



PIKO

Catalog 2018



PIKO SMARTCONTROL®

The PIKO Smart Control systems are among the most advanced digital control systems.

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PIKO SmartControl *light*

NEW

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NEW

PIKO SMARTDECODER 4.1

The PIKO SmartDecoders of generation 4.1 stand for an innovative control of model cars with diverse functionality.

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EXPERT

Innovative technology in vehicles with great attention to detail at favourable prices – this characterises the PIKO Expert programme.

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PIKO START-SETS

Regarding the analogue starter sets by PIKO, there is something for everybody. Thus, they are the ideal entry into the fascinating world of model railroading.

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HOBBY

High-quality models with sophisticated technology are published in the PIKO Hobby programme, the low-cost entry into the world of model railroading.

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Picture: Benedetto Sabatini

Dear PIKO friends,

As every year and a long time before printing every new PIKO catalogue, we are facing the central question of how to satisfy your wishes and expectations even better than before and how to honour your longstanding loyalty to the PIKO brand. In short, we are facing the central question of where our joint journey on PIKO tracks will take us.

Finding an answer to this all-important question primarily incorporates your wishes and expectations, but also our constructive and technological expertise. Finally, the price is important as well.

With all these considerations and thoughts, a new idea came to our minds: We presented an innovative product strategy to you - as a vision first. The creative Expert plus was added to the traditional four H0 product lines of **PIKO myTrain®**, **Hobby**, **Classic** and **Expert**. Furthermore, our Classic line became *Classic nostalgie* - associated with numerous price reductions.

The response was (and is still) positive since the reason why we are doing this was immediately obvious to many PIKO friends: Now, an even wider range of PIKO products is available. This makes it even easier for every PIKO friend to choose exactly the product that precisely meets his/her (often very personal) expectations with regard to model characteristics, quality and price range. Regarding the extent, this is a new way in the industry or, in order to stick to the metaphor, a new main line into the future.

The first real child of the **Expert plus** line was the PIKO H0 measuring car, a basic innovation with plenty of highlights, a measuring computer with display, USB port and WLAN connection. A comment in the model railroad press put it in a nutshell: "Stationary measuring instruments are not flexible enough and mobile measuring instruments can only be read to a limited extent in vehicles... Here, PIKO has created a comfortable measuring car in an innovative and consistent manner."

Last year, we renewed our annual promise to continue providing you with models in top product quality which should be great fun during their realistic use. For the year 2018, we will fulfil our promise with perfectly detailed models of the series E18 in the designs of the DB and DR, the series 151 (here, we offer - for the first time - a high-volume model of the distinctive first locomotive 151 001-5 of this important series), the diesel locomotives V 60 DB, BB 60000 of the SNCF and TKG2. It is still hardly possible to imagine model railroading without these

diesel locomotives! The new models of the electric locomotives Rh 1041 ÖBB, the series 147 and many form variants, which have partly not been available in the market as high-volume models so far, are included as well. As you can see, we are both broadly positioned in terms of design and increasingly internationally positioned.

At the same time, we maintain tried-and-tested products: We complement the PIKO track proven a thousand times by a flexible concrete sleeper track and the associated switches. You can see that it was very effective to talk about this during our Open Day as well. And we want to keep it that way. Your hobby, your ideas and our quality - this is the joint main line into the future!

Have fun with this.

Your family Dr. Wilfer

Ortrun D. Wilfer
President

Dr. René F. Wilfer
President



95868 PIKO Car of the Year 2018

Layout photographs:
Dieter Ertel / Falk Hummel /
Frank Zarges

Model photographs:
Falk Hummel

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PIKO SmartControl ^{light}
PIKO SMARTCONTROL®
PIKO EXPERT <i>plus</i>
PIKO SMARTDECODER 4.1
PIKO STARTER SETS
PIKO myTRAIN®
PIKO A-TRACK
PIKO EXPERT
PIKO HOBBY
PIKO CLASSIC <i>nostalgie</i>
PIKO DIGITAL
BUILDINGS
ACCESSORIES



Work report from Sonneberg

The catalog 2018 again offers many novelties. Every model contains next to technical perfection also a large portion of personal passion.

BR 152 from Deutsche Bundesbahn - Career of a new design

An idea is the starting point of every new project. At PIKO, the complete idea may either come from the employees or develop directly from the many interesting customer requests which arrive at PIKO and are evaluated on a daily basis. Regarding the preliminary decision in favour of a product, precise knowledge of original, model and market situation is important. Subsequently, the selected original is analysed in detail.

In doing so, it is important to determine and record the special features of the vehicle, versions and requirements for the future model. The results of the analysis have to be checked for their profitability before finally starting the model realisation.

Now, the developers have to perform the constructive implementation of all original details into the desired scale. In this process, they have to check the functionality and the visual impression of the model on a permanent basis. This way, a small copy of the original, which shows all details of the original coherently and is suitable for the requirements of the operation on a model railway system, is created during a long development process over a period of many months.



The project phase of product management and the development to BR 152.

Sounds are what makes the rail operation of a system truly realistic – but where do they actually come from?

In the age of digitalisation, vehicles are expected to offer a maximum range of functions as well. For this purpose, the PIKO digital specialists sometimes travel long distances in order to encounter the original engines. There, intensive discussions with the locomotive crew take place in order to obtain a detailed understanding of the typical sounds of a traction vehicle.



Afterwards, the sound projects are put together as sampling in a sound studio. They are optimally adjusted to the locomotive type and the speaker. At the same time, of course, the PIKO decoders are tailored to the running behaviour and the light functions in this work step.

Colouring according to original

In order to be able to offer most exact versions of a locomotive project, both the typical details of a vehicle and - of course - the realisation of the suitable vehicle paintings and vehicle printings are important. Regarding this, comprehensive research work is also necessary in order to apply both the colouring and all vehicle-relevant texts precisely to the model. Often, only patience and an extensive network of model- and original-loving railroad enthusiasts will help. When the data is available, the individual components of the model vehicle are coloured at the computer until all colours, types and type sizes correspond exactly to the selected original.





Nice that you were there!

More than 15.000 visitors celebrated the 10th "Open House Day" in Sonneberg on the 17th of June 2017 together with the PIKO employees.

Gorgeous weather and enthusiastic faces - it was an all around successful day. While the 'little' PIKO fans enjoyed the garden railroad, painted cars or bounced on the bouncy castle, the "big" PIKO fans experienced the various workplaces and how PIKO model railways were produced at firsthand. As expected there was a great rush to the sales booths, where you could buy one or the other bargains. There was also great interest in the presentation of new models, e.g. the PIKO H0 SmartMeasure Car.

Another highlight was the so-called PIKO Kreisellok. The former shunting locomotive of the DR, which since May 2017 decorates the roundabout at the entrance to the company site, was a popular photo motive for all PIKO friends. As a model in H0 and TT the new release was a popular souvenir. We thank all visitors and participants for their coming and their commitment and look forward to the next "Open Day" in 2019. You will find the date on our website and on our Facebook page.



For the professional!

Many modellers like to set their collection epoch.

To make it easy to classify the models, we have given them a precise designation.

I

Epoch I 1835 – 1925

First railways were built and numerous state and private railways founded.



IV

Epoch IV 1970 – 1990

End of steam operation. Introduction of computeroriented classifications on locos and other vehicles. Pre-war equipment taken out of service.



II

Epoch II 1925 – 1945

Founding of large state railway companies such as DRG, BBÖ or SBB. Regulations were synchronised and standards of construction established. First electric operation.



V

Epoch V 1990 – 2007

Beginning of the ICE age. Fusion of DB and DR. Introduction of "traffic red". Reorganisation of the railway into business divisions. Modern locos and motor coaches taken into service.



III

Epoch III 1945 – 1970

Reconstruction and recovery from war damage to the railways. Steam locos began to be replaced by diesel and electric locos. Construction of passenger coaches and goods trucks in cooperation with other state railways.



VI

Epoch VI 2007 – today

Besides traditional railroad companies, many private railroad transit companies also travel existing railroad networks in national and international transport with their own vehicles. Introducing the 13-digit UIC numbering system.



Legend to symbols

Many modellers like to set their collection era. To make easy to classify the models, we have given them a precise designation. Pictograms are used to provide further technical details and their meaning is listed below.

Railway Administrations:

ČSD / ČD	Czechoslovakian Railways
CFL	Luxembourg State Railway
CFR	Romanian State Railway
DB	German Federal Railway
DB AG	German Federal Railway Inc.
DR	German Imperial Railway
DRG	German Imperial Railway
DSB	Danish State Railway
FS	Italian State Railway
K.Sächs.Sts.E.B	Royal Saxon Stat Railway
Sächs.Sts.E.B.	Royal Saxon State Railway
MAV	Hungarian State Railway
NS	Dutch State Railway
NSB	Norwegian State Railway
ÖBB	Austrian State Railway
PKP	Polish State Railway**
RENFE	Spanish State Railway
RZD	Russian State Railway
SBB	Swiss Federal Railway
SJ	Swedish State Railway
SNCF	French State Railway**
SNCB / B	Belgian State Railway
SŽ	Slovenian State Railways
ŽSR	Slovakian State Railways

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	Direct current
	Three-rail alternating current version
	Operation w pantograph possible
	Directional lights w LED
	Directional lights red / white w LED
	Directional lights red / white w LED possible
	Lights
	Directional lights
	Directional lights red / white
	Minimum recommended radius
	Traction tyres
	Lenght over buffers
	Coupling hook
	Interior lighting
	Interior lighting possible
	Sound ready
	number of cars in case of multiple unit trains
	with USB port
	with data storage
	WLAN-capable
	PIKO wheelset service for AC rail fans

On all the PIKO models with this symbol the standard direct current wheelsets can be replaced by PIKO alternating current wheelset. The relevant article numbers are specified.

	Interface for Decoder to NEM 651
	Interface for Decoder to NEM 652
	w/o Interface for Decoder to NEM 652
	Interface for Decoder Next18
	Interface for Decoder PluX12 to NEM 658
	Interface for Decoder PluX16 to NEM 658
	Interface for Decoder PluX22 to NEM 658
	incl. Decoder to NEM 652
	incl. Decoder Next18
	incl. Decoder PluX16 to NEM 658
	incl. Decoder PluX22 to NEM 658
	PIKO SmartDecoder 4.1
	incl. PIKO Sound-Decoder
	mfx-capable

For all Locomotives & Cars:

	NEM coupler pocket
	Close coupling

General notes:

	Out of stock
	Out of production (available as long as stocks last)
	Limited edition

Exclusiveness - only available in indicated country



Construction



Mold construction



Plastics processing



Spray painting

HAND
IN
HAND

Sonneberg

Chashan



Print design



Assembly



Quality inspection



Logistics

Even before a locomotive starts circling a domestic system, it often already has travelled a distance of thousands of kilometers. The reason for this is that many H0 models are manufactured in the PIKO own factory in the south of China. In order to meet the demands of our customers for attractive new products of the best quality, smooth cooperation between the employees in sales, construction and development in Sonneberg and those in production in Chashan is required.

Clearly arranged display

Full DCC compatibility with
14, 28 and 128 regulating steps

Ergonomic hand controller

Up to 20 locos individually
controllable at the same time



PIKO SmartControl_{light}

The cheap, comfortable digital controller by PIKO for beginners, returnees and experts

The attractive starter sets with realistically compiled trains are the ideal opportunity to enter the digital world of PIKO SmartControl_{light} - at an excellent price-performance ratio! Here, long-lasting pleasure is guaranteed thanks to the robust, detailed models combined with a well-thought-out track system!

> PIKO SmartControl_{light}
it is possible to control
DCC locomotives, switch
magnetic items and activate
routes.



With a maximum permitted speed of 330 km/h, the ICE 3 is one of the world's fastest trains. It is digitally controlled and runs fast on the spacious oval track!



SMARTCONTROL
light

Highlights PIKO SmartControl_{light} digital controller:

- **Ergonomic hand controller:** Model railroad operation should be fun! Thus, a good and permanent handiness of the hand controller is important! The PIKO SmartController_{light} has exactly the right shape and the optimum weight for optimum amusement while playing! With a user-friendly arrangement of the control elements and a sensitive, robust rotary control. Up to 24 special locomotive functions are comfortably switchable.
- **Clearly arranged display:** A display has to provide all necessary information in an eye-friendly way. With the high-contrast, logically structured display of the PIKO SmartController_{light} all relevant data can be read optimally – even under difficult light conditions.
- **Plug and Play:** The logical structure of PIKO SmartControl_{light} allows a foolproof, contemporary installation and use. Thus, full railroading fun arises from the very first moment!
- **Up to 20 locos individually controllable at the same time:** Operating several locos simultaneously is fun. In order to avoid that the central controller is running out of steam immediately, PIKO SmartControl_{light} has a max. output current of 2 A. If the system grows, it is possible to add suitable boosters.
- **VFull DCC compatibility with 14, 28 and 128 regulating steps:** Open communication is important to us! Thus, PIKO SmartControl_{light} has full DCC compatibility and can - of course - also be combined with the PIKO SmartControl system via LocoNet!
- **Comprehensive loco database:** Up to 9,999 locomotive addresses can be saved
- **Switch magnetic items:** Of course, it is also possible to operate switches and signals using PIKO SmartControl_{light}. In this connection, there are almost no limits since more than 2,000 magnetic items can be switched in DCC.
- **Routes:** A first automation of the train operation is also possible with PIKO SmartControl_{light}! For this purpose, the magnetic items can be grouped to logical units.
- **Main track and programming track output:** They are designed separately, so that programming operations are possible regardless of the model railroad system, e.g. at a desk.
- **Short-circuit fuse:** Operational safety is important! And if something happens nevertheless, the PIKO SmartControl_{light} digital controller has a short-circuit fuse.

Enjoy operating the new PIKO SmartControl_{light} digital controller!


NEW
2018

55017 PIKO Basic Set "SmartControl_{light}"

- PIKO SmartController_{light}
- PIKO SmartBox_{light}
- Power adapter 16 V / 32 W
- Spiral connection cable
- Quick guide


NEW
2018

55016 PIKO "SmartController_{light}"

PIKO



**NEW
2018**


**NEW
2018**
**59011 SmartControl_{light} Starter Set DB AG 2 Trains
BR 185 and BR 218 Ep. VI**

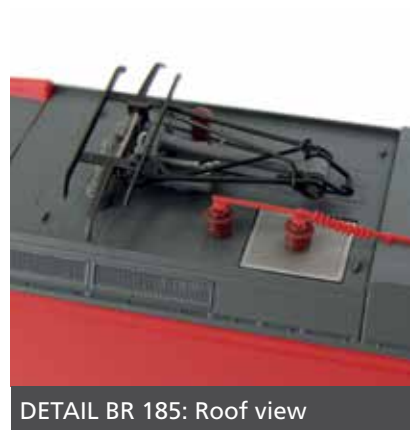
Two modern-railroad trains, which can be digitally controlled independently using the new PIKO SmartControl_{light} system, provide greatest model railroading fun. The large oval track with two curved switches allows diversified train traffic with high playing value. The engines are equipped with PIKO decoders and convince thanks to well-balanced running characteristics.

The set includes:

- | | |
|--|--|
| 1 x Diesel Locomotive BR 218 | 1 x 55222 Curved switch, left |
| 2 x IC Passenger cars | 1 x 55223 Curved switch, right |
| 1 x Electric locomotive BR 185 | 1 x 55275 Connection clip |
| 3 x High-side gondolas | 1 x Track connection cable |
| 14 x 55212 Curved track R2 422 mm (1.38 ft.) | 1 x 55289 Portable Rerailer |
| 9 x 55201 Straight track 231 mm (0.75 ft.) | 1 x 55017 PIKO SmartControl _{light} set |
| 3 x 55200 Straight track 231 mm (0.75 ft.) | 1 x Operating manual |



Floor space: around
182 cm x 95 cm (6 ft. x 3.2 ft.)
Minimum floor space assembly:
192 cm x 105 cm (6.3 ft. x 3.5 ft.)


DETAIL BR 185: Roof view

DETAIL BR 185: Front view

Length of train: 680 mm (2.2 ft.)

Length of train: 708 mm (2.3 ft.)

PIKO SMARTCONTROL_{light} STARTER SETS

PIKO

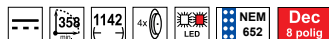


**NEW
2018**

59006 SmartControl_{light} Starter Set DB AG ICE 3 Ep. VI

The set includes:

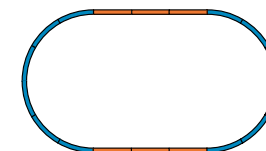
- 1 x ICE 3 with 2 traction units and 2 cars
- 12 x 55212 Curved track R2 422 mm (1.38 ft.)
- 6 x 55201 Straight track 231 mm (0.75 ft.)
- 1 x 55275 Connection clip
- 1 x Track connection cable
- 1 x 55289 Portable Rerailer
- 1 x 55017 PIKO SmartControl_{light} set
- 1 x Operating manual



Length of train: 1142 mm
(3.74 ft.)



Using the new digital PIKO SmartControl_{light} hand controller, the ICE 3 can be rapidly moved through the turns of the large oval track. Here, great model railroading fun arises! The multiple unit train is equipped with a PIKO decoder and represents the ideal entry into the digital world of high-speed traffic in a model.



Floor space: around 182 x 95 cm (6 ft x 3.2 ft.)

Minimum floor space assembly:
192 x 105 cm (6.3 ft. x 3.5 ft.)

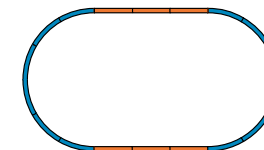



NEW
2018
59009 SmartControl_{light} Starter Set ÖBB
Passenger train Rh 2016 with 2 IC Passenger cars Ep. V-VI


The digital set with the new digital PIKO SmartControl_{light} system replicates a typical short ÖBB passenger train of modern eras. The two fast train cars are hauled by the powerful Rh 2016 with PIKO decoder. The Österreichischen Bundesbahnen can use such units both in express service and for short long-distance trains.

The set includes:

- | | |
|--|--|
| 1 x Diesel Locomotive Rh 2016 ÖBB | 1 x Track connection cable |
| 2 x IC Passenger cars | 1 x 55289 Portable Rerailer |
| 12 x 55212 Curved track R2 422 mm (1.38 ft.) | 1 x 55017 PIKO SmartControl _{light} set |
| 6 x 55201 Straight track 231 mm (0.75 ft.) | 1 x Operating manual |
| 1 x 55275 Connection clip | |



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)



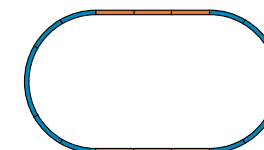
Length of train: 749 mm (2.45 ft.)


NEW
2018
59004 SmartControl_{light} Starter Set DB AG
Freight train BR 185 with 3 cars Ep. VI

The modern electric locomotive series 185 in the current design of the DB AG with PIKO decoder hauls a typical, mixed freight train. Using the new PIKO SmartControl_{light} system, the train can be digitally controlled on the large oval track and provides greatest model railroading fun.

The set includes:

- | | |
|--|--|
| 1 x Electric locomotive BR 185 | 1 x Track connection cable |
| 3 x Freight cars | 1 x 55289 Portable Rerailer |
| 12 x 55212 Curved track R2 422 mm (1.38 ft.) | 1 x 55017 PIKO SmartControl _{light} set |
| 6 x 55201 Straight track 231 mm (0.75 ft.) | 1 x Operating manual |
| 1 x 55275 Connection clip | |



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 616 mm (2.0 ft.)

PIKO SMARTCONTROL_{light} STARTER SETS

PIKO



**NEW
2018**

59005 SmartControl_{light} Starter Set NS Intercity BR 185 with 2 Passenger cars Ep. VI

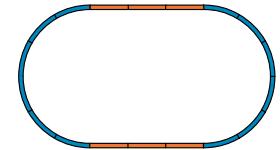


A typical train used by the NS in passenger transport is replicated with this digital starter set. It consists of a powerful electric locomotive with PIKO decoder and two modern passenger cars. Using the new PIKO SmartControl_{light} system, the train can be controlled on the large oval track in a balanced way. This provides manifold model railroading fun!

The set includes:

- 1 x Electric locomotive BR 185
- 2 x IC Passenger cars
- 12 x 55212 Curved track R2 422 mm (1.38 ft.)
- 6 x 55201 Straight track 231 mm (0.75 ft.)
- 1 x 55275 Connection clip

- 1 x Track connection cable
- 1 x 55289 Portable Rerailer
- 1 x 55017 PIKO SmartControl_{light} set
- 1 x Operating manual



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 750 mm (2.46 ft.)



**NEW
2018**

59002 SmartControl_{light} Starter Set PKP Intercity Taurus with 2 Passenger cars Ep. VI

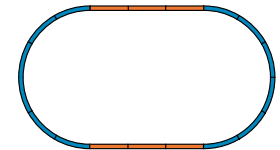


The use of this digital starter set with the new PIKO SmartControl_{light} system and a powerful electric locomotive of PKP IC provides great model railroading fun. The typical passenger train consists of a Taurus locomotive with PIKO decoder and two IC passenger cars.

The set includes:

- 1 x Electric locomotive Taurus
- 2 x IC Passenger cars
- 12 x 55212 Curved track R2 422 mm (1.38 ft.)
- 6 x 55201 Straight track 231 mm (0.75 ft.)
- 1 x 55275 Connection clip

- 1 x GTrack connection cable
- 1 x 55289 Portable Rerailer
- 1 x 55017 PIKO SmartControl_{light} set
- 1 x Operating manual



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 750 mm (2.46 ft.)

Motor-driven rotary control with end stop. Allows for "eyes-off" control of speed and direction of travel.

High-resolution 3.2" TFT color display. The touchscreen allows an effortless, intuitive control of lights and other functions.

The ergonomic shape of the PIKO SmartController allows for one-handed operation without problems.

18



High-resolution 3.2" TFT color display. The touchscreen allows an effortless, intuitive control of lights and other functions.

The ergonomic shape of the PIKO SmartController allows for one-handed operation without problems.

18



The ergonomic shape of the PIKO SmartController allows for one-handed operation without problems.

PIKO SmartControl System - Ingeniously simple – simply ingenious!

- > Digital control of locomotives with up to 28 functions
- > Combines the advantages of the smart phone technology with the needs of the model railroader



Start into the future of digital model railroad control! PIKO Premium Train Sets contain all necessary equipment including the "PIKO SmartController" control.



SMARTCONTROL

Introduction

The PIKO SmartControl® system is the perfect choice for model train enthusiasts who are looking for an easy to operate modern digital control system. The system can be used with scales H0, TT and N and all track systems (decoders must be DCC-compatible). It combines the advantages of a smartphone based control system with the specific requirements of model train control systems. The system consists of two components that work together in perfect harmony.

Using the wireless PIKO SmartControl® handset you can select and control your trains, switches, and signals by simply touching them on the high-resolution touch screen. Thanks to the Android operating system using the handset is just as easy and intuitive as using your smartphone. Self-explaining icons show the available features at all times. A large metal knob allows precise speed control and "eyes-off" operation. The speed dial will automatically adjust to the current speed step every time you switch locomotives. Just like the locomotives all your switches and signals can be named. Additionally they can be assigned with icons to better distinguish between them.

Decoder and system settings can be conveniently controlled using the touch screen. When not in use the powerful battery is charged via the USB connection.

The PIKO SmartBox complements the PIKO SmartControl® System. It is responsible for the track connection and for supplying track power. Due to its built-in 5A booster even large layouts don't pose a problem. With RailComPlus® your locomotives will be automatically detected and they will automatically provide their function key icons to the system. A separate programming track comes in handy when configuring older decoders.

Thanks to RailComPlus® decoder settings can be modified directly while on the main track.

The PIKO SmartBox® communicates with the PIKO SmartControl® via wireless LAN.

Both components connect automatically. No additional configuration or equipment purchase is required. All necessary components as well as a power supply are included.

In case you later extend your layout, you can just add additional boosters and occupancy detectors to the PIKO SmartBox® without difficulty. A PC running model railroad control software can be connected to the system via LAN or wireless LAN. With the PIKO SmartBox®, multiple PIKO SmartControl® handsets can be used simultaneously. All locomotives, switches and signals will be synchronized automatically. Optionally the PIKO SmartBox® can be integrated in your home network. This will make installing upgrades especially easy.

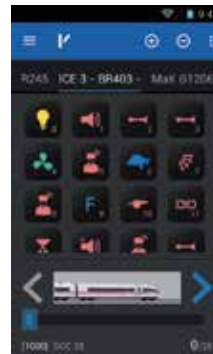
Highlights

PIKO SmartControl®

- Up to 1.024 locomotives using DCC-format with up to 29 functions each. Name and icon can be assigned individually.
- Up to 1.024 accessories using DCC-format. Name and icon can be assigned individually.
- Simple touch screen control due to Android 4 operating system.
- Large dial for precise speed control and direction of travel.
- Integrated Wireless LAN interface for connecting to the PIKO SmartBox

PIKO SmartBox®

- Booster with 5A rating and RailComPlus® interface.
- Separate DCC programming track output
- Wireless LAN access point for connecting PIKO SmartControl handsets
- LAN interface for PC connection
- External interface for additional boosters and track occupancy detectors
- Supports stand-alone operation or integration into home network
- Update capable



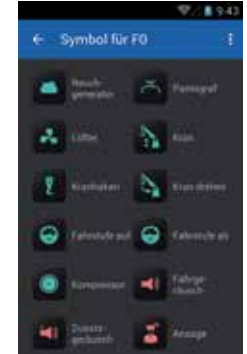
Display ICE3



Loco icons



Switch locomotive



available icons for interface customization

59114

PIKO PREMIUM Train Set Double Train with Sound

Two modern train sets that can be individually controlled by the wireless PIKO SmartControl® system provide endless model train fun. Two large track ovals that are connected by multiple curved switches showcase the advantages of the PIKO SmartControl® system and allow for realistic train operation. The locomotives are equipped with Loc-Sounddecoders. A variety of locomotive specific sounds can be triggered individually.

The Set includes:

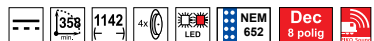
- | | |
|--|--------------------------------|
| 1 x Diesel Locomotive G1206 | |
| 4 x Freight Cars | 2 x 55222 Curved Switch, left |
| 1 x ICE3 - 4 parts | 2 x 55223 Curved Switch, right |
| 12 x 55212 Curved Track R2 422 mm (16.6 in.) | 1 x 55275 Power clip |
| 12 x 55201 Straight Track 231 mm (9.1 in.) | 1 x 55289 Portable Rerailer |
| 4 x 55200 Straight Track 239 mm (9.4 in.) | 1 x 55041 PIKO SmartController |
| 8 x 55213 Curved Track R3 483 mm (19.0 in.) | 1 x PIKO SmartBox |



Floor space: around 192 x 98 cm
(6.3 ft x 3.2 ft.)
Minimum floor space assembly:
202 x 108 cm (6.6 ft x 3.5 ft.)



Locos are with PIKO Sound Decoder Kits



Lenght of train: 1142 mm (3.7 ft.)



Lenght of train: 770 mm (2.5 ft.)

**NEW
2018**

59118

PIKO PREMIUM Train Set NS ICE3 and Diesel Freight



Two trains from the Netherlands, which can be digitally controlled independently using the innovative, radio-controlled PIKO SmartControl system, provide greatest model railroading fun.

Two large oval tracks with four curved switches allow - together with the PIKO SmartControl - diversified train traffic with high playing value. The engines are equipped with PIKO sound decoders. Different typical locomotive sounds can be accessed individually.

The Set includes:

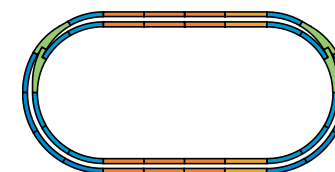
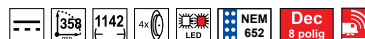
- | | | |
|--|--------------------------------|----------------------------------|
| 1 x Diesel Locomotive G1206 NS | 2 x 55222 Curved Switch, left | 1 x PIKO Lanyard |
| 4 x Freight Cars | 2 x 55223 Curved Switch, right | 1 x Power supply 32 VA / 16-18 V |
| 1 x ICE3 - 4 parts NS | 1 x 55275 Power clip | 1 x USB charger + cable |
| 12 x 55212 Curved Track R2 422 mm (16.6 in.) | 1 x 55289 Portable Rerailer | 1 x Track connection cable |
| 12 x 55201 Straight Track 231 mm (9.1 in.) | 1 x 55041 PIKO SmartController | 1 x Manual |
| 4 x 55200 Straight Track 239 mm (9.4 in.) | 1 x PIKO SmartBox | |
| 8 x 55213 Curved Track R3 483 mm (19.0 in.) | | |



**Locos include
PIKO Sound Decoders**



Length of train: 1142 mm (3.7 ft.)



Floor space: around 192 x 98 cm
(6.3 ft x 3.2 ft.)

Minimum floor space assembly:
202 x 108 cm (6.6 ft x 3.5 ft.)



Length of train: 770 mm (2.5 ft.)

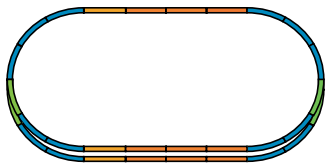
59117

PIKO PREMIUM Train Set Passenger Train BR 243 DR with Sound

The commuter train "Sputnik" with the typical double-deck cars operating on the Berlin outer ring is circling with the robust BR 243 as locomotive. With the radio-controlled PIKO SmartControl system, the train can be digitally controlled independently on the big oval track with railroad siding and offers the biggest model railroad fun. Cars can be shunted on the railroad siding. The loco is equipped with a PIKO sound decoder. The decoder has a total of 27 switchable functions, such as engine sounds, switchable driver's cab lighting and further sounds such as e.g. station announcements.

The Set includes:

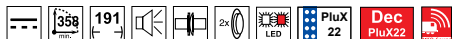
- | | |
|--|----------------------------------|
| 1 x Electric Locomotive BR 243 | 1 x 55289 Portable Rerailer |
| 2 x Bi-Level Passenger Cars | 1 x 55041 PIKO SmartController |
| 14 x 55212 Curved Track R2 422 mm (16.6 in.) | 1 x PIKO SmartBox |
| 9 x 55201 Straight Track 231 mm (9.1 in.) | 1 x PIKO Lanyard |
| 3 x 55200 Straight Track 239 mm (9.4 in.) | 1 x Power supply 32 VA / 16-18 V |
| 1 x 55222 Curved Switch, left | 1 x USB charger + cable |
| 1 x 55223 Curved Switch, right | 1 x Track connection cable |
| 1 x 55275 Power Clip | 1 x Manual |



Loco is with PIKO Sound Decoder Kit

Floor space: around 182 x 95 cm (6 ft x 3.2 ft.)

Minimum floor space assembly: 192 x 105 cm (6.3 ft x 3.5 ft.)



Length of train: 788 mm (2.6 ft.)

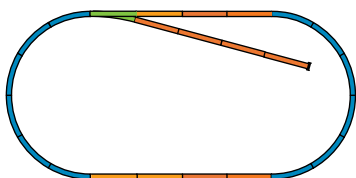
59115

PIKO PREMIUM Train Set Freight Train BR 193 Vectron PKP with Sound

The modern E-loco Vectron in the design of the PKP Cargo pulls the three-car tank train. With the radio-controlled PIKO SmartControl system, the train can be digitally controlled independently on the big oval track with railroad siding and offers the biggest model railroad fun. Cars can be shunted on the railroad siding. The locomotive is equipped with a PIKO sound decoder. The decoder has a total of 23 switchable functions, such as engine sounds, switchable driver's cab lighting and further sounds such as e.g. station announcements.

The Set includes:

- | | |
|--|--------------------------------|
| 1 x Electric Locomotive BR 193 Vectron | 1 x 55289 Portable Rerailer |
| 3 x Modern Tank Car | 1 x 55041 PIKO SmartController |
| 12 x 55212 Curved Track R2 422 mm (16.6 in.) | 1 x PIKO SmartBox |
| 8 x 55201 Straight Track 231 mm (9.1 in.) | 1 x PIKO Lanyard |
| 3 x 55200 Straight Track 239 mm (9.4 in.) | 1 x power supply 36 VA / 16 V |
| 1 x 55221 Switch, right | 1 x USB charger + cable |
| 1 x 55280 Bumper | 1 x Track connection cable |
| 1 x 55275 Power Clip | 1 x Manual |

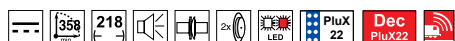


Floor space: around 182 x 88 cm (6.0 ft x 2.9 ft.)

Minimum floor space assembly: 192 x 98 cm (6.3 ft. x 3.2 ft.)



Loco is with PIKO Sound Decoder Kit



Length of train: 788 mm (2.6 ft.)

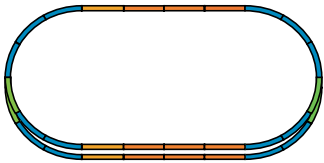
59116

PIKO PREMIUM Train Set Passenger Train BR 221 DB with Sound

The cult locomotive BR 221 pulls the authentic two-car TEE 34 "Merkur" on its journey from Hamburg to Puttgarden. With the radio-controlled PIKO SmartControl system, the train can be digitally controlled independently on the big oval track with railroad siding and offers the biggest model railroad fun. Cars can be shunted on the railroad siding. The loco is equipped with a PIKO sound decoder. The decoder has a total of 25 switchable functions, such as engine sounds, switchable driver's cab lighting and further sounds such as e.g. station announcements.

The Set includes:

- | | |
|--|----------------------------------|
| 1 x Diesel Locomotive BR221 | 1 x 55289 Portable Rerailer |
| 2 x Passenger Cars | 1 x 55041 PIKO SmartController |
| 14 x 55212 Curved Track R2 422 mm (16.6 in.) | 1 x PIKO SmartBox |
| 9 x 55201 Straight Track 231 mm (9.1 in.) | 1 x PIKO Lanyard |
| 3 x 55200 Straight Track 239 mm (9.4 in.) | 1 x Power supply 32 VA / 16-18 V |
| 1 x 55222 Curved Switch, left | 1 x USB charger + cable |
| 1 x 55223 Curved Switch, right | 1 x Track connection cable |
| 1 x 55275 Power Clip | 1 x Manual |

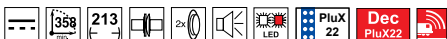


Floor space: around 182 x 95 cm (6 ft x 3.2 ft.)

Minimum floor space assembly: 192 x 105 cm (6.3 ft x 3.5 ft.)



Loco is with PIKO Sound Decoder Kit



Length of train: 818 mm (2.7 ft.)

PIKO PREMIUM TRAIN SETS

59112

PIKO PREMIUM Train Set BR 245 with Sound

The DB AG's most modern diesel locomotive pulls the DB Regio train made up of double deck cars. The wireless PIKO SmartControl® system allows for independent digital control of the train on the large track oval with passing siding. This makes for maximum model railroading fun. The locomotive is equipped with a Loc-Sounddecoder. The decoder provides a total of 23 functions that can be triggered individually, such as engine sounds, horns, brake squeal, switching, as well as other sounds like station announcements.



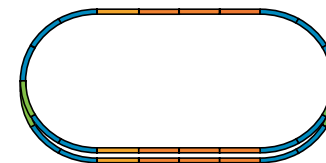
Loco

is with PIKO Sound Decoder Kit

The Set includes:

- 1 x Diesel Locomotive BR 245
- 2 x Bi-Level Passenger Cars
- 14 x 55212 Curved Track R2 422 mm (16.6 in.)
- 9 x 55201 Straight Track 231 mm (9.1 in.)
- 3 x 55200 Straight Track 239 mm (9.4 in.)
- 1 x 55222 Curved Switch, left
- 1 x 55223 Curved Switch, right
- 1 x 55275 Power Clip

- 1 x 55289 Portable Rerailer
- 1 x 55041 PIKO SmartController
- 1 x PIKO SmartBox
- 1 x PIKO Lanyard
- 1 x Power supply 32 VA / 16-18 V
- 1 x USB charger + cable
- 1 x Track connection cable
- 1 x Manual



Floor space: around 182 x 95 cm
(6 ft x 3.2 ft.)

Minimum floor space assembly:
192 x 105 cm (6.3 ft x 3.5 ft.)



Lenght of train: 860 mm (2.8 ft.)

59113

PIKO PREMIUM Train Set Freight Train BR 193 Vectron with Sound

The modern electric locomotive in MRCE livery pulls a tank car train. The wireless PIKO SmartControl® system allows for independent digital control of the train on the large track oval with storage track. Cars can be switch to and from the storage track. The locomotive is equipped with a Loc-Sounddecoder. The decoder provides a total of 23 functions that can be triggered individually, such as engine sounds, horns, brake squeal, switching, as well as other sounds like station announcements.



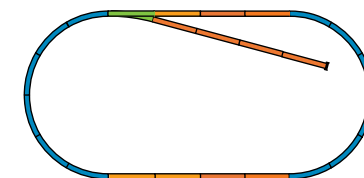
Loco

is with PIKO Sound Decoder Kit

The Set includes:

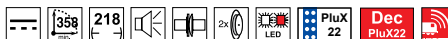
- 1 x Electric Locomotive BR 193 Vectron
- 3 x Modern Tank Car
- 12 x 55212 Curved Track R2 422 mm (16.6 in.)
- 8 x 55201 Straight Track 231 mm (9.1 in.)
- 3 x 55200 Straight Track 239 mm (9.4 in.)
- 1 x 55221 Switch, right
- 1 x 55280 Bumper
- 1 x 55275 Power Clip

- 1 x 55289 Portable Rerailer
- 1 x 55041 PIKO SmartController
- 1 x PIKO SmartBox
- 1 x PIKO Lanyard
- 1 x power supply 36 VA / 16 V
- 1 x USB charger + cable
- 1 x Track connection cable
- 1 x Manual



Floor space:
around 182 x 88 cm (6.0 ft x 2.9 ft.)

Minimum floor space assembly:
192 x 98 cm (6.3 ft. x 3.2 ft.)



Lenght of train: 790 mm (2.6 ft.)



55040

PIKO SmartControl Base Set

- PIKO SmartController
- PIKO SmartBox®
- USB power supply 230 V~, Sec. 16 V / 2,25 A / 36 VA
- USB charger for SmartController 230 V~, Sec. 5 V incl. USB cable
- Track connection cable 1,5 m
- PIKO Lanyard
- Manual



55041

PIKO SmartController

- PIKO SmartController
- USB charger for SmartController 230 V~, Sec. 5 V incl. USB cable
- PIKO Lanyard
- Manual



55043

CD(E)-adapter for SmartBox®

- for connecting additional boosters according to CDE-standard
- for DCC compatible booster only
- Output: CD(E) connection, 2 poles (no E-data!)



55046

Desktop-Power Supply 18 V / 5,3 A / 96 VA

To power the PIKO SmartBox®

Input: 230 V / Output: 18 V / 5,3 A / 96 VA

We recommend this power supply in case more power is required when operating more than circa 4 locomotives on the layout.



55044

PIKO Loco-Net Converter

With # 55044 the PIKO SmartBox® can be connected with a LocoNet® network.

The adapter has four LocoNet plugs and is powered via the PIKO SmartBox® with up to 500 mA.

(LocoNet® is a registered trademark of Digitrax Inc, Norcross Ga., US)



Perfection down to the smallest detail with highest fun factor – feature-rich models for special uses

- > With a plus of technology
- > Outstanding functions
- > Plug & Play
- > Finest detailing



The first model of the new ExpertPlus line convinces with highlights such as

- WLAN on board
- Ascent measuring
- cm-precise measurements
- Data storage

> see page 30



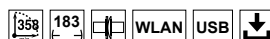
EXPERT
PLUS

The PIKO SMART MEASURE CAR

The PIKO H0 measuring car is an **absolute innovation** in the area of model railroads! Finally it is possible to measure the entire installation – down to the very last centimeter as well as to the very last per mil in case of ascents! In connection with a mobile App (*Android) or a PC, the measured data and information can be displayed live by means of WLAN. Among others, it is possible to display graphic evaluations on PC and to determine average speeds! In this way, it is possible to also perform exact measurements in not visible installation areas. The attractive high tech car model with the finest painting and printing has been adapted to the design of the DB AG measuring vehicles! Here we installed high tech in an attractive car model which can also be integrated very well in a train set without measurement.



55050 PIKO SmartMeasure Car,
DC/AC and analog, V-VI



Additional functions by means of the App*: (*only available for Android)

- Live display of the speed and the traveled distance via WLAN directly on a mobile phone display - thus, the live display of the measuring is also possible in not visible installation areas!
- Attribution of the distances and speeds to a locomotive by means of a simple archive
- Display lighting switchable via function key

FOR SMARTPHONE



Additional functions by means of the PC software*: (*only for Windows PC)

- Live display of the measured values
- Determination of the average speed, daily travel distance and time, attribution of locomotive models
- Archiving function
- Graphic representation of the measured values in diagrams
- Display lighting switchable via function key

FOR PC



CLEVER: THE INTEGRATED DISPLAY WITH PUSH BUTTONS FOR MODULE SELECTION AND STATUS LEDS IS HIDDEN BEHIND THE DOOR

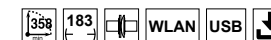
a lot of Highlights:

- Indication of the actual speed in m/s, cm/s and km/h (conversion to 1:87)
- Indication of the distance traveled in cm, m and km (conversion to 1:87)
- Display of the total distance incl. zero setting function
- Ascent measuring *absolute novelty / innovation in the area of model railroads!*
- Analog and digital mode on two-rail and three-rail track possible
- Integrated display behind one of the sliding doors, with commutable lighting
- Mode selection via push buttons
- LED display of the current status, e.g. "Battery is charging", "WLAN connection"
- Integrated back-up battery for measuring on current-less track sections
- Onboard memory for the recording of the measuring data also without WLAN function
- Integrated USB port for reading the memory and for charging the back-up battery (the car is also charged during operation, if the given track voltage is more than 5V)
- Indication of the measured values via the integrated display

Exclusive model -
only available in Switzerland




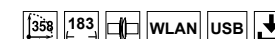
 **55052 PIKO SmartMeasure Car SBB,**
DC/AC and analog, V-VI



NEW
2018



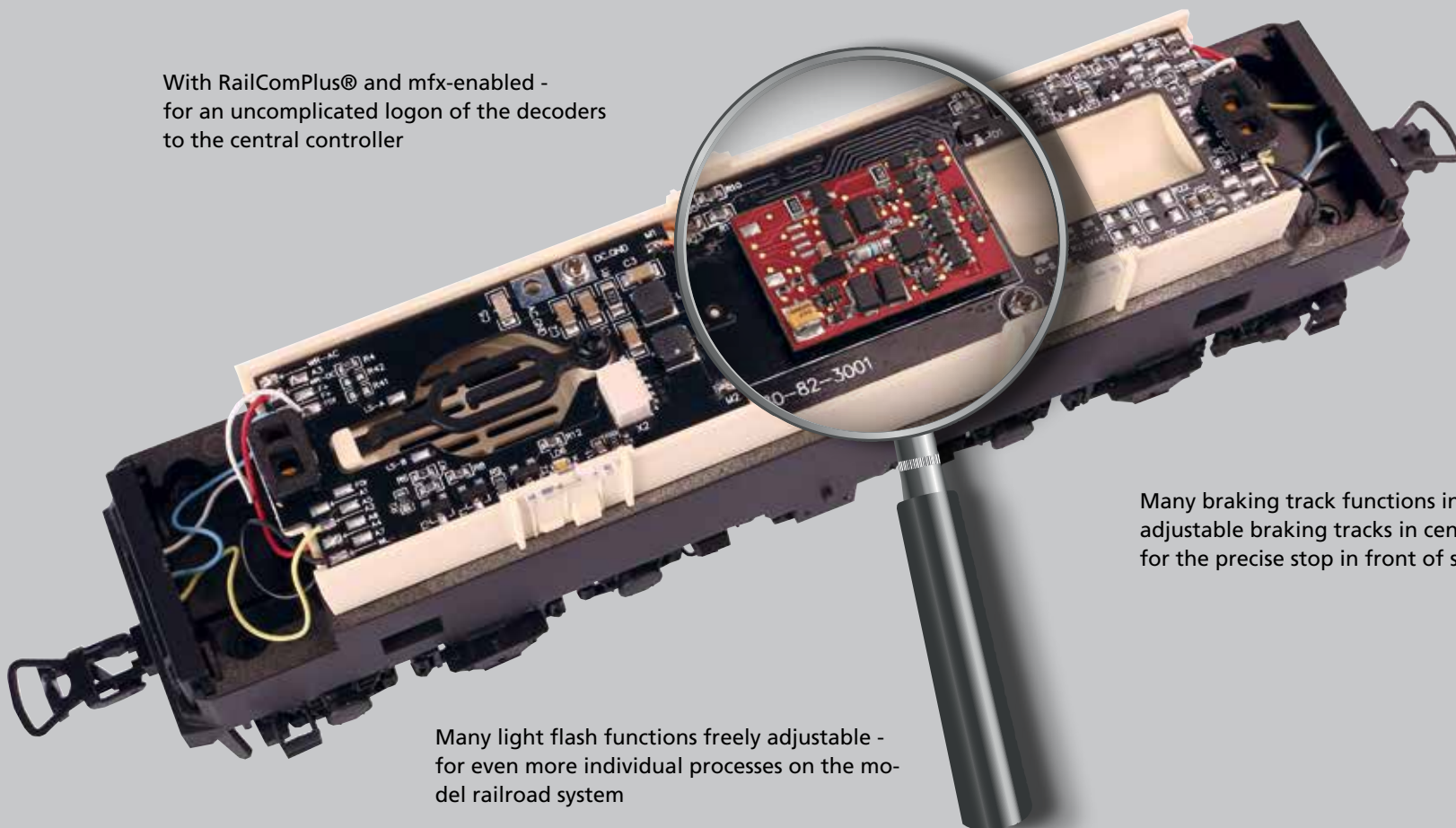
 **55054 PIKO SmartMeasure Car ÖBB,**
DC/AC and analog, V-VI



NEW

Individual Function Mapping up to F44 -
experience even more model railroading fun thanks
to a maximum number of functions

With RailComPlus® and mfx-enabled -
for an uncomplicated logon of the decoders
to the central controller



Many braking track functions incl. new
adjustable braking tracks in centimetres -
for the precise stop in front of signals

Many light flash functions freely adjustable -
for even more individual processes on the mo-
del railroad system

The new decoder generation

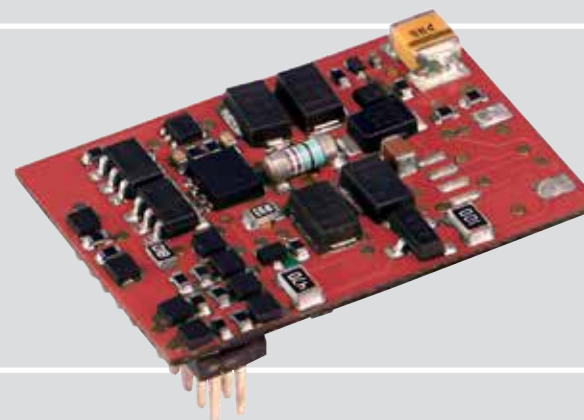
PIKO SmartDecoder 4.1

PIKO SmartDecoder 4.1 Sound

- > With innovative technology
- > Outstanding functions
- > Plug & Play
- > New sound experiences



The new PIKO SmartDecoders of generation 4.1 are state-of-the-art products and promise even more versatile possibilities for the digital control of model cars. In addition to the trouble-free logon to the suitable central controller via RailComPlus®, as with our PIKO SmartControl central controller or to mfx-enabled control devices, both new individual settings in Mapping and sound experiences at the highest level are now possible thanks to an increased output power of 2.5 watts.



SMARTDECODER 4.1

PIKO SmartDecoder 4.1



The PIKO SmartDecoder 4.1 sound is a universally usable digital decoder of the latest generation with 8 channels and 12 bit sounds, diverse light outputs and an engine control of 1.2 A. The PIKO SmartDecoder 4.1 sound supports the data formats DCC with Rail-ComPlus®, Motorola® and Selectrix®, is mfx-enabled and can also be used on analogue systems. The SmartDecoder recognises the respective operating mode automatically. Up to 44 switchable additional functions can be accessed. Typical locomotive and railroad sounds such as engine and train noise, signal horns, squeaking of brakes, station announcements, shunting commands and many more can be activated individually! Sound is also possible in analogue mode (engine sound only).



56420 PIKO SmartDecoder 4.1 Sound Electric locomotive Rh 1041

56421 PIKO SmartDecoder 4.1 Sound Diesel locomotive TGK2

56422 PIKO SmartDecoder 4.1 Sound Electric locomotive BR E 18

56423 PIKO SmartDecoder 4.1 Sound Electric locomotive BR 151

56424 PIKO SmartDecoder 4.1 Sound Diesel locomotive BR V 60

56425 PIKO SmartDecoder 4.1 Sound Diesel locomotive BR V 200

56426 PIKO SmartDecoder 4.1 Sound Commuter train BR RBe 4/4

56427 PIKO SmartDecoder 4.1 Sound Diesel locomotive BB 60000

EXCLUSIVE MODEL -
only available in
Switzerland

EXCLUSIVE MODEL -
only available in
France

NEW 2018 56400 PIKO SmartDecoder 4.1 PluX22 DCC

Description:

The PIKO SmartDecoder 4.1 PluX22 DCC is a DCC digital decoder of the latest generation with multiple light functions and a 1.1 amp motor control. The PIKO SmartDecoder 4.1 masters DCC data formats with Rail-ComPlus and can also be used on analog layouts. The SmartDecoder automatically recognizes the respective operating mode. Up to 44 additional functions can be called up.

Common properties:

- DCC, DC Analog operation
- Automatic recognition of operating mode
- Continuous motor current of 1.2 A
- Motor peak current of 2.0 A
- 7 additional special function outputs
- Total function current outputs of 0.4 A
- Function Mapping up to F44
- Shunting mode
- Programmable motor characteristics
- Braking distance modes
- Short-circuit and overheating protection
- Size: 22x15x38 mm

NEW 2018 56401 PIKO SmartDecoder 4.1 PluX22 with mfx-capability

Description:

The PIKO SmartDecoder 4.1 PluX22 with mfx-capability is a universal digital decoder of the latest generation with multiple light functions and a 1.1 amp motor control. The PIKO SmartDecoder 4.1 masters common DCC data formats with Rail-ComPlus®, Motorola® and Selectrix® programming. It is mfx-capable and can also be used on analog layouts. The SmartDecoder automatically recognizes the respective operating mode. Up to 44 additional functions can be called up.

Common properties:

- Automatic recognition of operating mode
- DCC, MM, Sx, mfx-capable, AC and DC Analog operation
- Continuous motor current of 1.2 amps
- Motor peak current of 2.0 A
- 7 additional special function outputs
- Total function current outputs of 0.4 A
- Function Mapping up to F44
- Shunting mode
- Programmable motor characteristics
- Braking distance modes
- Short-circuit and overheating protection
- Size: 22x15x38 mm

NEW 2018 56402 PIKO SmartDecoder 4.1 PluX16 multiprotokoll

Description:

The PIKO SmartDecoder 4.1 PluX16 with mfx-capability is a universal digital decoder of the latest generation with multiple light functions and a 1.1 amp motor control. The PIKO SmartDecoder 4.1 masters common DCC data formats with Rail-ComPlus®, Motorola® and Selectrix® programming. It is mfx-capable and can also be used on analog layouts. The Smartdecoder automatically recognizes the respective operating mode. Up to 44 additional functions can be called up.

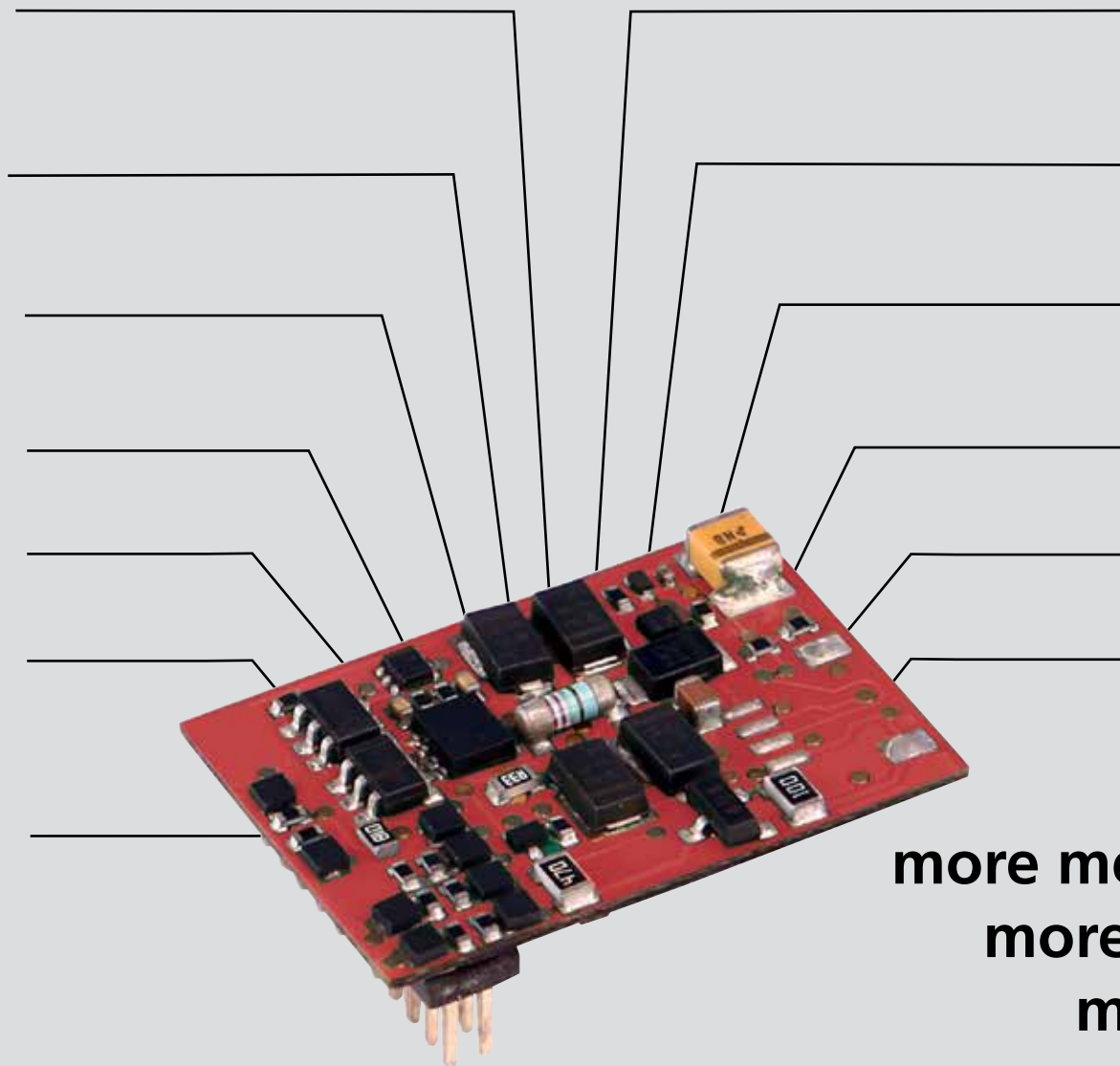
Common properties:

- Automatic recognition of operating mode
- Betriebsarten DCC, MM, Sx, AC, DC
- Continuous motor current of 1.2 A
- Motor peak current of 2.0 A
- 2 additional special function outputs
- Total function current outputs of 0.25A
- Shunting mode
- Programmable motor characteristics
- Braking distance modes
- Short-circuit and overheating protection
- Size: 20x11x38 mm

The new decoder generation:

PIKO SmartDecoder 4.1 & PIKO SmartDecoder 4.1 Sound

- With RailComPlus® as well as partial mfx capability for an automatic logon to central controllers prepared for this purpose!
- Data formats DCC, Motorola®, Selectrix® and partial mfx capability! With 14, 27, 28, 128 regulating steps.
- Advanced, individually configurable Function Mapping up to F44 for most diverse special functions.
- DCC and MM programming possible incl. main track programming (PoM).
- Each function output can be provided with its own PWM (dimming).
- Many braking track functions: Among other things via DCC brake signal and via DC braking track with two adjustable braking distances in centimetres.
- Adjustable shunting tango and commute as well as slow running line.



- Now w 12bit sound - instead of 8bit sounds so far!
- Higher sample frequency - thus very clear, noiseless sound with high bandwidth possible.
- 2,5 W output power!
- Memory depth of 128Mbit; this corresponds to approx. 480 seconds of sound.
- 8 sound channels; all sound channels playable at the same time.
- With 4 additional special function outputs (independently of the decoder outputs) with.

more memory!
more functions!
more sound!



The ICE is the flagship of the DB AG. It is on the rail in the territory of the Federal Republic of Germany in high-quality long-distance travel every day!

> see page 38

The ideal entry to the fascinating world of model trains

- > Passenger and freight trains
- > Modern and nostalgic trains
- > For all ages



The DB AG operates many routes in Germany with modern double-deck trains. The powerful series 182 is an ideal locomotive for this. > **see page 43**



The popular series 218 of the DB AG can be used universally in passenger train service and freight train service. > **see page**



Starter Sets

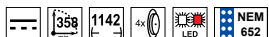
57194

DB ICE 3 Starter Set

Control the high-speed ICE 3 with the analogue speed control included in the set. A loop track for parallel running ensures an authentic stopping procedure on a layout with a station.

The set includes:

- 1 x ICE 3 with 2 traction units and 2 cars
- 14 x Curved track R2 422 mm (16.6 in.)
- 9 x Straight track 231 mm (9.1 in.)
- 3 x Straight track 239 mm (9.4 in.)
- 1 x Curved switch, left
- 1 x Curved switch, right
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer

For ICE 3:


Length of trains: each 1142 mm

96943

NS ICE 3 Passenger Starter Set


The set includes: ICE 3 NS with 2 traction units.

For the accessories see # 57194.



Floor space:
around 182 cm x 95 cm (6 ft. x 3.2 ft.)
Minimum floor space assembly:
192 cm x 105 cm (6.3 ft. x 3.5 ft.)



Floor space:
around 182 cm x 95 cm (6 ft. x 3.2 ft.)
Minimum floor space assembly:
192 cm x 105 cm (6.3 ft. x 3.5 ft.)

Other models of the Velaro and ICE 3 can be found on page 306:



57305 ICE 3 DB AG Ep. V


96724 4-Unit Express Train
Velaro „Sapsan“ RZhd V

96720 4-Unit Express Train
Velaro „CRH“ China VI

ICE3 SET

PIKO

96980 Starter Set CRH

**Exclusive model -
only available in China**



The set includes:
CRH with 2 traction units and
2 cars. For the accessories see
57194.

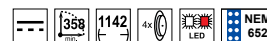


Length of train: 1142 mm

Floor space:
around 182 cm x 95 cm (6 ft. x 3.2 ft.)
Minimum floor space assembly:
192 cm x 105 cm (6.3 ft. x 3.5 ft.)

suitable accessories
56356 PIKO Sound Decoder Kit
with Loudspeaker (see page 420)

For ICE 3:



96987 Starter Set Velaro "Sapsan" RUS



The set includes:
Sapsan with 2 traction units and
2 cars. For the accessories see
57194.



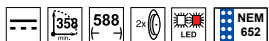
Length of train: 1142 mm

Floor space:
around 182 cm x 95 cm (6 ft. x 3.2 ft.)
Minimum floor space assembly:
192 cm x 105 cm (6.3 ft. x 3.5 ft.)

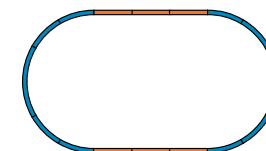
97917 Starter Set Hondekop Passenger Train

The set includes:

- 1 x Railcar Hondekop
- 12 x Curved track R2 422 mm (16.6 in.)
- 6 x Straight track 231 mm (9.1 in.)
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer



Length of train: 588 mm (1.9 ft)



Floor space: around 182 x 95 cm (6 ft x 3.2 ft.)

Minimum floor space assembly: 192 x 105 cm (6.3 ft. x 3.5 ft.)

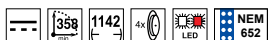
96944 Starter Set AVE 103

The set includes: AVE 103
with 2 traction units.

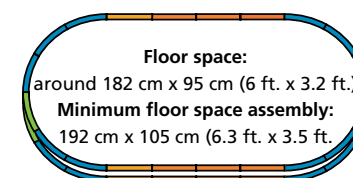
For the accessories see # 57194.

suitable accessories

56356 PIKO Sound Decoder Kit
with Loudspeaker
(see page 420)



Length of train: 1142 mm (3.8 ft)



Floor space:

around 182 cm x 95 cm (6 ft. x 3.2 ft.)

Minimum floor space assembly:

192 cm x 105 cm (6.3 ft. x 3.5 ft.)

PASSENGER TRAIN STARTER SETS

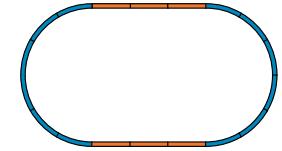
57132

Starter Set Express Train DB IV BR 220 w 2 Express Coaches

The passenger trainset recreates a typical short express train of epoch IV. Both cars ABm223 and Bm232 are pulled by the so called "economic miracle locomotive" BR220. At „Deutsche Bundesbahn“ those express trains sometimes also were used for far intercity traffic purposes.

The set includes:

- | | |
|--|-------------------------|
| 1 x Diesel loco BR 220 | 1 x Power clip |
| 2 x Express Coach | 1 x Speed control |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Power Supply 5.4 VA |
| 6 x Straight track 231 mm (9.1 in.) | 1 x Portable Rerailer |



Floor space: around 158 x 88 cm (5.2 ft x 2.9 ft.)

Minimum floor space assembly:

168 x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 819 mm (2.7 ft.)



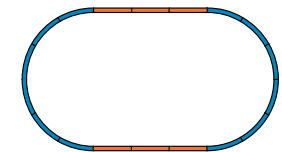
57133

Starter Set IC Bi-Level Train DB AG w BR 146.5

The new Intercity generation IC 2 offers relaxed traveling in long-distance travel on two floors. The DB AG is continuously expanding the Intercity network in Germany and will use the attractive double-deck trains on many routes for this purpose. The color-adjusted BR 146.5 serves as locomotive.

The set includes:

- | | |
|--|-------------------------|
| 1 x Diesel loco BR 146.5 | 1 x Power clip |
| 2 x Bi-Level Coaches | 1 x Speed control |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Power Supply 5.4 VA |
| 6 x Straight track 231 mm (9.1 in.) | 1 x Portable Rerailer |



Floor space: around 158 x 88 cm (5.2 ft x 2.9 ft.)

Minimum floor space assembly:

168 x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 753 mm (2.5 ft.)

Picture: Kai Michael Neuhold
Copyright: Deutsche Bahn AG

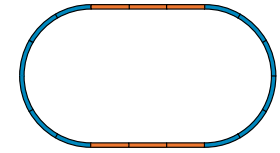
57135

Starter Set Bi-Level Train DR IV

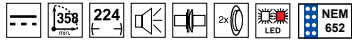
The BR 118 diesel locomotives were also used with bi-level cars in S-Bahn and regional service for major cities.

The set includes:

- | | |
|--|-------------------------|
| 1 x Diesel Loco BR 118 | 1 x Power clip |
| 2 x Bi-Level Passenger Cars | 1 x Speed control |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Power Supply 5,4 VA |
| 6 x Straight track 231 mm (9.1 in.) | 1 x Portable Rerailer |



Floor space: around
158 x 88 cm (5.2 ft x 2.9 ft.)
Minimum floor space assembly:
168 x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 840 mm (2.7 ft)

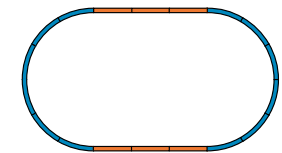
57150

Starter Set Bi-Level Train DB Regio Regio VI

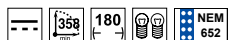
Nowadays, you can see bi-level cars used in regional service in many places. A class 218 diesel locomotive pulls this bi-level train.

