

Press Release

Model Railway Innovations in 2026

ROCO and FLEISCHMANN are kicking off a new and exciting model railway year full of enthusiasm, and our goal remains the same: We are dedicated to creating perfect models with the highest quality, technical precision and faithfulness to the prototype. At the same time, we are continuously working on our product range and will be presenting a wide range of innovations, revisions and new designs spanning across epochs, countries and types of traction in 2026.

This year, numerous model highlights from both classic and modern railway operations are deserving of special attention: For FLEISCHMANN fans of the German Federal Railway, heavy ore trains are rolling onto the tracks for the first time in 1:160 scale, complemented by iconic classics such as class 86 and E 94 in elegant designs from the railway company of the German Democratic Republic. Fans of the former GDR will also get their money's worth: The popular class 44 is available in a new variant, while the VT 601 in the stylish DR colour scheme is really striking. Internationally, FLEISCHMANN is setting the tone with ÖBB class 1110.5 and the legendary SBB Ae 6/6. The range also features exciting prototypes for fans of modern trains, including a special edition of the ICE 1 with the advertising design as well as FlixTrain models.

At the same time, the ROCO range is celebrating the début of powerful new designs and technical advancements: With the completely redesigned V 90 / 290 and the detailed class 217, diesel classics remain on the H0 stage, while the variety of V-100-Ost variants is being expanded even further. A wish we often hear from many collectors is also coming true with the technical redesign of selected steam locomotives from the former FLEISCHMANN range, including the elegant S 10.1 from KPEV, class 39.10 from DB and class 22 from DR. Even unusual prototypes such as the colourful CSD steam locomotives from class 477, nicknamed the "Papagei" (parrot), are being made a reality by ROCO for the first time as completely new developments.

The range also includes the FLIRT 3 multiple units from Stadler and the new Railjet of the next generation, which now also brings international long-distance transport to life in an impressive model. Many other new designs and shape variants round out the extensive range.

The complete product range is complemented by the modernised "Z21 START newGen" control centre, which offers an attractive introduction to the world of digital model railways. Thanks to the new, simpler technology, ROCO is offering more options than ever before for beginners.

With this wide variety of historical legends, international icons and contemporary multiple units, our goal is to bring the fascination of railways to life again this year – and invite all model railway enthusiasts to discover the many new products and highlights in our current range.



ROCO H0 gauge – new designs

Parrots on the tracks – the class 477.0 steam locomotive

7100033/7130033/7110033/7120033

The CSD class 477.0 is the last and most technically sophisticated steam locomotive class of the Czechoslovak State Railways (CSD). A total of 60 models were manufactured by the CKD between 1951 and 1955. The engines were designed as powerful express train tank locomotives with a 2'D2' axle arrangement for heavy slow train service and, with a weight in working order of around 131 tonnes, were considered one of the heaviest tank locomotives in Europe at the time.

The three-cylinder engines reached a maximum speed of around 100 km/h and had a starting tractive force of almost 110 kN. Visually, class 477.0 was characterised by striking lines with an aerodynamic smoke box, Witte smoke-shield plates and elegant, predominately colourful paintwork with decorative lines. This earned it the nickname 'Papousek' (parrot) in everyday operation.

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The completely new model once again underlines the elaborate and accurate mould construction in our own factory in Gloggnitz in Lower Austria. Whether it's the unobstructed view beneath the elaborate boiler, the delicate boiler lines or the finely crafted chassis, class 477 models leave nothing to be desired as an edition range. In addition to analogue and sound versions, this naturally also includes models that feature the popular dynamic steam.

Always up to date – steam locomotive updates

7100041/7110041/7120041, 7100044/7110044/7120044, 7100043/7110043

Anyone familiar with ROCO knows that even models from past ranges are not simply rolled into the sidings. In 2026, the first steam locomotives from the former FLEISCHMANN range will undergo a technical overhaul.

The striking S 10.1 with the KPEV design will be the first, followed by German Federal Railway class 39 and the distinctive class 22 and later 39.10. All models feature technical updates to the LED lighting and modern interfaces in line with the

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PluX standard. The models also have a new drive system with a 5-pole motor. The models have also undergone minor visual adjustments, such as new lamp glass, which enhance their appearance.

