



59660 IC Passenger Car 1st cl. Avmz 111 DB IV



59661 IC Dining Car ARmz 211 DB IV

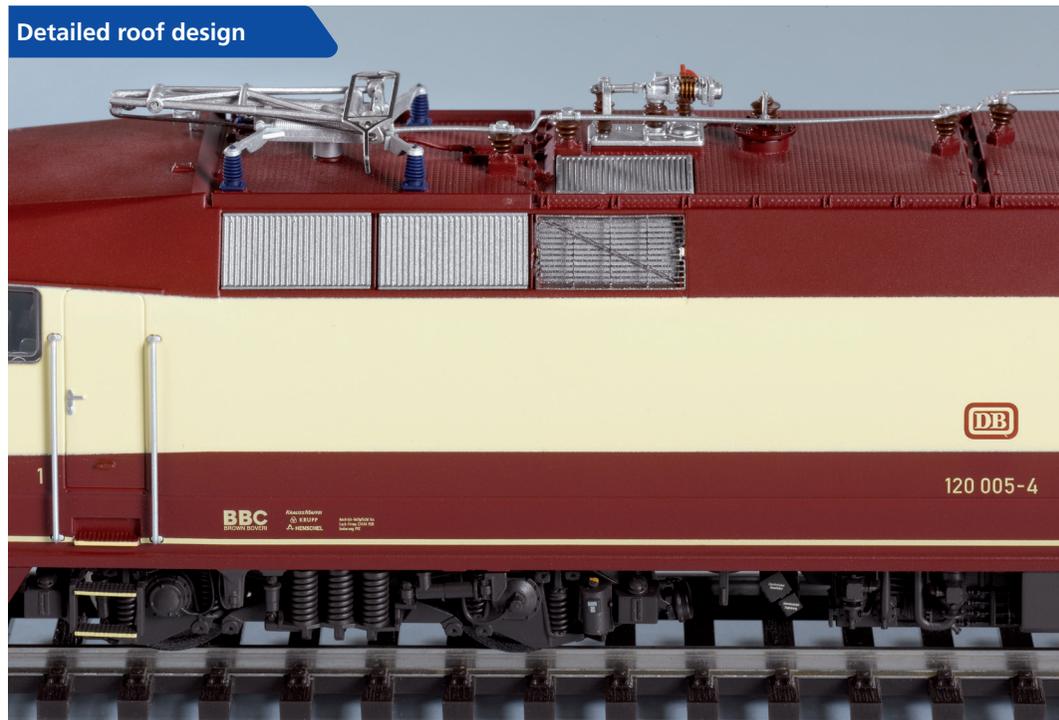


59662 IC Passenger Car 1st cl. Apmz 121 DB IV

The groundbreaking concept of the IC `79 was introduced by the Bundesbahn at the beginning of the summer timetable in 1979 with the well-known slogan „Every hour, every class“. This new solution became necessary because at this time, the first-class Intercities could hardly be operated economically due to the continuing passenger shrinkage.

With the introduction of the second car class, the cycle was raised to an hourly rhythm at the same time. The goal of shortening journey times was achieved by extending many routes and increasing maximum speeds. These accelerated trains without baggage and mail carriages led to further time savings and were divided into blocks of 1st class, dining carriages and 2nd class for a quick change at the junction stations. After the success of the concept, the IC network was expanded from four to five lines in 1985. To this day, the IC is an important backbone in long-distance rail traffic.

