

#87

SM32 CONSTRUCTION: THE HÉLICA, A WORKING ULTRA-LIGHT... ON RAILS!

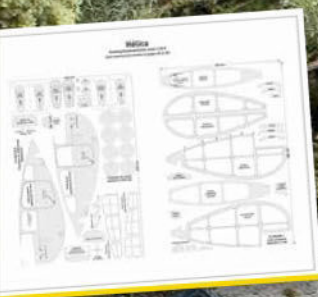
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VOIE LIBRE

INTERNATIONAL

CAMPAIGNING FOR A DIFFERENT

KIND OF RAILWAY MODELLING



Folder of drawings

DISCOVERY

**A JOURNEY
THROUGH ERITREA**

SCENERY

**RESINS AND GRASS,
NEW RELEASES**

SPECIAL SMALL LAYOUT SERIES

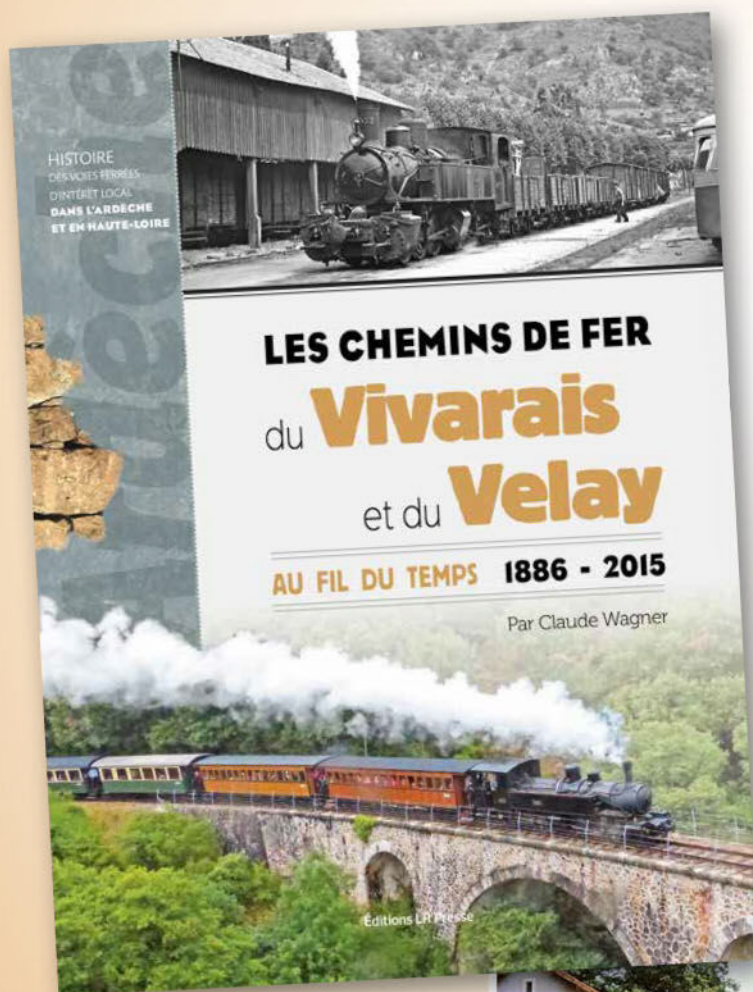
BOULLIÈRE H0-12, KALOONGA H0-9,
BELLEDOCHE 0-16.5, FEATURE AND PROJECT...

DISPONIBLE

LES CHEMINS DE FER du **Vivarais** et du **Velay**

AU FIL DU TEMPS 1886 - 2015

Par Claude Wagner



Dans ce nouvel ouvrage, Claude Wagner nous dresse l'historique et nous décrit ce célèbre chemin de fer tel qu'il l'a connu en 1953 lors de sa première visite, jusqu'à nos jours, en passant par la fermeture puis la reprise en train touristique au début des années 1970. Les multiples péripéties de cette deuxième période sont racontées avec précision, et un panorama exhaustif du matériel roulant complète cet ensemble de plus de 300 pages, richement illustré de près de 800 photos, schémas et dessins.

49,50 € + forfait d'expédition
6,90 € France métrop., 15 € étranger



- 332 pages, 21 x 28,7 cm
- couverture cartonnée
- près de 800 illustrations

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SALES INSPECTION:

MANAGEMENT OF INDIVIDUAL COPY SALES: A juste titres – Emilie Tricon : 04 88 15 12 46 (For professionals only)

MAGAZINE AVAILABLE ON
WWW.DIRECT-EDITEURS.FR

DISTRIBUTION: MLP

Voie Libre is a bi-monthly publication
by LR PRESSE Sarl
N° CPPAP : 0120 K 86822
Legal deposit at publication date
N° ISSN : 1285-5081

LR PRESSE Sarl
BP 30104 - F-56401 AURAY CEDEX
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http://www.voielibre.com
contact@voielibre.com
RCS Lorient B.381289719

Main partners:

Ch. Fournereau & F. Fournereau
"Printed in France/Imprimé en France"

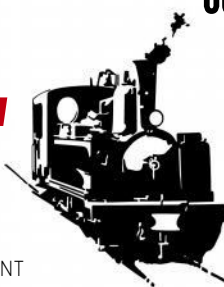
Voie Libre is published by



October, November, December 2016

VOIE

CAMPAGNING FOR A DIFFERENT



LIBRE

KIND OF RAILWAY MODELLING

Editorial #87

THE GREAT ART OF SMALL LAYOUTS

Small in size, but with great scenery. Small in bulk, but highly evocative. Small by the number of tracks, but offering significant and carefully calculated operating scope. Small layouts are only small in name, because they have to combine many qualities: a well-designed trackplan, carefully built scenery, a pleasing overall appearance... Very often, modellers are keen to run stock they have worked on at length and lovingly in the depths of their workshop. More than large layouts, small ones

have been the subject of dedicated attention over a more or less lengthy period, and have seen the light of day at each modeller's individual rhythm. And it is in this sense that they are an excellent exercise. An exercise which enables their builders to move from one topic to another, to change periods and atmospheres, well before the risk of boredom sets in. Yes, indeed, small layouts are the stuff of great projects! So, don't delay any longer, jump in and show us what you have created. Happy modelling!

François Fontana



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

In pictures

P.28



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Folder of drawings

CFVO COMPOSITE 3RD CLASS/BRAKE VAN
PLAN AND PARTS TO BE CUT OUT FOR THE HELICA.



What's New

1/22.5
/IIM

LGB : A DR BOGIE BRAKE VAN



LGB

REF. 30322

**PRICE OBSERVED:
184 TO 220€**

Here at long last is a brake van to complement the DR consists. This one was built in 1925/1926 by Wagon Fabrik Werdau and must have been metallized in the 1960s. Its roof can be fitted with the devices linked to the Heberlein braking system, which made use of a cable. The doors of the

van open, and the inside partition of the guard's compartment is in place. All these ex-DR vehicles are fitted with metal wheels. Note that this brake van will be released with a different number under reference 30321.

Jacques Royan

PREISER : STEAM CREWS

Preiser has released three steam driving crews for G or IIm scale in 1/22.5, a pleasant change from the LGB figures. Their caps give them a distinctive German appearance, but their attitudes are interesting and varied. Ref. 44918 contains a railwayman holding his oilcan.

Jacques Royan

PREISER

REF. 44917, 44818 AND 44919

PRICE: 22.20€ PER BOX



H012

TILLIG : A SET OF GOODS WAGONS...

Tillig has released a set of three wagons from the Harz railway in H0-12. A 1907 Görlitz open wagon, an earlier release, which can be fitted with a brakeman's seat, and two 1912 Görlitz closed vans, newly engraved and with a cut-out roof to accommodate the brakeman in the open.

Jacques Royan

TILLIG

H0-12

REF. 15971

**PRICE OBSERVED:
FROM 78 TO 86€**



TILLIG

H0-12

REF. 15972

**PRICE OBSERVED:
FROM 58 TO 66€**

... AND A SET OF TWO WAGONS

Tillig has released a set of two wagons from the Spreewald Bahn in H0-12. Both wagons had been released previously. One is a closed van and the other an open wagon loaded with large bundles of wood.

Jacques Royan

1/22.5
/HIM

H09

LILLIPUT : MOTOR-TROLLEYS TRAILERS

Lilliput has released two trailers for the H0-9 motor-trolleys. Reference 245180 is a simple flat-bed trailer, while the other is fitted with low sides. Both are supplied with less skimpy brake hoses than those originally supplied, and with coupling rods for

the pocket couplers. Note that the chassis are made of metal and that the running qualities are perfect. The only downside is a rather steep price for such small items: from 35.00 to 42.00€!

Jacques Royan



LILLIPUT / H0-9 / REF. 245 180 AND 245 181 / PRICE OBSERVED: 35 AND 42 €

BUSCH : A LOCOTRACTOR...

Here is a tiny locotractor, non-operational but highly original. The prototype consists of a horizontal single-cylinder Lanz motor fitted to a skip chassis. In gauge H0-6.5, this model can be propelled along the track using the motorized tool van produced by Busch under reference 12190. The driving mechanism is very efficient, and adhesion is enhanced by a powerful magnet

fitted below the chassis. On the other hand, only the locotractor can be propelled, as vehicles in this scale are too light to place the motorized van at the back of the train. One cannot help feeling that these items have been produced using 3D printing, as the grainy surface is highly visible when examining them with a strong magnifying glass!

Jacques Royan



BUSCH

H0-6.5

REF. LOCOTRACTOR: 12250

REF. PROPELLING VAN: 12190

PRICES OBSERVED: LOCOTRACTOR 24.90€

PRICE OBSERVED: PROPELLING VAN 8170€

H0-6.5

... AND A LOG CARRIER

Busch is beginning to produce the new 2016 releases, including this splendid log-carrier wagon fitted to a skip chassis, as per the prototype. Running qualities are excellent and the engraving very sharp.

Jacques Royan



BUSCH / H0-6.5 / REF. 12247 / PRICE: 27.10€



BACHMANN : SKARLOEY, A 0-4-2 T STEAM LOCOMOTIVE

Bachmann produces a delightful 0-4-2 tank engine from the Talyllyn Railway. This locomotive, named "Talyllyn", is a 0-4-0 T built in 1864 by Fletcher Jennings and converted into a 0-4-2 T by the company workshops in 1867. The engine boasts a pleasing bright red livery with silver lining. The smokebox door features the face of "Skarloey", one of the 60cm gauge stars of the animation series "Thomas the tank engine". And this is precisely the reason why Bachmann cannot market this attractive model in France, as the firm does not hold the "Thomas Trains" rights for Europe. These were bought by Hornby, so if you want this model, you'll have to order it directly from the United States! The model is produced in a somewhat weird scale close to 1/70! This has become a habit with such tiny models, as manufacturers prefer to sacrifice scale accuracy in favour of overall proportions, so as to be able to fit the electric motors inside the body. As per the prototype, the chassis is rigid, but the second and third axles have enough side play to enable the engine to handle sharp curves, for example the 14cm radius of the old Egger-Bahn or Jouef sectional track. The wheels have full disks, with the spokes applied as an add-on casting, but a coat of black paint in the hollow parts will improve the appearance. The motion is partly metal, partly plastic. Under the cab, a large plate conceals the electronics, but also the two front apertures. All the wheels pick up the current through wipers located between the chassis and the back of the wheels, resulting in a 36mm long electrical wheelbase, ideal for handling any gaps in commercial pointwork. The model is supplied fitted with loop couplings mounted on pivots, with a centering spring. Being built partly of metal and partly of plastic, the locomotive weighs in at 65g, quite enough for hauling a



long 26-axle train on the level. This drops to 22 axles on a 20 % gradient. Once properly run-in, the engine starts very smoothly at an ideal slow speed for station shunting. The smokebox door is force-fitted and easily removed with a scalpel blade. Replacing it by a realistic smokebox door is child's play for a modeller! Bachmann has announced the forthcoming release of "Rheneas", "Skarloey"'s girlfriend in the "Thomas the tank engine" series, which actually is none other than "Dolgoch", the other 0-4-0 T built by Fletcher Jennings for the Talyllyn Railway in 1866.

François Fontana



BACHMANN

H0-9/00-9

REF. THOMAS & FRIENDS SKARLOEY

PRICE ANNOUNCED: 145\$

PRICE OBSERVED: 90\$ + POSTAGE AND CUSTOMS





PECO : TWO NEW BOGIE WAGONS

This is actually a new wagon, a low-sided open wagon from the Linton & Barnstaple Railway, supplied by Peco for two periods: light grey with white markings for the Linton & Barnstaple period, and brown with white markings for the Southern Railways period. Like earlier wagons in this series, they are entirely made out of plastic, and the castings are of very good quality; the bodies consist of 8 parts, the body sides being engraved inside and

out. The bogies, axles and couplings are those already used on the carriages, and are sold separately. The markings are fine and neatly applied, and I was unable to read the labels applied to the SR livery, so small are the letters! With a weight of 12g and friction-free axles, these wagons run superbly. Watch out for runaways on uneven track! Remember that these wagons are 100% manufactured in the U.K!

François Fontana



PECO

00-9/H0-9

REF. GR-230 (L&B GREY)

REF. GR-231 (SR BROWN)

PRICE OBSERVED: 19.50€



MINITRAINS : THE PERSHING CONSIST



MINITRAINS

H0-9/00-9

REF. GREY OPEN WAGON: 5240, BROWN: 5140

REF. GREY CLOSED VAN: 5241, BROWN: 5141

REF. FLAT WITH STANCHIONS, GREY: 5242, BROWN: 5142

PRICE : 22,90€



MinitrainS sells its Pershing wagons in military or civilian garb! To accompany the small Baldwin 2-6-2 T engines produced by the company, American wagons were definitely required. MinitrainS produces them in military grey, or in brown livery. The three types are available: flat with stanchions (these have to be fitted), low-sided open wagon (what is known in the US as "gondola"),

closed van with sliding doors. The chassis are made of cast metal, with plastic bodies. The bogies are made of injected plastic and fitted with insulated metal axles and loop couplings. The closed van weighs 23g, the flat wagon 17. The models feature a brake column with a six-spoke wheel. Running qualities are excellent, so here again, beware of runaways!

François Fontana

00-9/HO-9
/HON30

BACKWOODS MINIATURES : A SELF-PROPELLING STEAM CRANE

This isn't really a new release! Simply the re-issue of an old model, brought up to date. This pleasing steam crane now features a chassis fitted to a Kato driving mechanism, ref. 11-103. In addition to ensuring simple assembly and a good price-quality ratio, this ensures that the model will run perfectly, even if the modeller isn't an expert in kit assembly! The kit contains a few cast resin parts to create variations: a single-block boiler, a trellis jib instead of the white-metal plate jib, drums for the cables. The fine green box also contains fully detailed instructions, but only in English. The kit is sold complete with the driving mechanism for 73£.

ASSEMBLY

The crane is soldered together, the etched brass sheets are very fine and do not conceal any unpleasant surprises. The resin parts must be glued with instant adhesive after having been carefully de-greased. A single resin casting, combining solebars, buffer beams and running board, fits over the Kato driving mechanism. I opted to add a sheet of 0.5mm thick plastic sheet to conceal

the electrical contacts that Peter Mac Parlin has left visible. I also fitted the boiler with a brass funnel and added steps; in any case, this crane is a bit of a monster and with a width of 33mm and a height above the rails of 60mm, it fouls the loading gauge. But it's an unusual machine and will look great working on a harbor or in a logging camp or sawmill yard...

François Fontana

BACKWOODS MINIATURES

www.backwoodsminiatures.com

009 STEAM CRANE

BRASS, CAST RESIN

AND WHITE-METAL KIT

KATO DRIVING MECHANISM

PRICE: 73 £ + 8£ POSTAGE





The Decauville 1915 consist.



P'TITS KITS VOIE LIBRE : THE 1915 DECAUVILLE CONSIST

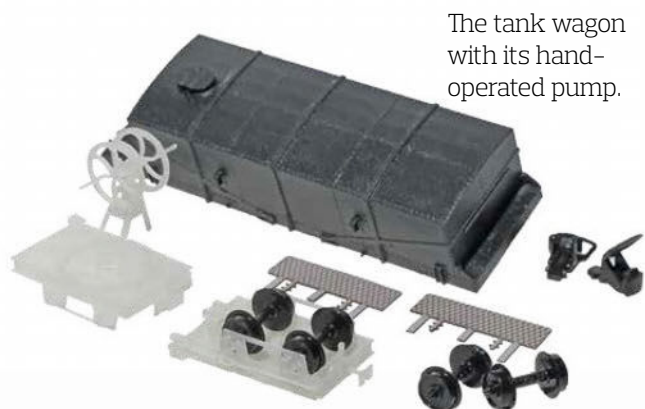
The saga of *P'tits Kits Voie Libre* has only just begun! Here comes the second set, once again the fruit of Eric Fresné's gifted labours. It features four bodies fitted to Decauville bogies: a pair of bolster trucks with connecting bar, a low-sided open wagon, a Suippes type wooden body fitted to a pair of trucks, and a tank wagon with its hand-operated pump. As was the case for the first set, everything is included in the box: the high-resolution 3D printed parts, the axles, the couplings and the loads. Assembly instructions are provided, together with some suggestions for decorating and weathering the wagons.

François Fontana

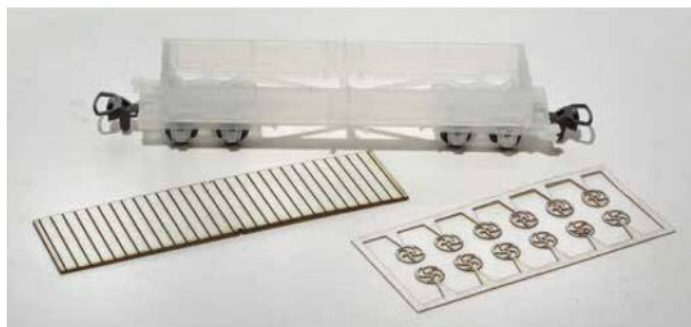


The tank.

P'TITS KITS VOIE LIBRE 02
THE DECAUVILLE 1915 CONSIST
H0-9/00-9
<http://trains.lrpresse.com/>
PRICE: 139€ + POSTAGE
AVAILABLE IN NOVEMBER

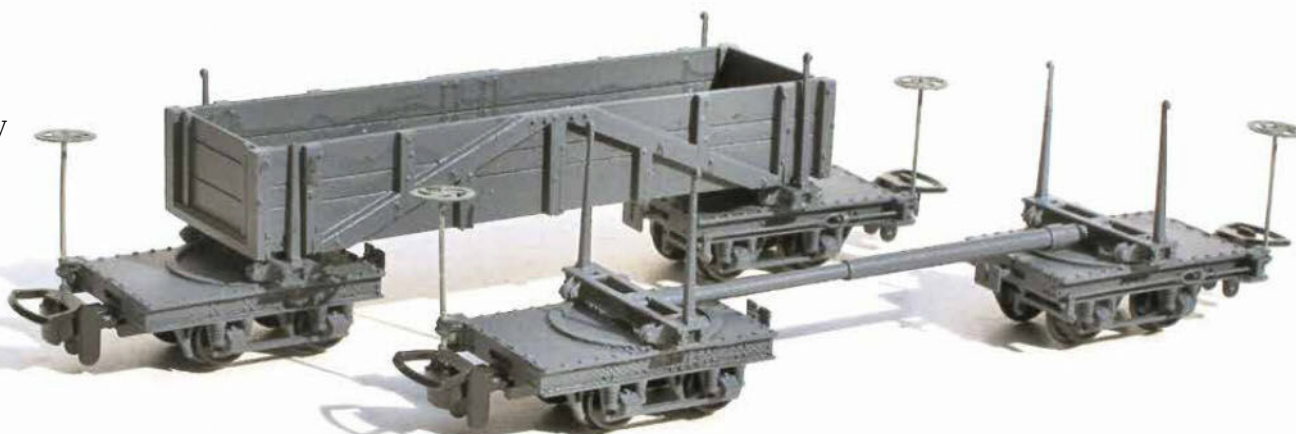


The tank wagon with its hand-operated pump.



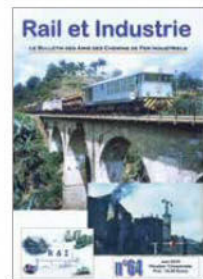
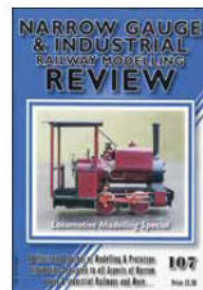
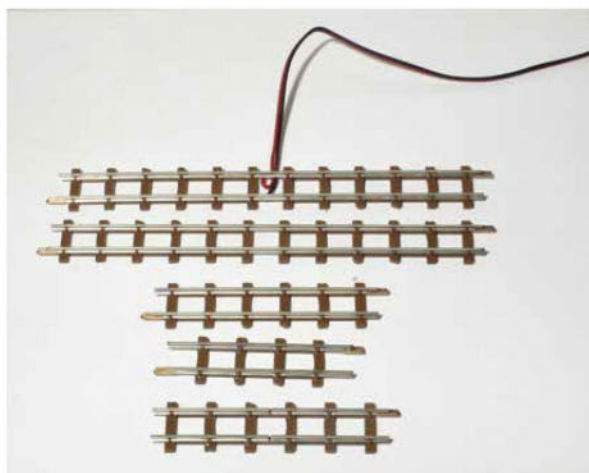
The open wagon prior to painting.

The Suippes type body with its truck bogies.



