



Citroën Kégresse in Norway



- 1 - the K1 & P 7
- 2 - the P 15N
- 3 - the P 17
- 4 - the P 107



Kégresse P107 snowplow

Winters in Filefjell from 1936

by Gunnar Urtegaard 2006

The road over the mountain File is considered as the safest winter road eastward. The first attempt to keep Filefjell winter road was open in 1936, but it took several years before they had appropriate equipment. Before the war it was therefore only a few scattered attempts to keep the road open.

For most roads had succumbed to natural forces and closing the road.

On 6 May 1935 was the meeting in Gol between Carl Crøger from Oppland Count and Knud Knudsen from Sogn og Fjordane Count.

They discussed the winter traffic on File mountain. Roads in Sogn og Fjordane had a contract with Maristuen for keep the road klear in the winther time from Maristuen to the county border for the horse. The contract price was 900 dollars

for the winter, and the dismissal deadline was 6 months. Oppland had no such contracts and was interested in started snow clearance of the road by car, all from the same winter, but Sogn og Fjordane lacked snow equipment. They were therefore agreed that the first from the winter of 1936 they would insert the equipment so that the road could be kept open.



Photo: <http://klubbinfo.no/4y>



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Photo: <http://klubbinfo.no/4y>

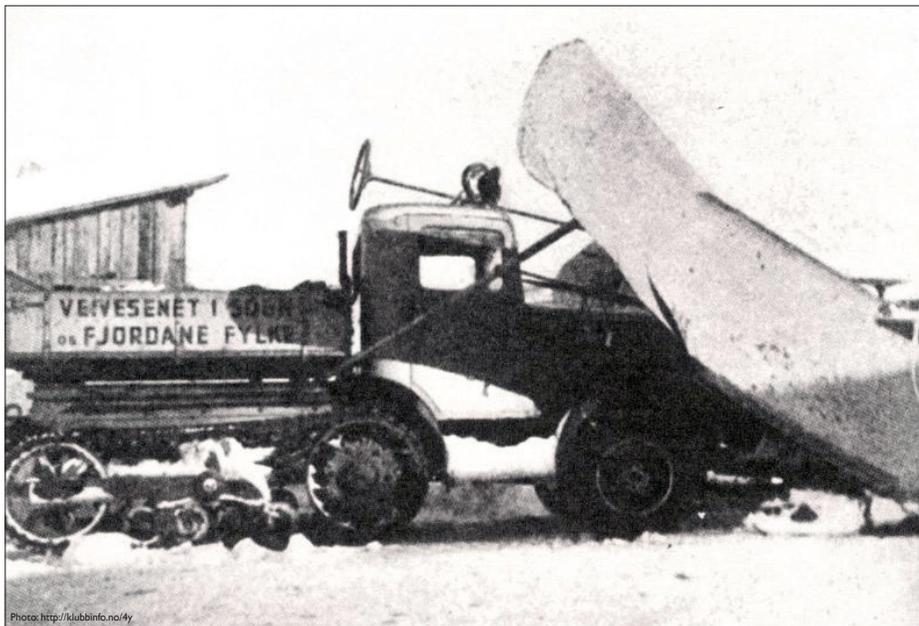


Photo: <http://klubbinfo.no/4y>



Photo: <http://klubbinfo.no/4y>

Test of Norwegian snow plows

Le Genie civil revue: 22 march 1930

The "Viking" apparatus, presented by the firm Overaasens Motorfabrik and Mekaniske Verksted, of Gjøvik (Norway), consisted of a snow plow fastened to the front of a Berliet tractor. Later reassembled on a Citroën-Kégresse in the same competition.

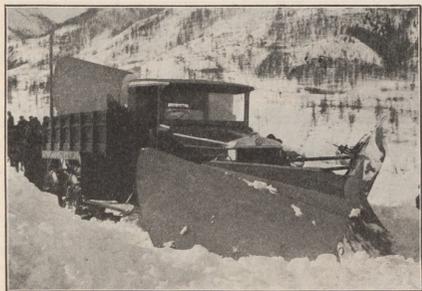


Fig. 4. — Chasse-neige Viking.

