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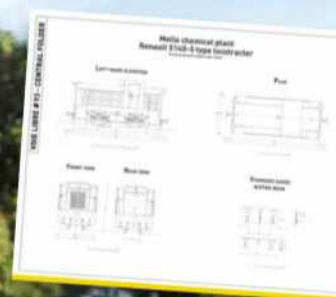
KIND OF RAILWAY MODELLING

## MOTIVE POWER

### BUILDING A COFERNA IN 0-16.5

## LAYOUT

### CALENBERG: NARROW GAUGE AND LIME

*Central folder*

## DOSSIER

# ABRESCHVILLER THE EXTRAORDINARY!



# Les P'tits Kits

announce their latest creation

## The Abreschviller forestry consist

Created by Jean-Pierre Duval



**Limited stock**



The set consists of a kit for building a closed van, an open "rattletrap" bench wagon, a toolbox on rails and four bolster trucks with the axles and the couplers, some real logs and their securing chains, a set of decals for numbering the wagons and an instruction sheet.

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# VOIE LIBRE

INTERNATIONAL  
KIND OF RAILWAY MODELLING

## Editorial #93

### MODELLERS, JUST TRY!

In a parody of Michel Audiard's famous aphorism, I could have written: "Modellers will try anything, that's how you can tell them apart", as I am convinced that the very essence of our hobby is creativity. The pages of the present issue amply demonstrate it: one modeller converts a commercial model to meet his tastes! Another uses a donor chassis and specially made parts to build his very

own model! A third one tells us a true story while evoking it in H0 scale! And a fourth one selects stock from various sources to model a historical railway as he perceives it! Our hobby is a technical one. But it wouldn't mean much without the large doses of creativity, spontaneity or inventiveness that propel it into the world of fine arts.

Try, modellers, just try!

*François Fontana*

→ Follow us on   Keep in touch all the year round with **VOIE LIBRE** on [blog.voielibre.com](http://blog.voielibre.com)

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### Central folder

CHEMIN DE FER DE LA VALLÉE  
DE L'OUICHE. WORKSHOP WAGON  
ON A PECHOT PLATFORM

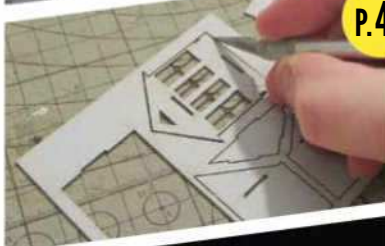
MELLE CHEMICAL PLANT.  
RENAULT 5140-5 TYPE LOCOTRACTOR  
COFERNA LOCOTRACTOR

## In pictures

P.22



P.48



P.54





## TILLIG : A NEW VERSION OF THE SPREEWALDBAHN 0-6-0 T

Seven of these engines were built between 1897 and 1903 by Hohenzollern in Düsseldorf for the Spreewald meter gauge network, known in those days as LCK. They ran until 1968/1971, numbered DR 99 5701 to 5707. This network was located in the Cottbus region of what was at the time East Germany. They weighed 21t, developed a power of 107 kW/145hp, and could reach a speed of 35kp/h. The large air tank located on the right hand side of the running board and the air compressor oddly fitted on the left-hand side of the smokebox front gave them a distinctive appearance. In the years 1952/1953, they were fitted with a Knorr air brake to replace the classical Heberlein cable brake. The latter, unlike what was customary on Saxon railways, ran under the chassis rather than along the roof. The engine reviewed here is numbered 99 5701, and looks therefore like the prototype did from 1952 until its withdrawal in 1970 (scrapped in 1974). The only surviving engine of this class is number 99 5703, preserved

under cover at Lübbenau with a composite carriage, sheltered but out of working order. This is a new release by Tillig, as this model was originally made a long time ago by Zeuke, a typical production from beyond the Iron Curtain. The chassis, derived from a TT scale model, is completely new. The engraving, although not

as elaborate as that of the Harz railway version recently released, is acceptable and the detailing is of a good standard. Prototypically, the driving rod works the third axle, and the double eccentric Allen valve gear is very neatly modelled. Once the engine is out of its box, you'll still have to fit the air compressor and optionally the scale buffers and couplers to replace the standard loop couplers that are factory-fitted to the model, not forgetting the brake hoses. Add a driver (from the Roco range in my case) and you'll have a very pleasing little engine which runs very well and smoothly, albeit a little too fast under 12V in analogue. It features a standardized NEM 662/NEXT 18 socket as well as working and reversible 3-lamp LED lights. The decoder socket can be accessed by gently prising open the lower part of the cab, starting behind the coal bunker. Electrical pickup is via all three axles

*Jacques Royan*



**TILLIG / REF. 2912 / PRICE OBSERVED 190 TO 215€**

ON30  
0-16.5

## BACHMANN SPECTRUM : A LOGGING CABOOSE

This attractive caboose in On30 scale (1/48th on 16.5mm gauge track) represents a short model with wooden sides and a curved and riveted metal roof. It is very neatly modelled. Fitted to the 18 foot chassis produced by the brand, it is a freestyle model, like the derrick car. There used to be large quantities of such vehicles, some completely home-built, others being converted wagons. It is therefore perfectly suited to a forestry or mining railway or to a secondary one. Two versions are available, one without a cupola, meaning 6 references in total, three with markings and no company name, and three with markings, as follows:

- 26561 without cupola: grey MOW 003X.

- 26562 without cupola: red.
- 26563 without cupola: yellow.
- 26564 with cupola: red « White Pass ».
- 26905 with cupola: oxyde red « Durango & Silverton ».

26566 with cupola: oxyde red. The latter illustrated. It is fitted with Arch Bar type bogies (Diamond low type) and 0.42 inch (10.7mm) metal wheels. The bogies have very fine detailing and are fitted to the 18 foot wagons produced by the brand. EZ Mate mark II couplers are fitted to the body. The caboose is 121mm long (without couplers), 51mm wide (with handrail) and 80mm above the rail at chimney level. It is ballasted and weighs 110g. Coupled to the derrick car and to a flat wagon, it will contribute to making up a fine maintenance train.



By using references 27202 (low-sided open wagon), 26901 (crane wagon) and 26561 (caboose without cupola), you can obtain a pleasing MOW (maintenance of way) consists in original livery.

*Alain Gavaud*

**BACHMANN SPECTRUM / REF. 26561 TO 26566**

**FACTORY PRICE: 69 USD; MAIL-ORDER PRICE: FROM 45 TO 50 USD, PLUS POSTAGE AND TAXES**

ON30  
0-16.5

## BACHMANN SPECTRUM : A CRANE WAGON

This attractive maintenance wagon consists of one of the brand's flat wagons, fitted with a very neatly detailed (non working) loading boom, a steam winch based on reference 27301 and a shelter. Five references are available: three with markings and no company name, and two with such names:

- 26901: grey.
- 26902: yellow.
- 26903: red oxide.
- 26904: grey « Durango & Silverton ».
- 26905: red « White Pass ».

The model is supplied with Arch Bar type bogies (Diamond short model), like most wagons produced by this brand, and with EZ Mate mark II couplers fitted to the body. The wagon is 160mm long (without couplers), 57mm wide and its height above the rails varies between 101mm at chimney level and 95mm at boom level (beware of tunnels, fortunately, there aren't many in the U.S.!). Coupled to a Bachmann 18 foot flat wagon (ref. 26512), with a narrower loading gauge, or to a low-sided gondola (ref. 27201), it will be quite at home on any forestry, mining or local railway. There was no real prototype for these types of wagons, as they were often built locally, just like this one! They were mainly used to lift tree trunks or medium-weight loads for maintenance work.

*Alain Gavaud*



**BACHMANN SPECTRUM / REF. 26901 TO 26905**

**FACTORY PRICE: 99 USD; MAIL ORDER PRICE: FROM 76 TO 85 USD, PLUS POSTAGE AND TAXES**

# What's New

H0-9

## JELLYMODELS : A BATTERY-OPERATED LOCOMOTIVE



We are offered a stretched version of an earlier model. In issue 89 of Voie Libre, we reviewed the small motor trolley designed to fit over a Hakotetsu driving mechanism in 9mm gauge. This is the same body, but with two driving cabs added,

one at each end (converting the model into a tiny tramway) and a new clerestoried roof. The body is made out of accurately cast resin. Ideal for building an imaginary layout with very sharp curves!

*François Fontana*

### JELLYMODELS

WWW.JELLYMODELS.COM

REF. NG0043

KIT WITHOUT DRIVING MECHANISM: 35€ MOTORIZED,  
PAINTED AND READY-TO-RUN MODEL: 91€

## JELLYMODELS : A 103MM DIAMETER CIRCLE OF TRACK

Here is a rather whimsical item for us: a 103mm diameter circle of track, supplied assembled, with feed wires fitted. Actually, an ideal opportunity to conjure up a meticulously detailed and weathered cameo. Something to simply have fun with, while having a working model on which a mini-tramway or an ultra-short industrial train can be run.

