



PIKO

New items
2nd half year
2025



FOREWORD



Dear PIKO Fans,

The interest in historic locomotives knows no geographic bounds. In this catalogue we would like to offer you an overview of our new H0 models that highlight certain places and eras that comprise the rich diversity that is European railroad history.

This summer, our focus will be on three locomotives that exemplify the technical and cultural diversity of the railroad industry: the powerful Czech E669.1, the elegant Polish Tkt 48 and the compact efficiency of the Dutch Rh 500/600.

The E669.1 – also known as the "Rakaòa" – is an impressive example of a heavy electric locomotive of the former ČSD. It was mainly used in freight service on the lines of northern Bohemia and is considered by enthusiasts to be a symbol of electrification in Eastern Europe. Their characteristic design and robust construction make them a highlight of any collection.

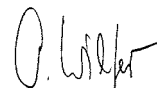
The Tkt 48 brings back the nostalgic charm of the steam era. This Polish tank locomotive was built in the 1950s and intended for use on branch lines. Its compact design and reliable performance made it the backbone of rural public transport. Today it is a must-have model for steam aficionados.

Finally, we pay tribute to the Dutch Rh 500/600, a veritable diesel switcher that proved its worth on the Nederlandse Spoorwegen. Small but powerful, it was the face of everyday operations at freight stations across the Netherlands: a symbol of technical efficiency in a compact body.

If you are interested in the rest of PIKO's H0 range, please take a look at our homepage www.piko-shop.de, our Facebook page www.facebook.com/PIKO or our Instagram account [@piko.modellbahn](https://www.instagram.com/piko.modellbahn). It's always worth keeping an eye on our social media presences!

Here's wishing you a summer of Model Railroading fun from PIKO and its employees!


Dr. René F. Wilfer
Shareholder


Ortrun D. Wilfer


Rainer Landwehr
CEO


Andrea Wilfer
Andrea M. Wilfer

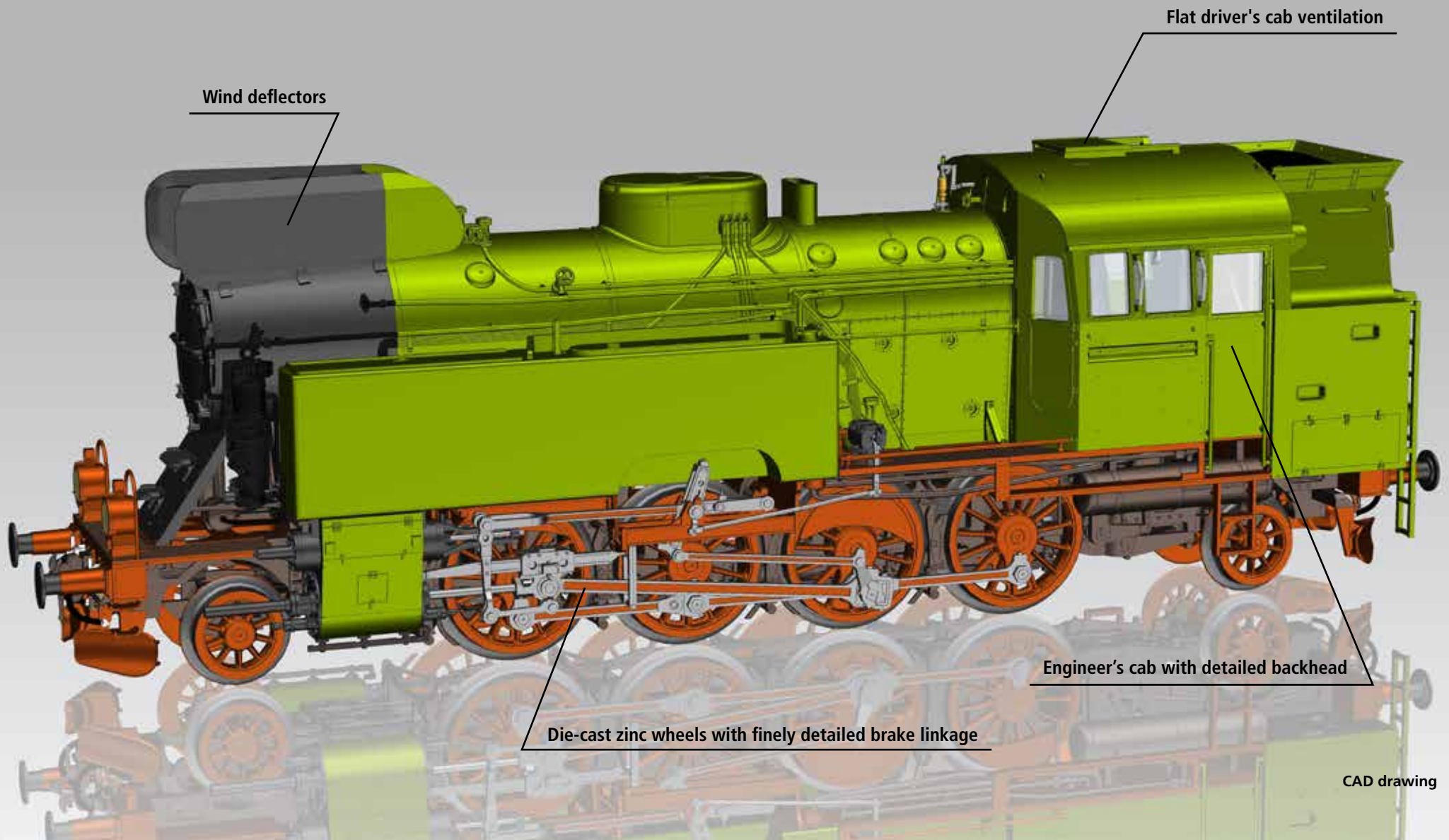




® All new PIKO AC Sound models bear this seal: The Märklin seal can only be used with digital decoders that have passed the mfx® test. This means that PIKO products bearing the "fits mfx®" logo fully support the wide range of mfx® functions and are compatible with the Märklin® digital control system.

PIKO H0 EXPERT LOCOMOTIVES	Page 4 - 32
PIKO SHOP RETAILER MODELS	Page 33
PIKO H0 EXPERT MULTIPLE UNITS	Page 34 - 35
PIKO H0 EXPERT PASSENGER CARS	Page 36 - 40
PIKO H0 EXPERT FREIGHT CARS	Page 41 - 43
PIKO H0 HOBBY	Page 44 - 49
PIKO DIGITAL	Page 50
PIKO H0 CLASSIC <i>nostalgie</i>	Page 51 - 53
PIKO TT	Page 54
PIKO N	Page 54 - 55
PIKO G	Page 56 - 58, 60
PIKO FAN-SHOP	Page 59

STEAM LOCOMOTIVES



NEW MOLD

2025

IV / 2025



Photo: Paweł Terczyński



Suitable accessories for all steam locomotives TKt48:
56641 PSD XP S TKt48 PluX22

Steam locomotive TKt48 PKP IV

50760

50762 **PIKO TrainSound®** onboard

50763 **PIKO TrainSound®** onboard

MODEL-HIGHLIGHTS

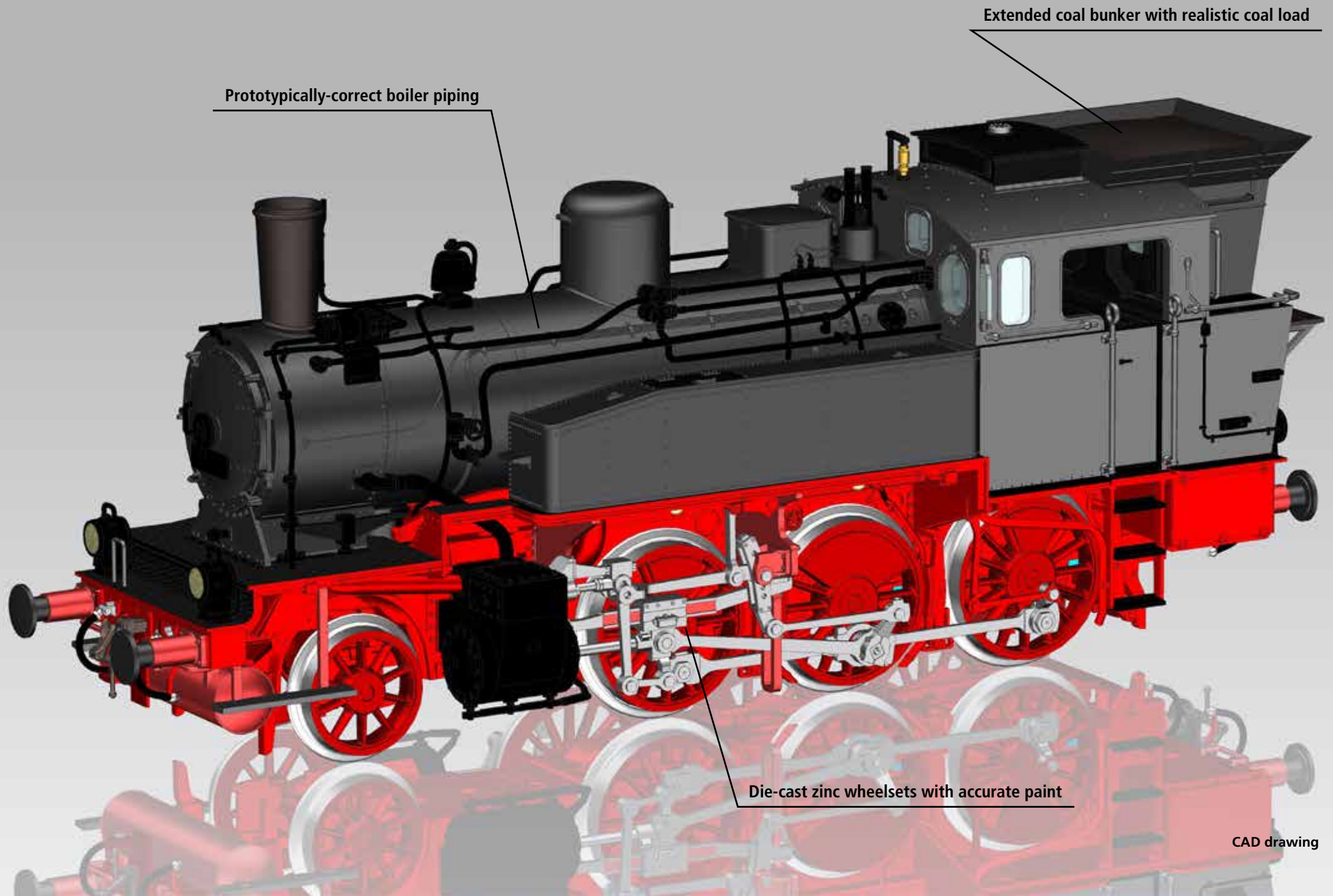
- Digital cab light and running gear lights
- Flickering firebox light
- Sound versions with steam generator

The prototype:

From the 1950s to the 1980s, the Polish State Railroads' TKt48 tank locomotives were used extensively in mixed service on PKP's lines in the Giant Mountains and the High Tatras. The engines were built from 1950 to 1957 in the factories of Fablok and Cegielski, of which 191 went to PKP. Initially the TKt48 was intended for suburban commuter trains, but it was found unsuitable due to low power output. Thanks however to its good tractive weight, the class

blossomed as a freight and passenger engine on lines in mountainous southern Poland. The dual-purpose locomotive revolutionized operations on branch lines because of its 80 km/h top speed in both directions. Due to a decline in traffic and the closure of many branch lines, the class was retired and scrapped by 1989. Fortunately, more than a dozen engines were spared and can still be admired as museum and monument locomotives.

