



CHREZO

MODÉLISME FERROVIAIRE

NEWSLETTER No. 42 - SEPTEMBER 25, 2026



Hello everyone,

Autumn is here, bringing with it the renewed pleasure of the fairs and exhibitions that fill the calendar through to Christmas... Against a rather gloomy general backdrop, they offer a welcome chance to get away from it all, dream a little, and meet up to share our passion.

Despite a rather disrupted delivery schedule, CHREZO will be attending the following events:

- MINIATURE TRAIN SHOW on 3 and 4 October at the Laval multipurpose hall
- RAIL EXPO, from Friday 27 to Sunday 29 November at the Dreux Exhibition Centre

To thank everyone who makes the effort to visit these shows, a 10% discount will be offered on the X3800 and 030 TU models in stock at the booth.

In the following pages, we review each of the four projects currently under way and explain, as transparently as possible, the difficulties we are facing and the outlook ahead. Although the deliveries should have been staggered, the simultaneous arrival of our three diesel locomotive projects is tying up a substantial amount of cash at the same time and delaying the launch of the “3-legged” coaches.

Finally, we feel it is important to inform you objectively about the consequences of the European Packaging Regulation, which came into force on 12 August.

Enjoy reading!

DAPOL CLASS 66:

Dapol reports that production of this model, announced in 2019, is now complete. The 150 examples in ECR 66036 livery produced exclusively for CHREZO will be delivered to us during December.



A production sample will be displayed at both exhibitions. You can, of course, still order your model from our website www.chrezo.com in either of two versions:

- Analogue version priced at €535 **incl. VAT**
- Deluxe DCC Sound version priced at €715 **incl. VAT**

(Shipping extra)

CHREZO Y 8000

The Y 8000 shunters were completed at the end of August and are currently loaded aboard the CMA CGM “Seine”, which is expected in Le Havre on 23 October.



We will therefore not be able to deliver your models at the Laval show, as we had announced, because that had seemed to us a reasonable target date.

A cosmetic defect was in fact detected by the manufacturer, who preferred to tell us about it rather than let us discover it when the products arrived. Thanks to this transparency, and in agreement with the manufacturer, we were able to remake the affected parts, prioritising product quality over speed of shipment.

For Rail-Expo delivery, everything will depend on how smoothly customs clearance proceeds, which will in turn depend directly on how customs officers interpret the European PPWR Regulation (see the end of this Newsletter).

We thank everyone who placed their trust in us by pre-ordering this model, and we are confident that the result will make their patience worthwhile.

In the meantime, here are a few photos of the finished models. One example of each reference will be displayed at both exhibitions:

Ref. 80-01: Y 8184 from Strasbourg shed



Ref. 80-02: Y 8169 from Lens shed



Ref. 80-03: Y 8188 from Sotteville shed



Ref. 80-05: Y 8186 from Chambéry shed



Ref. 80-04: Y 8000 “unpainted”, or more precisely partially painted. The hoods and cab are supplied in their raw injection-moulded finish, saving you the tedious job of stripping the paint. The chassis markings are those of Y 8186. This version, limited to 20 examples and intended for modellers who enjoy customising their models, opens the way to all the liveries that could not be included in our production: Akiem, Infra, TER, Locma...

More photos are available on the product pages in the shop at www.chrezo.com, where you can still order your model for **€449** incl. VAT (**shipping** extra).



The DCC Sound option is very easy to install: a Zimo MS 450 R Plux 22 decoder plugs into the interface, which is accessible through a magnetically attached section of the large hood, and two speakers are factory-fitted and wired on all our models. Option price: **€120** incl. VAT.

In a few days, you will also be able to download the product manual from the product page for each model on our website www.chrezo.com (the download link is located below the “Buy now” button in the right-hand column). The list of DCC functions will be available on the product page for this option, in the same place.

CHREZO BB 67000 / 67200 / 67300

We are also running behind schedule with the production of our BB 67000 locomotives and their derivatives.

During the summer, serial injection moulding of the body shells revealed cosmetic defects that were unacceptable in view of the price of the models and the trust placed in us by customers who pre-ordered or reserved them.

These are mainly sink marks (localised shortages of material) or raised seams along the mould parting lines.

Sink mark:



Mould parting line:



Correcting these defects naturally required the moulds to be reworked and production to be halted. As often happens in an industrial process, the production run is set aside and the workers move on to another customer's product while waiting for us to approve the corrections.