MINITRAINS : TRACK

MinitrainS has now released its track programme. The geometry is simple, and is based on the original Egger-Bahn first generation track, with a radius of 140mm. Fitted to fine injected plastic sleepers, the rails are in code 83 (2.1mm high), compatible with other commercially available systems. The sleepers are connected together by a strip of plastic of the same colour, but which isn't in contact with the rail. Once the track is ballasted, this connection disappears completely. The range comprises everything needed to build a layout: curved and straight elements, left- and right-hand turnouts, a feeder element and an isolation element. The elements are supplied in attractive little black cardboard boxes with yellow lettering. The straight tracks are available in three lengths: 63, 77 and 154mm (ref. 9313, 9301 and 9311), all packaged in pairs. The feeder track (ref. 9303) measures



AND POINTWORK

154mm. The isolation track (ref. 9304) measures 77mm. The curved rails are available in two lengths: one sixth of a circle or 60° (by sets of three ref. 9321) and one twelfth of a circle or 30° (in pairs ref. 9302). The turnouts are the same length as a 77mm straight rail and a 1/12th curved rail, right-hand (ref. 9316) and left-hand (ref. 9306). The middle of the turnout, comprising the two point blades and the wing rails, swivels around a pivot located where the two rails meet. The point blades slot into the machined stock rails, and a spring located between the mobile sleeper and the first sleeper ensures that the blades are held in place. The gap between point blade and stock rail is 1.5mm, quite sufficient to ensure there are no short-circuits. This track is 100% manufactured in Germany.

François Fontana



MINITRAINS

<http://minitrains.eu/>
H0-9/00-9

TRACK PROGRAMME

PRICE FROM 6.50 TO 18€ FOR RAIL
ELEMENTS, 23€ PER TURNOUT

PRESS REVIEW



This quarter, we offer a press review that is largely dedicated to locomotives. Issue 107 of the **Narrow Gauge & Industrial Railway Modelling Review** deals exclusively with this topic, with articles full of ideas for modelling the

engines. Locomotives also in **Chemins de Fer Régionaux et Tramways** with a small dossier dealing with the delightful 040 + 040 T Mallets of the P.O. Corrèze. Issue 64 of **Rail et Industrie** is mostly dedicated to the enormous meter-gauge CC type engines built by Alsthom for African railways. A few diagrams and some good quality illustrations might even give ideas to model builders keen on sinking their teeth into something unusual.

Enjoy your reading!

The Editorial Team

GATHERINGS

EXPO NG

**SATURDAY
29 OCTOBER**

Expo Narrow Gauge will take place as is customary at the White Oak Leisure Centre in Swanley, Kent, south of London on Saturday 29 October. Discover 15 layouts ranging from 1/12 scale to H0-9, including all narrow gauges in 0 scale, and a touch of 1/24 scale.

The Greenwich & District Narrow Gauge Railway Society presents

Expo Narrow Gauge 2016

Saturday 29th October 2016 10am to 5pm
White Oak Leisure Centre, Hilda May Avenue
Swanley, Kent BR8 7BT

Adults: £8.00
009 Society, 7mm NGA, GEMME / TDS members and concessions £7.00
Accompanied Children (6-16) £1.00

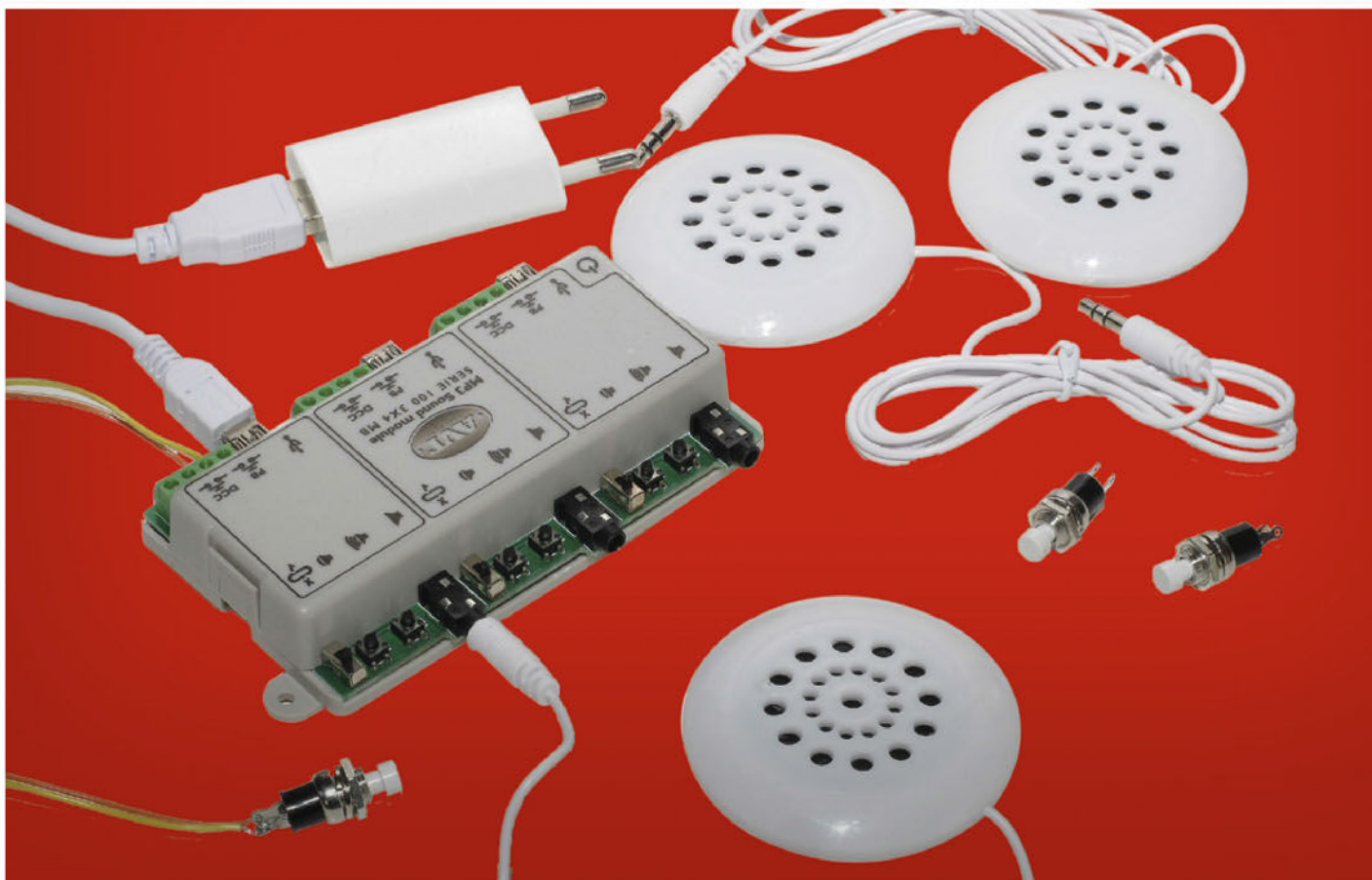
Layouts and Models in all major scales | Traders and Manufacturers
Modelling and Prototype Societies | Demonstrations of Modelling Techniques
www.expong.org www.gdngrs.com
Europe's Premier Narrow Gauge Modelling show!

Green Book by David Gander



FROM FRIDAY 4 TO SUNDAY 6 NOVEMBER

Railexpo is moving to a new location this year. The show will be held at the Chartexpo park in Chartres, 50 miles west of Paris, on Friday, Saturday and Sunday 4, 5 and 6 November. Meet all the actors in the railway modelling field and view a few layouts. Come and visit the LR Presse booth.



The 100 1 x 4 MB kit.

SOUND FOR OUR LAYOUTS

The AVT Products company produces some very interesting small MP3 modules, designed to add sound to our layouts.

Text and illustrations: François Fontana

THE PRODUCTS AT A GLANCE

AVT Products

MP3 sound module, 100 series

Website: <http://www.avtproducts.com/>

Price:

100 1 x 1 MB series: €20

100 1 x 4 MB series: €35

200 1 x 128 MB series: €40

Under the name MP3 sound module, AVT Products offers its sound module in three versions.

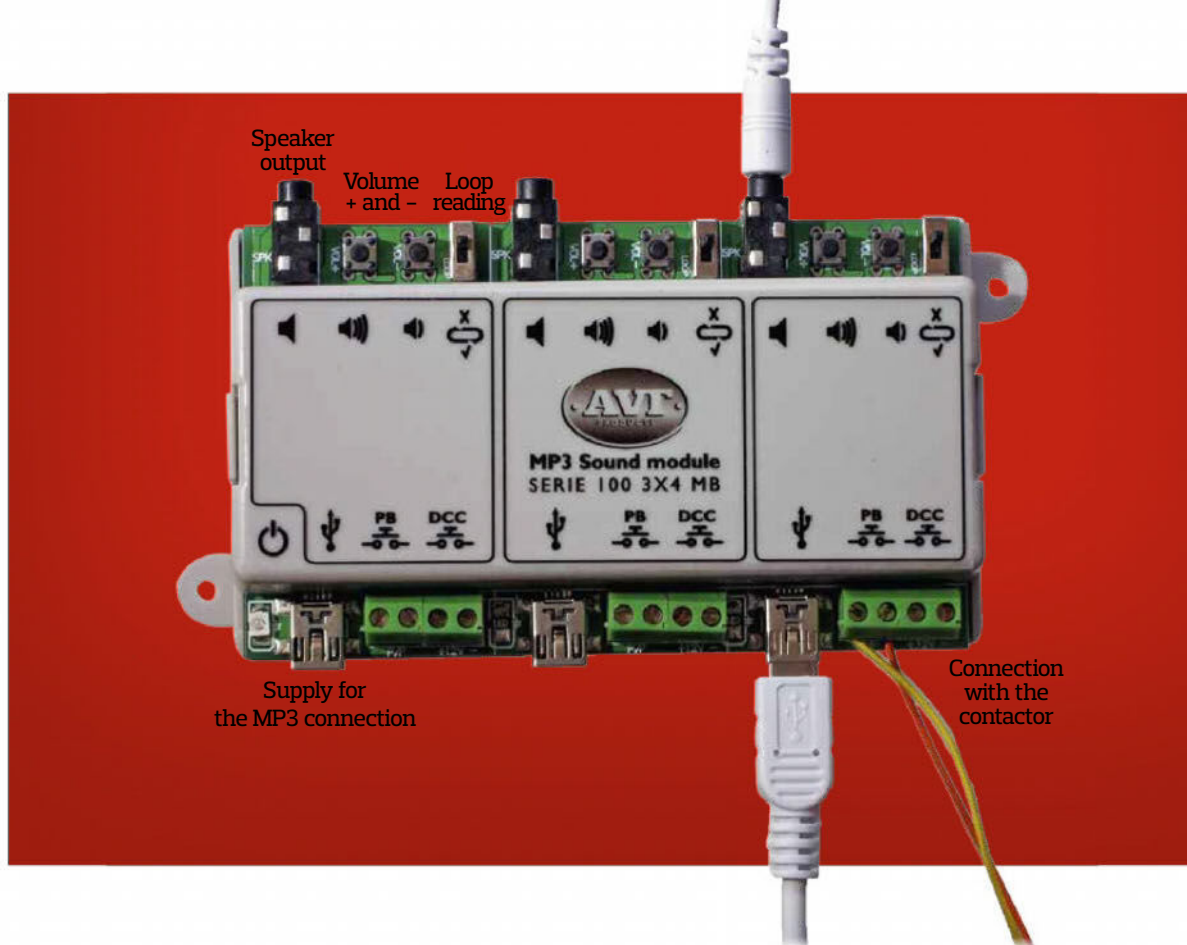
- The smallest, in the 100 1 x 1 MB series, permits the playing of a unique 1 megabyte soundtrack, providing around one minute of sound.
- The intermediary module, the 100 3 x 4 MB series, offers three 4 megabyte modules providing three soundtracks of ca. 4 minutes each.
- The largest, in the 200 1 x 128 MB series, offers the scope to store 128 megabytes of soundtracks, which can be played on two

loud speakers with four different outlets! Enough to provide sound to several actions at different moments in two specific locations on the layout.

PRESENTATION

The pack, in our case a module in the 100 3 x 4 MB series, comprises:

- a memory block and a connection,
- three loud speakers with 3.25 jack connectors,
- three pressure contactors,
- a USB connecting cable between the modules and the computer,



The electronic block with its connectors.

– a 220V supply unit with USB output. The sound tracks must be created on a computer and, once encoded in MP3, loaded via a USB port into the sound modules. The unit is then connected to the speakers. Screw-on connectors can accommodate anything able to operate an electric actuator: pressure contactors, reed switch returns or Arduino control returns...

OPERATION

The box features a series of switches and connectors. One input for the supply cable or for loading the memory. One output to the speaker. A block of screw connectors enables the inclusion of an independent 12V supply and above all, to connect the contactors. Three switches control the volume of the soundtrack, and its cycle: single or loop reading.

CREATING A SOUNDTRACK

This is the most enjoyable part of the system! The manufacturer's site offers many soundtracks for downloading, sound elements that can be combined, outside resources. But you can also, very easily, create your own soundtrack. Use any sound or video software package supplied with

your computer. Build your soundtracks using pre-recorded sounds or by recording your atmospheres yourself. To do this, use the video function on your camera or your cellphone. Imagine that your soundtracks must tell a story, don't multiply the tracks, four is quite enough and almost a maximum! As background sound, include something atmospheric: wind in the trees, the sound of the sea, urban noise... Lower the sound level to -15 or -20 decibels. If you have two atmospheres in succession, remember to fade the sound in and out.

The first track fades away while the other gradually takes over. On this background sound, place clear and distinct sounds, which you can increase up to +15 decibels. Place such sounds so that they have a logic; for example, a dog will bark only if a door has squeaked before or footsteps have been heard on the gravel! After hearing a phone ring, place a discrete "hello"! Have fun, test, try out the soundtracks on your relatives, you'll find that atmospheric sound will add a new dimension to your layout.



Example of soundtrack: four tracks, but three maximum played simultaneously. The atmospheres, tracks 1 and 2 are muted, even though the storm on track 2 is a bit louder. The narrative sounds are at their nominal level. This small track lasts one minute and weighs 1MB.



Bouillière, a tram station in the Ardennes

THE MODELLER



Roederick

Unquestionable rural charm, highly detailed scenery, perfectly realistic ambience, carefully modelled and weathered rolling stock... Bouillière, Roederick Vanderkelen's latest H0 12 layout, is a little gem that instantly caught our fancy.

Text: **François Fontana**
Photographs: **François Fouger**



In the early 1960s, the railway mainly – almost exclusively – carries wood used for making pit props. Logs awaiting shipment are found everywhere! This van is a Saroulmapoul model, largely weathered!

Roederick is a familiar face. This young and gifted Belgian modeller is a frequent exhibitor in major shows. We had admired his work in N-6.5 scale with "Ninove Terminus" and in H0-9 with his Nepalese layout "Janakpur". He has moved back closer to home with Bouillière in H0-12, a station on the SNCV network, the Belgian vicinal railways, somewhere along the line from Paliseul to Corbion. We met him on two shows, the RAMMA gathering in Sedan and On traXS in Utrecht, where he kindly agreed to answer our questions. ...

Overview of the whole layout.

BOUILLIERE



The layout at a glance

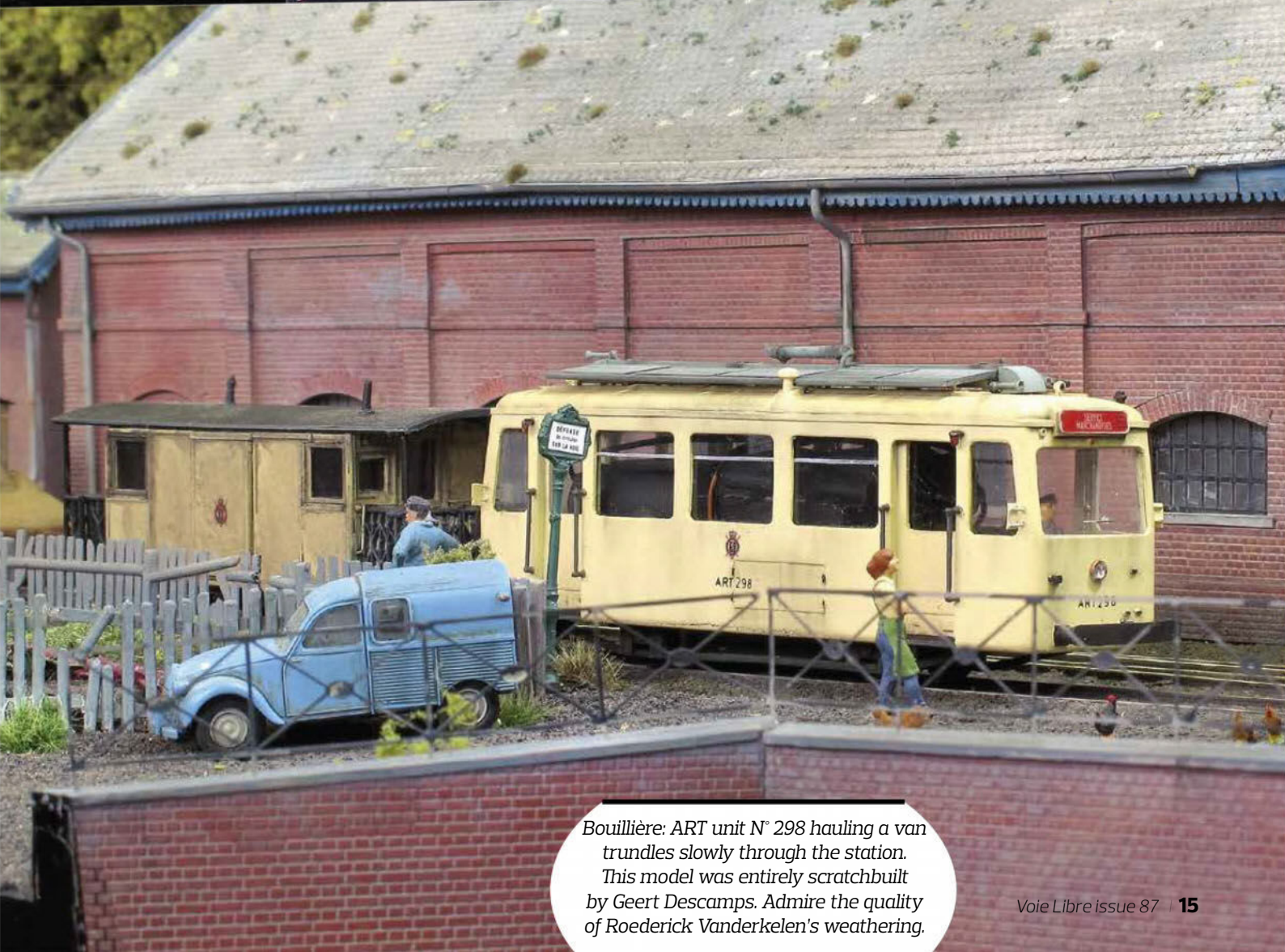
Scale: H0, 1/87

Gauge: meter 12mm

Control: Lenz digital

Dimensions: 200 x 40cm plus fiddleyards

Inspiration: Bouillon SNCV station (Belgium)



Bouillière: ART unit N° 298 hauling a van
trundles slowly through the station.
This model was entirely scratchbuilt
by Geert Descamps. Admire the quality
of Roederick Vanderkelen's weathering.



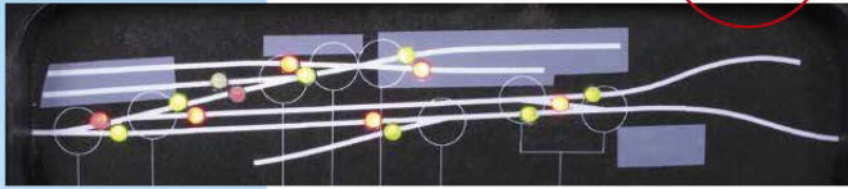
The days of the line are numbered, but the station-master is unaware of it. He chats quietly with someone, but would do better to look after his car!



ART unit N°298, with its curvaceous shape and roof-mounted radiators. The driving bogie with its Lenz decoder fitted on top is visible inside.



Layout plan



200mm

40mm



The two fiddleyards are turntables used to turn the complete trains. The two latches provide both electrical connections and rail alignment.

... François Fontana: Hello Roederick, the meter-gauge tramways of the Société Nationale des Chemins de fer Vicinaux, the Ardennes... Have you returned to your first love?

Roederick Vanderkelen: Hello François. Yes, I'm back on national territory, this time with a station that's very close to the French border. Bouillière is imaginary, but quite plausible! I was inspired by the small city of Bouillon, nestled in a curve of the Semois river, and which used to be served by the meter gauge tramways of the Paliseul to Corbion line. At Sedan, the latter used to connect with the French meter gauge system operated by the *Chemins de fer Départementaux des Ardennes*. The main category of freight traffic was wood. The trees were cut in the Ardennes forest at Paliseul to be used as mine props. The wood was loaded in open wagons in Bouillon station, shipped to the standard gauge and from then on to the mining areas.

FF: So actually, this incredible station doesn't exist...

RV: Let's say that I brought together various facilities on one site. But this very distinctive building: three floors overlooking the street and only two overlooking the tracks, that's Bouillon station. A wide staircase leads up to the platforms from the street below. I chose to model an atmosphere from the 1960s, just before the line closed.

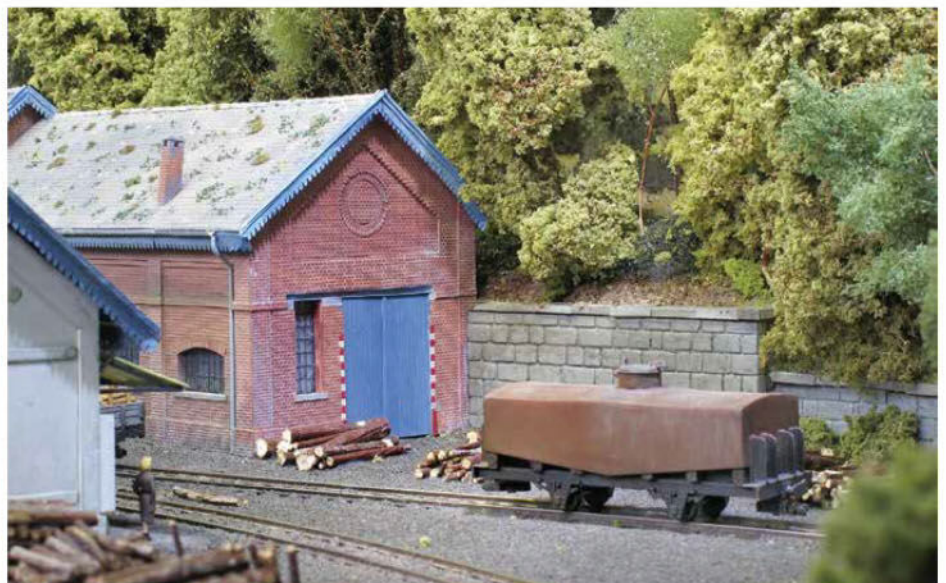
FF: Could you tell us how you designed this layout?

