



PIKO

New Items 2023



FOREWORD



Dear PIKO HO fans,

2023 will see a multitude of new 1:87 scale highlights from PIKO. The Class 03 is the first tender locomotive to join our HO range in over 20 years. It will be part of our exclusive ExpertPlus line as the latest in a series of high-end steam locomotive models.

The E 17, built from 1928 onwards, is a testimony to precision German engineering. We have decided to offer the modernized DB version of the E 17 as No. 117 110-7 (rebuilt with only two cab windows) as a unique version of this early electric locomotive. It will be delivered as the first new model of 2023.

The Deutsche Bundesbahn's changeover from steam power to electric and diesel traction is inextricably linked to the V 100. The venerable locomotives served the German railroad network for decades hauling everything from D-trains to local freights.

Seasoned DCC operators and those just switching over to digital control can look forward to a completely redesigned PIKO SmartControl^{wlan} system featuring a color display and WiFi connection. The new DCC system will be included with all new PIKO digital train sets.

For some time now, you have been able to purchase models directly from the PIKO website. In 2023, we are announcing the grand opening of our new PIKO flagship store at our corporate headquarters in Sonneberg. PIKO invites you to visit our brand new retail location that will offer an exciting shopping experience amidst all available PIKO models in all scales

From the entire staff at PIKO, we wish you Happy Model Railroading in 2023!

Ortrun D. Wilfer

Dr. René F. Wilfer

Andrea M. R. Wilfer





Welcome!
Coming soon... the PIKO Flagship store!

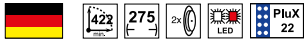
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NEW MOLD
2023

III / 2023






Photo: Ulrich Budde



Also available as an XP model with synchronized chuffing smoke!

BR 003 Steam loco DB IV

50680   

50681    

50682    **PIKO TrainSound**[®] onboard

50683    **PIKO TrainSound**[®] onboard

XP-BR 003 Steam loco DB IV

55922     **PIKO TrainSound**[®] onboard

55923     **PIKO TrainSound**[®] onboard

suitable accessories for all steam locomotive BR 003:

56620 PSD XP BR 003 PluX22

(see H0 main catalog 2023)

BR 003

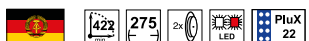
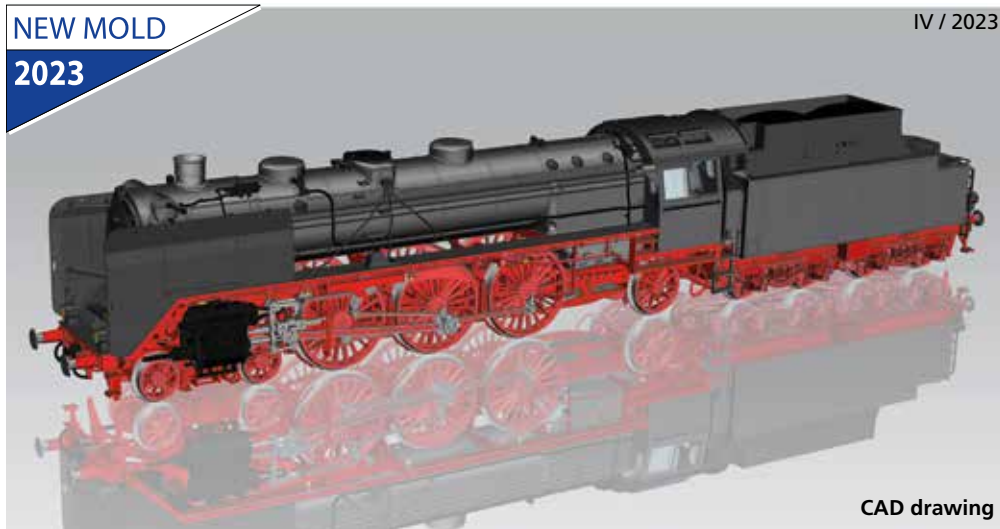


The prototype:

Between 1930 and 1938, a total of 298 Class 03 standard express locomotives were built for the Deutsche Reichsbahn for use on lines rated for a maximum axle load of 18 (metric) tons. The design was based on the Class 01, whose axle load was over 20 (metric) tons. To reduce weight, the Class 03 series featured a light weight bar frame and a smaller boiler and cylinders than the Class 01. Early production 03s reached a top speed of 120 km/h (75mph) while later production 03s could reach a top speed of 130 km/h (81mph). In 1959, the DB rostered a total of 145 Class 03s. Nine years later the number dropped to 45 engines, which by then had been redesignated as Class 003. The last DB engines remained in service until 1972. Eighty-six Class 03s served the East German DR, many of which were extensively rebuilt. These lasted until 1979. Following World War II, thirty-six 03s became part of the Polish State Railways' fleet where they were reclassified as the Pm2.

The model:

Composer Arthur Honegger once wrote an orchestral piece paying homage to an elegant Pacific-style steam locomotive. Now, an all-new, sharp-looking Pacific has joined PIKO's HO line. The handsome model reflects the silhouette of the prototype with its slim, lofty boiler and airy bar frame. The finely spoked drive wheels, counter weights, separately applied bell, air pumps, lamps, and boiler lines add an unmatched degree of realism. The motor and flywheel are housed in the tender to ensure good running characteristics and prototypical space between the boiler and chassis. Digital versions of the Class 03 feature switchable lighting outputs on the engine and in the cab, as well as a flickering firebox. Analog versions can be retrofitted with these features by installing a decoder on the PluX22 interface. The Expert Plus model of this engine can be equipped with a pulsating smoke generator that is synchronized with the drive wheels.

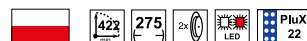
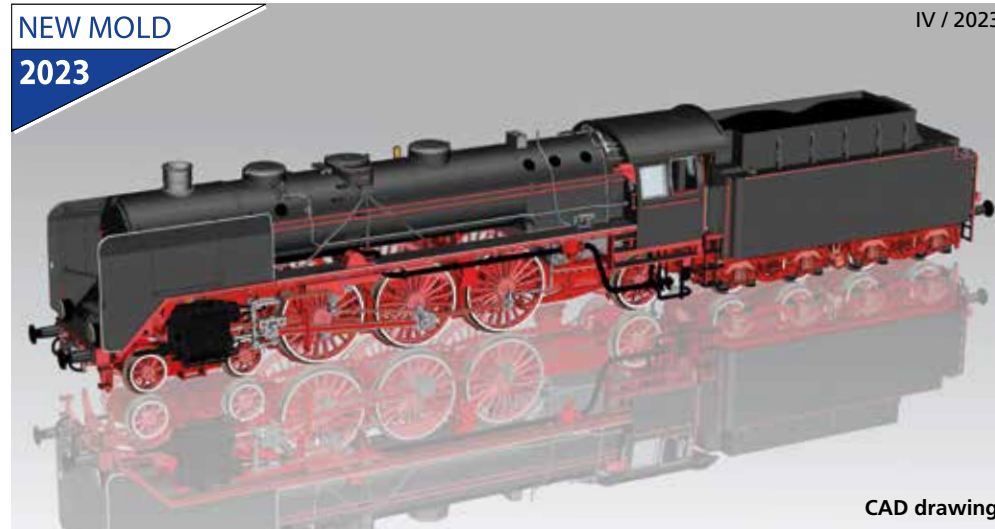


BR 03 Steam loco DR III

50684

50685 **PIKO TrainSound®** onboard

50686 **PIKO TrainSound®** onboard



BR Pm2 Steam loco PKP IV

50687

50688 **PIKO TrainSound®** onboard

50689 **PIKO TrainSound®** onboard

INFO

- › DRG lamp configuration
- › Cab with vents
- › DRG boiler
- › feed pump front
- › Whistle mounted on steam chimney
- › Knorr air pump

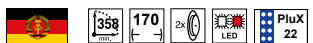
BR 03
DR

INFO

- › PKP lamp configuration
- › Cab without vent
- › PKP boiler
- › Trailing axle without brake
- › Whistle mounted on smokestack
- › Knorr air pump

Pm2
PKP

III / 2023



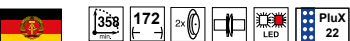
BR 78 Steam loco DR IV

- 50617
- 50618
- 50619

Model variation
2023



CAD drawing



BR 83.10 Steam loco DR IV

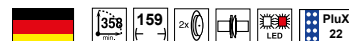
- 50637
- 50638
- 50639

IV / 2023

Model variation
2023



CAD drawing



BR 93 Steam loco DRG II

- 50667
- 50668 **PIKO TrainSound®** onboard
- 50669 **PIKO TrainSound®** onboard

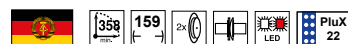
Model variation
2023



CAD drawing

II / 2023

In 2023 PIKO will deliver the Deutsche Reichsbahn version of the handsome BR 93.0. When designing the model, emphasis was placed on DR-specific features like twin boiler domes, a cab rain gutter, and DR-style water tanks that are mounted on each side of the boiler. The BR 93.0 features separately applied handrails and boiler piping in addition to other intricacies that make this model a real gem.



