 is certainly the Velaro MS or the ICE 3neo, which is a prototypical construction of the new Deutsche Bahn AG star with an exact scale.

For fans of Eastern European railways, the Czech electric locomotive E 469.1 and the Polish EP05 are real gems in the product range. The striking design of the machines has also been incorporated exactly in the model and leaves nothing to be desired.

And plenty of things are happening in the wagons, too. The type Pwgs88 baggage wagon was included in almost every passenger trainset on the German State Railway Company. An ideal addition to the wide range of the ROCO wagon fleet, this model is also available from the factory in a version with interior lighting and an illuminated rear. The Daa-k accompanying car is now available for fans of the Czech railway: It can be used from Epoch III to the present day and allows for many different shape variations. With the ÖBB Post-m, fans of the Alpine railway can enjoy a model that they have been wanting for years with state-of-the-art standards and degree of detail.

ROCO H0 gauge – new designs

Milestones of the Swiss railway – the long-distance transport double-deck train from ROCO 7700007/7710007/7720007



In 2010, the Swiss Federal Railways ordered 59 double-deck trains of type RABe 502 or other sub-classes. That means the so-called long-distance double-deck trains now form the largest train fleet in the SBB's long-distance service. The striking trains are in use on the entire Swiss rail network. There is no doubt that ROCO should create a monument to this special prototype for all Swiss fans and

collectors. It will be rolling out to specialist dealers and fans in 2025 with a completely new design on an exact 1:87 length scale. This means that another mammoth project will be appearing on the H0 tracks within a short time, once again demonstrating ROCO's market leadership in direct current systems. The DCC and AC models, digitalised at the factory, leave nothing to be desired: Interior lighting perfectly harmonised to the wagons on the upper and lower decks, illuminated train destination displays and the exact sound of the large original are just some of the technical highlights. But anyone who knows ROCO also knows that no visual details are left out. The connecting lines between the individual wagons are shown, the striking front has been incorporated into the model down to the last detail and many parts are separately attached. These include the aerials or the elaborate current collector area, which are located on the two control cars.

Transitional version of class 86 – the transitional war locomotive versions roll on 7100019/7110019/7120019, 7100027/7110027/7120027

So-called “transitional war locomotives” were built from 1942 onwards for streamlining purposes. They had some striking features, such as the absence of one of the side driver's cab windows or special water boxes. Later, the machines underwent additional optimisation by the state railways, including the addition of snow

ploughs or, in the case of DB, so-called replacement water boxes, which can be identified by their rounded edges. The German State Railway Company stuck with the concept of the transitional war locomotive driver's cabs for a long time, making these machines identifiable from afar.



German Federal Railway steam of Epoch III – branch line classic

7100014/7110014 + 6200040, 71387/71388/79388 + 6200123/6200124

The good old days of steam locomotives, when passengers were still transported on branch lines by the small

Photomontage



89 class, former Epoch II wagons were still in use, or the P8 with its conversion coaches brought schoolchildren safely to school. With Epoch III and special models, ROCO is remembering this special time, which is synonymous with the railway and its special charm for many fans. With class 38, the popular P8 is available for the first time in an Epoch III version, but already features a 3-light headlight. As usual with our Edition models, this model also has fascinating digital versions with dynamic steam and other technical highlights such as driver's cab and engine lighting.

The Prussian P 8 in Poland – on the rails as the Ok1

71383/71394/79384

Hundreds of class P 8 locomotives were sent to Poland for repairs after the end of the First World War. The Polish State Railways called these locomotives the Ok1. These machines were one of the largest stocks in the Polish fleet of passenger locomotives. Over time, the typical Polish details were added to the locomotives: Large lamps on the locomotive front and on the tender, a special layout of the tender rear and the typical colourful paint job.



