

METRE GAUGE: A TRAMWAY LAYOUT IN O SCALE

Voie Libre

Voie Libre

#98

THE MAGAZINE OF RAILWAY CREATORS

**JEAN-LOUIS
ROCHAIX**

**A METRE
GAUGE FAN**



DOSSIER

**A PROJECT BASED
ON METRE GAUGE**

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IN O SCALE,
- A BUILDING IN HO SCALE
- A WAGON IN HO-9 SCALE
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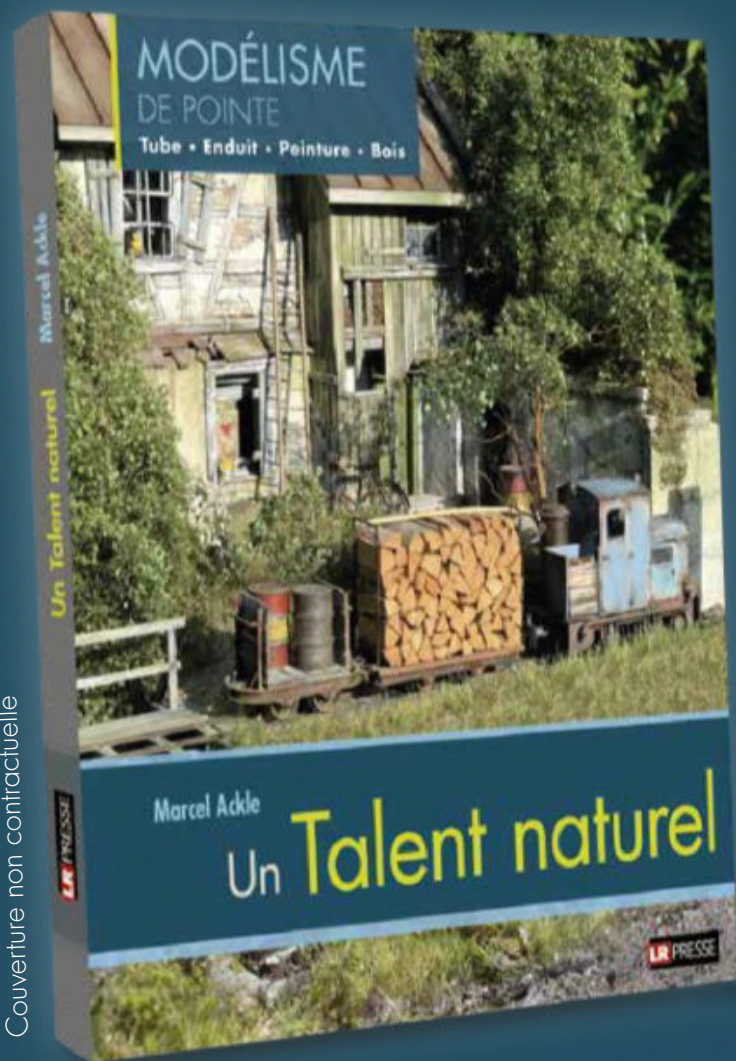


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July, August, September 2019

Editorial #98

TRAINSmania BRINGS US TOGETHER

For quite a while, the Editorial Team had been looking for other ways, other approaches to bring modellers together. Our magazines are a great way of linking like-minded people, but how can our hobby be explained to the outside world? How can its potential be demonstrated to passers-by? One of the solutions we thought of is Trainsmania, a major gathering able to attract all those involved in our hobby: professionals and enthusiasts, specialists and laypersons.

If we decided to embark onto this adventure – which is no picnic, as all volunteers who organize events will tell you – it is because we believe strongly in the idea of bringing together and federating to make our hobby better known and shared.

We wanted Trainsmania to be the link between you, us and all the others. And as all of you were present, we would like to say a big thank you.

Therefore, we will have a repeat in 2021!

François Fontana

→ Follow us on Keep in touch all the year round with **Voie Libre** on blog.voielibre.com

In pictures

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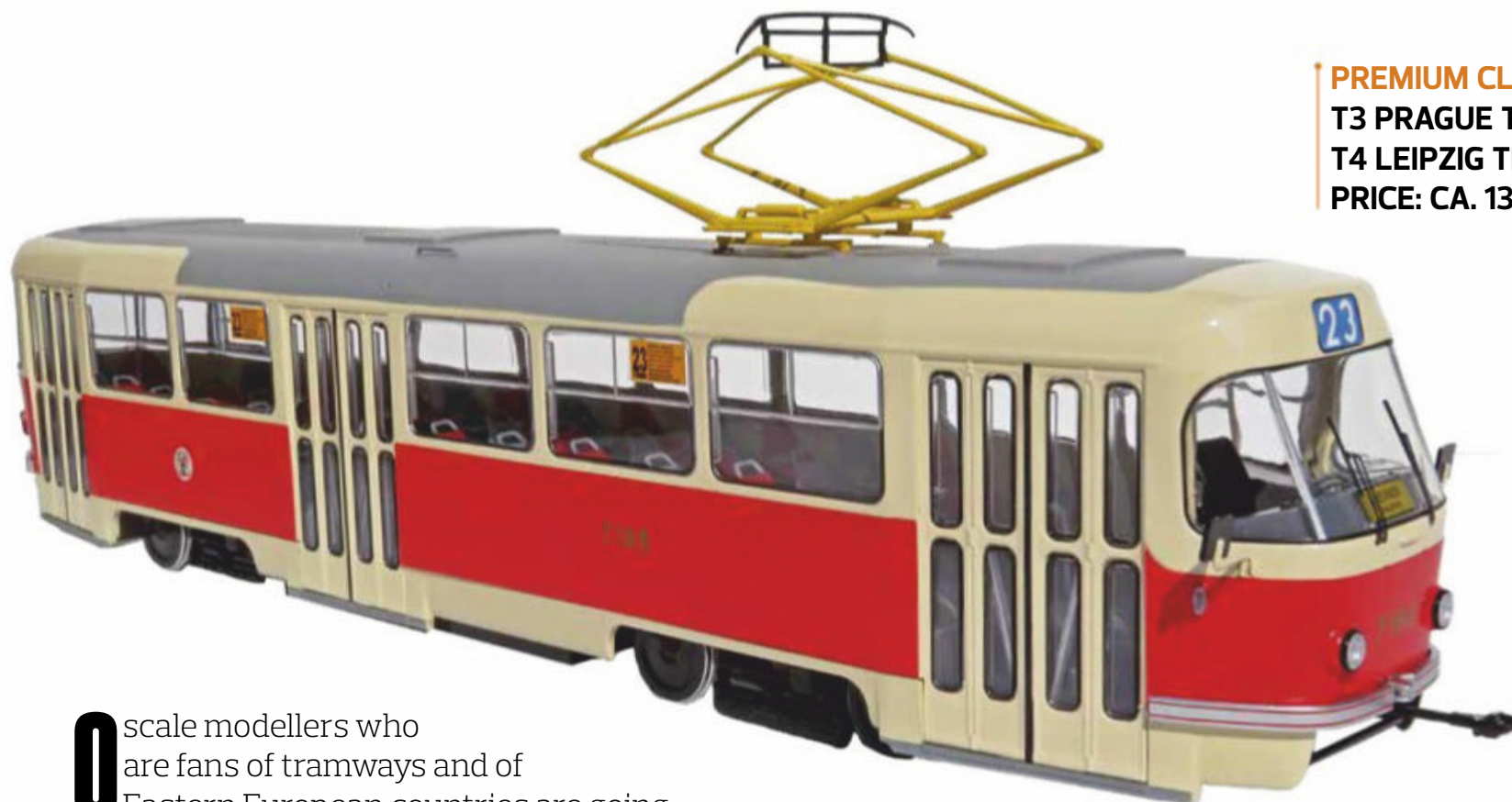
Central folder

CHEMIN DE FER DU CAMBRÉSIS
 CORPET-LOUVET 2-8-2 T N°40.

GRIGNAN STATION.



PREMIUM CLASSIXXS : A TATRA T3 TRAMWAY



PREMIUM CLASSIXXS

T3 PRAGUE TRAMWAY: REF. 47094

T4 LEIPZIG TRAMWAY: REF. 47095

PRICE: CA. 130 €

0 scale modellers who are fans of tramways and of Eastern European countries are going to be delighted. The Premium ClassiXXs brand has released a superb T3 SU tramway from the Prague system, which also ran in many cities of the Eastern Block on metre gauge, standard gauge and even broad gauge (1.524m). 14,113 units of this tram, and its variations, were built by the Czech company ČKD (Českomoravská-Kolben-Daněk) between 1961 and 1990. The 1/43 scale model, non-motorized, is impressive, being more than 32cm long! The scale dimensions are correct. The body and chassis are made of metal, the bogies of plastic. The wheels, made of alloy, have a finescale flange. The axle gauge is

35mm, corresponding to 1.524m. This tramway cannot therefore be displayed on standard gauge 0 scale track. The pad-printing is neat and the inside furnishings and driving position are clearly visible through the glazing (unidirectional tramway). The non-working pantograph is made of plastic. The doors don't open. This is a showcase model, which deserves having some passengers and a driver added. This can be done with a bit of patience and forethought. More motivated modellers will attempt to motorize this fine tramway, a worthwhile effort. A similar model, in the Tatra T4 version, is also available in cream coloured city of Leipzig livery.

Didier Mozer



TILLIG : BOGIE WAGONS



TILLIG

REF. OF H0-12 SET: 15921

THIS SET IS ALSO AVAILABLE FOR 9MM GAUGE.

PRICE OBSERVED: CA. 70 €.

Tillig produces two open bogie wagons sold as a set. They are numbered 00 99-03-72 for the wagon with semi-high sides, and 00 99-03-83 for the wagon with high sides and a brakeman's platform, in early 1960s versions. The prototypes were built by Hofmann in 1900 for the Nordhausen Wernigerode Eisenbahn, and were scrapped around 1967 for the first wagon, and 1990 for the second. They weighed 8.5t and could carry a 15t load, and were fitted with air brakes and a hand brake. Very accurately reproduced, with fine markings, these models are very free-rolling. A few parts must be fitted by the modeler, such as the prototype couplers, the brake hoses and, on unit 00 99-03-72, a bench for the brakeman.

Jacques Royan

H0-12

TILLIG : THE T1 RAILCAR IN MEG VERSION

**TILLIG**

REF. 02940 H0-12

REF. 02950 H0-9

PRICE: 210 TO 220 €

The cross-border MEG network, between Strasbourg and Karlsruhe, a 115km long metre gauge line, connected to the Strasbourg tramway system, used to operate T1 railcars. This is the version released by Tillig in H0-12.

8 units were built between 1934 and 1941, by Waggonfabrik Gotha and Orenstein & Koppel. During WWII, some of them were fitted with Imbert gas generators. They were driven by a 4-cylinder Daimler-Benz OM 65/4 motor with a cubic capacity of 5 litres, generating 41 kW of power, and featured a mechanical gearbox, a single driving axle and drum brakes.

They could haul a carriage or a luggage/parcels trailer on this system, built in the Rhine valley and whose route featured no steep gradients. Maximum speed 55 km/h, 4.5m wheelbase, weight 8.1t, 23 seats and 10 tip-up seats, 27 places standing. The model is fitted with two driving axles, and runs beautifully at a realistic speed. Both white and red lights are reversible. The 3rd class blue and cream version dates back to before 1956, they were repainted red in the early 1960s. Some even displayed advertising livers such as Jägermeister for example.

Jacques Royan

H0-9

ROCO : 6-WHEELER WAGONS

Newly-released in 2018, but a re-run of models first produced in 2013, here are three sets of two wagons each, in ÖBB period III brown livery. These 6-wheeler wagons were built in 1927 by Graz or Simmering; they were 9.64m long, with a 6m wheelbase, could carry 15t, and featured a brakeman's cabin. The stanchion-fitted flat wagons weighed 6.8t, and the stanchion-fitted wooden or metallic open wagons weighed 7.2t. They were mainly used to carry logs or sawn lumber produced by sawmills installed along the Mariazell line. Their overall length as well as the wheelbase length of their 6-wheeler chassis gave them a very elegant appearance. They were withdrawn around 1988. A few of them were preserved on tourist railways, or were

converted into open passenger wagons. The models are very accurate, with fine engraving and add-on details.

Despite their length, they can run through Roco 261mm radius curves, as the central axle has enough side play. They are fitted with elegant spoked wheels and with standard loop couplers that are also compatible with the Roco "Bosna" link and pin couplers. Depending on the model, the accessory pouch will contain brass wire or chain for holding the loads in place.

Jacques Royan

**ROCO**

REF. L 240 126: TWO STANCHION-FITTED WOODEN OPEN WAGONS OLM/S 64 601 AND 64 604

REF. L 240 127: TWO STANCHION-FITTED METALLIC OPEN WAGONS OLM/S 64 611 AND 64 617

REF. L 240 128: TWO STANCHION-FITTED FLAT WAGONS JBLM/S 34 682 AND 34 683

PRICE OBSERVED: FROM 93 TO 110 €

BUYING IN JAPAN

International trading sites reference Japanese productions, including models released in limited editions. As for Tomytec, which can be placed in the industrial category, their narrow gauge productions are expanding. Voie Libre has attempted to buy some equipment and reports on the experience.

HOW TO FIND THEM?

It cannot really be said that models are easy to find! I never succeeded when attempting to proceed directly via artisan sites; their pages are often in Japanese script and seldom translated into English. On the other hand, commercial sites are almost all in English. Therefore, it is by looking through these sites, typing keywords such as: Tsugawa Train, Tomytec, in my browser, or even the more enigmatic 1/80 9mm (which corresponds to the scale and the gauge), and by selecting the pictures, that I finally discovered delightful little models!

HOW TO ORDER?

The procedure at this stage is simpler, because the payment pictograms are the same as those we are accustomed to and the prices are shown in Arabic figures. So, I convert into Euros the amount shown in Yen, and this gives me a vague idea of the basic price. Vague idea, because shipping costs will need to be added: that's easy, as they are shown on the website. VAT: easy again, the rate is 20 %, not forgetting customs duties, which I have never managed to understand! Roughly, the basic price must be multiplied by ca. 1.5 to obtain the price upon delivery. Such are the rules of the game, but as the models are basically affordable, once delivered to France, their cost is equivalent to European productions.



The small Tomytec goods consist, stream-hauled. 1/80 scale on 9mm gauge track. Global cost once delivered to France, 140 euros.

HOW ARE THE GOODS DELIVERED?

Things are even easier! Once the order has been paid, the address carefully indicated, the parcel quickly leaves Japan. I have sometimes ordered items that weren't available, the purchase price was not debited until the model had become available and the order confirmed by myself. Once the parcel is on its way, I imagine it is shipped by air, as I usually receive it in my letter box or at my local parcels centre within one week! Unlike European practice, the parcels can be tiny, no larger than the packaging.

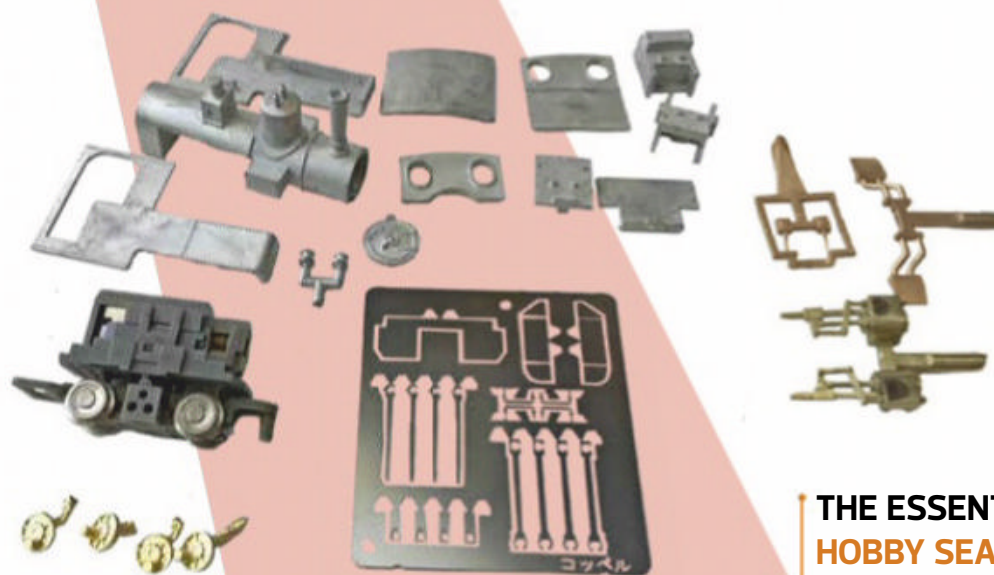
WHAT MUST BE CHECKED

For industrial productions, things are fairly straightforward, they are supplied complete in printed boxes. For artisan models, industrial driving mechanisms are often used, or mechanisms from other productions. In that case, remember to check that you have also ordered the driving mechanism and don't be surprised if you receive two parcels, nor to have to pay twice for postage. Such costs are small, however.

François Fontana



The Tomytec set.



A complete kit for a Koppel 0-4-0 T made by World Kogei. With its Tomytec Hakotetsu driving chassis, it cost me ca. 160 euros.

THE ESSENTIAL WEBSITE:

HOBBY SEARCH

<https://www.1999.co.jp/eng/train/>

SUPPLIES

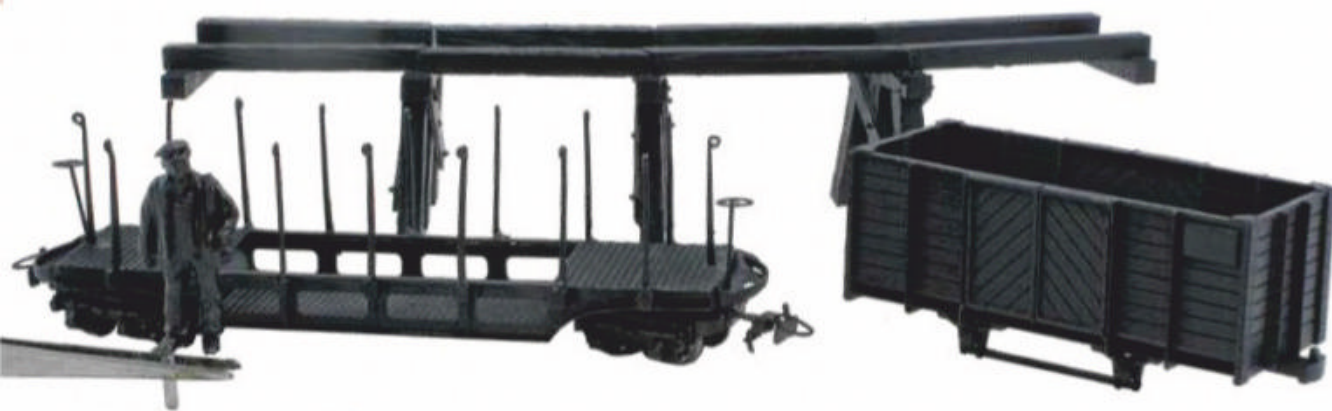
ABE : PRIMER PAINTS IN SPRAY CANS



Olivier Taniou, under his Atelier Belle Époque brand, has just released a range of primer paints supplied in spray cans. They call on chromium-phosphate sub-coats designed to improve the holding qualities of the final paintwork. The 150ml spray cans are available in four matt shades: white, chamois, cement grey and black. I tested the black primer. Thanks to the solvents used, I obtained very fine coats with an excellent covering potential. On the other hand, again because of the solvents, this product must be used in a well-ventilated place or even out of doors. I found that this primer is of

much better quality than similar products from the Tamiya or Model Mates ranges on all the various materials I tested it on: brass, white metal and even on polystyrene or 3D printed parts. Black primer has many advantages. It means driving chassis can be painted without having to apply many coats of paint that can affect the running qualities. It also means that pre-shading can be performed, as is the case on this almost completed open wagon from the P'tits Kits range. If you test these primers, you'll quickly find you can't do without them.

Eric Fresné



ABE

AEROSOL PRIMERS

www.abe44.fr

Available from trains.lrpresse.com

REF. ABE731 (BLACK), ABE732 (CHAMOIS),
ABE733 (CEMENT GREY), ABE734 (WHITE)

PRICE: 12.90 €

AUBERTRAIN : TWO PAIRS OF METRE GAUGE AXLES WITH 17MM DIAM. WHEELS

Aubertrain produces pouches containing what is required to make four metre gauge pointed axles with 17mm diam. wheels featuring 8 spokes. A 3mm thick laser-cut MDF mask is supplied for painting the wheels in the selected colour before fitting them to the axles. The tyres are blackened steel, they have a small shoulder upon which the Delrin spoked wheels abut. The axles are also shouldered to ensure a perfect back-to-back measurement.

François Fontana



0-22.5

AUBERTRAIN

<http://www.aubertrain.com>

REF. 340-07R

PRICE: 40 €

SCENERY

GÉDÉO : BIORGANIC RESINOUS GLAZE

This product isn't new, but its bio-sourced version definitely is! Gédéo has released a two-part resin whose carbon component is 40% bio-sourced. The product behaves exactly like a standard casting resin. Make sure both components are thoroughly mixed. If you are in too much of a hurry, you will run the risk of seeing your resin set in some areas and remain runny in others! The packaging includes two flasks, resin and catalyst, two graduated measuring cups, and a plastic glove. This resin, designed for making a thin glazing, has the major advantage of not rising at the edges by capillary effect. This will ensure your river or canal banks are not over-thick.

François Fontana



GÉDÉO (PÉBÉO)

BIORGANIC RESINOUS GLAZE

PRICE OBSERVED: 25 €



SCALESCENES :

A MICRO-LAYOUT MADE OF PRINTED PAPER

Here is a fine summer project! Building a micro-layout out of printed paper. The trick is simple: buy a file on the Internet, download it. It is double: on one side, the plates to be printed, on the other the very comprehensive assembly instruction sheet. Depending on their destination, the plates may need to be glued onto more or less thick cardboard, some parts can be used as printed. Provided you work with care, this product, remarkably well drawn and designed, will allow you to create a factory yard with its standard or narrow gauge tracks. The trackplan is yours to choose and if you are a lorry collector, you can even do without the rails... but that would be a shame! The instructions are in English, but they are so well thought out that you can manage just by studying the pictures.

François Fontana



SCALESCENE

<https://scalescenes.com/product/ly01-industrial-boxfile-layout/>

PRICE: 9.99 €

DVD

TRAMWAY ARCHIVES 1950 – 1975

Michel Braun has put together a very fine three-part documentary using archive footage by Michel Dupont-Cazon, filmed on various French tramway networks between 1950 and 1975. This was the heyday of line closures, with buses and cars replacing tramways that were considered too bulky, too slow, too troublesome, in short, tramways that had to vanish! The programme starts with a chapter dedicated to some 10 networks, with images that are often in black and white. Well- or lesser-known systems can be rediscovered, such as La Ciotat Ville – La Ciotat Port (these are the first animated pictures I have ever seen of this line!) This is followed by two fine features blending monochrome and colour images, and showing the networks of Valenciennes and Marseille. The sound is pleasing and the commentary highly educational. Very enjoyable.

François Fontana

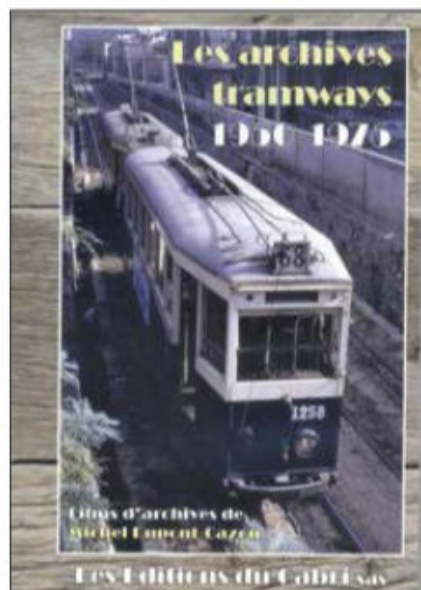
TRAMWAY ARCHIVES 1950 – 1975

PUBLISHED BY EDITIONS DU CABRI

PRICE: 30 €

AVAILABLE FROM THE LR PRESSE SHOP:
trains.lrpresse.com

REF. DVDTRAM



Book

LE SALÈVE ET SON CHEMIN DE FER À CRÉMAILLÈRE [THE SALÈVE MOUNTAIN AND ITS RACK RAILWAY]

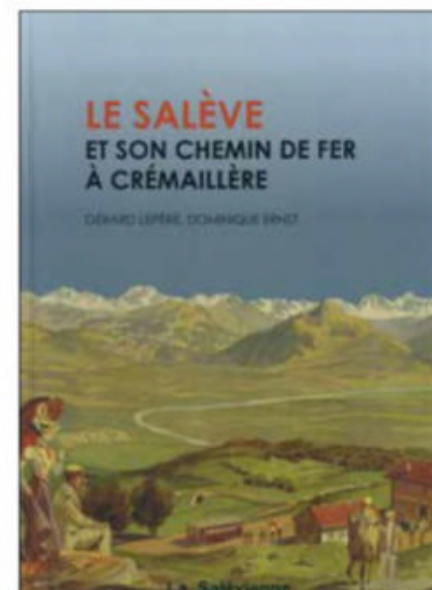
A remarkable study of this unusual railway built on the slopes of the Salève mountain, which dominates the whole area and offers a panorama over the Alps, the Jura, Geneva and its lake. The authors look at the history of this metre gauge rack line, as well as its sociological and cultural environment. The line has great modelling potential: two lower-level termini, connecting with tramway lines, a junction station half-way along the route and a terminus at the top of the mountain. The line was electrically powered via a third rail. Its life was quite short, as it was replaced in the 1930s by a cableway, but the authors emphasize its interesting history. Lavishly illustrated, with a wide selection of historical documents, this book belongs on the all railway enthusiasts' shelves.