BR 93 Steam loco DR III

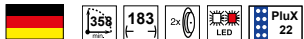
- 50664
- 50665 **PIKO TrainSound®** onboard
- 50666 **PIKO TrainSound®** onboard



NEW MOLD
2023


1 / 2023

Photo: Ulrich Budde



Modernized version with
two front windows!

117 110 Electric loco DB IV

51490 

51491  

51492   **PIKO TrainSound®** onboard

51493   **PIKO TrainSound®** onboard

suitable accessories for all Electric Locos BR E17:

56604 PSD XP S BR E17 PluX22

(see H0 main catalog 2023)

BR E 17


The prototype:

Following the positive results of the E 21.1, the DRG ordered 38 new E 17 electric locomotives for medium-to-heavy express train service. Delivery took place between 1928 and 1929. The E 17 Class was the first electric express locomotive to use a "Federtopf" drive connected in-series. Eighteen engines were assigned to Munich Hbf for service in southern Germany while twelve were assigned to central Germany and the remaining eight assigned to Silesia. After the end of World War II, two engines remained with the DR and were retired and scrapped in 1968. The DB acquired 26 engines that were modernized between 1960 and 1961. In 1968 the locomotives were redesignated as BR 117. The last BR 117 was retired in April 1980.

The model:

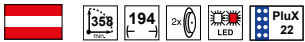
The brand new E 17 is the latest example of PIKO's commitment to building high-quality models of well-known older electric locomotives. Our model reflects the E17 as it appeared in Era IV following the rebuilding program that eliminated the middle cab windows and modified the cab noses and roof lines. The new PIKO model features contemporary mechanical design that ensures silky-smooth running characteristics and good tractive effort. Directional LED lighting is standard on all models along with an illuminated engine room and control stands. AC and sound versions of the locomotive are factory-equipped with PIKO decoders, while the analog version can be easily retrofitted thanks to a PluX22 interface.

NEW MOLD
2023

III / 2023



Photo: Manfred Smahel



Completely new model with 2 cab windows and ÖBB-style headlights!

Rh 1018 Electric loco ÖBB IV

51142

51143

51144 **PIKO TrainSound®** onboard

51145 **PIKO TrainSound®** onboard

suitable accessories for all Electric Locos Rh 1018:

56621 PSD XP S Rh 1018 PluX22

(see H0 main catalog 2023)

Rh 1018
ÖBB

The prototype:

In 1937, the Austrian Federal Railways ordered eight locomotives from the Floridsdorf locomotive factory based on the German E 18. They were intended for use on the newly electrified Western Railway. The requirements of the Western route resulted in a number of changes to the design such as higher ventilation grilles, stronger transformers or more powerful AMS701 traction motors. The gear ratios were slightly less than the E 18, resulting in a top speed of 130 km/h (81mph), but the starting tractive effort and continuous output were significantly increased.

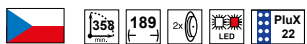
Due to political developments, the Austrian locomotives were delivered to the Deutsche Reichsbahn beginning in 1940. After the war, the Austrian Federal Railways (ÖBB) reclassified their eight locomotives as BR 1018. These engines underwent a rebuilding program. The most visible modification was the redesign of the cab faces. The main switch and other electrical apparatus were replaced with standard ÖBB components.

ÖBB's 1018 fleet remained in service until the early 1990's, with the 1018.05 being kept operational until 2001 for fan trips.

The model:

The wish of model railroaders for a true ÖBB BR 1018 has now been granted!

The new PIKO model faithfully captures the unique curves and details of the Austrian version of this famous locomotive. Of particular note are the fine wheel sets and the accurately reproduced roof lines. The model sits atop a heavy zinc die-cast frame that makes for excellent running characteristics and good traction. In addition to its low-maintenance LED headlights, the locomotive features engine room lighting and control stand lighting. The analogue version can easily be retrofitted with a decoder using the model's PluX22 interface. Models 51143, 51144 and 51145 are factory-equipped with a decoder.



The prototype:


As AC electrification of the ČSD system progressed, so did the demand for suitable AC locomotives. To meet this demand, the class S499.02 was created in the mid-1970s as a further development of the class S499.0 "Laminátka" electric locomotive. The new S499.02 used steel body panels as opposed to the fiber glass panels of the Laminátka, in an effort to cut production costs. With the exception of the large air vents located on the side panels, the S499.02's body resembled that of the class E469.3 DC locomotive. Between 1975 and 1981, 86 units entered service with ČSD and were used in both freight and passenger service. During the 1980s, some of the locomotives were fitted with modern single-arm pantographs. In 1988 they were redesignated as class 242. Following the 1993 dissolution of Czechoslovakia, all class S499.02s went to the Czech Railways (ČD) and are still in use there today. The delivery of S499.0286 in 1981 marked the end of the delivery of ŠKODA first generation locomotives.



The model:

Like the prototype, our HO scale S499.02 is a further development of the legendary "Laminátka". Both the real locomotive and model locomotive reflect advanced design. This is evident in the highly detailed shell that features a full array of ventilation grilles and flush-mounted engine room windows. Each cab windshield is bordered by separately applied window frames and each cab vent is an individually applied part. Eye-catching filigree headlight lenses adorn both cab faces of the locomotive. In addition to superior detailing, decoder-equipped models boast digital features like illuminated control stands, cab lighting, engine room lighting and chassis lights. Thanks to the PluX22 interface, analogue versions are easily converted to digital operation with a DCC decoder and can have the same lighting functions.

The successor to CSD's S499 heavy-duty universal locomotive!

BR S499.02 Electric loco ČSD IV

97400 

97401  

97402   **PIKO TrainSound**[®] onboard

97403   **PIKO TrainSound**[®] onboard

suitable accessories for all Electric Locos BR S499.02:

56622 PSD XP S BR S499.02 PluX22

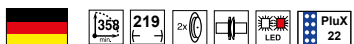
(see H0 main catalog 2023)

BR S 499.02
ČSD

ELECTRIC LOCOMOTIVES



Photo: Henning Folz

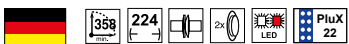


BR 101 Electric loco Ecophant DB AG VI

- 51113
- 51114 **PIKO TrainSound®** onboard
- 51115 **PIKO TrainSound®** onboard



Photo: Henning Folz

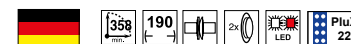


BR 103 Electric loco DB AG V, short

- 51689
- 51690
- 51691



Photo: Henning Folz

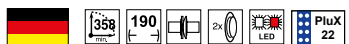


BR 110 Electric loco DB AG V (bib paint scheme)

- 51920
- 51921
- 51922



Photo: Ulrich Budde

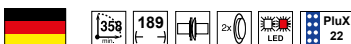


BR 110 Electric loco DB IV

- 51923
- 51924
- 51925



Photo: Henning Folz

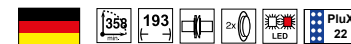


BR 110 Electric loco DB IV

- 51815
- 51816
- 51817



CAD drawing



BR 111 Electric loco DB AG VI

- 51926
- 51927
- 51928

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BR 112 Electric loco DR V

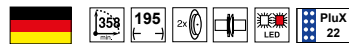
51724

51725

51726

II / 2023

Photo: J. R. Broughton /
Slg. Eisenbahnstiftung



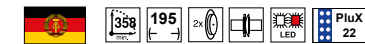
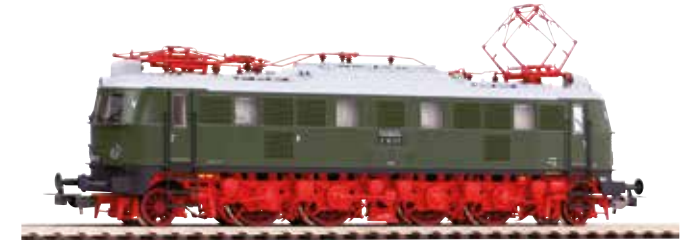
BR E 18 Electric loco DB III