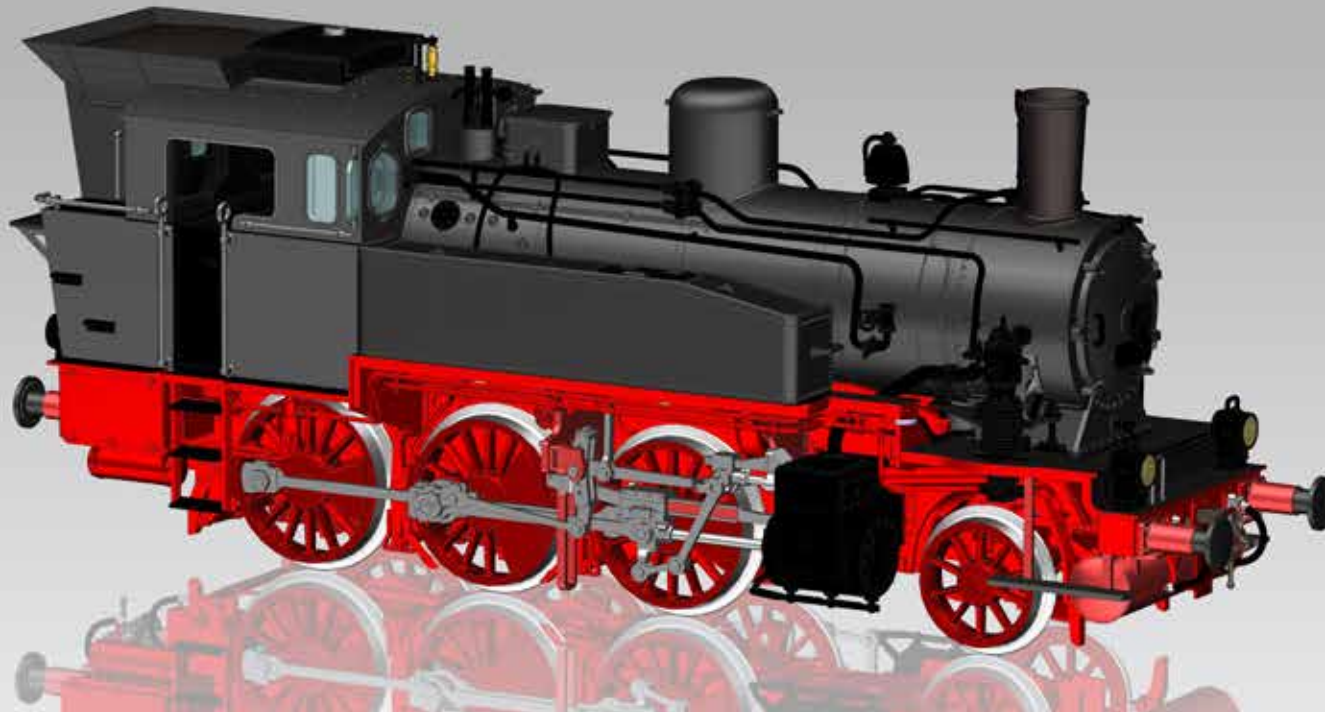
STEAM LOCOMOTIVES



NEW MOLD

2025

III / 2025



CAD drawing



Suitable accessories for all steam locomotives class 91.3:
56643 PSD XP S class 91.3 PluX16

Steam locomotive class 91.3 DR III

50734

50735 PIKO TrainSound® onboard

50736 PIKO TrainSound® onboard

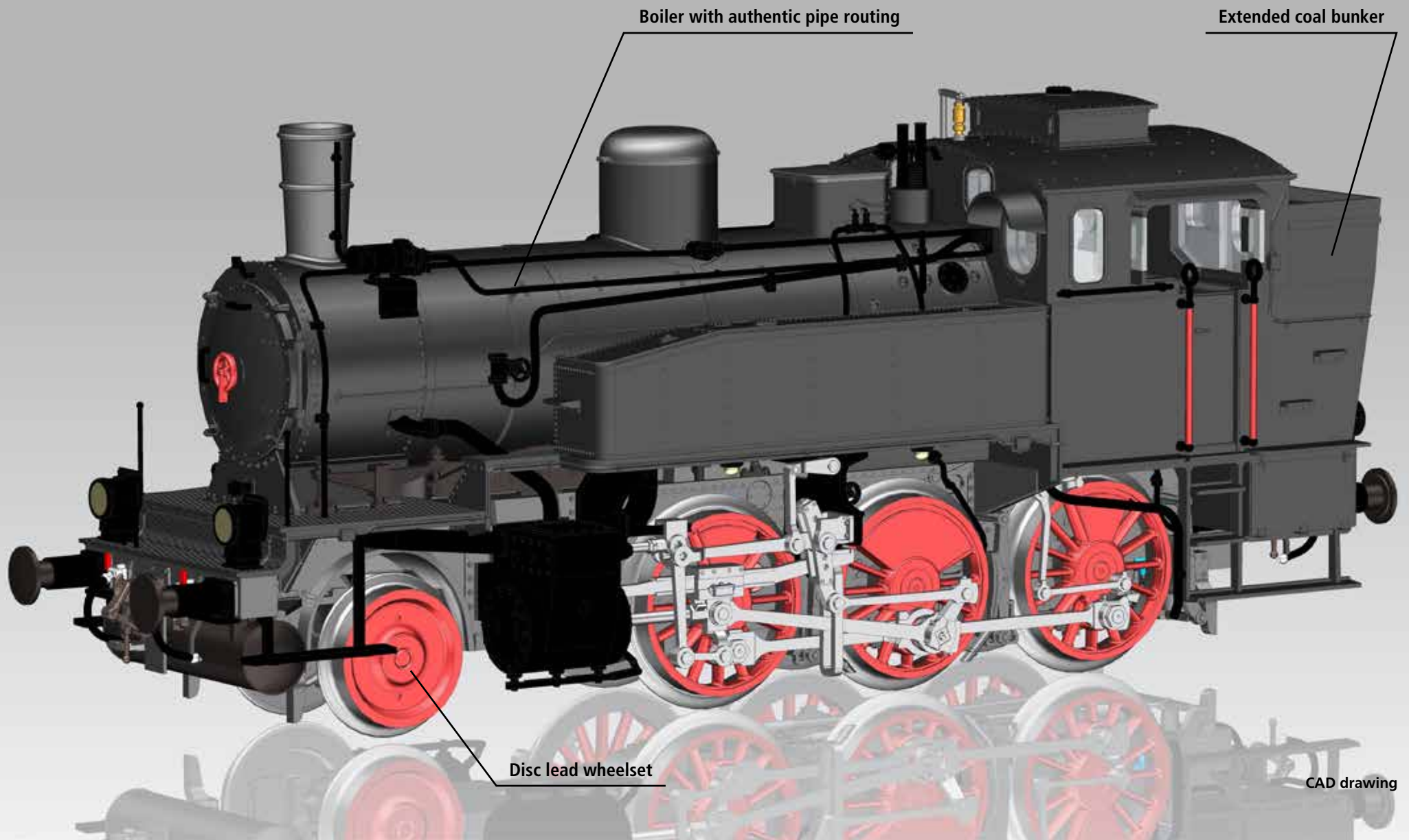
The prototype:

The class 91 was designed and used for branchline freight and passenger service. After 1945, around 230 class 91 locomotives remained in the Soviet occupation zone. They were officially transferred to the (new) Deutsche Reichsbahn in 1949. From the mid-1960s onwards they were retired from active service due to branchline abandonments and the change to diesel traction. The last representatives of this class were retired by the Deutsche Reichsbahn in 1971.

MODEL-HIGHLIGHTS

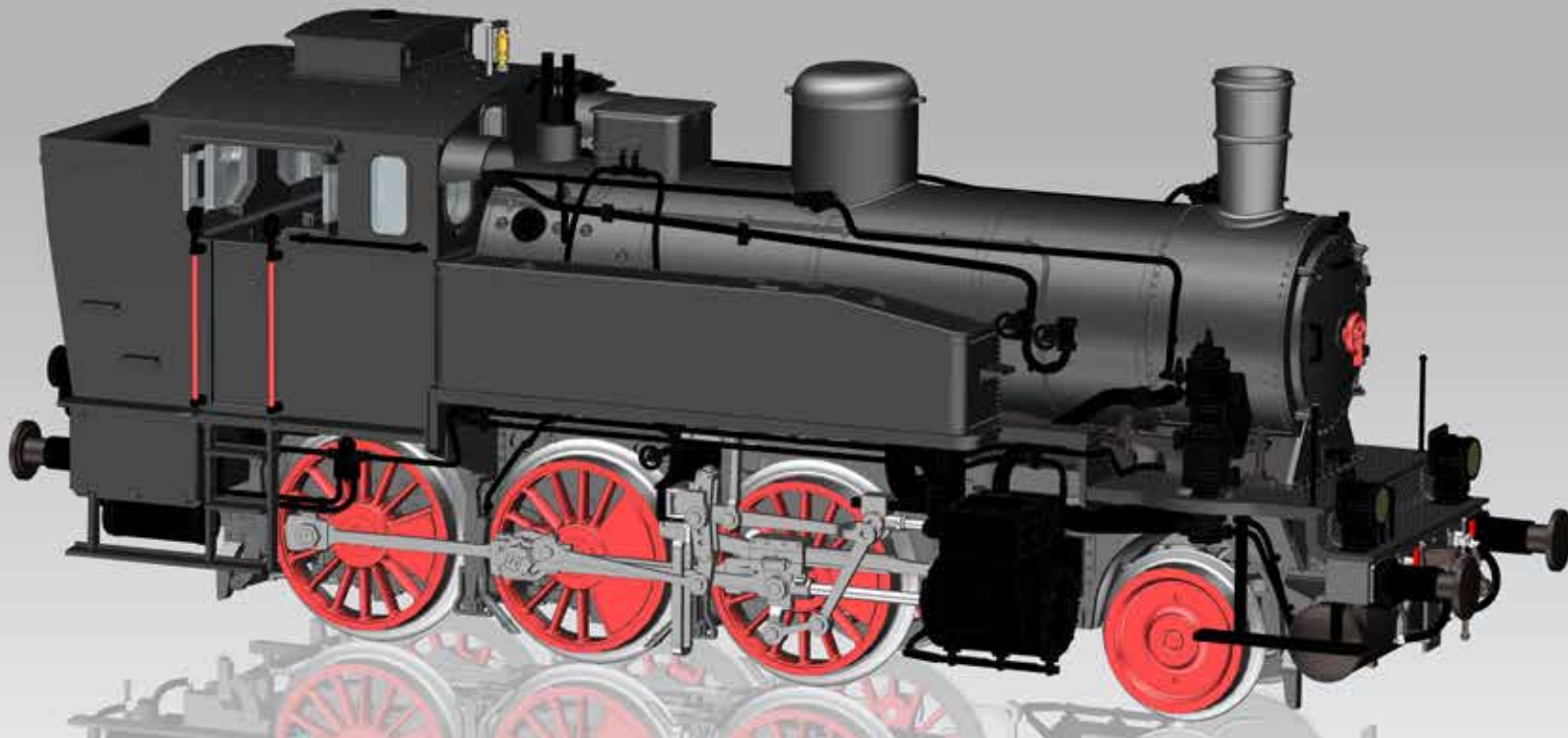
- Prototypically accurate model featuring coal bunker
- Two-lamp headlight configuration
- Digital cab light and running gear lights
- Flickering firebox light
- Fine rods