The set includes:

- | | |
|--|-------------------------|
| 1 x Diesel Loco BR 218 | 1 x Power clip |
| 2 x Bi-Level Passenger Cars | 1 x Speed control |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Power Supply 5,4 VA |
| 6 x Straight track 231 mm (9.1 in.) | 1 x Portable Rerailer |



Floor space: around
158 x 88 cm (5.2 ft x 2.9 ft.)
Minimum floor space assembly:
168 x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 796 mm (2.6 ft)

PASSENGER TRAIN STARTER SETS

PIKO



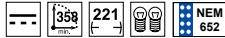
57171

Taurus Regio Passenger Starter Set

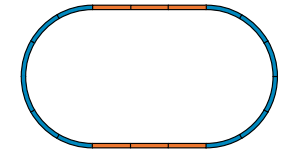
In many places today bi-level coaches are used in regional services. The bi-level coaches are pulled by a modern electric locomotive, the BR 182 Taurus.

The set includes:

- | | |
|--|-------------------------|
| 1 x Electrical loco BR 182 | 1 x Power clip |
| 2 x Bi-level coach | 1 x Speed control |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Power Supply 5.4 VA |
| 6 x Straight track 231 mm (9.1 in.) | 1 x Portable Rerailer |



Length of train: 837 mm (2.7 ft)



Floor space: around
158 x 88 cm (5.2 ft x 2.9 ft.)
Minimum floor space assembly:
168 x 98 cm (5.5 ft. x 3.2 ft.)



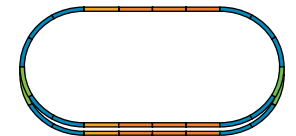
57172

Starter Set Taurus ÖBB Railjet w 3 IC Passenger Cars Railjet

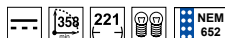
The rail jet is one of the world's fastest locomotive hauled trains. It represents a joint train type of the ÖBB, the Deutsche Bahn, the Schweizerische Bundesbahnen (Swiss Federal Railways) and the Hungarian state railway Magyar Államvasutak.

The Set includes:

- | | |
|---|-----------------------------------|
| 1 x Electric Locomotive Taurus ÖBB | 1 x 55223 Curved switch, right |
| 3 x Passenger Car | 1 x 55270 Power clip |
| 14 x 55212 Curved track R2 422 mm (16.6 in) | 1 x Speed control |
| 9 x 55201 Straight track 231 mm (9.1 in) | 1 x Power supply (Adapter 5,4 VA) |
| 3 x 55200 Straight track 239 mm (9.4 in) | 1 x Portable Reraile |
| 1 x 55222 Curved switch, left | |



Floor space: around
182 x 95 cm (6 ft x 3.2 ft.)
Minimum floor space assembly:
192 x 105 cm (6.3 ft. x 3.5 ft.)



Length of train: 1013 mm (3.3 ft.)

compatible Control Car:
57672 (see page 326)



57173

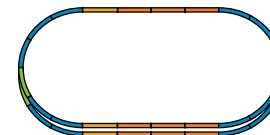
Starter Set Taurus CD Railjet w 3 IC Passenger Cars Railjet

The Czech state railroads and the ÖBB operate the route between Graz, Vienna and Prague (multi-point service) in conjunction, using Railjet push-pull trains. The Taurus-type locomotives are provided by ÖBB.

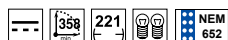
The set includes:

1 x Electric loco Taurus CD
3 x Passenger Car
14 x Curved track R2 422 mm (16.6 in.)
9 x Straight track 231 mm (9.1 in.)
3 x Straight track 239 mm (9.4 in.)

1 x Curved switch, left
1 x Curved switch, right
1 x Power clip
1 x Speed control
1 x Power Supply 5.4 VA
1 x Portable Rerailer



Floor space: around
182 x 95 cm (6 ft x 3.2 ft.)
Minimum floor space assembly:
192 x 105 cm (6.3 ft. x 3.5 ft.)



Length of train: 1013 mm (3.3 ft.)

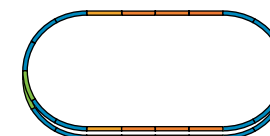
57180

Connex Passenger Starter Set

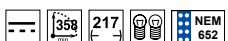
The set includes:

1 x Electric loco BR 185
3 x Coach
14 x Curved track R2 422 mm (16.6 in.)
9 x Straight track 231 mm (9.1 in.)
3 x Straight track 239 mm (9.4 in.)

1 x Curved switch, left
1 x Curved switch, right
1 x Power clip
1 x Speed control
1 x Power Supply 5.4 VA
1 x Portable Rerailer



Floor space: around
182 x 95 cm (6 ft x 3.2 ft.)
Minimum floor space assembly:
192 x 105 cm (6.3 ft. x 3.5 ft.)



Length of train: 1009 mm (3.3 ft.)

PASSENGER TRAIN STARTER SETS

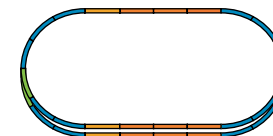
PIKO

57181

Metronom Passenger Starter Set

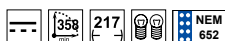
The set includes:

- | | |
|--|--------------------------|
| 1 x Electric loco BR 146 | 1 x Curved switch, left |
| 2 x Coach | 1 x Curved switch, right |
| 14 x Curved track R2 422 mm (16.6 in.) | 1 x Power clip |
| 9 x Straight track 231 mm (9.1 in.) | 1 x Speed control |
| 3 x Straight track 239 mm (9.4 in.) | 1 x Power Supply 5.4 VA |
| | 1 x Portable Rerailer |



Floor space: around
182 x 95 cm (6 ft x 3.2 ft.)

Minimum floor space assembly:
192 x 105 cm (6.3 ft. x 3.5 ft.)



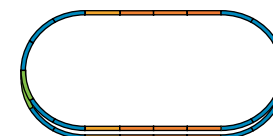
Length of train: 833 mm (2.7 ft)

59100

DB BR 101 Passenger Starter Set

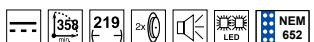
The set includes:

- | | |
|--|--------------------------|
| 1 x E-Loco BR 101 | 1 x Curved switch, right |
| 3 x IC-Coach | 1 x Power clip |
| 14 x Curved track R2 422 mm (16.6 in.) | 1 x Speed control |
| 9 x Straight track 231 mm (9.1 in.) | 1 x Power Supply 5.4 VA |
| 3 x Straight track 239 mm (9.4 in.) | 1 x Portable Rerailer |
| 1 x Curved switch, left | |



Floor space: around
182 x 95 cm (6 ft x 3.2 ft.)

Minimum floor space assembly:
192 x 105 cm (6.3 ft. x 3.5 ft.)



Length of train: 1011 mm (3.3 ft)



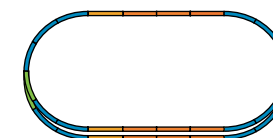
96975
NS Elec Bi-Level Passenger Starter Set

The bi-level train used by the NS in short-distance traffic is modelled with this passenger train set. It consists of the electronic locomotive BR 1918 as well as two bi-level cars. The large track diagram with 2 curved switches and the parallel track offers various playing possibilities.

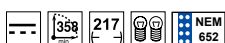
The set includes:

- 1 x Electric loco BR 185
- 2 x Bi-Level Coaches
- 14 x Curved track R2 422 mm (16.6 in.)
- 9 x Straight track 231 mm (9.1 in.)
- 3 x Straight track 239 mm (9.4 in.)

- 1 x Curved switch, left
- 1 x Curved switch, right
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer



Floor space: around
182 x 95 cm (6 ft x 3.2 ft.)
Minimum floor space assembly:
192 x 105 cm (6.3 ft. x 3.5 ft.)



Length of train: 841 mm (2.8 ft)

PASSENGER TRAIN STARTER SETS

PIKO

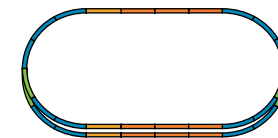
96947 **ÖBB Taurus IC Starter Set**

The set contains the replica of an IC train. The set consists of the electric locomotive Taurus as well as 3 passenger cars in the typical IC livery of the ÖBB. At the ÖBB, the IC trains are the fast city connections within Austria.

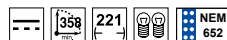
The set includes:

- 1 x Electric loco Taurus ÖBB
- 3 x Passenger Car
- 14 x Curved track R2 422 mm (16.6 in.)
- 9 x Straight track 231 mm (9.1 in.)
- 3 x Straight track 239 mm (9.4 in.)

- 1 x Curved switch, left
- 1 x Curved switch, right
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer



Floor space: around
182 x 95 cm (6 ft x 3.2 ft.)
Minimum floor space assembly:
192 x 105 cm (6.3 ft. x 3.5 ft.)



Length of train: 1013 mm (3.3 ft)

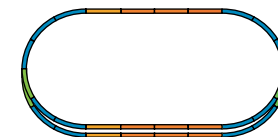
97906 Starter Set Passenger **Train Inter City PKP**

The passenger car set includes a fast Intercity from Poland, pulled by the elegant electric locomotive Husarz (Hussar). The ES64U4 from Siemens has also been part of the usual appearance in Poland since 2008. PKP Intercity added the vehicles as BR EU44 to their stock and also uses the vehicles across borders to Berlin.

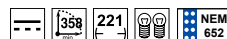
The set includes:

- 1 x Electric locomotive Taurus PKP
- 3 x IC Passenger Cars
- 14 x Curved track R2 422 mm (16.6 in.)
- 9 x Straight track 231 mm (9.1 in.)
- 3 x Straight track 239 mm (9.4 in.)
- 1 x Curved switch, left

- 1 x Curved switch, right
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer



Floor space: around
182 x 95 cm (6 ft x 3.2 ft.)
Minimum floor space assembly:
192 x 105 cm (6.3 ft. x 3.5 ft.)



Length of train: 1013 mm (3.3 ft)

NEW
2018

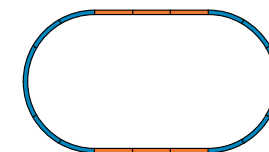
97918 Starter Set Diesel Loco SM42
with 2 Bi-Level Coaches PR Ep. VI

The set with double-deck car and the SM42 Kociolek (tank) of the PR replicates a typical passenger train on a non-electrified regional line in Poland.

The set includes:

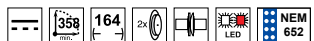
- 1 x Diesel loco SM42 PR
- 2 x Bi-Level Coaches
- 12 x 55212 Curved track R2 422 mm (16.6 in.)
- 6 x 55201 Straight track 231 mm (9.1 in.)

- 1 x 55270 Connection clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x 55289 Portable Railer



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)

Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 780 mm (2.6 ft)

NEW
2018

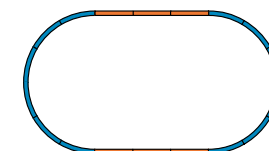
97920 Starter Set Steam
Loco Passenger train PKP

The set with the short Polish commuter train with PKP steam loco with tender and 2 passenger cars is ideally suitable for secondary lines.

The set includes:

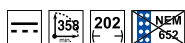
- 1 x Steam Loco PKP
- 2 x Passenger car
- 12 x 55212 Curved track R2 422 mm (16.6 in.)
- 6 x 55201 Straight track 231 mm (9.1 in.)

- 1 x 55270 Connection clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x 55289 Portable Railer



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)

Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 502 mm (1.6 ft)

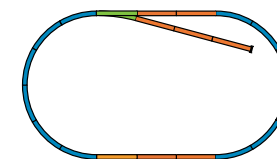
FREIGHT TRAIN STARTER SETS

PIKO

57120 G7 Steam Freight Starter Set

The set includes:

- | | |
|--|-------------------------|
| 1 x Steam locomotive G7 | 1 x Power clip |
| 5 x Freight cars | 1 x Right hand switch |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Buffer stop |
| 7 x Straight track 231 mm (9.1 in.) | 1 x Speed control |
| 1 x Straight track 239 mm (9.4 in.) | 1 x Power Supply 5.4 VA |
| | 1 x Portable Railer |



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)

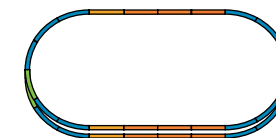


Length of train: 745 mm (2.4 ft)

57121 G7 Steam Passenger Starter Set

The set includes:

- | | |
|--|---------------------------|
| 1 x Steam loco G7 | 1 x Curved switch, right |
| 4 x Coach | 1 x Power clip |
| 14 x Curved track R2 422 mm (16.6 in.) | 1 x Speed control |
| 9 x Straight track 231 mm (9.1 in.) | 1 x Terminal block 5.4 VA |
| 3 x Straight track 239 mm (9.4 in.) | 1 x Portable Railer |
| 1 x Curved switch, left | |



Floor space: around
182 x 95 cm (6 ft x 3.2 ft.)
Minimum floor space assembly:
192 x 105 cm (6.3 ft. x 3.5 ft.)

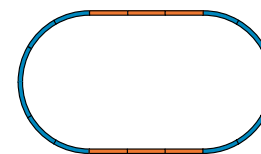


Length of train: 745 mm (2.4 ft)

57136 Starter Set BR 119 w 3 High Side Gondolas Eal

The set includes:

- | | |
|--|-------------------------|
| 1 x Diesel Loco BR 119 | 1 x Power Clip |
| 3 x High Side Gondola Eal5918 | 1 x Throttle |
| 12 x Curved Track R2 422 mm (16.6 in.) | 1 x Power Supply 5.4 VA |
| 6 x Straight track 231 mm (9.1 in.) | 1 x Portable Rerailer |



Floor space: around
158 x 88 cm (5.2 ft x 2.9 ft.)
Minimum floor space assembly:
168 x 98 cm (5.5 ft. x 3.2 ft.)



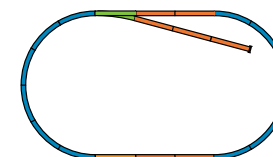
Length of train: 695 mm (2.3 ft)

57151 Diesel Freight Starter Set

The diesel locomotive, which is being used by the Deutsche Bahn to date, transports, in several freight cars, the freight to its destination. A branch track allows shunting and parking of some freight cars.

The set includes:

- | | |
|--|-------------------------|
| 1 x Diesel locomotive BR 218 | 1 x Power clip |
| 3 x Freight Car | 1 x Right hand switch |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Buffer stop |
| 7 x Straight track 231 mm (9.1 in.) | 1 x Speed control |
| 1 x Straight track 239 mm (9.4 in.) | 1 x Power Supply 5.4 VA |
| | 1 x Portable Rerailer |



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 558 mm (1.8 ft)

FREIGHT TRAIN STARTER SETS

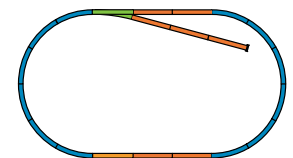
PIKO



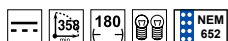
57153 Start-Set Feuerwehr DB

The set includes:

- | | |
|--|-------------------------------------|
| 1 x Diesel locomotive BR 218 | 1 x Straight track 239 mm (9.4 in.) |
| 1 x Tank car | 1 x Power clip |
| 1 x Flatcar w fire engine | 1 x Switch right |
| 1 x Passenger car | 1 x Buffer stop |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Speed control |
| 7 x Straight track 231 mm (9.1 in.) | 1 x Power Supply 5,4 VA |
| | 1 x Portable Rerailer |



Floor space: around
158 x 88 cm (5.2 ft x 2.9 ft.)
Minimum floor space assembly:
168 x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 574 mm (1.9 ft)

**NEW
2018**

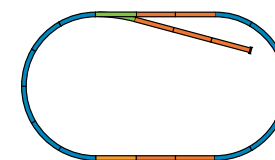
97919
Starter Set 67400 w 4 Freight cars SNCF

Starter set freight train of the SNCF with the attractive BB 67400 in blue colour with 4 freight cars from the era V onwards for non-electrified lines in France.

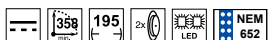
The set includes:

1 x Diesel locomotive BB 67400
4 x Freight Car SNCF
12 x Curved track R2 422 mm (16.6 in.)
7 x Straight track 231 mm (9.1 in.)
1 x Straight track 239 mm (9.4 in.)

1 x Power clip
1 x Right hand switch
1 x Buffer stop
1 x Speed control
1 x Power Supply 5.4 VA
1 x Portable Rerailer



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 640 mm (2.1 ft)

**Exclusive set -
only available in France**

**NEW
2018**

97921 Starter Set BR 130 with 3 Freight cars SZD

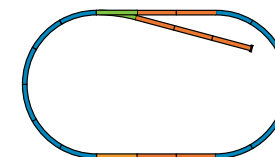

The use of this freight train with the powerful diesel locomotive of the series 130 of the SZD creates great model railroading fun. Using the switch with the railway siding, the cars can be shunted and parked.

new color variants in the set

Packungsinhalt:

1 x Diesellokomotive TE 109
3 x Güterwagen
12 x 55212 Bogen R2 422 mm
7 x 55201 Gerade Gleise 231 mm
1 x 55200 Gerades Gleis 239 mm
1 x 55221 Handweiche, rechts

1 x 55270 Anschluss-Clip
1 x 55280 Prellbock
1 x Fahrregler
1 x Netzteil (Adapter 5,4 VA)
1 x Aufgleisvorrichtung



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 766 mm (2.5 ft.)

FREIGHT TRAIN STARTER SETS



55289 Portable Railer

Makes placing locomotives and railway cars on the tracks easier. The Portable Railer is included in the starter sets.

**NEW
2018**



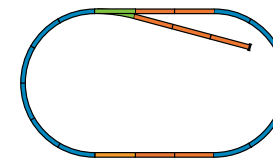
97922 Starter Set Steam Loco FS 421 w 3 Freight cars FS Ep. III

The steam loco of series 421 used by FS transports the three typical freight cars to their destination. A branch track allows shunting and parking a few freight cars.

The set includes:

- 1 x Steam Loco 421 FS
- 3 x Freight cars
- 12 x 55212 Curved track R2 422 mm (16.6 in.)
- 7 x 55201 Straight track 231 mm (9.1 in.)
- 1 x 55200 Straight track 239 mm (9.4 in.)

- 1 x 55221 Right hand switch
- 1 x 55270 Connection clip
- 1 x 55280 Buffer stop
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x 55289 Portable Railer



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)

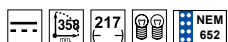


Length of train: 541 mm (1.7 ft.)

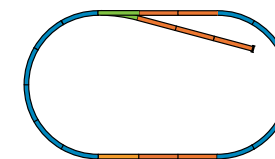
57187 **SBB Freight Starter Set**

The set includes:

- | | |
|--|-------------------------|
| 1 x E- locomotive BR 185 SBB | 1 x Power clip |
| 3 x Freight Car SBB | 1 x Right hand switch |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Buffer stop |
| 7 x Straight track 231 mm (9.1 in.) | 1 x Speed control |
| 1 x Straight track 239 mm (9.4 in.) | 1 x Power Supply 5.4 VA |
| | 1 x Portable Rerailer |



Length of train: 634 mm (2.0 ft)



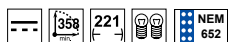
Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)

57170 **ÖBB Taurus Freight Starter Set**

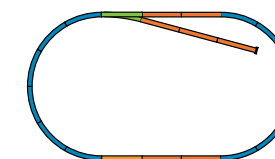
With large track oval and siding, this set offers with a modern electric locomotive and connected freight cars great fun when loading and unloading as well as shunting. The flat car is loaded with a truck; the open freight car can be loaded with other goods. The final part is a biaxial tank car.

The set includes:

- | | |
|--|-------------------------------------|
| 1 x Electric locomotive Taurus | 1 x Straight track 239 mm (9.4 in.) |
| 1 x Flat car loaded with truck | 1 x Power clip |
| 1 x Gondola | 1 x Switch right |
| 1 x 2-axle tank car | 1 x Buffer stop |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Speed control |
| 7 x Straight track 231 mm (9.1 in.) | 1 x Power Supply 5.4 VA |
| | 1 x Portable Rerailer |



Length of train: 711 mm (2.4 ft)



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)

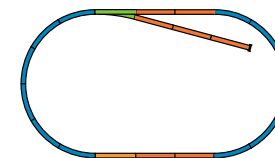
FREIGHT TRAIN STARTER SETS

PIKO

59110 **SBB G1700 Sersa Freight Starter Set**

The set includes:

- | | |
|--|-------------------------|
| 1 x Diesel locomotive Am843 SBB | 1 x Power clip |
| 4 x Freight Car | 1 x Right hand switch |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Buffer stop |
| 7 x Straight track 231 mm (9.1 in.) | 1 x Speed control |
| 1 x Straight track 239 mm (9.4 in.) | 1 x Power Supply 5.4 VA |
| | 1 x Portable Rerailer |



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)

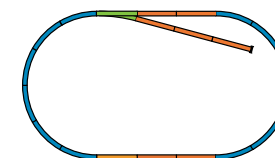


Length of train: 811 mm (2.7 ft)

59111 **Starter Set 77 NMBS w 3** **Container Cars**

The set includes:

- | | |
|--|-------------------------|
| 1 x Diesel locomotive 77 NMBS | 1 x Power clip |
| 3 x Container cars | 1 x Right hand switch |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Buffer stop |
| 7 x Straight track 231 mm (9.1 in.) | 1 x Speed control |
| 1 x Straight track 239 mm (9.4 in.) | 1 x Power Supply 5.4 VA |
| | 1 x Portable Rerailer |



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)

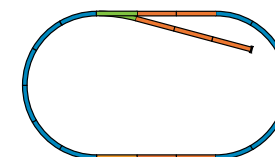


Length of train: 651 mm (2.1 ft)

96948 **ÖBB Hercules Freight Starter Set**

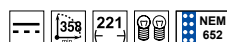
The set includes:

- | | |
|--|-------------------------|
| 1 x Diesel locomotive Hercules ÖBB | 1 x Power clip |
| 3 x Freight car | 1 x Right hand switch |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Buffer stop |
| 7 x Straight track 231 mm (9.1 in.) | 1 x Speed control |
| 1 x Straight track 239 mm (9.4 in.) | 1 x Power Supply 5.4 VA |
| | 1 x Portable Rerailer |



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)

Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)

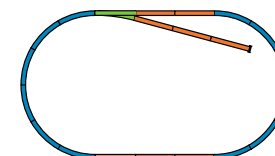


Length of train: 638 mm (2.0 ft)

97908 **Starter Set NS BR 189 w 3 Flat Cars**

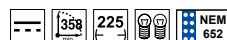
The set includes:

- | | |
|--|-------------------------|
| 1 x E-Loco BR 189 Railion | 1 x Power Clip |
| 3 x Flat Car w containers | 1 x Right hand switch |
| 12 x Curved track R2 422 mm (16.6 in.) | 1 x Buffer stop |
| 7 x Straight track 231 mm (9.1 in.) | 1 x Throttle |
| 1 x Straight track 239 mm (9.4 in.) | 1 x Power Supply 5.4 VA |
| | 1 x Portable Rerailer |



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)

Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 696 mm (2.3 ft)

FREIGHT TRAIN STARTER SETS

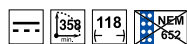
PIKO

97907 **Starter Set Freight Train PKP**

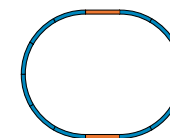
The set includes:

- 1 x Steam loco
- 1 x Gondola
- 1 x Flat Car w truck
- 1 x 2-Axle Tank Car

- 12 x Curved track R2 422 mm (16.6 in.)
- 2 x Straight track 231 mm (9.1 in.)
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA



Length of train: 457 mm (1.5 ft)



Floor space: around
110 cm x 88 cm (3.6 ft. x 2.9 ft.)
Minimum floor space assembly:
120 cm x 98 cm (3.9 ft. x 3.2 ft.)

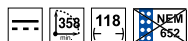
97909 **Starter Set Freight Train SNCF**

The set includes:

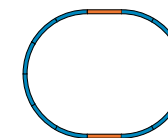
- 1 x Steam loco
- 1 x Gondola
- 1 x Flat Car w truck
- 1 x 2-Axle Tank Car

- 12 x Curved track R2 422 mm (16.6 in.)
- 2 x Straight track 231 mm (9.1 in.)
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA

**Exclusive model -
only available in France**



Length of train: 457 mm (1.5 ft)



Floor space: around
110 cm x 88 cm (3.6 ft. x 2.9 ft.)
Minimum floor space assembly:
120 cm x 98 cm (3.9 ft. x 3.2 ft.)

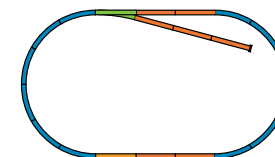
97915 Starter Set Freight Train MAV w Taurus

The modern electric loco Taurus of the MAV pulls the attractive freight train through the big oval track. The open car invites to diverse loading and unloading processes.

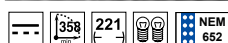
The set includes:

- 1 x Electric locomotive Taurus
- 3 x Freight Car
- 12 x Curved track R2 422 mm (16.6 in.)
- 7 x Straight track 231 mm (9.1 in.)
- 1 x Straight track 239 mm (9.4 in.)

- 1 x Power clip
- 1 x Right hand switch
- 1 x Buffer stop
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 711 mm (2.3 ft.)

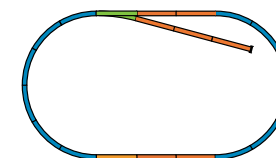
97916 Starter Set Freight Train Italy w BR 189 RTC

The series 189 pulls a varied container train across the Alps to the German conurbations in cross-border traffic. The containers can be removed and thus a realistic cargo handling can be simulated. This train looks also very good in the living room. The loco model has a change of lights depending on the direction of travel as well as a digital interface.

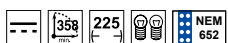
The set includes:

- 1 x Electric locomotive BR 189
- 3 x Freight Car
- 12 x Curved track R2 422 mm (16.6 in.)
- 7 x Straight track 231 mm (9.1 in.)
- 1 x Straight track 239 mm (9.4 in.)

- 1 x Power clip
- 1 x Right hand switch
- 1 x Buffer stop
- 1 x Speed control
- 1 x Power Supply 5.4 VA
- 1 x Portable Rerailer



Floor space: around
158 cm x 88 cm (5.2 ft. x 2.9 ft.)
Minimum floor space assembly:
168 cm x 98 cm (5.5 ft. x 3.2 ft.)



Length of train: 696 mm (2.3 ft.)

FREIGHT TRAIN STARTER SET & PASSENGER TRAIN STARTER SET

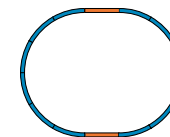
PIKO

97913 Starter Set Freight Train SZD

The set includes:

- 1 x Steam loco w tender
- 1 x Gondola
- 1 x Flat Car w truck
- 1 x 2-Axle Tank Car

- 12 x Curved track R2 422 mm (16.6 in.)
- 2 x Straight track 231 mm (9.1 in.)
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA



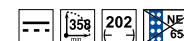
Floor space: around
110 cm x 88 cm (3.6 ft. x 2.9 ft.)

Minimum floor space assembly:

120 cm x 98 cm (3.9 ft. x 3.2 ft.)



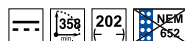
Length of train: 515 mm (1.7 ft)



57110 Steam Passenger Starter Set

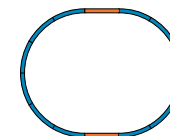
The set includes:

- 1 x Steam loco w tender
- 2 x Coaches
- 12 x Curved track R2 422 mm (16.6 in.)
- 2 x Straight track 231 mm (9.1 in.)
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA



Length of train: 502 mm
(1.7 ft)

With the passenger train starter Set the fun of playing with PIKO models begins right away. The passengers can travel by train from station to station.



Floor space: around
110 cm x 88 cm (3.6 ft. x 2.9 ft.)

Minimum floor space assembly:

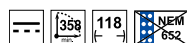
120 cm x 98 cm (3.9 ft. x 3.2 ft.)

57140

Western Starter Set

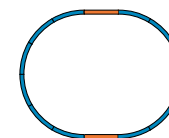
The set includes:

- 1 x Steam loco with tender
- 1 x Freight Car
- 1 x Flat Car
- 1 x Coach
- 12 x Curved track R2 422 mm (16.6 in.)
- 2 x Straight track 231 mm (9.1 in.)
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA



Length of train: 473 mm
(1.5 ft)

The steam locomotive and cars are painted like the trains in the Western USA. It was typical of these trains that a passenger coach was included next to the freight cars. The low-sided flat car is particularly suitable for loading and unloading activities.



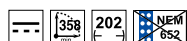
Floor space: around
110 cm x 88 cm (3.6 ft. x 2.9 ft.)
Minimum floor space assembly:
120 cm x 98 cm (3.9 ft. x 3.2 ft.)

57145

Circus Starter Set

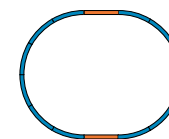
The set includes:

- 1 x Steam loco with tender
- 3 x Freight car
- 12 x Curved track R2 422 mm (16.6 in.)
- 2 x Straight track 231 mm (9.1 in.)
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA



Length of train: 515 mm (1.7 ft)

The circus train with its steam engine and tender transports the circus to the next town. The gondola can be loaded with small animals or it can carry other things.



Floor space: around
110 cm x 88 cm (3.6 ft. x 2.9 ft.)
Minimum floor space assembly:
120 cm x 98 cm (3.9 ft. x 3.2 ft.)

FREIGHT TRAIN STARTER SET & PASSENGER TRAIN STARTER SET

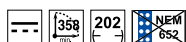
PIKO



57080 Christmas Starter Set - Steam Locomotive and Tender

The set includes:

- 1 x Steam loco w tender
- 3 x Coaches
- 12 x Curved track R2 422 mm (16.6 in.)
- 2 x Straight track 231 mm (9.1 in.)
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA



Length of train:
551 mm (1.8 ft)

Steam locomotive and rail cars are printed in a Christmas design.
Fun with PIKO model trains begins with this train.

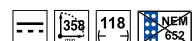
for # 57080
& # 57111

Floor space: around
110 cm x 88 cm (3.6 ft. x 2.9 ft.)
Minimum floor space assembly:
120 cm x 98 cm (3.9 ft. x 3.2 ft.)

57111 Steam Freight Starter Set

The set includes:

- 1 x Steam loco with tender
- 1 x Freight car
- 1 x Flat Car w truck
- 1 x 2-Axle Tank Car
- 12 x Curved track R2 422 mm (16.6 in.)
- 2 x Straight track 231 mm (9.1 in.)
- 1 x Power clip
- 1 x Speed control
- 1 x Power Supply 5.4 VA



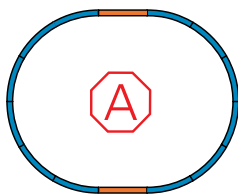
Length of train:
457 mm (1.5 ft)

The freight train starter Set is the beginning of a world of fun playing with PIKO model railways. Here the new engine driver can win his first spurs on a small circular track and can practise loading and unloading as often as he or she likes.

TRACK SETS – FOR ADVANCED MODELLERS

The PIKO A-Track sets have been designed to allow both beginners and experienced modellers using the PIKO A-Track system for the first time to build up a basic stock of tracks at a reasonable price. The uncomplicated, clear design of the PIKO A-Track allows for continuous expansion of existing track designs in easy steps. The sets contain the pieces in the pictures shown in the stronger colours, which conform throughout to the PIKO A-Track system colour coding.

The switches included in all track and starter sets may be converted at any time to electric switches by installing a suitable switch machine.



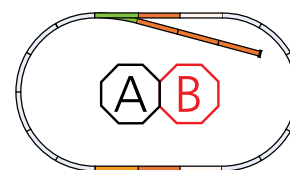
55300 Track Set A

All the PIKO starter sets include the contents of track set A. This set is offered separately to make it easy for modellers to begin using the PIKO A-Track system with their existing engines and rolling stock.

Contents: 2 x 55201 G231 (straight track 231 mm), 12 x 55212 R2 (the curved track R2 422 mm), 1 x 55270 power clip

Floor area* A: 110 x 88 cm (43.3" x 34.7")

Minimum area for assembly: 120 x 98 cm (47.2" x 38.6")



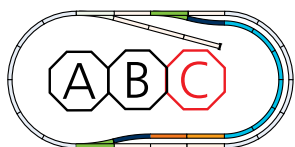
55310 Track Set B

An oval is the start of most track layouts. A switch and a siding provide additional interest, making it possible to switch cars, which is even more fun.

Contents: 1 x 55221 WR (right hand switch), 1 x 55200 G239 (straight track 239 mm) 5 x 55201 G231 (straight track 231 mm), 1 x 55280 buffer stop

Floor area* A + B: 158 x 88 cm (62.2" x 34.7")

Minimum area for assembly: 168 x 98 cm (66.2" x 38.6")



55320 Track Set C "The Station Set"

If the combination of sets A and B is extended by track set C, it's possible to incorporate a station and operate two trains. This makes a really nice layout that may also be equipped with PIKO's hobby buildings.

Contents: 1 x 55200 G239 (straight track 239 mm), 1 x 55201 G231 (straight track 231 mm), 1 x 55220 WL (left hand switch), 1 x 55221 WR (right hand switch), 6 x 55211 R1 (curved track R1 360 mm), 2 x 55219 R9 (curved track R9 908 mm)

Floor area* A + B + C: 182 x 88 cm (71.7" x 34.7")

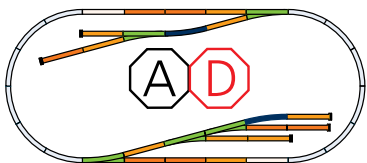
Minimum area for assembly: 192 x 88 cm (75.6" x 38.6")

Other Track Layouts

Thanks to the simple design using a module length of 470 mm (18.5") (1x G231 + 1x G239), much more complicated layouts can be built by adding extra curved tracks or switches.

The railway modeller has unlimited scope for creativity. Further opportunities for extending the track will be provided by the double slip switch, the crossings, Y and three way switches.

* The suggested floor area is always rounded up.



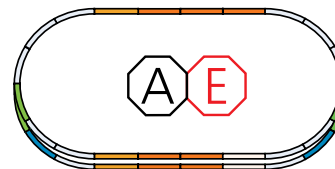
55330 Track Set D "The Freight Station"

If track set D is added to the basic track set A, an interesting freight yard can be constructed. A number of sidings provide room for parking rolling stock that can be collected at different times by the locomotive. Thus combining these sets provides plenty of scope for playing.

Contents: 9 x 55200 G239 (straight track 239 mm), 7 x 55201 G231 (straight track 231 mm), 2 x 55219 R9 (curved track R9 908 mm), 3 x 55220 WL (left hand switch), 2 x 55221 WR (right hand switch), 5 x 55280 buffer stop

Floor area* A + D: 205 x 88 cm (80.7" x 34.7")

Minimum area for assembly: 215 x 98 cm (84.7" x 38.6")



55340 Track Set E "Parallel Set"

If track set E is added to the basic track set A, an interesting layout can be made with a by-pass track for parallelly running trains.

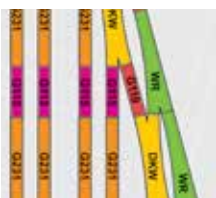
This is especially interesting for trains with lots of cars. Two trains can pass each other in front of a passenger station. The track set E offers a great variety of laying out tracks in combination with the track sets A to D.

Contents: 3 x 55200 G239 (straight track 239 mm), 7 x 55201 G231 (straight track 231 mm), 2 x 55212 R2 (curved track R2 422 mm), 1 x 55222 BWL (curved left hand switch), 1 x 55223 BWR (curved right hand switch)

Floor area* A + E: 182 x 95 cm (71.7" x 37.4")

Minimum area for assembly: 192 x 105 cm (75.6" x 41.3")

* The suggested floor area is always rounded up.



Inspiration



analogue and digital



Tips and tricks

99853 PIKO HO A-Track Layout Book, German

Over 130 pages with suggestions and instructions to build tracks and equipment, described and illustrated comprehensively.





From freight train to ICE
PIKO myTrain® provides the ideal
start to model railroading
> see page 66

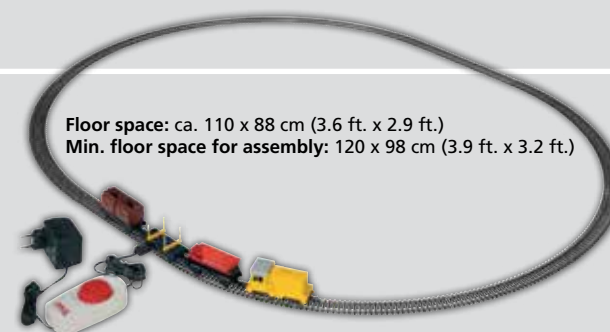
Unpack, setup, play – Fun for the youngest.

- > Model trains for kids three years and older
- > Sets can be extended
- > PIKO myTrain® models are compatible with the entire PIKO HO product line



All PIKO myTrain® Starter Sets contain:

- a locomotive and cars or a multiple unit train
- a big track oval (12 x 55212 Curved Track R2 422 mm, 2 x 55201 Straight Track 231 mm, 1 x 55270 Power-Clip)
- a throttle
- a power supply (5.4 VA)



Floor space: ca. 110 x 88 cm (3.6 ft. x 2.9 ft.)
Min. floor space for assembly: 120 x 98 cm (3.9 ft. x 3.2 ft.)

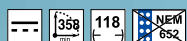


More models.
There are locomotives and cars that can be added to the starter sets.

PIKO
myTrain®



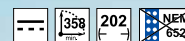
57092 PIKO myTrain® Freight Starter Set w Steam Loco
 The freight cars are ideal for loading and unloading. A lot of fun for the little engineer.



Length of train: 354 mm (1.2 ft)



57091 PIKO myTrain® Passenger Starter Set w Steam Loco
 Passengers can travel by train from station to station.



Length of train: 502 mm (1.7 ft)



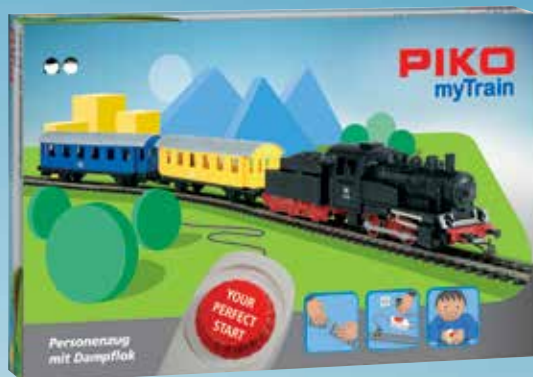
57090 PIKO myTrain® Freight Train
 With the Freight Train Starter Set the fun of playing with PIKO model trains begins. Cars can be loaded and unloaded.



Length of train: 430 mm (1.4 ft)

PIKO myTrain® STARTER SETS FOR KIDS

PIKO

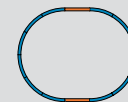


Common to all sets:

Floor space: ca. 110 x 88 cm
(3.6 ft. x 2.9 ft.)

Min. floor space for assembly:
120 x 98 cm (3.9 ft. x 3.2 ft.)

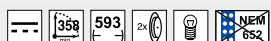
All cars are equipped with high quality plastic wheels power supply and separate throttle provide unlimited fun running trains, which is not interrupted by drained batteries.



57094

PIKO myTrain® Inter City Express (3-part)

The fast ICE travels in minimal time from one city to the next. The ICE is equipped with headlights on one end.



Length of train: 593 mm (2.0 ft)

57095

PIKO myTrain® IC Passenger Starter Set - BR 218

The DB AG uses IC trains and ICE's to form a network of city-to-city connections within Germany. The locomotive is equipped with white / red directional lighting.



Length of train: 708 mm (2.3 ft)



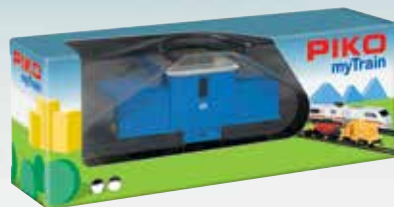
All sets can be extended and combined with other articles from the comprehensive PIKO H0 product line.



57013

PIKO myTrain® Diesel Locomotive

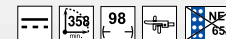
Locomotive for pulling short passenger trains and freight trains.



57014

PIKO myTrain® E69 Electric Switcher

The shunting locomotive assembles the trains at the railway station and is a must on every model railroad system.

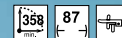




57022

PIKO myTrain® Flat Car

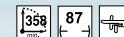
With regard to modern freight traffic, many goods are transported in containers. The container can be removed from the chassis.



57023

PIKO myTrain® Tank Car

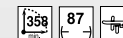
Using this car, petrol and oil are transported to many different places. The tank can be removed from the chassis.



57024

PIKO myTrain® Silo Car

Powder like dry goods such as coal dust or flour are transported in this car. The silos can be removed from the chassis.





The brilliant track concept covering everything from starter layouts to complex track plans

- > Clear, simple geometry
- > Realistic appearance
- > Rust-free with high electric conductivity



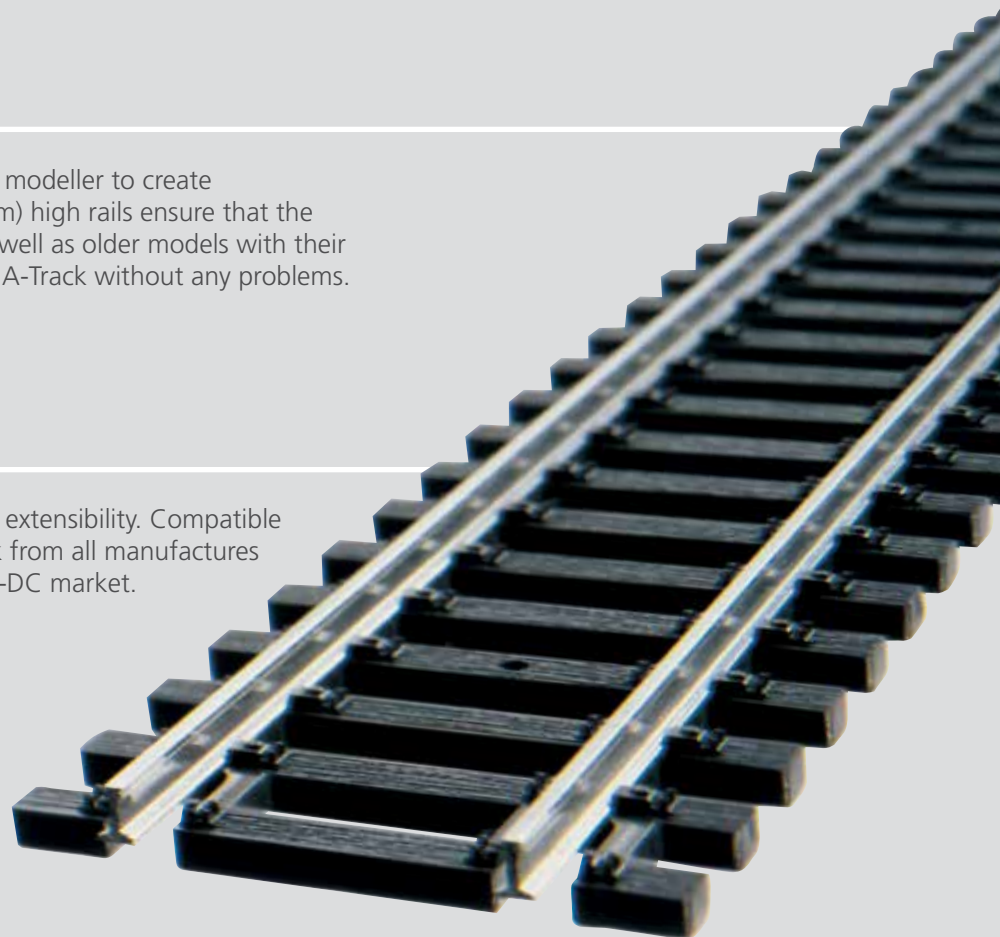
The slender rail profile allow the modeller to create elegant layouts. The 0.1" (2.5 mm) high rails ensure that the newest locomotives and cars as well as older models with their higher flanges can use the PIKO A-Track without any problems.



Unlimited extensibility. Compatible with track from all manufactures in the HO-DC market.



PIKO A-Track



THE SECRET IS THE SYSTEM: PIKO A-TRACK

The 18.5" (470 mm) Module - The Starting Point

The basis of the track design is the **18.5"** by **2.44"** (470 mm by 61.88 mm) unit. These dimensions are not a coincidence; they are the result of intensive studies carried out with the help of high quality CAD programs to meet the requirements of both amateurs and model train enthusiasts.

With this system almost any track design can be constructed with no need for extra shorter pieces: elegant turnouts, straight or curved, various crossovers from one parallel track to the other, and the opportunity to add accessories such as platforms, etc.

This simple system makes complicated design charts superfluous. The layouts can be sketched on a sheet of ordinary squared paper to establish which particular pieces are required.

The Track Design

The outstanding feature of the PIKO A-Track is the small number of different pieces. The modeller doesn't have to install additional pieces at either switches or crossings, which when used nearly always lead to uneven running.

The **18.5"** (470 mm) module is divided into two straight tracks of **9.09"** (231 mm) and **9.41"** (239 mm). This is the reason why you can have two parallel tracks with two turnouts with no need for additional pieces.

The Track

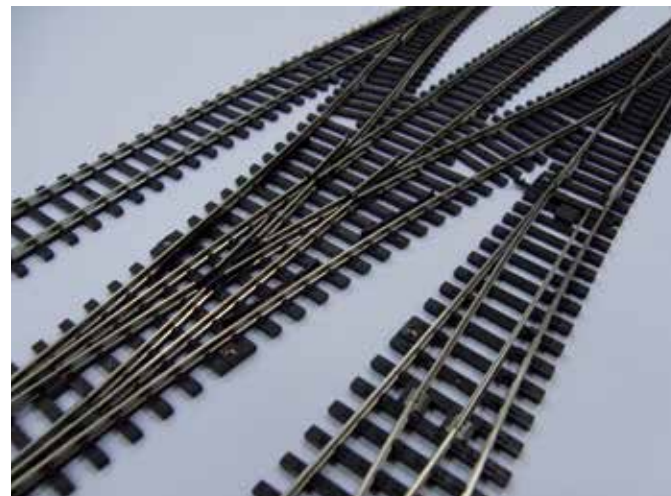
The PIKO A-Track is made from a high quality nickel silver alloy and has good electrical conductivity even on long sections of track. Rail joiners ensure constant power, and guarantee good electrical conductivity at the joints in the rails.

The sleepers are made of high quality ABS material, characterised by its high impact resistance, noise reduction, and a resistance to cracking under stress.

As in the prototype, the surface of the sleepers is made to look like wood and the spacing between sleepers is to scale. This makes it look realistic without being overcrowded.

The Track Identification

The PIKO A-Track has both an article number and a second reference that identifies its type and size, for example 55201 and G231. G signifies straight and 231 is the length in mm. This second identification is used in the track diagrams. In addition to this, each type of track has its own color, which is also used in the brochures, catalogs and on the boxes. All this makes it easy to recognise which piece of track is needed.



The basic dimensions of **18.5"** (470 mm) to **2.44"** (61.88 mm) for the PIKO A-Track design are the result of intensive studies carried out using high quality CAD programs.

Straight Track

The PIKO A-Track normally requires only two straight tracks: G239 and G231. Joined together they form the **18.5"** (470 mm) module. Other straight tracks such as G115 and G119 can be used at will but are only necessary when constructing complex layouts.

The straight track G107 is only needed as a parallel track for 30° crossings.

For curved switches leading from radius R3 (**19.05"**, 483.8 mm) to R4 (**21.48"**, 545.6 mm) you need the straight track G62, which corresponds precisely in length to the distance between the two curves of **2.44"** (61.88 mm).

Flexible Track

Sometimes modellers want to create a track layout in a particularly attractive landscape which does not conform to a simple geometric layout. Here the flexible **37"** (940 mm) PIKO A-Track comes into its own. Its length is equal to two **18.5"** (470 mm) modules.

The flexible track G940 can be bent to a much smaller radius than R1 (**14.17"**, 360 mm). A radius of less than 358 mm (14.09") may lead to the derailling of larger locomotives and rolling stock. If a modeller wishes to set a radius smaller than **14.09"** (358 mm) it is advisable to test the train beforehand.

The Basic Radius

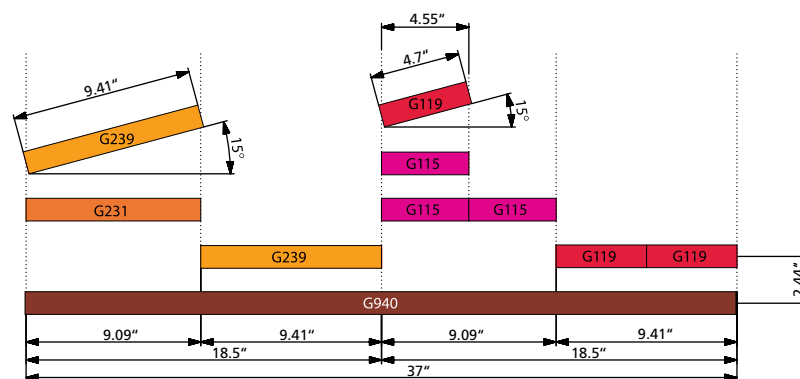
4 different radii with a parallel spacing of **2.44"** (61.88 mm) are available:

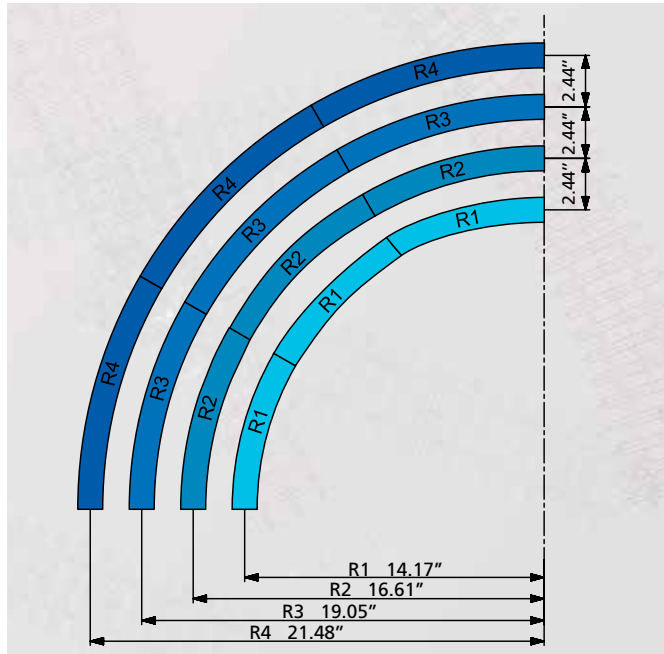
- R1 curved track 30°, r = **14.17"** (360 mm)
- R2 curved track 30°, r = **16.61"** (421.9 mm)
- R3 curved track 30°, r = **19.05"** (483.8 mm)
- R4 curved track 30°, r = **21.48"** (545.6 mm)

To assemble a complete circle, 12 pieces of these curved tracks are needed. The distance between tracks of **2.44"** (61.88 mm) ensures that passenger coaches such as PIKO's long double deck wagons will pass without touching on R1 and R2 radii.

The PIKO A-Track System offers the following straight tracks:

- G239** Straight track, **9.41"** (239.07 mm), in conjunction with the G231 it makes up the module length of **18.5"** (470 mm).
- G231** Straight track, **9.09"** (230.93 mm), in conjunction with the G239 it makes up the module length of **18.5"** (470 mm).
- G119** Straight track, **4.71"** (119.54 mm), 2 x G119 make up the length of the straight track G239.
- G115** Straight track, **4.55"** (115.46 mm), 2 x G115 make up the length of the straight track G231.
- G107** Straight track, **4.23"** (107.32 mm), parallel track for the 30° crossing K30
- G62** Straight track, **2.44"** (61.88 mm), Adaptor track from R3 and R4
- G940** Flexible track, **37"** (940 mm), equals 2 x the module length of **18.5"** (470 mm)





Curved Track for Switches

To get from a switch to a parallel track while keeping the distance of **2.44"** (61.88 mm), R 9 curved track is required:

R 9 curved track 15°, $r = 35.75"$ (907.97 mm)

This curved track of 15° matches the 15° that is used in the turnouts.

Switches

All PIKO A-Track switches may be used manually or converted to electrical operation by installing a switch motor.

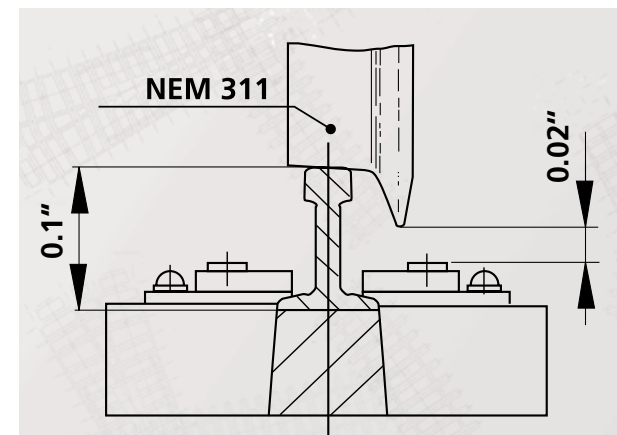
As a train passes over manually operated turnouts, they are immediately switched to the train's direction of travel; hence no additional equipment is needed for manual switches.

In the case of electrically operated switches there is a switching function that returns the switch blades to their original position after they were moved during the train's crossing. The switch rails are made so that whichever direction they are set, the rails match with the main track's profile.

All the switches are 15°, being based on a **35.75"** (908 mm) switch radius. Such a large radius makes it easy to integrate the switch in track plans. The size of the parallel tracks spacing is dictated by the turnout: **2.44"** (61.88 mm).

The frog, an important element for the authentic appearance of a model turnout, is composed of various track profiles (as in the real pattern). The flange's motion in the frog is designed in such a way as to enable the locomotive and rolling stock smooth passage through the turnouts. The frogs are placed in such a way as to make the non-conductive area shorter than **0.98"** (25 mm).

As a result even locomotives with a small wheelbase will have almost no loss of electric power. PIKO's KÖ I is a good example of this. Polarization of the frogs is therefore unnecessary. ("Polarization" is the change in polarity of the frog depending on the selected direction of the switch and responds to the polarity of the track on either side. The weakness of this is shown when the switch is opened up by a train passing over it. This creates a short circuit because the wrong polarity is present.)



The scale-built rail profiles **0.1"** (2.5 mm) in height ensure the passage of vehicles with conventional wheelsets made by different manufacturers.

Switch Machines

Manual switches are ready to use and do not need additional items to work.

All manually powered switches can be converted to electrical operation by installing a switch machine (# 55271). The motorised switch has an automatic switching function, which means that after the passing of the train, the switch is moved back to its original position. Electric switches can also be operated manually.

The switch machine is attached to the switch by special connections. Owing to its narrow shape it can also be fitted onto switches that are very close together. If the track design does not leave enough space, as in a junction on the curve passing from radius R3 to R2, the motor may be installed underneath. For this an underfloor installation kit is required (# 55273).

The switches may be operated by other manufacturers' below the baseboard motors, as there is an appropriate hole in the tie, at which the switch direction is set.

Wheels and Track

The solid rail is made out of nickel silver, is non-corrosive and characterised by high electrical conductivity.

The PIKO rails are 0.1" (2.5 mm) high (code 100), and therefore correspond to the NEM norm 120. This means you can use the PIKO track for almost all stock with traditional wheel profiles made by other producers.

The small metal parts, which in the prototype hold the rails onto the sleepers, are accurately reproduced so that all standard wheel types can travel freely over all the pieces of the PIKO A-Track without rattling.

Laying the track

Thanks to the high quality rail joiners made of spring steel, the PIKO A-Track can be used on every type of surface, including a short pile house carpet.

However in order to prolong the life of your model railway, we recommend fixing the tracks to a wooden baseboard with PIKO track screws (# 55298). This will stop the track being moved by centrifugal force when running fast or heavy trains. Each track piece is made with the holes required for the unobtrusive screws.

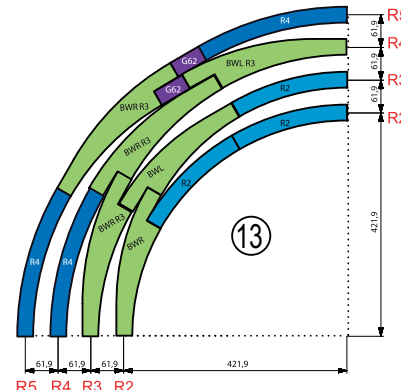
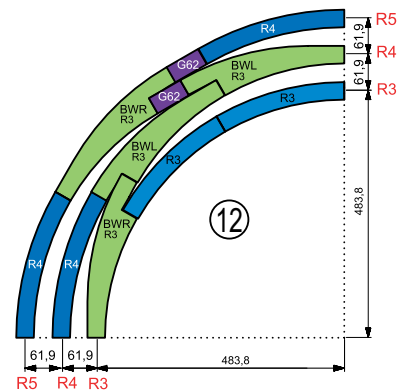
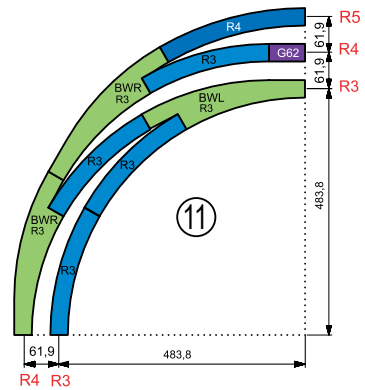
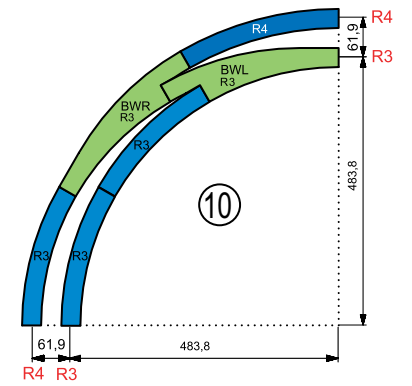
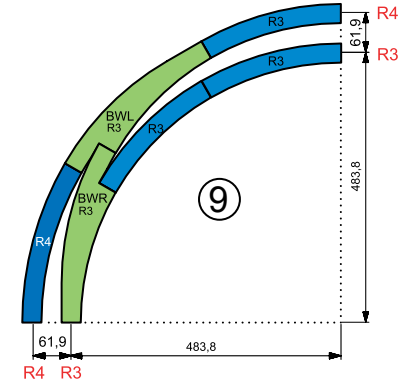
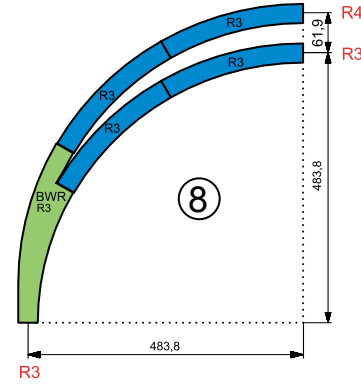
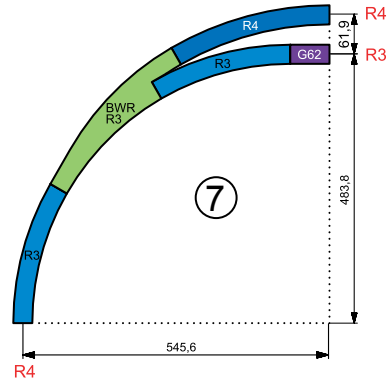
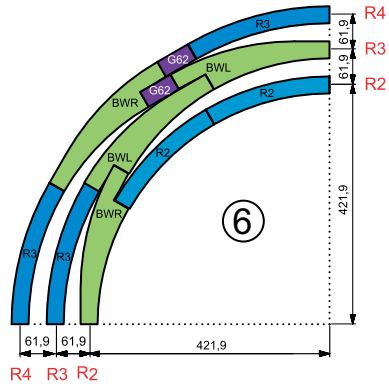
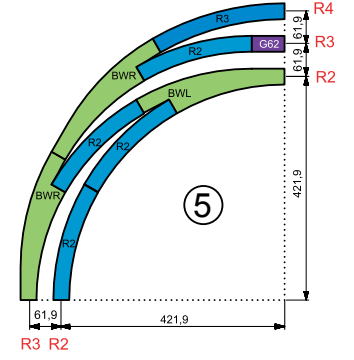
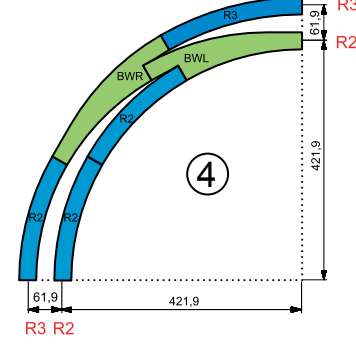
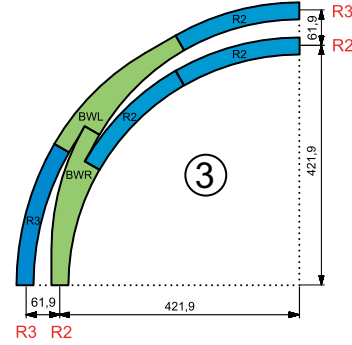
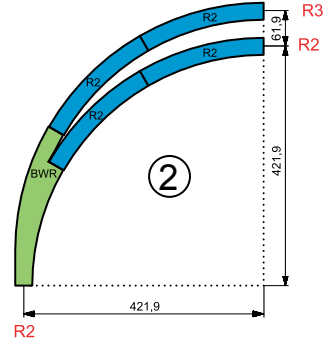
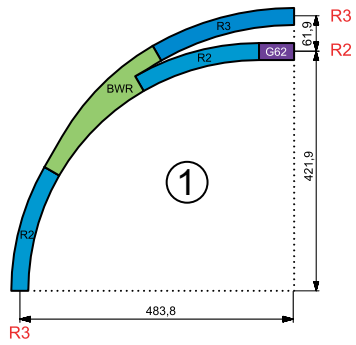
Power Connection

The easiest way of providing the PIKO A-Track with an electrical connection is by using the power connector (# 55270). It can be fitted to each straight track G231 (and no other pieces). The wires supplied with the control unit can then be used to connect to the power supply.

The easiest way of providing the PIKO A-Track with an electrical connection is by using the power connector (# 55270). It can be fitted to each straight track G231 (and no other pieces). The wires supplied with the control unit can then be used to connect to the power supply.



FROM ONE TRACK TO THE NEXT...