With the Ok1, ROCO is fulfilling a wish long held by Polish model train fans. After the Ty2, another important model will be rolling out to collectors of special prototypes within a very short time. In the digital versions, the Ok1 also features the popular dynamic steam as well as driver's cab and engine lighting. A wagon set with typical PKP regional transport coaches can be found under item number 6200100.

The Arlberg Express – a legend appears in the ROCO product range

7500149/7510149/7520149, 6200077 – 6200080



The “Arlberg Express” was one of those trains with illustrious names whose introduction dates back to the era of transcontinental luxury trains. Unlike its siblings, the Orient and Ostend Express, it travelled through all of Austria in a west-east direction. After the Second World War, it was the first international cross-border train that transported passengers as far as Paris.

With electric locomotive 1044.53, a matching train locomotive in the popular blood orange colour scheme is available for the Austrian region. All of the cars appear in several sets, which can be used to form a 12-car train. In addition to the ÖBB coaches, the Arlberg Express also always had French SNCF wagons in its fleet.

Updates for Vectron

The new 2025 product range also features some innovations to the popular Vectron. The prototype is constantly undergoing development at manufacturer Siemens and is at times adapted precisely to the needs of the respective customer. These include different types of snow ploughs, “230 km/h” versions and new technical equipment. The model is also undergoing steady development. Depending on the prototype, the ROCO models will also appear in 2025 with new prototypical components or will generally get revised driver's cab lighting and a multi-coloured rear driver's cab wall.

65 years of ROCO – the Freilassing Edition gets its highlight

7500147/7510147/7520147, 6200154



The “Freilassing Edition” is part and parcel of the ROCO product range for many fans and is very popular with all collectors. There is hardly any other model that fans associate with Freilassing and the steep line to Berchtesgaden as much as class 144.5. Its striking shape and the light undercarriage already exuded a special charm in the past.

With a completely new design, ROCO is celebrating its 65th anniversary and fulfilling the wish of many fans. Special attention was given to the chassis and the bogies. However, the roof area also impresses with its delicate current collectors, which also have a new design without visible fastening. A 4-part IC-Chiemgau trainset, one of the showpieces of class 144.5 to Berchtesgaden, is a perfect match.

The real 244 of the GSR

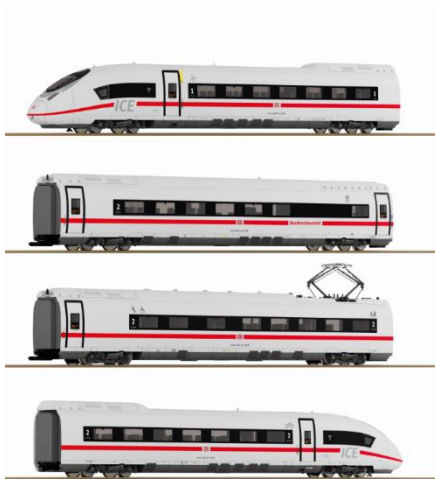
7500079/7510079/7520079

Over the years, the German State Railway Company has changed many details on class E 44 locomotives, later called class 244. ROCO has also incorporated many of these special details in the model, making its class 244 true to detail. The special features include shorter handle rails and wind deflectors on the doors, the special GSR cable connections or the sandboxes with special closures.



Through Germany at top speed – the ICE 3neo rolls on

7700017/7710017/7720017, 7700018/7710018/7720018



Deutsche Bahn AG has been using the “Velaro D” vehicle family from Siemens as class 407 since 2013. In 2019, Deutsche Bahn AG signed a supply agreement for the delivery of up to 90 multiple units, which will be used in Germany as well as for transport in the Netherlands and Belgium. Based on the successful Velaro platform, the first Velaro MS and ICE 3neo trains rolled onto the tracks on time starting in December 2022.

After class 407, class 408, as the ICE 3neo is also known, is now also rolling into the ROCO product range. The modified roof equipment, which does not have a French current collector, is particularly striking. However, other small details such as special air intakes on the aprons or the interior design with a special bicycle area are also found in the

model. There are also some technical developments: The digital versions of the models feature interior lighting as well as cab and driver's console lighting.