*François Fontana*



### JELLYMODELS

JOKE TRACK

PRICE: 25€

H0-9

## HAPO : AN ELECTRIC LOCOMOTIVE

For fans of electrified industrial railways, Hapo produces a small Orenstein & Koppel electric locomotive, with a bow-string pick-up. The model is all-brass, and available in two liveries, green or blue.

*Hapo*

### HAPO

FELDBAHN ELEKTROMOTIVE  
PRICE: 317€ PLUS POSTAGE



H0-9  
H0-12



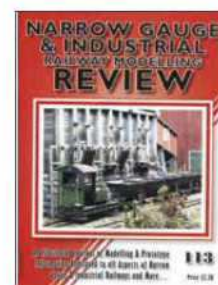
## HAPO : A TURNTABLE

Available with or without a driving mechanism, this is Hapo's latest turntable. 16cm long, it can accommodate the longest steam locomotives in H0-9 and most of those in H0-12.

*Hapo*

HAPO / DREHSCHIEBE BÜHNENLÄNGE / NON-MOTORIZED: 249€ / MOTORIZED: 291€

## PRESS REVIEW





## TRAMANIA : NEW BELGIAN TRAMWAY MOTOR UNITS, BY SUBSCRIPTION

TRAMANIA is preparing metal (steel, brass) and wood kits of three new tramway motor units, or more accurately one motor-unit in three different versions: SNCV GE800, BIB Bruxelles-Ixelles-Boendael and North 1-14 or SNCV 9169-9182. The models will be fitted with 9-pole Maxon motors. The trolley pole is operational. For sturdiness, the chassis will be made of steel, and the bodies will combine brass U-shaped girders and wood. Different decals, badges and numbers will be available. The subscription is open until 15th July 2018. The price of the kit is 350€ plus postage.



TRAMANIA / [WWW.TRAMANIA.COM](http://WWW.TRAMANIA.COM)

Issue 284 of **Voie Étroite** contains a fine "night-time" feature about the Leighton Buzzard Railway, as well as an article about the surviving Bord na Mona peat networks in Ireland. The future of these 3 foot lines appears to be ensured until 2030. Issue 385 of **Chemins de fer régionaux et tramways** takes a look at what was at the time modern stock: the L type Paris tramways, of which 475 units ran from 1925 to 1938. Still in the field of urban transport, Issue 70 of **Rail & Industrie** features a dossier about the London postal underground system. **The Narrow gauge & industrial railway modelling review** confirms its fondness for Scandinavia with a 1/35 scale diorama built around traditional Swedish wood buildings (issue 113). The Newsletter of the **Cercle ferroviaire corse** contains a fine article about the Bambinu girder bridge: historical study, photos and drawings.

*The Editorail Team*

## Book

### CHEMINS DE FER PRIVÉS VAUDOIS 2009 – 2017 [PRIVATE RAILWAYS OF VAUD 2009-2017]

This new book follows on from others dedicated to railways in the Swiss canton of Vaud. It paints a detailed picture of all the modernizations carried out on the new rolling stock that has been in service since 2009. As usual, the square format graphic design is of a very high standard. Each page features one or two large photographs, with very accurate diagrams of the stock. The photographs are superb, with great lighting, and even though some snow appears here and there, all are taken in the sunshine. This book gives an ideal image of what secondary railways should be like all over Europe!

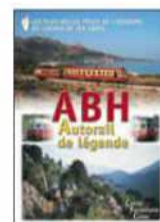
*François Fontana*



**Chemins de fer privés vaudois 2009-2017**  
Ouvrage collectif  
Édition La Raillière  
[La.railliere@bluewin.ch](mailto:La.railliere@bluewin.ch)  
400 pages, colour, hardbound  
Price 79 CHF plus postage

## PREVIEW

You can already reserve the book "ABH autorails de légende" ["The legendary ABH railcars"] published by the Cercle Ferroviaire Corse. 100 pages, more than 200 illustrations, price 24€ including postage. Information and orders at the following Internet address: [<cercle-ferroviaire-corse@orange.fr>](mailto:cercle-ferroviaire-corse@orange.fr).



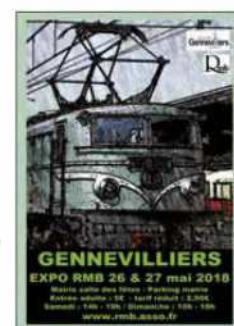
## GATHERINGS

Meet us or other members of the editorial team at the springtime shows!



**SAMOËNS (74)**  
**19 AND 20 MAY**  
Septi Modèles

**GENNEVILLIERS (92)**  
**26 AND 27 MAY**  
Expo RMB





The H0-12 scale Ge 4/4 617 specially laminated for the LGB anniversary.

# Nuremberg

## LGB, 50 YEARS ALREADY

A month and a half after the end of the Nuremberg International Toy Fair, let's look back at the new releases announced in the field of narrow gauge.

Text and illustrations: **François Fontana**

It's not the greatest year, let's say it's a less impressive year than what we sometimes enjoyed in the past. There are a number of new releases, but they were largely expected and we saw no surprises, nor any completely unforeseen models.

### LGB TURNS 50

And this anniversary is being celebrated with gusto! A splendid rotary snow-plough is announced. Built out of metal and plastic, and fully motorized, it will be available to Swiss meter gauge enthusiasts for ca. 2,000€. Bemo follows in the celebrations, with a specially laminated electric locomotive. Bachmann has announced a pleasing 0-6-0 tender engine, but there was no model to be seen. There is more on offer for meter and narrow gauge enthusiasts in H0 and 00, and this confirms the impressions from previous years.

0 scale fans are not particularly spoilt, but this tends to become customary! Bemo continues to work slowly but surely on the fine Ge 4/4, the same engine that is laminated for the LGB anniversary. This year, we were able to observe the Mazak chassis and a first version of the injected plastic body.



**LGB**



**Bemo**



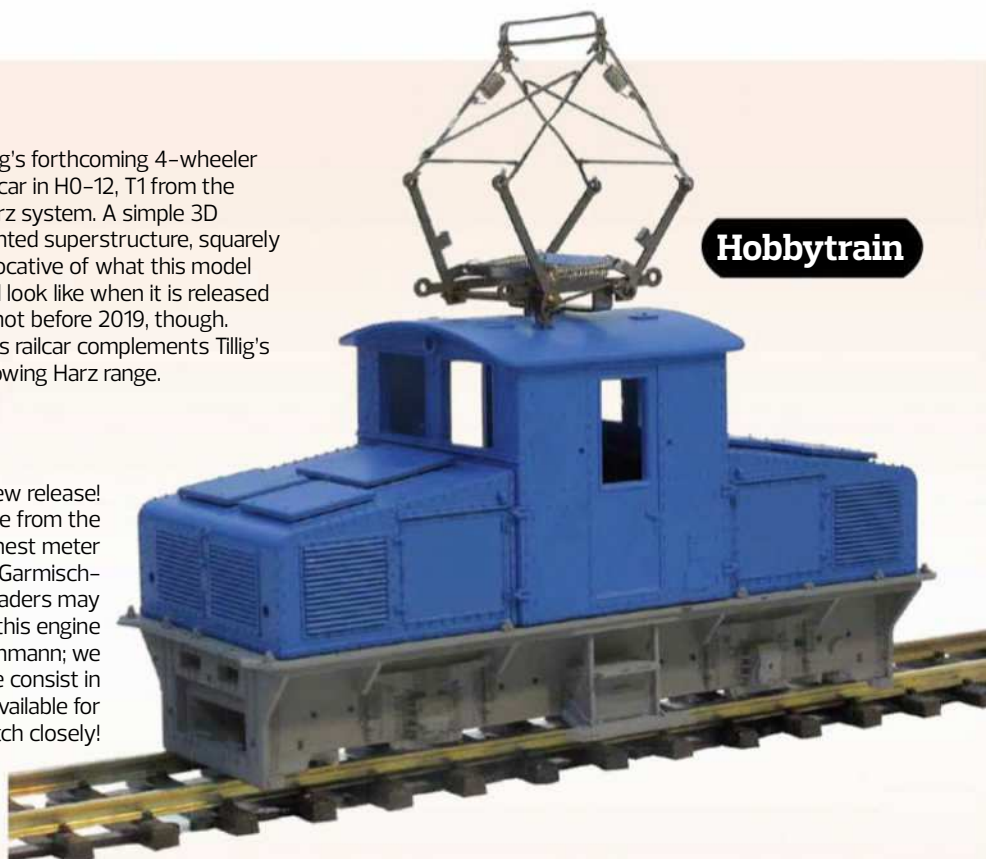
## Tillig



Tillig's forthcoming 4-wheeler railcar in H0-12, T1 from the Harz system. A simple 3D printed superstructure, squarely evocative of what this model will look like when it is released – not before 2019, though. This railcar complements Tillig's growing Harz range.

This is the truly unexpected new release! The steeple-cab rack locomotive from the Bayerische Zugspitzbahn, the highest meter gauge line in Germany, which serves Garmisch-Partenkirchen in Bavaria. Older readers may recall standard gauge versions of this engine that used to be produced by Fleischmann; we now have a splendid and accurate consist in 12mm gauge, which will also be available for 9mm gauge. Something to watch closely!

