



# CHREZO

## MODÉLISME FERROVIAIRE

NEWSLETTER No. 3 October 23, 2023

OUR WEBSITE [WWW.CHREZO.COM](http://www.chrezo.com) IS NOW ONLINE!

Dear Customer,



After a summer full of announcements and suspense, it's time to meet you again during the autumn shows. Chrezo will therefore be present at the two major events to come: **Savoie Modelling**, on 28 and 29 October in Chambéry, then **Rail Expo** on 24, 25 and 26 November in Dreux. Don't hesitate to reach us and discuss the many projects in progress...

For those who can't or don't want to travel, we are also pleased to announce the effective launch of our new website and its associated store. It is possible that its operation will require some tweaking. Do not hesitate to report your difficulties to us by email in order to resolve them as soon as possible.

The former <http://www.chrezo.fr> site will continue until the X 3800 Picasso railcars and Class 66 Diesel locomotives have been delivered to their owners. You will therefore be able to find the proof of your reservation.

See you soon!



Each wagon comes with a pair of working screw couplers. Price: **220.00 € TTC** + postage.

We will also offer their Y25c bogies as accessories at a price of **€34.90** incl. VAT per pair.

### SNCF Shis 50.2: STILL ON THE WAY...

Our partners SNM and Lenz take their time to ship the telescopic hoods wagons for steel coils transport. Bookers were alerted by a dedicated email to send us their delivery instructions but we shouldn't be in capacity to bring pieces to Chambéry show.

Once delivered, few pieces will be available in the shop for those who would be interested in these materials whose markings correspond to a period of use from 1975

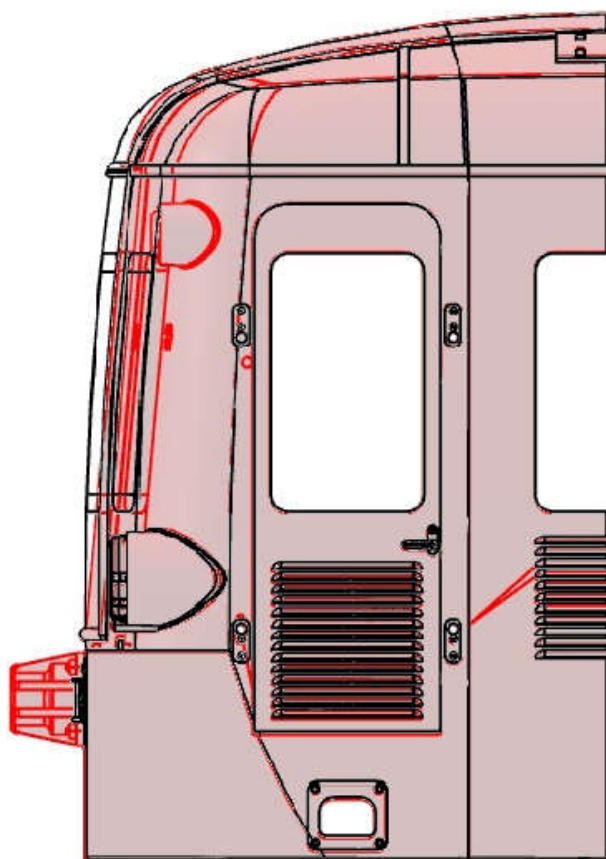
## X 3800 « PICASSO » RAILCAR

In mid-August, we received the 1st prototype of the X 3800 railcar resulting from the first injected parts assembly . You can watch the dynamic tests on the video: <https://youtu.be/lbDctS9PfMc> . A big thank you to Yann Franche for shooting and to Bruno Roullier for editing and putting the film online.