RV: The caisson meets the Saroulmapoul modular standards, meaning the layout can be fitted into a much larger set-up. When used on a stand-alone basis, it features two fiddleyards, in the shape of turntables that allow complete trains to be turned around.

FF: And how is it built?

RV: In quite a standard fashion: two caissons measuring 100 x 40cm, made of 10mm plywood form the infrastructure. 12mm gauge track from the Peco range is glued directly to the surface. The Tortoise motors that operate the turnouts are fitted under the baseboard, just like the electrical feeder which is simply a length of N gauge track to which the wires are soldered. ...

A scratchbuilt tank wagon is parked on a siding. As there are no longer any passengers, maintenance is rather basic!



The station is surrounded by vegetation. We are in the Ardennes, trees are plentiful and everything is very green. The backscene is a large format print of a touched-up photograph.



A Saroulmapoul rebuilt by Roederick. The prototype ART units were derived from the conversion of AR motor units. This one, assigned to work trains, is in very poor condition!



Here is the weed-killing train, prototypically built out of wagon components.

... FF: What about the masonry work?

RV: I use plaster castings for the large retaining walls. The station building is made out of plastic sheet of various thicknesses. The brick walls call on Slater's brick sheets. All these parts are painted, then generously weathered to give the impression of structures that are looked after, but showing their significant age.

FF: So here we are in Bouillière in 1960, what can we see running?

RV: ART units are in charge, former SNCV railcars modified to pull trains, replacing steam motive power. They haul wood-laden open wagons, one or two passenger carriages or work trains. These ART units are Jocardis Saroulmapoul models, with modified plastic sides; I use a Craftrobo machine to cut the sides out of thin sheet. N° 298 was created by Geert Descamps out of plastic sheet. The weed-killing wagon was built out of parts from a wagon body, just like the prototype.

FF: Many thanks Roederick, let's now board a train!

RV: Hurry up or you'll miss it. In the sixties, there were no longer any trains on this line! Passenger services ended in 1957 and goods traffic in 1960! But at Bouillière, the H0-12 motor units are still going strong! ■



The logs are loaded into all kinds of open wagons.

KEEPING THE MOTORS POWERED

The PMT driving chassis used by Saroulmapoul to motorize their ART motor units are excellent. But as they only have two axles, any interruption in electrical supply can prove fatal to smooth running. To avoid this type of problem, Roederick fits condensers to his Lenz decoders. This compensates for any power breaks that might occur. Thanks to such devices, the ART units run smoothly and regularly despite only having four wheels to collect the current.



The huge three-storey station building overlooks the street, the station is installed on the hillside.



Hochdorf

SMALL ONES AND LARGE ONES!

The "Historische Seethalbahn" association organizes, jointly with its railway programme, a model gathering. The aim is to offer railway enthusiasts a show of layouts between two trips on Seethalbahn line.

Text and illustrations: François Fouger, François Fontana

INSIDE
THE
SHED



An excellent symbol of the Hochdorf gathering: a standard gauge 0-6-0 T passes a narrow gauge train. "Bahnhof Linthwil", by Patrick Zehnder, recreates in H0 a railway atmosphere from the 1960s, with its 6.5mm gauge branch using Busch Feldbahn stock.

H0
H0-6.5

0-16.5



A new layout built by Michael Kohler, Château-Berthoud is a very typical station of the Tramways de la Corrèze in 0-16.5. The Corpet-Louvet engine in the foreground is a 3D printed model, currently being assembled. The locomotive wasn't complete, but could already run.

Another new vehicle, this small railcar built out of wood by Michael, on the basis of an H0 standard gauge chassis.

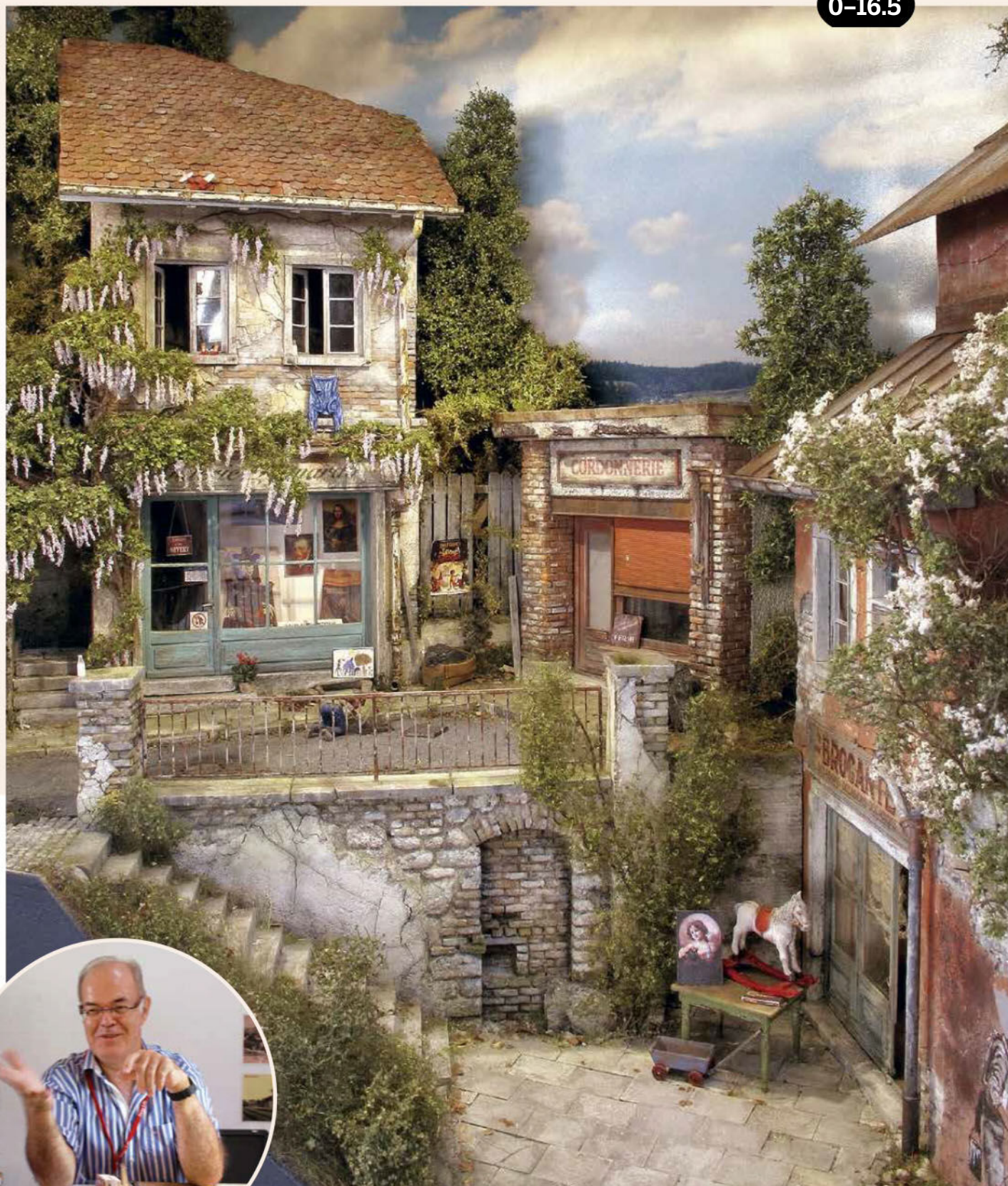


A fine gathering of Swiss talent: Thomas Schmitt, Marcel Hackel and Gilbert Gribbi discussing around Riffelalp 2222 in H0-9.

H0-9

The association is based in the Hochdorf engine shed, near Lucerne in Switzerland, where three tracks can accommodate steam and electric locomotives, as well as passenger and goods stock. During this ninth show, the space in the shed was freed and the layouts put on display. Michael Kohler, a member of the "Historische Seethalbahn" as well as a modeller, welcomed a dozen or so layouts – mainly in narrow gauge – together with rolling stock and kit presentation workshops. ■■■

0-16.5



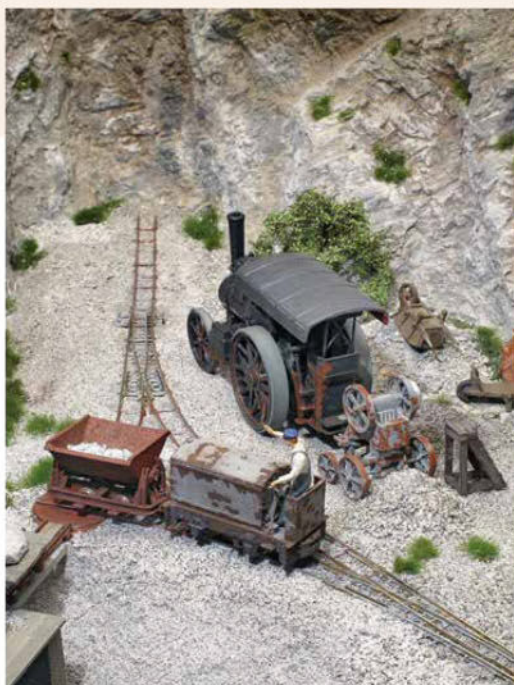
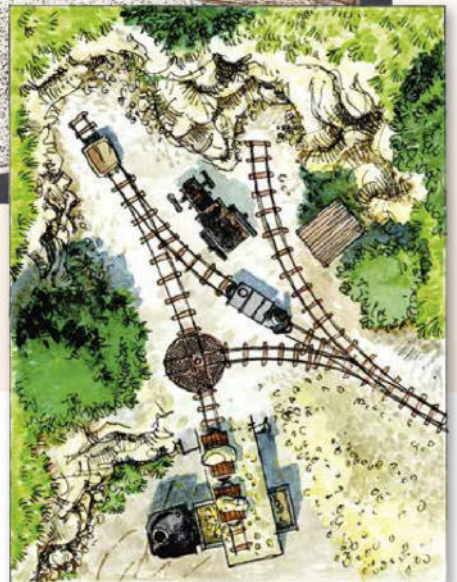
Here is Marcel Hackel's latest creation, which we will discover in detail in the pages of *Voie Libre*! Marcel will unveil his construction, painting and weathering techniques in a forthcoming series of articles. All of us can then try our hand at imitating his art!

H0-9



Malvern Hill Quarry, just 60 x 80cm in O-9. Philipp Gerber has modelled an English quarry in the 1940s.

The general arrangement of the layout is pleasing, wider than it is long!



Philipp has imitated the trackplan of Roy C. Link's Crowsnest Tramway: one turnout and one small wagon turntable.



The rolling stock and a good many accessories are 3D printed. The traction engine and the steam lorry are Corgy Toys models. The trackplan is simple, sufficient for shunting a few skips with a locotractor.

IN THE
STATION
YARD



The small Seethalbahn crocodile has recently joined the shed. This locomotive was built in 1923 by assembling back-to-back two shunting engines, Ee 3/4 16301 and 16302! Extraordinary machines are not only found on narrow gauge!



Resident in Hochdorf shed, here is "Beinwill", a Krauss 0-6-0 T of 1882 vintage.



N°456, a Winterthur 0-6-0 T built in 1894, is seen taking on coal.

A VARIED SHOW

Mainly focused on secondary and narrow gaugerailways, the selection of layouts was fairly varied, bringing together modellers from far afield whose layouts all have in common a high degree of scenic accuracy combined with realistic operations. There was something for all tastes inside the engine shed: 60cm gauge track in 1/35 scale, 0 scale standard gauge and narrow gauge in 16.5, 14 et 9mm gauge, H0 standard gauge, 3 foot gauge and narrow gauge.

Outside, large standard gauge trains could be found: the two resident steam locomotives, Winterthur 0-6-0 T n°456, built 1894 and the Krauss "Beinwill" 0-6-0 T built 1882, together with 2-6-0 T n°51 of the SSB, a guest engine. These three locomotives ran a shuttle service on the Seethalbahn, in between the many service trains! What a delight it was to pass three times in the small stations on the single track line that follows the lake shore! As for the small

15301 crocodile engine, a new resident in the shed, it ran traffic to Lucerne station. Book the first weekend in September in your schedule and visit Hochdorf, you won't be disappointed!

www.historische-seethalbahn.ch

Place de la gare [Station square]

A classical arrangement: the local tramway line originates from the station square. A balloon loop, a siding shared with the main line goods yard, and a small wooden shelter are the only ground-level features of this H0-9 layout.

Text and drawings: François Fontana
Railly drawing: Eric Fresné





H0-9 project.

On this layout, everything is located on the station square, but not quite in the middle of it, as the secondary railway company cannot really take centre stage! But for once, the standard gauge is in the background, concealed by part of the goods shed on the right, and by the end of the station building on the left.

The loop is 150mm radius, perfect for 9mm gauge stock with a short wheelbase; it will have to be increased to 200mm radius if you want to use 12mm gauge track. The overall measurements of the layout will have to be adjusted accordingly.

SMALL IS BEAUTIFUL

Small company, small facilities, small stock... small layout! The surface it takes up is minimal: a 550 x 650mm rectangle. On this 9mm gauge project, the turnouts are from the Peco range. The track is laid with flexible lengths. For the standard gauge, I opted for code 75 rail, one right-hand turnout and two flexible lengths. There isn't much in terms of buildings: the tramway shelter and a kiosk on the square, one wing of the passenger station building and part of a goods shed in the intermediary position. In the background, on the far side of the standard gauge tracks, a signal box illustrates the presence of a "proper"

railway. The backscene consists of building outlines and a few low-relief structures.

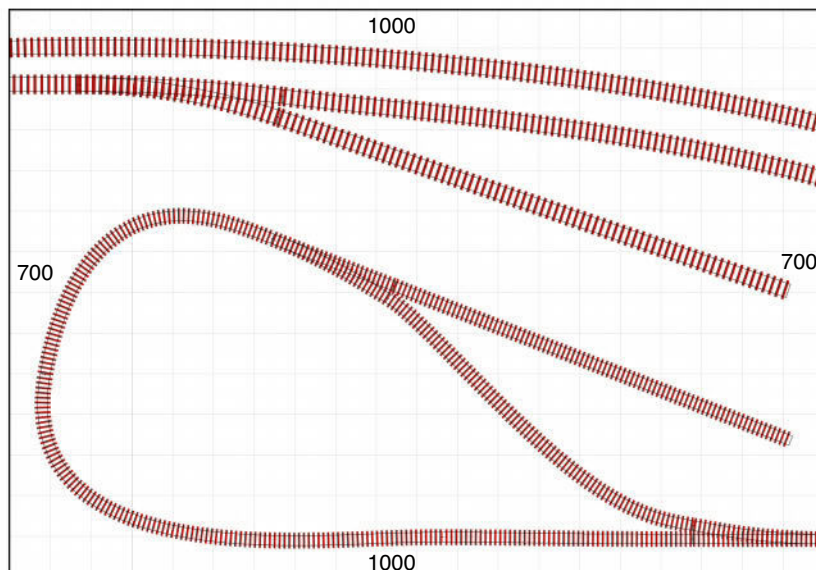
FIDDLEYARDS

Having fun with this layout requires three fiddle yards. Two for the main line: two-road train cassettes which accommodate what have to be short trains!

One for the trains of the tramway company: it features several single-road train cassettes.

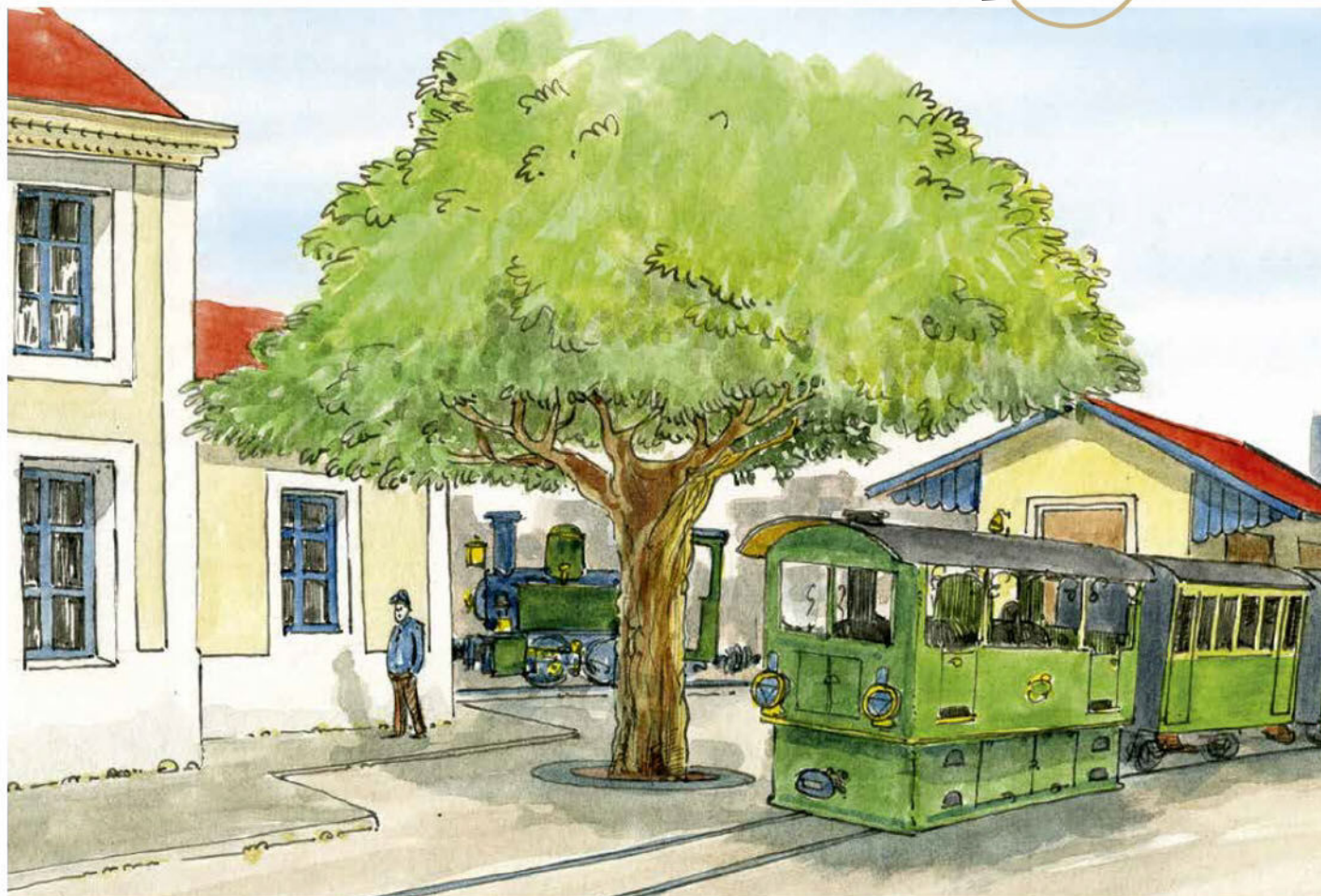
OVERHEAD WIRES

Adding overhead wires to the narrow gauge line will open up the possibility of using electric units. In this case, you will have the scope for using Brill chassis units and four- or six-wheeler electric tractors, or even bogie units. The presence of an ancient steam locomotive will in any case be justified by the need to serve some remote countryside areas, beyond the realm of urban electrification.



H0-12 project

*Layout
project*



ERITREA

TRAVELS IN THE LAND OF ITALIAN MALLETS

*In
the Horn
of Africa*

Text: **Geoffrey Nickson**

Photos: **Didier Delattre**

Didier Delattre joined an impressive railtour, returning with stunning shots. And Geoffrey Nickson tells us about this splendid mountain railway and its troubled history.

The wars of independence, and sometimes civil ones, which affected the African continent in the last quarter of the 20th century led here and there to the almost complete destruction of those countries' railway networks.

Such was the case of course for Angola, whose famous Benguela railway is now being rebuilt by Chinese companies, but also Mozambique and finally Eritrea. In the latter country, however, a handful of steam locomotives did manage to survive, and after the war ended in 1993, a half-dozen were put back into working order, while partial reconstruction of the railway network was undertaken. This led some European railtour operators to organize a few steam photo charters starting in the early 2000s.

CHASING MALLETS

A trip of this type took place from 2 to 13 December 2014, on the initiative of the German operator FarRail Tours. Bringing together some 40 gricers from all over Europe and even from Canada, the United States and New Zealand, the group had four French participants, including Didier Delattre, who took the pictures that illustrate this article. ...

Heading
a passenger
consist, 0-4-
0+0-4-0 T Mallet
442.55 emerges
from tunnel n°26,
approaching
Shegerini.





Nefasit station on 5 December 2014.



At Asmara, 0-4-0 T 202.002 is shunting the goods consist. The cow will be loaded into a van a little later on! 4 December 2014.





School is over, while 0-4-0+0-4-0 T 442.55 runs into Shegerini station with a passenger train. 10 December 2014.

■ The itinerary was centred on the line connecting the harbour of Massawa, on the Red Sea, to Asmara, the capital. This is the most spectacular stretch, as it sees the track rise from sea level to an altitude of over 2300m (almost 8,000 feet), over a distance of just under 100km. The most impressive part is between Ghinda (km. post 81.1, altitude 880m) and the summit at km. post 115, at an altitude of 2394.5m. And on this section, the highlight of the line is an exceptional series of loops located between the station of Arbaroba and km. post 112: an 8km stretch featuring a constant 3.5% gradient, curves whose radius can be as tight as 70m, bridges, viaducts and no fewer than 25 tunnels, which sees the line winding its way through spectacular arid mountain scenery! Obviously, it was on this stretch that the greatest number of photo-stops and run-pasts was organized.

