



# PIKO

## New Items 2025



# FOREWORD

Dear PIKO fans,

Together, we can look back on an eventful anniversary year. The highlight of the year of our 75th anniversary was certainly our "Open Day", where we had the pleasure of welcoming you and around 14,000 other guests - a great event that we all will remember! Thank you very much!

For the fifth year in a row, we proudly present a new Expert steam locomotive model, our smallest to date! With the Prussian T 9.3, later class 91.3, an all-rounder from the great days of the railroad takes place on the H0 tracks. Primarily intended for use in front of freight and passenger trains on branch lines, the locomotives also proved themselves in light shunting and train service in urban centers. At the end of a sleepy branch line or in the main station of Hanover, the 91 was convincing everywhere.

Equally diverse, but on an even larger scale, were the areas of operation of our second new model: As a four-system locomotive, the E 410 European locomotive could be used in cross-border traffic to Belgium, France and Luxembourg. A welcome addition to the H0 fleet in four countries at once.

For the first time ever, the ÖBB 1067 series appears as a large series model in the form of the new PIKO construction! The realization of the compact shunting locomotives in H0 scale has been an outstanding success for our engineers. Technically, the model even surpasses its prototype, ensuring the usual reliable operation.

Along with these highlights, you can expect numerous fresh shapes and colors in 2025 as usual on the following pages.



Many thanks to the DB Museum Nürnberg.

If you are also interested in the other sizes (TT, N, G) in the PIKO range, you should take a look at our homepage [www.piko-shop.de](http://www.piko-shop.de), our Facebook page [www.facebook.com/PIKO](https://www.facebook.com/PIKO) or our Instagram account [@piko.modellbahn](https://www.instagram.com/piko.modellbahn). Keeping an eye on our social media presence is particularly worthwhile for H0 railroaders in 2025 ...

We wish you lots of fun for our company and our dedicated employees

Ortrun D. Wilfer

Dr. René F. Wilfer

Andrea M. R. Wilfer





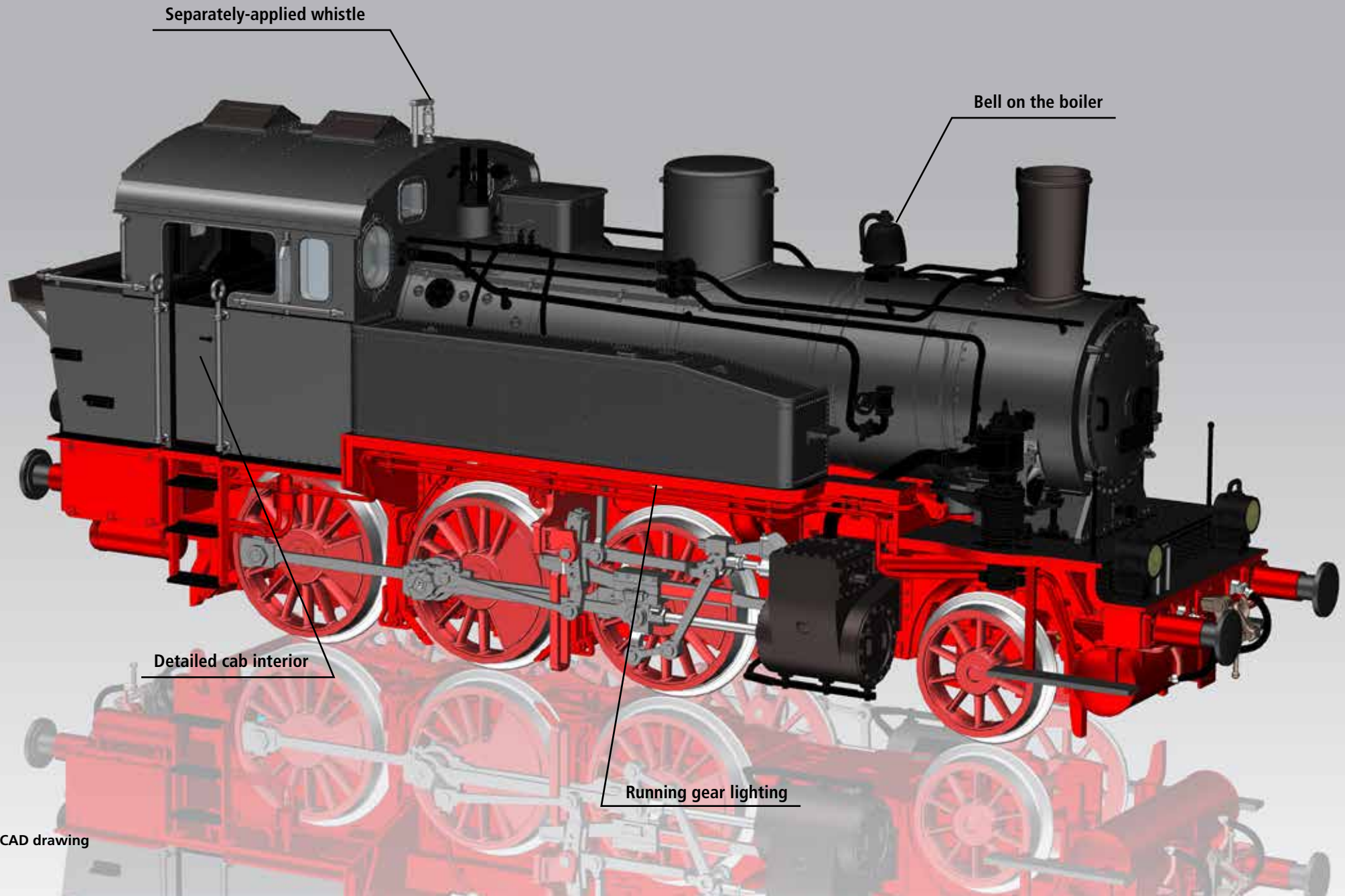
All new PIKO AC sound models with sound decoders carry the seal of approval:



This Märklin seal can only be applied to digital decoders that have undergone and passed a special mfx® test. This means that PIKO products with the “fits mfx®” seal are fully compatible with Märklin mfx® decoders and Märklin® Digital control centers.

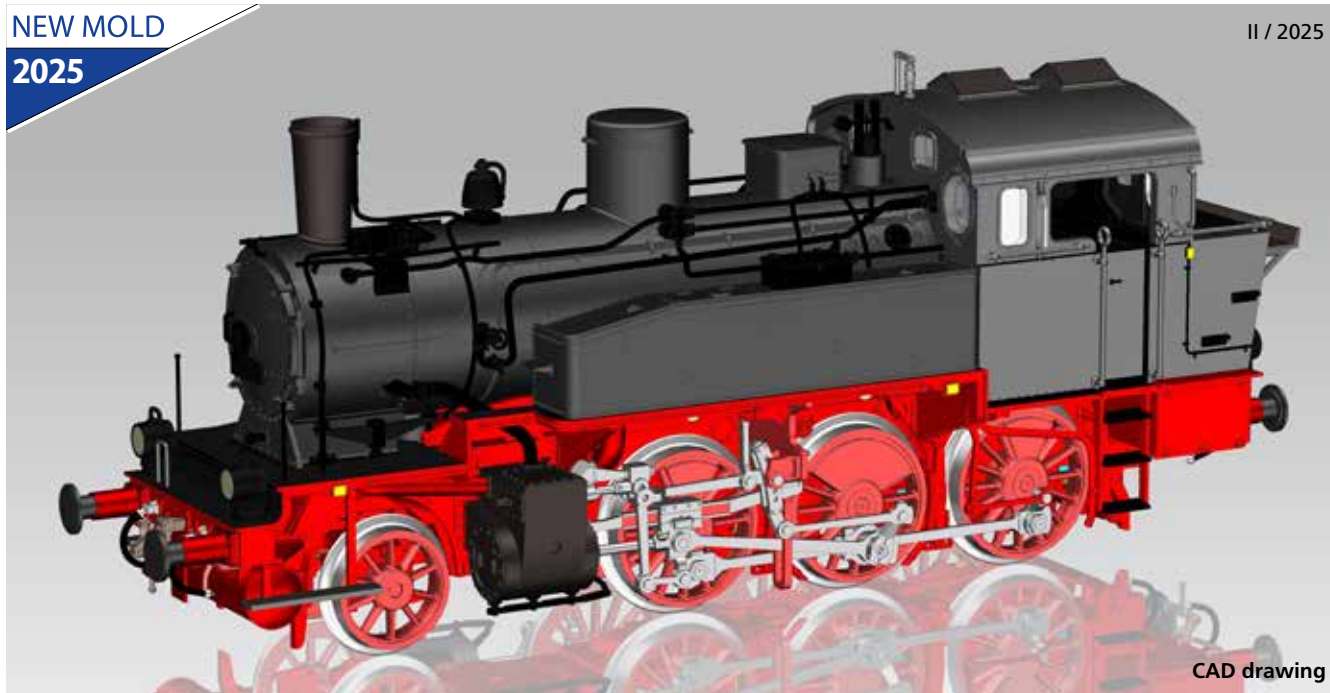
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# STEAM LOCOMOTIVES