STEAM LOCOMOTIVES

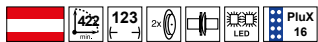


NEW MOLD
2025

III / 2025



CAD drawing



Suitable accessories for all steam locomotives class 91.3:
56643 PSD XP S class 91.3 PluX16

Steam locomotive Rh 691 ÖBB III

50740

50741 PIKO TrainSound® onboard

50742 PIKO TrainSound® onboard

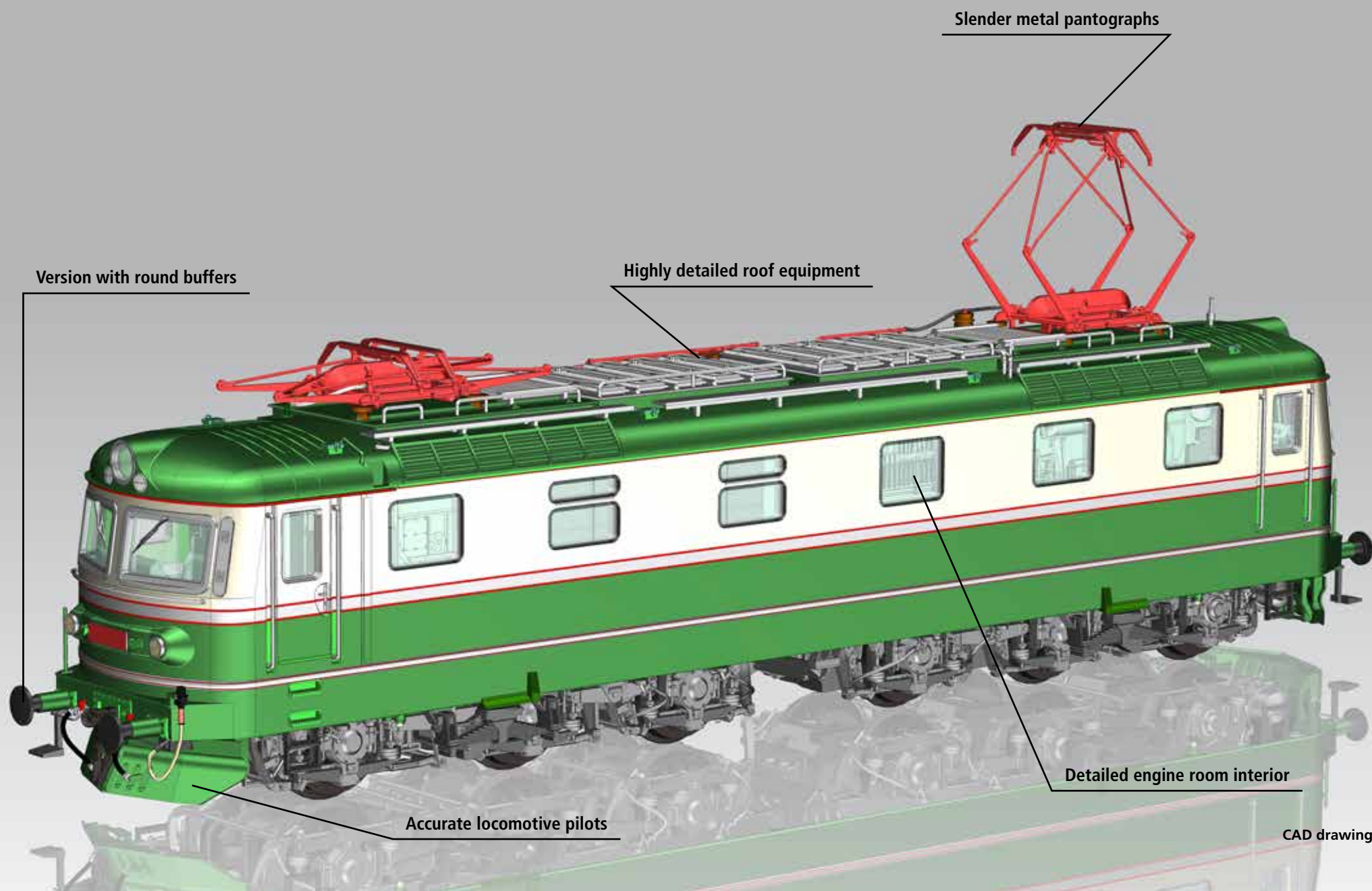
The prototype:

After the Second World War, six former Prussian T 9.3 steam locomotives remained in Austria. However, only two engines #91 1207 and #91 1347 were transferred to the ÖBB as class 691 while retaining their Reichsbahn sub-numbers. The locomotives were slightly modified, with the most notable modification being a disc lead wheelset. Both of the former T 9.3s residing in the St. Pölten area were retired in 1957.

MODEL-HIGHLIGHTS

- Accurate reproduction of #691 1207
- Two-lamp headlight configuration
- Digital cab light and running gear lights
- Red flickering firebox light
- Typical ÖBB driver's cab

ELECTRIC LOCOMOTIVES



NEW MOLD
2025

III / 2025



CAD drawing



Suitable accessories for all electric locomotives E669.1:
56645 PSD XP S E669.1 PluX22

Electric locomotive E669.1 ČSD III

21020

21022 PIKO TrainSound® onboard

21023 PIKO TrainSound® onboard

MODEL-HIGHLIGHTS

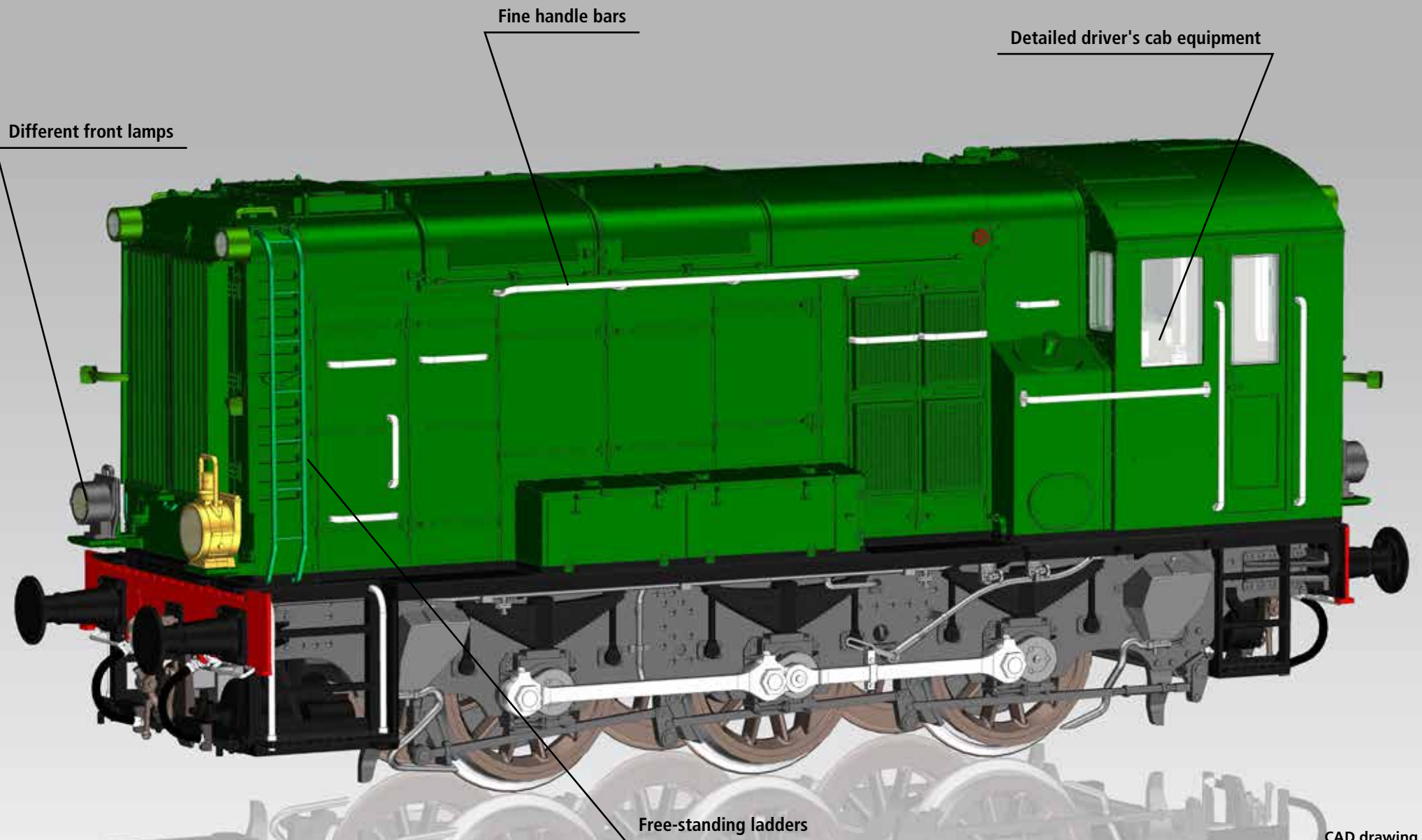
- Illuminated locomotive control gauges that change with locomotive direction, even in analog mode
- Digital engine room lighting
- Digital cab lighting

The prototype:

The six-axle E 669.1 electric locomotives have proven themselves in heavy freight service for more than half a century. They were developed from the two prototype E 660.0 class with the goal of eliminating multiple-unit locomotive consists. Delivered by Škoda to the Czechoslovak State Railroads (ČSD) in the early 1960s, the 150 units built were used on DC-powered lines in the north and east of the former Czechoslovakia. A variant classified as ČS 2 was developed for export to the USSR. With the 1993 dissolution of Czechoslovakia, the entire class,

now known as 181, was transferred to the new Czech Railroads (ČD). Although their chassis suffered severe wear and tear, they were nonetheless indispensable through the 2000s. As pusher locomotives, five examples remain in service with ČD Cargo. Beginning in 2005 a total of 50 units, classified by Polish rail operators as ET23, were leased to Polish firms such as DB Schenker Rail Polska, Lotos Kolej, STK and Transoda.