## Hobbytrain



## Peco

The British manufacturer continues to explore Welsh narrow gauge railways. Here are two delightful four-wheeler carriages from the 1860s. For the time being, these are prototypes, but promising ones. Just imagine a set of them running behind a Fairlie!...



From Peco again, a Lynton & Barnstaple brake van. It should also be available during the year.

## Roco



New construction, new structure, new driving mechanism, this is indeed a new model being prepared by Roco. An updated version of ÖBB side-rodred BoBo N° 2095. No delivery date has been announced for the time being.



The small four-wheeler wagons will soon be available on the brand's bogies. This is good news for secondary railway fans.



## Bachmann



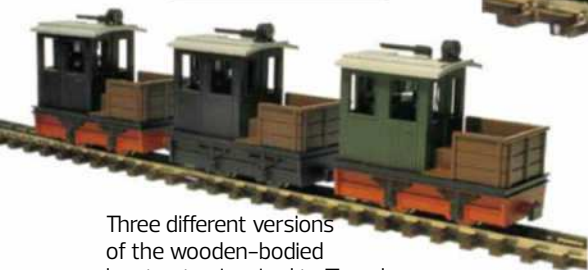
It's good-looking, seems sturdy and built for service. Naturally, as soon as it becomes available, we'll review it in detail. But here are at least a few pictures of the brand new WD Baldwin 4-6-0 in 00-9 by Bachmann Europe. The locomotive actually isn't a real 4-6-0, but a 2-8-0, as only the first axle is mobile. The motion is made out of metal, the body out of plastic. The model should be on sale by the summer, according to the manufacturer's commercial staff.



A delightful industrial consist: a skip for peat, a staff wagon and a truck for carrying sugar cane. These are Minitrains new prototypes. This company has announced the release of an Orenstein & Koppel 0-6-0 tank engine and of a totally new surprise model! The art of teasing applied to railway modelling. Let's be patient...

A limited edition set: a bogie well-wagon loaded with a bulldozer from the Wiking range. This model is also available in an attractive box with a closed bogie van and a Gmeinder locotractor. This set, painted green, bears a "Wolli-Bau" logo, an imaginary company whose name is inspired by one of the main partners in the firm.

## Minitrains



Three different versions of the wooden-bodied locotractor, inspired by Theodore Egger by the service locomotives of the Rhine banks. The bodies are narrow, more in line with the drawings from the late 1960s. The motor is located vertically inside the cab, as is customary.

The Egger-Bahn turntable! The only one, the true one? Well, not quite, but at any rate a faithful interpretation. The motorized model will soon be available in the Minitrains range. A strong whiff of nostalgia!



# Des îles au large

*Islands off the coast*

## A NEW CHALLENGE TRAINS MANIA



**M**odellers, ahoy! Editions LR Presse launches a new challenge: drive your own train over an extensive standard gauge secondary railway in H0 scale, which you will have contributed to build.

The basic assumption is that a handful of islands emerge from a huge ocean, all of them connected by long railway viaducts. Short trains run over this network, with simple running at sight operational rules.

### THE ISLANDS

On a maximum surface of 120 x 40cm, which can be arranged whichever way you like, create your islands, each a part of the overall network. You may freely choose shape, surface and trackplan. You can opt to build a simple line, a branch, a station or a junction. Loops must be long enough to accommodate a train, to allow for passing (the length of trains is defined in the next paragraph). The only constraint is the interface with another island, or rather with each viaduct. This interface is quite basic: a 10cm square with a hole for the feeder wires, centering dowels and locking bolts (the precise diagram of the interface will be downloadable on the Loco-Revue and Voie Libre blogs).

### THE TRAINS

We have defined a maximum length for the trains: 65cm. This length corresponds to a tank engine (a 141 TA, for example) + four 4-wheeler wagons, or a BoBo diesel + two bogie carriages, or a railcar with two trailers. Participants will each come with a train or a railcar whose driving unit will be digitized, with an address supplied when registration closes.

### THE VIADUCTS

Each participant who has built an island must also build an 80cm long viaduct, which must end with a connection to the standard interface. Those who build a junction must naturally build two viaducts. The viaducts may leave the islands under any angle, the idea being to distribute the layout over the widest surface possible.

### THE INFRASTRUCTURE

The trackbed (top of the rails) must be 110cm above floor level. Track and turnouts are from the Peco code 75 range. Building a secondary railway means that short turnouts can be used. Each participant will take care to identify his/her feeder wires: one black and one red, and to stick with this rule! This will ensure proper wiring of the layout. Turnouts will be hand-operated by each train driver, who will be in charge of his/her route.

### OPERATIONS

The organizers will supply the Roco Z21 controller for the entire layout. Each participant will load the software into his/her smartphone. Each participant will therefore be in charge of his/her train, or of a friend's train, and will drive it from one part of the layout to another. This means we will all be train drivers, while also operating the system, as was the case for the previous challenges.

### WHEN?

When the present issues of Voie Libre and Loco-Revue are published, we shall open a dedicated thread on the forum. Each participant can inform us of his/her intentions, so that we can organize the layout plan as best as possible.

**LADIES AND GENTLEMEN, GET DOWN TO WORK!**



**1/76  
SCALE  
9MM GAUGE**



A closed van and an open wagon:  
British military stock can appear  
on your layout.

## BACHMANN 60CM GAUGE WAGONS GALORE!

Early this year, French 60cm gauge fans in H0-9/00-9 are really lucky. Hot on the heels of the MinitrainS locomotives, Bachmann Europe has just released wagons.

Texte et photos : **Éric Fresné**

### THE MODEL AT A GLANCE

**Manufacturer:** Bachmann Europe

**Scale:** 00 (1/76)

**Gauge:** 9 mm

#### References and prices

**393-025:** War Department ambulance bogie van (grey, weathered) £36.95 (ca. 41.90€)

**393-026:** "Nocton Estate" grey van with black metalwork £33.95 (ca. 38.50 €)

**393-050:** War Department D class

open wagon (grey, weathered) £27.95 (ca. 31.70 €)

**393-051:** "Nocton Estate" D class open wagon with black metalwork £24.95 (ca. 28.30 €)

**393-052:** "Ashover Railway" D class open wagon (grey, weathered) £27.95 (ca. 31.70 €)

**393-053:** "Welsh Highland Railway" D class open wagon, red with black metalwork £24.95 (ca. 28.30 €)

**F**rench enthusiasts are benefitting from a set of favourable circumstances. Following in the footsteps of Peco and MinitrainS, Bachmann Europe has decided to launch a range of 00-9 stock. This manufacturer has opted to begin with British military equipment. The first wagons were released recently. A stroke of luck for us, their presence on the French front and their second life in the Liberated Regions on industrial railways means they are fully in place on a French layout.



The closed van is fitted with opening doors that are perfectly to scale, even in terms of thickness.



The floor of the closed wagon is also engraved and painted. Like the prototype, the body in its military version carries stretchers.



Like the remainder of the body, the inside of the open wagon is neatly engraved, painted and weathered.



These new Bachmann wagons are perfectly prototypical.

These wagons are very neatly engraved and decorated. The proportions of the models are accurate, the scale is generally correct and they mix very nicely with stock from the MinitrainS or P'tits Kits Voie Libre ranges. On the track, they cope comfortably with the Peco Setrack radius (228mm). Running is smooth. A metal floor provides excellent stability, when moving both forwards and backwards. It's a safe bet that these wagons will soon become widespread on our layouts!



The coupling consists of a rather bulky loop, fitted into a removable NEM 355 pocket. It can be replaced by more discrete Greenwich couplings.

# Calenberg

## History and narrow gauge

This fine U-shaped 0-16.5 scale layout tells a whole industrial story extending from quarries to lime kilns and to the shipment station. Helmut Walter, who designed the layout, takes us on a guided tour.

