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BILLARD T75D 4WD LOCOMOTIVE

HISTORY

Billard of Tours, France constructed the T75D locotractors which were built from 1939 onwards initially to a French Army requirement for use on artillery railway systems in and around fortifications, most notably the over ground supply lines serving the Maginot Line system. Later versions were built for civilian usage in industrial locations, the last were built to the same basic design by SOCOFER, successor to Billard. Many of the locomotives are to be seen on French tourist lines.

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BEFORE YOU BEGIN

Please read and study thoroughly the instruction notes, exploded diagrams and the recommended order of building. Try to become as familiar as possible with all the parts and components supplied and their purposes before commencing building. Check the assembly at each stage to ensure accuracy.

Work on a clear area under a good light source. Have all the recommended tools to hand before starting. Do not rush the assembly stages or attempt them out of order. Clean any 'flash' or moulding lines from castings only after checking that to do so will not interfere with the fit or appearance of the part. A sharp knife will remove most flash. Only use files on parts with care as the white metal is easily marked by careless or overzealous work with cutting tools. Use wet and dry paper wherever possible and a final polishing with a fibreglass pen or scratch stick.

Use filler, e.g., epoxy putty (Milliput) if any gaps are present, smoothing filler with wet and dry paper (400 grit or finer).

TOOLS REQUIRED

We recommended that you have a good quality set of Swiss needle files, wet and dry abrasive paper of various grades. Sharp knife, pin chuck, small drills and fine long nose pliers. A square of flat thick card or wood is a useful surface to work on.

The primary, and strongest method, of assembly for this kit is by soldering - the white-metal parts using low-melting solders and matching fluxes preferably applied using a temperature controlled electric soldering iron or a 12 volt iron with the temperature regulated via a power controller. Soldering gives an uncompromisingly quick and robust result and is a technique well worth mastering and is not such a daunting method as is imagined by some. With the white-metal parts an additional bonus is that the searching action of properly applied solders acts as filler. Some components will still need to be glued in place particularly the small details etched and cast detail parts, thus preventing possible damage through excessive heat.

If you insist on a wholly glue assembly of the white-metal structure quick setting epoxy resins, five or ten minute, may be used or a cyano-acrylate 'superglue' variant but not of the instant stick type. A gap filling variety such as Zap - a - Gap with a slower grab time gives some adjustment during setting - oh! And make certain to get some of the de-bonder at the same time as it may come in useful. Make certain that all parts are clean and free of dust and grease before fixing.

SOLDERING

White-metal parts: -

Carr's 70 C melting point solder with Red Label flux
12 volt or temperature controlled electric soldering iron

Remember to thoroughly clean the finished soldering work up as you go as the mildly corrosive action of fluxes can tarnish the metalwork in short time. A solution of domestic scouring powder, Ajax, Cif etc., and warm water applied with an old toothbrush is quite effective. Rinse well and leave to dry.

PARTS LIST

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|-------------------------------------|--|
| 1. Footplate. | 2. Front buffer beam. |
| 3. Rear buffer beam. | 4. Left hand side frame. |
| 5. Right hand side frame. | 6. Couplings x 2. |
| 7. Radiator. | 8. Left hand front bonnet side. |
| 9. Right hand front bonnet side. | 10. Cab front. |
| 11. Front bonnet top. | 12. Rear bonnet top. |
| 13. Left hand rear bonnet side. | 14. Right hand rear bonnet side. |
| 15. Cab sides x 2. | 16. Cab rear. |
| 17. Cab roof. | 18. Front light |
| 19. Rear light | 20. Exhaust. |
| 20. Re-railing bars x 2 (optional). | 22. Shunter's coupling extension x 2 (optional). |

PREPARATION OF PARTS

Modifications to Graham Farish motor bogie.

