



WELCOME TO YOUR

# Fulgurex News

## ♦ Our Latest News



Rail Expo 2025 – At the Fulgurex stand, handover from Dani Ingold to Pierre Fontanille

We had the pleasure of meeting some of you at the end of November during Rail Expo 2025, where we unveiled two new French HO models, which you can discover on the following pages.

In December, we look forward to seeing you again at La Fête du Train and welcoming you to the FULGUREX stand to share with you the excellence and spirit of distinction that drive us.

As the holiday season approaches, we extend our warmest wishes and sincerely thank you for your trust and passion, which inspire our commitment every day.

↓ In this newsletter, you will find:

New projects, fairs, exhibitions, and much more !

**MEURSAULT**

We look forward to welcoming many of you at *La Fête du Train* !

MEURSAULT (FRANCE), LES 13 & 14 DECEMBER 2025

To conclude a year full of events, FULGUREX will be delighted to welcome you at its stand, in the heart of the Burgundy vineyards, with a few surprises for the occasion.

**New model !****HO**1/87<sup>e</sup>**BUGATTI WLG RAILCARS - 400 HP****A Brief History...**

Before even receiving feedback on the regular service of the WR "Presidential" railcars, Ettore Bugatti studied the design of a lighter vehicle, equipped with only two engines (compared to four for the WR model). This project took the form of the WLG type, for "Wagon LeGer". The goal was to reduce operating costs, which were considered too high, especially regarding fuel consumption. Indeed, the ternary mixture (a blend of gasoline, alcohol, and benzol) used was more expensive than gas oil or coal.

The interior fittings were more modest, yet remained comfortable. These railcars, lighter and less powerful, still reached speeds of 140 to 150 km/h. Thanks to a modular design, with a central element of 14 meters, framed by ends of varying lengths, the Molsheim manufacturer created three versions: short, elongated, and super-elongated. This resulted in the largest family of Bugatti railcars, with 69 units, favored by the A-L, ÉTAT, and PLM networks.

## New model !

### BUGATTI WLG RAILCARS - 400 HP

HO

1/87<sup>e</sup>

FULGUREX is delighted to announce the launch of our new Bugatti WLG railcar - 400HP in HO scale (1:87), a centerpiece for collectors and model railway enthusiasts



This exceptional railcar, entirely handcrafted in metal and equipped with a state-of-the-art ESU decoder, will be available in a limited edition.

**Delivery:** Q4 2026

- Digital Sound Version
- Analog Version Available on Request

**Price in CHF.** (Swiss VAT 8.1% included)

Short Version:	CHF.- 1'690,00
Long Version:	CHF.- 1'790,00
Extra-Long Version:	CHF.- 1'890,00

#### **Short Version**

.... Réf. 2288	A.L	ZZr-26	1935	Dark green / Light grey	Strasbourg rail depot
.... Réf. 2288/1	ETAT	Zzy 24422	1935	Ruby red / Grey	Batignolles-Remblai rail depot
.... Réf. 2288/2	PLM	ZZK 101	1935	Blue / Cream	Paris-Bercy rail depot



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#03 / 07

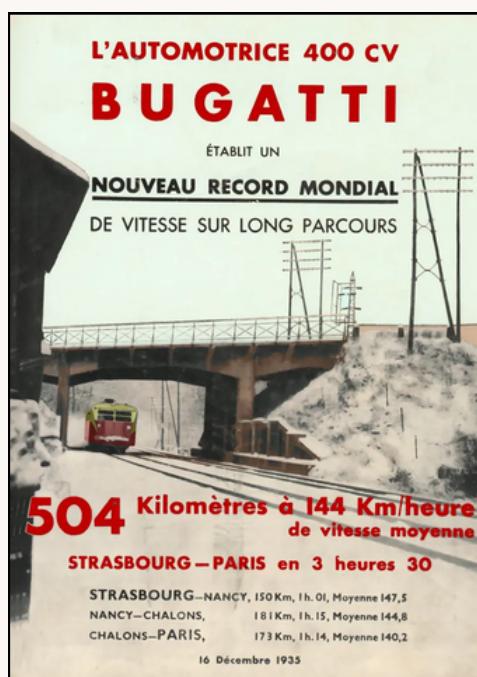
### Long Version

..... Réf. 2289/1	ETAT	ZZy 24426	1935	Ruby red / Grey	Nantes rail depot
..... Réf. 2289/2	PLM	ZZK 203	1936	Blue / Cream	Paris-Bercy rail depot
..... Réf. 2289/3	SNCF	XB 3103	1954	Red / Cream	Nantes rail depot
..... Réf. 2289/4	SNCF	XB 3003	1954	Red / Cream	Villeneuve rail depot