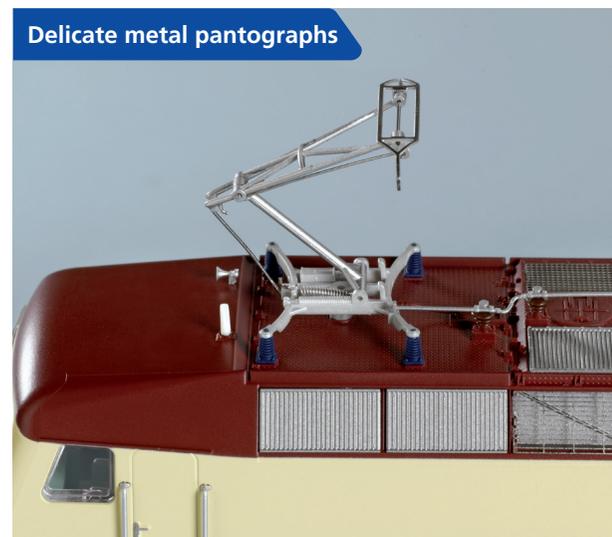
Detailed roof design



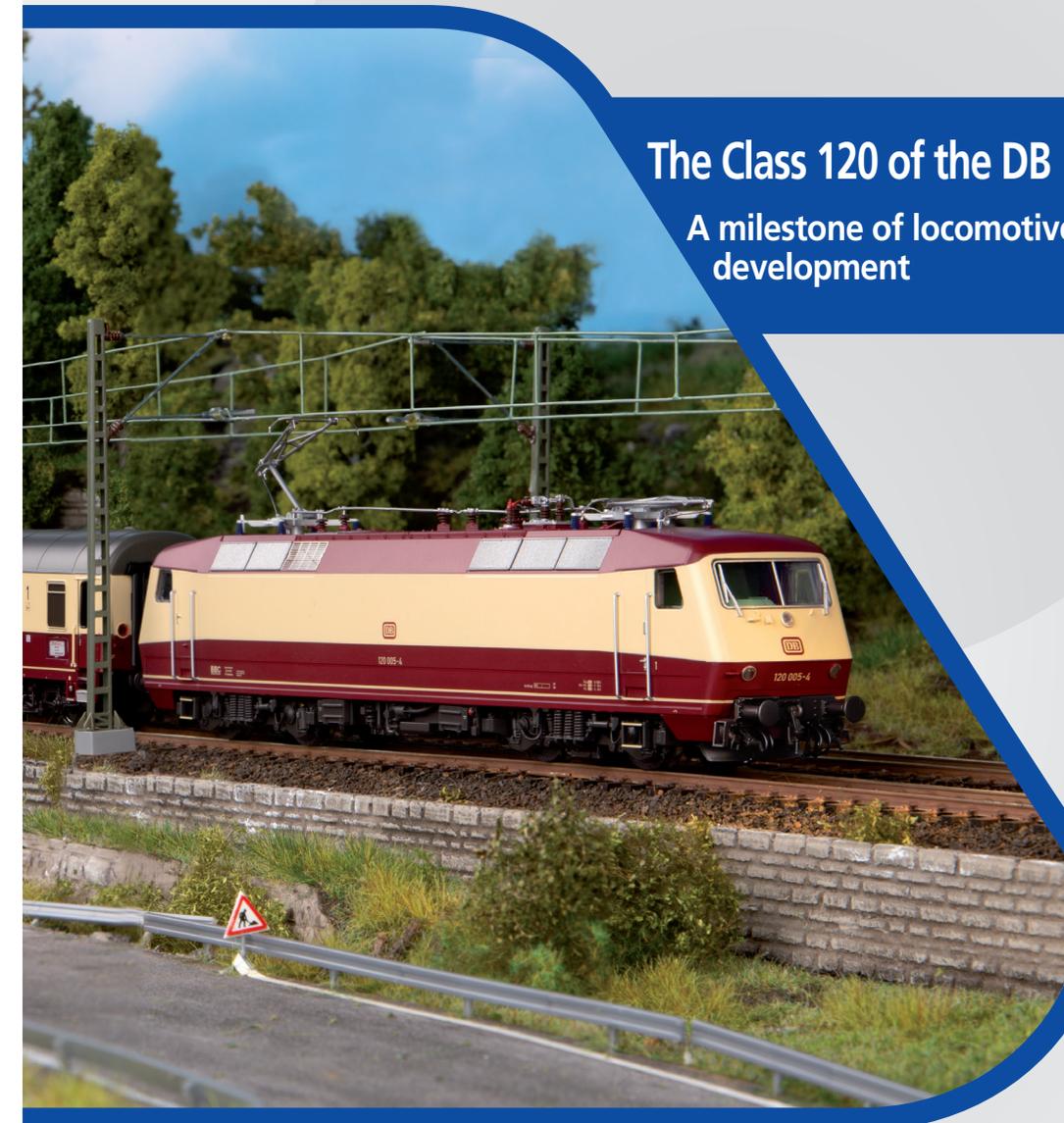
Realistic shape and colouring



Delicate metal pantographs



The Class 120 of the DB
A milestone of locomotive development



The PIKO 120 005-4 is also available as a sound locomotive with an innovative PIKO SmartDecoder 4.1 Sound PluX22!