Text and illustrations: François Fontana,  
François Fouger

### *The layout at a glance*

Scale: 1/48  
Gauge: 16.5mm  
Dimensions: 5 x 4 m  
Track: Peco  
Stock: Fleischmann, Bachmann  
Control: digital

### THE MODELLERS



**Gretlies**



**Helmut**



**Jürgen**



**Conny**

**W**hile railway modelling is a creative and scientific hobby as it used to be considered in the middle of the 20th century, it can also take on a more geographical, sociological or historical character. Such is precisely the case for Calenberg, Helmut Walter's large 0-16.5 gauge layout. True, Helmut is very much a narrow gauge enthusiast, but he is equally keen on the history of his region. And quite naturally, the layout he has built over the years reflects such a past. Winding its way between various specific sites, his narrow gauge line recalls the industrial life of his Land; it connects quarries, processing plants, felling areas, sawmills, transshipment stations... Each scene modelled on the layout reproduces a specific prototype geographical location. ■■■

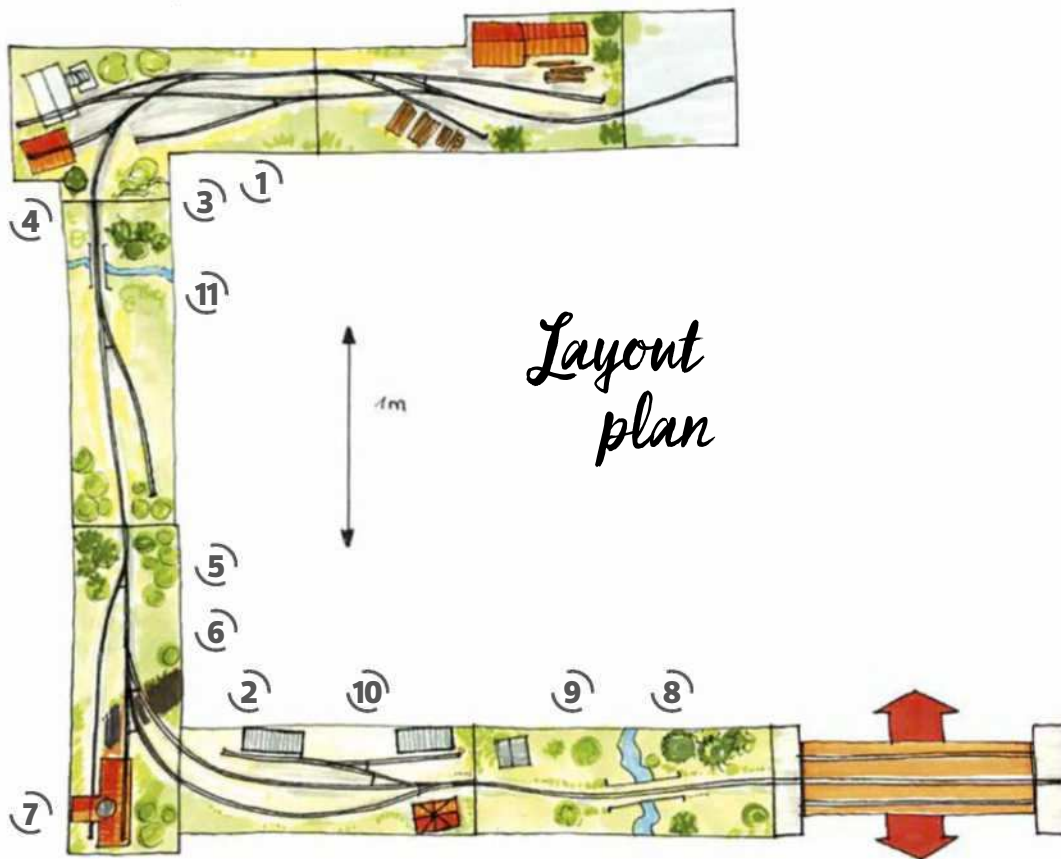
We are next to the silo where the crushed limestone is stored. The limestone blocks coming from the quarry are dumped in a crusher located under the tracks. Once graded, they are lifted into the silo by an elevator. In the background, the locomotive depot and its small workshop.



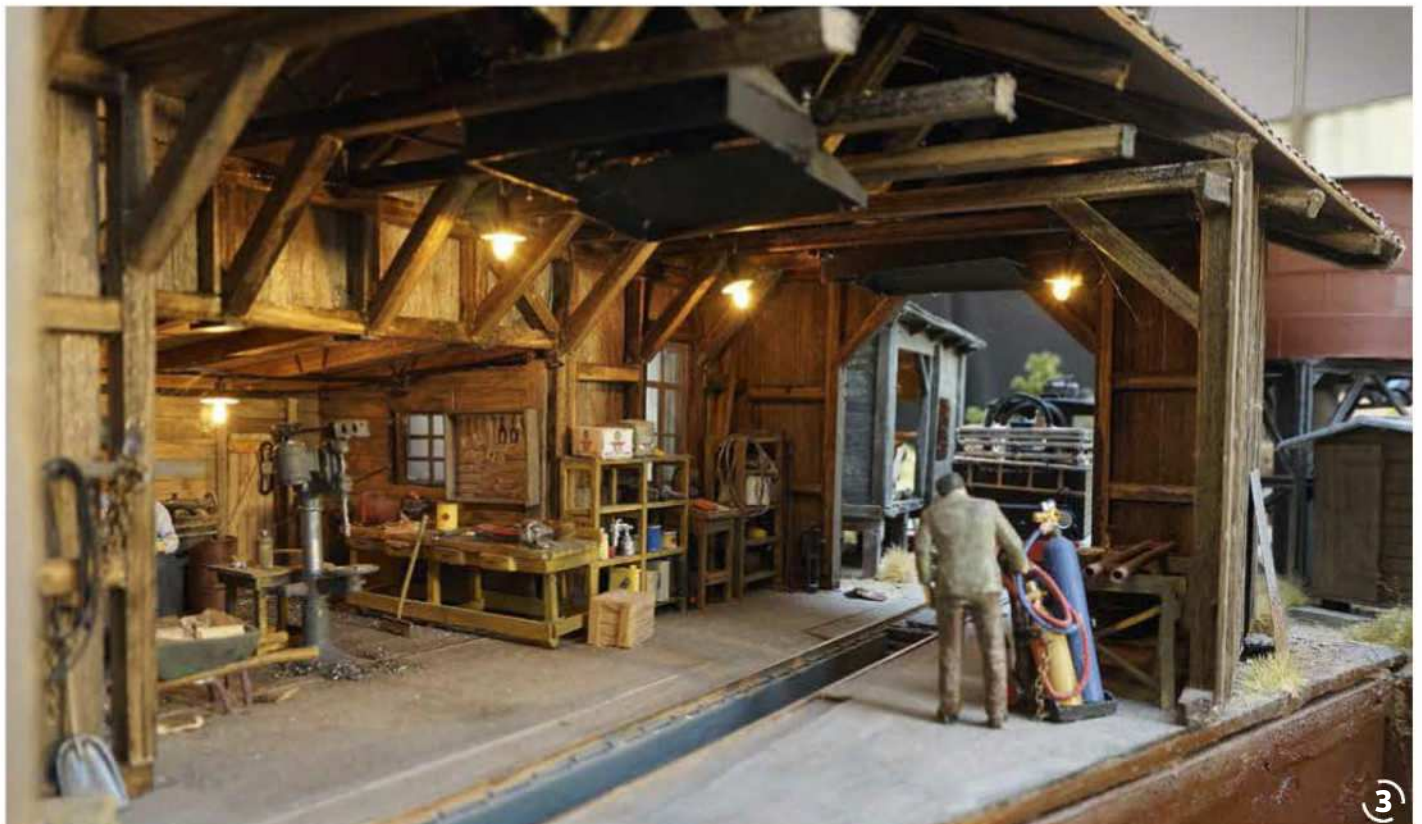


*Emerging from the wood, a small Magic Train 0-4-0 T, converted for wood burning, runs past the loop next to the limestone processing plant.*

## 0-16.5 Layout



The locomotive maintenance workshop is highly detailed. One side is completely open, to the great enjoyment of viewers.





When a side-dump wagon is shunted under the hopper, it is loaded with crushed limestone by the mobile chute. This building is made out of thermo-shaped plastic sheets from the Addie Model range, while the rolling stock is from the Bachmann Spectrum range.

## Part of something larger

The layout described here is just part of a larger and more complete set-up, which covers all the activities served by the railway. On this consistent segment, displayed at the RAMMA gathering in Sedan, we follow the line from the quarry, through the lime processing plant to the shipment station. On another part of the layout, described in issue N° 65 of *Voie Libre*, you read about the sandstone and gypsum quarries, the plaster plant, the village with its workmen's houses, and the transshipment station that featured a motorized inclined plane to haul the narrow gauge wagons up to the level of the standard gauge ones.

## Construction

The six modules which make up the layout are each 1.40m long, with a width that varies between 40 and 60cm, depending on the area to be modelled. The benchwork and the baseboard are cut out of 10mm thick plywood. The relief is built out of Styrofoam sheets, cut into shape, and covered with brown paper steeped ■■■



After having run along a stretch of line through the forest, the locomotor reverses its train under the awning on the upper level of the kiln.

## 0-16.5 Layout



Inside the lime bagging shop, next to the kiln; the bags are then loaded directly into the closed vans.

... in glue. As it dries out, the paper becomes taut, concealing any sharp angles and creating the gentle curves of natural terrain. The rocky outcrops are plaster castings, coloured before the plaster is poured into the moulds. This avoids any unsightly white spots in the event of the surface getting chipped. It appears that adding pigments when mixing the plaster slows down the setting, making it easier to work on the surface. The vegetation is from the many industrial ranges that are now readily available. Helmut makes extensive use of a static electricity dispenser to plant the grass, he devotes special care to the embankments, and the various species of vegetation are perfectly consistent. As for the high trees, these are industrial models, re-worked by adding flock, detailing the trunks and weathering them carefully. ...



There, the side-dump wagons are unloaded into the feed silo. The coal needed for calcifying the limestone is delivered on the same track.



A lineside encounter: three secondary railway and local history enthusiasts. Actually, Helmut and his friends, 3D printed after having been scanned!