DIESEL LOCOMOTIVES

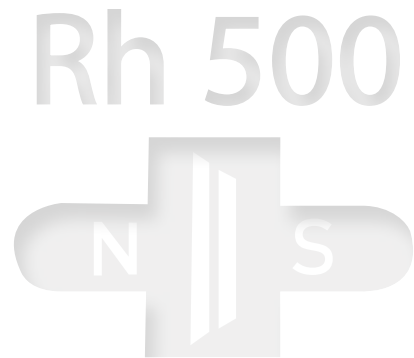


NEW MOLD
2025

III / 2025



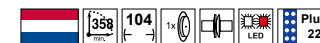
Photo: Roef Ankersmit, © Stichting NVBS-Railverzamelingen





MODEL-HIGHLIGHTS

- Illuminated locomotive control gauges that change with locomotive direction, even in analog mode
- Digital cab lighting

Suitable accessories for all diesel locomotives Rh 500:
56642 PSD XP S Rh 500 PluX22



Diesel locomotive Rh 500 NS III

22000  

22002    **PIKO TrainSound®** onboard

22003    **PIKO TrainSound®** onboard

The prototype:

The Dutch State Railways (NS) 500 series comprised 45 diesel-electric locomotives, which were put into service from 1946. The first ten units (numbers 501-510) arrived in the Netherlands after the Second World War via the War Department of the British Army. The grey three-axle machines were mainly used for shunting services at larger stations such as Utrecht, Zwolle and Rotterdam Feijenoord. Due to their reliability, NS added further locomotives to

the fleet (numbers 511-545), which were initially painted in olive green and from the 1970s in yellow-grey. The former War Department locomotives 501-510 were the first to be taken out of service between 1969 and 1972. The numbers 511-545 followed between 1976 and 1989. Today, four Rh 500 locomotives are still preserved in Dutch museums.

DIESEL LOCOMOTIVES



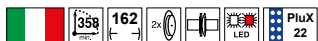
NEW MOLD
2025



D.445 FS

MODEL-HIGHLIGHTS

- Version in "Navetta" paint scheme
- Driver's cab with digitally switchable lighting
- Digitally switchable engine room lighting
- Analog model with direction of travel based light change and illuminated instruments in the driver's cab



Suitable accessories for all diesel locomotives D.445:
56647 PSD XP S D.445 PluX22

Diesel locomotive D.445 FS V

22020

22022 PIKO TrainSound® onboard

22023 PIKO TrainSound® onboard

Also available as Expert Plus model with pulsed evaporator, motor-driven fan wheel and digital clutches!

XP-Diesel locomotive D.445 FS V

55930 PIKO TrainSound® onboard

55931 PIKO TrainSound® onboard

The prototype:

With the D.445 series, the Italian state railroads (FS) introduced their most powerful diesel-electric locomotives to date in 1975. The 150 units produced by FIAT operated passenger services throughout the Italian peninsula and Sardinia. Manufactured in three series, after the 35 locomotives of the first series, the following 20 vehicles of the second series were equipped with flat instead of curved windows and reversible train control. In addition to the innovations of the second series, the 95 locomotives of the third series had two additional tail lights in addition to the original three headlights. Only 60 machines are currently still in operation, with their areas of use limited to Tuscany and Calabria and they are mainly used for regional services.

Livrea navetta, or "reversible train livery", is the name given to the color scheme used by the Italian State Railways (FS) especially for reversible and local trains. The beige design with orange and purple bands was introduced in the 1980s.

DIESEL LOCOMOTIVES



NEW MOLD
2025

IV / 2025



Photo: Mario Serrano

D.445



Suitable accessories for all diesel locomotives D.445:
56647 PSD XP S D.445 PluX22



Diesel locomotive D.445 IC livery FS VI

22024

22025 **PIKO TrainSound® onboard**

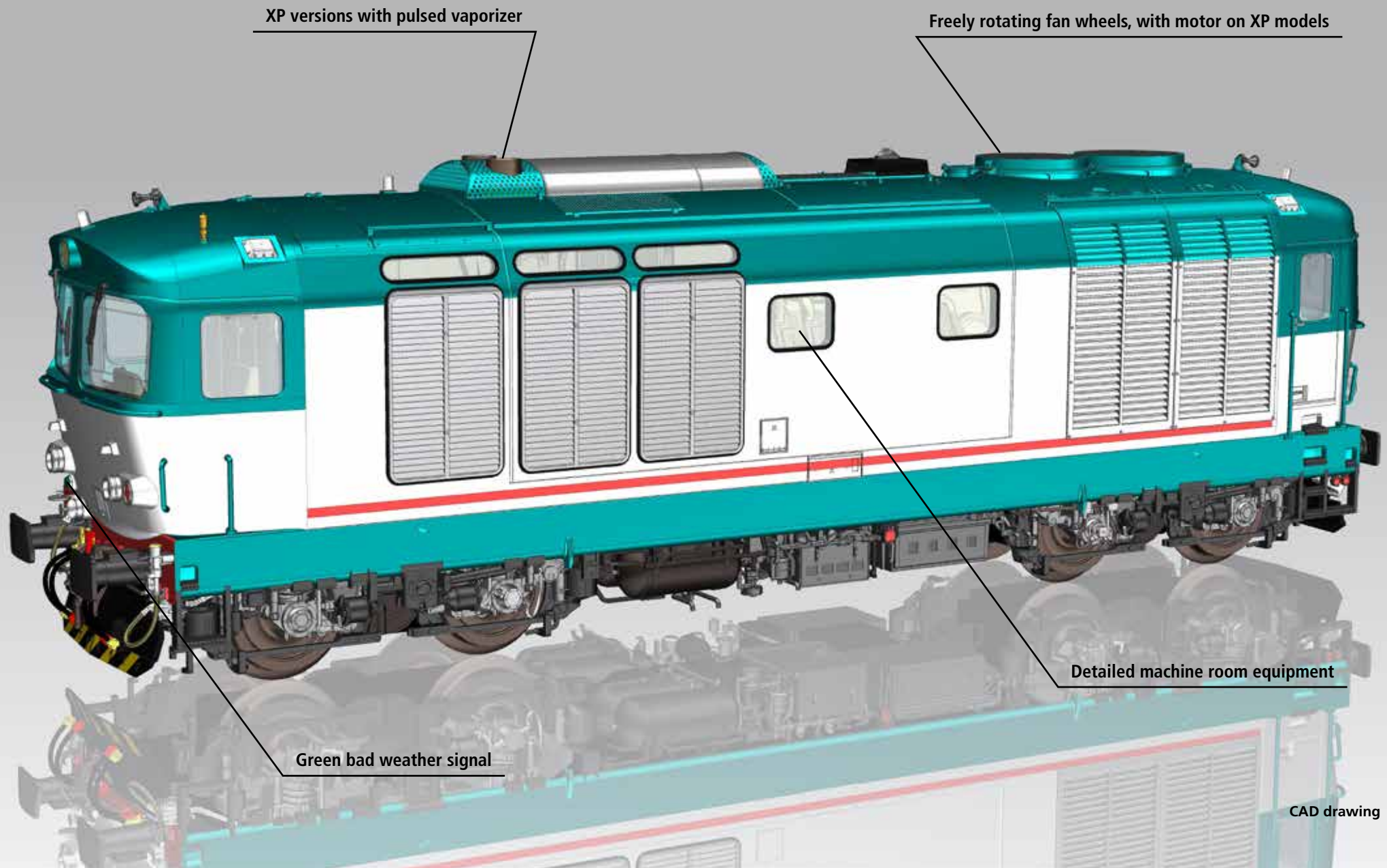
22026 **PIKO TrainSound® onboard**

After around 20 years, Trenitalia and the Italian Ministry of Transport decided to replace the XMPR livery with a new color scheme for intercity transport. This was inspired by the color scheme of long-distance transport in Germany. However, pure white served as the basic color. Decorative lines, doors and some of the pictograms were painted in traffic red. The frame and running gear were painted dark grey. The roofs of the carriages and contrasting areas on locomotives are blue-grey. Since spring 2024, this livery has also been gradually replaced by a new color scheme.

MODEL-HIGHLIGHTS

- Version in IC paint scheme
- Driver's cab with digitally switchable lighting
- Digitally switchable engine room lighting
- Analog model with direction of travel-based light change and illuminated instruments in the driver's cab

DIESEL LOCOMOTIVES



NEW MOLD
2025

IV / 2025



D445.1117 OMR Cagliari (R.O. O.M.C. Rimini 29.09.2009) - 24.05.2015 Pistoia - ©2015 E. Imperato



Suitable accessories for all diesel locomotives D.445:
56647 PSD XP S D.445 PluX22

Diesel locomotive D.445 XMPR FS VI

22027

22028 **PIKO TrainSound®** onboard

22029 **PIKO TrainSound®** onboard

XP-Diesel locomotive D.445 XMPR FS VI

55932 **PIKO TrainSound®** onboard

55933 **PIKO TrainSound®** onboard

D.445



MODEL-HIGHLIGHTS

- Version in XMPR paint scheme
- Driver's cab with digitally switchable lighting
- Digitally switchable engine room lighting
- Analog model with direction of travel-based light change and illuminated instruments in the driver's cab

Also available as Expert Plus model with pulsed evaporator, motor-driven fan wheel and digital clutches!

