

WELCOME TO YOUR

Fulgurex News

✦ *Our Latest News:*



RailExpo, Dreux (France), November 27-29, 2026.

Dear enthusiasts, dear friends of the House,

We are pleased to welcome you back for this November edition, just days before the RailExpo show in Dreux, France.

This month, we review the progress of our ongoing creations.

Our new website is coming very soon: it will bring together our models, our history and our archives.

We sincerely thank you for your loyalty and trust.

Enjoy your reading!

In this newsletter, you will find:

New projects, fairs, exhibitions, and much more!



We look forward to seeing you at RailExpo!

DREUX (FRANCE), NOVEMBER 27-29, 2026

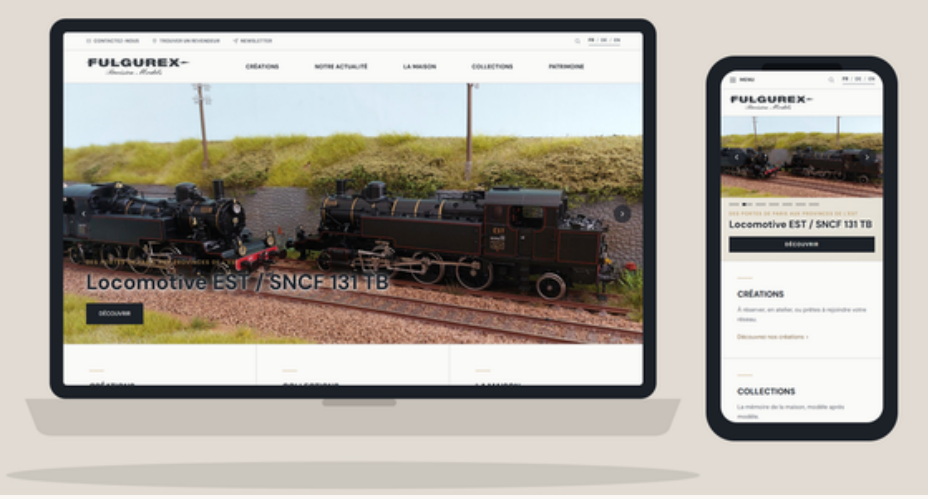
On this occasion, FULGUREX will be delighted to welcome you at its booth. We will present the progress of our projects and share with you the latest stages of their development.

A special opportunity for exchange that we will be very pleased to share with you!

Our new website is coming very soon!

We will very soon launch the **new FULGUREX website**:
our models, our history and our archives, brought together on a completely redesigned site.

Another novelty: from now on, our newsletters will be sent from our new platform. To keep our messages out of your spam folder, please add the following address to your contacts: ***info@fulgurex.ch***



Units still available!

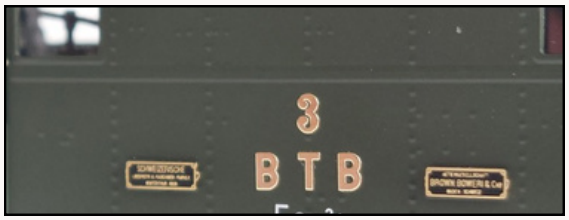


SWISS THREE-PHASE ELECTRIC LOCOMOTIVE
BTB Fc 2x2/2

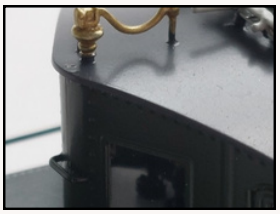
H0
1/87e

FULGUREX is proud to offer this historic locomotive, never before reproduced. Entirely handcrafted, this exceptional creation is strictly limited to 100 units. Each locomotive is equipped with a LokSound Micro V5 decoder and stands out with a remarkable level of finish. The minimum curve radius required is R2 (420 mm).











Ref. 2283 I BTB Fc 2x2/2 (Ce 4/4) No. 3, green, c. 1915, short body.
Ref. 2284 I BTB Fc 2x2/2 (Ce 4/4) No. 4, green, c. 1929, long body.

📝 The series is limited to 100 units! To ensure the availability of one of these exceptional models, we invite you to contact us right away: 👉 ***info@fulgurex.ch***

A glimpse into history...

Opened in 1859 by the Schweizerische Centralbahn (SCB), the Burgdorf–Thun line, renamed BTB in 1899, linked Burgdorf to Thun via Konolfingen and was later extended to Olten.