Usedom Island Railway – a special prototype

7100032/7110032/7120032

With its unique history, the Usedom Island Railway still holds a special charm today. The fascinating railway operations attracted many railway enthusiasts to the north early on. This is no wonder because specially converted class 86 steam locomotives were also used there. The new model of the 86 1563-5, which is appearing for the first time as an elaborate shape variant, is also in line with these special prototypes. The

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and lettering, and a Reko carriage features a built-in rear light.

most striking features are the Witte smoke-shield plates, which have been reproduced exactly. The wagon fleet on Usedom was also special. These distinctive trains come in the 5-piece wagon set as an authentic grouping with Donnerbüchsen and Reko carriages. Each wagon has a different paint finish

Railjet double-deck train – new addition to the ÖBB fleet

7700039/7710039/7720039

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In collaboration with vehicle manufacturer Stadler, ÖBB will be putting a total of 14 six-part double-deck trains with the elegant Railjet design into service over the next few years. The new sets will be gradually introduced on the western route between Vienna and Salzburg starting at the end of 2026 and will reach speeds of up to 200 km/h. ROCO is also paying tribute to this new addition to the ÖBB fleet and is producing the new Railjet trains in an exact 1:87 scale. This means that model railway enthusiasts now have access to all ÖBB Railjet vehicles in 1:87 scale. The models are characterised by their delicate design and digital features such as sound, interior lighting, illuminated destination displays and much more in the digital versions.

Electric locomotive class 4/4^{III} – continuation of a classic

7500170/7510170/7520170, 7500173/7510173/7520173, 6200212, 6200213

To mark the 25th anniversary of what is now Swiss Südostbahn AG (SOB), ROCO is expanding its class 4/4 range. SOB received its first class 4/4 III in 1967, which was given operating number 41. What made this and the other engines that followed special was their modified appearance. The most characteristic features were the large round lamps on the front of the locomotives, but modified buffers and other details also set apart these special locomotives. They were used for all kinds of tasks. They ran in direct express trains between Romanshorn and Lucerne and, from 1992, on the classic Voralpen Express with the SOB, BT and SBB standard IV coaches (EW IV wagons). The locomotives were later transferred to various private railways, where they were used, among others, by Crossrail with different designs. ROCO has accurately reproduced all the details of these special prototypes in its own model. The SOB theme has been complemented by the multi-part "Voralpen-Express", which can be used to recreate a consistent trainset.

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Return of the ICN – back again after many years

7700036/7710036/7720036, 7700037/7710037/7720037



The SBB ICN (InterCity tilting train) has been an essential part of Swiss long-distance transport since the late 1990s and continues to shape the image of modern high-speed trains on winding routes. It was developed by a consortium consisting of Adtranz (now Bombardier), Siemens and Fiat Ferroviaria for fast and comfortable passenger transport on challenging topographical routes. The seven-car multiple unit connects cities such as Zurich, Basel, Geneva, Lucerne, Lugano and St Gallen with high frequency and reliability. The ICN was also part of the ROCO range many years ago and in no time it was highly sought after by collectors. Now the multiple unit has been completely redesigned and equipped with the latest technology in the first refit version, along with the paintwork that has been in use the longest. In the digital versions, the models are equipped at the factory with prototypical sound functions, interior lighting and illuminated table lamps in the dining car for the first time.

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Electric locomotive class 145 – the Ur-TRAXX

7500177/7510177/7520177, 7500178/7510178/7520178

The electric locomotive from class 145 was developed by ADtranz (later Bombardier Transportation) for freight transport in Germany from the late 1990s onwards. It belongs to the first generation of the modular TRAXX platform and is an advancement of class 120, but without the additional equipment required for passenger traffic. Between 1997 and 2000, a total of 80 locomotives were put into service.

Class 145 also has a long history in the ROCO range. Following the success of the class 185 redesign, class 145 is now also available with the latest model railway technology. In addition to new rail guards, this includes separately attached handle rails and delicate windscreens. The driver's cab is also a highlight with its multi-coloured printing on the driver's console and rear wall. In the digital versions, the driver's cab can be lit up at the touch of a button, to name just one of the features.

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Indispensable in local transport – the FLIRT 3 rolls on
7700032/7710032/7720032, 7700033/7710033/7720033



The FLIRT 3 (Fast Light Innovative Regional Train) is a modern local transport multiple unit train from Swiss manufacturer Stadler Rail that was specially designed for use in regional and suburban rail transport. Since its launch in 2012, the FLIRT 3 has been one of the best-selling electric multiple unit train families in Europe, impressing with its modularity, energy efficiency and high level of passenger comfort.

