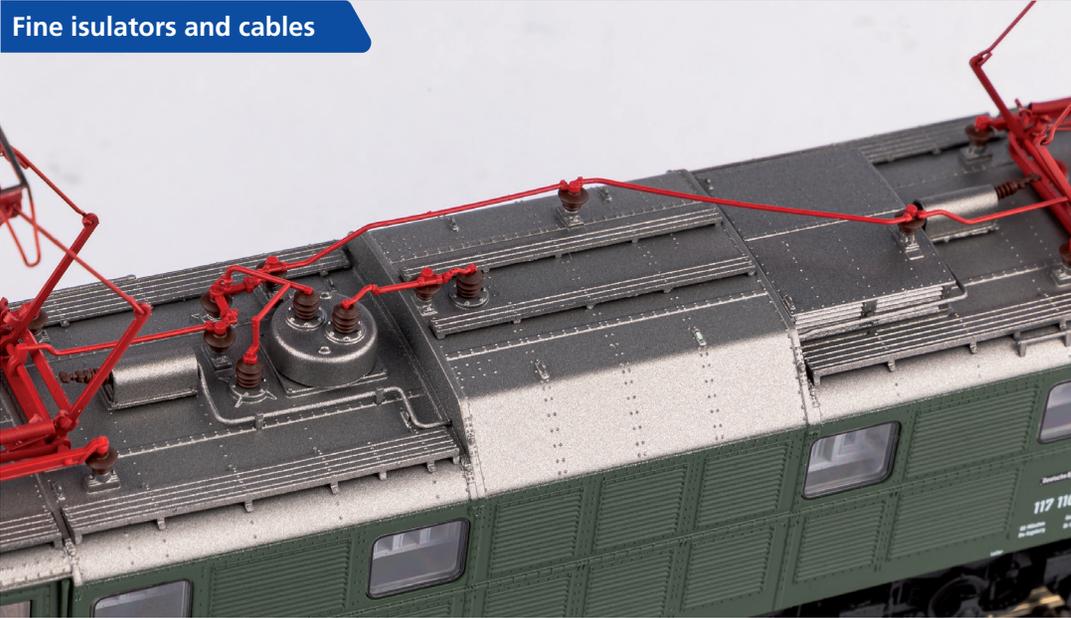


Fine isolators and cables



Modernised front



Detailed engine room equipment



PIKO Vehicle
information
04/2023

PIKO

Electric loco class 117 DB IV



The modernised DB 117 110
as PIKO Expert model

Electric locomotive class 117 DB IV



Photo: Ulrich Budde

After the experiences with the test locomotives of the E 21 series, the Deutsche-Reichsbahn-Gesellschaft decided to procure 33 new electric locomotives for the medium-heavy express service. The order, which had in the meantime been increased to 38 units, was delivered by 1929. The E 17 was the first express locomotive to be procured with the 1'Do1' axle arrangement; the use of the spring pot drive was also a novelty in this constellation. Eighteen locomotives were allocated to the Munich Hbf depot for the southern German network. A further twelve locomotives were scheduled for use on the Central German network, and the remaining eight were sent to Silesia. After the end of the Second World War, two locomotives remained in the DR's stock, which were taken out of service and scrapped in 1968. The DB's stock consisted of 26 locomotives, some of which were modernised between 1960 and 1961. In 1968, the locomotives were re-designated as class 117. The last of these electric locomotives was taken out of service at the Augsburg depot in April 1980.

Our prototype: Augsburg BW locomotive 117 110-7 in modernised condition

PIKO Electric locomotive class 117 DB IV

With the new construction of the class E 17, PIKO consistently continues the successful series of the well-known old electric locomotives. The model reproduces the distinctive shapes of the prototype to scale. The locomotive is also convincing in detail, as it has filigree handrails and roof lines as well as freestanding sandboxes and leaf springs. For a perfect reproduction of the operating condition in Era IV, all changes made to the prototype in the course of modernisation were also taken into account in the model. In addition to the front windows, these also included the roof wiring including the main switch and the redesign of the front ends with integrated lamps. Technically, the new PIKO model has its finger on the pulse of time and has silky smooth driving characteristics and high tractive power. This is guaranteed by a powerful motor with two flywheel masses on its shaft. It unleashes its power on the four drive axles. The power is also drawn from the leading axles. The standard light change, like the lighting in the driver's cab and engine room, is designed with contemporary LED technology. While the AC and sound versions of the locomotive are factory-equipped with a matching PIKO SmartDecoder, the analogue version can be retrofitted for digital operation in no time at all thanks to the PluX22 interface. The enclosed accessories allow a prototypical design in the area of the leading axles.

NEW MOLD
2023



Electric locomotive class 117 DB IV

51490 DC

51491 AC, incl. PSD XP

51492 DC, incl. PSD XP S and **PIKO TrainSound**[®] onboard

51493 AC, incl. PSD XP S and **PIKO TrainSound**[®] onboard

INFO

- Complete new construction
- Filigree roof equipment with metal pantographs
- Digitally switchable driver's cab and instrument lighting
- Finely adjustable driving characteristics
- Highest model quality and full operational capability
- First series model of a modernised class 117