The XMPR color scheme of the Italian state railroads (FS) was introduced in 1995 and is characterized by a modern, dynamic design. It combines a light grey with turquoise green and symbolizes the combination of tradition and innovation in Italian rail transport. For better visibility, a strong red was often added as a contrasting surface.

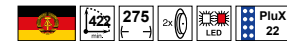
Model variation

2025

III / 2025



CAD drawing



Steam locomotive class 03 DR IV

50900

50901 **PIKO TrainSound®** onboard

50902 **PIKO TrainSound®** onboard

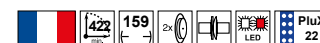
Model variation

2025

III / 2025



CAD drawing



Steam locomotive Serie 11 EST II

50673

50674 **PIKO TrainSound®** onboard

50675 **PIKO TrainSound®** onboard

Model variation

2025

III / 2025



Photo: Collection of the Eisenbahnstiftung/DLA Darmstadt (Bellingrodt)

**Steam locomotive class 62 DRG II**

50707

50708 **PIKO TrainSound®** onboard50709 **PIKO TrainSound®** onboard**The prototype:**

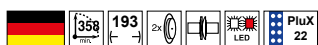
The BR 62 was the result of the efforts of the Reichsbahn Central Office to develop a series of standardized locomotives for various areas of operation. Based on the BR 20 (which was never built), the Central Office designed a two-cylinder superheated 4-6-4T capable of quick acceleration. The contract for the construction of the engines was awarded to Henschel, who delivered a total of 15 locomotives in 1928. The DRG initially only took 62 001 and 002 into service and used them in the Ruhr area. The remaining 13 engines were not put into service until 1932.

ELECTRIC LOCOMOTIVES

Model variation

2025

Retouched photo
III / 2025



Electric locomotive 111 122 DB IV

21710

21711

21712

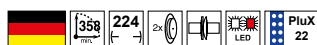
Model variation

2025

III / 2025



Photo: Hennig Folz



Electric locomotive class 151 green DB IV

21704

21705

21706

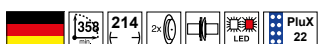
Model variation

2025

III / 2025



CAD drawing



Electric locomotive class 194 DB IV

51487

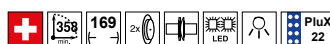
51488 PIKO TrainSound® onboard

51489 PIKO TrainSound® onboard

III / 2025



CAD drawing



Electric locomotive Re 4/4 I 409 blue SBB III

96892

96893

96894

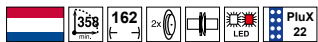


III / 2025

Model variation

2025

Photo: Philip Friskorn



Electric locomotive Rh 1000 blue NS IV

97504

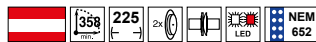
97505

97506



Retouched photo

IV / 2025



Electric locomotive class 183 WLC VI

21728

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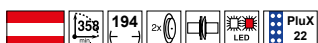


III / 2025

Model variation

2025

Photo: Manfred Smahel



Electric locomotive Rh 1018 ÖBB V

51149

51150 PIKO TrainSound® onboard

51151 PIKO TrainSound® onboard

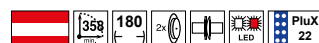


III / 2025

Model variation

2025

Photo: Manfred Smahel



Electric locomotive Rh 1041 ÖBB IV

21722

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21724

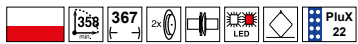
ELECTRIC LOCOMOTIVES

Model variation
2025



IV / 2025

Photo: Ryszard Boduszek



Electric locomotive ET41 PKP Cargo VI

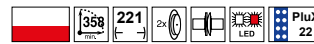
96395

96396



IV / 2025

Photo: Ryszard Boduszek



Electric locomotive ET22 PKP Cargo VI

96345

96346



IV / 2025

Photo: Piotr Chorąży



Electric locomotive EU07 PKP V

96358

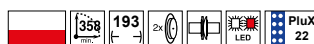
96359

Model variation
2025



III / 2025

Photo: Paweł Terczyński



Electric locomotive EP09 PKP V

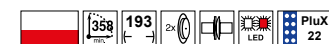
97526

97527 PIKO TrainSound® onboard



IV / 2025

Photo: Robert Kroma

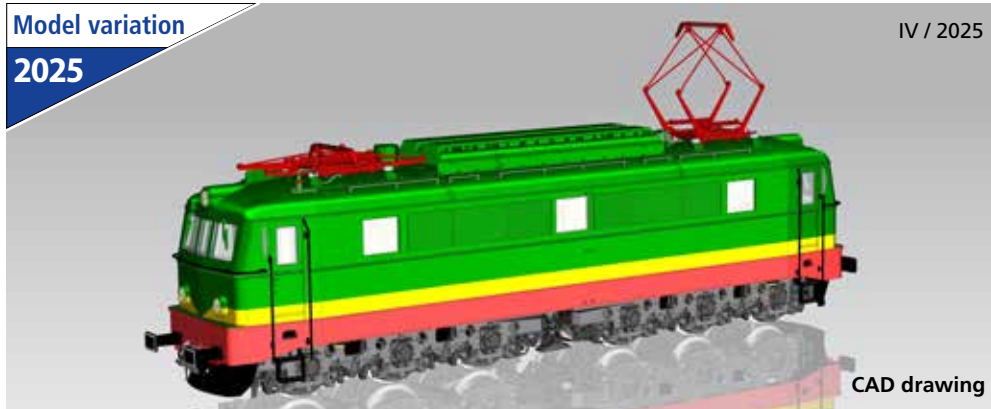


Electric locomotive EP09 015 PKP V

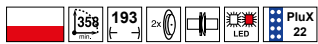
97530

97531

Model variation
2025



IV / 2025



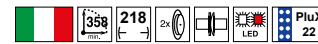
Electric locomotive 3E/1 PMP-PW IV

51616

51617



III / 2025



Electric locomotive E.428 phase one FS III

97806

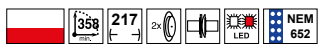
97807 **PIKO TrainSound®** onboard

97808 **PIKO TrainSound®** onboard

Retouched photo



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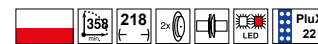


Electric locomotive class 146.2 Koleje VI

21760



IV / 2025



Electric locomotive class 383 PKP Cargo International VI

21746

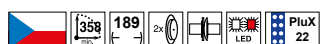
21747

21748

ELECTRIC LOCOMOTIVES



III / 2025



Electric locomotive Rh 230 ČD Cargo VI

21737

21738

21739

Retouched photo



III / 2025



Electric locomotive Rh 242 ČD V

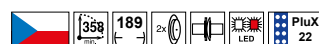
97413

97414 PIKO TrainSound® onboard

Retouched photo



III / 2025



Electric locomotive Rh 240 ČD Cargo VI

21743

21744

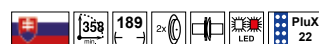
21745

Model variation

2025



III / 2025



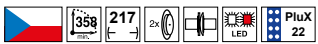
Electric locomotive 044 115 RTI VI

97416

97417 PIKO TrainSound® onboard

Retouched photo

III / 2025



Electric locomotive class 388 Metrans Cargo VI

21719

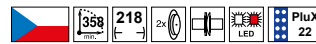
21720

21721

IV / 2025



Photo: Archiv Nexes



Electric locomotive Vectron Sprava Zeleznic VI

21734

21735

21736



IV / 2025

Photo: Csaba Szilágyi



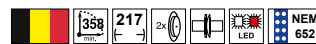
Electric locomotive Vectron MAV Start VI

21758

21759

Retouched photo

IV / 2025



Electric locomotive class 186 SNCB VI

21761

21762

21763

DUAL-POWER LOCOMOTIVES

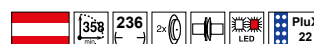
Model variation

2025

IV / 2025



Note:
The final design is yet to be announced.



Dual-power locomotive class 3193 Stern Hafferl VI

21749

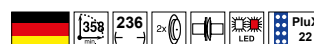
21750 PIKO TrainSound® onboard

21751 PIKO TrainSound® onboard

III / 2025



Eisenbahn-Bau- und Betriebsgesellschaft Pressnitztalbahn (PRESS), based in Saxony, combines tradition with modern logistics: in addition to nostalgic special trips with historic trains, PRESS offers construction, logistics and freight transport services in Germany and neighboring countries.



Dual-power locomotive class 248 Press VI

51176

51177 PIKO TrainSound® onboard

51178 PIKO TrainSound® onboard

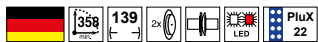
Model variation

2025

III / 2025



CAD drawing



Diesel locomotive class 213 orient Red DB AG V

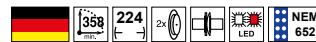
52336

52337 **PIKO TrainSound® onboard**

52338 **PIKO TrainSound® onboard**

Retouched photo

III / 2025



Diesel locomotive class 228 Cargo Logistic Rail VI

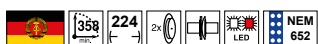
52717

52718

52719

Retouched photo

III / 2025



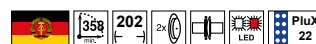
Diesel locomotive class 119 test model DR IV

52998

52999

Retouched photo

III / 2025



Diesel locomotive class 120 DR IV

52992

52993

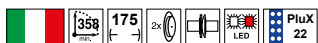
52994

DIESEL LOCOMOTIVES





IV / 2025

Photo: Archivio EMMEMODELS



Diesel locomotive D.145 new color scheme FS VI

52109 

52110 

52111 



IV / 2025

Photo: Ole-Christian Munk Plum



Diesel locomotive class 211 VLTJ V

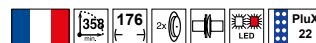
52100 

52101  PIKO TrainSound® onboard


52102  PIKO TrainSound® onboard


Retouched photo

III / 2025



Diesel locomotive BB 60000 SNCF VI

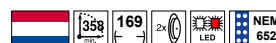
96493 

96494 




IV / 2025

Photo: Wikimedia Commons, Bart aus Amstelveen, Niederlande



Diesel locomotive 6400 Railion Logistics NL VI

59167 

59168 

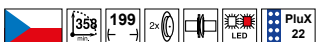
59169 

The prototype:

The design of the striking diesel-electric T669 locomotives from the CKD Prague locomotive factory was based on export orders for six-axle diesel locomotives for heavy shunting services in the former Soviet Union and Albania. After completion of the three prototypes with the designation ČME for the Soviet Union and T669.0 for the ČSD, the locomotives were successfully tested and immediately produced in series. As CKD Prague was fully occupied with export orders at the time, production was transferred to ZTS Dubnica in Slovakia. The very good running characteristics led to a repeat order of further locomotives for the ČSD in 1967, which were put into service as the T669.1 series. Further machines went directly to industrial railway customers. After a short time, the locomotives were an essential part of all large shunting yards in the USSR and Czechoslovakia. By modifying the frame, it was possible to reduce the axle pressure on some of the machines. The first locomotive modified in this way, T669 0082, was renamed T669 1001. After the expansion of the marshalling yard in Čierna in eastern Slovakia in 1970 / 71, ČSD received 12 more locomotives, which were delivered as T669.5 (today 771.8) by ZTS Dubnica. After production of the locomotives in Dubnica was halted, additional demand for vehicles of the series led to an order for 10 more machines from CKD Prague, which were given the designation T669.51 and later 770.8. These vehicles were stationed in the depots in Čierna nad Tisou and Maťovce, where the locomotives are still in operation.