The FLIRT 3 is designed as a low-floor electric multiple unit and consists of several wagon units coupled with Jacobs bogies. Depending on customer requirements, configuration of the vehicle length, number of seats and drive power is flexible – typical versions have three to six wagons.

Model railway enthusiasts have had to wait a long time for a model of this widely used multiple unit. But now, with the new ROCO model, an exact scale model is rolling onto H0 tracks for the first time. The design leaves nothing to be desired: The roof equipment, which is very characteristic of the prototype, is precisely replicated in the model, with some of the air conditioning units made from etched sheets. The separate roof lines or, depending on the specific prototype, the roof skirts, perfect the image from above. But the striking front end has also been precisely replicated, and the bogies have a particularly striking appearance. A highlight is the fact that you can see through the entire train from the driver's cab window, even at a 1:87 scale. In the digital models, the interior lighting, train destination displays and other features can naturally be switched on and off.

A unique Swedish specimen – the Da electric locomotive

7500179/7510179/7520179

Photomontage



For decades, the Da electric locomotive was an important traction unit in Sweden's electrified railway network. Put into service in the 1950s, it provided train services for both passenger and freight traffic for Statens Järnvägar (SJ) and remained in active service until the 1990s. Its sturdy design, versatility and durability made it one of Sweden's best-known locomotive types alongside

the famous Dm and Dm 3 models.

The ROCO model has received a comprehensive update and now features a PluX22 interface and, for the first time, a red rear light. The guard irons are being integrated in a single-blade design for the first time, meaning they correspond exactly to the prototype. The buffer beam is being incorporated in a reinforced version.

Diesel locomotive 2143 – third series of a classic

7300092/7310092/7320092, 7300093/7310093/7320093, 6200244

The locomotives of class 2143 were built between 1964 and 1977 and were used on non-electrified main and branch lines, especially in eastern Austria. They were used in front of both passenger and freight trains. A total of 77 locomotives were delivered to ÖBB by the Simmering-Graz-Pauker works. A large part of class 2143 consisted of the third production series, which was again subdivided within this series. The so-called series 3a consisted of operating numbers 2143.34 – 43, series 3b of 2143.44 – 70. All locomotives in the 3rd series share a number of common features: The frame is straight and, unlike the first series, is not cropped at the bottom. The areas around the driver's cab doors had long rain gutters and the door windows were framed in metal. The fuel filling areas were also redesigned.

ROCO is now also incorporating this important part of the fleet of ÖBB or private railway administrations. As with the large-scale prototype, all modifications are also being integrated in the model. For the first time, the models feature driver's cab lighting and, in line with the converted original machines, the sound has also been adapted to the respective prototypes.



Photomontage

Expansion of the V160 family – class 217

7300068/7310068/7320068

The German Federal Railway (DB) class 217 was a more powerful advancement of the well-known V-160 family and was a temporary technical solution created to meet a specific operational requirement: The use of heavy

push-pull trains with electric train heating on non-electrified lines. Between 1965 and 1968, a total of 15 locomotives were built by Krauss-Maffei. These engines are considered the technical precursors of the later class 218, which was equipped with an integrated heating generator at the factory. The locomotives were divided into so-called prototypes (217 001 – 003) and pre-series machines (217 011 – 022).



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The models of class 218 have been an integral part of the ROCO range for many years. This was reason enough to expand the family on a small scale. The 217 003-3 is the first of three prototype locomotives to roll out to our fans. All the details of the large original model have been taken into account. Examples include the modified roof equipment, the adapted side walls as well as the modified tank. As usual with ROCO, the sound versions for the digital models are also correctly reproduced in line with the operating number. For the first time, the driver's cab and engine room lighting will also be switchable.

At home in shunting stations – class 290

7300106/7310106/7320106

With the V 90 diesel locomotive, the German Federal Railway introduced a new generation of powerful shunting locomotives in the mid-1960s. Based on the design principles of the proven V 100, the V 90 was developed specifically for heavy shunting and light line service. The extended frame, significantly higher service weight and more powerful engine made the V 90 a durable workhorse in daily operation.