1. Turn chassis upside down and unclip side-frames. Ensure that gears do not fall out.
2. Trim keeper plate to remove side frames and N gauge coupler pocket.
3. Ensure that keeper plate is not more than 12.5mm long.
4. Chamfer ends < > to facilitate easy removal of chassis from body.
5. Replace keeper plate and check that the chassis still works.

OPTIONAL PIECES

The following parts enable the kit builder to construct the Billard type that ran on the Sablières de Bourron. Modification to the parts are best carried out before commencing assembly

The side windows in the cab measure approximately 5mm x 3mm and are surrounded by a frame about 1mm wide (not included in the kit).

Handrails – see drawing – are made of 0.45mm wire, about 11mm long and raised about 1mm from the cab side. Re-railing bars (21) are fitted 3mm from the front and rear buffer beams. Shunters' platforms (22) are fitted between the buffer beams and the couplers.

RECOMMENDED BUILDING SEQUENCE

Start by fitting front (2) and rear (3) buffer beams to footplate (1), next fit left (4) and right (5) to footplate (1) and then couplings (6) to buffer beams. Cab front (10) to footplate followed by radiator (10) and next fit left and right bonnet sides (8) & (9) ensure correct position of louvers, fit bonnet top (11) to front engine casing.

Test fit chassis/motor to ensure that it sits level.

Next fit rear bonnet sides left (13) & right hand (14) to rear bonnet top (12). Cab sides (15) to cab front (10) – noting that the chamfered edges to rear inside.

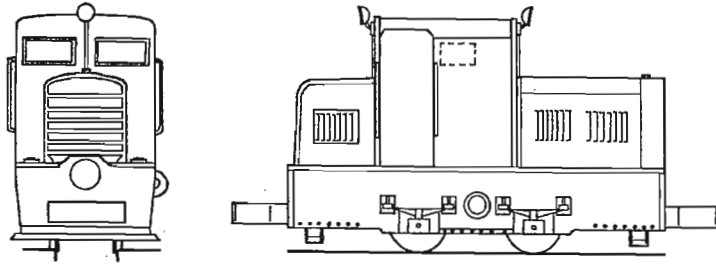
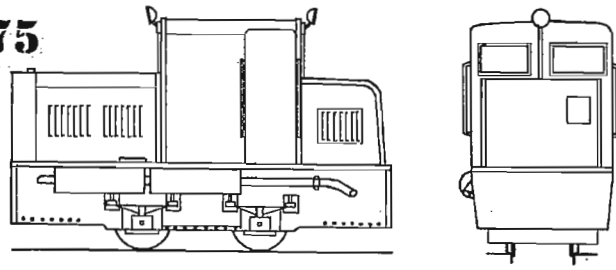
Fit cab rear (16) and rear bonnet sub-assembly to footplate, ensuring that the cab is vertical. Test fit cab roof (17) and fix when satisfied that the cab sits squarely on the footplate. Fit front and rear lights (18 & 19) to cab, lastly fit exhaust (20) to right hand side frame, silencers to the front.

PAINTING AND FINISHING

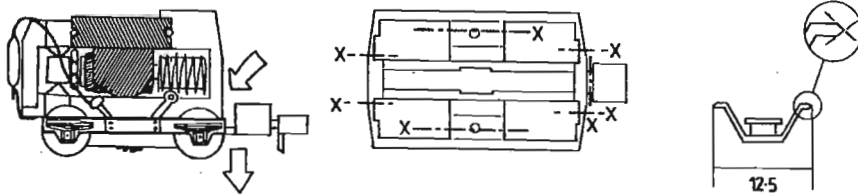
Carefully wash the body to remove grease, flux and metal residue and prime, we recommend Halford's grey acrylic car primer. Military locos can be painted light olive, industrial and 'preserved' locos are to seen in various colour schemes.

We highly advise the use of an airbrush for painting, even the most basic of which will give a much better finish than hand brushing and will avoid that 'just-dipped-in-a-tin' look. Thinly airbrushed coats of acrylic paint will also not obscure the fine surface detail on castings and etched parts.

BILLARD T 75



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