Appareil à étrave « Viking ». — L'appareil à étrave Viking, présenté par la firme Overaasens Motorfabrik et Mekaniske Verksted, de Gjøvik (Norvège), se composait d'un chasse-neige métallique, fixé à l'avant d'un tracteur Berliet (fig. 4). Au cours des épreuves, la rupture d'une pièce mécanique du propulseur élimina l'appareil du concours des appareils lourds. Le chasse-neige, remonté sur un propulseur Citroën-Kégresse, a cependant pu prendre part au concours des appareils légers, et nous y reviendrons à propos de ces derniers.

Appareils Viking. — Les deux chasse-neige « Viking », présentés par la firme norvégienne Overaasens Motorfabrik et Mekaniske Verksted, de Gjøvik, ont été, lors des épreuves des appareils légers, successivement montés sur un propulseur à chenilles Citroën-Kégresse, du type déjà décrit.

Le chasse-neige primé est celui à étrave normale; voici ses caractéristiques :

| | | |
|--------------------|--------------------|-------|
| Poids | kg. | 1 000 |
| Longueur | mètres. | 5,50 |
| Encombrement | Largueur | 4,00 |
| | Hauteur | 1,50 |

A l'étrave, entièrement métallique, peuvent être fixés, à l'extrémité de chaque aile, des ailerons dits d'évacuation, qui font un angle plus grand que les ailes avec la direction suivie, de manière à rejeter la neige sur le côté. L'obliquité de ces ailerons est réglable au moyen de ressorts qui résistent aux pressions normales, mais qui cèdent en cas de choc contre les obstacles solides. Cet appareil a réalisé le déblaiement de 400 mètres de chaussée en 2 mn 25 s, sur une largeur de 2 mètres, enlevant complètement une couche de neige d'environ 20 cm.

L'appareil Viking à étrave pivotante (commandée par volant et crémaillère) avait les caractéristiques suivantes :

| | | |
|--------------------|--------------------|------|
| Poids | kg. | 550 |
| Longueur | mètres. | 3,50 |
| Encombrement | Largueur | 2,60 |
| | Hauteur | 1,20 |

Il a permis le déblaiement d'une longueur de 400 mètres de chaussée en 3 mn 12 s, sur une largeur de 2m30, laissant une couche de neige d'environ 10 cm.

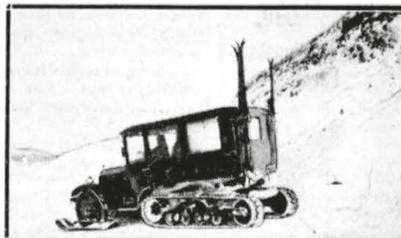
Norwegian snow plows to France

Aftenposten: 27 september 1930

The company Overseas participated in France already in February / March 1930 to some snow plow competitions, their results were very convincing that they started production and start selling them to France!

Norske sneploger til Frankrike.

Overaasens deltagelse i den franske sneplogkonkurranse medfører eksport.



Øverst: Citroën-beltebil på Hemsedalsfjell. Nederst: Overaasens ploger i arbejde.

Verkseier Overaasen, Gjøvik, som ved sneplogkonkurransen i Frankrike siste vinter fikk første premie, har nu gjennom det franske automobilfirma Citroën fått bestilling på en del sneploger av de samme typer som han i flere år har levert til det norske veivesen.

Citroën-fabrikken skal benytte sine store 6-cylindrede beltebiler (beltetraktorer) som trekraft. Disse traktorer har samme slags motor og understell som den beltebil som siste vinter på en underordnet måte opprettholdt forbindelsen over Hemsedalsfjell. Med sine mange gear på motoren og isnivier på de brede belter er belte-

bilene meget godt skikket som drivmaskiner for plogene.

En av Citroën-fabrikkenes ingeniører som i sommer var i Norge uttalte sig meget begeistret om Overaasens sneploger, og det er nu utsikt til at en kombinasjon av beltetraktor og Overaasens ploger vil bli benyttet til snerydning på Alpeveiene ikke bare i Frankrike men også i Italien. Gjennom Citroëns salgsgjensidighet vil Overaasens ploger nu søkes innarbeidet i flere europeiske land.

Det er morsomt å se at Overaasens plogtyper, som helt ut er utviklet og uteksperimentert av Overaasen i samarbeide med det norske veivesen, vinner internasjonalt anerkjennelse.