On holiday with the AKE-Rheingold

7500134/7510134/7520134, 6200120 – 6200122, 6200126

In close cooperation with AKE-Eisenbahntouristik, a range of different vehicles from the existing fleet of tour operator AKE from the Eifel region will appear this year as a one-off special series. The compartment coaches included in the sets are a representative cross-section of all AKE Rheingold variants. Differences in paintwork and lettering that are barely identifiable at first glance are reproduced down to the last detail.

With a separately available additional wagon, the train can be built up to the usual 13 to 14 wagons for AKE journeys. The observation car was severely damaged in the summer of 2021 during the floods in the Ahr and Kyll valleys. Fundamental repairs have not yet been possible, so the car in the set corresponds largely to that from 2020.

Photomontage



Special nose – the BB 15000

7500136/7510136/7520136

The BB 15000 is an electric locomotive class of the National French Railways (SNCF) for use on the AC 25 kV 50

Hz rail network electrified with alternating current. The locomotives were built by Alstom between 1971 and 1976 (15001-15050) and 1978 (15051-15065). Together with the BB 7200 and the dual-system locomotives of class BB 22200, the BB 15000 form a family of classes. The locomotives have the “Nez cassé” (broken nose) front shape typical of the 1960s and 1970s created by designer Paul Arzens. SNCF fans can now look

forward to a BB 15000 model to join the already extensive product family. The new models are immediately identifiable by the single roof current collector, which immediately gives the roof a special appearance. The design of the bogies also differ from those of class 7200. Like all ROCO products, the company numbers on the model are embossed, like on the large original.



The EP05 rolls on – a Polish classic

7500083/7510083

In 1961, the PKP purchased 30 four-axle electric locomotives from Skoda in Pilsen, which were added to the fleet as class EU05. This was a slightly modified version of class E 499.1 of the Czechoslovak State Railways (CSD). For use on the Warsaw – Krakow/ Katowice Central Main Line built from 1971, the EU05 models were rebuilt at the Gdansk repair works from 1973 to 1977 by changing the gear ratio for a maximum speed of 160 km/h. In line with their use in express train services, they were given class designation EP05 and an orange-coloured paint job to replace the previous paint job in two different shades of green.

With this model of the special locomotive family, ROCO is closing one of the final gaps in the otherwise extensive Polish vehicle range for model railway enthusiasts. The special appearance with the large headlights and the separately attached sockets on the front of the locomotive has been incorporated into the model for an authentic look. The roof area also impresses with its delicate cables, insulators and current collectors. In the digital models, the engine room and driver's cab are also illuminated with the touch of a button.



Special baggage car – the Pwgs 88

6200175/6210175, 6200176/6210176

Photomontage



In the 1950s, the wagon construction works in East German Bautzen produced a short freight train luggage van for the German State Railway Company. More than 200 wagons were purchased in two series. A special feature was that the wagons had built-in end signals whose red and white surfaces could be covered with rotating flaps. Starting in 1964, the wagons were also used on branch lines in passenger trains. The letterings

on these wagons are true to the passenger train design with designation D. Starting in 1977, the wagons used exclusively as passenger train baggage wagons were renamed Daa.

Following the example of the Reko coaches, the Pwgs 88 is now also rolling out in two different versions in all ROCO trainsets. The designers have also correctly incorporated all the details of the respective epochs in the model. These include different versions of the raised cabs, the steps under the loading compartment doors and other details. The doors of the loading compartment can be inserted in various positions to make it possible to recreate the typical operational situation in the model. Digitalised models are also available from the factory, which also have switchable tail lights in addition to interior lighting.