## Going the extra mile



Helmut Walter has published an attractive 48 page booklet, in A4 format, illustrated with many photographs, describing the historical genesis and construction of the layout, and describing its various sites. English, Dutch and French translations are available on separate sheets.

The booklet costs 15 euros plus postage. Helmut Walter, Deenser Straße 21 – 37627 Städtoldendorf – Allemagne.

*The wood train leaves the storage area at Marchtal sawmill and moves off towards Calenberg-East and its goods station. This station is actually the layout fiddleyard.*



## 0-16.5 Layout

### Operations

The track is from the Peco range and is fully weathered. The turnout levers reproduce the counterweight type, but the point blades are actually operated by motors located under the baseboard. The layout features a digital control unit connected by wire. The motive power, carriages and wagons are massively from the Fleischmann Magic Train and Bachmann Spectrum ranges, plus some rare and delightful artisan productions. Sometimes, you can even catch sight of a train consisting of converted Lehmann Gnomy vehicles, the toy range produced by LGB which many modellers enjoy bashing. ■



A different geographical area, another railway-related activity. Here, the loggers are loading freshly cut trunks onto flat wagons. As the loop is too short, the locomotive shunts with a cable.

### The names of the locos

The 0-6-0 is called Titania. Like all the layout's locomotives, its name is drawn from Shakespeare's "A Midsummer Night's Dream".



*"Titania", a 0-6-0 T locomotive, is seen returning to Marchtal with a string of empty vans for the lime plant. This model has a Fleischmann H0 chassis, and a Magic Train 0 scale body.*

# A TRULY FRENCH FORESTRY RAILWAY

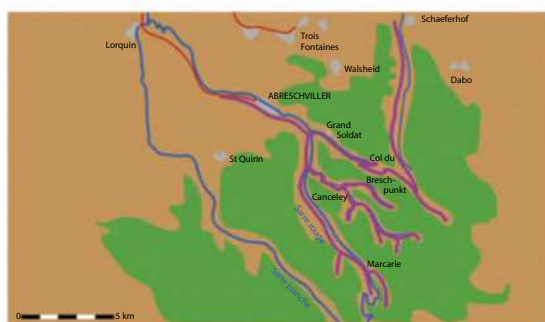
**P**hilippe Kälin tells us all about the history of the amazing Abreschviller forestry railway. A forestry railway that we suggest you model, with a station inspired by Abreschviller, where narrow and standard gauge used to meet. Another article will review the new H0-9 P'tits Kits Voie Libre forestry consist, while the final piece will show you how to modify the MinitrainS Decauville 0-6-0 T to make it more like the prototype that is preserved on the railway today.

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# The Abreschviller forestry railway

The history of logging in the Donon mountain range is ancient, dating back to the XVIth and XVIIth centuries. Stretching over 28,000 acres, located at an altitude ranging from 900 to 3000 feet, this area is 80% wooded, with 75% of evergreens and 25% of deciduous trees.

Text and illustrations: Philippe Kälin



Éric Fresné

Jung 0-6-0 HF110C  
n°10120 tender  
locomotive seen in the  
curves below the village  
of Grand-Soldat village.  
This engine was bought  
in 1970 for the tourist  
operation. July 2011.



In 1871, when the entire region was annexed by the German empire after the 1870 Franco-Prussian war, the road-building projects envisaged by the French imperial administration to remove the wood were abandoned. Railways were given priority.

## ARRIVAL OF THE FORESTRY RAILWAY

In 1884, under the aegis of the imperial forestry administration, the first five kilometers of the forestry railway were built from the sawmills at Zweibach (Two Rivers), a location where the Red Sarre and the Abreschviller stream meet. By 1888, the line had grown to 13km. The gauge chosen was the one used by the Prussian army for its field railways, 700mm. The bolster trucks and other wagons were hauled empty up the line by horses, and travelled back loaded by gravity.

The German empire was keen to promote the export of what was produced by local industry. Railway

projects connecting Sarrebourg to Abreschviller by a branch line from La Forge à Trois-Fontaines took shape in the late 1880s. The opening of the line to Abreschviller took place in February 1892.

## WHEN NATURE STEPS IN

One month later, on 30th March 1892, a colossal storm hit the range and felled 160,000 cubic meters of wood. To avoid losing this wood, some 35km of narrow gauge track were laid through the range in less than 4 months. The possibility of extending the standard gauge branch beyond the newly-opened station at Abreschviller, to Rommelstein and then to Zweibach, was considered. However, given the rather unstable nature of the ground on the right hand side of the valley, whereas the left-hand side was rocky, it was decided to extend the narrow gauge towards Abreschviller along that rocky left-hand side. The advantages were obvious: construction work would be much quicker and ...





*A real  
forestry  
railway*



The Heilbronn 0-4-0 T seen returning to Jolot sawmill, upstream from Rommelstein. Year unknown.



Mallet 0-4-0 + 0-4-0 T seen taking on water in the Zorn valley. 1920s-30s.



On the site of the Abreschviller sawmills, a driving crew takes a break in *La Forge* station.



The Decauville 0-6-0 T seen running downhill from Brechpunkt pass at *Fontaine des Mésanges*, beyond the double switchback, towards *Grand-Soldat*. 1948.



Rommelstein sawmills.  
Year unknown.

Renault NN and Decauville 0-6-0 T at *Fontaine des Mésanges*. 1950s-60s.

... costs much lower. The fact that large sawmills were already up and running at Abreschviller also played a part in this choice.

The arrival of the forestry railway at Abreschviller led to the construction of infrastructure for handling the logs and of railway buildings for the maintenance of the rolling stock. The first steam locomotives were delivered in July the same year. The first one, a 35hp 0-4-0 tank engine built by Heilbronn was delivered in July 1892. The second one, supplied by the same builder, arrived in August, while a third one, a 40hp engine, was supplied by Hagans in Erfurt in November.

Despite their modest power, these engines could haul some 6 to 7 tons of wood per pair of bolster

trucks (roughly 10 à 12 cubic meters depending on whether the wood was damp or dry). The log trains consisted of one locomotive and two pairs of trucks. Service speed was ca. 10kph. Operations were somewhat rough and ready; the track, having been laid very quickly, caused frequent derailments. The 160,000 cubic meters of felled wood were quickly removed from the forest and by 1894, logging activity had decreased sufficiently to lead to a partial dismantling of the railway and to the sale of the rolling stock, which comprised three locomotives, 130 bolster trucks, four bogie wagons and seven used for carrying staff: one locomotive (maybe the Hagans) and one third of the trucks left the railway.

## SECOND STORM

In 1902, another storm felled 180,000 cubic meters of wood throughout the range. The track was re-laid. The railway began expanding, and continued to do so all over the forest until it reached a peak in the early 1940s. The volume of wood to be removed prompted the imperial forestry administration to procure a new steam locomotive. It was ordered from Heilbronn and delivered in 1906: a 100hp 0-4-0 + 0-4-0 T Mallet. This engine became the pride of the railway.

By 1918 the railway's length reached 50 km; after WWI, the management of the railway was taken over by the French Water and Forestry administration (ancestor of what is nowadays the National Forestry Board or "Office National des Forêts", ONF). An Orenstein & Koppel (named "Donon"), built in 1916, was transferred from the Schirmeck railway in the 1920s. In 1925, a Renault NN road vehicle was converted by the railway workshops. This was a



service and prestige vehicle for official visits by the owners of forestry claims and of sawmills. It was fitted with a jack system allowing it to be reversed for the return journey to Abreschviller. In 1926, another steam locomotive was delivered, a 60hp Decauville 0-6-0 T, weighing 12 tons, modified by its builder for 700mm gauge.

In the 1930s, a new vehicle was built by the railway workshops, using a motor from a Hotchkiss lorry, which gave its name to the machine. It was mainly used to carry the loggers, and for swift intervention in the event of an incident. The railway peaked in the 1940s, having reached a total length of 70 to 80km of track, including some 9km of loops or sidings. It is hard to know its precise length, as some sections were laid only during the felling of a given area, then lifted before being re-laid somewhere else. The fact remains that this forestry railway was the largest ever in France, and one of the largest in Europe.

### THE ADVENT OF ROAD TRANSPORT

After WWII, roads were built through the mountain range, and competition from road transport began to grow. Felling techniques were modernized, the capacity of the railway didn't increase significantly and had trouble absorbing the additional volumes of wood produced, unlike lorries which became ...



The Heilbronn 0-4-0 T seen at *Rocher du Diable*. Probably between 1900 and 1914.



The Decauville 0-6-0 T shunts at Jolot sawmill. 1940s.

# MEN AND TREES



Loading a log with jacks at Saint-Luc.



The loggers complete the loading of a pair of bolster trucks.



A team takes a break in front of a van.



A very dangerous position for the brakeman, his foot on the wheel.

■■■ increasingly efficient and were more flexible to operate. Despite the delivery in 1953 of a 100hp diesel locomotive built by COFERNA (CONstructions FERroviaires et NAvales de l'Ouest), the railway gradually lost out against road haulage.

