#90

ROLLING STOCK : BUILDING A FLAT WAGON

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TRAINS MANIA
Salon Européen du Modélisme
European Model Show
Europäische Modellbau-Messe

#90 - JULY - AUGUST - SEPTEMBER 2017
Quarterly. Price of issue: 8,30€

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introduce

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The set comprises kits for assembling a closed van, a metal-sided open wagon and two wood-sided open wagons.

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July, August, September 2017

INTERNATIONAL

VOIE LIBRE

CAMPAIGNING FOR A DIFFERENT KIND OF RAILWAY MODELLING

Editorial #90

IN MODELLING WE TRUST!

Railway modelling has a bright future!

At any rate, we are convinced this is true. And what leads us to be so confident?

Well, simply put, the degree of dynamism encountered in our small community.

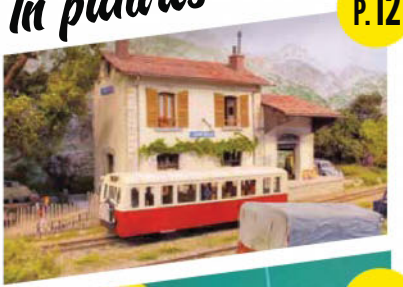
Just look at the incredible quality of what is produced, be it by artisans, industrial firms or enthusiasts. The plethora of layouts, their constant renewal, the creative genius they bear witness to. Not forgetting historical studies, ever more sophisticated, more accurate, more likely to bring the past back to life for us.

This dynamism was recently displayed and made available to all of you in one place: at the Trainsmania show. And that is exactly what we shall continue to do throughout this issue and later ones.

Have a great summer!

François Fontana

In pictures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HO-9
HO-12

BEMO : TWO NEW LIVERIES FOR THE L 45 H

First version (ref. 1020 950, period V/VI): found on an Austrian 760mm gauge tourist railway, the Stainzer Lokalbahn, an unusual purple livery with a white strip, including an advertisement for the CFI workshops in Criscior, Romania. These workshops repair, convert or modernize steam locomotives and diesel engines for re-use on commercial or tourist railways. The L 45 H engines were built by FAUR, 23rd August works, in Bucarest. Second version (ref. 1020 971, period V/VI): engine T 48 001 from the Czech JHMD railway. Two lines serve Obratan in the North and Nova Bystrice in the South, from Jindrichuv Hradec. It is worth noting that the first stretch is shared with the standard gauge electrified CD network, using dual gauge track fitted with a third rail. These versions are fitted with an excellent driving mechanism, feature reversible LED lighting (3 lamps) and an interface with a Next 18 socket for digitizing the engines. All four axles collect the current, and none are fitted with traction tyres. This isn't a problem as these locomotives have ample hauling power. The paint is very neatly applied and the markings are clear and sharp. The bodies of each version naturally display all their specific features. Both versions can be adapted to H0-12 using a set consisting of 12mm gauge axles and parts to widen the bogie frames.

Jacques Royan

BEMO
REF. 1020 950, 1020 971
PRICE: CA. 245 TO 250€

H09

ROCO : CC1099 MARIAZELLERBAHN, A NEW LIVERY

Roco has just released a very unusual version of its classical Austrian Mariazellerbahn electric locomotive. This one is numbered 1099 18, whereas the class in question only has 16 engines, numbered 1099 01 to 16! What's more, it features a superb dark green livery with two mignonette green stripes of the type that used to be seen on standard gauge engines in the 1970s, but which was never applied to narrow gauge locomotives. Still, there's no need to nit-pick, watching this small side-rod CoCo running is a fine sight, the model is plausible, runs smoothly and both the livery and the markings are sharp and accurately outlined. The engine blends nicely with Roco's latest green carriages, which never ran on the Mariazell line either. This model is fitted with a 5-pole motor and a flywheel, and features a NEM 651 six-pin socket. Its metal chassis ensures good adhesion and reliable electrical pickup. The engine has reversible 3-lamp lighting (white).

Jacques Royan

ROCO / REF. 33257 / PRICE OBSERVED: 150 TO 159€

BEMO/SCHMALSPURBEDARF : L 45 H, YET AGAIN

Schmalspurbedarf, in partnership with Bemo, has released two exclusive Polish verisiosn of the L 45 H. Lxd2 251, ref.1020 981 (H0-9) and 1220 981 (H0-12), in standard PKP livery (red/orange with a yellow stripe outlined in silver). Lxd2 299, ref. 1020 989 (H0-9) and 1220 989 (H0-12), in a splendid green livery with a white and orange stripe. This distributor already had a classical liveried engine and a blue one in its range, but both these references are now sold out. Schmalspurbedarf will be selling sound decoders for the various types of motors found on these engines, the original Maybach motors, and the types fitted following modernization.

Jacques Royan

BEMO/SCHMALSPURBEDARF
REF. 1020 981, 1220 981, 1020 989, 1220 989
PRICE: 269.95€ IN ANALOGUE, 299.95€ IN DIGITAL

H0-9
H0-12

SCHMALSPURBEDARF/LOK-SCHLOSSEREI : A MODERN PASSENGER CARRIAGE

In partnership with Lok-Schlosserei, Schmalspurbedarf is going to produce (in kit form or ready to run) a FAUR Bxhpi carriage, typical of the end of operations on Polish narrow or meter gauge lines. These carriages are derived from the FAUR MBxd2 railcars, as can be seen on page 37 of Issue 89 of *Voie Libre*. Such carriages were frequently hauled by Lxd2 type diesels. The kit is expected to cost 90.25€. The ready to run version will cost 194€.

Jacques Royan

SCHMALSPURBEDARF/LOK-SCHLOSSEREI
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FRANK TÜMMELER,
HÖNINGER WEG 36,
D-50354 HÜRTH (GERMANY)
www.schmalspurbedarf.de
post@schmalspurbedarf.de
www.lok-schlosserei.de

H0-9
H0-12

N
N-6.5

AB-MODELL : MODERN SIGNALS

The German artisan firm AB-Modell has released 11 etched nickel silver kits reproducing modern station signals in 1/160 scale. The signals are assembled by stacking and soldering the parts. Different types of signals are available, on high or low masts or under ceilings.

Based on information provided by Michael Bange

AB-MODELL,
ANJA BANGE MODELLBAU
IM STUCKENHAHN 6
D-58769 NACHRODT
info@n-schmalspur.de
www.n-schmalspur.de

1/22.5
voie
de 45 mm

TRAMANIA : A TRAMWAY TRAILER

The Tramania association has launched a subscription for tramway trailers. They will be of the type used on the Belgian vicinal railways and also identical to trailer B328 of the Reims suburban network. Built in 1/22.5 scale for 45mm gauge track, they will be sold in kit form with metal and wood parts. Assembly will be simple, using bolts and folding metal tabs. Launched in July, the subscription will close in September, with the kits delivered in December.
The money raised will go towards restoration of SNCV trailer A1584.

Based on information provided by Philippe Dussart-Desart

ASBL TRAMANIA
IIM
195€ PLUS POSTAGE
http://www.tramania.com

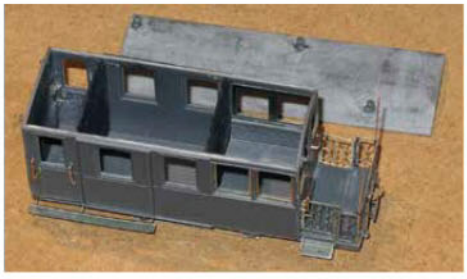
B.C.F. : ANF CARRIAGE OF THE CALVADOS RAILWAY

H0-9 /00-9

The Calvado 3rd class/van composite carriage

Gilles Fressonnet is a very energetic artisan; after having produced for meter gauge H0, he has now moved to narrow gauge. This time, he opted for a slightly larger reduction ratio, to ensure his carriages fit in with the motive power or rolling stock available from commercial manufacturers.
His Chemins de Fer du Calvados range comprises a four-wheeler carriage and a composite 3rd class/van, which is the subject of this description. The structure is made of vacuum-cast resin, the parts are very sharp and the reproduction very accurate. The smallest details from the master model are all there. As is the case for all kits of this type, the parts need some cleaning and preparation. The sides and end panels are assembled at 45° with tiny positioning tabs. Instant adhesive is used throughout. The job requires care, but is straightforward provided you follow the instructions and take your time. The etched nickel silver railing requires a few touches of solder, and likewise the steps. But there are no unpleasant surprises and the parts, even the small ones, are easy to fold and assemble. Running qualities are excellent, as the pointed-tip axles fit into machines brass bearings, soldered onto nickel silver brackets. The carriage is fitted with two Greenwich Couplings etched metal couplers, which must be assembled. These couplers are compatible with all the loops found on indutrial productions.
I added partitions between the third class compartment, the van and the postal compartment. These are simple pieces of plastic sheet, glued vertically. Note that a complementary kit, sold at 5€, contains these two partitions as well as the inside furnishings, ref: BCF M-203.
After carefully cleaning the carriage, taking care not to bend any of the fine detailing parts, the model is given a coat of black primer, follwoed by green paint.
A fine model, which I enjoyed building and running.

François Fontana



The assembled body with its added partitions.

To position the handrails, I use cardboard wedges

B.C.F.
ANF *CF DU CALVADOS*
3RD CLASS/VAN
COMPOSITE CARRIAGE
REF. BCF M-202, PRICE : 42€
2, ROUTE DES VALLIÈRES
78125 RAIZEUX
http://www.bcf-modeles.fr

What's New

DVD

TRAINSMANIA

A few of the layouts on display in Lille to celebrate Loco Revue's 80th anniversary and Voie Libre's 20th were filmed. You can discover, or re-discover them in a DVD made by Yann Monbaron and published by LR Presse. Yann Monbaron has successfully captured the train movements and the fine scenery. His work is supported by an accurate commentary or an interview of the builder of the layout. He also captured the festive mood of this anniversary. The DVD can be ordered from the LR Presse shop.

François Fontana

TRAINSMANIA LE FILM
DVD
REF : DVDTM17
PRIX : 12 €
DURÉE : 45 MINUTES
DISPONIBLE CHEZ LR PRESSE
trains.lrpresse.com

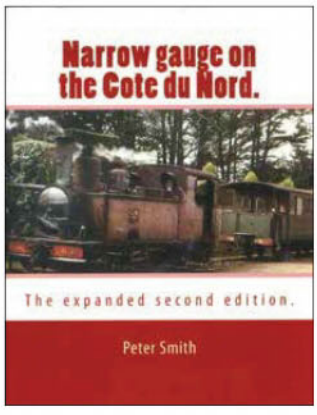
Livre

NARROW GAUGE ON THE CÔTES-DU-NORD

A British enthusiast, Peter Smith, is the author of this very comprehensive work about the Côtes-du-Nord network. After having described the overall railway context of the departement, Peter Smith has gathered all the information available about this meter gauge railway: opening dates of the lines and their detailed routes, the trackplans of the main stations, the motive power and rolling stock, etc. He has also dedicated a chapter to the civil engineering work of the engineer Louis Harel de la Noë. The book is illustrated by a great many period postcards, by some original photographs as well as by printed documents such as timetables, for example. The documents are published in colour and the page layout is very sober. The 206 pages of this work, in English, will teach you a lot about the railway, its signature locomotives and red-liveried railcars.

François Fontana

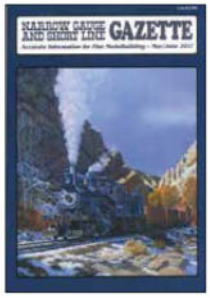
NARROW GAUGE
ON THE CÔTES-DU-NORD
PETER SMITH
206 PAGES
21 X 29,7 CM
SOFTBOUND
AVAILABLE FROM AMAZON
PRICE: 26.50€

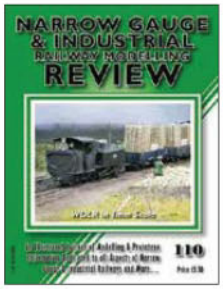


GATHERINGS

We will be attending five shows in the late summer and autumn. Five gatherings where we can meet you, talk and answer your questions. Don't hesitate to call on us, we are always delighted to swap ideas.

PRESS REVIEW





ENGINE SHED FESTIVAL AT HOCHDORF

2 AND 3 SEPTEMBER

2nd and 3rd September 2017 will be open days at Hochdorf engine shed, near Lucerne in Switzerland. Steam and electric trains will be running on the standard gauge, while modellers will be providing a show in the shed. A dozen layouts are expected, from all over Europe, and it will be a pleasure to see the small 0-4-0 and 0-6-0 T engines running Not to be missed!

RAMMA AT SEDAN

14 AND 15 OCTOBER

We will be attending the RAMMA gathering in Sedan. As is customary at this event, there will be artisans, tradesmen, but above all, layouts! More than 80 are expected this year, and it is likely that many will be narrow-gauge themed. Don't forget either that besides having a stand, LR Presse will be holding, in partnership with the organizer, a challenge entitled: "Vos papiers".

EXPO-TRAINS LUXEMBOURG

11 AND 12 NOVEMBER

The AMFL association will hold its end-of-year show in Walferdange, Grand-Duchy of Luxembourg, on 11th and 12th November. The showroom isn't very large, but the standard of the layouts on display is always very high. A subtle blend of standard and narrow gauge layouts from all over Europe will be awaiting the public.

The **Narrow Gauge and Short Line Gazette**, under its classic cover illustrated by a painting, reviews a delightful item of motive power: railcar N° 23 of the Eureka & Nevada Railway, two pages and a plan to help you model a highly unusual machine. This issue is dedicated to weird engines, as it also looks at a saddle tank 0-4-0 T built by a company's workshops, and at a pizza layout designed around a tree that accommodates a hotel in the heart of the bayou! The **Narrow Gauge and Industrial railway Modeling Review** continues investigating the centenary of WWI, this time with a 0 scale layout. **Schmale Spuren Modell & Vorbild**, the German magazine, publishes a very interesting case study about a station on the Bex-Villars-Bretaye railway in Switzerland. An incentive to get into modelling. Finally, newsletter N° 15 of the **Cercle Ferroviaire Corse**, which deals only with real railways, takes a look at a decade of operation of Corsica's AMG double railcars. It also reviews the life of locotractor N° 1, of the contractors' locomotives, and devotes some space to the mystery of the steam-powered inspector's trolley!

The Editorial Team

FAMA AT BULLE

18 AND 19 NOVEMBER

A modelling show in Switzerland, in Bulle, on a surface of more than 8,000 square meters. This is a multi-practice gathering, with cars, planes, boats, figures, etc. Come and discover what many Swiss and European modellers have created.

RAILEXPO

FROM 24 TO 26 NOVEMBER

A major gathering of artisans and professionals in our field, Railexpo will take place from 24th to 26th November at Chatrexpo in Chartres. LR Presse will have a stand.

The Roco set, complete and high quality.

ROCO TAKES A HOLIDAY

H0-9

This is the ideal thing for beginners, the perfect set to have fun, the very thing we were all hoping for to kick-start a project!

Text and illustrations: **François Fontana**

THE SET AT A GLANCE

Brand: Roco ref. 31030
Scale: H0-9
Control: analogue
Locomotive: HF110C 0-6-0 T
Wagons: log disconnects
Track: Roco code 80 rails
Oval 82 x 55cm
Price observed: 109 €

You don't really know what to build this summer, but you feel like making something. You are looking for that small item that will actually get your kitchen-table modelling started. The urge is there, and so are the ideas, what's missing is the actuator... This Roco set might be the very thing! Sold under reference 31030 and called Holzzug («forestry train»), this newly-released Roco starter set has everything going for it.

TAKING A CLOSER LOOK

An HF 110C locomotive: the small 0-6-0, to which a tender has been added. A relatively recent model, which runs amazingly well, features full and highly detailed motion and is fitted with a sturdy motor.

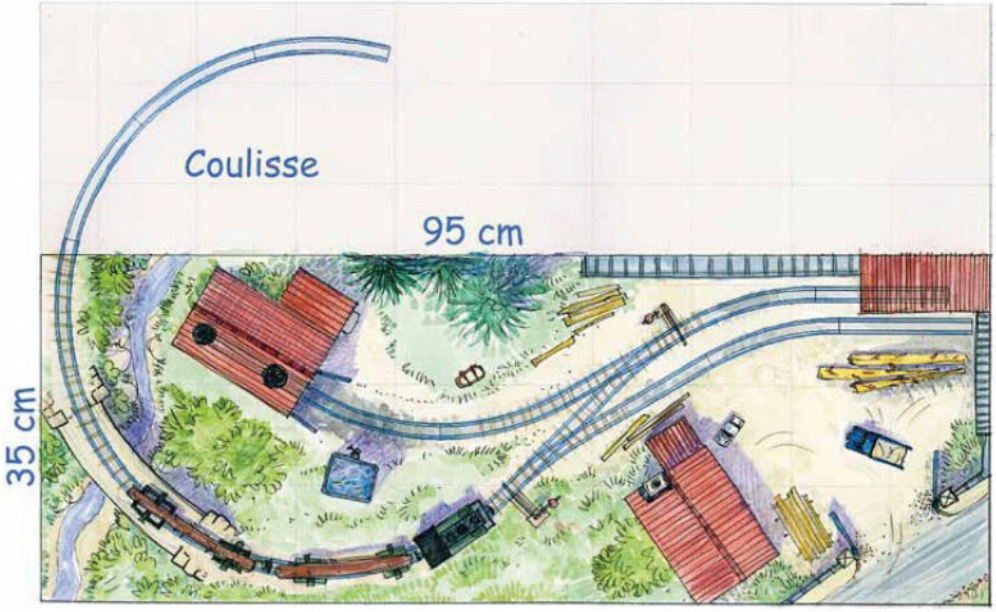
The train as supplied in the set.

The locomotive is an absolute gem, beautiful, well reproduced and boasting superb running qualities.

Four log disconnects: far from being new kids on the block, they must in fact be a good half-century old, but they aren't out of date. Two loads of wood are supplied with them.
Sectional curved track: diameter 55cm. Four straight tracks provide an oval measuring 55 x 82cm.
A transformer-socket: plugged directly into the mains, it delivers 18V DC.
A regulator: with a zero position located centrally, it supplies the track, but also the turnout motors.
Last but not least, all this is selling at a recommended price of less than 110 euros.

RARING TO GO!

The half-circle consists of six sections of curved track in Code 80 rail, fitted to regular plastic sleepering, which imitates wood. The rails are fitted with standard metal joiners. Electrical supply is via two wires, soldered undeer joiners that must replace two of those already fitted. This is the trickiest job: one crimped joiner must be removed from each rail. Grab the end of the joiner with a flat pair of pliers, pull along the axis of the rail. Fit the two power joiners, connect them to the terminals, the train is ready to run. The locomotive need to be run in for half an hour in each direction. As recommended in the instructions (in French), lubricate the engine lightly.



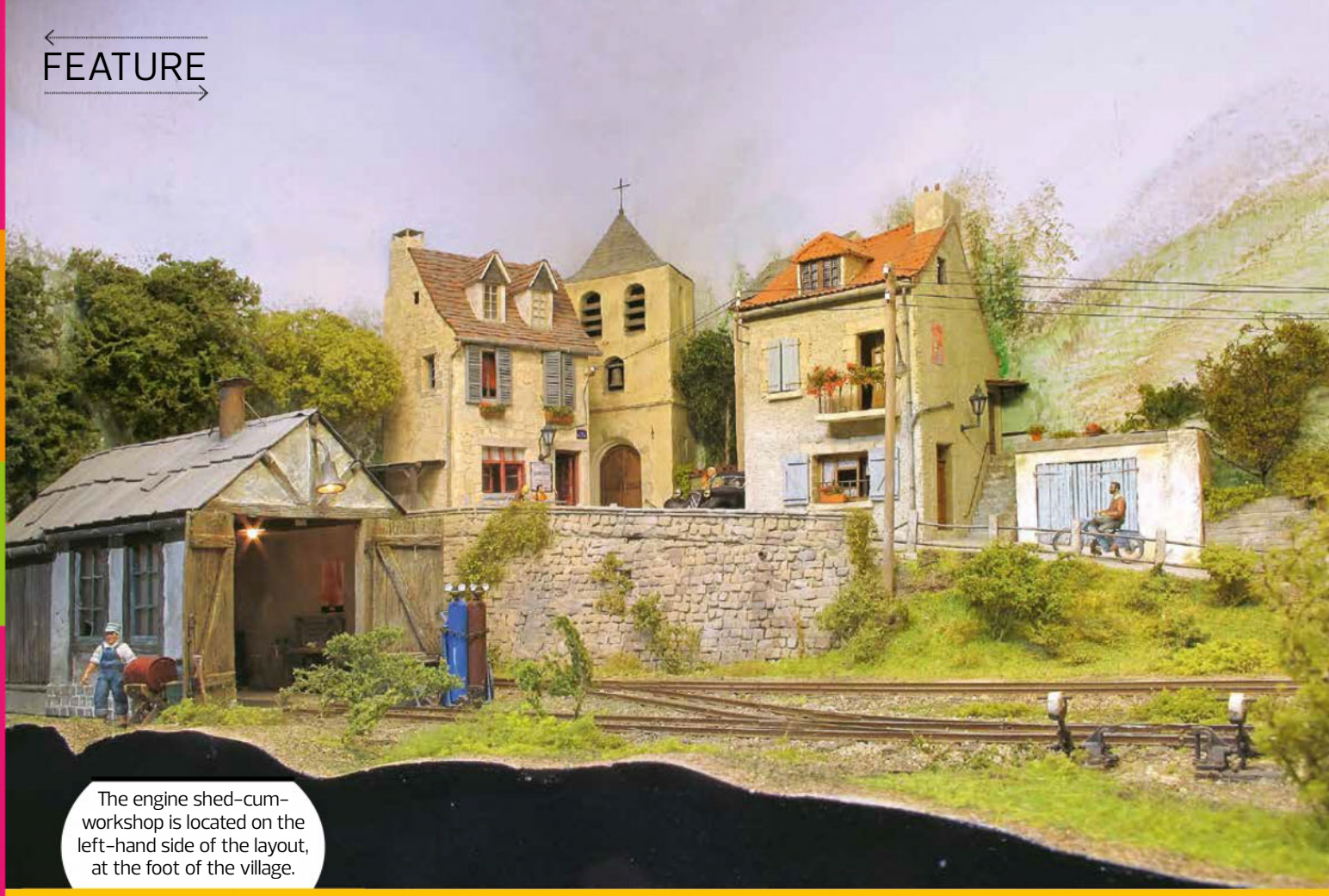
A small shelf layout project. Two turnouts have been added to the set to offer scope for shunting. A traverser (or a sector plate) located at the end of the tracks will greatly enhance the operational scope.

