

**Da:** Arnold <noreply@hornby.com>  
**Inviato:** martedì 22 marzo 2022 08:40  
**A:** giuliano sportelli  
**Oggetto:** New ETR 610 units sets!

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## New ETR 610 units sets



**HN2470-HN2470S**

### **SBB, 4-unit base set EMU class ETR 610, "Cisalpino"- livery, period VI**

The new ETR 610 series variable weight electric trains, made by Alstom Ferroviaria in Savigliano (Cuneo), belong to the fourth generation of the well-known Pendolino trains.

Since 2006, 14 trains of 7 elements each have been built, destined for the Italian-Swiss company Cisalpino AG to perform fast services between Switzerland and Italy, they are therefore tricurrent trains that can run up to 250 km/h on lines powered at 3 kV DC, 15kV AC 16.7 Hz and 25kV AC 50 Hz.

At the closure of the Cisalpino company, in 2009, the trains were equally divided between the Swiss Railways (SBB) and the Italian Railways (FS Trenitalia), initially maintaining the same classification and chromatic liveries. The latter was later modified according to the needs of the respective companies, as we can admire today on the international SBB trains and on Trenitalia's "Frecciargento" trains.



HN2470

HN2470S

## Other ETR 610:

FS, 4-unit base set EMU class  
ETR 610, "Cisalpino"-livery, period  
VI

HN2471

286.99 £



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SBB, 4-unit base set EMU class  
RABe 503, white livery, period VI

HN2472

286.99 £

Order Now



FS, 4-unit base set EMU class  
ETR 610, "AV Frecciargento"-  
livery, period VI

**HN2473**

**286.99 £**

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FS, 4-unit base set EMU class  
ETR 610, "Frecciargento"-livery,  
period VI

**HN2474**

**286.99 £**

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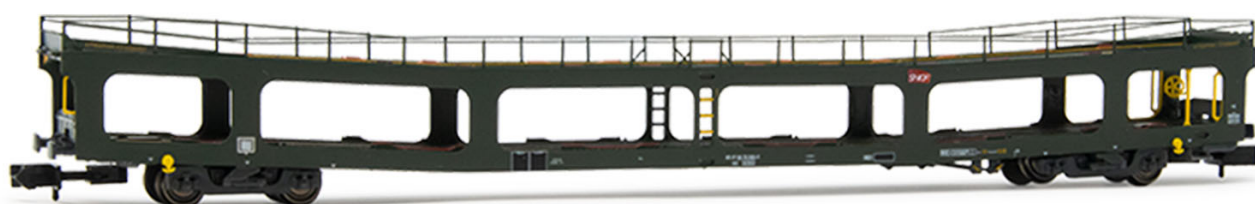
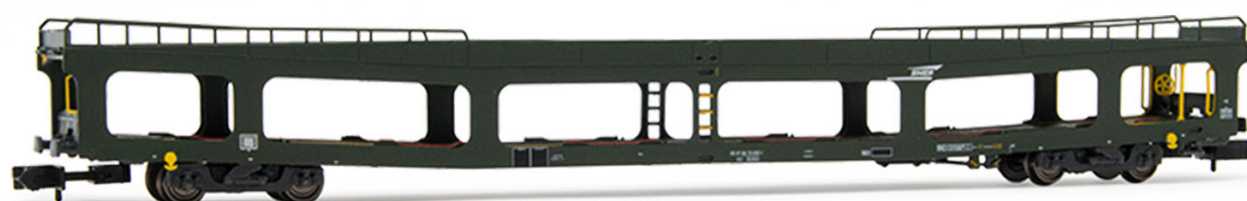
**Da:** Arnold <noreply@hornby.com>  
**Inviato:** martedì 24 maggio 2022 09:55  
**A:** giuliano sportelli  
**Oggetto:** New car transporters DD DEV 66

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## **New car transporters DD DEV 66**

Starting in the 1960s, the vehicle transport service by trains started to be used massively throughout Europe.

Car transporters were added to night trains or fast daytime trains for transporting passenger vehicles. In this way, long distances could be faced by train without having to drive on the road.

Double-decker car transporters were built in the early 1980s for various European networks.

These wagons could carry 12 vehicles, six on each deck.

For cars loading, it was necessary to have two-level facilities at the railway terminals.

The bogies and their brake and rolling systems allowed these vehicles to circulate coupled to fast passenger trains, without limiting their maximum speed.

The appearance of high speed and the elimination of night trains throughout Europe meant the decline and end of the services provided with this type of wagons.

Our new model made by ARNOLD gives the possibility to fans to complete a wide variety of scale railway compositions with this must-have wagon.