From its inception, it stood out for its three-phase electric traction, supplied by overhead line at 750 V – 40 Hz, making the BTB, from 1899 onwards, the first electric railway line in Switzerland, over a 40 km route.

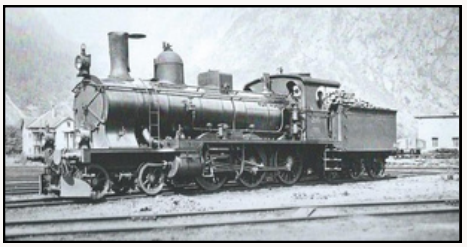
In 1910, the BTB ordered from BBC/SLM its first large locomotive: the Fc 2x2/2, a three-phase electric machine considered one of the earliest forms of the "crocodile" type in Switzerland.

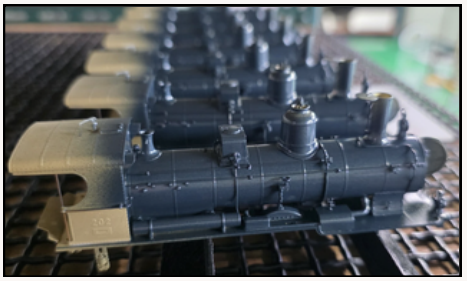
While its appearance recalls certain Italian Simplon locomotives or the Fb 3/5 units of the SBB/CFF, its design is simpler and entirely distinct, with two motors driving the bogies via coupling rods–an efficient and innovative solution for its time.

SWISS STEAM LOCOMOTIVE

GB A 3/5 SERIES 201 – 230 / SBB-CFF A 3/5 SERIES 901–930

HO
1/87e





📅 In production

🔧 Production is being finalized. Because of the complexity of the number of variants, they still need a little more time, but the finish line is in sight!

📩 Reservations open: info@fulgurex.ch

- *2278/9:* ***sold out***
- *2278a, 2278/5, 2278/1: only* ***1 unit*** *of each left to reserve!*



RAILCARS – FRANCE - *AL, ETAT, PLM, SNCF*

BUGATTI WLG - 400 HP

HO
1/87e

📅 In production

🔧 Series production is under way.

The prototypes will be on display at RailExpo!

📩 Reservations open: info@fulgurex.ch

- *2288:* ***sold out***
- *2290: only* ***1 unit*** *of each left to reserve!*

🚄 *Did you know?*

The Bugatti WLG railcars regularly crossed international borders.

- The short WLG ZZr of the Alsace-Lorraine network provided a regular express service between *Strasbourg* and ***Basel*** *(Switzerland)*.
- The extended WLG of the PLM network from Vénissieux operated a direct accelerated service between *Lyon* and ***Geneva*** *(Switzerland)*, with three daily round trips.
- Later, the extended and extra-long WLG of the SNCF from the Strasbourg depot served routes between Strasbourg and ***Saarbrücken*** (Germany), Strasbourg and ***Basel*** (Switzerland), and Metz and ***Luxembourg***.



Bugatti WLG railcar of the SNCF at Luxembourg City station

HIGH-SPEED RAILCAR – FRANCE

NORD & SNCF - TAR 36

80TH-ANNIVERSARY BOX SET - 2027

○ 1/43e

📅 2027

🔧 The design is being finalized.


Photo D.R.

A GLIMPSE INTO HISTORY…

Two TAR (Train Automoteur Rapide) railcars were put into service on July 27, 1934 by the Compagnie des chemins de fer du Nord, then a pioneer of speed on the French network. These highly streamlined three-car units, fitted with two powerful 12-cylinder Maybach engines, were allowed to run at 140 km/h by special dispensation, since in 1934 train speeds were still limited to 120 km/h.

During the week, the TAR railcars worked the Paris-Lille service in 2 hours 25 minutes. On Sundays they took over the then very popular Lille-Boulogne-sur-Mer services. At the end of 1935, an order for eight additional units brought the fleet to 10 units.

From 1947 to 1950, some TAR railcars were used on the Paris-Basel and Paris-Lyon services, the latter with a European speed record in 1950 over a distance of more than 500 km without a stop. The last examples were withdrawn from service on May 30, 1959.



Photo D.R.

Ref. 2675 • NORD • ZZ 112 + trailer RZ 304 « Île-de-France » • c. 1936 • with bar • Nord green & gray

Ref. 2675/1 • SNCF • XF 1107 + trailer XR 3018 « Beauvaisis » • c. 1955 • with bar • aluminum & light green & dark gray, yellow mustache

With best regards from Rolle. The Fulgurex Team