At the end of the 1950s, the railway carried between 35,000 and 40,000 cubic meters of wood, half the total production of the range. In 1960, some 15km of track were lifted, and four years later, only 40km were left.

## TOURISTS TO THE RESCUE

The 1960s, a time when many secondary railways were closing in France, also witnessed the birth of the first preserved meter and narrow gauge railways. The newly-created ONF began organizing "tourist" trains for associations. These charters were so successful that a plan to make them permanent took shape. A committee was created, bringing together the Abreschviller tourist office, the ONF and the FACS (the French federation of secondary railway enthusiasts). Selecting the route gave rise to protracted discussions. It was finally agreed that the railway would start from Abreschviller and would end at Grand-Soldat hamlet, a total length of 6.1km. Ideally, many would have liked the railway to reach





Moving one of the largest fir trees down the line.

## TOWARDS TOURISM

The 0-4-0+0-4-0 T Mallet seen at Lettenbach with a tourist train in the 1960s.



The Decauville 0-6-0 T shunts in the valley of Abreschviller stream. Note the "rattletrap" loaded with firewood. 1930s-40s.



## EXTREME GRADIENTS

Former railway staff tell us of stretches with extremely steep gradients for a railway, in the 120 to 140 ‰ range. One of the steepest was located in the Red Sarre valley, beyond La Marcarerie. The locomotives used to reverse empty trucks, probably a pair at a time, towards the top of the gradients, close to the felling areas. The loaded trucks then travelled back downhill by gravity to the closest station.

the Brechpunkt pass, 6km further up the mountain, but the length of the trip, the double switchback giving access to the pass and the expense involved for maintenance and operation seemed unreasonable. In 1966, forestry railway operations ended. In 1968 the Abreschviller forestry railway association (ACFA) was created, with Dr Singer as its first chairman.

### AN IMPRESSIVE RAILWAY

This forestry railway is hard to describe, in view of its considerable scope. Its altitude ranged from ca. 900 feet at Abreschviller to 1,800 feet at La Sayotte terminus in the valley of the Abreschviller stream, with gradients ranging from 17 to 23 ‰ and some extreme gradients reaching 140 ‰.

The first stretches were laid with 7.5kg/m rail. Fairly quickly, the new stretches were fitted with 13, 17 and 22kg/m rail. Some little-used stretches had 7kg/m rail recycled from 600mm gauge track on metal sleepers, re-gauged to 700 mm.

Schematically, the railway was Y-shaped. At the basis, Abreschviller station with the depot and workshop. The line climbed gently uphill to Rommelstein, from where one branch led to the Donon, the other to Brechpunkt pass and its double switchback, then ...

## HISTORY



A COFERNA-hauled train arrives at the Brechpunkt switchback. 1966–70s.

The Jung HF110C 0–6–0 tender engine runs through Grand-Soldat village. July 2011.



... on to the Yellow Zorn valley. Many sub-branches left the two main lines to serve the felling areas.

### OPERATION

Two trains used to run every day: one ran along the Red Sarre valley and the Abreschviller stream, while the other climbed to Brechpunkt pass to serve the valleys of the White Zorn and Yellow Zorn. In the morning, the empty bolster trucks were taken to the felling areas. They were coupled in pairs, using a long wooden beam, the “stang”, which allowed for a significant overhang at each end. In this way, sharp curves could be tackled without affecting the stability of the train. Once loaded, the trucks travelled by gravity back to the various stations. There, the locomotives hauled trains that could weigh up to 70 tons to the various sawmills located along the lines or to the terminus at Abreschviller.

A brakeman stood on each pair of bolster trucks. Holding on to the logs, he used his feet to work a studded wheel that operated the brake rodding. This was a tricky job, as the brake blocks, made of oak, had to be kept from catching fire. The movement of trains was controlled by a bell system. The staff rang a bell from the train to signal its presence on the track and ensure it was free.



A historical consist hauled by the 0–4–0+0–4–0 T Mallet.

# Wood and two gauges

*Layout  
project*

Railways were built in this valley to carry the wood, be it raw or processed. Both lines meet in the same location. Here is a project for modelling Abreschviller station.

Text and plan: François Fontana  
Photo: Ph. Kälin collection



Aerial view of Abreschviller in the 1930s. The narrow gauge runs off into the valley in the background of the picture, to the right; the standard gauge is in the foreground to the left. Note the sizeable sawmills and the pervasiveness of the narrow gauge.

**F**rom the mountain range, 70cm gauge trains bring the logs downhill to the sawmills. In all of them, the wood is cut into planks, beams and other types of lumber. This production must then be exported, and to this end a standard gauge branch line was built as far as Abreschviller. The station is located right in the midst of the sawmills, themselves surrounded by narrow gauge tracks; this is ideal for a modeller!

### AN UNUSUAL PLAN

As can be seen on the large introductory photograph, the standard gauge line is embedded amongst the industrial buildings, with the small station building isolated at the end of the tracks. The narrow gauge, whose technical facilities, depot, workshop and shed are built further

on, is only there to supply the standard gauge wagons.

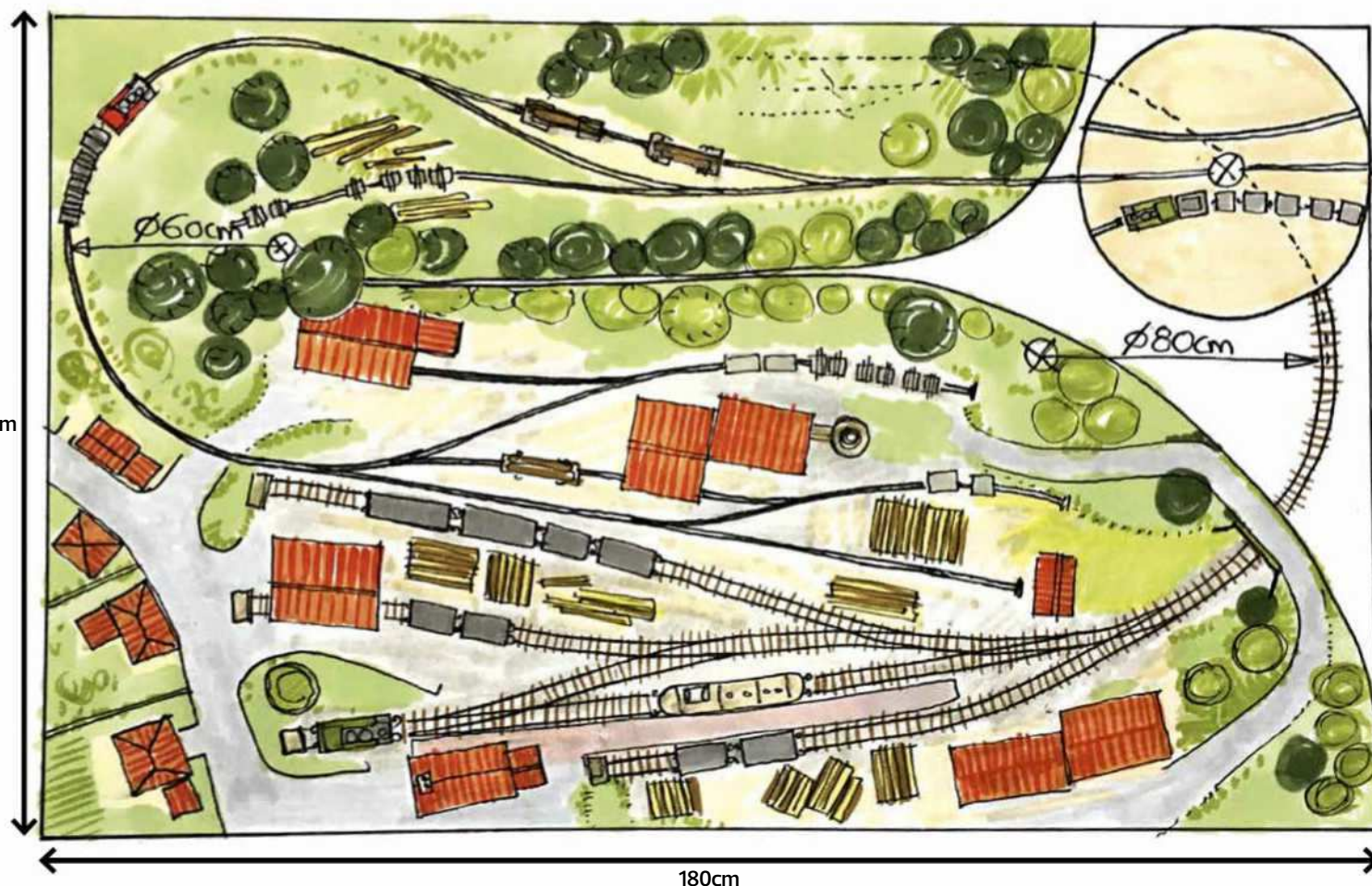
We suggest a two-sided layout: on one side, the terminus station and its exchange sidings, on the other side a stretch of the forestry line. The steep gradient on the narrow gauge allows it to climb over the single track fiddleyard.