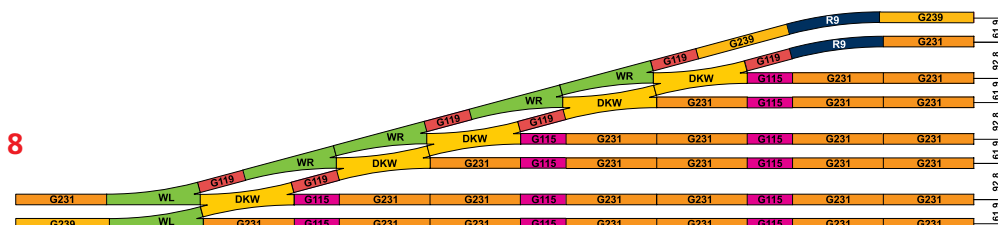
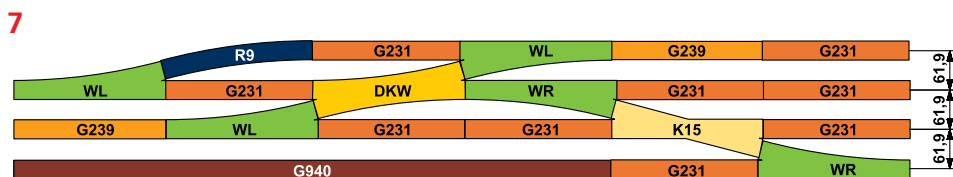
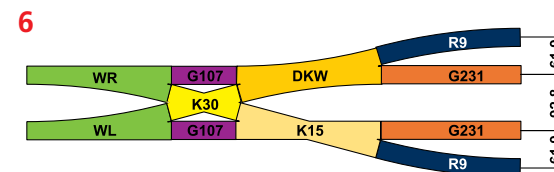
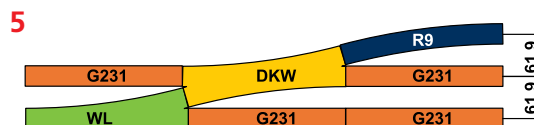
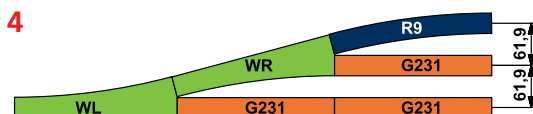
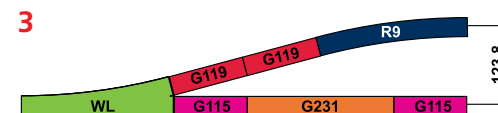
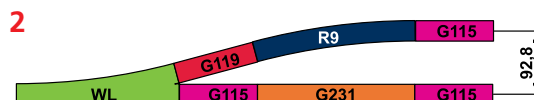
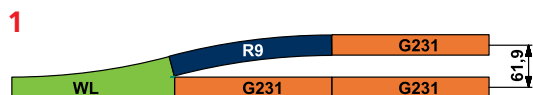
R5: There are no curved tracks for the radius R5.

Geometric Examples for Curved Track:

- 1 Transition from radius R3 to R2 and R3
- 2 Transition from radius R2 to R2 and R3
- 3 Transition from the parallel radius R2 to R2 and R3
- 4 Transition from the parallel radius R3 to R2 and R3
- 5 Transition from the parallel radius R3 to R2, R3 and R4
- 6 Transition from the parallel radiuses R4 to R3 and R4 and from R2 to R2 and R3
- 7 Transition from radius R4 to R3 and R4
- 8 Transition from radius R3 to R3 and R4
- 9 Transition from the parallel radius R3 to R3 and R4

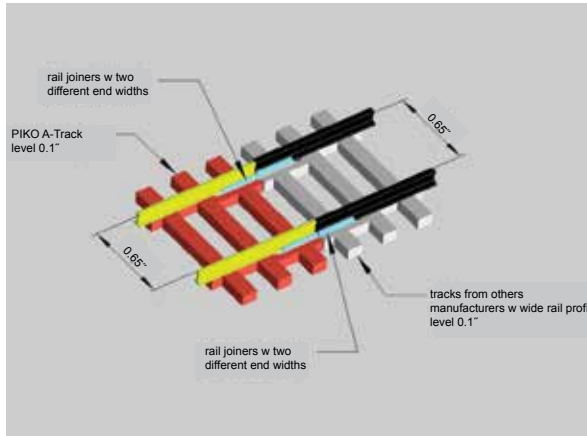
- 10 Transition from the parallel radius R4 to R3 and R4
- 11 Transition from the parallel radiuses R4 to R3, R4 and R5
- 12 Transition from the parallel radiuses R5 to R4 and R5 and from R3 to R3 and R4
- 13 Transition from the parallel radiuses R5 to R4 and R5, and from R3 to R3 and R4 and from R2 to R2 and R3

Note: Crossing over to a radius R1 curve using these curved switches is not possible because our curved switches have a basic radius of 16.61" (421.9 mm) (= R2). To cross over to the radius R1 curve we would have had to choose a basic radius of 14.17" (360 mm) (= R1) for our turnouts. Since for technical reasons not every locomotive can run through this radius, this would not have been acceptable.



Geometric Examples:

- 1 Transition from one track to parallel tracks
- 2 Transition from one track to parallel tracks with "platform" spacing (near)
- 3 Transition from one track to parallel tracks with double spacing
- 4 Transition from one track to three parallel tracks
- 5 Transition from a parallel track to three parallel tracks
- 6 Transition from a parallel track with "platform" spacing (near) to two parallel tracks and one parallel track with "platform" spacing (near)
- 7 A complex layout with parallel tracks and crossings
- 8 Transition from a parallel track into a station layout with alternate parallel tracks and a parallel tracks with "platform" spacing (near)



Rail Joiners

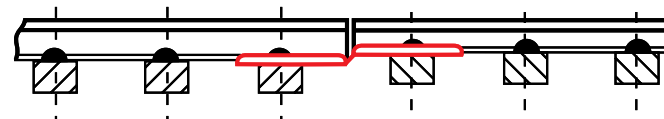
All the rail joiners are made of non-corrosive spring steel and not only guarantee a long life and good contacts, but simultaneously ensure a constant current in the track. For special purposes rail joiners with wires attached are used (# 55292). In order to separate parts of the tracks electrically, insulated rail joiners must be used (# 55291). These simply replace the existing rail joiners.

In order to ensure smooth passage between the PIKO A-Track and the very old PIKO U-Profile track produced up to the year 1990, the transition track GUE62 H (# 55207) should be used. It is the same size as the straight track G62, but has a shaped profile at one end that fits perfectly into the hollow profile of the old PIKO U-Profile track. This makes it easy to set up permanent electrical connections to older PIKO layouts.

Easy connection to other manufacturers' tracks (see also the description of the adaptor track GUE62-U) is possible if they offer 0.1" (2.5 mm) rail profiles and rails with no permanently attached track beds or ballast. In such a case combining the PIKO A-Track with other manufacturers' track profiles is achieved by using the PIKO A-Track rail joiners with two different end widths (# 55293). These are indispensable, as most manufacturers offer much wider rail profiles.

The adaptor track GUE62-U (# 55208) is the same length as straight track G32 and may be used instead of rail joiners # 55293. This adaptor track already has the rail joiners attached with the different end widths, which you need to connect to other manufacturers' tracks.

For tracks with permanently attached track beds or ballast, the manufacturers normally offer their own adaptor pieces, which ensure an almost entirely smooth connection to the 0.1" (2.5 mm) PIKO A-Track corresponding to the NEM 120 norm. Because of the differences in the rail profile width, PIKO rail joiners with two different end widths (# 55293), or the adaptor track GUE-62U should be additionally installed.



For joining the PIKO A-Track to other manufacturers' track of 0.08" (2.1 mm) height, rail joiners offsetting the difference of levels between the profiles should be used. In these cases, rail joiners (# 55294) should be used instead of the joiners fitted as standard to make this connection.

- G940** Flexible track, 37" (940 mm)
G239 Straight track, 9.41" (239 mm)
G231 Straight track, 9.09" (231 mm)
G119 Straight track, 4.71" (119 mm),
 2 x G119 make up the length of the
 straight track G239.
G115 Straight track, 4.55" (115 mm),
 2 x G115 make up the length of the
 straight track G231.
G107 Straight track, 4.23" (107 mm),
 parallel track for the 30° crossing K30
G62 Straight track, 2.44" (62 mm), Adaptor
 track from R3 and R4

- R1** Curved track R1, r = 14.17" (360 mm)
R2 Curved track R2, r = 16.61" (422 mm)
R3 Curved track R3, r = 19.05" (484 mm)
R4 Curved track R4, r = 21.48" (546 mm)
R9 Curved track for switch R9,
 r = 35.75" (908 mm)
R1 7,5 Curved track 7,5°, r = 14.17" (360 mm)
R2 7,5 Curved track 7,5, r = 16.61" (422 mm)

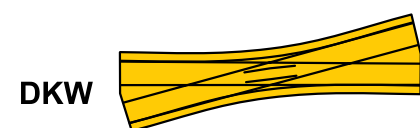
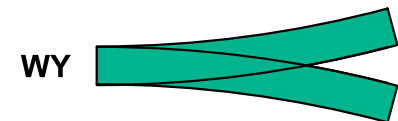
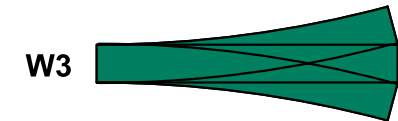
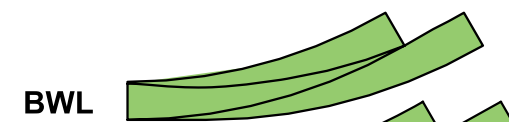
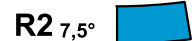
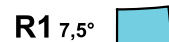
- K15** Crossing K15, 15° angle
K30 Crossing K15, 30° angle

- BWL** Left hand curved switch
BWR Right hand curved switch

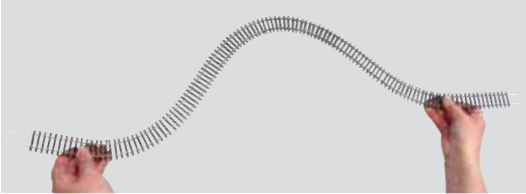
- BWL-R3** Left hand curved switch R3 to R4
BWR-R3 Right hand curved switch R3 to R4

- WL** Left hand switch
WR Right hand switch

- W3** 3-Wegeweiche
WY Y Switch
DKW Double Slip Switch



Straight and Flexible Track

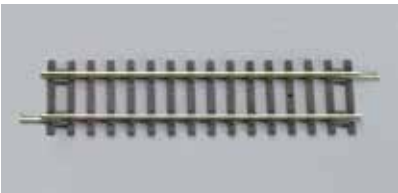


G940 55209 Flexible Track 37" (940 mm)
Flexible track, 37" (940 mm) long that corresponds to double the length of the module 18.5" (470 mm)



G239 55200 Straight Track 9.41" (239 mm)
Straight track G239, 9.41" (239.07 mm) long, G239 + G231 make up a module length of 18.5" (470 mm).

G231 55201 Straight Track 9.09" (231 mm)
Straight track G231, 9.09" (230.93 mm) long, G231 + G239 make up a module length 18.5" (470 mm).



G119 55202 Straight Track 4.71" (119 mm)
Straight track G119, 4.71" (119.54 mm) long
2 x G119 equals G239

G115 55203 Straight Track 4.55" (115 mm)
Straight track G115, 4.55" (115.46 mm) long
2 x G115 equals G231

G107 55204 Straight Track 4.23" (107 mm)
Straight track G107, 4.23" (107.32 mm) long, parallel track for the 30° crossing K30



G62 55205 Straight Track 2.44" (62 mm)
Straight track G62, 2.44" (61.88 mm) long, adaptor track from R3 and R4

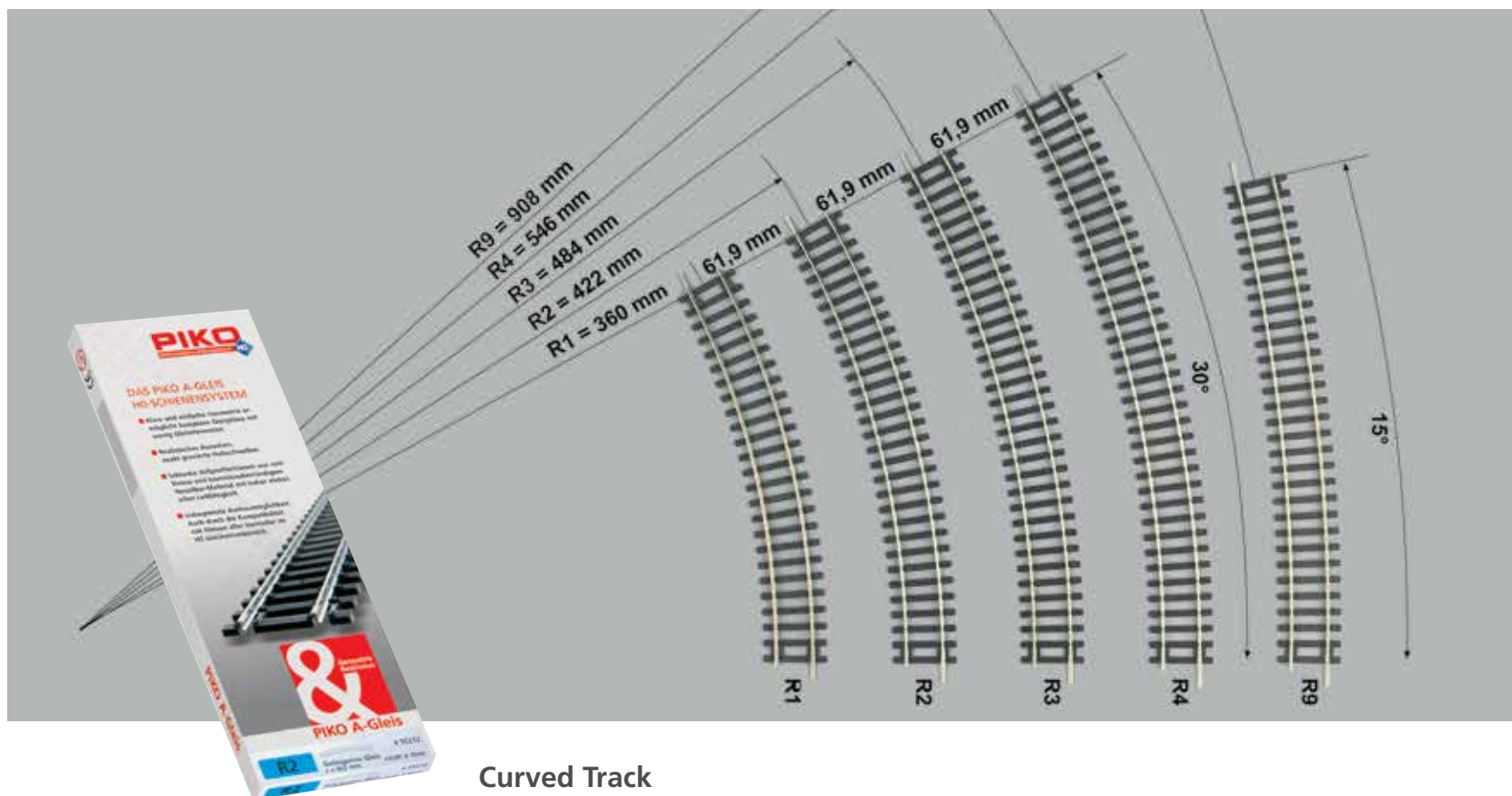
GUE62-H 55207 Adapter Track 2.44" (62 mm)
Adaptor track GUE62-H fits between the PIKO A-Track and the old U-Profile track 2.44" (61.88 mm) long.

GUE62-U 55208 Adapter Track 2.44" (62 mm)
Adaptor track GUE62-U fits between the PIKO A-Track and the PIKO-Hobby track, produced from 1992 to 2000, the Mehano* track, the classic ROCO* 0.1" (2.5 mm) brass and nickel track, the Fleischmann* Profi- and Model tracks as well as others with a 0.1" (2.5 mm) profile height. 2.44" (61.88 mm) long.



55282 Flex Track End Ties 31 mm long
These sleepers (not complete tracks) can be attached to the flex track to achieve a perfect connection between flex track and the following regular tracks.

* Roco are the trademark of Modelleisenbahn GmbH, Bergheim
* Fleischmann is the trademark of the Gebr. Fleischmann GmbH & Co. K.G., Heilsbronn.
* Tillig is the trademark of TILLIG Modellbahnen GmbH & Co. K.G., Sebnitz
* Mehano is the trademark of Mehano, Izola, Slovenia.



Curved Track

R1 55211 Curved Track R1
Curved track R1, $r = 14.17''$ (360 mm) / 30°,
12 pieces / circle

R4 55214 Curved Track R4
Curved track R4, $r = 21.48''$ (545.63 mm) / 30°,
12 pieces / circle

R2 7,5° 55252 Curved Track R2, 7,5°
Curved track R2, $r = 16.61''$ (421.88 mm) / 7,5°,
48 pieces / circle

R2 55212 Curved Track R2
Curved track R2, $r = 16.61''$ (421.88 mm) / 30°,
12 pieces / circle

R9 55219 Curved Track R9
Curved track for switch R9, $r = 35.75''$
(907.97 mm) / 15°, 24 pieces / circle

R3 55213 Curved Track R3
Curved track R3, $r = 19.05''$ (483.75 mm) / 30°,
12 pieces / circle

R1 7,5° 55251 Curved Track R1, 7,5°
Curved track R1, $r = 14.17''$ (360 mm) / 7,5°,
48 pieces / circle



The A-track grows – we extend our product range!

We have been looking for a low-price and preferably weather-resistant alternative to wooden sleepers already at an early stage. Here, we gained very positive experience with concrete sleepers. Thus, concrete sleepers, partly in combination with wooden and steel sleepers, could be found on many track types soon. Concrete sleepers are a standard feature of the modern railway. Therefore, we decided to complement our A-track with appropriate flexible tracks and matching switches with concrete sleepers. The reason: Modern system themes require appropriate track parts. Regarding their dimensions, the flexible tracks and switches correspond to the well-known A-tracks and thus perfectly join our proven track geometry!



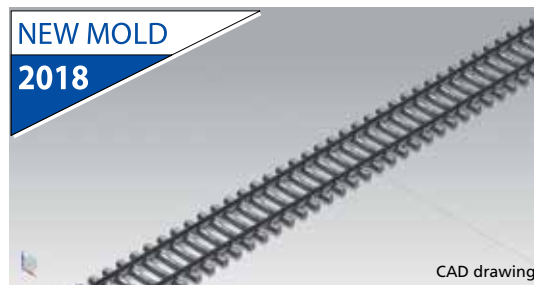
BS-WL 55170 Left Switch WL, with concrete ties

Left hand switch, 15° angle, straight track = G239
Turnout = R9, manually operated with positioning,
switch machine = # 55271



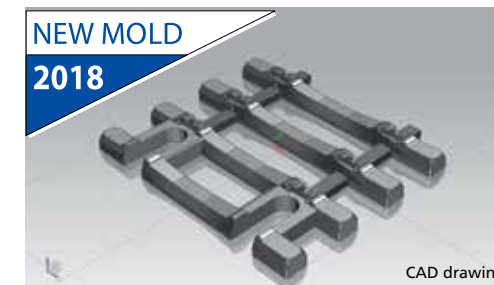
BS-WR 55171 Right switch WR, with concrete ties

Right hand switch, 15° angle, straight track = G239
Turnout = R9, manually operated with positioning,
switch machine = # 55271



BS-G940 55150 Flexible Track G940,
with concrete ties, 24 pieces

Flexible track, 37" (940 mm) long that
corresponds to double the length of the module
18.5" (470 mm)



BS-GE31 55151 Flex Track End Ties 31 mm long,
with concrete ties, 12 pieces

These sleepers (not complete tracks) can be attached to
the flex track to achieve a perfect connection between
flex track and the following regular tracks.

Switches & Crossings



WL 55220 Left Switch WL R9 / 9.41" (239 mm)
Left hand switch, 15° angle, straight track = G239
Turnout = R9, manually operated with positioning,
switch machine = # 55271

WR 55221 Right Switch WR R9 / 9.41" (239 mm)
Right hand switch, 15° angle, straight track = G239
Turnout = R9, manually operated with positioning,
switch machine = # 55271

BWL 55222 Left Curved Switch BWL R2 / R3
Left hand curved switch. Suitable for passing from
radius R2 to R3 or R3 to R4, the main track's radius
of the turnout is R2. Manually operated with
positioning, switch machine = # 55271



BWR 55223 Right Curved Switch BWR R2 / R3
Right hand curved switch. Suitable for passing from
radius R2 to R3 or R3 to R4, the main track's radius
of the turnout is R2. Manually operated with
positioning, switch machine = # 55271

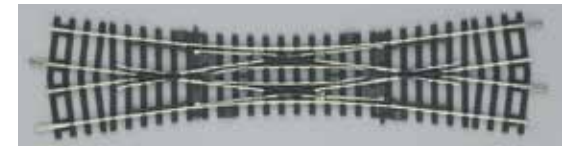
BWL-R3 55227 Left Curved Switch BWL R3 / R4
Left hand curved switch. Suitable for passing from
radius R3 to R4, the main track's radius of the
turnout R3. Manually operated with positioning,
switch machine = # 5527

BWR-R3 55228 Right Curved Switch BWL R3 / R4
Right hand curved switch. Suitable for passing
from radius R3 to R4, the main track's radius of
the turnout is R3. Manually operated with
positioning, switch machine = # 55271



K15 55240 Crossing K15 15° / 9.41" (239 mm)
Crossing K15, 15° angle, straight track = G239

K30 55241 Crossing K30 30° / 4.71" (119 mm)
Crossing K30, 30° angle, straight track = G119



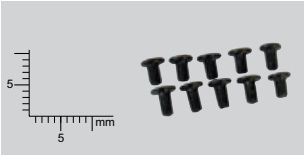
DKW 55224 Double Slip Switch DKW 15° / 9.41" (239 mm)
Double slip switch, 15° angle, straight track = G239,
turnouts = R9. Manually operated with positioning,
switch machines = 2 x # 55271



W3 55225 Three Way Switch W3 15° & 15° / R9
Three way switch, 2 x 15° angle, straight track =
G239, turnouts = R9. Manually operated with
positioning, switch machines = 2 x # 55271



WY 55226 Wye Switch WY 30° / R9
Y switch, 30° angle, turnouts = R9, manually
operated with positioning, switch machines =
2 x # 55271



55230
Set of Screws for
Switch Machines (10 pieces)



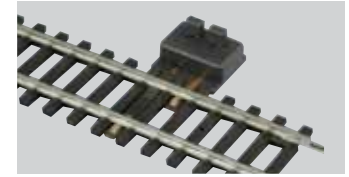
55298 Track Screws,
Approx 400 pieces
Track fixing screws, about 400
pieces 0.06" x 0.39"
(1,4 x 10 mm)



55297
Phillips Screwdriver for
PIKO A-Track



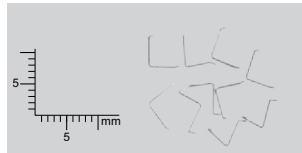
55280
Bumper (Buffer Stop)
Buffer stop of wooden appearance, can be clipped or screwed onto all straight tracks.



55270 Track Power Clip Analog
Terminal box with suppressor fits to track G231.



55299
Track Nails Approx
400 pieces



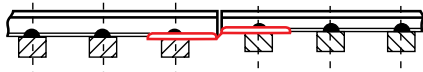
55231
Set springs for Switches
(10 pieces)



55296
Track-nail holder & hammer



55281
Track Cleaning Block



55294
Code 83 Rail Conversion Joiners, 6 pieces
Rail joiners for different heights, to equalize the different levels when passing from ROCO*-Line and Tillig*-Elite to PIKO A-Track, 6 pieces



55291
Insulated Rail Joiners, 24 pieces
Insulated plastic rail joiners, 24 pieces



55290
Metal Rail Joiners, 24 pieces
Spring steel rail joiners, 24 pieces



55292
Terminal Joiners, 1 pair
Spring steel rail joiners with connecting wires, 1 pair

55293
Wide Rail Conversion Joiners, 6 pieces
Rail joiners made of spring steel with two different end widths, make connection possible to the PIKO-Hobby track produced between 1992 and 2002, the Mehano* track, classic Roco* 0.1" (2.5 mm) track of brass and nickel, the Fleischmann Profi* – and model tracks and other tracks with 0.1" (2.5 mm) high profiles, 6 pieces.



* Roco is the trademark of Modelleisenbahn GmbH, Bergheim
* Fleischmann is the trademark of the Gebr. Fleischmann GmbH & Co. K.G., Heilsbronn.
* Tillig is the trademark of TILLIG Modellbahnen GmbH & Co. K.G., Sebnitz
* Mehano is the trademark of Mehano, Izola, Slovenia.



55272 Underfloor drive

- powerful miniature servomotor for the assembly under the model railroad plates
- easiest assembly by means of a drilling template
- suitable for all PIKO A-track switches
- adaptable to other scales such as e.g. N or TT as well as to track systems of other manufacturers

Contents

- Instruction incl. drilling template
- base plate for the assembly "under the plate" incl. locking plate
- a servomotor
- two controlling wires for the selection of different controlling forces
- Assembly accessories

Suitable accessories:

55274 servo decoder, 4-fold, for analog and digital operation
The control box # 55262 is required for the analog mode in addition to # 55274!

55000 Driving regulator BASIC with power supply



55271 Electric Switch Machine

Motor for all switches, low electric power consumption.



55273

Underfloor Installation Kit for Switch Machine

This kit is required if you plan to install the switch machine # 55271 underneath the switch.

55008 Basic Throttle 0-16V 2A

Technical data:

Input: 18 V DC, 2 A

Output: 0-16 V DC, 1,5 A
constant 16 V DC, 0,5 A



55391 Terminal Loop Track

With this set, reversing loops are no problem. Consists of insulating connectors, cables and mounting connectors. Not suited for digital operation.



55392

Switch Powering Set for 4 Switches

This set includes 1 switchboard (# 55262) for changing turnouts and signals that are electrically operated, and 4 low power consumption motors for all switches.

55006 Power supply, 2,25 A

Input: 230 V

Output: 16 V / 2,25 A / 36 W



55261 Switchboard

For switching of 4 points or signals.

Note: Stickers for individual key labeling are included.



55262

Switchboard on-off

To turn on and off 4 different train or lighting circuits.

Note: Stickers for individual key labeling are included.

55003 Adapter w Speed Control (Adapter 5,4 VA) (230 V)



Technical data power supply
(Adapter 5,4 VA):
Input: 230 V AC, 50-60 Hz
Output: 12 V AC, 450 mA

Technical data driving regulator:
Input: 12 V AC, 2 A
Output: 0-12 V DC, 450 mA



As of 1953, the new rail buses VT98 have been comprehensively used in local transport. They were quickly nicknamed "Saviours of the local railway".
> see page 222

Diesel Locos, E-Locos, Commuter trains - Sophisticated models for discerning hobbyists

- > Innovative and reliable technology
- > Ready for DCC & Sound installation
- > Prototypical models with a high level of detailing
- > Affordable prices

EXPERT



Apart from a few exceptions, the series 111 with a speed of up to 160 km/h is adapted to the traffic-red colour scheme of the DB AG. It is primarily used in regional transport, often together with double-deck cars.
> see page 107



With the legendary electric locomotives of the series 243/143, the Deutsche Reichsbahn has succeeded in producing an extremely robust and durable construction which is still being used reliably on the tracks of the Federal Republic of Germany.

> see page 113

NEW MOLD
2018



Picture: Karl-Friedrich Seitz



3-Rail AC versions
include mfx-capable decoder

51860 Electric Locomotive BR 118 DB IV

51861  Electric Locomotive BR 118 DB IV, 3 Rail AC

The prototype:

At the beginning of the 1930s, the DRG ordered new express locomotives for the railway networks operated by electricity in Germany. The E 18 delivered from 1935 were among the fastest electric locomotives of the Deutsche Reichsbahn and reached a maximum speed of 150 km/h. In 1937, the E 18 22 received a Grand Prix in Paris, among other things for speed and power. Until the outbreak of the war, 53 locomotives had been put into service. After the war, the railway administrations of the FRG and GDR used the remaining express locomotives on their networks again. In the FRG, 41 engines of the series E 18 were available due to repurchases from the GDR and the construction of partly available locomotives in the 1950s. They were used in South Germany. Until the emergence of the first standardised electric locomotives, the express locomotives were the stars of the young DB. From 1957, however, they were increasingly pushed aside into the express service and also into the passenger train service later. The mid-1970s saw the beginning of the withdrawal of the well-designed locomotives from service. All locomotives have been withdrawn from the active service by 1984.

The model:

The PIKO model of series 118 of the DB exactly corresponds to its selected original and precisely replicates all relevant details such as lamps, windows, buffers, engine room equipment etc. of the original. The model convinces with finest painting and printing, applied front rods and handle bars, digitally switchable driver's cab and engine room lighting as well as filigree pantographs and insulators. In terms of design, the model corresponds to #XXXXXX regarding its other characteristics. The factory-installed PIKO sound decoder 4.1 of the latest generation supports the data formats DCC with Rail-ComPlus®, Motorola®, Selectrix® and is mfx-enabled. The installed speaker is precisely tailored to the locomotive type. Many typical locomotive sounds such as engine sound, signal horns, squeaking of brakes and other switchable functions can be accessed individually. With adjustable individual mapping for up to 44 functions. The rear light can be switched separately. Sound is also possible in analogue mode – engine sound only.

ELECTRIC LOCOMOTIVE BR E18


PIKO

NEW MOLD
2018



Picture: Werner & Hansjörg Brutzer

51862 Elektrolok BR 218 DR Ep. IV

51863  Elektrolok BR 218 DR Ep. IV, 3 Rail AC



3-Rail AC versions
include mfx-capable decoder

suitable accessories:

- # 56422 PIKO SmartDecoder 4.1 Sound w Loudspeaker (see page 34)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All E18:



For all AC-E18:



The prototype:

In the GDR, three locomotives were used as planned. From the mid-1960s, the DR planned to carry out high-speed runs up to 180 km/h electrically in the GDR at the urging of the export-oriented waggon manufacturing industry. Due to the fact that enough E 11 locomotives were available for the planned operation soon, the express locomotives E 18 19 and E 18 40 had been used - in addition to applications as planned - by order of the VESM for high-speed runs since 1967. The locomotives were withdrawn from service until 1992.

Das Modell:

With the precise replica of the old-construction locomotive of series 218 of the Deutsche Reichsbahn, PIKO emphasises its reputation as a specialist for excellent vehicle models once again. The model exactly corresponds to its selected original with all important details such as lamps, windows, buffers, roof equipment etc. In addition, the model convinces with its finest painting and printing, the extremely filigree pantographs, digitally switchable driver's cab and engine room lighting as well as LED rear lights changing with the direction of travel. With its large, precisely dimensioned flywheel masses, the powerful five-pin PIKO engine provides excellent running characteristics. The model has a PluX22 interface and is prepared for easy digitalisation and sound with largest possible speaker.

ELECTRIC LOCOMOTIVE BR E18

NEW MOLD

2018



Picture: Karl-Friedrich Seitz

51864 Electric Locomotive Sound BR 118 DB IV

51865  Electric Locomotive Sound BR 118 DB IV, 3 Rail AC3-Rail AC versions
include mfx-capable decoder**The model:**

The PIKO model of series 118 of the DB exactly corresponds to its selected original and precisely replicates all relevant details such as lamps, windows, buffers, engine room lighting etc. of the original. The model convinces with finest painting and printing, applied front rods and handle bars, digitally switchable driver's cab and engine room lighting as well as filigree pantographs and insulators. In terms of design, the model corresponds to #51860 regarding its other characteristics. The factory-installed PIKO sound decoder 4.1 of the latest generation supports the data formats DCC with RailComPlus®, Motorola®, Selectrix® and is mfx-enabled.

The installed speaker is precisely tailored to the locomotive type. Many typical locomotive sounds such as engine sound, signal horns, squeaking of brakes and other switchable functions can be accessed individually. With adjustable individual mapping for up to 44 functions. The rear light can be switched separately. Sound is also possible in analogue mode – engine sound only.

ELECTRIC LOCOMOTIVE BR 147

PIKO

NEW MOLD
2018



51580 Electric Locomotive BR 147 DB AG VI
51581  Electric Locomotive BR 147 DB AG VI, 3 Rail AC

The prototype:

The Traxx locomotives by Bombardier are both part of one of the most successful type family in Europe and indispensable on German tracks in the long term. In 2013, the DB AG and Bombardier signed a framework contract which provides for deliveries of up to 450 more Traxx locomotives. Up to now, more than 100 locomotives of the series 187 for DB Cargo and 20 locomotives Traxx P160AC3 as series 147 for DB Regio were requested from this framework contract. Locomotives of the series 147 with Bn- and double-deck cars have been used since January 2017. Further engines are supposed to be used in front of IC and IC2 trains. Thus, they are painted in the white-red design of DB long-distance travel and referred to as series 147.5. Regarding the passenger train version, the bogies optimised for 160km/h and the distinctive train destination indicators in the front area are particularly striking.



3-Rail AC versions
include mfx-capable decoder

suitable accessories:

- # 56345 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All BR 147:



For all AC-BR 147:



The model:

The PIKO model of series 147 of DB Regio exactly corresponds to its selected original and precisely replicates all relevant details such as windows, buffer beams, power outlets etc. of the original. The model convinces with finest painting and printing, applied front rods and handle bars as well as filigree pantographs and insulators. The installed distinctive train destination indicators can be switched digitally - just as the driver's cab lighting and the rear lights. Retrofitting with sound and largest possible speaker is prepared on the clear circuit board with PluX22 interface.

ELECTRIC LOCOMOTIVE BR 147

The model:

The PIKO model of series 147.5 of the long-distance travel division of the DB AG convinces, among other things, with an exact reproduction of all relevant details of its original engine such as windows, buffer beams and power outlets. The model has finest painting in IC design of the Bahn and coherent printing, applied front rods and handle bars as well as filigree pantographs and insulators. The installed distinctive train destination indicators can be switched digitally - just as the driver's cab lighting and the rear lights. Retrofitting with sound and largest possible speaker is prepared on the clear circuit board with PluX22 interface.

NEW MOLD
2018



3-Rail AC versions
include mfx-capable decoder



51582 Electric Locomotive BR 147.5 DB AG VI

51583  Electric Locomotive BR 147.5 DB AG VI, 3 Rail AC

ELECTRIC LOCOMOTIVE BR 151

PIKO



NEW MOLD
2018



3-Rail AC versions
include mfx-capable decoder

suitable accessories:

- # 56423 PIKO SmartDecoder 4.1 Sound w Loudspeaker (see page 34)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)


All BR 151:



For all AC-BR 151:



Picture: Werner & Hansjörg Brutzer

- 51300 Electric Locomotive BR 151 DB IV, green
51301  Electric Locomotive BR 151 DB IV, green, 3 Rail AC

The prototype:

At the end of the 1960s, the Bundesbahn called for a new six-axle freight locomotive in order to improve the competitive situation of the railway compared to the road traffic. As a supplement to and advancement of the locomotives of the series 150 delivered from the 1950s, this locomotive should accelerate the heavy freight train service with a higher speed of 120 km/h. Between 1972 and 1978, a total of 170 locomotives of the series 151 were put into service and initially stationed in Hagen and Nuremberg. The AEG is responsible for the development of the electrical components, and Krupp is responsible for the vehicle parts. Here, experience gained during the construction of the series 103 was taken into consideration as well. Thus, three detachable engine room covers were screwed to the frame and facilitate the maintenance work. In 1994, the engines were assigned to the series 151 DB Cargo. In the medium term, the DB wants to part with the locomotives. In case of a revision process or larger damage, the DB parks them meanwhile and scraps the six-axle locomotives weighing 118t. By now, numerous locomotives of the series 151 were also sold to private railway companies. Their use in freight train service continues.

The model:

A model of the first loco of series 151 is finally available! The PIKO model of the electric locomotive 151 001 shows all relevant details of its original and convinces with finest painting and printing, the exact casing shape, applied handle bars, the replica of the start-up lamp, view of engine room, sharply engraved bogie bezels and filigree metal pantographs. The white/red LED light variation depends on the direction of travel and is carried out by means of LEDs. The driver's cab and engine room lighting installed as standard and the rear lights functioning depending on the direction of travel can be switched digitally using a PluX22 decoder. With two flywheel masses, the five-pin engine provides excellent running characteristics. The heavy model with high tractions has a digital interface PluX22 according to NEM 658 and is prepared for easy retrofitting with sound and largest possible speaker. Brake hoses for retrofitting are enclosed.

FIRST TIME AS A SERIES PRODUCTION MODEL!

ELECTRIC LOCOMOTIVE BR 151

NEW MOLD

2018



Picture: Werner & Hansjörg Brutzer



3-Rail AC versions
include mfx-capable decoder

51302 Electric Locomotive BR 151 DB AG V, beige

51303  Electric Locomotive BR 151 DB AG V, beige, 3 Rail AC

The model:

With the replica of the heavy freight locomotive of series 151 in the blue-beige paint, PIKO offers again a typical locomotive of the Deutsche Bundesbahn in era IV. The model has an exact design of the lamps, windows, buffers, casing shape, view of engine room, roof equipment etc. In addition, it convinces with finest painting and printing, the extremely filigree pantographs, digitally switchable driver's cab and engine room lighting as well as LED rear lights changing with the direction of travel. The powerful five-pin PIKO engine with its large, precisely dimensioned flywheel masses provides the model with excellent running characteristics. The model has a PluX22 interface and is prepared for easy digitalisation and sound with largest possible speaker. Brake hoses for retrofitting are enclosed.

ELECTRIC LOCOMOTIVE BR 151

PIKO



Picture: Werner & Hansjörg Brutzer

- 51304 Electric Locomotive Sound BR 151 DB IV, green
 51305  Electric Locomotive Sound BR 151 DB IV, green, 3 Rail AC



3-Rail AC versions
include mfx-capable decoder



suitable accessories:

- # 56423 PIKO SmartDecoder 4.1 Sound w Loudspeaker (see page 34)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All BR 151:



For all AC-BR 151:



The model:

The PIKO model of the series 151 of the DB is a precise replica of its original. The locomotive convinces with finest painting and printing, the replica of the start-up lamp, applied front rods and handle bars, view of engine room, a digitally switchable driver's cab and engine room lighting as well as filigree pantographs. In terms of design, the model corresponds to #51300 regarding its other characteristics. The factory-installed PIKO sound decoder 4.1 of the latest generation supports the data formats DCC with RailComPlus®, Motorola®, Selectrix® and is mfx-enabled. The installed speaker is precisely tailored to the locomotive type. Many typical locomotive sounds such as engine sound, signal horns, squeaking of brakes and other switchable functions can be accessed individually. With adjustable individual mapping for up to 44 functions. The rear light can be switched separately. Sound is also possible in analogue mode – engine sound only.

ELECTRIC LOCOMOTIVE Rh 1041

The prototype:

After World War II, there was a high demand for new electric locomotives at the Österreichischen Bundesbahnen in order to replace older steam locomotives in a timely manner. This resulted, among other things, in the development of the new-construction locomotive Rh 1041. Between 1951 and 1953, 25 specimens of the Rh 1041 with a speed of up to 90 km/h (but only approved for 80 km/h), a weight of 83 tonnes and the axle layout Bo'Bo' were put into service and stationed, among other things, in Attnang-Puchheim, Selzthal and Bischofshofen. The main field of use of the electric locomotive with a length of 15.32 m primarily included regional transport and freight train service, but in the last years of use - to an increased extent - also the shunting service intended for the constructively designed loco. The distinctive engines with their electrical equipment from AEG, BBC, ELIN and SSW proved themselves excellently in the designated area of operation. By the end of 2003, all vehicles of the series were taken out of active service during a fundamental modernisation process at the ÖBB. Some specimens are preserved as museum locomotives, including the 1041.15 which was converted into its original state to the greatest possible extent again.

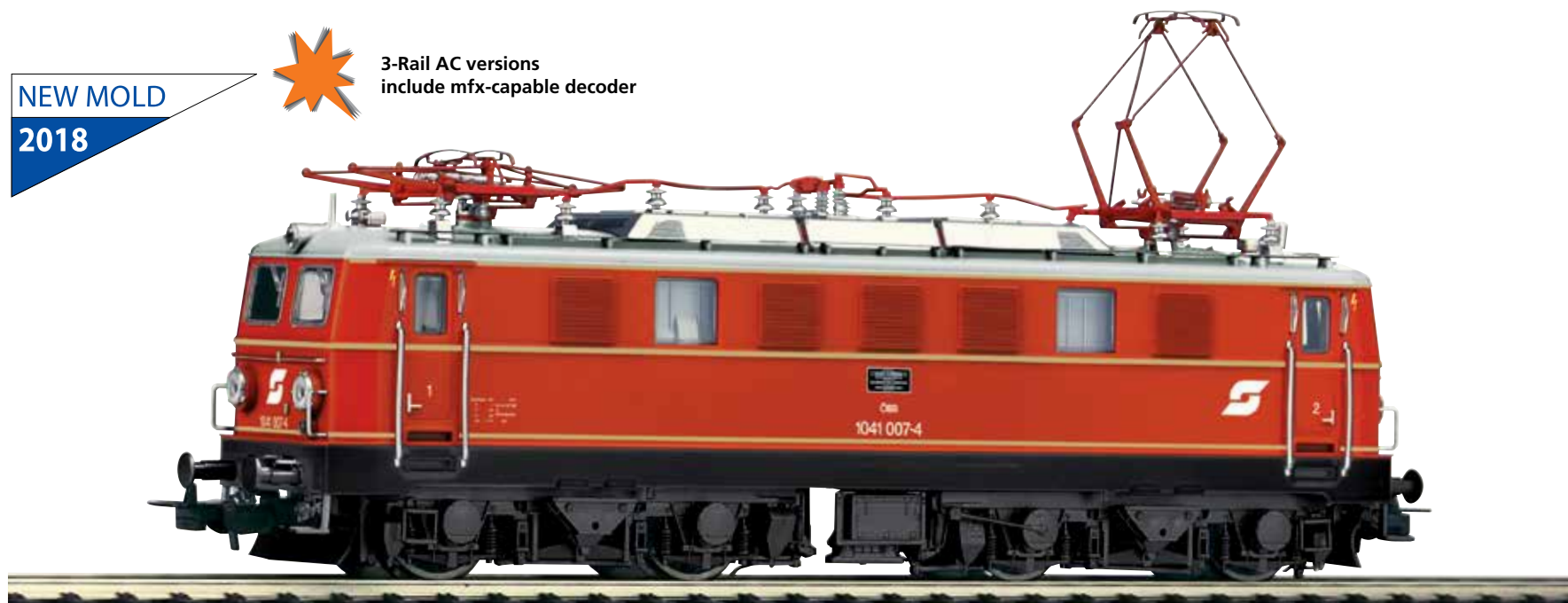
The model:

Locomotive 1041 007-4, Österreichische Bundesbahnen. Design in vermilion with modernised doors and new front window form. Operating state from 1988. The PIKO Rh 1041 ÖBB is characterised by a heavy zinc die-cast frame, a powerful 5-pin engine with two flywheel masses, two traction tires, a clear circuit board with PluX22 interface, LED light with very good luminosity and digitally switchable rear light and has separately applied detached door handle bars and handles, air deflectors next to the doors, front power outlets, driver's cab furnishings, a main switch true to the original, harmoniously realised modernised lamp shapes, detailed and sharply engraved bogies, plugged speedometer cables, sand boxes and snowploughs. The model is prepared for uncomplicated retrofitting with sound and largest possible speaker. The AC model is factory-equipped with an appropriate PluX22 decoder suitable for mfx. Brake hoses for the optional upgrading for the glass cabinet use are enclosed.

NEW MOLD
2018



3-Rail AC versions
include mfx-capable decoder



-  51880 Electric Locomotive Rh 1041 ÖBB IV
-  51881  Electric Locomotive Rh 1041 ÖBB IV, 3 Rail AC

Picture shows re-touched
pre-production model

ELECTRIC LOCOMOTIVE Rh 1041

PIKO

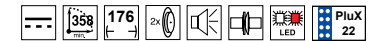
The model:

The PIKO Rh 1041 of the ÖBB in vermilion is characterised by a heavy zinc die-cast frame, a powerful 5-pin engine with two flywheel masses, a clear circuit board with PluX22 interface, LED light with very good luminosity and digitally switchable rear light and shows all relevant details of its specific original. In terms of design, the model corresponds to #51880 regarding its other characteristics. The factory-installed PIKO sound decoder 4.1 of the latest generation supports the data formats DCC with RailComPlus®, Motorola®, Selectrix® and is mfx-enabled. The installed speaker is precisely tailored to the locomotive type. Many typical locomotive sounds such as engine sound, signal horns, squeaking of brakes and other switchable functions can be accessed individually. With adjustable individual mapping for up to 44 functions. The rear light can be switched separately. Sound is also possible in analogue mode – engine sound only. Brake hoses for the optional upgrading for the glass cabinet use are enclosed.

suitable accessories:

- # 56420 PIKO SmartDecoder 4.1 Sound w Loudspeaker (see page 34)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All Rh 1041:



For all AC-Rh 1041:



3-Rail AC versions
include mfx-capable decoder

NEW MOLD
2018



- 51882 Electric Locomotive Sound Rh 1041 ÖBB IV
- 51883  Electric Locomotive Sound Rh 1041 ÖBB IV, 3 Rail AC

Dec
PluX22

mfx
geeignet



Picture shows re-touched
pre-production model

ELECTRIC LOCOMOTIVE Rh 1041

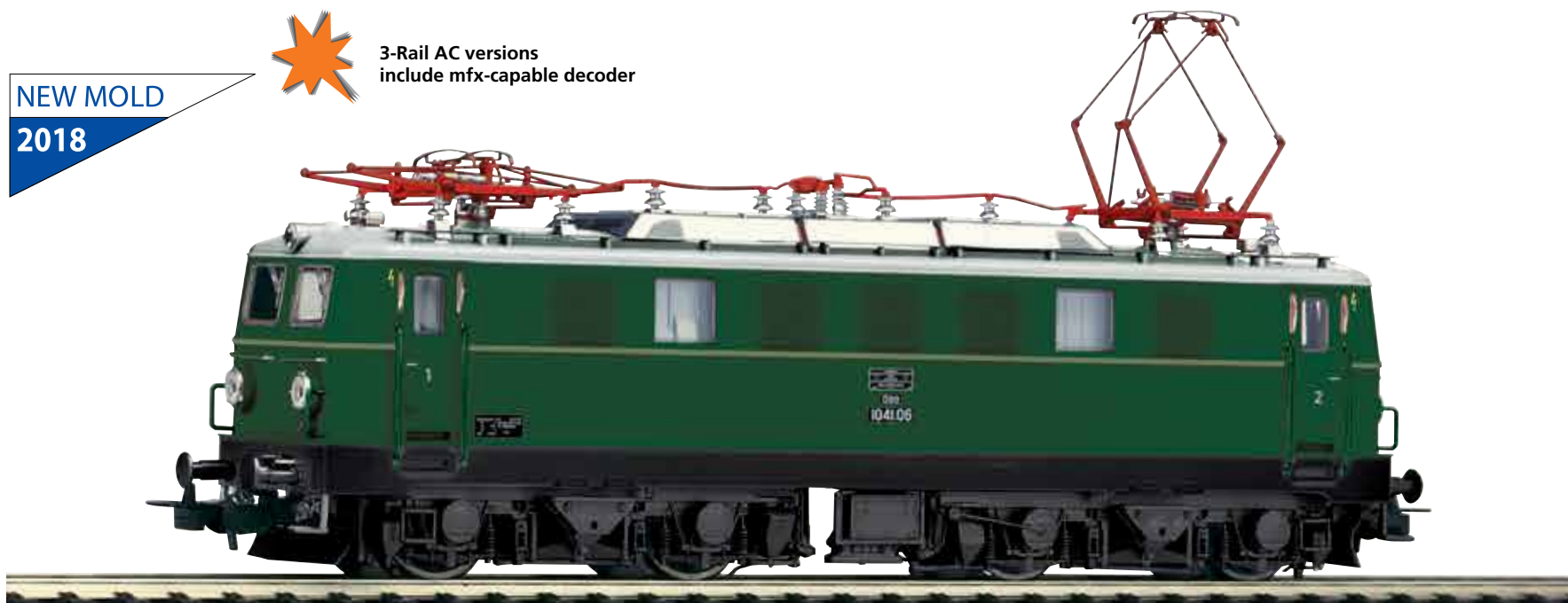
The model:

The PIKO Rh 1041 ÖBB in green colour and with lettering of era 3 has a heavy zinc die-cast frame, a powerful 5-pin engine with two flywheel masses for excellent running characteristics, traction tires, LED light with very good luminosity and digitally switchable rear light, driver's cab lighting and engine room lighting as well as separately applied detached door handle bars and handles, driver's cab furnishings, harmoniously realised lamps and detailed and sharply engraved bogies. It corresponds exactly to its selected original. The model is prepared for uncomplicated retrofitting with sound and largest possible speaker. The AC model is factory-equipped with an appropriate PluX22 decoder suitable for mfx. Brake hoses for the optional upgrading for the glass cabinet use are enclosed.

NEW MOLD
2018



3-Rail AC versions
include mfx-capable decoder



51884 Electric Locomotive Rh 1041 ÖBB III

51885  Electric Locomotive Rh 1041 ÖBB III, 3 Rail AC

Picture shows re-touched
pre-production model

ELECTRIC LOCOMOTIVE BR 103

PIKO



3-Rail AC versions
include mfx-capable decoder

suitable accessories:

- # 56350 PIKO Sound-Decoder
w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1
PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1
PluX22 mfx (see page 34)

All BR 103:



For all AC-BR 103:



- 51682 Electric Locomotive BR 103 DB Lufthansa IV, short cab version
51683  Electric Locomotive BR 103 DB Lufthansa IV, short cab version, 3 Rail AC

224
← →

The model:

The now legendary Lufthansa Airport Express was established for environmental reasons in order to avoid short-haul flights with distances of less than 300 km. At first, multiple unit trains of series 403 were used on the first line between Düsseldorf and Frankfurt. On the second line between Frankfurt and Stuttgart, Eurofima cars and a locomotive of series 111 in the Lufthansa design were used as locomotive-hauled trains. After the opening of the new line Mannheim-Stuttgart, the locomotive of series 111 was replaced by a locomotive of series 103. Due to the increased use of ICE trains, the Lufthansa withdrew from rail transport in 1993. The model of series 103 convinces equally with a heavy metal die-cast frame with finely detailed casing, finest painting and printing and filigree metal pantographs. The five-pin engine provides the locomotive with excellent running characteristics. The white/red LED light variation depends on the direction of travel and can be switched digitally - just as the driver's cab interior lighting - using a PluX22 decoder. The model has a digital interface PluX22 according to NEM 658 and is prepared for easy retrofitting with sound and largest possible speaker. Brake hoses for retrofitting are enclosed.

ELECTRIC LOCOMOTIVE BR 103

The prototype:

The six-axle electric locomotives of the series 103 were considered the flagship in the heavy passenger train service at the Deutsche Bundesbahn over many years. The first series locomotives were delivered with scissor pantographs, as of 1976, single-arm pantographs SBS65 were used. Furthermore, the engines lost their skirts and got buffers without casing. With their elegant and timeless design, the noble runners have characterized over many years the high-quality passenger traffic and became cult already during their regular operating time. With the introduction of the new color scheme in 1987, most of the locomotives received an oriental-red with a white bib.

The model:

Even 50 years after their appearance, the legendary cult locomotives of the BR 103 are still among the visual highlights on German railroad lines and create lots of attention thanks to their timeless appearance. During test and transfer drives, the locomotive 103 222-6 in the attractive colors of RailAdventure may also show today, that it is by far not yet on the scrap heap. The model likewise convinces with a heavy metal die-cast frame with finely detailed housing, the finest painting and printing and delicate metal pantographs. The five-pole, ball bearing mounted motor with two flywheel masses provides excellent running characteristics. The LED change of lights is effected depending on the direction of travel white/red and is, like the driver's cab interior lighting, digitally switchable with a PluX22 decoder. The model has a digital interface PluX22 to NEM 658 and is prepared for an easy retrofitting with sound and the largest possible speaker. Brake hoses are included for retrofitting.



51678 Electric Locomotive BR 103 Long Cab DB AG V

51679  Electric Locomotive BR 103 Long Cab DB AG V, 3 Rail AC

232
1

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE BR 103



51670 Electric Locomotive BR 103 DB IV

51671 Electric Locomotive BR 103 DB IV, 3 Rail AC



51672 Electric Locomotive BR 103 DB AG V

51673 Electric Locomotive BR 103 DB AG V, 3 Rail AC

suitable accessories:

- # 56350 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)



51674 Electric Locomotive Sound BR 103 DB IV, without apron

51675 Electric Locomotive Sound BR 103 DB IV, 3 Rail AC, without apron

All BR 103:



For all AC-BR 103:



51676 Electric Locomotive BR 103 DB V

51677 Electric Locomotive BR 103 DB IV, 3 Rail AC

ELECTRIC LOCOMOTIVE BR 110

NEW
2018



Picture: Werner & Hansjörg Brutzer

- 51742 Electric Locomotive BR 110 DB AG V, beige-blue
51743 ☒ Electric Locomotive BR 110 DB AG V, beige-blue, 3 Rail AC

The model:

With the model of the series E10, PIKO continues its series of classical West German cult locomotives. The PIKO model #51736 shows all the details of the original with its successful head shape, single lamps, Schweiger fan grilles, detached handle bars and delicate current collectors in attractive implementation. Furthermore, the digitally switchable driver's cab lighting is fitted as standard. The five-pole PIKO motor ensures excellent running characteristics thanks to its two large flywheel masses and the current collection via eight wheels. In order to guarantee high traction, the model has, in addition to the zinc die-cast frame, two traction tires, which are diagonally arranged on the interior axles of the two bogies. The model has all PIKO standards, including a PluX22 interface, change of lights white/red and is prepared for a retrofitting with sound decoder and large speaker.



3-Rail AC versions
include mfx-capable decoder



More information regarding
Loco Sound Decoder is available here:



- 51734 Electric Locomotive Sound BR 110
DB AG V



- ☒ 51735 ☒ Electric Locomotive Sound BR 110
DB AG V, 3 Rail AC



- 51730 Electric Locomotive E 10 DB III
51731 ☒ Electric Locomotive E 10 DB III, 3 Rail AC

ELECTRIC LOCOMOTIVE BR 110

PIKO



**NEW
2018**

**FIRST TIME AS A SERIES PRODUCTION MODEL!
THE BR 110 WITH JANUS ENDS**



3-Rail AC versions
include mfx-capable decoder

suitable accessories:

- # 56349 PIKO Sound-Decoder
w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1
PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1
PluX22 mfx (see page 34)

All BR 110:



For all AC-BR 110:



Picture: Henning Folz

51752 Electric Locomotive BR 110 DB IV, different front

51753  Electric Locomotive BR 110 DB IV, different front, 3 Rail AC



51736 Electric Locomotive BR 110 DB IV, blue-beige

51737  Electric Locomotive BR 110 DB IV, blue-beige, 3 Rail AC



DETAIL: Front view 1



DETAIL: Front view 2


ELECTRIC LOCOMOTIVE BR 110.3

NEW
2018



Picture: Werner & Hansjörg Brutzer

51806 Electric Locomotive BR 110.3 DB IV, low-mounted logo

51807  Electric Locomotive BR 110.3 DB IV, low-mounted logo, 3 Rail AC

FIRST TIME AS A SERIES PRODUCTION MODEL!



3-Rail AC versions
include mfx-capable decoder

The prototype and the model:

In order to achieve higher top speeds of up to 160 km/h in the TEE traffic, it was necessary to first correspondingly optimize six locomotives of the E 10 from the current production. In this process, the locomotive box was also modified and got a vertical kink at the front, which quickly led to the nickname "Crease" for the loco now appearing more dynamic in combination with front skirts and buffer covering. The model of the E 10 convinces with the exact realization of the version with rain gutter, front skirt, buffer covering, front handrail and embossed DB logo. The integrated driver's cab lightings and the front and rear lights functioning depending on the direction of travel are digitally switchable with a PluX22 decoder. The model equipped with a zinc die-cast frame has a five-pole motor with precisely balanced flywheel masses for excellent running characteristics and two traction tires for high tractions, which are diagonally arranged on the interior axles of the two bogies. A retrofitting with sound and the largest possible speaker is prepared on the uncluttered circuit board with PluX22 interface. Pluggable brake hose mockups are included with the model of the E 10.3.



 51800 Electric Locomotive E 10 418 DB III

51801  Electric Locomotive E 10 418 DB III, 3 Rail AC

ELECTRIC LOCOMOTIVE BR 110.3

PIKO



**NEW
2018**



3-Rail AC versions
include mfx-capable decoder

suitable accessories:

- # 56371 PIKO Sound-Decoder
w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1
PluX22 DCC (siehe Seite 34)
- # 56401 PIKO SmartDecoder 4.1
PluX22 mfx (siehe Seite 34)

All BR 110.3:



For all AC-BR 110.3:



- 51808 Electric Locomotive BR 110.3 DB V, with bib
- 51809 ☒ Electric Locomotive BR 110.3 DB V, with bib, 3 Rail AC



- 51802 Electric Locomotive Sound 110 509-7
DB AG V, traffic red
- 51803 ☒ Electric Locomotive Sound 110 509-7
DB AG V, traffic red, 3 Rail AC




- 51804 Electric Locomotive BR 112 DB IV, beige/red
with buffer covering and skirt
- 51805 ☒ Electric Locomotive BR 112 DB IV, beige/red
with buffer covering and skirt, 3 Rail AC

ELECTRIC LOCOMOTIVE BR 111

NEW
2018

Picture: Werner & Hansjörg Brutzer

3-Rail AC versions
include mfx-capable decoder**51844 Electric Locomotive BR 111 S-Bahn Rhein-Ruhr DB IV****51845  Electric Locomotive BR 111 S-Bahn Rhein-Ruhr DB IV, 3 Rail AC****The prototype:**

At the beginning of the 1970s the Deutsche Bundesbahn had a great demand for electric locomotives for maximum speeds up to 160 km/h. These should be met by the performance program of the series 110 and these should replace old electric locomotives. The initially planned reproduction of the series 110 was ruled out due to the now outdated technology, but parts of the standardized loco should be taken over by the projected, also four-axle series 111. Between 1974 and 1984 the companies participating Krauss-Maffei, Henschel, Krupp, Siemens, AEG and BBC produced a total of 227 locos. Compared to the loco 110, the smooth running at higher speeds was improved, new bogies were used and an optically more modern design was selected for the vehicles. Initially, the locomotives got scissors pantographs, which were largely replaced by single-arm pantographs. The machines intended for the suburban train traffic at Rhine and Ruhr got a light gray painting with orange middle strip and train destination indicator behind the front window ex-factory. By now, the BR 111 is matched to the traffic red color scheme of the DB AG and is mainly used for the regional traffic.

The model:

The PIKO model of the series 111 exactly corresponds to its selected original and precisely replicates all the relevant details, such as lamps, windows, buffers, power outlets, engine room equipment etc., of the original. The model convinces with the finest painting and printing, mounted front rods and handle bars as well as fine wipers, delicate current collectors and insulators. The installed train destination indicators are digitally switchable just like the driver's cab lighting, the rear lights and the engine room lighting. In combination with large, precisely dimensioned flywheel masses, the proven five-pole PIKO motor ensures excellent running characteristics. In order to guarantee high tractions, the model has two traction tires, which are diagonally arranged on the interior axles of the two bogies. The PIKO BR 111 has an uncluttered circuit board with PluX22 interface and is prepared for an uncomplicated installation of a decoder and sound with the largest possible speaker.

ELECTRIC LOCOMOTIVE BR 111

PIKO



Picture: Werner & Hansjörg Brutzer



3-Rail AC versions
include mfx-capable decoder

suitable accessories:

- # 56372 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All BR 111:



For all AC-BR 111:



51846 Electric Locomotive BR 111 DB IV, oceanblue-beige

51847 ☒ Electric Locomotive BR 111 DB IV, oceanblue-beige, 3 Rail AC



51840 Electric Locomotive BR 111 DB AG VI

51841 ☒ Electric Locomotive BR 111 DB AG VI, 3 Rail AC



51842 Electric Locomotive Sound BR 111 DB AG V

51843 ☒ Electric Locomotive Sound BR 111 DB AG V, 3 Rail AC




ELECTRIC LOCOMOTIVE BR 112



51700 Electric Locomotive BR 112 DB AG VI
51701  Electric Locomotive BR 112 DB AG VI, 3 Rail AC



51704 Electric Locomotive Sound
BR 112 DB AG VI
51705  Electric Locomotive Sound
BR 112 DB AG VI, 3 Rail AC



suitable accessories:

- # 56358 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All BR 112:



For all AC-BR 112:



51709  Electric Locomotive BR 212 DR IV, 3 Rail AC

ELECTRIC LOCOMOTIVE BR 140

PIKO



Picture: Werner & Hansjörg Brutzer

**NEW
2018**



3-Rail AC versions
include mfx-capable decoder

suitable accessories:


- # 56349 PIKO Sound-Decoder
w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1
PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1
PluX22 mfx (see page 34)

All BR 140:



For all AC-BR 140:



- 51748 Electric Locomotive BR 140 DB IV, with protruding buffer beam
- 51749  Electric Locomotive BR 140 DB IV, with protruding buffer beam, 3 Rail AC




DETAIL: Front view




DETAIL: Roof view



- 51732 Electric Locomotive BR 140 DB IV
- 51733  Electric Locomotive BR 140 DB IV, 3 Rail AC

ELECTRIC LOCOMOTIVE BR 140




51738 Electric Locomotive E 40 DB III, w drip molding and double lamps
51739  Electric Locomotive E 40 DB III, w drip molding and double lamps, 3 Rail AC

NEW
2018



3-Rail AC versions
include mfx-capable decoder



51750 Electric Locomotive E 40.11 DB III
51751  Electric Locomotive E 40.11 DB III, 3 Rail AC

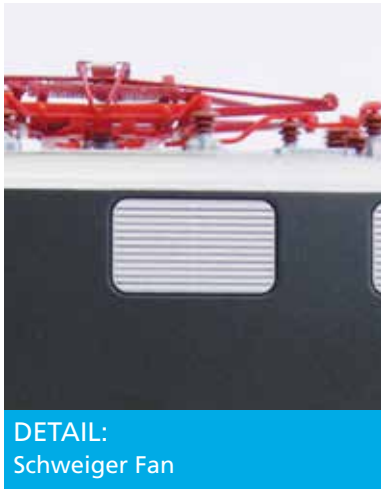
Picture shows actual
size of the model

The model:

The original of the PIKO model of the E40 in the version with rain gutter, double lamp, DB logo only on the sides and with front handrails convinces with the successful head shape without disturbing mold separating edges, multiple nozzle fans, detached handle bars and delicate current collectors. Furthermore, the digitally switchable driver's cab lighting is serially integrated. The five-pole motor with two large flywheel masses and the current collection via 8 wheels provides excellent running characteristics. In order to guarantee a high traction, the PIKO model has two traction tires diagonally arranged on the interior axles of the two bogies in addition to the zinc die-cast frame. The model has a PluX22 interface, change of lights white/red and close coupler kinematics. The PIKO E40 is prepared for a retrofitting with sound decoder and large speaker.