Right from the start, you will be impressed by the running qualities and the smoothness of this engine.

GOING THE EXTRA MILE

Add a few Roco turnouts to the oval, a left hand one (ref. 32409) and a right-hand one (ref. 32411), they cost 22 euros each. Flexible track is also available and costs ca. 7 euros for a length of 90cm. You now have everything needed to conjure up that small sawmill railway, your summer holiday project!

The regulator is simple but very efficient. The pleasures of analogue control are back, even with old driving mechanisms.



The engine shed-cum-workshop is located on the left-hand side of the layout, at the foot of the village.

Trainsmania

80 YEARS OF *LOCO-REVUE* 20 YEARS OF *VOIE LIBRE*

A fine anniversary!

This year, *Loco-Revue* celebrated its 80th anniversary and its younger sister *Voie Libre* turned 20! So we decided to throw a big party. It was called Trainsmania, it took place in Lille and was a wild success!

Text: **François Fontana**
Illustrations: **François Fontana, François Fouger**

It was indeed a great success and a great attraction. The many beaming faces told the story. The public and the exhibitors were happy and so were we. We, the teams of the LR Presse group, because we had all worked hard and were thrilled to see the show turn out so well.

I shall refrain from serving the same old story about how subjective a choice the journalist has to make, when having to report in a given number of words, due to space constraints... Judging by the number and quality of the layouts on display, a fully comprehensive feature would have required an entire issue of the magazine. So yes, we had to be selective. And what follows is just a glimpse of what could be seen in Lille.

A De Dion Bouton railcar, completely scratchbuilt by Jan Van Remmerden, together with its parcels trailer, calls at Jean-Ville.

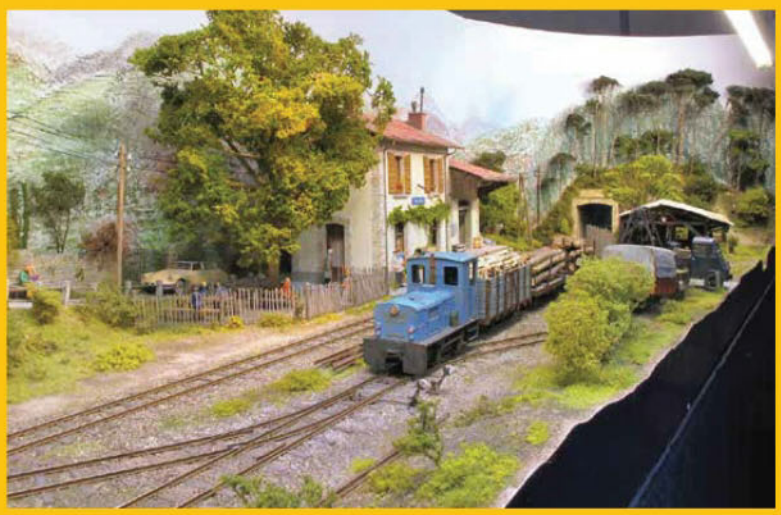
On the other side of the layout, this small shed shelters goods in transit.

A Peugeot lorry is stopped below the loading gantry, in the foreground of the layout.

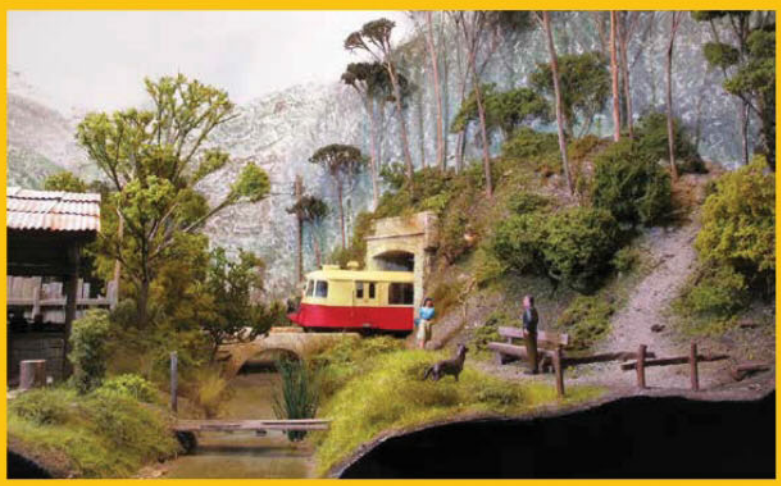
0–16.5

JEAN-VILLE

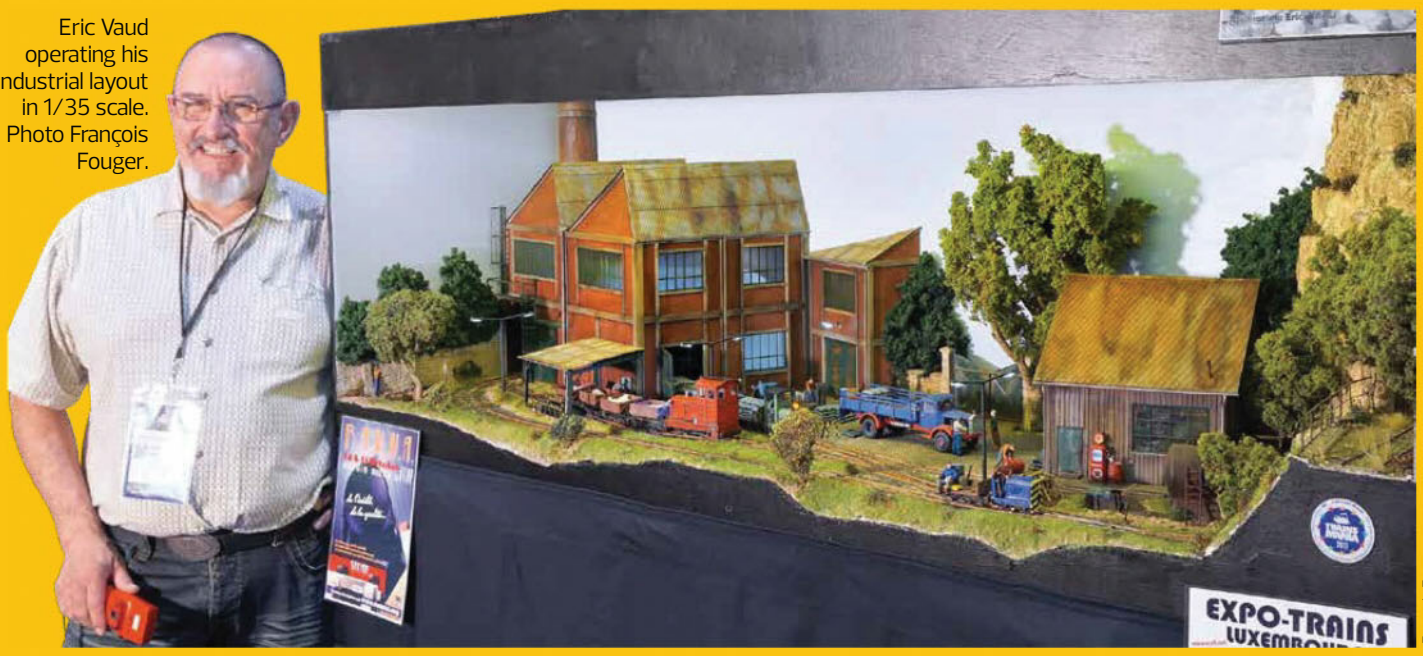
A small village nestling in the lee of wooded hills. A typical village of southern France in the 1950s-1960s. Other than that, it would require a clever mind to locate Jean-Ville accurately. While the architecture is southerly, the prototype buildings used as a source of inspiration are from several geographical areas. The motive power and rolling stock, on the other hand, are very much in the CFD style, while the station building with its semi-detached goods shed is based on SF or SE practice. All this comes together to make a delightful small layout, with a trackplan that is simple but also sufficient for long operating sessions. Jan Van Remmerden, who is in love with the south of France, has conjured up this dream-like universe, which is brought to life by trains either commercially sourced or completely scratchbuilt, such as the rail-cars or the two-wheeler trailer. ▪▪▪



A redesigned Magic Train locotractor is in charge of the wood traffic.



On the right-hand side of the layout, access to the fiddleyard is concealed by a tunnel portal, from which a Billard A 80 D railcar is seen emerging.

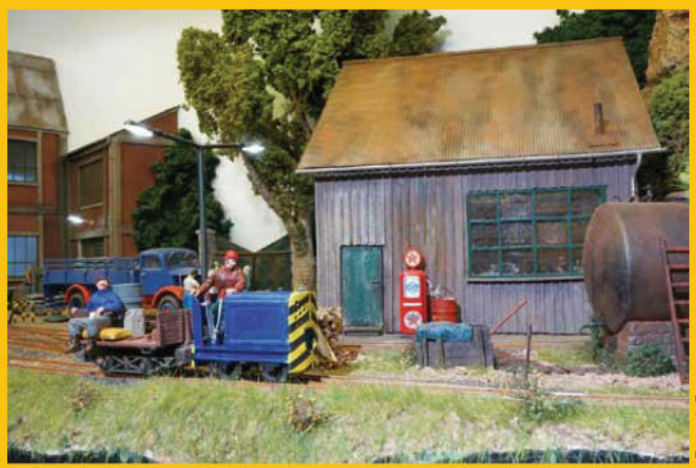


Eric Vaud operating his industrial layout in 1/35 scale. Photo François Fouger.

François Fouger

François Fouger

The inside of the workshop-cum-forge is highly detailed.



François Fouger

Small lightweight locotractors are in charge of all the traffic.

... ROQUAIGRAS VILLON

1/35

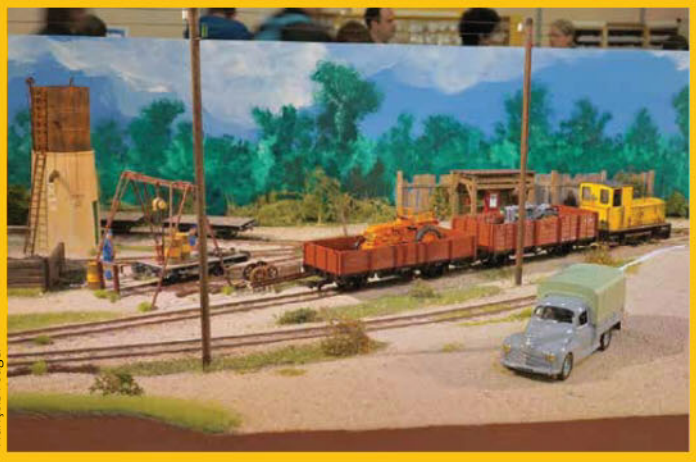
Eric Vaud is the president of the Escadrille Saint-Michel team. Although his main interest is building model boats, he sometimes tries his hand at railway modelling, and successfully so. This time, he opted for 1/35 scale on 16.5mm gauge track, which corresponds to prototype 60cm gauge. This means Eric can use commercially-sourced track and driving mechanisms in 0e. On the scenic side, military kits and diorama supplies are extensively used, and this is a field where there is plenty of choice.

The rolling stock is carefully weathered.

François Fouger

Some are built on a Fleischmann Magic Train base.

Gérard and his wife operate the layout and provide visitors with many precious pieces of advice.



François Fouger

On the right-hand side of the layout, the exchange area with the standard gauge and the road.

François Fouger

The standard gauge spur is served by a large diesel engine of German origin. Note that the police is on the lookout!

0-16.5

LEBAGOUT

Gérard Force imagined and built his Lebagout layout over a full 4 meters; an industrial railway in 75cm gauge with a connection to the standard gauge network. The engines and wagons are from the Magic Train range, the scenery is designed around many artisan and industrial references, carefully built, arranged and weathered. ▪▪▪

This old carriage, set up on blocks, has become a staff canteen!

Philippe Vannier "Rouvroy en Picardie" and Yann Vannier "Le relais de Florange", frame Denis Willemin and his layout "La Mine de craie Yon père & fils".

Michel Henninot has just discovered the truth of an old saying: "if you chat with the photographer, you'll run into the pit!"

Pierre Mathé and his harbour siding.

Jean-Michel Vanderborght displays more caution when talking with the photographer.

H0-9

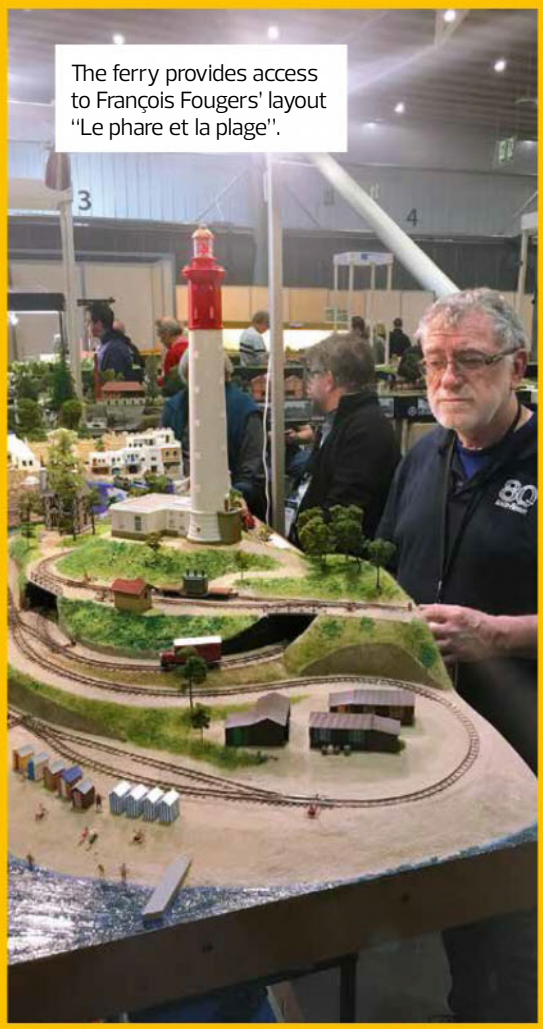
... LES CROISÉES DE L'ÉTROIT

Trainsmania provided the opportunity for a splendid gathering of Croisées. 23 participants and 29 layouts in all, of which many were new projects. And as is customary in such cases, plenty of trains running, shunting, not forgetting railway traffic congestion... with plenty of fun and laughter, shared by the public.

If you feel tempted by the adventure, take a look at the dedicated pages on the *Voie Libre* forum: http://forum.e-train.fr and join us at the next gathering, scheduled at La Bourboule, a spa in central France. ▪▪▪

Erwan Josset and Jean-Paul Bontemps take us on a trip to Japan to enjoy the hot springs on Onsens.

"Embarquement pour Six-Terres" is the name of the charming little Cyclades harbour created by Laurent Sévénot. The ferry provides access to the island located beyond his layout. Next to him, Michel Raclin is preparing a consist on the castle at "Motte de Bheur"*.

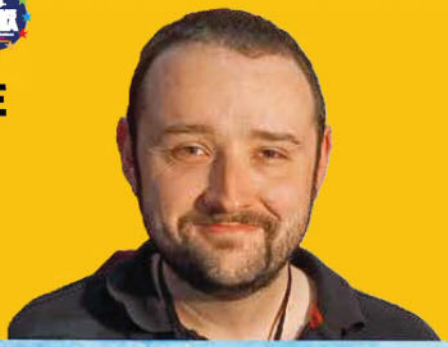


The ferry provides access to François Fougers' layout "Le phare et la plage".

Sylvain Costes' Simca garage has its own private siding, a convenient arrangement for maintenance work on diesel locomotives.

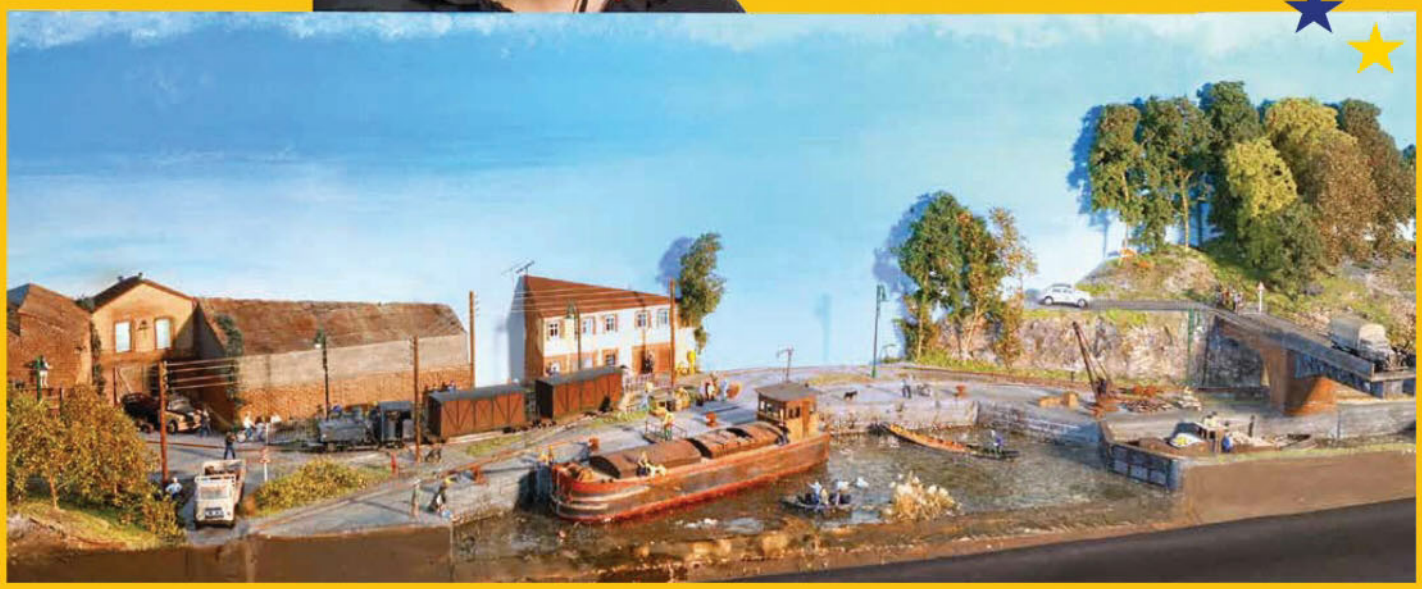
Matthieu Jacquemart seen manhandling a train on "La Blanchisserie de Tivoli", by Jean-Pierre Muratore and Gaëlle and Olivier Taniou.

THERE'S MORE TO COME...



H0-9

Kevin Roy has set up his H0-9 railway in the middle of the Amiens market gardens. A poetic blend of narrow gauge, flat-bottomed boats, vegetables and flowers.



François Fouger

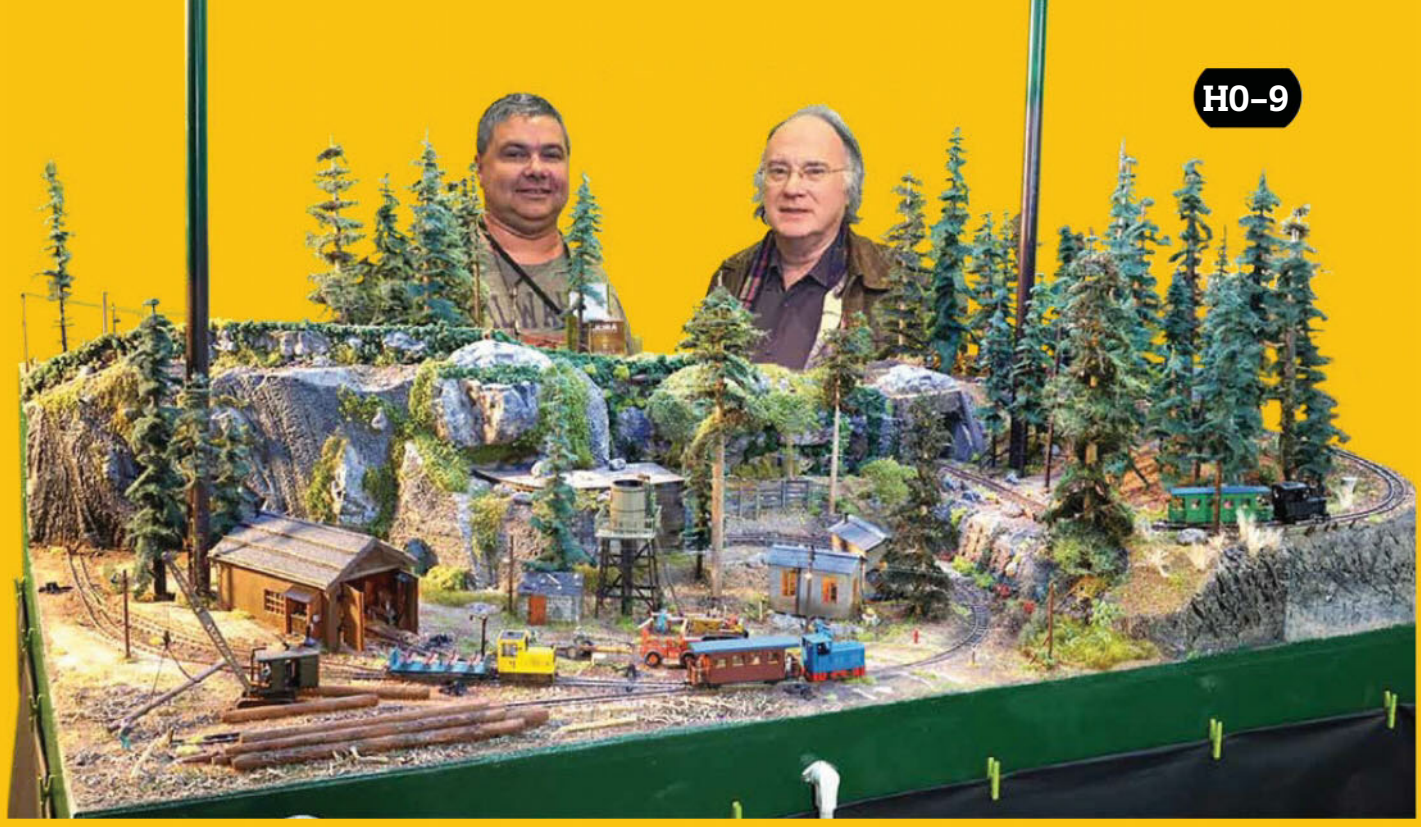
Throughout the show, members of the CMCF club at Oignies displayed high quality live steam activity! Peter Harris is seen here firing his locomotive, assisted by Maurice Vroman.

