



Clear view through the passenger compartments



**Diesel railcar
VT 2.09 –**
The legendary
piglet taxi of the DR

Extra windscreen wipers



Current-carrying couplings

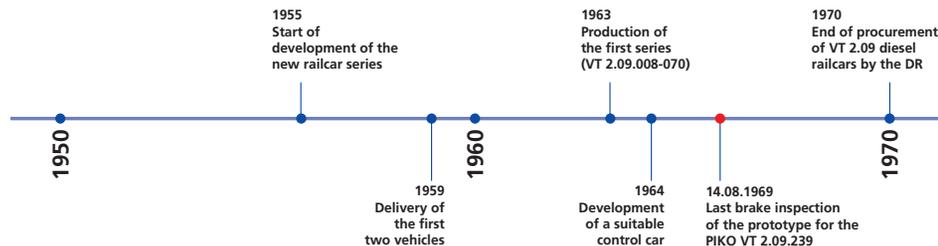


PIKO diesel railcar VT 2.09 of the DR



With the takeover of numerous small and private railways in 1949, the Deutsche Reichsbahn was confronted with an uneconomical variety of mostly outdated locomotives of low performance. They had to be replaced as quickly as possible. Nevertheless, important branch lines were also needed continuous rationalization. For travel, a comprehensive solution was found in a fast, powerful and robust lightweight railcar. VEB Waggonbau Bautzen provided a newly designed model in 1957. Series production of the two-axle vehicle, known as the „light combustion railcar“, did not commence until 1963, but the expectations with regard to operational suitability, solid construction and low operating costs were now fulfilled: the modern VT 2.09 was regarded as manoeuvrable, reliable and shapely, clean and soon popular.

As early as 1965, 68 „piglet taxis“ were buzzing across the tracks between the Baltic coast and the Thuringian Forest, Rügen and the Erzgebirge mountains. The only disadvantage proved to be having to bypass the associated VT trailer at terminal stations. As a consequence, a series of control cars for the railcars, which had been further developed in the meantime, followed in 1964. With a third series of the VT 2.09, the procurement of these now cult Reichsbahn vehicles ended in 1970.



PIKO diesel railcar VT 2.09 of the DR



- 52880 Railcar VT 2.09 DR Ep. III
- 52881 ~ Railcar VT 2.09 DR Ep. III
- 52882 Railcar / Sound VT 2.09 DR Ep. III
- 52883 ~ Railcar / Sound VT 2.09 DR Ep. III

suitable accessories:

- 56435 PIKO SmartDecoder 4.1 Sound with Loudspeakers f. VT 2.09
- 56400 PIKO SmartDecoder 4.1 PluX22 multiprotocol
- 56401 PIKO SmartDecoder 4.1 PluX22 multiprotocol with mfx capability

Railcar VT 2.09.239 and control car VS 2.08.239 of the German Reichsbahn. Depot Templin, Raw Wittenberge

With the newly designed Railbus VT 2.09 of the DR, a contemporary model of the well-known „Piglet Taxi“ is now available. The model convinces among other things with specially mounted windscreen wipers, cuckoo fans, ventilators, multiple sockets, replicas of the Scharfenberg couplers and a detailed floor assembly. Even the driver's seats as well as the magnetic brakes, the oil tank and the sandboxes of the motor car are individually designed and the decorative strips underneath the window parapet are reproduced in a model-like manner. In addition, the multiple-unit train has a clear view through the vehicle with simulated deep seats.

Following the development of the award-winning control logic of the DB rail bus the well-known counterpart from East Germany now appears in detail with a corresponding logic. The traction unit uses intelligently controlled lighting to automatically detect whether a control car is attached and then switches off the forehead lighting between the vehicles. The railcar is driven on both axles by a powerful motor equipped with flywheels and has a buffer capacitor installed ex works. The railcars and control cars are connected to each other via a current-conducting close coupler and are therefore realistically and closely coupled. The PIKO VT 2.09 is prepared for easy retrofitting with sound and the largest possible loudspeaker and is equipped ex works with digitally switchable interior lighting.

The AC versions are already equipped ex works with a suitable mfx suitable PluX22 decoder.