ELECTRIC LOCOMOTIVE BR 141

PIKO

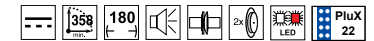


51510 Electric Locomotive E 41 DB III
51511  Electric Locomotive E 41 DB III, 3 Rail AC

suitable accessories:

- # 56345 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All BR 141:




For all AC-BR 141:



51512 Electric Locomotive BR 141 DB IV
51513  Electric Locomotive BR 141 DB IV, 3 Rail AC



51514 Electric Locomotive BR 141 DB IV
51515  Electric Locomotive BR 141 DB IV, 3 Rail AC

ELECTRIC LOCOMOTIVE BR 141



51516 Electric Locomotive BR 141 DB IV

51517 Electric Locomotive BR 141 DB IV, 3 Rail AC



51518 Electric Locomotive Sound BR 141 DB AG V

51519 Electric Locomotive Sound BR 141 DB AG V, 3 Rail AC



51522 Electric Locomotive BR 141 DB IV

51523 Electric Locomotive BR 141 DB IV, 3 Rail AC



51524 Electric Locomotive BR 141 DB IV

51525 Electric Locomotive BR 141 DB IV, 3 Rail AC

ELECTRIC LOCOMOTIVE BR 143

PIKO



**NEW
2018**



3-Rail AC versions
include mfx-capable decoder

suitable accessories:

- # 56358 PIKO Sound-Decoder
w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1
PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1
PluX22 mfx (see page 34)

All BR 143:



For all AC-BR 143:



- 51710 Electric Locomotive BR 143 DB AG V, with bib
51711 Electric Locomotive BR 143 DB AG V, with bib, 3 Rail AC



DETAIL: Front view



- 51702 Electric Locomotive BR 243 DR IV
51703 Electric Locomotive BR 243 DR IV, 3 Rail AC



- 51706 Electric Locomotive BR 143 DB AG VI
51707 Electric Locomotive BR 143 DB AG VI, 3 Rail AC



Picture: Piotr Kilanowski

 **59153 Koleje Mazowieckie EU47 Electric locomotive VI**

The TRAXX 2 electric locomotive is a further development of the TRAXX family of locomotives. The most obvious change is a revised carbody design. This change was necessary in order to comply with more stringent safety regulations. The new carbody can be easily identified by the corners extending downwards and the front hatches that provide access to the A/C unit. Another change was made to the inverter unit. SBB Cargo received the first production locomotives with the new carbody design. They are equipped for cross-border operation to Italy. Starting in 2004 the locomotives were delivered to various private leasing companies like MRCE and Crossrail. Railpool, another leasing company, will receive 28 locomotives. Railion ordered 200 locomotives of the improved design as BR 185.2.

These locomotives are permitted to operate in Austria. A third batch of locomotives incorporates the changes made to the BR 185.2 and will be designated BR 146.2. DB Regio operates these locomotives primarily in northern and southern Germany. Fine engravings show every detail on the truck side frames with their axle boxes and suspension elements. The body with its access doors, fan grilles and grab irons as well as the roof with its power lines and pantographs were modeled based on prototype documentation and show intricate engravings. Painting and lettering correspond to the particular prototype. A powerful motor drives all four axles through Cardan shafts and gearboxes. The model is equipped with red/white directional lighting.


ELECTRIC LOCOMOTIVE BR 146.2

PIKO



59144 Electric Locomotive BR 146.2 Baden-Württemberg
DB AG VI




59145 Electric Locomotive BR 146.2 Metronom VI
59045  Electric Locomotive BR 146.2 Metronom VI, 3 Rail AC



59149 Electric Locomotive BR 146.2 Triberg /
Schwarzwaldbahn-Erlebnispfad DB AG VI




59556 Electric Locomotive BR 146 535 RIZZI VI
59356  Electric Locomotive BR 146 535 RIZZI VI, 3 Rail AC




suitable cars: # 57620 / # 57621
(see page 320)




59547 Electric Locomotive BR 146.2 DB AG VI
59347  Electric Locomotive BR 146.2 DB AG VI, 3 Rail AC



59559 Electric Locomotive BR 146 520 InterConnex VI
59359  Electric Locomotive BR 146 520 InterConnex VI,
3 Rail AC



59151 Electric Locomotive BR 146.5 IC DB AG VI
59051  Electric Locomotive BR 146.5 IC DB AG VI,
3 Rail AC

suitable accessories:

PIKO Sound module for BR 146.2:

56193 sound decoder +
loudspeaker (see page 420)
The sound module must be
connected directly to the
56121 PIKO Digital Decoder.

All BR 146.2:



For all AC-BR 146.2:



ELECTRIC LOCOMOTIVE BR 150

The model:


The electric locomotive BR 150 continues PIKO's line of models representing proven designs of the Deutsche Bundesbahn. Due to its technical-historical significance PIKO decided to create a highly detailed H0-model that follows the major design principles of the PIKO E 41.

As is customary for PIKO all class specific features and exterior details are reproduced exactly. The proven 3-pole motor with its two precisely machined flywheels and the power pickup from eight wheels ensure excellent running characteristics. Two traction tires placed diagonally on the two inner axles of the trucks and the model's significant weight are responsible for the prototypical high tractive effort. The model follows PIKO standards and is among other things equipped with a PluX22 decoder interface, white / red directional lighting as well as close coupler kinematics on both sides. The minimum recommended radius for the locomotive is 358 mm.



51640 Electric Locomotive BR 150 DB V
51641  Electric Locomotive BR 150 DB V, 3 Rail AC



51646 Electric Locomotive BR 150 DB AG V
51647  Electric Locomotive BR 150 DB AG V, 3 Rail AC



51648 Electric Locomotive E 50 DB III
51649  Electric Locomotive E 50 DB III, 3 Rail AC

ELECTRIC LOCOMOTIVE BR 150

PIKO



51644 Electric Locomotive Sound E 50 DB III, green

51645  Electric Locomotive Sound E 50 DB III, 3 Rail AC, green



suitable accessories:

- # 56349 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All BR 150:



For all AC-BR 150:



51642 Electric Locomotive BR 150 DB IV

51643  Electric Locomotive BR 150 DB IV, 3 Rail AC



3-Rail AC versions
include mfx-capable decoder

Picture: Karl-Friedrich Seitz

51824 Electric Locomotive E 52 DB III

51825  Electric Locomotive E 52 DB III, 3 Rail AC

The prototype:

In 1922 the Deutsche Reichsbahn Gesellschaft following a request from its Bavaria region ordered a for those times extremely powerful electric locomotive for express and passenger train service from the manufacturer Maffei. The type originally received the Bavarian designation EP 5. In cooperation with AEG and Siemens (for the electrical part) Maffei designed an especially heavy locomotive that had a 2'BB2' wheel arrangement in order to stay below the 20 t axle load limit. The 35 locomotives that were delivered between 1924 and 1926 weighed 140 t and were the heaviest electric locomotives in Germany – this record hasn't been broken to this day. With an hourly rating of 2200 kW and a top speed of 90 km/h the design that was delivered without the customary prototype locomotive proved itself surprisingly well. The locomotives were reclassified as DRG E 52 01 to E 52 35 in 1926. 29 locomotives survived the second world war. The solid, proven design motivated the Deutsche Bundesbahn to perform a major overhaul for all locomotives in 1956/57. Decommissioning began in 1969, but it wasn't until 1973 that the last locomotive was taken out of service. 152 034 which served as stationary heating locomotive (like 17 others) after it was taken out of service is now an exhibit at the Nuremberg Railroad Museum. As EP 5 21 534 she serves as a reminder of the quality of classical Bavarian electric locomotive design.

The model:

With the first coherently implemented replica of the series 152, PIKO once again underlines its reputation as the specialist for excellent vehicle models. In this case, the model exactly corresponds to its selected original and, of course, precisely replicates all the relevant details of the original, such as lamps, windows, buffers, coupling rods etc. The finest painting and printing, the extremely delicate current collectors, digitally switchable driver's cab and engine room lighting as well as LED rear lights changing with the direction of travel are part of the basic equipment of the PIKO model. In the car part, the model follows the proven PIKO construction principles: A powerful and quiet five-pole PIKO motor ensures excellent running characteristics with its large, precisely dimensioned flywheel masses. The model has a PluX22 interface and is prepared for an easy digitalization and sound with the largest possible speaker.

ELECTRIC LOCOMOTIVE BR 152



suitable accessories:

- # 56374 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All BR 152:



For all AC-BR 152:



The factory installed PIKO sound decoders of the sound locos E52 #51822 and #51823 support the data formats DCC with RailComPlus®, Motorola®, Selectrix® and M4. The installed large speaker is matched to the loco type. Many loco typical sounds, such as engine sounds, signal horns, squealing of brakes and further up to 29 switchable functions can be called up individually. The rear light is separately switchable. Sound is also possible in the analog mode –only engine sounds.



51822 Electric Locomotive Sound E 52 DB III

☒ 51823 ☐ Electric Locomotive Sound E 52 DB III, 3 Rail AC



51820 Electric Locomotive BR 152 DB IV

51821 ☐ Electric Locomotive BR 152 DB IV, 3 Rail AC

ELECTRIC LOCOMOTIVE BR 185.2



59540 Electric Locomotive BR 185.2 DB AG VI

prototypically train composition:



  59152 Electric Locomotive BR 185.2
TRAXX MÁV VI



59141 Electric Locomotive BR 482 "INFRALEUNA" VI


59041  Electric Locomotive BR 482 "INFRALEUNA" VI, 3 Rail AC

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE BR 185.2

PIKO



59344  Electric Locomotive "MGW Service" VI, 3 Rail AC



59349  Electric Locomotive BR 241 "HECTORRAIL" VI, 3 Rail AC



 59555 Electric Locomotive BR 185.2 "ITL" VI
 59355  Electric Locomotive BR 185.2 "ITL" VI, 3 Rail AC



59558 Electric Locomotive BR 185.2 "Cargolink" VI

suitable accessories:

PIKO Sound module for BR 185.2:


- # 56193 sound decoder +
- loudspeaker (see page 420)
- The sound module must be
- connected directly to the
- # 56121 PIKO Digital Decoder.

All BR 185.2:




For all AC-BR 185.2:



59557 Electric Locomotive BR 185.2 "ITL" VI
 59357  Electric Locomotive BR 185.2 "ITL" VI, 3 Rail AC

ELECTRIC LOCOMOTIVE BR 185.2




59140 Electric Locomotive BR 185.2 "PCT Altmann" VI
 59040  Electric Locomotive BR 185.2 "PCT Altmann" VI, 3 Rail AC




59142 Electric Locomotive BR 482 SBB Cargo VI




59146 Electric Locomotive BR 185.2 "IGE" VI
 59046  Electric Locomotive BR 185.2 "IGE" VI, 3 Rail AC



59147 Electric Locomotive BR 185.2 "MKB" VI
 59047  Electric Locomotive BR 185.2 "MKB" VI, 3 Rail AC



59148 Electric Locomotive BR 185 641-8 "HVLE" VI
 59048  Electric Locomotive BR 185 641-8 "HVLE" VI, 3 Rail AC

ELECTRIC LOCOMOTIVE E.483

PIKO

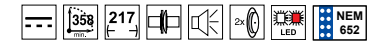


Picture: Andrea Sosio

suitable accessories:

PIKO Sound module for E.483
 # 56193 sound decoder +
 loudspeaker (see page 420)
 The sound module must be
 connected directly to the
 # 56121 PIKO Digital Decoder.

For E.483:





For AC-E.483:



NEW
2018



-  59965 Electric Locomotive E.483 "Mercitalia Rail" VI
-  59865 Electric Locomotive E.483 "Mercitalia Rail" VI, 3 Rail AC

ELECTRIC LOCOMOTIVE BR 186


NEW
2018



Picture: Benesova J.



97775 Electric Locomotive BR 186 „LINEAS” SNCB NMBS VI

97776  Electric Locomotive BR 186 „LINEAS” SNCB NMBS VI, 3 Rail AC

Exclusive model -
only available in Belgium



59955 Electric Locomotive BR 186 "FYRA" VI



59956 Electric Locomotive BR 186 "CRS" VI

59856  Electric Locomotive BR 186 "CRS" VI, 3 Rail AC

ELECTRIC LOCOMOTIVE BR 186

PIKO



DETAIL



59961 Electric Locomotive BR 186 BLS Cargo VI
59861 ☐ Electric Locomotive BR 186 BLS Cargo VI, 3 Rail AC



59953 Electric Locomotive BR 186 DB AG VI
59853 ☐ Electric Locomotive BR 186 DB AG VI, 3 Rail AC



59858 ☐ Electric Locomotive BR 186 Alpha Trains VI,
3 Rail AC



59964 Electric Locomotive BR 486 „Alpinisti“ BLS VI
59864 ☐ Electric Locomotive BR 486 „Alpinisti“ BLS VI, 3 Rail AC



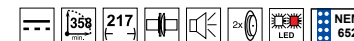
59960 Electric Locomotive BR 186 "FYRA" VI
59860 ☐ Electric Locomotive BR 186 "FYRA" VI, 3 Rail AC

suitable accessories:

PIKO Sound module for BR 186

56193 sound decoder +
loudspeaker (see page 420)
The sound module must be
connected directly to the
56121 PIKO Digital Decoder.

All BR 186:




For all AC-BR 186:




ELECTRIC LOCOMOTIVE BR 186



 59962 Electric Locomotive BR 186 002 NS VI
59862  Electric Locomotive BR 186 002 NS VI, 3 Rail AC





 59963 Electric Locomotive BR 386 "Metrans" VI
59863  Electric Locomotive BR 386 "Metrans" VI, 3 Rail AC



 97747  Electric Locomotive BR 186
SNCB VI, 3 Rail AC

Exclusive model -
only available in Belgium



 97721  Electric Locomotive BR 186
„Flash Fire” VI, 3 Rail AC




97748 Electric Locomotive BR 186 FRET SNCF VI



Exclusive model -
only available in France



97757 Electric Locomotive 2843 „e-drivers” SNCB NMBS VI
97758  Electric Locomotive 2843 „e-drivers” SNCB NMBS VI,
3 Rail AC



Exclusive model -
only available in Belgium

ELECTRIC LOCOMOTIVE BR 187

PIKO

The prototype:

The series 187 as first representative of the now third Traxx series by Bombardier represents a state-of-the-art electric bogie locomotive for systems with 15 kV and 16.7 Hz as well as 25 kV 50 Hz alternating current. As special feature, the new locomotive has got a 180 kW diesel auxiliary motor that enables it to run on track sections without overhead line at as speed of approx. 50 km/h. The locomotive has been developed using the constructive experience with the American hybrid locomotive ALP-45DP. The locomotives can be fitted with a Last-Mile kit.



51560 Electric Locomotive BR 187 BOMBARDIER VI



51572 Electric Locomotive BR 187 Railpool/bls VI

51573  Electric Locomotive BR 187 Railpool/bls VI, 3 Rail AC

suitable accessories:

- # 56345 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All BR 187:



For all AC-BR 187:



51574 Electric Locomotive BR 187 WLE VI

Picture shows actual size of the model

DIESEL LOCOMOTIVE BR 247 VECTRON

The prototype:

In June 2010, Siemens Rail Systems announced a family of locomotives, which included both electric and diesel variants that are derived from the same base design, under the name "Vectron". The electric locomotives were designed as replacement for the well-known EuroSprinter and its further development ES 2007. The diesel-electric Vectron DE is available with a power of 2.4 MW and a maximum speed of 160 km/h. It is a further development of the Eurorunner. In December 2010, the Company Railpool, a German leasing company, ordered six locomotives from this product family. These locomotives that are intended for international traffic between Germany, Austria and Hungary, with 15 kV at 16.7 Hz for a maximum speed of 200 km/h, have a power output of 6400 kW. The first locomotive was taken over by Railpool on 19 December 2012.

The model:

With the H0 model of the electric and diesel locomotive Vectron 193, PIKO answers the current wishes of the more and more numerous PIKO fans who, as system operators and collectors, have chosen models of the most modern railway technology. With the Vectron, PIKO offers a high-precision manufactured model that disposes, besides a steady frame made of zinc die-cast and the approved PIKO standards, also of numerous extras. The approved PIKO motor provides excellent running characteristics with two large flywheel masses. The traction of the locomotive that is driven over all four axles is reinforced via two traction tires that are located in diagonal arrangement on the inside running axles of both bogies. The lighting of the headlamps and the rear lights is realized using LEDs, whose color (red or white) changes with the direction of travel. The elegant outer appearance of this model includes an exactly reproduced "roof landscape" and carefully detailed bogies with prototypical wheel disc profiles. The different lengths of the electric and the diesel versions have also been taken into account at the model.



NEW
2018



59986 Diesel Locomotive Vectron 247 DB Cargo VI
59886 Diesel Locomotive Vectron 247 DB Cargo VI, 3 Rail AC

Picture shows actual
size of the model

DIESEL LOCOMOTIVE BR 247 VECTRON

PIKO



59985 Diesel Locomotive Vectron 247 Siemens VI
59885  Diesel Locomotive Vectron 247 Siemens VI, 3 Rail AC



detailed wheel faces

suitable accessories:

- # 56353 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56402 PIKO SmartDecoder 4.1 PluX16 (see page 34)

For Diesel loco Vectron:



For all AC-Diesel loco Vectron:



**NEW
2018**



59987 Diesel Locomotive Vectron 247 InfraLeuna VI
59887  Diesel Locomotive Vectron 247 InfraLeuna VI, 3 Rail AC

Picture shows actual size of the model

ELECTRIC LOCOMOTIVE BR 193 VECTRON



All models o the pages 130/131 are include detailed wheel faces and new, highly detailed pantographs!

NEW
2018



59190 Electric Locomotive Vectron FS Mercitalia Rail VI, w 4 Panto
59090 ☒ Electric Locomotive Vectron FS Mercitalia Rail Ep. VI, w 4 Panto, 3 Rail AC



NEW
2018



ÖBB

59185 Electric Locomotive Vectron ÖBB VI, w 4 Panto
59085 ☒ Electric Locomotive Vectron ÖBB VI, w 4 Panto, 3 Rail AC



picture shows
design sample

NEW
2018



DB AG

59184 Electric Locomotive Vectron BR 193 DB AG VI, w 4 Panto
59084 ☒ Electric Locomotive Vectron BR 193 DB AG VI, w 4 Panto, 3 Rail AC

picture shows
design sample

ELECTRIC LOCOMOTIVE BR 193 VECTRON

PIKO

**NEW
2018**



OLTEN

with different city coat
of arms in each case



97773 Electric Locomotive Vectron SBB Cargo International VI,
w 4 Panto
97774 Electric Locomotive Vectron SBB Cargo International VI,
w Panto, 3 Rail AC

Exclusive model -
only available in Switzerland

suitable accessories:

56344 PIKO Sound-Decoder w
Loudspeaker (see page 419)
56402 PIKO SmartDecoder 4.1
PluX16 (see page 34)

For Electric loco Vectron:



For all AC-Electric loco Vectron:



**NEW
2018**



DUISBURG

59186 Electric Locomotive Vectron SBB Cargo International Deutschland VI, w 4 Panto
59086 Electric Locomotive Vectron SBB Cargo International Deutschland VI,
w 4 Panto, 3 Rail AC

**NEW
2018**



GALLARATE



59187 Electric Locomotive Vectron SBB Cargo International Italien VI, w 4 Panto
59087 Electric Locomotive Vectron SBB Cargo International Italien VI,
w 4 Panto, 3 Rail AC



ELECTRIC LOCOMOTIVE BR 193 VECTRON



 97760 E-Locok Vectron 191.012 Compagnia Ferroviaria Italiana VI

EXKLUSIVMODELL -
nur erhältlich in der Schweiz



 97761 E-Loco Vectron BR 475 404 BLS Cargo VI, w 4 Panto
97762  E-Loco Vectron BR 475 404 BLS Cargo VI, w 4 Panto, 3 Rail AC

NEW
2018



detailed wheel faces

new, highly detailed pantographs



 59188 Electric Locomotive Vectron ČD Prag-Berlin-Hamburg VI, w 4 Panto
59088  Electric Locomotive Vectron ČD Prag-Berlin-Hamburg VI, w 4 Panto, 3 Rail AC

ELECTRIC LOCOMOTIVE BR 193 VECTRON

PIKO



all models on this page 133 are include detailed wheel faces and new, highly detailed pantographs!



- ☒ 59183 Electric Locomotive Vectron BR 193 Locomotion VI, w 4 Panto
- 59083 ☒ Electric Locomotive Vectron BR 193 Locomotion VI, w 4 Panto, 3 Rail AC

Highlights of the Electric locomotive Vectron BR 193 in Locomotion colors:

- detailed painting and lettering • die cast frame I separately attached handrails
- new, highly detailed pantographs • detailed wheel faces • motor with two flywheels
- 2 traction tires for more pulling power • PluX22 dcc decoder interface
- prepared for speaker and sound module

suitable accessories:

- # 56344 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56402 PIKO SmartDecoder 4.1 PluX16 (see page 34)

For Electric loco Vectron:



For all AC-Electric loco Vectron:



NEW
2018



-  59189 Electric Locomotive Vectron Gysev VI, w 4 Panto
- 59089 ☒ Electric Locomotive Vectron Gysev VI, w 4 panto, 3 Rail AC

ELECTRIC LOCOMOTIVE BR 193 VECTRON

prototypically train composition:



59970 Electric Locomotive BR 193 Railpool VI

59870  Electric Locomotive BR 193 Railpool VI, 3 Rail AC



 59971 Electric Locomotive BR 193 MRCE VI

59871  Electric Locomotive BR 193 MRCE VI, 3 Rail AC



59081  Electric Locomotive Vectron BR 193 MRCE 22000 VI, 3 Rail AC



The sides of the loco are printed like in the original with different decorations.



59180 Electric Locomotive Vectron BR 193 Transdev Sverige Snälltåget VI



59082  Electric Locomotive Vectron BR 383 ČD Cargo VI, w 4 Panto, 3 Rail AC



ELECTRIC LOCOMOTIVE BR 193 VECTRON

PIKO



59873 Electric Locomotive Vectron 193 boxXpress VI, 3 Rail AC



59974 Electric Locomotive Vectron 193 ELL VI
59874 Electric Locomotive Vectron 193 ELL VI, 3 Rail AC



59976 Electric Locomotive BR 193 ELL/SBB Cargo VI



59977 Electric Locomotive Vectron BR 193 Rail Services VI
59877 Electric Locomotive Vectron BR 193 Rail Services VI, 3 Rail AC



59978 Electric Locomotive Vectron BR 193 WLC VI
59878 Electric Locomotive Vectron BR 193 WLC VI, 3 Rail AC



59979 Electric Locomotive Vectron 193 Easy Spares VI
59879 Electric Locomotive Vectron 193 Easy Spares VI, 3 Rail AC

suitable accessories:

- # 56344 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56402 PIKO SmartDecoder 4.1 PluX16 (see page 34)

For Electric loco Vectron:



For all AC-Electric loco Vectron:



ELECTRIC LOCOMOTIVE BR 193 VECTRON



59880 Electric Locomotive Vectron 193 Regiojet CZ VI, w 4 Panto, 3 Rail AC



59982 Electric Locomotive Vectron 193 "Captrain" VI, w 4 Panto
59882 Electric Locomotive Vectron 193 "Captrain" VI, w 4 Panto, 3 Rail AC



59984 Electric Locomotive Vectron BR 193 PKP Cargo VI, w 4 Pantos
59884 Electric Locomotive Vectron BR 193 PKP Cargo VI, w 4 Pantos, 3 Rail AC



59981 Electric Locomotive Vectron 193 "MGW" VI
59881 Electric Locomotive Vectron 193 "MGW" VI, 3 Rail AC



59983 Electric Locomotive Vectron 193 STEG VI



97724 Electric Locomotive Vectron BR 193 "SIEMENS 160" VI
97725 Electric Locomotive Vectron BR 193 "SIEMENS 160" VI, 3 Rail AC



Exclusive model -
only available in Finland

ELECTRIC LOCOMOTIVE BR 1010 / 1110

PIKO

**NEW
2018**



**3-Rail AC versions
include mfx-capable decoder**

suitable accessories:



- # 56363 / # 56379 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All BR 1010 / 1110:



For all AC-Rh 1010 / 1110:



-  **51768 Electric Locomotive Rh 1010 ÖBB III, green with raised logo**
-  **51769 Electric Locomotive Rh 1010 ÖBB III, green with raised logo, 3 Rail AC**

The prototype:

After the ÖBB (Austrian Federal Railways) could operate again their most important long-distance railroad lines with a maximum speed of 120 km/h and electrified in the 1950s, the need for a modern electric locomotive emerged, which should reach a maximum speed of 130 km/h with an output of 3000 kW. For the first time delivered in 1955, the engines immediately got into the den fast train service, where they proved themselves among others on the west and the south railroad line and on the Austrian Southern Railway as well as at Semmering. At the end of 1956, 20 engines were in use. At first, they were the fastest electric locomotives of Austria by far, and because of their proverbial reliability they were considered as one of the most important mainstays of the high-quality passenger train service within a short time. By the year 2000, the ÖBB still possessed 18 locomotives, and in 2003 only, the last ones were withdrawn from traffic. Nine locomotives remained preserved until today.

ELECTRIC LOCOMOTIVE BR 1010 / 1110



DETAIL

The model:

The technically demanding and contemporary PIKO Expert model of the ÖBB BR 1010 is characterized by a precise realization of its original locomotive with the finest painting and printing. The model precisely replicates the original of the locomotive 1010.xxx with all relevant details, with old bogie cross beams, delicate current collectors with matching fine insulators, small fans, serially mounted detached handle bars and dimmable headlights, among others. Equipped with a powerful five-pole motor combined with two precisely balanced flywheel masses, the PIKO model convinces with high traction, excellent running characteristics and prototypical maximum speed. The models are prepared with a PluX22 interface for the digital mode and an uncomplicated retrofitting with a sound decoder with large speaker. The driver's cab lighting and the change of lights depending on the direction of travel white/red are digitally switchable with a PluX22 decoder.



 51760 Electric Locomotive BR 1010 ÖBB IV

Picture shows actual size of the model

ELECTRIC LOCOMOTIVE BR 1010 / 1110

PIKO

The model:

The contemporary new construction of the PIKO Expert Rh 1110 of the ÖBB replicates the original of the locomotive precisely with all the relevant details, with the finest painting and printing, suitable bogie cross beams, delicate current collectors with fine insulators, serially mounted detached handle bars, perfect front side and dimming headlights with harmonious lamp shapes, among others. Equipped with a five-pole motor with large flywheel masses, the PIKO model convinces with high tractions, excellent running characteristics and a maximum speed corresponding to the original. The model has a modern PluX22 interface for the digital mode and is prepared for an uncomplicated retrofitting with a sound decoder with large speaker. The driver's cab lighting and the change of lights depending on the direction of travel white/red are digitally switchable with a PluX22 decoder.

The prototype:

In the years 1974/1975, ten locomotives of the series 1110 were equipped with direct current rheostatic brake. These modified locomotives got the new type series designation 1110.500 while retaining the old serial number. These engines were easy to recognize by the braking resistors above the driver's cabs. In accordance with the chosen original, the PIKO 1110.5 possesses all modifications, which the big locomotive had in comparison to the 1010/1110, including, of course, the distinctive rheostatic brakes on the roof area. As standard feature, the PIKO Expert model has got close coupler kinematics, a motor with two large flywheel masses and a digital interface PluX22. The retrofit with a sound decoder and a big loudspeaker is prepared.

suitable accessories:

- # 56363 / # 56379 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All BR 1010 / 1110:









For all AC-Rh 1010 / 1110:



 51766 Electric Locomotive BR 1110 ÖBB IV
 51767  Electric Locomotive BR 1110 ÖBB IV, 3 Rail AC



  51762 Electric Locomotive BR 1110.5 ÖBB IV
 51764 Electric Locomotive Sound BR 1110.5 ÖBB IV   


ELECTRIC LOCOMOTIVE Rh 1216



59900 Electric Locomotive RH 1216 234 ÖBB VI

59800  Electric Locomotive RH 1216 234 ÖBB VI, 3 Rail AC


59904 Electric Locomotive BR 183 002 "ARRIVA" VI

59804  Electric Locomotive BR 183 002 "ARRIVA" VI, 3 Rail AC

The sides of the loco are printed like in the original with different decoration.



59903 Electric Locomotive RH 1216 "WLB" VI

59803  Electric Locomotive RH 1216 "WLB" VI, 3 Rail AC

59913 Electric Locomotive RH 1216 ZSR VI

59813  Electric Locomotive RH 1216 ZSR VI, 3 Rail AC

ELECTRIC LOCOMOTIVE Rh 1216

PIKO




59909 Electric Locomotive RH 1216 "ADRIA" VI



59910 Electric Locomotive BR 183 "Train of Ideas" VI



59811  Electric Locomotive RH 1216 955 „WLC ROLAND“ VI, 3 Rail AC

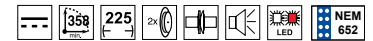


suitable accessories:

PIKO Sound module for RH 1216:

56196 sound decoder +
loudspeaker (see page 420)
The sound module must be
connected directly to the
56121 PIKO Digital Decoder.

All Rh 1216:



For all AC-Rh 1216:



 58131 Set Electric Locomotive RH 1216 and 3 Railjet Passenger Cars ÖBB VI

58132  Set Electric Locomotive RH 1216 and 3 Railjet Passenger Cars ÖBB VI, 3 Rail AC



Other corresponding models of Railjet passenger cars can be found on page 326

ELECTRIC LOCOMOTIVE Ae 4/7

NEW
2018

Picture Werner & Hansjörg Brutzer

3-Rail AC versions
include mfx-capable decoder

51782 Electric Locomotive Ae 4/7 BBC 10913 SBB IV

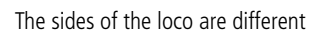
51783  Electric Locomotive Ae 4/7 BBC 10913 SBB IV, 3 Rail AC

51784 Electric Locomotive Sound Ae 4/7 BBC 10913 SBB IV

51785  Electric Locomotive Sound Ae 4/7 BBC 10913 SBB IV, 3 Rail ACDec
PluX22mfx
geeignetEXCLUSIVE MODEL -
only available in Switzerland**The prototype:**

As of the 1920s, the Swiss Federal Railways needed more powerful universal locomotives in order to meet the increased demands of rail transport. After the good experiences with the Buchli drive, the SBB ordered two prototypes of the Ae 4/7 with four drive axles and three running axles. A total of 127 Ae 4/7 had been delivered until 1934. The successful construction turned the Ae 4/7 into one of the most durable locomotive series in Switzerland. While the mechanical part was produced by SLM, the other components are in four series from Brown Boveri & Co. (BBC), the Maschinenfabrik Oerlikon (MFO) and the Société anonyme Atelier de Sécheron (SAAS). At first, the Ae 4/7 were also used in front of fast trains. After the installation of a multiple unit control, the locomotives were also able to pull heavy freight trains. Not multiply controlled locos mainly pulled regional and light freight trains. The last scheduled services of the Ae 4/7 of the SBB took place in 1996, many locomotives of this series are conserved as museum pieces in a not operational condition.

With the excellently detailed model of the electric loco of the series Ae 4/7, PIKO created a worthy memorial for the legendary cult locomotive from Switzerland. The PIKO model convinces with the coherent realization of all the relevant details of the original. It is worth highlighting the fine sets of wheels and the exact replica of the Buchli drive, the faithful roof equipment with delicate current collectors as well as insulators of the finest design. Similar to the handle bars, the lamps are individually mounted. The driver's cab lightings and the front and rear lights functioning depending on the direction of travel are digitally switchable with a PluX22 decoder. The model equipped with a zinc die-cast frame has a five-pole motor with two flywheel masses for excellent running characteristics and two traction tires for high tractions, which also allow the carriage of heavy fast trains for the model. A retrofitting with sound and the largest possible speaker is prepared on the uncluttered circuit board with PluX22 interface.



56367 MFO / # 56378 BBC
PIKO Sound-Decoder w Loudspeaker
(see page 419)

56400 PIKO SmartDecoder 4.1
PluX22 DCC (see page 34)

56401 PIKO SmartDecoder 4.1
PluX22 mfx (see page 34)



-  51780 Electric Locomotive Ae 4/7 MFO SBB III
 51781  Electric Locomotive Ae 4/7 MFO SBB III, 3 Rail AC

ELECTRIC LOCOMOTIVE EU/EP 07 PKP

NEW
2018

Picture: Ryszard Boduszek



96375 Electric Locomotive EP 08-010 PR VI

The prototype:

In the 1950s, the PKP (Polish State Railways) accelerated the electrification of its main lines and purchased on a larger scale suitable electric locomotives. At the beginning, the PKP was dependent on the procurement of foreign constructions for lack of experience in building electric vehicles; however, the locomotives were largely produced under license in Poland. As a further development of the EU06, which was likewise built under license, the universal series –EU07 followed at the beginning of the 1960s, which was based on English designs, and which is together with its sub-series the most built locomotive family at the Polish four-axle electric locomotives.

The model:

The EU/EP07 convinces as Expert model with many mounted parts, such as signal horns, roof antennas, mounted detached handle bars and stairs and harmonious lamps. The model has delicate current collectors and faithful replicas of the buffer beams. The lighting is produced by means of LEDs. The driver's cab lighting and the front and rear lights functioning depending on the direction of travel are digitally switchable with a PluX22 decoder. The heavy frame made of zinc die-cast and the motor with two big, precisely balanced flywheel masses ensure excellent running characteristics and high traction. The model has an uncluttered circuit board with PluX22 interface and is prepared for an uncomplicated retrofitting with sound decoder and large speaker.

ELECTRIC LOCOMOTIVE EU/EP 07 PKP

PIKO



suitable accessories:

- # 56352 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All PKP EU/EP 07:



 96372 Electric Locomotive EU 07-169 PR VI

The prototype:

Between 1969 and 1990 a total of 1183 locomotives of the six axle PKP type ET22 were delivered. This makes it the largest locomotive series in Poland and in all of Europe. With an hourly rating of 3120 kW and a maximum speed of 125 km/h the general purpose locomotives could pull freight trains weighing more than 3000t at 70 km/h. Working fully booked passengers trains weighing up to 700t the 120t heavy Co'Co' locomotives reached their top speed of 125 km/h without trouble. Starting with ET22-122 an improved design proved extremely resilient to derailment and showed surprisingly low levels of vibration. The locomotives could be found almost everywhere on the electrified rail network in Poland. The ET22's elegant, timeless exterior design was the reason for the locomotive's high popularity in Poland. In 1975/76 23 locomotives were exported. The type's excellent track record justified repeated modifications, improvements and refreshes that continue to this day.

The model:

With the E-loco of the series ET22, PIKO once again offers an excellent model of a Polish cult locomotive. The PIKO model convinces with the successful mold construction without disturbing mold separation edges and the coherent realization of all relevant details of the originals. As highlights, the PIKO ET22 has the finest painting and printing, delicate current collectors, precisely realized lamp areas, digitally switchable driver's cab lightings and front and rear lights functioning depending on the direction of travel. The lighting is produced by means of LEDs. The model equipped with a zinc die-cast frame has a five-pole motor with precisely balanced flywheel masses for excellent running characteristics and two diagonally arranged traction tires for high tractions, which are diagonally arranged on the interior axles of the two bogies. The easy retrofitting with sound and the largest possible speaker is prepared on the uncluttered designed circuit board with PluX22 interface. Pluggable brake hose mockups are included with the model ET22.

**NEW
2018** 96332 Electric Locomotive ET22-357 PKP IV

ELECTRIC LOCOMOTIVE ET22 PKP

PIKO



**NEW
2018**

suitable accessories:

- # 56369 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

For all ET22 PKP:



 96333 Electric Locomotive ET22-271 PKP V



  96331 Electric Locomotive ET22-259 PKP IV-V

ELECTRIC LOCOMOTIVE ET 41 PKP

The prototype:

From 1977 to 1980, the company Cegielski from Poznan supplied under the series designation ET 41 a total of 200 electric double locomotives for the heavy freight train service of the Polish State Railways PKP. The high-performance locomotives were formed by combining two locomotives, their design was based on the single unit EU 07. Instead of the cab now missing at the close coupler ends, ballast is used to increase the adhesive weight. For the freight train service, the frame was simplified and strengthened. Being equipped with traction motors of the ET 22, the ET 41 achieved a continuous rating of 4000 kW and reached a top speed of 125 km/h – even pulling heavy trains. In daily operation, there was a broad range of applications for the ET 41. To date, it has proven highly successful in heavy mountain service in southern Poland in particular.

The model:

The PIKO ET 41 represents, as the large original, a clear, robust and low-maintenance design. As a double locomotive, the PIKO model consists of a vehicle segment with drive and a segment without drive. Thanks to the powerful motor furnished with two precisely balanced flywheels and the cardan shaft drives on the two trucks, the PIKO ET 41 has very balanced running characteristics. The high own weight ensures, in interaction with the diagonal traction tires of the internal axles of the driven bogies, prototypically high tractive forces. Since the four axles of the non-driven segment serve for current collection as well and both segments are connected via a live close coupler, the PIKO model comes with an extraordinarily secure current collection via a total of 16 wheels. The model is prepared for digital operation and sound retrofitting. As a special feature, the shunting light can be switched in accordance with valid PKP regulations.

suitable accessories:

- # 56352 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)



 96371 Electric Locomotive ET 41-171 PKP V



ELECTRIC LOCOMOTIVE TYP 120 SNCB NMBS

PIKO

The prototype:

The series 28 of the SNCB had been built in 1949 as small series with only three copies by ACEC Charleroi and SEM. The 84-ton engines had a power of 1,985 kW and could reach a maximum speed of 130 km/h! The original type series designation Type 120 had been changed from 1971 onwards to Type 20. From 1976 onwards, they received the designation 28. From 1990 onwards, the locomotives served merely as reserve or for shunting operation in the Brussels region. The locomotive 2803 had been scrapped in 1995, and the 2802 in the year 2004. The 2801 is remained for the posterity as museum vehicle of the SNCB. They served among other things for the Belgian railroad industry as test vehicle for later models.

The model:

The PIKO model of the Belgian cult locomotive Rh 20 faithfully replicates its original with the striking front side in all the details. The handle bars are designed detachedly and are mounted serially. The Rh 20 convinces with delicate current collectors and very vividly designed bogie bezels. The lighting is produced by means of LEDs. The driver's cab lighting and the front and rear lights functioning depending on the direction of travel are digitally switchable with a PluX22 decoder. A powerful five-pole motor with two precisely balanced flywheel masses provides the drive and excellent running characteristics. The PIKO model has a heavy zinc die-cast frame and two traction tires diagonally arranged on the interior axles of the bogies for high tractions. Brake hoses are included as retrofit parts. The model is equipped with a PluX22 interface and is prepared for an uncomplicated retrofitting with sound decoders and large speaker.

suitable accessories:

- # 56360 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All RH 2800:



For all AC-RH 2800:



NEW
2018



3-Rail AC versions
include mfx-capable decoder



- 96547 Electric Locomotive Rh 2802 SNCB/NMBS IV
- 96548 Electric Locomotive Rh 2802 SNCB/NMBS IV, 3 Rail AC
- 96550 Electric Locomotive Sound Rh 2802 SNCB/NMBS IV



Exclusive model -
only available in Belgium

ELECTRIC LOCOMOTIVE TYP 120 SNCB NMBS








NEW
2018



Picture: S. Martin









3-Rail AC versions
include mfx-capable decoder

-  96561 Electric Locomotive Rh 2803 SNCB/NMBS IV
-  96563  Electric Locomotive Rh 2803 SNCB/NMBS IV, 3 Rail AC
-  96562 Electric Locomotive Sound Rh 2803 SNCB/NMBS IV   

Exclusive model -
only available in Belgium







Exclusive model -
only available in Belgium

-  96540 Electric Locomotive Rh 2800 SNCB/NMBS III
-  96541  Electric Locomotive Rh 2800 SNCB/NMBS III, 3 Rail AC
-  96542 Electric Locomotive Sound Rh 2800 SNCB/NMBS III
-  96546  Electric Locomotive Sound Rh 2800 SNCB/NMBS III, 3 Rail AC



Exclusive model -
only available in Belgium

-  96543 Electric Locomotive Rh 20 SNCB/NMBS IV
-  96544  Electric Locomotive Rh 20 SNCB/NMBS IV, 3 Rail AC
-  96545 Electric Locomotive Sound Rh 20 SNCB/NMBS IV



ELECTRIC LOCOMOTIVE RH 28 SNCB NMBS

PIKO



Picture: JL Vanderhaegen



3-Rail AC versions
include mfx-capable decoder

suitable accessories:

- # 56360 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All RH 2800:



For all AC-RH 2800:



- 96564 Electric Locomotive Rh 2802 SNCB/NMBS V
- 96565 Electric Locomotive Rh 2802 SNCB/NMBS V, 3 Rail AC

Exclusive model -
only available in Belgium



Exclusive model -
only available in Belgium



Exclusive model -
only available in Belgium

- 96555 Electric Locomotive Rh 2802 SNCB/NMBS IV
- 96557 Electric Locomotive Rh 2802 SNCB/NMBS IV, 3 Rail AC
- 96556 Electric Locomotive Sound Rh 2802 SNCB/NMBS IV



- 96551 Electric Locomotive Typ 120.001 SNCB/NMBS III
- 96553 Electric Locomotive Typ 120.001 SNCB/NMBS III, 3 Rail AC
- 96552 Electric Locomotive Sound Typ 120.001 SNCB/NMBS III
- 96554 Electric Locomotive Sound Typ 120.001 SNCB/NMBS III, 3 Rail AC



NEW MOLD
2018



Picture: C. Ochsner



3-Rail AC versions
include mfx-capable decoder

Exclusive model -
only available in Switzerland



96830 Set of 2 RBe 4/4 Rail Car +
BDt EW Control Car NPZ SBB IV-V
96831 ☒ Set of 2 RBe 4/4 Rail Car +
BDt EW Control Car NPZ SBB IV-V, 3 Rail AC

96834 Set of 2 / Soundset RBe 4/4 Rail Car +
BDt EW Control Car NPZ SBB IV-V
96835 ☒ Set of 2 / Soundset RBe 4/4 Rail Car +
BDt EW Control Car NPZ SBB IV-V, 3 Rail AC

Dec
PluX22

mfx
geeignet



Dec
PluX22

mfx
geeignet



The prototype:

The first six multiple units of the SBB series RBe 4-4 were purchased for the regional transport at the Gotthard from 1959 onwards. However, due to their great power reserves, they were used in fast train service in lowlands promptly after their delivery. The multiple units have large, double-sided driver's cabs and front doors as well as a multiple control unit for combination with control cars. The 76 series multiple units (1407–1482) were delivered between 1963 and 1966 and were, among other things, four tonnes heavier than the prototypes. During the same period, EW I and EW II control cars for the composition of heavy shuttle trains, often in combination with EW I passenger and control cars, were delivered as well. At the beginning, the vehicles had 32 smoking seats and 32 non-smoking seats and were painted in the typical green of the SBB. The technical equipment is partly installed below the passenger compartment. Thus, the entrances were substantially higher than the entrances of the normal passenger cars. When sufficient locomotives of the Re 4/4II had been available (not earlier), the distinctive multiple units started their service in the regional shuttle traffic intended actually. For this purpose, more EW II control cars were purchased. From the year 1992 onwards, 74 series multiple units have been modernised and optimised for suburban railway operation. Regarding the design, the vehicles were adapted to the NPZ of the SBB as well. From the year 2006, many multiple units have been discarded. At the end of 2014, the use at the SBB ended. Today, several RBe 4/4 are shown as historical vehicles at the Verein Depot.



RAIL CAR RBe 540 SBB

PIKO



Picture: G. Stahl

Picture show Control Car



Exclusive model -
only available in Switzerland

suitable accessories:

- # 56426 PIKO SmartSound-Decoder w Loudspeaker (see page 34)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All Rail Cars RBe:



For all AC-RBe:



The model:

The PIKO models of the RBe 4/4 family and the control cars from the EW II series show all relevant details of their respective originals and reproduce the striking head shape in a convincing manner. The multiple units have an installed interior lighting and driver's cab lighting and are realised exactly on a scale of 1:87. Furthermore, the vehicles are characterised by finest painting and printing, filigree pantographs and a precise roof landscape, applied handle bars and rear-view mirrors, streak-free windows, sharply engraved bogies and a detailed interior decoration. The vehicles have an engine with two flywheel masses, a PluX22 interface and are prepared for sound, i.e. for the installation of a PIKO sound decoder with largest possible speaker. Regarding the control car, the interior lighting is also available as standard ex works. In addition, both vehicles have bellows imitations.

In terms of design, the sound version of the model corresponds to #96830 regarding its other characteristics. The factory-installed PIKO sound decoder 4.1 of the latest generation supports the data formats DCC with RailComPlus®, Motorola®, Selectrix® and is mfx-enabled. The installed speaker is precisely tailored to the locomotive type. Many typical locomotive sounds such as engine sound, signal horns, squeaking of brakes and other switchable functions can be accessed individually. With adjustable individual mapping for up to 44 functions. The rear light can be switched separately. Sound is also possible in analogue mode – engine sound only. In the digital sets, the control car is factory-equipped with a function decoder. Brake hoses for the optional upgrading for the glass cabinet use are enclosed.




The prototype:

From 1980 to 1984, the SNCF received a total of 73 local transport multiple units Z7300 for their 1.5 kV DC rail network. The vehicles, which reach a speed of up to 160 km/h are mainly used in the local passenger traffic, have got large access doors and non-subdivided passenger compartment with a total of up to 151 seats. Between 1983 and 1984, 20 further units were put into service as Z9500. These units were designed for the 15kV and 25kV current systems, in order to ensure the train operation also to Luxembourg and to Switzerland. From 1986 to 1988, 22 multiple units followed again as Z11500 for the 1.5 kV current system. This last series can be recognized by its changed roof equipment.

The model:



The PIKO models of the Z2 family have all the relevant details of their specific original and reflect the distinctive head shape convincingly. As Expert models, the vehicles include a motor with two flywheel masses, a PluX interface and are prepared for the installation of a PIKO sound decoder with the largest possible speaker. Furthermore, the multiple units are equipped with integrated interior and driver's cab lighting. The front lighting at both vehicles is respectively digitally and analogously switchable (for multiple-unit control). The model has a change of lights depending on the direction of travel white/red – in the AC analog mode this only works with PIKO PluX22 decoder –, close coupler kinematics at both vehicles at the front and at the rear and any special coupling for multiple-unit control in the form of a coupled Scharfenberg coupler mockup. The drivable minimum radius is 358 mm.



 96400 Electrical multiple unit Z 9602 Logo casquette SNCF V
 96401  Electrical multiple unit Z 9602 Logo casquette SNCF V, 3 Rail AC
 96402 Electrical multiple unit Sound Z 9602 Logo casquette SNCF V 

Exclusive model -
only available in France





 96410 Electrical multiple unit Z 11500 Jaune lithos SNCF V
 96411 Electrical multiple unit Sound Z 11500 Jaune lithos SNCF V 

Exclusive model -
only available in France

RAIL CAR Z2 SNCF



PIKO



 **96412** Electrical multiple unit Z 7334 TER Aquitaine SNCF VI
96413 Electrical multiple unit Sound Z 7334 TER Aquitaine SNCF VI 



Exclusive model -
only available in France



 **96416** Electrical multiple unit Z 7319 Rouge Vermillon SNCF V
96417 Electrical multiple unit Sound Z 7319 Rouge Vermillon SNCF V 

Exclusive model -
only available in France



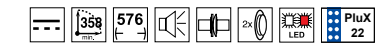
 **96414** Electrical multiple unit Z 9506 Origine SNCF IV
96432 Electrical multiple unit Sound Z 9506 Origine SNCF IV 

Exclusive model -
only available in France

suitable accessories:

- # 56365 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All Rail Cars:



For all AC-Rail Cars:



RAIL CAR Z2 SNCF



96418 Electrical multiple unit Z 11502 bleu TER SNCF VI

96419 Electrical multiple unit Sound Z 11502 bleu TER SNCF VI



Exclusive model -
only available in France

NEW
2018



96420 Electrical multiple unit Z 7356 TER Centre SNCF V


96421 Electrical multiple unit Sound Z 7356 TER Centre SNCF V



Exclusive model -
only available in France



96422 Electrical multiple unit Z 2000 CFL VI



96424  Electrical multiple unit Z 2000 CFL VI, 3 Rail AC

Exclusive model -
only available in Luxembourg

RAIL CAR Z2 SNCF

PIKO



 **96429** Electrical multiple unit Z 9600 TER Bourgogne SNCF VI
96430 Electrical multiple unit Sound Z 9600 TER Bourgogne SNCF VI 

Exclusive model -
only available in France

suitable accessories:

- # 56365 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All Rail Cars:





For all AC-Rail Cars:



NEW
2018





 **96434** Electrical multiple unit Z 9604 TER Bretagne SNCF V
96435 Electrical multiple unit Sound Z 9604 TER Bretagne SNCF V 

Exclusive model -
only available in France

NEW
2018



 **96436** Electrical multiple unit Z 97303 TLR Languedoc-Roussillon SNCF IV
96437 Electrical multiple unit Sound Z 97303 TLR Languedoc-Roussillon SNCF IV 

Exclusive model -
only available in France

COMMUTER TRAIN BR 440

The series 440 is an electric multiple unit of the ET platform "Coradia Lirex" by Alstom LHB. The trains represent a further development of the new suburban trains X60 for Stockholm. The first customer for the 440 was the Deutsche Bahn, which ordered 37 four-car trains for the "E-Netz Augsburg", the Fugger-Express, and has used them since the beginning of 2009. Furthermore, 4-car trains and six 5-car trains have run on the route between Passau and Munich since May 2010. The Deutsche Bahn purchased further 3-car and five 4-car electric multiple units of the series 440 for the "E-Netz Würzburg" which has been awarded by means of a competition.

The new rail cars are used in regional traffic on the routes from Würzburg to Nuremberg, Bamberg, Treuchtlingen and Gemünden/Lohr/Schlüchtern. In addition, there are four 3-car trains for the use between Nuremberg and Neustadt (Aisch), a connection that originally was part of the "Dieselnetz Nürnberg". Currently, a total of 218 units in different variations and with speeds up to 160 km/h are used in Germany for scheduled operation.

NEW
2018



59996 3-Unit EMU BR 440 Main-Frankenbahn VI

59896 3-Unit EMU BR 440 Main-Frankenbahn VI, 3 Rail AC



59992 5-Unit EMU BR 440 DB AG VI

COMMUTER TRAIN BR 440

PIKO

The multiple units BR 440 are prepared for the upgrade with interior lighting.
(for DC- and AC-models)

LED-Interior Lighting:

56145 (Control Car - see page 424)

56146 (Middle Car - see page 424)



Multiple units can be connected
using the enclosed special coupler

suitable accessories:

PIKO Sound module for BR 440:

56195 sound decoder +

loudspeaker (see page 420)

The sound module must be
connected directly to the

56121 PIKO Digital Decoder.

All Commuter trains:



For all AC-Commuter trains:



COMMUTER TRAIN BR 440

The series 440 is an electric multiple unit of the ET platform "Coradia Lirex" by Alstom LHB. The trains represent a further development of the new suburban trains X60 for Stockholm. The first customer for the 440 is the Deutsche Bahn, which has ordered 37 four-car trains for the "E-Netz Augsburg", the Fugger-Express, and uses them since the beginning of 2009. Furthermore, six 4-car trains and six 5-car trains run since May 2010 on the route between Passau and Munich. For the "E-Netz Würzburg" that has been contracted out in a competition the Deutsche Bahn purchased twenty-two 3-car and five 4-car electric multiple units of the series 440. The new rail cars are to be used in regional traffic on the routes from Würzburg to Nurnberg, Bamberg, Treuchtlingen and Gemünden/Lohr/Schlüchtern. In addition, there are four 3-car trains for the use between Nurnberg and Neustadt (Aisch), a connection that originally was part of the "Dieselnetz Nürnberg". Since December 2010, the 440 will be deployed also on the remaining routes. The railcar models with the very detailed housings, taking into account the different lengths of the futuristic end cars, have many attached parts, such as the filigree roof equipment, windscreen wipers and clutches. The light change white / red of the front lighting and the retrofit possibility of an interior lighting, digital and sound decoder is a matter of course for a PIKO Expert model.

The multiple units BR 440 are prepared for the upgrade with interior lighting. (for DC- and AC-models)

LED-Interior Lighting:

56145 (Control Car - see page 424)

56146 (Middle Car - see page 424)



59990 4-Unit EMU BR 440 DB AG VI

59890 4-Unit EMU BR 440 DB AG VI, 3 Rail AC



59994 5-Unit EMU BR 440 NordWestBahn VI

59894 5-Unit EMU BR 440 NordWestBahn VI, 3 Rail AC

COMMUTER TRAIN BR 440

PIKO



Multiple units can be connected using the enclosed special coupler



59995 3-Unit EMU BR 440 Agilis VI
59895 3-Unit EMU BR 440 Agilis VI, 3 Rail AC

668



818



1003

suitable accessories:

PIKO Sound module for BR 440:

56195 sound decoder +

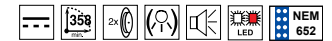
loudspeaker (see page 420)

The sound module must be

connected directly to the

56121 PIKO Digital Decoder.

All Commuter trains:



For all AC-Commuter trains:



COMMUTER TRAIN BR 442 "TALENT 2"

NEW
2018



Reference: Bombardier



636

59509 3-Unit EMU BR 442 „Talent 2 - Baden-Württemberg Design“ Abellio VI

59309  3-Unit EMU BR 442 „Talent 2 - Baden-Württemberg Design“ Abellio VI, 3 Rail AC



59503 5-Unit EMU BR 442 „Talent 2 - Franken-Thüringen-Express“ DB AG VI

 59303  5-Unit EMU BR 442 „Talent 2 - Franken-Thüringen-Express“ DB AG VI, 3 Rail AC

COMMUTER TRAIN BR 442 "TALENT 2"

PIKO

- precise technology
- excellent ride characteristics
- motor flywheel mass
- decoder interface compliant with NEM 652
- prepared for sound
- delicate roof fittings
- roof-mounted pantograph made of metal
- elaborate coloring
- realistic, very precise inscription

INFO

Multiple units can be connected using the enclosed special coupler

suitable accessories:

PIKO Sound module for BR 442:

56195 sound decoder +

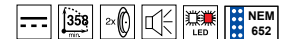
loudspeaker (see page 420)

The sound module must be

connected directly to the

56121 PIKO Digital Decoder.

All Commuter trains:



For all AC-Commuter trains:



59502 2-Unit EMU BR 442 „Talent 2 - Cottbus“ DB AG VI

59302 2-Unit EMU BR 442 „Talent 2 - Cottbus“ DB AG VI, 3 Rail AC

461





1002

COMMUTER TRAIN BR 442 "TALENT 2"



59504 3-Unit EMU BR 442 „Talent 2 - Rhein-Sieg“ DB AG VI

 59304  3-Unit EMU BR 442 „Talent 2 - Rhein-Sieg“ DB AG VI, 3 Rail AC

636

COMMUTER TRAIN BR 442 "TALENT 2"

PIKO



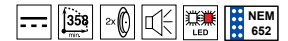
DETAIL: Roof view

Multiple units can be connected using the enclosed special coupler

suitable accessories:

PIKO Sound module for BR 442:
 # 56195 sound decoder +
 loudspeaker (see page 420)
 The sound module must be
 connected directly to the
 # 56121 PIKO Digital Decoder.

All Commuter trains:



For all AC-Commuter trains:



59507 3-Unit EMU BR 442 „Talent 2“ Abellio VI
 59307 3-Unit EMU BR 442 „Talent 2“ Abellio VI, 3 Rail AC

636



59508 3-Unit EMU BR 442 "Talent 2 - National Express" VI


636



Experience our models in a more **extensive selection** and with a more **attractive presentation** at one of the many model railroad specialty retailers with PIKO Shop. You can find retailers near you in the retailer directory at www.piko.de. Take the opportunity to pay them a visit and get one of our **special models**, which are only available at PIKO Shop retailers.



Picture: R. Lehmann

52770 Diesel Locomotive BR 234 DB AG V, mint green
52771  Diesel Locomotive BR 234 DB AG V, mint green

suitable accessories for Diesel locomotive BR 234:

56373 PIKO Sound-Decoder w Loudspeaker (see page 419) / # 56400 PIKO SmartDecoder 4.1 PluX22 (see page 34)

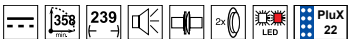
The six-axle diesel-electric locomotives of series 132 have been designed as universally useable fast train and freight locomotives for main lines and important secondary lines. They perfectly fulfil their intended service programme to this day and are considered as robust and reliable. Loco 234 304-4 is an attractive lone wolf which was painted with mint green - light grey colour in the local transport scheme in 1995.

This year, again, the PIKO Shop retailers have picked attractive vehicles in order to publish them with an exclusive design. These special models are exclusively available at the PIKO Shop retailers. You can find an overview of the PIKO Shop retailers at www.piko.de.

INFO



3-Rail AC versions include mfx-capable decoder



For AC-BR 132:  **Dec PluX22**


NEW
2018
58359 DB Bahnbaudouble set Ep. VI

Lim 358 263

When the DR had purchased locomotives for the heavy freight train service and fast train service, new large diesel locomotives were required in the medium performance range as well. Initially, the new series referred to as 119 should replace steam locos. The locomotives have been taken over by the DB AG as series 219/229. At the DB AG, the last engines were taken out of service in August 2003. However, some of them are still being used today - at private railroads and with the attractive yellow design of DB Bahnbaudouble.


NEW
2018
59940 Diesel Locomotive BR 229 DB Bahnbaudouble VI
59840 Diesel Locomotive BR 229 DB Bahnbaudouble VI

suitable accessories for Diesel locomotive BR 229:

56197 PIKO Sound-Module w Loudspeaker (see page 420) /

The PIKO Sound module must be connected directly to the # 56121 PIKO Digital Decoder.

358 224 2x LED NEM 652

For all AC-BR 229:

Dec 8 polig



DIESEL LOCOMOTIVE BR 363

PIKO

NEW MOLD

2018

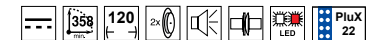


3-Rail AC versions
include mfx-capable decoder

suitable accessories:

- # 56424 PIKO SmartDecoder 4.1 Sound w Loudspeaker (see page 34)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All BR 364:



For all AC-BR 364:



52820 Diesel Locomotive BR 363 DB AG VI

52821  Diesel Locomotive BR 363 DB AG VI, 3 Rail AC

The prototype:

Already at an early stage, the Deutsche Bundesbahn decided to develop a diesel shunting locomotive in order to replace outdated steam locomotives used in shunting service. Thus, a diesel locomotive with the name V60 was developed under the leadership of the Central Office in Munich from 1951 onwards. The majority of the West German locomotive factories was involved in its construction and development. The first locomotives of the new series arrived at the DB from 1955 and were immediately subjected to comprehensive tests. Until 1963, a total of 942 specimens was delivered in two versions which, however, could not be distinguished by means of the series designation. From the year 1968, the locomotives were divided into series 260 (lighter locomotives with a weight of 48 tonnes) and series 261 (heavier locomotives with a weight of 54 tonnes). The vehicles proved their worth excellently and were initially handled as diesel locomotives. From the year 1987, however, they were subordinated to small locomotives and assigned to the number group 300. In parallel to this, the installation of radio remote controls for one-man shunting movements took place; these remotely controllable locomotives were given the series designation 364 (lightweight design) or 365 (heavyweight design). During reconditioning work, installed Maybach engines were replaced by Caterpillar engines in locomotives with radio remote control from 1997 onwards. These locomotives have the designations 362 (lightweight design) or 363 (heavyweight design). Many vehicles are still in active service today, also in many private railway companies and in museums meanwhile.

NEW MOLD
2018



3-Rail AC versions
include mfx-capable decoder

52822 Diesel Locomotive Sound BR 363 DB AG VI

52823 ☒ Diesel Locomotive Sound BR 363 DB AG VI, 3 Rail AC



The model:

With the diesel locomotives of series 363, PIKO continues its series with perfectly detailed models according to DB classics. The PIKO model convinces with the well-made mould construction without disturbing mould separating edges and the coherent realisation of all relevant details of the original engine. The PIKO model of the shunting locomotive of series 363 has straight, exactly aligned platforms, a buffer for silky-soft shunting movements without unwanted power failures and a lighting by means of LEDs. The driver's cab lightings and the front and rear lights functioning depending on the direction of travel can be switched digitally using a PluX22 decoder. The heavy model provided with a zinc die-cast frame has a five-pin engine for excellent running characteristics and high tractions. Retrofitting with sound and largest possible speaker is prepared on the clearly arranged circuit board with PluX22 interface. Pluggable brake hose mock-ups are enclosed with the model.

Regarding the sound version, the factory-installed PIKO sound decoder 4.1 of the latest generation supports the data formats DCC with RailComPlus®, Motorola®, Selectrix® and is mfx-enabled. The installed speaker is precisely tailored to the locomotive type. Many typical locomotive sounds such as engine sound, signal horns, squeaking of brakes and other switchable functions can be accessed individually. With adjustable individual mapping for up to 44 functions. The rear light can be switched separately. Sound is also possible in analogue mode – engine sound only.

DIESEL LOCOMOTIVE BR V200

PIKO

NEW MOLD
2018



Collection R- Lehmann

52800 Diesel Locomotive BR V200 DR III

52801  Diesel Locomotive BR V200 DR III, 3 Rail AC

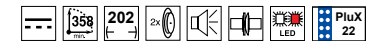


3-Rail AC versions
include mfx-capable decoder

suitable accessories:

- # 56425 PIKO SmartDecoder 4.1 Sound w Loudspeaker (see page 34)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All BR V200:



For all AC-BR V200:



The prototype:

For the use in front of heavy freight trains, the Locomotive Works Luhansk developed a six-axle diesel-electric locomotive based on the series TE10 of the SZD built from 1958 onwards. In 1964, the first two prototypes, M62 01 and M62 02, were delivered to the SZD. Since the Soviet Union should take over the supply of the COMECON countries with diesel locomotives with more than 2,000 HP due to concluded agreements, the Hungarian State Railway MAV, the Deutsche Reichsbahn, the Polish State Railways PKP and the Czechoslovak State Railways ordered locomotives of this series from 1965 onwards. Between the years 1966 and 1975, the Deutsche Reichsbahn purchased a total of 378 locomotives of this series. Due to the fact that the M62 was exclusively designed for freight train service, the vehicles have no train heater. Thus, they were used in passenger train service only rarely. Regarding the first delivered series of the M62, the missing muffler was particularly striking. It gave the loco the nickname "Taiga Drums" in the GDR due to the exhaust noises. All engines without muffler were upgraded later; the following delivered series were already provided with the mufflers ex works. The series has already been taken out of service in Germany; some locomotives, however, are still being used at private railway companies.

The model:

With the development of the V200 DR, PIKO fulfils the desire of many H0 railroaders for a modern, finely detailed model of this cult series. The PIKO model of series V200 is characterised by an exact realisation of all relevant details of its original and convinces with finest painting and printing, applied handle bars, sharply engraved bogie bezels, engine room equipment, driver's cab and engine room lighting that is installed as standard and can be switched digitally using a PluX22 decoder and rear lights functioning depending on the direction of travel. With two flywheel masses, the powerful five-pin engine provides excellent running characteristics. The model has a digital interface PluX22 according to NEM 658 and is prepared for easy retrofitting with sound and largest possible speaker. Brake hoses for retrofitting are enclosed. The AC model is factory-equipped with an appropriate PluX22 decoder suitable for mfx. Brake hoses for retrofitting are enclosed.

NEW MOLD

2018



Collection R- Lehmann



3-Rail AC versions
include mfx-capable decoder

52802 Diesel Locomotive Sound BR V200 DR III

52803 ☒ Diesel Locomotive Sound BR V200 DR III, 3 Rail AC



The model:

The PIKO model V200 of the Deutsche Reichsbahn has a heavy zinc die-cast frame, finest painting and printing, a powerful 5-pin engine for excellent running characteristics, traction tires, LED light, digitally switchable driver's cab lighting and engine room lighting as well as separately applied detached door handle bars and handles, detailed and sharply engraved bogies and corresponds exactly to its selected original.

In terms of design, the special version of the model corresponds to #52800 regarding its other characteristics. The factory-installed PIKO sound decoder 4.1 of the latest generation supports the data formats DCC with RailComPlus®, Motorola®, Selectrix® and is mfx-enabled. The installed speaker is precisely tailored to the locomotive type. Many typical locomotive sounds such as engine sound, signal horns, squeaking of brakes and other switchable functions can be accessed individually. With adjustable individual mapping for up to 44 functions. The rear light can be switched separately. Sound is also possible in analogue mode – engine sound only. Brake hoses for the optional upgrading for the glass cabinet use are enclosed.