François Fouger

Sébastien Caniel displayed his foundry at Vault-en-Auge, specialized in making cast iron cows! A small industrial 0-16.5 layout filled with animations.

0-16.5

Jura Forest Railway, Hortillonnages d'Amiens, Cuberdon, Vault-en-Auge, Pempoul, Zafra, live steam... and so many more... In all gauges, in all scales. Many thanks to all the modellers who helped make Trainsmania such a great success through their historical, dream-like or whimsical approaches to railways.



H0-9

Trainsmania was the very first show for Christophe Deblaère's charming forestry layout in H0-9. This provided an opportunity for a first meeting between two of our favourite modellers: Christophe (left) and Raymond Duton (right).

0-14

René Ceulemans, Eric Van Hemelrijck and Marc Van Nieuwenhove are greedy chaps! They imagined this small company, served by a narrow gauge railway, which converts fresh raspberries into delicious sweets: the Cuberdons. One of these can be seen on the wagon in the foreground; it is about to be tipped into the basket where visitors can collect it. This 0-14 layout is packed with humour and clever ideas, many thanks to its builders!

Text and illustration:
François Fontana

The MinitrainS
LKM NS2F
locotractor

It looks nice, has plenty of haulage power, and runs at a proper scale speed. A good model for a few minor summertime alterations.

Scale: 009/H09

THE BRAKE LEVER

The lever, made of 0.5mm thick plastic sheet, is 6mm long and 1mm wide. A 0.8mm diameter hole is drilled into one of its ends. Into this hole, fit a 3mm long section of 0.8mm diameter round rod. At the opposite end of the lever, the operating rod is a piece of 0.5mm diameter brass wire, pushed into a hole drilled under the running plate. The lever is glued against the chassis, and the assembly is then painted black.

THE CURTAIN

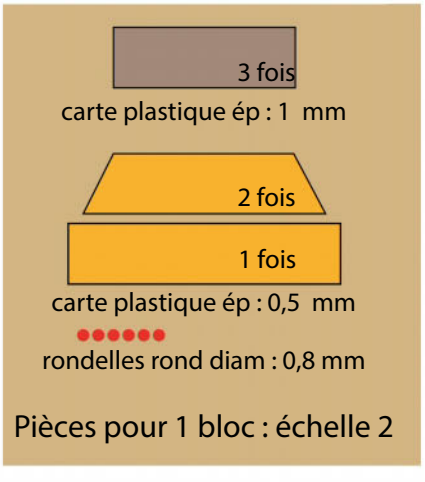
This is a tiny rectangle of tissue paper, stained with beige acrylic paint, and glued from the inside of the body with wood glue.

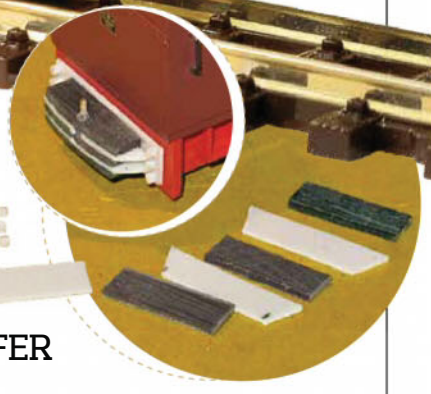
THE GLAZING

Two rectangles of 0.25mm thick transparent plastic, each measuring 18 x 9mm, are simply glued from the inside of the body with white glue.

Actually there isn't that much work required: more realistic buffer beams, a brake lever, glazing in the front and rear windows of the cab and a curtain on one of the sides.

Before starting, the cab must be removed. It is clip-fitted to the chassis. A dot of glue sometimes strengthens the clip, so you may need to force slightly – just keep a light touch. In the same way, remove both couplers, which are simply glued onto the buffer beams.





THE BUFFER BEAMS

Three rectangles of 1mm thick plastic sheet, measuring 12 x 4mm, frame the 0.5mm thick trapezes measuring 16 x 12 x 4mm. The assembly is glued in place, centered on a rectangle measuring 18 x 4mm, also cut out of 0.5mm thick plastic sheet. Six lengths of 0.8mm round rod represent the fixing bolts on the buffer beam. The front is given a slightly round shape by sanding. A brass wire, 0.5mm in diameter, acts as a hook above the buffer beams.

AT YOUR BECK AND CALL

On the layout, this train can thumb it's nose at the others; it's independent!

Independence Day

This is a dream already familiar to those modelling in large scales: a fully independent engine. Alexis Hachette has made this dream come true for modellers in 1/87 scale!

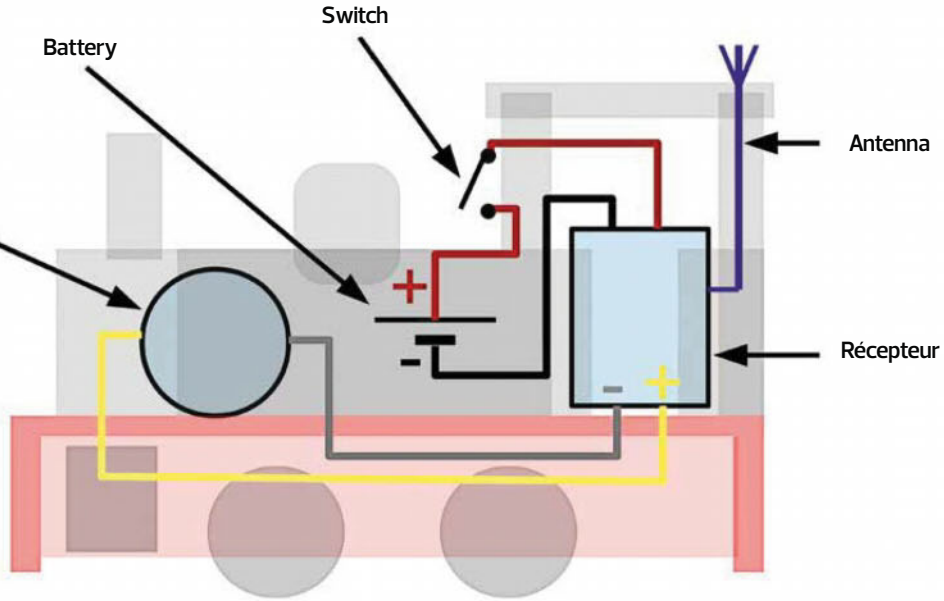
Text and illustrations: **François Fontana, Alexis Hachette, Alexis Avril**

MAIN SUPPLIES

Tx21 controller
Rx41d-22-v5 receiver
70 mAh 3.7 V battery
3.7 V 100 or 500 mAh USB charger
Charger output cable
Battery connectors
Tsugawa TU-Koppel 0-4-0 chassis

Alexis Hachette is involved in large scales on 184mm (7 ¼ inch) gauge, but he also enjoys operating a small indoor shelf layout in H0-9. So, naturally, being a techno-fan, he was keen to import the freedom he was familiar with on outdoor railways: total independence vis-à-vis power supply and control of the locomotive.

To this end, he investigated miniaturized radio-control systems as well as ultra-compact batteries, which he decided to fit into a steam locomotive body. He opted for a Japanese N scale chassis, a Tsugawa TU-Koppel 0-4-0, with a 3D-printed resin superstructure ordered from ▪▪▪



The wiring principle for the components housed in the locomotive body.

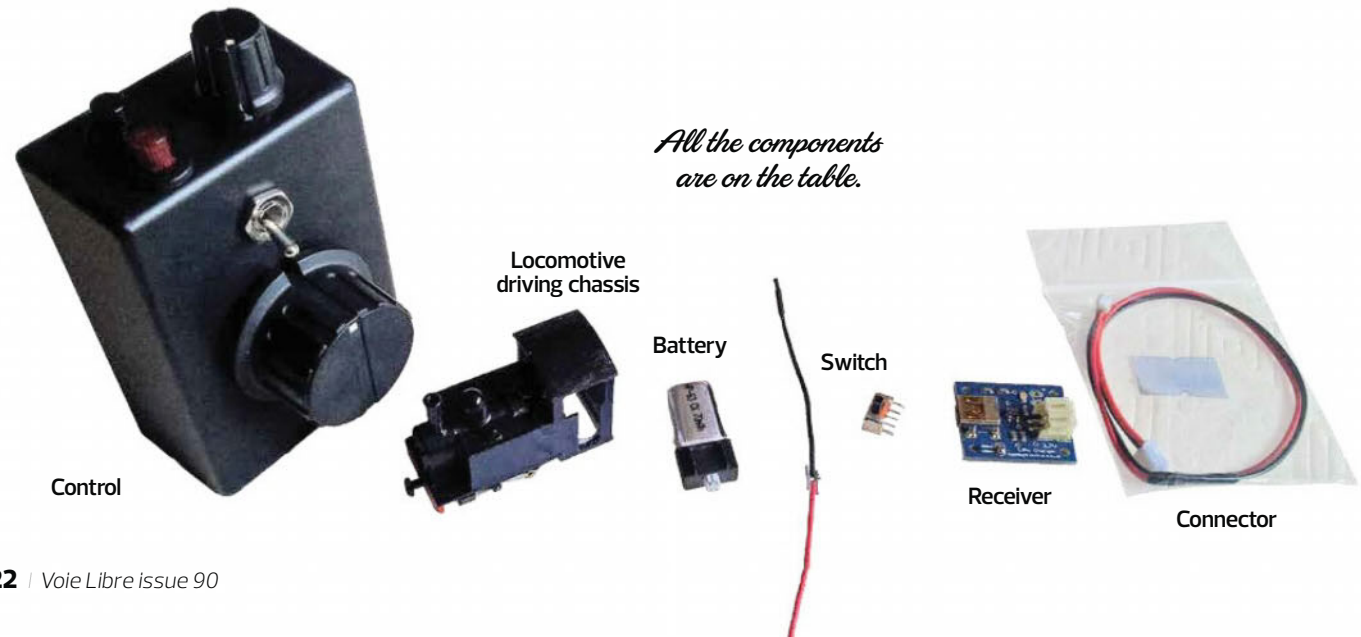
The model chosen, a freestyle body in frosted Ultra Details from Shapeways Tsugawa U-Koppel 0-4-0 chassis.

▪▪▪ Shapeways. The motor runs under a maximum of 6V, perfectly suited to a 70 mAh battery delivering 3.7V.

Getting down to work!

The wiring is simple: soldering work is carried out outside the locomotive body.
Start by disconnecting the electrical pickups on the driving mechanism.
Connect the battery to the receiver, via a mini-switch.
The receiver being pre-wired, connect the motor and the antenna.
Start by fitting the switch. Mine can be operated via one of the cab windows.
The receiver is located in the central part of the locomotive, water tanks and boiler.

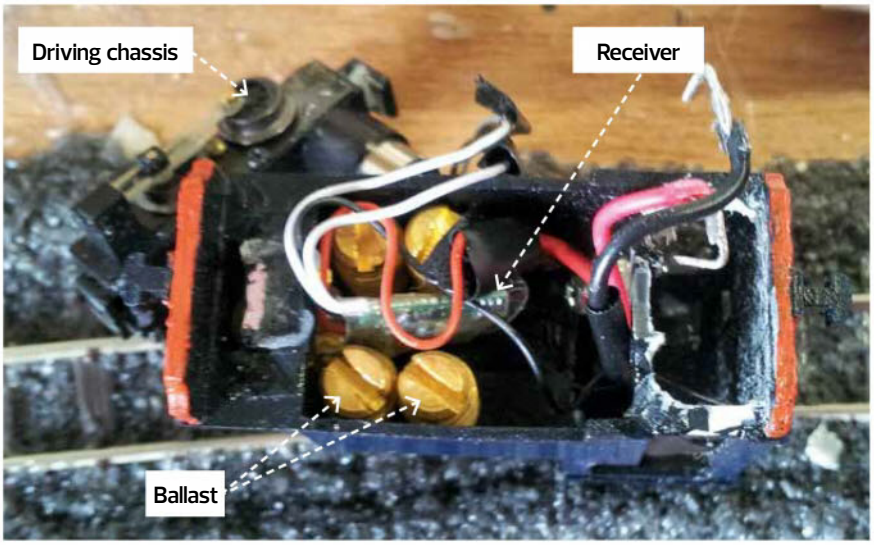
All the components are on the table.



Add some ballast. On my model, these are brass connectors, simply glued along the inside of the water tanks.
The battery, which must remain removable to be re-charged or replaced, is inserted last.
I then glued the driving mechanism under the body.

Ready for service

With the battery fully charged and the engine on the track, move the switch to the ON position, initialize the receiver with its controller and off you go!
As far as range is concerned, I have managed operating sessions of around 2 hours, and the battery takes 15 minutes to re-charge. The locomotive hauls a few wagons comfortably, including on the fairly steep gradient of my layout. However, forget long trains! With some practice handling the control knob, you will manage to achieve quite acceptable slow running and enjoy realistic shunting sessions.



With the body upside down, it is obvious that space is at a premium!

The cost of independence

Quite reasonable! All included, the whole equipment cost me less than 200 euros, as well as a few hours of work.
See below the coordinates of my suppliers. Others can be chosen, of course. ■

ADDRESSES

Controller, receiver, battery:
www.micronradiocontrol.co.uk
Charger:
www.hobbytronics.co.uk
Connectors:
www.robotbirds.com

This photo shows the model once complete, with the switch in the cab window and the battery accommodated vertically in the cab.

The locomotive can easily handle a 20-axle train on a layout that features a few gradients.

The engine shed is located on the left-hand side of the layout. To reach that area, the track crosses the street, made of concrete slabs, on the level. The road vehicles are naturally all typical of the period and location.

VEB Hoppenbach

The Squadron heads East

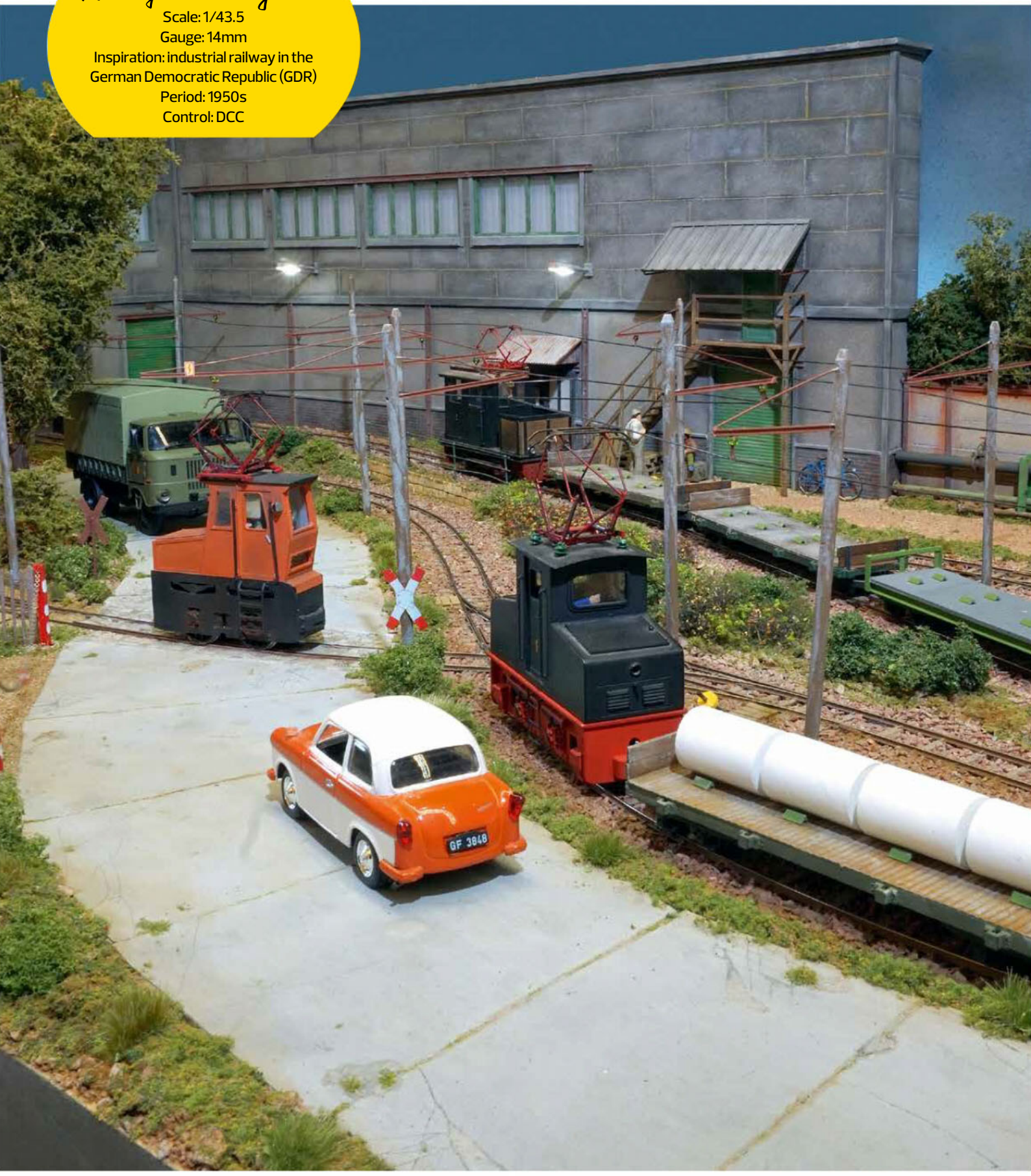
They have been at it again! Who? Them, the Escadrille (Squadron) Saint-Michel team. Once more, they have headed East, to the former GDR, with an electrified industrial layout. Follow me!

Text and photos: **François Fontana**

A while ago, the four merry mates of the Escadrille Saint-Michel had already taken us back to the GDR with a pleasing quarry layout in 0-14. This time, the layout theme is a paper mill in the Leipzig-Lindeneau region. The model is inspired by an 800mm gauge industrial railway, electrified in 220V DC, with pick-up via a trolley pole. A peculiar feature of this railway was that it used to run under the pointed arch of a bridge, which placed ▪▪▪

The layout at a glance

Scale: 1/43.5
Gauge: 14mm
Inspiration: industrial railway in the German Democratic Republic (GDR)
Period: 1950s
Control: DCC



Although it is electrified, the railway does see diesel trains running. Historically, even steam locomotives were used.

Layout plan

Here is an old favourite, created by Bernard Daillan, seen shunting some wagons loaded with rolls of paper: the copy in 0 scale of the famous Egger-Bahn wooden-bodied locotractor.

Specific locomotives

The E1 and E2 tractors, specific to this railway, were built by the Kummer company. E1 was fitted with a motor that drove one single axle, and developed a power of 7.5kW. E2 was fitted with two motors, one per axle, increasing its power to 15kW. Originally, they were fitted with semi-circular cabs to fit under the bridge arch. When the railway was modernized, E1 was given a rectangular body designed to carry workers, and E2 got a larger cab. And both engines were fitted with Siemens pantographs.

Jacques Royan

This is the 3D print reproduction of an SSW locomotive that used to run on the railway. The body is a monobloc print, fitted to a BullAnt driving mechanism and featuring a Sommerfeldt pantograph. Admire the early evening atmosphere generated by the lighting and the layout backscene.

The trains that run empty into the works emerge again loaded with rolls of white paper.

Another 3D print, an EL6 EWL, an electric tractor with an elevated cab, built on a mining engine chassis.

▪▪▪ a restriction on the loading gauge of the engines and required semi-circular cabs. Following modernization, this feature disappeared and the cabs evolved towards a more standard cubic shape. The trolley poles were also replaced by pantographs. The action we observe today, again in 0-14 scale, takes place during this latter period.

Two segments, plus a fiddleyard

The layout consists of two rectangular segments, with a painted backdrop and a large lighting box dispensing a wan light, typical of the late evening, with street lights, neon signs and various dashboard or office lamps creating patches of light. Obviously, work is about to end for the day, the last engines are putting their wagons away and returning to the sheds. The workers will soon board the shuttle trains back home or to the city centre and its busy pubs.

A large fiddleyard, located on the left hand side of the layout, represents such off-stage areas, where the trains vanish.

Classical and proven techniques

The 14mm gauge track is completely scratchbuilt out of code 75 rail soldered to copper-clad epoxy sleepers. All the turnouts are naturally home-made, and operated by motors located below ▪▪▪

The entire layout: the fiddleyard is located to the left.

Number 2 crosses the road on its way to the depot. The Egger-Bahn H0-9 model was diesel-powered; the addition of a pantograph turns it into a highly believable electric tractor!

▪▪▪ the baseboard. Control is digital, each engine being fitted with a decoder.
As is customary on layouts built by the team, all the scenery is scratchbuilt. The team members use whatever is to hand: paper, cardboard, wood, plastic, metal, all kinds of strips and other materials. The flock materials are from the standard German artisan and industrial ranges, while the trees are made out of zeeschuim twigs planted in wooden trunks and then flocked. The figures are from the Preiser 0 scale range.

Motive power and rolling stock

For a change, the engines were not built in the team's workshops! Many of them are 3D prints bought from the personal Shapeway shop of a German enthusiast who undertook to model almost all the stock from this specific railway. The monobloc bodies in Frosted Ultra Details were fitted to BullAnt driving mechanisms with 16mm diameter wheels, built to order with the proper scale wheelbase. The pantographs are from the Sommerfeldt range. While the flat wagons fitted with stanchions and used for carrying the rolls of paper are customary models on the team's layouts, the railway's typical stock is also available in the form of 3D prints. ■

Kummer E1, in its modern version with a widened and stretched cab.

Number 3 is a Siemens locomotive, an erstwhile brass and bronze production from the LSL artisan range. On the track in the foreground, an SSW, one of the railway's historical engines, is a 3D printed production.

Splendid twilight atmosphere in the depot.

H0-9

building a flat wagon out of plastic sheet

Two bogies and off-the-shelf couplers, a few sundry items and you've got a flat wagon, Deblaère style!