### Extra-Long Version

..... Réf. 2290	A.L	ZZr-25	1937	Grey/Blue stripes/White	Strasbourg rail depot
..... Réf. 2290/1	ETAT	ZZy 24445	1937	Ruby red / Grey	Le Mans rail depot
..... Réf. 2290/2	PLM	ZZK 306	1937	Blue / Cream	Vénissieux rail depot
..... Réf. 2290/3	SNCF	XB 4014	1957	Red / Cream	Nice rail depot
..... Réf. 2290/4	SNCF	XB 4206	1953	Red / Cream	Strasbourg rail depot



To ensure the availability of one of these exceptional models, we invite you to complete your reservation form now, accessible directly on our website:

👉 [www.fulgurex.ch](http://www.fulgurex.ch)

@fulgurex\_precision\_models | [info@fulgurex.ch](mailto:info@fulgurex.ch)

[WWW.FULGUREX.CH](http://WWW.FULGUREX.CH)

#04/O7

## New model !

VERTICAL BOILER SHUNTING  
LOCOMOTIVE - 0-4-0T

HO

1/87<sup>o</sup>



### **A Brief History...**

Vertical boiler locomotives represented the quintessential type of small shunting engines. The distinctive shape of their boiler quickly earned them the nickname “ink bottle”, reminiscent of the bottles from which schoolmasters used to fill students’ inkwells at the time. The joint-stock company John COCKERILL was the main manufacturer of this type of locomotive, producing nearly 900 units. Other builders also ventured into this type, including FIVES-LILLE, CAIL, FRANCO-BELGE, and others.

CAIL presented this machine at the Milan Exhibition in 1907. It surprised visitors with its very compact dimensions, measuring only 4.46 m in length, which allowed it to be turned on the small-diameter turntables of factories, quarries, sugar refineries, and even ports.

The Compagnie du Nord adopted this locomotive, often referred to as the "company micro-locomotive", in a series of 35 units, numbered No. 2.001 to No. 2.035 in three sub-series. They did not play a leading role on the railway and were far from the prestigious tasks of express trains.

However, shunting work was essential and continuous in the railway world, because without shunting, there would be no trains. The rapid-boiling boiler proved to be a practical solution, ready in less than an hour, and sometimes the water could be heated in just a few minutes. Therefore, it had to be kept under pressure, with the fire burning day and night, to ensure quick and efficient service.

FULGUREX celebrates these small locomotives by offering them in a limited edition, available in the NORD, PLM, Ouest, SNCF versions, as well as in some preserved historical units.

Each model is entirely handcrafted in brass and equipped with an ESU micro decoder. True to FULGUREX's high standards, every locomotive features a flawless finish, with a detailed cab interior, a high-precision motor, and meticulous workmanship down to the smallest detail.



 **Delivery:** Q1 2027

**Price in CHF.-:** (Swiss VAT 8.1% included)

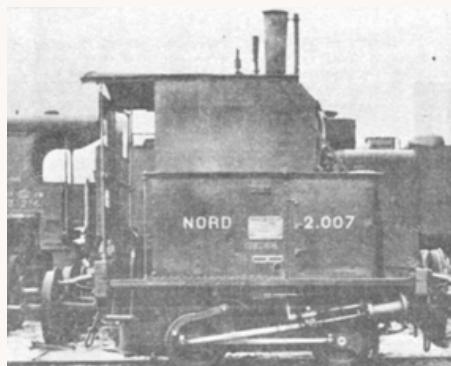
CHF.- 1'150,00

- Digital Sound Version
- Analog Version Available on Request

FULGUREX offers the following versions:

- Ref. 2287 NORD 020 T no. 2.002, built by Fives-Lille, La Chapelle, black, c. 1910
- Ref. 2287/1 NORD 020 T no. 2.007, built by Franco-Belge, Calais, black, c. 1920
- Ref. 2287/2 PLM 020 T no. 7002, built by Fives-Lille, PLM plate, black, c. 1935
- Ref. 2287/3 PLM 020 T no. 7005, built by Porter (USA), large cab, black, c. 1937
- Ref. 2287/4 Ouest 020 M2, built by Tapis, M2 plate, tool box, green, c. 1915
- Ref. 2287/5 SNCF 2-020 TA no. 3 (ex NORD), built by Fives-Lille, black, c. 1945
- Ref. 2287/6 SNCF 2-020 TA no. 5 (ex PLM), built by Porter (USA), large cab, black, c. 1949
- Ref. 2287/7 TRAIN 1900 Luxembourg no. 503, built by Cockerill, large roof, red with yellow lining, c. 2002 \*
- Ref. 2287/8 AJECTA 020 bis "Suzanne", built by Cockerill, large roof, green/black with yellow lining, c. 2007
- Ref. 2287/9 B.V.S Belgium, built by Cockerill, large roof, green with yellow lining, c. 2008

\*Exclusive version for the MBS-L shop, Luxembourg



Wishing you a joyful holiday season from Rolle, The Fulgurex Team

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#07/07