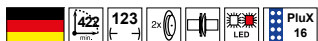
NEW MOLD  
2025

II / 2025



CAD drawing

# BR 91.3



## Steam locomotive class 91.3 DB III

50730

50732 PIKO TrainSound® onboard

50733 PIKO TrainSound® onboard

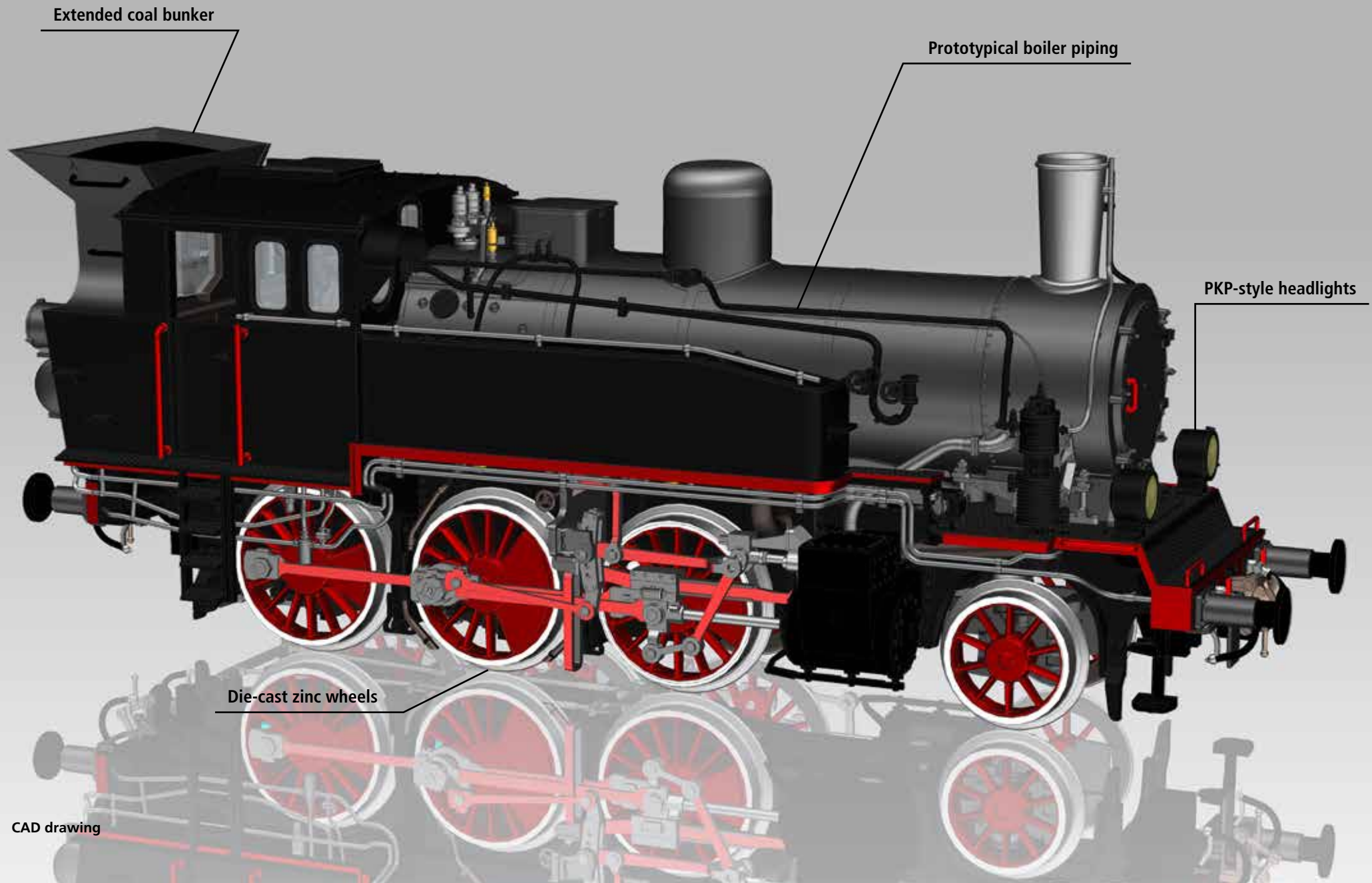
### The Prototype:

The T 9.3 tank locomotives were some of the most common steam engines in Germany. With a top speed of 65 kmh (40 mph), they were used in both passenger and freight service. Beginning in 1901 the Königsberg Union foundry delivered more than 2.000 examples to the Prussian State Railroads and 132 engines to the Alsace-Lorraine Railroads. In 1925, the Deutsche Reichsbahn took the majority of these locomotives into its inventory and designated them as the class 91, with several engines from Belgium included. During the Second World War individual locomotives made their way to Poland and Austria, among other places. After 1945, the class was gradually withdrawn from service. The last of DB's Class 91s were retired in 1964 and DR's in 1971.

### MODEL-HIGHLIGHTS

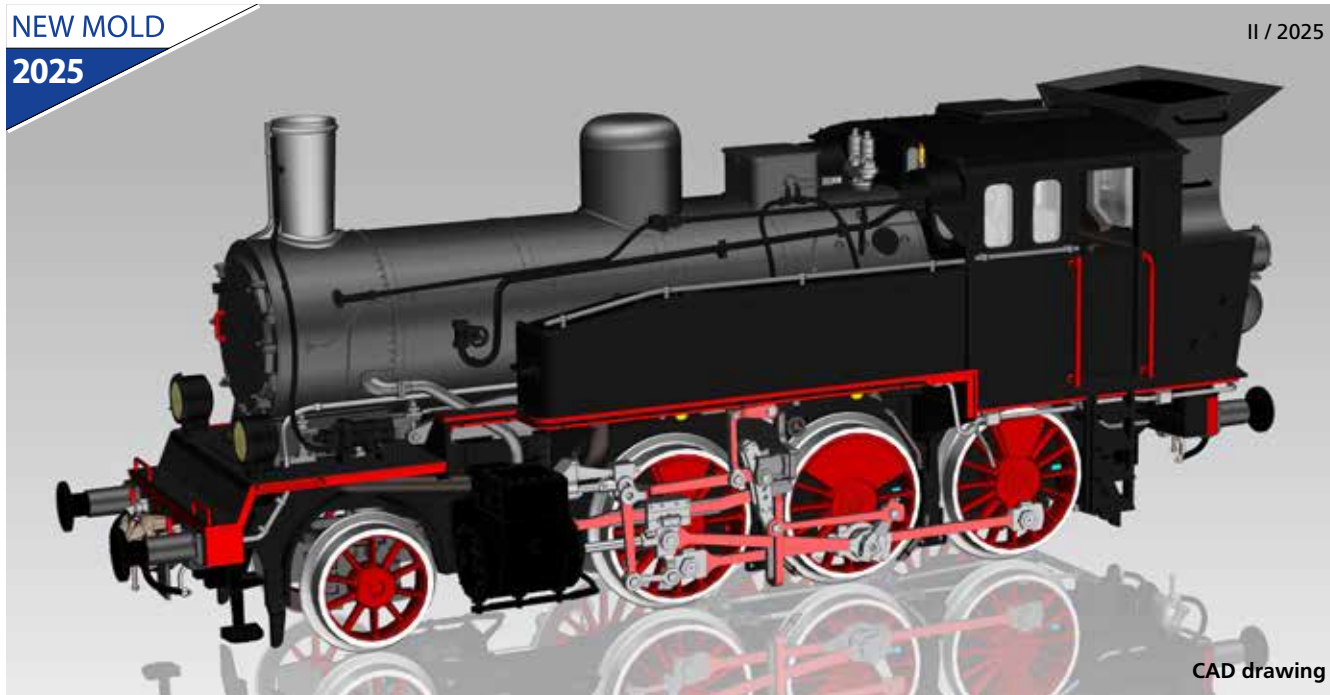
- Version with DRG lamps
- Cab with rounded roofline
- Extended coal bunker
- Die-cast zinc spoked wheels
- Digitally-activated cab lighting and firebox flicker