### WHAT TO RUN?

On the narrow gauge side, a Roco HF110 C, a MinitrainS Decauville 0-6-0, a COFERNA locotractor or a Mallet will all be at home on the layout, except that the latter will have to be scratchbuilt. Not forgetting a Renault NN car, whether you use the old Raymond Duton production or build it from a Reitze 1/87 scale model. As far as carriages and wagons are concerned, the P'tits Kits Voie Libre set is an obvious

choice, but there are also some bolster truck references in the MinitrainS or Roco ranges.

On the standard gauge, you'll need four-wheeler closed, open and flat wagons, but also TP-type bogie flats with stanchions. Motive power can be supplied by the delightful Roco 0-4-0+0-4-0 Mallet, as the splendid engine which runs on the Chemin de Fer de la Vallée de la Doller is in the ownership of the Abreschviller preservation society. An Os.Kar P8, a Fleischmann or Trix 0-8-0 D, a Fleischmann 4-6-4 TC or a Liliput 2-8-0 C will also do fine. Passenger services can be handled by a Picasso railcar or a set of two or three slam-door carriages.



LAYOUT PROJECT

H0-9



The new set of P'tits Kits Voie Libre.

## ABRESCHVILLER A FINE CONSIST

A third reference has just been added to the P'tits Kits Voie Libre range: a set of Abreschviller forestry wagons.

Text and photos: **François Fontana**

**D**rawn by a gifted modeller, Jean-Pierre Duval, this set of H0-9 wagons comprises no less than seven vehicles: a van with its casings for carrying the tow-bars, a “rattle-trap” staff wagon for shuttling the loggers to and from the felling areas, a toolbox on rails and two pairs of bolster trucks. While the Peco Nylon wheels have been kept, a new feature in the range is the fitting of the couplers directly onto the vehicles. All you need to do is add the 0.5mm diam. steel loops. The mobile parts of the van windows are laser-cut parts, they fit into the frames from the inside of the body. The van roof, and the tops of the casings and of the ...



The white box designed for storage.

### THE SET AT A GLANCE

**Scale:** H09 / 009

**Compatibility:** with available motive power

**Inspiration:** Abreschviller forestry railway

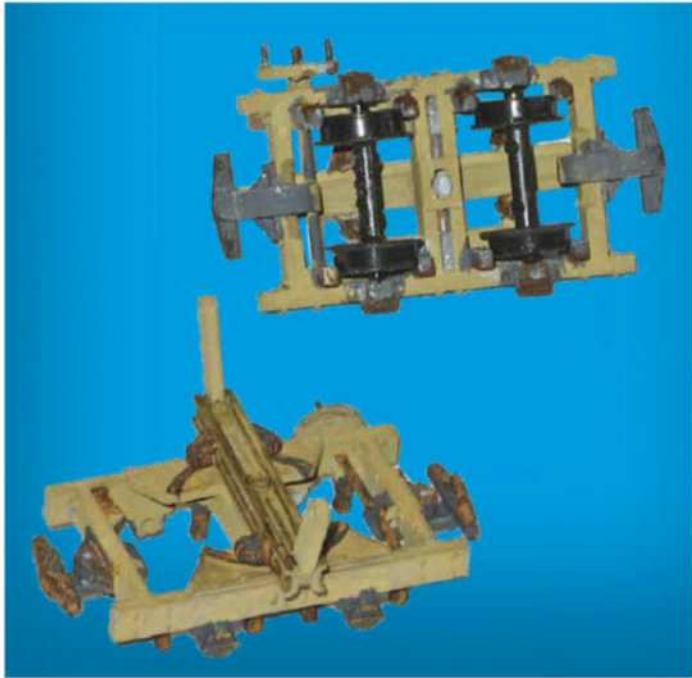
**Period:** 1900 to nowadays

**Content:** One tooling van, one staff “rattletrap”, one toolbox on rails, two pairs of bolster trucks

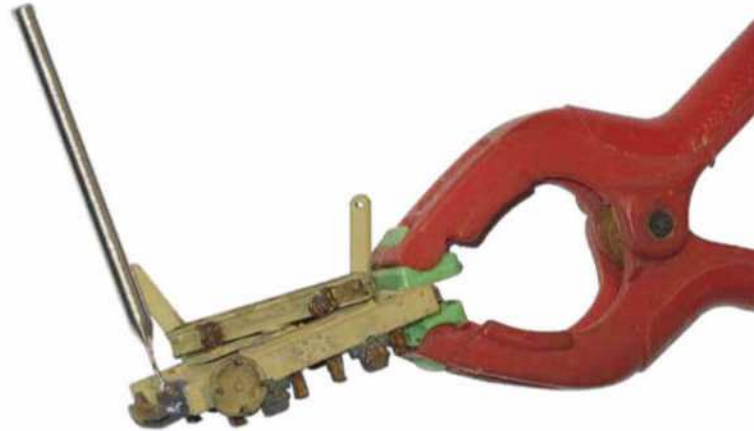
**Price:** 139.90€ per set

189.90€ assembled and painted

**Available from the online LR Modélisme shop:**  
trains.lrpresse.com



Once painted, the bolster trucks are fitted with their Peco Nylon axles and their coupler loops (0.5mm diam. steel wire) The bolster fits into the central beam and is blocked in place by turning it 90°.



The coupler blocks have been drilled out to accommodate the tow-bars. You may want to re-drill the holes with a 0.5mm diam. bit.

■■■ toolbox on wheels are fine-grained laser-cut sandpaper. All that is required is a thread of office glue to hold them in place on the wagons.

## DECORATION

A few twigs will be glued in place to represent the logs; make sure you add the fine chain supplied with the kits. Block the chain on the logs by driving the head of a pin into the wood. As you can see in the

“History” part of this dossier, the wagons are all painted light grey. And you can number the van and the staff wagon with decals. We recommend you paint the models prior to final assembly.

## ON THE TRACK

Partly because of the small size of the wagons, this set is light and very free-running. When hauling or reversing, the small radius Peco turnouts on my test layout

were easily handled. A Roco HF110 C tender engine in black livery or a MinitrainS Decauville 0-6-0 T in red livery will look great heading this train. If you feel up to it, build a 0-4-0 + 0-4-0 T Mallet by using a Minitrix N scale Mallet chassis or by assembling several parts as described in issue 79 of *Voie Libre*.



Staff wagon, van and toolbox on rails, painted, weathered and ready for service.

# A prototypical DECAU MINITRAINS

Reference 1082 in the MinitrainS range is a small Progrès type Decauville 0-6-0 T engine in H0-9/009, in red livery with black lining. A livery that corresponds exactly to that of the locomotive preserved at Abreschviller.



Scale: 009/H09

There isn't much missing to this Decauville to be fully prototypical: rain strips above the cab openings, glazing in the spectacle plate windows, and reinforced buffer beams. These modifications are specific to the forestry version, but I made two more that are applicable to all models: adding rear brake shoes and the valve gear rod. In this last case, I restricted myself to the main rod, without modelling the whole valve gear, as this job seemed too delicate to be carried out with ordinary tools.

## THE BUFFER BEAMS

I used 0.5mm thick plastic sheet, onto which I engraved 2mm wide planks. On the front, the part measures 8 x 22mm, with a 2 x 3mm rectangular hole drilled in the middle, whose base is 2.5mm from the bottom of the part. The bottom angles are filed into a curved shape. Two metal reinforcements, also made out of 0.5mm thick plastic sheet, measuring 1.5 x 8mm and with four bolts embossed on the back, are glued on either side of the buffer beam, 1.5mm from the ends. At the rear, it's almost the same thing, the buffer beam is only 5.5mm high. The original buffers are removed before the new buffer beams are fitted, then glued back in place afterwards.

## GLAZING

Using a 5mm diam. punch, I cut out two discs of 0.3mm thick transparent plastic (scavenged from the window of a cardboard box). I painted the edge with bronze coloured paint, using a very fine brush. Once dry, these disks were inserted into the spectacle plate and glued in place (in open position) with a drop of polystyrene liquid cement (no instant adhesive, as this will fog the plastic).



## PAINTING

The added parts were painted with a blend of Tamiya XF-7 matt red, with a drop of X-8 yellow added. The buffer beams are edged with XF-1 matt black lining.

## THE RAIN STRIPS

Made out of 0.5mm thick plastic sheet, they each measure 13 x 2mm. They are glued (using polystyrene liquid cement) along the roof seam, properly centered above the cab opening. The small right-angle triangles that support the strips are each 2mm long on either side of the right angle. Their hypotenuses are glued along the curved part of the body.



## FOURNITURES

- 0.5 and 0.2mm thick plastic sheet
- 0.5mm thick transparent plastic sheet
- 0.5mm diam. drawn plastic rod
- 0.5mm diam. pin
- 0.5mm diam. bras wire

## THE BRAKE SHOES

They are cut out of a 5 x 3mm rectangle of 0.5mm thick plastic sheet. One side is filed to fit the diameter of the wheels, the other one is filed to a slightly pointed shape. A 0.5mm diam. hole is drilled in the middle, and a plastic rod is inserted into this hole to represent the axis. For enhanced realism, glue a strip of 0.2mm thick plastic sheet, measuring 5 x 1mm, long the side that is in contact with the wheel rim. The brake shoes are glued onto the edge of 0.5mm thick plastic sheet rectangles measuring 7 x 2mm, glued against the chassis.