51929

51930

51931

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BR E 18 Electric loco DR III

51932

51933

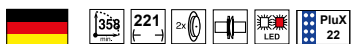
51934

Model variation
2023

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Photo: Ulrich Budde



BR 120 Electric loco DB IV

51935

51936

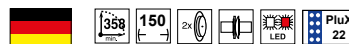
51937

Model variation
2023

IV / 2023



Photo: Helmut Röth /
Slg. Eisenbahnstiftung



E 32 15 Electric loco DB III

51417

51418 **PIKO TrainSound®** onboard

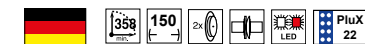
51419 **PIKO TrainSound®** onboard

Model variation
2023

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CAD drawing

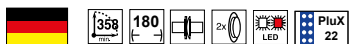


EP2 Electric loco Bayern II

51420

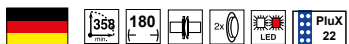
51421 **PIKO TrainSound®** onboard

51422 **PIKO TrainSound®** onboard



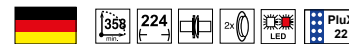
BR 140 Electric loco DB AG V

- 51938
- 51939
- 51940



BR E 41 Electric loco DB III

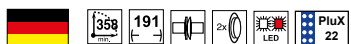
- 51531
- 51532
- 51533



BR E 50 Electric loco DB III

- 51654
- 51655
- 51656

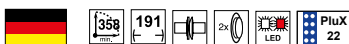
IV / 2023



BR 143 Electric loco DR V

- 51941
- 51942
- 51943

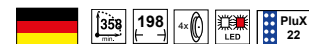
III / 2023



143 175 Electric loco SLRS VI

- 51727
- 51728
- 51729

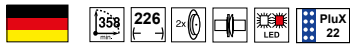
I / 2023



BR 152 Electric loco DB IV

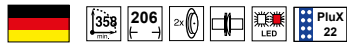
- 51828
- 51829 **PIKO TrainSound®** onboard
- 51830 **PIKO TrainSound®** onboard

ELECTRIC LOCOMOTIVES



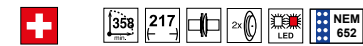
BR 152 Electric loco DB Cargo V

- 51124
- 51125 **PIKO TrainSound®** onboard
- 51126 **PIKO TrainSound®** onboard



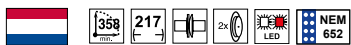
BR 181.2 Electric loco DB AG VI

- 51944
- 51945
- 51946



484 020 Electric loco SBB Cargo VI

- 21619
- 21620
- 21621



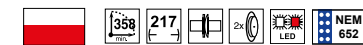
BR 186 Electric loco Fyra V

- 21624
- 21625
- 21626



BR 480 Electric loco MÁV VI

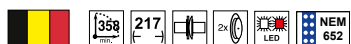
- 21622
- 21623



EU43 Electric loco Orlen VI

- 21617
- 21618

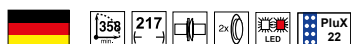
I / 2023



BR 186 Electric loco Medway VI

- 21630
- 21631
- 21632

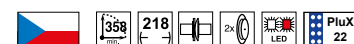
IV / 2023



BR 187 Electric loco DB AG VI

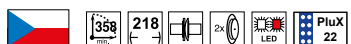
- 51947
- 51948
- 51949

I / 2023



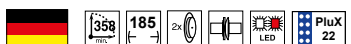
Vectron Electric loco Metrans VI

- 21605
- 21606



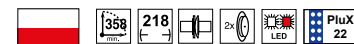
Vectron Electric loco QR code ČD VI

- 21603
- 21604



193 560 Electric loco DB AG VI

- 21600
- 21601
- 21602



EU46 Electric loco Vectron Cargounit VI

- 21633
- 21634
- 21635



BR 193 Electric loco Thuner See SBB VI

21610

21611

21612



Vectron Electric loco New Alpinisti BLS VI

21607

21608

21609



BR 191 Electric loco GTS VI

21613

21614



Rh 1110.5 Electric loco ÖBB V

51775

51776

51777



Rh 1044 Electric loco ÖBB V

51634

51635

51636



Rh 1144 Electric loco ÖBB V

51637

51638

51639

ELECTRIC LOCOMOTIVES

Model variation
2023

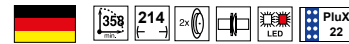
II / 2023



Photo: Ulrich Budde

The prototype:

In the mid-1950's, the need for heavy freight locomotives prompted the DB to build an additional 43 copies of the E 94. The 1954-56 production run included E 94 178, which became engine no. 194 178 in DB's 1968 renumbering scheme. During a main inspection on January 8, 1976, the locomotive was repainted into an ivory/ocean blue color scheme in use by DB at the time. 194 178 was the only E94 to receive the ivory/blue scheme as it was highly susceptible to grime. As the only locomotive in its class with this livery, it was nicknamed the "Blue Mauritius".



194 178 Electric loco DB IV

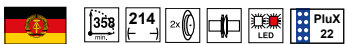
- 51477
- 51478
- 51479 **PIKO TrainSound®** onboard
- 51480 **PIKO TrainSound®** onboard

Model variation
2023

II / 2023



CAD drawing



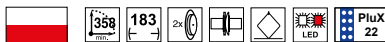
BR 254 Electric loco DR IV

- 51481
- 51482 **PIKO TrainSound®** onboard
- 51483 **PIKO TrainSound®** onboard

III / 2023



Photo: Ryszard Boduszek



EU07-205 Electric loco PKP V

- 96388
- 96389
- 96390

II / 2023



Photo: Damian Szarek

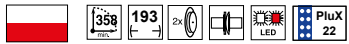


EP08-009 Electric loco PKP Intercity VI

- 96384
- 96385



Photo: Kuba Gułajewski



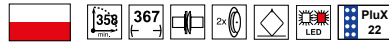
ET21 Electric loco DB Cargo Polska VI

51608

51609



I / 2023



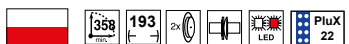
ET41 Electric loco PKP IV

96386

96387



Photo: Ryszard Boduszek



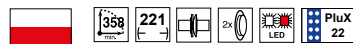
ET21 Electric loco PKP V

51610

51611



Photo: Damian Szarek



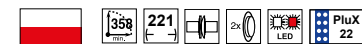
ET22 Electric loco PKP IV

96339

96340



Photo: Ryszard Boduszek



ET22 Electric loco PKP V

96341

96342

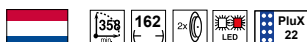
III / 2023



Husarz Electric loco PKP IC VI

- 21615
- 21616

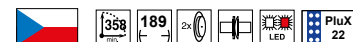
III / 2023



Rh 1100 Electric loco NS IV

- 51953
- 51954
- 51955

III / 2023



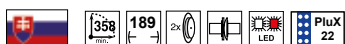
Laminátka Reihe 240 Electric loco ČD V

- 51396
- 51397
- 51398

Photo: J.CASKA



Photo: J.CASKA



Laminátka Reihe 240 Electric loco ŽSSK V

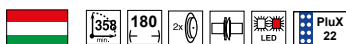
- 51950
- 51951
- 51952



Model variation
2023

III / 2023

Photo: Sammlung Mucsi



BR V 43 Electric loco "Jubi-Lok 1001" MÁV V

- 51437
- 51438 **PIKO TrainSound**[®] onboard
- 51439 **PIKO TrainSound**[®] onboard



Model variation
2023

III / 2023

Photo: Attila Vörös



BR V 43 Electric loco Gysev VI

- 51440
- 51441 **PIKO TrainSound**[®] onboard

PIKO SHOP SYSTEM RETAILERS

Exclusive for PIKO Shop System retailers



III / 2023



CAD drawing

58274 2 car set: Eaos Gondolas w/coal loads DB AG VI
 58275 2 car set: Eaos Gondolas w/coal loads DB AG VI,
 other wagon numbers
 ↔ # 56061



II / 2023



CAD drawing

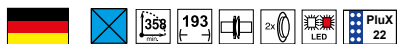
58223 2 car Work Train set: ex-Ulm Flatcar and Workshop car IV,



This model is factory sold out!