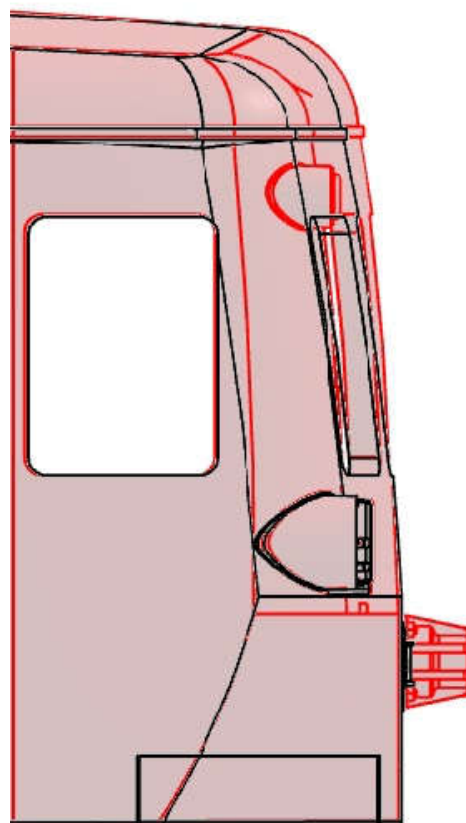


Unfortunately, the examination of this prototype revealed a non-conformity in the body shape that affects the ends inclination of our railcar and that should have been reported at the validation stage of the 3D drawings:

The front side (black lines) was too vertical:



The back side (black lines) was too sloping:



We therefore made the choice not to "sweep the dust under the carpet" and to modify the molds (red lines) so that the body of our model conforms to the original plans. This incident, for which we take full responsibility, will delay delivery by another 3 months. However, the 2024 edition of Quai Zéro (April 20 and 21, 2024, Gymnase des Tilleuls, 27100 Le Vaudreuil) seems to us to remain a plausible objective.

We are still waiting for the price of the DCC Sound option.

### 030 TU STEAM LOCOMOTIVES:

During the GUILDEX 2023 edition in Stafford on September 3rd and 4th, we announced this new model in partnership with the British firm Minerva Model Railways. Indeed, the French 030 TU and the British machines differ only in a few details, such as the cabin, the bunker, the buffers...