The 120 005-4 of the German Bundesbahn



Builder's photo Krupp
Collection Ulrich Budde

In the 1970s, the DB was in need of a four-axle universal locomotive, which could be used in front of fast freight trains and in IC traffic equally. Between 1979 and 1980 the first five Class 120 locomotives in red/beige TEE paintwork with modern three-phase AC drive technology were delivered to the DB. The locomotive 120 005-4, which is approved for 200 km/h, has a bend in the front as well as a roof and buffer cladding that deviates from the standard version to improve aerodynamics.

On August 13th 1980, the locomotive 120 002 set a new world record for three-phase vehicles at 231 km/h. After four years of testing, 60 series machines followed in the modern design that was typical for the appearance of the German Bundesbahn in the 1980s. The companies Henschel, Krauss-Maffei and Krupp were responsible for the mechanical construction and AEG, BBC and SSW on the electrical part.

Today, the main areas of operation of the lightweight locomotives are still the service in front of heavy IC, but also freight and regional trains. Often locomotives of this series were used to cover the popular Interregio trains. Due to the large blank spaces on the locos, they were often used as advertising locomotives. After the turn of the millennium, some locomotives received local transport packages and were renumbered as Class 120.2.

The PIKO electric locomotive 120 005-4 of the DB



51320 Electric locomotive 120 005-4 DB era IV
51321 ~ Electric locomotive 120 005-4 DB era IV

For all Class 120 locomotives:



Matching accessories:

- # 56430 PIKO SmartDecoder 4.1 Sound with loudspeaker
- # 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol
- # 56401 PIKO SmartDecoder 4.1 PluX22 multiprotocol with mfx capability

Additionally for all Class 120 AC locomotives:



- Completely new construction
- Excellent driving characteristics also on small radii
- Detailed roof design
- Directional-dependent light change white/red and illuminated driver's desk
- Digitally switchable (with PluX22 decoder) driver's cabin and tail light
- Prepared for upgrade with sound and loudspeaker

INFO

The PIKO model of the attractive electric locomotive 120 005 convinces through flawless painting and printing, the exact implementation of the the distinctive shape of the body with the lowered front edge and the cladding under the buffer beam, attached hand rails, sharply engraved bogies and delicate metal pantographs. The locomotives also have a realistically designed roof with fine insulators and roof conductors, attached front handles and door handrails, separate UIC sockets and windscreen wipers. The deeply engraved bogies have lovingly designed brake shoes, wheel bearing caps, lubricating pots and pipes. Many more separately attached details, such as sandboxes, roof ventilators and staircases, make the loco a real feast for the eyes. Brake hoses for retrofitting are included.

The model is equipped with a digital PluX22 interface and prepared for an easy upgrade with sound and a large speaker. The AC model is factory-fitted with a matching mfx capable PIKO SmartDecoder 4.1 PluX22.

The PIKO electric sound locomotive 120 005-4 of the DB



51322 Electric sound locomotive 120 005-4 DB era IV
51323 ~ Electric sound locomotive 120 005-4 DB era IV

Additionally for all Class 120 sound locomotives:



The construction of the sound version of the 120 005-4 electric locomotive (#51322/#51323) matches the one of the locomotive #51320. The PIKO loco captivates with its many separately attached parts as well as its many technical features.

The sound versions of the striking pre-series loco are factory-fitted with an innovative PIKO SmartDecoder 4.1 Sound PluX22. The new PIKO SmartDecoder 4.1 meet the most modern technical model railway standards and promise diverse possibilities when it comes to the digital control of model trains. Besides the easy log in to suitable central stations like at our PIKO SmartBox and PIKO SmartBoxlight or at mfx-capable control units with RailComPlus®, you can enjoy many individual settings of the decoder mapping. Furthermore, the power output of 2.5 Watts ensures an exceptional sound experience.

The built-in loudspeaker is especially designed for the loco and promises a powerful and realistic playback of the 12bit sound. Many typical sounds like the engine noise, the signal horns, the brake squeals and many more switchable functions can individually be retrieved.