François Fontana

**LE SALÈVE ET SON CHEMIN DE FER À CRÉMAILLÈRE
[THE SALÈVE MOUNTAIN AND ITS RACK RAILWAY]
HARDBOUND, 350 PAGES.**

PRICE: 29 €

AVAILABLE FROM THE LR PRESSE SHOP:
trains.lrpresse.com
REF. SALEVE



A REAL COLLECTION CATALOGUE

While visiting narrow gauge heritage railways, you may come across this "little red book". It is the catalogue of the Frankfurter Feldbahnmuseum collection. All the preserved stock, from the steam locomotives to the smallest truck, are described in German and illustrated by at least one photograph and one dimensioned diagram per item. A fine source of information for modellers or those interested in railway technology.

Eric Fresné



**DAS FRANKFURTER FELDBAHNMUSEUM
BROCHURE, 220 COLOUR PAGES
WITH SOFT COVER.**

PRICE: 12 €

**AVAILABLE FROM MUSEUM SHOPS
(PITHIVIERS OR P'TIT TRAIN DE LA HAUTE-SOMME)**

BOOKS FOR PROPER RAILWAY HOLIDAYS

At this time of the year when crowds are flocking to the beaches, it would seem that train travel is becoming trendy again. Some Scandinavians prefer it to flying, air travel being considered as too polluting, while city-dwellers are about to rediscover that the SNCF can (still!) offer other things besides suburban services or high-speed trains... At any rate, this is what happened to Juliette Labaronne during the summer of 2017 when she had the opportunity to take a 5-hour journey in a standard train to go on holiday. An incredible adventure for anyone under 50 or living outside the western part of Brittany! From this experience was born "Slow Train", a pleasing book that suggests 30 different journeys selected first and foremost for the charm of the scenery

travelled through and the attractiveness of their destination. Each "getaway" includes information about tourism, history, railways and gourmet food. A delightful way of enjoying a railway holiday. To complement this work, don't forget a copy of the 2019 Guide to Tourist Railways. This new edition is organized like the previous one, with updated information. The chapter dedicated to European tourist railways has been beefed up. However, I was a little disappointed with the pages dealing with the UK. Considering the density of British railway heritage, the authors have been content with providing a commented list of Internet websites. One could have expected a bit more from a practical guide.

Eric Fresné

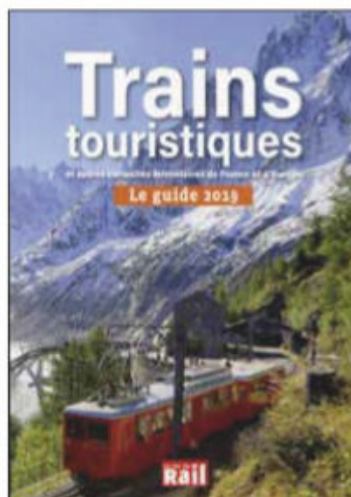
SLOW TRAIN 30 ÉCHAPPÉES FERROVIAIRES POUR CITADINS EN MAL DE NATURE [30 RAILWAY GETAWAYS FOR NATURE-STARVED CITY-DWELLERS]

JULIETTE LABARONNE
PUBLISHED BY ARTHAUD
BROCHURE, 160 PAGES IN COLOUR
WITH SOFT COVER
PRICE: 21 €
AVAILABLE FROM:
trains.lrpresse.com
REF. SLOWTRAIN



TRAINS TOURISTIQUES ET AUTRES CURIOSITÉS FERROVIAIRES DE FRANCE ET D'EUROPE 2019 [TOURIST RAILWAYS AND OTHER RAILWAY CURIOSITIES FRANCE AND IN EUROPE]

COLLECTIVE WORK
PUBLISHED BY LA VIE DU RAIL
BROCHURE, 208 PAGES IN COLOUR, SOFT COVER
PRICE: 19 €
AVAILABLE FROM :
trains.lrpresse.com
REF. TRTOURI19



PRESS REVIEW



GATHERING

ABRESCHVILLER

10TH AND 11TH AUGUST 2019



The Abreschviller Forestry Railway preservation society is celebrating its 50th anniversary. Many tourist trains will be running, but also historical consists. The railway's three steam locomotives will be in service, assisted by the diesel locomotive and both motor-trolleys. Alongside specialized artisans and heritage preservation societies, the Waldbahner H0-9 layout (which appears on the cover page of this issue) will be displayed, together with a layout in On30 and a live steam railway.

Issue N° 92 of **Voie Étroite** continues to fulfill its role as the print media for French tourist railways with plenty of good news! We learn that the MTVS has now opened its metre gauge line at Crèvecœur-le-Grand (Oise). Lots of news from the federated railways in Issue N° 393 of **CFRT**, the UNECTO publication that also remains faithful to its long-standing tradition of historical studies with an article about the 60cm gauge tramway from Rouen to the forest of Rouvray. A fine topic for a model railway... Issue 75 of **Rail & Industrie** also features a historical study with a lengthy feature dedicated to the Billard motor-trolleys, very common on secondary railways. On the modelling front, Issue 118 of the **Narrow Gauge & Industrial Review** reviews a technical tour-de-force. Giles Favell describes his rail-mounted, self-propelled and fully working crane. Which is able to load and unload trains, as well as his radio-controlled lorry in 1/43.5 scale... If your train travels leave you some spare time, you can always try to imitate him this summer. Have a wonderful holiday!

The Editorial Team

HOCHDORF (SWITZERLAND)

7TH AND 8TH SEPTEMBER 2019

12th shed festival at Hochdorf.

The Hochdorf shed, near Lucerne in Switzerland, will be having its open weekend for the 12th consecutive year.



Come and discover some 10 European model layouts, and watch the electric and steam heritage stock running. Plenty of fun ahead!

INTERNET

TRAINS MANIA CONFERENCES

You missed Trainsmania and its conferences!

Thanks to LR Presse, you can catch up. The conferences were recorded and are now available.

You will find them on the Vimeo VOD platform at the following address:

<https://vimeo.com/ondemand/conferencetrainsmania>





The Heljan 2-6-2 T.

A VERY GREEN PRAIRIE

009

Heljan moves into narrow gauge! The Danish manufacturer has produced a very attractive Prairie 2-6-2 T of the Lynton & Barnstaple railway in 009. Let's take a closer look.

Text and illustrations: François Fontana

Prompted by Peco, who manufacture a fine range of Lynton & Barnstaple carriages and wagons in 009, Heljan has undertaken to create the railway's signature locomotive. With its rather quaint appearance, its unusual wheel arrangement (2-6-2), with its two cow-catchers, this is a truly untypical engine.

WHAT'S THIS ALL ABOUT?

The line linking Lynton to Barnstaple in Devon, in western England, opened in 1898. Some 20 miles (33km) long, it was built to a

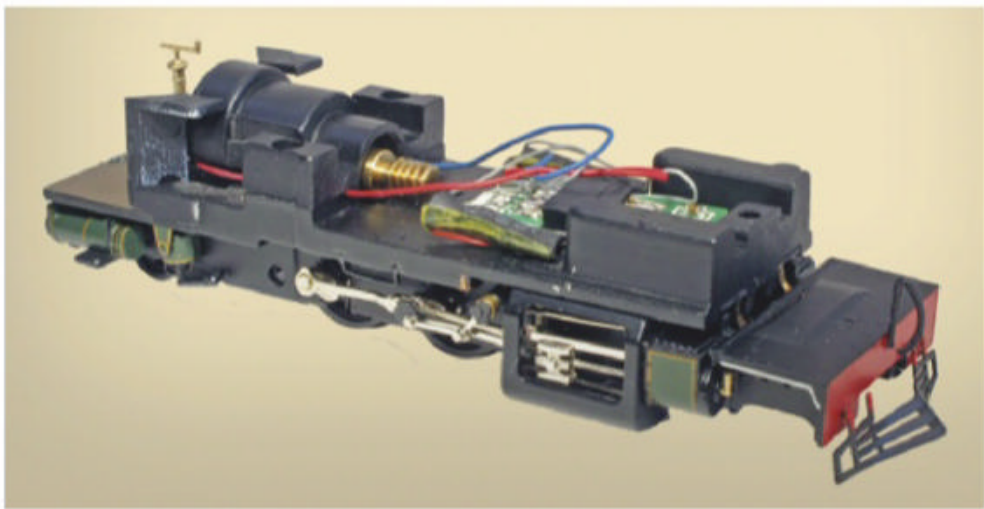
gauge of 1 ft 11.5 in (597mm). The gradients leading to the coast were steep enough to restrict a single locomotive to hauling just four bogie carriages. The railway was designed to bring holiday-makers to the small coastal city of Lynmouth, which was linked to Lynton by a funicular railway. The company tended to neglect local traffic and soon fell into deficit. Taken over by the Southern Railway in 1923, the line finally closed in 1935. A few wagons and one locomotive have been preserved.

The Manning Wardle company in Leeds supplied three engines: Yeo, Exe and Taw,

named after local rivers. They were of the 2-6-2T type, long and low-slung, with water tanks on either side of the boiler. Their unusual design made them quite unique. The Ffestiniog Railway company has rebuilt, in its Boston Lodge works, an identical engine named Lyd.

THE MODEL

The locomotive is made of metal. The chassis, a large and weighty block, carries the coreless motor and a gear tower that drives the two rear axles, while the front axle is worked by the connecting rod. There is a



The chassis block.

decoder housing in the front of the chassis block. Wipers collect the current on all the wheels, including those on the pony trucks. The livery is very attractive: the lining is neat and perfectly straight, the builder's plates are pad-printed, while the nameplates are add-on parts. No fewer than 8 versions of the model are available: the three names and the two liveries, original company and the Southern Railway, as well as a green livery from the early Southern period and a black engine named Lyd.

OUT ON THE LINE

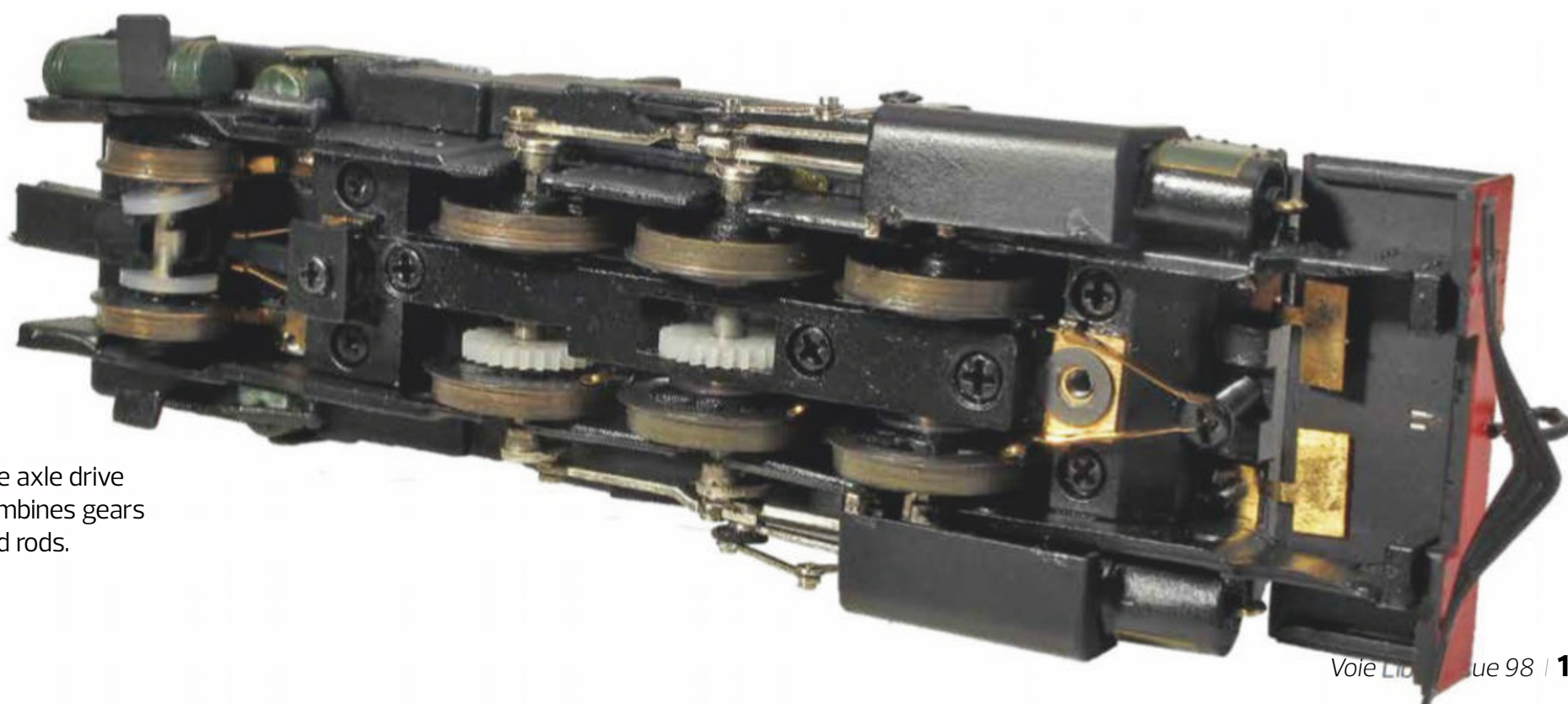
Smooth start-up, plenty of hauling power. Prototypically, I put the engine in charge of four Peco L&B bogie carriages, and it coped with everything, even on a gradient that was close to 100%. The engine is long, so don't attempt to inflict it with tight radiuses or turnouts. 30cm is a minimum!

WHERE TO FIND THEM

That is the question! Heljan is not widely distributed in Europe, so what can you expect for a narrow gauge model, furthermore more a British prototype in 009! If you want to buy this delightful little locomotive, the only solution will be to opt for

mail-order from a UK commercial site, at prices ranging from 170 to 210 £. The model reviewed here is a second series, Heljan seems to produce them at a reduced rate. But there will be others, and we can reasonably also expect to see the Baldwin 2-4-2 T from the same railway!

A truly fine model.



The axle drive combines gears and rods.



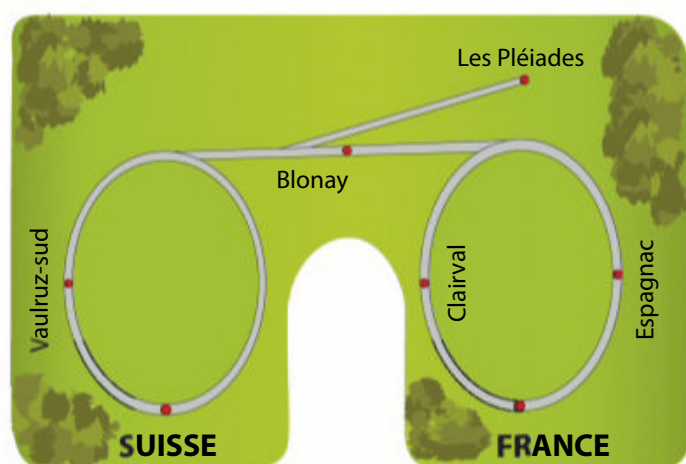
A rack train runs into Blonay station.

JEAN-LOUIS ROCHAIX

Farewell to a friend

Jean-Louis Rochaix has passed away. No longer shall we hear his railway stories and anecdotes, which he always told with a comic twist. No longer shall we meet him on a station platform, camera round his neck, ready to shoot and list all kinds of rolling stock.

Text and illustrations:
the Editorial Team



Map of the line

Born in the 1930s on the shores of the Lake of Geneva, he studied in that city. After some time in the army, he worked for the forensic police, developing photographic techniques, then in the banking sector, where he helped introduce computer technology. A noteworthy feature of his career was when he chaired the Bureau Vaudois d'Adresses (BVA). Discovering the editorial potential of this institution, he created the famous series of BVA railway postcards. Postcards which were actually his own incredible collection of railway shots. A true gourmet and wine connoisseur, he also enjoyed good company and puns. For his dedication in promoting quality products, he was even awarded the French medal of Agricultural Merit!

A railway encyclopedia

Jean-Louis' photographic collection had been built up through his travels as well as through buying up many collections. Admirably organized and indexed, his

pictures covered most of continental Europe. For each shot, besides accurate geographical coordinates and even more accurate dating, Jean-Louis could tell you a full railway story, with unflagging support from his wife Annette... Many a pleasant moment did we enjoy sitting at the large living-room table, a glass of local vintage in hand, wine he produced himself. Many pleasant memories, which brought us back in time to other places and vanished railways. Jean-Louis was keen on circulating his pictures, on making what he had been able to discover available to the many. His international editorial activities were endless. He was a mainstay of the *Voie Libre* editorial team, and had been providing us with articles for more than 20 years.

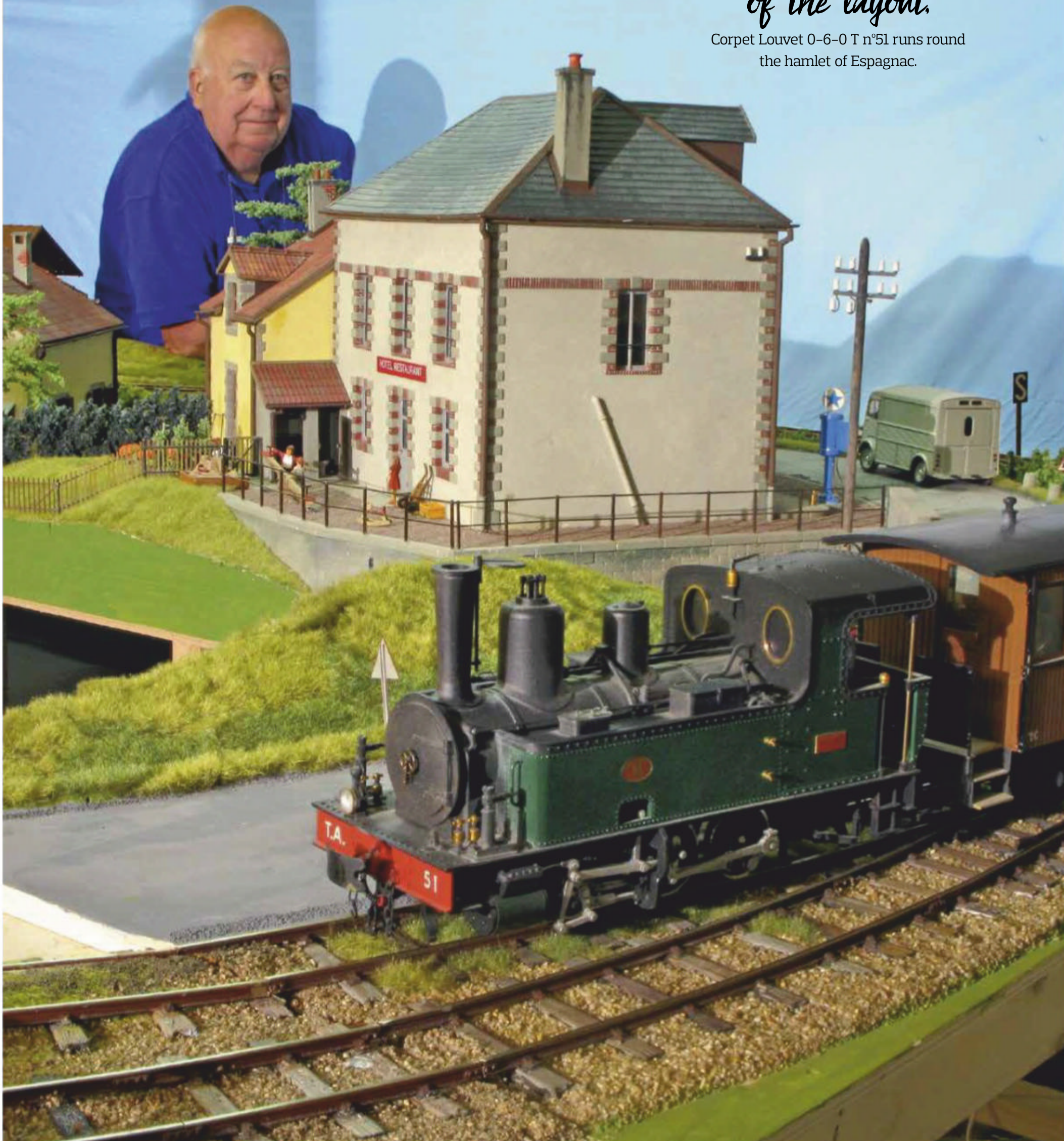
A gifted modeller

A secondary railway fan, he was also a fine modeller. In the loft of his house, located on a hill overlooking the lake, he had slowly and painstakingly built a huge layout in 1/22.5 scale, which evoked some ■■■

Rediscover Jean-Louis' layout in *Voie Libre*, issues: 34, 45, 52, 70
Loco-Revue special issue number 33

On the French part of the layout.

Corpet Louvet 0-6-0 T n°51 runs round
the hamlet of Espagnac.





Jean-Louis and Annette Rochaix enjoying an afternoon on the layout.

All the Editorial Team of *Voie Libre* expresses its deepest sympathy to Jean-Louis' family. Through his publications, he will be remembered by all modellers.

■ of his favourite metre gauge railways. The adventure began in Switzerland, in the station of Vaulruz-Sud, under incredibly fine overhead wires. Electric driving units from several metre gauge networks shared their trailers and carriages in scenery that drew on multiple locations. A bit further, a junction gave access to Blonay station, where you could join a rack train bound for Les Pléiades. On the other side of the mountain, having crossed the border, you found yourself in the heart of rural France, in Corrèze. Jean-Louis evoked two of his favourite companies: the POC (Paris-Orléans Corrèze) and the TC (Tramways de la Corrèze). On this large layout, a great many things were scratchbuilt. Jean-Louis did sometimes call on commercial models or on artisan productions; but in most cases, the stock was built at the workbench using brass sheets or cast bronze parts for which he had made the master models. Impeccable liveries and highly detailed inside furnishings made each vehicle quite unique. ■

Motor unit BCFé 4/4 of the MOB network.

and its consist, were all scratchbuilt
by Jean-Louis.



A Pignet 0-6-0 T

hauling a passenger train.



TRAINS MANIA 2019



The passion that unites us



The tram has just stopped in the station. Note the typical architecture of the surrounding buildings, and the electric transformers located at the top of the pylons.

This was indeed a very fine gathering. With Trainsmania 2019 now over, let's take a look at a few particularly impressive layouts.

Texts: **François Fontana**
Photos (unless otherwise mentioned): **Dani Hunziker**

Almost 13,000 visitors, 38 layouts, 3 of which consisted of a series of assembled modules. 70 professional exhibitors and artisans got together for what was, for three days, a model railway festival. This is what can be said, figure-wise, of the second edition of the exhibition organized in Lille by LR Presse. Non-quantifiable, however, are the smiles on the faces of visitors, the pleasure experienced in observing fine creations and in obtaining documentation, the happiness of sharing between enthusiasts. And finally, beyond the figures, it was those many intangible things that brought us all together.

A FINE SHOW

As our Belgian colleague Guy Van Merroy pointed out in his article for Trains Miniatures, the fact that Voie Libre was involved in selecting the layouts meant that the show had a strong narrow gauge flavour: so much the better!

While we had invited some well-known layouts, a good number had never been on show before, at least on French soil. We cannot review all 14 narrow gauge layouts displayed, but we have selected a few to inspect in more detail.

THE FUTURE

Trainsmania will take place again in two years, for its third edition, in the spring and again in Lille. The Voie Libre editorial team will naturally be involved in choosing the layouts, and it can be expected that the mix will be broadly similar to what was in 2019. However, hush, please keep quiet about it! ■■■



1/35

On a tiny surface, Thomas has managed to evoke dense and varied road traffic. The swiveling signal orders the tram to stop when the barriers are raised.



The tram isn't in very good condition! But it keeps running all the same. The layout is operated via a computer in a long repetitive sequence.

GA LONG BIEN

This is Thomas Schmid's latest creation in 1/35 scale. A perfect rendering of a Vietnamese suburb, blended with a Thai market. Yet, Thomas has never set foot in either country. But that's what talent is all about! Based on photos, documentaries and a keen sense for arranging volumes. The basis of the layout is the now well-known Mae Klong market, which the train runs through: the stalls, which invade the tracks, are folded back when the tram appears. The halt is named after a district of Hanoi; as for the tram unit, it looks very similar to one built for the Diakovto - Kalavrita rack railway in Greece: fitted with an electric transmission, it hauls its own generator unit. As is the case on all Thomas' layouts, the scenery is brought to life by many automated functions, with servo-motors or gearing units worked by detecting the movements of the tram. ■■■

The track crosses a river on a rickety bridge. The boats have a rocking movement that almost makes the viewer feels seasick!





On the town side, it's Stromingby. Nicely lit, the layout basks in a summer atmosphere.

Y. Baude

H0-9

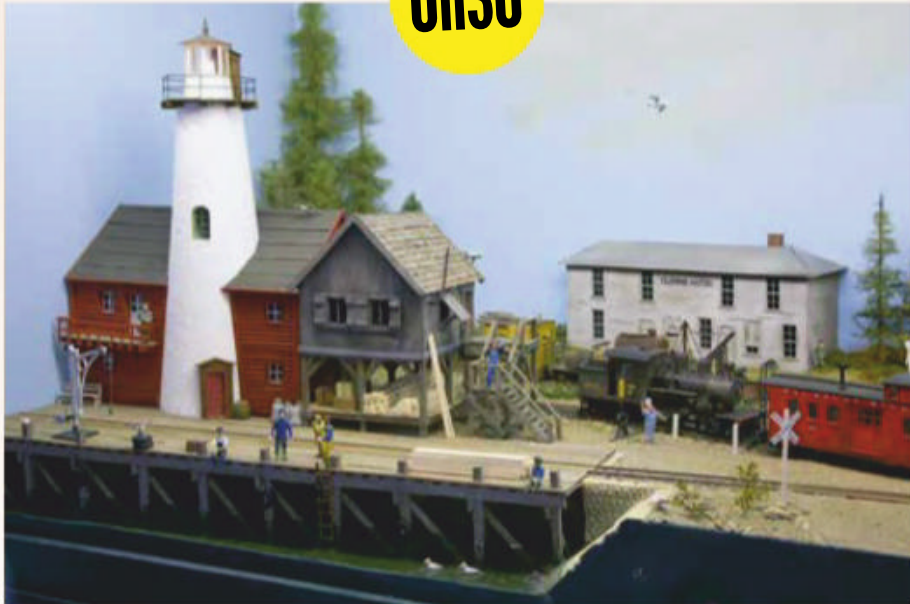
STROMINGBY

This was the first show for Alexis Avril's small H0-9 layout. Now complete, it is painted in falun red, like the Swedish wooden houses. Visible on all four sides, the layout is nicely enhanced by its spot-based lighting, and is displayed in fairly dark surroundings. The somewhat directive light of the halogen lamps created a fine summer-like atmosphere. During the show, a small Italian railcar put in an appearance between the harbour and the town, while the small steam locomotive was in charge of gods trains.