As you read these lines, the BB 67000s are back in production, with work focused mainly on painting and decorating the body shells.

Objectively speaking, given the transport time (55 days for the Y 8000s) and customs-clearance times, which may be extended by the implementation of the European PPWR Regulation, it is simply **impossible for us to deliver your models at Rail-Expo at the end of November**, and there is no guarantee that you will receive your model "under the Christmas tree". We are sincerely sorry for these delays and offer our apologies. However, the delay is in the interests of delivering a model that is beyond reproach.

However, so that we can show you the final result of all these efforts, we have asked the manufacturer to send us production samples by air for Rail-Expo in Dreux, one example of each reference. A demonstration is also planned on the stand so that you can assess the quality of the Zimo MS 950 sound decoders and the sound files created by Yohan Delage.

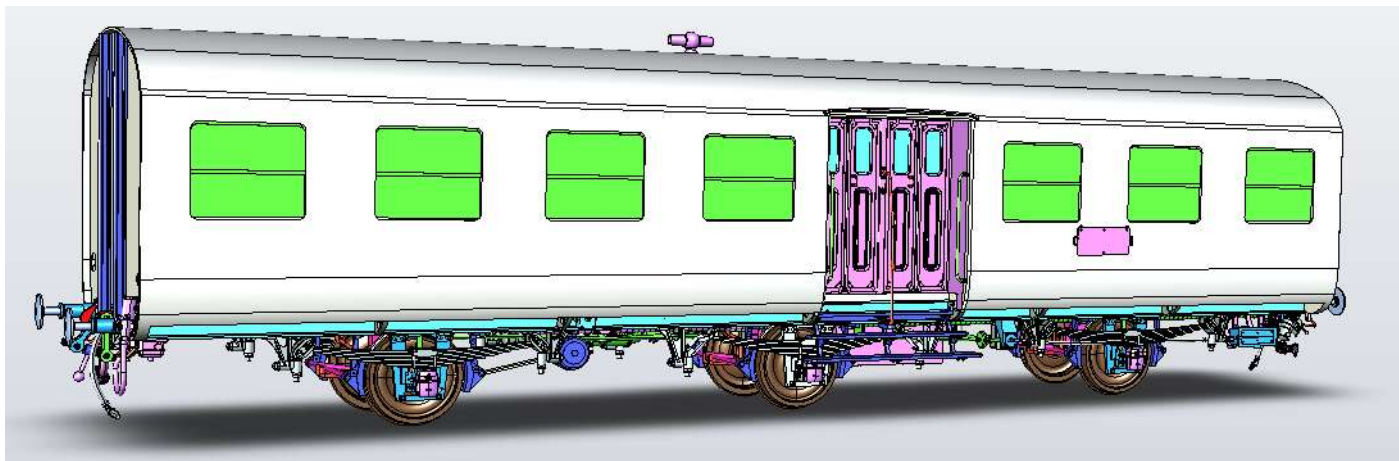
You can already download the product manual and the list of DCC functions from the product page for each model on our website www.chrezo.com (the download link is located below the "Buy now" button in the right-hand column).

MODERNISED SOUTH-EAST OMNIBUS COACHES, NICKNAMED AS "3-LEGS"

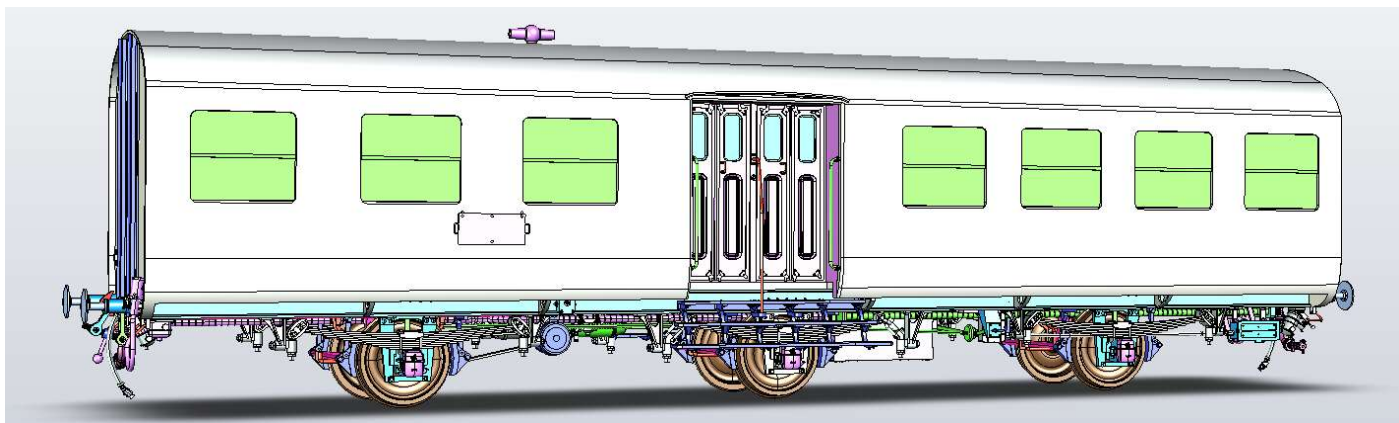
This project was announced when our website www.chrezo.com was launched in October 2023, and it has proved very successful, with 600 coaches booked since then.