DIESEL LOCOMOTIVE BR V200

PIKO

NEW MOLD
2018



Picture: Adam Miller

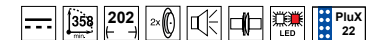
 **52804 Diesel Locomotive BR ST44 PKP IV**
52805 Diesel Locomotive Sound BR ST44 PKP IV



suitable accessories:

- # 56425 PIKO SmartDecoder 4.1 Sound w Loudspeaker (see page 34)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All BR V200:



For all AC-BR V200:



The prototype:

The Polish State Railways PKP purchased the six-axle diesel-electric locomotives of the series M62 (as a variant) from the Soviet Locomotive Works Luhansk as well and classified them as ST44 for the freight train service into its vehicle fleet. The delivery of the ST44 began in 1966 and was continued until 1988. In total, 1,113 standard-gauge locomotives were put into service. The maximum speed of the brawny locomotive is 100 km/h. Due to the classification into the mere freight locomotive, a train heater was not provided. The large headlights of the Polish ST44, which give the locomotive an independent face, are particularly striking.

Today, the majority of the quite young series ST44 has already been taken out of service; however, a few locomotives were modernised and can still be found in operational service at present. The first delivered locomotive ST44-001 became a museum locomotive that can currently be found in the Warsaw Railroad Museum.

The model:

With its well-made mould construction, the newly developed model of the ST44 consistently reproduces the characteristic appearance of the Polish version of the M62. The ST44 convinces - just as the PIKO models of the V200 DR - with a powerful engine equipped with two precisely balanced flywheel masses and excellent running characteristics. On the two inside running axles of the bogies, two wheels are arranged diagonally to each other. These wheels have traction tires for high tractions. Furthermore, the PIKO model of the ST44 has finest painting and printing, applied handle bars, sharply engraved bogie bezels, engine room equipment, driver's cab and engine room lighting that is installed as standard and can be switched digitally using a PluX22 decoder and rear lights functioning depending on the direction of travel. The vehicle is prepared for easy retrofitting with sound and largest possible speaker. The AC model is factory-equipped with an appropriate PluX22 decoder suitable for mfx. Brake hoses for retrofitting are enclosed.

DIESEL LOCOMOTIVE TGK 2

The prototype:

At the beginning of the 1960s, the Kaluga Machine Factory in Russia developed - as a stronger version and advancement of the shunting locomotive TGK delivered at the same time - the two-axle diesel locomotive TGK2 with hydraulic power transmission. The robust engines with a maximum speed of 60 km/h have been - and are still - intended for use on tracks of industrial companies and as shunting locomotives on railway stations. More than 9,000 specimens of the shunting and industrial locomotive were manufactured in various series and versions between 1960 and 2008. It was produced both as domestic version TGK2-M and as version TGK2-E for export. 184 locomotives thereof were supplied to the former GDR to industrial companies and other vehicles to Czechoslovakia and Poland. Today, a whole range of the locomotives is still being used in the whole territory of the former USSR and partly still in Germany at works railways. Several vehicles are preserved in museums in Germany.

The model:

Regarding all characteristic details, the PIKO new construction of the TGK2 corresponds exactly to its selected original. The small locomotive is characterised by excellent slow-running characteristics in the shunting area. Thus, it can be used perfectly on the model railroad system, e.g. on siding tracks of industrial companies. The detailed and robust model has - thanks to the zinc die-cast frame - sufficient tractions for model trains with a realistic length as well as a buffer for silky-soft shunting movements without unwanted power failures, unobstructed driver's cab view, driver's cab lighting, separately applied detached door handle bars and handles and a digitally switchable white/red light variation depending on the direction of travel. The AC model is factory-equipped with an appropriate PluX22 decoder suitable for mfx. Brake hoses for retrofitting are enclosed.

NEW MOLD
2018



3-Rail AC versions
include mfx-capable decoder



52740 Diesel Locomotive TGK 2 IV
52741 ☒ Diesel Locomotive TGK 2 IV, 3 Rail AC

Picture shows re-touched
pre-production model

DIESEL LOCOMOTIVE TGK 2

PIKO

The model:

The PIKO model of the TGK2 has excellent slow-running characteristics in the shunting area and sufficient tractions for model trains with a realistic length as well as a buffer for silky-soft shunting movements without unwanted power failures, unobstructed driver's cab view, driver's cab lighting, separately applied detached door handle bars and handles and a digitally switchable white/red light variation depending on the direction of travel. In terms of design, the special version of the model corresponds to #52740 regarding its other characteristics. The factory-installed PIKO sound decoder 4.1 of the latest generation supports the data formats DCC with RailComPlus®, Motorola®, Selectrix® and is mfx-enabled. The installed speaker is precisely tailored to the locomotive type. Many typical locomotive sounds such as engine sound, signal horns, squeaking of brakes and other switchable functions can be accessed individually. With adjustable individual mapping for up to 44 functions. The rear light can be switched separately. Sound is also possible in analogue mode – engine sound only. Brake hoses for retrofitting are enclosed.

suitable accessories:

- # 56421 PIKO SmartDecoder 4.1 Sound w Loudspeaker (see page 34)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All TGK 2:



For all AC-TGK 2:




3-Rail AC versions
include mfx-capable decoder

NEW MOLD
2018



52742 Diesel Locomotive Sound TGK 2 IV

52743  Diesel Locomotive Sound TGK 2 IV, 3 Rail AC



Picture shows re-touched
pre-production model

The model:

With its well-made mould construction, the newly developed model of the TGK 2 of RZD consistently reproduces the characteristic appearance of its specific original from the Soviet Union. Furthermore, the PIKO model has finest painting and printing, applied door and handle bars, a buffer for silky-soft shunting movements without unwanted power failures, unobstructed driver's cab view, driver's cab lighting and a digitally switchable white/red light variation depending on the direction of travel. The TGK 2 has a zinc die-cast frame and sufficient tractions for model trains with a realistic length. The AC model is factory-equipped with an appropriate PluX22 decoder suitable for mfx. Brake hoses for retrofitting are enclosed.



true to original without buffer

NEW MOLD
2018



52744 Diesel Locomotive TGK 2-M RZD IV

Picture shows re-touched
pre-production model

DIESEL LOCOMOTIVE V 23

PIKO

The model:

Sonneberg has gained another attraction. As of 2017 a former V23 of the DR in an attractive coloring will adorn the rotary at the access road to the company premises, called PIKO rotary. The PIKO model of the series V23 is a universally usable loco, which is suitable for shunting operation and line service and must not be missing in any collection because of its striking special painting. While the original of the PIKO V23 must endure in the middle of the rotary as monument visible from the distance in a condition unfit to drive, the PIKO model is characterized by the excellent running characteristics at low speeds and thus can be used on the model railroad for example also in front of special trains or on siding tracks. In addition, the powerful motor has a precisely balanced flywheel mass. As frame, gearbox casing and engine front end are made of zinc die-cast, the compact model is powerful, robust and has good grip properties, without having to dispense with details. The model has short coupler kinematics and a digitally switchable change of lights depending on the direction of travel white/red. The model is prepared for the retrofitting with a digital or PIKO sound decoder.



suitable accessories:

- # 56351 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)


All BR 101 / V23:



For all AC-BR 101 / V23:



52550 Diesel Locomotive V 23 "PIKO Kreisel"-Lok


52551  Diesel Locomotive V 23 "PIKO Kreisel"-Lok, 3 Rail AC

DIESEL LOCOMOTIVE BR 101

The model:

The PIKO model of the BR 101 is a versatile locomotive that can be used for switching assignments or as industrial switcher. Until the late seventies the BR 101 could be found on branch lines hauling short trains consisting of two to three freight or passenger cars. Thus it is the ideal prototype for model train enthusiasts with small layouts. As befits a switcher the PIKO model has excellent low speed running characteristics. In order to achieve these the motor is equipped with a precisely machined flywheel. Due to its die-cast frame, gearbox and hood the compact model is robust and has high tractive effort while still showing details like grab rails, windshield wipers and horn. Additionally the model is equipped with robust and hardwearing metal side rods. The minimum recommended radius for the locomotive is 358 mm. It is equipped with close coupler kinematics and white/red directional lighting.



 97759 Diesel Locomotive BR 101 WFL Italien VI

Picture shows actual size of the model



52540 Diesel Locomotive BR 101 DR IV
52541  Diesel Locomotive BR 101 DR IV, 3 Rail AC

Picture shows actual size of the model



52547  Diesel Locomotive BR 101 DR IV, 3 Rail AC

Picture shows actual size of the model

DIESEL LOCOMOTIVE V 23 / BR 102.0

PIKO



52542 Diesel Locomotive V 23 DR III
52543  Diesel Locomotive V 23 DR III, 3 Rail AC

Picture shows actual
size of the model

suitable accessories:


- # 56351 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All BR 101 / V23:




For all AC-BR 101 / V23:



52544 Diesel Locomotive Sound BR 102 DR IV, orange
52545  Diesel Locomotive Sound BR 102 DR IV, orange,
3 Rail AC



52548 Diesel Locomotive V 23 DR III
52549  Diesel Locomotive V 23 DR III, 3 Rail AC

Picture shows actual
size of the model

DIESEL LOCOMOTIVE BR 102.1

The prototype:

The two-axle diesel-hydraulic locomotives of the series 102.1 were based on the series V 23.0 or 102.0, respectively, as it was delivered at the end of the 1960s. The DR connected its requirement of further machines of this performance class with design modifications, due to which a new locomotive type was developed. As the drive system was taken over from the 102.0, the new loco got the type series designation 102.1, although it differed considerably from its predecessor on the outside: It was about one meter longer and showed a modern construction type. 1970/71 delivered in 157 copies, the swift B-couplers proved themselves excellently and could also be used in line service on branch lines thanks to their 220 HP engines. Often called "Mailboxes" and "Garden arbors", some copies of the BR 312 of the DB AG changed their color appearance and were still used until 2001 like this.



52630 Diesel Locomotive BR 102.1 DR IV
52631 ☒ Diesel Locomotive BR 102.1 DR IV, 3 Rail AC



DETAIL: fire extinguisher

NEW
2018



58135 Set with DR BR102.1 Diesel and (2) Bi passenger cars Ep. IV

Lim 358 380

DIESEL LOCOMOTIVE BR 102.1

PIKO

The model:

During the constructive development of the model, PIKO allowed themselves to be guided by the request of many H0 railroaders for a contemporary, finely detailed and excellently running 102.1 upgradable with the most modern digital technology. Therefore, as Expert model, the PIKO BR 312 got an engine with precisely balanced flywheel mass. The separate switch-off possibility of the red "rear light" is connected with the automatic change of light depending on the direction of travel white/red. The driver's cab lighting allows the prototypical night operation. The model is prepared with a PluX22 interface for the digital mode including PIKO sound decoder. Detached handle bars and metal railings manufactured in elaborate etching technology perfect the sophisticated appearance of the PIKO model.



52636 Diesel Locomotive BR 102.1 DR IV,
coat of lacquer in sand yellow

suitable accessories:


- # 56362 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All BR 102:



For all AC-BR 102:



52632 Diesel Locomotive BR 312 DB AG V
52633  Diesel Locomotive BR 312 DB AG V, 3 Rail AC



52634 Diesel Locomotive Sound BR 102.1 DR IV
52635  Diesel Locomotive Sound BR 102.1 DR IV, 3 Rail AC



The prototype:

After the Deutsche Reichsbahn had gained important operating experience with the shunter V 6010 in the beginning of the 1960s, the machine, which was established in principle, was optimized constructively: the result, the V 6012, differed from the V 6010 in the new driver's cab which occupied the entire width of the frame. The roof was extended towards the front and the back as protection against sunlight and rain. The side windows were equipped with rain shields, as well. Now, the front end had three, and the back end had two double doors. The top A-headlight was located at both front ends.

Until 1969, the DR had taken over 410 V 6012, which were designated as 106.2–9 from 1 June, 1970. Because no further serial number of the range 106 was available after 106 999 (1975), new machines were classified as type series 105. The procurement ended in December, 1982 with 105 165 and there was almost no rail yard which did not have the V 60.

As a robust, indestructible locomotive, it was running on numerous industrial railroads and industrial sidings and it had proven successful with export customers in Egypt, Algeria, Bulgaria, Greece, Italy, Yugoslavia, Austria, Romania and Czechoslovakia.

In the beginning of the 1990s, 80 DR locomotives were fitted with an optimized diesel engine. While these machines were designated as type series 344 with the introduction of uniform serial numbers from 1992, the type series 105 and 106 received the digit sequences 345 and 346.



DETAIL: lighting



59425 Diesel Locomotive V 60.2 "Uwe Adam" VI



59421 Diesel Locomotive V 60.7 HVLE VI

Picture shows actual
size of the model


DIESEL LOCOMOTIVE BR 106

PIKO




 59427 Diesel Locomotive BR 106 ČD IV / V



59428 Diesel Locomotive BR 106.0-1 DR IV
59228  Diesel Locomotive BR 106.0-1 DR IV, 3 Rail AC



59429 Diesel Locomotive BR 106.2 DR Ep. IV
59229  Diesel Locomotive BR 106.2 DR Ep. IV, 3 Rail AC



 59433 Diesel Locomotive BR 106 ČD IV



 59434 Diesel Locomotive V 60.0 DR III

suitable accessories:

PIKO Sound module for BR 106:

56320 sound decoder +

loudspeaker (see page 420)

The PIKO Sound module must be connected directly to the

56121 PIKO Digital Decoder.

All BR 106:



For all AC-BR 106:



The prototype:

Die V 180 was released in versions with four and with six axles. However, V 180.0, V 180.1 and V 180.2-4 hardly differ from each other, with the exception of the bogies and the lateral windows as well as the ventilation grilles. In 1965, the V 180 059 was presented as first special version in a new design concept with the roof and the front wall made of glass-fibre reinforced polyester and an anti-glare design thanks to front-windows that are steeply inclined forwards. In addition to a long-term test for the usability of plastics, it was also about a more attractive appearance. In 1966, two other locomotives with driver's cabs made of glass-fibre reinforced polyester (GRP) followed, which had been acquired as V 180 131 and V 180 20. But in contrast to the laterally rounded windows of the V 180 059, they got multiple-divided front and side windows. In 1970, V 180 131 had been renamed as 118 131-2.

The model:

The new mold for the 118 131-2 with its multi-part front and side windows correctly reproduces the characteristic appearance of the V 180 with GfP-cabs. The 118 131-2 has a well laid out, reliable and low maintenance design, just like the PIKO model of the standard V 180. The strong motor with its dual flywheels that drives the two axle trucks via Cardan shafts gives the model its well-balanced running characteristics. The trucks two inner axles are equipped with diagonally applied traction tires. In conjunction with the proven drive train they are responsible for the model's high tractive effort. The model of the 118 131-2 is equipped with all PIKO Expert line standard features.

**NEW
2018**

52576 DR V200 GFK Diesel locomotive III, 6-axle, blue
52577  DR V200 GFK Diesel locomotive III, 6-axle, blue, 3 Rail AC

Picture shows actual
size of the model

DIESEL LOCOMOTIVE BR 118 GFK


PIKO



DETAIL: GfP-pulpit



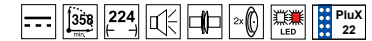
52570 Diesel Locomotive 118 131-2 GFK V, 4-Axle

52571  Diesel Locomotive 118 131-2 GFK V, 4-Axle, 3 Rail AC

suitable accessories:

- # 56354 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)


All BR 118 GFK:



For all AC-BR 118 GFK:



52572 Diesel Locomotive Sound V 200 117 GFK DR III, 4-Axle

52573  Diesel Locomotive Sound V 200 117 GFK DR III, 4-Axle, 3 Rail AC



Picture shows actual size of the model

DIESEL LOCOMOTIVE BR 118



DETAIL: Front view



**59586 Diesel Locomotive "WAB" 24 V, 6-Axle**

suitable accessories for # 59586:

56197 PIKO Sound- Module w Loudspeaker (see page 420)

Note:

For older models, such as # 59586, with a small speaker compartment, the following applies: # 56197 PIKO Sound- Module w Loudspeaker (see page 420) / The PIKO Sound module must be connected directly to the # 56121 PIKO Digital Decoder.

**59580 Diesel Locomotive 118.4 DR VI, 6-Axle**59380  Diesel Locomotive 118.4 DR VI, 6-Axle, 3 Rail AC**59587 Diesel Locomotive V 180 DR Ep. III, 6-Axle**59387  Diesel Locomotive V 180 DR Ep. III, 6-Axle, 3 Rail AC

DIESEL LOCOMOTIVE BR 118

PIKO

The model:

The completely new developed H0 model convinces with a well laid out, reliable and low-maintenance construction. Thanks to the powerful motor that is equipped with two precisely balanced flywheels and the elegant cardan shaft drives to the four-axle and six-axle bogies respectively, the PIKO V 180 shows balanced running characteristics in all speed ranges. On the two inside running axes of the trucks, there are two wheels with traction tires in diagonal arrangement to each other. In combination with the well-engineered drive concept, they ensure high tractive effort. The robust, reliable model is delivered by PIKO in all variations of shapes and colors that are known from the original. In addition to the numerous, separately attached parts, the precisely engraved sections, such as fan grilles, doorknobs, handle bars and windshield wipers, create the impression of detached details. All model versions of the V 180 have got the standards that are customary for the PIKO Expert series.



59567 Diesel Locomotive D05 Regentalbahn V

prototypically train composition:



suitable accessories:

56357 PIKO Sound-Decoder w
Loudspeaker (see page 420)

The PIKO Sound module must be
connected directly to the
56121 PIKO Digital Decoder.

All BR 118:



For all AC-BR 118:



59560 Diesel Locomotive 118 DR IV, 4-Axle

59360  Diesel Locomotive 118 DR IV, 4-Axle, 3 Rail AC

DIESEL LOCOMOTIVE BR 119



59930 Diesel Locomotive BR 119 DR IV

59830 ☒ Diesel Locomotive BR 119 DR IV, 3 Rail AC

59933 Diesel Locomotive BR 219 DB AG V



59935 Diesel Locomotive BR 119 DR IV



59934 Diesel Locomotive 119 DR IV

DIESEL LOCOMOTIVE BR 119

PIKO

The model:

The completely new developed H0 model of the type series 119/219 was derived by PIKO, like the original, from the functionally reliable construction of the V 180. Since this had been done with constructive consequence and in high constructional quality, no PIKO model railroader must worry (like the DR locomotive engineers at that time) about the reliability of his 119/219. On the contrary: thanks to the powerful motor that is equipped with two precisely balanced flywheels, the PIKO model of the 119/219 convinces with balanced running characteristics and considerable traction. The color and shape design of the loco that is called "U-boat" because of its bull's eyes are in no way inferior to its fine mechanical precision. PIKO delivers both the older Version with the overhanging roof and the successor series without overhanging roof with the third head light beneath the driver's cab window, in all color variants that are known from DR and DB AG.

suitable accessories:

PIKO Sound module for BR 119:

56197 PIKO Sound-Module +
loudspeaker (see page 420)
The sound module must be
connected directly to the
56121 PIKO Digital Decoder.

All BR 119:



For all AC-BR 119:



59937 Diesel Locomotive BR 119 "Regentalbahn" V

prototypically train composition:



59938 Diesel Locomotive Sound BR 219 DB AG VI, Museum Loco
59838 Diesel Locomotive Sound BR 219 DB AG VI, Museum Loco,
3 Rail AC



59939 Diesel Locomotive BR 229 DR V
59839 Diesel Locomotive BR 229 DR V, 3 Rail AC

DIESEL LOCOMOTIVE BR 130



The locomotives BR 130 001 – 036 were delivered with lighted side number boards. PIKO took this into account when developing the BR 130. Like the prototype the model has lighted side number boards.




59740 Diesel Locomotive BR 130 DR IV

59741  Diesel Locomotive BR 130 DR IV, 3 Rail AC



59752 Diesel Locomotive BR 131 DR IV, w snow plow

59753  Diesel Locomotive BR 131 DR IV, w snow plow, 3 Rail AC



59748 Diesel Locomotive Sound BR 130 DR IV, new road number 130 005-2 and revised roof layout

59749  Diesel Locomotive Sound BR 130 DR IV, 3 Rail AC, new road number 130 005-2 and revised roof layout




DIESEL LOCOMOTIVE BR 130

PIKO



DETAIL: E-brake



59744 Diesel Locomotive BR 130 DR IV, E-brake
59745  Diesel Locomotive BR 130 DR IV, E-brake, 3 Rail AC

prototypally train composition:



suitable accessories:

- # 56340 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All BR 130 / 231:



For all AC-BR 130 / 231:



59754 Diesel Locomotive BR 231 012 Regentalbahn VI,
split front handrail no snow plow



59757  Diesel Locomotive BR 131.1 DR IV, 3 Rail AC

NEW
2018



Picture: Manuel van der Wal

 52768 DB AG BR 232 Diesel locomotive, Netherlands Service, Ep. VI
52769  DB AG BR 232 Diesel locomotive, Netherlands Service, Ep. VI, 3 Rail AC

The prototype:

The design of the BR 132 six-axle, diesel electric locomotives was derived from the Deutsche Reichsbahn class V300/BR 130. Designed as general purpose locomotive for express and freight trains on main and important secondary lines the locomotives were equipped with modern head end power for train heating and had a maximum speed of 120 km/h. The locomotives covered the services they were designed for without flaw. They were known to be robust and reliable. The 709 locomotives that were delivered between 1972 and 1983 shaped railroading in the German Democratic Republic during the seventies and eighties. Heading up cross border express trains between the two German states the red giants spurred the interest of many West German rail fans as well. Named Large Russians or Russian Power Plants in the DDR the locomotives the locomotives were called Ludmillas after the reunification. Designated BR 232 at the DB the indestructible locomotives were rebuilt as BR 232.9, 233, 234 and 241.



3-Rail AC versions
include mfx-capable decoder



 52764 Diesel Locomotive BR 232 SPR VI

The model:

With the BR 132/232, PIKO offers another highly detailed model of a DR classic. The PIKO model convinces with the successful mold construction and the faithful realization of all the relevant details of the respective original. The PIKO models of the series 132 of the DR or 232 of the Deutsche Bahn AG, respectively, are characterized by the finest painting and printing, detached handle bars, a zinc die-cast frame and a powerful five-pole motor, which, in combination with two balanced flywheel masses, ensures balanced running characteristics. The lighting is produced by means of LEDs. The driver's cab lighting and the rear lights are digitally switchable with a PluX22 decoder. The model has two traction tires, which are diagonally arranged on the interior axles of the two bogies. The current collection is realized via all wheels. The model is delivered with a PluX22 interface; a sound retrofitting with the largest possible speaker is prepared.

DIESEL LOCOMOTIVE BR 132

PIKO



suitable accessories:

- # 56373 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)



52760 Diesel Locomotive BR 132 DR IV
52761 ☒ Diesel Locomotive BR 132 DR IV, 3 Rail AC

All BR 132:



For all AC-BR 132:



52762 Diesel Locomotive BR 232 DB AG V
52763 ☒ Diesel Locomotive BR 232 DB AG V, 3 Rail AC



52766 Diesel Locomotive Sound BR 132 DR IV
52767 ☒ Diesel Locomotive Sound BR 132 DR IV, 3 Rail AC



DIESEL LOCOMOTIVE V 200.0



59706 Diesel Locomotive BR 220 DB IV

- with larger front hatch

59707 ☒ Diesel Locomotive BR 220 DB IV,
3 Rail AC, - with larger front hatch

59702 Diesel Locomotive BR 220.0 DB IV



59704 Diesel Locomotive BR 220 DB IV

- with larger front hatch

prototypically train composition:



59706

59621

59636

59634

59635



59700 Diesel Locomotive V 200.0 DB III

59701 ☒ Diesel Locomotive V 200.0 DB III, 3 Rail ACPicture shows actual
size of the model

DIESEL LOCOMOTIVE V 200.0

PIKO



59708 Diesel Locomotive Sound V 200

DB III, new road number

59709 Diesel Locomotive Sound V 200

DB III, 3 Rail AC, new road number



suitable accessories:

56341 PIKO Sound-Decoder
w Loudspeaker (see page 419)

56400 PIKO SmartDecoder 4.1
PluX22 DCC (see page 34)

56401 PIKO SmartDecoder 4.1
PluX22 mfx (see page 34)



59710 Diesel Locomotive V 200.0 DB III

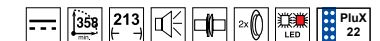
- with large front hatch



59714 Diesel Locomotive BR 220.0 DB IV

59715 Diesel Locomotive BR 220.0 DB IV, 3 Rail AC

All BR 220 / V 200:




For all AC-BR 220 / V 200:



 **97730 Diesel Locomotive 220.051-7**
Ferrovie Padana, Italia IV



 **59716 Diesel Locomotive BR 220.0 "Ferrovie Padana" VI**
59717 Diesel Locomotive BR 220.0 "Ferrovie Padana" VI

**NEW
2018**

DIESEL LOCOMOTIVE V 200.1

The prototype:

During more than two decades in high-demand services, the former “flagships of the economic miracle” have been changed gradually: For reasons of rational maintenance and servicing, the raised letterings and the aluminum garnish moldings were replaced by the well-known “DB cakes” which only had decorative strips. Since 1968 on their way with EDP road numbers, the locomotives of the series 200.0 were indispensable in the northern route network until the 1980s. Some locomotives got still the ocean blue/beige-colored livery. The locomotives, which were originally designed for the heavy express train service in the lowlands, could also be seen on the routes in the Black forest and in the Central German Uplands. Before their withdrawal from service, the locomotives did their jobs in front of freight trains in Emsland and in the Ruhr area.



with printed trim lines

3-Rail AC versions
include mfx-capable decoder

NEW
2018



52610 Diesel Locomotive BR 221 DB IV

52611 ☒ Diesel Locomotive BR 221 DB IV, 3 Rail AC

Picture shows actual
size of the model



The cult locomotives V200.1 could be seen on many routes in all the regions of West Germany. The largest visual differences to the V200 is with regard to the steeper rounding of the front, the different arrangement of the fans and the windows at the side walls and the new bogies.

DIESEL LOCOMOTIVE V 200.1

The model:

With the H0 model, painted in ocean blue and beige, PIKO offers a prototypical locomotive of the series 221 to all those model railroaders, who prefer the color scheme of the Deutsche Bundesbahn in Epoch IV. Like in the case of the big original, of course also at the model, an interesting parallel use of both color variations is possible. The model has got detached, individually applied front handrails, finely engraved bogies and close coupler kinematics. The heavy frame made of zinc die-cast, in combination with the chosen motor with two large flywheel masses, gives the models excellent running characteristics. The PIKO 221 has got a change of lights between red and white, depending on the direction of travel, as well as a digital interface PluX22. A retrofitting with sound is prepared.



52600 Diesel Locomotive V 200.1 DB III

52601  Diesel Locomotive V 200.1 DB III, 3 Rail AC

suitable accessories:

- # 56359 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All V 200.1:



For all AC-V 200.1:



52602 Diesel Locomotive BR 221 DB IV

52603  Diesel Locomotive BR 221 DB IV, 3 Rail AC




52604 Diesel Locomotive Sound BR 221 DB IV

52605  Diesel Locomotive Sound BR 221 DB IV, 3 Rail AC



52606 Diesel Locomotive BR 221 DB IV

52607  Diesel Locomotive BR 221 DB IV, 3 Rail AC



52609  Diesel Locomotive BR 221 134 RTS VI, 3 Rail AC

DIESEL LOCOMOTIVE BR 245



DETAIL: etched grid

The prototype:

As a result of longstanding discussions about optimally usable large diesel locomotives, the Deutsche Bahn AG decided amongst other things to purchase 200 diesel locomotives of the series 245, which as diesel electric engines are to supersede the outdated diesel-hydraulic locomotives of the series 218. The four-axle bogie locomotives are based constructively on the Traxx P 160 DE ME (developed by Bombardier Transportation), which is equipped with four smaller diesel engines instead of one powerful diesel engine. The abbreviation "ME" consequently stands for the term "Multi Engine". About 70% of the used components are constructively compatible within the product family of the Traxx locomotives. The multivalent usable engines have proven their value in different industrial fields of application. Their nominal power is 563 kW. For each locomotive, there is a remarkable total power of 2252 kW when all four motors are used at once. But the series 245 can also be driven with reduced motor power when necessary, since the individual diesel engines switch off and on, depending on the required traction. In this way, not only fuel can be saved, but also the environmental pollution can be reduced significantly. The first 20 locomotives are to be domiciled in Kempten and Frankfurt am Main.



52510 Diesel Locomotive BR 245 DB AG VI
52511 ☒ Diesel Locomotive BR 245 DB AG VI, 3 Rail AC



52518 Diesel Locomotive BR 245 DB AG VI
52519 ☒ Diesel Locomotive BR 245 DB AG VI, 3 Rail AC



58133 Set Diesel loco BR 245 w 3 Passenger Cars DB AG VI
58134 ☒ Set Diesel loco BR 245 w 3 Passenger Cars DB AG VI, 3 Rail AC

Other corresponding models of Passenger Cars Silberlinge can be found on page 246

DIESEL LOCOMOTIVE BR 245



DETAIL: Front view

The model:

PIKO considers all modifications of the series locomotives for this model of the series 245 regarding number and design of the roof and side fans compared with the construction sample vehicle and replicates these faithfully. The model convinces with the exact painting and printing, etched metal ventilation grills, sharply engraved, faithful bogies and many mounted detached parts, such as the front handle bars. The driver's cab lighting and the front and rear lights functioning depending on the direction of travel are digitally switchable with a PluX22 decoder. The heavy frame made of zinc die-cast and the motor with two big, precisely balanced flywheel masses ensure excellent running characteristics and high traction. The model has an uncluttered circuit board with PluX22 interface and is prepared for an uncomplicated retrofitting with sound decoder and large speaker.



52512 Diesel Locomotive Sound BR 245 DB AG VI

52513  Diesel Locomotive Sound BR 245 DB AG VI, 3 Rail AC

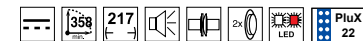


52520 Diesel Locomotive BR 245 NAH.SH VI

suitable accessories:

- # 56343 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All BR 245:



For all AC-BR 245:



DIESEL LOCOMOTIVE VOSSLOH G6

The prototype:

The Vossloh class G6 is a modern three axle diesel hydraulic locomotive. It was designed for use as switcher and industrial locomotive. The first units of the type were delivered in 2008. A variety of built to order option packages can be added to customize the locomotive according to its operating environment. The hoods and cab are designed as easily removable sections in order to allow for easy maintenance. The cab is an entirely new design that follows modern ergonomic principles. The locomotive can be equipped with diesel engines from three different manufacturers. As a result, the design covers a wide range of operating scenarios ranging from switchers with a limited top speed of 35 km/h and high tractive effort to road switcher applications with a top speed of 80 km/h for large industrial networks or private operators that operate their own infrastructure. The first G6 was delivered to a pulp mill in Stendal. In 2010 the Verkehrsbe-triebe Peine Salzgitter received two units that worked so well that in 2011 they were followed by an additional order of 18 units. By the end of 2016 a total of 40 locomoti-ves will be delivered.

The model:

Design with MTU motor and double lamps. The PIKO G6 has a frame and a driver's cab made of zinc die-cast, a powerful, slowly rotating motor, a traction tire for higher trac-tions, an uncluttered circuit board with PluX22 interface, LED lighting with very good luminosity and a digitally switchable rear light. Brake cylinders and Indusi magnets, among others, are extra mounted at the running gear, the middle axle is mounted in a height-adjustable position (3 point bearing), the wheels are designed profiled with replicas of the disc brakes. The current collection is realized by all wheels. The model is prepared for an uncomplicated retrofitting with sound and the largest possible speaker. Brake hoses for an optional upgrading for glass cabinet use. The AC model is already equipped ex-factory with a suitable PluX22 decoder.


NEW
2018



3-Rail AC versions
include mfx-capable decoder



52660 Vossloh G6 Diesel locomotive „Evonik“ Ep. VI (MTU)

52661  Vossloh G6 Diesel locomotive „Evonik“ Ep. VI, 3 Rail AC (MTU)

DIESEL LOCOMOTIVE VOSSLOH G6

PIKO

The model:

Design with Cummins motor and double lamps. The PIKO G6 has a frame and a driver's cab made of zinc die-cast, a powerful, slowly rotating motor, a traction tire for higher tractions, an uncluttered circuit board with PluX22 interface, LED lighting with very good luminosity and a digitally switchable rear light. The model is prepared for an uncomplicated retrofitting with sound and the largest possible speaker. Regarding its further mechanical, electrical and electro-nical construction the locomotive corresponds to #52650.



- ☒ 52656 Diesel Locomotive Vossloh G6 "BASF" VI (MTU)
- ☒ 52657 ☒ Diesel Locomotive Vossloh G6 "BASF" VI (MTU), 3 Rail AC



- ☒ 52659 ☒ Diesel Locomotive Vossloh G6 "Captrain" VI (Cummins), 3 Rail AC

suitable accessories:

- # 5664 MTU / # 56380 Cummins
PIKO Sound-Decoder w Loudspeaker
(see page 419)
- # 56400 PIKO SmartDecoder 4.1
PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1
PluX22 mfx (see page 34)

All Vossloh G6:



For all AC-Vossloh G6:



NEW
2018



3-Rail AC versions
include mfx-capable decoder



- 52662 Vossloh G6 Diesel locomotive „neutral“ Ep. VI (Cummins)
- 52663 ☒ Vossloh G6 Diesel locomotive „neutral“ Ep. VI, 3 Rail AC (Cummins)

DIESEL LOCOMOTIVE G 1206

The MaK G 1206 is a diesel hydraulic locomotive that was developed by Maschinenbau Kiel (MaK). Vossloh AG acquired MaK in 1998. The MaK 1206 has a B'B' (B-B) wheel arrangement. It is rated at 1500 kW or 1570 kW and has a top speed of 100 km/h (62 mph). It is equipped with Caterpillar or MTU prime movers. A large number of private train operators use the G 1206 as heavy-duty switcher or road engine. Starting in 1997 the MaK locomotive was sold in many European countries. SNCF Fret alone operates 23 locomotives as class BB 61000. The model exactly replicates the trucks, fan grilles, and roof of the prototype. Finely engraved details like grab irons, railings and hood vents create an especially attractive model. The powerful motor drives all four axles through Cardan shafts and truck-mounted gearboxes. The model is equipped with directional lighting. The printing on the wheels matches the prototype.



59480 Diesel Locomotive G 1206 "EH" V



95288  Diesel Locomotive 6400 NS VI, 3 Rail AC



59160 Diesel Locomotive G 1206 Northrail VI

59060  Diesel Locomotive G 1206 Northrail VI, 3 Rail AC

suitable accessories for
59160 / # 59060:

56355 PIKO Sound Decoder Kit
w Loudspeaker (see page 419)

Picture shows actual
size of the model

DIESEL LOCOMOTIVE G 1206

PIKO



59926 Diesel Locomotive G 1206 "Group Train" VI

59826 Diesel Locomotive G 1206 "Group Train" VI, 3 Rail AC



59497 Diesel Locomotive G 1206 "evb" VI



59928 Diesel Locomotive G 1206 Rurtalbahn VI



59492 Diesel Locomotive G 1206 "Strukton 1506" VI



suitable accessories for # 59929 / # 59829:

56355 PIKO Sound Decoder Kit
w Loudspeaker (see page 419)



59929 Diesel Locomotive 6404 NS Cargo VI

59829 Diesel Locomotive 6404 NS Cargo VI, 3 Rail AC



59496 Diesel Locomotive G 1206 "MEG" VI

59296 Diesel Locomotive G 1206 "MEG" VI, 3 Rail AC

These Expert locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

suitable accessories:

PIKO Sound module for G 1206:

56192 PIKO sound module +
loudspeaker (see page 420)

The PIKO Sound module must be
connected directly to the

56121 PIKO Digital Decoder.

All G 1206:



For all AC-G 1206:



DETAIL

DIESEL LOCOMOTIVE G 1206

59822 ☒ Diesel Locomotive 6400 NS VI, 3 Rail AC

59488 Diesel Locomotive G 1206 "MWB" CFL Cargo VI

59923 Diesel Locomotive G 1206 "CFL Cargo" Ep. VI,
w Air conditioner59494 Diesel Locomotive G 1206 "CFL Cargo" VI,
w Air conditioner

59920 Diesel Locomotive G 1206 "Locomotives pool" VI
 59820 ☒ Diesel Locomotive G 1206 "Locomotives pool" VI, 3 Rail AC

DIESEL LOCOMOTIVE G 1206

PIKO

These Expert locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

suitable accessories:

PIKO Sound module for G 1206:

56192 PIKO sound module + loudspeaker (see page 420)

The PIKO Sound module must be connected directly to the

56121 PIKO Digital Decoder.

Für alle Loks G 1206 gilt:



Für alle AC-G 1206 gilt zusätzlich:



suitable accessories for # 97719 / # 97751:


56355 PIKO SoundDecoder Kit w Loudspeaker (see page 419)



59498 Diesel Locomotive G 1206 "Regentalbahn" VI



59491 Diesel Locomotive G 1206 "HUSA 1506" VI

59291  Diesel Locomotive G 1206 "HUSA 1506" VI, 3 Rail AC



59493 Diesel Locomotive G 1206 "CFL Cargo" VI

59293  Diesel Locomotive G 1206 "CFL Cargo" VI, 3 Rail AC



59921 Diesel Locomotive G 1206 "ERS Railways" VI

59821  Diesel Locomotive G 1206 "ERS Railways" VI, 3 Rail AC

Exclusive model -
only available in France

Exclusive model -
only available in Luxembourg



97719 Diesel Locomotive G 1206 „VFLI“ SNCF VI,
w Air conditioner



97751 Diesel Locomotive G 1206 1587 CFL VI,
w Air conditioner



DIESEL LOCOMOTIVE NS 2200

NEW
2018






Picture: Frans Angevaere






3-Rail AC versions
include mfx-capable decoder

The prototype:

The diesel-electric, four-axle bogie locomotives of the series 2200 of the Dutch State Railways NS characterized the time of the traction change from steam to diesel locomotives during their procurement years from 1955 to 1958. Together with the series 2400, 280 copies were put into service. With their unilateral driver's cabs at the end and the long front ends, the locomotives represent an American type. The NS locomotives, however, were exclusively manufactured by Western European companies. The 100 km/h fast locos could not only be used for freight train and shunting operation, but were also often used in front of passenger trains. Partly up to 4 locomotives of the machines with 900 HP were used in multiple-unit operation in front of heavy ore trains.

-  52686 NS Rh 2200 Diesel locomotive Ep. IV, red-brown with functional beacons
-   52687 NS Rh 2200 Diesel locomotive Ep. IV, red-brown with functional beacons, 3 Rail AC



-  52682 Diesel Locomotive 2342 NS IV, design with mufflers and functioning flashing lights
-   52683 Diesel Locomotive 2342 NS IV, 3 Rail AC, design with mufflers and functioning flashing lights



-   52684 Diesel Locomotive Sound 2273 NS IV
-   52685 Diesel Locomotive Sound 2273 NS IV, 3 Rail AC



DIESEL LOCOMOTIVE NS 2200

PIKO



Picture: Arnoud Doolaar



suitable accessories:

- # 56368 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All locos 2200 NS:



For all AC-2200 NS:



-  52688 NS Rh 2200 Diesel locomotive Ep. IV, red-brown
-  52689 NS Rh 2200 Diesel locomotive Ep. IV, red-brown, 3 Rail AC



The model:

The newly constructed model of the NS 2200 impresses with the finest casing engravings and detailed representations of the heavy bogies of the American type with many extra mounted parts. The railings are designed delicately and detachedly. Other highlights of the PIKO NS 2200 are the unobstructed driver's cab view and the digitally switchable driver's cab lighting. The model has a factory installed buffer condenser for perfect running characteristics without sound interruptions. The powerful five-pole motor with flywheel masses drives all four axles and ensures perfect running characteristics for the vehicle. The two interior axles are each equipped with a traction tire. The model has an uncluttered interior with a modern circuit board with PluX22 interface. The models of the NS 2200 are prepared for the uncomplicated retrofitting with a digital or PIKO sound decoder with the largest possible speaker.

NEW MOLD
2018



Picture: Jean-Marc Louvet



3-Rail AC versions
include mfx-capable decoder



96470 Diesel Locomotive BB 60000 FRET SNCF VI

96472 ☒ Diesel Locomotive BB 60000 FRET SNCF VI, 3 Rail AC

96471 Diesel Locomotive Sound BB 60000 FRET SNCF VI



Exclusive model -
only available in France

The prototype:

At the end of the 1990s, the fleet of the diesel locomotives in France was outdated. This resulted in correspondingly high costs of maintenance and repairs. In order to be able to maintain the operational service, new vehicles had to be purchased - in addition to the short-term modernisation of old locomotives. Thus, the SNCF ordered a first series of 160 four-axle locomotives of the new series BB 60000 from Alstom Spain for the heavy shunting operation and light freight train service in 2004. After the takeover of the factory including the new locomotive construction by Vossloh, a total of 175 machines was supplied to date. After having overcome some teething troubles, the vehicles are currently being reliably used by the freight division FRET of the SNCF, the SNCF subsidiary for maintenance of the French rail network INFRA and the railway company E-GENIE.

The diesel-electric engine locomotives of SNCF with a maximum speed of 100 km/h and a weight of 76 tonnes have been assigned to the Technicentre Haute Picardie since February 2015.

DIESEL LOCOMOTIVE BB 60000

PIKO

NEW MOLD
2018



3-Rail AC versions
include mfx-capable decoder

suitable accessories:

- # 56427 PIKO SmartDecoder 4.1 Sound w Loudspeaker (see page 34)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All BB 60000:



For all AC-BB 60000:



96473 Diesel Locomotive BB 60000 Infra VI

96474 Diesel Locomotive Sound BB 60000 Infra VI



Exclusive model -
only available in France

The model:

The PIKO model of the distinctive diesel locomotive BB 60000 shows all relevant details of its original and convinces with finest painting and printing, applied handle bars and railings, sharply engraved bogie bezels and correctly designed, filigree lamps. The lighting is provided by LEDs. The driver's cab lighting installed as standard and the rear lights functioning depending on the direction of travel can be switched digitally using a PluX22 decoder. A powerful five-pin engine with two precisely balanced flywheel masses drives all four axles and provides excellent running characteristics. Furthermore, the PIKO model has a heavy zinc die-cast frame for high tractions. Uncomplicated retrofitting with sound and largest possible speaker is prepared on the clearly arranged circuit board with PluX22 interface. Optionally pluggable brake hose mock-ups and closed exchange skirts are enclosed with the model of the BB 60000. The sound version with the factory-installed PIKO sound decoder supports the data formats DCC with RailComPlus®, Motorola®, Selectrix® and M4. The installed speaker is tailored to the locomotive type. Many typical locomotive sounds such as engine sound, signal horns, squeaking of brakes and other switchable functions can be accessed individually. Sound is also possible in analogue mode – engine sound only.

DIESEL LOCOMOTIVE BB 60000



NEW MOLD
2018



3-Rail AC versions
include mfx-capable decoder

Photo JM Louvet

Exclusive model -
only available in France



96475 Diesel Locomotive BB 60000 E-Génie VI

96476 Diesel Locomotive Sound BB 60000 E-Génie VI



CAD-drawing

DIESEL LOCOMOTIVE RH 7300 SNCB NMBS

PIKO

**NEW
2018**



3-Rail AC versions
include mfx-capable decoder

suitable accessories:

- # 56348 PIKO Sound-Decoder
w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1
PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1
PluX22 mfx (see page 34)

All RH 7300:



For all AC-RH 7300:



96466 RRF 102 Diesel locomotive Ep. VI

96467 RRF 102 Diesel locomotive Ep. VI, 3 Rail AC

96468 RRF 102 Diesel locomotive / Sound locomotive Ep. VI

96469 RRF 102 Diesel locomotive / Sound locomotive Ep. VI, 3 Rail AC



The prototype:

The locomotives of the series 73 had been purchased as from 1965 as type 273 in several construction lots. Intended for heavy shunting operation, they were also in service at the front of light-weight freight trains. The 6-cylinder engine delivered 550 kW and enabled a maximum speed of 60 km/h. The series 74 is largely similar to the series 73. The essential difference between the two series is, due to the termination of the production of the motor of the series 73, an ABC motor. The series comprised only 10 locomotives, which were used, after their delivery, in double heading in the shunting yard Antwerpen-Noord on the shunting hump. After the delivery of the new locomotive series 77, the locomotives were detached into the normal shunting service.

The model:

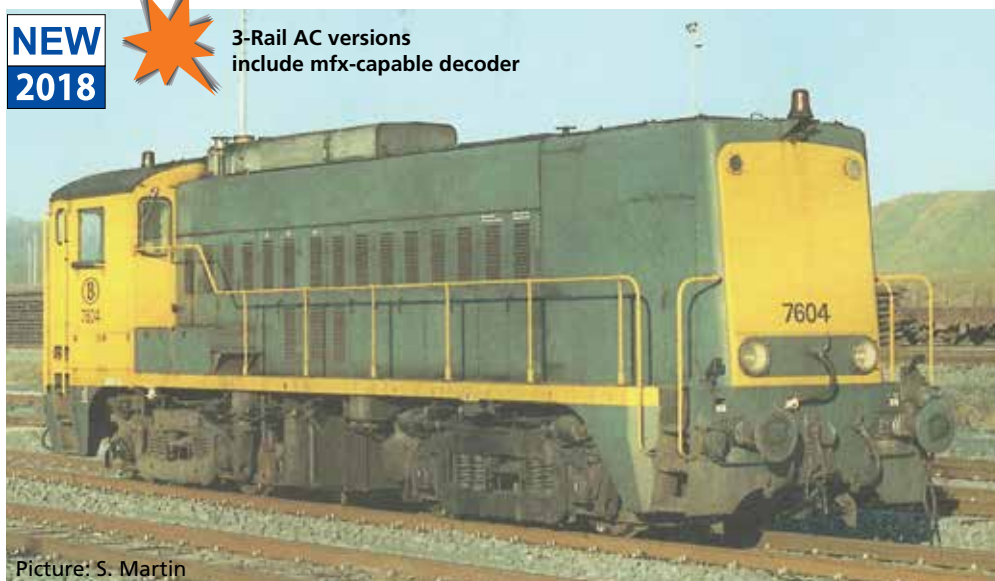
The PIKO model of the series 74 of the SNCB is based on the technological construction of the V 60 of the DR, particularly on the proven drive concept of the D coupler (four coupled axes). The stable frame made of zinc die-cast, in combination with the motor and a precisely conceived flywheel mass, provides sensitively adjustable running characteristics with a very high traction. The current collection is effected by all six wheels, of which two are equipped with traction tires. As standard feature of the PIKO Expert series, the model has got a change of lights red/white depending on the direction of travel and a PluX interface for digital operation. The driver's cab lighting can be switched on and off. The model has been prepared for an easy retrofitting with sound. Handle bars and handrails are mounted free-standing. The delicately etched handrails ensure a detailed fidelity to the prototype.

DIESEL LOCOMOTIVE RH7400 SNCB NMBS

NEW
2018



3-Rail AC versions
include mfx-capable decoder



Picture: S. Martin

 97765 Diesel Locomotive 7604 SNCB V
97766  Diesel Locomotive 7604 SNCB V, 3 Rail AC

NEW
2018





3-Rail AC versions
include mfx-capable decoder



Picture: S. Martin

 97769 Diesel Locomotive 7617 SNCB Ep. V
97770  Diesel Locomotive 7617 SNCB V, 3 Rail AC



 96444 Diesel Locomotive RH 7301 SNCB NMBS IV
96446  Diesel Locomotive RH 7301 SNCB NMBS IV, 3 Rail AC



 96454  Diesel Locomotive Rh 262 SNCB III, 3 Rail AC



DIESEL LOCOMOTIVE RH7400 SNCB NMBS

PIKO

**NEW
2018**



Picture: M. Delie

-  96464 Diesel Locomotive 7337 SNCB IV-V
-  ☒ 96465 Diesel Locomotive 7337 SNCB IV-V, 3 Rail AC

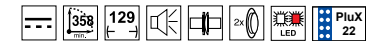


3-Rail AC versions
include mfx-capable decoder

suitable accessories:

- # 56348 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

All RH 7300:





For all AC-RH 7300:





EXCLUSIVE MODELS -
only available in Belgium

**NEW
2018**



-  96455 Diesel Locomotive Rh 2869 SNCB NMBS IV
-  ☒ 96456 Diesel Locomotive Rh 2869 SNCB NMBS IV, 3 Rail AC



-  96460 Diesel Locomotive Rh 8214 SNCB NMBS V
-  ☒ 96461 Diesel Locomotive Sound Rh 8214 SNCB NMBS V, 3 Rail AC



-  96462 Diesel Locomotive Rh 7300 SNCB NMBS III
-  96463 Diesel Locomotive Sound Rh 7300 SNCB NMBS III



DIESEL LOCOMOTIVE DF7C

The prototype:

289 diesel-electric locomotives of the series DF7C were delivered for the shunting operation and delivery trains in the People's Republic of China between 1991 and 2001. The six-axle machines also stand out for industrial and mining companies due to their excellent running characteristics.

Multi-traction-capable locomotives very quickly came to enjoy great popularity among the locomotive crews due to their fast acceleration, the low fuel consumption and the easy maintenance.

The locomotives have a length over buffers of 18,800 mm, a weight of 135 tons and an engine power of 1,840 kW. Their maximum speed is 100 km/h.

The model:

The entirely newly developed H0 model of the DF7C precisely replicates the proportions of the original. The painting and printing exactly correspond to the selected original. The precisely replicated casing with the handrails and the finely engraved bogies convince with many mounted details. The etched railings are designed both delicately as well as stably. In combination with a powerful five-pole motor, the heavy zinc die-cast frame ensures excellent running characteristics of the model. Two diagonally arranged traction tires considerably increase the traction. The lighting is produced by means of LEDs, the driver's cab and the engine lighting are digitally switchable.

The DF7C from PIKO has a PluX22 interface and is prepared for an easy retrofitting with sound.



3-Rail AC versions
include mfx-capable decoder

NEW
2018



52708 DF7C Diesel locomotive Guangzhou Railways

52709  DF7C Diesel locomotive Guangzhou Railways, 3 Rail AC

DIESEL LOCOMOTIVE DF7C

PIKO




DETAIL: Front view



DETAIL: Side view



 52700 Diesel Locomotive DF7C Beijing Railway
52701  Diesel Locomotive DF7C Beijing Railway, 3 Rail AC



 52704 Diesel Locomotive DF7C Chengdu Railway
52705  Diesel Locomotive DF7C Chengdu Railway, 3 Rail AC

suitable accessories:

- # 56366 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

For DF7C:



For all AC-DF7C:



DIESEL LOCOMOTIVE T 669



DETAIL: Front view

The prototype:

The locomotives of the type series T 669 were developed in 1963 for the export to the Soviet Union and to Albania. The good test results caused the then-national railroad CSD of the CSSR to use the new development also in their own network, after corresponding adjustments. The three prototypes were followed by another 107 locomotives between 1967 and 1969, which were delivered by the company SMZ in Dubnica. In 1977 and 1979, 2 further machines from ČKD Prague were added. With the introduction of the EDP number system in 1988, the locos received the type series designation 770. Until 2005, the machines were withdrawn; only the broad gauge version 770.8 or 771.8 is still being used in the east of Slovakia. Moreover, a few models can be found at private railroad companies and industrial railroads.



  59780 Diesel Locomotive T 669 ČSD IV



 59784 Diesel Locomotive T 669 ČD V



 59785 Diesel Locomotive T 669 ČSD V

DIESEL LOCOMOTIVE T 669

PIKO



 59786 Diesel Locomotive T 669 ČD VI

suitable accessories:

- # 56342 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)



 59787 Diesel Locomotive T 770 PJMost ČD V

Attention:
New here for three-wire alternating current system

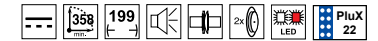


 59798  Diesel Locomotive T 669 ČSD IV, 3 Rail AC



 59789 Diesel Locomotive T 669.1 ČSD IV

For all T669 / ChMe3:



For all AC-T669 / ChMe3:



DIESEL LOCOMOTIVE ChMe3

The model:

The PIKO ChMe3 is the first true to scale regular production model of this type in H0 scale. The basic design, drive train, electronics and electric components are the same as in the H0 model of the T669. The model is equipped with etched metal railings, freestanding grab irons, as well as separately attached horn and antenna. The red star symbol, that was for many years typical in their home country, is enclosed and can be attached if desired. The truck side frames show fine, highly detailed engravings. Painting and lettering are authentic. As with the T669 the driver's desk is shown in the cab in engraved form. The model is equipped with a PluX22 decoder interface and a large speaker for use with a Loco Sound Decoder.



59781 Diesel Locomotive ChMe3 RZhD V



59783 Diesel Locomotive ChMe3 RZhD VI



Attention:
New here for three-wire alternating
current system



59799 Diesel Locomotive ChMe3 RZhD V, 3 Rail AC



Picture shows actual
size of the model

DIESEL LOCOMOTIVE SM42 PKP

Between 1965 and 1978, 268 diesel locomotives of the series 42 were delivered to the PKP. The four-axle locomotives have a length over buffers of 14240 mm, a weight of 71 tons and a motor output of 590 kW. The power transmission is made diesel-electrically and the top speed is 90 km/h. The series 42 is divided into three lines – the SM as freight train locomotive, the SP as passenger train locomotive and the SU as universal locomotive. The most conspicuous distinguishing feature of the locomotives is the sound absorber for the passenger train heating. The sound absorber is located on the short front end.

The big headlamps and the central driver's cab are characteristic for the BR 42. The model reflects the proportions of the original very well. Sharp engravings on the bogies show details such as axle bearing cap and spring elements. The casing with the fan grilles, flaps, handrails and guardrails had been modelled following the documents of the original. All four sets of wheels of the model are driven by a powerful motor via two cardan shafts. Prepared for digital operation with sound, the model can be modified at any time and in a simple way. The painting and labelling adhere authentically to the original.

These Expert locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

suitable accessories:

56121 PIKO Digital-Decoder
(see page 421)

For all PKP SM42:



  59266 Diesel Locomotive SP42-049 PKP V



 59267 Diesel Locomotive SM42-546 PKP V



 59466 Diesel Locomotive SM42-822 PKP VI



 59479 Diesel Locomotive SP42-037 PKP V

The prototype:

The series SU45 is a diesel-electric locomotive, which has been developed in the mid-1960s by the long-established Polish locomotive manufacturer Cegielski in Poznan for the passenger train service. In order to keep the wheelset load as low as possible, the locomotive, which reaches up to 120 km/h, was designed with two three-axle bogies. The series locomotives, which had been equipped with motors by FIAT in licensed production, quickly became one of the most important diesel locomotive series in the passenger train and fast train service at the PKP. A part of the series had been equipped with electrical heating as from 1987 and was designated as SP45.



 96300 Diesel Locomotive SP45-204 PKP V




 96301 Diesel Locomotive SU45-100 PKP VI



DETAIL: Handrails

NEW
2018



 96306 PKP SP45-234 Diesel locomotive IV

DIESEL LOCOMOTIVE SU45 PKP

PIKO

**NEW
2018**



Picture: Pawel Czech

 **96307 SU45-048 Diesel locomotive PR V**

The model:



The PIKO model of the series convinces with many details, such as specially mounted handles and platforms on the roof, replicas of the rotor blades under fine ventilation grilles, detached handle bars at the front and at the doors and the correct representation of the dampers at the precisely engraved bogies. The spacious driver's cabs have been replicated faithfully. Sharply engraved bogies show all the elements of the original, such as spring elements and axle bearing cap. The exact painting and printing reflect their originals authentically. The LED front, rear and driver's cab lightings are digitally switchable with a PluX22 decoder. The drive is provided by a powerful motor with two precisely balanced flywheel masses and it ensures excellent running characteristics. The models are prepared with a PluX22 interface for the digital mode and an uncomplicated retrofitting with a sound decoder with large speaker. Closed skirts are included with the model for an optional replacement.

suitable accessories:

- # 56361 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

For all PKP SU45:



  **96304 Diesel Locomotive SP45-263 PKP Cargo V, with ribs, power outlets, roof antenna and heater top**

The prototype:

As the single-engine rail busses of the series VT 95 did not prove themselves everywhere as single vehicle as well as with trailer car, the DB developed the twin-engine series VT 98 primarily for the steep secondary lines in 1953. In order to be able to use this vehicle as universally as possible, its use was intended with control car and multiple-unit control. Equipped with the usual traction and buffer gears (screw couplings and spring buffers) the new diesel railcar could also transport individual freight cars. As of 1955 the Bundesbahn has taken over 329 railcars, 310 control cars and 320 trailer cars. Their rational, cost-effective use earned them the title of "Savior of the German secondary line railroads". Although the DB AG shut down their last VT 98 in May 2000, many VT 98 have survived with private and heritage railroads until today.

suitable accessories:

- # 56370 PIKO Sound-Decoder w Loudspeaker (see page 419)
- # 56400 PIKO SmartDecoder 4.1 PluX22 DCC (see page 34)
- # 56401 PIKO SmartDecoder 4.1 PluX22 mfx (see page 34)

For all DC-Railbus:



For all AC-Railbus:



52720 Railbus 798 + Trailer 998.6 DB IV

☒ 52721 ☒ Railbus 798 + Trailer 998.6 DB IV, 3 Rail AC

52722 Railbus / Soundbus 798 + Trailer 998.6 DB IV

52723 ☒ Railbus / Soundbus 798 + Trailer 998.6 DB IV, 3 Rail AC



NEW
2018



3-Rail AC versions
include mfx-capable decoder



52724 DB VT 98 Railbus Ep. III

52725 ☒ DB VT 98 Railbus Ep. III, 3 Rail AC

52726 DB VT 98 Railbus / Sound bus Ep. III

52727 ☒ DB VT 98 Railbus / Sound bus Ep. III, 3 Rail AC



BR 198 RAILBUS TRAILER


PIKO

The model:

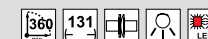
With the newly constructed models of the legendary rail bus VT 98/VS 98 of the Deutsche Bundesbahn, PIKO offers another vehicle with many highlights which is perfectly adjusted for the use on model railroad main and branch lines. With this, models of vehicles of the earlier series are offered in large-scale production for the first time. The illuminated lateral train destination indicators are a true eye-catcher. The railcar is driven by a powerful miniature motor, which is equipped with flywheel masses for the benefit of perfect running characteristics and has a factory installed buffer condenser for perfect running characteristics without sound interruptions. The drive acts on both axles of the railcar. Rail- and control car can be coupled together via a conductive close coupler kinematics. The lighting functions of both vehicles, also the lamps above the driver's cabs, among others, are separately switchable. Despite the constructive equipment of rail- and control car, the unobstructed view through the passenger compartments is possible. Like the original, the railcar can also be used as traction vehicle for taking along individual freight cars.



59610 Railbus Trailer-Only 998 DB IV
59611  Railbus Trailer-Only 998 DB IV, 3 Rail AC

59612 Railbus Trailer-Only/Luggage Van 998 DB IV
59613  Railbus Trailer-Only/Luggage Van 998 DB IV, 3 Rail AC



for DC-Cars:



for AC-Cars:



NEW
2018

59614 DB 998 Railbus Trailer Ep. III
59615  DB 998 Railbus Trailer Ep. III, 3 Rail AC
59616 DB 998 Railbus Trailer/Baggage Car Ep. III
59617  DB 998 Railbus Trailer/Baggage Car Ep. III, 3 Rail AC

DIESEL COMMUTER TRAIN REGIOSWINGER

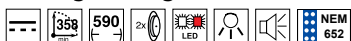
suitable accessories:

PIKO Sound-Module for Regioswinger:

56321 PIKO Sound-Modul +
Loudspeaker (see page 420)

The PIKO Sound module must be
connected directly to the
56121 PIKO Digital Decoder.

For Regioswinger:



For AC-Regioswinger:



In 1998, Adtranz (today Bombardier Transportation) developed a new two-piece railcar with tilting technology called the Regioswinger. This train was designed for accelerated speeds along curvy stretches in light rail and regional rail transport. The tilting technology made it possible to reach speeds of up to 160 km per hour along these rail passages, some of which were built in the last century. This would otherwise only have been achievable with elaborate, expensive new rail construction. These quick curve-takers are still in heavy operation today. Over time problems emerged with some of the tilting technology, resulting in its partial shutdown. But now Deutsche Bahn has again received permission from Germany's rail authorities to use the tilting technology in the trains.

This detailed model features the current finish and inscription of the DB Regio trains. Its powerful flywheel engine drives a bogie. The engine car has interior lighting, white/red light change and a digital interface.



- 59430 Diesel Commuter Train Regioswinger BR 612 DB AG V
- 59230 Diesel Commuter Train Regioswinger BR 612 DB AG V, 3 Rail AC

NEW
2018



- 52006 DB AG BR 612 Diesel railcar Ep. VI
- 52206 DB AG BR 612 Diesel railcar Ep. VI, 3 Rail AC

COMMUTER TRAIN BR 646 "STADLER GTW"

PIKO

**NEW
2018**



LED-Interior lighting: # 56139

You will need 2 interior lighting kits for the commuter train 2/6
(for DC- and AC-models - see page 424)

LED-Interior lighting: # 56143 (Middle Car - see page 424)

suitable accessories:

PIKO Sound-Module for Diesel GTW:

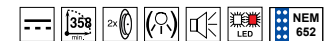
56198 PIKO Sound-Module +
Loudspeaker (see page 420)

PIKO Sound-Module for Elektro GTW:

56199 PIKO Sound-Module +
Loudspeaker (see page 420)



The PIKO Sound module must be
connected directly to the
56121 PIKO Digital Decoder.

For all DC-Stadler:




For all AC-Stadler:



 **59133 DMU GTW 2/6 Stadler - ATR 115.003 Trenord, Italia, Ep. VI**
59033  **DMU GTW 2/6 Stadler - ATR 115.003 Trenord, Italia, Ep. VI, 3 Rail AC**

453




 **97733 DMU GTW 2/6 "Stadler" - ATR 116.001 Sistemi Territoriali, Italia, V**

453

COMMUTER TRAIN BR 646 "STADLER GTW"



59520 DMU GTW 2/6 BR 646 "Stadler" DB AG VI
59320  DMU GTW 2/6 BR 646 "Stadler" DB AG VI, 3 Rail AC

444



59539 EMU GTW 2/6 "Stadler" SBB Teletop VI
59339  EMU GTW 2/6 "Stadler" SBB Teletop VI, 3 Rail AC

453



59531 EMU GTW 2/8 "Stadler" ARRIVA VI
59331  EMU GTW 2/8 "Stadler" ARRIVA VI, 3 Rail AC

642



59532 DMU GTW 2/8 "Stadler" Veolia VI
 59332  DMU GTW 2/8 "Stadler" Veolia VI, 3 Rail AC


642



59533 DMU GTW 2/6 "Stadler" ODEG VI

453



 59534 DMU GTW 2/6 "Stadler" STLBI VI

453



COMMUTER TRAIN BR 646 "STADLER GTW"

PIKO



59535 EMU GTW 2/6 "Stadler" SBB Thurbo VI, w advertising mit Werbung



453



59536 EMU GTW 2/8 "Stadler" Veolia VI
59336 EMU GTW 2/8 "Stadler" Veolia VI, 3 Rail AC



642



59537 DMU GTW 2/8 "Stadler" ARRIVA VI



642



59538 DMU GTW 2/8 "Stadler" BRENG DIRECT VI
59338 DMU GTW 2/8 "Stadler" BRENG DIRECT VI, 3 Rail AC



642



59130 EMU GTW 2/8 "Stadler" Vechdallijn ARRIVA VI
59030 EMU GTW 2/8 "Stadler" Vechdallijn ARRIVA VI, 3 Rail AC



642



59132 EMU GTW 2/8 "Stadler" Connexxion-Valleilijn VI
59032 EMU GTW 2/8 "Stadler" Connexxion-Valleilijn VI, 3 Rail AC

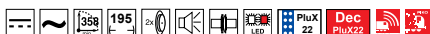


642

NEW MOLD
2018




Picture Karl-Friedrich Seitz



AC versions also have: 

51864 BR 118 Electric locomotive / Sound locomotive Ep. IV


51865  BR 118 Electric locomotive / Sound locomotive Ep. IV, 3 Rail AC

You will find a detailed description in this catalog on page 90

NEW MOLD
2018

Picture shows re-touched
pre-production model



AC versions also have: 

51882 ÖBB Rh 1041 Electric locomotive / Sound locomotive Ep. IV

51883  ÖBB Rh 1041 Electric locomotive / Sound locomotive Ep. IV, 3 Rail AC

You will find a detailed description in this catalog on page 97

NEW MOLD
2018



Picture Werner & Hansjörg Brutzer




AC versions also have: 

51304 DB BR 151 Electric locomotive / Sound locomotive Ep. IV

51305  DB BR 151 Electric locomotive / Sound locomotive Ep. IV, 3 Rail AC

You will find a detailed description in this catalog on page 95



AC versions also have: 

51518 Electric Locomotive Sound BR 141 DB AG V

51519  Electric Locomotive Sound BR 141 DB AG V, 3 Rail AC

You will find a detailed description in this catalog on page 112

The Sound-Locomotives come factory equipped with a Sound Decoder and a large speaker. The decoder as well as the speaker are tailored to the specific locomotive. The multi-protocol Sound Decoder supports mfx® and RailComPlus®. Up to 28 distinct functions are available. Locomotive and railroad specific sounds like engine and driving noise, horn signals, brake- and curve squeal, rail joints, announcements and many more can be triggered individually. Additionally the lights dim during the engine start sequence and the rear lights can be controlled separately (not available for BR 219 # 59838, # 59938). Motor sounds are available in analog mode as well.

