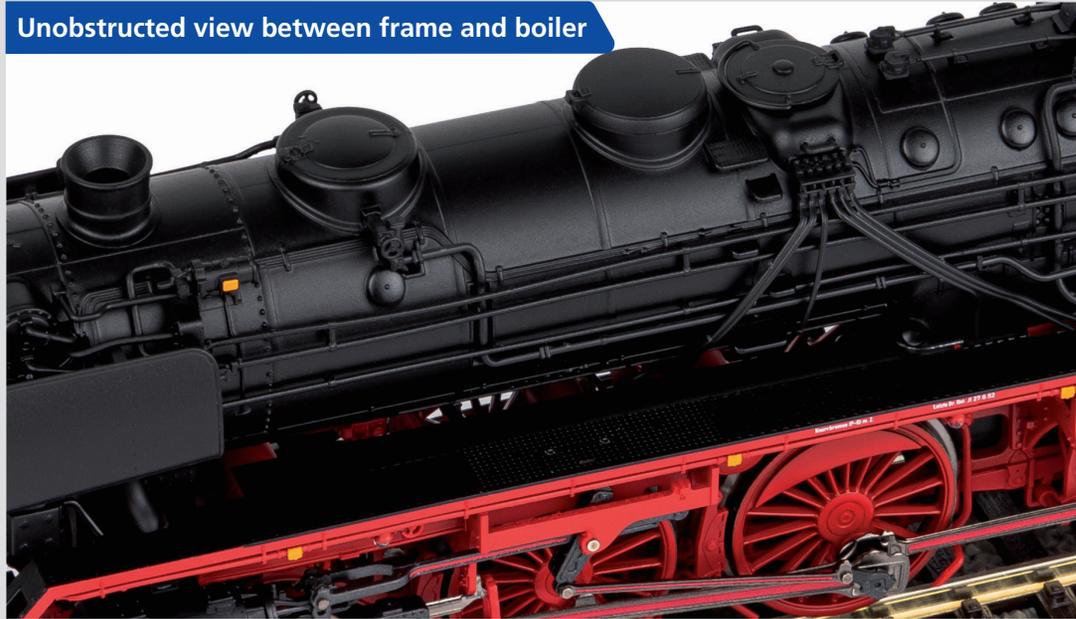


PIKO Steam locomotive class 62 DB III

Unobstructed view between frame and boiler



Rear with coal box



Detailed driver's cab interior



PIKO vehicle
information
05/2024



Steam loco class 62 DB



The fast-moving class 62
as an H0 model from PIKO!



Based on the unrealised concept of the class 20, a fast two-cylinder hot steam tender locomotive with a 2'C2' axle arrangement was developed. The contract to build the locomotives was awarded to the Henschel company, which delivered a total of 15 locomotives in 1928. The DRG initially only acquired 62 001 and 002 and used them in the Ruhr area. The remaining 13 locomotives were not put into service until 1932. The challenging Werra railway between Eisenach and Lichtenfels was ideally suited to the locomotives and initially became their main area of operation. After the Second World War, seven machines remained in the western zones, the remaining eight in the east. The Bundesbahn had its locomotives refurbished in 1949 and used them in high-speed services in the Ruhr region until 1956. At the DR, the locomotives were initially used again from Meiningen, but lost their main route due to the sector border. Later, they were primarily used in Sputnik traffic on the Berlin outer ring, in S-Bahn traffic from Warnemünde and, from 1968, on the Frankfurt (Oder) - Erkner line. In 1972, the 62 1007-4 was the last of its kind to retire from scheduled service.

Our prototype: 62 002 of the Krefeld depot, revision EAW Jülich 27.6.52

INFO

- Complete new construction
- Filigree, free-standing lines
- Unobstructed view between frame and boiler
- Excellent model quality
- Numerous separately attached parts
- Excellent driving characteristics with high tractive force

The new design of the class 62 from PIKO is powerful, compact and yet extremely delicate. The compact design of the prototype has been perfectly captured and realised to scale in the model. Thanks to the filigree frame and the clear view in the engine area, the boiler almost seems to float. The overall impression is emphasised by the fine wheel stars and the filigree brake linkage. The crystal-clear window inserts of the driver's cab and the unobstructed interior allow a view of the detailed boiler and driver's cab rear walls. The die-cast zinc and metal parts give the model a high dead weight which, in combination with the finely tuned motor and flywheels, ensures optimum driving characteristics with good tractive power. The factory digital versions have switchable lighting for the engine and driver's cab. The flickering in the firebox can also be switched. Of course, these functions are also available on factory-fitted analogue models when retrofitting a PIKO PluX22 decoder. The Expert Plus model also has digitally switchable couplers and a pulsed vaporiser controlled synchronously with the wheels.

NEW MOLD
2024

XP version with pulsed vaporiser!



Steam locomotive class 62 DB III

50700 DC

50702 DC, incl. PSD XP S and **PIKO TrainSound**[®] onboard

50703 AC, incl. PSD XP S and **PIKO TrainSound**[®] onboard

Expert Plus version of the DB machine:

55924 XP DC, incl. PSD XP S and **PIKO TrainSound**[®] onboard

55925 XP AC, incl. PSD XP S and **PIKO TrainSound**[®] onboard

Other variants:

Steam locomotive class 62 DR III

50704 DC

50705 DC, incl. PSD XP S and **PIKO TrainSound**[®] onboard

50706 AC, incl. PSD XP S and **PIKO TrainSound**[®] onboard

Expert Plus version of the DR machine:

55926 XP DC, incl. PSD XP S and **PIKO TrainSound**[®] onboard

55927 XP AC, incl. PSD XP S and **PIKO TrainSound**[®] onboard