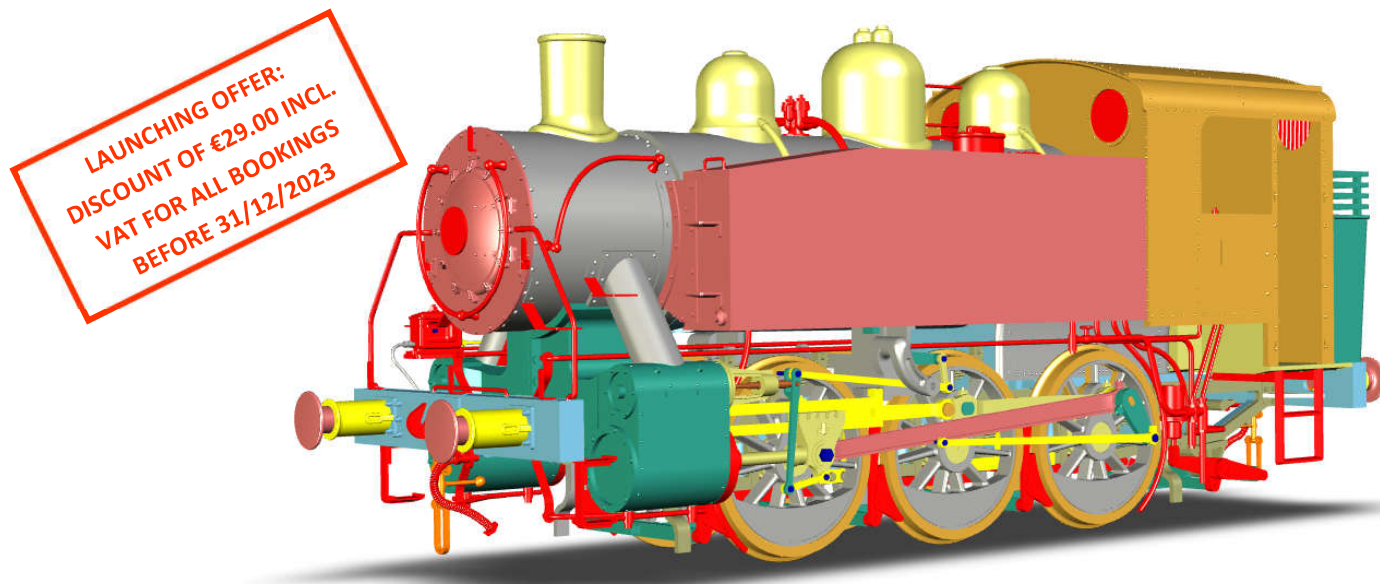


Bachmann models in OO

In other words, 80% of the parts are common and a combined production of 1500 models allows us to reduce manufacturing costs, which translates for the enthusiast into a 1:43.5 "bike" at a very competitive final price:

- **450,00 €** tax incl. in analogue
- **529,00 €** tax incl. in DCC
- **610,00 €** tax incl. in DCC Sound

The reduced size of the locomotive (210 mm out of buffers) will be an asset for all those who lack space but want to start the construction of a small network in Zero to taste the "Less but better"!



You can now place a pre-order on our <http://www.chrezo.com> website, even if the products appear as "sold out". This allows us to clearly identify the quantities to be produced among the 6 decorations proposed in our catalogue. In addition, a seventh black version without markings is available on the site "to see" if it also arouses the interest of amateurs, and more specifically do-it-yourselfers or converters.

You will be asked to choose between an analogic or DCC or DCC Sound power mode at a later date. Choose to pay by bank transfer or cheque, in order to complete your reservation and benefit from the introductory offer, **but do not make any payments at this time** if you wish.

## LOCOMOTIVE DIESEL CLASS 66 ECR



It should be remembered that 83 examples have already been pre-ordered out of the 100 models that will be produced in this exclusive 66036 Euro Cargo Rail livery. It is therefore still possible to order your model on our website [www.chrezo.fr](http://www.chrezo.fr)

The trip to Stafford allowed us to take stock of the progress of the project with the members of the DAPOL firm. The answer is unfortunately rather evasive: changes must be made to the engraving without specifying when the model will be available... It is true that this generalist manufacturer is involved not only in the Zero gauge but also in the O0 and the N gauges British market: let's bet that this project is less of a priority than others...

And even if some retailers such as the German MODELLBAHN-UNION have already communicated about the prices, we don't have any reliable information to tell you on this point, any more than on those of the DCC and DCC Sound options.

Wait and see!

## LOCOMOTIVE DIESEL BB 67000 / 67200 / 67300 SNCF



On June 6th, we launched a campaign on the crowdfunding platform ULULE: <https://fr.ulule.com/bb-67000-echelle-zero/>.

It was successfully completed on August 7th with **224** engines ordered and we thank all the modelers who supported this project. Finally, a production of 800 models will be scheduled.

The initial offer had 6 identified versions (V1 to V6) and a 7th as a waiting position for the undecided subscribers. During this campaign, some enthusiasts expressed their wishes and the offer includes now 8 references presented on page 4 of the catalogue. In addition, each "plated" version will be delivered with a second set of running number plates that will make it possible, for example, to create a U.M. of the same depot.

Subscribers can, as of now, modify or clarify their choice by communicating to us the "catalogue" item numbers they wish to receive, by a simple email addressed to [112chrezo@orange.fr](mailto:112chrezo@orange.fr). The table on the next page allows you to compare the final references (**670-0X**) to the subscription variants (**VY**). As the price of the DCC equipment has not yet been decided, this option will be specified later...