IV / 2025



Diesel locomotive T669.0 ČSD IV

59795

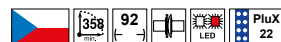
59796

The prototype:

In the second half of the 1950s, the Deutsche Reichsbahn saw the need to replace the worn-out class 80 steam locomotives at short notice. As locomotive construction in the GDR was still busy testing the V 60 at this time, 20 units of the already proven T 435.0 series were ordered from Czechoslovakia. These machines, built by ČKD in Prague, had a low-speed diesel engine with an output of 750 hp, and the power was transmitted using direct current technology. The machines, which were consequently designated V 75, were mainly used in shunting service in and around Leipzig. The last operating location of the machines, now designated as class 107, was Eilenburg until 1984. Two former DR machines were subsequently used in the Karsdorf cement works and later even supplemented by machines from the Czech Republic. Today, the last existing V 75 of the Reichsbahn is the locomotive with the number 018.



IV / 2025

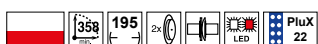


Diesel locomotive T435.0 ČSD IV


52103

52104

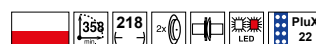
DIESEL LOCOMOTIVES




Diesel locomotive SM31 PKP V



52310 

52311   PIKO TrainSound® onboard




Diesel locomotive SU46 PKP V



52876 

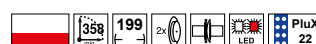
52877  




Diesel locomotive ST44 PKP Cargo V

52107 

52108  



Diesel locomotive S-200 PTK Holding V

59779 

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Retouched photo

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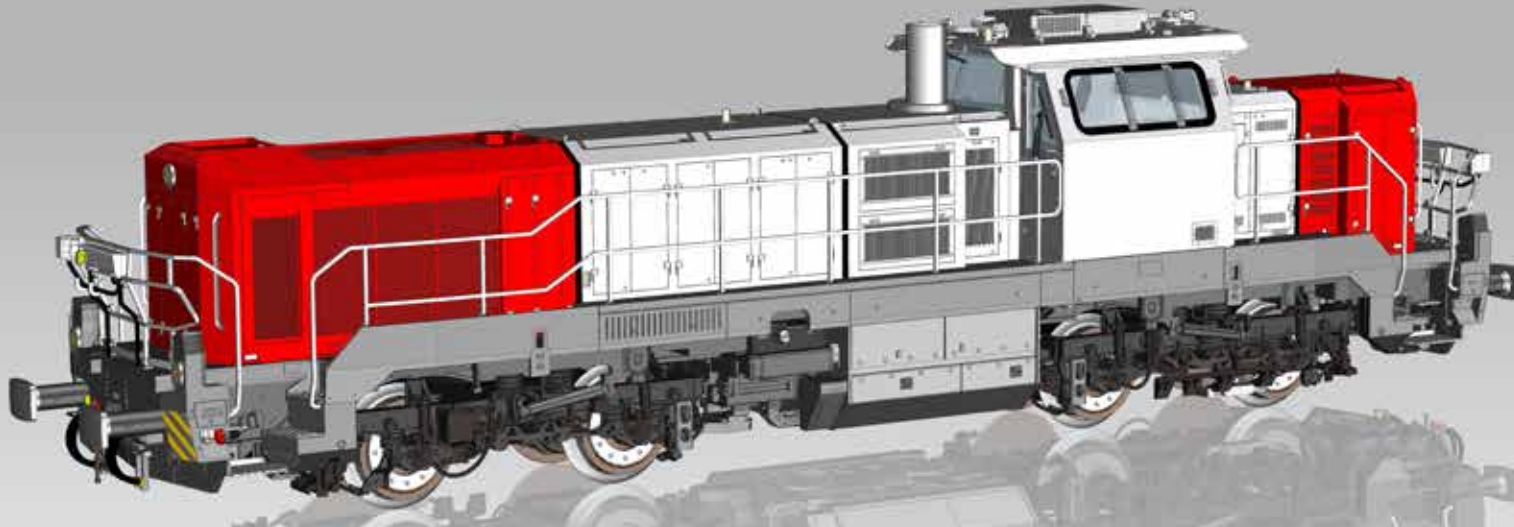
27724 Container Flatcar w/40"
PRS container VI



t # 56060



IV / 2025



CAD drawing



Diesel locomotive DE 18 DB Cargo VI

52373

52374 **PIKO TrainSound®** onboard

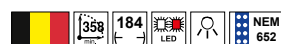





52375 **PIKO TrainSound®** onboard



Photo: Willy Peyskens

III / 2025

On May 1, 2025, PIKO presented a special new model at the STOOMTREIN Museum Maldegem-Eeklo in Belgium: the historic diesel railcar Brossel 553.12 in H0. The original was built in 1941 and was initially used on the line between Bruges, Eeklo and Maldegem. Later, the 553.12 - from 1971 under the number 4903 - ran on the Athus-Maas line, among others, and was stationed in the port of Antwerp until it was officially taken out of service in 2000. Due to its classic design, it was often used there for charter trips, including on the cross-border Vennbahn. Today, the faithfully restored 4903 is back in Maldegem and its blue and beige livery is reminiscent of the early days of Belgian diesel railcars. The new PIKO model faithfully reproduces this traditional class and expands the popular range of Belgian vehicles. Visitors to the STOOMTREIN Festival on May 4 and 5, 2025 were able to take a first look at the model - embedded in the historical ambience of the museum.

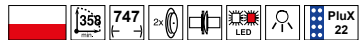
**Diesel multiple unit Rh 553 SCM VI**52112  52113   52114    