The railtour, which included double-heading and different train consists (passenger and mixed), also featured shunting and freight loading/unloading scenes (including of livestock!) in Asmara station, as

well as night photography in the depot, not forgetting shunting in Massawa harbor and some running between the latter station and Ghinda.

ERITREA AND ITS RAILWAYS: A TROUBLED HISTORY

Unlike neighbouring Ethiopia, which was occupied by the Italians only from 1935 to 1941, Eritrea remained an Italian colony from 1885 to 1941. It was therefore the Italians who built the Eritrean railways, an arduous and lengthy task.

Work on the first line, from Massawa to the capital, Asmara, began in 1887 but took 25 years to be completed. Originally, it was intended to build the line to 75cm gauge to save on costs. However, in the early 20th century, it was decided to switch to 95cm gauge. The section that had already been built was therefore re-gauged.

From 1911 to 1922, a second line was built from Asmara towards Sudan. But it never got beyond the city of Agordat, 180km further west. Destroyed during the war of independence, it hasn't been rebuilt yet. ■

6 December
2014, lunch break
while water
is taken on at
Arbaroba.



ON THE GRADIENT

0-4-0+0-4-0 T 442.59
departs from Nefasit
and climbs the gradient
past the mosque.





A mixed passenger and goods train seen between Nefasit and Lesa on 6 December 2014.

A STUNNING PANORAMA

On the return journey to Asmara, on 11 December, la 0-4-0+0-4-0 T 440.008 crosses Shegerini viaduct in the late afternoon.

■ For obvious reasons related to the gradient profile and layout of the main line, the Mallet system was chosen from 1907 for hauling the trains. Several classes of 0-4-0+0-4-0 tank engines were built until 1938, mainly by the Italian firm Ansaldo, but also by Maffei (3 engines in 1907) and even by the local railway works in Asmara (4 engines in 1938, 1939 and as late as... 1963!). Some 0-4-0, 0-6-0 and 2-6-0 types, supplied by Italian and German industry, were also used.

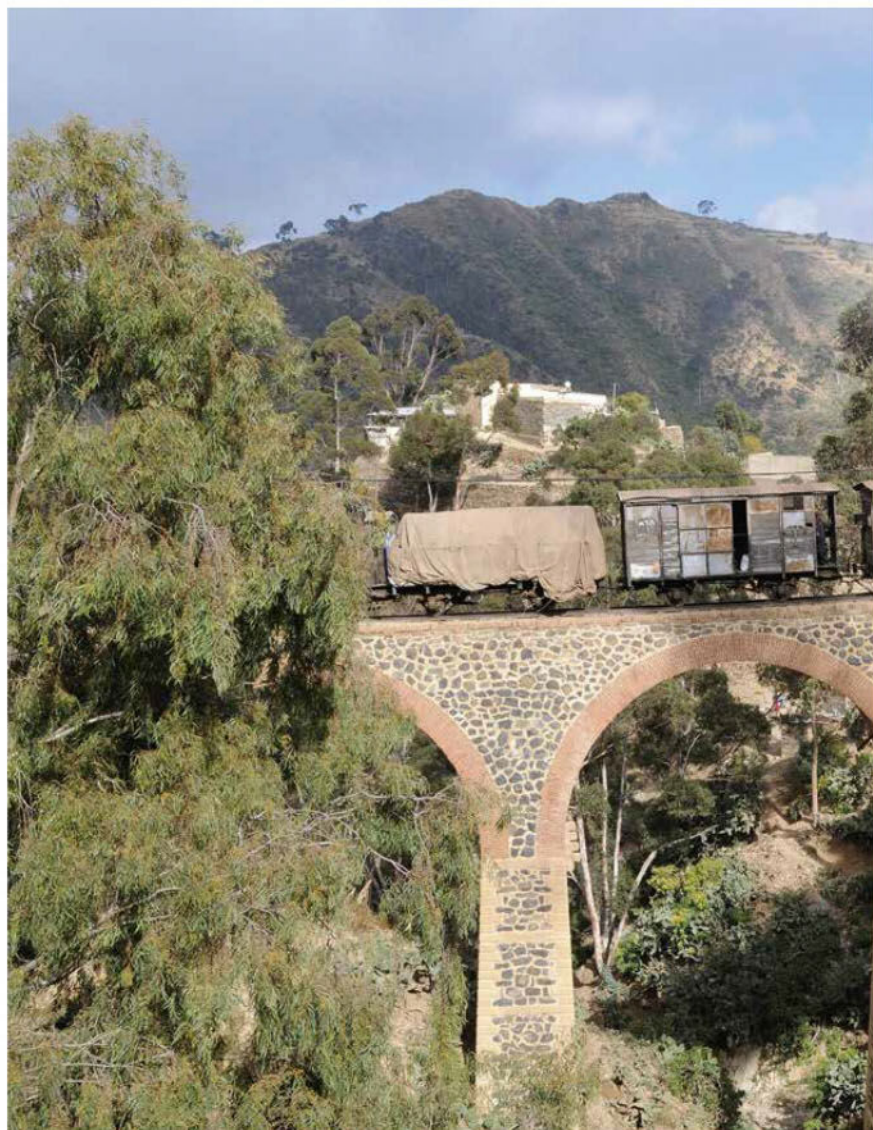
At the time of the 2014 railtour, four Mallets, all built by Ansaldo, were in working order, as well as one 0-4-0 built by Breda.

MODERNIZATION AND DESTRUCTION...

The first diesel locomotive (built by Krupp) was delivered to the railway in 1957. By 2014, only one diesel remained in working order, built in Russia (Ural). From 1924, the railway also received some Fiat railcars known as "Littorina", of which three units remain. None were in service in 2014.

The situation of the railways is obviously closely linked to the geo-political turmoil experienced by Eritrea since 1941. The first damage was caused by Italian guerilla actions between 1941 and 1943. This led to part of the western line being abandoned between Agordat and Biscia.

The 1950s and 1960s were happier ones for the railway. In 1953, in recognition of the assistance provided



LAST TRAIN!

A first-rate programme, designed to draw the more adventurous type of enthusiast. Adventurous, but also lucky, as it would seem that this trip was to be the last one... In late 2015, local authorities informed the organizer that they no longer wished to see steam trains running (despite them being good sources of hard currency)! The 95cm gauge Italian Mallets look set, therefore, to become once again Sleeping Beauties... the question being: will this new sleep be temporary or... eternal?



12 December 2014, the railwaymen who took part in the railtour pose in front of 0-4-0+0-4-0 T Mallet 442-55 at Asmara depot. The words chalked on the smokebox door "*El ultimo treno ?*" – The last train ? – sadly turned out to be premonitory.



by Ethiopia to the Allies during WWII, a federation bringing together Ethiopia and Eritrea was created. This decision was however followed in 1962 by the outright annexation of Eritrea by Ethiopia, marking the start of a 30 year war of independence.

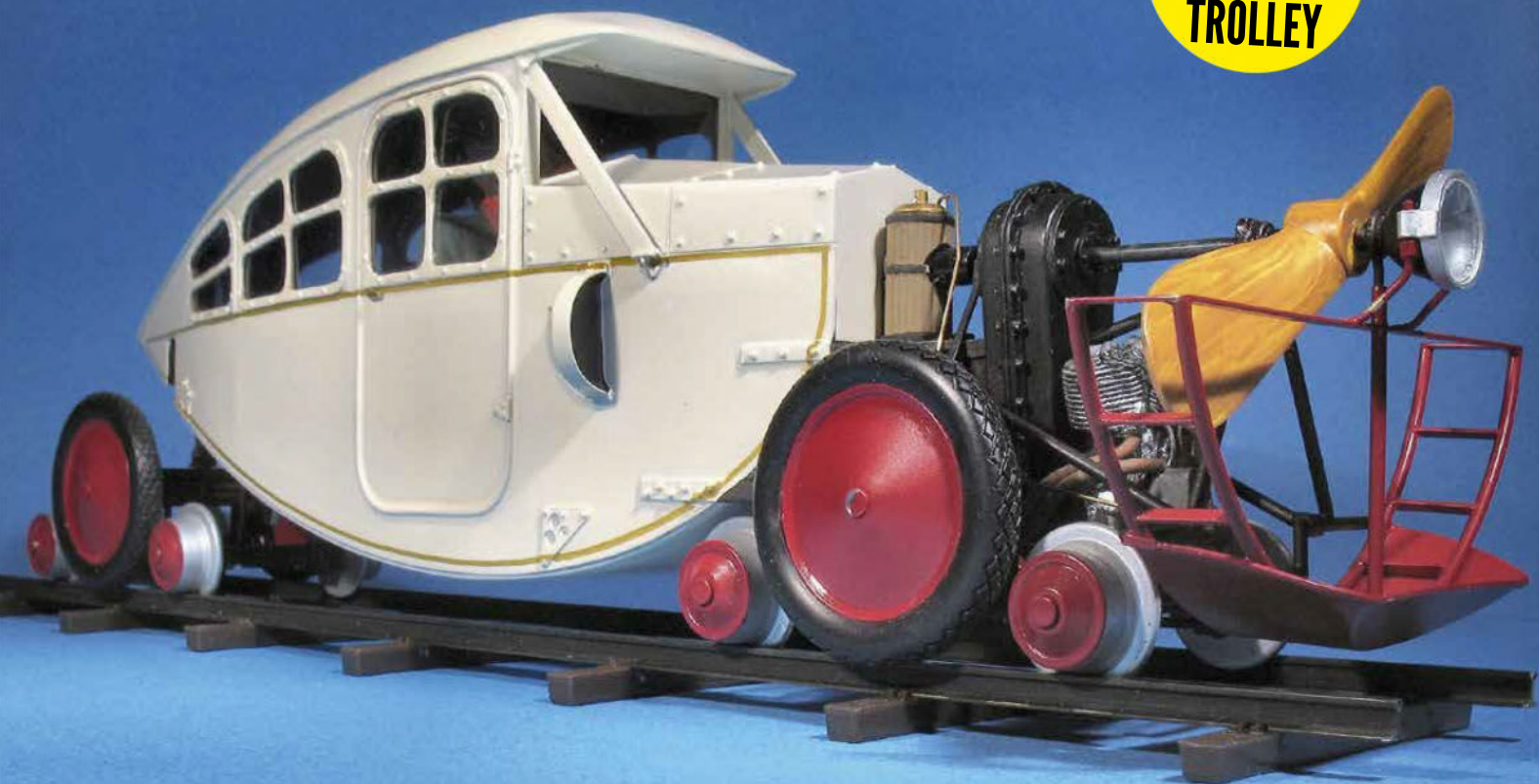
In 1975, the Ethiopian communist regime that had overthrown Emperor Haile Selassie destroyed most of the Eritrean railway.

INDEPENDENCE AND BEYOND

Once the country had finally gained independence in 1993, reconstruction of the railways was declared a national priority. Significant effort, carried out without international assistance, led to the reconstruction and re-opening of the line connecting the capital to the Red Sea, and to partial refurbishment of the motive power and rolling stock.

Nevertheless, the dictatorial nature of the regime that emerged from the war of independence is hardly conducive to economic development and social progress. Advocating self-sufficiency, avoiding elections, prone to extensive arbitrary arrests and imposing unlimited duration military to all citizens under 50, this one-party regime appears to be sinking into an ever greater paranoia. Human rights organizations all agree that Eritrea has now become an "open-air prison"...

1 UNUSUAL
MOTOR-
TROLLEY



The Leyat motor-trolley, as it was seen on the tracks of the Pithiviers – Toury railway. And as you can have it... at home.

A LEYAT PROPELLER-DRIVEN MOTOR-TROLLEY IN SM 32 SCALE

(1st PART)

Let's fly along the track!

An aircraft body driven by a propeller, but wingless... Surprising, no? Incidentally, the machine you are going to build is radio-controlled. This is simply too good to be true... Come on, pick up your tools!

Text and illustrations: **Raymond Duton**

My motor-trolley cannot be a totally accurate scale model as it isn't a showcase model, but a working one, and this feature implies certain compromises. For example, the bogies have been designed to handle 60cm radius curves (25m for the prototype, or a scale 1.31m). Furthermore, the real motor-trolley

THE NECESSARY SUPPLIES

Slater's plastic sheet (Micro Modèle/Le Train Magique www.micro-modele.fr)

Ref. 0110: thick. 0.25mm (0.010")
 Ref. 0115: thick. 0.38mm (0.015")
 Ref. 0120: thick. 0.50mm (0.040")
 Ref. 0130: thick. 0.76mm (0.030")
 Ref. 0140: thick. 1.00mm (0.040")
 Ref. 0160: thick. 1.50mm (0.060")
 Ref. 0180: thick. 2.00mm (0.080")
 Ref. 0432: thick. 1 mm Spaced Planking Grey

Evergreen strips (Micro Modèle/Le Train Magique)

Ref. 124: 0.5 x 2mm rectangle (0.020" x 0.080")
 Ref. 218: 0.5mm diam. round (0.020")
 Ref. 212: 2.0mm diam. round (0.080")
 Ref. 236: 1.0mm half-round (0.040")
 Ref. 871: 0.5mm diam. hexagonal rod (0.020")
 Ref. 873: 1.0mm diam. hexagonal rod (0.040")

L'Octant supplies (www.octantenligne.com)

Ref. A 7723/31: 2 x 1mm plastic tube

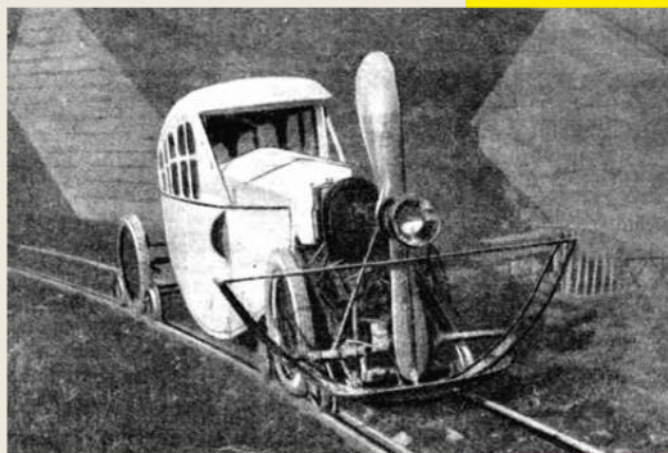
Ref. A 7723/40: 7 x 5mm plastic tube
 Ref. P 220/0.20: 0.2mm thick brass sheet
 Ref. P 605: 0.8mm diam. round brass rod
 Ref. P 612: 1.5mm diam. round brass rod
 Ref. P 602: 0.5mm diam. round brass rod
 Ref. P 1204: 1 x 3mm U-shaped brass rod
 Ref. P 1244: 1.5 x 0.20mm diam. brass tube
 Ref. P 1247: 2.5 x 0.45mm diam. brass tube
 Ref. P 1381: 1 x 0.5mm brass half-round
 Ref. P 1443: 0.5 x 1.5mm flat brass strip
 Ref. P 2185: 3 x 3mm U-shaped brass rod
 Ref. V 194: 2.2 x 5mm diam. washer
 Ref. V 310e: M 1.4mm x 4mm steel screw
 Ref. V 716: M 1.6 x 6mm steel screw
 Ref. V 320/A: M 1.6mm x 20mm screw
 Ref. V 322: M 2 x 4 mm steel screw
 Ref. V 451: M 1.6 x 4mm steel grub screws
 Ref. VN 364: 2.2 x 4.8mm diam. nylon washers

Miscellaneous supplies

- 6F22 type 9V battery
 - LR1 type 3V battery
 - Small radio-controlled vehicle
 - Cambrian Models wheels, ref. NW7 Loco

Wheels (www.cambrianmodels.co.uk)
 - 5 x 2.5 x 2mm ball bearings. Micro-Modèle réf. SE K2
 - 2mm universal couplers. NWSL ref. 489-6: U-Joint H0
 - Ref. 13.1595 electrical connectors, Sélectronic (www.selectronic.fr)
 - "Slow Flyer 3.5' x 2" propeller, Modelcraft, ref. WR 371 (available from Conrad www.conrad.fr)
 - Motraxx X10 Speedcreator motor, ref. 237287-62 (Conrad)
 - Ref. 18003 figure (A-Little-World La Boutique www.a-little-worldlaboutique.com/fr/)
 - 15mm diam. wood spheres ref. 1401415 (or half-spheres ref. 1401915 (available from Soleil Art Déco www.soleil-artdeco.com)
 - 2 motorcycles in 1/18 scale: 1963 Harley-Davidson « El Knucklehead » (from Maisto : www.maisto.com/index.php/pages/maisto/motorcycles)
 - 1 motorcycle in 1/18 scale: 1909 Harley-Davidson « Twin D V-Twin » (from Maisto)

PROONENT OF THE PROPELLER



The railway version of the Hélica. Photo published in the La Nature magazine, 6th March 1926.

could be converted to road use, by lifting the rail wheels; my model doesn't have such a feature. Other constraints: I had to adapt my model to parts that were available off-the-shelf (wheels, tyres, propeller...) and design it to be sufficiently robust to withstand derailments.

The weight of a scale model is seldom proportional to that of its prototype (in the present case, the excess weight is in the order of 25%); here again, I had to cut ...

An aviation pioneer, Marcel Leyat (1885-1986) also used propellers to drive cars. Between 1913 and 1926, he built 23 such machines named "Hélica", one of which was adapted to running on 60cm gauge track. It was a motor-trolley built for a manager of the French Congo mining company (Compagnie minière du Congo français) for his inspections. It is

noteworthy that the machine could be converted to road use, by raising the rail guiding wheels.

This "aeronautically-driven motor-trolley" (as described by a period issue of the Journal du Loiret) was tested on 13th February 1925 on

the Tramway de Pithiviers à Toury railway, as can be seen from pictures published in magazines at the time, as well as from a short newsreel shot by Gaumont-Pathé. Sadly, the latter is only available to audiovisual professionals. What happened to this vehicle thereafter remains unknown up till now.

The main features of the machine were:

- 6hp motor: Motosacoche Accacias (Geneva)
- diameter of the propeller: 1.40m
- total weight in working order: 360kg
- speed on the level: 60kp/h
- minimum curve radius: 25m.

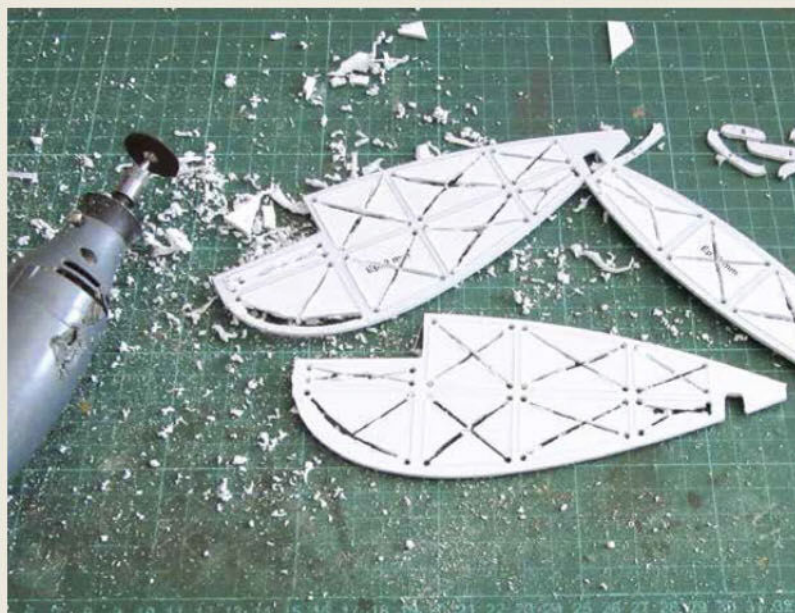
Many thanks to Claude Guéniffey, from the association Les Amis de l'Hélica, whose information greatly simplified the construction of my model.

Further information about the Hélicas can be found on that association's website: <http://www.helica.info>.

CUTTING



1 The templates, printed on adhesive paper, are glued onto the plastic sheet. In this case, sheets from **plate 1** (see central folder).



2 The angles are drilled to 3mm diameter. Cutting is carried out with a mini-drill fitted with a 1mm thick cutting disk. Finish off the work with a file.

WHAT KIND OF ANIMAL IS SM 32?

Actually, SM 32 is neither an animal, nor some unmentionable perversion, but a typically British scale, combining in its name both metric and Imperial systems: prototype 2 foot gauge (609.6mm) vehicles, reduced by a scale of 16mm per foot, resulting in a scale of 1/19.05, running on 32mm gauge track. Such a scale can be practiced out of doors (on garden railways), but also indoors. It is sufficiently large to be compatible with live steam and optional radio-control. For an engine fitted with an electric motor, supply is either via the two rails or via on-board batteries. However, while the weight of such elements isn't a problem for a classic locomotive, for a propeller-driven motor-trolley, it's quite a different story: the model must be sufficiently light weight to be hauled by the propeller...

... corners by using a faster motor and a propeller with wider blades, but whose diameter is nevertheless to scale. I also had to find a motor that could run sufficiently fast to move the vehicle, but also able to operate under a sufficiently low voltage to do without excessively heavy batteries. After several attempts, I found the best compromise: a 12-18V slot car motor, fed by a 9V battery. This reduces the initial speed from 56,000rpm to 23,000rpm. Quiet sufficient for driving the motor-trolley, but keep your fingers out of the way! Some shielding of the propeller is strongly recommended, as was the case – partly at least – on the prototype. My model is radio-controlled but can be built to operate in 12V via the two rails. Simply use metal wheels. Of course, if you

ASSEMBLING THE CHASSIS

3 The chassis is assembled first. The sheet below, larger than required, must be cut back to the dimensions of the lower part of the body before the cladding is applied.

Cut back the lower part of the chassis.