Text and illustrations: Christophe Deblaère

MAIN SUPPLIES

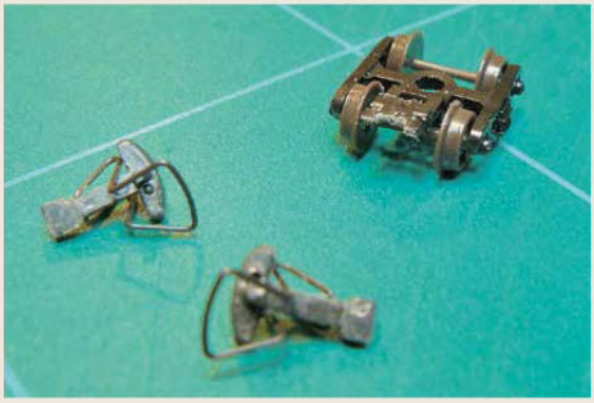
Evergreen: 1mm thick plastic sheet, flat strips ref. 8108, 8203, I strips ref. 271, 272
Atlas: N scale bogies ref. 22050/22070 (see below) or
Peco: bogie ref. GR-104 (but in this case, no need for the separate couplers), couplers ref. GR-102, pockets ref.GR-103
AMF 87: stanchions ref. A195
Brake wheels: Haxo Modèle (ref. 44033, 44047 or 44137) or AMF 87 (ref. A266 or A168) or SMD (ref. 076, 060)
Brass strips: tube diam. 1.3 x 0.20mm (L'Octant ref. P1243 or Micro-Modèle), straight wire diam. 0.5 and 0.8mm
Paints: various shades to suit your taste, weathering pastels.

Build this bogie flat wagon in just a few simple steps. Of course, the list of supplies is indicative only, and you can equally well use parts sourced from another manufacturer. Ah, I was about to forget, this project involves building two flat wagons, not one! A two-course meal, as it were!

The bogies

We start by modifying the N scale Atlas bogies, by fitting them with loop couplers. I used Peco parts supplied in kit form (ref. GR101). However, you can equally well use bogies with pre-fitted loop couplers, such as Minitrain S bogies.

THE BOGIES



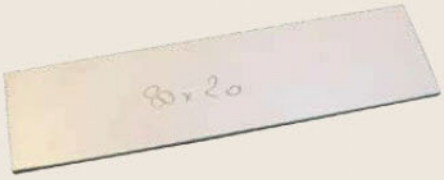
1 Cut off the N scale coupler.

2 Then, glue a sheet of plastic to the bogie.

3 Once the adhesive has set, glue the Peco coupler ref. GR101 or GR102 underneath, if you have found some. These aren't necessarily the ideal bogies, but they work perfectly.

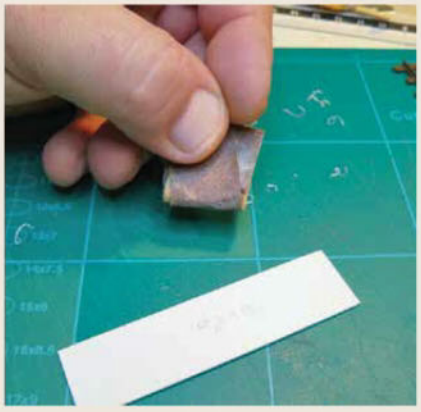
The bodies

When cutting plastic sheet, there's no need to cut right through with the blade. Plastic is brittle, so simply mark it with the blade then fold it along the line to obtain a neat break. ▪▪▪



4 Out of 1mm thick plastic sheet, cut a 20 x 80mm rectangle.

5 Engrave the planks every 2 or 3mm on the upper side. Use a special knife for laminated materials (of the Olfa P 450 type), or the back of the blade of your favourite hobby knife, or a small flat screwdriver, with the blade filed down.



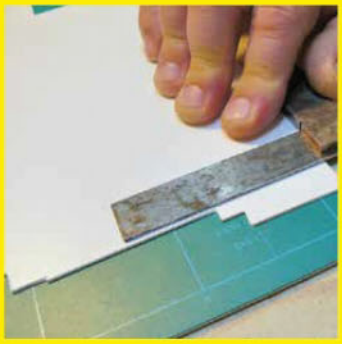
6 Once the engraving has been done, give the sheet a light sanding with grain 80 or 120 sandpaper, to simulate the wood veins.

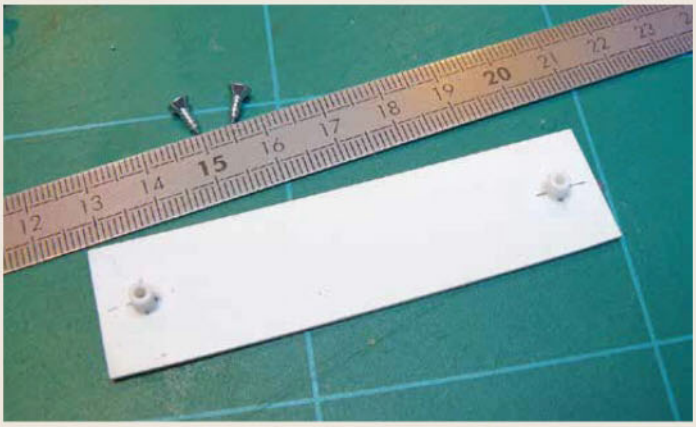
HOW TO CUT NEATLY

My piece of plastic sheet is usually held in place under a square, on the edge of the cutting mat. With one hand, I hold the square and the sheet, and with the other the cutting tool. This ensures I make a perfectly square cut. An important point, particularly when you are using off-cuts that have been inaccurately cut!

Once the sheet has been cut, I usually sand down the whole surface on a flat plate. This removes the lip that forms along the cutting line, and by eliminating the shiny appearance of the plastic, ensures that paint will hold better on it. I also sand down all the edges. Sanding is performed with sandpaper that can be used either wet or dry, grain 600 or more. This type of sandpaper (used for card bodywork) is more efficient when used wet.

To sand the parts flat, I use a bed: a thick slab of wood or, better still, a sheet of glass.

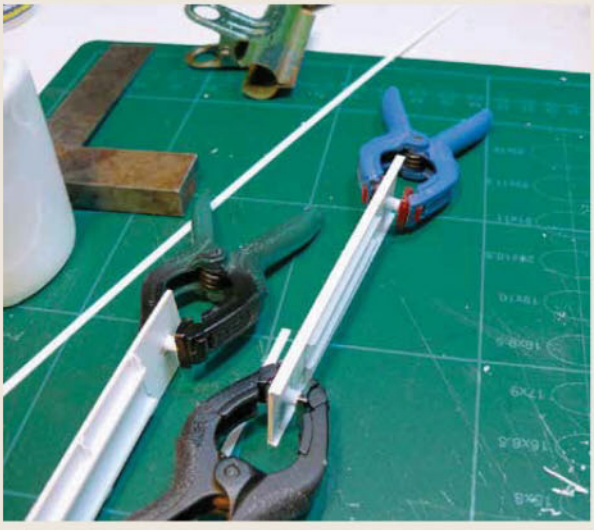




7 11mm from the edge and in the middle, glue a length of tube of ca. 3mm diameter, which will be used as a pivot for the bogies. This 11mm measurement depends of what type of bogie you have used. I didn't want the coupler to stick out too far beyond the end of the wagon.

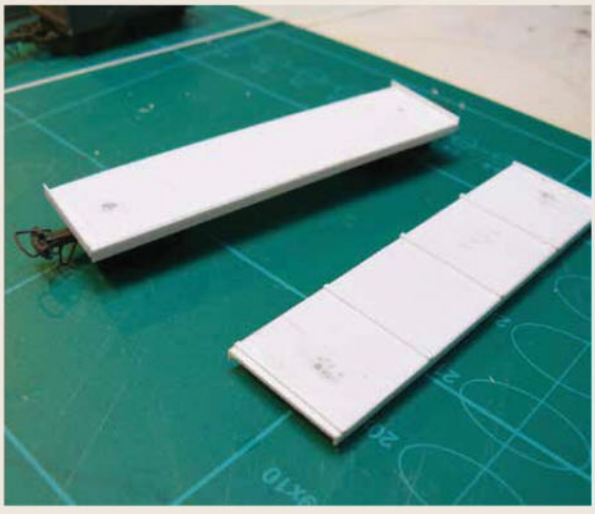
8 Before gluing, "tap" the tube with the screws chosen to hold the bogies in place. This will reduce the strain on the glue seam when you tighten the screws. My tube was scavenged from a spray can. This type of plastic is very hard to glue. So don't hesitate to let the glue dry thoroughly, and if possible under pressure. Naturally, use a tube whose diameter matches your screws!

9 Glue two I strips (2 x 2mm, ref. 272), 38mm long, to make the sheet more rigid. I glued them 5mm from the edge.

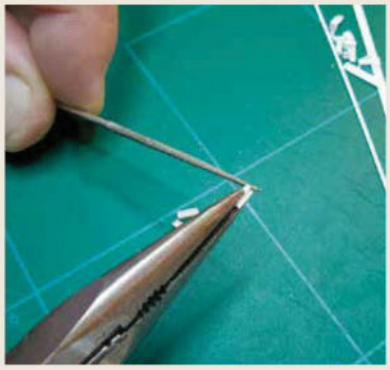


10 On the long side of the wagon, glue a 0.3 x 2.3mm (ref. 8108) flat strip, 80mm long. Make sure the wagon is perfectly flat before gluing these parts. This will remove the slight sagging caused by engraving the planks.

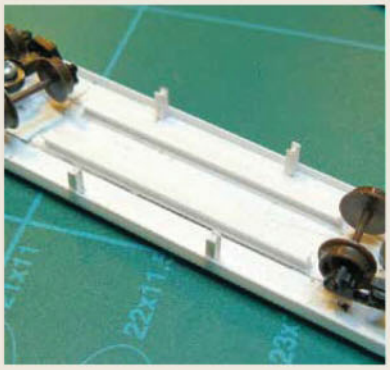
11 Screw on the bogies and test the running of the wagon.



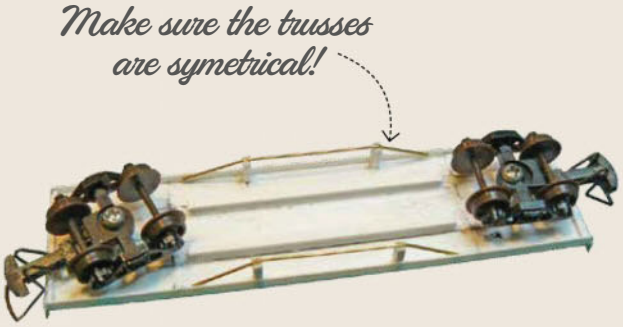
12 As I was building two wagons at once, I decided to make them slightly different. On the first one, I added a bulkhead at each end, made out of the same flat strip as that used on the sides.
On the second one, I glued on the floor 5 strips measuring 0.56 x 0.84mm (ref. 8203), evenly spaced. Some extra features will be added at a later stage.



13 The chassis trusses are easy to make! Cut 8 lengths of 4.5mm in 1.5mm I strip (ref. 271). File one end of each length with a round file. This will ensure the brass wire truss remains in place.



14 Glue the four parts in place under each chassis. The space between each of them is 2cm, meaning they are 3cm from the ends.



15 Once the glue has dried thoroughly, fit and glue the trusses, shaped out of 0.5mm diameter straight brass wire. They are just over 4cm long, the important thing is to ensure they are perfectly symetrical vis-à-vis both the axis of each truss and the strengtheners located on each side of the wagon.

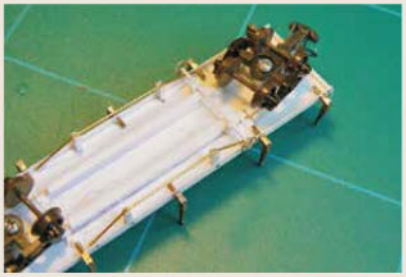
On top

To give the wagon a more realistic appearance, I fitted a brake wheel to one of them. Here again, this is straightforward. Find a couple of brake wheels in your scrapbox, and glue them to the ends of the round rod. Haxo Modèle (under ref. 44033, 44047 or 44137), AMF 87 (under ref. A266 or A168) and SMD (under ref. 076, 060), for example, have such parts in their ranges.

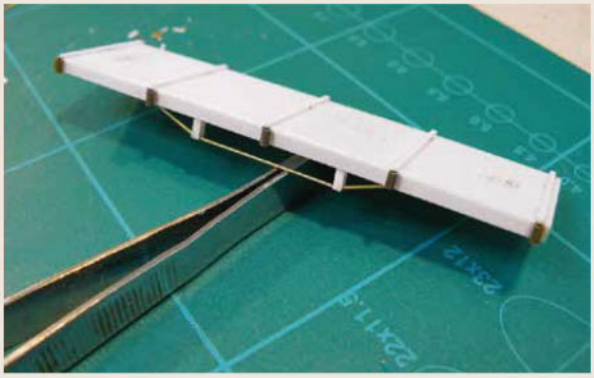
Home-made stanchions

On the other wagon, how about making the stanchions removable? There's no reason whatsoever, it's just for kicks! ▪▪▪

16 On one of the wagons, I used the AMF 87 stanchions (ref. A195). You can either cut off the pin, or retain it, but in this case, you will have to drill the chassis sides. This is what I did: ten holes, 0.8mm diameter, carefully located, before gluing the stanchions in place.



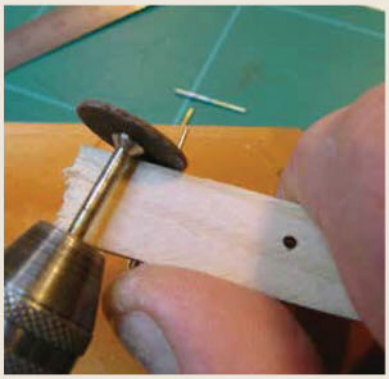
17 For the brake wheel, glue two 3mm lengths of I strip against the inside strenghteners. Glue some round plastic or brass strip on top. Then glue a wheel at each end of the round strip.



18 For the stanchions, start by cutting 10 lengths of 1,3 x 0.20 tube, 3mm long. Then glue them in place opposite the strips we referred to in caption 12.

19 Solder the stops onto 0.8mm diameter brass wire. To make this easier, drill a 0.8mm diameter hole in a small, approximately 5mm thick, sheet of wood. Thread in a 25mm length of brass wire, then the stop. Solder in place using liquid solder. You can also use adhesive if your prefer. Repeat for each of the 9 other stanchions.

20 Trim all the stanchions to the same length, a height of ca. 20mm. Above all, they must all be the same height once fitted to the wagon. In this case, the cut is 3mm, at the base of the stanchions.



21 Here, the cut is 13mm.

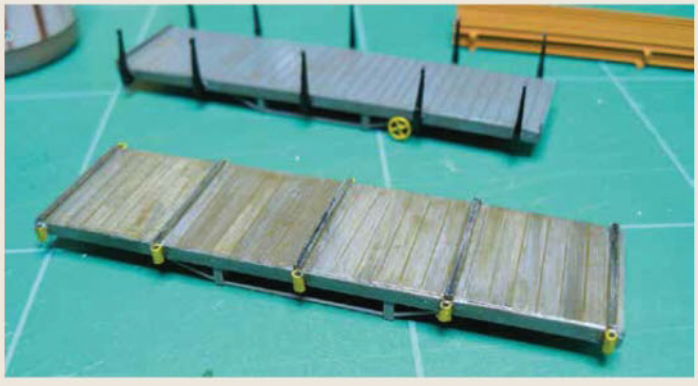
▪▪▪ The pockets are made out of lengths of tube, 2mm long. I was unable to find washers with an inside diameter of 0.8mm diameter. This 2mm length is a visually acceptable compromise. If you can succeed in making them smaller, good for you! I gave up, because you also need to be able to handle such tiny parts!

To ease the cutting of the stanchions, use templates in which you thread your wires one after the other. Make the templates out of off-cuts of wood, plastic sheet or any other material which is the right thickness (3 and 13mm in my case).

22 To give the stanchions a more attractive appearance, you can file down the soldered parts and the tips. Use your mini-drill like a lathe, placing the stanchion in the chuck and applying the file while the part rotates.

Painting and decorating

Such wagons are handled roughly and are grubby, being loaded and unloaded many times. So there's no need to give them fancy liveries and lining! ■



23 Apply a thin coat of phosphate-based primer to the metal parts, then some surfacing primer. If you spot any faults you don't like, this is the time to remove them. Naturally, you'll have to re-apply a coat of primer afterwards! Apply whatever colour you have chosen: I went for grey, but black or brown will do fine also. Paint the brake wheels and the stanchions pockets in yellow or red.

To highlight the wood veins, apply some acetone!

24 For the floor, I used a grey-green colour from the Tamiya range (ref. XF-51). Once this colour was dry, I applied some acetone, more or less delicately. Use a thinner that is compatible with the paint! This highlights the various veins and marks on the woood.

On the other wagon, I simply applied a brown wash (highly thinned Vallejo Wash, ref. 76.513). Use weathering powders, applied generously and rubbed in with a small brush. You will need grey and natural umber.

Ready to start!

Narrow gauge in herring-land

Layout project

In VL 89, Alexis Avril showed us round a delightful narrow gauge line in South-West Sweden. It inspired him to build a H0-9 layout, and he tells us the story in this article.

Text and illustrations: **Alexis Avril**

The layout measurements are 1 x 0.70m. Small, for sure, but still fairly bulky in a 650 square foot flat, or if the layout has to be moved. I wanted to be able to store it in my 21 square foot "workshop", which is simply the cubbyhole, generously assigned to me by my girlfriend! I also wanted the layout to fit comfortably into the boot of my car. To take these constraints into account, I opted to make the scenic divider removable and designed the layout so that it can be folded down its middle **(figure 1)**. I also favoured lightweight benchwork for easier handling. ▪▪▪

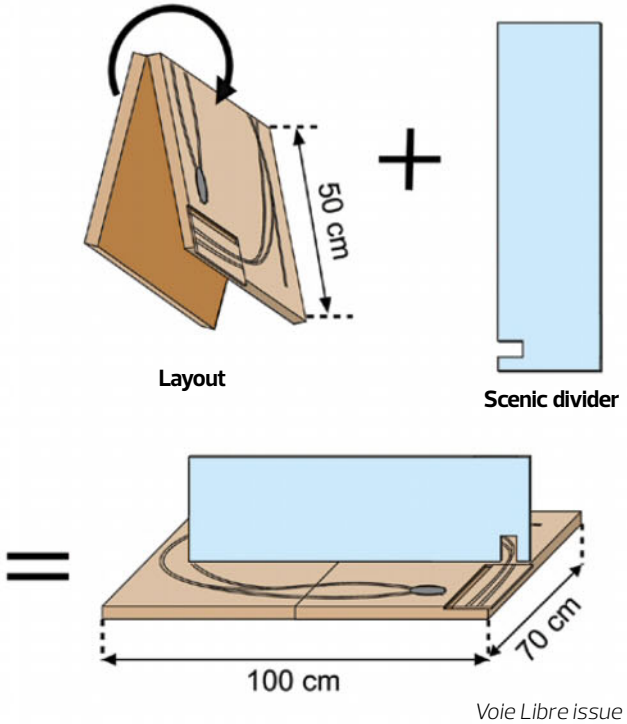
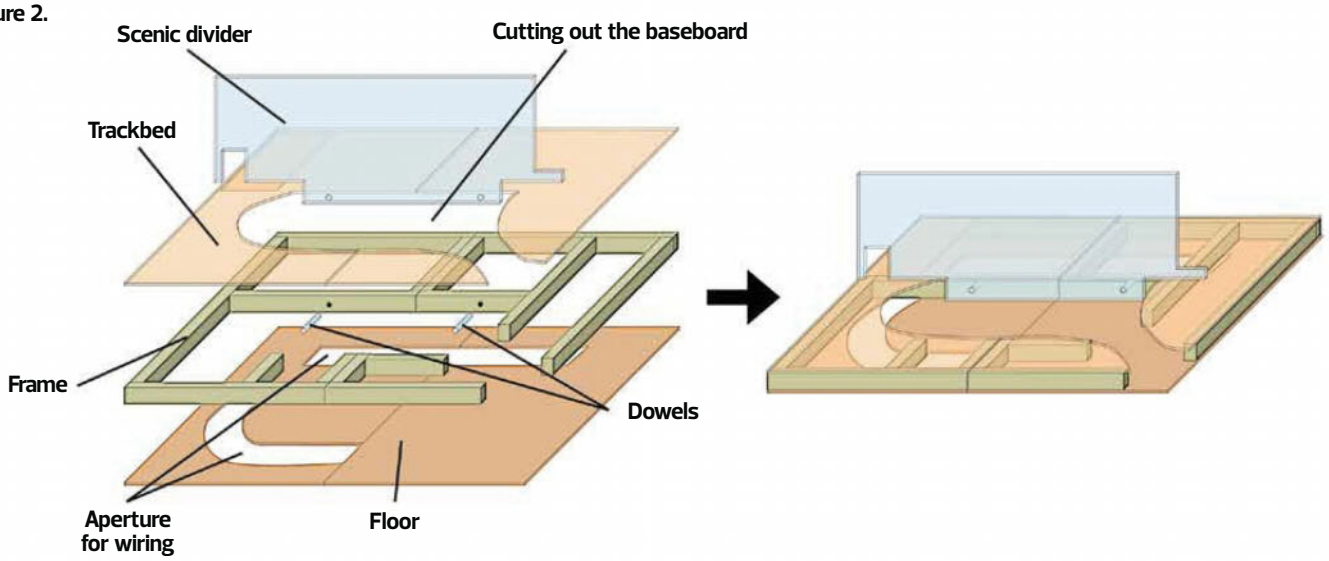
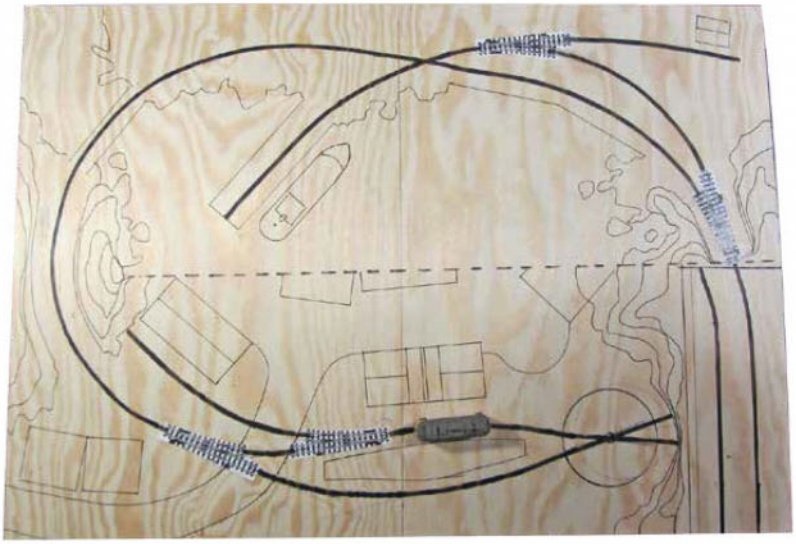


Figure 1.

Figure 2.