# STEAM LOCOMOTIVES



NEW MOLD  
2025


II / 2025



CAD drawing



## Steam locomotive TKi3 PKP III

50737 

50738   PIKO TrainSound® onboard

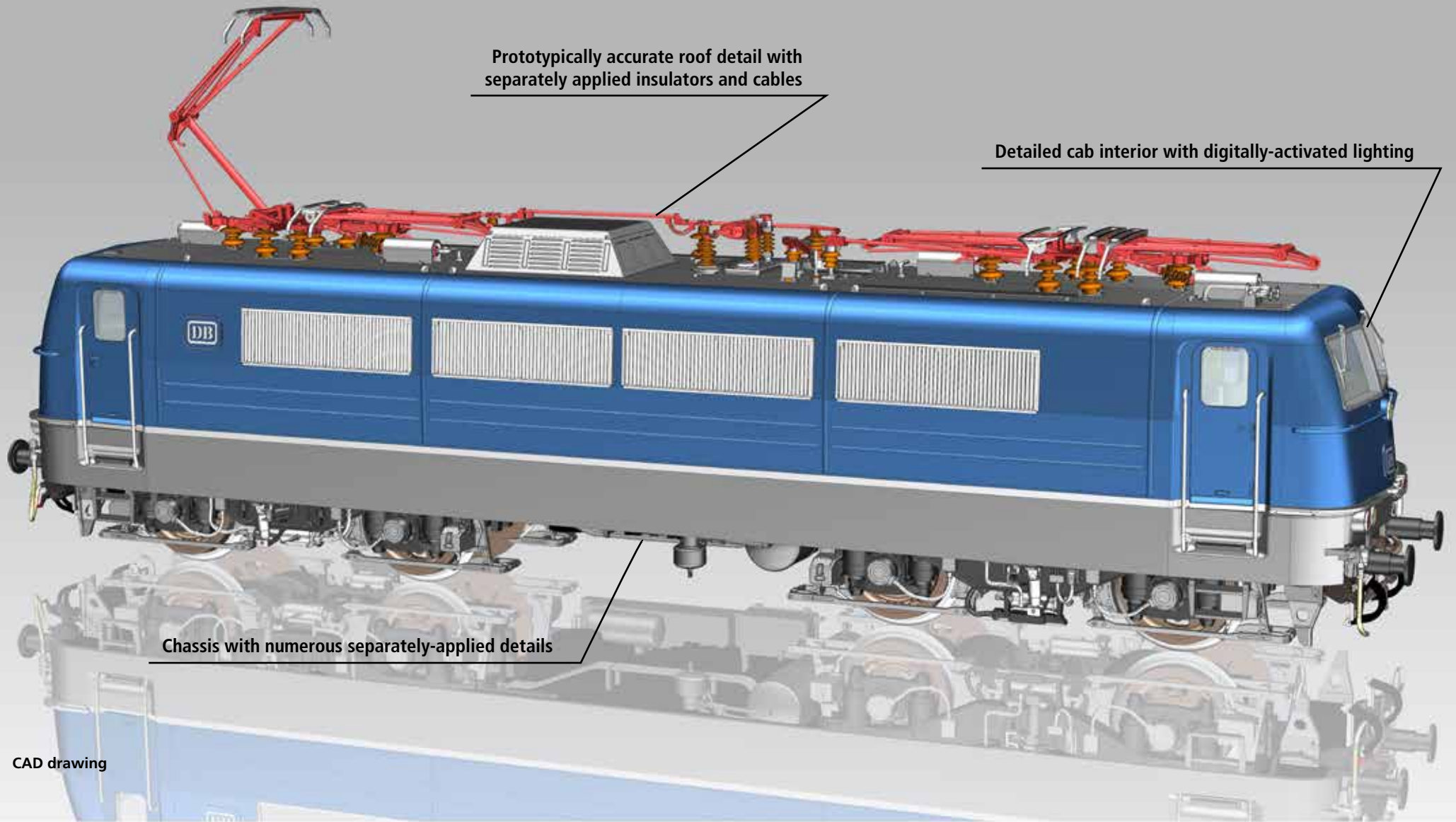
50739   PIKO TrainSound® onboard

### The Prototype:

The Polish State Railroads' TKi3 steam locomotives were originally built as the Prussian T 9.3 class beginning in 1900. They were an improvement on the Prussian T 9.2. After the First World War, 320 of the DRG's 2,060 T 9.3s were sold to the PKP, of which 236 remained in service post-1945 as the class TKi3. A number of engines were rebuilt as fireless steam locomotives and given the designation TKi3b.

### MODEL-HIGHLIGHTS

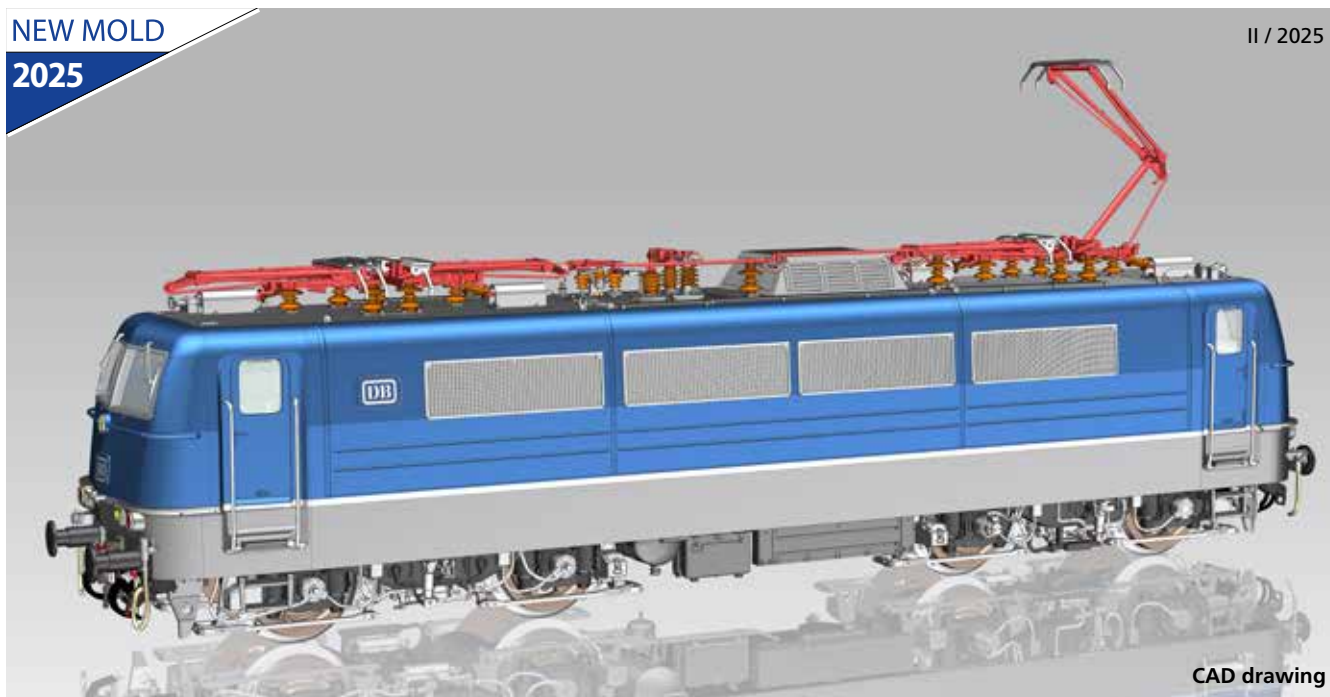
- Large PKP lamps
- Enlarged coal bunker
- Spoked wheels made of die-cast metal in PKP color scheme
- Modified cable routing on the boiler
- Digitally activated cab lighting and flickering firebox





NEW MOLD  
2025

II / 2025



CAD drawing

E 410



## Electric loco class E 410 DB III

21000

21002 **PIKO TrainSound**<sup>®</sup> onboard

21003 **PIKO TrainSound**<sup>®</sup> onboard

### The Prototype:

The E 410 class was a series of five multi-system locomotives that entered service with the Deutsche Bundesbahn in the late 1960s. The new engines could operate under the different catenary voltages of France, Belgium and Luxembourg. Previous to the E 410, journeys to these countries were characterized by time-consuming locomotive changes. Reclassified as the class 184 series in 1968, the locomotives initially connected Germany and Belgium via Cologne and Liège. As a result of relocation to Saarbrücken, the engines ran between Trier, Luxembourg and France as well as on express trains in Saarland and the Palatinate. Of the five examples known as “European locomotives”, two were preserved in museums following their 2002 decommissioning. These can be seen at the DB Museum Koblenz-Lützel and in the German Museum of Technology in Berlin.

