



More News from Aster Hobby



The JNR (Japan National Railways) D51 will be furthermore available in spring/summer 2007. It's one of the most popular steam locomotives in Japan. They were intended not only as freight locomotives but also as passenger locomotives before and after the war period. All 1,115 units of the D51 class locomotives, first built in 1936, were categorized into three groups. The original type had its heater, steam dome and sand box encased in one streamlined dome. The standard type had its heater relocated on the front of the chimney for ease of maintenance, and finally there was the war period type. Aster's model is the D51 streamlined dome, which was the first built version serving in main territory of Japan.

Photo of the pilot model «D51» by Aster Hobby Japan

Exclusive Importers & Distributors in UK, USA and Europe for Aster Gauge One Live Steam Locomotives & Accessories

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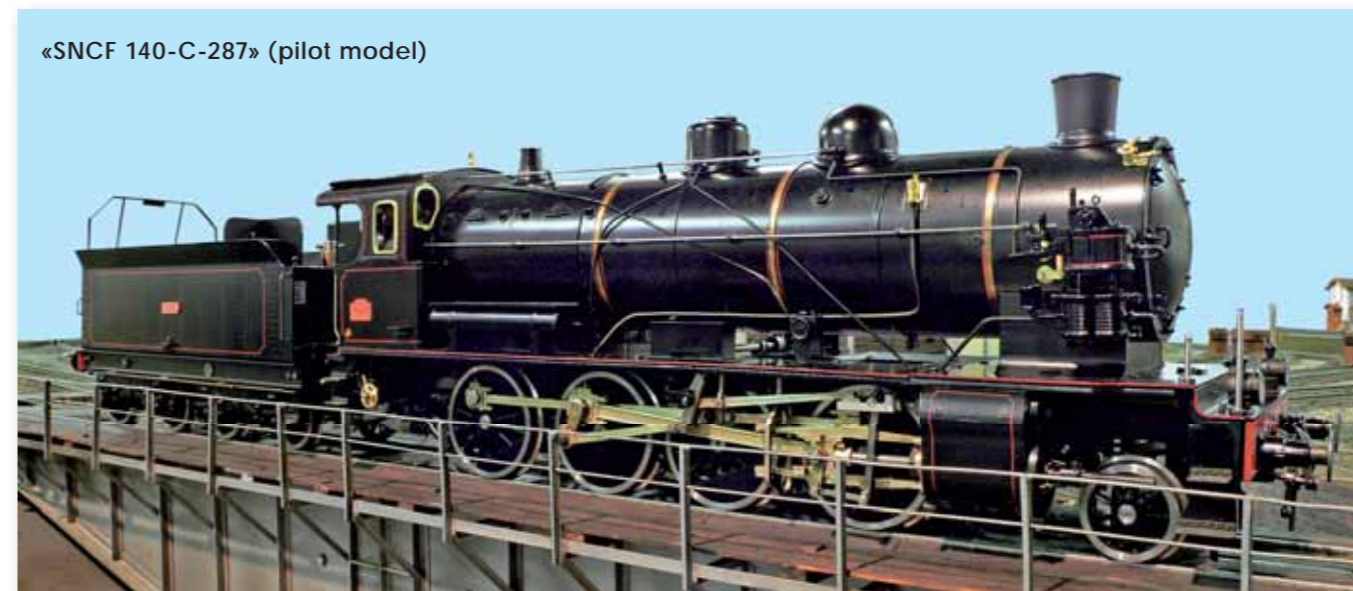


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The French Consolidation «SNCF 140-C» in Gauge 1 from Aster Hobby Japan



THE HISTORY OF THE 140-C

The 140-C an unknown or even better known French steam engine?

Besides well known names like 231-G Chapelon, 141-R Mikado or 232-U etc. not much seems to occur to the steam engine enthusiasts when they hear the loco serial number 140-C. Nevertheless there is much more behind that number than one can imagine.

The most remarkable history, of the development of the 140-C, actually starts at Henschel in Germany. At the beginning of the 20th century Henschel got the first order for a series of steam engines with a wheel arrangement 1-D for the Italian National Railway and

with only a few modifications a following order for the French Compagnie de l'OUEST.

A year after deliveries, the administration of the Chemin de Fer de l'ÉTAT requested a new type of steam engine with parallels to the mentioned engines. Increased traction power, two cylinder engine and boiler with super heater were the most important aspects of the requirements.