IV / 2025



Photo: Arkadiusz Rajter



Electric multiple unit EN57 KD VI

51464

51465 **PIKO TrainSound®** onboard

Retouched photo

III / 2025



Diesel multiple unit class 772 + cab car mint green DR LDK VI

52896

52897

52898

Retouched photo

III / 2025



Electric multiple unit Z 9600 origine SNCF IV

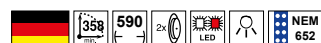
96532

96533

96534

Retouched photo

III / 2025



Diesel multiple unit class 612 DB AG VI

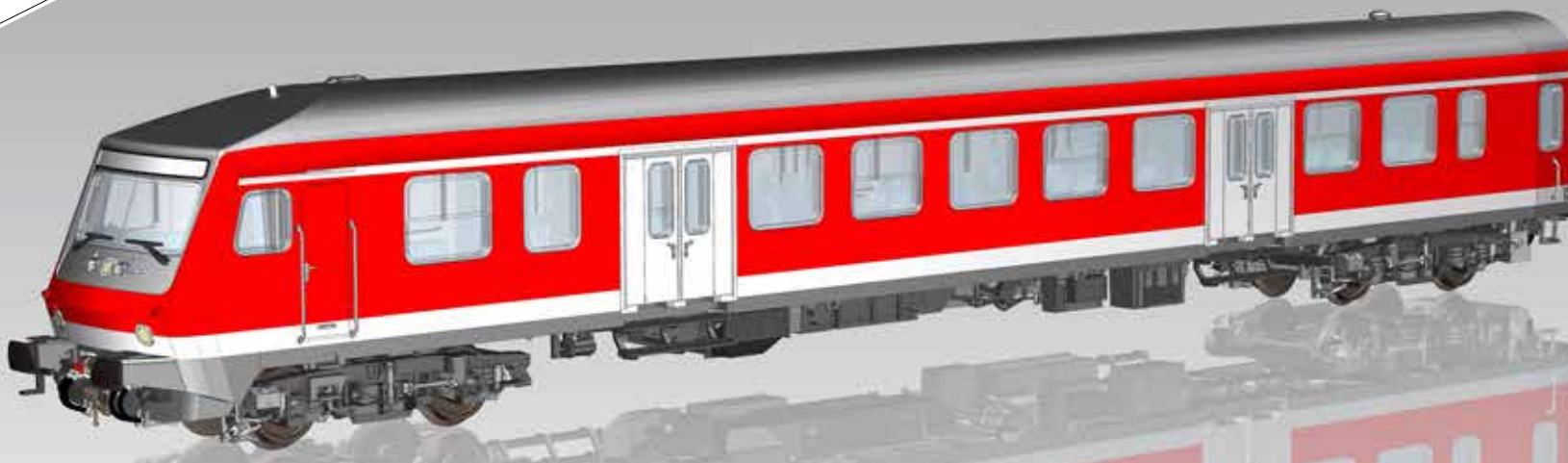
52008

52009

52208

NEW MOLD
2025

III / 2025



CAD drawing

Cab car Bybdzf 482.1 DB AG V, Wittenberger cab

28020 

28021 



NEW MOLD
2025

III / 2025

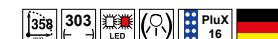


CAD drawing

Cab car Bybdzf 482.1 MRB VI, Wittenberger cab

28022 

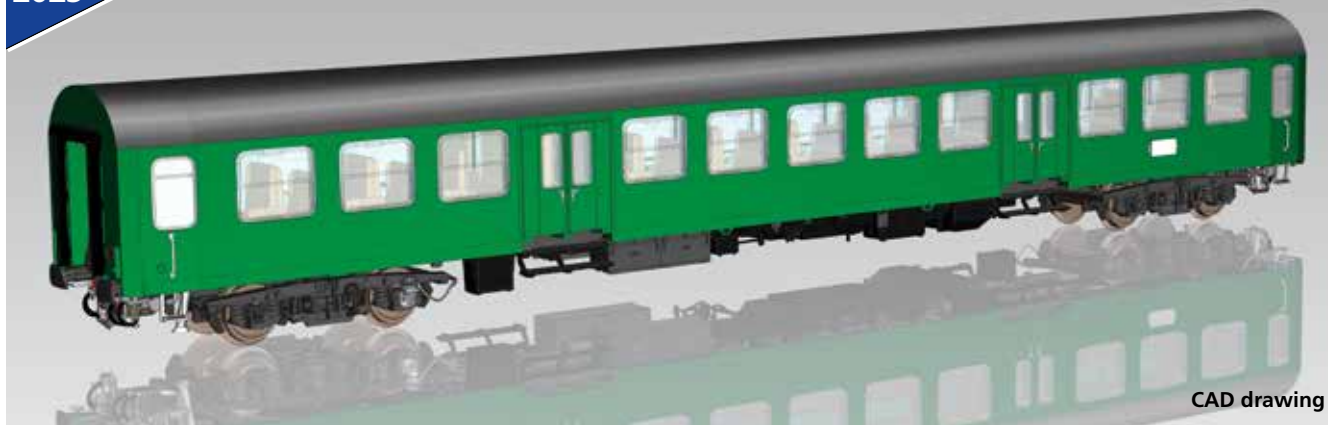
28023 



NEW MOLD

2025

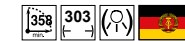
III / 2025



CAD drawing

28000 Halberstädter center entry car 2nd class green w/grey roof DR IV

28001 Halberstädter center entry car 2nd class green w/grey roof DR IV, alternate car number



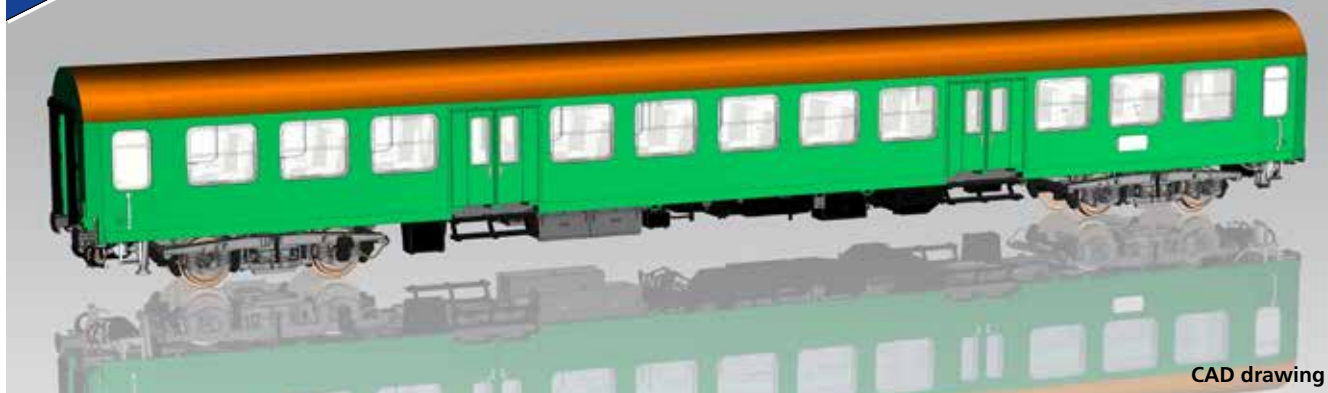
56312 LED illuminated
Halberstädter Passenger car 2nd class
56313 LED illuminated
Halberstädter Passenger car 1st/2nd class
56314 LED illuminated
Halberstädter Cab car

56315 LED illuminated
Halberstädter Passenger car
original state
56316 LED illuminated
Halberstädter Passenger car
modernized

NEW MOLD

2025

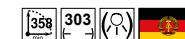
III / 2025



CAD drawing

28002 Halberstädter center entry car 2nd class green w/brown roof DR IV

28003 Halberstädter center entry car 2nd class green w/brown roof DR IV, alternate car number



DR

MODEL-HIGHLIGHTS

- All cars readily accept PIKO interior lighting kits
- Cars with prototype-specific interiors
- Cab car with illuminated train destination sign and digital cab lighting

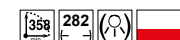
Retouched photo

III / 2025



28321 2-car set Passenger cars 1st class + 2nd class PKP IV

↔ # 56060



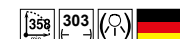
Retouched photo

IV / 2025



28326 3-car set "yl" Passenger cars with Cab car DB III

↔ # 56060



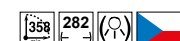
Retouched photo

IV / 2025



28319 3-car set "Y" Passenger cars ČSD Istropolitan

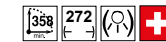
↔ # 56060





97318 Dining car EW I GoldenPass BLS V

t # 56063



97186 Passenger car 111A 2nd class PKP IC VI

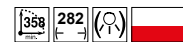
t # 56060

III / 2025

Photo: Ryszard Boduszek

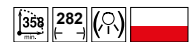
Retouched photo

III / 2025



97187 Couchette 110A 2nd class PKP IV

t # 56060



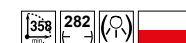
28320 2-car set Passenger cars 1st class + 2nd class PKP IC VI

t # 56060



Photos: Ryszard Boduszek

III / 2025



PASSENGER CARS

Retouched photo

IV / 2025 Retouched photo

IV / 2025



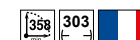
97138 Passenger car Corail 1st class SNCF IV

🚂 # 56060



97139 Passenger car Corail 2nd class SNCF IV

🚂 # 56060



Retouched photo

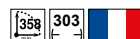
IV / 2025 Retouched photo

IV / 2025



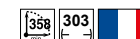
97140 Passenger car Corail 1st class SNCF IV

🚂 # 56060



97141 Passenger car Corail 2nd class SNCF IV

🚂 # 56060



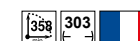
Retouched photo

IV / 2025



97142 Baggage car Corail SNCF IV

🚂 # 56060



FREIGHT CARS

PIKO

Retouched photo

III / 2025



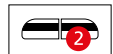
28307 2-car set Telescoping coil cars VTG VI



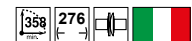
⚙ # 56061

Retouched photo

IV / 2025



28308 2-car set Telescoping coil cars FS IV



⚙ # 56061

Retouched photo

III / 2025

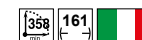


Retouched photo

IV / 2025



28310 2-car set Eaos Gondolas w/Graffiti FS V



⚙ # 56061



24630 LPG Tank car "pibi Gas" FS IV



⚙ # 56060

FREIGHT CARS



IV / 2025

Photo: Kijell Friberg

58473 Boxcar 401Ka PKP IV

↵ # 56061



Model variation

2025

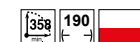


IV / 2025

CAD drawing

58474 Boxcar 401Ka PKP V

↵ # 56061



III / 2025

Photo: Ryszard Boduszek

58419 Flatcar 401Ze PKP V

↵ # 56061

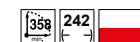


III / 2025

Photo: Ryszard Boduszek

28314 2-car set Gondolas PKP Cargo V

↵ # 56061



III / 2025

Photo: Ryszard Boduszek

28313 2-car set Gondolas 401Zb PKP Cargo VI

↵ # 56061



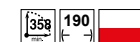
Retouched photo

III / 2025



58420 Flatcar 401Zb PKP-PLK VI

↵ # 56061



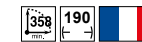
Retouched photo

IV / 2025



28316 2-car set Tank cars Algeco SNCF VI

↔ # 56061

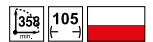


IV / 2025



**28315 2-car set Hopper cars
PL-CTL VI**

↔ # 56060



Retouched
photo

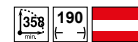
IV / 2025 Retouched photo

III / 2025



24627 Tank car Ermewa/OMV VI

↔ # 56061



24634 Container car Sgnss ČD VI

↔ # 56060



Retouched photo

IV / 2025

Retouched photo

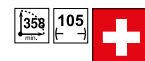
IV / 2025

IV / 2025



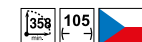
**96699 Heavy-duty Flatcar
LBA 33 85 463 2 040-3 VI**

↔ # 56060



**24631 Hopper car ČD
"ZRININY" VI**

↔ # 56060



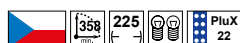
**54519 LPG Tank car
PKP V**

↔ # 56061





III / 2025



Suitable accessories for all electric locomotives class 189:
56651 PSD XP S class 189 PluX22

Electric locomotive class 189 ČD Cargo VI

57969

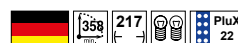
57970

57869

Retouched photo



III / 2025



Suitable accessories for all electric locomotives class 185:
56640 PSD XP S class 185 PluX22

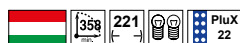
Electric locomotive class 145 MEG VI

57976

57876



IV / 2025



Electric locomotive class 1116 RCH VI

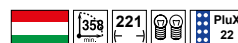
57847

57848

Retouched photo



III / 2025



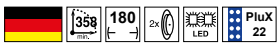
Electric locomotive class 182 MAV-Start VI

57840

57841

Retouched photo

III / 2025



Suitable accessories for all diesel locomotives G 1700:
56652 PSD XP S G 1700 PluX22

Diesel locomotive G1700 Schwebbau VI

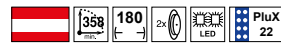
59178

59078



III / 2025

Photo: Herr K. Ferk



Suitable accessories for all diesel locomotives G 1700:
56652 PSD XP S G 1700 PluX22

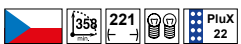
Diesel locomotive G1700 GKB VI

59179

59079

Retouched photo

III / 2025



Diesel locomotive class 223 Regiojet VI

57974

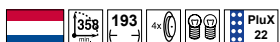
57975

57874

III / 2025 Retouched photo


Now with PluX22 interfaces!