With this completely new design, ROCO is filling a gap that has been open for a long time by producing a durable model that is suitable for layouts but at the same time is visually appealing. The front ends are made of die-cast zinc for perfect traction characteristics and optimum weight. The delicate engravings and the separate, free-standing handle rails also impress at first glance. In digital mode, different headlights can be switched on, including driver's cab and driver's console lighting. A perfect addition to the world of shunting stations (see highlights).



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Diesel classic redesigned – the V100 Ost

7300107/7310107/7320107



The V 100 of the railway company of the German Democratic Republic, often referred to as the "V 100 Ost", was one of the most important diesel locomotives in the medium power range in the former GDR. It was developed from the early 1960s onwards to gradually replace older steam locomotives in train transport.

A total of over 1,100 locomotives of this class were built between 1966 and 1985 at the VEB Lokomotivbau Karl Marx factory in Babelsberg. The individual classes differed in specific details. For instance, the front ends and roofs of the first locomotives (V100 003 – 043) differed

visually from those of the later class locomotives. Especially in the early days, the machines were given special paintwork, which made them stand out from the otherwise rather uniform fleet. These variants are now also available in the ROCO range, closing an important gap in the range of available models. The models have also been given a visual update: The bogies are designed with complete air lines, and the digital versions feature switchable driver's cab lighting, among others.

New Railjet generation – to Italy in model form

6200178/6210178/6220178, 6200179/6210179/6220179, 7500182/7510182/7520182



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With Railjet 2, the Austrian Federal Railways is sticking to its successful high-speed strategy and introducing a new generation of long-distance trains that combine maximum comfort, modern technology and improved energy efficiency. The Railjet 2 is based on the Viaggio Next Level platform from Siemens Transportation and was designed as the successor to the tried-and-tested Railjet 1. It is more closely based on a closed block train with continuous passenger routing and a high level of modularity. The new Railjet generation is now also available from ROCO and has deliberately been given a slightly different level of detail and price than the Nightjet model. The colour scheme of the interior and the design of the train destination displays have been simplified slightly – they are only printed, not illuminated. However, as usual with ROCO, the models boast excellent running characteristics, elaborate paintwork and printing as well as a wealth of details. To match the wagon train, a class 1216 electric locomotive is being released, which features an electric coupling in the digital versions.

Post by rail – Swiss parcel postal wagons

6600243, 6600244/6620244

The Z5 type postal wagons continue to be among the most distinctive special-purpose vehicles in Swiss rail transport, where they can still be found on a daily basis today. Divided into two series, the vehicles were put into service in 1988, when they featured the classic green postal colours before being repainted in the current yellow. Following the success of the class Z2 postal wagons, ROCO is now also producing this important model in both series in an elaborate new design. This includes differences in the prototypes, such as the different side walls with various door designs, train boxes and roofs. For authentic postal trains, a wagon is now available either as a DCC or AC model, with a switchable rear light built in at the factory.



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Food on the move – the Coop/Railcare trains

7500175/7510175/7520175, 6600322, 6600323

With their noticeable Coop lettering, the trains of the food retailer of the same name have become a familiar sight in Swiss freight traffic and can be seen travelling throughout the country almost every day. The subsidiary Railcare operates trains throughout all of Switzerland with its own Vectron locomotives.



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Thanks to their versatility, they can be used in a wide variety of train compositions and lengths. The longest pure T2000 trains are the so-called “water trains” between Wangen bei Olten and Brig. Depending on demand, 12 to 13 carriages are in regular use. These special trains can now also be

replicated as models. The so-called reefer containers and the loading and unloading ramps on the bogie of the T2000 double-pocket wagons have been completely redesigned.

WAP self-unloading wagons – block trains for Eastern Europe

6600324, 6600325, 6600326

The growing demand for coal and coke transport in the early 1970s necessitated an increase in the stock of freight wagons suitable for transporting these goods. The existing self-unloading wagons were no longer sufficient to meet the ever-increasing demands for the transport of bulk goods, especially coal and coke. In particular, the rising demands for transport to thermal power plants required wagons that allowed for easy unloading into storage containers. After a few design changes to prototype wagons from manufacturer Československé vagónky Vagónka Poprad, series production of the new self-unloading wagon began in 1971. The wagons were designated as the Fads/Wap class and were manufactured in three series, each of which differs from the others in certain details. The wagons for CSD were painted grey with black chassis at the factory. The Polish State Railways (PKP) also had an enormous demand for these type of wagons and ordered a large number of them in a slightly modified design. ROCO has built both models accurately and in great detail. A great deal of attention has been paid to the brakeman's platform with its distinctive gearwheel and control levers, which are also highlighted in colour.