Y. Baude

On30



The wharf at Balmount River, with its typical lighthouse and the Currie Hotel where one would enjoy staying. What could be better than watching the Climax engines run right past the window!

0-16.5



The small station of Saint-Paul, on the village square, just next to the ancient city wall. Typical of any French secondary railway! The stock is partly from the Fleischmann Magic Train range, partly scratchbuilt.

BERTHOUD, BALMOUNT RIVER, B.A. BODIL

At Trainsmania, all scales were represented. So here is some 0-16.5 with the Berthoud Railways, evoking a corner in the French countryside served by a rural tramway running on 0.75m gauge track. The Balmount River terminus, built in 1/48 scale on 16.5mm gauge track, took us across the Atlantic, in the kingdom of articulated locomotives and of their geared sisters. Finally, let's take another look at B.A. Bodil and its incredible scenery, built in decreasing scales. ■■■



ON THE COVER PAGE, THE WALDBAHN EUSSERTHAL, AN HO-9 LAYOUT THAT WILL BE REVIEWED IN DETAIL IN A FORTHCOMING ISSUE.



DECREASING SCALES

Thanks to this three-quarter view from above, it is possible to perceive the compressions and decreasing scales used for creating this amazing animated picture, B.A. Bodil.



The Peugeot 504 coupé, a star of the 1970s, is in dire need of restoration and TLC.

A newcomer to the group, David Knobelspiess has built a module featuring council housing from the 1980s. But the small locomotive depot, with its typical architecture, built in the 1930s, has so far resisted the pressure of new developments.





F. Fouger / F. Fontana

For François Fontana, the suburbs are damp after the rain, so it's best to head for the pub. The atmosphere is warm, and it's the proper place to meet to have a good time. A busy scene is displayed inside the pub, while a light mist is spreading over the pavement.

0-16.5

The street is quite dark and quite busy, but this doesn't trouble the train hauled by the steeple-cab engine. A Renault Estafette van and 4L car are typical of the period. But where is the driver who has left his car parked on the pavement in this cameo created by François Gilbert?

LA BANLIEUE C'EST PAS ROSE, LA BANLIEUE C'EST MOROSE ["SUBURBS AIN'T FUN, SUBURBS ARE RUM"]

Six mates get together at the end of a show. The question is simple: "What shall we do for next year? And how about a night time layout? How about using the small LSL steeple-cab engines in 0-16.5? And what about a rather nostalgic suburb, of the type found in graphic novels by Tardy or by Tramber and Jano? Set in the 1980s, with images and impressions that

left us with strong memories..." Fairly quickly, the layout is defined, the interface dimensions are agreed, and then it's every man for himself. Video and special effects join the fun, and the only light will be provided by shop fronts and street lamps. A simple control system operates the trains, which shuttle between fiddleyards. The small steeple-cab locos alternate with run-down tramways. Displayed under a black canopy, the layout is riddled with slogans and posters, all evoking specific memories.

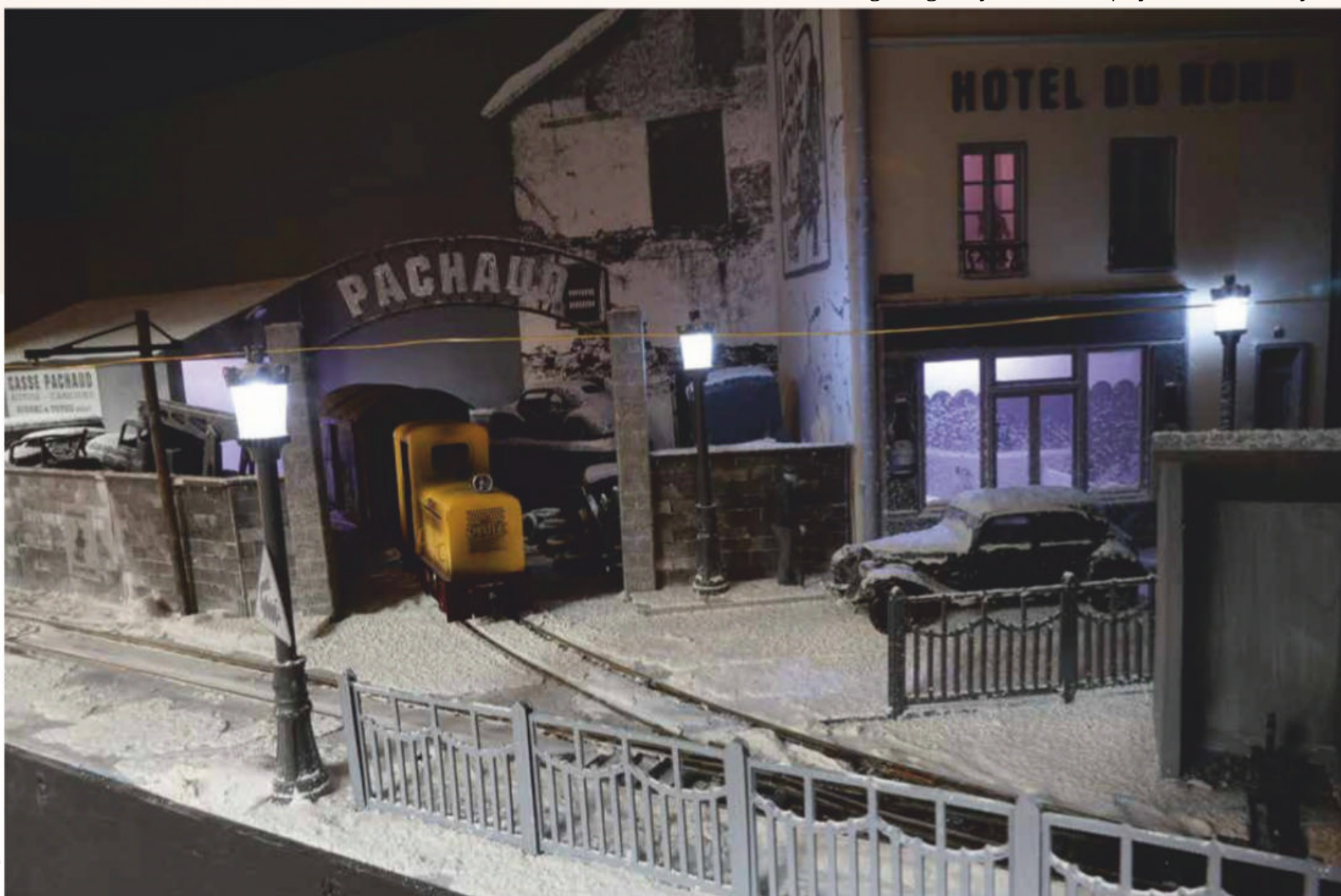
F. Fouger / F. Fontana

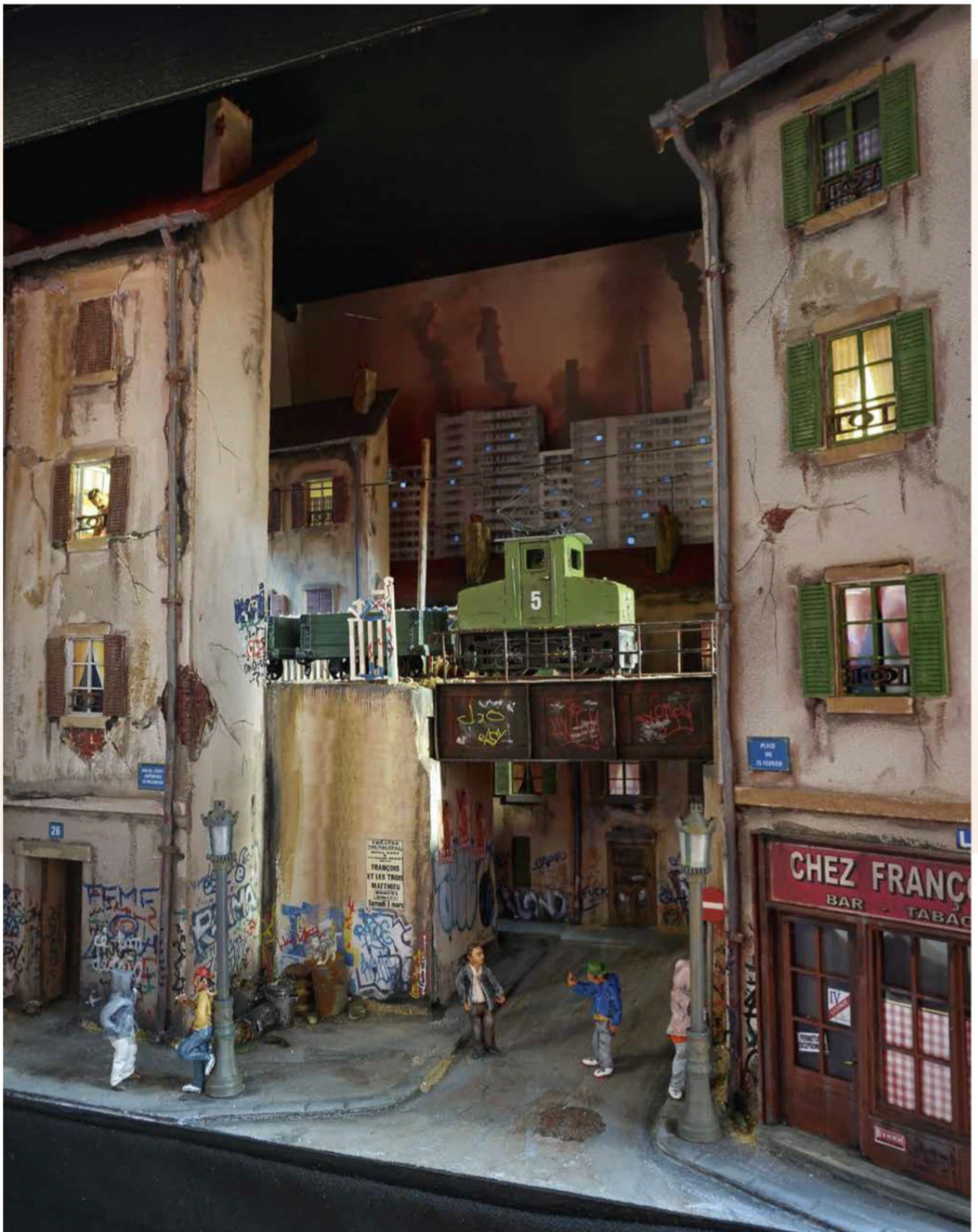


The Café du Commerce is about to close, the boss is sweeping the floor, it's time for bed on this module created by Matthieu Jacquemart. The FFMF graffiti is a reference to a group of 4 modellers (François, François, Matthieu, François) who first thought of the project!
[Translator's note: "FFMF" is also the acronym for the "Fédération française de Modélisme ferroviaire", the French Federation of Railway Modellers]

François Fouger's suburb propels us into a 1960s *film noir*. The Pachaud scrap merchant, and the neighbouring Hotel du Nord, are vanishing into grubby snow, video projected onto the layout.

F. Fouger / F. Fontana





F. Fougier / F. Fontana

*Bernard Junk's suburb is ignored by the small locomotive.
The café is closed and the street artists have the place to themselves.*



The MVT Rollwagen. The complete braking system is reproduced between the bogies.

An OCEM box van carried on a Roco Rollwagen. A specific coupling rod will be used.

CARRY WAGON

Right from the outset, narrow or metre gauge railways were faced with the problem of trans-shipping goods to or from those networks.

Text and photos: Jacques Royan, François Fontana

THE MODELS REVIEWED

Bemo: Rollbock ref. 2010800 and 2010802 in H0-9 and in H0-12

Liliput: ÖBB Rollwagen ref. L291905 in H0-9

Roco: DR Rollwagen ref. 34571 in H0-9

MVT: DR Rollwagen DR from the Thum network, ref. 76025/1 with Glöckner coupler in H0-9

Train Line: DR Rollwagen Rf4 99-06-03 from the Harz network in Ilm

As manpower for such handling was very costly, alternative solutions were sought at a very early stage. The first one, designed by SLM in 1880, consisted in placing standard gauge wagons on specific carrier bogies running on narrow gauge, and known in German as “Rollbock” or “Rolschemel”. At the time, however, it was difficult to fit such carrier bogies with a braking system, and this often meant having to incorporate

weighted and fitted wagons into the trains, which were also used to couple the locomotives with the remainder of the train.

EVOLUTION

In the early XXth century, siècle, low-slung “Rollwagen” carrier wagons were built with side girders to accommodate the standard gauge wagon wheels, and inside bogies to keep the center of gravity as low as possible. This type of chassis had space in the middle to fit braking systems and ensured an even

The Lilliput Rollwagen. Note the coupling rod fitted with a loop of the same type found on the remainder of the the H0-9 rolling stock.



The Bemo Rollbocks.

THE GLÖCKNER SYSTEM

This link-and-pin system comprises a mobile hook and a clevis. The hook is raised when another coupler approaches, before falling back in the closed position. Uncoupling is performed by simply lifting the hook. This avoids having to use pins, which must be put into place manually. The models in H0 scale produced by MVT and in Hm scale by Train Line are fitted with such couplers. In O scale, they are available in kit form from ZT Modellbahnen.

distribution of axle loading on lightweight tracks, despite being heavier than simple bogies. This is why some wagons featured three-axle bogies, either because of the track, or because of the increasingly heavy standard gauge wagons carried.

In Germany, the first carrier wagons called on a continuous cable braking system of the Heberlein type, which ran along the train. Later on, vacuum or air braking systems were introduced.

Nowadays, the Vevey works in Switzerland still manufacture carrier bogies for modern metre gauge railways. They can handle high axle loads and are fitted with air brakes.

WHAT ABOUT MODELLING?

H0 enthusiasts are well served with the H0-9 models of Austrian 6-wheeler carrier wagons produced by Liliput. They feature a metal chassis.

Roco offers a more recent DR type, with 4 axles in H0-9, as well as the DR Glöckner model, also fitted with 4 axles, available in H0-9 and H0-12.

Carrier bogies are also available in H0-9 and H0-12 from the Bemo range.

In H0-9, Modellbau Jürgen Veit (MVT) makes a very short 5.50m truck fitted with 4 axles, the 813 type of 1907 vintage. It is available in various Saxon, DRG and DR versions, and with different types of braking systems.

All the wagons are fitted with devices to block the wheels of the standard gauge



An open wagon carried on two Bemo Rollbocks.

wagon carried. These can be parts that either slide or click on.

FOR LARGER SCALES

For G or Hm scale enthusiasts, Train Line Gartenbahn produces different types of carrier wagons based on the standard 4-wheeler DR design for 750mm or metre

gauge track, with air braking. Excellent quality injected plastic, many add-on parts, accurate markings and axles fitted with roller bearings are the main features of these models. Thanks to an additional accessory, supplied with it, this carrier bogie can also accommodate wagons in 45mm gauge.



The Train Line Rollwagen in Hm scale. A fine wagon.

THE CAMBRÉSIS 2-8-2 T engines

**DIAGRAM
IN THE CENTRAL
FOLDER**

The Cambrésis railway extended from the slag heaps of the Nord department all the way to Saint-Quentin in the Aisne. Fine 2-8-2 tank locomotives ran on this system, let's take a closer look at them through photos and diagrams in our central folder.

Text: Vincent Lepais

Photos: Claude Wagner, M. Rifault, Bernard Rozé.

The best known section, and the last to close, connected Caudry to Denain. In the 1950s and until the end of 1960, many railway enthusiasts photographed the stations and the rolling stock. Amongst them, Claude Wagner has entrusted us with a few shots from his collection, showing the bulky Corpet-Louvet 2-8-2 T locomotives. We are most grateful for his documentary assistance!

IMPRESSIVE MOTIVE POWER

The diagram in the central folder shows locomotive n° 40, delivered in 1948, builder's number 1924.



2-8-2 T n°40 at Caudry in 1955.

M. Rifault

2-8-2 T N°42 AT CAUDRY.
In 1957.



Bernard Rozé



On 18th May 1957.



Claude Wagner

On 18th May 1957.

Within the 40 to 42 series, each of these three engines featured differences in the sheetmetal and riveting, so it would be somewhat difficult to envisage making each “version”. It is worth noting that they were fitted with devices that usually appeared only on standard gauge locomotives of the SNCF, such as a mechanical lubricator and a steam-driven turbo-dynamo, located on the right-hand and left-hand side of the running plate, respectively. This type of turbo-dynamo could be found on engines classes such as the 231 E, 240 P as well as the 160 A1.

The Cambrésis network was attractive in another respect: to take over from its ageing original Corpet-Louvet 0-6-0 T engines, locomotives were transferred from other secondary networks. Piguet and Pinguely 2-6-0 T engines from the Côte-d’Or system could therefore be seen working alongside the 2-8-2 Ts. Now, it’s time to turn to the smoke and steam of the Northern Corpet engines, with our best wishes for those modellers who will choose to reproduce them on their layouts!

**SUNDAY
JOB**



A small bogie box van is waiting to be loaded.
This is a standard model, but largely customised!

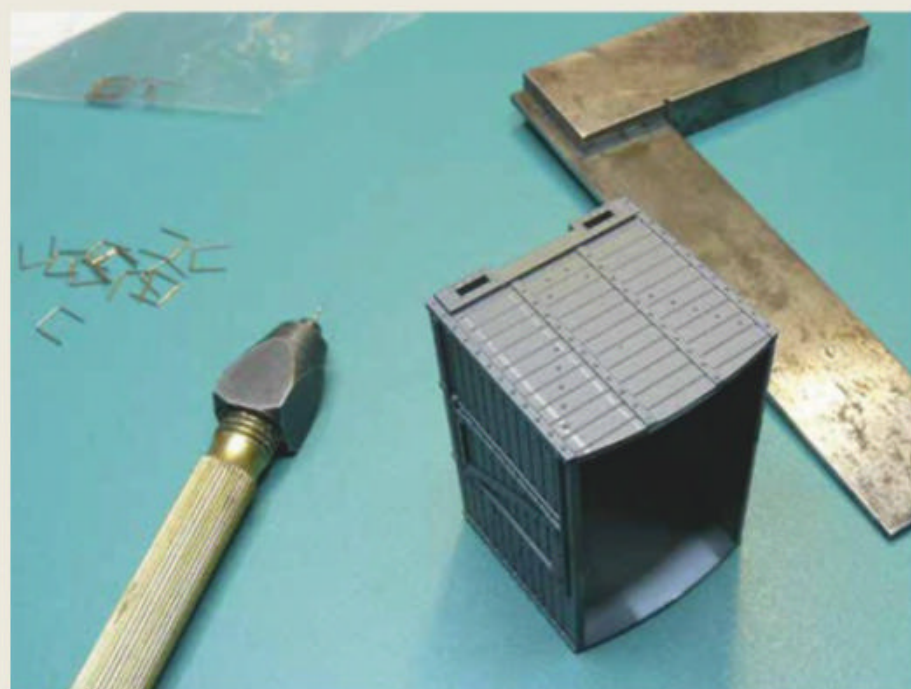
Detailing a Minitrains BOX VAN

How about a small quiet Sunday morning job, to keep your fingers nimble and make use of a few bits and pieces from your scrapbox?

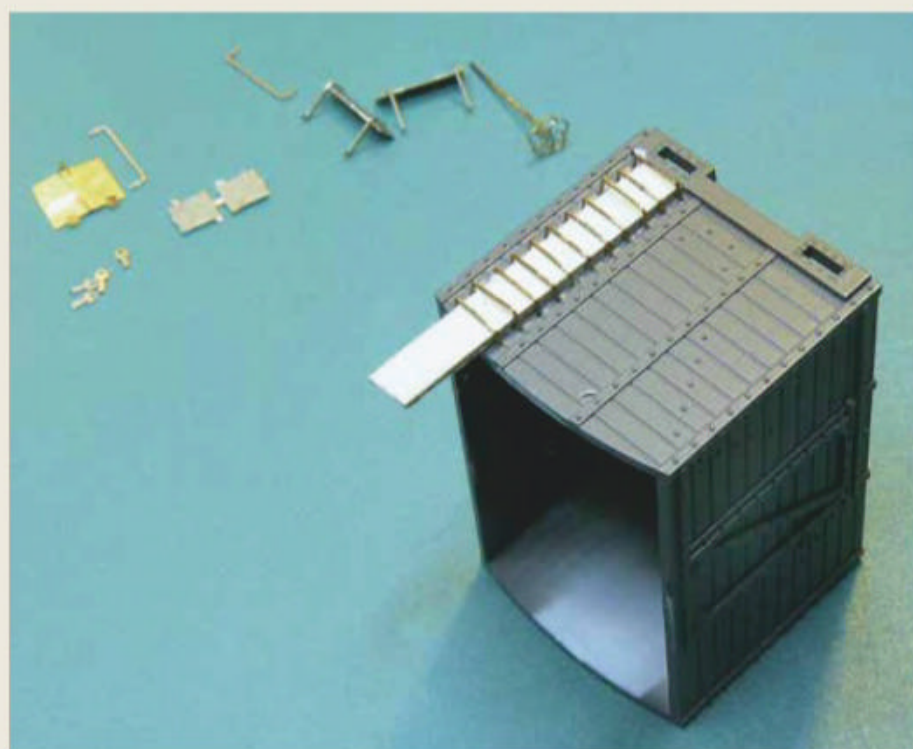
Text and illustrations: **Christophe Deblaère**



1 Start by dismantling the Minitrains box van completely: unscrew the bogies. With a scalpel-like tool, prise off the roof. It is held in place by 4 blobs of glue, one for each side.



2 American box vans often have a ladder at one end. The ladder is very easily made by inserting 4mm diameter brass wire rungs, folded into a U shape, into holes drilled between each plank.



3 A cardboard wedge ensures that the rungs are a regular distance from the wagon body, 1.5 or 2mm. Glue the rungs from the inside, so that no traces of adhesive are visible.

MAIN SUPPLIES

Minitrains box van, ref. 5118 or 5124,

0.4 and 0.5mm diameter brass wire

Haxo Modèle brake wheel ref. 44048
or AMF87 ref. A215.

Haxo Modèle steps

ref. 44049 or AMF87 ref. A211.

Lifting loppers, AMF87 ref. A001.

Label holder, AMF87 ref. A165.

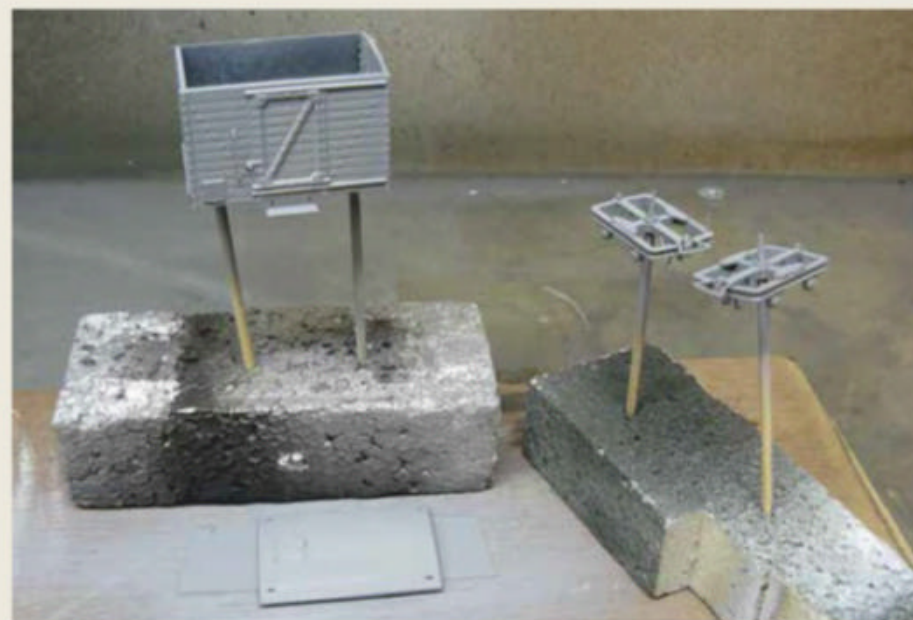
Inspection trapdoor, AMF87
ref. A109 or A216

*These parts are available from several
artisans, group your purchases!*

Motive power



4 To the right of the sliding doors, on the side of the body, add a handrail, a label holder and a step. My own step is a long one, recycled from an old etched brass sheet. You can also use a simple strip of plastic and two lengths of brass wire, folded into a Z shape. On the roof, drill a hole in each angle and insert a lifting loop. Glue an inspection trapdoor along the central axis of the roof. It can be cut out of a fine sheet of plastic, in which rivets are embossed with a matrix (or using a blunted nail tip).



5 One of the bogies is fitted with a brake wheel, soldered onto a length of 0.4mm brass wire. When it comes to decoration, you can choose between simply painting the additional accessories, and repainting the whole model. I went for the second option, starting with a coat of Tamiya grey primer.



6 I then painted the body green, the roof and the bogies black, using AMF87 paints. As this is narrow gauge and a freestyle model, do as you please! The ladder rungs, the brake wheel and the handrails are given a coat of yellow paint. I then applied a coat of glossy varnish before adding recycled transfers.



7 Final stages: applying a matt varnish and putting the wagon back together.

8

Before gluing the roof back in place, add a small lump of ballast in the middle of the body, as this wagon seems rather lightweight to me and has a tendency to derail. Finish off the job with some weathering, light or heavy depending on where your box van will end up.