More information regarding
Loco Sound Decoder is
available here:



AC versions also have:



51644 Electric Locomotive Sound E 50 DB III, green

51645  Electric Locomotive Sound E 50 DB III, 3 Rail AC, green

You will find a detailed description in this catalog on page 117



AC versions also have:



51674 Electric Locomotive Sound BR 103 DB IV, without apron

51675  Electric Locomotive Sound BR 103 DB IV, 3 Rail AC, without apron

You will find a detailed description in this catalog on page 101



AC versions also have:



51704 Electric Locomotive Sound BR 112 DB AG VI

51705  Electric Locomotive Sound BR 112 DB AG VI, 3 Rail AC

You will find a detailed description in this catalog on page 108



AC versions also have:




51734 Electric Locomotive Sound BR 110 DB AG V

 51735  Electric Locomotive Sound BR 110 DB AG V, 3 Rail AC

You will find a detailed description in this catalog on page 103



AC versions also have: 


51764 Electric Locomotive Sound BR 1110.5 ÖBB IV

You will find a detailed description in this catalog on page 139




AC versions also have: 

51802 Electric Locomotive Sound 110 509-7 DB AG V, traffic red



51803  Electric Locomotive Sound 110 509-7 DB AG V, traffic red, 3 Rail AC

You will find a detailed description in this catalog on page 105




AC versions also have: 

51822 Electric Locomotive Sound E 52 DB III

 51823  Electric Locomotive Sound E 52 DB III, 3 Rail AC

You will find a detailed description in this catalog on page 119



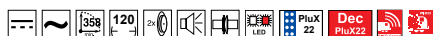
AC versions also have: 

51842 Electric Locomotive Sound BR 111 DB AG V


51843  Electric Locomotive Sound BR 111 DB AG V, 3 Rail AC

You will find a detailed description in this catalog on page 107

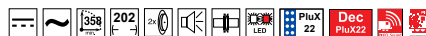
NEW MOLD
2018





AC versions also have: 

52822 DB AG BR 363 Diesel locomotive / Sound locomotive Ep. VI
52823  DB AG BR 363 Diesel locomotive / Sound locomotive Ep. VI, 3 Rail AC
You will find a detailed description in this catalog on page 170

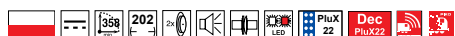
NEW MOLD
2018



AC versions also have: 

52802 DR BR V200 Diesel locomotive / Sound locomotive Ep. III
52803  DR BR V200 Diesel locomotive / Sound locomotive Ep. III, 3 Rail AC
You will find a detailed description in this catalog on page 172

NEW MOLD
2018




52805 PKP BR M62 Diesel locomotive / Sound locomotive Ep. IV
You will find a detailed description in this catalog on page 173


NEW MOLD
2018




Picture shows re-touched
pre-production model



AC versions also have: 

52742 TKG 2 Diesel locomotive / Sound locomotive Ep. IV
52743  TKG 2 Diesel locomotive / Sound locomotive Ep. IV, 3 Rail AC
You will find a detailed description in this catalog on page 175



AC versions also have: 

96468 RRF 102 Diesel locomotive / Sound locomotive Ep. VI

96469 **RRF 102 Diesel locomotive / Sound locomotive Ep. VI, 3 Rail AC**

You will find a detailed description in this catalog on page 211



AC versions also have:


52688 NS Rh 2200 Diesel locomotive Ep. IV, red-brown

52689 **NS Rh 2200 Diesel locomotive Ep. IV, red-brown, 3 Rail AC**

You will find a detailed description in this catalog on page 207

NEW
2018

52726 DB VT 98 Railbus / Sound bus Ep. III


52727  DB VT 98 Railbus / Sound bus Ep. III, 3 Rail AC

You will find a detailed description in this catalog on page 222



AC versions also have:




AC versions also have: 

52544 Diesel Locomotive Sound BR 102 DR IV, orange

52545  Diesel Locomotive Sound BR 102 DR IV, orange, 3 Rail AC

You will find a detailed description in this catalog on page 179




AC versions also have: 

52634 Diesel Locomotive Sound BR 102.1 DR IV

52635  Diesel Locomotive Sound BR 102.1 DR IV, 3 Rail AC

You will find a detailed description in this catalog on page 181




AC versions also have: 

52572 Diesel Locomotive Sound V 200 117 GFK DR III, 4-Axle

52573  Diesel Locomotive Sound V 200 117 GFK DR III, 4-Axle, 3 Rail AC

You will find a detailed description in this catalog on page 185

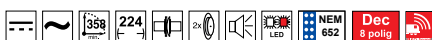


AC versions also have: 

52766 Diesel Locomotive Sound BR 132 DR IV

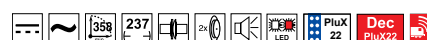
52767  Diesel Locomotive Sound BR 132 DR IV, 3 Rail AC

You will find a detailed description in this catalog on page 193



59938 Diesel Locomotive Sound BR 219 DB AG VI, Museum Loco
59838 Diesel Locomotive Sound BR 219 DB AG VI, Museum Loco, 3 Rail AC

You will find a detailed description in this catalog on page 189



AC versions also have: 

59748 Diesel Locomotive Sound BR 130 DR IV, new road number 130 005-2 and revised roof layout
59749 Diesel Locomotive Sound BR 130 DR IV, 3 Rail AC, new road number 130 005-2 and revised roof layout

You will find a detailed description in this catalog on page 190




AC versions also have:



59708 Diesel Locomotive Sound V 200 DB III
59709 Diesel Locomotive Sound V 200 DB III, 3 Rail AC

You will find a detailed description in this catalog on page 195




AC versions also have: 


52604 Diesel Locomotive Sound BR 221 DB IV
52605 Diesel Locomotive Sound BR 221 DB IV, 3 Rail AC

You will find a detailed description in this catalog on page 197

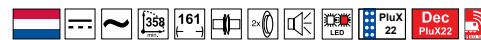


AC versions also have: 

52512 Diesel Locomotive Sound BR 245 DB AG VI

52513  Diesel Locomotive Sound BR 245 DB AG VI, 3 Rail AC

You will find a detailed description in this catalog on page 199



AC versions also have: 


52684 Diesel Locomotive Sound 2273 NS IV

52685  Diesel Locomotive Sound 2273 NS IV, 3 Rail AC

You will find a detailed description in this catalog on page 206




52722 Railbus / Soundbus 798 + Trailer 998.6 DB IV

52723  Railbus / Soundbus 798 + Trailer 998.6 DB IV, 3 Rail AC

You will find a detailed description in this catalog on page 222



AC versions also have: 



The intercity characterised the long-distance travel in the Federal Republic of Germany for many years – initially as a mere first-class offer and then, from 1979, also with the 2nd class under the slogan “Every hour, every class”. The series 103 is a typical locomotive for the intercity.
> see page 241

Scale Passenger Cars - Sophisticated models for discerning hobbyists

- > Innovative and reliable technology
- > Prototypical models with a high level of detailing
- > Faire prices

EXPERT



The originals of these fast train cars were designed in a symmetrical modular system. They have been an important support in the high-quality transport of the DB for many years. > see page 243



The centre entrance cars were often used in combination with Silberlinge in the local transport in agglomeration areas. > see page 239



CENTER ENTRANCE CAR

Centre entrance cars yl – the first series cars of the DB with a length of 26.4 m as full-scale H0 models by PIKO.

The prototype:

At the beginning of the 1950s, the relatively young DB purchased new cars for the fast train traffic. They were the first series cars of the DB that had a length of 26.4 metres. In addition to the entrances at the end, these cars had a centre entrance to accelerate the entry and exit of passengers. Furthermore, they were welded in all-steel design. The bogies corresponded to the Minden-Deutz (MD 32) series which allowed a maximum speed of 140 km/h. However, when the generators of type D62 were used, this maximum speed was limited to 120 km/h.

The control cars were often used together with reconstruction cars or Silberlinge in the local transport in agglomeration areas. In the 1970s and 1980s, the cars were also used in other commuter trains. Over time, all cars of this series had been pushed aside to subordinate services due to the non-existent door locking device. In 1994, they were finally taken out of service.

The model:

The PIKO centre entrance cars of the Deutsche Bundesbahn are characterised by the PIKO-typical clean painting and printing, realistically designed sliding windows with replica of the associated handles, shock absorbers and different interior decorations. The cars have excellent rolling characteristics and sharply engraved bogies and are designed for unproblematic retrofitting of interior lighting. Furthermore, the control car has a separately applied horn, push-pull train plugs, Indusi, Sifa and additional steps.

**NEW
2018**



59685 DB Center Entrance car 1st / 2nd cl. AB4ym III
59684 DB Center Entrance car 2nd cl. B4ym III

**NEW
2018**



59686 DB Center Entrance car 2nd cl. B4ymf III

CENTER ENTRENCE CAR

The prototype:


From 1951 onwards, the still young DB procured new cars for the fast train traffic, which, as the first series cars of the DB, were 26.4 meters long. Besides the entrances at the ends, these cars also had an entrance in the middle. The cars were welded in an all-steel design, received rubber edge junctions at the car ends and bogies of the design Minden-Deutz (MD 32), which allowed a maximum speed of 140 km/h. Due to the use of generators of the type D62, however, the maximum speed was limited to 120 km/h. The cars could either be heated electrically or with steam. At first, the new cars were used in light fast trains for the city fast traffic. As of 1958, sufficient new D train cars of the m-design were available, so that the center entrance cars could be used for the originally planned train type. The control cars were often also operated with rebuild coach or Silberling for local transport in agglomeration areas. During the 1970s and 1980s, the center entrance cars were also used in other commuter trains. During this period, the BDylbf lost their control device little by little. Over time, all the cars of this design moved more and more towards subordinate services due to the non-existent door locking device, until they were finally taken out of service for the DB AG in 1994. Today, several center entrance cars are still conserved as museum piece in an operational condition.

passendes Zubehör:

Für alle Mitteleinstiegswg. gilt:
Vorbereitet für die Nachrüstung
einer Innenbeleuchtung
56280 (siehe Seite 425).
(gültig für Wagen auf DC-Anlagen)

For all Coaches:   

For the Control Coach:    

All Coaches:  # 56060



59680 Center entrance Car 2nd cl. Bym DB IV



59681 Center entrance Car 1st / 2nd cl. ABym DB IV



59682 Center entrance Control Car 2nd cl. Bymf DB IV

The prototype:

The pioneering concept of the IC '79 was introduced at the beginning of the summer timetable 1979 by the Bundesbahn with the famous slogan "Jede Stunde, jede Klasse" ("Every hour, every class"). This new way was necessary because the purely first class intercity was almost not operable economically anymore at this time due to the persistent passenger loss. With the introduction of the second car class, the interval was raised to an hourly interval at the same time. Envisaged reductions of travel times were realized by the expansion of many routes and the increase of the maximum speed. For further time saving, these accelerated trains did not have any baggage or mail cars anymore and for a faster changing in the main railroad station, these were divided into the blocks 1st class, dining car, 2nd class. The main stations Hannover Hbf, Dortmund Hbf, Cologne Hbf, Mannheim Hbf and Würzburg Hbf were set up as connection railroad stations, at which the cars of the respective class were directly opposite each other on the platforms. Due to this, the transfer times from IC to IC could be reduced. After the success of this concept, the IC network was extended from four to five lines in 1985. The IC is still a very important backbone for the long-distance travel of the Bahn today.



Picture: Werner & Hansjörg Brutzer



With new car number and matching the InterCity Ernst Barlach

NEW
2018



59665 DB IC Passenger car 2nd cl. Bpmz 291.2 Ep. IV
56061

Vorbereitet für die Nachrüstung einer Innenbeleuchtung # 56282 (siehe Seite 425).
(gültig für Wagen auf DC-Anlagen)



59660 IC Passenger Car 1st cl. Avmz 111 DB IV

🚂 # 56060

Prepared for the upgrade with interior lighting # 56281
(see page 425). (for Cars on DC-systems)



DETAIL



59662 IC Dining Car ARmz 211 DB IV

🚂 # 56060

Prepared for the upgrade with interior lighting # 56283
(see page 425). (for Cars on DC-systems)



59661 IC Passenger Car 1st cl. Apmz 121 DB IV

🚂 # 56060

Prepared for the upgrade with interior lighting # 56282
(see page 425). (for Cars on DC-systems)



59663 IC Passenger Car 2nd cl. Bm 235 DB IV

🚂 # 56060

Prepared for the upgrade with interior lighting # 56281
(see page 425). (for Cars on DC-systems)



59664 IC Passenger Car 2nd cl. Bpmz 291 DB IV

🚂 # 56061

Prepared for the upgrade with interior lighting # 56282
(see page 425). (for Cars on DC-systems)

IC PASSENGER CARS



Picture: Werner & Hansjörg Brutzer

All Coaches:

NEW
2018

58360 DB "Airport Express" Avmz First class IC compartment
coaches 2-car set IV; # 56060

Prepared for the upgrade with interior lighting # 56281 (see page 425).
(for Cars on DC-systems)

NEW
2018

59666 DB IC Passenger car 2nd cl. Bpmz 296 Ep. IV "Airport Express"
56061

Prepared for the upgrade with interior lighting # 56282
(see page 425). (for Cars on DC-systems)

EXPRESS COACHES

The originals of this new car series should be designed in a symmetrical modular system. Thus, in case of an even number of compartments, it was possible to use one half to produce cars with two classes or with luggage compartment without any problems. Regarding their main dimensions, these new vehicles corresponded to the UIC-X conventions established at a later time. The car junctions were protected with the new rubber edges. The entrance door flush with the car body, which is located at each car end, was designed as revolving door. Regarding this car, the interior decoration was an innovation. All compartments offered six extendable seats in the Bremshey design. It was possible to heat the cars both with steam and electrically.



59638 Express Coach 1st cl. Am202 DB III



59639 Express Coach 1st / 2nd cl. ABm223 DB III

suitable accessories:

For all Express coaches:

Prepared for the upgrade
with interior lighting
56144 (see page 424).
(for Cars on DC-systems)

All Coaches:  # 56060



59640 Express Coach 2nd cl. Bm232 DB III



59641 Express Coach 2nd cl. / Luggage Van BDms272 DB III



59642 Luggage Van Dm902 DB III



59643 Express Buffet Coach ARm216 DB III

EXPRESS COACHES

In the first years of the epoch IV, the painting of the fast train cars did not differ considerably from the appearance of the epoch III. This changed fundamentally with the introduction of the experimental painting for the so-called "Pop cars" with their striking colors at the beginning of the 1970s. The window hinges over the pebble gray sidewall were painted, depending on the class of the respective car, in blood orange (1st class and 1st/2nd class car), cobalt blue (2nd class car and BDm), purple (dining and sleeping car) and chrome oxide green (baggage and mail car). At the end of 1971, the management of the DB finally decided to use the known vehicle coloring red/beige or ocean blue/beige, so that the era of the attractive Pop cars only lasted for a short time. However, the cars were still coupled in trains in this painting for a long time. This is why the 1970s may correctly be considered as the colorful time of the Bundesbahn.



59633 Express Coach 1st / 2nd Cl. ABüm223 DB IV



59634 Express Coach 1st / 2nd Cl. ABüm223 DB IV



59635 Express Coach 2nd Cl. Büm232 DB IV



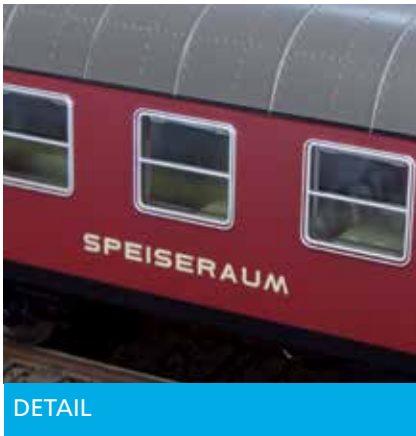
✘ 59636 Express Coach 2nd Cl. Büm232 DB IV



✘ 59637 Express Luggage Van Düm902 DB IV

EXPRESS COACHES

PIKO



DETAIL



59620 Express Coach 1st Cl. Aüm202 DB IV



59621 Express Coach 1st/2nd Cl. ABüm223 DB IV

suitable accessories:

For all Express coaches:
Prepared for the upgrade
with interior lighting
56144 (see page 424).
(for Cars on DC-systems)

All Coaches: ⚡ # 56060



59622 Express Coach 2nd Cl. Büm232 DB IV



59623 Express Coach 2nd Cl./Luggage Van BDüms272 DB IV



59624 Luggage Van Düm902 DB IV



59625 Express Buffet Coach ARum216 DB IV

PASSENGER CARS



compatible locomotive:
52520 / # 52521 (see page 199)

The owner of the n-coaches with the attractive "blue/red/white" design is TRI Train Rental GmbH which, among other things, advises railway companies and reconditions passenger cars. Some of these cars were used by National Express. At present, however, they are not being used by National Express itself, but are rented to other railway companies via TRI. Thus, all National Express stickers were removed from the cars in the meantime. Currently, the new logo of TRI is being affixed to the cars; it is supposed to remain there permanently. With this design, the cars will be seen in action in different parts of Germany in the future.

- fine engravings
- authentic painting and lettering
- multiple cab designs for the control cars
- directional lighting white / red
- length true to scale

INFO



57678 Passenger Car 2nd Cl. Bnb TRI VI



57679 Passenger Car 1st / 2nd Cl. ABnb TRI VI

PASSENGER CARS

PIKO



57650 Passenger Car 2nd Cl. Bnb720 DB IV
57651 Passenger Car 1st/2nd Cl. ABnb703 DB IV



57653 Passenger Car 2nd Cl. BDnrzf740 DB IV
57652 Passenger Car 2nd Cl. BDn738 DB IV



57655 Passenger Car 1st/2nd Cl. ABnrzb704 DB IV
57654 Passenger Car 2nd Cl. Bnb719 DB IV






57667 Cab Control Car 2nd Cl. BD4nf DB III







57668 Passenger Car 2nd Cl. B4nb DB III
57669 Passenger Car 1st / 2nd Cl. AB4nb DB III



 96617 Passenger Car 2nd Cl. CFL IV


For Cars:  

For Control Cars:   

For all Cars:  # 56060

Exclusive model -
only available in Luxembourg



58133 Set Diesel loco BR 245 w 3 Passenger Cars DB AG VI
58134  Set Diesel loco BR 245 w 3 Passenger Cars DB AG VI, 3 Rail AC

Other corresponding models of BR 245 cars can be found on page 198

For loco BR 245:



For AC-BR 245:



The prototype:

The cars 111A (2nd class) and 112A (1st class) have been an important support in the long-distance rail transport in Poland for years. Between 1969 and 1989, they were purchased in large quantities. Today, the cars are mainly used by PKP Intercity and the railway company Przewozy Regionalne. The cars are based on the previous type 104A. In the course of time, they have been undergoing many changes, among other things with regard to the type of heating, the used doors and the design of the interior decoration. In total, 2,825 specimens of the car family were produced. Currently, approx. 1,500 units of them are still being used.



 **97600 PKP 111A Passenger Car Ep. V**



97600 and # 97602 are Prepared for the upgrade with interior lighting # 56284 (see page 425 - (for Cars on DC-systems))



 **97601 PKP 112A Passenger Car Ep. V**



97601 and # 97603 are Prepared for the upgrade with interior lighting # 56285 (see page 425 - (for Cars on DC-systems))

The model:

With the PKO new construction of the Polish car family 111A and 112A, attractive, high-quality high-volume models of these important cars are now available - with finest painting and printing, streak-free windows, applied handle bars as well as harmonious interior decorations. The cars to scale have excellent rolling characteristics, sharply engraved bogies and are designed for unproblematic retrofitting of interior lighting. With these cars, different long-distance trains and regional trains can be replicated in a way visually true to the original.



 **97602 PKP 111A Passenger Car Ep. VI**



 **97603 PKP 112A Passenger Car Ep. VI**



BI-LEVEL COACH


PIKO

suitable accessories:

For all Bi-Level coaches:

Prepared for the upgrade with
interior lighting # 56102 (see page 424).
(for Cars on DC-systems)

For all Coaches:  

 # 56061



 97056 Bi-Level Coach PKP Stacja Racibórz V



 97057 Bi-Level Coach PKP Stacja Racibórz V



 97059 Bi-Level Coach PKP PR V-VI

PASSENGER CARS 120A PKP

For all Coaches:  

56060

suitable accessories:

For all Passenger cars 120A PKP:
Prepared for the upgrade with
interior lighting # 56148 (see page 424).
(for Cars on DC-systems)



96648 Passenger Car 120A 2nd Cl. Bwixd PKP IV
96649 Passenger Car 120A 2nd Cl. Bwixd PKP IV



96650 Passenger Car 120A 2nd Cl. BdH PKP V
96651 Passenger Car 120A 2nd Cl. Bh PKP V



96653 Passenger Car 120A 2nd cl. B9 PKP V
96652 Passenger Car 120A 2nd cl. B11 PKP V



NEW
2018



96656 Passenger Car 120A 2nd cl. B11 IV
96657 Passenger Car 120A 2nd cl. B9 IV

CORAIL CARS

NEW
2018




Picture: Jean-Marc Louvet

 97071 Corail Car 2nd Cl. SNCF VI, VTU Carmillon

The name of the cars put into service at the French National Railway from 1975 derives from "Confort sur Rail". These cars were the first cars with a length of 26.4 m in France and thus correspond to the UIC specification of type Z. The cars had a typical grey-white painting with the coral-orange car ends. Large-capacity cars and compartment cars were purchased. A striking characteristic of the cars of the first series are the retracted doors which are slightly offset to the centre of the car.


For all Corail Cars:  

 # 56060

Exclusive model -
only available in France



NEW
2018

 97073 Corail Car 2nd Cl. B11u SNCF VI, TER

Exclusive model -
only available in France

CORAIL CARS

NEW
2018



Picture: J. BENESOVA



Picture: J. BENESOVA



58650 Set of 2 Corail Cars SNCF VI, Lunéa

Exclusive model -
only available in France

NEW
2018



58651 Set of 2 Corail Cars SNCF VI, VTU Intercités

Exclusive model -
only available in France



NEW
2018



Photo JM. Louvet




97074 Corail Car 2nd Cl. B10u SNCF V, TER region centre

Exclusive model -
only available in France

CORAIL CARS

PIKO



 97072 Corail Car 2nd Cl. SNCF VI, VTU Languedoc


Exclusive model -
only available in France



 97041 Corail Car 2nd Cl. SNCF VI

Exclusive model -
only available in France


For Corail Cars:  

 # 56060



DETAIL



 97053 Corail Car VU Aqualys SNCF VI

Exclusive model -
only available in France

The modern chemical tank cars can load up to 65.5 t and guarantee excellent emptying thanks to the inclination of the tank.

> see page 265



Detailed freight cars for all purposes – finest models for demanding model railroaders

- > Innovative and reliable technology
- > Prototypical models with a high level of detailing
- > Faire prices

EXPERT



The Feldbinder Uacns 82.4-4/1 for transporting powdery freight and bulk freight is a modern version of a silo car and has a pneumatic loosening system for accelerating the unloading times.
> see page 279



The pocket wagon T 3000 Sdggmrss738 was created as a further development of the T 2000 and can transport state-of-the-art mega-trailers as well as containers in high-speed car units.
> see page 256



The prototype:

The first special freight cars that were named as "Articulated Well Car" had been purchased by the Deutsche Bundesbahn already in 1972. Designed as modern freight cars with bogies for high speeds, they belong to the group of the flat cars and serve especially for the transport of road semitrailers. Thus always used in the combined transport road-railroad-road, they have the UIC classification Sdgs, which indicates that they are also suited for the transport of containers with a length of up to 60 feet in fast-moving car units with up to 100 km/h, in order to avoid empty running. The storage spaces, which are located between the outer solebars of the cars, and which reach far downwards, absorb the semitrailers of modern large trucks.

Their position relatively close above the top of rails creates a pocket-like construction, which guarantees, besides the safety-relevant low center of gravity also the required lateral boundary by the lateral solebars. The Articulated Well Car T 3000 Sdggmrss738 was created as further development of the T 2000 and can transport ultramodern mega trailers with an inner height of 3 meters.

All Cars: 🚂 # 56061



54771 Pocket Flat Car T3000e DB Schenker VI, with two trailers



☒ 54772 Pocket Flat Car T3000e TXLogistik VI, w Fixemer-trailers

NEW
2018


54774 Pocket Flat Car T3000e DB Cargo VI, with two trailers "DHL"

The model:

As a PIKO Classic product, the Articulated Well Car T 3000 Sdggmrss738 has all characteristics of a high-precision H0 model. In order to ensure a high stability and excellent running characteristics for the use in fast freight trains also as a miniature of the big original, a metal frame has been chosen, whereas all transition sheets and lines are made of fine etched parts. The car is delivered with two faithful road semitrailers. In order that the model railroader can use also the PIKO model prototypical for the occasional transport of containers, there are pins on the lateral solebar for den container support, which are prototypically shiftable.

NEW
2018



 54776 Pocket Flat Car T3000e „Wascosa“ VI, with two trailers "Schöni"


NEW
2018




54775 Pocket Flat Car T3000e DB Cargo VI, with two containers "Maersk"

TANK CAR 406R PKP



 58450 PKP Zas (406R) Tank Car IV

 58451 PKP Zas (406R) „Orlen” Tank Car V

All Cars:  

The prototype:

The tank cars Zas (406R) of the Polish manufacturer Swidnica are four-axle cars of the UIC type Za for the transport of liquids and gases. They can be filled from above and below. Unloading can take place either through the bottom valve and lateral drain valves or by means of a pump. The maximum speed of the tank car is 100 km/h, the length is 34,012 mm, the height is 4,270 mm. Four tightening straps press the tank to the vehicle frame. The vehicles were put into service between 1964 and 1981. Loads of the widely used cars (whose tank is designed continuously without kink) include, until today, petrol, industrial oils, but also molasses and vegetable oils in specifically provided cars. Currently, many cars are still being used for private providers and the PKP. Frequently, they are transported in block trains.

TANK CAR 406R PKP

PIKO



Picture: Marek Nowicki

 58361 PKP (406R) Dec 3-car tank car set Ep. VI

Lim

The model:

With the tank car 406R, PIKO has realised another important car type from Poland at a scale of 1:87. The attractive model of the tank car has been realised precisely at a scale of 1:87. It is characterised by the coherent presentation of all relevant details of the original. The detailed new construction scores with the perfect representation of the kink-free tank. Specifically attached steps, ladders, railings and platforms have a delicate and stable design as well. A special highlight is the realistic replica of the tightening straps and their connection to the car support - they do not have visible disconnections. The car has finest painting and printing and excellent rolling characteristics. With this highly detailed model, another attractive vehicle by PIKO is available for use in freight trains.

The prototype:

Originally designed as a special purpose car the type proved versatile in day to day operation. Equipped with removable sidewalls for transporting bulk goods the cars could be used for hauling iron ore, gravel, and sand. When the removable sidewalls were replaced with stakes the cars were suitable for transporting logs, pipes, and rails. Without the stakes the cars quickly revealed their main purpose as heavy duty flat cars for transporting heavy military equipment with 36 t carrying capacity. Additionally, the cars could be seen transporting construction equipment like excavators and bulldozers. All in all, 7736 cars of the types 401Z, 401Z1, 401Za and 401Zb were built. Some of these differed in appearance. A number of the cars were equipped with heated floors to aid the unloading of bulk goods during winter.

All Cars:  



DETAIL

NEW MOLD
2018




Picture: Ryszard Boduszek

 58410 PKP Cargo 401Zk Gondola VI

NEW
2018



Picture: Ryszard Boduszek

 58411 PKP 401ZI Low-side Gondola V

FLAT CAR 401Z PKP

The model:

The cars 401Z of the PKP are an entirely new construction and represent the first high-volume models of this car type in the nominal size H0. The models have detailed replicas of the sidewalls and different metal or wooden floor types, depending on the design. Further highlights of the cars are the finest painting and printing, close coupler motion links and, depending on their original, mounted handwheels, shunting treads, handrails at the front sides and brake hoses, among others. The chains and wedges for fixing the sidewalls have delicate and sharp engravings. The cars are equally suited very well for the use in block trains or mixed freight trains because of the excellent rolling characteristics.



58412 Flat Car 401Z Eamos PKP VI



58414 Stake Car 401Z PKP IV



58415 Flat Car 401Z PKP IV



58413 PKP 401Zb Gondola IV





Picture: Pawel Terczynski

NEW
2018

Picture: C. Ochsner

Exclusive model -
only available in Switzerland

-  96684 Tank transport car Slmmnps, no. 126-9, SBB era IV-V, loaded with tank M109-74 long tube, plain-coloured
 96685 Tank transport car Slmmnps, no. 149-1, SBB era IV-V, loaded with tank M109-79 long tube, camouflage (without figure)

All Cars: 🚂 # 56060

**The prototype:**

New tank transport cars were commissioned for the transport of the newly procured tanks and special army vehicles. They do not only serve as the logistics base of the Swiss Armed Forces but are also used for civil uses and transport heavy goods such as sound absorbing elements made of concrete, cable reels, slabs etc. until today. Several cars were sold to the company VRR in the Netherlands and to RTS in Austria.

Artillery tank howitzer 74 M-107:

Thanks to the armaments programme approved in the 1970s, the Swiss artillery could be modernised as well. The Federal Armed Forces favoured the tank howitzer M-109, so that it was integrated into the mechanised troops. The vehicle with a weight of 25 tonnes requires a crew of 8 men and outperformed all previous artillery performances with 60 km/h and a firing range of a distance of almost 20 km.

Much more than 500 specimens have been purchased since that time and are mainly still in use today (thanks to combat-performance-upgraded retrofitting).

model:

The tank is an entirely new construction of the company ARWICO AG, Schweiz.


Exclusive model -
only available in Switzerland



 **96682 Flat Car SImmnps SImmnps SBB IV - V,**
loaded with plain tanks 57 Nr. 223

Exclusive model -
only available in Switzerland



 **96683 Flat Car SImmnps SImmnps SBB IV - V,**
loaded with plain tanks 57 Nr. 224

NEW
2018



 **96687 RTS SImmnps Heavy-duty Flatcar VI**

Picture shows actual
size of the model



The PIKO model # 59971 / # 59871 Electric Loco Vectron BR 193 MRCE VI (see page 134) is a compatible train locomotive for the chemical tank cars.

Das Vorbild:

Für den Transport von Chemikalien unterschiedlichster Arten ausgerüstet ist der mit einem Kessel aus Chromnickelstahl (V4A) ausgestattete Chemiekesselwagen ein unverzichtbares und modernes Transportmittel für viele Betriebe der Chemiebranche. Diese Wagen sind mit Isolierung und Heizung für den Transport verschiedenster Stoffe befähigt.

Bei einem Volumen von 72 m³ und einem Eigengewicht von 24,5 t können maximal bis zu 65,5 t zugeladen werden. Durch die Neigung des Tanks von 1,5% ist eine gute Restmengenentleerung gewährleistet. Die Wagen sind mit der geräuschkindernden und damit umweltfreundlichen K-Sohle ausgestattet.

The model:

For the first time, PIKO has implemented this important type of car in the scale 1:87. The detailed new construction scores with the realistic reproduction of the high-gloss tank surface in a perfect finish, as well as with the many detached tank and brake lines. A flawless and prototypical print design is as self-evident as excellent running characteristics.

In freight trains of the era VI, this attractive vehicle should not be missing. Thanks to the presence of the cars in many domestic and foreign hire companies and chemical plants, the model represents an enrichment of the fleet of cars of all friends of the modern railway.

CHEMICAL TANK CAR

PIKO

All Cars: 🔄 # 56061

358 189



54760 Chemical Tank Car "VTG" VI



54768 Chemical Tank Car Zacens "LKAB" VI



NEW
2018

58950 Chemical Tank Car Zacens "RTI" VI

Picture shows actual
size of the model

The prototype:

The hopper cars of type Falns that are delivered by the company Transwagon Bulgaria and are used by different EVUs, belong to the most modern open cars in special construction. As sturdy all-steel cars, they serve for transporting large quantities of various bulk cargos, such as coal, coke, ore and gravel.



54670 4-Bay Side Hopper Falns "VTG" VI

The model:

The Falns of PIKO is the first large series model of this large-space self-discharging car type in the H0-Scale. In addition to a prototypical and detailed outer shape, color and print, the models have got close coupler kinematics, feature in the inside saddle-shaped floors and have unloading hatches that can be opened. The unloading hatches can be actuated by means of the unloading bridge # 61122.



54671 4-Bay Side Hopper Falns "OnRail" VI

4-BAY SIDE HOPPER Falns



61122 Unloading Bridge for Hopper Cars

Operational model of an unloading gantry in weathered colours with concrete look. When they travel over the gantry the PIKO self-discharging cars are unloaded automatically. Rail or road vehicles placed under the platform can be loaded automatically this way.



21 x 2,8 x 3,9 "

All Cars: 🚂 # 56061



 **54676 4-Bay Hopper Falns PKP V**

Picture shows actual
size of the model

The prototype:

This polyvalent (i.e. utilizable and applicable in many different, functionally adapted variants) freight car base type is based on the Flex Freight System by WASCOSA, one of the most modern freight car concepts worldwide. The basic element is a fully-fledged 60' container car that can be applied at any time without limits for the transport of different containers of combined transport, but – in slightly modified, properly adapted form – also as wood transport car.

Each car is equipped with numerous attaching possibilities for many different swap bodies. Thanks to its own weight of more than 17 t, it allows the highest payload of its class in Europe. The modular system of the swap bodies can be adapted ideally to both the particular purpose of use and to seasonal variations of the cargo. The envisaged platforms range from open and covered containers to flat car and automobile transport attachments. They can be extended at any time for additional standard and special freight.

All Cars: 🇨🇭 # 56061



Exclusive model -
only available in Switzerland



95330 Flat Car Sgnss "Wascosa" VI, w 3x20' containers "Cargo Domino"



54685 Flat Car Sgnss SBB VI, with 3x20' containers



FLAT CAR Sgnss

The model:

As PIKO Classic models, the WASCOSA flatcars represent in both variants, as container car and also as wood transport car, the classic PIKO quality in every detail. The constructive perfection of the basic model as well as its design and coloration, reflect prototypically the state-of-the-art appearance of the WASCOSA concept. The transport car can be upgraded with different attachments instead of containers. With this car, PIKO proves its direct connection with the most modern, most creative developments of the big railway.



54680 Flat Car Sgnss "Wascosa" VI, w 3x20' containers "BERTSCHI"



DETAIL



54684 Flat Car Sgjs142.3 ČD Cargo VI, with real timber load



54681 Flat Car Sgnss "Wascosa" VI, w Real timber load



HIGH PRESSURE TANK CARS 120 m³

Currently, the largest pressurized gas tank cars in Europe are these recent tank cars for the transport of liquified gases, with a capacity of 120 cubic meters. Their design and construction corresponds to international railway administration regulations for safety and operating clearances. The cars are marked with horizontal orange stripes running around the middle of the tanks. They have a net weight of 35.2 metric tons and a gross weight of 90 metric tons.



 54659 High Pressure Tank Car
"SOGETANK" DB AG VI



✘ 54662 High Pressure Tank Car
"WestfalenGas" Wascosa VI



54664 High Pressure Tank Car
"Riessner Gas" VI



54666 High Pressure Tank Car Zags "GATX" VI,
w/o sun canopy

NEW
2018



58953 High Pressure Tank Car Zagkks "Aretz" VI,
w/o sun canopy

HIGH PRESSURE TANK CARS 120 m³

PIKO

The cars are of welded construction throughout, with internal reinforcing rings for additional strength. The tank body functions as the structural frame of the car. The upper parts of the tank are insulated to minimize solar heat gain. Both sides of the car have complete sets of valves and fittings to allow loading and unloading from either side. Because of their unique usage and construction, these cars are owned.

All Cars:  # 56061

NEW
2018



54667 High Pressure Tank Car Zags "Tycza" VI,
w/o sun canopy



54668 High Pressure Tank Zags "Nacco" Ep. VI,
w/o sun canopy

NEW
2018



54669 High Pressure Tank Car Zags "On Rail" VI

HIGH PRESSURE TANK CARS 62 m³

All Cars:

56060



54535 High Pressure Tank Car
Zagkks DB V



54536 High Pressure Tank
"BP" DB III



DETAIL



54537 High Pressure Tank Car "Cpavek NH3" ČSD III

Picture shows actual
size of the model

SWING ROOF HOPPERS

PIKO

Faced with an increasing need of cars for transporting bulk good like potash, DB-Cargo started procuring about 3,000 new four-axle "swing-roof" covered hopper cars from the Niesky Wagon Construction Company in 1998, with the last due to be delivered in 2012. These cars are ideal for transporting bulk materials that must be kept dry, in particular corrosive granular salts. To protect the cars, the components that are most susceptible to corrosion damage are constructed from a special corrosion-resistant steel alloy. The four central unloading hatches are operated in pairs by large hand wheels and the swing-roof opens wide for rapid loading. The car's body has a smooth surface in order to facilitate cleaning of the exterior. All these wagons are used by DB-Cargo for transporting potash, in some cases to Belgium and Holland.

All Cars: 🚂 # 56061



54630 Swing-Roof Hopper Tanoos896 DB AG V



54631 Swing-Roof Hopper Tanoos "Nacco" DB AG V

Picture shows actual
size of the model

2-BAY SIDE HOPPERS



DETAIL

All Cars: 1358 # 56060



In the Bundesbahn repair yard in Kaiserslautern work was started in 1959 on the construction of 3551 self-discharging cars with a 2-axle chassis. These cars which had funnel-shaped hoppers and unloading slides in the middle were intended for use to transport bulk goods not affected by moisture such as coal or gravel. When it became apparent that the number of cars built would not be sufficient the Bundesbahn ordered another 2950 cars from various manufacturers. These were designated Otmm64 but did not differ significantly in their construction from the Otmm61.



54574 2-Axle Hopper "AGRO-LINE" SBB V



54642 2-Axle Hopper Fc6342 DR IV




54641 2-Axle Hopper Fc087 DB IV

SIDE DUMP GONDOLA

PIKO



DETAIL

All Cars:  # 56061



58344 Set Side-Dump Gondolas Fakks127 DB AG V, weathered

Lim



54601 Side-Dump Gondola Fakks127 DR IV

358 153



54604 Side-Dump Gondola Fakks127 DB AG V

358 153

Picture shows actual
size of the model

SELF-UNLOADING COAL CARS

Between 1896 and 1908 the Prussian State Railway procured a total of 145 side-dump cars based on drawing Ce 91. The frame's design necessitated an unusual design of the axle mountings, which had to be integrated with the side frame. The leaf springs weren't located above the axle box as it was customary but underneath it. The unloading hatches could be operated through a system of rods. Chutes enabled gravity assisted unloading. The DRG classified these cars as Otm Mainz, the DB as Ot 03. The latter operated the cars until 1964. Many cars remained with the DR, which designated them Ot 45. The last DR car was retired in 1966.

All Cars: 🚂 # 56061



54620 Self-Unloading Coal Car Ot03 DB III

Picture shows actual
size of the model



54625 Side Dump Car Ot03 DB III, w Brake Cab

Picture shows actual
size of the model

4-AXLE COVERED HOPPERS

As from 1953 on, the DR (Deutsche Reichsbahn) purchased so-called saddle floor self-unloading cars of the type KKt22 from the manufacturer VEB Waggonbau Niesky. The loading of these cars was done via four flaps at the roof ridge that could be opened manually. These cars were unloaded from the brakeman's platform via a large hand wheel, which opened two sliders in the lower part of the funnel-shaped container base. These cars were employed mainly in train sets, at which the vehicles were often rather white than brown, due to the transported materials. By 1994, all cars had been withdrawn from service.

All Cars: 🚂 # 56060



54320 4-Axle Covered Hopper KKt22 DR III



54322 4-Axle Covered Hopper Tad5830 DR IV



54324 4-Axle Covered Hopper KKt22 DR III,
w Brakeman's Cap

3-BAY HOPPER CARS

In 1994 the DB AG started to purchase 1000 new Facns133 hoppers to transport bulk goods that must be protected from moisture. The goal was to modernise the DB AG's entire rolling stock. The length over buffers is 16000 mm while the hoppers themselves weight 22t. The superstructure is completely made of stainless steel to prevent rust loading capacity 55 cu.m. The load can be discharged at a regulated rate on both sides through unloading funnels.

All Cars: 🚂 # 56061



54341 3-Bay Hopper Facns133 DB AG V



54344 3-Bay Hopper Facn "ELBE KIES" DB Cargo V

NEW
2018



54343 3-Bay Hopper Facns133 DB AG VI

Picture shows actual
size of the model

SILO CARS

The prototype:

Prior to the development of the modern silo cars, fine-grained freight had to be transported packed in bags or in the typical hinged cover cars. In order to make manual loading and unloading more effective, special silo cars for pressure discharge were created. The Feldbinder Uacns 82.4-4/1 for transporting powdery freight and bulk freight is a modern version of a silo car and has a pneumatic loosening system for accelerating the unloading times. It has a loading capacity of 82,000 litres and a length of 16,240 mm. The car has a dead weight of approx. 18.80 t and a wheelset load of 22.50 t. Regarding the original, more than 615 specimens are in operation so far.



detail: bottom view



detail: walkways

All Cars: 1 # 56061



58430 Silo Car Uacns VTG VI



58431 Silo Car Uacns GATX VI

NEW
2018



58432 Silo Car Uacns Dyckerhoff VI

Picture shows actual
size of the model

SILO CARS

NEW
2018



Picture: Josef Meyer,
Rail AG / Wascosa AG

 58434 Silo Car Uacns Wascosa VI

NEW
2018



58433 Silo Car Uacns Enviloc VI

Picture shows actual
size of the model

The model:

The attractive model of the silo car Uacns 82.4-4/1 was consistently implemented in the scale 1:87 and is characterized by a precise reproduction of all relevant details of the original. While doing this, great importance was attached to the precise presentation of the high-gloss tank surface. Furthermore, the silo car has the finest painting and printing and excellent rolling characteristics. The steps, ladders, railings and platforms are mounted separately in a delicate and stable design. The correct representation of the pipeline arrangement and of all the fasteners is mandatory for this PIKO Expert model. With this highly detailed model, another attractive vehicle from PIKO is available for the use in modern freight trains.


CEMENT SILO CARS

PIKO

The model:

The PIKO H0 model of the DR cement silo car Uce is a complete new development, which differs constructively from the silo car Zkz54 from the PIKO assortment and which thus represents a prototypical reproduction of the formerly massively produced Uce car. The short length over buffers accommodates with the prototypical use of this car in block trains, however it does not exclude a stand-alone use. The PIKO model has all equipment and fittings, which serve for filling or discharging of the original silo cars per compressed air. Also the toggle closures of the container flaps that are indispensable for the safe and, in particular, moisture-protected transport are exactly reproduced.

The two platforms at the ends of the cars and the delicately designed ascents have got prototypical safety handrails with a faithful, only one-sided replica of the braking device.

All Cars:  # 56060



54691 Cement Silo Car "GATX" VI



54693 Cement Silo Car Ucs-v9120 DR IV



54694 Cement Silo Car Ucs-y9120 DR IV

NEW
2018



54695 Cement Silo Car Uces9120 DR IV



54696 Cement Silo Car NACCO V

TIMBER TRANSPORT CARS

The DB AG purchased these special-purpose cars with strong, heavy-duty steel stakes sloping slightly inwards specially for the transport of heavy timber as well as for pipes and concrete masts. Solid reinforced end walls were provided to prevent the goods from slipping or even breaking through. The stakes themselves are manufactured by a specialist firm and each vehicle is fitted with 32 pieces. Extra tensioning pulleys ensure that the transported goods are securely fastened down.



Detail

- separately applied handrails
- separately inserted stanchions
- replica of the floor with corrugated sheet metal and support sleepers
- replica of the brake system
- fine replica of the tension strip rolls
- replica of the massive front walls
- authentic painting and print design

INFO

All Cars: 🚂 # 56061



54339 Flat Car Roos-t642 DB Cargo V, with real timber load

Picture shows actual size of the model

SLIDING TARP CARS

PIKO

All Cars: 🚂 # 56061

358 139



54393 Tarpaulin Car Shimmns "LogServ" DB AG V



54396 Tarpaulin Car Shimmns "LogServ", open, DB AG V



✘ 54585 Tarpaulin Car "ERR" V



58952 Tarpaulin Car Shimmns DB Cargo VI

**NEW
2018**

Picture shows actual
size of the model

SLIDING TARP CARS

All Cars:
 ⇄ # 56061

358 139



54586 Tarpaulin Car ČD Cargo V



54588 Tarpaulin Car Shimmns "OnRail" VI

Exclusive model -
 only available in Belgium



95338 Tarpaulin Car Shimmns 723, B V

Exclusive model -
 only available in Spain



95339 Tarpaulin Car "Rail Sider" VI



54589 Tarpaulin Car Shimmns Rail Cargo Austria VI

HIGH-CAPACITY SLIDING WALL BOXCARS

PIKO



54416 Sliding Wall Boxcar Hbis294 DB IV
 # 56061



Detail



 **54417 2-Unit Sliding Wall Boxcar Hillmrrs MAV V**
 # 56061



**NEW
2018**

 **54509 SBB Hbbinss Sliding-wall Boxcar VI**
 # 56060



HIGH-CAPACITY SLIDING WALL BOXCARS

In order to satisfy the requirements of cross border traffic the Hbills310 type was built alongside the Hbills311. These cars were built according to the EBO's smaller G1 loading gauge to be more universally deployable. As a result these cars can be regularly seen operating in neighboring countries.



54501 High-Capacity Sliding Wall Boxcar
Hbills311 DB AG V; # 56060



54505 High-Capacity Sliding Wall Boxcar
Hbills310 DB AG V; # 56060



54582 High-Capacity Sliding Wall Boxcar Himrrs44 DB AG VI
56060



NEW
2018



54504 DB AG Hbills310 Sliding-wall Boxcar VI
56060



MODERN TANK CARS



Picture: C.Ochsner

54758 Modern Tank Car „Wascosa“ VI

At the beginning of the nineties, the first tank cars had been built equipped with a so-called “Knickkessel” (buckled tank) on behalf of the wagon hire company KVG. The engineering design of the tanks was done in a way that the two halves of the tank incline by 3° respectively. Therefore, the tank content – primarily petroleum products – flows off almost completely without further auxiliary tools. Since the vehicles, which are built in lightweight steel construction, are suitable for higher speeds, they soon have been purchased from other companies throughout Europe. These cars can be found as P.O. (privately owned) cars in the fleet of all European railway companies.

All Cars: 🚂 # 56061



54756 Modern Tank Car "Nacco" VI



 **54757 Modern Tank Car "RTI" VI**

MODERN TANK CARS

All Cars: 🚂 # 56061



54189 Modern Tank Car "Aral" DB AG V



54191 Modern Tank Car "ESSO" DB AG V



54194 Modern Tank Car "KVG" DB AG V



54196 Modern Tank Car "Wascosa" DB AG V



54297 Modern Tank Car "BP" DB AG V



54783 Modern Tank Car ČD Cargo VI



54785 Modern Tank Car "Marcel Millet" SNCF VI



54793 Modern Tank Car "Millet / ChemOil" VI



MODERN TANK CARS

All Cars:



54796 Modern Tank Car "GATX / ChemOil" ÖBB VI



54909 Modern Tank Car "GATX" DB AG V
(w new number)



54912 Modern Tank Car "Wascosa OMV" DB AG V



54919 Modern Tank Car "siess" DB AG V



58343 Set Modern Tank Car "ESSO / Millet" B V

Lim

Exclusive model -
only available in Belgium



Currently, regarding the locomotive-hauled long-distance trains of the DB, the distinctive locomotives of series 101 are still dominating as locomotives.
> see page 293

For active model railroaders,
we have the PIKO Hobby range.

- > Sturdy construction
- > Simple operation
- > Realistic and accurate detail models
- > "Pocket money" prices



In total, more than 405 locomotives of the series 185 - as enhancement of the series 145 - were purchased. Thus, the series is one of the most frequently used electric locomotives on German tracks.
> see page 297




The Railjet is one of the world's fastest locomotive-hauled trains. With the control car, its push-pull train concept can be replicated in a visually harmonious way. > see page 326




HOBBY



59249  Electric Locomotive BR 101 "ECO2PHANT"
DB AG VI, 3 Rail AC



59453 Electric Locomotive BR 101 "Tessin" DB AG VI
59253  Electric Locomotive BR 101 "Tessin" DB AG VI, 3 Rail AC

NEW
2018



59457 DB AG BR 101 Electric locomotive Ep. VI
59257  DB AG BR 101 Electric locomotive Ep. VI, 3 Rail AC

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE BR 101

PIKO



59455 Electric Locomotive BR 101 "Köln" DB AG VI

These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

suitable accessories:

sound module for BR 101:

56193 sound decoder +
loudspeaker (see page 420)
The sound module must be
connected directly to the
56121 digital decoder.

All BR 101:



For all AC-BR 101:



59456 Electric Locomotive BR 101 "Swisstravel Graubünden" DB AG VI

ELECTRIC LOCOMOTIVE TAURUS



  57410 Electric Locomotive Taurus
Rh 1016 ÖBB V



  57418 Electric Locomotive Rh 1047 MAV V



57916 Electric Locomotive Taurus DB AG VI
57816  Electric Locomotive Taurus DB AG VI, 3 Rail AC

NEW
2018



57923 "HectorRail" Rh 242 Taurus Electric locomotive Ep. VI
57823  "HectorRail" Rh 242 Taurus Electric locomotive Ep. VI, 3 Rail AC


Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE TAURUS

PIKO



57918 Electric Locomotive Taurus 1016 ČSKD / Intrans VI

57818  Electric Locomotive Taurus 1016 ČSKD / Intrans VI, 3 Rail AC

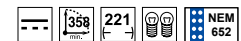


57919 Electric Locomotive Taurus ÖBB V

 57819  Electric Locomotive Taurus ÖBB V, 3 Rail AC

These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

All Tauri:



For all AC-Tauri:



 57922 Electric Locomotive Rh 1116 ÖBB V

 57822  Electric Locomotive Rh 1116 ÖBB V, 3 Rail AC



57833 ☐ Electric Locomotive BR 185 "Captrain" VI, 3 Rail AC



57835 ☐ Electric Locomotive BR 185 Metronom VI, 3 Rail AC



57938 Electric Locomotive BR BR 146 017 "VVO" DB AG VI

57838 ☐ Electric Locomotive BR BR 146 017 "VVO" DB AG VI, 3 Rail AC

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE BR 185

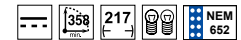
PIKO



✘ 57936 Electric Locomotive BR 185 Kassel Huskies VI
57836 ☑ Electric Locomotive BR 185 Kassel Huskies VI, 3 Rail AC

These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

All BR 185:




For all AC-BR 185:



57939 Electric Locomotive BR 185 DB AG VI
57839 ☑ Electric Locomotive BR 185 DB AG VI, 3 Rail AC

Picture shows actual size of the model



57455 Electric Locomotive Rh Re474 SBB Cargo V
57255  Electric Locomotive Rh Re474 SBB Cargo V, 3 Rail AC



57860  Electric Locomotive BR 189 PKP Cargo VI, 3 Rail AC



57450 Electric Locomotive BR 189 DB AG V

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVE BR 189

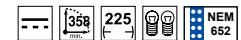
PIKO



57468 Electric Locomotive BR 189 "Locomotion Cream" VI
57268 ☒ Electric Locomotive BR 189 "Locomotion Cream" VI, 3 Rail AC

These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

All BR 189:



For all AC-BR 189:



☒ 57953 Electric Locomotive BR 189 "HUSA" VI



☒ 57951 Electric Locomotive BR 189 Siemens VI



☒ 57954 Electric Locomotive BR 189 Veolia VI



57956 Electric Locomotive BR 189 DB AG VI
57856 ☒ Electric Locomotive BR 189 DB AG VI, 3 Rail AC

ELECTRIC LOCOMOTIVE BR 189



 57959 Electric Locomotive BR 189
ES64 MRCE / SBB VI



57961 Electric Locomotive BR 189 "Rurtalbahn" VI



DETAIL: Roof

NEW
2018



The sides of the loco are printed like in the original with different decorations.




 97779 SBB BR 189 „Rastatt“ Electric locomotive VI
97780  SBB BR 189 „Rastatt“ Electric locomotive VI, 3 Rail AC

Picture shows actual size of the model

ELECTRIC LOCOMOTIVE BR 189


PIKO




57962 Electric Locomotive BR 189 Bayernhafen VI
57862  Electric Locomotive BR 189 Bayernhafen VI, 3 Rail AC

These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.



57963 Electric Locomotive BR 189 "MRCE/WLE" VI
57863  Electric Locomotive BR 189 "MRCE/WLE" VI, 3 Rail AC

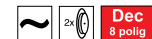


57964 Electric Locomotive BR 189 "Railion" VI
57864  Electric Locomotive BR 189 "Railion" VI, 3 Rail AC

All BR 189:



For all AC-BR 189:



  57965 Electric Locomotive BR 189 MRCE Alpazähmer VI



 97741 Electric Locomotive BR 189 STL B VI
97742  Electric Locomotive BR 189 STL B VI, 3 Rail AC

The PIKO model features an accurate reproduction of the classical Hondekop head shape as well as perfect coloring and printing. These achievements are further enhanced by the reproduction of the different types of boogies, highly detailed body engravings, and separately inserted windows. The railcar is powered by a strong motor which is skilfully hidden under the interior fittings. The motor drives the boogie via a propeller shaft. The Hondekop is fitted with directional lights, changing from yellow to red, with an NEM interface, and a conducting short coupler between the two cars.



57520 Electric Railcar "Hondekop" NS III



57521 Electric Railcar "Hondekop" NS III



57522 Electric Railcar "Hondekop" NS III - IV



57523 Electric Railcar "Hondekop" NS IV - V

57323  Electric Railcar "Hondekop" NS IV - V, 3 Rail AC



57526 Electric Railcar "Hondekop" NS IV

57326  Electric Railcar "Hondekop" NS IV, 3 Rail AC



RAILCAR HONDEKOP


The electrification of the railway line between Roosendaal and Antwerpen during the mid 1950's required dual-voltage traction units that could operate in the Dutch 1500 V network as well as in the Belgian 3000 V network. The then preferred solution were electrical multiple units. The 2-car EMUs were derived from the Dutch class 54 EMUs and like those were nicknamed "Hondekop". The differing pantographs were designed to fit both electrical systems. The NS received eight units numbered 1201-1208 and the NMBS four units numbered 220.901-904. There was little difference between the Dutch and Belgian trains. Over the years small modifications like the headlight on top of the nose were applied. The train's paint scheme changed as well. Of the 12 EMUs only the Belgian 220.902 remains today. All other units have been scrapped.

All Electric Railcar:




For all AC-Electric Railcar:




57570 Electric Railcar "Hondekop Benelux NMBS 220901" III
57370 Electric Railcar "Hondekop Benelux NMBS 220901" III, 3 Rail AC




57571 Electric Railcar "Hondekop Benelux NS 1202" III
57371 Electric Railcar "Hondekop Benelux NS 1202" III, 3 Rail AC




57573 Electric Railcar "Hondekop Benelux NS 1208" III
57373 Electric Railcar "Hondekop Benelux NS 1208" III, 3 Rail AC




57575 Electric Railcar "Hondekop Benelux NS" III


Overview of selected private railroad companies and their abbreviation

ACTS	Afzet-Container-Transport-Service NL
ADRIA	slowenisches Gütertransportunternehmen
Agilis	Verkehrsgesellschaft Regensburg
ALEX	Personentransportuntern. d. Vogtlandbahn
Alpha Trains	Leasinggesellschaft für Schienenfahrzeuge
ARRIVA	europäisches Eisenbahnunternehmen
BEHALA	Berliner Hafen- und Lagerhausgesellschaft mbH
BLS	Bern Lötschberg Simplon Bahn
Captrain	privates Eisenbahnunternehmen Berlin
Cargolink	norwegisches Transportunternehmen
Cargoserv	österreichisches Gütertransportunternehmen
CFL Cargo	luxemburgisches, internationales Unternehmen
CTHS	Container Terminal Halle Saale GmbH
Crossrail	Schweizer Eisenbahnverkehrsunternehmen
EH	Eisenbahn und Häfen GmbH
ERS Railways	privates Eisenbahnunternehmen der Maersk-Line
evb	Eisenbahn- und Verkehrsbetriebe Elbe-Weser
FRET	Güterzugsparte der SNCF
FYRA	privates holländisches Eisenbahnunternehmen
GATX	Güterwagen- Vermietgesellschaft
GKB	Graz Köflacher Bahn
green cargo	schwedisches Eisenbahnunternehmen
Group Train	Personenzugsparte der SNCB
HECTORRAIL	schwedisches Eisenbahnunternehmen

HGK	Hafen- und Güterverkehr Köln AG
HLG	Holz-Logistik & Güterbahn
HUSA	Husa Transportation Deutschland Duisburg
HVLE	Havelländische Eisenbahn AG
IGE	Interessengemeinschaft Eisenbahn
INFRALEUNA	Eisenbahntransportsparte der INFRALEUNA
IntEgro	Eisenbahnverkehrsunternehmen Reichenbach
InterConnex	Ostseeland Verkehrs GmbH
ITL	Import Transport Logistik
KSW	Kreisbahn Siegen-Wittgenstein
LanXess	Kölner Chemie Konzern
LDS	Eutiner Eisenbahnunternehmen
LOCON	Eisenbahnverkehrsuntern. Berlin/Brandenburg
Lokomotion	privates Eisenbahnunternehmen München
LTE	Logistik- und Transport GmbH
MEG	Mitteldeutsche Eisenbahn GmbH
Metrans	tschechisches Eisenbahnunternehmen
Metronom	Norddeutsche Eisenbahngesellschaft Uelzen
MGW	Service Instandhaltung v. Schienenfahrzeugen
MKB	Mindener Kreisbahn
MRCE	Mitsui Rail Capital Europe B.V.
MWB	Mittelweserbahn
NIAG	Niederrheinische Verkehrsbetriebe AG
NAH SH	Nahverkehrsverbund Schleswig-Holstein

NOB	Nord-Ostsee-Bahn GmbH
NWB	NordWestBahn
ODEG	Ostdeutsche Eisenbahn GmbH
OHE	Osthannoversche Eisenbahn AG
On Rail	private Wagon-Vermietgesellschaft Mettmann
ORV	private Wagon-Vermietgesellschaft Moers
P Logistic	belgisches Eisenbahnunternehmen
PCT Altmann	Deutsches Eisenbahntransportunternehmen
PEG	Prignitzer Eisenbahn GmbH
Press	Pressnitztalbahn Jöhstadt
RAG	Ruhrkohle AG
RAILPOOL	Lokomotiv-Leasing Unternehmen München
regental cargo	Güterverkehrssparte der Regentalbahn
RTS	Rail Transport Service
Rurtalbahn	Dürener Eisenbahnverkehrsunternehmen
Schweerbau	Tief- und Gleisbauunternehmen
STLB	Steiermärkische Landesbahnen
Strukton	privates niederländisches Eisenbahnunternehmen
Uwe Adam	Eisenacher Eisenbahnverkehrsunternehmen
Veolia	Nahverkehrsanbieter
VPS	Verkehrsbetriebe Peine-Salzgitter
WASCOSA	Schweizer Vermieter von Eisenbahnwagen
WLB	Wiener Lokalbahnen AG
WLE	Westfälische Landes-Eisenbahn


DIESEL LOCOMOTIVE BR 218

PIKO



57508 Diesel Locomotive BR 218 DB IV



57317  Diesel Locomotive BR 218 DB AG
V, 3 Rail AC (w new number)



 57801  Diesel Locomotive BR 218 DB AG V, 3 Rail AC

These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

All BR 218:



For all AC-BR 218:

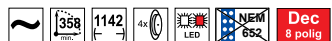


NEW
2018

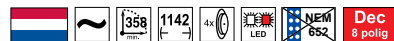


57902 DB Netz BR 218 Diesel locomotive Ep. VI
57802  DB Netz BR 218 Diesel locomotive Ep. VI, 3 Rail AC

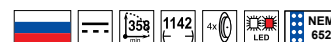
Picture shows actual
size of the model



57305 ICE 3 DB AG V, 3 Rail AC



57306 ICE 3 NS V, 3 Rail AC
(w/o illustration)

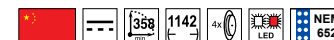


96724 4-Unit Express Train Velaro "Sapsan" RZD V



suitable accessories for:
96724 & # 96720:

56356 PIKO Sound Decoder Kit w
loudspeaker (see page 419)



96720 4-Unit Express Train Velaro "CRH" China VI

DIESEL LOCOMOTIVE TRAXX

PIKO

These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

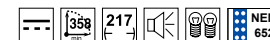
suitable accessories:

sound module for TRAXX:

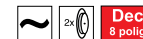
56191 PIKO sound module +
loudspeaker (see page 420)

The sound module must be
connected directly to the
56121 digital decoder.

