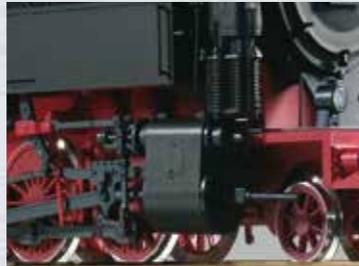




Steam locomotive BR 95 – the legendary  
„Mountain Queen“ as G scale model from PIKO



Individually mounted handles and rails



Stainless steel tires



Driver's cabin with engineer



The BR 95 on the turntable in front of the roundhouse



37650  
DR IV Reko 2. Cl. Coach



37651  
DR IV Reko 2. Cl. Combine



37652 DR IV  
Reko 2. Cl. Diner MITROPA

36137	Interior Light for Reko Coach		
36138	Interior Light for Reko Combine		36228 Sound Kit with weather resistant loud-speaker Steam loco BR 95
36165	Metal Wheelset, 2 pcs. 35 mm, Hard-chrome plated		

36122  
Loco decoder for BR 95



yanikap/Stockphoto





Between 1923 and 1924, 45 specimens of the 1'E1'h2 locomotives of the series 95, which at first have been built by Borsig under the Prussian generic name T 20 in 1922, were delivered. The German Reichsbahn needed the heavy machines as stabling and banking locomotives on steep tracks in the German central highlands and as replacements for their old rack railways. With an adhesive weight of 95.3 t the unusually large locos were considered the highlight of Prussian locomotive building and topped even the famous "mammoth class" of the Halberstadt-Blankenburg railways by more than 20 t.



The locomotives, which at first were intended to be labelled as DRG series 77 due to their planned use for banking express trains on mountain tracks, proved themselves on the steep tracks of the railway lines Arnstadt - Suhl, Probstzella - Rothenkirchen, near Neuenmarkt-Wirsberg and on the route between Tharandt and Klingenberg-Colmitz. After 1945, 14 machines were delivered to the DB, which mainly used them as banking engines in the Spessart near Aschaffenburg. The DR used the remaining 31 locomotives for heavy duties on the Rübelandbahn in the Harz mountains as well as in Probstzella and Sonneberg. After the electrification of the Harzbahn all machines were brought to the Thuringian Forest, where they were used for the entire passenger and freight train service and even for some express trains. To make sure the robust construction could be used for some more years and to reduce the amount of physical work the stokers had to deal with, 24 locomotives were upgraded with oil firing in 1966. With the changes in the timetables in 1980/81 the era of the huge mountain machines came to an end. The museum locomotives 95 009 and 95 027 (operational) still remind us of those times.



#### 37230 DR IV-V BR 95 Steam Loco

For prototypical sound use the PIKO sound kit #36228 in conjunction with the PIKO loco decoder #36122.  
Prepared for cab lighting #36017.

0-24 V

- Completely new construction
- Realistically bulky appearance
- Authentic print and paint features
- Individually mounted handles and rails
- Factory-fitted with running gear lights and steam function
- Directional lighting
- Powerful motor with high traction
- Spring-mounted sliding pickup shoes
- Stainless steel tires

Today, the tank locomotive of the series 95 with the wheel arrangement 1-E-1 is still one of the most popular steam locomotives, thanks to its bulky design, and draws large crowds on museum runs in Germany, including the area around Sonneberg. The new development of this PIKO locomotive model creates a worthy monument to this important German class. The PIKO model of the BR 95 shows the finest paint and print features. It excites with a prototypical, but yet finely detailed appearance and versatile use. The machine also impresses with its robustness, precisely manufactured wheels, and a very reliable power pick-up. The PIKO model comes with directional lighting and is prepared for the uncomplicated installation of a pulsed smoke generators, cab lighting, a digital decoder and sound from a large speaker.