IV / 2023

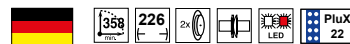


BR 111 Electric loco RailAdventure Ukraine VI

- 71271
- 71272
- 71273



III / 2023



BR 152 Electric loco Porsche DB AG V

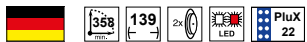
- 51127
- 51128 PIKO TrainSound® onboard
- 51129 PIKO TrainSound® onboard



NEW MOLD
2023

IV / 2023

Photo: Ulrich Budde



The diesel that replaced steam power on German Federal Railways!

BR 211 Diesel loco DB IV

- 52320
- 52321
- 52322 **PIKO TrainSound®** onboard
- 52323 **PIKO TrainSound®** onboard

suitable accessories for all diesel locomotive V100 DB:
56624 PSD XP S V100 DB PluX22
(see H0 main catalog 2023)



The prototype:

The V 100 diesel locomotives were a major factor in the disappearance of steam locomotives from branch lines. They began arriving on DB rails in 1961 and were put to use in light passenger and freight service. In 1968 the locomotives were reclassified as BR 211 in the new numbering scheme of the Deutsche Bundesbahn. The more powerful variants of the V 100 series worked in mainline service and on steeply graded sections. The last BR211 was retired by DB AG in 2001 after nearly 40 years of service. Although they are gone from DB AG's roster, many engines survive today in service with private railroads throughout Europe. They are often found on track construction trains, as the raised center cab offers an excellent overview of construction activity.

The model:

"Form follows function": In the 1950's, locomotive designers had internalized this principle and by the end of the decade created the utilitarian German V100. 21st century PIKO designers have taken a similar path and created a worthy model of this workaday branch line veteran. The well-appointed model features extensive detailing and numerous separately applied parts on the body, chassis, and truck sideframes. Of note are the etched metal cooling fan grills that cover the fan wheel underneath. Digital versions of the V100 feature switchable cab lighting and control stand lighting. Thanks to the model's PluX22 interface, digitizing the analog version is just a matter of replacing the dummy plug with a decoder.



NEW MOLD
2023

III / 2023

PKP's heavy diesel locomotive for switching and road service!

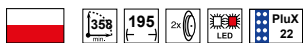
Sm31 Diesel loco PKP Cargo VI

- 52300
- 52302 **PIKO TrainSound®** onboard
- 52303 **PIKO TrainSound®** onboard

suitable accessories for all diesel locomotive Sm31:
56607 PSD XP S Sm31 PluX22
(see H0 main catalog 2023)

Sm31
PKP

Photo: Grzegorz Gransicki

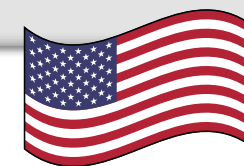


The prototype:

As a result of increased freight traffic, PKP realized the need for a 1200 HP heavy diesel switcher. PKP turned to Fablok, who in 1973, began delivering six-axle roadswitchers based on the SM42. From 1976 to 1985, the PKP received 167 of these engines and classified them as SM31 003 - 169. A further 28 engines followed for use on industrial railroads, in addition to the two prototypes not purchased by the PKP. Contrary to expectations, the six-axle units proved unsuitable for the needs of industrial railroads, so many were promptly sold to the PKP. The locomotives sold to PKP received new numbers in order to avoid duplicate locomotive numbers. About 30 engines of this series are still in use today, most of which can be found in Upper Silesia. Although the units have been retrofitted with the latest radio and signaling systems, they have not undergone a general rebuilding program in over four decades of operational service.

The model:

PIKO's new HO scale SM31 is not only impressive because of its size, its true-to-1:87 proportions are also reflected in the intricate detailing found on the model. Three-dimensional molded body panels, see-through fan grilles that reveal a rotating fan, individually applied grab irons and metal handrails will convince the most discriminating model railroader. Internally, the new PIKO SM31 is state-of-the-art. The locomotive is factory-equipped with a PluX22 interface, which makes adding a decoder child's play. It is just as easy to add a sound speaker thanks to a generously sized speaker recess. The SM31 features a full slate of lighting functions like control stand lighting and step lights, along with constant-intensity directional headlights. The model is rounded off by exceptionally smooth running characteristics and excellent tractive effort.



NEW MOLD
2023

III / 2023



Photo: Robert J. Zenk



SP 9000 Diesel loco III

- 97440
- 97442 **PIKO TrainSound®** onboard
- 97443 **PIKO TrainSound®** onboard

SP 9001 Diesel loco III

- 97444
- 97445 **PIKO TrainSound®** onboard
- 97446 **PIKO TrainSound®** onboard

SP 9002 Diesel loco III

- 97447
- 97448 **PIKO TrainSound®** onboard
- 97449 **PIKO TrainSound®** onboard

suitable accessories for all diesel locomotive KM 4000 US:
56627 PSD XP S KM 4000 PluX22
(see H0 main catalog 2023)

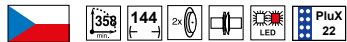
The prototype:

In the early 1960s, American railroad companies D&RGW and SP were looking for more powerful diesel locomotives to haul heavy freight trains on their lines traversing the Rocky Mountains and the Sierra Nevada. Current units from EMD did not meet what SP and Rio Grande were looking for, so both railroads approached Germany's Krauss-Maffei about building high-horsepower diesel-hydraulic locomotives. Krauss-Maffei answered the call with their ML 3000 diesel-hydraulic locomotives. Hydraulic power transmission, which was not common in the US, not only provided the required power but enabled better traction and a lower power-to-weight ratio. With a rated output of 4000 hp, the six-axle ML 4000s were the most powerful single-frame diesel locomotives of their time. The D&RGW and the SP initially ordered three machines each, which were exported to the USA in 1961. The locomotives were well suited to the requirements of the SP, and in 1963 they placed an order for an additional 15 units with Krauss-Maffei. The Rio Grande units were sold to the SP in 1964. Southern Pacific's Krauss-Maffei units remained in service until 1968.

The model:

PIKO's new ML-4000 reflects the first three locomotives that were delivered to the Southern Pacific Railroad. The prototype's unusual shape has been perfectly scaled down to true 1:87 proportions. The model's numerous separately applied parts, flush-mounted, crystal-clear windows and fine moldings are emblematic of the model's high level of detail. A prototypical grey and red paint scheme and razor sharp SOUTHERN PACIFIC lettering round off the model's appearance. While the new ML-4000 looks make for a great first impression, it is also an outstanding operational model. A powerful can motor in combination with perfectly balanced dual flywheels guarantee a smooth-running locomotive. The model's LED lighting functions and sound functions are easily activated on decoder-equipped versions, while analog versions are factory-equipped with an NMRA / NEM digital interface for easy conversion to DCC and Sound operation.