All TRAXX:



For all AC-TRAXX:



57531 Diesel Locomotive TRAXX P160 DE Landesnahverkehrsgesellschaft Niedersachsen V


57331  Diesel Locomotive TRAXX P160 DE Landesnahverkehrsgesellschaft Niedersachsen V, 3 Rail AC



57539 Diesel Locomotive 285 "HSL" VI



57540 Diesel Locomotive 285 "Captrain" VI

57340  Diesel Locomotive 285 "Captrain" VI, 3 Rail AC



 57541 Diesel Locomotive 285 "Raildix" VI

57341  Diesel Locomotive 285 "Raildix" VI, 3 Rail AC

NEW
2018

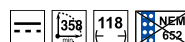


57542 "Press" BR 285 Diesel locomotive Ep. VI

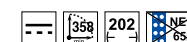
57342  "Press" BR 285 Diesel locomotive Ep. VI, 3 Rail AC



50500 Steam Loco



50501 Steam Loco w Tender



55000
Driving regulator BASIC
with power supply

55008 Basic Throttle 0-16V 2A

Technical data:

Input: 18 V DC, 2 A

Output: 0-16 V DC, 1,5 A

constant 16 V DC, 0,5 A



55006 Power supply, 2,25 A

Input: 230 V

Output: 16 V / 2,25 A / 36 W



55003 Adapter w Speed Control
(Adapter 5,4 VA) (230 V)



Technical data power supply
(Adapter 5,4 VA):

Input: 230 V AC, 50-60 Hz

Output: 12 V AC, 450 mA

Technical data driving regulator:


Input: 12 V AC, 2 A

Output: 0-12 V DC, 450 mA


DIESEL LOCOMOTIVE HERKULES

PIKO



57987 Diesel Locomotive Herkules "RTS" VI
57887  Diesel Locomotive Herkules "RTS" VI, 3 Rail AC



57988 Diesel Locomotive Herkules "Metrans" VI
57888  Diesel Locomotive Herkules "Metrans" VI, 3 Rail AC

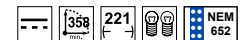


These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

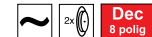


This sides of the loco are printed like in the original with different decorations.

All Herkules:



For all AC-Herkules:



57989 Diesel Locomotive Herkules "LTE" VI





 **57580 Diesel Locomotive Herkules**
Rh2016 ÖBB V




DETAIL: Roof view



57595 Diesel Locomotive Herkules ER20-009
"MRCE dispelok" VI



 **57596 Diesel Locomotive Herkules "MRCE Bosphorus" VI**

ELECTRIC LOCOMOTIVE BB 26000 & DIESEL LOCOMOTIVE BB 66000

PIKO

**Exclusive model -
only available in France**



 **Electric Locomotive SNCF BB 26000 Carmillon VI**



The series of the BB 26000 "SYBIC" is a multi-purpose electric locomotive of the French National Railway SNCF. Between 1988 and 1998, 234 locomotives were manufactured. With the subdivision of the SNCF into different business areas, the operational locomotive fleet of this series was divided as well. The freight division SNCF FRET received the largest individual part of 139 locomotives. The long-distance travel division VFE received 61 locos, the division responsible for supra-regional transport CIC received 20 locomotives and the regional transport division TER received 14 locos. In the model, sharp engravings show every detail of the bogie bezels with the axle bearings and spring elements.

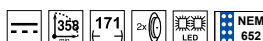
These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

The SNCF first introduced the BB 66000, then named 040 DG, at the end of the 1950's. They served as replacement for a number of different steam locomotive types. Equipped with OGM prime movers the locomotives reached a top speed of 105 km/h (65 mph). They initially pulled express and freight trains. By the mid 1960's the BB 66000 were used almost exclusively in switching and freight train service. Today most of the remaining active locomotives belong to private operators or serve as industrial switchers. The model is a reproduction of the second batch of locomotives numbered 66041 to 66118. It captures the prototype's proportions excellently. The fine engravings on the truck side frames show every detail. The carbody with its fan grilles, grab irons, railings and doors is an exact reproduction of the prototype. The powerful motor drives all four axles through Cardan shafts.

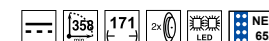
**Exclusive model -
only available in France**



 **96125 Diesel Locomotive SNCF BB 466099 V**





 **96210 Diesel Locomotive SNCF BB 66000**





**NEW
2018**

Picture: Gwenaél



 97778 Diesel Locomotive 7789 „LINEAS“ B VI
97777  Diesel Locomotive 7789 „LINEAS“ B VI, 3 Rail AC

**Exclusive model -
only available in Belgium**



 59216  Diesel Locomotive G 1700BB "Vossloh" VI, 3 Rail AC



59419 Diesel Locomotive V 1700.02 SETG VI
 59219  Diesel Locomotive V 1700.02 SETG VI, 3 Rail AC

DIESEL LOCOMOTIVE G 1700





PIKO

These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

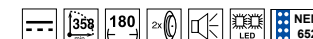
suitable accessories:

sound module for G 1700BB:
 # 56192 PIKO sound module +
 loudspeaker (see page 420)
 The sound module must be
 connected directly to the
 # 56121 digital decoder.





 59171 Diesel Locomotive 7737 B-Technics "Colorado" B VI
 59071  Diesel Locomotive 7737 B-Technics "Colorado" B VI, 3 Rail AC

All G 1700BB:



For all AC-G 1700BB:



59173 Diesel Locomotive G 1700 "Schweerbau" VI
 59073  Diesel Locomotive G 1700 "Schweerbau" VI, 3 Rail AC

Picture shows actual
size of the model

STEAM LOCOMOTIVE BR 55 (G7.1)

- Free view through the driver's cab
- Elaborate interior fittings in the driver's cab
- The frame of the locomotive is made of zinc die cast
- The tender case is made of zinc die cast
- Perfectly operating rods and levers
- Automatic directional lights
- Case for PIKO sound module with loudspeaker # 56190
- Room for PIKO steam generator # 56160 / # 56161

INFO

All BR 55 (G7.1):



For all AC-BR 55:



56160 Steam generator 10-16 V AC/DC, analogue Operation

56161 Steam generator 16-22 V AC/DC, digital Operation

56162 Steam Distillate 50 ml & Filling Chute
(see page 427)



This model is an authentic and detailed reproduction of the series 55 (G7.1) tender steam locomotive. This achievement is particularly demonstrated by accurate and extremely detailed colouring and printing. There are two versions available, the DB and the DR design. Because of various zinc die casting parts the locomotive's weight guarantees great pulling power.



now w white wheel rim!

NEW
2018



 57560 FS 421 Steam locomotive Ep. III
57360  FS 421 Steam locomotive Ep. III, 3 Rail AC

Picture shows actual
size of the model

STEAM LOCOMOTIVE BR 55 (G7.1)

PIKO

These Hobby locomotives do not have short coupling kinematics. For this reason, it is not possible to equip these locomotives with short couplings.

suitable accessories:

sound module for G 7.1:

56190 PIKO sound module +
loudspeaker (see page 420)

The sound module must be
connected directly to the
56121 digital decoder.



57550 Steam Locomotive Baureihe 55 (G7.1) DB III



57551 Steam Locomotive Baureihe 55 (G7.1) DR III



57355  Steam Locomotive Rh 040 (G7.1) SNCF III, 3 Rail AC



57559 Steam Locomotive Rh 71 SNCB III



95691 Steam Locomotive (G7.1) RENFE III





58800 IC Bi-Level Control Coach 2nd cl. DB AG VI

suitable accessories:

56127 Upgrade kit w function decoder for light change Control Coach (see page 418)

56126 Function Decoder (see page 417)

Picture: Kai Michael Neuhold
Copyright: Deutsche Bahn AG

compatible locomotive:
51582 / # 51583 (see page 92)

The prototype:

The DB long-distance travel has been using intercity trains of double-deck cars under the brand name IC2 since 2015, which consist of four double-deck center cars, one double-deck control car and a BR 146.5 adjusted to the color scheme as locomotive each. These trains have 469 seats, thereof 70 in the 1st class. Dining cars are not envisaged by the concept; instead the passengers are catered for at their seats. Until now 44 double-deck ICs have been ordered in two lots. The new trains are mainly used on the west-east-line at the moment, but also shall be a fixed part of the long-distance travel in the northwest of Germany. For the future, IC2 trains are also planned for the southwestern German connections Karlsruhe–Stuttgart–Nuremberg as well as Stuttgart–Zürich and shall be used there beginning with the timetable change in December 2017. In the course of the new long-distance travel initiative 2030, the DB AG plans to put a total of 120 double-deck sets into operation during the next years.





Picture: Kai Michael Neuhold
Copyright: Deutsche Bahn AG

58801 IC Bi-Level Coach 2nd cl. DB AG VI
58802 IC Bi-Level Coach 1st cl. DB AG VI

The model:

The models of the IC2 cars are characterized by exact replicas of all the relevant details of the original and the finest painting and printing. The IC2 concept of the Deutsche Bahn AG can be replicated harmoniously at the model railroad with these cars in the longitudinal scale 1:100. The characteristic head shape of the control car is reflected perfectly. The sharply engraved replicas of the bogies and the separately inserted windows underline the typical appearance of the distinctive cars. The models of the control car have a change of lights white/red and are prepared for the installation of a function decoder.

For alle Coaches:  

For the Control Coach:   

For all Coaches:  # 56060

compatible locomotive:
59151 / # 59051 (see page 115)



NEW
2018



58803 DB Regio Bi-Level Coach 2nd cl. Ep. VI
58804 DB Regio Bi-Level Coach 1st / 2nd cl. Ep. VI
58805 DB Regio Bi-Level Control Coach 2nd cl. Ep. VI

For all Coaches:  

For the Control Coach:   

compatible locomotive:
51580 / # 51581 (see page 91)

The prototype:

For many years, DB Regio has been successfully using double-deck cars in regional transport on routes with high passenger numbers. For this, Bombardier supplied the majority of the popular cars (currently under the brand name Twindexx. The first centre coaches have been running - together with double-deck cars of the fourth generation - since 30 December 2015.

The model:

With this attractive car on a longitudinal scale of 1:100, the regional transport concept of DB Regio can be perfectly replicated on the model railroad. The sharply engraved replicas of the bogies and separately installed windows emphasize the elegant appearance of the smooth-running car. The model has a white/red light variation and is prepared for the installation of a function decoder.



**NEW
2018**



Picture: Piotr Kilanowski

 **58806 Bi-Level Coach Koleje Mazowieckie Ep. VI**
58807 Bi-Level Control Coach Koleje Mazowieckie Ep. VI

For all Coaches:  

For the Control Coach:   

suitable accessories:

56127 Upgrade kit w function decoder for light change Control Coach
 (see page 418)

56126 Function Decoder (see page 417)

compatible locomotive:
 # 59153 (see page 114)

**All coaches on the pages 318 & 319
 are in the longitudinal scale 1:100**



Picture: Piotr Kilanowski

All coaches:

↔ # 56060



57630 Passenger Car Bi DB III



57631 Passenger Car Bi 2nd Cl. DR III



57633 Passenger Car B 2nd Cl. DR III, red



For all IC-coaches:

↔ # 56066



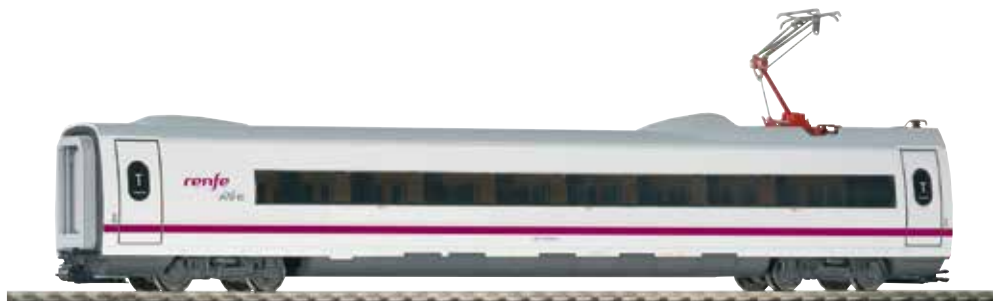
57690 ICE 3 Car 1st Cl. w pantograph DB AG V

57691 ICE 3 Car 2nd Cl. DB AG V



57692 ICE 3 Car 1st Cl. w pantograph NS V

57693 ICE 3 Car 2nd Cl. w Pantograph NS V



57694 ICE 3 Car w Pantograph AVE V



97040 CRH Car 2nd Cl. w/o pantograph China VI




Exclusive model -
only available in China

PASSENGER CARS

For alle Coaches:  

For the Control Coach:   

 # 56061



compatible locomotive:
59547 / # 59347 (see page 115)



57681 Bi-Level Control Coach DBmq776 DB AG V

57680 Bi-Level Coach DBmu748 DB AG V

The coach # 57681 is prepared for retrofitting of the frontal lighting # 56138 (see page 424).



57620 Bi-Level Coach DBuz747 DB Regio VI

57621 Bi-Level Control Coach, modernized, DBbuzf778 DB Regio VI

The coach # 57621 is prepared for retrofitting of the frontal lighting # 56137 (see page 424).



57623 Bi-Level Control Coach DBmqee DR IV

57622 Bi-Level Coach DBmtrue DR IV

The coach # 57623 is prepared for retrofitting of the frontal lighting # 56138 (see page 424).



57603 Bi-Level Control Coach, modernized, Metronom V

57602 Bi-Level Coach Metronom V

The coach # 57623 is prepared for retrofitting of the frontal lighting # 56138 (see page 424).



57685 Bi-Level Control Coach DBmqe DR IV

57684 Bi-Level Coach DBmue DR IV

The coach # 57685 is prepared for retrofitting of the frontal lighting # 56138 (see page 424).



 **57686 Bi-Level Coach Bdmteeo294 2nd cl. ČD VI**

PASSENGER CARS

NEW
2018



57687 ALEX DBpz 2nd Class Bilevel Passenger Car Ep. VI
 ↳ # 56061



NEW
2018



57688 ALEX DBpz 2nd Class Bilevel Passenger Car Ep. VI
 - different car number - ; ↳ # 56061



NEW
2018



 **58668 SBB Apm 1st Class EuroCity Passenger Car Ep. V**



NEW
2018



 **58669 SBB Bpm 2nd Class EuroCity Passenger Car Ep. V**



NEW
2018



 **58671 FS 1st Class Eurofima Passenger Car Ep. IV**



NEW
2018



 **58670 S 2nd Class Eurofima Passenger Car Ep. IV**



PASSENGER CARS

PIKO

For all coaches:

⚙ # 56060



57605 IC Passenger Car 2nd Cl. Bpmz 294.4 DB AG V
57606 IC Passenger Car 1st Cl. Avnz 111.2 DB AG V
57608 IC Bistro Passenger Car 226.7 DB AG V



57609 IC Passenger Car 2nd Cl. Bpmz 291.2 DB AG V
57610 IC Passenger Car 1st Cl. Avnz 111.2 DB AG V



57611 IC Passenger Car 2nd Cl. Bpmz 291.2 DB IV



57612 IC Passenger Car 1st Cl. Avnz 207 DB IV



57613 IC Passenger Car 2nd Cl. Bmz ÖBB V
57614 IC Passenger Car 1st Cl. Amz ÖBB V



For all coaches:

🚂 # 56060



57618 Passenger Car alex 2nd Cl. V
57619 Passenger Car alex 1st Cl. V



🇨🇭 57629 IC Passenger Car 2nd Cl. Bpm SBB V



57647 Passenger Car Regiojet CZ-SK VI



58660 Passenger Car Eurofima 2nd cl. Bmz ÖBB IV



58661 Passenger Car Eurofima 1st cl. Amz ÖBB IV





58662 IC Passenger Car 2nd cl. PKP VI



58663 IC Passenger Car 1st cl. PKP VI



58664 IC Passenger Car 2nd cl. SZ IV



58665 IC Passenger Car 1st cl. SZ IV



With the PIKO Hobby couchette cars a classic ÖBB night train can be authentically recreated.
Just like in the real-world couchette cars in Rolf-Rüdiger design can be mixed with those in ultramarine color.



58666 Passenger Car ÖBB EC Design V, grey-red






58667 Passenger Car ÖBB V, blue-light grey



Other corresponding models of RH 1216 cars can be found on page 140



-  58131 Set Electric Locomotive RH 1216 and 3 Railjet Passenger Cars ÖBB VI
 58132  Set Electric Locomotive RH 1216 and 3 Railjet Passenger Cars ÖBB VI, 3 Rail AC



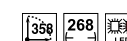
- 57643 Railjet Passenger Car 2nd Cl. VI
 57642 Railjet Passenger Car 1st Cl. VI



- 57644 Railjet Buffet Car 1st Cl. VI



-  57672 Control Car Railjet Business-Class ÖBB VI
 - w new car number -



PASSENGER CARS

PIKO

The model:

The newly designed PIKO models of the Railjet control cars of CD and ÖBB represent an ideal complement to the passenger train sets 57173 CD p.44 and 57172 ÖBB p.43. Now one can reproduce with their help the push-pull-train concept of the Railjet in an optical harmonious manner. The models have got a change of lights white/red and are prepared for the fitting of a function decoders #56126.



56127
Upgrade kit with function decoder
for light change Controll Car

For alle Coaches:
→ # 56060



 **57641 Passenger Car Railjet Buffet ČD VI**



 **57649 Passenger Car Railjet 2nd cl. ČD VI**



 **57671 Control Car Railjet ČD VI**







57750 High Side Gondola Eas "Railion" DB AG V



57782 High Side Gondola OOr47 DR III



58747 AWT Eas High Side Gondola Ep. VI

For all Freight Cars:



56060

NEW
2018

Picture shows actual
size of the model



58725 High Side Gondola Eas-x PKP VI



58735 High Side Gondola Eal/Vsa ČSD VI



58736 High Side Gondola Eaos063 SJ IV-V



NEW
2018



58748 ČZ Eaos LOKOTRANS High Side Gondola Ep. VI

Picture shows actual
size of the model

NEW
2018



 58756 GySEV High Side Gondola Ep. VI

For all Freight Cars:  

⚙ # 56060

NEW
2018



 58757 Rail Cargo Hungaria High Side Gondola Ep. VI

Picture shows actual
size of the model

For all Cars:

⚙ # 56061



58728 Boxcar "Schamel" V



58729 Boxcar "Kathi" DB AG VI

358 160

NEW
2018



 58744 FS „Loacker“ Boxcar VI

358 160

Picture shows actual size of the model

FREIGHT CARS

PIKO

**NEW
2018**



58730 Boxcar "Sunrice" DB AG VI



58746 SBB „Ricola“ Boxcar VI



**NEW
2018**



58745 DB AG „Pfeffi“ Boxcar VI



Picture shows actual
size of the model

TANK CARS



57703 Tank Car DB IV



57713 Tank Car "MINOL" DR IV



57715 Tank Car DR III



57716 Tank Car "EVA" DB IV



57719 Tank Car "ARAL" DB III

NEW
2018



58751 ÖBB „ÖMV“ 2-axle Tank Car IV

Picture shows actual
size of the model

TANK CARS

PIKO



57754 Tank Car "MINOL" DR IV







58720 2-Axle Tank EVA / Fina DB III




  58738 2-Axle Tank "ESSO" DSB IV



  58739 2-Axle Tank MAV IV

For all Cars:  

 # 56060

NEW
2018



58752 DR „BUNA“ 2-axle Tank Car IV

Picture shows actual
size of the model

For all Cars:

56060

358 103



 97062 2-Axle Tank "Agip" IV

NEW
2018




 97067 2-Axle Tank SNCF IV

Exclusive model -
only available in France

NEW
2018



 58753 2-Axle Tank PKP IV

FREIGHT CARS

For all Cars:

← # 56060



57705 Boxcar G02 DR III



57709 Boxcar G29 DB III



57704 Boxcar Pwg14 DRG II



57708 Boxcar Gwhu02 DR III



57721 Boxcar Pwg14 DB III




57702 Gondola Omp50 DB III



58742 Gondola Omu DR III



For all Cars:
 # 56060



DETAIL



58713 Flat Car Kkm3230 DR IV, w Lumber Load



57701 Flat Car Roo61 DR III



NEW
2018



 58749 ÖBB Low-side Gondola III



NEW
2018



 58750 NS Low-side Gondola III



FREIGHT CARS

PIKO

For all Cars:

→ # 56060



57717 Flat Car Kkm3230 DR IV



 58726 Flat Car U-zx PKP IV



58741 Flat Car Rmms33 DB III



**NEW
2018**

**NEW
2018**



 97068 Flat Car SNCF IV



**Exclusive model -
only available in France**



 97069 Flat Car SNCB III



**Exclusive model -
only available in Belgium**



58714 Flat Car Lgs579 "PIL" DB AG IV

Picture shows actual
size of the model

NEW
2018



 58754 NS Container Flacar VI

Picture shows actual
size of the model

FLAT CARS W CONTAINER

PIKO



57759 Flat Car Lgs579 "APL" DB AG VI

All Cars: 358 157

56061



57785 Flat Car "DREIER" SBB VI



57747 Flat Car Lgs579 "DEUTRANS" DR IV

Exclusive model -
only available in Spain

Exclusive model -
only available in Spain

NEW
2018



97055 Flat Car RENFE IV, Contenedor logo amarillo/azul



97017 Flat Car OPDR RENFE V



FLAT CARS W CONTAINER



57700 Flat Car Lgs579 "Hapag Lloyd" DB Cargo V



57706 Flat Car Lgs579 "P&O" DB Cargo V



57773 Flat Car "TRANSCONTAINER" DB AG VI



57784 Flat Car "INTRANS" ČD VI



 58740 Flat Car Lgs579 "P&O Nedlloyd" MAV VI

Picture shows actual size of the model

FLAT CARS W CONTAINER

PIKO



57791 Flat Car "DR-Container" DR IV



☒ 57796 Flat Car "Kühlcontainer" DR IV



 58731 Flat Car ÖBB Cargo VI



☒ 58743 Flat Car Maersk PKP Cargo VI



96042 Flat Car Post SBB V



97061 Flat Car "Messina" FS VI



All Cars:  

⚙ # 56061



55742 Chestnut Trees (3 Pcs)

height 115 mm



55743 Fir Trees (10 Pcs)

height 116 mm



55740 Fruit Trees (3 Pcs)

height 76 mm



55741 Deciduous Trees (3 Pcs)

height 115 mm



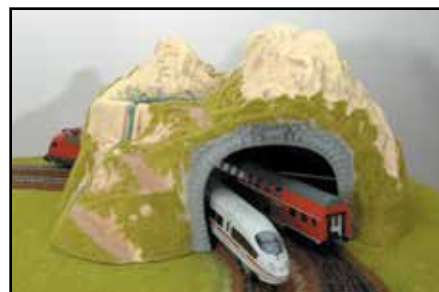
55744 Flowering Bushes (6 Pcs)

height 27 mm



55720 Single Track Tunnel

ca. 26 x 35 x 18 cm



55721 Double Track Curved Tunnel

ca. 42 x 49 x 20 cm



55737 Automobiles Diecast Metal (4 Pcs)

Finely detailed and painted diecast model cars.
Exactly reproduced number plates and model designations.



55750 Wooden Mast w/Light
55751 Telephone Poles (3 Pcs)

Replacement electric light bulb: # 56095

height 90 mm

55754 Street Light Single Arm
55755 Street Light Double Arm

Replacement electric light bulb: # 56097

height 120 mm

55752 Lattice Mast Light Single Arm
55753 Lattice Mast Light Double Arm

Replacement electric light bulb: # 56096

height 140 mm

55756 Old Street Lamp

Replacement electric light bulb: # 56098

height 88 mm



55711 Ground Cover 4 Colors

4 x ca. 20 g



55712 Lichen 4 Assorted Colors

4 x ca. 10 g



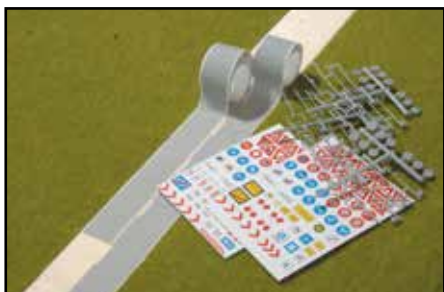
55713 Ballast Gray

ca. 200 g

55757 Building Light w socket 19 V, E 5,5 (4 Pcs)



55758 Light Bulbs (10 Pcs) 16 V



55726 Street Signs

2 x ca. 1 m



55710 Grass Matting

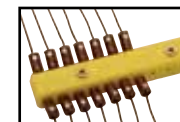
60 x 120 cm



55725 Crossing Gates

14 x 15 cm

55770 Distribution Block 12x 2-Pole (2 Pcs)



55771 Mini Plugs 32 Pcs & Sockets (8 Pcs)



55731 Figures Passengers (6 Pcs)



55730 Figures RR Personnel (6 Pcs)



55732 Farm Animals (8 Pcs)



55775 Copper Wire 4 Colors 10m each

55701 PIKO-Fix, Plastic Cement, 30 g



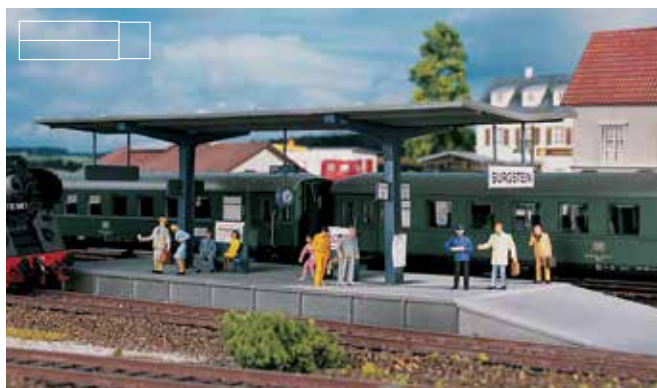
ATTENTION TO DETAIL

61820 Burgstein Station

In the course of the years a wooden waiting room has been added to Burgstein station. A small wooden kiosk and several sets of railings make this kit an interesting station feature.



11,8 x 5,1 x 5,1 "



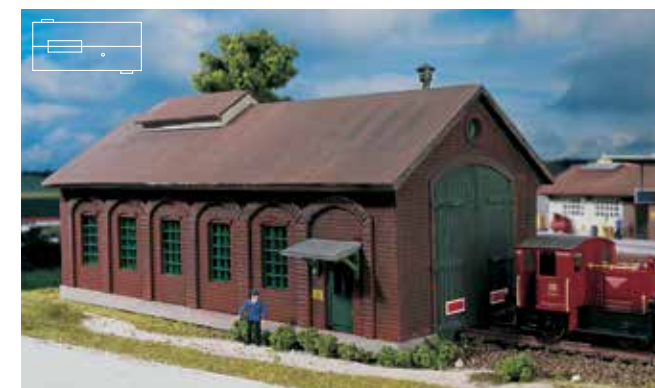
61821 Burgstein Platform

10,4 x 3 x 2,6 "



61822 Burgstein Switch Tower

4,3 x 2,6 x 3,7 "



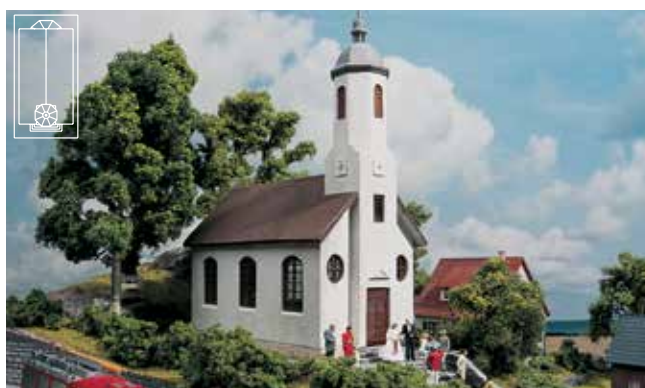
61823 Burgstein Loco Shed

9,7 x 4,7 x 4,1 "



61824 Burgstein Goods Depot

11,8 x 5,1 x 3 "



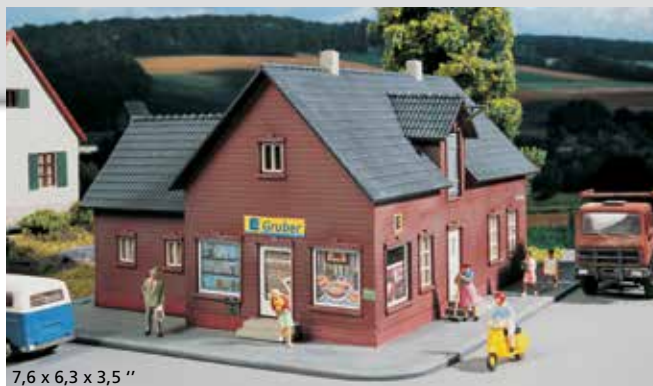
61825 St. Lucas Church

3,7 x 6,8 x 8,3 "



61826 House

4,1 x 4 x 4 "



7,6 x 6,3 x 3,5 "

61831 Shop



7,6 x 6,3 x 4,7 "

61836 Police Station



61833 Peter's Gig Bags & Cases Factory
8,3 x 5,9 x 3,5 "



61834 Dino Lube Oil Supply
3,1 x 2,4 x 1,6 "

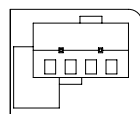


61835 Tommy's Food To Go
5,11 x 3,1 x 2 "



61830 Village Inn

To make sure the road from the weekly church service to the local inn is not too long, the "Krone" Inn stands right beside the church where it also offers a welcome to strangers. There are several guestrooms on the first floor and in the attic.



7,6 x 6,3 x 4,7 "



6 x 5,7 x 1,9 "

61827 Gas Station "ARAL"

Locomotives

Elegant racers with harmonious cars on model railroad systems both attract attention again and again and help to keep the past alive.
> see [page 351](#)





CLASSIC is CLASSIC *nostalgie*!

We reshaped our product range and the prices!

Steam- and E-Locos, Passenger- and Freight Cars – perfect technology for the sophisticated collector and hobbyist.

- > Precise technology
- > Excellent running characteristics
- > DCC interface
- > Highly detailed and true to scale



The locomotives of the series 230 of the DR mainly hauled freight trains and passenger trains on the routes around Dresden and to the Czech Republic.
> see page 361



Covered freight cars were appreciated as advertising media already at a very early stage. Thus, the Beer Reefer shows the large logo of the brewery "Dingslebener Bierspezialitäten". > see page 410



CLASSIC *nostalgie*

STEAM LOCOMOTIVES BR 01.5 REKO

At the beginning of the sixties the Reichsbahn began modernising the class 01 locos. A characteristic feature of the rebuilt engines was the typical dome-shaped housing which gave the locomotives a particularly beefy and powerful appearance. A total of 35 locos were re-built and put into service again as class 01.5. The numbers up to 01 518 were fitted with coal-firing but from 519 on it was decided to put in oil-firing. Later another 11 coal locos were converted to the meanwhile established oil-firing system. Altogether these locos met the expectations placed in them although long, heavy express trains often tested the limits of their performance. There are still 5 of these elegant steam locos to be found today in museums. They continue to demonstrate their power and elegance on special excursions.



50100 BR 01.5 Reko DR IV, Oil

219,99 €*



50101 BR 01.5 Reko DR III, Coal

219,99 €*



 50104 BR 01.5 Reko Pressnitztalbahn V, Coal

The BR 01.5 still looked elegant and fast with a coal tender. It cut a fine figure in front of inter-zonal trains which it took from Bebra and Hamburg to Leipzig and Berlin.

The locomotive tender is only printed on the left side, like the original.



50107 BR 01.5 DR III, Oil, Boxpok Wheels

50407  BR 01.5 DR III, Oil, Boxpok Wheels, 3 Rail AC

STEAM LOCOMOTIVE BR 03 REKO



Following good experiences with the reconstruction of the 01 and 41 series steam locomotives, between 1969 and 1975 the DR (Deutsche Reichsbahn) also had a total of 52 engines from the 03 series equipped with the still-serviceable boilers from the retired 22 series (reconstructed Prussian P10, ex-39.0-2 series). As a result, these machines also achieved performance equal to those of the 01 series and were frequently used in express train service.

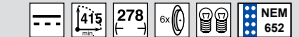


50112 BR 03.2 Reko DR IV

For all BR 01.5:



For all BR 03:



For all AC -Versions:



50114 BR 03 DR III

50414 BR 03 DR III, 3 Rail AC

STEAM LOCOMOTIVES BR 41 REKO

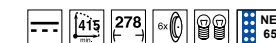
- Detailed reproduction of the mixing preheater
- Close coupling between loco and tender
- Highly detailed spoked wheels
- Additional free-standing pipes
- Free-standing boiler feed valves
- Detailed boiler with finely engraved lines and washing vents

INFO

The programme for re-fitting the older locos from construction series 41 began as early as 1956. The locos were re-fitted in the former Karl-Max-Stadt and Zwickau works. The boiler with the designation 39 E was built into a total of 80 locos from construction series 41 and proved a great success. It could be recognized by the mixing box in front of the smoke box, two boiler domes (sand dome and steam dome) as well as by the seven washing vents, which were situated in a line at the back of the boiler.



DETAIL



For all BR 41:

For AC-BR 41:

NEW
2018

50129 DR BR 41 Steam locomotive Ep. III; Reko-boiler

50429  DR BR 41 Steam locomotive Ep. III; Reko-boiler, 3 Rail AC

STEAM LOCOMOTIVES BR 89



DETAIL

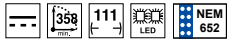
In 1901 Hartmann sent a total of 31 Saxon VT steam locomotives to SStEB. The engine with its rather simple and rugged design was primarily used for shunting and delivery services. The Saxon VT was driven by an Allan valve gear. The PIKO model is a perfectly detailed reproduction of the original, its colouring, and printing.

After the Deutsche Reichsbahn had introduced the new number system, the Saxon VT tender steam engines were re-classified as sub-series 89.2. The railway lines were not altered.

- Detailed reproduction of the control
- Fine spoked wheels

INFO

For all BR 89:



50057 BR 89.2 DR III

Picture shows actual
size of the model

STEAM LOCOMOTIVE BR 82

In the postwar years, the first newly-constructed loco series on the still-young DB (German Federal Railways) was the class 82. It was intended as a heavy shunting and transfer locomotive for freight work. Locos 82 023 to 82 037 were delivered complete with a Knorr feedwater heater. The last four machines from the Esslingen contractors were build with different cabs, in which the doors closed flush with the cab.

Locomotives 041 and 042 were also equipped with a backpressure brake system for use over steep terrain. Although the locos fulfilled the requirements placed on them, the delivery of the heavy diesel switchers of the V90 series and the regular V100 diesel engines put an end to the service lives of the 82 series as early as 1972. On August 24, 1972, the last locomotive of this series, the 082 035-7, was withdrawn from service.

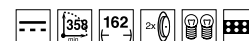


Picture: Gerd Höfkens

prototypically train composition:



50047 BR 82 DB III

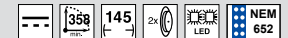


Picture shows actual
size of the model

STEAM LOCOMOTIVES BR 94


Beginning in 1908 the Sächsische Maschinenfabrik Hartman has built a total of 163 tank locomotives with ten driving wheels of type Eh2t. The axles on these locomotives could move laterally to help it better negotiate curves. The locomotives were equipped with a triple barrel boiler, were rated at 1170 Psi, had a boiler pressure of 12 bar and a top speed of 45 km/h (28 mph). The DRG took over 139 locomotives that were designated 94.20-21. After the second world war the number of active locomotives shrank. The remaining engines ran in Saxony in places like Zwickau, Bautzen, Aue or Dresden. They were used in freight and passenger service. In order to be able to use the proven Saxon BR 94 on lines with steep gradients, the DR equipped a number of engines with Riggerbach counter-pressure brakes. This allowed the engineer to reduce the train speed down to 20 km/h (12 mph) without the use of the pneumatic train brake. Simultaneously the counter-pressure brake could be used to maintain speed on down-hill sections. The counter-pressure brake equipped locomotives could be identified by the small chimney in front of the smoke stack that served as silencer for the counter-pressure brake. These locomotives were mostly used on the steep line between Eibenstock unterer Bahnhof und Eibenstock oberer Bahnhof in Saxony. The PIKO model exactly reproduces the prototype. The actuating cylinder, the small chimney and the differently routed pipes are all shown on the model.

For all BR 94:



For all AC-BR 94:



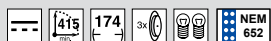
50068 BR 94.20-21 DR IV
50268  BR 94.20-21 DR IV, 3 Rail AC

Picture shows actual
size of the model

STEAM LOCOMOTIVES BR 95

During the beginning of the 1970's the DR continuously increased the permissible train weights for the BR 95. This required more and more physical effort by the engine crew. In order to address complaints from fireman the DR began to convert the BR 95 to oil burners in 1971. A total of 24 locomotives were converted. After the conversion the locomotives returned to their old assignments and reliably pulled passenger and freight trains for many more years.

For all BR 95:



For all AC-BR 95:



☒ 50133 BR 95 DR IV, Coal



50135 BR 95 DR III, Coal
50435 ☒ BR 95 DR III, Coal, 3 Rail AC



☒ 50136 BR 95 DR III, Oil
50436 ☒ BR 95 DR III, Oil, 3 Rail AC

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVES BR 63

In 1934 the DRG ordered a three-axled electric locomotive without a carrying axle from the AEG and BBC/KIM (Krauss in München) companies with the series name E63.

In 1960-61, the DB completely overhauled the machines in the then-AW Freimann. The most noticeable change was the addition of shunt platforms, a third window in the driver's cabin and an additional side window. The third head light was moved to the front end. Beginning in 1960, these electric locomotives were painted crimson instead of green. Until the last locomotive was phased out in 1978, they ran in Stuttgart, Munich, Augsburg and Garmisch.



51086 Electric Locomotive E 163 BBC DB IV

For all BR 63:



For all AC-BR:



NEW
2018



51077 DRG BR E63 Electric locomotive Ep. II

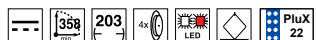
51277  DRG BR E63 Electric locomotive Ep. II, 3 Rail AC

Picture shows actual
size of the model

ELECTRIC LOCOMOTIVES BR 93

At the beginning of the 1930s, the former Deutsche Reichsbahn Gesellschaft purchased 18 heavy electric locomotives for use in freight train service. They were stationed in Kornwestheim, Ulm and Geislingen, in Rosenheim, Halle/Saale and Leipzig-Wahren. The engines proved their worth even under most difficult operating conditions. After 1945, the Deutsche Bundesbahn could not do without the powerful electric locomotives which had remained completely in southern Germany after World War II. The locos ran to Karlsruhe, Würzburg, Munich-East, Aalen, Mühlacker and, occasionally, also to Heidelberg. However, the runs on the "Geislinger Steige", where they had been used until they were taken out of service, are best known. The last representatives of this series, the 193 004 and 006, were put aside on 3.6.1984 and taken out of service on 31.1.1985.


For all BR 93:



For AC-BR 93:



51097 BR 193 DB IV

51297  BR 193 DB IV, 3 Rail AC

ELECTRIC LOCOMOTIVE BR 04

PIKO

- filigree current collectors
- fine spoke wheels
- finest casing engravings
- detached sand pipes on wheel plane
- switching option to overhead cable operation

INFO

For all BR 04:



For all AC-BR 04:



The progressive electrification in the 1930s led to a lack of electric express locomotives. Thus, DRG ordered a locomotive (referred to as series E04) with the axle arrangement 1'Co1' from AEG in 1932. A total number of 23 locomotives of this series had been delivered by 1935. They were stationed in the rail yards Leipzig, Magdeburg, Halle, Nuremberg, Bamberg and Treuchtlingen. After the end of World War II, the E04 17 to 22 of the total of 23 locomotives remained in the range of the later DB. The remaining 17 locomotives were taken over by the DR. Regarding the DB, all locomotives were in use again by 1947. In the spring of 1968, the remaining vehicles were relocated to Osnabrück. The last locomotive of these locomotives, which were renamed series 104 meanwhile, was taken out of service at the DB on 22 October 1981. Regarding the DR, a total number of 13 locomotives was reconstructed by 1957. The rail yards Leipzig-West, Magdeburg und Halle were the home of these locomotives. From there, they were used in passenger train service and fast train service on all electrified lines. The use of this series at the DR ended on 28 April 1976.



51007 BR E 04 DB III

51207 BR E 04 DB III, 3 Rail AC

**NEW
2018**



51008 DR BR 204 Electric locomotive Ep. IV

51208 DR BR 204 Electric locomotive Ep. IV, 3 Rail AC

Picture shows actual
size of the model

**NEW
2018**

Picture: Werner & Hansjörg Brutzer

**51061 ČD E371 201-5 Electric locomotive „Flags locomotive“ Ep. VI**

At the beginning of the 80s, the DR and the CSD decided on the joint procurement of a dual-system locomotive for a direct current of 15 kV/16 2/3 Hz and 3 kV in order to simplify the transport on the line Dresden - De in - Prague. On 25 February 1988, the prototype 230 001 built by the Skoda factory in Pilsen started its operation at the Deutsche Reichsbahn. From then on, the locomotives referred to as series 180 as of 1992 hauled freight trains and passenger trains on the lines around Dresden and to the Czech Republic, as well as from Berlin to Poland. However, the top speed of only 120 km/h soon turned out to be a handicap after the upgrading of the main line from Dresden to Berlin to 160 km/h. Subsequently, the 180 001 was converted as a test vehicle for 160 km/h and tested extensively. Meanwhile, it is thought out loud about taking the complete series out of service since enough new-construction locomotives of the series 185/189 are available for this use by now.

ELECTRIC LOCOMOTIVES BR 180



PIKO



51048 Electric Locomotive BR 180 DB AG V

51248  Electric Locomotive BR 180 DB AG V, 3 Rail AC



  BR 372 ČD Cargo V-VI

For all BR 180:



For all AC-BR 180:



NEW
2018




51060 DR BR 230 Electric locomotive Ep. IV

ELECTRIC LOCOMOTIVES BR E11 / E42

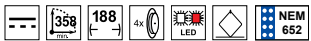


51039 Electric Locomotive E211 DR IV, green / gray



51056 Electric Locomotive 109 Scandlines V
51256  Electric Locomotive 109 Scandlines V, 3 Rail AC

For all BR E11 / E42:



For all AC-BR E 11 / BR 211:



NEW
2018

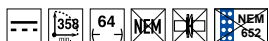


51057 DR BR 242 Electric locomotive Ep. IV

DIESEL LOCOMOTIVES KÖ I

The Deutsche Reichsbahn Gesellschaft purchased these standard small class I locomotives as early as the thirties to take on light shunting duties on freight and mail stations. The locomotives built by the locomotive manufacturers Deutz, Gmeinder and Windhoff were given the designation Kö, a name derived from their construction as small loco with diesel motor. Since they were only intended for light shunting duties, deliveries, and service duties on depot sidings, a power output of 39 PS and a maximum speed of 23 km/h were sufficient. Their simple design and uncomplicated handling properties for the shunting workers led to the purchase of more than 1200 locos by the DRG by 1938 including the Kö I's successor the Kö II. Both German rail companies were still using these class I Kö locos for light shunting duties at the beginning of the seventies.

All KÖ I:



Pictures shows actual
size of the models



52050 KÖ I DB IV




52057 KÖ I DR III



52059 KÖ I DR IV



 52058 T 200 ČSD III

DIESEL COMMUTER TRAIN DESIRO

- 3 lighted lamps with white LEDs
- White interior lighting with LEDs
- Highly detailed bogies
- Separate decoder box
- Free view through the passenger car
- Close coupling between power car and trailer
- Slow running motor
- Highly detailed air conditioning boxes on the roof

INFO



☒ 52038 DMU Desiro Städtebahn Sachsen VI



52088 DMU Desiro BR 642 DB Regio Westfrankenbahn VI

52288 ☒ DMU Desiro BR 642 DB Regio Westfrankenbahn VI, 3 Rail AC

DIESEL COMMUTER TRAIN DESIRO

PIKO



52087 DMU Desiro BR 642 DB Regio Westfrankenbahn VI

For all Desiro:



All ~-Version:



Picture shows actual
size of the model

DIESEL COMMUTER TRAIN BLUE FLASH

For fast Inter-City services the Austrian Federal Railways (Österreichische Bundesbahnen = ÖBB) developed the modern class 5045 diesel railcars as early as the fifties. The hump on the roof over the railcar head contained the cooling unit and gave the vehicle its unmistakable appearance until the reconstruction in 1970. Until its removal this hump also prevented the widespread use of the railcar because of its excess height. The first 5045 units were based at Vienna South and were used on the lines to Trariso and Villach. Since they reduced the earlier travel time from eight to six and a half hours they were given the nickname "Blue Flash". They won international renown when used under the name "Vindobona" on the route from Franz Josef Station in Vienna via Gmünd, Prague and Dresden, and on to Berlin in 1962/63.3.

- Highly detailed ventilators on the roof
- Highly detailed bogies with separate parts
- Engraved BBÖ logo
- Engraved Eagle sign
- Detailed seats in the cars
- Close coupling between cars
- Model runs at proportionally correct speed

INFO

For all Blue Flashes:






For all AC-versions:



 52067 Blue Flash Rh 5045 BBÖ III 3-Unit




755



  52268  Blue Flash BBÖ III 2-Unit Train, 3 Rail AC

502



  52069 Blue Flash Rh 5045 BBÖ III, 2-Unit
52269  Blue Flash Rh 5045 BBÖ III, 2-Unit, 3 Rail AC


502

EXCLUSIVE SET

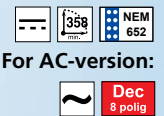
PIKO



From time to time, PIKO releases special limited-edition sets of models which are not available individually in identical decorations.

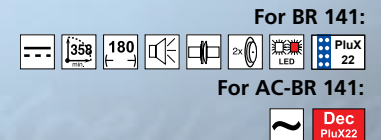


58105 Saxonia I Loco & 4 Cars
58205  Saxonia I Loco & 4 Cars, 3 Rail AC

This model is a reproduction of the first train to run from Leipzig to Dresden on the first long-distance railway line in Germany on April 7, 1839.



58113 Train „Rhein-Ruhr“ Ep. IV consisting: BR 141, 2 Silberlinge and 1 Control Coach
 58213  Train „Rhein-Ruhr“ Ep. IV consisting: BR 141, 2 Silberlinge and 1 Control Coach, 3 Rail AC



Passenger Cars



EXPRESS COACHES

In 1907 a series of four-axle express cars appeared on the state railway of Saxony, one 1st/2nd/3rd class car, one 2nd/3rd class, and one purely 3rd class car. Typical for this group of cars was the arched roof with no clerestory roof section, as was usual with Prussian passenger cars. The frame was constructed of steel channels with trussrods for strength. The trucks were a fairly standard "drop-equalized" design, assembled from components, with coil springs on the sideframes as well as leaf springs connecting to the truck bolsters. The brake cylinders were of an efficient single-chamber style with rapid response, as was needed for high speed service. The carbody was of composite construction, with a sheet metal skin stretched over a wooden framework.

A distinguishing feature of these cars was the side doors, which were recessed into the body at each end, with the resulting "notch" carrying up to the roof. The fully enclosed end vestibules were connected with flexible diaphragms, allowing for safe passage between cars in any weather. By the standards of the time, these cars were quite advanced and offered a high degree of comfort. Long trips to Munich and Frankfurt were part and parcel of their operations and they generally had quite long service lives. Following the second World War most of the cars in this class remained in the eastern German area operated by the DR, although a few were used by the DB. The last of these cars was withdrawn from service in 1965.



53360 Express Coach AB4ü DR III
56060



53361 Express Coach B4ü DR III
56060



SAXON COMPARTMENT COACHES

All Coaches:

↔ # 56060



53140 Saxon Coach B5a 13 2nd Cl. DRG II

**NEW**
2018

Interior Lighting: # 56136



53167 DR BiSa13 Passenger car Ep. III

**NEW**
2018

53168 DR CiSa11 Passenger car Ep. III

**NEW**
2018

53169 DR DiSa12 Passenger car Ep. III

**NEW**
2018

53183 DR DiSa09 Passenger car Ep. III

**NEW**
2018

53184 DR PwSa10 Baggage car Ep. III



DOUBLE DECKER BUFFET CAR




DETAIL

In 1957, 98 newly developed bi-level articulated trains were created for district and local transportation. They were made from a total of 5 carriages; two end carriages and three trailers. The carriages were connected by a short centerpiece with entry area. In these centerpieces, there were the stair landings, from which you could reach the lower and upper floor. The high front crossover between two articulated trains was characteristic for this class of carriage. The trains were used until 1986, then they were replaced by the double-decker single carriages. If required, baggage and buffet carriages could be added to the trains. Delicate engravings, like hand poles, detailed bogies, vestibule connections and the interior design make the model particularly attractive. The carriages are ready to be retrofitted with internal lighting.

- raised carriage transitions
and in addition fitting ones interior
furnishings
- buffet carriage as a supplement

Info

All Coaches:  # 56061



✘ 53191 Double Decker Buffet Car DGR DR III

LED-Interior Lighting: # 56141



SAXON COMPARTMENT COACHES

All Coaches: # 56060

Interior Lighting: # 56136


 53162 Passenger Car C3-4010 ČSD III

 53163 Passenger Car C 48 020 3rd cl. BBÖ III

 53164 Passenger Car C 48 022 3rd cl. BBÖ III

 53165 Passenger Car C 48 050 3rd cl. BBÖ III

 53166 Baggage Car 69 991 BBÖ III

SAXON COMPARTMENT COACHES

All Coaches: 🚂 # 56060



53212 Compartment Coach B4p 2nd Cl. DR III
53213 Compartment Coach B4p 2nd Cl. DR III



Already three years before the construction of the first Saxon 2nd class compartment cars, the 3rd class cars were built. The designation at that time was CSa98. These types of car were mainly put into service for the passenger train service, but also for the express service. A typical feature was the arched roof without roof light construction as well as compartment doors at the long sides of the car. As usual for the Saxon cars, the compartment sizes determined the length of the cars respectively. The cars had gas lighting and were equipped with wooden seats. They partly remained in service at different railroad companies until 1972, but were often completely redesigned and modernized.



53311 Compartment Coach 1st / 2nd Cl. SNCF III
53312 Compartment Coach 2nd Cl. SNCF III



53313 Compartment Coach 3rd Cl. SNCB III



53314 Compartment Coach 3rd Cl. SNCB III






"VALANCE" COACHES

PIKO

These distinctive passenger cars were created from two prototype cars developed by Linke-Hoffmann-Busch in 1939. These prototype cars were based on the well-known "skirted" fast train cars of the DRG. They had streamlined side skirts and encased car ends as well. Unlike the fast train cars, the entrances on the car ends were recessed and each entrance was provided with two revolving doors for the fast entry and exit of passengers. Only three of these skirted fast train cars are preserved as museum vehicles for the traditional train of the Nuremberg Transport Museum.

Interior Lighting: # 56135

All Coaches:  

 # 56061



✘ 53270 Valance Coach ABYse633 1st /2nd Cl. DB IV



53272 Valance Coach AB4ümle 1st /2nd Cl. DR III

53273 Valance Coach B4ümle 2nd Cl. DR III



 53280 BBÖ C4ipu 3rd class Skirted passenger car Ep. III

NEW
2018

"VALANCE" COACHES

Interior Lighting: # 56135

All Coaches:  

t # 56061



DETAIL



53274 Valance Coach AB4yslwe 1st / 2nd Cl. DB III

53275 Valance Coach B4ylwe 2nd Cl. DB III
- w new car number -NEW
2018

53281 Balm ČSD Skirted passenger car Ep. III-IV

CORRIDOR COACHES

These four-axle day coaches were the first passenger cars that were newly developed in the GDR. Their outer appearance with the strongly drawn down side walls ("skirts") was highly oriented towards the so-called skirted cars of the pre-war time. At first, they were intended to be used commuter transport and in local transport. But later, they ran mainly in the fast train and inter-zonal traffic with the FRG. The cars are a full-metal construction, at which the side and the front walls had been attached afterwards. For the fast boarding and deboarding, there were two doors respectively at each end of the coach. In addition, there was a broad entry point with two doors. There were two different variants for the interior decoration: either with fixed seats, or with seats whose backrests could be turned down respectively in the direction of travel. The vehicles were heated by means of a low-pressure steam heating, an electrical heating was retrofitted later.

All Coaches: 🚂 # 56061



53205 Corridor Coach Bghue DR IV

The roof is painted grey, the original and traditional colour; Interior Lighting # 56130



53206 Corridor Coach Bghqe DR IV

Just like the original version, the roof of this model corridor coach is grey; Interior Lighting # 56131



✘ **53350 Corridor Coach 2nd Cl. B4mge DR III**

Interior Lighting # 56130



MODERNIZATION CARS

The serial production of the modernisation cars of the DR started in the year 1961 with the construction of day coaches of the 1st class, of the 1st and 2nd class, and of the 2nd class with skirts. When there were no more "donor cars", the DR decided to continue the production with new undercarriages from the own production with the same dimensions and the same repartition of the windows. In order to meet the requirements in the fast train traffic, a number of dining cars and baggage cars had been built additionally. The vehicles proved themselves well. In the years from 1989 to 1995, the last vehicles had been withdrawn from service.

Interior Lighting: # 56100

All Coaches: 12 # 56060



53240 Modernization Coach 1st Cl. A4ge DR III



53241 Modernization Coach 1st / 2nd Cl. AB4ge DR III



53242 Modernization Coach 2nd Cl. B4ge DR III

MODERNIZATION CARS

PIKO



Interior Lighting: # 56100

All Coaches: # 56060



53243 Modernization Luggage Van Pw4ge DR III



53244 Modernization Coach 1st Cl. Age DR IV



53253 Modernization Coach 1st Cl. Age DR IV



53254 Modernization Coach 1st / 2nd Cl. ABge DR IV

REKO COACHES

For a faster modernization of their passenger cars, the Deutsche Reichsbahn decided to equip the existing two- and three-axle state railroad cars similar to the Bundesbahn with new superstructures. As of 1959 the first so-called Reko cars were used and formed the backbone of the passenger traffic of the DR. They could be seen on every route, while trains with up to 10 Reko cars operated on the main lines.

All Coaches: 150 # 56061

Interior Lighting: # 56101



53020 Reko Series 3-Axle Coach 2nd Cl. Bage DR IV

NEW
2018



DETAIL



58358 DR 3-Car set: (1) Bage second class passenger car and (2) Baage second class passenger cars Ep. IV, Patched paint

REKO COACHES

PIKO



53021 Reko Series 2-Axle Coach 2nd Cl. Baage der DR IV



53022 Reko Series 3-Axle Luggage Van Dage DR IV



53023 Reko Series 3-Axle Mail Van Post-a DR IV



53024 Reko Series 3-Axle Coach for Passengers
w Bucking Load 2nd Cl. Bagtre DR IV



Lim 358 150

Picture shows actual
size of the model

REKO COACHES

All Coaches: 1:50 # 56061

Interior Lighting: # 56101

All Coaches:



53081 Reko Series 2-Axle Coach 2nd Cl. Bge DR III



53082 Reko Series 3-Axle Luggage Van D3ge DR III



53083 Reko Series 3-Axle Mail Van Post 3e-cl DR III

53084 Reko Series 2-Axle Coach for Passengers
w Bucking Load 2nd Cl. Bgtre DR III

53080 Reko Series 3-Axle Coach 2nd Cl. B3ge DR III

Picture shows actual
size of the model

LUGGAGE VANS

All Coaches: 🚂 # 56060



DETAIL

Already in 1837, in England the idea emerged to have processed the letter mail in the trains during the journey, in order to save time. In Germany, Baden was the first state, which introduced the railroad mail service in 1848. This type of mail transport quickly developed to a worldwide indispensable operating resource, because the mail pieces could be transported significantly faster compared to the stagecoach. Between 1930 and 1934, a total of 21 two-axle mail cars of the type -b/8.5 were built for the service on local railways. The loading weight of the small post car was 2.5 tons. The interior was divided in a small letter room and a larger package room. The last car was discarded in 1963.



53235 Luggage Van Pwg88 DR III



NEW
2018



53237 DR Pwg9404 Baggage car Ep. IV



RAILWAY MAIL VANS

Für alle Wagen:  # 56060

53229 Railway Mail Van Post-a/15 DBP IV



53230 Railway Mail Van Post-a/15 DP IV



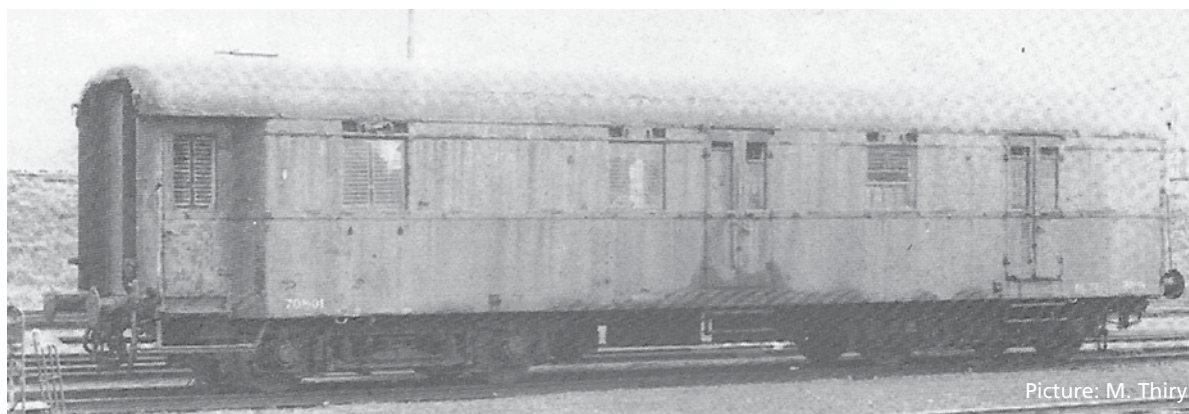
53231 Mail Van Fa ČSD III



53265 Railway Mail Van Post-c/13 DBP III



53325 Railway Mail Van Post 4ü-a/17 DBP III


NEW
2018


Picture: M. Thiry



97079 Railway Mail Van SNCB III


Exclusive model -
only available in Belgium

RAILWAY MAIL VANS




53387 Mail Van Post mr-a55 DBP IV
 # 56060



53307 Mail Van Post 4-p/21 DBP III
 # 56061



 **53175 Luggage Van Da ČSD III**
 # 56061
 Interior Ligting: # 56135



53176 Luggage Van Düe DR IV, w/o Roof pulpit
 # 56061
 Interior Ligting: # 56135




53174 Luggage Van Pw4i-32 DRG II
 # 56061; Interior Ligting: # 56135



Freight Cars



COVERED GONDOLAS & FLAT CAR W CONTAINER

All Cars:  # 56060



DETAIL

The tremendous increase in demand for freight cars to transport moisture-sensitive bulk goods induced the DR to purchase more than 900 covered gondolas in 1958. They were loaded from the top through 12 openings which could be closed with lids and unloaded through swing doors on the long sides of the car and hinged end walls. The cars met the newest UIC requirements of the time and were used mainly for exporting goods to other western countries.



54442 Gondola Ommu39 DR III



54441 Covered Gondola Tm5605 DR IV



DETAIL

At the beginning of the sixties the increasing demand for freight transport caused the DR to begin development and purchase of flatcars to transport individual containers. There was an increasing demand for the transport of fragile or easily broken items such as pottery or toys. The containers, which can also be removed individually from the model, were intended to go back and forth according to the motto of the pa-containers developed in West Germany ("from door to door") travelling by lorry between the freight station and the transshipment yards or the final recipients. To cut costs the three-container gondolas were made using chassis from wagons no longer in use.



54428 Flat car w 5 containers Btmm DR IV



COVERED CENTRE HOPPERS FOR THE BUILDING INDUSTRY

All Cars: 🚂 # 56061

All Cars:



54450 3-Bay Covered Centre Hopper Slmp DR IV



54451 3-Bay Covered Centre Hopper OOk DR III



54455 3-Bay Covered Centre Hopper Slmp DB AG V



☒ 54456 3-Bay Covered Centre Hopper Slmp DR IV,
with round containers



58130 Set Diesel Locomotive BR 131 and three 3-Bay Covered Center Hopper Slmp DR IV

More models by the diesel locomotive series BR 130 / 231 see page 190



SILO CARS & CEMENT SILO CAR



DETAIL

Between 1961 and 1965 the DB procured a total of 56 cars designated Kds67. They had three tanks with a total volume of 51 m³ (13473 gal). The net weight of the car was 15 metric tons. The cars carried pellets and powdered goods.

All Cars:



56060



54510 Silo Car Kds67 DB III



54516 Silo Car Kds67 "BASF" DB III



54517 Silo Car "VTG" DB IV

All Cars: # 56060



54230 Cement Silo Uce9020 DR IV

POTASH CARS

To simplify loading the DB AG fitted a total of 331 potash wagons of the DR type Uaoos with swing roofs instead of the four loading domes. The DB AG then classified them as Taoos894.

All Cars: 🚂 # 56061

398 184



54300 4-Axle Covered Hopper Taoos894 DB AG V



54301 4-Axle Covered Hopper Taoos894 DB AG V



DETAIL



54310 4-Axle Covered Hopper Uaoos9331 DR IV



Picture shows actual
size of the model

ACID TANK CARS

- separately attached acid tanks
- separately attached brakeman's hut
- separately attached plaques
- separately attached ladders
- separately attached tank holders
- authentic painting and lettering

INFO

All Cars: 🚂 # 56060



For the transport of corrosive liquids private companies put acid tank cars into service. The cars carried 12 earthenware containers, which could be sealed with screw tops. The high wooden end walls were intended to protect shunters from escaping liquids. On the long sides the corner- and sidewalls had additional diagonal reinforcements.




54257 Acid Tank Car DB III



54926 Acid Tank Car Uhk6716 DR IV

NEW
2018



 58914 DSB „Dansk“ acid container car Ep.III

Picture shows actual
size of the model

FLAT CARS

From 1968 onwards the Deutsche Reichsbahn purchased a large number of container flat cars from various manufacturers in several construction lots for international freight traffic. The cars were 20,200 mm long and had a tare weight of 25,700 kg. They were fitted with foldaway container stakes. Each car was provided with a braking platform for manual operation. The DB AG converted these cars to R cars. For this purpose the container stakes were welded to the cars. From then on these cars were also used to transport other large goods such as masts, cable drums, and vehicles. Some of these cars are still in use today.



54803 Flat Car Rgs3910 DR IV, loaded w Loco Body

- Separately applied brakeman's platform
- Separately applied stanchions
- Separately applied sides
- Replica of the wooden floor
- Separately applied hand brake wheel
- Fine replica of the longitudinal frame with lashing eyes
- Open frame
- Removable containers
- Container doors for opening

INFO

All Cars: 🚂 # 56060



54836 Flat Car Rgs3910 DR IV, loaded w 2 Reefer Containers

Picture shows actual size of the model

FLAT CARS W CONTAINER



56220 Container 20' K Line, 3 Pcs

(Doors on containers with flat sidewalls don't open)



56240 Container 40' Senator, 2 Pcs



Container-Sets by PIKO:

56200 Container 20' P&O, 3 Pcs

56202 Container 20' Hapag Lloyd, 3 Pcs



54740 Flat Car Rgs-z 3910 "Deutrans" DR IV, with 1x20' and 2x10' containers

→ # 56061



Picture shows actual size of the model

HOPPER CARS

**61122 Unloading Bridge for Hopper Cars**

Operational model of an unloading gantry in weathered colours with concrete look. When they travel over the gantry the PIKO self-discharging cars are unloaded automatically. Rail or road vehicles placed under the platform can be loaded automatically this way.



21 x 2,8 x 3,9 "

All Cars: 🚂 # 56060



54246 4-Bay Side Hopper OOt47 DR III



54249 4-Bay Side Hopper Fad6770 DR IV

Picture shows actual
size of the model

STAKE CARS

From 1939 onwards the DRG purchased more than 10,000 flat cars with metal uprights with the type designation Ulm. All the trucks were supplied with plain bearing wheelsets and weighed approx. 10 tons. The sides could be dropped down while the ends rested on the buffer casings and could be driven over. The vehicles were used to transport goods not affected by damp such as aggregate, sand, vehicles or barrels. Some of the flat cars were used for piggyback traffic.