**HN4346**

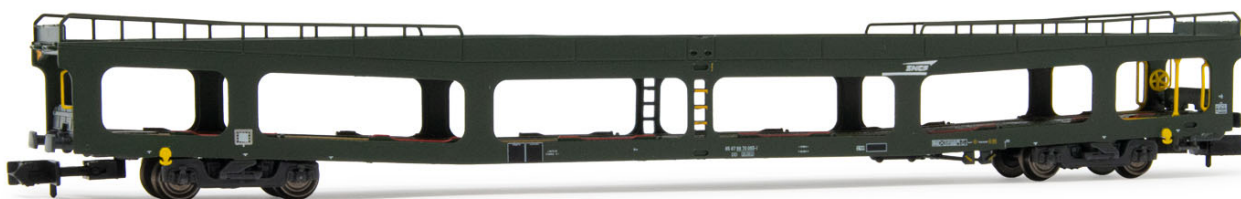
**SNCF, 2-unit set, car transporter DD DEV 66, green livery with yellow logo "encadré", period IV**



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**HN4347**

**SNCF, 2-unit set, car transporter DD DEV 66, green livery  
with white logo "casquette", period V**



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**HN4348**

**SNCF, 2-unit set, car transporter DD DEV 66, green livery  
with white logo "carmillon", period VI**



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**HN4349**

**SNCB, 2-unit set, car transporter DD DEV 66, blue livery,  
period IV-V**



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**Da:** Arnold <noreply@hornby.com>  
**Inviato:** martedì 7 giugno 2022 09:44  
**A:** giuliano sportelli  
**Oggetto:** New DB electric locomotives class 181.2

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## **Pre-order the new DB electric locomotives class 181.2: available in stock by late July!**

The electrification of various railway lines between France, Luxembourg and Germany in the 1960s and 1970s resulted in an increased need for dual-system locomotives for operation with 15 kV, 162/3 Hz and 25 kV, 50 Hz.

Based on the experience with the four prototypes (classes 181.0 and 181.1) the German Federal Railroad ordered 25 dual-system locomotives which were put into service as class 181.2 (181 201 to 181 225) from 1974. The first ten engines were delivered in steel blue paint, while the new two-tone paint scheme of the DB in ocean blue and beige was already used on the 181 211-225.

Some of the locomotives were baptised. They were given the names "Lorraine" (181 211), "Luxembourg" (181 212), "Saar" (181 213) and "Mosel" (181 214) paying tribute to their area of service.

The main area of service of the 3,300 kW electric locomotives was initially in cross-border traffic on the routes Frankfurt a. M. – Metz and Strasbourg – Stuttgart, where they hauled regional, express as well as freight trains. They could also be seen in IC and EC traffic in Luxembourg, Basel, Leipzig and other German cities.

The era of this series at Deutsche Bahn AG only ended in 2018. In the meantime, however, some locomotives have been put back on the tracks by other railway companies enriching the variety of vehicles in modern railways.

**HN2491-HN2491S**  
**DB, electric locomotive class 181.2,**  
**blue livery, period IV**



HN2491

HN2491S

**HN2492-HN2492S**

**DB, electric locomotive class 181.2,  
blue/beige livery, period IV**



HN2492

HN2492S

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### **HN2493-HN2493S**

**DB AG, electric locomotive class 181.2,  
traffic red livery, with name "Mosel", period V**





HN2493

HN2493S



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**Da:** Arnold <noreply@arnoldmodel.com>  
**Inviato:** mercoledì 20 luglio 2022 15:00  
**A:** news\_in@modellismoferroviario.it  
**Oggetto:** New DR electric locomotives class 251

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**DR electric locomotive class 251, green livery  
with red chassis, period IV**

**HN2525-HN2525D**



251 015-4 was the last "Rübeland locomotive" built by the Deutsche Reichsbahn. The new Arnold model HN2525 shows the locomotive in its green-red original version, but already with UIC lettering.



**HN2525**

**HN2525D**

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## **DR electric locomotive class 251, red livery with small white decor line, period IV**

**HN2526-HN2526D**

251 012-1, the prototype of the new Arnold model HN2526, can be admired today as a museum locomotive at BW Weimar. Until the timetable change in 2004/2005, it was in service together with its sister engines on the famous Rübelandbahn - whether in front of heavy freight trains, as a pusher locomotive behind them or in front of local trains on the Blankenburg - Königshütte line in the Harz Mountains.



**HN2526**

**HN2526D**



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**Da:** Arnold <noreply@arnoldmodel.com>  
**Inviato:** mercoledì 3 agosto 2022 20:01  
**A:** news\_in@modellismoferroviario.it  
**Oggetto:** New FS electric locomotives E.656 "Caimano"

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## New FS locomotives E.656

Items HN2531/32/33 /S reproduce new versions of the electric locomotive E656 "Caimano" of the FS, that is already an "historic" model for the Arnold brand in N scale, with combinations of details and liveries not produced before.