*It's all over!
I hope this article
was inspirational...
Now is the time to
pull out all those
shiny new wagons
of yours, to modify
them and to age
them somewhat!*

HIGHLY
INSPIRED
FREESTYLE



75mm radius curves!
No problem for this
battery-operated
electric locomotive.

A sweet-tasting **ELECTRIC LOCOMOTIVE**

Do you remember *La Mine de la Sucrée*: a micro-layout in 0 scale, built on an A3 sheet! It was one of the layouts that took part in the Voie Libre/RAMMA challenge in 2017 (VL92). Alain, its creator, tells us about the electric engine!

Text and illustrations: **Alain Ricolleau**
and **François Fontana**

La Mine de la Sucrée is a micro-layout that abides strictly by the rules set out for the "A vos papiers" ("Your papers") challenge. There is railway action, one turnout, and the topic is paper-related, as the mine produces sweets whose wrappings are recycled! We asked Alain Ricolleau, the creator of the layout, to tell us in detail how his electric engine was born. The interview was frequently interrupted by laughter: railway modelling mustn't be taken too seriously!

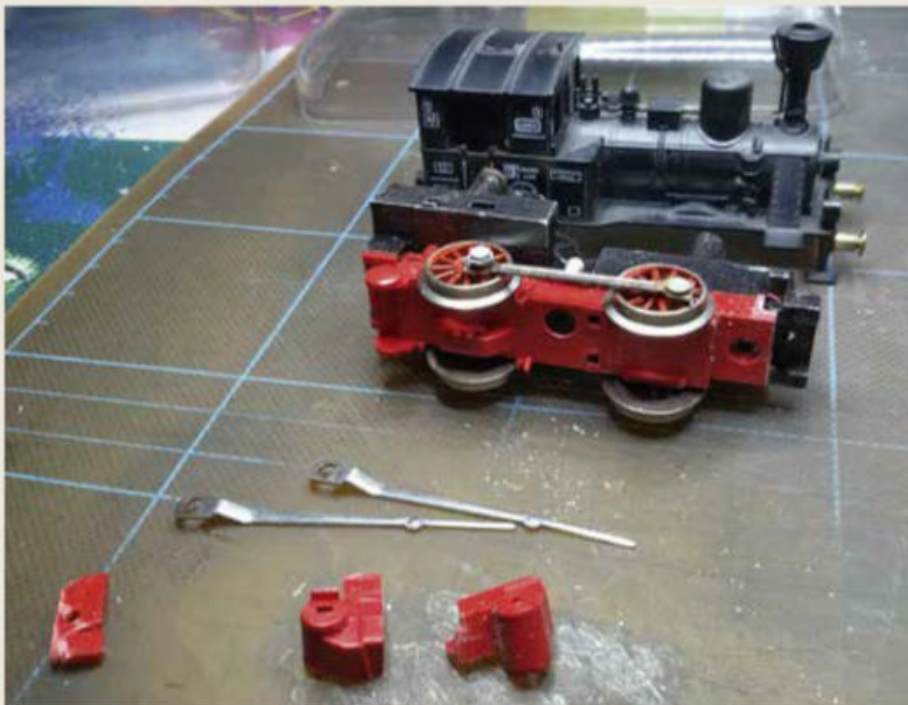
François Fontana: Alain, the layout is improbable, and so is the engine?

Alain Ricolleau: Yes, I had to find a somewhat special machine, something unique for an equally unique mine. And in a sweet mine, the locomotive must be battery-driven. Therefore, I designed this engine after studying mine locomotives with their large battery chests.

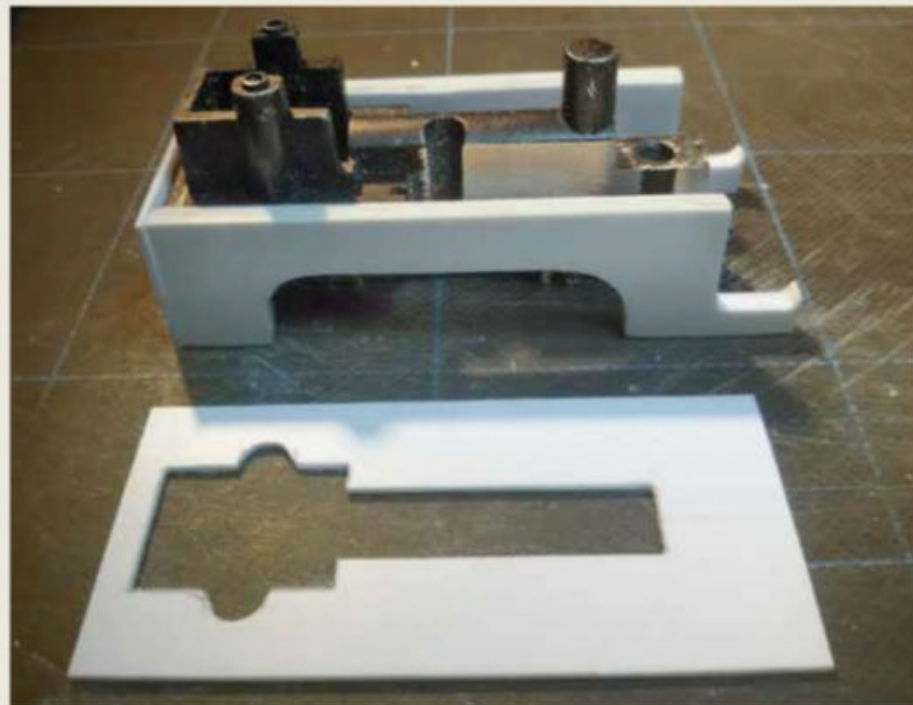
FF: What were the constraints?

AR (laughing): As if you didn't know them! You remember the tiny surface, the requirement for a working turnout? ■■■

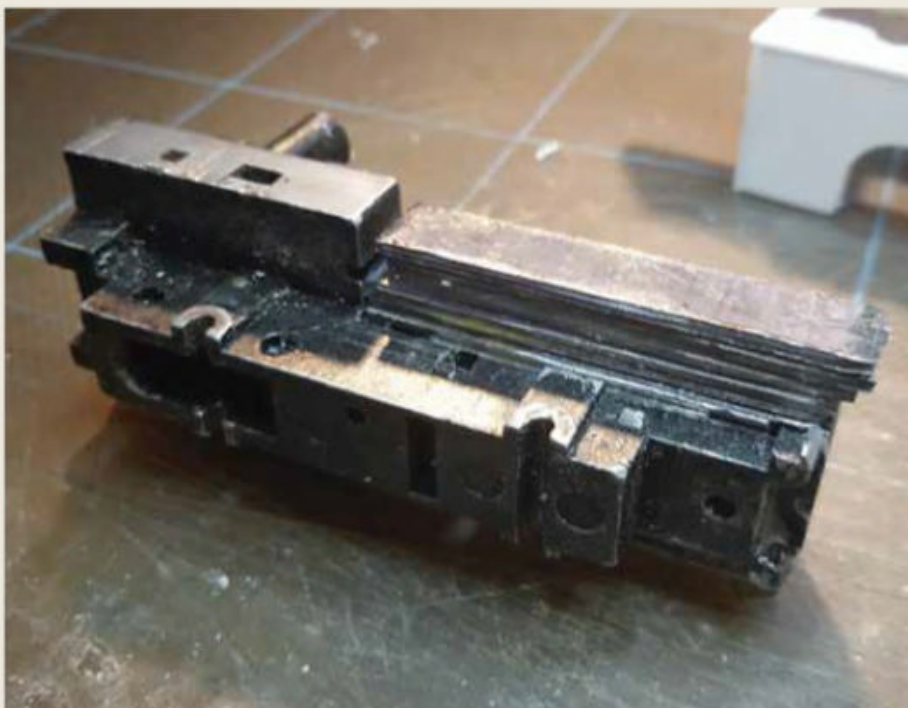
Motive power



2 The chassis of the small Fleischmann Anna 0-4-0 T in H0, with its cylinders removed.



3 Built around the driving chassis, the lower part of the engine body is made out of 3mm thick plastic sheet.



4 Exactly 160g of lead make the engine a tad bulky, but ensure excellent adhesion.



5 At the front, a pared down cab. Its outline was determined by the position of the driver: simple and pragmatic!

... Well, on such a surface, I had to squeeze in a semi-circle and a turnout. You can therefore imagine that my engine had to handle elbow-like radiuses! I found the ideal chassis: the small Fleischmann Anna 0-4-0 T. I kept

the driving mechanism as well as the connecting rod. For shaping the cab, I had to adopt a different approach. A good modelling friend, Jean-Michel, had given me a figure in O scale, this became the driver and I drew the cab around this man, in a standing position with his arms forward. The controls fall neatly under his hands, isn't that extraordinary?

FF: Do you mean to say that you invented everything?

AR: Yes, I have to admit... I let my hair down and created. It's a very enjoyable process: designing a fully reliable engine,



6 The controls are made out of pins, and fall right under the driver's hands.

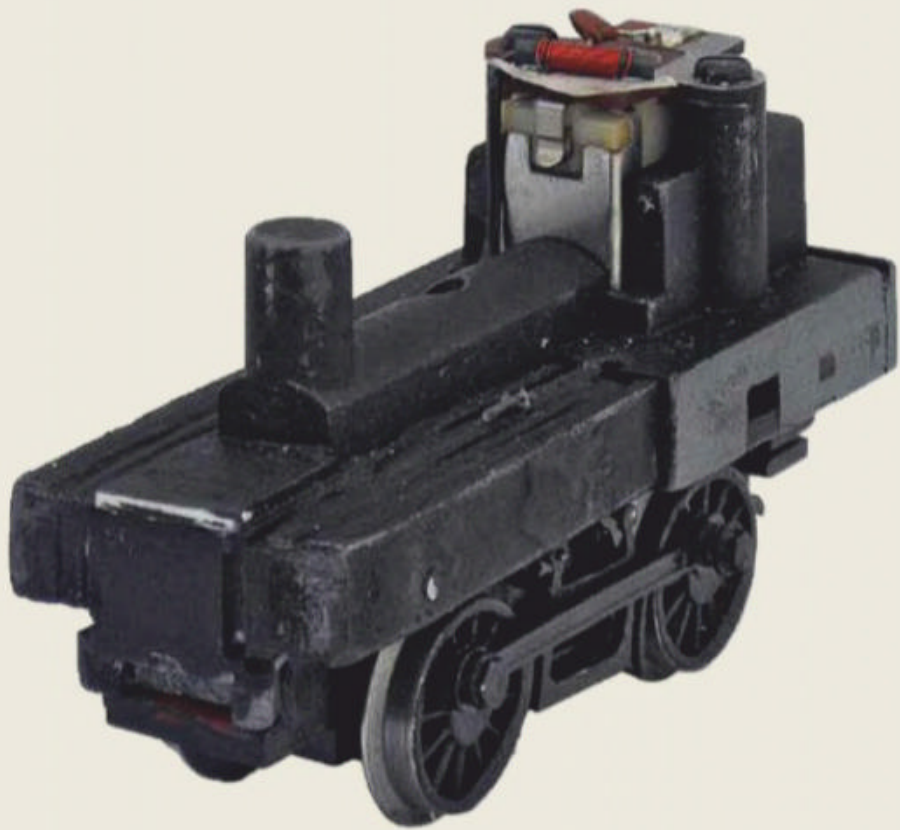
SUPPLIES

0-4-0 off-the-shelf driving mechanism (Fleischmann Anna 0-4-0 in H0)

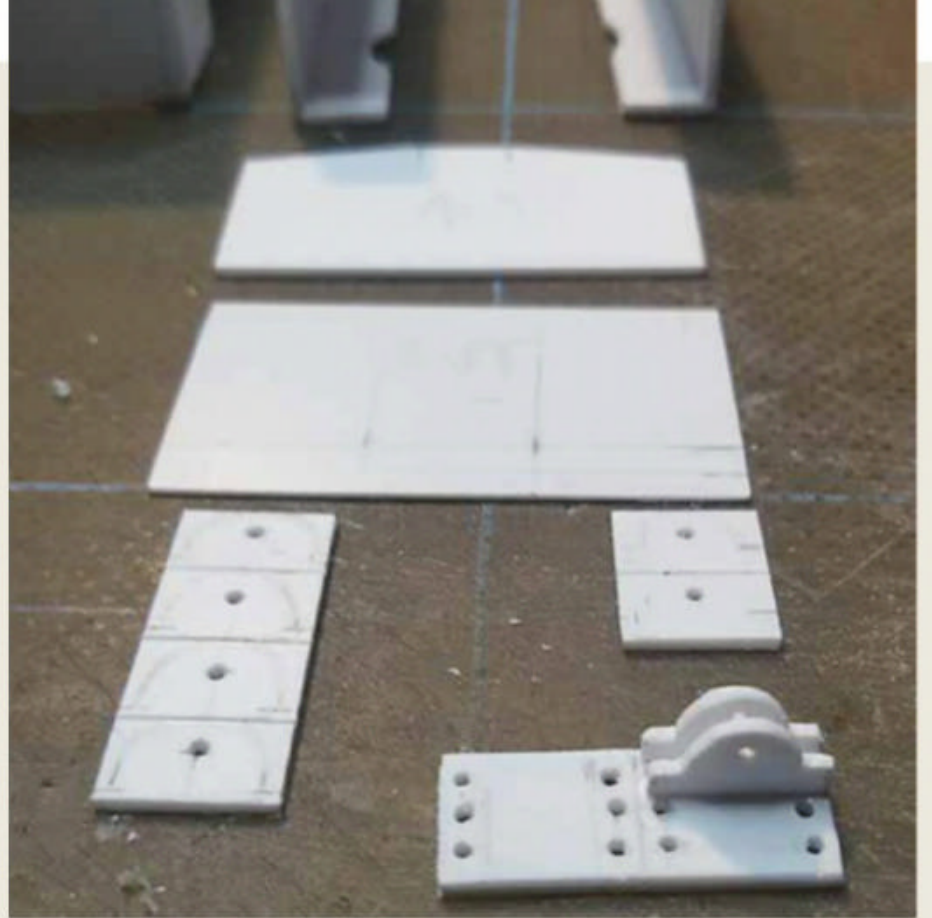
1 and 3mm thick plastic sheet

Evergreen round rod, diam. 0.8mm

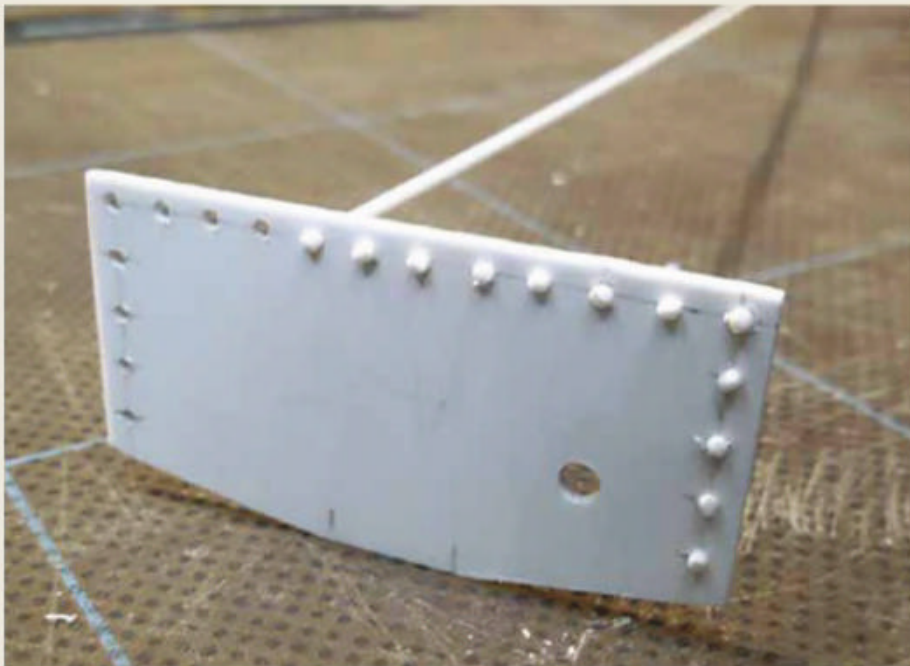
Various bits and bobs from my scrapbox



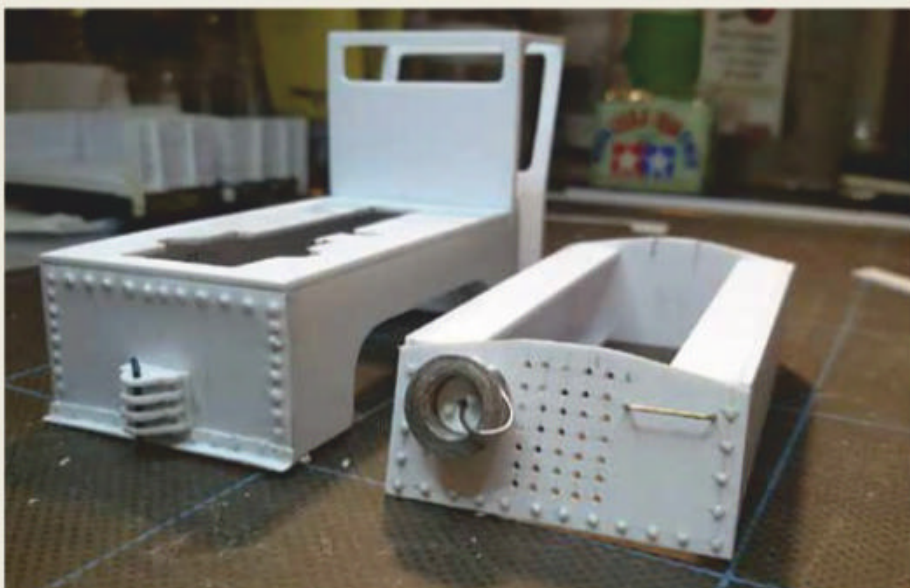
7 The brake shoes, the wheels and the connecting rod are painted matt black.



8 The coupling blocks are cut out of 1mm thick plastic sheet.



9 The rivets are made out of Evergreen 0.8mm round rod, glued into holes. Some coarse sanding gives the rivet heads a rounded shape.



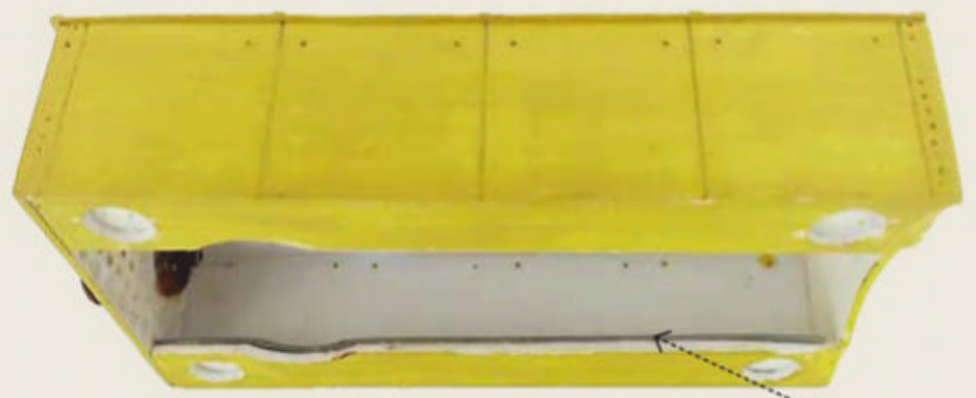
10 Front or rear, no importance! The cord drum is an old diode. The small handle is just there to look nice!

imagining how engineers would have designed the real thing depending on the construction period and the technical constraints.

FF: So, tell us about construction.

AR: First of all, I added plenty of weight to the small driving chassis. For this, I used roofer's lead sheet. It's 1.5mm thick, I cut out rectangles that are glued onto the chassis, and I managed to reach 160g, not too bad.

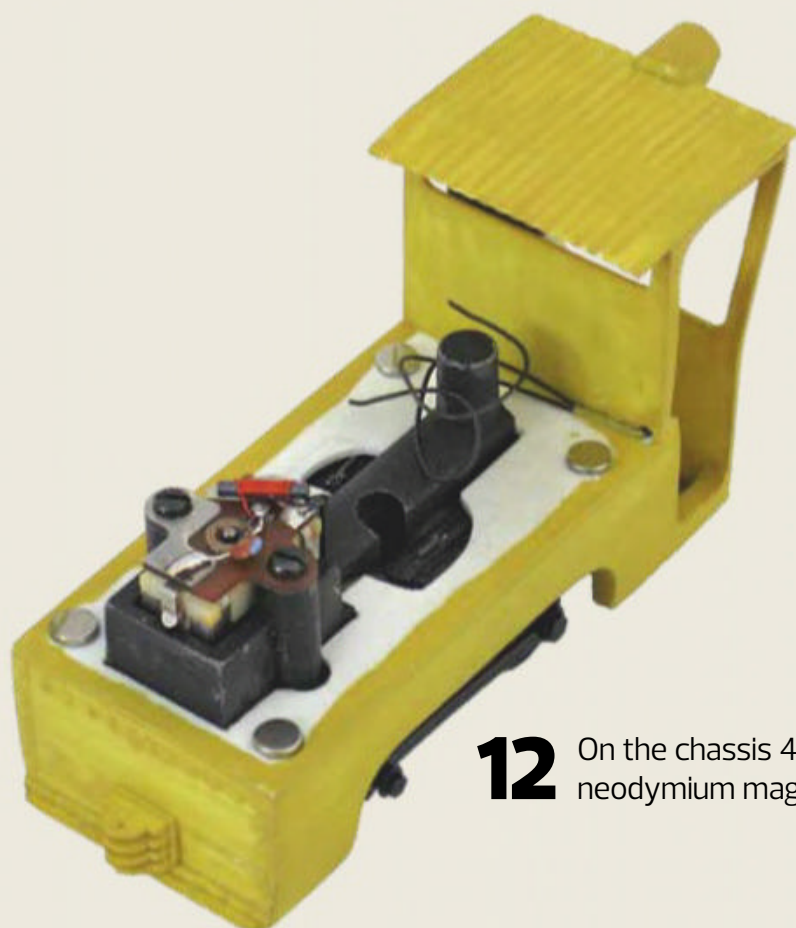
The chassis sides are cut out of 3mm thick plastic sheet, and the remainder of the body out of 1mm thick sheet. The recharging cable drum is an old burnt-out diode. The lights are made out of a tube of homeopathic medicine. A touch of vanity, the AR monogram was 3D printed (stereolithography) by my friend Hugominiature. And the brake shoes are parts machined by my friend Claude. Good mates are a blessing! ■■■



11 Inside the battery chest, two sheets of ferrous metal.

Metal sheet

Motive power



12 On the chassis 4 neodymium magnets.



13 The attractive monogram, painted red, as well as the engine number, reveal some personal information!

... I used a scalpel and standard tools. As well as run-of-the-mill adhesives and paints.

FF: How is the body fixed onto the chassis?

AR: It must be easy to remove! The battery chest covers the motor. Inside this chest, on the horizontal parts, I glued two sheets of ferrous metal. This assembly is mated with the lower part of the chassis via 4 neodymium magnets glued to the horizontal parts. Simple and efficient!

FF: So, what's your general impression?

AR: I am quite incapable of reproducing, my background is live steam, and I used to have 5¼ inch stock that meant adapting what was prototypical. I enjoy creating and drawing, so as you can imagine, railway modelling means I can indulge in all this. ■

Overview of the Mine de la Sucrée layout.



14 The engine is shunting two wagons towards the tipper outside the mine.



A RAILCAR for our rural communities

A Verney railcar in kit form, a few historical references, a slightly unusual station building and a layout project... Here is a special railcar dossier to keep you busy during the holidays. Have a great modelling summer.

DISCOVERING THE VERNEY
BOGIE RAILCARS40
THE MJM KIT IN H0-1243
A SMALL STATION BUILDING
WITH SEMI-DETACHED GOODS
SHED.....45
A PROJECT ON THE
HILLSIDE50



Coll: Elie Mandrillon

A Verney railcar built on a GMC lorry chassis with its 2-wheeler trailer on the Finistère network.

Verney railcars

IN THE BEGINNING WAS THE ROAD

We have focused this railcar dossier around the release of the MJModélisme kit in H0-12. Jean-Louis Rochaix had prepared a selection of photos from his collection, illustrating the more recent Verney units.

*Serving local
districts*

Text: François Fontana

Photos (unless mentioned otherwise): Jean-Louis Rochaix



Verney railcar at Romorantin, 15th June 1963.



M. Rifaill, coll. J.-L. Rochaix

IN THE TARN

Verney railcar at Castres-Albinque, in 1954.

The Baert-Verney company, based in Le Mans and in Prix-les-Mézières operated secondary railway networks in many departments: Ardennes, Eure-et-Loir, Finistère, Mayenne, Morbihan, Territoire de Belfort, Vienne... On these networks, steam-hauled trains quickly became non-profitable.

LORRIES TO START WITH

Georges Tartary, an administrator of the Deux-Sèvres network, was the first to think of creating railcars built on the chassis of former US military lorries (which had reverted to civilian use after 1918). The first units were somewhat rough and ready, but the bodies were soon standardized.

The direct descendants of the Tartary machines were the De Dion Bouton railcars. Therefore, Verney railcars were born on GMC chassis. Quite distinctive with their 4-wheeler chassis and their 3 or 5 side windows, they featured a small engine bonnet that was very similar to those found on road vehicles of the times, but with the radiator protected by a grille.

A MORE CLASSICAL FOLLOW-ON

Following on from this first family of railcars, the Société centrale de Chemins de fer et d'entreprise, having taken over from the Baert-Verney group, turned to building machines that looked more like standard railcars. It was these units, with which Jean-Louis was familiar on the Blanc à Argent and Tarn systems, which we review here.



Verney trailer XR 702, modernized at Romorantin, 17th october 1987.



A 3 railcar in the depot at Castres (Tarn), 8th July 1962.



Verney railcar in Valençay station, 30th March 1988.

SECONDARY

A 6 Verney railcar in the street at Pierre-Segade in 1953, what a splendid secondary atmosphere!

