



## Further versions of the PIKO TKG2



52742 TKG2 Diesel locomotive / Sound locomotive IV  
 52743 ~ TKG2 Diesel locomotive / Sound locomotive IV, 3 Rail AC



The PIKO model of the TKG2 has excellent slow-running characteristics in the shunting area and sufficient tractions for model trains with a realistic length as well as a buffer for silky-soft shunting movements without unwanted power failures, unobstructed driver's cab view, driver's cab lighting, separately applied detached door handle bars and handles and a digitally switchable white/red light variation depending on the direction of travel. In terms of design, the special version of the model corresponds to #52740 regarding its other characteristics. The factory-installed PIKO SmartDecoder 4.1 Sound of the latest generation supports the data formats DCC with RailComPlus®, Motorola®, Selectrix® and is mfx-enabled. The installed speaker is precisely tailored to the locomotive type. Many typical locomotive sounds such as engine sound, signal horns, squeaking of brakes and other switchable functions can be accessed individually. With adjustable individual mapping for up to 44 functions. The rear light can be switched separately. Sound is also possible in analogue mode – engine sound only. Brake hoses for retrofitting are enclosed.



Delivery of the TKG2 from Kaluga (USSR) to Sonneberg (GDR) in 1981.



Front with fan



Backside



Driver's cab



## Diesel locomotive TKG2 – the legendary „Kaluga“ as model from PIKO





TGK2 „EKS“ at the locomotive station in Sonneberg

At the beginning of the 1960s, the Kaluga Machine Factory in Russia developed - as a stronger version and advancement of the shunting locomotive TGK delivered at the same time - the two-axle diesel locomotive TGK2 with hydraulic power transmission. The robust engines with a maximum speed of 60 km/h have been - and are still - intended for use on tracks of industrial companies and as shunting locomotives on railway stations. More than 9,000 specimens of the shunting and industrial locomotive were manufactured in various series and versions between 1960 and 2008. It was produced both as domestic version TGK2-M and as version TGK2-E for export. 184 locomotives thereof were supplied to the former GDR to industrial companies and other vehicles to Czechoslovakia and Poland. Today, a whole range of the locomotives is still being used in the whole territory of the former USSR and partly still in Germany at works railways. Several vehicles are preserved in museums in Germany, which includes the above-shown locomotive no. 2, whose last place of operation was the VEB Elektrokeramische Werke in Sonneberg. This locomotive is now displayed at the locomotive station in Sonneberg.



**52740 TGK2 "EKS" Diesel locomotive IV**  
**52741 ~ TGK2 "EKS" Diesel locomotive IV, 3 Rail AC**  
 AC-version also have: PIKO SmartDecoder 4.1 PluX22, mfx-capable!  
 Suitable accessory 56421 PIKO SmartDecoder 4.1 Sound w Loudspeaker



- Completely new construction
- Finest paintwork and printing
- Individually mounted and delicate handles
- Digital switchable lighting for the driver's cabin
- Buffer storage for best possible driving characteristics without power interruption
- PluX22 interface
- Very good price-performance ratio

Regarding all characteristic details, the PIKO new construction of the TGK2 Locomotive no. 2, VEB Elektro Keramische Werke Sonneberg, revision date 10.03.81, yellow-orange version with operating status from 1981 corresponds exactly to its selected original. The small locomotive is characterised by excellent slow-running characteristics in the shunting area. Thus, it can be used perfectly on the model railroad system, e.g. on siding tracks of industrial companies. The detailed and robust model has - thanks to the zinc die-cast frame - sufficient tractions for model trains with a realistic length as well as a buffer for silky-soft shunting movements without unwanted power failures, unobstructed driver's cab view, driver's cab lighting, separately applied detached door handle bars and handles and a digitally switchable white/red light variation depending on the direction of travel. The AC model is factory-equipped with an appropriate PluX22 decoder suitable for mfx. Brake hoses for retrofitting are enclosed.

## Further versions of the PIKO TGK2



**52744 RZD TGK2-M Diesel locomotive IV**  
 Suitable accessory 56421 PIKO SmartDecoder 4.1 Sound w Loudspeaker



With its well-made mould construction, the newly developed model of the TGK2 of RZD consistently reproduces the characteristic appearance of its specific original from the Soviet Union. Furthermore, the PIKO model has finest painting and printing, applied door and handle bars, a buffer for silky-soft shunting movements without unwanted power failures, unobstructed driver's cab view, driver's cab lighting and a digitally switchable white/red light variation depending on the direction of travel. The TGK2 has a zinc die-cast frame and sufficient tractions for model trains with a realistic length. Brake hoses for retrofitting are enclosed.