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## FS, E.656 2nd series original livery blue/grey

**HN2531-HN2531S**



Electric locomotive E656 216 of the 2nd series, in original blue/grey livery with yellow service inscriptions, assigned to the Bologna Centrale depot. Period IVb (mid '80s years).

- Front windows with metallic frame
- Fronts with 2 big lamps and small red lamps
- Sandboxes on all axles
- Pantographs type 52 with curved skid

**HN2531**

**HN2531S**

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## FS, E.656 5th series XMPR livery

**HN2532-HN2532S**



Electric locomotive E656 472 of the 5th series, in XMPR livery with FS Trenitalia logo, assigned to the Milano Centrale depot. Period Vb (2000s years).

- Front windows with rubber frame
- Fronts with 4 big lamps
- Side dampers on the bogies
- Sandboxes only on head axles
- Air conditioning boxes and antennas on cabin's roof
- Rectangular buffers
- Pantographs type 52 with flat skid

**HN2532**

**HN2532S**

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**FS, E.656 5th series original livery blue/grey, original state**

**HN2533-HN2533S**



Electric locomotive E656 403 of the 5th series, in original blue/grey livery at delivery state, assigned to the Genova Brignole depot. Period IVb-V (end '80s years – begin '90s years).

- Front windows with rubber frame
- Fronts with 4 big lamps
- Sandboxes only on head axles
- Pantographs type 52 with curved skid

**HN2533**

**HN2533S**



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**Da:** Arnold <noreply@arnoldmodel.com>  
**Inviato:** martedì 23 agosto 2022 20:00  
**A:** news\_in@modellismoferroviario.it  
**Oggetto:** New DB electric locos class 181.2 coming soon in September!

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## New DB electric locomotives class 181.2

The electrification of various railway lines between France, Luxembourg and Germany in the 1960s and 1970s resulted in an increased need for dual-system locomotives for operation with 15 kV, 162/3 Hz and 25 kV, 50 Hz.



Based on the experience with the four prototypes (classes 181.0 and 181.1) the German Federal Railroad ordered 25 dual-system locomotives which were put into service as class 181.2 (181 201 to 181 225) from 1974. The first ten engines were delivered in steel blue paint, while the new two-tone paint scheme of the DB in ocean blue and beige was already used on the 181 211-225.

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The era of this series at Deutsche Bahn AG only ended in 2018. In the meantime, however, some locomotives have been put back on the tracks by other railway companies enriching the variety of vehicles in modern railways.

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## **DB, electric locomotive class 181.2 blue livery, period IV**

**HN2491-HN2491S**



**HN2491**

**HN2491S**

**DB, electric locomotive class 181.2,  
blue/beige livery, period IV**

**HN2492-HN2492S**



**HN2492**

**HN2492S**

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**DB AG, electric locomotive class 181.2,  
traffic red livery, with name "Mosel" period V**

**HN2493-HN2493S**



HN2493

HN2493S



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**Da:** Arnold <noreply@arnoldmodel.com>  
**Inviato:** martedì 20 settembre 2022 20:00  
**A:** news\_in@modellismoferroviario.it  
**Oggetto:** New Container Wagons available in stock

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## **New Container Wagons available in stock**

The importance of container trains is reflected in the large number of vehicles specifically designed for this traffic, which began to take off in the 1980s.

The wagons designed for this traffic have the following characteristics: their Sgnss number plate indicates that their maximum speed is over 100 km/h and the number 32 means that they are suitable for international traffic.

ARNOLD reproduces this model with an all-metal chassis, thus providing adequate weight for the reproduction. As a novelty, a new 22 feet container with a canvas cover has been created for the transport of coils, which is included in some of the new references.

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**SNCF, 4-axle 60' container wagon Novatrans Sgss,  
grey, with 2 x 22' container "T.T.S.", ep. V**

**HN6582**

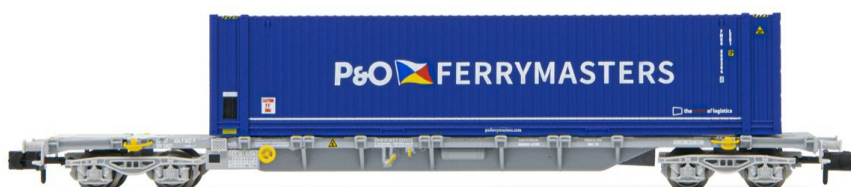


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**SNCF, 4-axle 60' container wagon Novatrans  
Sgss, grey, with 45' container "P&O  
Ferrymasters", ep. V**