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Tank wagon Zs-w – no freight train without it

6600245, 6600246, 6600247



In 1976, the Reichsbahnausbesserungswerk (RAW) Leipzig developed a new type of two-axle tank wagon with documentation number 8028. The wagon was designed with a tank volume of 35 m³, representing a significant increase in capacity compared to the two-axle tank wagons that had been common up to that point. The design was based on a longer underframe with a wheelbase of 6,000 mm, which resulted in improved running characteristics and higher operational safety. During series production, the freight wagons varied in a number of details. For instance, some of the boiler supports were made from split saddle plates, while later versions had continuous saddle plates with a recess in the middle. Overall, more than 450 wagons were manufactured for the various series.

H0 model railway enthusiasts can look forward to this important tank wagon starting in 2026. Etched metal catwalks and delicate handle rails leave nothing to be desired when it comes to the appearance. The modern version will also be available as a chemical tank wagon, which features additional lines and modified equipment on the wagon floor.

Narrow-gauge roller wagons – special transport

6640005, 6640007

Starting in 1984, the Austrian Federal Railways (ÖBB) commissioned Jenbacher Werke (JW) to develop successor models to replace the old rolling stock. Rolling stock is used on narrow-gauge lines



to accommodate and transport standard-gauge freight wagons without the need for extensive reloading work. This allowed for the efficient transport of standard-gauge wagons. Over 80 carriages were manufactured in two series and delivered to ÖBB.

The two series differed mainly in length: The majority of the series had a length of 9.5

metres, while the smaller part had a length of 7.5 metres. All carriages had one thing in common: Two 3-axle bogies. The contemporary versions of these important carriages are a must-have in the ROCO range. Reason enough to integrate it as a sophisticated new design with all kinds of refinements. As with the large original type, various freight wagons can also be transported on the model. In addition to many separately attached parts, the main focus is on operational safety.

ROCO H0 gauge highlights

Selected highlights will once again feature in the ROCO range in the coming year. These have been beautifully illustrated in the catalogue so that model railway enthusiasts and collectors can see at a glance which prototypical scenes and settings can be recreated.

Railway design icon – the Valousek Edition

7500163/7510163/7520163, 6200200

The term Valousek design is generally used to describe the paintwork and shape of Austrian Federal Railways vehicles designed by architect Wolfgang Valousek and introduced in the 1980s. After working on the design of new railcars and railway service vehicles, he was commissioned to create a standardised appearance for ÖBB locomotives and wagons. Many wagons were not only repainted, but their interiors were also redesigned. In addition to the well-known designs, there were many designs that were never put into practice. As a tribute to Wolfgang Valousek, we present this special paintwork version of a push-pull train.



The world of shunting stations

7500212/7510212/7520212, 7310108/7320108, 6600329, 6600334, 6600339

With its new world called the "Shunting station of the 70s and 80s", ROCO is opening a fascinating chapter in railway history. This epoch represents a time when rail freight transport was the backbone of the economy. It



was characterised by striking locomotives, a wide range of wagon fleets and tireless shunting operations at the country's large shunting stations. This world combines prototypical vehicle models, realistic train formations and digital operating procedures into a coherent overall concept. The aim is to recreate the authentic atmosphere of a busy shunting station from

that era on the model railway layout. Whether it's the durable class 335, the powerful 290 or classic electric locomotives such as class 194, as well as a variety of typical freight wagons, every model impresses with its high level of detail, precise printing and state-of-the-art digital technology.

Updates for Vectron

The new 2026 product range also features more innovations to the popular Vectron. After the new XLoad variants and other details of the

prototypes were incorporated in 2025, technical innovations are now being introduced. As in the prototype, selected models can now be operated digitally thanks to a new universal circuit board. It allows for the classic white/red light change, the Swiss light change and the Italian light change (the upper headlight can be switched off). This will also be possible for analogue railway modellers thanks to special bridge connectors, depending on the prototype.

The Vectron from ROCO is still one of the most popular models. Reason enough to release it in 2026 in many colour versions for a wide range of countries. These include complete newcomers such as Austrian company Adesso Rail.