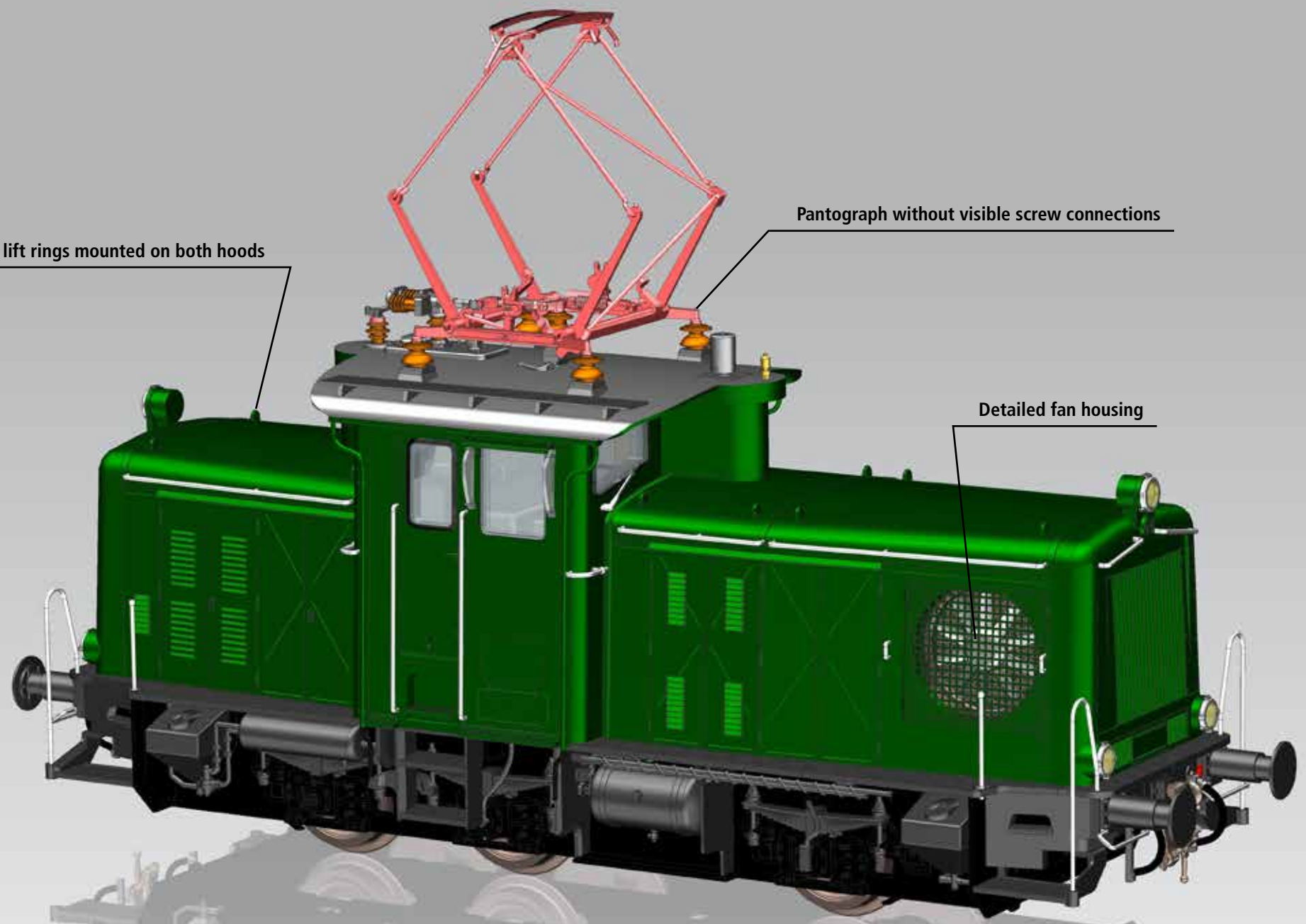
### MODEL-HIGHLIGHTS

- Scale metal pantographs with country-specific pantograph blades
- Pantographs attached to roof via insulators, not unsightly screws
- Clear line-of-sight from cab to engine room; both with digitally-activated lighting
- Detailed truck sideframes with hand-applied parts

Separate lift rings mounted on both hoods

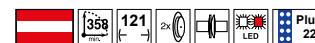
Pantograph without visible screw connections

Detailed fan housing



NEW MOLD  
2025

Photo: Archiv PIKO

Rh 1067  
ÖBB

Electric loco Rh 1067 ÖBB IV green

21040  21042    PIKO TrainSound® onboard21043    PIKO TrainSound® onboard**The Prototype:**

The Rh 1067 class was a truly exotic group of locomotives in service with the ÖBB between 1961 and 1994. Only five examples of these electric locomotives were manufactured. The centercab units were built by the Jenbacher Works and used in switching service. Their distinguishing feature was an electro-hydraulic drive where an electric motor drove a hydraulic transmission. They were given road numbers 1067.01 to 05 and initially painted pine green and later in blood orange. Despite the drive mechanism intended to prevent damage to the motors, they were susceptible to other defects so production ceased. Engines 1067 01 and 05 were decommissioned in 1985. The last active unit, 1067.03, was decommissioned on October 1, 1994. Today two preserved units can still be admired in the Knittelfeld (1067.03) and Ampflwang (1067.04) railroad museums.

**MODEL-HIGHLIGHTS**

- Metal scissor pantograph
- Fan housing on right front side
- Cab interior with DCC-activated lighting
- Analog model features directional lighting and illuminated instrument panel

Model variation

2025

III / 2025



Photo: Ulrich Budde

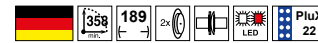


I / 2025

Photo: Ulrich Budde

### The Prototype:

The DB's class 112 electric express locomotives came about in the 1960s as a further development of the E 10 class. They boasted a top speed of 160 km/h (99mph). Engine 112 311 was the last in the series to receive the characteristic red and beige color scheme.



### Electric loco 112 311 DB IV

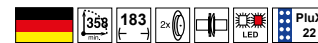
21716 

21717   PIKO TrainSound® onboard

21718   PIKO TrainSound® onboard

### The Prototype:

Between 1928 and 1929, thirty-eight E 17 locomotives were delivered to the DR for medium-duty express trains. Following World War II, twenty-six of them went to the DB, which in 1968 reclassified them as the class 117. The last DB class 117 was retired in April of 1980.



### Electric loco class 117 DB IV

51497 

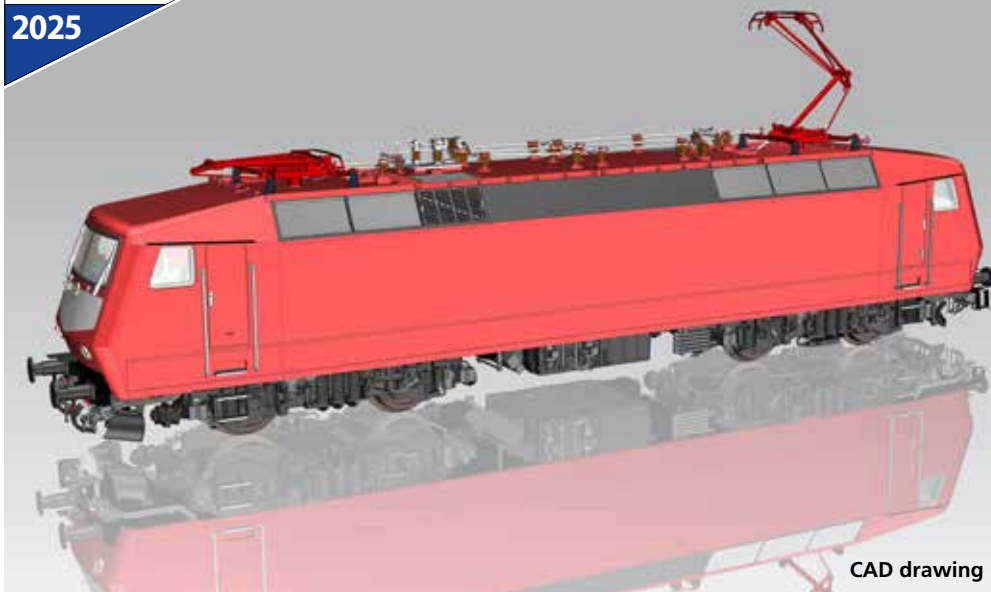
51498   PIKO TrainSound® onboard

51499   PIKO TrainSound® onboard

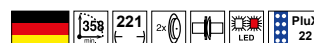
Model variation

2025

II / 2025



CAD drawing



Electric loco class 120 DB IV

21695

21696 PIKO TrainSound® onboard

21697 PIKO TrainSound® onboard

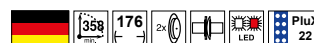
Model variation

2025

II / 2025



Photo: Helmut Röth, Sig. Eisenbahnstiftung



Electric loco class E 44 W DB III

51190

51191 PIKO TrainSound® onboard

51192 PIKO TrainSound® onboard

## The Prototype:

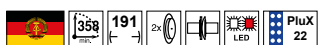
Engine nr. 120-005, a prototype for the BR 120 class, was delivered in 1979. It differed from the four other pre-production BR 120 locomotives in that it had a "bend" in the cab face lower than the other units. It also featured a plastic roof. While the plastic roof was quickly replaced, 120-005 has retained the bend in its cab face to this day. Our model depicts 120-005-4 as it appeared in the early 1990's.

## The Prototype:

The 125 locomotives of DB's E 44 class were first built in 1932. Their area of operation was limited to the south of the Federal Republic of Germany. In 1968 the DB reclassified them as BR 144. The last units were retired in 1984. The PIKO model reproduces the version with resistance brake.

Retouched image

II / 2025



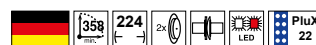
Electric loco class 143 S-Bahn DR IV

- 21698
- 21699
- 21700



I / 2025

CAD drawing



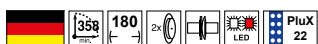
Electric loco class 150 orient red DB IV

- 51657
- 51658
- 51659

III / 2025



Photo: PRESS

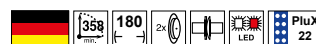


Electric loco class 140 Press VI

- 21701
- 21702 PIKO TrainSound® onboard
- 21703 PIKO TrainSound® onboard

Retouched image

III / 2025



Electric loco class 141 DB IV

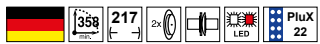
- 51537
- 51538 PIKO TrainSound® onboard
- 51539 PIKO TrainSound® onboard

# ELECTRIC LOCOMOTIVES



II / 2025

Photo: HSL Logistic GmbH



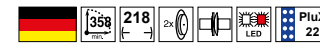
Electric loco BR 187 HSL VI

- 21707
- 21708
- 21709



II / 2025

Photo: Alpha Trains



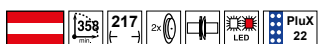
Electric loco BR 193 Alpha Trains VI

- 21713
- 21714
- 21715



II / 2025

Photo: Rok Žnidarčič



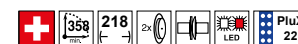
Electric loco BR 187 WLC VI

- 21731
- 21732
- 21733



II / 2025

Photo: Stephan Martin



Electric loco Vectron Bundeshaus Bern SBB CINT VI

- 21755
- 21756
- 21757

Model variation

2025



II / 2025

Photo: Manfred Smahel

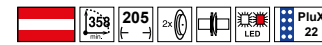


III / 2025

Photo: Giorgio Antonello

### The Prototype:

During the 1950's, the 130 km/h (80mph) Rh 1010 of Austrian Federal Railways was their fastest locomotive. The Rh 1010 class proved itself an important asset for express train service until retirement in 2003. Nine units have been preserved.