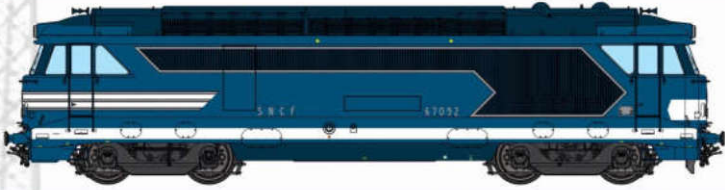
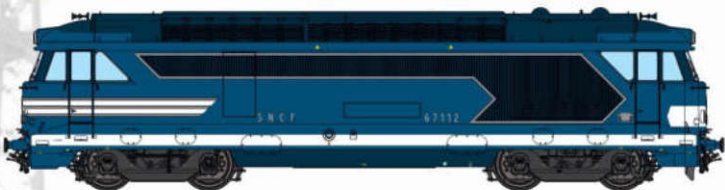
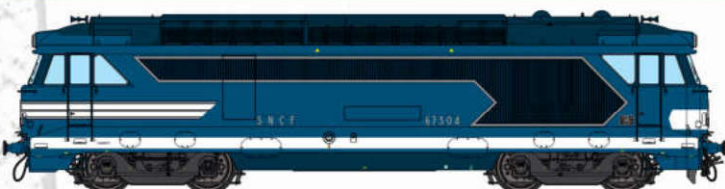
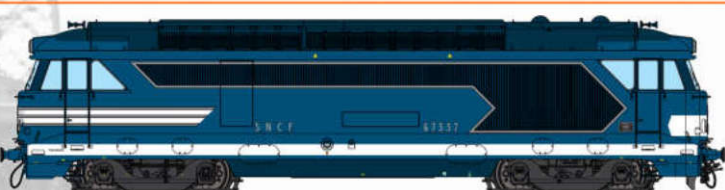



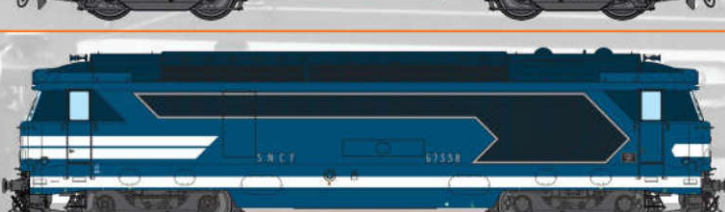
Enthusiasts who missed this campaign but still wish to reserve a BB 67000 / 67200 / 67300 among the 8 references offered can do so at the price of **€799.00 including VAT** in the analogue version. However, payment is not mandatory at this stage of the project's progress.

We have started the detailed analysis of the CAD drawings that have been given to us in order to detect discrepancies with the documentation made up - plans and photos - all this with the aim of shortening the design phase as much as possible and starting the machining of the tools as soon as possible.

Finally, and unless there is a specific request already expressed by the interested parties, subscription cheques have begun to be deposited in the bank in accordance with our commitment.



Avec leur design très reconnaissable, les locomotives BB 67000 et leurs dérivées sont emblématiques de la traction Diesel en France de 1963 jusqu'à nos jours. Comme toute bonne marque de trains miniatures, CHREZO se devait donc de vous les proposer en Zéro! Modèle très détaillé faisant appel à plus de 400 pièces (injection plastique et métal, photo-découpe) - Caisse en plastique, châssis métal- Echelle 1/43,5 - Longueur HT : 393 mm - 2 bogies avec moteurs indépendants et volant d'inertie - Boîtes d'essieux Athermos ou à rouleaux selon les versions - Feux blancs et rouges réversibles - Éclairage cabine - Éclairage 3ème feu - Persiennes, grilles des ventilateurs et des filtres en photo-découpe - 2 ventilateurs fonctionnels - Rayon mini en courbe: 1020 mm - Essieux avec boudins de 1,2 mm (Fine Scale) - Distance dos à dos des roues : 29 mm - Tampons à ressorts - Attelage à vis - Timon pour attelage Lenz - Fonctionnement analogique 2-rails 12 Volts CC - Interface DCC ESU type "L" ou équivalent - Option DCC Sound payante disponible à la livraison. **8 références disponibles:**

