

One Railcar, many Faces

The Stadler Regio-Shuttle RS 1 has been a staple of German regional rail transport for decades. With its striking design and reliability, it has become one of the best-known diesel railcars of its generation.

The Development

The Stadler Regio-Shuttle RS 1 is a diesel railcar for local passenger transport, which has become widely recognised for its acceleration and striking design featuring trapezium-shaped window bands. In Germany, the vehicles have been assigned the series designation 650 in the numbering scheme and continue to be a prominent feature of regional services operated by numerous railway companies to this day.
Development of the Regio-Shuttle began in 1994 at the VÚKV Research Institute for Rail Vehicles in Prague, commissioned by ABB Henschel and AEG Schienenfahrzeuge. Following the merger of the two companies in 1996, the project was continued by ADtranz. When Bombardier Transportation acquired ADtranz in 2001, production was transferred to Stadler Rail for competition law reasons.

In Action

The first production vehicles had already been delivered in 1996, including four railcars with a floor height of 760 millimetres, which have since operated reliably on the Schönbuchbahn until August 2025. In the years that followed, numerous operators took a liking to the Regio-Shuttle concept. In 1999, Deutsche Bahn put a total of 79 Regio-Shuttles into service. These were initially deployed by DB ZugBus Regionalverkehr Alb-Bodensee (RAB) on services from Tübingen, Friedrichshafen and Ulm. In 2007 and 2008, Ostdeutsche Eisenbahn GmbH (ODEG), Hohenzollerische Landesbahn (HzL) and Rhenus Veniro, amongst others, procured further vehicles. This was followed in 2009 by a major order from the transport company agilis (a BeNEX subsidiary), which ordered 38 railcars for the Upper Franconia diesel network.

A Success story

With over 450 vehicles built and decades of service, the Stadler Regio-Shuttle RS 1 is regarded as a symbol of reliability, efficiency and engineering excellence in modern local rail passenger transport.

Manufacturer:	Stadler Rail AG
Years of manufacture:	1996–2013
Number of Units:	497
Maximum speed:	120 km/h
Applications:	Local passenger transport

Diesel Railcar RS 1

NEW MOLD 2025



Diesel Railcar RS 1 DB AG VI
40860
40861 incl. PSD XP S and **PIKO TrainSound**® *onboard*

NEW MOLD 2025



Diesel Railcar RS 1 SWEG VI
40862
40863 incl. PSD XP S and **PIKO TrainSound**® *onboard*

NEW MOLD 2025



Diesel Railcar RS 1 EB VI
40864
40865 incl. PSD XP S and **PIKO TrainSound**® *onboard*

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Your PIKO retailer:

DIESEL RAILCAR
Regio-Shuttle
RS 1

PIKO

Model debut at the International N-Scale Convention
Friday, 20 November 2026 · Stuttgart Trade Fair



N 1:160

A classic of regional transport:

The Stadler Regio-Shuttle RS 1 from PIKO







Diesel Railcar RS 1 DB AG VI

Model highlights:

- Version with low-floor access and conventional coupling and buffing devices
- Authentic paintwork and livery in the DB AG design
- Streak-free, flush-fitted windows
- Free view into the passenger compartment with interior fittings
- Separately fitted windscreen wipers

Digital features of this model:

- With driver's console lighting
- Fitted with interior lighting
- Digitally controllable driver's cab lighting
- Sound model featuring numerous sounds typical of the vehicle and load-dependent sound (PIKO TrainSound® onboard)
- Analogue models prepared for retrofitting with a PIKO digital decoder (#46502 PSD XP Next18)





Technical specifications for the model

- Length over the buffers: 159 mm
- Minimum radius: 192 mm
- Era: VI
- NEM 662 Next18 interface
- Direction-dependent light change: white/red

OUR PROTOTYPE: DIESEL RAILCAR 9580 0 650 318-8 D-DB; IN THE CONDITION OF 28 APRIL 2016

Diesel Railcar RS 1 SWEG VI

Model highlights:

- Version with low-floor access and Scharfenberg couplings
- Co-ordinated paintwork and livery in the SWEG design
- Streak-free, flush-fitted windows
- Free view into the passenger compartment showing the interior fittings
- Separately fitted windscreen wipers

Digital features of this model:

- With driver's console lighting
- Fitted with interior lighting
- Digitally controllable driver's cab lighting
- Sound model featuring numerous sounds typical of the vehicle and load-dependent sound (PIKO TrainSound® onboard)
- Analogue models prepared for retrofitting with a PIKO digital decoder (#46502 PSD XP Next18)





Technical specifications for the model

- Length over the buffers: 159 mm
- Minimum radius: 192 mm
- Era: VI
- NEM 662 Next18 interface
- Direction-dependent light change: white/red

OUR PROTOTYPE: DIESEL RAILCAR 95 80 0650 640-5 D-SWEG; IN THE CONDITION OF 18 JULY 2019

Diesel Railcar RS 1 EB VI

Model highlights:

- Version with low-floor access and Scharfenberg couplers
- Coordinated paintwork and livery in the Erfurter Bahn design
- Streak-free, flush-fitted windows
- Free view into the passenger compartment with interior fittings
- Separately fitted windscreen wipers

Digital features of this model:

- With driver's console lighting
- Fitted with interior lighting
- Digitally controllable driver's cab lighting
- Sound model featuring numerous sounds typical of the vehicle and load-dependent sound (PIKO TrainSound® onboard)
- Analogue models prepared for retrofitting with a PIKO digital decoder (#46502 PSD XP Next18)





Technical specifications for the model

- Length over the buffers: 159 mm
- Minimum radius: 192 mm
- Era: VI
- NEM 662 Next18 interface
- Direction-dependent light change: white/red

OUR PROTOTYPE: DIESEL RAILCAR 95 80 0650 248-7 D-EIB; IN THE CONDITION OF 2026