Transferring the trackplan to the baseboard is essential, as the cutouts will depend on it. I draw this pan after having identified where the turnouts will be located, using scale paper templates, and taking into account the radius of the curves.

To cut the poplar sheet on a straight line, in this case when making the scenic divider, I used a wood saw and a simple board as a guide.

▪▪▪ Each module has a caisson-type structure **(figure 2)**. The "floor" of the layout determines the sea level. On top of this are a frame and cross-beams that support the trackbed. All the panels, including the scenic divider, are cut out of 4mm thick plywood. The frame and the cross-beams are cut out of 26 x 26mm softwood lumber. The scenic divider is held in place by two dowels inserted into the frame.

THE THREE PHASES OF THE WOODWORK: CUTTING

I had three panels cut out of a sheet of poplar, each measuring 1 x 0.70m. Two of them are used for the trackbed and the layout "floor", while the third one will be used for the scenic divider. The trackplan and main scenic elements were drawn onto the trackbed panel.

Where the folding line would be, I cut the trackbed and the "floor" into two rectangular parts each measuring 0.7 x 0.5m. I made sure the cut was straight and perpendicular to the main axis of the layout, otherwise the connection of the modules would be disastrous. The trackbed was completed by cutting out the bay and the traverser panel. Holes were drilled in the "floor" for wiring the turnouts and the turntable.

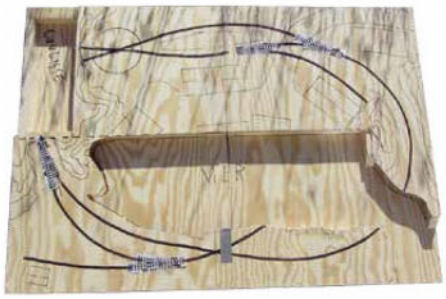
To obtain straight cuts (modular connection, fiddleyard), I opted to use a guide and a woodsaw. For those who (like me) are inexperienced with a fretsaw, this avoids the cut going off-course, something I unfortunately experienced with the "floor"! For less geometrical cuts such as the bay or the apertures in the "floor", the fretsaw is fine. In both cases, it's best to use a fine-toothed blade to avoid splitting the wood.

The bay is cut out of the baseboard with a fretsaw, then transferred with a felt-tip to the "floor", to determine where openings must be drilled for the wiring.

All the cuts are sanded down to remove any residual splinters.

The frame and cross-beams are being fixed onto the "floor".

Fitting the hinges. On this photo, the gap between the two sheets, caused by a badly made cut with the fretsaw, is very obvious!



The baseboard has been fitted to the frame.

ASSEMBLING

For each module, I fixed the frame and the cross-beams to the "floor". The cross-beams were cut back in the coastal part of the layout to accommodate the bay and the river. I then assembled the "floors" of each module with two hinges, and finished the job by fxing the trackbed to the frame, taking care to adjust the connection between the modules. All the woodwork was first assembled with wood glue, allowing for some minor adjustments, then screwed together, taking care to embed the screw heads.

FINISHING

I fitted a flat strip around the frame of each module. It was chosen wider than the total thickness of the caissons so that the layout rests on this strip rather than on the hinges. I remembered to trim it back where the river runs and to interrupt it where the fiddleyard fits, to allow for sideways movement of the traverser.

Where the modules connect, I fixed a safety latch on each side of the layout, to hold it in the open position. The latches must be fitted with care, to ensure that the trackbeds on both modules match perfectly.

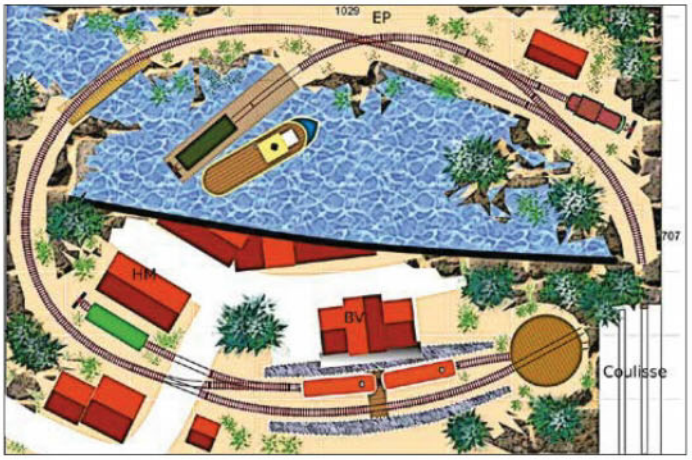
Finally, I fitted the scenic divider. I designed its shape so that it fits and slides in from the fiddleyard side, along the cross-frame of the layout. Lengths of lumber glued along the trackbed form a groove and ▪▪▪

A latch fitted to each side of the join between the two modules holds the layout in the open position.

The scenic divider slides into a groove and is held onto the layout by dowels inserted into the cross-frame.

The layout deployed with the scenic divider in place.

Layout project



The layout folded away.

▪▪▪ hold the divider in its vertical position. I drilled holes in the frame and at the base of the divider to accommodate the dowels. The scenic divider, by its location across the layout, ensures the stability and proper alignment of the modules when the layout is open.

RELIEFS AND ROCKS

Taking into account the height of the lumber and the thickness of the trackbed, sea level is 30mm below the track, or just over a scale 2.50m. I wanted to reduce this difference to give the quayside a more realistic appearance. To achieve this, I glued an off-cut of 5mm thick black foamboard on the bottom of the bay. This sheet also conceals the unsightly gap between the two modules!

With a view to having lightweight but compact relief, I opted to shape the rocks out of styrofoam. Pieces of various shapes and sizes were coarsely cut, glued together and to the baseboard using a hot-glue gun. Using a scalpel blade, I then carved the various strata and fault lines. The smooth appearance of the rocks in the bay was achieved using a grind-stone fixed to a mini-drill. Once the rocks looked pleasing,

The first rocks are appearing.

Filling the gaps with glue-soaked paper.

The wall is cut out of foam board and fitted in place.

After having peeled the foam board, I engrave the stones with a propelling pencil.

The base of the tunnel portal is also made out of foam board.

I filled in any gaps using strips of newspaper dipped in a 50/50 blend of water and wood glue. At this stage, I also installed the small wall above the bay as well as the base of the tunnel portal, which will be built later on.

Once dry, the relief was coated with surfacing filler, sufficiently liquid to avoid masking the carving work (I opted for filler rather than Gesso, because of the matt finish) before applying colours. I started by applying a wash of ochre black acrylic paint, significantly diluted, to highlight the cracks and obtain the basic rock colour. This wash was applied with the filler still damp, to ensure the colour was absorbed deeply. Having let it dry for a full day, I then dry-brushed brown-rust and ochre shades to simulate the various rock colours. The job was completed by highlighting the sharp edges of the rocks with a dry-brush of white

Applying filler to the relief.

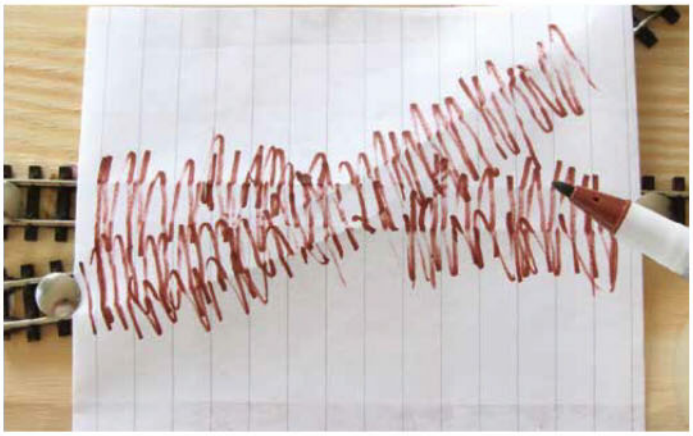
TRACK-LAYING!

The trackplan features four turnouts, a crossing and a turntable. The track calls on curved sectional track and turnouts from a Roco set, as well as Peco flexible track. Because of the peculiar geometry ▪▪▪

Stainng with washes.

Dry-brushing the sharp edges.

The tips of the rails are soldered to copper-clad epoxy.



Transferring the curves of the crossing using a pencil lead.

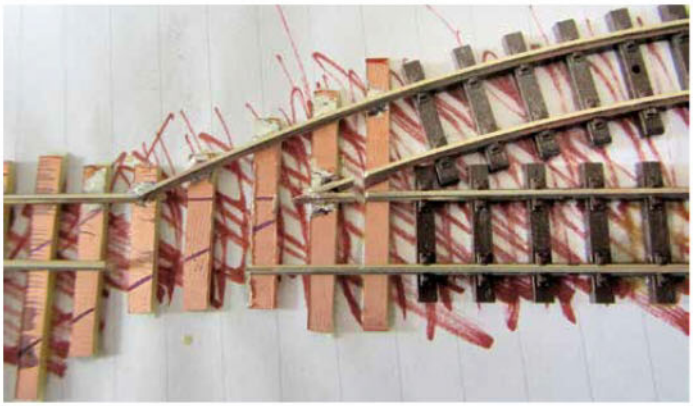
▪▪▪ of the crossing, I had to scratchbuild it. Likewise for the turntable. Before tackling this work, I began by trial laying the track and holding it in place with drawing pins. Once the trackplan was confirmed, I drew it with a felt-tip on the baseboard. At this stage, I also cut the rails where the modules connect. The ends were soldered to copper-clad epoxy sleepers to ensure the track is sturdy at this place.

CROSSING

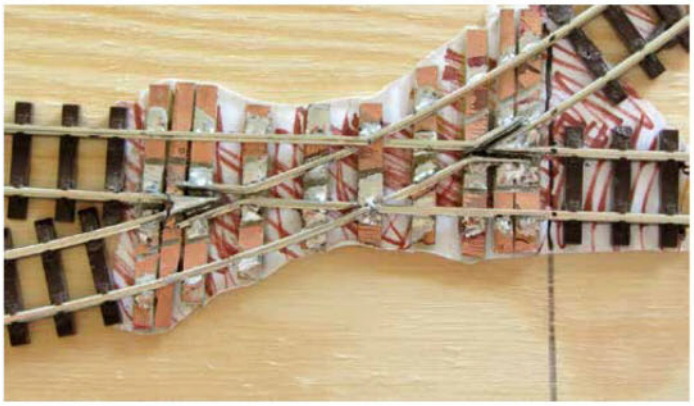
The platform is served by a curve that crosses the main line, which is straight. To ease the construction of this crossing, I used lengths of sectional curved and straight track. When scratchbuilding pointwork, it is necessary to start by drawing up a template. The latter is all the more important in our case, as the angle of the crossing is the natural one formed by the main track and the one serving the platform.

When trial laying the track, the crossing is simulated by simply placing the curved section on top of the straight one. Using a sheet of paper as tracing material, I first took a print of the main track after having removed the section leading to the platform. Then I did the opposite by taking care that the rails on the main track coincided with their imprint on the tracing paper. This provided me with a fairly accurate template of the intersection I wanted to build.

The crossing was fabricated using copper-clad epoxy sleepers glued to the template, to which the rails were soldered. To ensure proper gauging of the rails during the assembly process, I opted for a simple but efficient method. At the end of the track sections, I retained a few plastic sleepers and placed the lengths of bare rail on the copper-clad sleepers, following the template. I then glued the plastic sleepers on the paper and transferred the permanent location of the rails onto the copper-clad sleepers, using a felt-tip. All that was required thereafter was to cut the various lengths of rail comprising the crossing, slide them into the chairs and solder them, not forgetting to insulate the frogs! Once the soldering work was complete, I remembered to remove



Soldering work begins.



The crossing is complete, it will have to be decorated.

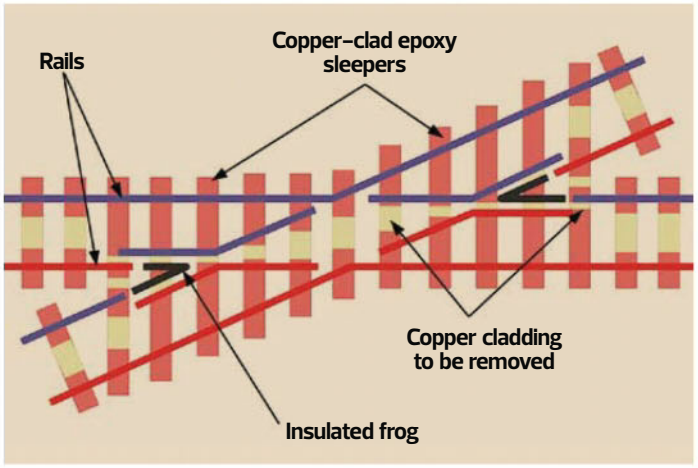


Figure 3. Crossing assembly plan

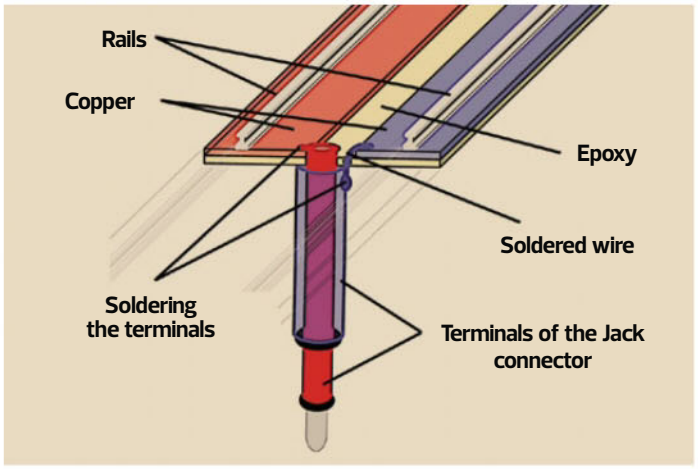


Figure 4. Cross-section of the turntable through the rotation axis.

the copper cladding between the rails to avoid any shorting **(figure 3)**.

TURNTABLE

I opted to make the turntable the same diameter as an audio CD. Why? First, because this diameter is large enough to accommodate most tender engines. Second, because at a later stage, I can simply use two half-CD's to clad the surface of the turntable... No need for any tricky circular cutting!

Without its cladding, the turntable is a simple sheet of copper-clad epoxy cut to the diameter of the audio CD, and to which two rails were soldered. Between the rails, a thin strip of copper was removed to avoid any shorting. When soldering, I kept the gauge constant using the same method as used to build the crossing.

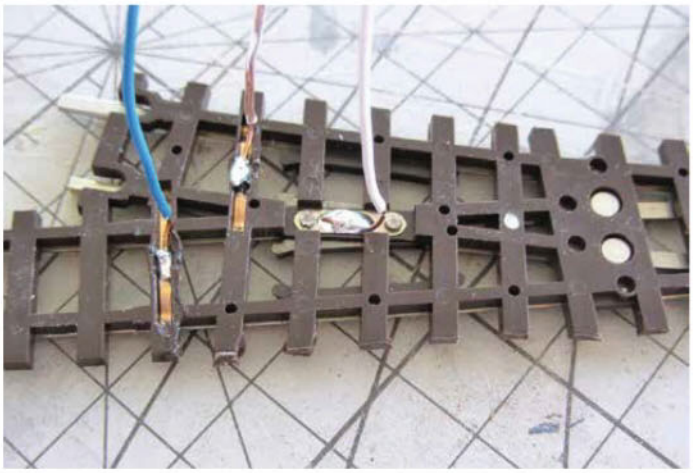
A jack connector was used both to supply power to the rails and to act as a rotation axis for the turntable. The male part was inserted into a hole drilled in the center of the turntable and glued with instant adhesive. The female part was fitted into a tube threaded through the baseboard and through a piece of lumber glued below. I used a hot glue gun. When gluing both part of the jack connector, ensure they are both perfectly perpendicular to the turntable, as they also act as the rotation axis!

At this stage, the turntable rails are not connected electrically to the male part of the connector. The terminals of the male part of a jack connector are simply metal tubes fitted into one another and insulated. To connect the rails to the male part, I first soldered the inside tube top the copper-clad epoxy of the turntable: in addition to providing the electric connection, the solder strengthens the assembly of this male part. For the other terminal, I threaded a small wire through the turntable and soldered it to the tube and to the copper-clad epoxy **(figure 4)**. The turntable was then ready to be installed on the ▪▪▪

The jack connector. Male part to the left, female part to the right.

Simple and efficient!

The rails must match perfectly.



In addition to feeding the frog (white wire), I solder the track power wires (blue and pink wires) under the turnout.

Before gluing the track, remember to drill the holes for the wires and the turnout mechanisms.

▪▪▪ baseboard, taking care to adjust the length of the tracks leading to it!

WIRING

Before fixing the track permanently to the base-baord, it must be wired **(figure 5)**. Nothing very complex on this project. You have to keep in mind the electrical breaks located here and there on the layout. The first are located where the two modules join. To obviate it, I fed the track in five points via a wire soldered under each rail, and connected to a feeder located under the baseboard. The feeder must be flexible but sufficiently sturdy to bend without breaking when the layout is folded.

The other breaks are linked to the electrical design of the Roco turnouts. The frogs are insulated from the point blades, the latter being at the same potential as the rail. This means that no shorting can occur between the point blades and the rails beyond the frog. On the other hand, the fact that the frog is insulated can be problematic for engines with a short wheelbase. This is obviated by wiring the frog.

Finally, I spotted the holes in the baseboard for the turnout mechanisms and the wires, then drilled them. At the same time, I painted the baseboard to protect and conceal the wood, prior to applying the ground cover. The job was rounded off by fixing the track with wood glue and connecting the feeder wire to the power supply... At this stage, I can already start to operate the layout!

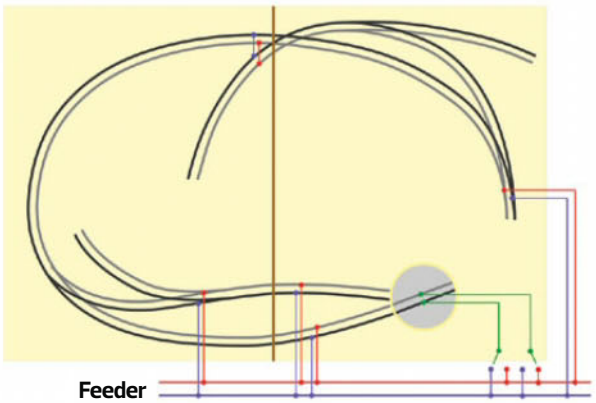
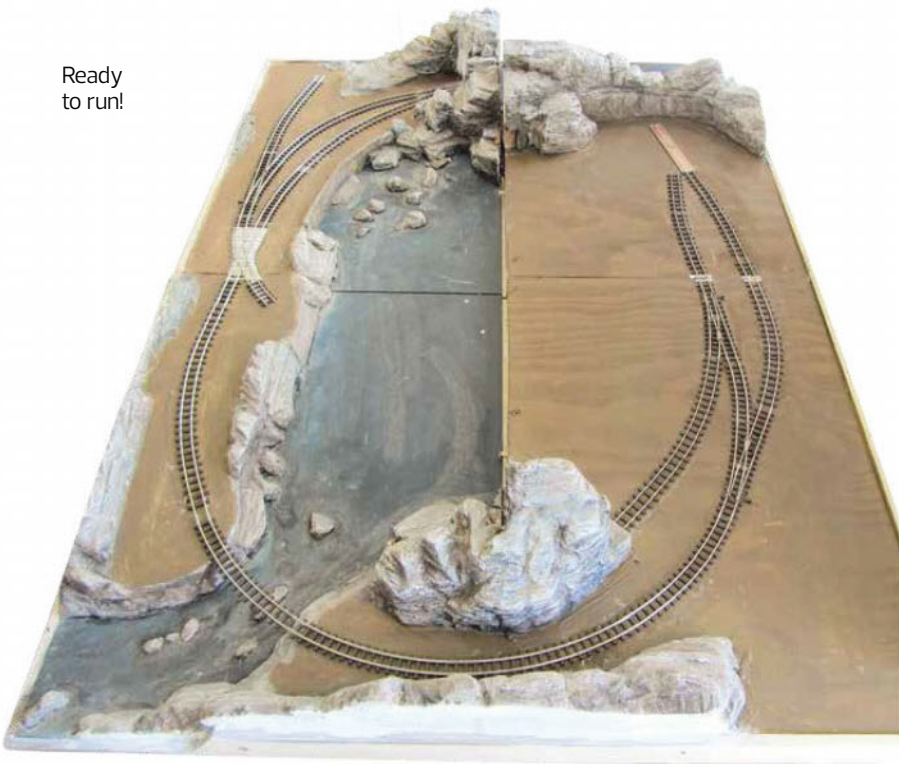


Figure 5. Wiring of the layout. The female part fixed to the turntable will be connected to the feeder by way of two switches for changing polarities in the track when rotating the turntable.

Ready to run!



STARTING OUT IN 0 SCALE

A one-legged trailer

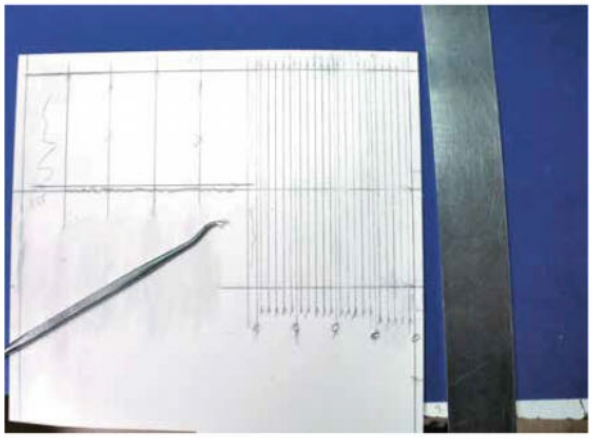
Pierre Fichet describes the construction of a simple and charm-packed model: a two-wheeler railcar trailer. Easy to build, in whatever gauge you fancy, it will be an eye-catcher on your layout.