The design work for these coaches is now complete and the mould-machining files are ready. We are offering four different body shells using the same chassis:

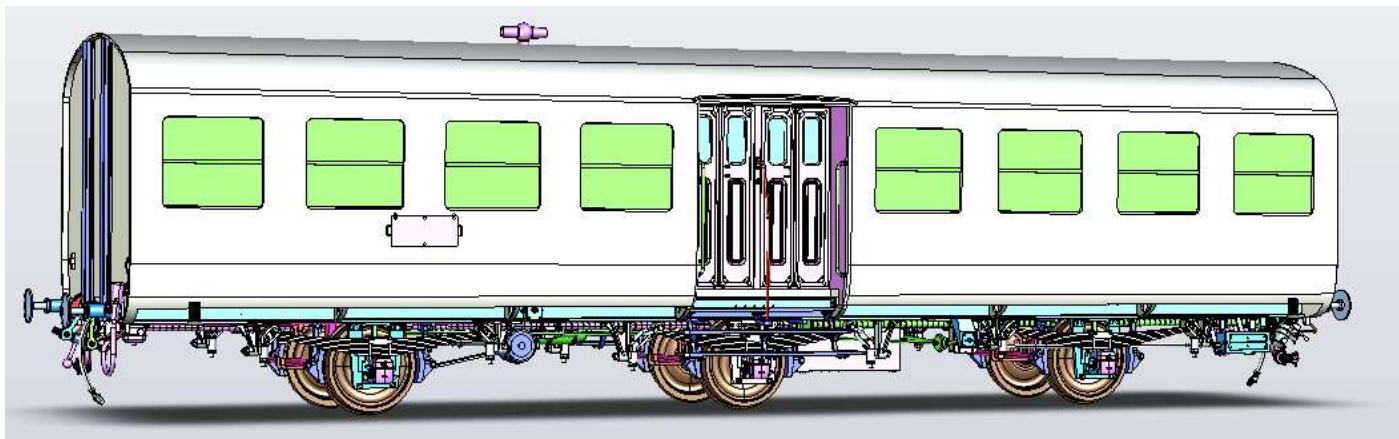
A3B4:



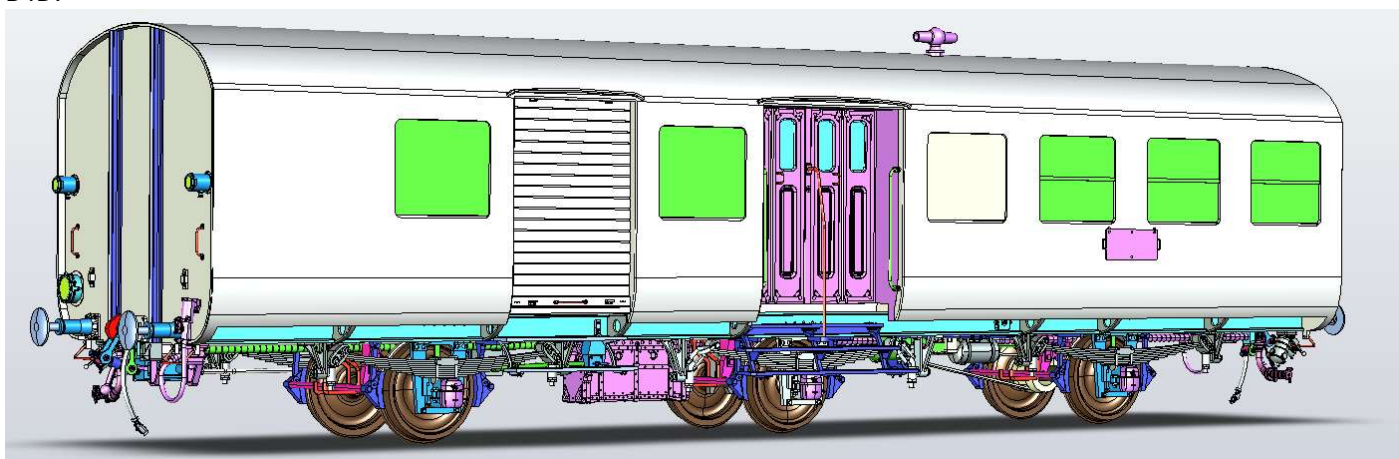
B7:



B8:



B4D:



From a technical standpoint, the chassis is made of Die-cast to provide high rigidity and a reassuring weight. It is designed to negotiate 1020 mm radius curves while using fixed steps. Lenz close-coupling mechanisms can easily be screwed to the ends. The outer axles can absorb track irregularities up to 0.5 mm high, while the centre axle allows 1 mm of vertical movement. LED lighting is planned and will be controllable via DCC.

At this stage of the model's development, we are therefore in a position to launch production, but all of CHREZO's available cash is currently tied up in the two diesel locomotives now being manufactured...

On 25 November last year, we had already invited reservation holders to help launch the project by paying a €150 deposit for each coach reserved. To **say that this appeal received a limited response would be an understatement**: only €20,000 was collected, even though some enthusiasts paid the full price of their models in advance, and we thank them a lot. We are still far short of the theoretical €90,000 represented by 600 booked coaches × €150, which would allow the moulds to be machined this autumn.

All reservation holders will receive a summary invoice by email before 3 October. Please remember to check your spam folder... So, to be absolutely clear, you then have two options:

- if you would like production of the coaches to start without delay, your support is essential now (€150 per coach ordered). We could then aim to deliver the production run at the end of 2027, possibly even at the Chambéry exhibition. Simply send us your payment by cheque, PayPal (**112chrezo@orange.fr**) or bank transfer (**IBAN: FR76 1333 5004 0108 0012 7254 433**). It will be credited to your order as soon as it is received, and you will receive a new updated invoice.
- if, on the other hand, you believe that this project should be financed solely from our own funds generated by sales of the Y 8000, Class 66 and BB 67000, that is your right and we respect this point of view. However, we will probably have to wait until summer 2027 to raise the amount required to machine the tools.

We hope that, despite the economic difficulties we are experiencing, this appeal will be heard and that we will finally be able to launch this programme. New reservation holders will, of course, be very welcome...

EUROPEAN PPWR REGULATION:

Since 12 August, European Regulation 2025/40, known as the PPWR (Packaging and Packaging Waste Regulation), has been in force. With measures phased in through to 2040, it aims to reduce the amount of packaging and increase the recycling of the materials from which it is made. We must therefore apply the following principles:

- Heavy-metal content < 100 micrograms per kg of packaging
- Empty space limited to 40% in shipping packaging
- Non-recyclable multilayer structures prohibited
- Mandatory declaration of conformity: each type of packaging placed on the market must be accompanied by a Declaration of Conformity (DoC) certifying compliance with the PPWR requirements. This supporting document must be made available on request to the market-surveillance authorities. The DoC must identify the packaging, list the requirements applied and provide the compliance results (PFAS tests, empty space, recyclability, etc.). It must be retained for 5 to 10 years, depending on the type of packaging.

This last point is the most difficult to comply with, since the packaging for our products is complex and uses multiple materials. It may be inspected by the customs authorities when goods are imported, which could potentially cause delays in our customs-clearance operations.

The arrival of the Y 8000s scheduled for 23 October will be our first real test. We are preparing for it as thoroughly as possible, and it will allow us to see how strictly our authorities enforce this regulation!

All our available products are on sale at www.chrezo.com/boutique, and we can deliver them to you at the exhibitions. If you are interested, please remember to order before 1 October for Laval and 23 November for Dreux. Thank you for your understanding!

See you soon...

Joël RASSCHAERT