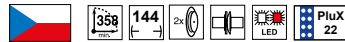
DIESEL LOCOMOTIVES



T435 Diesel loco ČSD III

52928

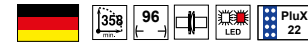
52929



T435 Diesel loco ČSD III

52437

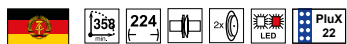
52438



TKG 2 Diesel loco Agravis VI

52748

IV / 2023



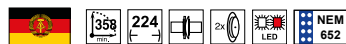
BR V180 Diesel loco DR III

52581

52582

52583

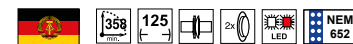
IV / 2023



BR 119 Diesel loco DR IV, w/lower headlight

59942

III / 2023



V 60 Diesel loco DR III

59437

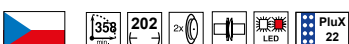
59438



ST44 Diesel loco PKP IV

52924

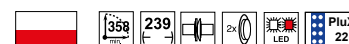
52925



T679.1 Diesel loco ČSD IV

52930

52931



BR 232 Diesel loco CTL VI

52926

52927

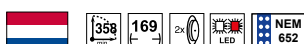


R 216 Diesel loco DB AG V

52941

52942

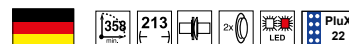
52943



G 1206 Diesel loco IRP VI

59163

59164



BR 220 Diesel loco DB IV

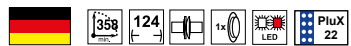
59723

59724

59725

DIESEL LOCOMOTIVES

IV / 2023



Vossloh G 6 Diesel loco DB AG VI (Cummins)

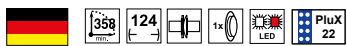
52670

52671

II / 2023



Photo: Christoph Grimm



Vossloh G 6 Diesel loco EVB VI (MTU)

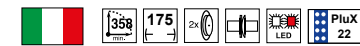
52672

52673

II / 2023



Photo: Giancarlo Modesti

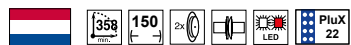


D.145. 2030 Diesel loco FS VI

52858

52859

II / 2023



Rh 2000 Diesel loco NS III

52474

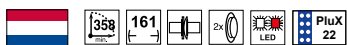
52475 **PIKO TrainSound**[®] onboard

52476 **PIKO TrainSound**[®] onboard

IV / 2023



Photo: Marc Reerink



Rh 2200 Diesel loco Radiolok NS IV

52932

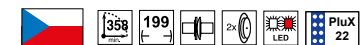
52933

52934

IV / 2023



Photo: Pavel Strachota



BR 770 Diesel loco CS Army IV

59790

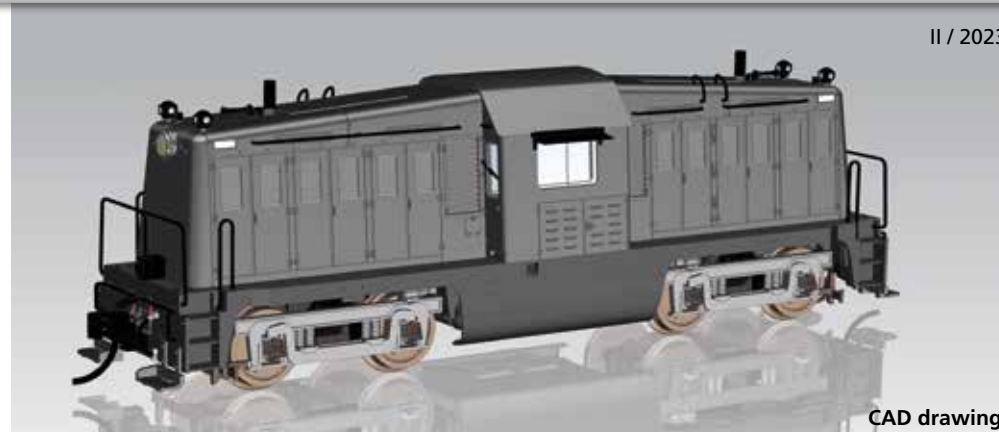
59791

DIESEL LOCOMOTIVES



Whitcomb industrial Diesel loco ACL

- 52935 **Loco N° 70**
- 52936 **Loco N° 70 PIKO TrainSound® onboard**
- 52937 **Loco N° 71**
- 52938 **Loco N° 71 PIKO TrainSound® onboard**



Whitcomb industrial Diesel loco black

- 52939
- 52940 **PIKO TrainSound® onboard**



NoHAB Diesel loco Strabag V

- 52490
- 52491 **PIKO TrainSound® onboard**
- 52492 **PIKO TrainSound® onboard**



NoHAB Diesel loco SNCB III

- 52493
- 52494 **PIKO TrainSound® onboard**
- 52495 **PIKO TrainSound® onboard**



NoHAB Diesel loco MÁV V

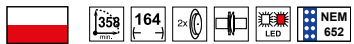
- 52496
- 52497 **PIKO TrainSound® onboard**
- 52498 **PIKO TrainSound® onboard**

DIESEL LOCOMOTIVES





III / 2023

Photo: Ryszard Boduszek



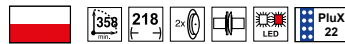
SP42 Diesel loco PKP V

59274  








III / 2023

Photo: Pawel Bohdziewicz



SU45 Diesel loco PKP VI

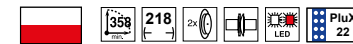
96312  

96313   








II / 2023

Photo: Ryszard Boduszek



SU46 Diesel loco PKP V/VI

52872  

52873   

Picture shows PKP SU46 #52860
(see HO main catalog 2023)



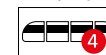
III & IV / 2023



     **BR 798 Diesel railbus and cab car DB IV**

- 52737  
- 52738   
- 52739   

III / 2023



      **BR 442 4-unit Electric railcar "Bwegt" SWEG VI**

- 59513  
- 59514   
- 59313   

IV / 2023



      **GTW 2/8 Diesel railcar Arriva VI**

- 59136  
- 59137   
- 59036   

SELF-POWERED RAILCARS



III / 2023



Photo: Andrzej Bozek

EN 57 Railcar PKP V

- 51454
- 51455 **PIKO TrainSound**[®] onboard



IV / 2023



Photo: Remigiusz Majewski

EN 57 Railcar Przewozy Regionalne VI

- 51456
- 51457 **PIKO TrainSound**[®] onboard



Donau-Isar

II / 2023



BR 440 5-unit Electric railcar DB AG VI

- 21627
- 21628
- 21629



II / 2023

RBe 4/4 2nd series Railcar, green with old style lettering SBB IV

- 96822
- 96823
- 96824

PASSENGER CARS

NEW MOLD
2023

II - IV / 2023



Photo: Henning Folz

- 58840 Bvmmz 187 2nd Cl. Passenger car DB AG VI
- 58841 Bvmmz 187 2nd Cl. Passenger car DB AG VI, different car number
- 58842 Bpmz 284 2nd Cl. Passenger car DB AG VI
- 58843 Bpmz 284 2nd Cl. Passenger car DB AG VI, different car number
- 58844 Arkimmz 288 1st Cl. Dining car DB AG VI
- 58845 Avmmz 106 1st Cl. Passenger car DB AG VI
- 58846 Avmmz 126 1st Cl. Passenger car DB AG VI



NEW MOLD
2023

III / 2023



Photo: Henning Folz

Bpmmbdzf 2nd Cl. Cab car DB AG VI



- 58870
- 58871

symbol photo



- 56307 LED Interior lighting kit IC passenger cars
- 56308 LED Interior lighting kit IC passenger cars
- 56309 LED Interior lighting kit IC passenger cars
- 56310 LED Interior lighting for IC rear light
- 56311 LED Interior lighting kit IC cab car



Matching
DB AG BR 101 locomotive (#51100,
see 2023 HO main catalog)

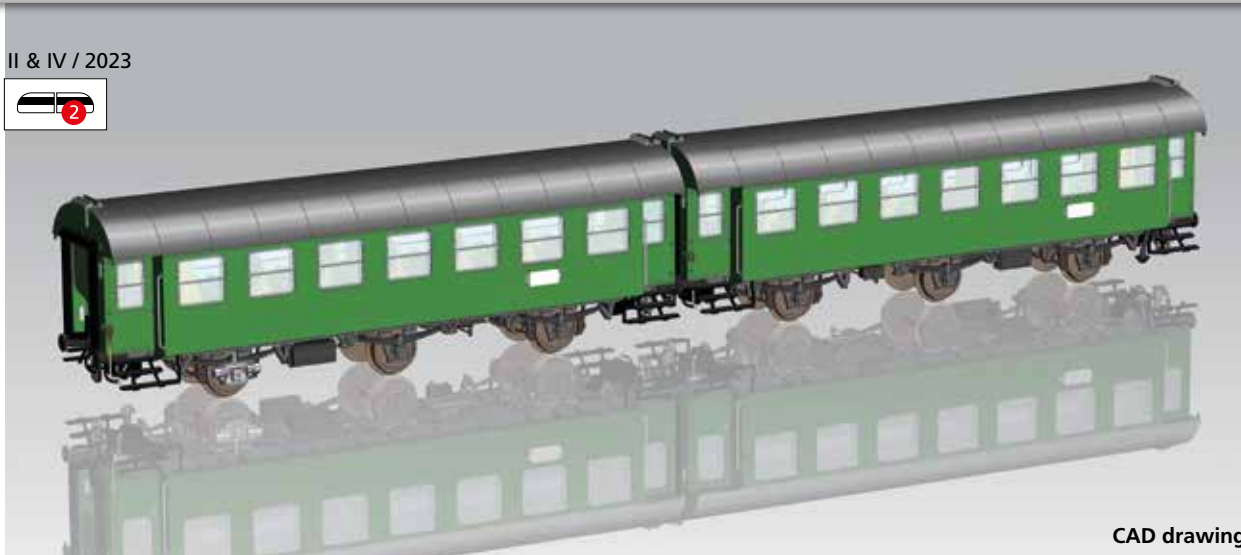
The prototype:

