

Very fine roof equipment



Front with three windows



Separately fitted double doors



PIKO Vehicle
information
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PIKO

Railcar EN57 PKP





Photo: Ryszard Boduszek

Between 1961 and 1993, 1,412 sets of the electric railcar of the class EN57 were built by Pafawag, the state-owned Polish wagon factory in Wrocław, for the Polish state railways.

The sets were designed for a maximum speed of 110 km/h and were used from the beginning in local traffic in larger Polish cities, especially in the area around the Gdansk Bay.

A train set consists of three permanently coupled vehicles: two driving trailers and a middle car. The latter car contains most of the electronic equipment. By means of the Scharfenberg couplings at the driver's cab ends, sets of two or more multiple units can be formed. The interior is divided into three large compartments, with the end carriages each having a compartment for carrying loads. Entry is through distinctive, manually opened double doors.

In the first series, the exterior of the trains was characterised by beading under the window band. In addition, the front had three windows at that time.

Our prototype: Railcar EN57-925



Railcar EN57 PKP Ep. IV

51450 DC

51452 DC, incl. PSD XP S with **PIKO TrainSound**[®] onboard

51453 AC, incl. PSD XP S with **PIKO TrainSound**[®] onboard

PIKO chose a vehicle from the early 1990s for the first implementation, whose exterior appearance was close to the original state of the multiple units. Accordingly finely engraved beading structures the side walls of the model. These are interrupted by the separately inserted doors, whose panes are printed on the inside. The other windows with window frames are also flush with the body of the car. The characteristic front sections with the three windows are reproduced prototypically and are completed by etched windscreen wipers and mirrors, as well as separately attached warning horns. The roof equipment is especially eye-catching on the middle car: filigree cables and insulators testify to high model building art. The aggregates under the car bodies as well as the delicate bogies reach the same level.

The drive technology is located in the middle car. This is also where the powerful engine is located, which delivers its power to all four axles via cardan shafts, two flywheel masses cultivate the running characteristics. Two traction tyres arranged diagonally on the centre axles provide additional friction. The main board with PluX22 interface is also located in the centre carriage. The digital models are equipped with a PIKO sound decoder.

INFO

- Completely new construction
- Driver's cab and instrument lighting digitally switchable
- Very fine roof equipment
- Filigree attachments, partly made of metal
- Silky smooth driving characteristics thanks to sophisticated drive technology

When an important model like the EN57 appears for the first time as a large series model in H0, the expectations are high. The new PIKO model meets these expectations and sets new standards for railcars in 1:87.