IN 12 MAIN STAGES

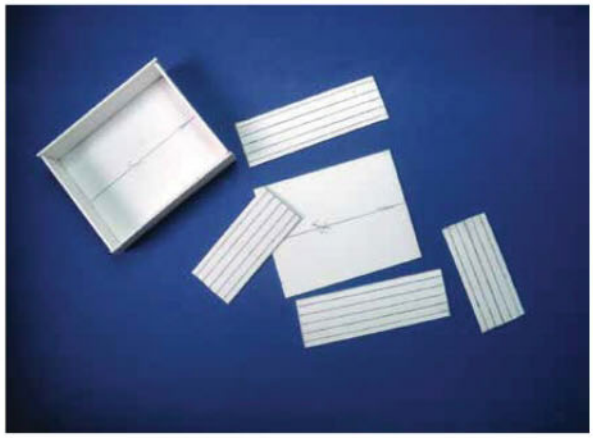
Text and illustrations: **Pierre Fichet**

To start:

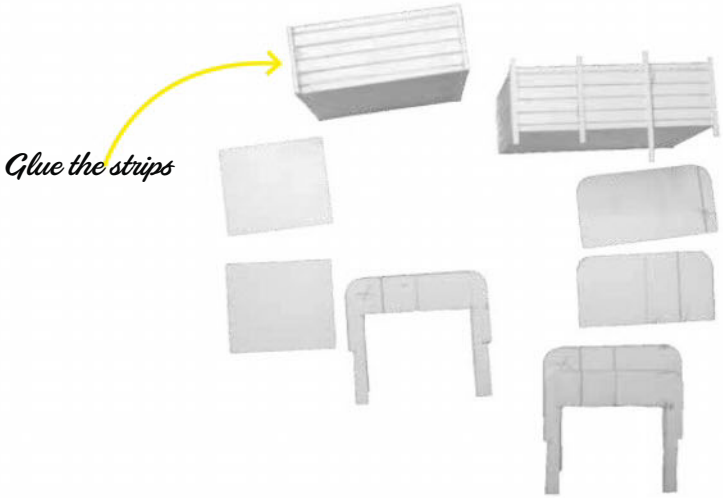
Transfer the drawing of the parts (see central folder) onto 1mm thick plastic sheet. With a dry or engraving point, scribe the plank seams.



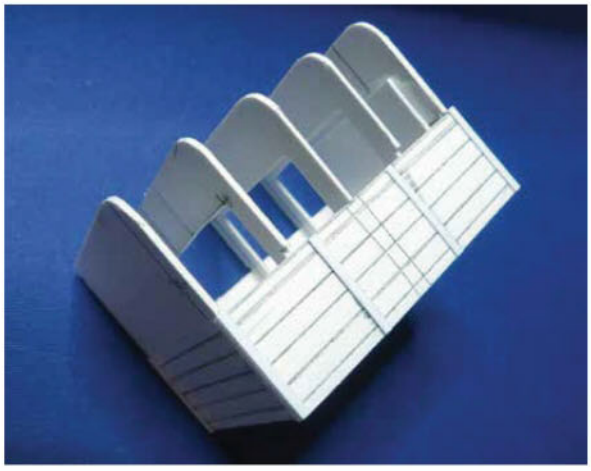
1 Cut out the parts. For the purpose of photography, I built two trailers, so there are two sets of parts.



2 The body sides are glued against the chassis.



3 1.5mm wide strips of 0.5mm thick plastic sheet are glued to the angles. Two other strips of identical dimensions are glued one-third of the way down the body sides.

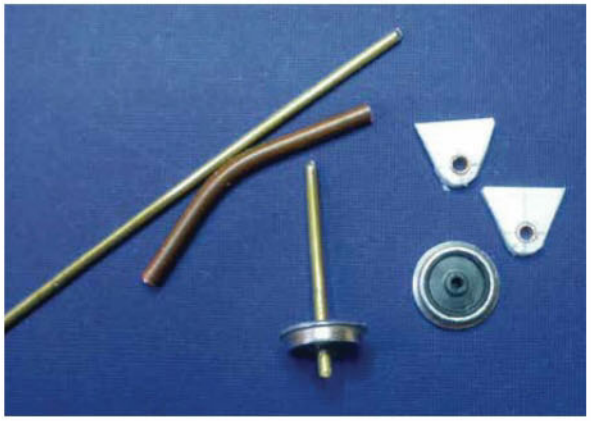


4 Glue the two bulkheads as well as the three intermediary frames.

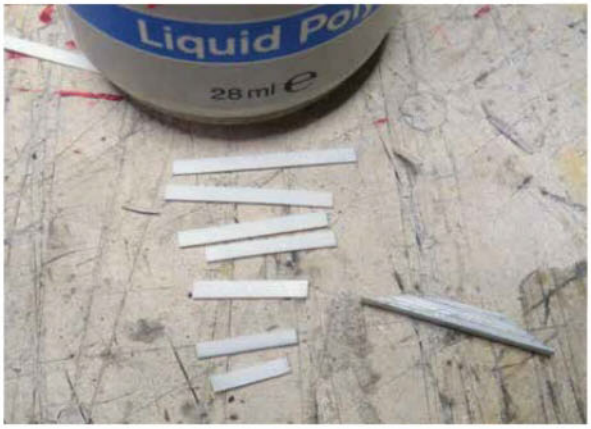
THE PLAN OF THE PARTS TO BE CUT IS AVAILABLE IN THE CENTRAL FOLDER

5

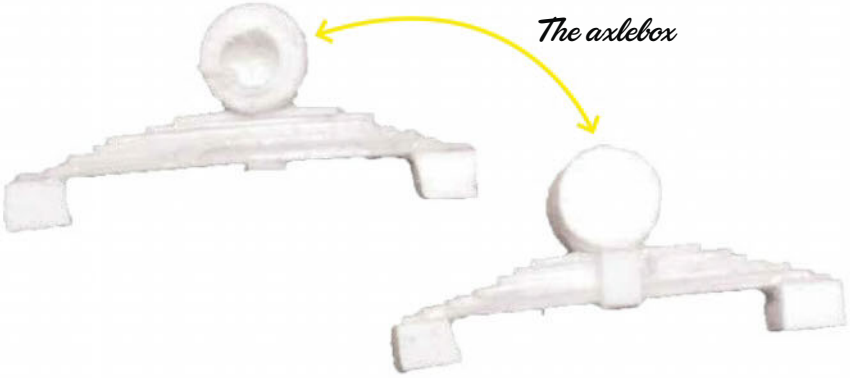
Observing the elevation drawing, represent the three hinges of the rear drop-leaf, using 1.5mm thick plastic sheet (1.5 x 10mm) as well as the central seam of the tarpaulin (1.5 x 22mm). 2mm lengths of 0.7mm round strip will be used to represent the hinges.



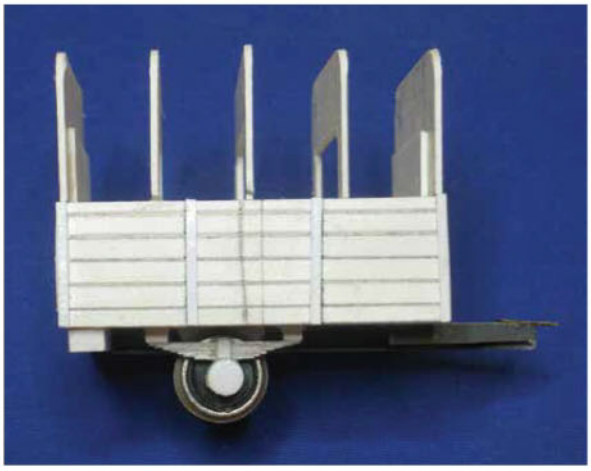
6 Cut the axle brackets out of 2mm thick plastic sheet. I cut out two brass tube bearings, in which the axle is inserted. The wheels are old H0 parts, 10.5mm in diameter.



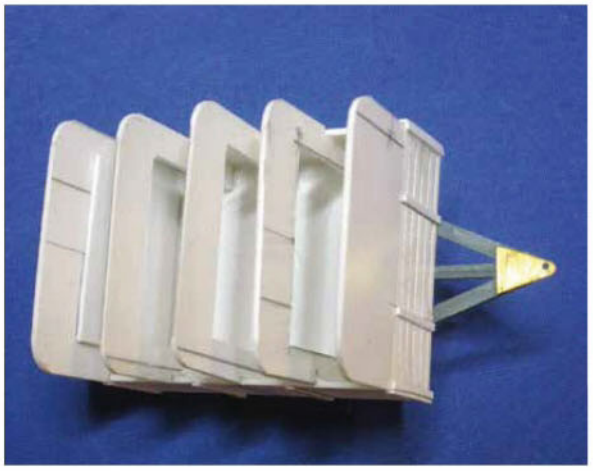
7 Out of a 1.5mm wide length of 0.3mm thick plastic card, cut out the seven leaves (8 to 20mm) of each suspension spring.



8 lue the spring band in the middle of each spring, represented by a 2.1mm high strip. Glue the two fixing points, a 2mm plastic cube. The axlebox is represented by a 4.5mm diameter disk, made out of 2mm thick plastic sheet. With a 3mm drill bit, hollow out the inside of the axlebox.



9 Glue the axle brackets under the chassis as well as the suspension springs. At the rear, glue a 4 x 4 x 36mm cross-beam. In the middle of the body, against the cross-beam, glue a 4 x 2 x 60mm I strip, together with two front reinforcing strips (3 x 3 x 23mm L strips).



10 At the front of the tow-bar, glue a plastic sheet or brass off-cut, shaped into a triangle, with a 1mm diameter hole drilled into it.

Main supplies
0.3 – 0.5 - 1 and 2mm **thick plastic sheet**
Strips: round diam. 0.7mm, I: 4 x 2mm, L: 3 x 3mm
H0 axle with 10.5mm diameter wheels.

11 Glue the tarpaulin (78 x 55mm), made out of 0.3mm plastic sheet, on the end bulkeads and intermediary frames. Spot the central axis, and glue from the top. Then glue the sides, pressing down firmly on the curved parts. Once the adhesive has set, adjust the length and sand down the seam to conceal it.

A coat of paint and your trailer is ready!

12 AUsing 1 x 3mm strips of plastic sheet, represent the tarpaulin fasteners. Fill in the seams, sand them down carefully. Apply a coat of primer, then the colours from the Prince Augustrange: black 862, red 909 and grey 990.

J. Monternier, coll. J.-L. Rochaix

CFD locotractor N° 14 heading a goods train at Gueugnon station in **1953.**

Gueugnon Forges

He was lucky enough to visit them long, long ago. And now he tells us all about them! Who? Jean-Louis Rochaix of course. What? Gueugnon Forges!

Text and photos: **Jean-Louis Rochaix** (unless otherwise mentionned)

N	DIGOIN A ÉTANG (1re, 2e, 3e cl.)	N
(265, 276)		
●DIGOIN ..... dép.	4 » 6 » (★) 7 35 13 15 16 25 19 34 22 »	
RIGNY-CLESSY.....	4 18 6 16 7 53 13 33 16 43 19 50 22 16	
GUEUGNON.....	4 48 6 40 8 30 14 5 17 12 20 10 22 36	
VENDENESSE-S-ARROUX	4 55 6 46 8 37 14 12 17 19 20 16 22 42	
UXEAU	5 4 6 54 8 46 14 21 17 28 20 24 22 50	
●TOULON-SUR- arr.	5 17 7 6 8 59 14 34 17 42 20 36 23 2	
ARROUX (277). dép.	5 27 9 25 14 50 — —	
La BOULAYE	5 40 9 38 15 3	
CHARBONNAT.....	5 54 9 52 15 17 — —	
St-NIZIER-DETHEY..	6 4 10 » 15 25	
La TAGNIERE.....	6 14 10 10 15 35 — —	
●ÉTANG X ..... arr.	6 22 10 18 15 43	
(255)	Automotrice.	Automotrice.

								(★)
●ÉTANG X..... dép.	...	5 42	7 25	12 5	...	16 40		
La TAGNIERE.....	—	5 51	7 35	12 14	—	16 49		
St-NIZIER-DETHEY..	...	6 5	7 47	12 24	...	16 59		
CHARBONNAT.....	—	6 13	7 55	12 32	—	17 7		
La BOULAYE.....	...	6 26	8 8	12 45	...	17 20		
●TOULON-SUR- arr.		6 37	8 20	12 56	—	17 31		
ARROUX..... dép.	4 »	—	9 35	13 15	16 30	18 8	20 40	
UXEAU.....	4 14	...	9 49	13 29	16 43	18 21	20 53	
VENDENESSE-S-ARROUX.	4 23	—	9 58	13 38	16 51	18 29	21 1	
GUEUGNON.....	4 45	...	10 8	14 10	17 15	18 44	21 7	
RIGNY-CLESSY.....	5 7	—	10 29	14 32	17 35	19 4	21 27	
●DIGOIN..... arr.	5 24	...	10 46	14 49	17 50	19 19	21 42	

Jours de fête à Toulon-sur-Arroux.

(★) Train automoteur à nombre de places limité (3e classe seulement).

Timetable for the CFD line from Digoin to Etang, **1934 Chaix.**

The Saône-et-Loire line of the Chemins de Fer Départementaux, 53km long, used to run from Digoin to Étang. Its construction was approved in 1891 and the line opened in 1893, as its main purpose was to serve Gueugnon Forges. The forges dated back to 1724. They produced pig-iron and iron rods for the nail industry. As early as 1900, they began producing tin foil and underwent significant growth when a canal basin was built at Gueugnon, as materials could be shipped in flat-bottomed barges.

Railway kills waterway

Right from 1893, the railway replaced the canal boats. At Gueugnon, the station was located at the East end of the town, while the forges were at the West end. This meant running right through the town along the streets. Considered hazardous, this trip required one of the factory workmen to walk alongside the train, with a red flag to ensure safety at road intersections. The materials shipped to and from the forges represented close on three quarters of the CFD's total freight traffic. In 1917, a power station was built, with a 70m high smokestack. In 1922, a new power station was erected, which supplied electricity to the whole community. In 1931, the Wendel & Cie company took over the forges until 1983. In the meantime, the activity of the forges had decreased, leading the département to close the CFD line in 1953. However, railway services continued within the factory premises until the mid-1970s. Currently, the plant belongs to Aperam, an affiliate of the Arcelor Mittal group, run by the Indian billionaire Lakshmi Mittal. Upon closure of the factory's internal railway network, Gueugnon Forges became a "mine" of vintage locomotives in working order for heritage railways, and all of them have since been preserved. ■

DR, coll. J.-L. Rochaix

Locomotive « L'Anguille »

Fives-Lille, ex-Lagny-Mortcerf.
1872

Billard railcar and SACM 2-6-0 T

n° 203 + 201 locomotives
at Toulon-sur-Arroux in **1952**,
on the branch to Bourbon-Lancy.

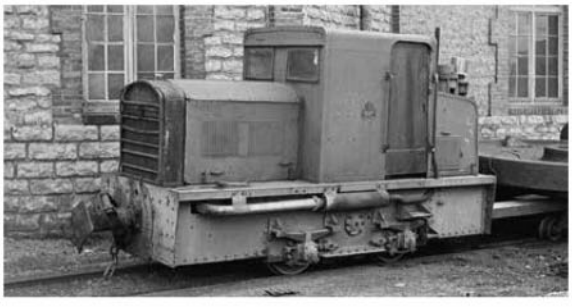
M. Rifault, coll. J.-L. Rochaix

Pinguely 0-6-0 T locomotive N° 31

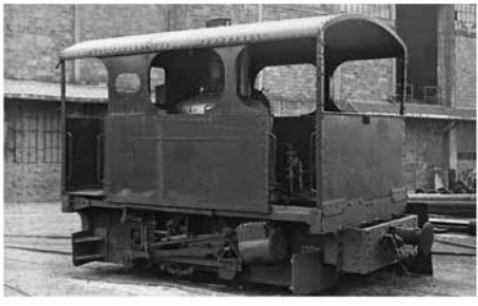
shunting at the forges.
28 February 1968.

J. Monternier, coll. J.-L. Rochaix

Tractor N° 14 built on the chassis of 2-6-0 T locomotive N° 207 seen at Toulon-sur-Arroux, in **1953**, and subsequently transferred to Egreville, on the Seine-et-Marne CFD network.



The forges' Billard T 75D locotractor, seen on **28 February 1968.**



Cockerill (Belgium) locomotive "Le Coucou" seen outside the forges depot, **28 February 1968**, now preserved at the MTVS.

Ex-CFD open wagon, fitted, used by the forges, **28 February 1968.**

Ex-CFD open wagon, unfitted, seen at the forges on **28 February 1968.**

Flat wagon adapted for carrying lime, seen at the forges on **28 February 1968.**

J. Monternier, coll. J.-L. Rochaix

Pinguely 0-6-0 T locomotive N° 101 with reinforced water tanks, seen on the turntable at the forges in 1953. This engine was transferred to the Chemin de fer de la Baie de Somme in **1975.**

Pinguely 0-6-0 T locomotive N° 103, ex-Morbihan, seen in the forges depot, **28 February 1968.**

RECONSTRUCTION

Built in 1909 by Pinguely in Lyon for the Tramways de l'Isère, 0-6-0 N° 31 had an eventful life. Originally a tram engine, it featured a driving cab at each end, which avoided turning the locomotive at the end of each journey, and enabled the driver to have better visibility when running through the many towns and villages. Transferred to the VFD (Voies Ferrées du Dauphiné) system, it was moved to Vizille in 1939. When operations ended, the engine was dispatched to Gueugnon Forges. It then enjoyed a long industrial life, until 1975, losing its second cab on the way. By then it had become the last narrow gauge steam locomotive still in regular service in France and was preserved by the SGVA and FACS associations. Restored at Gray workshops, it arrived new or almost in Tournon in 1978, where it began a new career on the Vivarais heritage railway.

Coll J.-L. Rochaix

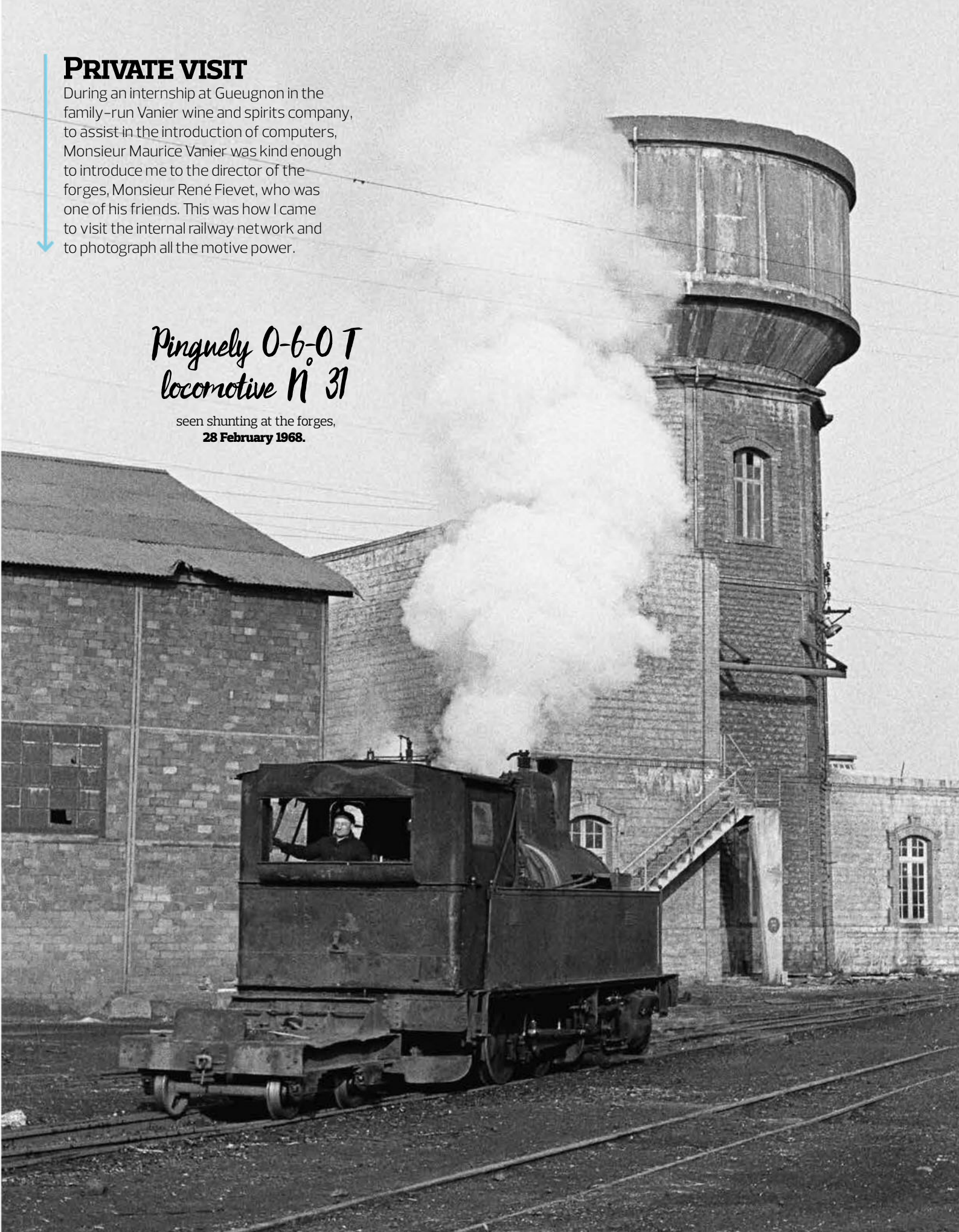
Arrival in Isère
of the Pinguely tram locomotive
in 1909

Pinguely 0-6-0 T locomotive N° 31, which became N° 51, "Isère" at Gueugnon Forges on **28 February 1968.**

Pinguely 0-6-0 T locomotive N° 31 restored by the SGVA with its two cabs, seen at Tournon, **26 May 1996.**

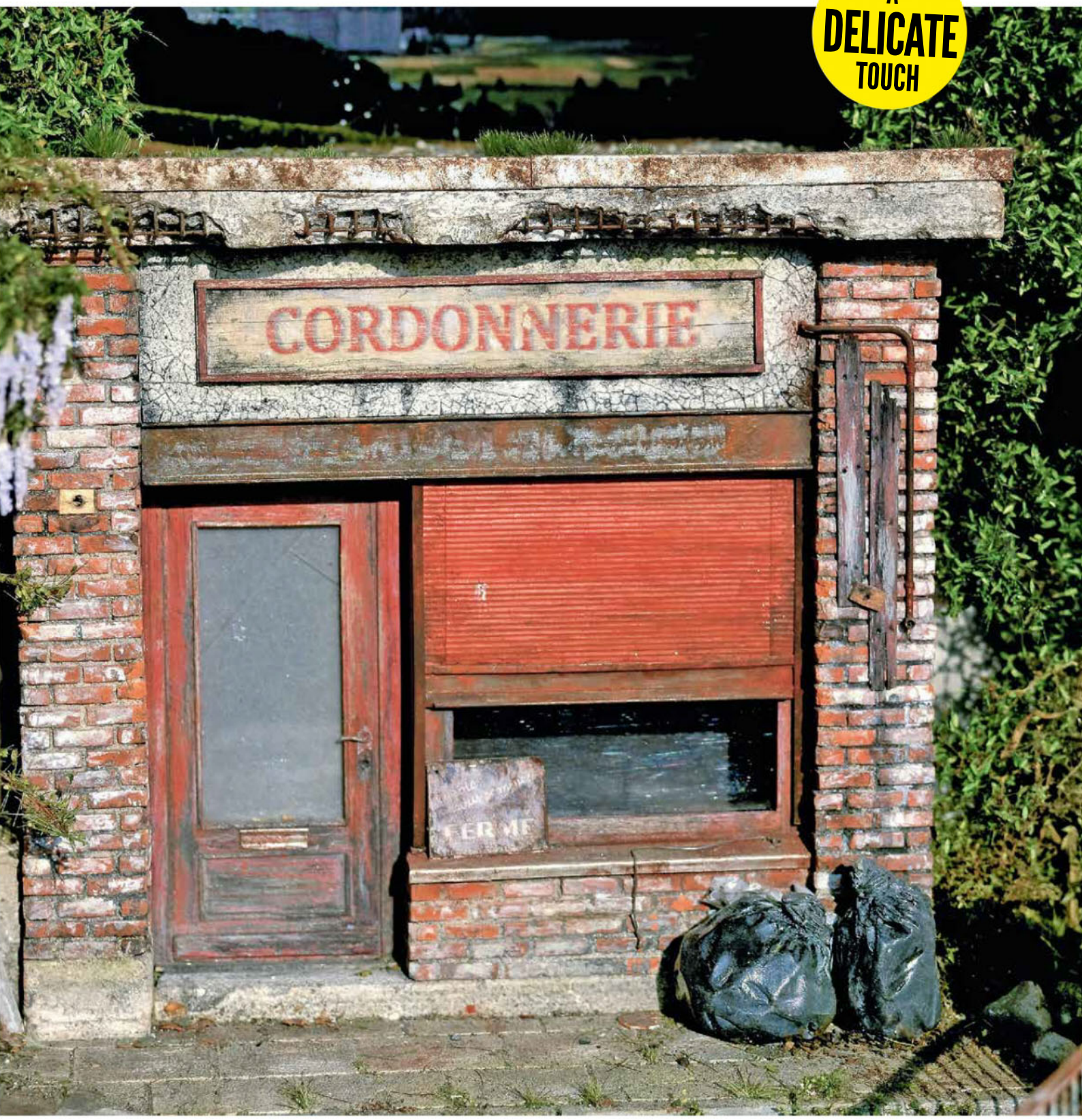
Private visit

During an internship at Gueugnon in the family-run Vanier wine and spirits company, to assist in the introduction of computers, Monsieur Maurice Vanier was kind enough to introduce me to the director of the forges, Monsieur René Fievet, who was one of his friends. This was how I came to visit the internal railway network and to photograph all the motive power.



