



## Arnold heavy steam locomotives BR 42

While many metals were in short supply in the manufacture of the prototypes in times of war and had to be saved wherever possible, we went the opposite way with our new Arnold model!

The heavy N-gauge freight train tender locomotive is made almost entirely of high-quality die-cast metal. The motor located in the boiler is quiet, powerful and has a brass flywheel. There is space for a decoder and loudspeaker in the tender.

Almost always and in Germany as well as in Austria, the role models could be seen in action in front of long coal trains, among other things. The new Arnold models are therefore the perfect locomotives for the HN6381, HN6382 and HN6383 car sets.

Production of the 42 series, initially known as "KDL 3", began in 1943. After the Second World War, around 1,000 machines were scattered all over Europe and by 1949 some of them were even reproduced.

At the ÖBB, the last BR 42 did not go out of service until 1968, a little earlier in Germany.

## DRB, heavy steam locomotive BR 42 in camouflage livery, period IIc

**HN2485-HN2485S**



HN2485

HN2485S

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## DB, heavy steam locomotive BR 42 with 3 front lights, period III

**HN2486-HN2486S**



HN2486

HN2486S

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DR, heavy steam locomotive BR 42 with 3 front lights,  
period III

**HN2487-HN2487S**



HN2487

HN2487S



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## **New FS 2-units pack ALn 668**

In the second half of the 1950s, the FS developed a new "standard" diesel multiple unit with the aim of replacing the steam traction and the older, pre-war multiple units in subordinate services.

Even if these were not large or significant traffic, they were of fundamental importance for all national rail traffic. Simplicity of construction, reliability, a significant improvement in performance and comfort compared to previous generations of vehicles have made the new ALn 668 series railcars (with 68 seats and capable of multiple traction) a great success.

785 units were built for the FS, in 12 series over more than three decades.

In addition, there are around 90 pieces for private railways, associated sidecars and hundreds of copies based on them for foreign railways. From the 1900s and 1000s series from 1975/76, the car body was changed; instead of a central entry area, there were now two off-center entry areas. The series 1200 and 3000/3100/3300, on the other hand, were again equipped with a central entry area.

### **CHARACTERISTICS OF THE MODEL:**

- Model with metal frame, 5-pole motor with cardan shaft drive on both bogies of a railcar, two wheels with traction tires
- Set consisting of a powered and a non-powered railcar
- Minimum drivable track curve radius: 192 mm
- Next18 interface (NEM 662) for DCC and DCC sound decoders, prepared for 11 x 15 mm "sugar cube" speakers
- "S" versions with built-in ESU Loksound Micro V5 sound decoder with loudspeaker and model-specific sound
- White headlight and red tail light with automatic travel direction switching, independent control of the third headlight in digital mode
- Possibility to selectively switch off the headlights, in digital mode via decoder and in analog mode via dip switches
- Standard interior lighting on all models
- Close coupling kinematics on both sides according to NEM 355, ex works with standard coupling according to NEM 356

## **FS, 2-units pack ALn 668 1000 series (2 doors) original livery, rounded windows, ep. IV**

**HN2551-HN2551S**



HN2551

HN2551S

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**FS, 2-units pack ALn 668 3100 series (1 double door) original livery, flat windows, ep. V**

**HN2552-HN2552S**



HN2552

HN2552S

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**FS, 2-units pack ALn 668 1200 series (1 double door, exhausts) XMPR livery, flat windows, ep. V**

# HN2553-HN2553S



HN2553

HN2553S



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