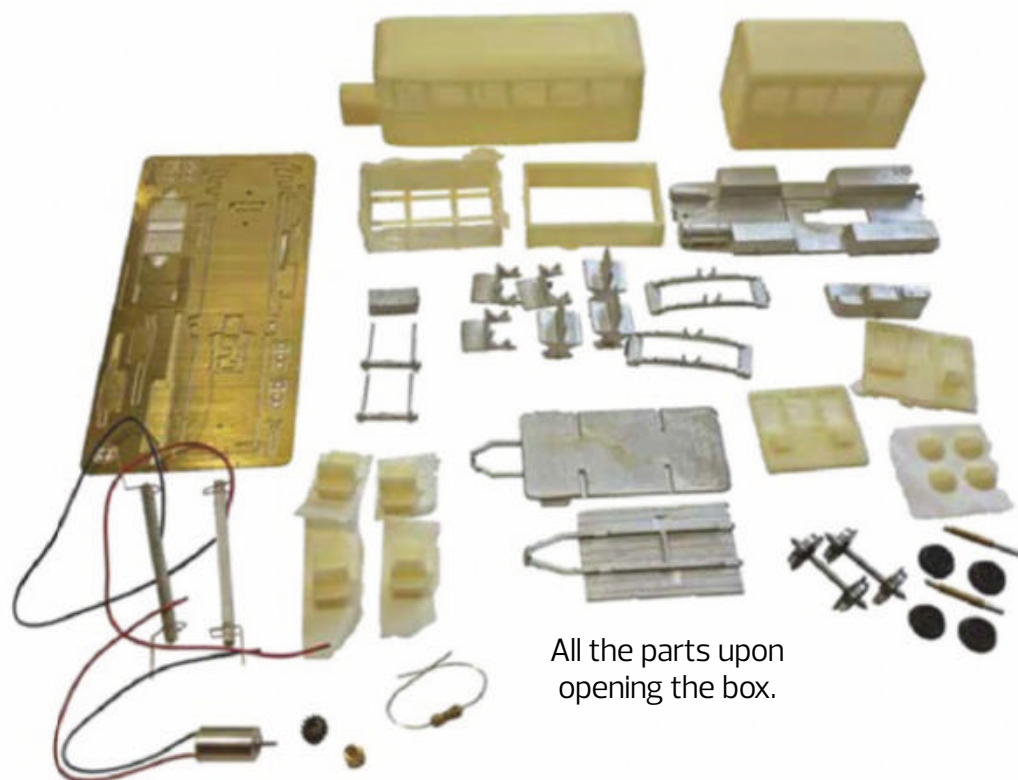


M. Rifault, coll. J.-L. Rochaix

A Verney railcar ON A GMC CHASSIS

Marcel Joly Modélisme has released an ancient contraption, a real dinosaur of the railcar era in H0-12. Let's tackle its assembly!

Text and illustrations (unless otherwise mentionned): **François Fontana**



All the parts upon opening the box.

This is a simple kit, consisting of white metal, etched brass and resin parts. It is supplied with a concise, but manageable, instruction sheet. The rear axle is driven by a 6V mini-motor to which a resistor (also supplied) must be added to avoid a disaster. The model is heavy and has a very fine presence, the choice of the prototype is astute. Even more so as the railcar is supplied with its 2-wheeler trailers. ■■■



J.-M. Bellières

The Verney built by Jean-Michel Bellières rolls into the station. It had no trouble handling the curved gradient that is a feature of this layout, a good test bench.



J.-M. Bellières

Seen from behind with its small parcels trailer, this is a very pleasing model!

ASSEMBLY

Nothing very complex here, simply tasks that can be a little irritating at the workbench in the evening: the cast resin monoblock body must be carefully sanded. Although it displays no bubbles, all the windows have to be opened up and all the frames must be cleaned; this is long and tedious, and requires a lot of care. Under the chassis, the electrical pickups must be positioned and fixed in place, I opted for a two-part adhesive and I held the parts in place while the adhesive cured. Soldering the electric mini-wires on the resistor and fitting all this between the chassis frames isn't that obvious either.

The remainder of the work is straightforward, the white metal parts are neat, well cast and clean. Dec-

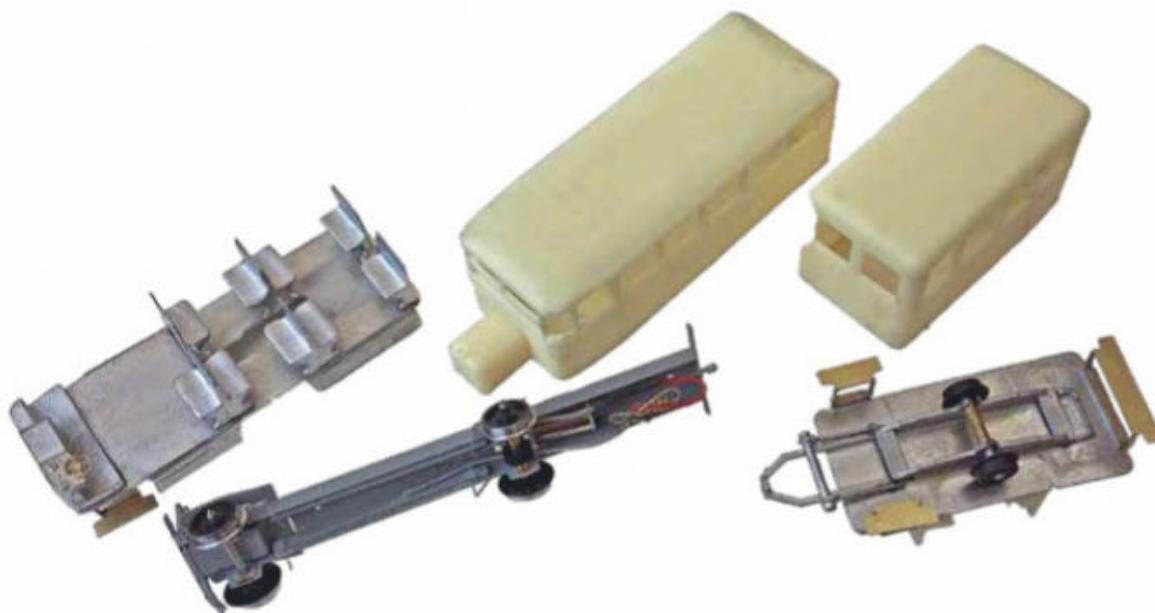
oration is easy; the kit can be dismantled as it is held together by two screws.

OUT ON THE LINE

With its 47mm wheelbase, the railcar can run pretty much anywhere. With a trailer in tow, it cannot handle ultra-tight curves, but this isn't usually the case on metre gauge. So not to worry.

The small motor can easily handle the load, and as the railcar is heavy, electrical pick-up is fair. Add a driver, a few passengers and some transfers to give the railcar a number or a company name, and you wind up with a very pleasing machine!

The most tedious job: opening up all the windows. The work is finished off using a needle file.



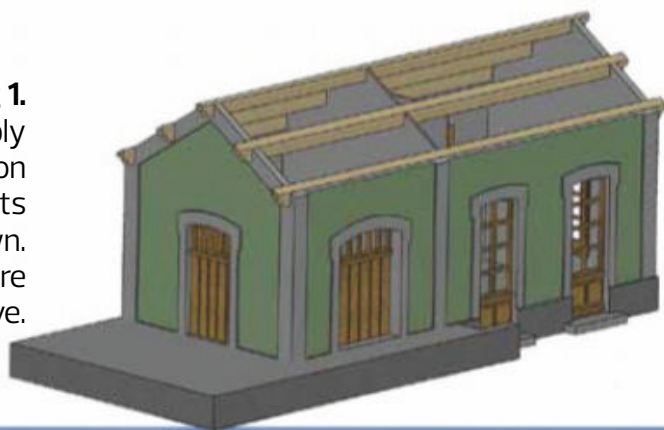
The driving mechanism is assembled, everything works. The seats have been fixed to the floor, the bodies are ready.

A PRETTY LITTLE STATION, *printed in 3D*

Text and illustrations: François Fouger

François Fouger shows us how to design and assemble a building (almost) entirely 3D-printed; and how to do so at home!

Drawing 1.
Partial assembly
of the station
components
while being drawn.
The colours are
purely indicative.

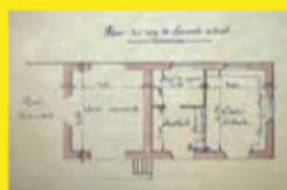


My H0-9 narrow gauge layout consists of a hotchpotch of modules; rather like the Modulino approach. This means I can enjoy a variety of pleasures without the bother of having to accurately model a real site. However, each individual module does evoke a small corner of France – or of elsewhere, as I have also built a model of Brusio viaduct, on the Rhaetian Railways in Switzerland.

The module currently under construction is inspired by southern France in general, and

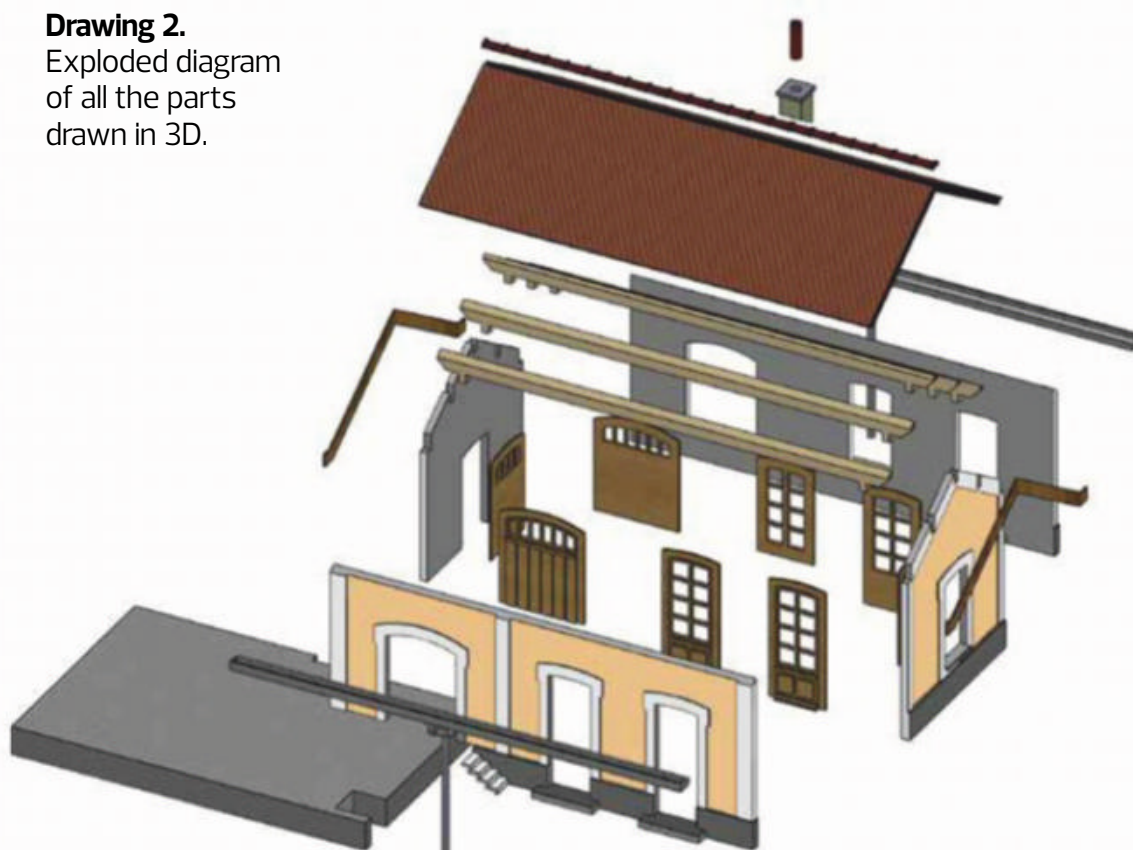


Grignan station building has been re-named Gragnin, and is seen here in front of the circular village on François' layout.



The original drawings as preserved in the Drôme departmental archives. See the drawings for the building in the central folder

Drawing 2.
Exploded diagram of all the parts drawn in 3D.



The proper adhesive for PLA

I use Uhu Twist&Glue adhesive, with the black ring: a solvent-based adhesive that is pretty much universal for assembling buildings out of a variety of materials that aren't necessarily perfectly flat (caution, though: the same adhesive is sold with a green ring, and this one is quite unsuitable).



*Colle UHU
à solvant,
reconnaissable
à sa bague
noire.*

features a typical "circular village", very convenient when you want to fit a balloon loop around it! The module isn't large (60 x 60 cm), so I needed a small station. Grignan fitted the bill. It was an intermediary halt on the metre gauge tramway that linked Taulignan to Chamaret in the Drôme. This small establishment only had a ground floor, with the goods shed roof aligned with the passenger station roof. Thanks to a distinguished modeller ("Chef de gare") questioned on the "Passions métrique et étroite" forum, I was able to get hold of plans for heightening the building, from the Drôme departmental archives. The plans were re-drawn for 3D printing, using the small Dagoma printer (reviewed in Issue 832 of Loco-Revue).

DESIGN

Following a first, but unsuccessful attempt at monobloc printing, I decided to break the building down into several components:

- the four walls;
- the platform;
- the woodwork;
- the beams;
- the chimney;
- the gutters;

- the edging;
- the ridge tiles.

I decided to make the roof out of cardboard, covered with Redutex tiling material. Because printing takes place flat, I designed the various parts so that they would fit together neatly. The basic thickness of the walls was set at 1.5mm, with 1mm thick stonework in relief at their base, and door and window facings 0.5mm thick, also in relief.

GETTING TO WORK!

The work was then quite standard. Once printing was completed, flash was removed from the parts: the first layer of a 3D print in FDM, in other words using a "thread", is a tad crushed and displays a small lip that is best removed by using a scalpel or by sanding.

Gluing calls on solvent-based Uhu adhesive, recognizable by the black ring on the tube! Painting, followed by fitting the woodwork and the glazing.

Assembling the framework, the roof and its cladding.

Fitting the chimney, the gutters, and the drainpipes.

And finally, detailing...

Grignan, two minutes' stop!

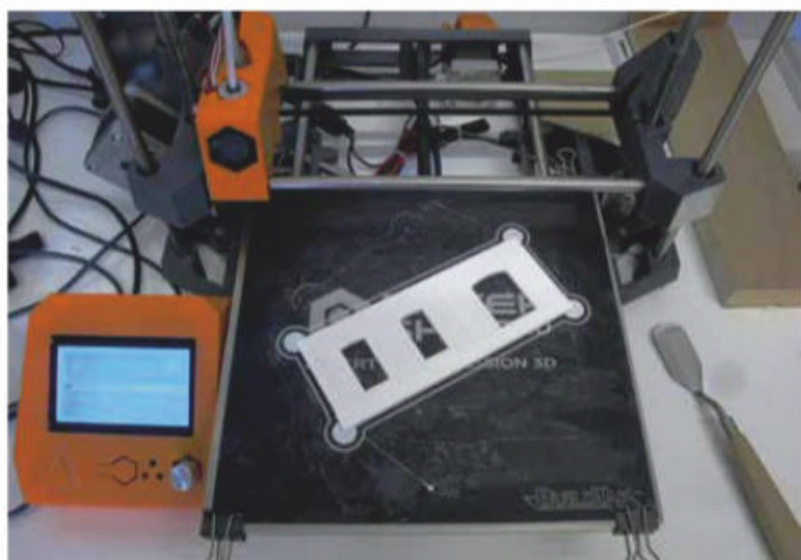
The secondary metre gauge railway that linked Taulignan to Grignan and Chamaret was one of several local light railways in the Drôme department. Opened in 1907, the line was first run by a private operator, before being bought back in 1927 by the department and entrusted to the "Régie des chemins de fer de la Drôme". However, by the following year, losses were such that trains were replaced by buses. The line finally closed in 1932.

11km long, the line followed the roadside, except near Chamaret station where it had its own right of way, after having crossed the PLM main line on the level.

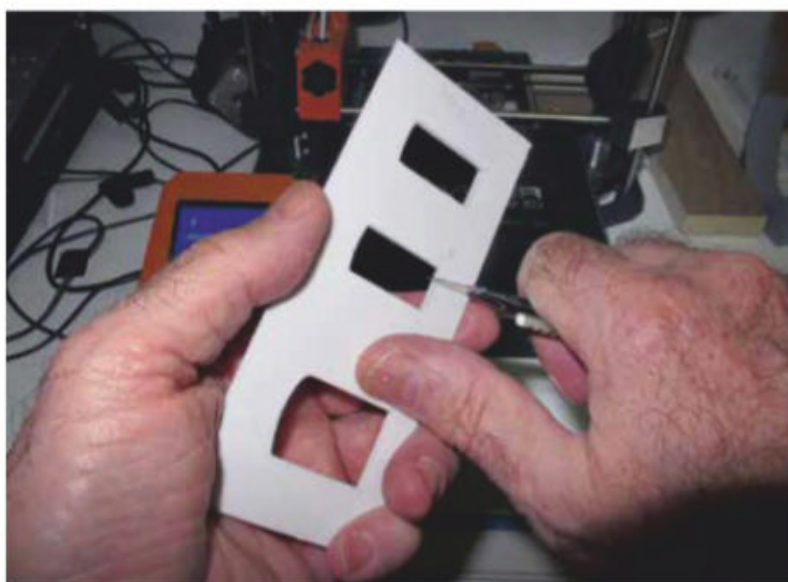
The depot was located at Taulignan. The rolling stock was suitably modest, in keeping with the whole set up: two Corpet-Louvet 0-6-0 T locomotives, built in 1907 (n°s 1 and 2), a single passenger carriage and a handful of goods wagons. Grignan lived off agriculture: sheep breeding, truffle fields, vineyards, lavender... as well as stone quarries.



The station building survived until 1965, when it was replaced by the town swimming pool.



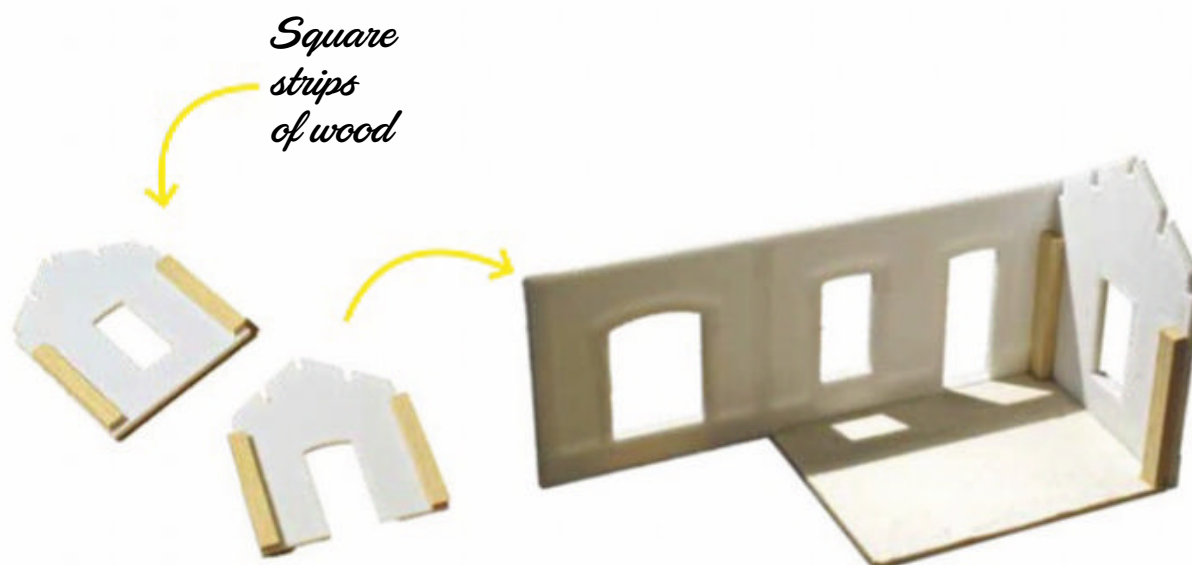
1 The facade on the street side is printed in white PLA. PLA, or PolyLactic Acid, is a biodegradable polymer very widely used in FDM (Fused Deposition Modeling) or FFF (Fused Filament Fabrication) type 3D printers, as it is easy to process, doesn't produce toxic fumes and is very sturdy. The screen shows that it took the printer 1 hour and 43 minutes to do the job.



2 The first layer of printing is always a tad crushed. The "lip" can easily be removed using a scalpel.



3 I made the wooden parts using "Polywood" PLA, which doesn't include an additive of the wood powder type, but micro-bubbles that provide a wood-like surface. What is more, if necessary, this polymer takes paint very well.

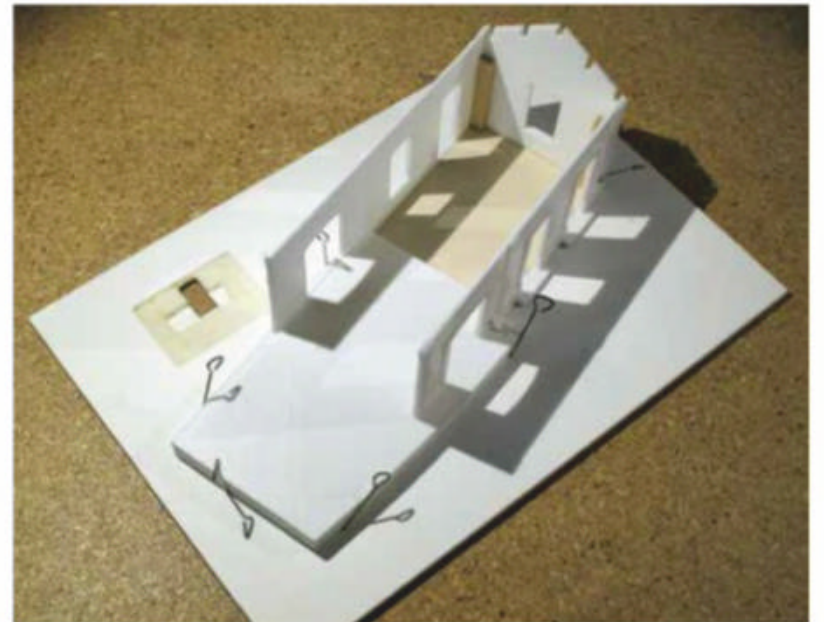


4 I started by gluing square strips of wood in the gable angles, to make assembly easier, with Uhu Twist&Glue adhesive.

5 Assembly starts: the gable on the street side and the facade on the street side, together with the floor of the waiting room/office, made of 2mm thick millboard.

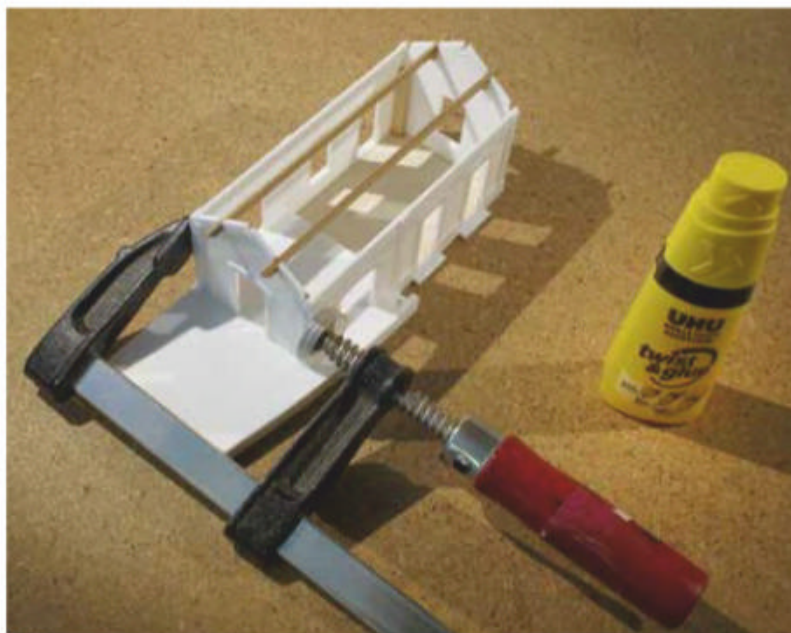


6 The facade on the track side is now glued in place.

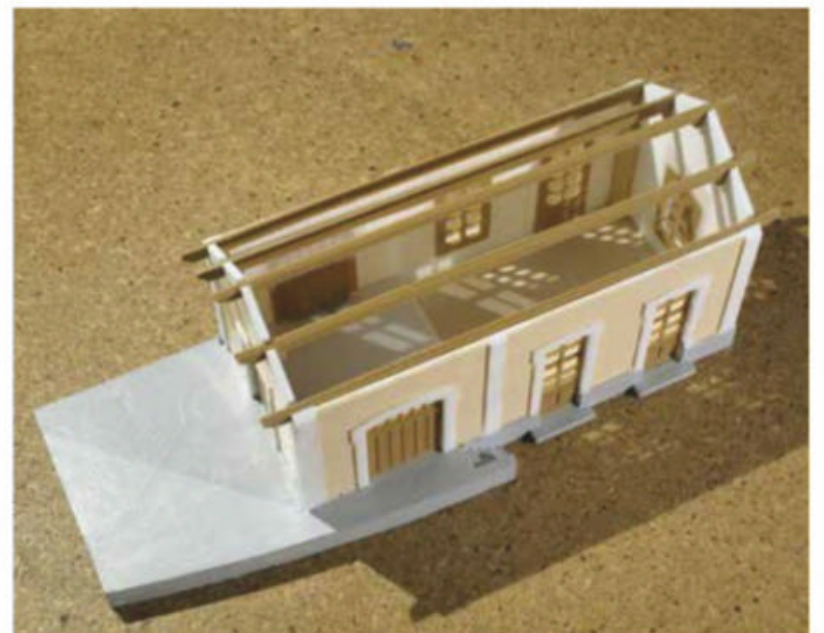


7 The earlier assembly is fitted to the platform. I used a foam board martyr in which pins are pricked to hold the parts in place while the adhesive sets.

A clamp is useful to hold the assembly while the adhesive sets.