Pinguely 0-6-0 T locomotive N° 31

seen shunting at the forges,
28 February 1968.



In a corner of the layout, on the small square, stands this old cobbler's shop, now closed. The facade is decrepit and the window has been whitewashed. Two rubbish bags give life to the scene.

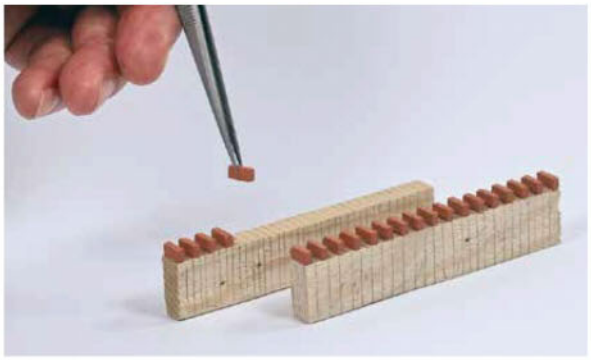
SMALL TOWN SCENES: *the cobbler's shop*

After having described his approach to modelling, Marcel Ackle now delivers his first tutorial: a shop front. Take a seat, there's still room in the first row.

Text and illustrations: **Marcel Ackle**

For this first practical course in urban modelling, Marcel shows us how he designs and builds a small brick and concrete structure. The first stage consists in drawing the facade on a sheet of paper before moving on to construction proper.

The basic materials for the side pillars of the building: terra cotta bricks (www.miniaturziegel.de), wood strips and some wood glue.



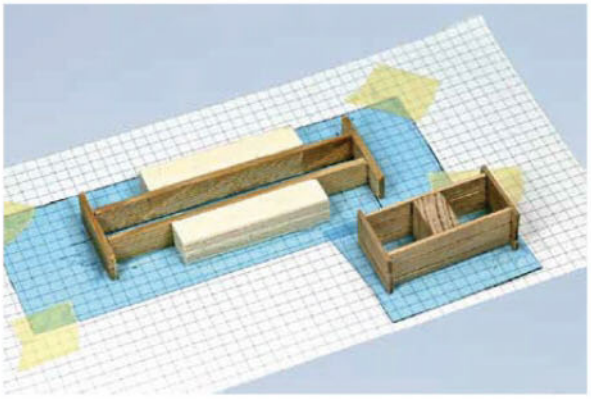
To start with, I glue the intermediary bricks, making sure the joints are staggered.

The bricks are all glued to the wood strip, and I check regularly against the drawing.

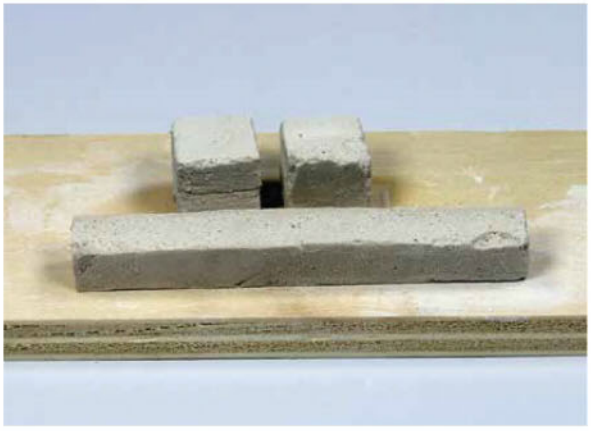
The two pillars seen in their final condition. A blend of 65% fine sand and 35% modelling plaster is used to fill the joints between the bricks. Water is then applied with a pipette.

An off-cut of 10mm thick plywood is cut out to the shape of the facade, and the various parts are glued to it. The wood is painted with acrylic colours. The weathering of the wood and bricks is achieved with poster and water paints.

The door and its frame are made out of lime wood.



Here are the simple wood frames in which plaster is cast. The drawings of the planks and the joints are carefully crafted.



And this is what the result looks like once the casting work is complete.

To reproduce the specific shade of concrete, I use fine MIG pigments ref. 3009 (Gun metal) diluted in water. This wash is applied with a paintbrush.

The concrete bases are glued with wood glue under the pillars and the brick wall.

I use polystyrene strip to model the standard I girder which acts as the door lintel. It is painted with acrylic colours. I use the hair lacquer technique: start by painting the girder in a rust shade. Apply a thin spray of hair lacquer, then a coat of acrylic for the final colour. Once dry, remove the colour with a damp stiff paintbrush, the rust shade will re-appear.

For the cracked wall, start by making a mould out of 0.5mm strips glued to a sheet of transparent film. Pour the plaster and smooth it with a ruler along the top of the mould. Remove the casting with care and glue it in place. Crack the plaster by pressing delicately with your fingers. Stain the casting with a coloured wash.

Make the sign on a computer. I always make several trials. Print them back to front.

The sign suitably dimensioned.

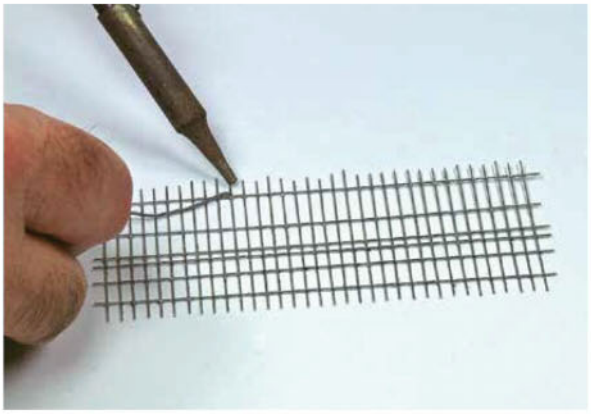
Position the paper back to front on the wood panel of the sign, apply a domestic clothes iron.

The heat from the iron transfers the lettering onto the wood.

Here is the result once coloured and weathered.

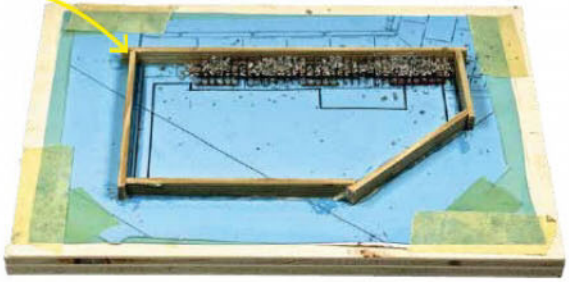
For the door and the boards of the window, I use lime wood. The rolling curtain and the window sill are cut out of a 0.15mm thick aluminium sheet. The guides are cut out of brass strip. This assembly is then sanded, given a coat of primer and painted with acrylic colours.

Here is the result of the previous stages.



The metal trellis of the reinforced concrete slabs is made out of 0.4mm brass wire, soldered.

Mould in wood



The trellis is shaped and placed in the mould made for the concrete slab. To model split concrete, fill with sand wherever the trellis must appear before pouring the liquid plaster.

Once the casting has been taken out of the mould and the sand removed, scratch the plaster along the cracks.

During shows, Marcel displays his techniques in detail to the public

Glue the concrete slap in place, stain the plaster with a concrete-shaded wash. Paint the trellis in rust colour.

Our building is ready to be installed on the layout.

J-L. Rochaix collection.

Dhuizon station.

Great little trains of Sologne

Pleasant groves, vast forests, rich fauna, and an ancient trackbed where ballast can still be seen here and there. Let's visit the land of Raboliot, so well described by Maurice Genevoix*.

Text and illustrations: **Vincent Lepais**
(unless otherwise mentioned)

In the land of Raboliot

* Translator's note: Maurice Genevoix (1890-1980) was a French novelist and poet. Somewhat forgotten today, but very popular between the wars, he won the prestigious Goncourt literary prize in 1925 for "Raboliot", the story of a Sologne poacher.

The Sologne region, well known for the Le Blanc to Argent line that ran through it from North to South, was also served by other meter gauge railways: the *Tramways du Loiret*, and the *Tramways du Loir-et-Cher*. We shall focus on this second company, taking a closer look at Dhuizon station, whose architecture was unique on the system. It was located on the line from Blois to Lamotte-Beuvron.

HISTORICAL BACKGROUND

The first two lines allocated to the *Compagnie des Tramways du Loir-et-Cher* in 1886 connected Blois to Lamotte-Beuvron and to Ouzouer-le-Marché. They opened in September and November 1888, ▪▪▪

Vintage postcard. V. Lepais collection.

Dhuizon station, seen from the other end.

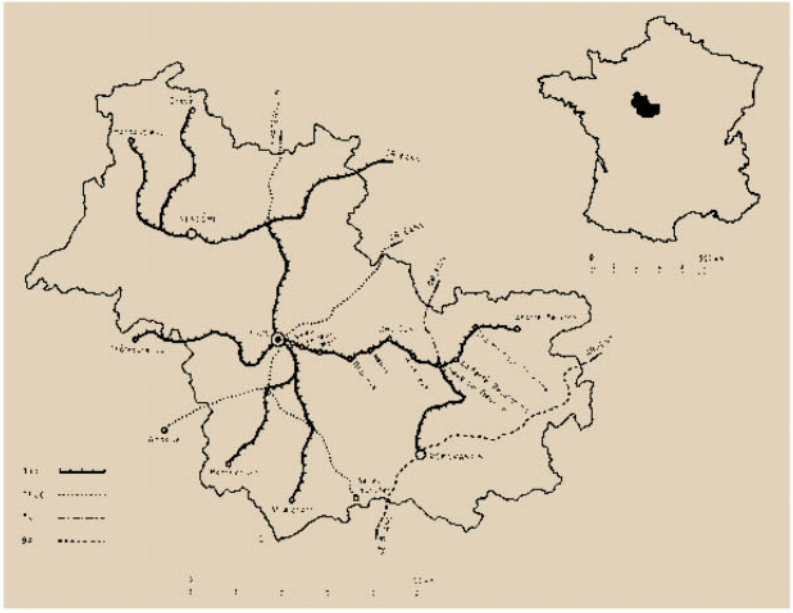
Vintage postcard. V. Lepais collection.

Transshipment of goods at Dhuizon station.

▪▪▪ respectively. The operator was the same as that of the Tramways de la Sarthe system, so the motive power and rolling stock were identical. Orders were assigned to builders depending on the degree of "urgency", rather than on where the locomotives would be actually running.

Other lines followed, and a second system was built subsequently in the Loiret departement.

During the 1920's, the company began losing money. Like elsewhere, attempts to save on costs involved introducing railcars: Crochat, de Dion-Bouton, Campagne and Panhard (using wood gasifiers). The results were mixed.



Drawing V. Lepais.

Map of the *Tramways du Loir-et-Cher* network.

Map of the line

With losses continuing to grow, the system was transferred in 1934 to the *Société générale des Transports départementaux*, which gradually replaced the trains by buses.

DHUIZON STATION

The station building at Dhuizon was located in the middle of the town. The station had one main track and two loop sidings, the latter being connected, via turntables, to three dead-end sidings. This was where wagons were loaded or unloaded. It must not be forgotten that Sologne always has been a major wood-producing area. One of the railway's main customers was Marchenoir sawmill, which boasted its own 60cm railway network, operated with a Type 1 Decauville 0-4-0 engine, weighing 3.150 tons empty (see Decauville catalogue). Although this plant was actually located on the line to Ouzouer-le-Marché, why not imagine a connection between the meter and narrow gauge on your layout, together with a sawmill!

The building is very simple, but its architecture is particularly neat. The walls, of stone blocks clad with lime mortar, are built on a lower section of opus incertum crowned with a row of red bricks. The quoins combine sandstone blocks and multi-coloured bricks, which are also found on the openings on the track side and the door facing Lamotte-Beuvron. They feature dressed lintels shaped like segmented arks, with limestone keystones for the doors. The roof is covered with Angers slate. The roof ends featured zinc valances, still in place today. Details will be found in the drawings of the building.

The rear wall and the gable facing Blois are blind. The station name was inscribed on a wooden board located above the door. Its outline remained visible when I made my observations and the lettering ▪▪▪

Details of the French window on the side facing the tracks. 28 October 2013.

The roof end valance seam on the station front. 28 October 2013.

Window on the side facing the tracks. 28 October 2013.

Door on the Lamotte-Beuvron side. October 2013.

The station building seen at the Lamotte-Beuvron end. October 2013.

The drawings of the building are in the central folder

Dhuizon station building, side facing the tracks. 28 October 2013.

J.-L. Rochaix collection.

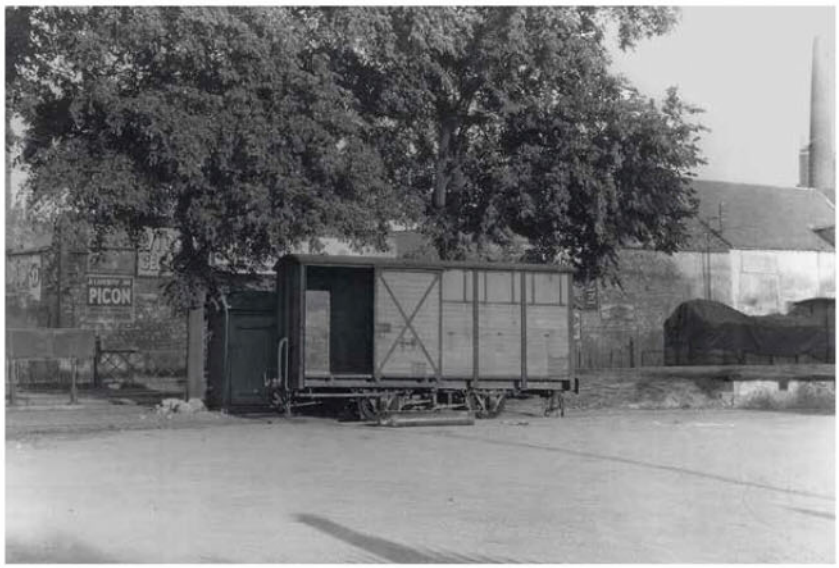
Corpet Louvet 0–6–0 T locomotive n° 55.

▪▪▪ could be seen on a vintage postcard, which made it possible to reflect it in the drawings.

TLC MOTIVE POWER AND ROLLING STOCK

Both the engines, tram and single-cab Blanc-Misseron 0-6-0 T locomotives, and the goods wagons were the same as those found on the Sarthe system. Later on, the railway ordered some 18 ton 0-6-0 T engines from Corpet-Louvet. This type of stock was produced a long time ago in H0m scale by Gécomodel.

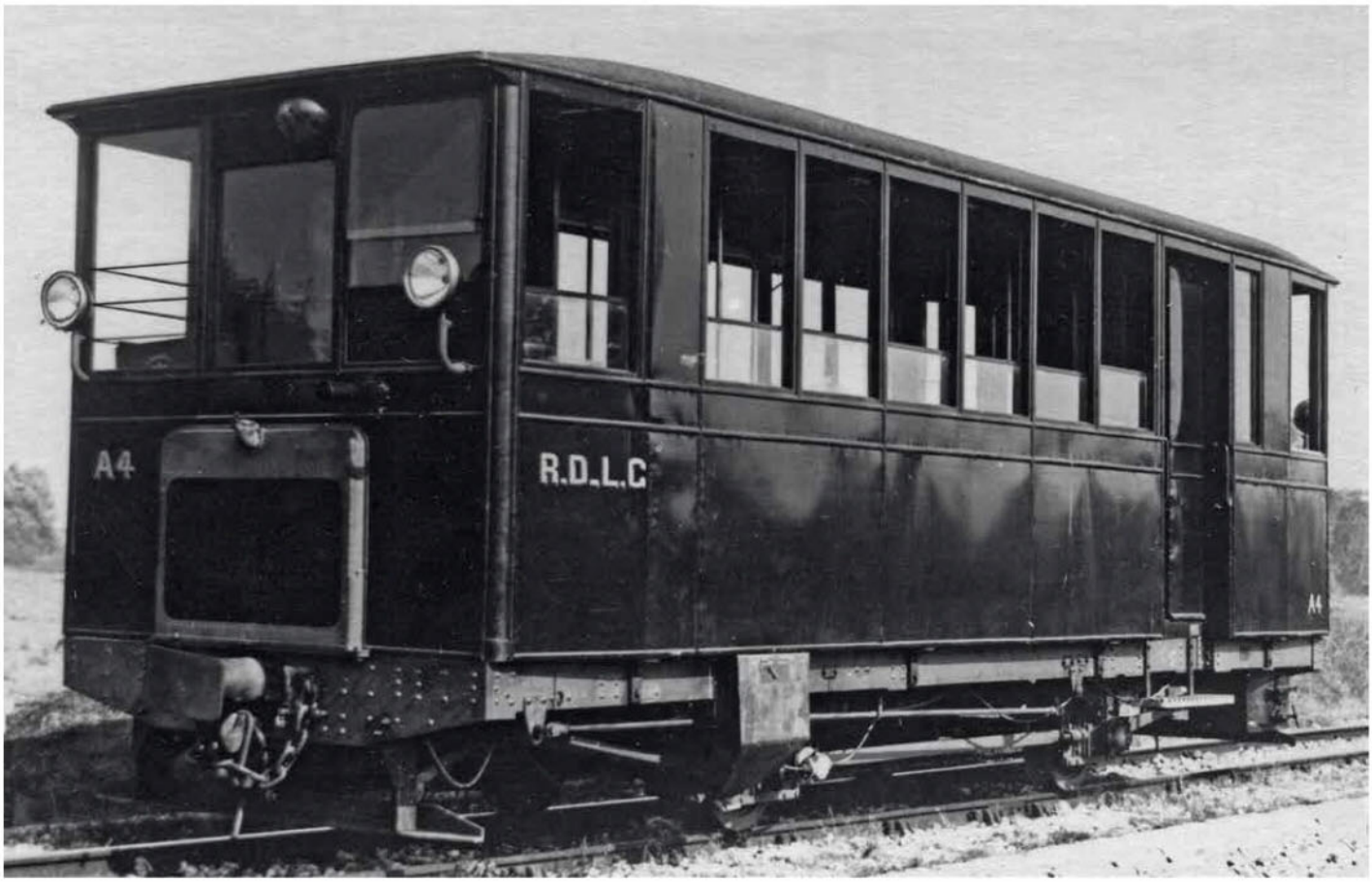
The Crochat railcar shown in the folder of drawings of the current issue was numbered A1. It was delivered in December 1923 and authorized to run in March 1924. It is considered to be an adaptation to meter gauge of the PT type from the Pithiviers-Toury 60cm gauge line. It could carry 41 passengers. Originally, power was provided by a 28hp Aster generator. Decauville (which had taken over Crochat) replaced it by a 42hp unit. The original power unit was fitted to the Crochat assigned to the *Tramways d'Eure-et-Loir*. Put into service on the Blois to Montrichard line in April 1927, this railcar then ran between Neung-sur-Beuvron and Romorantin. It featured a grey livery with blue lining, and later a dark green one. When scrapped upon closure of the lines, it had travelled more than 200,000km. ▪▪▪



R. Maresco. J.-L. Rochaix collection

Closed van with sliding door, N° K404.

J.-L. Rochaix collection.



Laplanche. J.-L. Rochaix collection.

WOOD GASIFIER

1928

A4 railcar.

Campagne railcar A6, seen in Blois ca. 1928.
Note the trailer for goods and parcels traffic.

LOIR-ET CHER AND THE RAILCARS

Like other secondary railways, the TLC began losing money hand over hand in the post-WWII years. In April 1927, the département bought back the network and took over its operation. Two Campagne and two Panhard & Levassor 40hp railcars were ordered in 1928. The first were assigned to the Neung-Romorantin line (n° A3 and A4; the other two (operating on gasified wood) ran on the Blois-Châteaurenault route (A5 and A6).

V. Lepais collection.

Orléans Saint-Marceau station.