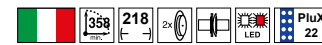
### Electric loco Rh 1010 ÖBB V

21725

21726

21727

# BR E.428 FS



### Electric loco E.428 3. aerodynamic version FS III

97803

97804 PIKO TrainSound® onboard

97805 PIKO TrainSound® onboard

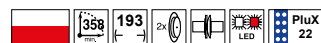


Model variation  
2025



### The Prototype:

PKP's forty-six EP09s were originally intended for routes between Warsaw and Krakow. Between 1986 and 2008 they were the "face" of Poland's express train fleet, until replacement by the EU44 series.



Electric loco EP09 PKP V

97528

97529 **PIKO TrainSound®** onboard



Electric loco EP07 PKP V

96397

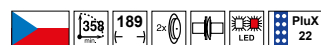
96398



Photo: Ing. Jaromír Kozinka




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## BR S489.0 ČSD



Electric loco S489.0 ČSD IV

21740  

21741   

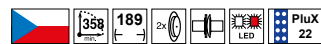
21742   





Photo: NEXES INTERNATIONAL

II / 2025

## BR 242 ČD ČESKÉ DRÁHY



Electric loco class 242 ČD VI

97410  

97411    PIKO TrainSound® onboard

97412    PIKO TrainSound® onboard

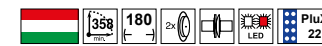


II / 2025

# V43 MÁV

## The Prototype:

By 1982, a total of 379 V43 dual-service electric locomotives had been built for the MÁV which were soon nicknamed "Szili" (Silicons). The class underwent modifications resulting in the colorful "Papagáj-Szili" (Parrot Silicons) scheme of the V43.2 series and V43.3 series, which continue to shape the image of Hungarian railroads.



## Electric loco V43.3 MÁV V

51446

51447 PIKO TrainSound® onboard

51448 PIKO TrainSound® onboard

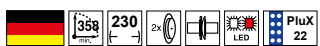
Photo: Csanádi Sándor

Model variation  
2025

11 / 2025



Photo: Shaozhang Qi



Dual-mode locomotive class 248 in IC scheme DB AG VI

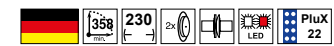
52115 

52116   **PIKO TrainSound®** onboard

52117   **PIKO TrainSound®** onboard



Northrail is a Hamburg-based company that has been leasing locomotives to nine European countries since 2008, including Germany, France and the Netherlands. They have around 450 pieces of rolling stock available for rent.

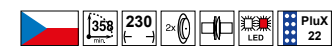
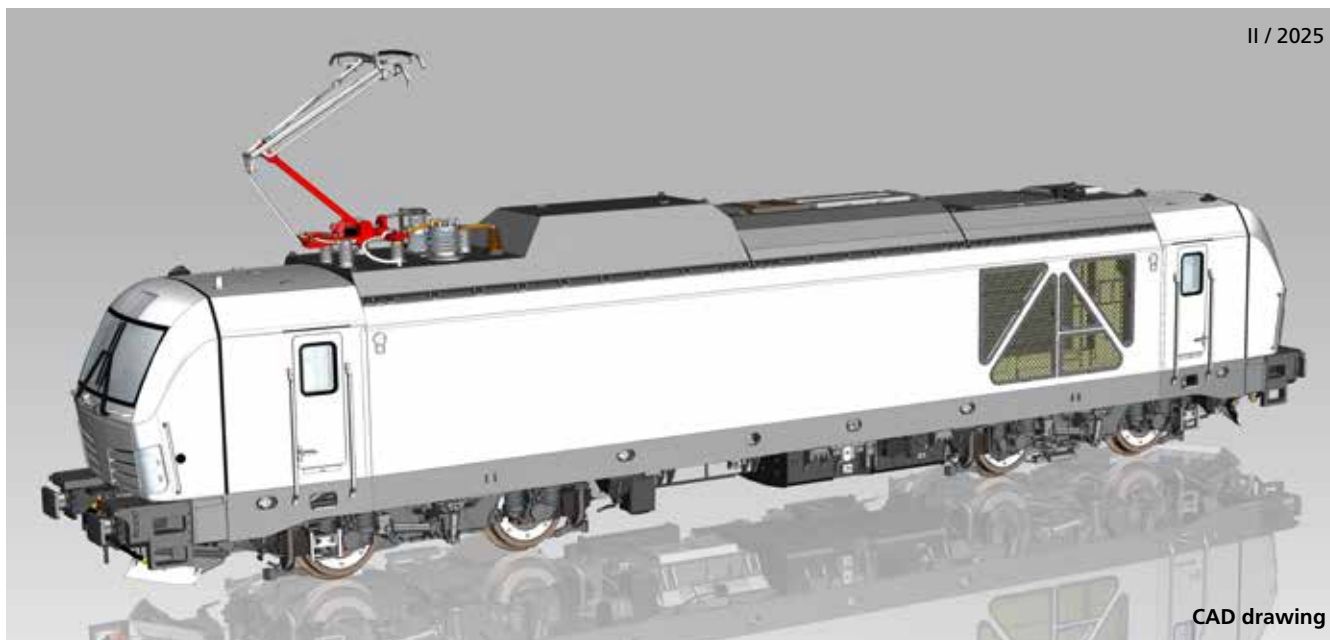


### Dual-mode locomotive class 248 Northrail VI

51167

51168 PIKO TrainSound® onboard

51169 PIKO TrainSound® onboard



### Dual-mode locomotive class 248 ČD Cargo VI

51173

51174 PIKO TrainSound® onboard

51175 PIKO TrainSound® onboard

Model variation

2025

II / 2025



CAD drawing

Model variation

2025

II / 2025

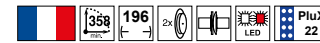


CAD drawing

## The Prototype:

The Vossloh DE 18 is the most powerful medium-duty diesel locomotive on the European market. It is used in switching and mainline service. Over 130 engines have been delivered since production began in 2010.

State-run, the SNCF operates almost all of France's rail transport as well as the TGV high-speed train. SNCF has been in existence since 1938.



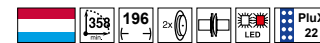
### Diesel locomotive DE 18 SNCF VI

52370

52371 PIKO TrainSound® onboard

52372 PIKO TrainSound® onboard

Luxembourg's national railroad company, CFL, was founded in 1949. It provides domestic rail service as well as international rail connections. CFL Cargo is responsible for rail freight transport using 69 locomotives and over 3,500 freight cars.



### Diesel locomotive DE 18 CFL VI

52367

52368 PIKO TrainSound® onboard

52369 PIKO TrainSound® onboard



Photo: Giancarlo Modesti



## Diesel locomotive DE 18 Mercitalia VI

52364

52365 **PIKO TrainSound**<sup>®</sup> onboard

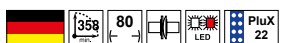
52366 **PIKO TrainSound**<sup>®</sup> onboard

Mercitalia was founded in 2017 as part of Italy's state railroad system, the FS. It operates 2,000 freight trains a week and is responsible for half of Italy's domestic and cross-border rail freight traffic.





II / 2025

Photo: Captrain

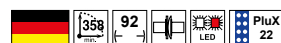


**Diesel locomotive V 23 Captrain VI**



52554  

Retouched image

I / 2025

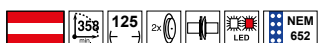


**Diesel locomotive class 312 EBS VI**



52637  

Retouched image

I / 2025



**Diesel locomotive V 60 D-2 WTK IV**

52985  

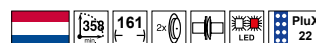
52986   

52987    








II / 2025

Photo: Arnoud Doolaar



**Diesel locomotive Rh 2200 brown NS IV**

52989  

52990   

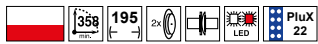
52991    





II / 2025

Photo: KOLMEX



**Diesel locomotive SM31 PKP IV**

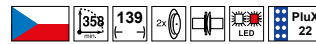
52308

52309



II / 2025

Photo: Pavel Strachota



**Diesel locomotive T435 "Industrial" III**

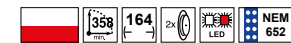
52105

52106



II / 2025

Photo: Cargounit

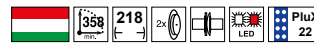


**Diesel locomotive SM42 CargoUnit VI**

59276

**The Prototype:**

Between 1965 and 1978, 268 four-axle class 42 diesel locomotives were delivered to the PKP. This series is divided into three sub-class prefixes: SM as a freight locomotive, SP as a passenger locomotive and SU as a dual-purpose locomotive.



Diesel locomotive class M61 NoHAB MÁV IV

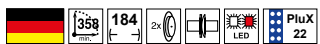
52507 [icon]

52508 [icon] PIKO TrainSound® onboard

52509 [icon] PIKO TrainSound® onboard

Retouched image

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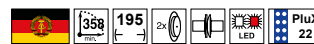


Diesel locomotive class 216 DB Cargo V

52567 [icon]

52568 [icon]

52569 [icon]



Diesel locomotive class 118 FDJ DR IV

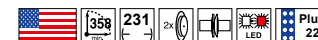
52995 [icon]

52996 [icon]

52997 [icon]

Photo: Alan Miller photo

1 / 2025



### Diesel locomotive SP 9100 modified

97822

97823 PIKO TrainSound® onboard

97824 PIKO TrainSound® onboard

### Diesel locomotive SP 9101 modified

97825

97826 PIKO TrainSound® onboard

97827 PIKO TrainSound® onboard

### Diesel locomotive SP 9102 modified

97828

97829 PIKO TrainSound® onboard

97830 PIKO TrainSound® onboard

## The Prototype:

The original SP KM ML4000 locos started life as almost identical triplets. But modifications over the years made them quite different. Now numbered 9100, 9101 and 9102, these faithful PIKO replicas show the locos in their mid-1960s appearance, with numerous detail differences.