Post transported by train – the railway postal wagon of the ÖBB 6200188

The Simmering-Graz-Pauker works built four-axle railway postal wagons for the Austrian postal administration in several construction lots. In terms of design, they match the Eurofima wagons. The wagon body and the interior design were adapted to fit the needs of the railway



postal service. The post was sorted on the train. The wagons were used in passenger, fast and express trains. However, the special wagons also made it as far as Germany, where they were used in diverter trains in the Allgäu region.

Up to now, the H0 market has lacked a large series model of the special and varied wagons. With the completely new models, almost no wish goes unfulfilled. Depending on the epoch, all type differences are also found in the model. This includes, for example, installation of Webasto heaters or a different window arrangement as well as other details on the bogies. The interior design is also fascinating: Replica shelves and tables allow post to be sorted, even on a small scale.

Helper on the freight train – accompanying car Daa-k

6200141, 6200142, 6200177

After the Second World War, the Czechoslovak State Railways had to modernise its fleet of freight train accompanying cars. All freight trains were accompanied by a dispatcher and other train staff, making the use of freight train accompanying cars necessary. The first series

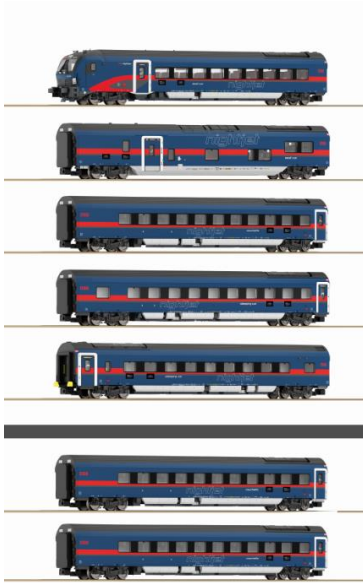


of these freight train accompanying cars was delivered between 1948-1950 by the wagon manufacturer in Česká Lípa. A limited number of accompanying cars are still in service in the Czech Republic and Slovakia today, even though their importance has declined considerably in light of the changed nature of rail freight transport. With this completely new design, ROCO is showing its strong interest in an important market, the Czech Republic, and is contributing to the steady expansion of this market. Visually, the models leave nothing to be desired, starting with the finely detailed overall design. All the details are correctly incorporated on the wagon floor, with many separately attached cables and battery boxes. The side wall also impresses with its numerous details, including the manually operated folding bars on the sliding loading compartment door. Fans can already look forward to enjoying this model, and any collection is sure to be enriched with multiple variants.

Fleischmann

FLEISCHMANN N-gauge new designs

6260065/6270065, 7560039/7570039



The Austrian Federal Railways have revitalised the night train market in Europe with the new Nightjet sets, taking a major step forward at the same time. The completely new FLEISCHMANN train is just as innovative as its large prototype: Every wagon is accurate down to the last detail. These include the elaborate bogies. If you look at the side walls, the train destination displays, which are finely printed on a scale of 1:160, 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. The digital models are of course equipped with interior lighting at the factory, and for the first time at FLEISCHMANN, the models feature a live magnetic coupling between them. The Taurus locomotive 1116 195 is also available in the original Nightjet design to match the 7-part wagon set.

A dwarf grows – class 92.5–10

7160014/7170014

One of the FLEISCHMANN tender steam locomotives is receiving a technical update in 2025. This marks the return of class 92.5-10 to the N-gauge product range after many years. The first is an Epoch II version of the German State Railway Company. The model is available in an analogue version as well as with sound from the factory, and both models have a Next18 interface. Class 92 is the perfect train locomotive for the 4-part freight train that is now also available under item number 6660120.



Electric locomotive class 120 – universal machine of the DB

7560059/7570059, 7560062/7570062



Class 120 is considered the world's first three-phase locomotive built in series and is a milestone in the development of electric locomotives. Five prototypes with three-phase asynchronous traction motors were built in 1979 and 1980. These locomotives were approved for 160 km/h. After extensive test runs, they were all approved for 200 km/h, with the 120 001 achieving a record speed of 265 km/h in 1984. The series machines were later approved, in some cases with changes to the characteristic shape and drive technology. The class 120

models remained in service with Deutsche Bahn AG until 2020.