The order of the ÉTAT covered 270 units. In 1913, 60 engines were produced by three French companies; S.A.C.M. Belfort, Schneider Le Creusot and Fives-Lille. With the outbreak of World War 1 in 1914, these

We keep steam alive!

companies were unable to build any further steam engines as their capacity was required for the war effort. Therefore ÉTAT contacted the two English works North-British Locomotive Corporation (Hyde Park and Atlas Glasgow) and Nasmyth-Wilson & Co.Ltd Patricroft-Manchester. This order was for 200 engines.



Throughout the years 1916-1918, therefore (during WW1) these engines were delivered to France by sea. As a result of the war, one freighter with 6 engines was lost en route. In addition to these numbers, the French War Department decided to order another 70 engines from England which were meant for the French Army. These were destined for the railway artillery, i.e. at the Artillerie Lourde sur Voies Ferrées (A.L.V.F.). The order went to the two workshops North-British, Atlas Works and Vulcan Foundry, Newton I.W. In the end a very impressive total of 340 engines were produced.

The war fortunately ended in 1918. Due to delays in delivery, after the Armistice some engines were practically as good as new.

Afterwards 35 engines were transferred to the Compagnie de l'EST and the others 35 to the PLM (Paris-Lyon-Méditerranée).

Within all of the railway companies the locos proved to be very efficient. They successfully handled freight trains up to 1800 t and they also survived WW2. During that time they proved excellent in all railway applications. Historically it is interesting that some engines remained in Germany after WW2. Between 1950 and 1958 they went to the scrap yard and they never went back to France. Due to their efficiency and reliability quite a number of engines remained in active service within the French railway company SNCF until the mid 1970s. Their increased maximum speed of 80 km/h enabled them to be used even in passenger and fast train services.

During their active life, logically they underwent many modifications and improvements. Larger exhaust, (Lemâitre type), different smokebox doors, Dabeg,

Worthington and A.C.F.I. supply pumps are only a view of the variations. Sometimes the engines were coupled with the old Prussian tender T21, 5 of a P8 or even with the big German standard tender T34. It must be said that this combination extended on one hand, the active range of the engine but gave on the other hand, a big disadvantage to their fine and distinguished appearance.

Even today some 140-C are still in active duty on various museum tracks in France.

THE ASTER MODEL

Serious consideration and clarification made the decision what models Aster should produce, easier. The following two model types were adopted.

«140-C-302» in green livery with yellow lining, Dabeg feed-water pump, standard ÉTAT-exhaust and NORD-smokebox door.

«140-C-278» in black livery with red lining, Lemâitre exhaust and standard ÉTAT-smokebox door.

Moreover, there are further differences in the tender section.

Specification (subject to change without notice)	
Scale/Gauge	1:32, Gauge one (45 mm)
Weight	Engine 3,7 kg, tender 1,5 kg
Length overall	604,5 mm
Min. Radius	2 m
Boiler	C-Type with super heater. Water 220 ml at 70% full. Working pressure 3,5 bar
Cylinder	2 x cylinders with working drain valves
Fittings	Throttle & blower valve, pressure & water gauge, blow down valve, 2 x safety valves, by-pass valve, axle driven pump
Lubricator	Roscoe displacement type
Tender	Alcohol tank and water tank hand operation pump

These new Aster engines have improved, more effective drain valves. With the enlarged valve drilling the condensed water can therefore be removed more quickly.



With the 140-C the dedicated live steam fan gets a particularly versatile model. Very often the following question is posed. What type of carriages can I use with the loco? In this specific case, there is almost no limitation. European freight cars from different eras but also ex German «Donnerbüchsen» with SNCF markings are ideal additions to that beautiful engine. As the 140-C was occasionally used for special services, they can also pull a fast train consisting of CIWL carriages.

THE 140-C ALSO FOR BEGINNERS

During various conversations at exhibitions and meetings with gauge 1 friends the topic how to encourage young people to become active in the hobby has been raised. The desire for an attractive but not too complicated model, which is also suitable for a beginner, was the main issue. With the 140-C this wish can be complied with in many aspects. The loco has a clearly arranged

design has a classic two cylinder engine and is easy to understand. Even the price is attractive.

Another point is the serviceability of the engine. As the 140-C has a low tender construction, the accessibility to all the engine fittings is easy. This seemingly unimportant point can be the crossroads for the live steam beginner. Good experiences with the first model decide whether the enthusiasm lasts or not. This is also the case with other hobbies of course.

IN CONCLUSION

The live steam hobby offers to the enthusiast thrilling, demanding technology, historical facts, nostalgia and social opportunities.

As opposed to other leisure activities there are no age limits to this hobby and it is exactly this point that makes the railroad hobby so valuable in future.

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