### DIFFERENCES COMPARED TO THE FIRST PIKO MODEL VERSION:

- Side air intake louvers & upper intake shutters
- Filter boxes and rooftop vents
- Roof-mounted EMD air reservoirs with additional piping
- EMD-style pilot snowplows
- Exposed exhausts with butterfly valve flaps
- Color differences between the three versions

SP 9100

SP 9101

SP 9102



Photo: SP 9010 Collection

EXPERT

# PIKO SHOP SYSTEM RETAILERS

Exclusive for PIKO Shop System retailers:



# PIKO SHOP SYSTEM RETAILERS

## Exclusive for PIKO Shop System retailers:

**PIKO**

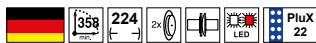
Browse a more extensive selection of our models at one of the many PIKO Shop retailers.

You can find dealers near you in the retailer directory at [www.piko.de](http://www.piko.de).

Take the opportunity to pay them a visit and pick up one of our **special models** which are only available at PIKO Shop retailers.



Shop System | / 2025



### Electric loco 151 129 "Retro Railpool" DB AG VI

21684

21685

21686

#### The Prototype:

An era in German locomotive history ended on June 26, 2024: after more than fifty years of service the BR 151 series, first delivered to the Deutsche Bundesbahn in 1972, was retired from active service. To commemorate the occasion, railroaders from the Ruhr area undertook a voluntary project to repaint engine #151-129 in a commemorative paint scheme highlighting the three schemes it wore during its working years. The project was a collaborative effort of DB Cargo AG, Railpool and PIKO, with the aim of creating a "farewell" locomotive that would be a fitting tribute to the BR 151 series. The three-part color scheme reflects the phases of the locomotive's life as if on a journey through time. A third of the engine received its original Deutsche Bundesbahn ocean blue and beige scheme including the PIKO logo on its doors. The middle section was painted in the "traffic red" scheme of Deutsche Bahn AG and the last section received the "traffic red" scheme with the Railpool logo on the cab. 151-129 wore this era-spanning paint scheme as it took its farewell journey in September 2024 from Hagen to Maschen, Mannheim, Seddin, Bremerhaven and Seelze.



# PIKO SHOP SYSTEM RETAILERS

Exclusive for PIKO Shop System retailers:



Retouched image

II / 2025



28305 2-car DHL Funnel Tank car set DB AG V

↔ # 56061



Retouched image

II / 2025



28306 2-car DHL Funnel Tank car set DB AG V

↔ # 56061



## The DHL Kerosene Express

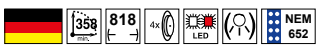
These tank cars sport a striking yellow paint scheme and are typically used on the DHL Kerosene shuttle trains to Leipzig. The cars feature extensive detail and are now available as two 2-car sets; each car with a different number.



11 / 2025



Photo: Shaozhang Qi



Electric railcar class 440 "bwegt" DB AG VI

21752

21753

21754



# SELF-POWERED RAILCARS



II / 2025



Photo: Tadeusz Suchorolski

# EN 57

# PKP



**Electric railcar EN57 PKP V**

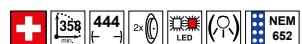
51462

51463 **PIKO TrainSound®** onboard

Retouched image



III / 2025



**Electric railcar GTW 2/6 S-Bahn Bern RM V**

27506

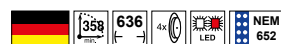
27507

27508

Retouched image



III / 2025



**Electric railcar class 442 national express VI**

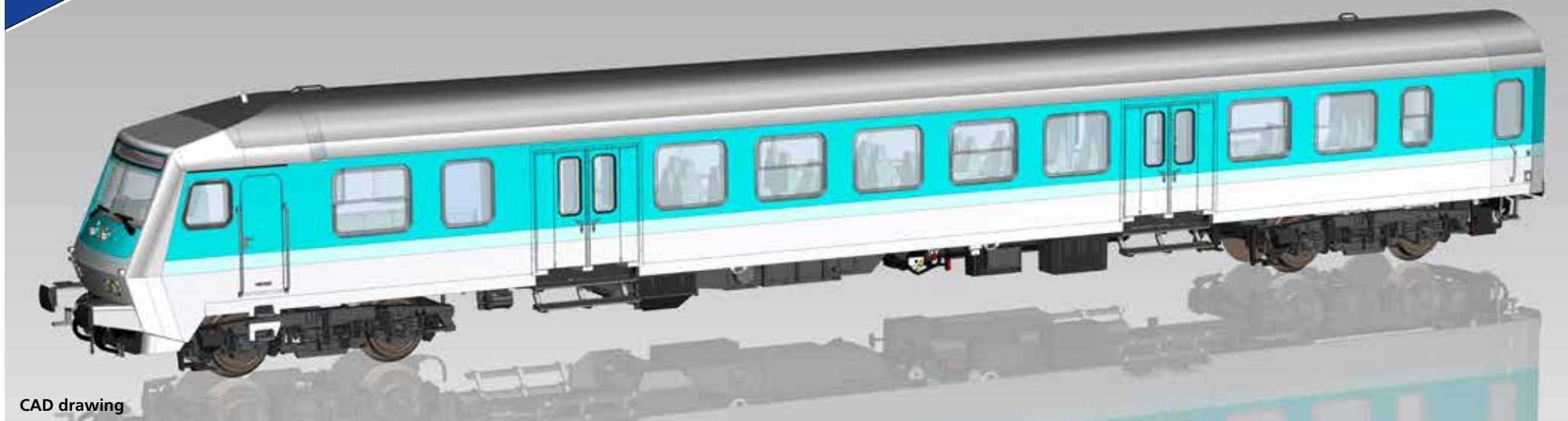
59517

59518

59317

NEW MOLD  
2025

III / 2025



CAD drawing

Halberstädter Center-door Passenger car mint green DB AG V

28024

28025



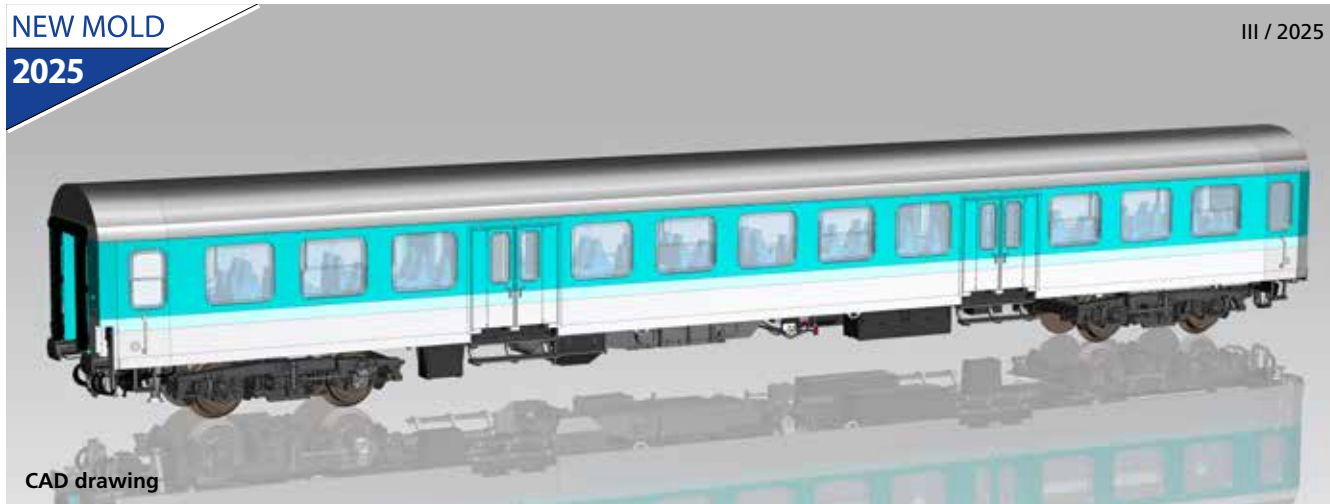
Photo: Deutsche Bahn

### The Prototype:

In the 1970s and 1980s, the Deutsche Reichsbahn (DR) added a total of 1.279 Bmhe mid-entry coaches to its fleet, which were built in the eponymous Raw Halberstadt. With a length of 26.40 meters, these passenger coaches reached a top speed of 140 km/h. Contrary to their intended use in express trains and local services, they were mainly used as international express train coaches in their early days. Originally, the coaches were only equipped with 2nd class. After the reunification of Germany, the DR, in its efforts to meet the demands of its customers, converted some of the middle compartments of the coaches to first class and replaced the rest with contemporary furniture. A sample of the modernized carriages was completed as early as 1991 and was given the AByu type designation, which coined the term “y-carriage” for all middle-entry carriages converted in this way. Following the fall of the Berlin Wall, numerous coaches were also loaned to the Deutsche Bundesbahn. After DB AG used the Halberstadt mid-entry coaches as passenger coaches for the last time at the end of 2015, it sold many of them to Hungary and other south-eastern European countries.