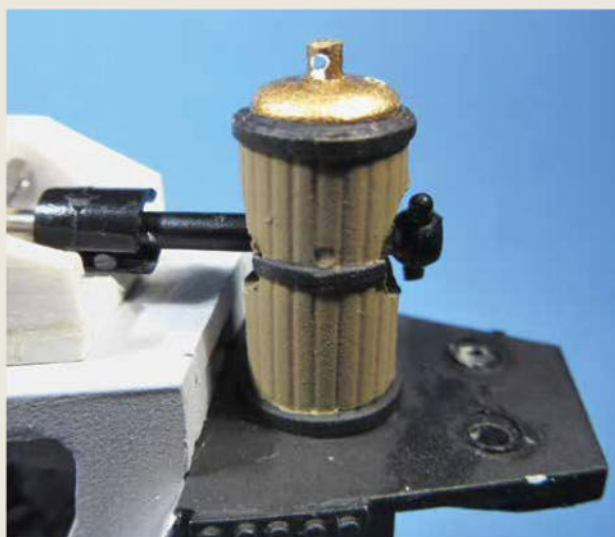
add a miniature two-way switch, you can design the motor-trolley to be both radio-controlled and supplied by the track. One more thing: because of the way the wheels are fixed in place, the motor-trolley can be adapted to 45mm gauge track. Simply cut twelve 6.5mm lengths of brass tubes, 1.6 x 0.45mm in diameter, and insert them between the wheels and the axles. Finally, as it would be tedious to describe this construction project step-by-step, I have opted to summarize the methods used. It will then be up to you to build the model using your own approach and the explanations, photos and drawings supplied.

Chassis and body

The chassis and body frame are made out of 2mm thick plastic sheet, the cladding is 0.38mm thick plastic sheet and the window frames 0.25mm thick plastic sheet. Assembly calls on polystyrene cement (from Slater's in my case). Scan then print **plate 1 (see central folder)** on an A4 sheet of white adhesive paper for labels. Glue this sheet on 2mm plastic sheet, cut out your parts then ...



4 Front block bracket seen from below. It is made out of 2mm thick plastic sheet, with reinforcing gussets inside the chassis. The front block which will be fixed onto this bracket by two M 1.6mm screws comprises the motorcycle engine, the propeller transmission and the bogie pivot.



5 The petrol tank consists of a length of 7mm diam. and 15mm long plastic tube (L'Octant ref. A 7723/40), clad with 1mm thick plastic sheet (Slater's ref. 0432 Spaced Planking Grey), and circled with 0.25 x 0.76mm plastic strip. The 5mm diameter hole must allow the transmission to operate freely.

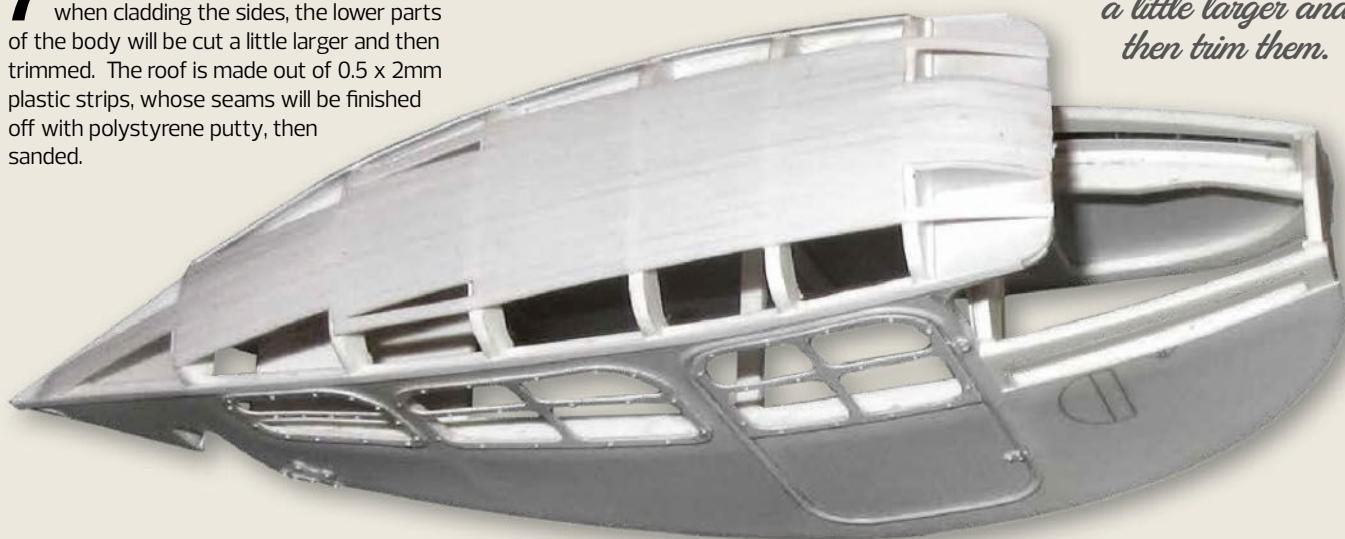
ASSEMBLING THE BODY



6 The body is assembled so as to fit neatly around the chassis. Many parts from **plates 1 and 2** can be identified (in particular, at the top right, parts 15 and 16 from plate 2).

7 The body partly clad. As for the chassis, when cladding the sides, the lower parts of the body will be cut a little larger and then trimmed. The roof is made out of 0.5 x 2mm plastic strips, whose seams will be finished off with polystyrene putty, then sanded.

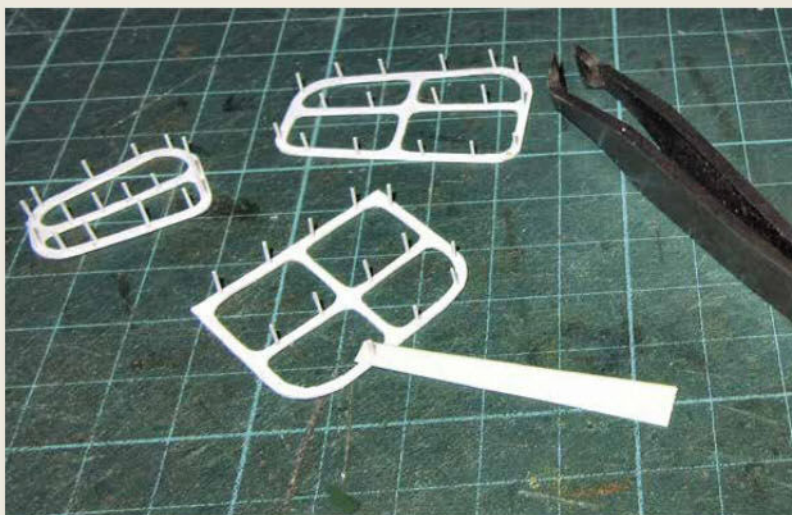
Cut the body sides a little larger and then trim them.



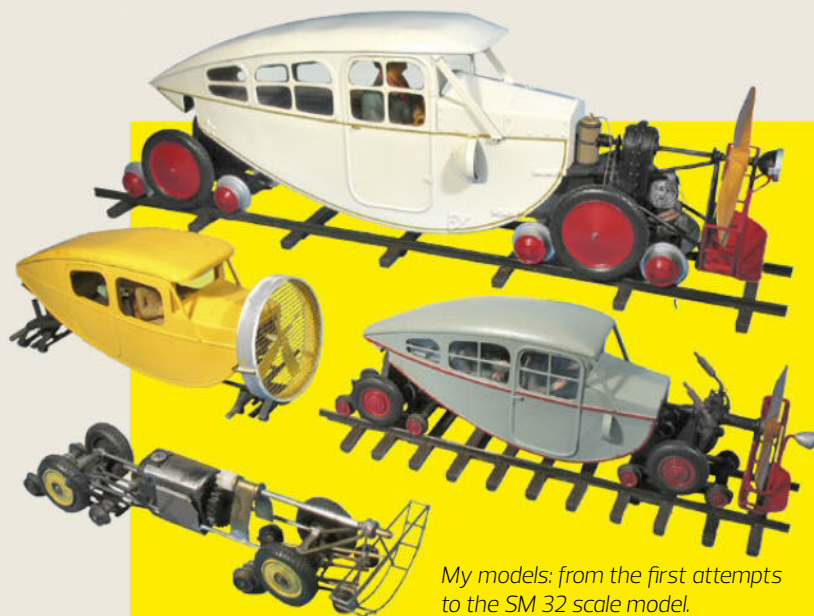
... remove the adhesive paper by steeping the parts briefly (no more than 5 minutes!) in essence F. Do likewise with **plate 2** (see central folder). Here, the parts are of various thicknesses and their adhesive copy must be glued onto the corresponding thickness of plastic sheet. ■

SMART IDEA

The parts cut out of 0.38 and 0.25mm thick sheet can be printed directly onto the corresponding plastic sheet, after having rubbed the latter down with scouring powder. Once the parts have been printed, fix the ink by spreading talcum over the surface with a small swab of cotton. Once air-dried for a few minutes, the card can be cut out.



8 The window frame fixing screws are represented by 0.5mm diameter round plastic rod, ca. 5mm long. Once dry, they are cut back to 0.5mm height using a shim.



My models: from the first attempts to the SM 32 scale model.

ATTEMPTS AT BUILDING A HÉLICA...

My first Leyat motor-trolley dates back to the early 1980s. A copy of the Rio model (quoted as being 1/43.5 scale, but actually closer to 1/35), it featured a cardboard body and was driven by a four-bladed brass propeller, directly fixed to a 12V motor. The power of the propeller was sufficient to drive the model at a

suitable speed on a straight track, given the machine's small weight, but on curves, it crawled. Fitting a gearing system didn't produce a worthwhile result.

In 2000, I built a more elaborate model, hence a heavier one, also in 1/43.5 scale. But here again I ran into the same power problem, and to add insult to injury, also on straight stretches! I abandoned that model, and later on tackled a third one, this time in 1/19.05 scale. I felt that a larger-scale model would be proportionally lighter, as the thickness of some of the materials used (for example for the sides) could be the same for both scales. In parallel with this new project, I returned to my 1/43.5 scale model, and fitted it with a mini-drone propeller (back in 2000, this type of propeller was unknown), cut back to a diameter of 39mm, meaning 7mm more than the scale diameter, and above all, with blades that were much wider than the former brass and to-scale blades. The result was obvious at once: a perfectly suitable speed, both on the straight and on curves! I had made progress...



9 The door beading is made out of 1mm half-round rod (Evergreen réf. 236). The various screws and rivets are represented by 0.5mm diameter round plastic rod, as was the case for the window frames. The ventilation cowlings are made out of 15mm diameter wooden spheres, cut into four (sold by Soleil Art Deco; also available as half-spheres), with circling made of 3 x 0.5mm plastic strip, glued onto a support of the same thickness. The miscellaneous small parts are cut out of 0.25mm thick plastic sheet, while the fixing screws are represented by 0.5mm diam. round plastic rod.

TO BE CONTINUED

KALOONGA, under the Australian sun

Gerbrandt Haans is a modeller out of the ordinary! Beyond trains themselves, what he enjoys is conjuring up atmospheres, scenery, impressions. Kaloonga in H0-9/00-9 is a perfect illustration of this approach.

THE MODELLER



Gerbrandt

Text and plan: François Fontana
Photos: François Fouger

The layout at a glance

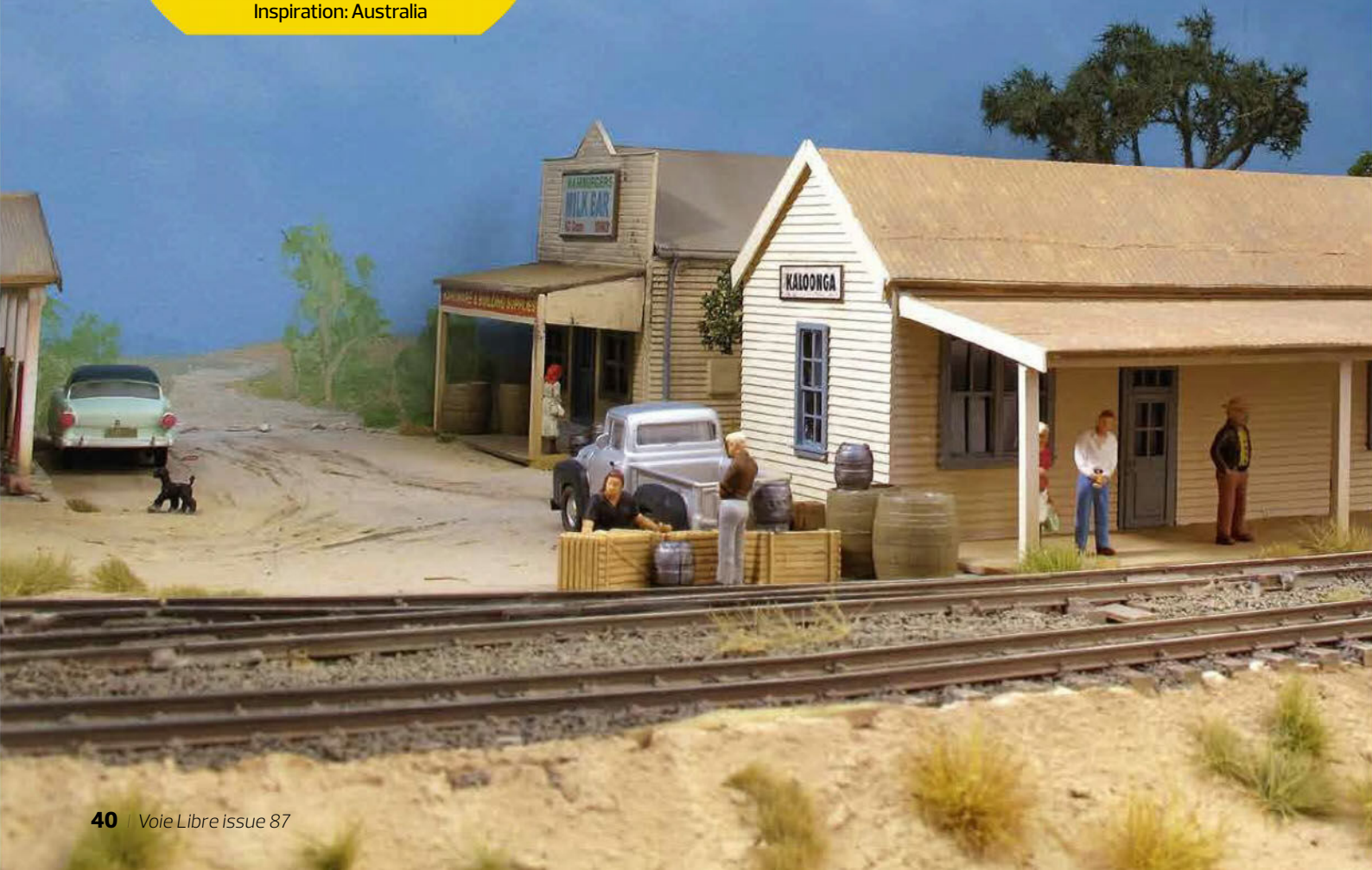
Scale: 00 – H0 (1/76 – 1/87)

Gauge: 9 mm

Control: analogue

Dimensions: 120 x 70cm

Inspiration: Australia

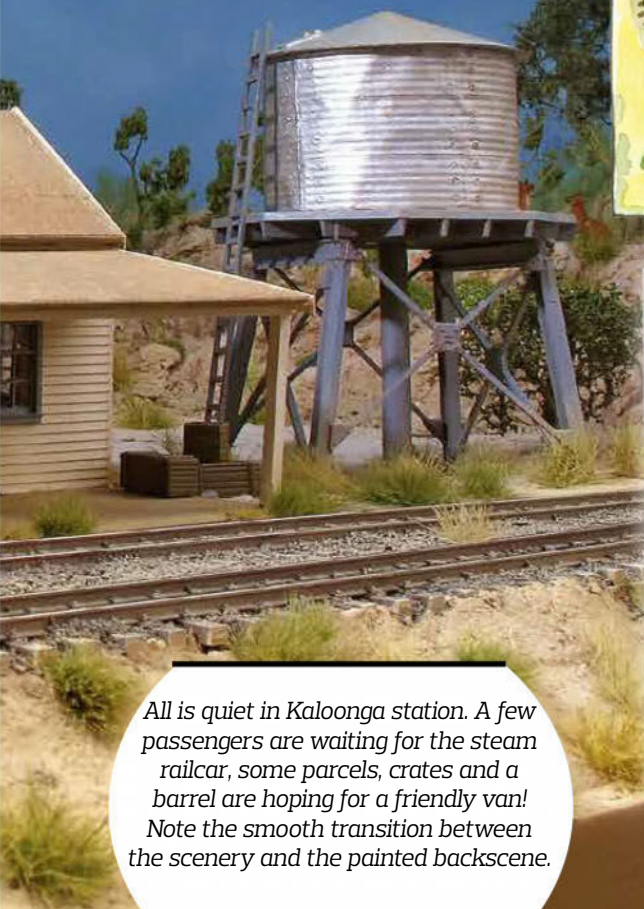


Kaloonga isn't a real location, just a blend. A blend of impressions, of feelings, of atmospheres, all carefully combined to generate an ambience and create a three-dimensional animated picture. The kangaroos are plastic, but I can assure you that by placing my eyes at ground level, I saw them hop! The crushing light, the dusty weathering, the traces left by the violent storms on the building fronts carried me straight to the heart of Australia, a fantasy and totally imaginary Australia, but one which corresponds to everything we Europeans expect from it! ■■■

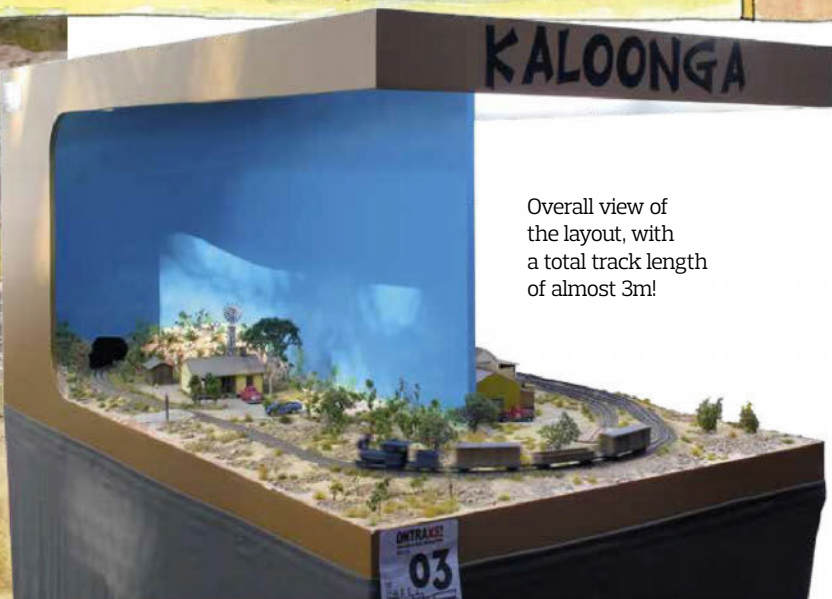


The level crossing is located on the other side of the layout. Naturally, being lost in the middle of nowhere, it has no keeper. The steam-hauled train trundles over it at a walking pace. Listen carefully and you'll hear the locomotive's bell.

Layout Plan



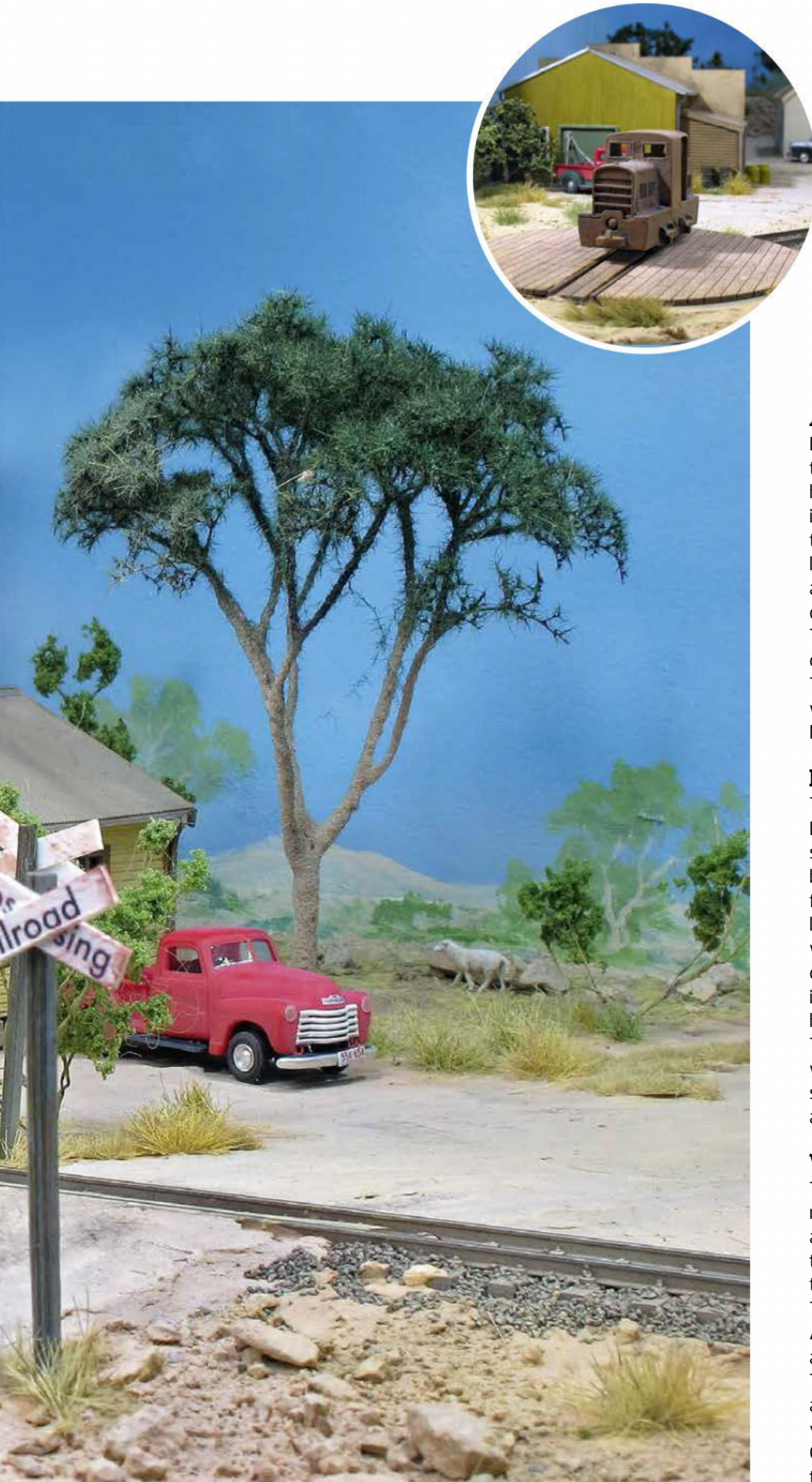
All is quiet in Kaloonga station. A few passengers are waiting for the steam railcar, some parcels, crates and a barrel are hoping for a friendly van! Note the smooth transition between the scenery and the painted backscene.