But the Vectron, with its different colour versions, has also become indispensable in long-distance transport: Whether CD or PKP, everyone relies on the Siemens showpiece. Long-established companies such as Lokomotion/RTC, TX-Logistik and LTE also rely on the Munich machines. These and many more can also be found in the 2026 range.



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Karl Gölsdorf – anniversary of a locomotive engineer

7100051/7110051/7120051

Karl Gölsdorf was one of the most important locomotive designers of the late 19th and early 20th centuries and had a major influence on the development of steam locomotives in Austria-Hungary. Born in Vienna, early

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on he joined the Imperial-Royal State Railways, where he took over as head of the design department in 1891. In this role, he designed over 30 locomotives, including one of his most famous and elegant machines: class 310.



This is why the 310.21 is being added to the ROCO range. Created as a classic Epoch I model, it makes a powerful visual impression: Its large driving wheels, opening smoke-box doors and delicate decorative lines make it a real treat.

E 44 and E 44.4 – popular classics

7500198/7510198/7520198, 7500148/7510148/7520148, 6200235

In 2024, class E 44 made a comeback in a new form, followed in 2025 by its sister locomotive, class 144.5. Both new designs have one thing in common: Attention to detail and a visually perfect appearance. This is true whether you are looking at the delicate SBS 10 and SBS 10/54 current collectors, which are attached without visible fastenings, or their many plug-in parts. The airy bogies are particularly striking on the 144.5. Both classes will also appear in new variants in 2026: The E 44 will roll out to fans as a model of the railway company of the German Democratic Republic in an Epoch II design. The E 44.5 will appear with the large lamps known from that company, but already based at the German Federal Railway as an Epoch III version. In keeping with the latter, a 3-piece set of passenger coaches is now available for recreating an authentic holiday express train.



ROCO COLLECTORS' EDITION – real collector's items

7500224/7510224/7520224



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With the new COLLECTOR'S EDITION, ROCO is launching a product line starting in 2026 that combines the best of over six decades of model railway development. Each model is available in a strictly limited edition of 555 pieces and presents selected locomotives or trainsets from all epochs, all crafted with the utmost precision, the finest details and a level of workmanship that

collectors will immediately recognise. All models in the COLLECTOR'S EDITION are clearly identified by the characteristic EXCLUSIVE marking. The models are numbered and delivered in special packaging with a certificate of authenticity.

The perfect introduction to the world of model railways – starter set reimagined

The perfect introduction to the world of model railways – with ROCO, customers have the choice! With our completely new starter set concept, we are leaving all options open for our customers. These range from analogue control with a transformer, innovative control with the popular Z21 app or classic control with the well-known Z21multiMAUS. But that's not all: The customers of tomorrow will also have a choice when it comes to track systems: Whether it's the GEOLINE for quick and easy assembly or the ROCO LINE with bed: We have the right track for every purpose. Thanks to the new Z21 START newGen with integrated Wi-Fi, setup is child's play and makes possible any form of control. This also allows for easy operation with the popular Z21 app – and without an additional router or activation code. The nine ROCO starter sets are available from £139.90 (RRP). ROCO customers can find a complete overview in the Z21 new products flyer, which will be available soon.



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New FLEISCHMANN N-gauge designs and highlights

Heavyweight from the Austrian Alps – class 1110.5

7560064/7570064

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.

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FLEISCHMANN is releasing the model of class 1110.5 for the first time as a new design. 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. Particularly striking: The brake resistor superstructures make the 1110.5 stand out right away. In addition to the locomotive sound, the driver's cab can also be lit up in the models digitalised at the factory.

Two sets with stake wagons (art no. 6660143 and 6660143) are available to go with them and replicate a prototypical and authentic steel train. This means that a realistic train can be used not only in Austria, but also in neighbouring countries. The loads are all elaborately crafted by hand and aged realistically.

Up the Swiss mountains – Ae 6/6 cantonal locomotives

7560037/7570037

As a successor to the legendary crocodiles, SBB purchased a large series of Ae 6/6 locomotives from 1952 onwards as universal locomotives for the Gotthard. Each locomotive bore the coat of arms of a canton, a cantonal capital or a large Swiss city. That is why they were referred to as "coat of arms locomotives". In 2025, the Ae 6/6 was completely refurbished and the appearance was brought up to modern standards. In 2026, a classic green model will follow in the form of the 11407 with the "Aargau" coat of arms.