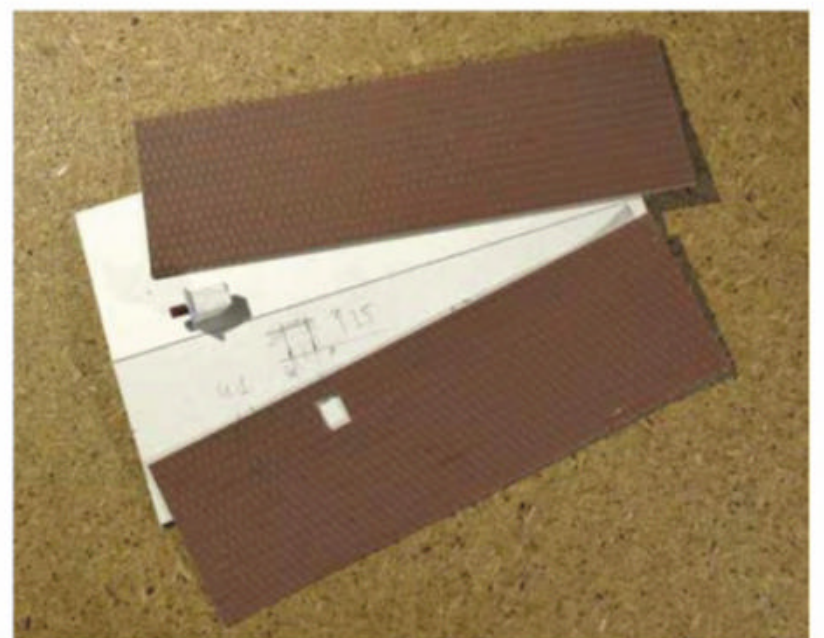
8 Gluing the gable on the goods shed side is made easier by adjusting the spacing with the beams, whose small shoulder fits inside the walls.



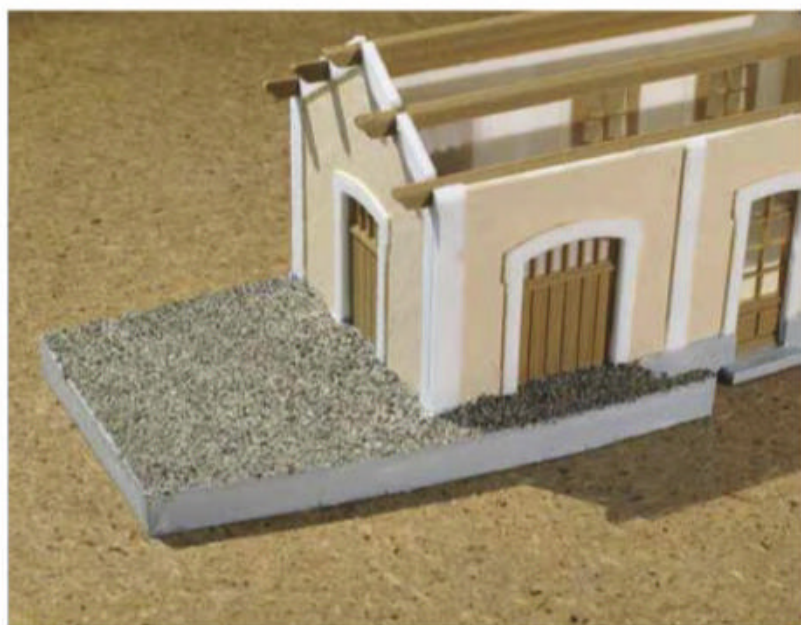
9 Once the paint has been applied (I use paints from the Prince August range), I fitted the beam and the unpainted woodwork, as well as the glazing, cut out of acetate sheet.



10 The roof was cut out of a sheet of 2mm thick millboard, in one single piece, slit over half its thickness to form the fold line. The chimney is in the angle of the office/waiting room. The chimney pot is from a cotton bud.



11 The Redutex sheet is cut to the right dimension (with a surplus of 0.5/1mm above the gutter, and make sure the tiles are whole along the edge of the roof), then glued to the millboard.



12 Ultra-fine sand was glued to the surface of the goods platform.



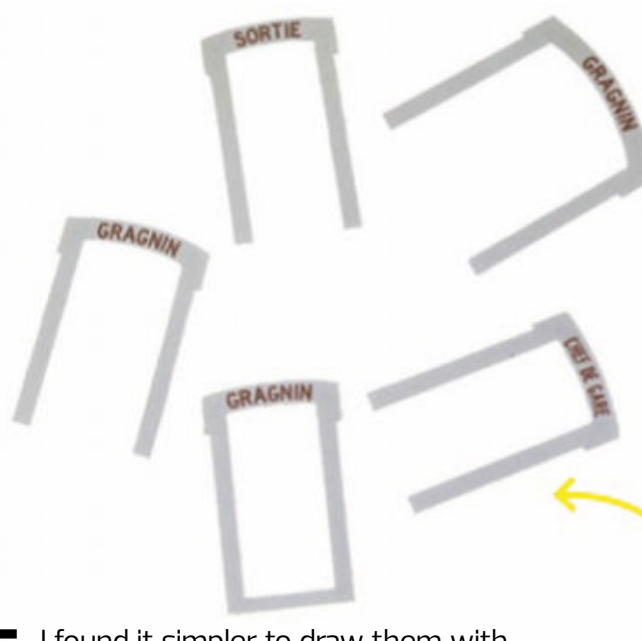
14 Once painted, the last elements are fitted: ridge tiles, gutters, 0.7mm thick edging, printed in Polywood. The drain pipes are made out of 1.2mm diameter brass wire.



16 I glued the doors and window woodwork – one by one – using wood glue...

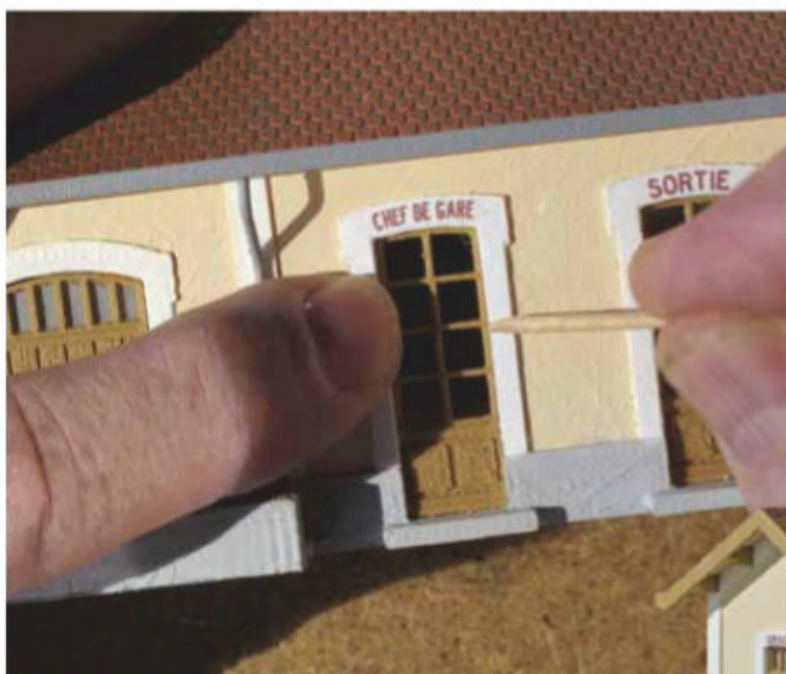


13 The 3D drawing of the ridge tiles and of one gutter. I noticed that on vintage postcards, the gutters are “square”.



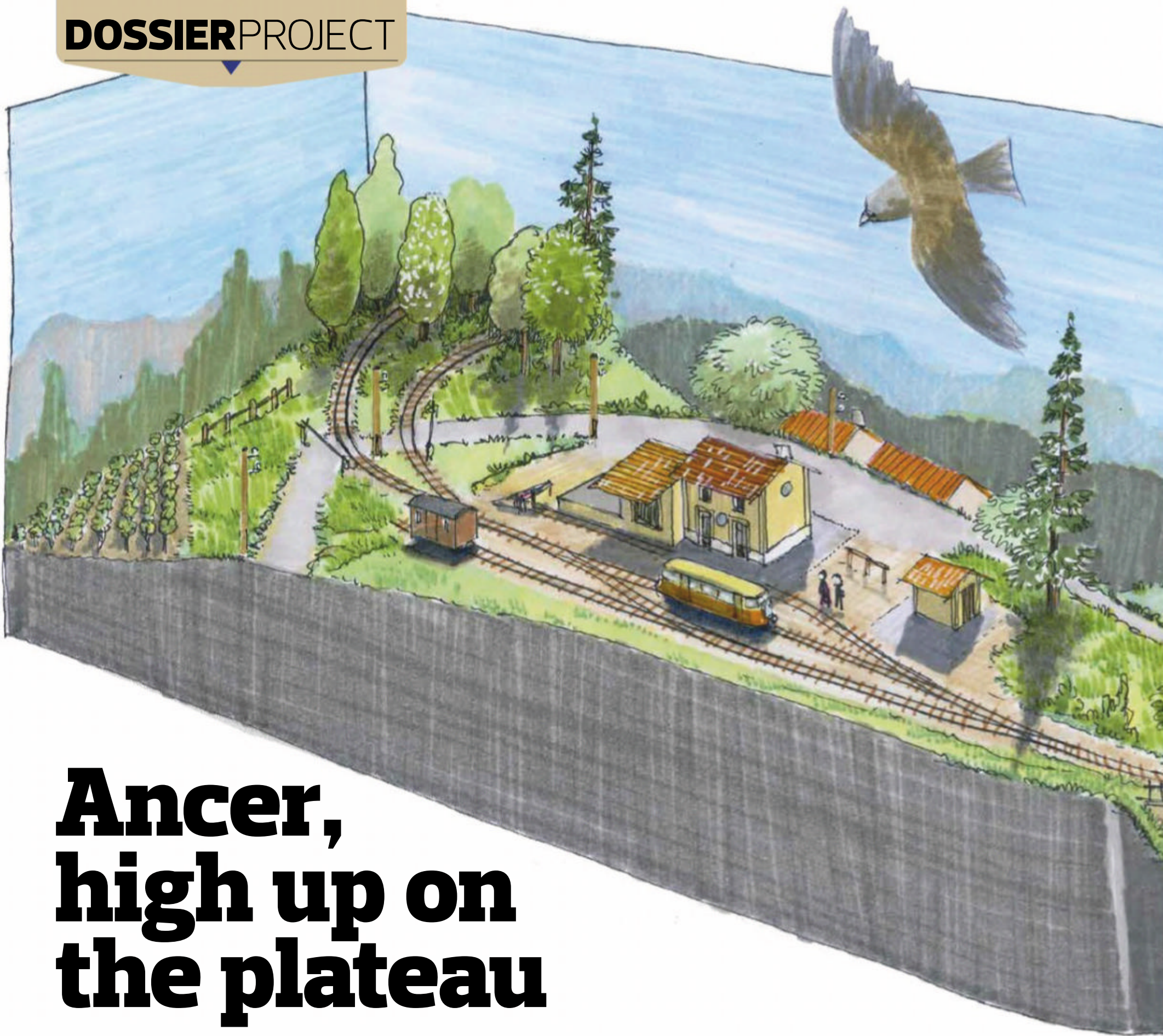
15 I found it simpler to draw them with Illustrator, print them on 80g white paper and cut them out with my Silhouette Portrait. As the village in the background isn't really Grignan, I called my station Gragnin...

*Final small details:
the markings painted
on the doors and
window.*



17 And fitted the cut-out parts using a cocktail pick.





Ancer, high up on the plateau

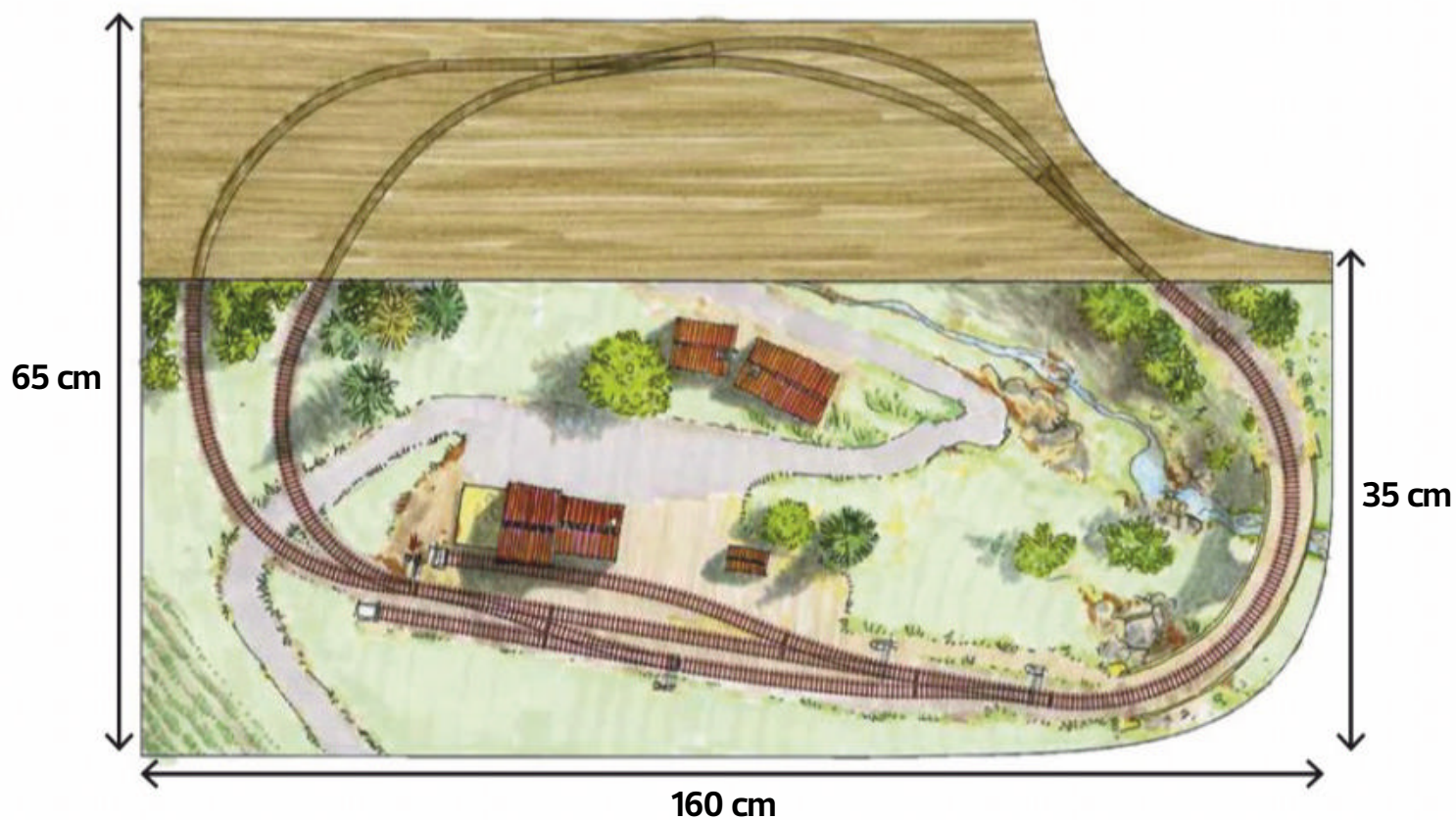
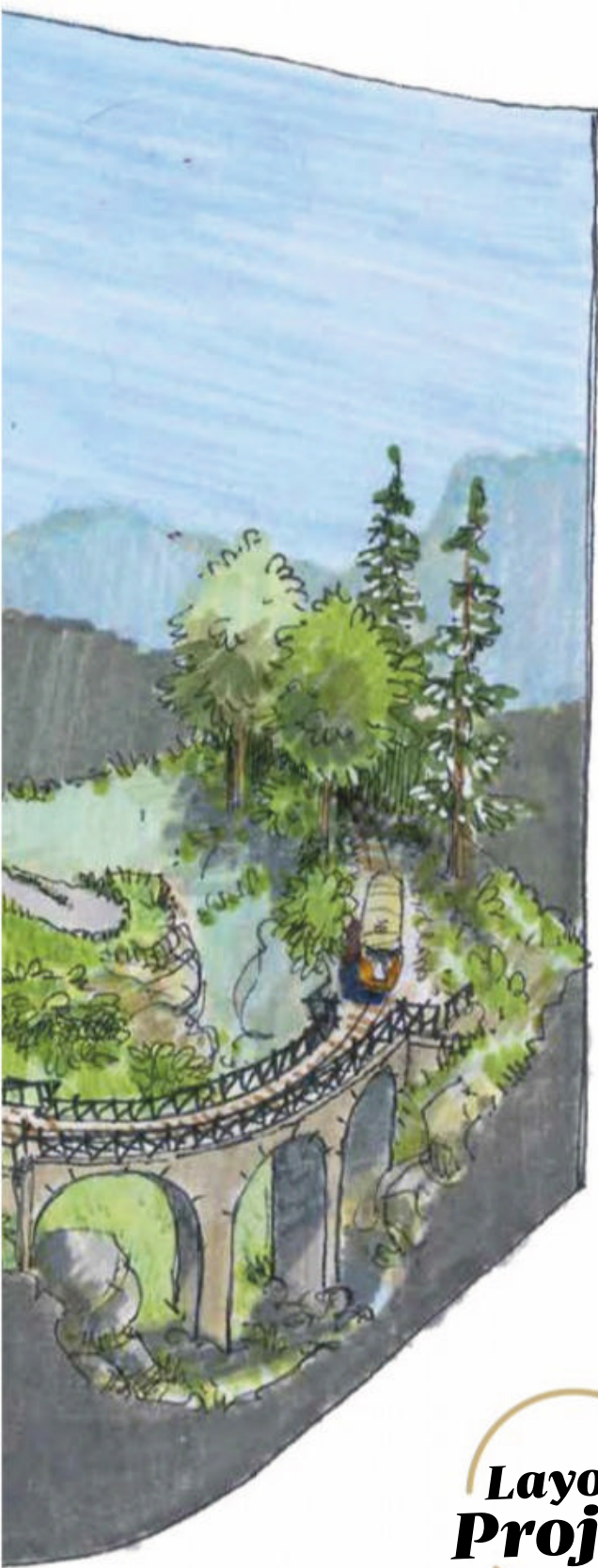
Here is a simple layout project, small enough to fit into the corner of a room, where railcars and short locomotive-hauled consists in H0-12 can run.

Text and illustrations:
François Fontana,
Éric Fresné

With the huge range of metre gauge rolling stock produced by Trains d'Antan, the release of the Verney MJM type railcar by the artisan Marcel Jolly, and the forthcoming release of the Billard A 80 D railcars in the REE range, we felt like thinking up a very local layout project, set in rural France in the 1960s. So that the various vehicles could coexist, which wasn't the case in reality, we opted for a geographical area where no metre gauge lines were ever built.

RELIEF

When creating a small layout, proper design of the relief is essential. To ensure the rolling stock is emphasized, and the railway operations are properly enjoyed, the layout must act as a showcase, while being of the same standard as the trains running on it. Classically, modellers tend to close off the horizon with a relief that rises towards the backscene. For once, we suggest taking the opposite approach. The highest part of the layout is located in the foreground, while the rear is a steeply sloped hill. The track crosses a valley via a curved viaduct located on the right hand side, and on embankments on



The layout at a glance:

Peco code 75 track
Double slip, ref. SLE 1490
Left-hand turnout ref. SLE 1496
4 right-hand turnouts ref. SLE 1496
Minimum radius 30cm
Dimensions: 160 x 65cm
Fiddle yard: 160 x 35 cm

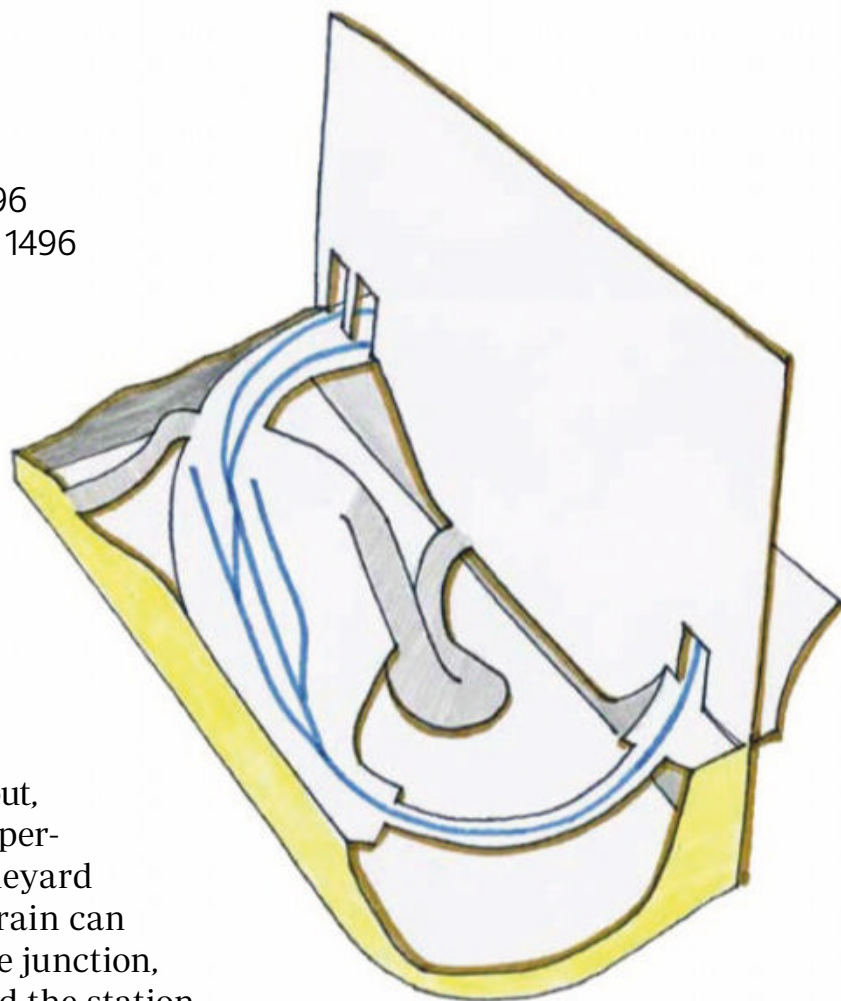
Layout Project

the left hand side. The scenic divider carries a panorama photographed from a point located above, and the entry points to the fiddleyard are concealed by clumps of trees. The depth effect is provided by the presence, half-way up the hill, of two buildings whose only visible parts are the roofs, seen from the road which drops down the slope, and of telegraph poles which disappear behind the relief.

TRACKPLAN

The station is a simple one: a passing loop, a dead-end siding alongside the station building and the semi-detached goods shed, a headshunt at the front.

On the left hand of the layout, a junction offers extra operational scope. The fiddleyard features a loo where a train can be stored. What with the junction, the fiddleyard siding and the station passing loop, three trains can be easily operated together, four if you feel like imitating the Tube network at peak hour! The layout is drawn with Peco flexible H0-12 track in code 75. Enjoy the hilly landscape, the wind in the trees and above all, the cry of the MILAN gliding above this vast scenery!

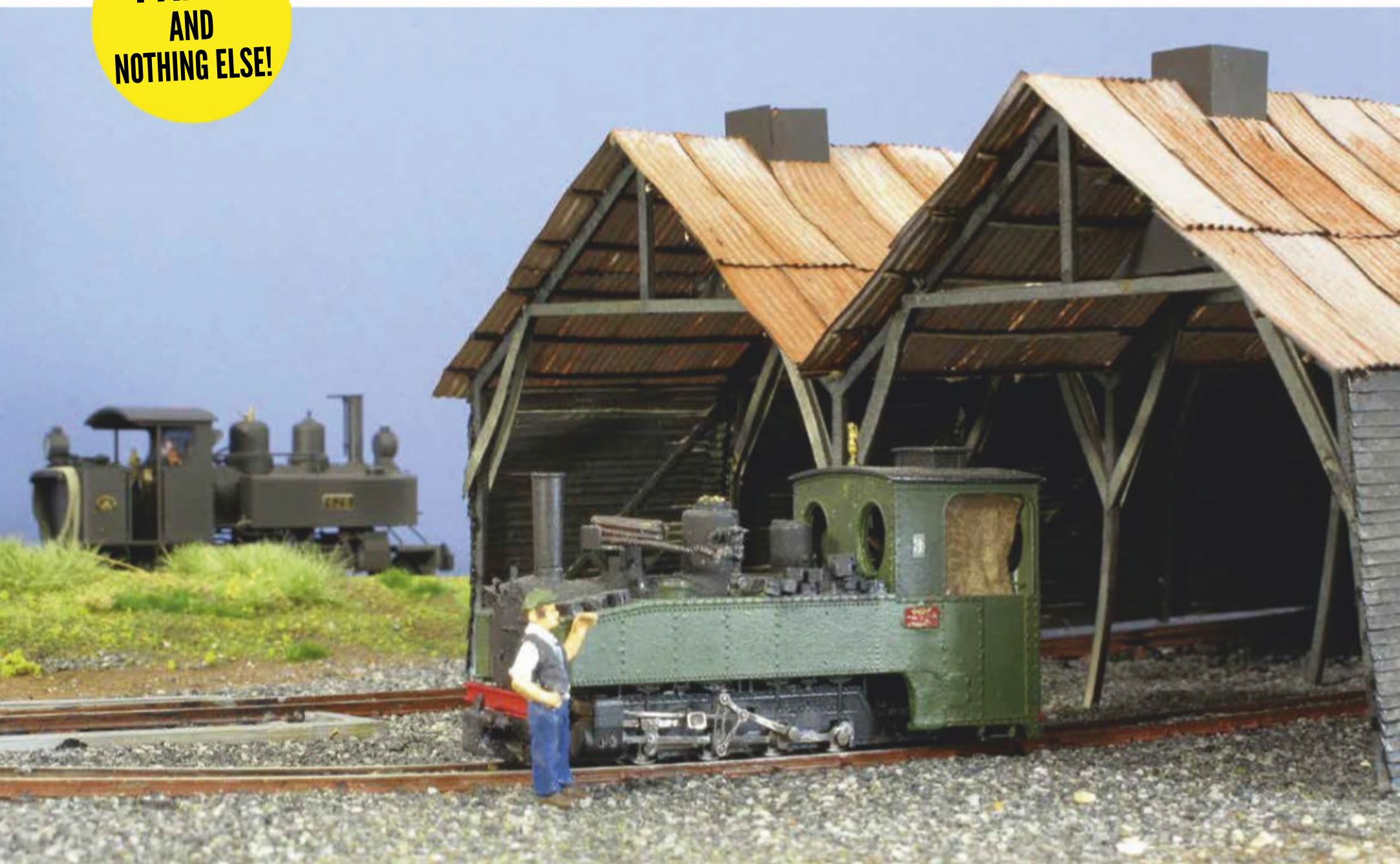


Making corrugated sheet-metal out OF PAPER

Continuing the construction of Quittancourt, his layout inspired by the post-WWI liberated regions, Éric Fresné has tackled the corrugated sheet-metal roof of his shed. And found an affordable and simple approach, using typing paper.

