

PIKO Electric locomotives BB 4200 and BB 4700 SNCF

Filigree roof equipment and metal pantographs



Front with free-standing wires



Finely engraved rivets



PIKO vehicle
information
07/2024



Electric loco BB 4200 / BB 4700



The beautifully shaped "Midi"
as detailed models from PIKO!



Photo J.P DEMOY



Photo P. MÉRARD.

As early as 1925, the Compagnie des chemins de fer du Midi operated an AC electrified network of over 400 km in length. The CEF company supplied electric locomotives as original equipment. Between 1934 and 1935, 67 further developed locomotives were built. From this delivery, 50 machines were intended for freight traffic as the E 4200 series, the remaining 17 locomotives were given a different transmission and served as the E 4700 for passenger traffic.

Initially, the freight locomotives were based in Tarbe, and a little later also in Béziers. They ran on the lines from Bayonne to Bordeaux and Sète as well as between Montauban and Sète. The E 4700s were used almost exclusively in the Pyrenees. When they were taken over by the SNCF in 1938, only the designations changed to BB 4200 and BB 4700. 47 machines were converted to shunting locomotives of type BB 4730 in the 1970s. From then on, the area of operation was concentrated on the shunting service on the Île de France. The locomotives remained here until 1997, so that some of the machines were in service for 63 years. Only three vehicles were preserved for posterity.

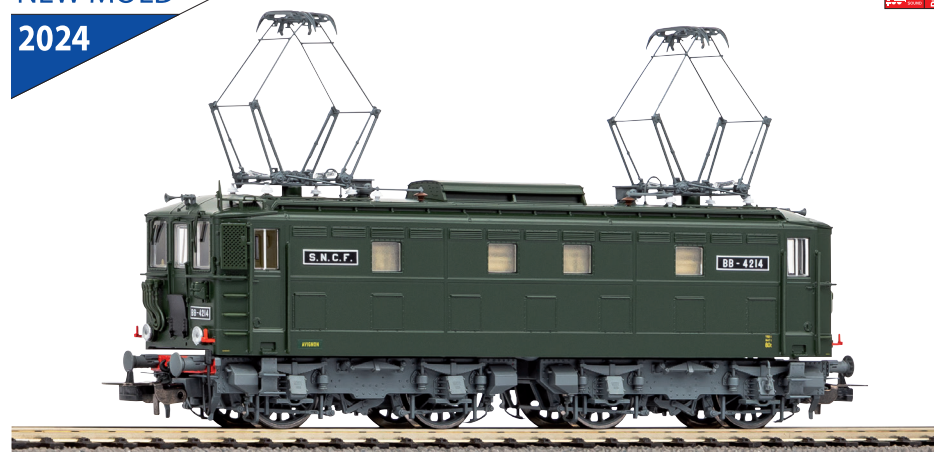
INFO

- Completely new construction
- Filigree roof equipment with metal scissor pantographs
- Small bogies with brake system, suspension and engraved axle bearing covers
- Digital version with switchable lighting in the driver's cab and engine room
- Excellent driving characteristics
- Both variants with prototypical features

While the BB 4200 and 4700 series locomotives appear simple at first glance, the devil was literally in the detail when it came to the model realization: countless rivet heads had to be engraved into the moulds of the new PIKO model in a prototypical arrangement and matching design. In addition, there is the filigree roof equipment and, as a special eye-catcher, the small-scale representation of the bogies, consisting of suspension, brake system and engraved axle bearing covers. Numerous fine etched parts characterize the overall impression of the models. The finish is a flawless paintwork including sharp contour printing. Inside, a powerful engine provides propulsion, the already smooth running of which has been further cultivated by flywheels. It acts on all four axles of the model via cardan shafts. The modern control technology can switch various light functions in conjunction with a PluX22 digital decoder. Of course, variants are also available that are equipped with an authentic vehicle sound at the factory.

NEW MOLD

2024



Electric locomotive BB 4200 Midi SNCF

97420 DC

97422 DC, incl. PSD XP S and **PIKO TrainSound**[®] onboard

97423 AC, incl. PSD XP S and **PIKO TrainSound**[®] onboard

NEW MOLD

2024



Electric locomotive BB 4700 Midi SNCF

97424 DC

97425 DC, incl. PSD XP S and **PIKO TrainSound**[®] onboard