



PIKO vehicle  
information  
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## Electric loco class 144 DB



**The E 44 –  
First an innovator, then a workhorse**

# Electric locomotive class 144 DB IV



Photo: Ulrich Budde

The success story of the E 44 series began in 1930 with the E 44 001 pre-series locomotive built by Siemens-Schuckertwerke, which was followed from 1932 by the first series of single-axle electric locomotives without running axles in Germany. With the participation of Krauss-Maffei, Henschel & Sohn and Lokomotivfabrik Floridsdorf, 180 locomotives were built. After the Second World War, the locomotives remaining in the Soviet occupation zone had to be handed over to the USSR as reparations. In the mid-1950s, 46 locomotives returned to the GDR and were extensively refurbished. Initially, the locomotives were used in central Germany, but later they also travelled to Rostock, Schwerin and Wismar. In the mid-1980s, 23 locomotives were still operational, the last ten of which were taken out of service at the turn of the year 1991. With two rebuilt and seven rebuilt locomotives, the young Bundesbahn initially had a total of 125 machines. Areas of operation and stationing were limited to the south of the Federal Republic. Designated class 144 since 1968, the last locomotives were taken out of service at the Würzburg depot in 1984.

**Our prototype: Pre-series locomotive 144 001-5 of the German Federal Railways,  
BD Munich, Bw Garmisch**

# PIKO electric locomotive class 144 DB IV

As part of this project, the well-known pre-series locomotive E 44 001, later 144 001-5, was realised as a large series model for the first time. The miniatures of both the pre-series and series locomotives shine with their precisely scaled realisation, including the different roofs and roof extensions. The roof area is also characterised by pantographs without visible screw connections, fine insulators and the 0.2 mm thin replicas of the cables to the pantographs. The pre-series locomotive 144 001-5 has front ends with engravings in the area of the fan louvres and doors that differ from the series locomotives in line with the prototype. The extremely elaborate design is also continued in the running gear area with numerous specially attached parts on the striking bogies. The free-standing axle leaf springs, the filigree speedometer drive and the depiction of the different axle bearing covers are particularly eye-catching. Technically, the model leaves hardly anything to be desired: The drive is precise and robust, and a PluX22 interface enables a digital decoder to be retrofitted. In this constellation, it is possible to switch the engine room and driver's cab lighting, for example. The variants equipped with vehicle sound at the factory bring the typical 'growl' of the Tatzlager drive to the model railway.

## INFO

- Completely new design
- Detailed replica of the roof equipment
- Filigree windscreen wipers in etching technique
- First large-scale production model of the pre-series locomotive 144 001-5
- Extremely vivid engravings thanks to high-precision mould construction


NEW MOLD


2024



## Electric locomotive class 144 DB IV

51180 DC

 51182 DC, incl. PSD XP S and **PIKO TrainSound**<sup>®</sup> *onboard*

 51183 AC, incl. PSD XP S and **PIKO TrainSound**<sup>®</sup> *onboard*



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## Detailed chassis area



## Filigree roof equipment



## Striking front