Classics of the railway company of the German Democratic Republic

7160036/7170036, 6260100 – 6260103

7560071/7570071, 6660146, 6660148, 845606

For many collectors, the locomotives and railway era of Epoch II still represent a special period in German

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railway history. The models continue to enjoy strong demand among fans of model railways.

Reason enough to revive some of the classics in 2026. The class 86 steam locomotive is returning to the range after many years.

It is complemented by Prussian compartment coaches in a 4-axle design. However, electric traction was already growing in popularity at that time. With class E 94, the railway company



of the German Democratic Republic put a powerful and equally striking locomotive into service, whose technology has proven its worth to this day in museum railways and, in some cases, in private freight transport. These models are also appearing in the range together with an authentic freight train set.

Ore on rails – the fascination of ore transport

7560076/7570076, 6660149, 6660150

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The transport of iron ore has been an important task in rail freight transport in Germany for decades. Even in the days of the German Federal Railway (DB), heavy ore trains played a central role in bulk goods transport – mostly for the steel industry. The requirements for train mass, traction and operational safety led to special operational and technical approaches at an early stage. In the post-war period until the 1980s, the ore trains, weighing around 3,000 tonnes, were hauled by steam locomotives and later by powerful electric locomotives such as those from classes 150 or 151, mostly in double traction.



FLEISCHMANN fans can now look forward to a double pack containing two full-size class 151 locomotives. Like their prototypes, the models are equipped with pictograms for the AK coupling. Two matching 3-piece sets with 6-axle ore wagons with the attractive "Peine+Salzgitter" lettering are also available.

An ICE for the anniversary

7760012/7770012, 7760013, 7760014

Photomontage



The era of high-speed transport on the German Federal Railway began in the summer of 1991 with the ICE 1. For the first time, a completely new rail system was introduced with new multiple units, special high-speed lines and extensive timetable changes. The railcar concept with closed, wide transition points was groundbreaking for modern high-speed rail transport. The maximum speed of 280 km/h in regular operation and the high level of comfort revolutionised rail transport and secured important market shares when it came to competition with cars and aeroplanes. This is why Deutsche Bahn gave the 401 086-4 multiple unit retro paintwork in 2021. The two end cars are reminiscent of that time with the old German Federal Railway logo and decorative stripes. Additional wagons are also available in the range to allow for prototypical reproduction of the entire set.

On the rails with FlixTrain – a private long-distance transport provider

7560079/7570079, 6260085, 6260086

FlixTrain is a private railway company and part of Flix SE, which also owns the FlixBus, Kamil Koç and Greyhound brands. FlixTrain has been active on the German market since 2018 and has since established itself as the largest private provider of long-distance passenger rail transport, and it is planning future expansion. FlixTrain allows for sustainable travel and has closed an important gap in long-distance transport: Fast, affordable mobility for all. The trains operate on several major Germany routes, including Hamburg–Berlin, Berlin–Frankfurt and Cologne–Hamburg. Other connections have been expanded in recent years. In addition, thanks to the cooperation with Deutschlandtarifverbund (DTV), the German tariff association, more than 1,000 additional cities are now connected to the FlixTrain network with just one change.

FLEISCHMANN fans can now also look forward to adding a splash of colour to their systems or collections. The 182 505-8 electric locomotive is available as one of the few Taurus locomotives in the fleet. The engine is complemented by two passenger coach sets. One set contains former Bmz coaches from Deutsche Bahn. The second set represents the latest addition to the fleet: Several dozen Bpmz type coaches have also been transferred from DB AG to FlixTrain, where they were completely overhauled and now shine in FlixTrain colours.



A legend returns – the era of class 601 at DR

7760010/7770010, 7760011



One of the legendary class 601 TEE multiple units celebrated a spectacular comeback in the summer of 1990: Rented by the railway company of the German Democratic Republic as a ten-part set including a reserve end car, it ran between 1 August and 29 September as the IC "Max

Liebermann" on scheduled services between Hamburg and Berlin, following in the footsteps of an equally legendary predecessor, as the reunification of the two German states approached. Back in the 1930s, the DRG had established a rapid railcar connection between these two cities called the "Flying Hamburger". As a one-time and final edition, the special 601 is celebrating its comeback in the FLEISCHMANN range. Fans should not miss out on this special edition because it represents a genuine piece of German railway history.

Available in spring of 2026 – from the FLEISCHMANN innovations for 2025

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



Photo: EK Verlag

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.

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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