V. Lepais collection.

Blois Saint-Lazare station.

GOING THE EXTRA MILE

The architecture on the Tramways du Loir-et-Cher, and later on the Tramways du Loiret, was unusually elaborate for secondary railways. Besides the care taken when building the small station at Dhuizon, other stations were erected in a neo-Renaissance style. For example the buildings at Couddes, Saint-Romain-sur-Cher, Cellettes or Contres, as well as the splendid station building at Blois-Saint-Lazare on the Loir-et-Cher network. Not forgetting either the very fine Orléans-Saint-Marceau station, which sadly no longer stands.

Many topics worthy of a place on your layouts. *Voie Libre* remains at your service to provide you with drawings and other reliable documentary sources.

J.-P. Rethoret collection.

Saint-Romain station is built on the same pattern, seen here from the tracks.

Vintage postcard. V. Lepais collection.

Contres station, admire the contouring that also graces the water tower.

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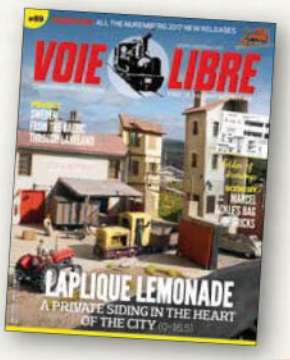

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Dhuizon station building

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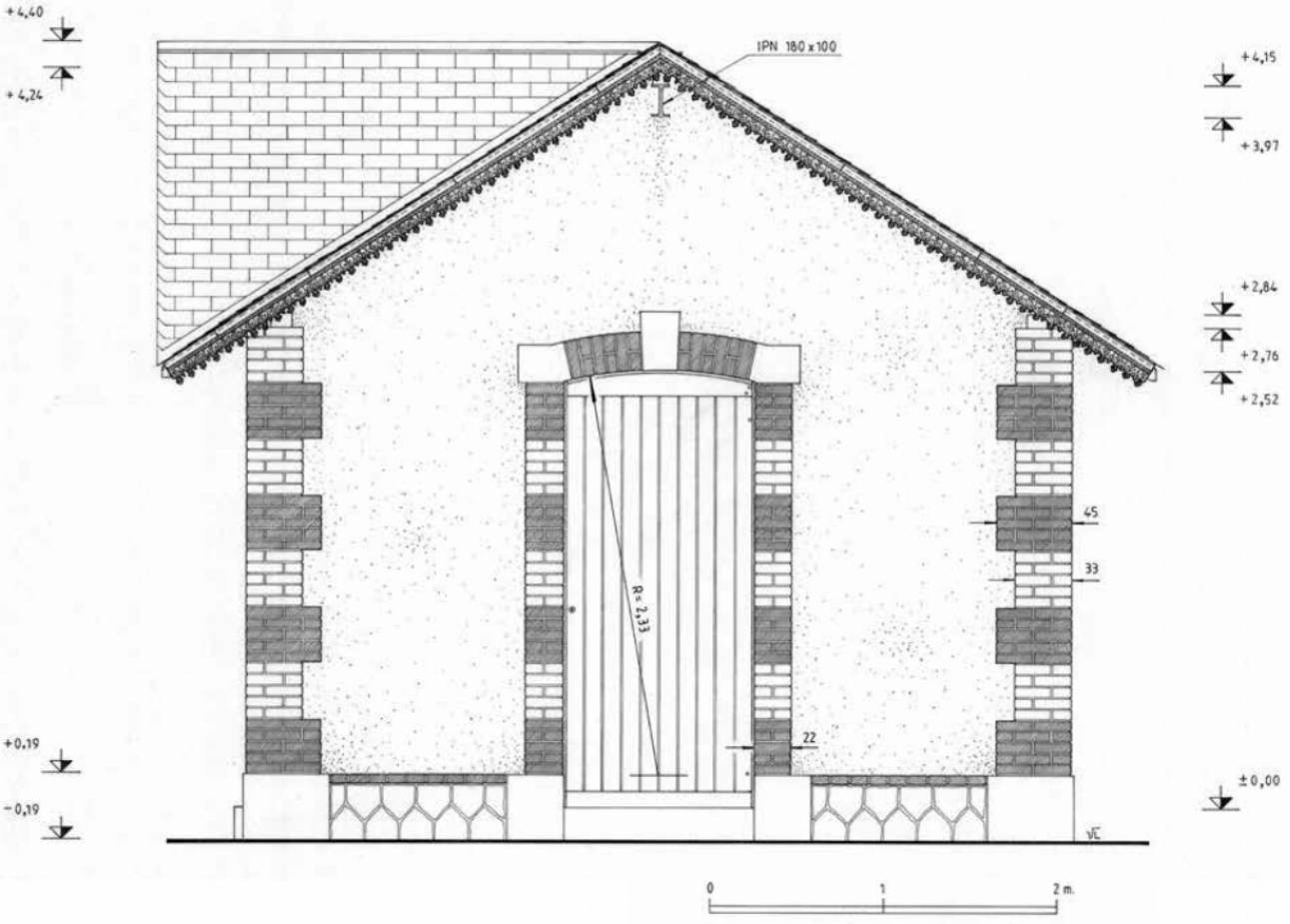
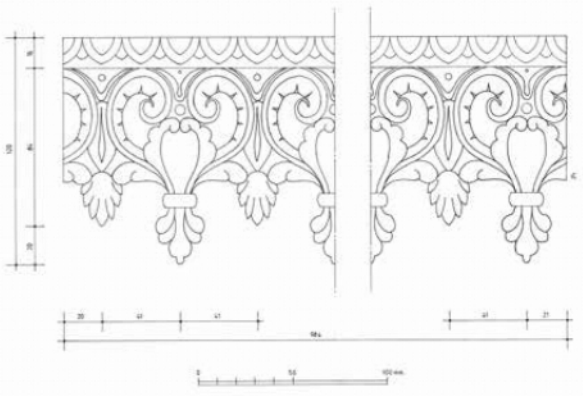


Elevation of the gable wall on the Lamotte-Beuvron side



Detail of the valance

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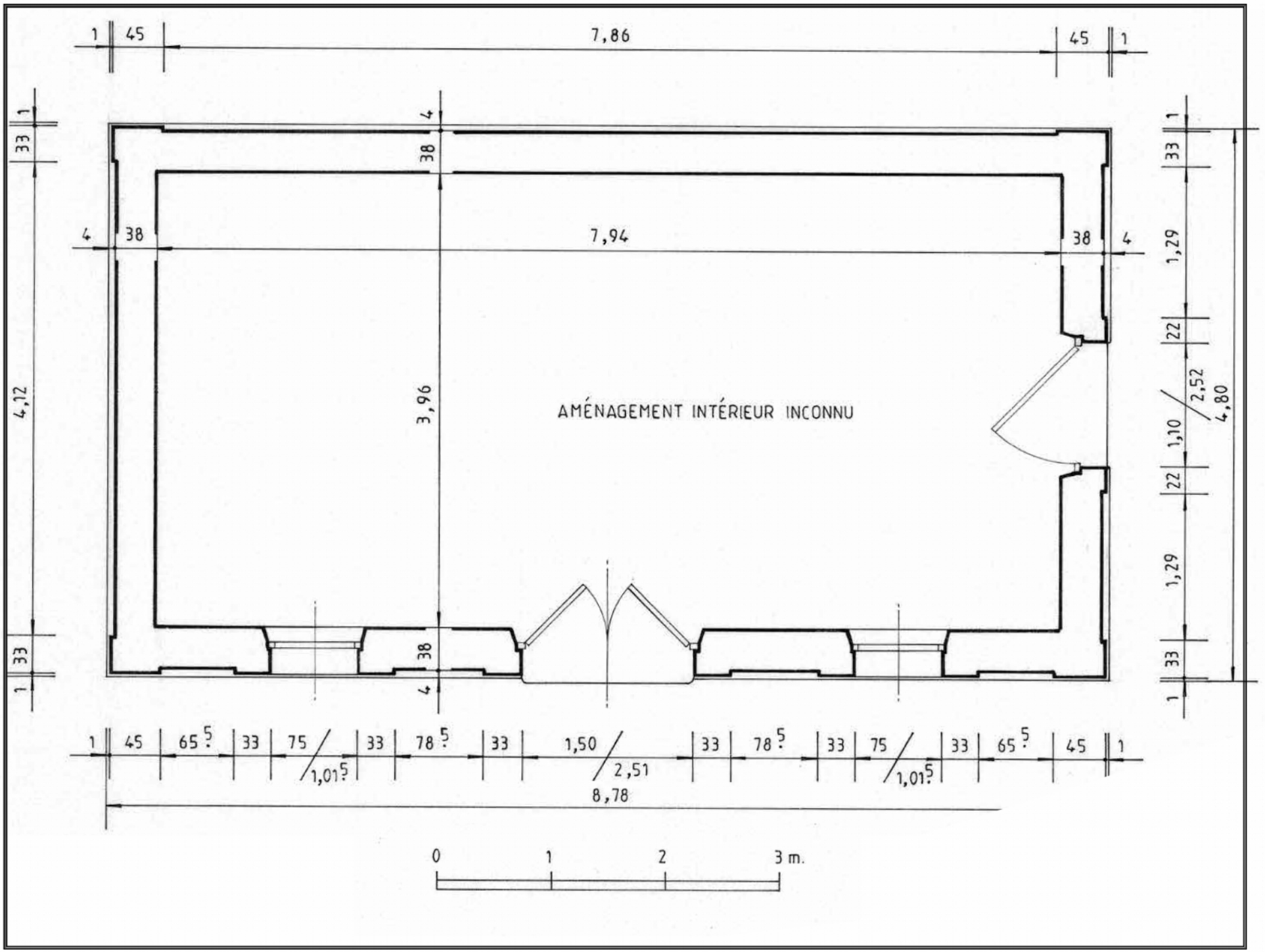
ELEVATION OF THE FRONT ON THE TRACK SIDE


1
45
7,86
45
1
4
38
7,94
38
4
3,96
AMÉNAGEMENT INTÉRIEUR INCONNU
4,12
1
33
1,29
22
1,10
2,52
4,80
65,5
75
1,01,5
1,50
2,51
78,5
8,78
0
1
2
3 m.

Dhuizon station

TRACKPLAN

Scale 1/500. Drawing Vincent Lepais.

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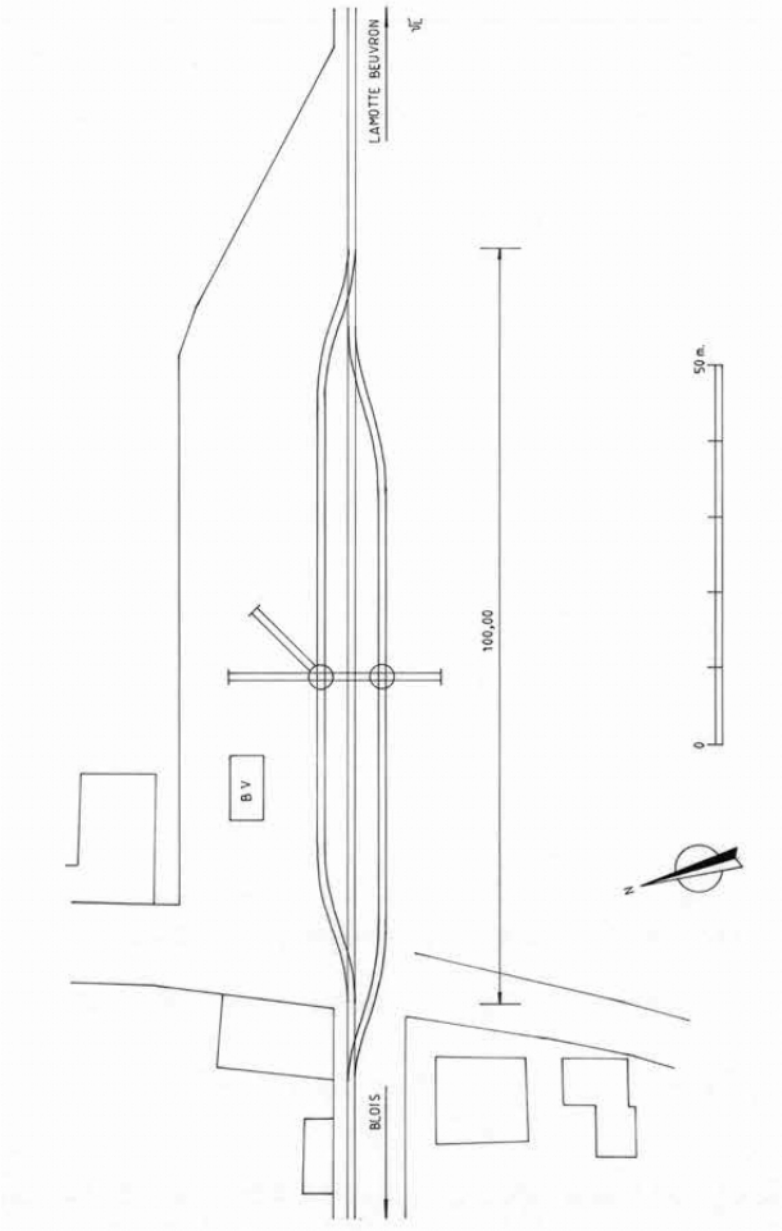

Crochat LC type railcar nºAT1 of the Tramways du Loir-et-Cher

Scale1/43.5. Drawing Vincent Lepais.

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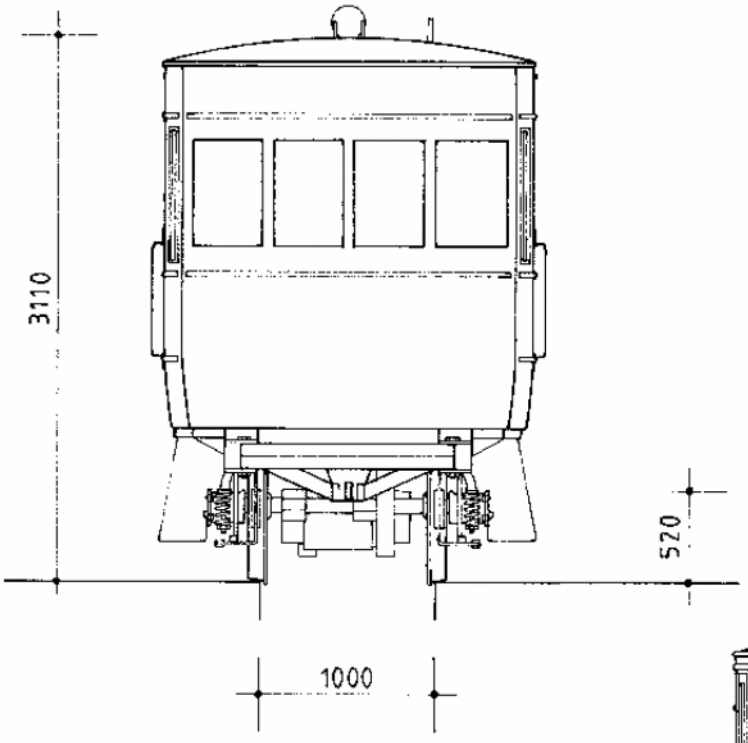

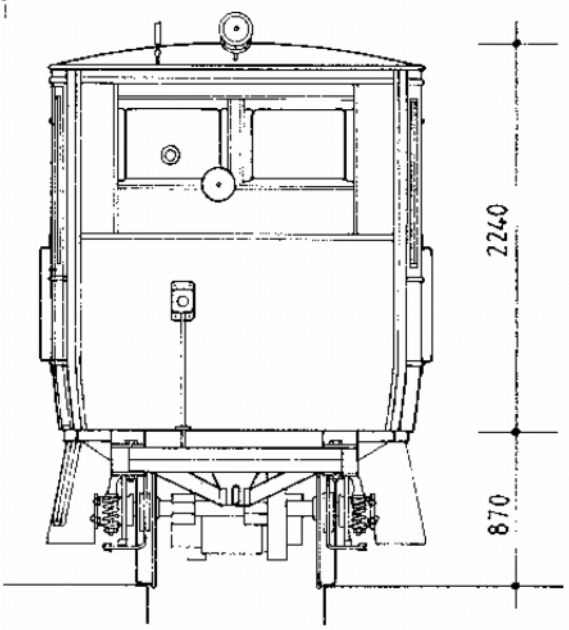

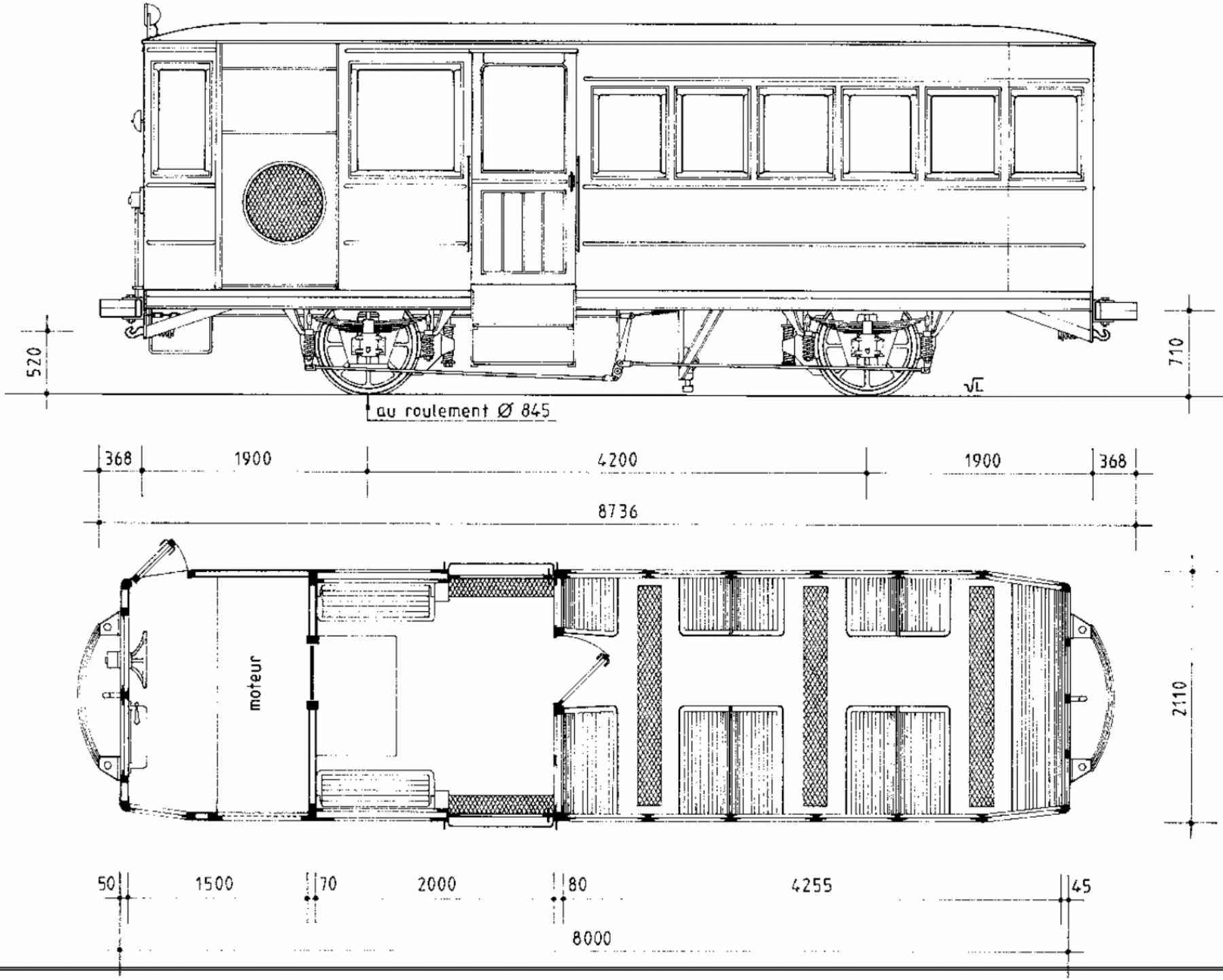
520
710
au roulement Ø 845
368
1900
4200
1900
368
8736
moteur
2110
50
1500
70
2000
80
4255
45
8000

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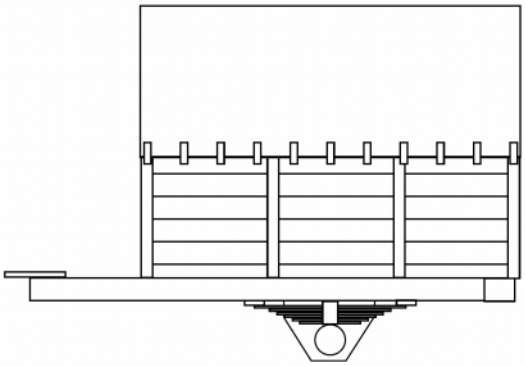
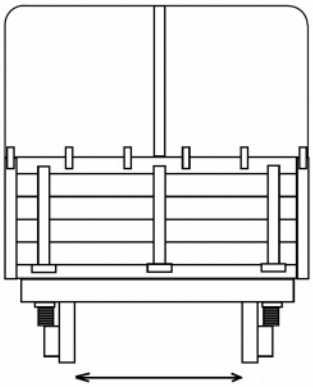
Two-wheeler trailer

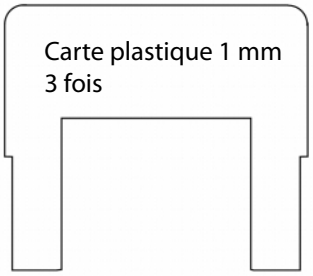
Elevation drawings and drawings of the parts

Scale 1/43.5.





Variable en fonction de
l'écartement retenu



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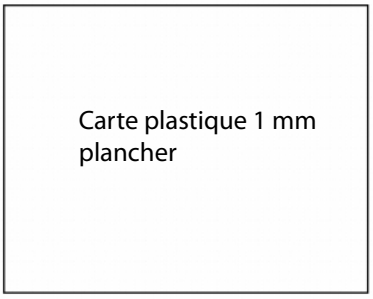
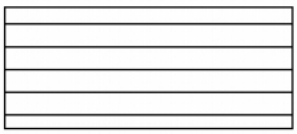


Carte plastique 1 mm
plancher

Carte plastique 3 mm

Carte plastique 1 mm
2 fois



Carte plastique 1 mm
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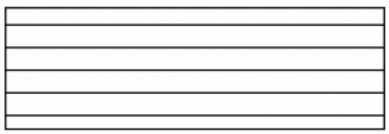

Carte plastique 1 mm
2 fois