Overall view of the layout, with a total track length of almost 3m!



The steam railcar rolls over the level crossing. This is a Backwoods Miniatures brass and resin model.



*On the turntable,
the small Billard
locotractor is waiting
for better days!*

A simple layout

In his own words, Gerbrandt isn't after the purely railway side of things. What he enjoys is creating a piece of scenery, imagining a place. The train is no more than an alibi in his creative process. The layout is a simple oval, with just a loop and a dead-end siding. The other long side and one of the ends are carefully decorated. The fourth side acts as a fiddleyard, concealed from viewers by a scenic divider. The track is from the Peco range, the working turntable from the Kitwood Hill Models artisan range.

Fine scenery

The layout scenery, designed jointly with Len De Vries, calls on plastic building kits sourced in Australia. The trees are wound brass wire coated with filler and industrial flock materials. In the middle stands the large scenic divider, the scenery is painted with the same colours used for the ground cover and the flock materials. The transition is excellent and the illusion of the distance is highly believable.

The layout is topped by a caisson fitted with directional lighting that generates sharp shadows, creating a sun-drenched atmosphere.

Well-chosen rolling stock

This layout doesn't feature very much rolling stock, but the latter is perfectly adapted to the scenery: a steam-hauled train consisting of a tender 0-4-0 and three Pershing MinitrainS wagons, a Billard T 75 D locotractor, a Meridian kit and an Australian "Coffe Pot" steam railcar, a brass and resin kit from Backwoods Miniatures. The stock is well maintained, but dusty, and a few touches of rust bear witness to its venerable age.

Congratulations Gerbrandt and many thanks for this fine journey! ■



General view of
Kalamata depot.
13 June 1969.

Third stroke of the Greek waltz:

KALAMATA – CORINTH

On the last stretch of the meter gauge Peloponnese triangle, Jean-Louis and Annette Rochaix show us around the Kalamata – Corinth section, before travelling back to Athens by... bus!

Text and illustrations
(unless otherwise mentioned):
Annette and Jean-Louis Rochaix



Graphics Eric Fresné

*Situation
prior to 2005*

The Kalamata – Corinth line, 236km long, closes the triangle around Peloponnese. It branches of the Patras line at Asprochoma. At Lekfiro station, there used to be a 5km branch to Megalopolis. The line then reaches the highest point on the Greek railway network, at an altitude of 814m. Across the flatlands of Messenia, it then leads to the city of Tripolis. On the following stretch, it crosses the Arcadia mountain range, which required much in terms of civil engineering. Gradients reach 33 ‰ and the radius of the sharpest curves is 110m. The line finally reaches Corinth, where it meets up with the line coming from Patras.

On the line

The first stretch from Corinth to Mili Nafpliou (63km) was inaugurated in 1886, and the entire line to Kalamata

was completed between 1892 and 1899. On 14 January 2004, it was closed following several derailments caused by a total lack of maintenance. Renovation work lasted 5 years and the line was re-opened on 1 August 2009, but only between Corinth and Tripolis, despite the whole line having been refurbished. In the wake of the financial crisis in Greece, the operator « Trainose » decided to stop all traffic from 30 January 2011, but a derailment that caused one death and injuries to several other people occurred on 9 December 2010 and brought forward the closure of the line to that very same day. Except for the Stadler railcars which were transferred to the depots of Pyrgos and Patras for the regional services, all the remaining stock was concentrated at Piraeus depot. ■



MV of Stadler railcars

seen departing from Kalamata.

22 May 2006.

S. Jarne.



Steam train departing from Kalamata

for Tripolis.

5 April 1969.

J. Wiseman.



On the Achaldokambos switchback.
5 April 1969.



A Corinth-bound railcar seen at Nemea
station. **12 June 1969.**



Mitsubishi locotractor N° 9407 seen
shunting at Corinth. **14 May 1988.**

*Trains passing
in Mikine station.*
16 June 1969.



Arrival of Ganz unit N° 6465 at Tripolis.
16 May 1988.



Passing trains at Bilali, since re-named Lefktro.
13 April 1969.

J. Wiseman.



Passing an Esslingen unit at Leontari. **13 June 1969.**



Locomotive E 7727 in front of the water tower at Isea. **13 June 1969.**

A FEW OPERATING RULES!

At Tripolis, we made a stop to take some photos. But, first surprise, we were told that whenever a journey was broken, the ticket had to be re-stamped at the ticket office, which we duly did in torrid heat. Fortunately, refreshments were available from the small kiosk, and very welcome they were! Second surprise: the train went no further than Corinth. We had to take a connecting bus service. However, we opted to take a train the following day. Until we found out that no rooms were available for the night... Finally, we had no choice but to take the next bus back to Athens, so our train trip ended on the road!

MOUNTAIN VIADUCTS

The original 252m long Achaldokambos viaduct was destroyed in 1944. At the end of the war, the owner of the line couldn't afford to have it rebuilt. A temporary switchback

was therefore built at the bottom of the valley. However, in 1974, the viaduct was rebuilt in pre-stressed concrete, 280m long and 65m high. The switchback wasn't lifted, and is used for the storage of stock prior to scrapping.



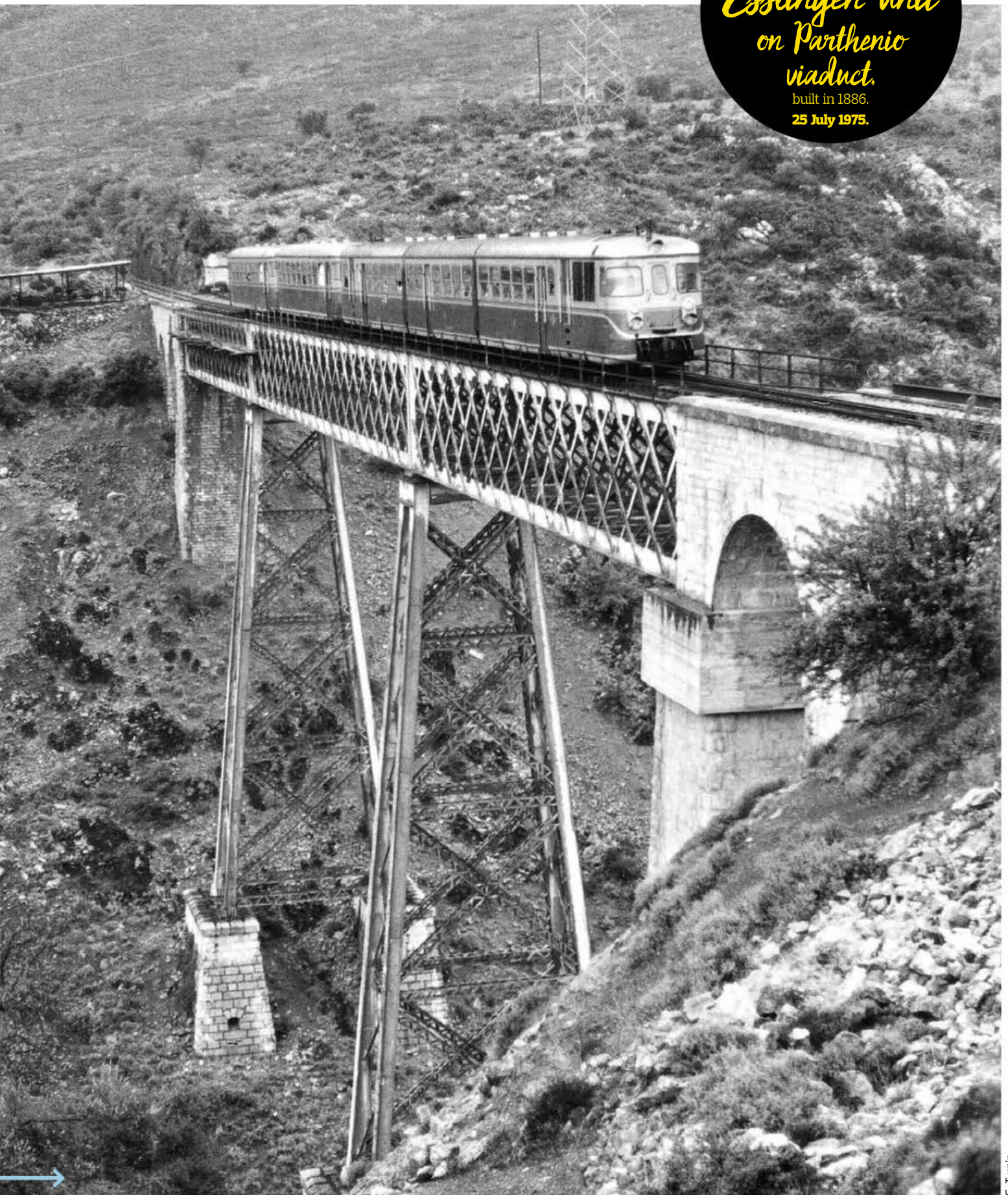
Eleochorio viaduct. **16 May 1988.**



The rebuilt viaduct at Achaldokambos. **25 July 1975.**

G. Turpin.

*Esslingen unit
on Parthenio
viaduct.
built in 1886.
25 July 1975.*



G. Turpin.



Hemmed in between the embankment and the rocks, the line wends its way through nature.

GROUND RESIN AND GRASS APPLICATOR

Two new releases for creating scenery provide an opportunity to complete an embankment below the railway tracks and to make use of these new products.

Text and photos: François Fontana



PECO

These products will soon be available from the LR Modélisme shop.
Static Grass PSG-1 price: £43
PSG-11 spray-can adhesive 400 ml price: £ 10
Fibres in pouches price: from £ 2.70 to £ 3.15
 per 20 or 30 gr. pouch

MICRORAMA

Magiflex 400gr price: €12.68
Flexigras 400gr price: €14.90
Magiplast thickener 250ml price: €1.99
Website: <http://microrama.online/>



The Peco electro-static applicator is small. Its tank is 6cm in diameter and 8cm deep. The magnetic field is generated by 9V battery located in the handle.



The Magiflex resin.



The Flexigras resin.

Microrama has a fine range of scenic items and in particular some rather innovative resins. We have tested the special ones designed for texturing soils. One of their features is that they remain flexible once dry and one of them is even conductive of electricity, a very welcome quality when planting electro-static grass! Peco, precisely, has added to its range of scenic products an electro-static applicator for synthetic fibres, together with suitable fibres, 2 to 6mm long.

THE MICRORAMA RESIN RANGE

Two qualities, two doses, two types of properties for these non-toxic polyurethane resins.

The **Magiflex resin** (former Magiplast-Flex) takes the shape of a pouch of medium grey coloured powder and a flask of white liquid. Dosing is simple: two weight parts of powder for one part of liquid. I use a set of small glass kitchen scales, waterproof and smooth, which can easily be cleaned with a sponge. I mix the resin in a bowl, taking care to stick to the prescribed doses, it is liquid and mixes very easily, while being ■■■



The Magiplast thickener.

Spotlight – SCENERY



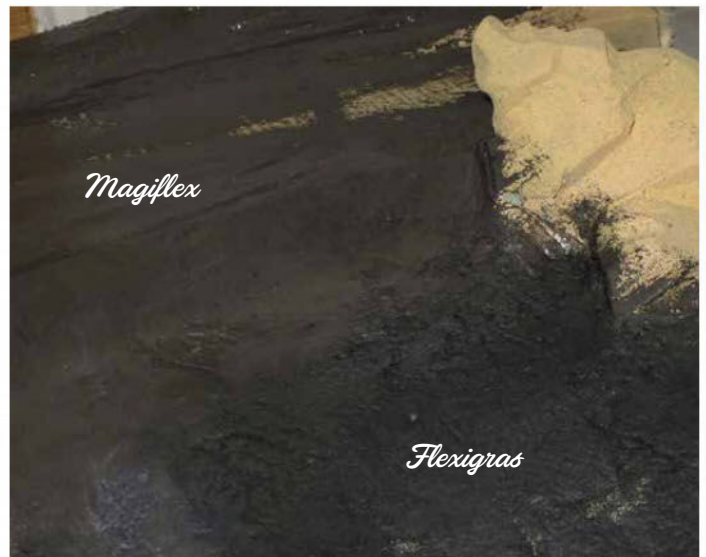
Small kitchen scales and an old bowl, for ground-level cooking! Doses are accurate to within one gram, but the tolerances of the mixtures must be greater.



The Flexigras resin is flexible and fine-grained, and is easily spread with a knife. It's medium grey in colour has a hint of brown in it.



In this shot, I spread some Magiflex resin with thickener added. The result isn't as smooth, it is more like ploughed-up soil. This resin is darker, almost black.



This photo shows the difference between the two resins.

... applied with a knife on a solid surface. It is too fluid to be applied on wire mesh, even if the mesh is very closely spaced. For the same reason, it cannot be applied on steep slopes. It doesn't attack polystyrene and holds well on fibrous or rough supports. It can be smoothed easily using a knife or a damp paintbrush.

The **Flexigras resin** (formerly Magiplast-Flexelec) is supplied in the same form: a pouch of powder and a flask of white liquid. The proportions are different, one weight part of powder for one part of liquid. Its colour is darker, almost black. Like the

other resin, it is fairly liquid and is as easy to spread and smooth, despite having a coarser grain. This resin is an electrical conductor, therefore grass can be applied with an electro-static device without the need to wet the ground by using glue from a spray-can.

The **Magiplast thickener**: this is a white powder of which very small quantities can be added to the resins when the latter are being blended. It thickens the mixture, allowing to work in greater thicknesses. Although it isn't designed for ground resins, my test was successful. However, the

result is grainier and it's harder to smooth the resin. If applied in thin coats, the thickener reduces the holding properties of the resins. But this drawback disappears when the resin cures, a process which still takes around 20 minutes.

STATIC GRASS BY PECO

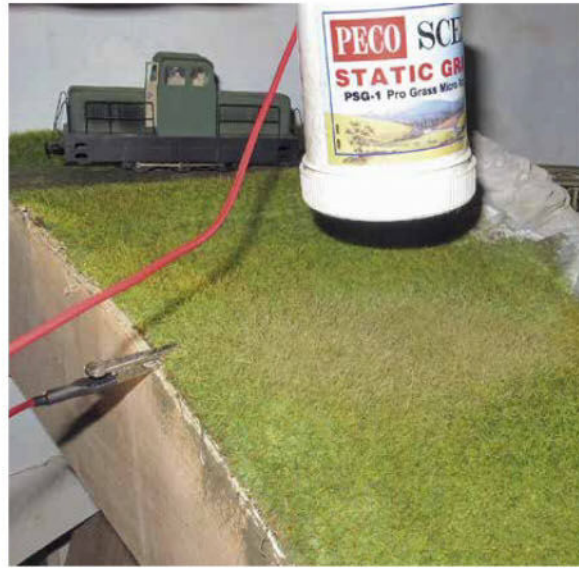
This is a new item in the range of electro-static fibre applicators. Peco has added to its scenic item range what is required to plant grass. Alongside the fibre applicator is an extensive range of 2, 4 and 6mm long fibres, available in a great many shades.



On a coat of diluted glue, I apply a first layer of 2mm long fibre.



Once dry, I spray on some adhesive.



Second application with the electro-static applicator, this time with 6mm long straw-coloured fibres.

I applied three layers of different fibres: a green one using 2mm long fibres, then a few clumps of 6mm long straw-coloured fibres, ending with a few touches of 2mm light green ones in the shady areas. The bushes were given the same application after having been coated with adhesive from a spray-can.

The range now also features spray-on adhesive and I have to admit that this is an innovative technique, or rather that Peco has opted to make more widely available a practice that, until now, had remained somewhat marginal. After having planted your first coat of fibre, and once the liquid adhesive has set, spray on some glue from the can over the fibres and apply a new coat, preferably of a different colour and length. If during the first phase you planted a fine cricket green, by varying the length and shades of the subsequent applications, your vegetation will take on a far more realistic appearance.



A small scratchbuilt locotractor, heavily inspired by a Gmeinder model, is seen hauling a Decauville van loaded with jam jars!



JAM in the countryside

Text: François Fontana based
on Rémi Berthelin's input
Photos: Rémi Berthelin

THE MODELLER

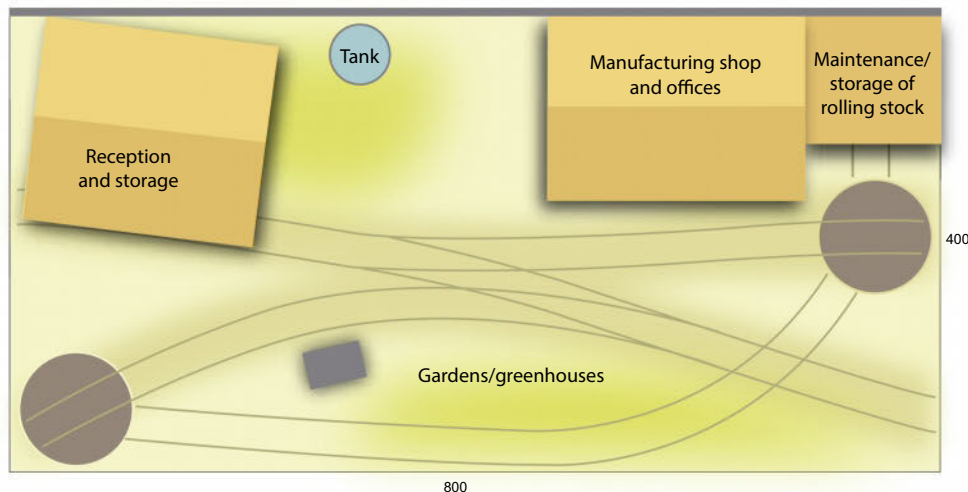


Rémi

Rémi Berthelin has imagined a small shunting layout in 0 scale on 16,5mm gauge. Located in the French countryside, farmers use the railway to carry fruit and sugar, simply to produce jam!

// Like many other modellers', says Rémi, who is 35 years old and lives in Poitiers, he fell for standard gauge when he was small. But five years ago he encountered narrow gauge. "It was a revelation! It helped me move forwards and improve my skills". What he enjoys most is building from basic materials. After a first try with the Saint-Loup dairy, he has continued in the line of agricultural narrow gauge. He will now show us round Belledoche Jam Factory! ...