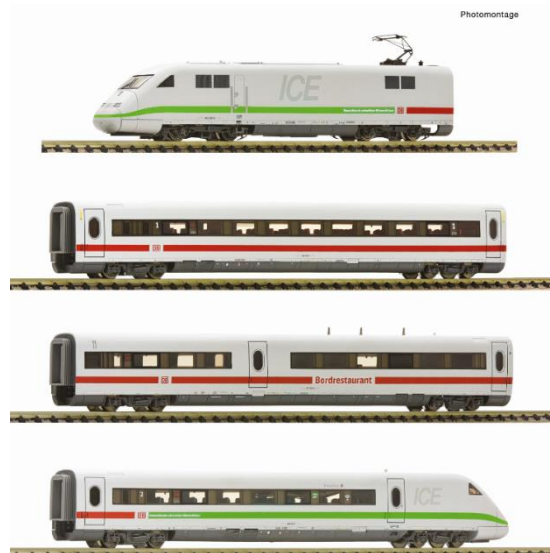
FLEISCHMANN is honouring class 120 with a complete and finely detailed new design. The pre-series locomotives are also being made available, with all changes to the large original incorporated exactly to the 1:160 scale. The first of these pre-series locomotives appears with 120 001-3. But fans of the later 120.1 will not have to wait long either, as a traffic-red model will also be rolling onto the N-gauge tracks in 2025. All models impress with many separately attached plug-in parts, current collectors with invisible fastening or extensive switchable functions in the sound models.

ICE family gets an update

7760003/7770003, 7760004

Even today, class 402, as the ICE 2 is officially known, is still an important part of the long-distance fleet of Deutsche Bahn AG. With a top speed of 250 km/h, they connect the major German cities and, together with the ICE 1, are among the oldest members of the fleet.

The popular FLEISCHMANN model is now being updated with LED headlights and, for the first time, is also available in a digital sound version from the factory. The set can be expanded to 8 parts to match the prototype with the supplementary set. In 2025, the model will be appearing in the "Das ist Grün" ("This is Green") design, which the ICE fleet featured for several years and some trains still have today.



All-rounder locomotive, classes 1010 and 1110

7560038/7570038



In the booming post-war years, the Austrian Federal Railways also concentrated on modernising its equipment. The most important connections in the country were electrified and could be travelled at a maximum speed of 120 km/h. However, the old electric locomotives were only suitable for

these types of operations to a limited extent, which is why ÖBB commissioned the construction of a new locomotive. This marked the birth of class 1010 in the mid-1950s. The series continued to develop at a steady pace, with classes 1110 and 1110.5 following.

FLEISCHMANN is re-releasing this popular model in a largely new design and adding some important design variants that were not available in the previous product range. Fans of ÖBB machines can look forward to completely redesigned current collectors with invisible fastening, free-standing handle rails on the locomotive fronts and separately attached windscreen wipers. In addition to the locomotive sound, the driver's cab can also be lit up in the models digitalised at the factory.

Update of a Swiss classic

7560063/7570063

From 1955, the Swiss Federal Railways purchased universal locomotives of class Ae 6/6 to replace the Gotthard “crocodiles”. They quickly proved to be ideal and hard-working locomotives, especially on the Gotthard, for hauling the constantly increasing train loads over the long ramps at high speed.



Class Ae 6/6 also has a long history and many fans in the FLEISCHMANN product range. For this reason, the Ae 6/6 and 610 have been completely modernised. During the update, revising the drive was the focus. But the appearance of the model is also impressive: A new delicate current collector design with invisible fastening or more delicate roof cables and insulators are just two of the highlights.

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 - or by writing to the following address:

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