NEW MOLD  
2025

III / 2025

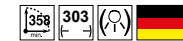


CAD drawing

- 28006 Halberstädter 2nd Class Center-door Passenger car mint green DB AG V
- 28007 Halberstädter 1st/2nd Class Center-door Passenger car mint green DB AG V

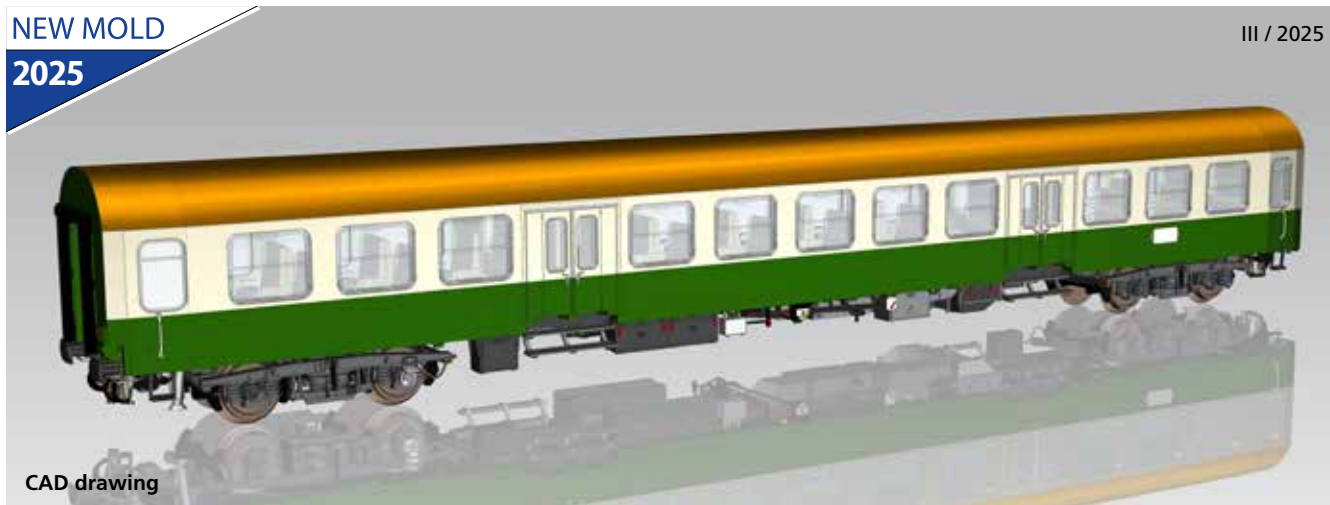
### MODEL-HIGHLIGHTS

- All carriages are prepared for retrofitting interior lighting
- Each car features a prototype-specific interior
- Cab car features illuminated destination sign and digitally-activated cab lighting



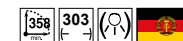
NEW MOLD  
2025

III / 2025



CAD drawing

- 28004 Halberstädter 2nd Class Center-door Passenger car beige-green w/brown roof DR IV
- 28005 Halberstädter 2nd Class Center-door Passenger car beige-green w/brown roof DR IV, alternate car number



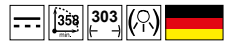
# DR

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II / 2025



23602 Silberling cab car w/Karlsruher cab DB IV



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II / 2025



23603 2nd Class Silberling passenger car DB IV



↔ # 56060

Retouched image

II / 2025



28325 1st/2nd Class Silberling and 2nd Class Bm 232 passenger car set DB IV



↔ # 56060

Retouched image

II / 2025



59653 Dm Baggage car, gray, DB IV

↔ # 56060

Retouched image



II / 2025



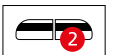
53389 RPO car ocean blue-beige DB IV

↔ # 56060

Retouched image



II / 2025



28324 2-car 2nd Class Büm 234 Passenger car set "POP" and green DB IV

↔ # 56060



## The Prototype:

The green Standard Design (EW) coaches of the Swiss Federal Railways were the face of Swiss passenger trains from the mid-1950's onwards. The EW I was followed by further developments that are now in the fifth generation.

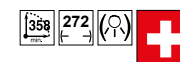
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II / 2025



96777 1st Class EW I Passenger car, green, new script, SBB V

↔ # 56063



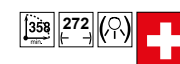
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II / 2025



96778 2nd Class EW I Passenger car, green, new script, SBB V

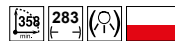
↔ # 56063





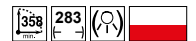
96664 120A Passenger car PKP V

# 56060



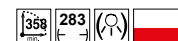
96665 120A Passenger car Polregio VI

# 56060



28322 2-car 120A Passenger car set PKPPR VI

# 56060



### The Prototype:

The PKP 120A passenger cars went into production in 1976. Over 700 cars were built, eleven of which are still in service.

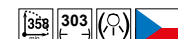
Retouched image

II / 2025



59659 Passenger car Eurofima Regiojet VI

↔ # 56060



### The Prototype:

Beginning in 1979, DB's InterCity trains began utilizing consists of 1st class beige/red cars with 2nd class beige/blue cars for long-distance trains. Much later, the Czech company Regiojet took over DB's former express train cars and repainted many of them yellow.

Retouched image

II / 2025



28323 Regiojet 2-car Passenger car set VI

↔ # 56060

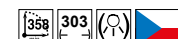




Photo: Ing. Ivo Mahel

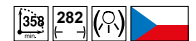
II / 2025



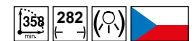
### The Prototype:

The "Y" passenger cars of the 1960s were a UIC-standard design built for the DR and for export. In addition to the basic coach, diners, couchettes, and sleeping car variations were offered.

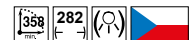
58566 1st/2nd Class Abm "Y" Passenger car ČSD V



58567 1st Class Am "Y" Passenger car ČSD V



58568 2nd Class Bm "Y" Passenger car ČSD V



† # 56060



Photo: Ing. Ivo Mahel

# ČSD

# FREIGHT CARS

## The Prototype:

Between 1971 and 1973, a four-axle car with telescopic hoods was developed for the transportation of moisture-sensitive sheet metal coils. Based on this design, LHB built a first prototype for the German Federal Railways in 1976, which classified it as a Shis 708. The design was considered a success, so the Bundesbahn bought a total of 2,680 cars which it classified as the Shimmns 708, beginning in 1987. The Deutsche Reichsbahn also received a total of 290 cars

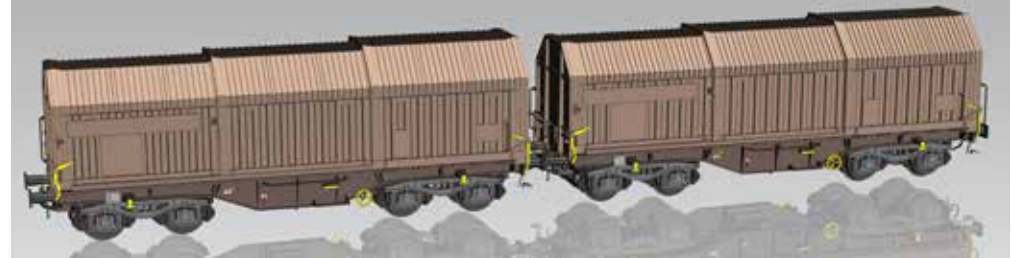
between 1992 and 1994, which were incorporated as Shimmns [4670]. In the course of their service life, the cars were repeatedly converted to be adapted to specific areas of use or countries. From 2002, more than 1000 cars were stripped of their telescopic hoods, converted to sliding tarpaulin cars and given the new type designation Shimmns-ttu 722, among others. DB AG currently still has more than 400 cars of this type in its fleet.

### MODEL-HIGHLIGHTS

- Numerous hand-applied details
- Highly-detailed truck frames
- Different variants with country-specific features
- Detailed car floor

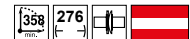
CAD drawing

II / 2025



28317 2-car Telescoping coil car set ÖBB IV

↔ # 56061



Model variation

2025



Photo: Christian Ochsner

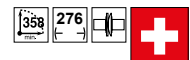
28304 2-car Telescoping coil car set w/Y25 trucks CH-SBB C VI

↔ # 56061



Photo: Christian Ochsner

II / 2025



## The Prototype:

The first articulated intermodal cars known as pocket wagons were purchased by the German Federal Railroad in 1972. The T3000e is a further development of the T2000 and can handle ultra-modern mega trailers that are 3 meters (10 ft) high.

Retouched image

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24625 T3000e Articulated intermodal car "Bode" DB AG VI



↔ # 56061

Retouched image

II / 2025



24626 T3000e Articulated intermodal car DB Schenker VI



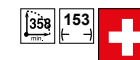
↔ # 56061

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IV / 2025



96699 Tank transport car LBA (Swiss army) 33 85 463 2 040-3 SBB VI



↔ # 56060

## The Prototype:

Sliding wall boxcars used today for sensitive goods were pioneered in the 1950s. The movable walls allow the entire loading area to be loaded and unloaded from the side.

Retouched image

II / 2025

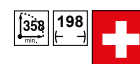


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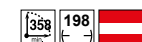
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28309 2-car Hbbillnss Boxcar set CH-SBB C/Railcare VI  
 ↳ # 56061



24629 Hbbillnss Sliding wall  
 Boxcar ÖBB V  
 ↳ # 56060



Retouched image

II / 2025 Retouched image

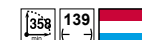
II / 2025



24623 ermewa Shimmns Sliding tarp car NS VI  
 ↳ # 56061



24632 ORV Shimmns Sliding tarp car CFL VI  
 ↳ # 56061



# FREIGHT CARS

Retouched image



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54531 Kosangas Pressurized Tank car DSB III



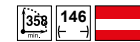
↔ # 56060

Retouched image



II / 2025

24633 OEVA Pressurized Tank car ÖBB III



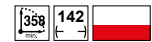
↔ # 56060



II / 2025

Photo: Ryszard Boduszek

58459 406Rb Tank car PKP V



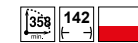
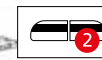
II / 2025

Photo: Ryszard Boduszek

28312 2-car 406Rb Tank car set PL-TM VI



Photo: Ryszard Boduszek



II / 2025

Photo: Christian Ochsner

24628 "Jet A-1" Zans Funnel Tank car CH-LBA V



↔ # 56061

Retouched image



II / 2025



28311 2-car 406Ra Tank car set PKP IV



# OUR 2024 OPEN HOUSE



PIKO's 13th annual Open House was all about our 75th anniversary. On June 22, 2024 around 14,000 PIKO fans from all over the world got together in Sonneberg to celebrate this milestone in warm sunny weather.