Layout Plan



The layout at a glance

Scale: 0 (1/43.5)

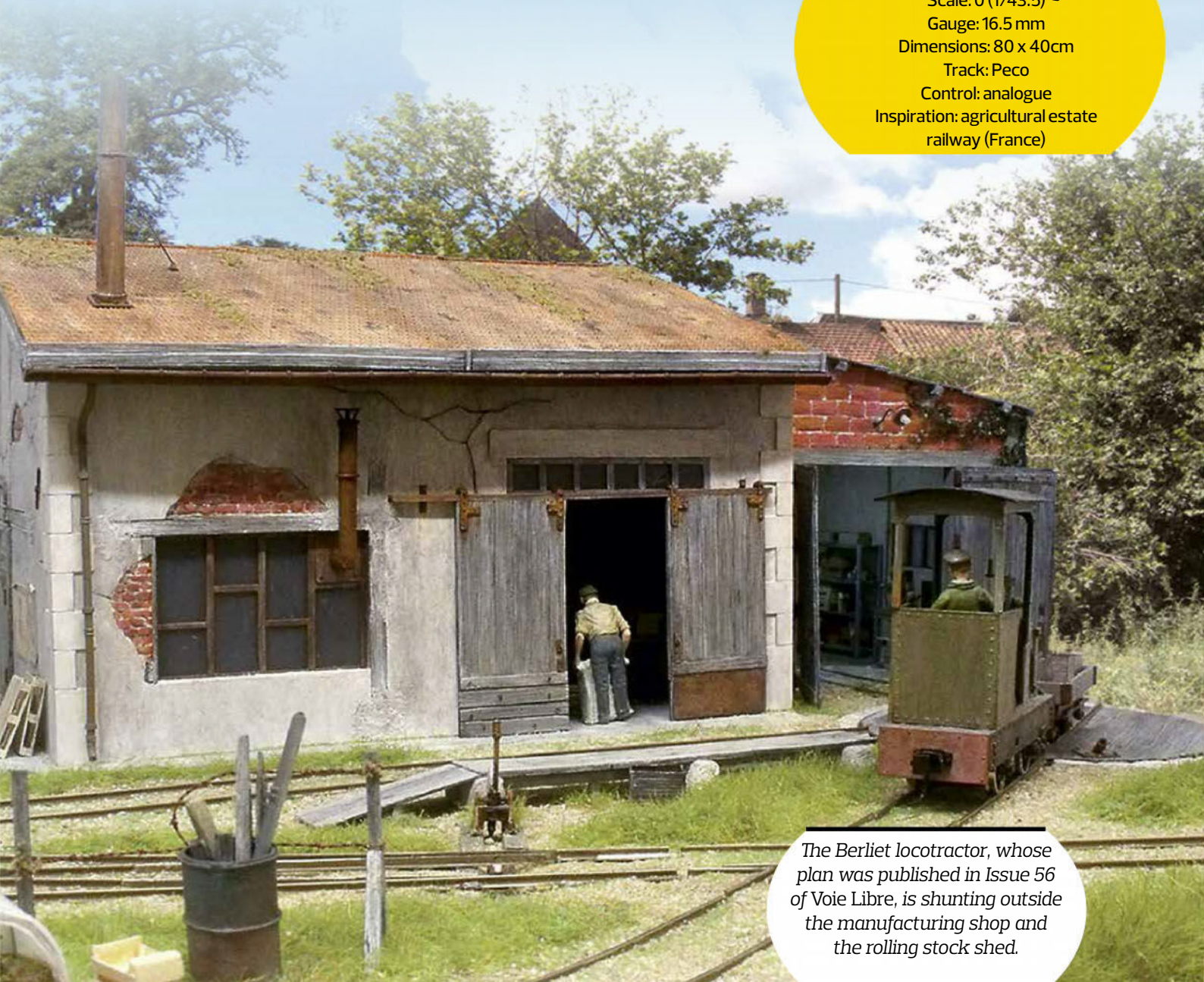
Gauge: 16.5 mm

Dimensions: 80 x 40cm

Track: Peco

Control: analogue

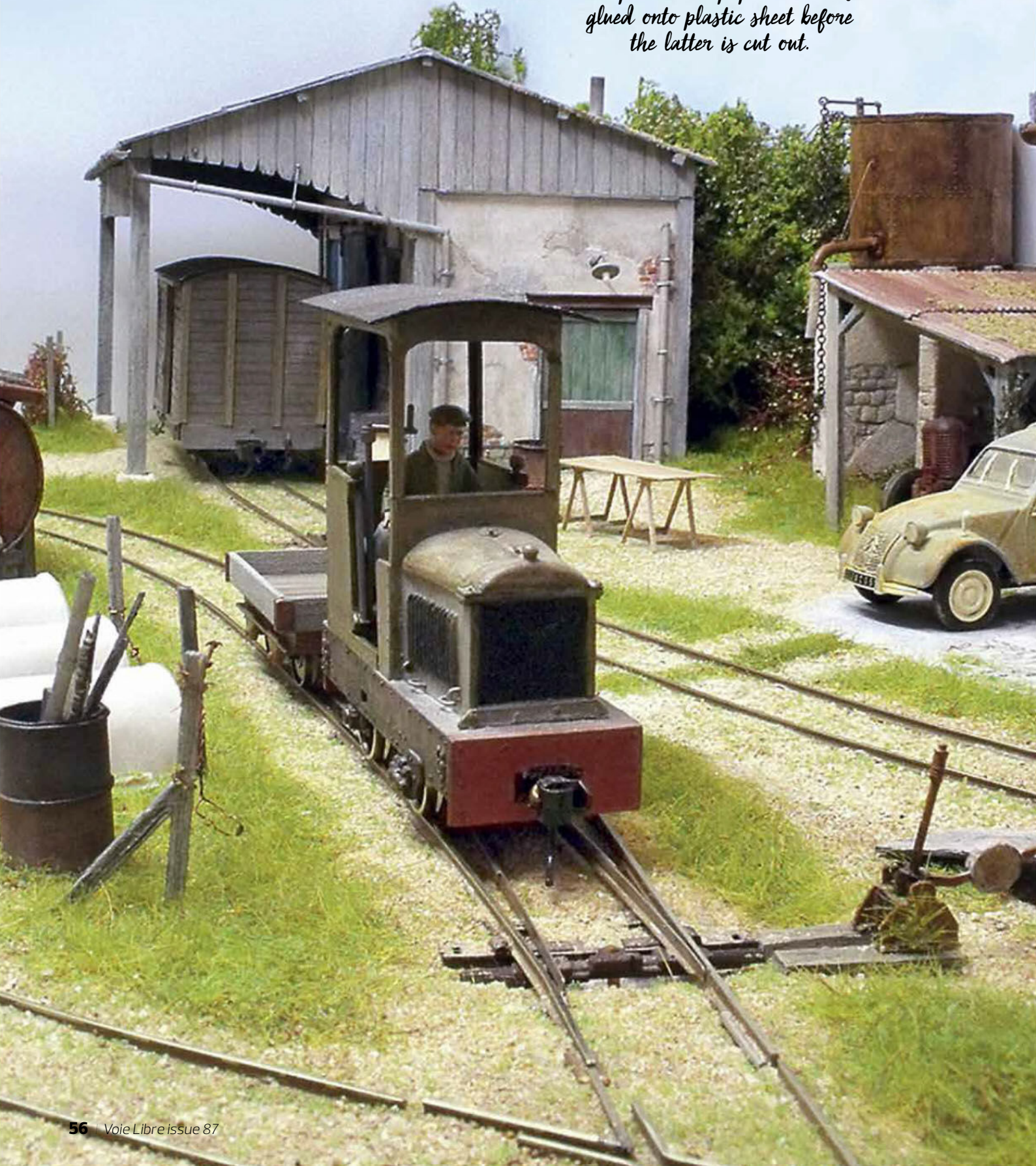
Inspiration: agricultural estate
railway (France)



The Berliet locotractor, whose plan was published in Issue 56 of *Voie Libre*, is shunting outside the manufacturing shop and the rolling stock shed.

0-16.5 Layout

The buildings as well as the locotractor are first of all drawn on a computer, then the parts are printed on paper, which is glued onto plastic sheet before the latter is cut out.





The crates and pallets were created with 2D drawing software. Once printed, the parts are laser-cut and assembled.

... **François Fontana: Hallo Rémi, the countryside, jam, narrow gauge... All this sounds like a good story. Tell us more!**

Rémi Berthelin: Hallo. Yes, it is a fine story indeed! The artisan Belledoche is a master jam-maker who has been located on the border between Charentes and Limousin for the past 50 years. Belledoche imagines and makes various types of jam, whose taste and manufacturing process are secrets handed down from generation to generation. Depending on the crops, the company can offer blackcurrant, blueberry, wild strawberry, blackberry, quince, plum, raspberry, not forgetting fig and vineyard pear. Something to meet all tastes! The fruit is picked directly from the orchards and greenhouses located next to the company's facilities. It is loaded into skips and moved to the processing shop or to the agricultural coop located on the same site. The sugar comes from the nearby Carreau mill, and as Belledoche jam requires plenty of it, it is also shipped by rail. Closed vans loaded with sacks arrive every day in the plant.

FF: Belledoche*! So for you also, this is a family business?

RB: I must admit that the original idea came to my mind when enjoying some delicious jam made by my mother-in-law. A cup of coffee, some bread and home-made jam, and there I was dreaming up

a semi-industrial universe, located in the countryside. I decided to model it in O scale on narrow gauge, as I had already built an earlier industrial layout in the same scale, with a dairy theme.

FF: You designed a shunting layout?

RB: The principle is simple: it consists in shunting between the greenhouses, the coop and the processing shop. The fruit

crops are shipped in, together with sugar and fertiliser, the jam jars are conditioned prior to shipping, orders are dispatched. Stocks of fruit are managed by the coop, which ships them in and out.

FF: How are the wagons managed?

RB: A turntable is installed at each end of the layout. They are used for carrying out all the shunting movements of ...



Two buildings have super-detailed and lit interiors. The inside furniture includes plastic items, laser-cut card artisan productions from the Maquette Création range, or items modelled and printed in 3D.

*Translator's note: "belledoche" is slang for "belle-mère", meaning "mother-in-law".



... the wagons and other items of rolling stock onto the various sidings. The turntables are wooden disks, 10cm in diameter, designed for creative hobbies. They have been fitted with hollow spindles through which the electrical feed wires are threaded, and are operated manually. Disappointed by an earlier experience of motorization, I now prefer to operate them by hand. A crossing ensures the distribution of the loads to one or the other turntable.

FF: Technically, how is the layout built?

RB: It's a simple 80 x 40cm rectangle. The trackplan is quite imaginary, although I did base it on what could have existed in the countryside some years ago, when railways were still a source of profit and the symbol of an improvement in daily life for any ambitious businessman. I use a hand-held Gaugemaster controller. The trains operate very smoothly, with excellent slow running. This controller is used on my other layout, the important thing is simply to properly parameter the connectors from the outset.

FF: What about the rolling stock?

RB: It's also largely shared with my other layout, both locomotives and wagons, whose loads are interchangeable and modifiable. This is the advantage of using the same systems and templates, cutting back on costs.

FF: Tell us about construction.

RB: The scenery and the rolling stock are all scratchbuilt. For the soils, I used very fine sea sand, from a beach in Vendée. I gave it a lighter shade here and there by adding a little ABE ivory-coloured sand. The tracks are ballasted with H0 scale ballast, which is less coarse than the 0 scale grade. Once blended with pastels, which I use to make the colours more homogeneous, it is glued in place. While the adhesive cures, I

sprinkle fine flock material here and there to represent the weeds. For the buildings, I used computer-drawn templates, printed and then glued onto different thicknesses of Canson Carton Plume® foamboard, and on sheets of plastic for the small details. The asbestos cement roof of the coop is inspired by what was described in a Loco-Revue article: sheets of cardboard are embossed on a master made up of regularly spaced toothpicks. As for the pantile roof, from the Decapod range, it is made out of laser-cut card and must be handled with care.

FF: How do you stain the wood?

RB: The wood is treated using a method which I find quite satisfactory: once the planks have been scribed, I apply a first wash of acrylics, a blend of Mars black and parchment, from the Liquitex range, to provide some depth. Once dry, the shade obtained is lightened as much as possible with variations: first a wash of mole grey, with sometimes a touch of natural umber to strengthen it. Then a wash of Titanium white or Naples yellow. Once this has dried thoroughly, I apply a filter of Mars black, to enhance the shapes and the wood veins. ■

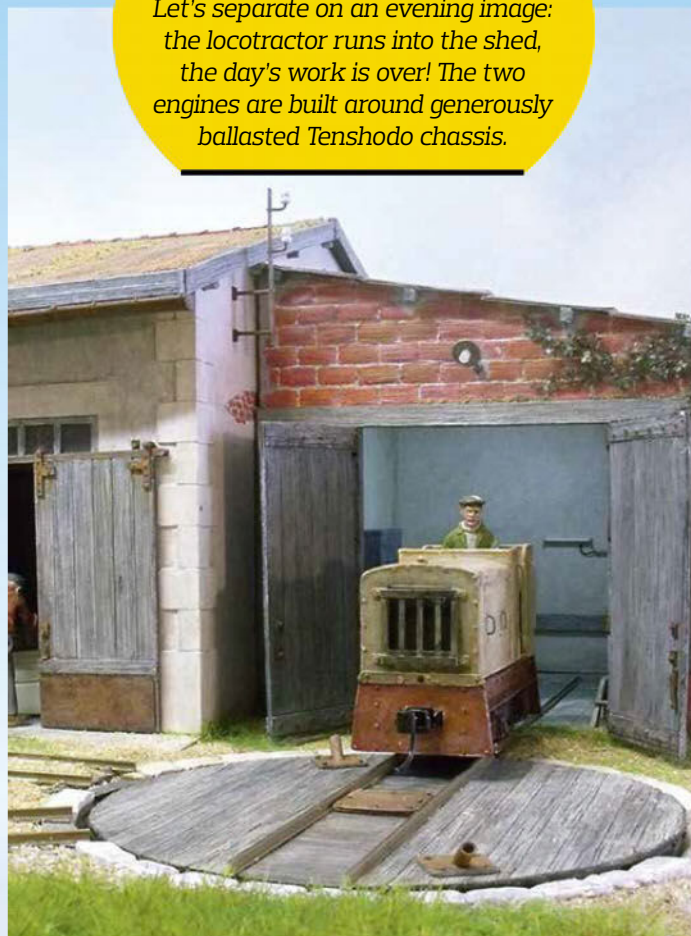


At the other end of the layout is the small storage shed, built of wood. Note the greenhouses in the foreground. Naturally, the diesel fuel tank isn't used to water the fruit!



The small closed van is straight out of the Decauville 130 catalogue! This fully scratchbuilt wood and plastic sheet model is perfect, just like the painting and weathering.

Building this layout took Remi approximately two months, with many a long winter evening dedicated to the project. This was no walkover, as he sometimes felt the job would never end and admits to having sometimes felt discouraged. But the final result fully met his expectations.



Let's separate on an evening image: the locotractor runs into the shed, the day's work is over! The two engines are built around generously ballasted Tenshodo chassis.



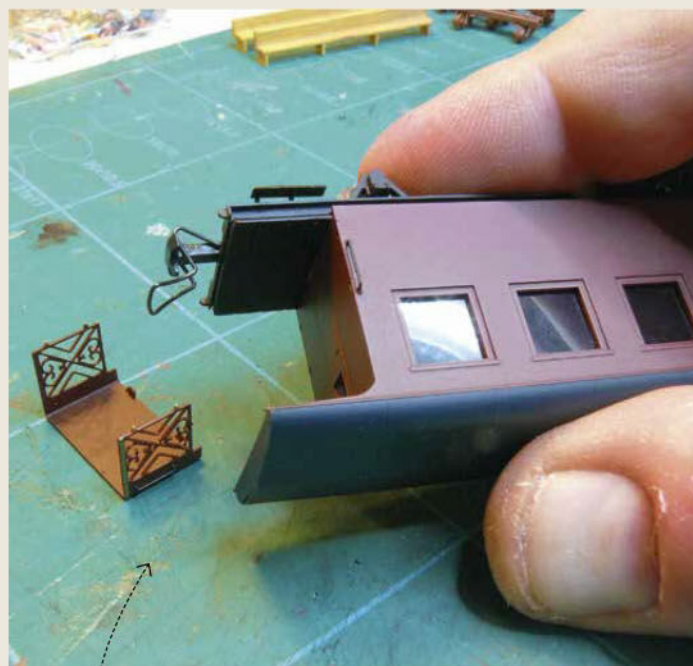
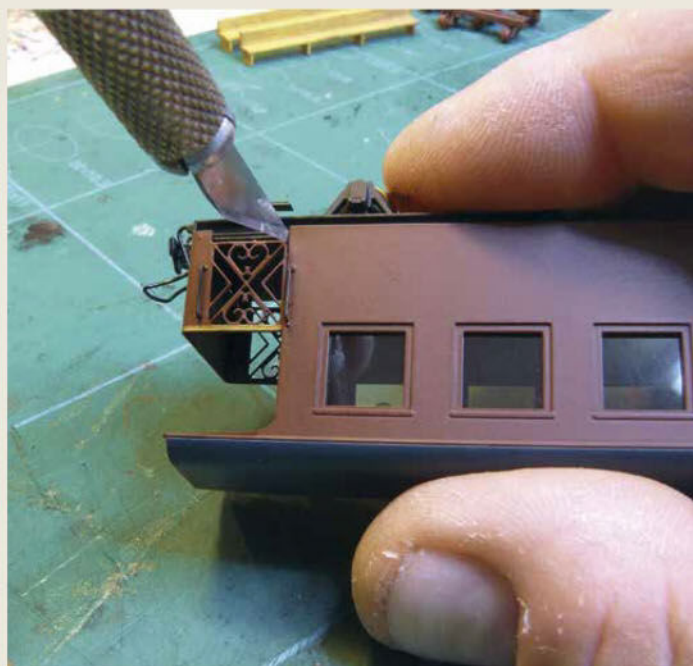
INSIDE FURNISHING *for MinitrainS carriages*

The attractive MinitrainS carriages ref. 5193 and 5194 feature large windows which provide a clear view of the inside! Christophe Deblaère decided to fit them up properly.

Texte et illustrations : Christophe Deblaère



DISMANTLING



1 As is often the case, the most delicate job is dismantling the carriages. To do so, remove the end-balconies. There are two drops of glue on the part which fits into the body. Using a slim X-Acto type blade as a lever between the carriage side and the balcony should do the trick. The assembly can then be slid easily outwards.

The body comes apart without any need to force things, it isn't glued in place, a good point.



**FITTING UP
THE INSIDE**

THE AVAILABLE CARRIAGES

Minitrains

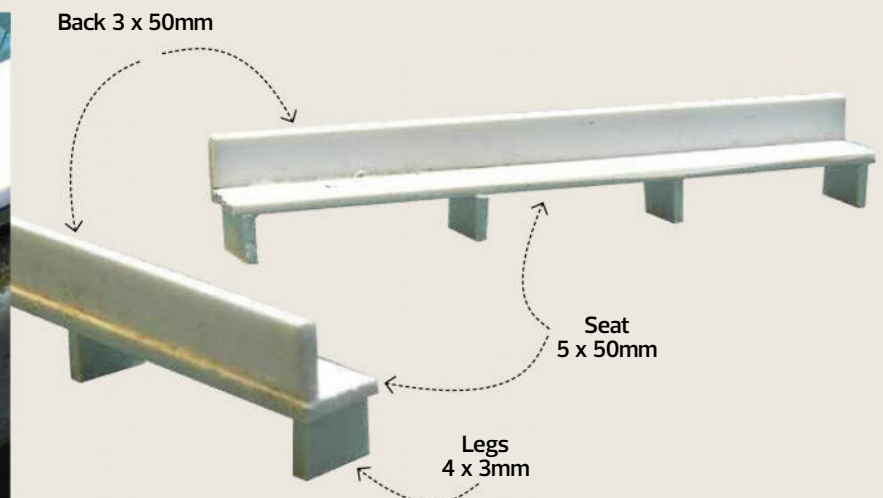
Ref. : 5291 red and cream
5292 blue and cream



CONSTRUCTION



2 As per the prototype, the seats will be fitted lengthways, and making them is as basic as the comfort they used to provide. I began by checking the depth of seated Preiser (or other) figures to estimate the size of the seats. I used 1mm thick Evergreen strip.



3 A 5 x 50mm strip represents the seat proper. The seat back is 3mm high, and is glued perpendicular to the seat. Cut out four small 4 x 3mm lengths for the legs. Glue them underneath, evenly spaced, 1mm from the edge of the seats.

ASSEMBLY

Applying a few touches of paint!



4 Apply a coat of beige Humbrol paint, then a wash of black (a wash consists of highly diluted paint) followed, once dry, by a wash of brown. There's no need for more work, your seats will look just fine!



5 Glue the seats in place, not forgetting to leave some space on the back side for the carriage body to fit. To simplify, don't glue the seat in a perfectly square position; a margin of 0.5mm will ensure you won't have to dismantle everything should the body not fit!



6 On these seats and on the end-balconies, place whatever you find in your scrapbox: figures, but also crates, animals ... Note that one of the "little ladies" has had to remain outside, with her goat. Hens, however, should travel in closed baskets!



7 Make sure everything has set properly, as nothing is more irritating than a figure becoming unstuck from its seat. Then put the body back in place, before fitting the railings. Touch up the paintwork if required.
If you don't want the backs of your seats to reach above the windows, as is the case for mine, I recommend you reduce the height of the backs rather than trim the legs. In this way, your figures' feet will still touch the floor.





Fun and toys for big boys

Belgian Tramway kits in HOm (12mm gauge track)

Plastic | White metal | Brass



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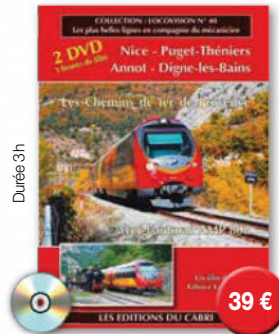
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(see construction article on pages 34 to 39)

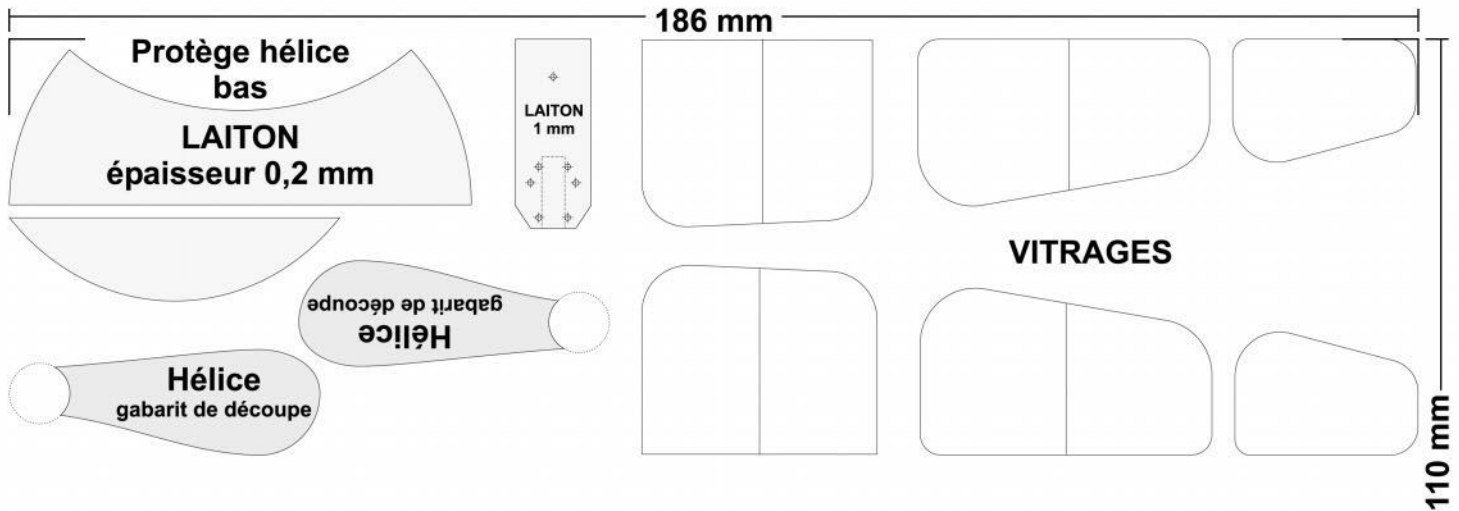
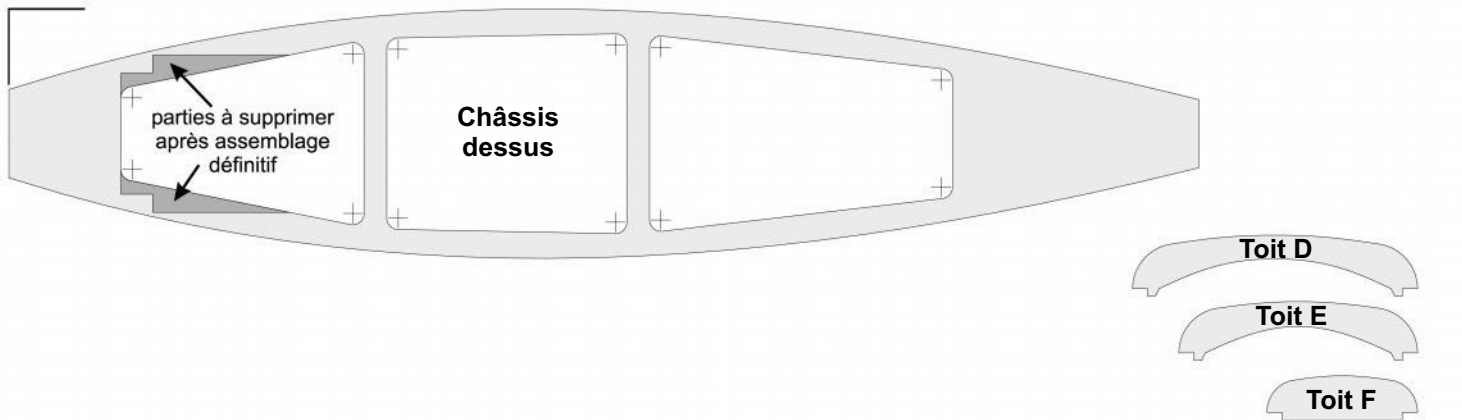
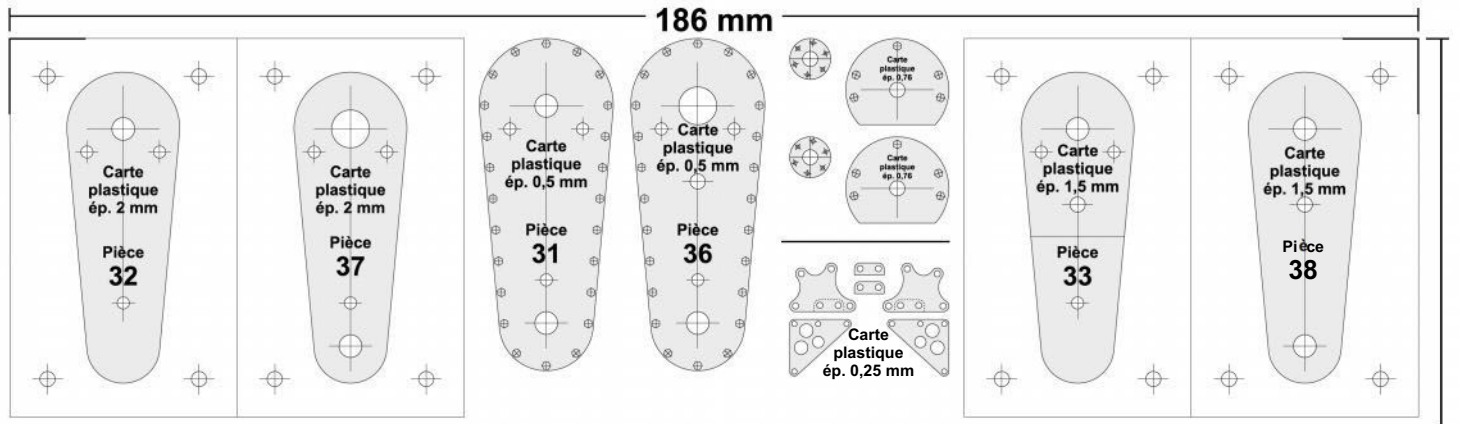