After 40 years of InterCity service, the DB AG's IC passenger car roster was a mixed bag of old and new. To bring the fleet up to modern standards, in 2009 DB AG initiated the "IC mod" program. Beginning in 2012, older cars were upgraded in the Kassel, Neumünster, and Nuremberg car shops. Cars received new ICE standard interiors, new doors, air conditioning, and wiring. The first cars to be rebuilt entered service with the December 2012 timetable change. By 2015, the majority of the fleet had been brought up to date, while a number of cars scheduled for refurbishment remained as-is due to their impending replacement by newly manufactured cars.

The model:

In contrast to the prototype, PIKO's modernized IC car is a completely new model. Each car is a full 1:87 scale model featuring outstanding exterior and interior detail and flush-mounted windows. The car's trucks also display impressive details like individually applied spring assemblies and magnetic brakes or disc brakes mounted on each axle. Underneath the car, you will find all the relevant chassis details like battery boxes, electrical components, air lines, and piping reproduced with great attention to detail. Each car is designed for easy installation of an interior lighting kit, sold separately.

II & IV / 2023



CAD drawing

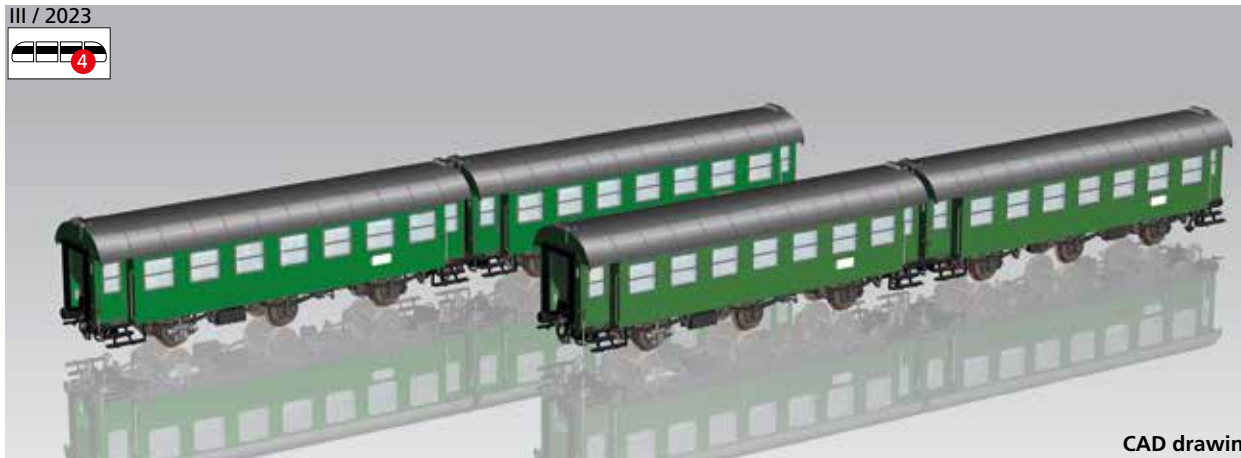
- 58265 AB3yg + B3yg 2-car Passenger car set DB IV
- 58266 B3yg + B3yg 2-car Passenger car set DB IV
- 58267 B3yg + BD3yg 2-car Passenger car set DB IV



The model:

PIKO's HO scale three-axle Umbauwagen (rebuilt passenger cars) are exact reproductions of the originals down to the smallest detail. Separately applied handrails are just as much a part of these new models as are the flush fitting crystal clear windows and full interiors. The commitment to detail continues to the cars' undersides. Hand applied cables, delicate brake linkage, grab irons and metal steps are part of each Umbauwagen's chassis. And just like the prototype, PIKO Umbauwagen are sold in pairs that feature prototypical distance between cars thanks to precision close coupling mechanisms. Each car is factory ready for installation of an interior lighting kit, sold separately.

III / 2023



CAD drawing

- 58268 4-car "Guest worker" Passenger car set DB IV



Photo: Ulrich Budde

Matching
DB BR 110 locomotive #51923,
see 2023 HO main catalog)

PASSENGER CARS



97634 1st Cl. ICR Passenger car Fyra V
 97635 1st Cl. ICR Passenger car Fyra V, different car number
 97636 ICR Baggage car Fyra V
 † # 56061

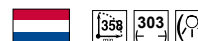


97637 2nd Cl. ICR Passenger car Fyra V
 97639 2nd Cl. ICR Passenger car Fyra V
 97638 2nd Cl. ICR Passenger car Fyra V, different car number
 † # 56061



ICR Cab car Fyra V

- 97650
- 97651



Matching
 BR 186 locomotive Fyra (#21624, see 2023 HO main catalog)



97640 1st/2nd Cl. ICR Passenger car NS/SNCB IV
 97641 1st Cl. ICR Passenger car NS/SNCB IV
 ↳ # 56061



97642 2nd Cl. ICR Passenger car NS/SNCB IV
 97643 2nd Cl. ICR Passenger car NS/SNCB IV, different car number
 ↳ # 56061



97644 ICR Baggage car NS/SNCB IV
 ↳ # 56061



ICR Cab car NS/SNCB IV
 97652 ☐
 97653 ~



56302 LED Interior lighting kit for ICR passenger cars
 56303 LED Interior lighting kit for ICR passenger cars
 56304 LED Interior lighting kit for ICR passenger cars
 56306 LED Interior lighting kit for ICR cab car



56305 LED Interior lighting kit
 for ICR rear light

PASSENGER CARS



IV / 2023

Photo: Michal Hašek

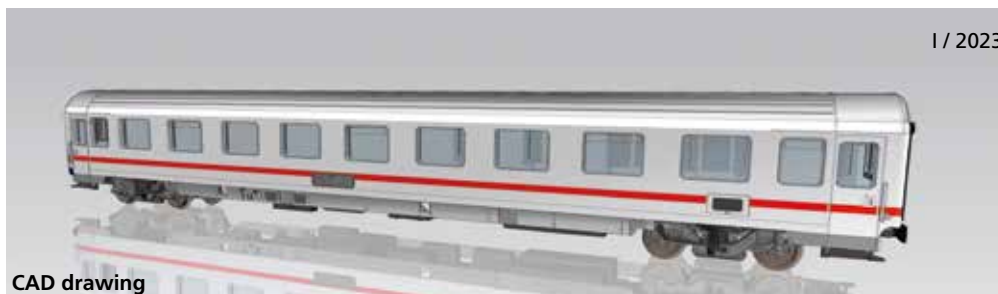
58547 Eurofima 2nd Cl. Passenger car ČSD VI
56061



IV / 2023

Photo: Michal Hašek

58270 2-car Eurofima 2nd Cl. Passenger car set ČSD VI
56061



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CAD drawing

58543 Eurofima 1st Cl. Passenger car DB AG VI
56061



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58544 Eurofima 2nd Cl. Passenger car ÖBB VI
56061



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58545 Eurofima 2nd Cl. Passenger car "Intercity Plus" FS VI
56061



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58546 Eurofima 2nd Cl. Passenger car, gray, FS V
56061



PASSENGER CARS



58557 "Y" 2nd Cl. Passenger car ČD V
↔ # 56060



58558 "Y" 1st Cl. Passenger car ČD V
↔ # 56060



58559 "Y" 1st/2nd Cl. Passenger car ČD V
↔ # 56060



58560 "Y" 2nd Cl. Passenger car ČD V
↔ # 56060



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59648 Aüm 202 1st Cl. Express Passenger car "Pop" DB IV
59649 ABüm 223 1st/2nd Cl. Express Passenger car "Pop" DB IV
↔ # 56060