Text and illustrations: **Éric Fresné**

**PAPER
AND
NOTHING ELSE!**



Early duties at Quittancourt depot. While Roger is preparing to open the smokebox door on the Brigadelok, a Baldwin is arriving with the morning train.

Slowly, but surely, my 1/76 scale layout is taking shape. The depot and its large shed will be one of its major features. In VL 97, I explained the use of card and paper to build the woodwork and the cladding of the shed. What remained was to build a roof that “blended” with this structure. Selecting the material was easy, as this type of building was, whether used by the military or by civilians, covered with sheets of corrugated metal. So corrugated sheet metal it would have to be...

Sticking with the idea of scratchbuilding as many things as possible using simple materials, I opted to make my sheet metal myself. To do so, I designed a small tool to emboss the sheets one

by one (**figures 1 and 2**). Convinced that nothing would represent metal better than the real thing, I started by testing my system on pieces of domestic aluminium foil. The result was frankly disappointing. The aluminium got torn very easily and even the lightest handling left marks that erased the corrugations. Bad idea, something else had to be found.

That's when I thought of making a test with paper. Once dampened, its shape can be altered without it getting torn, provided care is exercised. And above all, once dry, it retains whatever shape it was given. A quick test on rectangles of 80 gram typing paper turned out very promising. I obtained some nicely corrugated sheets that could withstand handling!

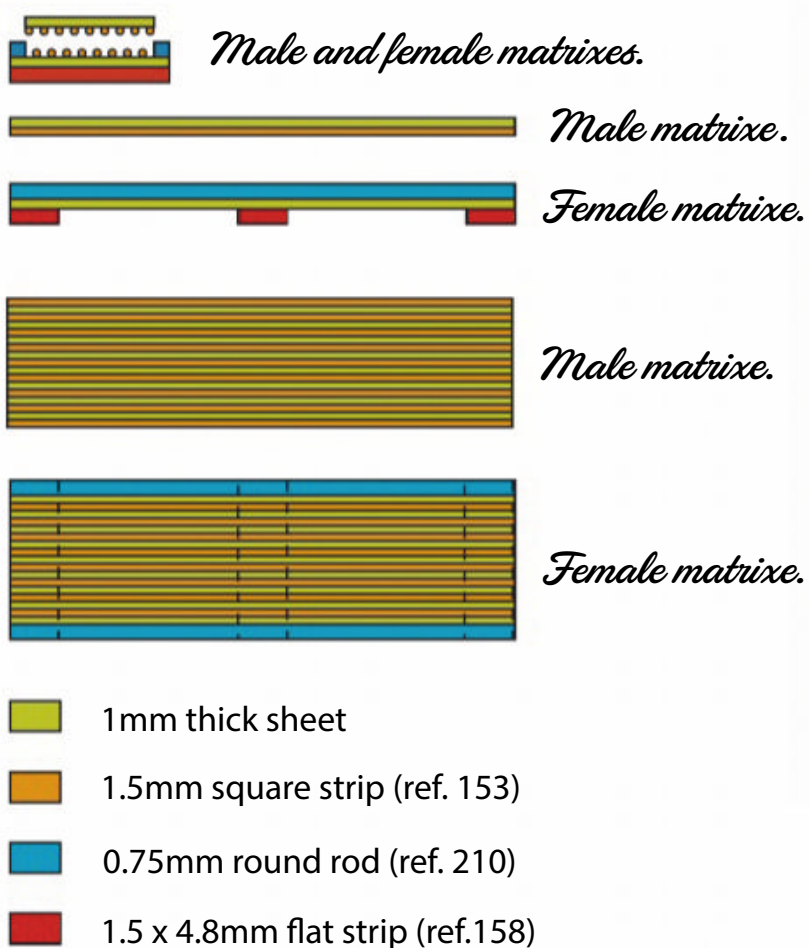


Figure 1. The embossing matrix makes use of Evergreen strips.

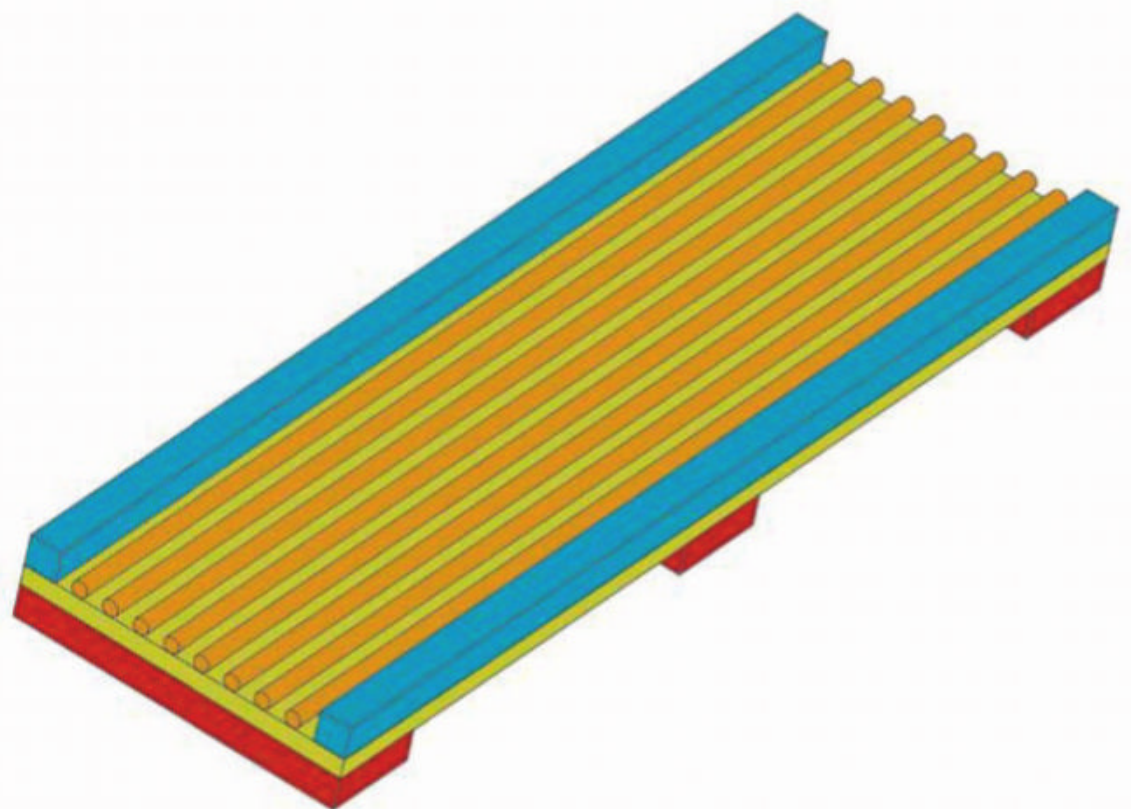


Figure 2. The lower tool seen in perspective. The colours refer to the caption of figure 1.

Supplies

0.75mm Evergreen **round rod**: ref. 210
 1.5mm Evergreen **square rod**: ref. 153
 Evergreen **flat strip**: ref. 158
 1 and 1.5mm thick **plastic sheets**
Polystyrene cement
Ink

1

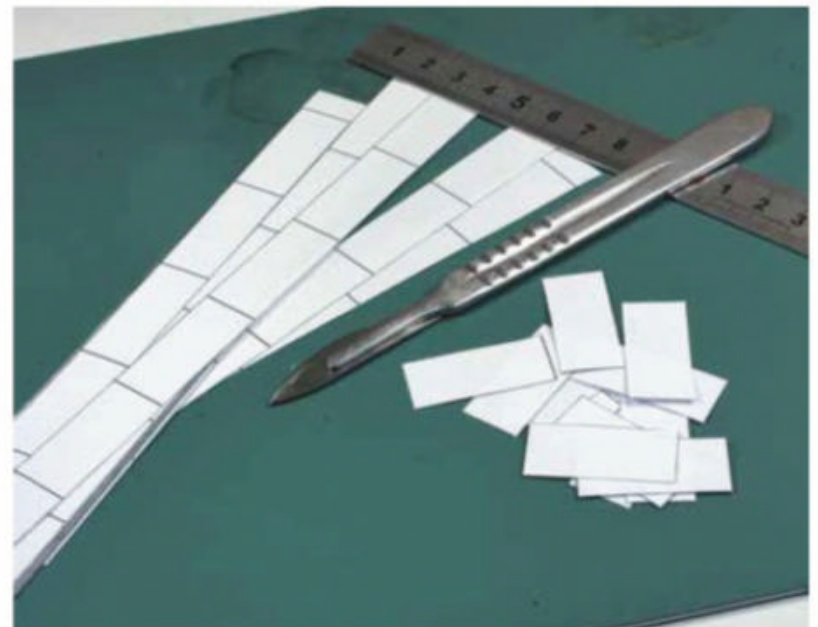
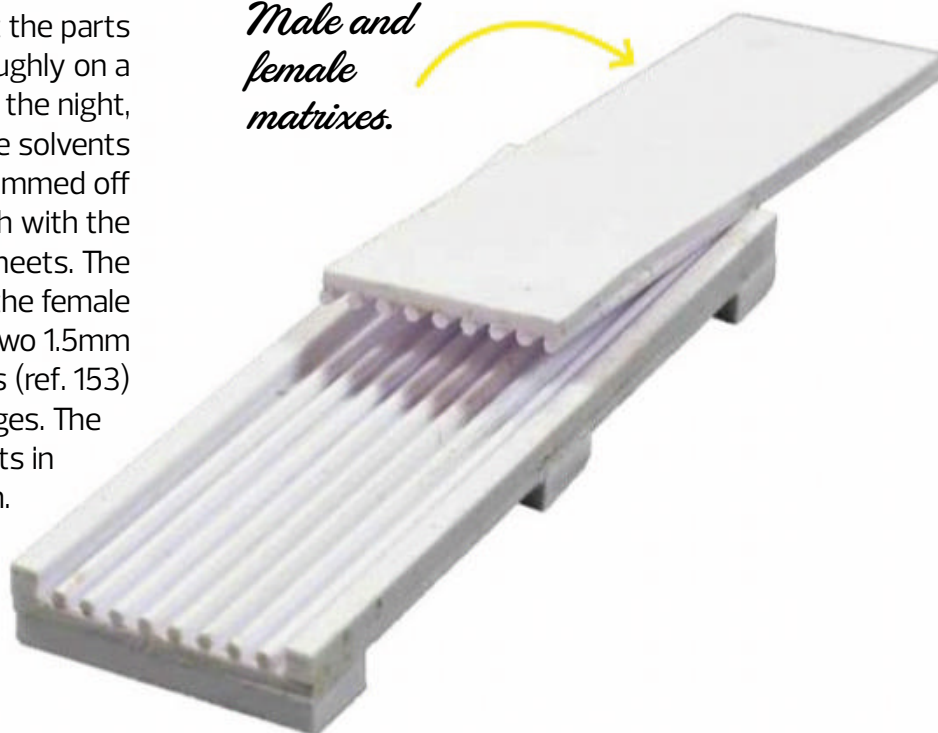
Before making my paper sheet metal, I had to assemble my two matrixes. They consist of Evergreen 0.75mm round strip (ref. 210) glued perfectly parallel and regularly spaced on a 1mm thick supporting sheet. The round strips extend beyond their respective supporting sheets. In this way, offcuts of round strip of the same diameter can be glued at the end, ensuring suitable spacing between the strips.



2

After having left the parts to dry thoroughly on a flat surface for the night, to let all the glue solvents evaporate, I trimmed off my strips flush with the supporting sheets. The lower matrix – the female one – has two 1.5mm square strips (ref. 153) fitted to its edges. The male matrix fits in between them.

Male and female matrixes.

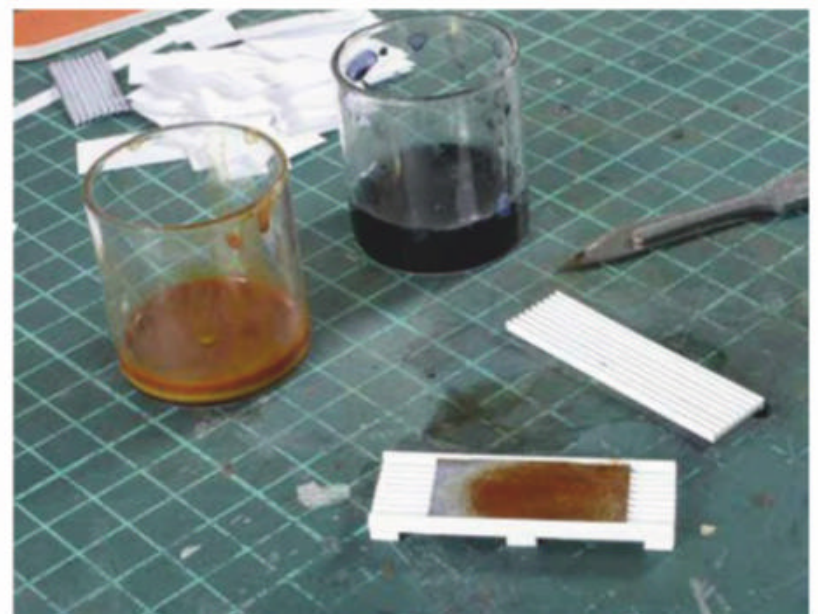


3 We now move on to an "assembly line" process. First, I cut out a good supply of basic typing paper: 80g or 100g are fine. Each rectangle measures 14.5 x 32mm.

The purpose of the adhesive is to make the paper a tad more rigid when drying out.

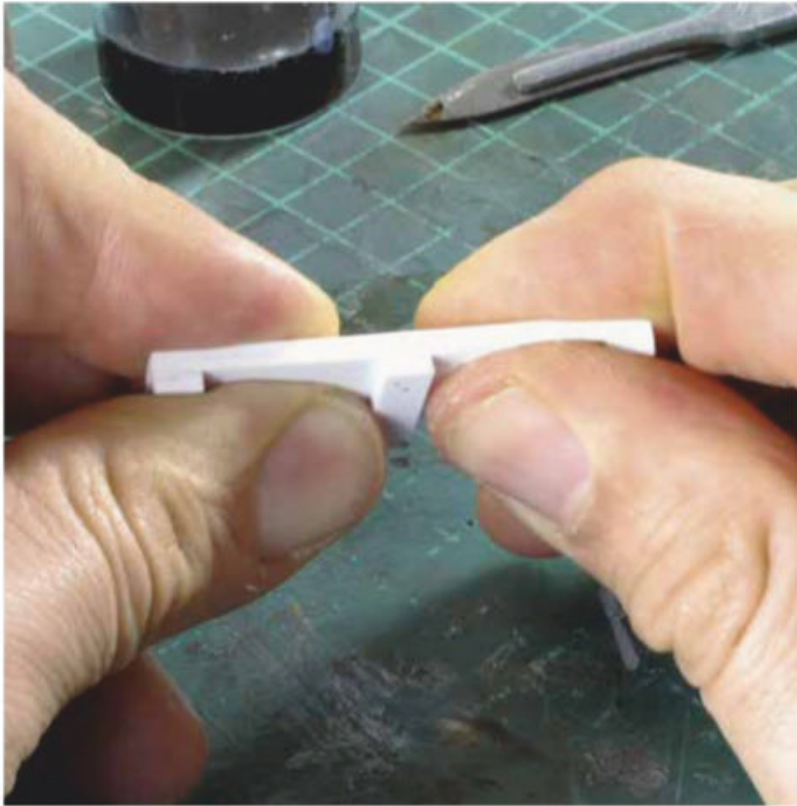


4 The sheet metal is coloured before being embossed. To do so, I prepared two shades. The base colour is Payne grey ink from the Pébéo range, diluted 50 per cent, with a few drops of Cléocolle adhesive added. The second cup contains a rust-coloured Vallejo wash. The rectangle of paper is first coloured grey on both sides. I then apply the rust weathering, insisting more or less in some places depending on the effect I'm after.



5 The rectangle, still damp, is inserted into the female matrix, neatly locked in by the two square strips. The rectangle, still damp, is inserted into the female matrix, neatly locked in by the two square strips.

**TOTAL COST
NEXT TO
NOTHING**



6 The male matrix is put in place over the paper, and the two parts are pressed together uniformly. Finger pressure for a few seconds is amply sufficient. Tests carried out with pliers showed this was useless extra work.

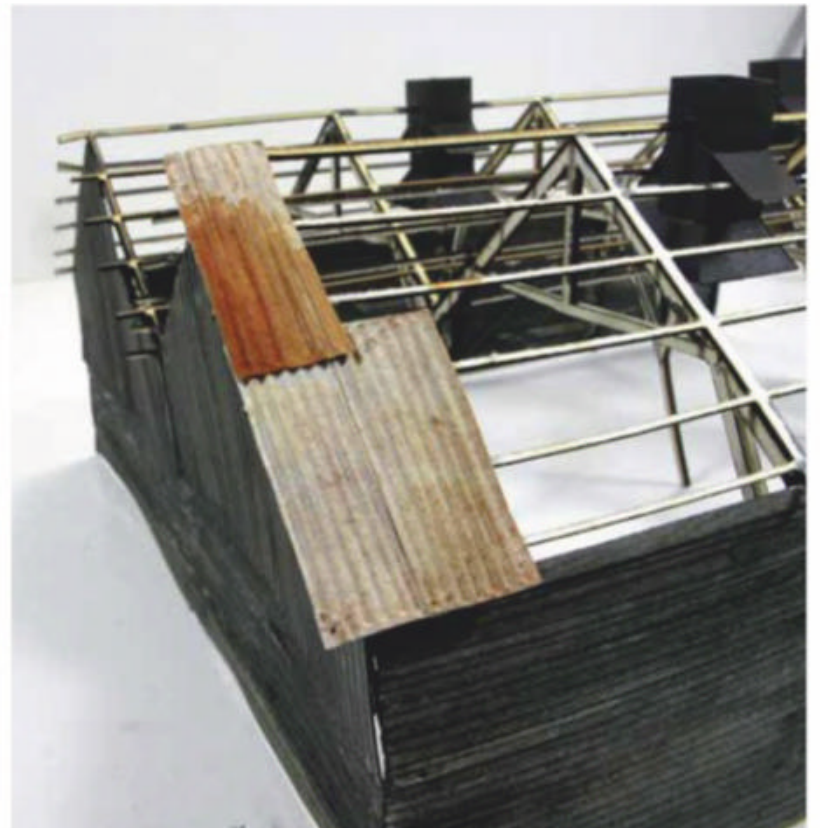


7 Hey presto, here is my corrugated sheet metal, straight out of the matrixes! The corrugations are neatly marked and will persist once the paper has dried. For the time being, the damp sheet still looks rather dark. It will get lighter gradually.

Some sheets also display gashes or are not perfectly flat. This enhances the realism of my roof .

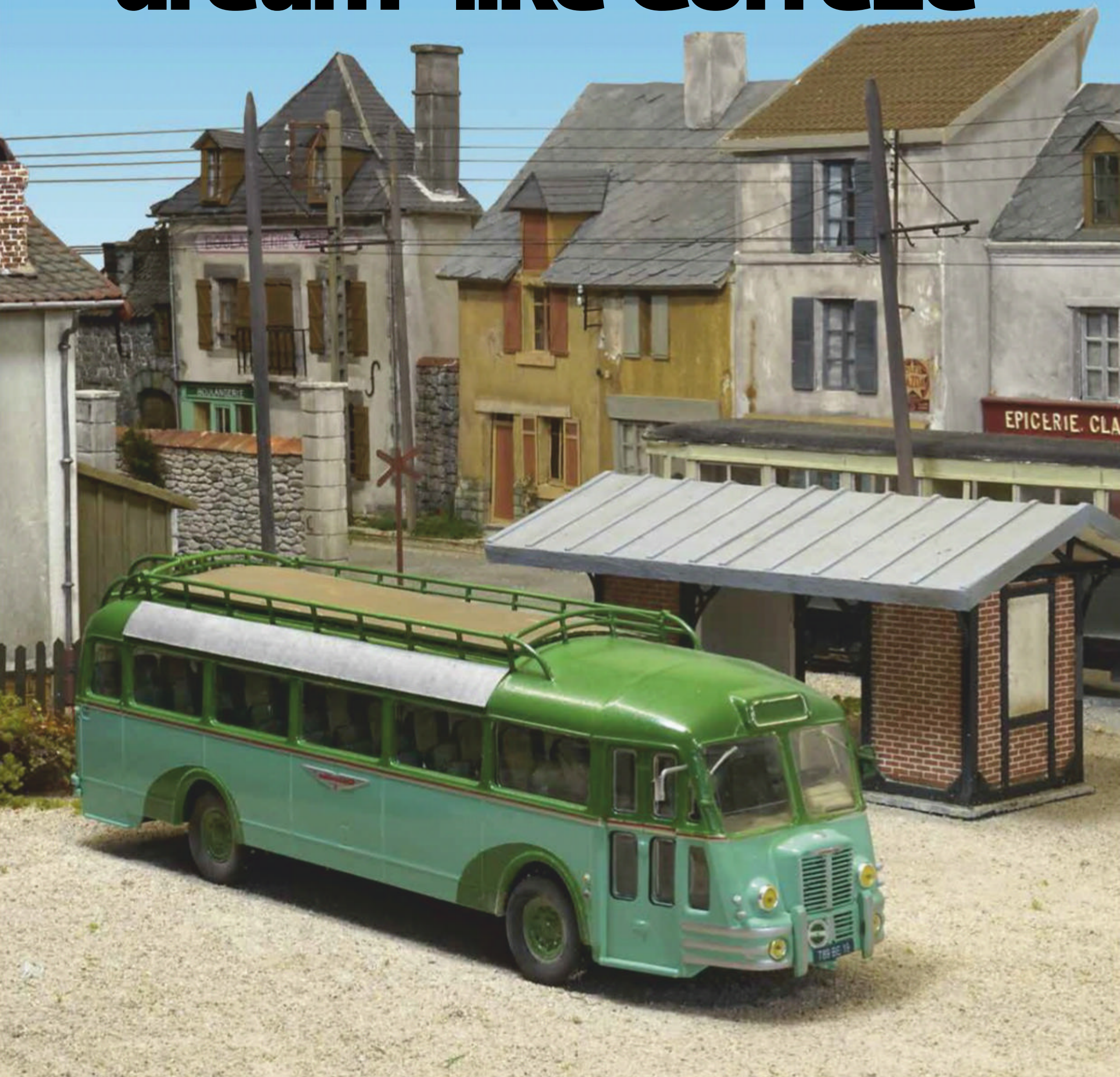


8 One hour's worth of work, somewhat repetitive, was enough to produce the roofing for my shed. The sheets seen at the top right were embossed first. Their final colour is quite visible, pretty close to real metal sheet that has been exposed to the elements for some time, which has suffered from years of war and reconstruction.



9 Once the sheets have dried out thoroughly, all that remains to be done is to glue them one by one to the roof framework, with a prototypical overlap. At this stage, it is still possible to touch up the overall colour of the roof using pastel powders applied dry with a brush.

Gilles Gayral's **dream-like Corrèze**





Multimodal before the times, Palisse-les-eaux-Ville station sees the connection between the Tramways électriques de Haute-Corrèze motor-unit and the Chausson APH coach operated by a local company.

In issue 75 of *Voie Libre*, we had begun telling the story of Gilles Gayral's large 0 scale layout. Since 2013, work has progressed and it was time to return to Haute-Corrèze.

Text and illustrations : François Fontana and Éric Fresné

Having moved permanently to Brittany, Gilles Gayral spends his leisure time gradually taking over the entire surface of the large basement beneath his house. Three railway lines now coexist on this small piece of Corrèze located in the Morbihan. Since 2013, the company names have evolved somewhat, and two of them have even proceeded to a (mock) merger-acquisition! Facing a chronic deficit, the EFC, the large standard gauge company, has been taken over by the Haute-Corrèze department. And has become the *Régie ferroviaire corrézienne* (RFC). Taking advantage of its public status, RFC absorbed the metre gauge line from Palisse-les-eaux to Chastagnier-Fourniol. Aside from these major administrative maneuvers, Gilles also created a third company which already existed on paper in 2013: the *Tramways électriques de Haute-Corrèze* (TÉHC)... ■■■



A tramway creeps past the houses amongst road vehicles: a typical scene of the extension to Gilles Gayral's layout.

0-22,5 Layout



The motive power of the *Tramways électriques de la Haute-Corrèze* (TÉHC) is sheltered in a large wooden shed supported by a single stone wall. The three motor units parked there are all freestyle, which proves that it is possible to be realistic without slavishly copying reality!