Retouched photo III / 2025

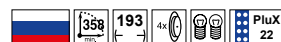


Steam locomotive class 55 NS III

57568  

57569   

57368    



Steam locomotive G7.1 SZD III

57567  

Retouched photo
III / 2025



57116 Starter set Electric locomotive EU44 with 3 passenger cars PKP IC VI,
PIKO Roadbed A-Track

Length of train: 1013 mm



Package contents

12 x 55412 curves R2 422 mm

5 x 55401 straights G231 mm

1 x 55406 straight G231 mm for connector clip

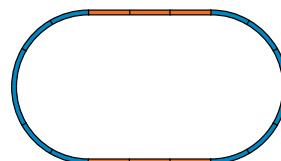
1 x 55447 socket for connection clip

1 x 55270 connector clip

1 x 55499 H0 Rerailer

1 x Throttle

1 x Power adapter (adapter 5.4 VA)



Space needed for assembly:

approx. 158 x 88 cm

Min. assembly area: 168 x 98 cm

***Please note our Roadbed
A-track expansion sets
(H0 catalogue page 405)**

PASSENGER CARS

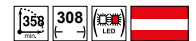
PIKO

Retouched
photo

IV / 2025



58819 Bilevel Cab Car ÖBB VI



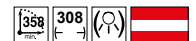
↔ # 56061

Retouched
photo

IV / 2025



58818 Bilevel car ÖBB VI



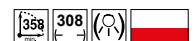
↔ # 56061

Retouched
photo

IV / 2025



27738 Bilevel car 2nd class Koleje VI



↔ # 56061

Retouched photo

IV / 2025 Retouched photo

IV / 2025



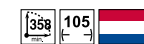
27732 Boxcar Gkks DSB IV

🚂 # 56060



54345 Gondola Typ GTOW 67082 NS III

🚂 # 56060



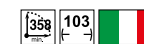
Retouched photo

III / 2025



28330 2-car set Tank cars FS IV

🚂 # 56060



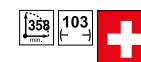
Retouched photo

III / 2025



27729 Tank car Schweizer Sodafabrik SBB IV

🚂 # 56060



Retouched photo

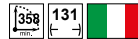
IV / 2025 Retouched photo

IV / 2025



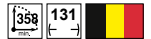
27734 Low-side Gondola RLF IV, with load

⚙ # 56060



27737 Low-side Gondola SNCB III

⚙ # 56060



Retouched photo

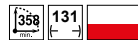
IV / 2025 Retouched photo

III / 2025



54346 Low-side Gondola PKP-PLK VI

⚙ # 56061



27726 Container car w/1x40" MSC container NS V

⚙ # 56061

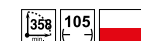


IV / 2025

Photo: Ryszard Boduszek

27733 Gondola Rail Polska VI

⚙ # 56060



PIKO SmartControl^{wlan}

The digital control center for real model railroad fun!

Intuitive control, wireless enjoyment:

With the ergonomic WLAN hand controller, the PIKO SmartControl^{wlan} digital control center offers maximum operating convenience - wireless, handy and immediately ready for use. The operation is well thought-out, the rotary control is robust and precise: up to 69 locomotive functions can be controlled with ease.

Everything in view - in any light:

The color graphic display provides all important information clearly and legibly - even in difficult lighting conditions.

Simply get started - Plug & Play:

Connect, switch on, play: Commissioning is child's play. The hand controller automatically connects to the control center - even if several devices are connected at the same time.

Powerful performance, great freedom:

Whether one or several locomotives at the same time - with 2 amps of power and expansion options with PIKO SmartBooster, there is enough power even for larger layouts.

Full DCC compatibility including RailCom®:

The command station understands all DCC-controlled vehicles and automatically recognizes suitable locomotives thanks to RailCom Plus® - for particularly easy control.

More than just locomotive control:

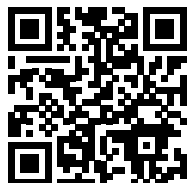
Points, signals and other accessories can also be conveniently switched - in the address range from 1 to 2048. Routes can even be programmed and automated.

Separate programming and main track outputs:

Program your locomotives independently of the system operation - or use the practical main track programming (POM) directly while driving.

Safe and future-proof:

An integrated short-circuit protection ensures operational safety. The hand controller can be updated - for more fun in the future.



Further information can
be found at www.piko-shop.de



55827 PIKO SmartBooster 3A

55826

PIKO Software
Upgrade SmartControl^{wlan}



55821 PIKO SmartControl^{wlan} Set

- PIKO SmartController^{wlan}
- PIKO SmartBox^{wlan}
- Power adapter 16 V / 32 W
- Quick guide



55823

PIKO SmartController^{wlan}

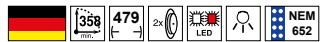


59014 PIKO SmartControl^{wlan} Starter-Set

2 Locomotives class 185 und class 218 DB AG VI

Retouched photo

III / 2025



Diesel railcar Desiro bwegt DB AG VI

52979

52980

52981

The "bwegt" mobility brand of the state of Baden-Württemberg stands for stands for climate-friendly local transport with modern trains, simplified tariffs and the goal of doubling passenger numbers by 2030.

Retouched photo

III / 2025 Retouched photo

IV / 2025



53285 Skirted coach Balm 2nd class ČSD III

t # 56061



53329 Compartment coach 3rd class SNCF III

t # 56060



Retouched photo

IV / 2025 Retouched photo

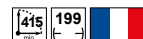
IV / 2025 Retouched photo

IV / 2025



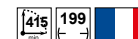
53337 Compartment coach 3rd class SNCF III, with brakeman's cab

t # 56060



53338 Compartment coach 1st/2nd class SNCF III, without brakeman's cab

t # 56060



53339 Compartment coach 2nd class SNCF III, without brakeman's cab

t # 56060



FREIGHT CARS

Retouched photo

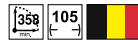
IV / 2025 Retouched photo

III / 2025



54179 Gondola green SNCB III

🚂 # 56060



54304 Gondola PKP III

🚂 # 56060



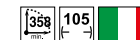
Retouched photo

III / 2025



28327 2-car set Gondolas FS V, with graffiti

🚂 # 56060



Retouched photo

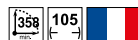
III / 2025 Retouched photo

IV / 2025



54314 Gondola Tw SNCF III

🚂 # 56060



24541 Beer reefer "Cousin & de Rauw" SNCB III

🚂 # 56060



Retouched
photo

IV / 2025

Retouched
photo

IV / 2025



96637 Boxcar G40 FRET SNCF V

🚂 # 56060



96638 Boxcar Gs40 SNCF IV, brown

🚂 # 56060



Retouched
photo

IV / 2025



28328 2-car set Boxcars FS III

🚂 # 56060



Retouched
photo

IV / 2025



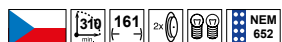
28329 3er-car set Hopper cars Fad6770 BKK DR IV, with new car numbers

🚂 # 56060



Retouched photo

IV / 2025



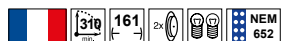
47576 Diesel locomotive class 223 Regiojet VI

Photo shows actual
size of model

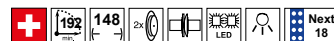
Retouched photo

IV / 2025 Retouched photo

IV / 2025



94147 Electric locomotive BB 26000 SNCF VI



Railcar RBe 4/4 1406 prototype, green, old font, SBB, IV

94152

94153  

The prototype:

Beginning in 1956, the Einheitswagen I (EW I) of the Swiss Federal Railroads shaped the image of Swiss passenger trains. The EW I was followed by further developments in what is now the fifth generation.

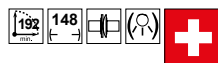
Retouched photo

IV / 2025 Retouched photo

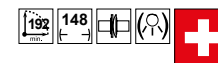
IV / 2025



94362 Cab car Bdt 902-8
green with old style lettering, SBB, IV



94383 Passenger car EW I, 1st class 50 85 18-33 556-9
green with old style lettering, SBB, IV



Retouched photo

IV / 2025 Retouched photo

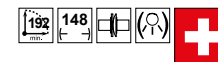
IV / 2025



94384 Passenger car EW I, 2nd class 50 85 20-34 565-6
green with old style lettering, SBB, IV



94385 Dining Car EW I Historic Dining Car 50 85 88-33 700-8
red, SBB, V-VI



Retouched photo
IV / 2025



Steam locomotive class 91.3 DB III

37262 0-24 V

37263 0-24 V

Retouched photo

III / 2025



38270 D&RGW "Mogul" Steam locomotive with R/C Battery and Sound

III / 2025



Photo: Sven Molle EBS



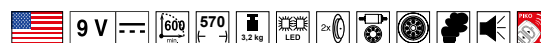
Diesel locomotive NoHAB EBS VI

37453 0-24 V

37454 0-24 V

Retouched photo

III / 2025



38271 PRR "Mogul" Steam locomotive with R/C Battery and Sound

Retouched
photo

III / 2025
Retouched
photo

III / 2025



38975 2025 Christmas car



38980 Santa's Tree Farm Transport Low-side Gondola



Retouched
photo

III / 2025
Retouched
photo

III / 2025



38798 UP Flatcar with lumber load



38799 PRR Flatcar with lumber load

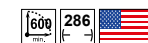


Retouched
photo

III / 2025



38976 D&RGW caboose





New buildings in
PIKO's G-scale line!



375 x 200 x 470 mm

1

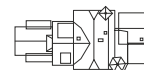
65001 Moosbach Switch Tower



365 x 300 x 445 mm

2

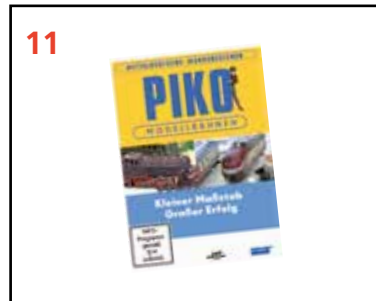
65002 Half timbered house



1.350 x 470 x 550 mm

3

65000 Neuffen station



- 1 99942W Cap white
99942B Cap beige
- 2 99932 Wall Clock
- 3 99853 Track layout book
- 4 99969 PIKO plate made of enamel, 35x16,3 cm
- 5 99875 PIKO Book II; German text
- 6 99976 Polo-Shirt red - unisex
99977 Polo-Shirt white - unisex
- 7 99941 Cup with Loco
- 8 99965 PIKO Lanyard
- 9 99936 Ballpoint Pen
- 10 99930 Watch
- 11 99973 DVD PIKO Model Railroad
(MDR Documentary; 30 min. German narration)
- 12 95755 PIKO Car of the Year 2025



VTG CHEMICAL TANK CARS

PIKO

Equipped for the transportation of a wide variety of chemicals, the chemical tank wagon with a tank made of chrome-nickel steel (V4A) is an indispensable and modern means of transportation for many companies in the chemical industry. These wagons are designed for the transportation of a wide variety of substances, partly through insulation and partly through heating, designed for the transportation of a wide variety of substances. With a volume of 72 m³ and a tare weight of 24.5 t, a maximum of 65.5 t can be loaded. The wagons are also equipped with the noise-reducing and therefore environmentally friendly K-sole.

Wagons with different numbers!

Cars III / 2025
Set IV / 2025



37860 Chemical Tank VTG VI

37861 Chemical Tank VTG VI, other operating number

37862 Chemical Tank VTG VI, other operating number

37863 3-car set Chemical Tank VTG VI, consisting of # 37860 / # 37861 / # 37862

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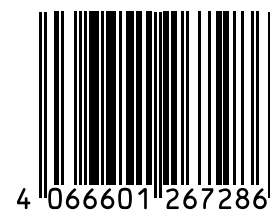
Retouched sample shows # 37860



(youtube.com)



(piko.de)



Your PIKO dealer:

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Tel. +49 (3675) 8972 - 0 | Fax +49 (3675) 8972 - 50 | E-Mail: hotline@piko.de | www.piko.de



www.piko.de