59650 Büm 232 2nd Cl. Express Passenger car "Pop" DB IV
59651 SBüm 234 2nd Cl. Express Passenger car "Pop" DB IV
↔ # 56060



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59652 Düm 902 Baggage car "Pop" DB IV
↔ # 56060

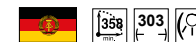


Matching
DB BR 216 locomotive (#51415, see 2023 HO main catalog)

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58269 2-car set Center-entry Passenger cars DR IV
↔ # 56060



PASSENGER CARS

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97621 112A 1st Cl. Passenger car PKP IV
 ↳ # 56060



97622 112A 2nd Cl. Passenger car PKP IV
 97623 112A 2nd Cl. Passenger car PKP IV,
 different car number
 ↳ # 56060



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97625 113AM Dining car PKP IV
 ↳ # 56060



53115 Bi-level coach PKP V
 ↳ # 56061



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97626 1st Cl. Passenger car w/IC lettering MÁV V
 97627 2nd Cl. Passenger car w/IC lettering MÁV V
 97628 2nd Cl. Passenger car w/IC lettering MÁV V, different car number
 ↳ # 56060



96660 120A Passenger car PKP V
 96661 120A Passenger car PKP V
 ↳ # 56060



PASSENGER CARS



II / 2023
#96770

Photo: Hans Roth

96770 EW I 1st/2nd Cl. Passenger car w/ Fresher air conditioner BLS V
96771 EW I 1st Cl. (ex B) Passenger car w/Fresher air conditioner BLS V
↔ # 56063



II / 2023
#96771

Photo: Hans Roth



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96093 EW I Dining car SBB Historic V
↔ # 56063



II / 2023

Cab car BDt EW II green with old style lettering SBB IV

96752 ☐
96753 ☐



FREIGHT CARS



III / 2023

Photo: Grzegorz Gransicki

58273 2-car set: 406Ra Tank cars Orlen VI



II / 2023

Photo: Grzegorz Gransicki

58272 2-car set: 401Zk Gondolas PKP VI



⚡ # 56061

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58271 2-car set: 401Ka Large Boxcars PKP VI



II / 2023



Photo: Christian Ochsner

58491 Eaos High-side Gondola, white, SBB-ECCO 2 VI

⚡ # 56061



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24600 T3000 CEMAT Intermodal car "Dissegna" SBB VI



⚡ # 56061

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58492 Eaos High-side Gondola FS V

⚡ # 56061



FREIGHT CARS

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54698 Cement Silo car GATX V
56060



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54539 LPG Tank car "Butan Gas" FS III
56060



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24601 Hopper car SNCB V
56060



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24602 Td5635 Hopper car DR IV
56060



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54638 Tanoos Swivel roof Hopper car DB AG VI
56061



I 2023



54626 Ot45 Coal Hopper DR III
56061



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54503 Sliding wall Boxcar, silver/brown, DSB IV-V
 # 56061



96695 SImmps Heavy duty Flatcar
 VolkerRailNL VI
 # 56060

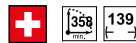


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24606 Shimmns Sliding-tarp car w/open tarp
 Wascosa NL-Wasco VI
 # 56061



24607 Shimmns Sliding tarp car Rail Release VI
 # 56061



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24603 Funnel-flow Tank car "Esso" SNCB V
 # 56061

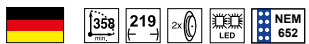


24604 Tank car w/large "Wascosa" lettering, SBB VI
 # 56061



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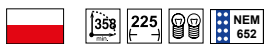


BR 101 Electric loco DB AG V

59459
 59259

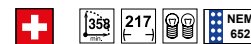
I / 2023

II / 2023



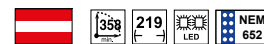
BR 189 Electric loco PKP Cargo Logistics V

57967



Re 485 Electric loco New Alpinisti BLS VI

57945
 57946

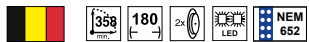


Rh 2016 Diesel loco Seidenstraße ÖBB VI

57995
 57895

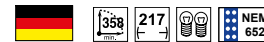
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7815 Diesel loco LINEAS VI

59176
 59076

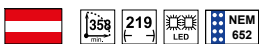


TRAXX Diesel loco Metronom VI

57544
 57344

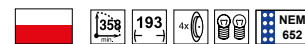
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BR 223 Diesel loco Rail&Sea VI

57996
 57896



Tp1 Steam loco PKP III

57562



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Photo: DSB

Stylish commuter travel in Denmark - along with a cab car!

58815 2nd Cl. Bi-level coach blue/white w/red door DSB VIr



58816 2nd Cl. Bi-level coach blue/white w/green door DSB VI

58817 1/2 Cl. Bi-level cab car blue/white DSB VI
 # 56061



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58688 1st Cl. Coach "New look" SBB VI
 # 56060



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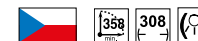
58689 2nd Cl. Coach "New look" SBB VI
 # 56060



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53114 Bi-level coach ČSD IV
 # 56061



III / 2023



54306 Boxcar "Vevey" SBB III
 # 56061



III / 2023



54319 M4 Flat car w/o load SBB VI
 # 56060



III / 2023



54308 Om gondola ÖBB III
 # 56060



III / 2023



58732 Postal container car
 "Cargo Domino" SBB V; # 56061



III / 2023



58755 Container car w/2 20' containers
 FS IV; # 56061



III / 2023



27700 Container car w/1 40' "GTS"
 container FS V; # 56061



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58798 High-side gondola "RCA" VI
 # 56060



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27701 Eaos High-side gondola SBB V
 # 56060



CARS / ANALOG STARTER SET

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58794 Tank car "Esso FS IV"
56060



III / 2023



58795 Tank car "Elf" FS IV
56060



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27703 Tank car "VTG FS IV"
56060



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58704 Tank car "PKP V"
56060



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27702 Tank car "CICA" SBB IV
56060

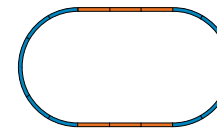


97945 Starter Set MÁV Taurus w/3 passenger cars V-VI (Roadbed A-Track)

The set includes:

- | | | |
|--|----------------------------------|--|
| 12 x 55412 Curve R2 422 mm (16.6 in.) | 1 x 55447 Socket for track power | 1 x Throttle |
| 5 x 55401 Straight G231 mm (9.1 in.) | 1 x 55270 Connection clip | 1 x Power supply unit (adapter 5.4 VA) |
| 1 x 55406 Straight G231 with track power | 1 x 55499 PIKO HO rerailer | |

I / 2023



Floor space:
around 158 x 88 cm (6.2 ft x 3.4 ft.)
Minimum floor space for assembly:
168 x 98 cm (6.6 ft. x 3.8 ft.)



Length of train: 1013 mm



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53351 2nd Cl. Corridor coach S-Bahn Leipzig DR IV
 # 56061



53352 Cab car corridor coach S-Bahn Leipzig DR IV
 # 56061



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51058 BR 211 Electric loco S-Bahn Leipzig DR IV

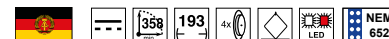


Photo shows actual size of model

PASSENGER CARS

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53334 3rd Cl. Compartment coach w/ brake cab SNCB III
53335 3rd Cl. Compartment coach w/ brake cab SNCB III
t # 56060



II / 2023



53336 "Trophy" compartment coach w/ brake cab ČSD III
t # 56060



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53266 RPO car Post-c/13 German Federal Post IV
t # 56060



III / 2023



53238 RPO car ČSD III
t # 56060



III / 2023



53239 RPO car SNCB III
t # 56060



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53800 RPO car PKP IV
t # 56060



FREIGHT CARS

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54260 Acid car DR IV
56060



II / 2023



54486 ex-Ulm flatcar DR III
56061



I / 2023



54495 Gondola ČSD III
56060



I / 2023



54497 Reefer DR III
56060



I / 2023



54092 Gbs boxcar DR IV
56061



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54093 Gbs boxcar DSB IV-V
56060



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54496 Ztt boxcar ŽSR V
56061



Photo: Ing. arch. Gaborik.