The layout at a glance

Layout: 0m, 1/43.5 scale, 22mm gauge track

Inspiration: *Tramways de Haute-Corrèze*

Dimensions: permanent layout
installed in a basement

Control: analogue

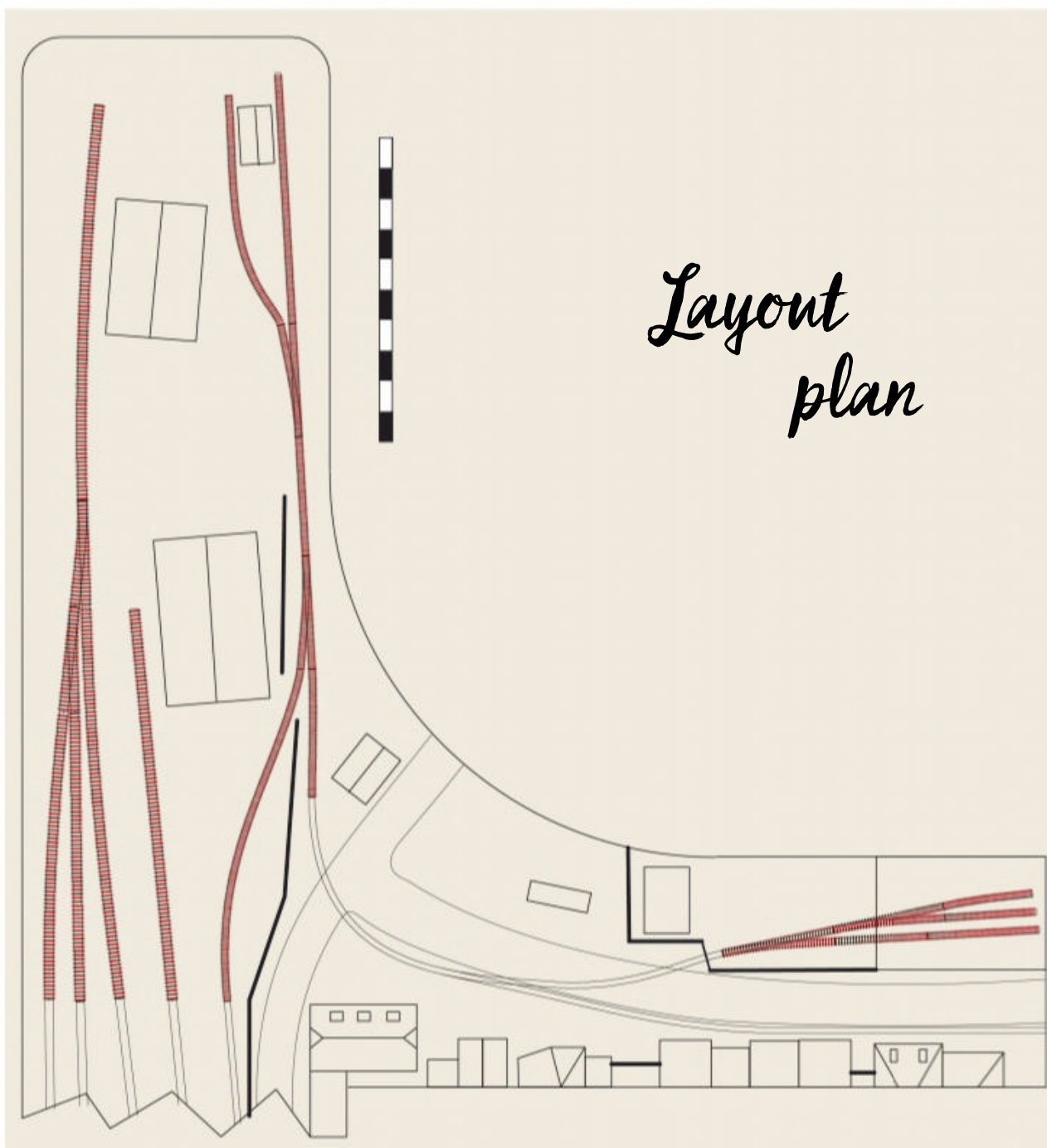
Stock: home-made

Amazing TÉHC!

Although there weren't many of them, electrified rural tram railways did exist. Examples of such systems were the Annemasse-Sixt line or the *Tramways de la Haute-Vienne* network (see VL 83). And these lines were very distinctive, with their overhead wires and boxy motor units that would have looked more in place in some working-class suburb than running along the main street of a tiny village in Corrèze! For the new extension of his layout, Gilles selected the main features of those lines to adapt them to his project.

The TÉHC line alone takes up what would be for anyone else quite a large shelf layout, but represents only a small part of the extensive layout designed by Gilles. Over most of its length, the line follows the roadside. Or rather the street side, as most of the route runs down the main street of a village. No ballast, except in the station yard, just some sand which covers the sleepers. And naturally, the overhead wire, carried on wooden posts, has neither carrier wire nor droppers. All these facilities are discrete and blend into the scenery without taking up too much space. Even the railway buildings don't stand out, despite being located in the foreground. It's obvious that the line has been built with economy in mind, "at the operator's own risk", as was stated in the conditions of contract. Connection with the RFC station yard takes place via a level crossing and a short stretch that joins the steam-operated metre gauge line.

Layout plan



Always short of money, despite its thriftiness, the TÉHC company has concentrated all its technical, administrative and commercial staff in this single building facing the passenger courtyard on one side and the depot on the other.



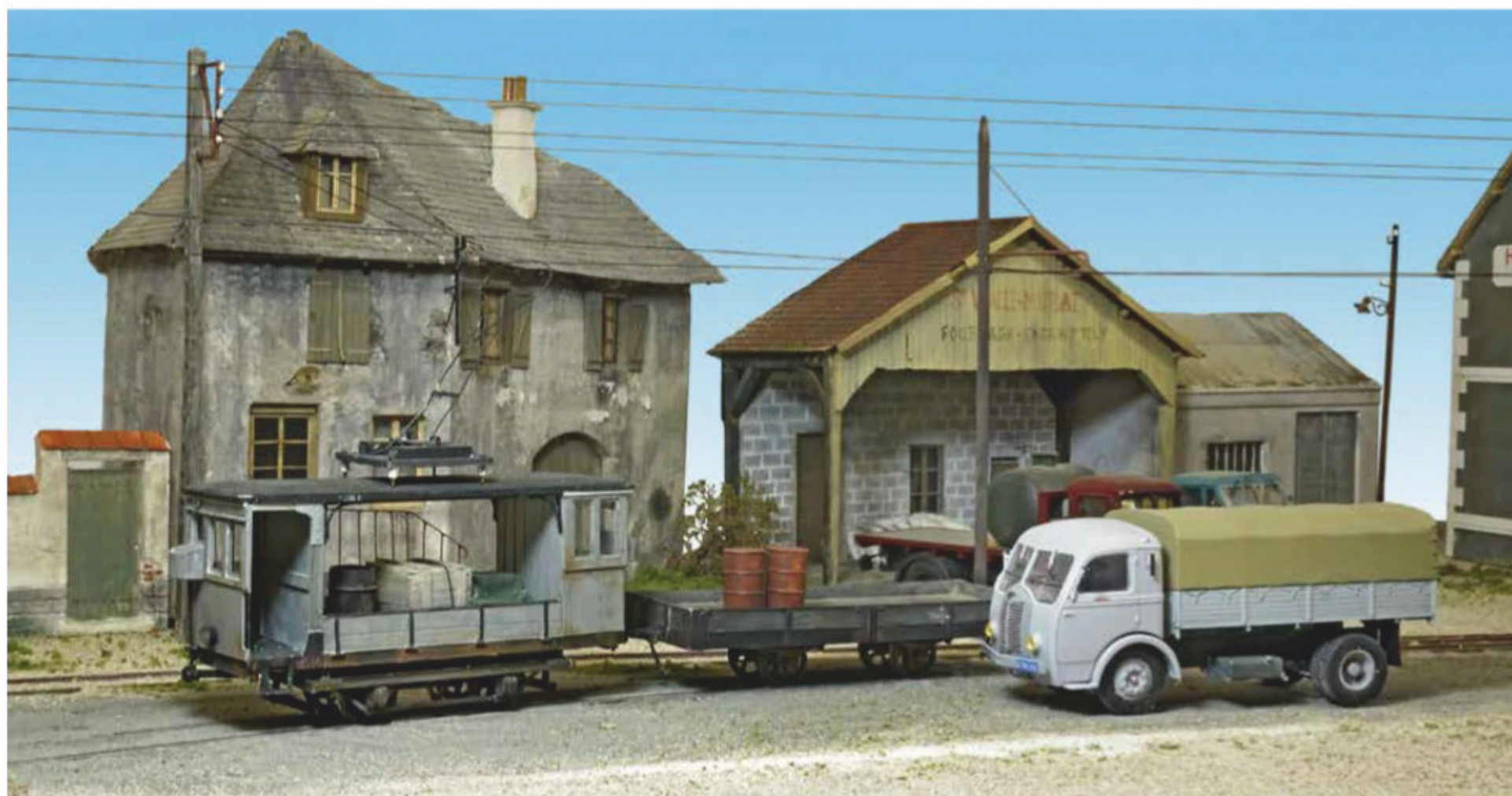
Bulidings that feel right

However, this tram line is first and foremost a perfect pretext for Gilles to build a village street. And what a street! Like in the film *Le Beau Serge*, one half expects to see Gérard Blain* turn up in his Peugeot Q3A van... We are deep in the 1950s. The modern age hasn't reached rural France yet. Gilles, who pays more

attention to atmosphere than to details, can let his talents roam free. No plastic, no bright colours! The buildings accurately reflect the post-WWII ambience. The small shops and their painted wooden frontages display pastel shades that blend perfectly with the grey-blue stonework. The period advertisements are enameled

metal. The only slightly modern touch is the station hotel. The architectural details modelled by Gilles propel the viewer to the West of Massif Central, where he has family roots. Many of the buildings are recycled from earlier layouts. The care taken in arranging them has given them a new lease of life. ■■■

*Translator's note: *Le Beau Serge* is a 1958 film directed by Claude Chabrol, shot in the Creuse department, and generally considered to be the first film of the *Nouvelle Vague*. Gérard Blain (1930–2000) plays the leading part.



Two grey « lorries » are racing. The canvass-topped Panhard Movic is about to overtake the open service vehicle of the Bordeaux Tramways, nicknamed "the Martin lorry" by its users.

0-22,5 Layout



The *Tramways électriques de la Haute-Corrèze* and the metre gauge line of the *Régie ferroviaire corrézienne* are totally inter-operable. The shrink measurements of the rolling stock are the same, enabling the TÉHC motor unit to haul RFC goods wagons.

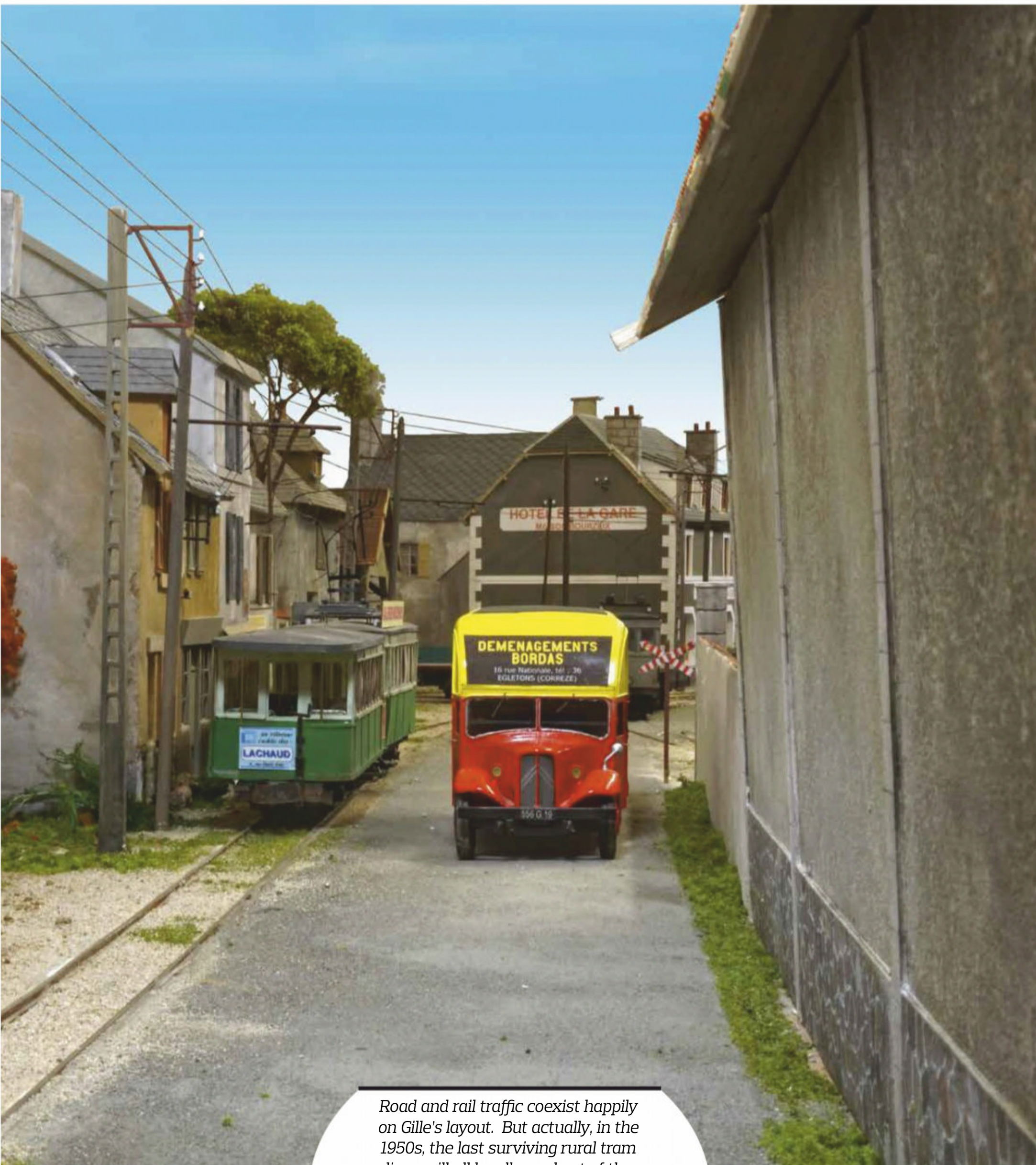
A showcase for models

Six years ago, we said that Gilles was a compulsive builder. Since then, he has never let up. Better still, he has improved his techniques, diversified the materials used and the topics chosen. Naturally, he built the entire stock of the TÉHC. And as the company is imaginary, so is the rolling stock. Even though they are inspired by vehicles that used to run on the Grenoble to Chapareillant or the Bordeaux-Cadillac lines, they are all freestyle models that Gilles has tailored to his own needs. The only accurate reproduction of a prototype is the open motor unit from the Bordeaux tramway system. While cardboard or Bristol board parts can still be found in these vehicles, plastic sheet is now a very obvious part of Gilles' toolbox. It has even become his favourite material. Therefore, we hope to review soon ■■■



Another scratchbuilt coach: a curvaceous Peugeot Q3A built out of plastic sheet.





Road and rail traffic coexist happily on Gille's layout. But actually, in the 1950s, the last surviving rural tram lines will all be elbowed out of the way when roads were widened.

0-22,5 Layout

■■■ his Billard railcars, whose curves are many a modeller's nightmare, completely scratchbuilt in plastic sheet. Meanwhile, however, this village street also provides the opportunity to admire a few road lorries, also scratchbuilt by Gilles out of plastic sheet. The accuracy of the bodywork is more than impressive!

Naturally, this stretch of street provides Gilles with the opportunity to display all his wonderful models. And as there is a level crossing at the end of the street – and therefore another street – it is likely that this layout will continue to grow... ■

Entirely scratchbuilt

Except for the two cars parked outside the hotel, everything else was made by Gilles' gifted hands. The cream-coloured panel van is a Latil, entirely scratchbuilt out of plastic sheet! The tramway motor units and wagons call largely on cardboard, Bristol board, plastic sheet and even a few resin castings.




The TÉHC line ends in the RFC standard gauge station courtyard at Palisse-les-eaux. Everything Gilles loves – railcars, buses and tramways – is gathered once again.



A nod to the *Tramways de la Corrèze*, the TÉHC terminus is a tiny building with an awning, rather like the station at Le Mortier-Gumond. However, the bulky tramway seen here isn't by far as light as a dragon-fly... [Translator's note: "Dragon-fly" ("*Libellule*" in French) was the nickname given to the Piguët 0-6-0 T steam locomotives of the *Tramways de la Corrèze* system].



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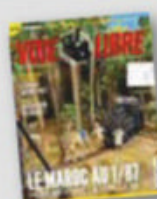
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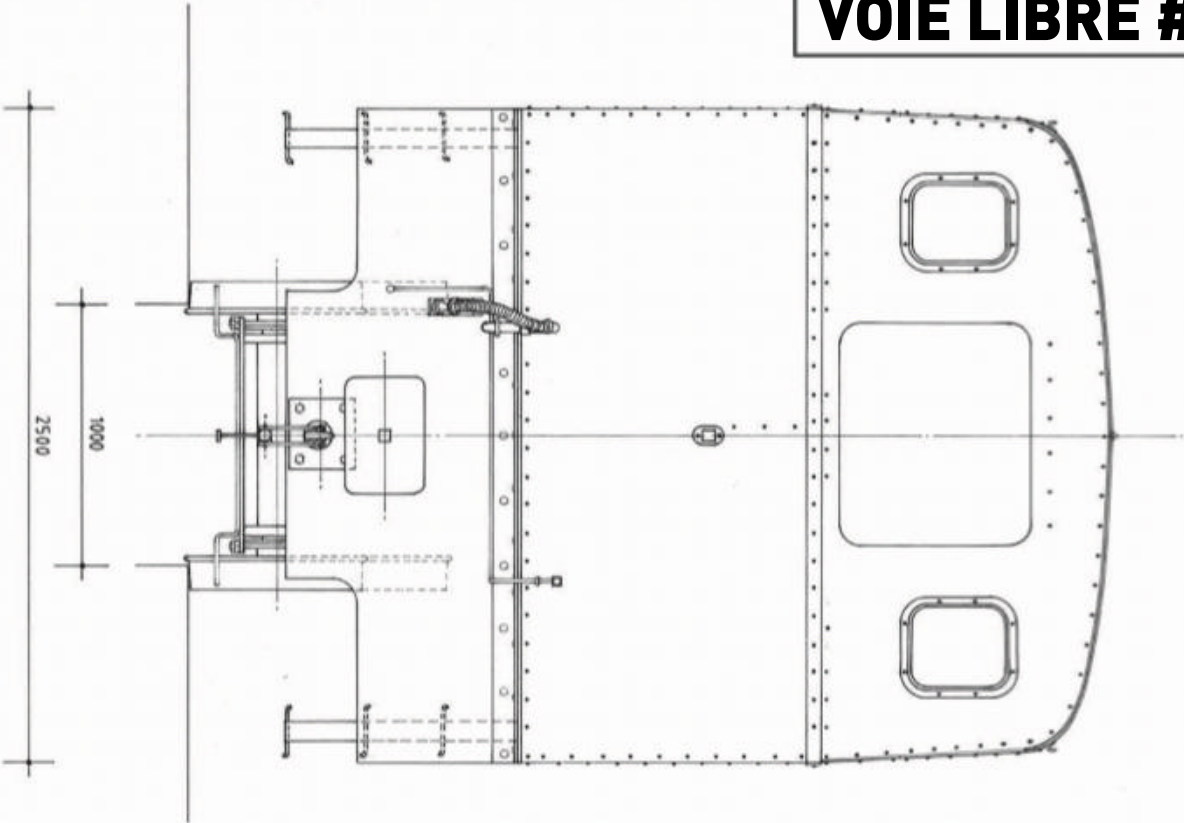
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Chemin de fer du Cambr sis
Corpet-Louvet 2-8-2 T n 40.
Drawing Vincent Lepais.

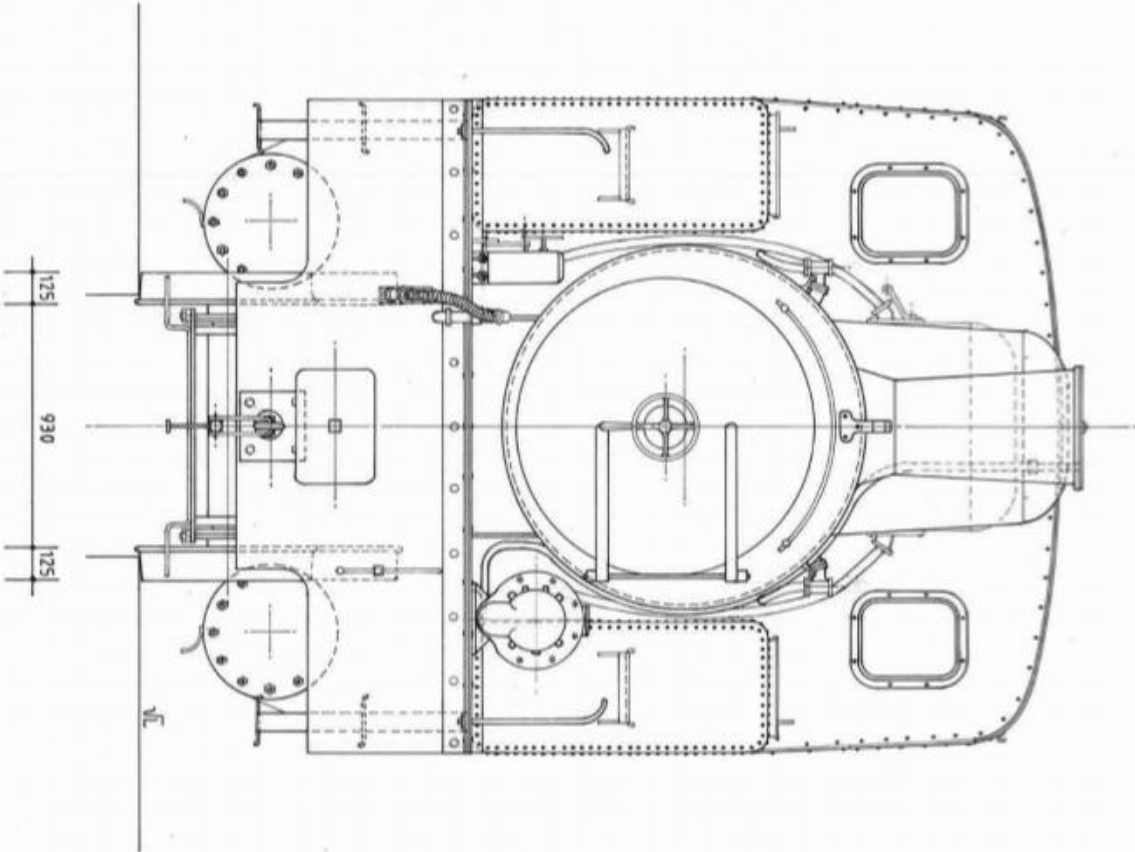
REAR VIEW

1/20 scale.



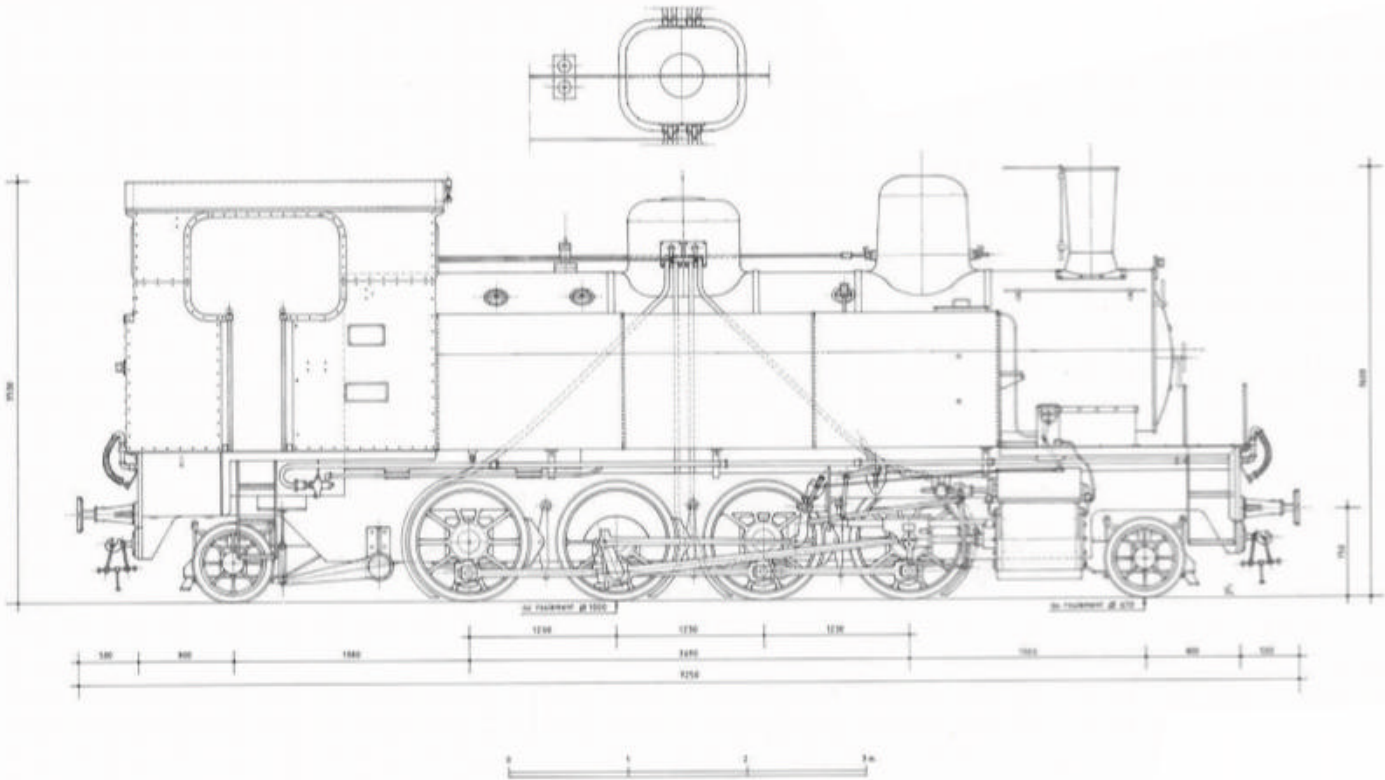
FRONT VIEW

1/20 scale.



RIGHT HAND ELEVATION

1/43.5 scale.



(Article page 40)
1/87 scale.