Exclusive model -
only available in Switzerland




 95340 Stake Car SBB III, loaded w Steyr-Puch Haflinger Cars



- separately attached brake platform
- stakes can be placed in stake pockets
- finely detailed sidewalls
- authentic steel and timber stakes
- finely reproduced roller or friction bearings
- authentic painting and lettering

INFO

All Cars:  # 56061

NEW
2018



54976 DB M-O-W Flatcar Rmms Ep. IV



Picture shows actual
size of the model

STAKE CARS

All Cars:
 # 56061



54128 Stake Car R61 DR III, w Excavator



54460 Stake Car Rmm33 DB II



54833 Stake Car Kkm3230 DR IV



54977 Stake Car ČSD IV





54978 Stake Car Kbms ÖBB IV



BOXCARS

PIKO



  54703 Boxcar "SPA" B III
56062


NEW
2018



54985 DB „Collonil“ G02 Boxcar Ep. III
56060



 54006 Boxcar G02 ČSD III
56060

NEW
2018



58907 DRG G02 Boxcar Ep. II
56060

NEW
2018



58908 DR „Plastics from Schkopau“ G02 Boxcar Ep. IV
56060


 

BOXCARS



54007 Boxcar G02 DR III
 ↳ # 56062



 54009 Reefer "Wiel's" B III
 ↳ # 56062




 54986 Boxcar G02 DR III
 ↳ # 56060



NEW
2018




 58909 DSB „Tuborg-Carlsberg“ G02
 Boxcar Ep. III; ↳ # 56060



NEW
2018



 58906 PKP G02 Boxcar Ep. III
 ↳ # 56060




BOXCARS

PIKO

Exclusive model -
only available in Belgium

NEW
2018




 97077 Reefer "Celta-Pils"
SNCB III; t # 56060

358 105

Exclusive model -
only available in Luxembourg

NEW
2018




 97076 Reefer "BIÈRES MOUSEL"
CFL III; t # 56060

358 109

Exclusive model -
only available in Belgium

NEW
2018



 97075 Reefer "COUSIN & DE RAUW"
SNCB Ep. III; t # 56060

358 105



The sides of the car are printed like in
the original with different decorations.

Exclusive model -
only available in Belgium

NEW
2018




 95341 Boxcar "RODENBACH" SNCB III; t # 56062

358 105

Exclusive model -
only available in Belgium

NEW
2018






 97065 Boxcar "BRASSERIE BIÈRE DES AS"
SNCB III; t # 56060

358 105

BOXCARS





 58339 Boxcar Set "SPA MONOPOLE" B III
 ↳ # 56062

Lim  

NEW
2018




58357 3DB "Breweries from North Rhein -Westfalia" Beer reefer 3-car set Ep. III
 ↳ # 56060

Lim  

TRACK CLEANING CARS

PIKO

All Cars:  # 56061



The cleaning pad for Track Cleaning Car
56115 see page 425.



54998 Track Cleaning Car Gbs1543 DR IV



 95343 Track Cleaning Car Gbs76 6
SNCF V



Exclusive model -
only available in France



54999 Track Cleaning Car Gbs254 DB AG V



Picture shows actual
size of the model

BOXCARS

All Cars:
 1-2 # 56060



DETAIL



54869 Stock Car V23 DB III, w Brake Cab

358	105
-----	-----



54989 Boxcar Gr04 DR III, w. Brake Cab

358	112
-----	-----

NEW
2018



58901 M „pro přepravu zvířat“ ČSD Stock car III

358	105
-----	-----

BOXCARS

PIKO

All Cars:  # 56061



DETAIL



54069 Boxcar Gbs258 DB AG V



54968 Boxcar Gbgs / Zts ČSD IV



58913 ČD Cargo Gbgkks Boxcar V



Picture shows actual
size of the model

**NEW
2018**

BOXCARS



54884 Boxcar Post aa DR IV

358 160




54966 Boxcar ČESKA POSTA ČD V

358 160

BOXCARS

PIKO

All Cars:  # 56060



54008 Boxcar Tnh17 DR III



 54143 Gondola Elo FS III




54706 Boxcar G20 DB IV



 95345 Boxcar F FS III



  95976 Boxcar Vs FS IV
- w new number -



 95346 Gondola FS IV-V



GONDOLAS

All Cars:

↔ # 56060



54147 Gondola Ludwigshafen DRG II



54861 Gondola Omm39 DB III



54864 Gondola Ommu44 DR III



✚ 54866 Gondola EI5296 DR IV



54839 Boxcar T-v5602 DR IV

NEW
2018

Picture library SNCB



97078 Boxcar SNCB III, green

Exclusive model -
only available in Belgium

GONDOLAS

PIKO



54867 Gondola E028 DB IV



  54987 Gondola ČSD IV



 54988 Gondola DSB III



Exclusive model -
only available in France

NEW
2018



  Gondola L 4 433 914 FS III
- w new number -



 97064 Gondola SGW SNCF IV



NEW
2018



 58916 ČSD Vtr Gondola IV



REFRIGERATOR CARS

All Cars:

🚂 # 56061



54082 Refrigerator Car Ibbhss8366 Inter Frigo DR IV

358	160
-----	-----



58902 Refrigerator Car Ibbhss8366 „Bananen“ DR IV

358	160
-----	-----

Picture shows actual
size of the model

REFRIGERATOR CARS

In 1922 the Deutsche Reichsbahn ordered 300 refrigerated cars. The wheelbase of these new cars was to be 5.7 m and the tare weight approx. 16,000 kg. To fill the order, cars with and without a brakeman's platform were supplied. After the initial delivery a further 200 cars were ordered, however this time with a container for iced water at each end. The diagonal frame reinforcements crossing two outside panels are a characteristic feature of these cars. These reefers were used to transport saltwater fish, milk and citrus fruits and later also for beer barrels. Some of the cars were even occasionally in use up into period IV until they were finally completely superseded by more modern types of cars.

All Cars:

↔ # 56060



54541 Refrigerator Car Gkn Berlin
(Tko02) DRG II



54545 Refrigerator Car "Kühl-Transit"
DB III



54558 Refrigerator Car Gk Berlin (Tkroh19)
DRG II



NEW
2018



54611 DR Thf Reefer III



Picture shows actual
size of the model

BEER REEFERS

All Cars: 🚂 # 56062



- separately attached end of train signal holders
- separately attached grab irons
- ice hatches on the roof
- separately attached brakeman's hut with window insert
- finely reproduced axle mounts
- finely reproduced sidewall boards
- finely reproduced buffers

INFO

Beer reefers have a long history with German railroads. In Saxony for instance the first beer reefers can be traced back to the year 1875. The company Saxonia built the first cars of this type. The cars were made completely from wood. Even the frame was made from wood. Slowly production was moved to more modern designs that used steel as well. In 1914 the first 99 cars of modern design started to operate in Saxony. The car builders Saxonia, Waggonbau Görlitz and Rathgeber in Munich built them.



✘ 54748 Reefer „Jever“ DB IV

Reefer car in the attractive livery of the Jever Brewery in East Frisia. The car carries epoch IV Deutsche Bundesbahn reporting marks.

NEW
2018



54744 DRG „Dingslebener“ Beer reefer II

Picture shows actual
size of the model

BEER REEFERS



DETAIL



☒ 54719 Reefer DRG II



☒ 54745 Reefer "Kapuziner" DRG II



NEW
2018

54749 DB „Eichbaum“ Beer reefer II

Picture shows actual
size of the model

TANK CARS

During the war years the DRG required more and more tank cars. In fulfillment of relevant orders the Waggonfabrik Uerdingen delivered a preliminary series of 50 tank cars in the spring of 1941. They had a capacity of 65 cu. m. and a length over buffers of 12.10 m. The distance between the bogie pivots was 6.60 m. The containers for these tank wagons were made in four sections. On the tank itself there was a catwalk and a loading dome with a nominal width of 450 mm. Two baffles were fitted inside the tank. The braking system consisted of HiK-G air brakes. Serial deliveries started in 1941. Unlike the preliminary series these tanks were constructed in five sections.

Owing to the large number of tanks required the order could not just be placed with Waggonfabrik Uerdingen. In addition to Waggonfabrik Uerdingen the firms SEAG, Ring-Hoffer-Tatra, and Brünn-Königsfelder participated in the construction of approximately 2,200 wagons. After the war some of the cars remained abroad in Europe. However, a large proportion of the cars came into the hands of the DB and the DR. Both used them until the middle of the eighties. Today all the cars of this type have been replaced by modern tank cars.

All Cars:

358 142

t # 56061

NEW
2018
 97080 Tank Car „Millet“ SNCF III

Exclusive model -
only available in France


 54927 Tank Car "ESSO" DB IV
NEW
2018

58903 DRG "German-American Petroleum Company" Tank car II

Picture shows actual
size of the model

TANK CARS

PIKO



54353 Tank Car "Mobiloil" DB III



54359 54359 Tank Car Zh Minol DR III



  54928 Tank Car "METRIMPEX" V



 54929 Tank Car Zakk BC MAV V



58904 DR ZZr Tank car III

**NEW
2018**

Picture shows actual
size of the model

PROTOTYPICAL TRAIN COMPOSITION

Modern short-distance traffic on branch lines - VI



Regional Express - VI



Express Freight train to Emden - DB - III



Regional traffic Kempten - DB Regio - VI



Bi-Level-Train - DB AG - V



Modern Train - DB AG - V



From Munich to Grosskorbetha - V



PROTOTYPICAL TRAIN COMPOSITION

Short-distance traffic in the Netherlands - III



Heavy switching service - DR - IV



Fast train in the seventies - DB - IV



Lime transport - DR - IV



Local freight train in the Ruhr district - VI



Fast train to Erfurt - DR - IV



On the Elbtalbahn Děčín - Dresden



**55274 Servo Switch Decoder**

Servo switch decoder for switching up to four PIKO underfloor point machines #55272. Thanks to the special electronics it is possible to digitally or analogously control the servo turnout decoder and to realize individually adjustable, slow positioning motions. In the digital mode, the control is effected directly via addresses which are assigned to the individual point machines. In the analog mode, the respective servo point machines can be switched by means of the control box #55262. In the digital mode, the programming is simply carried out by means of addresses and function keys. As an alternative, the programming can also be carried out in the analog mode directly via the PIKO servo turnout decoder, at which a corresponding key logic at the control box performs the respective operations. This means, that no digital controller is required for the analog mode.

Suitable accessories for the digital mode: #55040ff SmartControl

Suitable accessories for the analog mode: #55262 control box

additionally required:

Voltage supply for the turnout decoder:
16V AC/DC, 500mA

*Technical specifications:

- Multiprotocol-capable (DCC / MM)
- Digital or analog mode possible
- Programming in the analog mode possible without digital controller
- additional supply voltage (transformer entry) necessary:
16V AC/DC, 500mA

PIKO DIGITAL INFO

For **further questions** please contact us.

E-Mail: hotline@piko.de

PIKO-Hotline (Tuesdays and Thursdays
4 to 6 p.m.) +49 3675 – 89 72 42

We would be glad to help you!

**55030 PIKO Switch Decoder**

Switch decoder to switch magnetic components via two independent addresses e. g. switches, signals, etc.

**55031 PIKO Relay Decoder**

Switch decoder for electric units via two independent addresses such as lamps, motors etc.

**55006 Desk Top Transformer 2,25 A**

Input: 230 V

Output: 16 V / 2,25 A / 36 W

**55275****Track Power Clip Digital**

Power clip without EMV-suppressor, essential for digital layouts, fits G231

**55021 Power Cable for PIKO Digi 1&2**

Note: Only the connection of a net part with is allowed max. 18 V AC/DC, 45 VA.



56126 Function Decoder



Technical Data

Address range: 1 – 9999 (long DCC address)

Max. motor current/total output: 1.2 A

Function outputs: 1.0 A each

Size: 22 x 12.5 x 5 mm (0.87" x 0.49" x 0.20")

The decoder is factory configured to address 03, 28 speed-step operation and can be programmed and operated with DCC and Motorola systems.**

Description:

The function decoder is a small, powerful multi-protocol decoder. It can be used with the DCC and Motorola-II digital systems. The decoder does not support the old Motorola data format for function decoders. The function decoder has four function outputs that supply up to 1 A. In order to drive lower voltage loads the nominal voltage of 20 V can be reduced for pairs of function outputs (A1, A2 and A3, A4). The outputs can be configured individually. Every output can be direction of travel dependent, time limited, or have a timed interval for blink effects. You can configure which outputs are active in analog mode. Direction of travel dependent outputs are switched by polarity during analog operation. In factory default configuration the decoder auto detects the digital systems DCC and Motorola as well as analog operation. The desired mode of operation can be configured manually as well. One possible use for the decoder is to control the directional lighting of a cab car.

Properties:

- Multi-protocol decoder for DCC and Motorola-II**
- Suitable for the new DCC function decoder protocol with up to 32000 functions
- 4 function outputs up to 1 A
- All function outputs individually configurable to be:
 - Direction of travel dependent
 - Time limited
 - Blinking
- Outputs are pairwise dimmable
- Programmable via DCC or Motorola digital central station
- Supports register, CV direct and page programming in DCC mode





PIKO Sound Decoder Kit PluX22

**Description:**

The LokSound V4.0 M4 Decoder is a versatile digital decoder with integrated 8-channel sound system, light outputs and a 1.1 A motor control. This LokSound electronics is responsible for the configuration and control of all driving, light, sound and special functions of your locomotive.

Besides M4, the LokSound V4.0 M4 masters also DCC with RailComPlus®, Motorola®*** and Selectrix®, and can be used for analogue model railways. It can be programmed with both DCC and Märklin®** central stations. The decoder identifies the mode of operation automatically, it is not necessary for you to adjust anything on your own. LokSound V4.0 M4 Decoders support also Märklin®** and Motorola®*** and can be used on both model railways with direct current and alternating current. In your locomotive, a coded decoder is applied: the sound data programmed by the factory cannot be changed subsequently.

Properties:

- The operation modes are selected automatically. You do not need to change any settings.
- maximum track voltage: 47 Volt
- operation modes: DCC, MM, Sx, M4, AC, DC
- Motor current continuously: 1.1A
- current functional outputs 0.25A each
- number of functional outputs: 6
- total voltage of functional outputs: 0.5A
- audio amplifier: 2W @ 4Ohms load
- loudspeaker impedance: 4 - 8 Ohms
- storage capacity: 32 MBit
- number of sound channels: 8
- dimensions 30.3 mm x 15.5 mm x 6.0 mm

The decoder offers up to 28 distinct functions. Many locomotive specific sounds like engine noise, horn signals, brake squeal, switching noise and other sounds like station announcements can be triggered individually. The rear light can be controlled independently. Motor sounds are available in analog mode as well. Foreign models have always integrated also national language announcements in the Sound.

**56127**

Upgrade kit w function decoder for light change Control Coaches



More information regarding
PIKO Sound Decoder is available here:

Selectrix® is a registered trademark of Gebr. Märklin & Cie. GmbH, Göppingen.
RailComPlus® is a registered trademark of Lenz Electronic GmbH.

** Märklin is a registered trademark of Gebr. Märklin & Cie. GmbH, Göppingen.

*** Motorola is a registered trademark of Motorola Inc. Tempe-Phoenix (Arizona/USA).

N°	DESCRIPTION
PIKO Sound-Decoder PluX22 are available for the following locomotives:	
56340	Diesel Locomotive BR 130
56341	Diesel Locomotive V 200
56342	Diesel Locomotive BR 770 / T 669
56343	Diesel Locomotive BR 245
56344	Electric Locomotive BR 193 (Vectron)
56345	Electric Locomotive BR 187
56346	Electric Locomotive 41
56347	Diesellok BR 119 / 219 with big, round loud speaker (valid # 59938), 8-pole adapter NEM652
56348	Diesel Locomotive RH 7300 SNCB <small>Exclusive model - only available in Belgium</small>
56349	Electric Locomotive E 50 / BR 150 / E 10 / E 40
56350	Electric Locomotive E 03 / BR 103
56351	Diesel Locomotive V23 / BR 101







N°	DESCRIPTION
56352	Electric Locomotive EU / EP 07 PKP
56353	Diesel Locomotive BR 247 (Vectron)
56354	Diesel Locomotive BR 118 GFK
56355	Diesel Locomotive G 1206
56356	ICE 3 (nur DC-Version) 8poliger Adapter NEM652
56357	Diesel Locomotive BR 118 8poliger Adapter NEM652
56358	Electric Locomotive BR 243 / 143 / 112
56359	Diesel Locomotive V 200.1 / 221
56360	Elektrolok Rh 120 / 2800 SNCB NMBS <small>Exclusive model - only available in Belgium</small>
56361	Diesel Locomotive SP / SU 45 PKP
56362	Diesel Locomotive BR 102.1 / 312
56363	Electric Locomotive 1010 / 1110 ÖBB
56364	Diesel Locomotive Vossloh G6 (MTU) - s. #56380 Vossloh G6 (Cummins vice versa) -
56380	Diesel Locomotive Vossloh G6 (Cummins) - see #56364 Vossloh G6 (MTU) -
56365	Z2 Rail Car SNCF / CFL <small>Exclusive model - only available in France</small>







N°	DESCRIPTION
56366	Diesel Locomotive DF7C China
56367	Electric Locomotive Ae 4/7 (MFO) - see #56378 Ae 4/7 (BBC) -
56378	Electric Locomotive Ae 4/7 (BBC) - see #56367 Ae 4/7 (MFO) -
56368	Diesel Locomotive NS 2200
56369	Electric Locomotive ET22 PKP
56370	Railbus 798
56371	Electric Locomotive BR 110.3
56372	Electric Locomotive BR 111
56373	Diesel Locomotive BR 132
56374	Electric Locomotive E 52
56379	Electric Locomotive 1110.5 ÖBB



Applies to all sound modules & speakers on this page:



N°	DESCRIPTION	
The PIKO sound modules can be connected to any decoder with a SUSI interface. They come with a speaker that fits the locomotive. The sound effects are tailored to the specific loco-motive.		
56190	PIKO Sound module & loudspeaker G7.1	
56191	PIKO Sound module & loudspeaker TRAXX	
56192	PIKO Sound module & loudspeaker G1700 und G 1206	
56193	PIKO Sound module & loudspeaker BR 101, BR 185.2 und BR 186	
56195	PIKO Sound module & loudspeaker Talent 2 und BR 440	
56196	PIKO Sound module & loudspeaker RH 1216	

N°	DESCRIPTION	
The PIKO sound modules can be connected to any decoder with a SUSI interface. They come with a speaker that fits the locomotive. The sound effects are tailored to the specific loco-motive.		
56197	PIKO Sound module & loudspeaker BR 118 und BR 119	
56198	PIKO Sound module & loudspeaker DMU GTW Stadler	
56199	PIKO Sound module & loudspeaker EMU GTW Stadler	
56320	PIKO Sound module & loudspeaker Diesel Locomotive BR 106	
56321	PIKO Sound module & loudspeaker DMU BR 612	
56322	PIKO Sound module & loudspeaker Diesel Locomotive V 200	

The PIKO locomotive decoders allow converting locomotives with direct current motors, which have got a NEM interface, quickly and easily to digital mode. All types are load-controlled and suitable for the DCC and Motorola data format, as well as for conventional direct current and alternating current layouts. The respective operating mode will be automatically detected. All decoders support 14, 27, 28 and 128 regulating steps as well as all address ranges (0-127 & 128 - 9.999). The decoders generally have got two function outputs which depend on the direction of travel (digitally switchable, e.g. for the lighting) as well as – also depending on type – up to seven further outputs that are individually switchable for the operation of lighting, sound or similar accessories. Since all decoders are equipped with a plug according to NEM standard, they merely have to be plugged into the locomotive interface instead of the bridging plug. Opening the vehicle for programming purposes is not necessary.



56121 Loco Decoder for Classic Locos

Technical Data:

Max. motor current: 1,4 A (running) / 2 A (starting)

Function exits: 4 x 1,0 A (2 x direction of travel)

Total load: max. 1,4 A

Size: 22 x 12,5 x 5,5 mm (0.86x0.49x0.21 in.)

Interface: NEM652 8pole

Description:

These locomotive decoders can be used in in DCC and Motorola systems. They likewise work in analog mode with direct voltage or alternating voltage. At the same time they recognize the change of the direction of travel of the surge impulse (Märklin system). By actuating the motors with a frequency of 18.75 kHz, they are also suited for coreless motors and ensure a smooth running.

Common properties:

- Load regulation for balanced running characteristics
- smooth running motor by activation with 18.75 kHz
- 14, 27, 28 and 128 regulating steps, depending on the data format
- short and long addresses can be set (0 – 9.999)
- minimal, maximal and medium speed adjustable
- main track programming (DCC / „POM“)
- shunting mode (half speed) switchable
- start-up / braking deceleration switchable
- lighting depending on the direction of travel, switchable via F0
- recognition of DCC braking signal and DC braking tracks
- All outputs protected against short circuits
- automatic recognition of the operating mode (analog / digital; DCC / Motorola)
- CV programming with all DCC-systems
- CV programming per register, page or CV directly
- two further function outputs, can be controlled digitally
- SUSI sound interface for the connection of a sound module (for example PIKO #56190)
- creates the address identification for activation of the Lissy mini transmission module # 68400 by Uhlenbrock
- Protected against overheating
- Function Mapping



56122 Loco Decoder for Hobby Locos

Technical Data:

Max. motor current: 0,65 A (running) / 1 A (starting)

Function exits: 2 (direction of travel)

Total load: max. 1,0 A

Size: 19,5 x 15,4 x 5 mm (0.76x0.60x0.19 in.)
























Interface: NEM652 8pole

Description:

These locomotive decoders can be used in in DCC and Motorola systems. They likewise work in analog mode with direct voltage or alternating voltage. At the same time they recognize the change of the direction of travel of the surge impulse (Märklin system). By actuating the motors with a frequency of 18.75 kHz, they are also suited for coreless motors and ensure a smooth running.

Common properties:













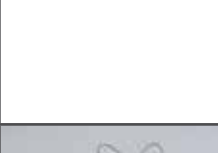










- Load regulation for balanced running characteristics
- smooth running motor by activation with 18.75 kHz
- 14, 27, 28 and 128 regulating steps, depending on the data format
- short and long addresses can be set (0 – 9.999)
- minimal, maximal and medium speed adjustable
- main track programming (DCC / „POM“)
- shunting mode (half speed) switchable
- start-up / braking deceleration switchable
- lighting depending on the direction of travel, switchable via F0
- recognition of DCC braking signal and DC braking tracks
- All outputs protected against short circuits
- automatic recognition of the operating mode (analog / digital; DCC / Motorola)
- CV programming with all DCC-systems
- CV programming per register, page or CV directly

NR.	DESCRIPTION		NR.	DESCRIPTION		NR.	DESCRIPTION	
56000	Motor with Flywheel for all BR 01.5, 03, 38, 41		56017	Bulb 14 V (5 Pcs.) for all BR 01.5, 03, 38, 41		56028	Traction Tire 12 x 8,4 mm (10 Pcs.) for all Locos BR E11, E42, E63, 77, 82, E93, 95, 109, 142, 163, 180, 182, 185, 189, 193, 211, 230, 242, Taurus	
56001	Motor with Flywheel for all BR 77, 82, 95		56018	Bulb 19 V digital (6 Pcs.) wire termination for # 56102, # 56103, # 56131 till # 56136		56029	Traction Tire 7,9 x 3,8 mm (10 Pcs.) for all Diesel Locos V 200 & Commuter Train GTW Stadler	
56003	Motor with Flywheel for all BR E11, 109, 211, E42, 142, 242, 180, 230		56019	Bulb 20 V digital (6 Pcs.) for all BR 01.5, 03, 38, 41, 77, 82, 95 & # 56100, # 56101		56025	Coupler Springs PIN 62 (10 Pcs.) for all models before 1992 w/o short coupling kinematics	
56004	Motor with Flywheel (BR 89) for all saxon VT & BR 89		56023	KÖ I Traction Tire 8,0 mm (10 Pcs.)		56030	Coupler PIN 72 (2 Pcs.) for all models w Norm-shaft	
56011	Bulb 16 V (5 Pcs.) for all BR 01.5, 03, 38, 41, 77, 82, 95		46020	Traction Tire 8 x 5,6 mm (10 Pcs.) for Regioswinger		56033	Coupler PIN 78/01 (2 Pcs.), short for all models before 1992 w/o short coupling kinematics	
56012	Bulb 16 V (5 Pcs.) for all BR 01.5		56024	Traction Tire 14,2 x 10,5 mm (10 Pcs.) for all BR E04, 104, 204		56034	Coupler PIN 78/02 (2 Pcs.), long for all models before 1992 w/o short coupling kinematics	
56015	Bulb for 1,5 V Interior Lighting (8 Pcs.) for Blue Flash		56026	Traction Tire 10 x 6,4 mm (10 Pcs.) for all BR 01.5, 03, 38, 41, PCE, BR 94, ICE 3, BR 218, Blue Flash		56035	Coupler Hook (5 Pcs.) for all BR 01.5, 03, 38, 41 & KÖ	
56016	Bulb 14 V (5 Pcs.) for # 56100 & # 56101		56027	Traction Tire 7,7 x 4 mm (10 Pcs.) for VT 642 Desiro & BR 442 "Talent 2"		56036	Coupling Adapter (2 Pcs.) Helps prevent lock-up on locos without close coupling mechanisms.	

NR.	DESCRIPTION	
56040	Brake Hoses (2 Pcs.) for all models	
56041	Close Coupler Blue Flash	
56042	Standard Close Coupler (6 Pcs.) for all models w Norm-shaft	
56043	Knuckle Coupler, Fits NEM-Standard Socket, 2 Pcs.	
56050	Wheelset (2 Pcs.), 1 x Insul, 11,3 mm	
56051	Wheelset (2 Pcs.), 2 x Insul, 11,3 mm	
56052	Wheelset (2 Pcs.), 1 x Insul, 10,3 mm	
56053	Wheelset (2 Pcs.), 2 x Insul, 10,3 mm	









NR.	DESCRIPTION	
56054	DC Spoke Wheelset (2 Pcs.), 11,3 mm	
56060	AC Wheelset (2 Pcs.), 11,3 mm	
56061	AC Wheelset (2 Pcs.), 10,3 mm	
56062	AC Spoke Wheelset (2 Pcs.), 11,3 mm	
56065	Wheelset (2 Pcs.) for TrixExpress 1 x Insul, 9 mm	
56066	AC Wheelset (2 Pcs.) 10,3 mm for ICE 3 Coaches	
56080	Crankpins Dark Gray Set of 8+4 to 1999 for all BR 01.5, 03, 38, 41, 77, 82, 95	
56083	Crankpins Silver Set of 8+4 to 1999 for all BR 01.5, 03, 38, 41, 77, 82, 95	

NR.	DESCRIPTION	
56081	Buffer w Housing (8 Pcs.) for all old state railway cars	
56082	Buffer round (8 Pcs.) for all models with round buffer plates	
56090	Bulb (2 Pcs.) 16 V / 30 mA for all Hobby-Locos, apart Hondekop & ICE 3	
56095	Bulb (5 Pcs.) 16 V / 30 mA for # 55750 Wooden mast w/Light & # 55751 Telephone Poles set of 3	
56096	Bulb (5 Pcs.) 19 V / 60 mA for # 55752 Lattice-Mast single arm & # 55753 Lattice- Mast double arm	
56097	Bulb (5 Pcs.) 19 V / 60 mA for # 55754 Street Light single arm & # 55755 Street Light double arm	
56098	Bulb (5 Pcs.) 19 V / 40 mA for # 55756 Old Street lamp	





NR.	DESCRIPTION		NR.	DESCRIPTION		NR.	DESCRIPTION	
56100	Interior Lighting Modern Coach for all Modernisation Coaches		56133	Interior Lighting Railway Mail Van 4-a/15		56141	LED-Interior Lighting Articulated Buffet Car	
56101	Interior Lighting Reko Coaches for all Reko Coaches		56134	Interior Lighting Railway Mail Van 4-p/21		56142	LED-Interior Lighting Articulated Luggage Car	
56102	Interior Lighting Bi-Level Coach for all Bi-Level Coaches		56135	Interior Lighting Skirted Coaches + Luggage van		56143	LED-Interior Lighting Middle Car GTW Stadler 2/8	
56104	Interior Lighting Bi-Level Coaches You will need 5 interior lighting kits for the entire train.		56136	Interior Lighting Saxon Coaches		56144	LED-BInterior Lighting UIC-X Passenger Cars	
56130	Interior Lighting Corridor Coaches		56137	End Lighting Bi-Level Ctrl. Coaches		56145	LED-Interior Lighting Control Car ET 440	
56131	Interior Lighting Corridor Ctrl. Coaches		56138	End Lighting Bi-Level Ctrl. Coaches Dbmqqe		56146	LED-Interior Lighting Middle Car ET 440	
56132	Interior Lighting Mail Van p/13		56139	LED-Interior Lighting Commuter Train GTW Stadler		56147	LED-Interior Lighting Control Car ET 440 long	
			56140	LED-Interior Lighting Articulated Train DBGe12		56148	LED- Interior Lighting Passenger Car 120A PKP	

NR.	DESCRIPTION	
56280	LED-Interior Lighting Center entrance Car	
56281	LED-Interior Lighting IC Passenger Car	
56282	LED-Interior Lighting IC Passenger Car	
56283	LED-Interior Lighting IC Buffet Car	
56284	LED lighting kit for 111A Passenger cars NEW 2018	
56285	LED lighting kit for 112A Passenger cars NEW 2018	

NR.	DESCRIPTION	
56110	AC Pickup Shoe Most Locos 50 mm	
56111	AC Pickup Shoe Most Locos 63 mm	
56115	Replacement Track Cleaning Pad	
56116	Wheel contacts set for PIKO HO SmartMeasure Car NEW 2018	
56128	Strapping plug PluX	
56129	Strapping plug for all DC-Locomotives w digital Interface	




NR.	DESCRIPTION	
56149	Pantograph for E-Loco RH 1216 silver	
56150	Pantograph SBS 10 (1 Pcs.) for E04 DR, E63 Db (AEG), 163 DB (AEG), E93 DB, 193 DB	
56151	Pantograph SBS 9 (1 Pcs.) for E04 DRG, E93 DRG	
56152	Pantograph SBS 39 DBS54 (1 Pcs.) for E04 DB, 104 DB	
56154	Pantograph & Double rocker Hlls2D E63 for E63 DRG (AEG), E63 DRG (BBC)	
56156	Pantograph for Hobby-Locos lower arm made of metal, red	
56157	Pantograph for Hobby-Locos lower arm made of metal, grey	
56158	Pantograph for Railcar Hondekop	



NR.	DESCRIPTION	
56159	Pantograph for Railcar Hondekop	
56166	Pantograph for BR 193 / Vectron lower arm made of metal, red	
56250	Pantograph for BR 187 DB AG	
56251	Pantograph for BR 187 SBB	
56253	Pantograph DBS54	
56254	Pantograph DBS54 for BR 110/140, 141, 150	
56255	Pantograph VSH 2 F2 for BR 243/143	
56256	Pantograph VSH 2 F5 for BR 112/143	

NR.	DESCRIPTION	
56257	Pantograph for BR 1010 w Wanisch-compensator	
56258	Pantograph SBS65	
56259	Pantograph BR 193 Vectron Germany	
56260	Pantograph BR 193 Vectron Switzerland	

NR.	DESCRIPTION	
56170	Wheelset Taurus, DC w/o Tire (2 Pcs.)	
56171	Wheelset Taurus, AC w/o Tire (2 Pcs.)	
56172	Wheelset Taurus, AC w Tire (2 Pcs.)	
56173	Wheelset BR 185, DC w/o Tire (2 Pcs.)	
56174	Wheelset BR 185, AC w/o Tire (2 Pcs.)	
56175	Wheelset BR 185, AC w Tire (2 Pcs.)	
56176	Wheelset BR 218, DC w Tire (2 Pcs.)	
56177	Wheelset Taurus, DC w Tire (2 Pcs.) w print	

NR.	DESCRIPTION	
56178	Wheelset BR 185, DC w Tire (2 Pcs.)	
56179	Wheelset BR 189, DC w Tire (2 Pcs.) w print	
56180	Wheelset Hercules, DC w Tire (2 Pcs.) w print	
56181	Wheelset BR 67400, DC w Tire (2 Pcs.)	
56182	Replacement wheelsets for DC Vectron électrique locomotive (4 pieces)	
56183	Replacement wheelsets for AC Vectron électrique locomotive (4 pieces)	
56184	Replacement wheelsets for DC Vectron diesel locomotive (4 pieces)	
56185	Replacement wheelsets for AC Vectron diesel locomotive (4 pieces)	

NR.	DESCRIPTION	
56160	Smoke unit 10-16 V AC / DC - analog This steam generator is suitable for the G7.1 locomotives (# 57550 et al.). The locomotive provides extra space for the generator. Fitting the locomotive with this generator is very easy. You do not have to glue it, but simply to put it into the case and hook it up. Before using it, you have to pour ca. 0.3 ml (0.01 ounce) of steam distillate (# 56162) into the tank of the generator. The generator is only for analogue operation. Used digitally, it can be damaged.	
56161	Smoke unit 10-16 V AC / DC - digital For the description of the generator see # 56160. Only suited for digital operation.	
56162	Smoke Fluid 50 ml & Syringe The steam distillate (50 ml) may only be used for the operation of steam generators. There is a filling syringe that comes with the distillate and that facilitates the filling procedure.	

NR.	DESCRIPTION	
56300	Precision Oiler w fine dosage Refillable oiler for 5 ml, thin run pipe for precise application in hard to reach areas. By operating the pushbutton a small drop of oil is released at the fine tip. Delivered in an attractive clear display box.	
56301	Loco-Oil, refill bottle 50 ml fine mechanic oil, resin- and acid free	



PIKO building models – the perfect flair for every layout.

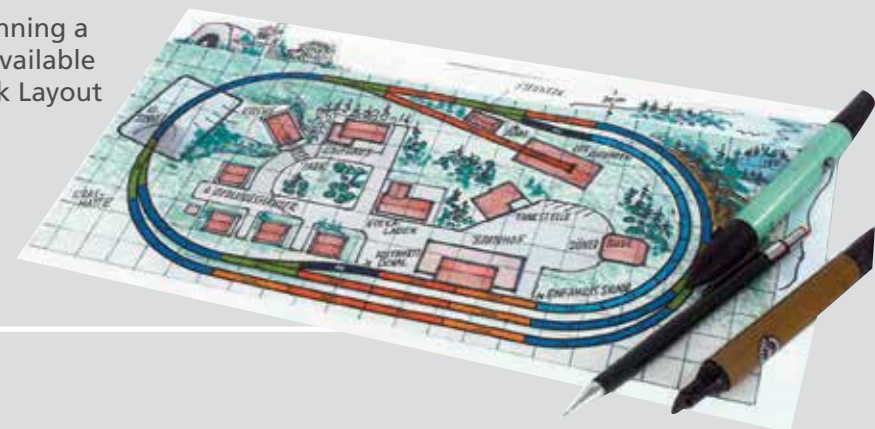
- > Realistic coloring
- > Weathering on many kits
- > Simple assembly due to exact fit of parts and understandable instructions



Many kits contain stickers with advertising posters and signs. This way a building integrates well with the theme of the layout.



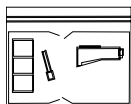
Tips and tricks for planning a complete layout are available in the PIKO H0 A-Track Layout Book. see page 63



Buildings

61153 Neustadt Gravel Yard

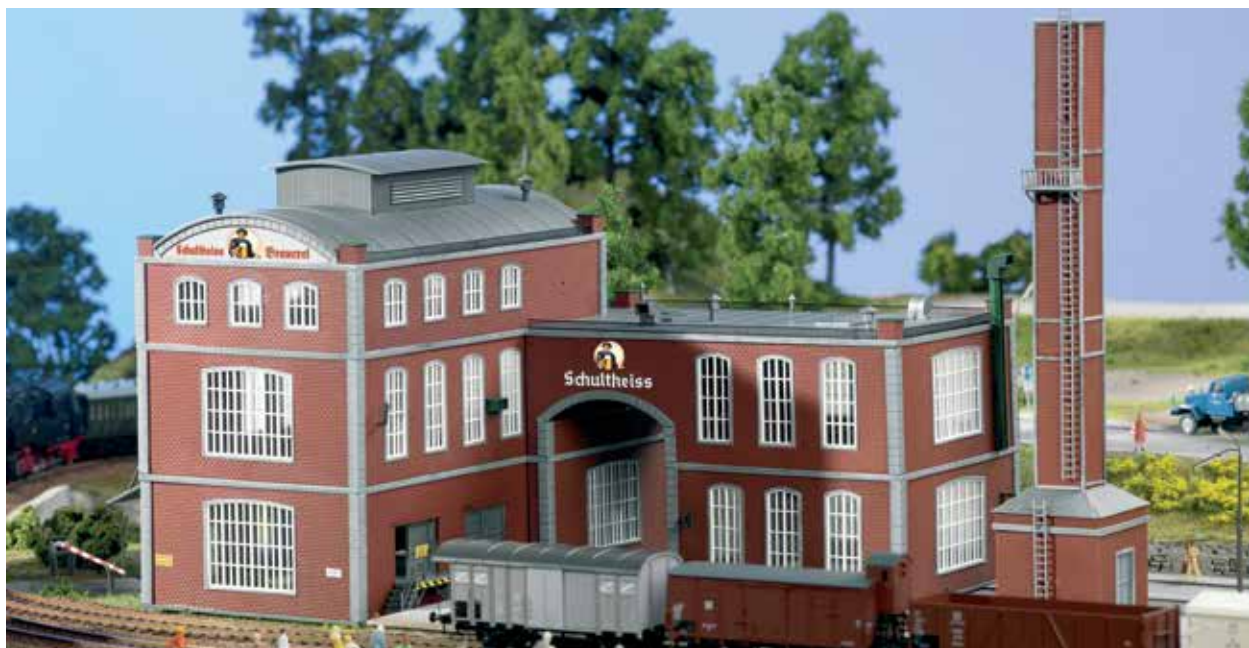
A growing city needs raw construction materials like gravel and rock.



420 x 340 x 80 mm
(16.5 x 13.4 x 3.1 in.)

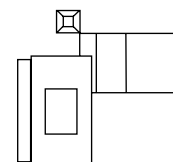
This rock yard has several bins for bulk gravel storage, along with a portable conveyor and space to handle incoming and outgoing shipments. The office and workshop oversee the yard. Parts of this kit are realistically weathered.





61149 Schultheiss Brewery

The architecture of the brewery dates back to the nineteen twenties. The two-part brick building has enough room for all essential fittings and installations necessary for brewing beer. The impressive smoke stack completes the attractive group of structures. Some parts of the kit are realistically aged and weathered.

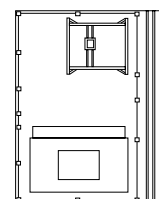


308 x 328 x 200 mm
(12.1 x 12.9 x 7.9 in.)



61152 Gerlacher Crate & Lumber Co

This arch-roofed workshop building takes timbers and turns them into shipping crates. The enclosed yard features an overhead crane for handling heavy objects. The model includes a finely-detailed wrought-iron fence with impressive brick posts. Parts of this kit are realistically weathered.

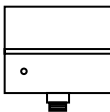


420 x 340 x 110 mm
(16.5 x 13.4 x 4.3 in.)



61151 Prefab Petersburg Market

In the fast-growing town of Petersburg, the speed of pre-fabricated "tilt-up" concrete construction is an advantage. This market became a busy shopping place almost as soon as the building was finished. Parts of this kit are realistically weathered.

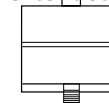


172 x 165 x 50 mm
(6.7 x 6.5 x 1.9 in.)



61146 Prefab Apartment Block Basic Set

Particularly during the seventies many apartment houses in so-called "Plattenbauweise" (prefabricated construction) were built in order to meet the demand for inexpensive housing that could be constructed very quickly. These structures were made with precast concrete slabs which were put together according to a modular design. The PIKO construction kit follows this modular design principle. Some pieces of this kit show traces of natural wear and tear. The kit includes 5 floors that can be extended by the extension set # 61147.

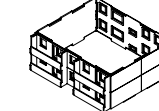


170 x 180 x 200 mm
(6.7 x 7.0 x 7.8 in.)

61147 Prefab Apartment Under Construction

To create a lively layout, the apartment house WBS70 (# 61146) can be extended with this set. It includes two further floors (64 mm, 2.5 inches) whose pieces partly show traces of wear and tear.

Using several basic and extension sets, even longer streets lined with houses of different heights can be constructed.

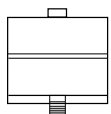


170 x 150 x 65 mm
(6.7 x 5.9 x 2.6 in.)



61148 Prefab Restaurant

This model restaurant perfectly matches the apartment house WBS70 (# 61146). The housing estate can be extended with this classic one-storey restaurant building.



170 x 165 x 65 mm
(6.7 x 6.5 x 2.6 in.)

Picture: Frank Zarges

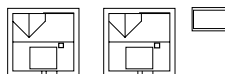


61150 Prefab School Building

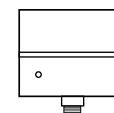
The community now has a fine three-story secondary school building, as good as any to be found in modern big cities.

61145 Neuburg Cottages

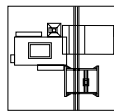
The two houses look good in a suburb beside the railway line. Some of the components of this kit have weathered colours.



2 pc.
105 x 99 x 99 mm (4.1 x 3.9 x 3.9 in.)
Garage
51 x 29 x 38 mm (2.0 x 1.1 x 1.5 in.)

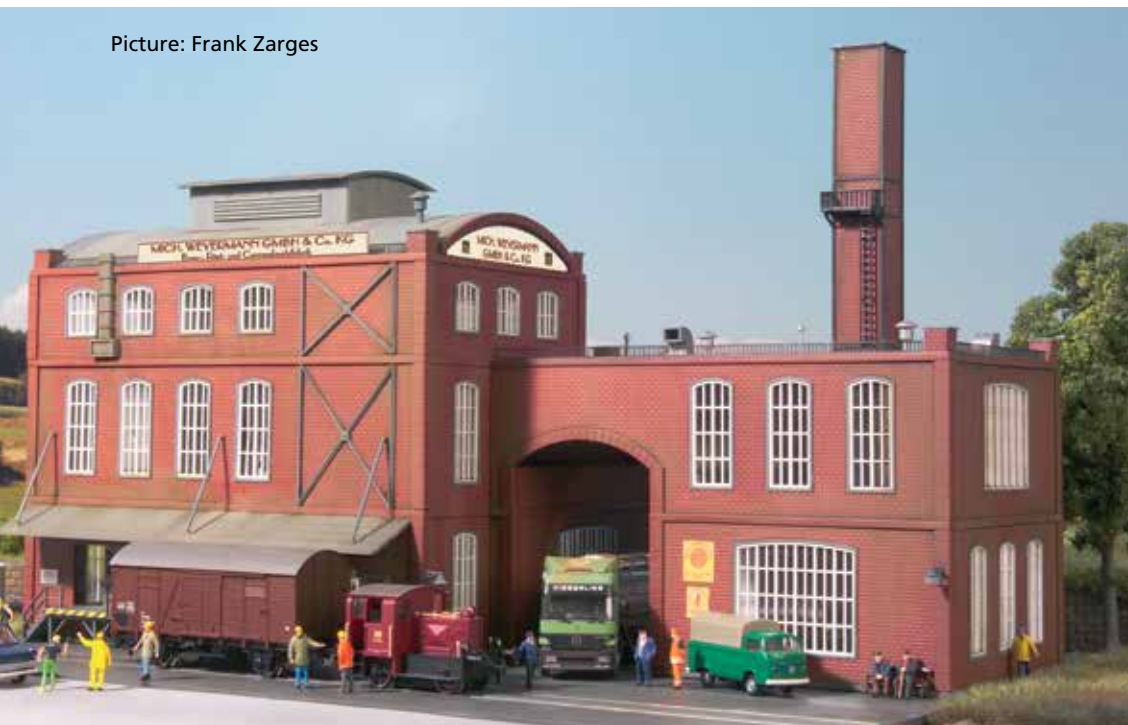


172 x 165 x 130 mm
(6.7 x 6.5 x 5.1 in.)



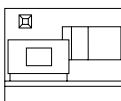
440 x 420 x 275 mm
(17.3 x 16.5 x 10.8 in.)

Picture: Frank Zarges



61144 Malt Plant

The malt house consists of two buildings linked to each other over a roadway. The baseboards included make it possible to integrate a rail connection. Loading scenes can be set up with a covered ramp. Some parts of this building kit have weathered colours.



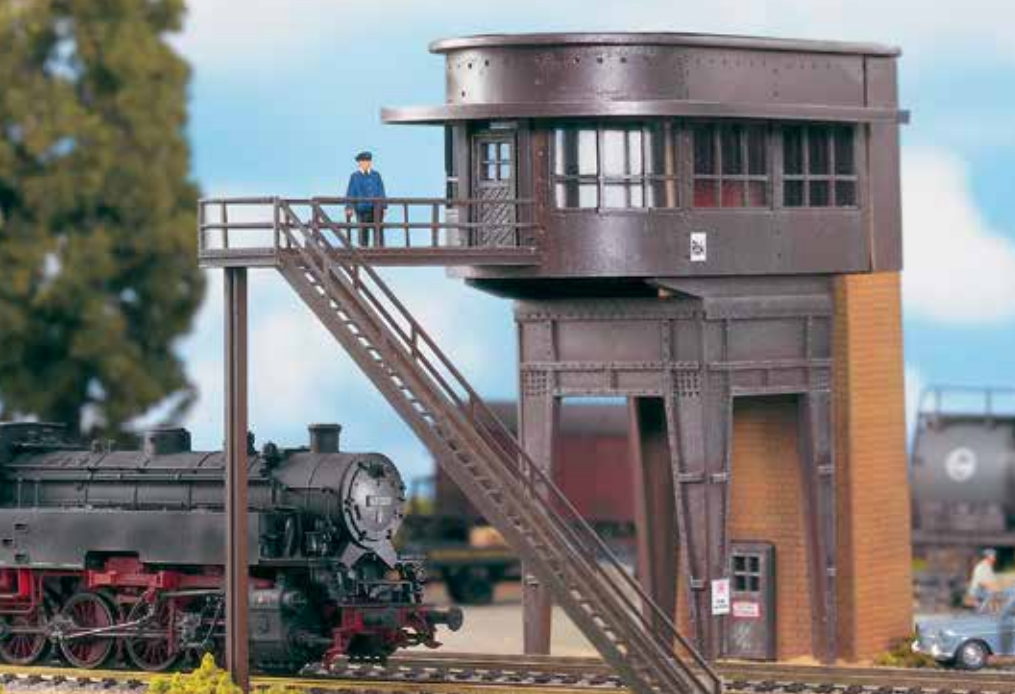
420 x 335 x 200 mm
(16.5 x 13.2 x 7.9 in.)



61134 Loco Repair Shop

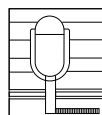
The steam engine maintenance shed is the ideal building for a railway depot on your layout. Two buildings connected by a passage contain all the workshops required for the production of locomotives. The baseboards included in the set make it possible to incorporate a track which can be laid from the works entrance to a gantry crane. Some parts of this building kit have weathered colours.



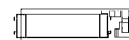


61137 Reinbek Switch Tower

The stationmaster's signal box used to stand in Reinbek station on the line between Hamburg and Berlin. It was put into operation in 1933 as an electromechanical signalbox. Owing to its unusual form and steel construction it looked very modern. The semicircular brick base added later was used as a storage room for the rail maintenance crew. Access to the signal room was via the bridge walkway with its finely detailed stairs. The authentic weathered model with its classic form fits into any layout. It can be set up with or without the finely detailed base.



210 x 115 x 140 mm (8.3 x 4.5 x 5.5 in.)
w base plate:
232 x 210 x 145 mm (9.1 x 8.3 x 5.7 in.)



180 x 47 x 88 mm
(7.0 x 1.9 x 3.5 in.)

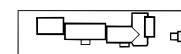
61128 Neuses Old Switch Tower

Makeshift signal boxes are typical of the post-war period and could be found in a number of designs. In this makeshift signal box a coach body has been heaved onto a brick base. That provided the necessary visibility of the turnouts and signals, which could be operated from here. The choice of original, the colouring and realistic traces of weathering all help to create an interesting building for period III and IV layouts. Signal boxes of this type continued to be used in the 20th century right into the eighties, for instance outside Kassel main station.



61112 Suburban Station

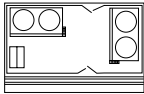
Buildings of this type were characteristic of the post-war years marked by so much destruction: the coach body chocked up as a freight shed, the "reception building" made of corrugated iron, the wooden "passenger centre" – a group that in its own way conveys a picture of railway and social history. A building kit that is particularly suitable for period III layouts but which can also find a rightful place on period IV layouts. Some parts of this building kit have weathered colours.



390 x 100 x 55 mm
(15.4 x 4.0 x 2.2 in.)

61141 ESSO Tank Farm Complex

The railway plays an important part in supplying its own competitors, the automobile industry. It transports large quantities of the fuels so much in demand from refineries to regional tank depots which supply it as required to the filling stations.



420 x 340 x 120 mm
(16.5 x 13.4 x 4.7 in.)

Picture: Frank Zarges



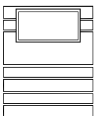
LOCOMOTIVE SCRAP YARD



210 x 230 x 75 mm
(8.3 x 9.0 x 3.0 in.)

61101 Repair Shop

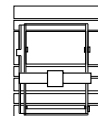
Small engines or trucks can be driven right into the repair shop. The glass superstructure provides plenty of light for working in the shop, which has wide doors at each end. Some parts of this building kit have weathered colours.



210 x 230 x 75 mm
(8.3 x 9.0 x 3.0 in.)

61102 Portal Crane

A gantry crane of this type can of course be put to good use in a rail yard or on industrial site. The driver's cab with the grab can be moved sideways. Some parts of this building kit have weathered colours.



190 x 210 x 160 mm
(7.5 x 8.3 x 6.3 in.)

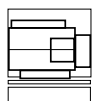
61103 Locomotive Scrap Yard

The three scrap bunkers can be filled individually with the numerous old loco parts included such as wheelsets, rodwork, boilers, frames, and buffers. In combination with the gantry crane and the repairshop an exemplary scrapyard can be created. Some parts of this building kit have weathered colours.



61113 Billinger's Co-Op Storage

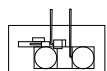
Warehouses of this type are typical in rural areas. The goods to be transshipped, mainly grain, can be driven straight off along the connecting lines. The highly detailed warehouse which has been provided with subtle signs of wear and tear can be used together with other buildings to create a striking industrial centre on rural style layouts. Using the baseboards included in the building kit rails can be laid to create interesting transshipment scenes.



210 x 230 x 168 mm
(8.3 x 9.0 x 6.6 in.)

61115 Billinger's Co-Op Silos

Before the grain can be loaded into trucks, it must be blown into the silos. The containers are built on finely detailed bases. The blowers, lines and ventilators perfect the authentic appearance of this model. Some parts of this building kit have weathered colours.



210 x 134 x 153 mm
(8.3 x 5.3 x 6.0 in.)

61114 Billinger's Co-Op Elevator

The impressive storage tower is used for drying and shifting grain. Many significant details such as air-blown transport to the silos and ventilator outlets on the roofs as well as various pipes give the building a particularly interesting appearance. Some parts of this building kit have weathered colours



210 x 230 x 230 mm
(8.3 x 9.0 x 9.0 in.)

61111 Coal Elevator & Accessories

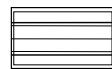
The many items in this kit can be used to add authentic detail to the coal yard. Tools, sack trolleys, compressors, coal sacks, and a few oil barrels as well as a conveyor belt make life easier for Grabowsky's workmen.



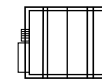
SAND WORKS

**61123 Sand Works Loading Bridge**

The sand and gravel from the grading tower travels through the loading bridge to waiting train cars or trucks. Three separate loadouts guarantee a high throughput. Some parts of this building kit have weathered colors.



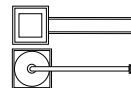
182 x 108 x 168 mm
(7.2 x 4.3 x 6.6 in.)

**61124 Sand Works Grading Tower**

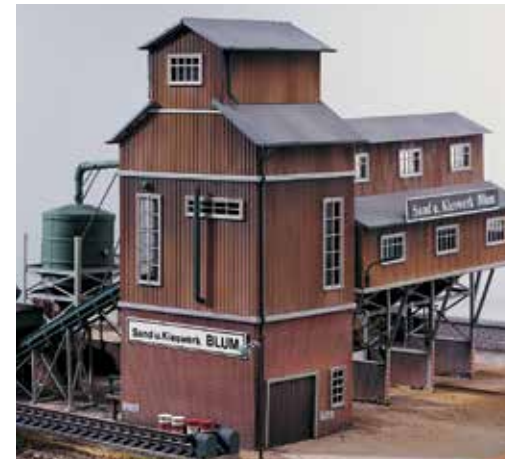
120 x 94 x 220 mm
(4.7 x 3.7 x 8.7 in.)

**61125 Sand Works Silo & Transport**

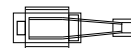
The sand and gravel arriving at the sand works is carried to the grading tower on a conveyor belt. The sand silo fills lorries with particularly fine sand which is blown from the grading tower into the silo. Some parts of this building kit have weathered colours.



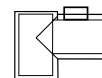
52 x 148 x 148 mm Silo (2.0 x 5.8 x 5.8 in.)
48 x 155 x 120 mm Transport
(1.9 x 6.1 x 4.7 in.)

**61126 Sand Works Unloading Crane**

The unloading crane runs on rails. This makes it possible to unload arriving freight cars or even ships if the Blum sand and gravel works is built beside a navigable stretch of water. Some parts of this building kit have weathered colours.



134 x 44 x 100 mm
(5.3 x 1.7 x 3.9 in.)

61127 Sand Works Sales Office

84 x 64 x 38 mm
(3.3 x 2.5 x 1.5 in.)



E. STRAUSS GLASS FACTORY

PIKO



61116 E Strauss Glass Factory

The glass foundry with its barrel roof is an impressive building. The glass smelting furnaces are in the noticeably higher production area. This is also where the glass blowers work. With its authentic mix of materials including brick walls and natural stone, as well as its covered loading ramp at the back and the barrel roof (complete with snow catching rails) not to mention the ventilator sized according to requirements the building looks as impressive as authentic. Some parts of this building kit have weathered colours.

61117 Factory Side Building

The annexe to the main building matches the main building perfectly in style and height and it provides a wide thoroughfare which can also be used by rail vehicles. With the baseboards included with the main building and the annexe it is possible to incorporate rails. Some parts of this building kit have weathered colours.

61118 Factory Chimney

The glass foundry needs a lot of heat so a boiler house with the necessary factory chimneys must be provided. The chimney stands on a masonry base which also contains a ladder for the chimney sweep. Reinforcement bands made of metal with realistic traces of operation are all part of the accurate representation. Some parts of this building kit have weathered colours.

61119 Factory Accessories

This selection of accessories consisting of compressors, containers, acid containers and tools is suitable for more than just the glass foundry. The loading crane is also included in this kit.

61120 Factory Fence

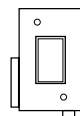
This finely worked fence is an ideal addition to the glass foundry. The fence weathered like the original is set on a low wall. Since it can be varied in length, there is virtually no limit to its use.



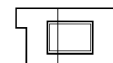
61118:
50 x 50 x 260 mm
(2.0 x 2.0 x 10.2 in.)



61119:
130 x 95 x 75 mm
(5.1 x 3.7 x 3.0 in.)



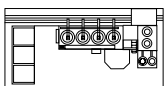
61116:
225 x 130 x 185 mm
(8.9 x 5.1 x 7.3 in.)



61117:
225 x 130 x 185 mm
(8.9 x 5.1 x 7.3 in.)

O'CONNER'S CEMENT WORKS

The building complex belonging to Main-Beton consists of a cement mixing plant, silos, and three sand bunkers which are each obtainable as individual sets. It all looks at its best of course as a complete unit which perfectionists will finish off with a factory fence.

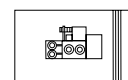


172 x 152 x 130 mm (6.8 x 6.0 x 5.1 in.)
w base plate:
224 x 204 x 135 mm (8.8 x 8.0 x 5.3 in.)

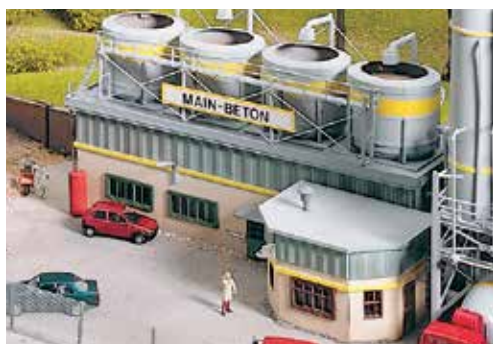


61133 Concrete Plant Fence

The cement works can be surrounded by the typical factory fence made of wire netting.

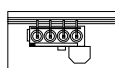


340 x 210 x 190 mm
(13.4 x 8.3 x 7.5 in.)

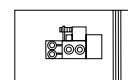


61130 Concrete Plant Mixing Building

The buildings belonging to the cement works comprise the technological heart of this specialised field of building material production.



420 x 230 x 130 mm
(16.5 x 9.0 x 5.1 in.)



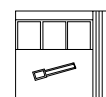
61131 Concrete Plant Silos

Various kinds of ready-mix concrete are stored in the silos. They can be collected from there with mixing vehicles.



61132 Concrete Plant Sand Bunkers

No concrete without supplies of sand! With Main-Beton's sand bunkers the model rail enthusiast has an authentic building kit.



230 x 210 x 55 mm
(9.0 x 8.3 x 2.2 in.)

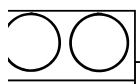


TANKS



61104 Storage Tanks Low

The building kit contains two storage containers to store the petroleum products delivered by tank cars. Tank fittings, filling points, and oil sumps with their authentic traces of ageing look very realistic.

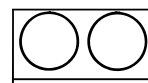


175 x 90 x 70 mm
(6.9 x 3.5 x 2.8 in.)



61121 Storage Tanks Tall

High storage tanks add interest to complexes such as the J. Hennig tank depot. But they can also be used to build entire refineries where both large and small tanks have their place. Many details such as fittings and oil sumps have been accurately represented on this PIKO model with its realistic traces of wear and tear.



162 x 90 x 140 mm
(6.4 x 3.5 x 5.5 in.)



61106 Tank Station Office

It is not only important to get the tankers filled, the paperwork must also be dealt with. For this there is an office right next to the filling station where small quantities of mineral oil can also be sold in barrels.

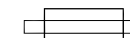


152 x 66 x 56 mm
(6.0 x 2.6 x 2.2 in.)



61105 Tank Station Fill Racks

In order to ensure that the tankers are filled rapidly there must be a filling station by the railway. Some parts of this building kit have weathered colours.



225 x 25 x 75 mm
(8.9 x 1.0 x 3.0 in.)





- 1 99942W Cap white
99942B Cap beige
- 2 99932 Wall Clock
- 3 99969 PIKO plate made of enamel
- 4 99950 PIKO-Book, German
- 5 99937 Polo-Shirt
- 6 99941 Cup with loco
- 7 99965 PIKO Lanyard
- 8 99936 Ballpoint Pen
- 9 99930 Watch
- 10 99973 DVD PIKO model railroad
(MDR Doku, 30 min)

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PIKO Spielwaren GmbH, Lutherstraße 30,
96515 Sonneberg; hotline@piko.de.
We will reply!

Tour of the PIKO Factory

If you feel like making an interesting excursion in the south Thuringian region, drop by at our premises! Once a month, fans and interested visitors have the opportunity to take part in a tour of the PIKO plant. For more information and the specific dates call Martina Matthäi (customer service): +49 3675 – 89 72 42.

Service

We have established a hotline for customers who have specific questions about PIKO products or technical problems. The hotline team is there for you on Tuesdays and on Thursdays from 4 to 6 p.m.

www.piko.de

For the latest PIKO news, information about our products and special editions visit our homepage!



1 99931 PIKO-Flag 80x120 cm (3.1x4.7 in.)

2 99971 Beachflag PIKO

3 99972 Beachflag PIKO myTrain®

4 99933 Lamp 20x101 cm (0.79x3.9 in.)

5 99934 Outdoor lamp 30x80 cm (1.2x3.1 in.)

6 99952 Plastic Bag, 38x50 cm (1.5x2.0 in.)
99956 Plastic Bag, big, 69x50 cm (2.7x2.0 in.)

7 99900 Price Displays (6 pcs.)
B = 38,7 mm

8 99906 PIKO Logo-Sticker 12 cm (0.47 in.)
99907 PIKO Logo-Sticker 40 cm (1.6 in.)
99909 PIKO Logo-Sticker 68 cm (2.6 in.)

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56126	417	56159	426	56202	393	56347	419	56400	34	57145	60	57455	298	57611	323	57678	246
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56130	424	56166	426	56251	426	56351	419	56421	34	57170	54	57521	302	57618	324	57684	321
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56132	424	56171	426	56254	426	56353	419	56423	34	57172	43	57523	302	57620	321	57686	321
56133	424	56172	426	56255	426	56354	419	56424	34	57173	44	57526	302	57621	321	57687	322
56134	424	56173	426	56256	426	56355	419	56425	34	57180	44	57531	307	57622	321	57688	322

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57951	299	58410	260	58726	339	58805	318	59046	122	59141	120	59266	219	59429	183	59536	227
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57954	299	58412	261	58729	332	58807	319	59048	122	59144	115	59291	205	59433	183	59538	227
57956	299	58413	261	58730	333	58901	402	59051	115	59145	115	59293	205	59434	183	59539	226

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59641	243	59744	191	59840	167	59909	141	59978	135	61122	267/394	61827	347	96333	147	96460	213
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59643	243	59748	180/234	59856	124	59913	140	59981	136	61124	438	61831	347	96372	145	96462	213
59660	241	59749	180/234	59858	125	59920	204	59982	136	61125	438	61833	347	96375	144	96463	213
59661	241	59752	190	59860	125	59921	205	59983	136	61126	438	61834	347	96400	154	96464	213
59662	241	59753	190	59861	125	59923	204	59984	136	61127	438	61835	347	96401	154	96465	213
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59681	239	59784	216	59871	134	59934	188	59994	160	61134	434	95340	395	96416	155	96471	208
59682	239	59785	216	59873	135	59935	188	59995	161	61137	435	95341	399	96417	155	96472	208
59684	238	59786	217	59874	135	59937	189	59996	158	61141	436	95343	401	96418	156	96473	209
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59708	195/234	59813	140	59886	128	59962	126	61113	437	61152	431	96142	311	96434	157	96545	150
59709	195/234	59820	204	59887	129	59963	126	61114	437	61153	430	96210	311	96435	157	96546	150
59710	195	59821	205	59890	160	59964	125	61115	437	61820	346	96300	220	96436	157	96547	149
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59716	195	59829	203	59896	158	59971	134	61118	439	61823	346	96306	220	96446	212	96551	151

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The series 110.3 of the Bundesbahn has a very dynamic appearance - especially due to the distinctive design of the front as well as the skirts and buffer covering. The bend on the front sides quickly gave it the nickname "Crease [Bügefalte]".

> **EXPERT-line page 104**



The diesel-electric, four-axle bogie locomotives of the series 2200 of the Dutch State Railway NS characterised the period of the traction change and were used in front of freight trains and passenger trains.

> **EXPERT-line page 206**



The series 132 of the Deutsche Reichsbahn was a diesel locomotive procured for the GDR. It was used universally. The robust engines have driven both fast trains and heavy freight trains and are partly still in use today.

> **EXPERT-line page 193**

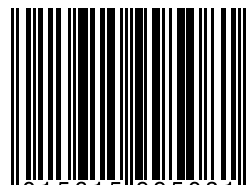


Since summer 2017, a former shunting locomotive of the DR with attractive colouring has been standing on the roundabout (referred to as PIKO roundabout) at the entrance to the company premises in Sonneberg as an urban highlight.

> **EXPERT-line page 177**



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