FREIGHT CARS

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54309 Track cleaner car, gold w/ graffiti SBB
 # 56061



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54689 Uckk Silo car FS VI
 # 56060



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54597 Görlitz Beer reefer DRG II
 # 56062



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54598 Pyraser Beer reefer DRG II
 # 56062



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54499 Zas tank car ČSD IV
 # 56061



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54498 Uerdingen tank car
 "Minol" DR III; # 56061



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95753 PIKO 2023 Car of the Year
 # 56061



PIKO's new digital command control system allows you to enter the world of DCC easily and economically. The wireless handheld throttle automatically connects with the control center via WiFi and is easily updated when new downloads become available. All relevant train information is clearly displayed in color on the throttle's screen. In addition to the ability to control locomotives, switches, and signals, the throttle can also be used to program train routes and automate traffic flow on your layout.

Thanks to full DCC compatibility with RailCom® and RailCom Plus®, locomotives equipped with suitable decoders register automatically with the SmartControl_{wlan} system, allowing them to be used immediately. Our captivating starter sets feature realistic train compositions and an excellent price-performance ratio that make for an ideal opportunity to get started in the world of PIKO SmartControl_{wlan} model railroading.



55821 PIKO SmartControl_{wlan} basic set

- PIKO SmartController_{wlan}
- PIKO SmartBox_{wlan}
- Power adapter 16V / 32W
- Quick Guide



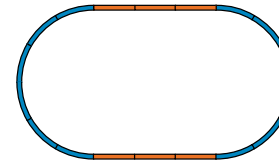
Includes WiFi and color display

55823 PIKO SmartController_{wlan}

59015 PIKO SmartControl_{wlan} Starter Set DB AG Freight train BR 185 with 3 cars VI

The set includes:

- | | |
|--|---|
| 12 x 55412 Curve R2 422 mm (16.6 in.) | 1 x 55275 Connection clip |
| 5 x 55401 Straight G231 mm (9.1 in.) | 1 x 55821 PIKO SmartControl _{wlan} basic-set |
| 1 x 55406 Straight G231 with track power connector (9 in.) | 1 x 55449 PIKO H0 Retailer |
| 1 x 55447 Socket for track power | 1 x Operating manual |



Floor space:
around 158 x 88 cm (6.2 ft x 3.4 ft.)
Minimum floor space for assembly:
168 x 98 cm (6.6 ft. x 3.8 ft.)

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Length of trains: 616 mm (24 in.)



The set includes: (applies to all sets on this double page)

- | | |
|--|--|
| 12 x 55412 Curve R2 422 mm (16.6 in.) | 1 x 55275 Connection clip |
| 5 x 55401 Straight G231 mm (9.1 in.) | 1 x 55821 PIKO SmartControl wlan basic-set |
| 1 x 55406 Straight G231 with track power connector (9 in.) | 1 x 55449 PIKO H0 Retailer |
| 1 x 55447 Socket for track power | 1 x Operating manual |

applies to all sets
on pages 52 and 53

Floor space:
around 158 x 88 cm (6.2 ft x 3.4 ft.)
Minimum floor space for assembly:
168 x 98 cm (6.6 ft. x 3.8 ft.)

59016 PIKO SmartControl wlan Starter Set NS Intercity BR 185 with 2 Passenger cars VI

II / 2023



Length of train: 750 mm (29 ½ in.)



59017 PIKO SmartControl wlan Starter Set ÖBB Passenger train Rh 2016 with 2 IC Passenger cars V

II / 2023

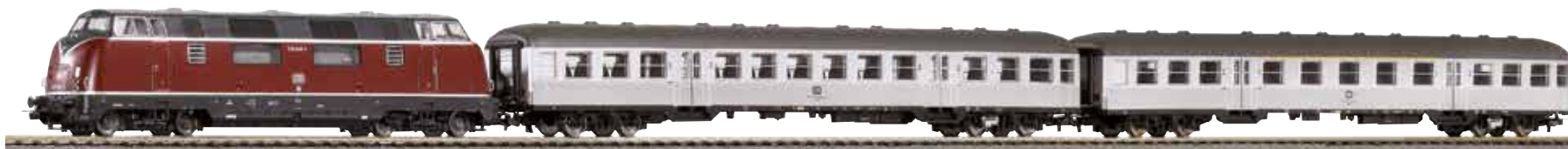


Length of trains: 749 mm (29 ½ in.)



59018 PIKO SmartControl wlan Starter Set DB Passenger train Br 220 and 2 Silberlinge passenger cars IV

II / 2023



Length of train: 819 mm (32 in.)



59019 PIKO SmartControl_{wlan} Starter Set Regiojet Passenger train Br 386 with 2 passenger cars VI

II / 2023



Length of train: 745 mm (29 in.)



WiFi Throttle with color display!

59101 PIKO SmartControl_{wlan} Starter Set Freight train TGK 2 with two freight cars IV

II / 2023



Length of train: 332 mm (13 in.)



PIKO A-track with roadbed



59102 PIKO SmartControl_{wlan} Starter Set Passenger train Br 146 with 2 bi-level cars VI,

II / 2023



Length of train: 753 mm (29 1/2 in.)



The set includes: (applies to all sets on this double page)

- | | |
|--|---|
| 12 x 55412 Curve R2 422 mm (16.6 in.) | 1 x 55275 Connection clip |
| 5 x 55401 Straight G231 mm (9.1 in.) | 1 x 55821 PIKO SmartControl _{wlan} basic-set |
| 1 x 55406 Straight G231 with track power connector (9 in.) | 1 x 55449 PIKO H0 Retailer |
| 1 x 55447 Socket for track power | 1 x Operating manual |

applies to all sets
on pages 54 and 55

Floor space:
around 158 x 88 cm (6.2 ft x 3.4 ft.)
Minimum floor space for assembly:
168 x 98 cm (6.6 ft. x 3.8 ft.)

59103 PIKO SmartControl_{wlan} Starter Set PKP Passenger train IC Taurus with 2 passenger cars V

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Length of train: 749 mm (29 in.)



59104 PIKO SmartControl_{wlan} Starter Set ÖBB passenger train Taurus with 2 express train cars V

II / 2023



Length of train: 749 mm (29 in.)



59105 PIKO SmartControl_{wlan} Starter Set DB AG ICE 3 VI

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Length of train: 1142 mm (45 in.)











59107 PIKO SmartControl_{wlan} Starter Set SBB Passenger Train Re 484 w 2 cars VI

WiFi Throttle with color display!

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









Length of train: 745 mm (29 in.)      

59108 PIKO SmartControl_{wlan} Starter Set Rh E186 Electric w/2 bilevel passenger cars VI

II / 2023



Length of train: 753 mm (29,7 in.)         

WiFi Throttle with
color display!

59014 PIKO SmartControl_{wlan} Starter Set DB AG 2 Trains BR 185 and BR 218 VI

Set includes new PIKO SmartControlwlan DCC system with WiFi and color display; for more information see 2023 H0 main catalog

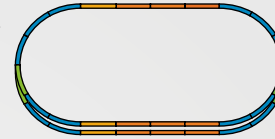
The set includes:

- 1 x Diesel Locomotive BR 218
- 2 x IC Passenger cars
- 1 x Electric locomotive BR 185
- 3 x High-side gondolas
- 1 x Connection clip
- 1 x 55449 PIKO H0 Retailer
- 1 x PIKO SmartControl_{wlan} set

PIKO Roadbed A track:

- 10 x Curve R2 422 mm
- 1 x Curve R2 422 mm, right front cut in roadbed
- 1 x Curve R2 422 mm, left front cut in roadbed
- 1 x Curve R2 422 mm, right rear cut in roadbed
- 1 x Curve R2 422 mm, left rear cut in roadbed

- 8 x Straight G231 mm
- 1 x Straight G231 with track power connector
- 3 x Straight G239 mm
- 1 x Curved Turnout, Left Hand
- 1 x Curved Turnout, Right Hand
- 1 x Socket for track power



Track oval:
182 cm x 95 cm (6 ft. x 3.2 ft.)
Minimum floor space for assembly:
192 cm x 105 cm (6.3 ft. x 3.5 ft.)
PIKO Roadbed A track



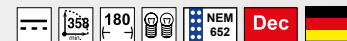
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Length of train: 680 mm (27 in.)



Length of train: 708 mm (28 in.)



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mfx® is a registered trademark of Gebr. Märklin & Cie. GmbH, Göppingen



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