



Filigree roof ventilators



Diesel loco ML 4000 SP



„Roadnumber“ sign



Rear with access door



The mighty diesel whines!
The Southern Pacific 9000 as an H0 model from PIKO!



Photo: SP 9010 Collection

Due to constantly increasing loads, both the Denver and Rio Grande Western Railroad and the Southern Pacific were looking for new, more powerful locomotives in the early 1960s and became aware of the diesel-hydraulic Krauss-Maffei ML 3000. Both railways initially purchased three locomotives each of the ML 4000, which was the world's most powerful single-frame diesel locomotives of its time with a rated output of 4,000 hp. The D&RGW locomotives were categorised under the numbers 4001 to 4003 and were mostly used in pairs or threes in front of goods trains over the Rocky Mountains. The Southern Pacific also received its first three locomotives (9000 to 9002) in 1961 and later also took over the D&RGW engines. Initially they made a strong impression and ran on the Sierra Nevada and Oregon mountain lines. However, due to increasing problems, they were soon transferred to flatland routes. The SP took all ML 4000s out of service until 1968, when technical overhauls were due. Today, only one locomotive of the second series, SP 9010, still exists and is currently being refurbished for operation.

Our prototype: Southern Pacific 9000 as delivered in 1961

INFO

- Completely new construction
- Delicately designed roof equipment
- Numerous typical US lighting functions digitally switchable
- Excellent model quality
- Numerous filigree etched parts
- Outstanding driving characteristics with high tractive force

The new design from PIKO represents the first three locomotives delivered to the Southern Pacific Railway and perfectly reproduces their original condition on a scale of 1:87. The striking shape of the so-called „Cab Unit“ locomotives has been perfectly transferred to the model. Numerous attached parts, flush-mounted and crystal-clear windows as well as fine engravings are evidence of the highest model building quality. The prototypical paintwork and the sharply contoured printing round off the appearance of the model. The powerful motor in combination with the finely balanced flywheels ensures smooth running with enormous tractive power. The lighting functions are designed using modern LED technology and can be controlled digitally using a suitable decoder. Typical of American locomotives, for example, is the illumination of the „Roadnumber“ board or the so-called „Gyalite“ lamp. The sound versions are factory-fitted with a suitable decoder and loudspeaker. The two-wire locomotives have fine RP25 wheelsets ex works, the wheels of the centre-wire version are also optimised for the corresponding track system. All locomotives do not have an NEM coupling shaft in favour of a claw coupling.

NEW MOLD
2023



Diesel locomotive SP 9000 „Origin“ III

97440 DC

🔊 97442 DC, incl. PSD XP S and **PIKO TrainSound**[®] onboard

🔊 97443 AC, incl. PSD XP S and **PIKO TrainSound**[®] onboard

Other variants:

Diesel locomotive SP 9001 „Origin“ III

97444 DC

🔊 97445 DC, incl. PSD XP S and **PIKO TrainSound**[®] onboard

🔊 97446 AC, incl. PSD XP S and **PIKO TrainSound**[®] onboard

Diesel locomotive SP 9002 „Origin“ III

97447 DC

🔊 97448 DC, incl. PSD XP S and **PIKO TrainSound**[®] onboard

🔊 97449 AC, incl. PSD XP S and **PIKO TrainSound**[®] onboard