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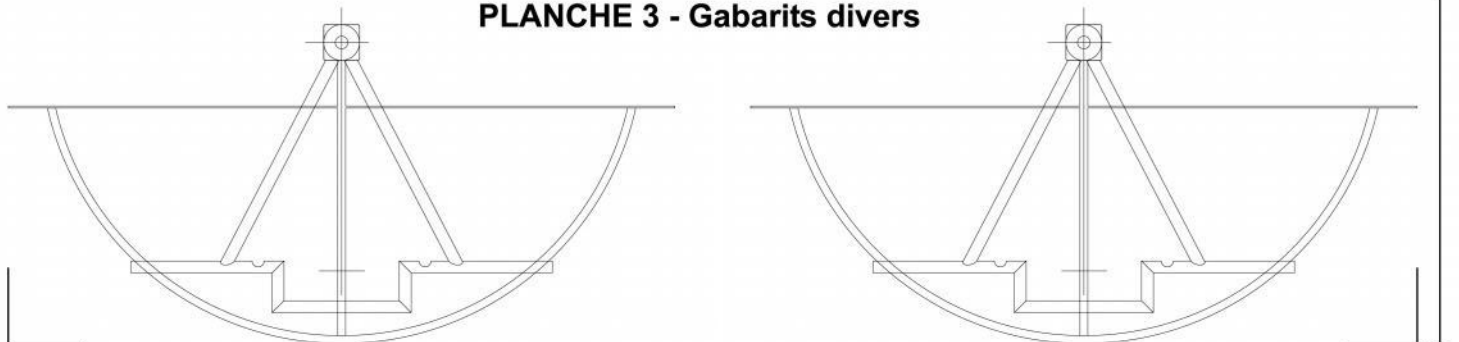
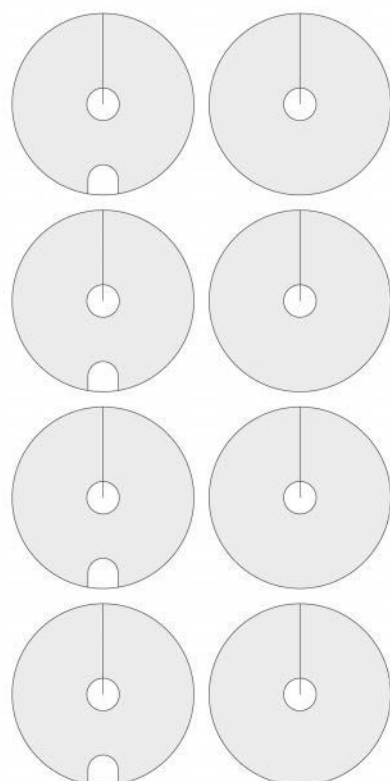
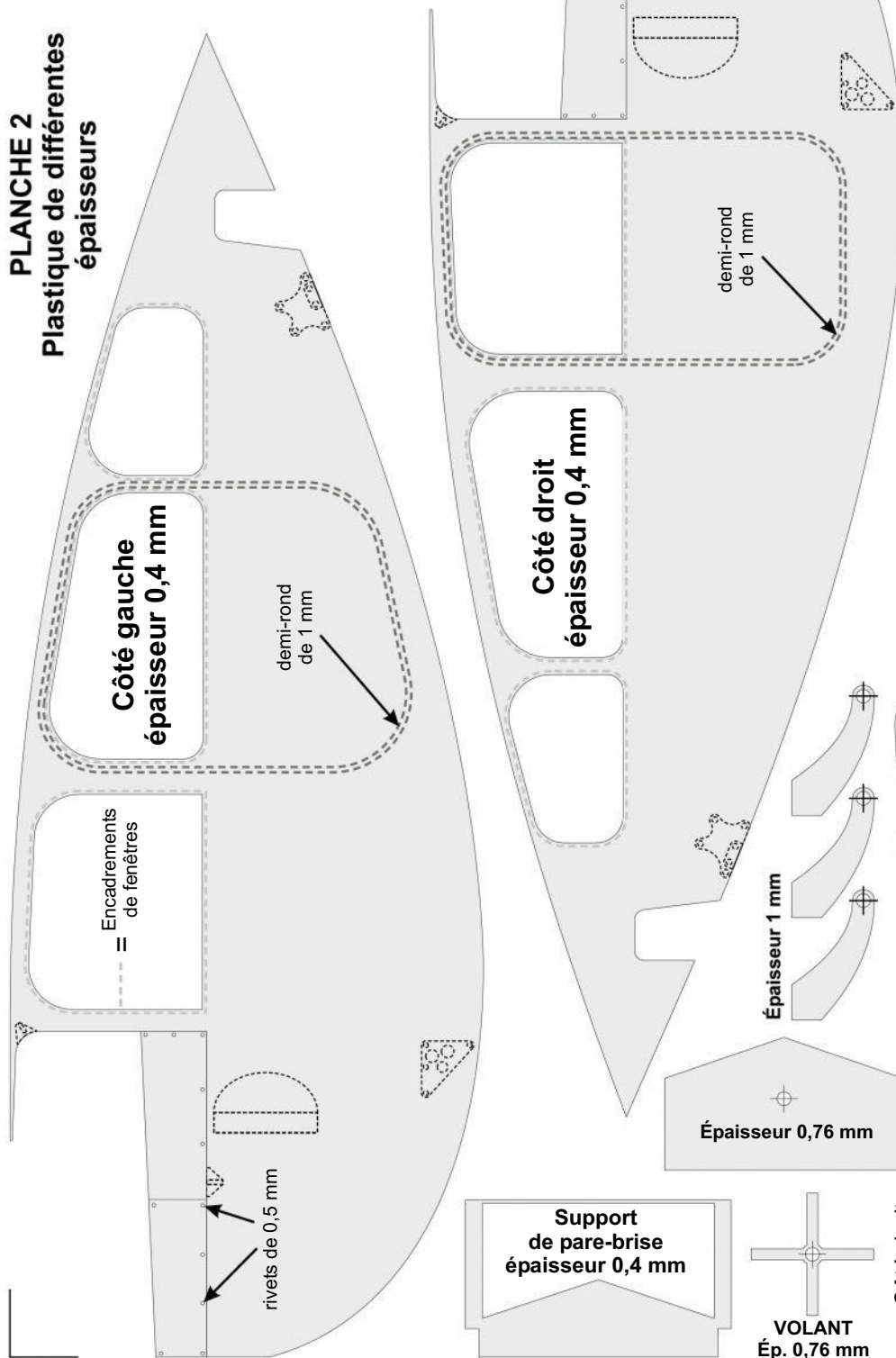
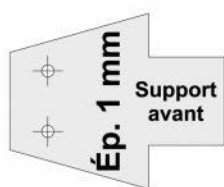


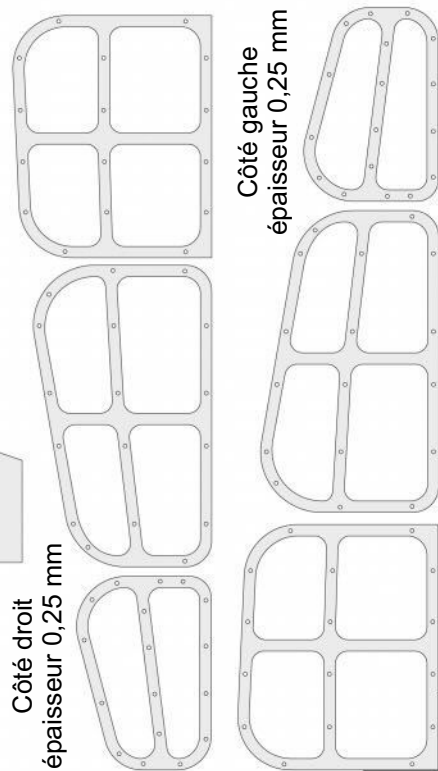
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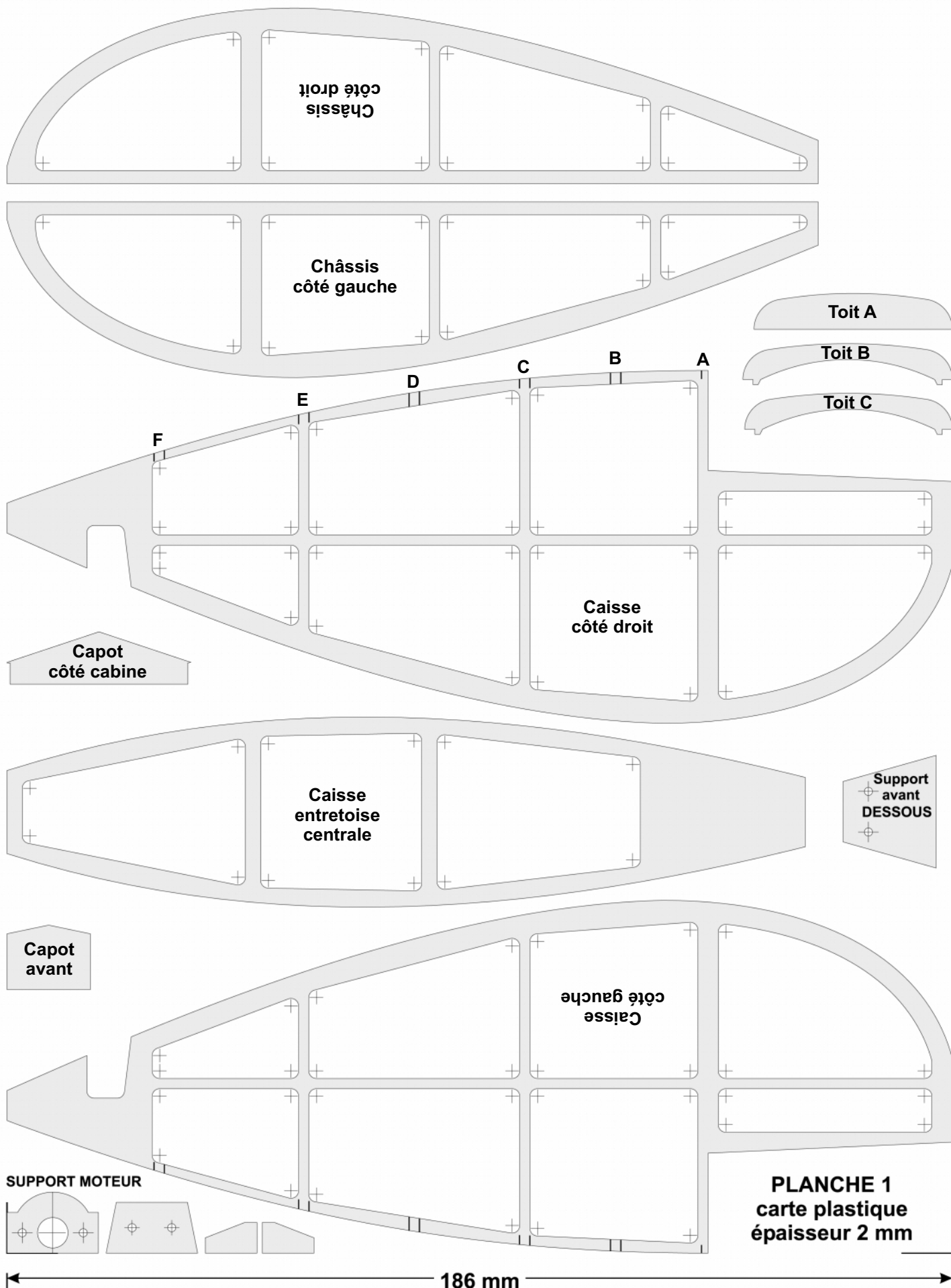


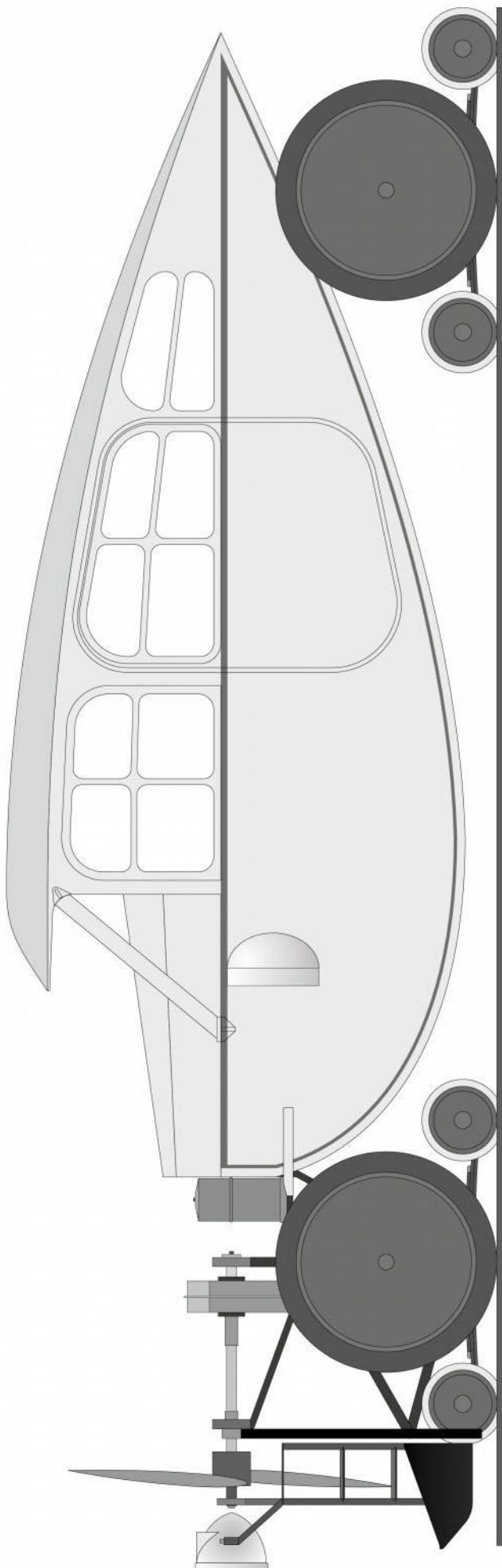
Pièces 16



Flasques de roues
épaisseur 0,25 mm







Hélica

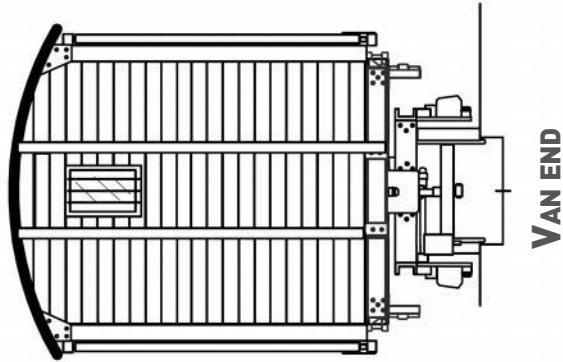
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(see construction article on pages 34 to 39)**

CFV0 BLIGNY-SUR-OUCHE

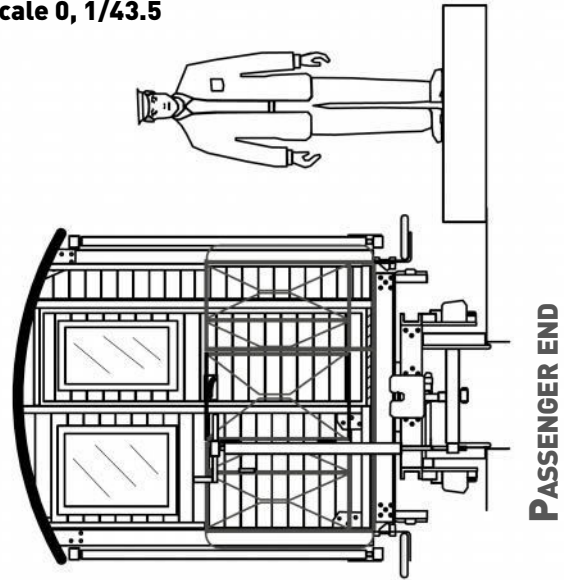
3rd class, C1Dfy type van

on "D class" chassis (Clayton)

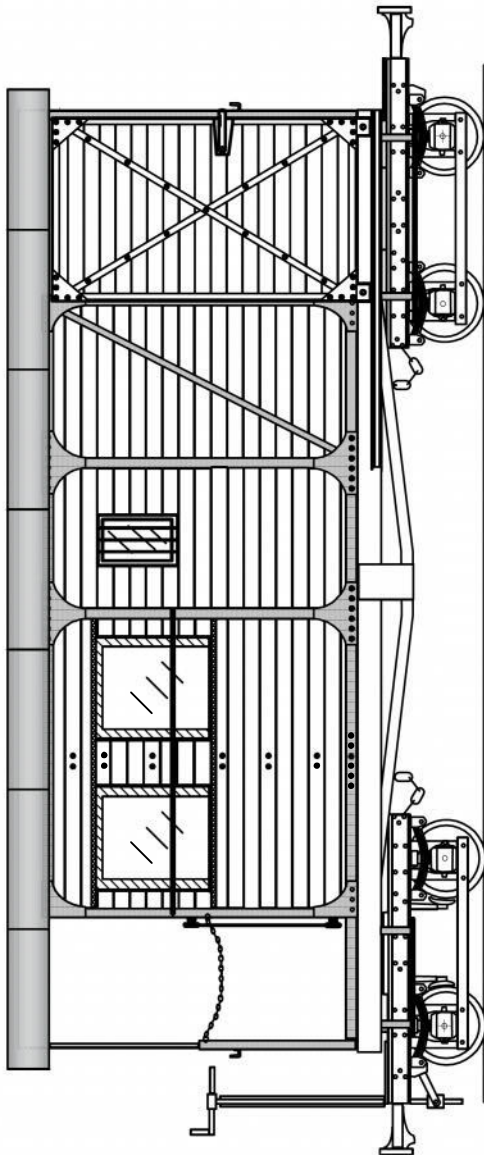
Drawing P. Guyénot, scale 0, 1/43.5



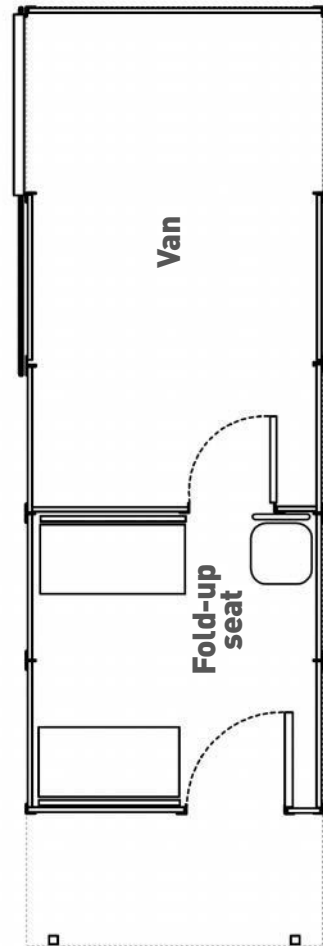
VAN END



PASSENGER END



Passenger compartment



Fold-up seat