**HN6583**



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**SNCF, 2-unit pack 4-axle 60' container wagons  
Novatrans Sgss, grey, with 45' containers "Trans-  
Fer", ep. V**

**HN6584**



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**FS CEMAT, Sgnss container transporter wagon,  
green livery, loaded with 45' container DI  
MARTINO, ep. VI**

**HN6585**



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**FS, Sgnss container transporter wagon, brown  
livery, loaded with 2 x 22' coil container "Dani  
Transporti", ep. VI**

**HN6586**



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**4-axle containerwagon Sgnss (AAE), grey, with  
45' container "Warsteiner", period V-VI**

**HN6587**



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**4-axle containerwagon Sgnss, green, with 45'  
container "DHL", period VI**

**HN6588**





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4-axle containerwagon Sgnss, green, with 45'  
container "GARTNER", period VI

**HN6589**



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4-axle containerwagon Sgnss, brown, with 2 x  
30' bulk container "ALFRED TALKE", period VI

**HN6590**





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**Da:** Arnold <noreply@arnoldmodel.com>  
**Inviato:** mercoledì 12 ottobre 2022 19:00  
**A:** news\_in@modellismoferroviario.it  
**Oggetto:** New RENFE 269-279 Locomotives available in stock

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## New RENFE 269-279 Locomotives

The 269 series locomotives were the third generation of Japanese locomotives purchased by RENFE. After the good results of the previous series, orders to Mitsubishi (production in Spain) increased from 1973 until the mid-1980s, becoming the locomotive series with the most variants in the Spanish fleet.

With a power output of 3100 kW and a maximum speed of between 140 and 160 km/h, they were the undisputed queens of Spanish electric traction for years.

They are divided into several sub-categories, each with its own particular interior and exterior characteristics. Some have been purchased by private operators and are still in circulation today.

The class 269 locomotives from Japan underwent modifications and conversions several times in the course of their life in order to better adapt them to their range of applications. Although these are universal locomotives, each sub-series is specially adapted as required. Among them are the 20 locomotives for "Grandes Lineas" services.

In order to transport passengers at 160 km/h, they were given overhauled bogies, their own traction devices and armored windows in the driver's cabs, from which the 269.400 sub-series was created.

Initially kept in the "Taxi" design, they were soon designed in the colors of the new "Grandes Lineas" design in white, blue and gray as well as in the "Talgo 200" decor for these transports.

## RENFE 269, "Grandes lineas"

**HN2560-HN2560S**



**HN2560**

**HN2560S**

## RENFE 279, grey-yellow livery, period V

**HN2561-HN2561S**



**HN2561**

**HN2561S**

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## RENFE 269, "Estrella" livery, period IV

**HN2562-HN2562S**



**HN2562**

HN2562S



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**Da:** Arnold <noreply@arnoldmodel.com>  
**Inviato:** martedì 20 dicembre 2022 18:00  
**A:** news\_in@modellismoferroviario.it  
**Oggetto:** New SNCF DEV AO Coaches

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## New SNCF DEV AO Coaches

The first family of new SNCF-designed coaches, the DEV AO (Acier Ordinaire) coaches bring a new aesthetic with access doors located in the plane of the side faces which themselves hide the intercirculation bellows, wrap-around skirts, retractable footboards and forced-air heating for passenger comfort.

The speed record of 331 km/h in March 1955 was set with trains consisting of 3 DEV AO cars.

Built in 1605 units, the DEV AO cars were used for long-distance trains from 1950 onwards, before being rivalled by the YUIC and then by Corail cars.

The DEV AO cars, all with compartments, exist in two series: the "short" DEV AO cars and the "long" DEV AO cars.

DEV AO "short" cars and the DEV AO "long" cars reproduced by Jouef.

The creation of the long DEV AO cars is an indirect consequence of the change to two classes in June 1956.

Among the short DEV AO cars already built, the C10 cars became B10s, while the B9 sleeper cars became B9c9 sleeper cars remained as B9c9 cars.

To keep the same capacity with 10 daytime compartments and compartments that could be converted into sleeping compartments with the same a new series of extended DEV AO cars (B10c10, then B10, A9 and A4c4B5c5) is introduced.

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**SNCF, 3-unit pack DEV AO coaches (A9, 2 x B10),  
green, ep. III**

**HN4383**





**€134.90**

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**SNCF, DEV AO couchette coach B10c10, green, ep. III**

**HN4384**



**€44.90**

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**SNCF, 3-unit pack DEV AO coaches (A9, 2 x B10), green with logo encadré, ep. IV**

**HN4385**



**€134.90**

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**SNCF, DEV AO couchette coach B10c10, green with logo encadré, ep. IV**

**HN4386**



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