



Engine room with free view



Harmonious design

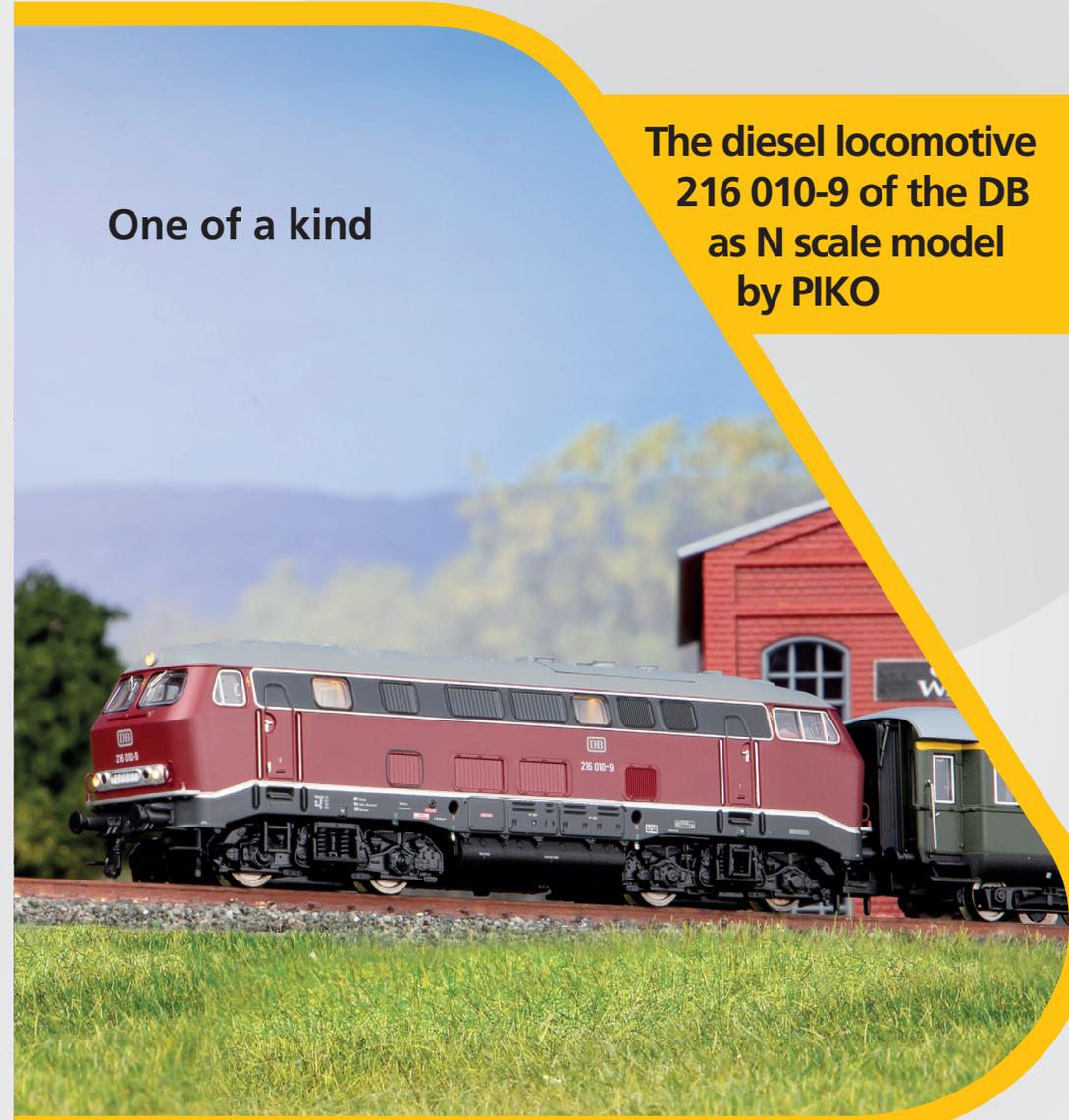


Realistic roof



One of a kind

The diesel locomotive
216 010-9 of the DB
as N scale model
by PIKO



Also available as sound version
with innovative PIKO SmartDecoder 4.1
Sound Next18-S!

Diesel locomotive BR 216



Photo: Ulrich Budde

With railways fully converting to electric and diesel power at the German Federal Railroad a large single-engine diesel locomotive for medium-weight freight trains. Starting in 1960, ten prototypes were built, nine of which differed considerably in appearance from the later series. The 216 010-9 took on a special position, as its locomotive body already had the characteristic features of the series-production locomotives, but was otherwise still visually a pre-production locomotive. From 1964 onward, production of 214 series-produced locomotives began with the participation of Henschel, KHD, Krauss-Maffei, Krupp and MaK. Their MTU engines had a power output of 1400 kW. With their top speed of 120 km/h, the locomotives were ideal for use in front of express and passenger trains. Thanks to a slow gear and the resulting higher starting tractive effort, freight trains could also be run. Since the 216s only had steam heating, they were displaced from express service by the class 218 in the 1990s, when more economical railcars became available. The last locomotives were withdrawn from DB's fleet in 2004.

Our prototype:

Locomotive 216 010-9 of the DB. Stationed at the BD Essen, belonging to the Bw Gels.-Bismarck, Rev.-Date 28.6.73.

The current new development from PIKO closes an important gap for all friends of the N scale. After the highly acclaimed realization of the 216 010 in H0, numerous PIKO fans also wanted a model of this special locomotive for N scale. The particularly compact dimensions confronted the constructors with immense challenges in mold making. Corners and edges of the prototype have been perfectly matched and authentically reproduced. The replicated engine room is equally successful. The windows are polished without streaks and allow a clear view. The level of details of the model is on the usual high PIKO level. This includes a faithfully reproduced roof including a window. Finest engravings emphasize even the smallest details on the bogies and handrails..

PIKO diesel locomotive BR 216



40520 Diesel locomotive 216 010-9 DB IV



40521 Diesel locomotive / Sound 216 010-9 DB IV

- Completely new construction
- Driver's cab illumination
- Replicated engine room with illumination
- Free view through the engine room
- Fine stairs
- First realisation of locomotive 216 010-9
- Sharp engraving
- Excellent price-performance ratio

INFORMATION

Despite the small amount of space, there is a lot of technology inside the BR 216 from PIKO. A powerful motor provides sufficient propulsion. Two traction tires provide additional tractive effort. The inclusion of a decoder is possible and already prepared. A modern Next18 interface is used. The additional sound version comes with a PIKO Next18-S sound decoder including loudspeaker already installed at the factory. Powerful LEDs illuminate the engine room and the cabs. Depending on the direction of travel, the locomotive's light changes from a white three-light headlight to two red marker lights.

The class 216 was indispensable for a long time on the non-electrified lines of the German Federal Railroad. The model can be used in a correspondingly wide variety of ways. After the much-acclaimed H0 model, this important locomotive type now also finds its way into collections and layouts in 1:160 scale. In express train service, the class 216 was often found in combination with silver passenger cars. These will appear in the course of the current model railroad year as a novelty in the PIKO line and thus allow the formation of realistic train units.