PIKO employees arranged for a colorful program and warmly welcomed model railroaders at numerous locations across the premises. As with all our Open House celebrations, there was the opportunity to purchase the latest models at various sales stands and find a couple bargains. The PIKO car-of-the-year and limited edition models along with individually-printed cars were particularly popular. During the factory tour, visitors gained fascinating insights into the manufacture of PIKO models while production was ongoing. Anyone who wanted to test their luck could do so in the raffle and win one of the numerous prizes worth a total of €50,000.

Our littlest guests were treated to a bounce castle, a fairytale train, and a large garden railroad. At another station they could paint train cars and take them home.

We would like to thank all our visitors for making the PIKO 75th anniversary Open House an unforgettable experience. The smiling faces, lively discussions and positive feedback show us that model railroading is a living hobby that is able to bring people together from near and far and inspire joy across generations.

We are already looking forward to seeing you again on June 20, 2026 in Sonneberg!

## A special souvenir: PIKO Limited Edition model for Open House 2024!

When the Wall fell in 1990, it made travel between the German Democratic Republic and the Federal Republic of Germany much easier. This sudden development pushed the railroad administrations of East and West to their limits. To meet the demand, the capacity of the few existing "small border traffic" trains was increased using all of DB and DR's available passenger cars. This year's Open House train set commemorates those days and represents a year full of upheavals, emotions, and colorful train consists.



Passenger train consisting of one DB BR 140 Electric locomotive, two DR Bilevel cars, and one DB Passenger car IV  
58146 DC  
58147 DC with Sound, incl. PSD XP S  
58148 AC with Sound, incl. PSD XP S



The next Open House at PIKO  
will take place on

**20.06.2026**



Photo: Hans-Joachim Müller

**The Prototype:**

First built in 1893, the G7s of the Royal Prussian State Railroads were designed for use on steep routes. Most of the 1,200+ engines found their way to the western German and Silesian regions.

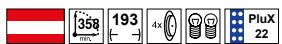
Now with  
PluX22 interface!


**MODEL-HIGHLIGHTS**



- Unobstructed view through the detailed cab
- Locomotive frame made of die-cast zinc
- Tender body made of die-cast zinc
- Fully functional locomotive drive rods
- Directional lighting

Retouched image

I / 2025

**Steam locomotive G7.1 ÖBB III**

57565 

57566  

57365  

## The Prototype:

With their distinctive shape, the double-decker coaches illustrate a time when efficient, space-saving solutions for commuters were increasingly in demand. They were used in particular in the dense transport networks of the former GDR and quickly became the standard in regional transport. Matching train locomotive: our Class 143 DR (#51941ff, see H0 main catalog 2025)

Retouched image



53109 DBmq 776 Bilevel cab car DR IV mint green

↔ # 56061



I / 2025

Retouched image



57637 Bi Passenger car ČSD III

↔ # 56060



III / 2025

Retouched image



53116 Dbuz 747.3 Bilevel DR IV mint green

↔ # 56061



I / 2025

Retouched image



57638 Railcar trailer PKP III

↔ # 56060



III / 2025

Retouched image



53119 DBuz 747.3 Bilevel DR IV mint green, alternate car number

↔ # 56061



I / 2025

Retouched image



57639 Work train car RLF IV

↔ # 56060



II / 2025



# FREIGHT CARS

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II / 2025

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II / 2025

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II / 2025



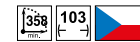
27725 "Staatsmijnen" Tank car NS III

↔ # 56060



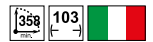
27730 Tank car w/brake cab ČSD III

↔ # 56060



27736 Tank car RLF IV

↔ # 56060



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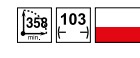
27723 "Avia" Tank car SBB IV

↔ # 56060



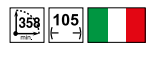
27731 Tank car PKP III

↔ # 56060



27735 Flatcar RLF IV

↔ # 56060



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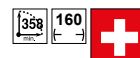
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27727 "Rugenbräu" Boxcar BLS VI

↔ # 56060



27728 "Meili Tractors" Boxcar SBB VI

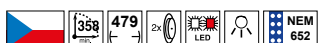
↔ # 56060





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Photo: Jaroslav Wagner



## Desiro Diesel railcar ČD VI

52976

52977

52978

With the division of Czechoslovakia in 1993, the state railroad company ČD was formed from parts of the Czechoslovak State Railways (ČSD). In addition to passenger and freight transport, it is also responsible for the largest railroad museum in the Czech Republic.

### The Prototype:

Since its introduction in 1998, the Siemens Desiro has become one of the most widespread railcars in Europe. Six sets are used by the České dráhy (ČD) in the northern Czech Republic and four sets are used by the Midjyske Jernbaner in western Denmark.

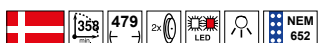


# ČESKÉ DRÁHY



1 / 2025

Photo: Steffen Lund Pedersen



**Desiro diesel railcar Midtjyske Jernbaner VI**

52982

52983

52984

Founded in 2008, the Danish private railway company operates two lines: the Odderbanen in East Jutland and the Lemvigbanen in Northwest Jutland. The company relies on Desiro trainsets and Y-trains.

Midtjyske  
Jernbaner

## The Prototype:

In addition to their characteristic green paint and curved roofs, Saxon cars were distinguished by compartment doors along the sides of the car. They remained in service with various railroad administrations until 1972.

## MODEL-HIGHLIGHTS

- Numerous separately attached parts
- Detailed reproduction of brakeman's platforms
- Realization with prototypically different roofs
- Flush-mounted windows with a clear view into the passenger area

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III / 2025 Retouched image

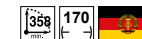
III / 2025



53192 Bp Saxon car DR III  
53193 Bp Saxon car DR III, alt. number  
# 56062



53194 Bdtr Saxon car DR III  
# 56062



Retouched image

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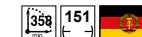
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53195 B Saxon car DR III  
# 56062



53196 Pw Saxon baggage car DR III  
# 56062



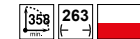
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**53308 Railway Post Office car PKP III**

↔ # 56061



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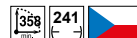
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II / 2025



**53201 Baggage car ČSD III**

↔ # 56060



**53286 Express passenger car PKP IV**

↔ # 56061



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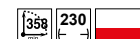
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III / 2025



**53372 Express passenger car PKP III**

↔ # 56060



**53139 Work train car DSB III**

↔ # 56060



# FREIGHT CARS

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24542 "Danish Trout" Reefer DSB III



↔ # 56060



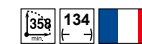
54278 ex-FS Reefer PKP III



↔ # 56060



24546 Reefer SNCF III



↔ # 56060

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Retouched image

II / 2025

Retouched image

I / 2025



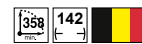
24538 ÖMV Tank car  
w/o brake cab ÖBB III



↔ # 56061



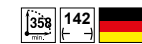
24540 Tank car w/o brake cab SNCB



↔ # 56061



95755 PIKO 2025 Car-of-the-year



↔ # 56061

Retouched image

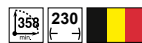
II / 2025

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II / 2025



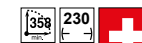
24539 Container car w/3 containers SNCB V



↔ # 56060



24547 Flatcar w/ties CH-SBB I VI



↔ # 56060

# FREIGHT CARS

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I / 2025 Retouched image

I / 2025 Retouched image

I / 2025



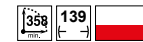
24521 ex- Ulm Flatcar ÖBB IV

↔ # 56061



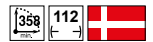
24545 Flatcar PKP III

↔ # 56061



24543 "Dansk" Acid car DSB III

↔ # 56060



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I / 2025 Retouched image

I / 2025



54424 Omm Gondola ÖBB III

↔ # 56060



24537 Gondola DSB IV

↔ # 56060



Retouched image

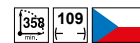
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24544 Boxcar ČSD III

↔ # 56060



54326 Track cleaner car PKP-PLK VI

↔ # 56061

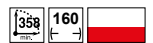



Photo: Grzegorz Gransicki

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DBmq 776 Bilevel cab car DR IV green  
> see page 48 




ermewa Shimmns Sliding tarp car NS VI   
> see page 44




Tank car PKP III  
> see page 49 




1st Cl. EW I Passenger car, green, new script, SBB V   
> see page 38



Regiojet Passenger car VI  
> see page 40 



Hbbillns Sliding wall Boxcar ÖBB V   
> see page 44

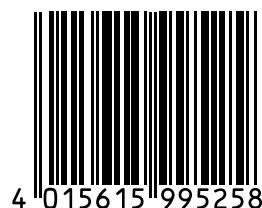
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