<p>670-01</p> <p><b>V1</b></p>		<p><b>BB 67092</b>, dépôt de <b>Rennes</b>, état d'origine, affectée neuve en octobre 1966. Un jeu de plaques <b>BB 67104</b>, affectée neuve en mars 1967, est également fourni.</p>
<p>670-02</p> <p><b>V2</b></p>		<p><b>BB 67112</b>, dépôt de <b>Clermont</b>, état d'origine, affectée neuve en mai 1967 puis Nevers (sep. 1969) et Vénissieux (septembre 1973). Un jeu de plaques <b>BB 67114</b> est également fourni : affectée neuve à Clermont en juillet 1967 puis Nevers (sep. 1969) et Vénissieux (septembre 1973).</p>
<p>670-03</p> <p><b>V3</b></p>		<p><b>BB 67304</b>, dépôt de <b>Chambéry</b>, état d'origine, affectée neuve en janvier 1968 puis Vénissieux (décembre 1969), Tours SP, Nantes (septembre 1975). Un jeu de plaques <b>BB 67310</b> est également fourni : affectée neuve à Chambéry en mars 1968 puis mutations simultanées à la BB 67304 .</p>
<p>670-04</p> <p><b>V4</b></p>		<p><b>BB 67337</b>, dépôt de <b>Strasbourg</b>, état d'origine, affectée neuve en janvier 1969 puis Tours-SP (octobre 1972) et Bordeaux (jusqu'en septembre 1975). Un jeu de plaques <b>BB 67341</b> est également fourni : affectée neuve en février 1969 à Strasbourg puis à Bordeaux (octobre 1972).</p>
<p>670-05</p> <p><b>V6</b></p>		<p><b>667210 (ex 67120)</b> : affectée à <b>Longueau</b> en janvier 1996, où elle est toujours en service! Repeinte en 2003 dans cette livrée.</p>
<p>670-06</p> <p><b>V6</b></p>		<p><b>167213 (ex 67115)</b> : affectée à <b>Longueau</b> en janvier 1996 dans cette livrée. Les 2 machines 667210 et 167213 sont couramment utilisées en U.M. !</p>
<p>670-07</p> <p><b>V5</b></p>		<p><b>BB 67303</b> à cabine renforcée, dépôt de <b>Caen</b> (25 septembre 1976), Nantes (3 juin 1980), Caen (5 juillet 1984). Les plaques de la <b>BB 67306</b> sont également fournies : Nantes (5 juillet 1975), Caen (2 septembre 1976), Nantes (27 juin 1980).</p>
<p>670-08</p> <p><b>V5</b></p>		<p><b>BB 67338</b> à cabine renforcée, dépôt de <b>Bordeaux</b> (18 novembre 1974), Chambéry (6 octobre 1978), Nantes (5 juillet 1984), Chambéry (19 septembre 1984). Les plaques de la <b>BB 67359</b> sont également fournies : Bordeaux (22 mai 1973), Chambéry (13 septembre 1978).</p>

## MODERNIZED SNCF OMNIBUS CARS nicknamed as "THREE LEGS":

Many enthusiasts have suggested that we offer an industrial manufacture of these famous omnibus cars rebuilt from 1950 onwards by the SNCF on the basis of old 3-axle chassis of PLM origin. They have been operated in all regions for 30 years, which allows them to be pulled to both a 140 C and a BB 67000/67300 locomotives. On the other hand, they are relatively short: 343 mm overall length at 1:43.5 compared to the 309 mm of a Lenz "thunderbox" or the 500 mm of an OCEM MTH coach. Finally, a single chassis allows you to offer 3 different body diagrams and to make most of the compositions:

Off-centre door with 3 and 4 windows on either side: types B3C4 tm & B7 tm then from 1956, A3B4 tm ->



<- Centered door with 4 windows on each side: C8 tm then B8 tm from 1956

Centered door, mixed van: C4D tm then B4D tm types from 1956 ->



After tendering several vendors, and based on an estimated price of around **€1000.00** incl. VAT for the 3 cars set, we are able to offer you the assortment described on page 5 of the catalogue, which covers the 1958-1977 era. If you wish, you can now make a pre-order without deposit on the [www.chrezo.com](http://www.chrezo.com) website, which helps us to check the relevance of the offer.