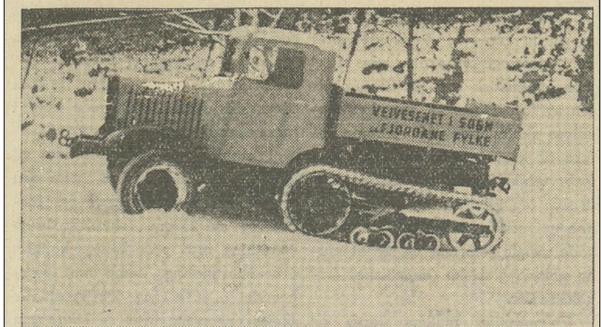


New half-track in Norway

Arbejderbladet: 21 januar 1936

The newspaper "Arbejdsbladet" had an article on the new acquisition by the Sogn og Fjordenes county road administration. The new Citroën was equipped with a plow built by Overaasen, and with two tons cargo, the car's total weight will be 7 tonnes with the highest speed of 45 km. the car will have the full opportunity to show what it's all about, and if the trial is successful, it will have the greatest significance for our highways.

Med beltebil over Filefjell.



Med en Citroën beltebil som er levert til Sogn og Fjordenes fylkesveivesen gjøres det i disse dager et interessant forsøk på å forsere veien over Filefjell. Bilen som blir påmontert plog foran er utstyrt med en fire-cylindret motor på 70-75 hk., forsynt med 2 serier à 4 gear. Hensikten er at bilen skal forsøke å ete sig gjennom snemassene på lavgear. Med 6 tons last på planet vil bilens totalvekt bli 7 tonn med den største hastighet på 45 km. Resultatet av prøven imøtesees med stor interesse. Med de nuværende snemengder vil bilen få full anledning til å vise hvad den duer til, og faller forsøket heldig ut vil det ha den største betydning for våre høifjellsveier.



The Kégresses from the WWII



Ernst Berends from Holland let us know this information:

Foreign Legion had Citroën Kégresse with the Norway in 1940

The German army occupied Norway early in the war because they needed the strategic domination in the region to supply Germany with the essential iron from neutral Sweden.

Already in April 1940 the Allies had plans to make an offensive to stop the transport from Sweden to Narvik.

On 13 Demi Brigade de Légion Etrangères were asked to provide volunteers with the soldiers to offensives in the cold Norway, their home place was in the heat Algerie!

Two batalion with 2200 soldiers, after a few weeks treining in the mountains, they took over England by boat to northern Norway.

Along with English, Polish and Norwegian troops increase to keep the Germans out of Narvik. In May 1940 the alliered troupes were forced to re-treat, leaving all material Kégresse inclusive. The Germans took 2 Kégresse north of Bergen to Herdla airport here was the service throughtout the war.

Rumors say that there were remnants of some of these Kégresse in a let on the island Askoy, not far off.

Certainly some of the kegresse who exist today in Norway are the ones that came with the Foreign Legion in 1940.

This picture was taken from a german soldier during the occupation of Norway. It si unceairn where the picture is taken, but the photoalbum was mark Lierne, Grong, Narvik.

We can see at least two Kégresse, the barrel in the front is clearly, but witch model are they?

The shape and the proportions of the barrel, radiator and the side door seems to be as P107.

www.krigsbilder.net



This picture is found on the internet. The photo is taken during the war by germans soldier in the area of Trondheim. The car is a Souma-Kégresse

www.krigsbilder.net



The P107s at Rogaland war museum

Rogaland Krigshistoriske Museum near Stavanger in the south Norway, has this Unic P 107.



Photo: Rogaland Krigshistorisk museum



Photo: Rogaland Krigshistorisk museum



Photo: Rogaland Krigshistorisk museum



Photo: <http://photo.granhus.org/displayimage.php?album=27&pos=10>

Photo taken in 1948. Probably is same car of Rogaland museum.



The wreck was rescued by the museum near Lofoten in the north Norway recently, and used as spare parts for the restauration.



Other Kégresses



This Somua MCG 5 belong to Rogaland museum sa well



This Somua MCG is still waiting somewhere in a scrapyard!



| Model | Year | Bodywork | Reg. | Owner | When | Where | note |
|-------------|------|--------------|-------|---------------------|------|-----------------|-----------------------------|
| P 107 | | closed truck | S 426 | Road administration | 1936 | Sogn og Fjordes | equiped with norwegian plow |
| P 107 | | open truck | | Rogalans museum | | | |
| P 107 | | wreck | | Rogalans museum | | | |
| Somua MCG 5 | | | | Rogalans museum | | | |
| Somua MCG | | | | ? | | | Some scrapyard |