

Da: Jouef <noreply@hornby.com>
Inviato: lunedì 28 marzo 2022 11:06
A: giuliano sportelli
Oggetto: New arrivals: SNCF RIB 70 Coaches!

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New arrivals: SNCF RIB 70 Coaches!

With the 25 kV electrification of the suburban lines in the north and east areas of Paris, there were only 4 prototype stainless steel trains whose entry into service was delayed due to lack of a successful motorization.

At the end of 1960, SNCF began experimenting with the use of these prototypes pulled by a BB 16500 locomotive. This test gave full satisfaction, thus the "Rames Inox Banlieue" was born.

If the type 62 and type 70 RIB trains were mainly used in the Paris region at 25 kV in a train of 4 (east, north) or 7 (St-Lazare) coaches, the later versions of type 76 and RIO RIB trains ordered by regions (NPDC, Alsace, PACA) were suitable for the different traction modes (double current, single-phase-diesel, double-current-diesel) and to extend their scope of use to the peripheries and around the so-called régionales métropoles.

HJ4150

**SNCF, 3-unit set of RIB 70 coaches,
original livery, period IV**



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HJ4151
SNCF, additional RIB 70 coach,
original livery, period IV



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HJ4152
SNCF, 3-unit set of RIB 70 coaches,
original livery with red access doors, period IV-V



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HJ4153
SNCF, additional RIB 70 coach,
original livery with red access doors, period IV-V



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Da: Jouef <noreply@hornby.com>
Inviato: martedì 26 aprile 2022 15:34
A: giuliano sportelli
Oggetto: Caravelle are waiting for you!

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Jouef

Trains and Train Sets

New Products 2022



"Caravelle" are waiting for you!

Built from 1963 to 1970 by the Ateliers du Nord de la France (ANF), this first series of 151 modern railcars (for the time) was registered in section X 4301 to 4451. Each railcar consisted of a motor 330 kW power and a trailer with driver's cabin. The Poyaud diesel engine drove a mechanical transmission with an 8-speed gearbox.

All the machines in this series can be coupled together, in multiple units of up to 3 elements, and with the X 4500 and X 4900 with three boxes. Maximum speed: 120 km/h, or 38 cm/second in H0 scale.

Their generic name is "EAD" for Self-propelled Diesel Element ("Elément Automoteur Diesel" in French). They were also nicknamed "Caravelle".

HJ2610

**SNCF, 2-unit railcar EAD X 4500 (XBD 4531 + XRAB 8529),
red and cream livery, period IV**



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HJ2611

**SNCF, 2-unit railcar EAD X 4700 (XBD 4732 + XRAB 8729),
red and cream livery, period IV**



[Order Now](#)

HJ2612

**SNCF, 2-unit railcar EAD X 4500 (XD 4514 + XRx8414),
silver/blue "TER" livery, period V-VI**



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Da: Jouef <noreply@hornby.com>
Inviato: lunedì 30 maggio 2022 15:13
A: giuliano sportelli
Oggetto: New SNCF 2-unit railcars RGP2 class X 2700

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Trains and Train Sets

New for 2022



New SNCF 2-unit railcars RGP2 class X 2700

HJ2386 - HJ2387 - HJ2388

Derived from the previous X 2720 and X 2770 series (RGP 1), characterized by unique diesel traction, the X 2700, also called RGP 2, was equipped with two Renault type 517-V12 engines capable of releasing 300 horsepower and could reach a top speed of 124 km/h. The 20 units commissioned by the SNCF, on a project of the Office national de la recherche ferroviaire, were built from 1954 and remained in service until the 1990s.

The X 2700s featured a two-unit package, one of which was motorized, and had its trailer which was defined XR 7700, they were used for long and medium journeys, even across borders and sometimes even as far as Geneva.

**SNCF, 2-unit railcar RGP2 class X 2700,
green/yellow livery, period IV**
HJ2386 - HJ2386S



HJ2386

HJ2386S



**SNCF, 2-unit railcar RGP2 class X 2700,
"RTG inoxydable" livery, period IV**
HJ2387 - HJ2387S



HJ2387

HJ2387S



**SNCF, 2-unit railcar RGP2 class X 2700,
orange/grey livery, period IV**
HJ2388 - HJ2388S



HJ2388

HJ2388S



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Da: Jouef <noreply@hornby.com>
Inviato: martedì 8 marzo 2022 08:58
A: giuliano sportelli
Oggetto: New arrivals: SNCF diesel locos BB 66000!

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**New arrivals:
SNCF diesel locomotives class BB 66000!**

After electrification of high-traffic lines, SNCF continued to modernise its network by replacing steam locomotives with diesel locomotives.

In 1958, SNCF launched the construction of a series of 318 medium-powered diesel-electric machines, suitable for multiple unit operation for the traction of freight and passenger trains. The design of these machines is simple with a single driver's cab framed by an extended cab cover at the front of the engine-generator set and a short cab cover at the rear. The characteristic shape of the cab roof is due to the installation of mufflers in the ceiling. Initially designated 040 DG, then renamed BB 66000 from January 1962.

There are three tranches of these locomotives:

- BB 66001 to BB 66040, originally with a gangway their original speed was limited to 105 km/h and then increased to 120 km/h will be increased after modification to 120 km/h like the other units
- BB 66041 to BB 66188
- BB 66189 to BB 66318

In order to deal with its ageing fleet of diesel locomotives used to pull freight trains, SNCF is modernising its robust BB 66000 locomotives from 2005 until the end of 2009 instead of ordering new ones. This modernisation concerns only 91 machines from the third batch (BB 66189 to BB 66318), and includes the installation of a new, more fuel-efficient and less polluting 1040 kW MTU diesel engine.

The modernised freight locomotives were given the same green-white and grey livery as the BB 66400/69400, while the INFRA locomotives were given a blue livery and then gradually the new yellow INFRA livery. The modernised vehicles are registered BB 69 (...) with the last three digits of the original registration number to which is added the prefix "4" or "6" according to the activity to which they are attached ("4" for the FRET activity or "6" for the INFRA activity in charge of track and infrastructure maintenance).

The capacity of the fuel tank is 3000 litres, the range is about 1000 km. The mass is 72 tonnes, the length is 14,898 m, the minimum curve radius is 80 m, the maximum speed in service is 120 km/h.

As of the end of September 2019, 64 of the 91 modernised machines remain in service, mainly used by the INFRA activity. The BB 69216 was put into service on 28 November 1965 under the registration BB 66216, then renumbered as BB 469216 on 11 June 2005. This locomotive is managed by the STF (Supervision technique de flotte) Infrarail de Chalindrey (SLI).

HJ2391-HJ2391S

SNCF, diesel locomotive class BB 66105, 2nd subseries, blue/white livery, period III-IV



HJ2391

HJ2391S

HJ2392-HJ2392S

**SNCF, diesel locomotive class BB 66047, 2nd subseries,
blue/yellow livery, period III**



HJ2392

HJ2392S

HJ2393-HJ2393S

SNCF Infra, diesel locomotive class BB 669216, yellow livery, period VI



HJ2393

HJ2393S



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