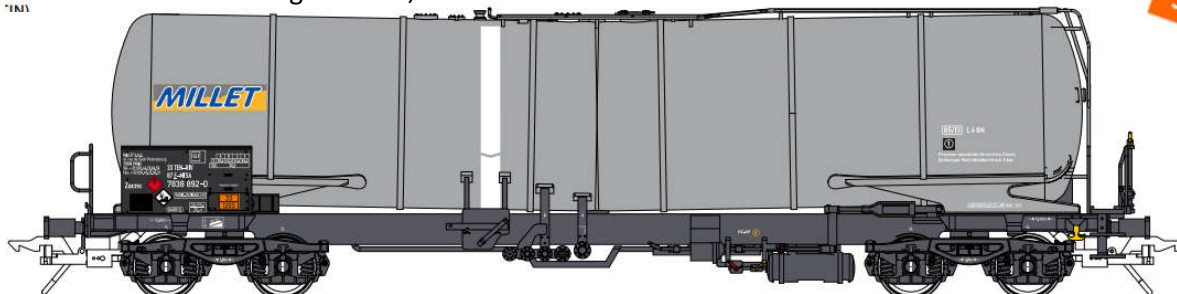
In addition, a **survey will be submitted to you in November** to decide if we are also manufacturing these "3 legs" in their 1951-1956 appearance, i.e. before the abolition of the 3rd class.

The decision is not easy because it does not only impact the liveries and markings: between 1951, the date of entry into service of the cars and 1958, the headlights supports were of the "male" type and their locations differed from the later configuration: specific tooling is therefore necessary to offer compliant "ends"!

## WAGONS: MODERN OIL TANKERS!

Discover the prototypes of these 95 m3 tank wagons on our stand. Remember that the original MTH tools have been purchased by LENZ, which allows us to offer you these exclusive liveries at the price of **€149** including VAT. Available now in our online shop, as well as the Gs4-01 UIC vans. Please note: limited quantities...

**LENZ 42323-30** 95 m3 tank wagon Zacns, Millet:

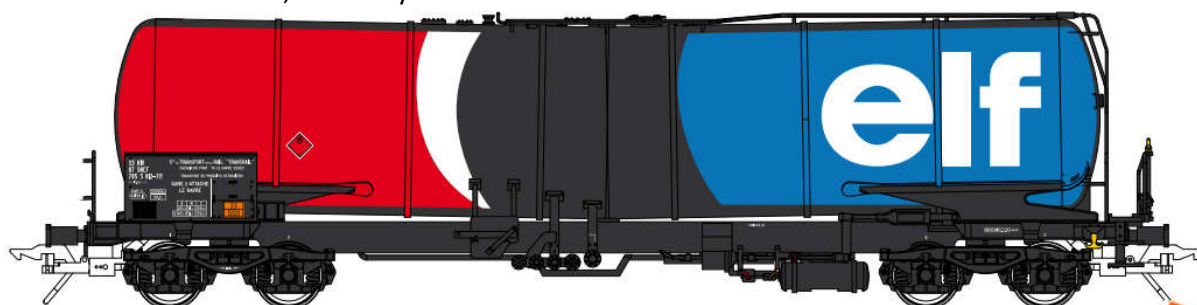


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**LENZ 42323-31** Zacns tank wagon, leased by Millet to Chem Oil Logistics (Basel):



**LENZ 42323-32** Zacns tank car, leased by TransRail to Elf:



**LENZ: UIC SNCF covered vans with wooden walls type Gs4-01 – delivery February 2024**

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**42245-04:** SNCF K 340 689 **42245-05:** SNCF K 343 274 **42245-06:** SNCF 87 121 3153-3

Recommended retail price: **149.50 €** incl. VAT

**EXHIBITIONS:** CHREZO will be exhibiting at Quai Zéro on April 20 and 21, 2024, Gymnase des Tilleuls, 27100 Le Vaudreuil

See you soon...

Joël RASSCHAERT