## DRILLING THE REVERSING LINK BRACKET

A 0.2mm thick plastic strip, 1.5mm wide and 6mm long, with 3 holes, each 0.5mm diam., drilled with a spacing of 2mm.



## ASSEMBLING THE MOTION

The reversing link is a 0.2mm thick plastic strip, 1.5mm wide and 6mm long, with 3 holes, each 0.5mm diam., drilled with a spacing of 2mm.

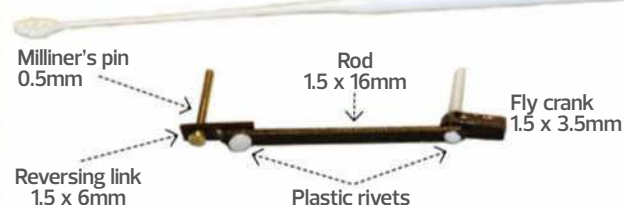
Draw a length of plastic sprue through a flame to obtain a rod of ca. 0.5mm diam. Cut one end, briefly approach the flame and press this heated tip onto a cold surface, this will give you a rivet head. Trim to a length of ca. 2mm. Thread this rivet into the holes of the connecting rod and of the fly crank. Approach the flame briefly, flatten the tip against a cold surface. That's it! Repeat the job with the rod and the last hole in the reversing link. With a 0.5mm diam. bit, drill the reversing link bracket to a depth of 3mm.

Drill the end of the steam chest 1mm from the outside and top edges.

Thread a 0.5mm diam. pin, cut to a length of 4mm, into the top hole of the reversing link.

Fold a 16mm long piece of 0.5mm diam. brass wire to create an angle, the short end measuring 2mm.

Thread the long end into the steam chest, the short end into the hole in the middle of the reversing link, thread the pin into the hole in the reversing link bracket. Degrease thoroughly the rear of the fly-crank and the end of the rod on the rear wheel. Using the tip of a pin, place a tiny drop of instant adhesive on the rod head, apply the fly crank so that the valve gear rod is just about aligned with the axle. Hold firmly in place and don't run the engine until the adhesive has set fully. —

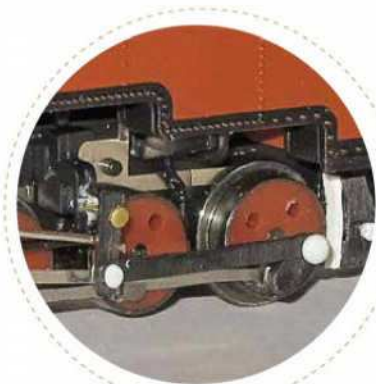


## THE ROD

It's a 0.2mm thick plastic strip, 1.5mm wide and 16mm long, drilled at each end with a 0.5mm diam. hole.

## THE FLY CRANK

In a strip of 0.5mm thick plastic, 1.5mm wide and 3.5mm long, drill a 0.5mm diam. hole 1mm from one end.



IN THE  
SUNSHINE



A Decauville Progrès 0-6-0 T proudly poses in the mountains of Morocco.

## A PROGRÈS ENGINE *for Morocco*

Christophe Menier has a keen interest in the Moroccan military railways. He took advantage of the release of a Decauville Progrès 0-6-0 T by MinitrainS to create the special version of this locomotive that used to run in that country.

Text and illustrations: **Christophe Menier**

**D**ismantling a model that has just been bought requires a spot of preparatory work, especially when there are no instructions. It is essential to begin by carefully studying the model, to ensure it all comes together again properly.

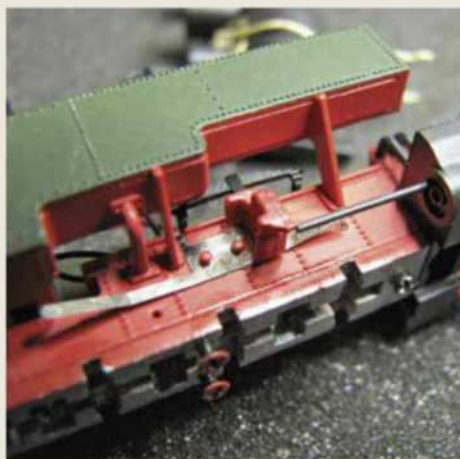
### Dismantling

The easiest bit is removing the cab, which is simply clipped to the water tanks and to the floor. Once the cab has been removed, use your fingernails to gently prise off the whistle from the ...

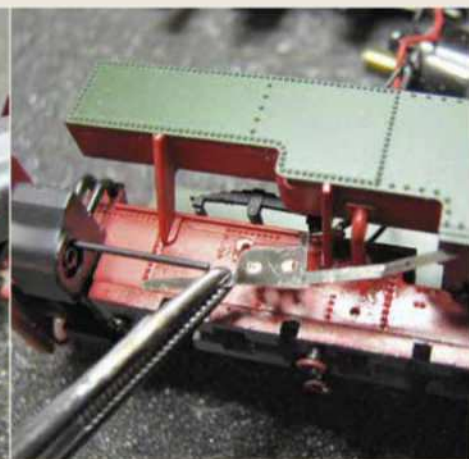
## Rolling stock



**1** Dismantling the gears.



**2** The electrical pick-up behind the piston rod guide.



*Un-gluing  
an electrical pick-up.*

### COMPREHENSIVE DOCUMENTATION



While perusing archives, pictures of O-6-O T n° 1519 and builder's photographs, I identified the most representative modifications of the Moroccan version, restricting myself to what was practical in this scale, taking into account the technical

facilities I could use: the air tank located on top of the water tank, the closed cab, the air brake system and the replacement of the buffers were the main tasks selected. Replacing the lamp and the whistle, fitting tarpaulin rods and valves on the dome was also worthwhile, albeit more delicate. Finally, fitting glazing to the cab windows, and adding toolboxes, briquettes and tooling were more straightforward, just like the markings.



... roof. This is a tiny part and can be easily bent or lost.

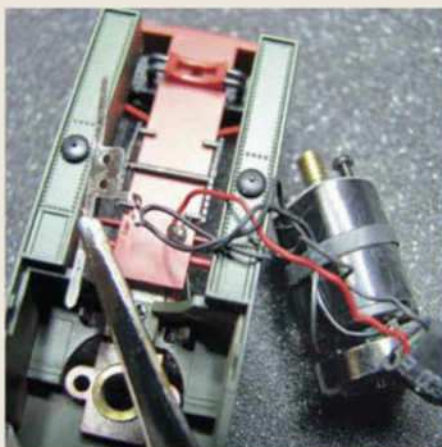
The driving mechanism is accessible by removing the keeper plate screws that hold the wheels in place (**photo 1**). The wheels are easily removed, but take care with the piston rod guides that are cast in one part with the cylinders. Removing the reversing link brackets is delicate, but necessary to take off the pick-up strips. This can be done gently, as these parts are only very lightly glued in place (**photos 2**). As it is almost impossible to remove the cylinders, the suspension, the water tanks and the running plate without causing damage, it's best to leave them alone. The buffers are removed by pulling them downwards. It's now time to remove the boiler.

Before doing this, it's wise to take out the motor completely, without however unsoldering the wires. The motor is held from below the chassis by two screws, unlike the boiler which has just one fixing point level with the cylinders. The circuit board, to which the headlamp and the pickups are connected, is fitted inside the firebox and is easily removed (**photo 3**). The boiler can now be extracted by pushing it backwards. To free it completely, carefully remove the pick-up strips (**photo 4**) then unsolder from the circuit board the wires that lead to the headlamp LED (**photos 5**). The

## *The circuit board.*



**3** The circuit board housing, accessible after the motor has been removed.



**4** Removing the electrical pick-ups.



**5** The last job consists in unsoldering the LED from the circuit board.

bottom half of the boiler, made of metal, acts as ballast and can be unscrewed (**photo 6**), making it easy to remove the LED. The accessories on the body of the boiler are very easy to remove (**photo 7**) and the last job consists in cutting off the headlamp with a thin blade, simply keeping its bracket (**photo 8**). The parts are now ready to be personalized (**photo 9**)! ...



**6** Removing the ballast from the boiler.

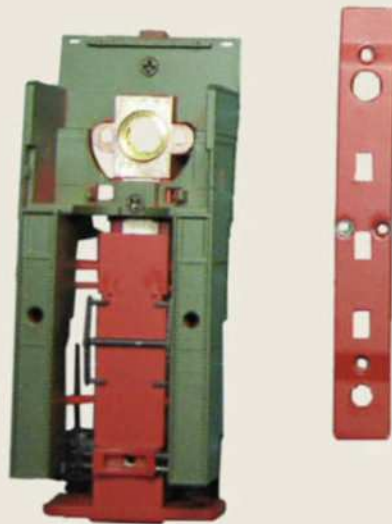


**7** The boiler without its ballast.



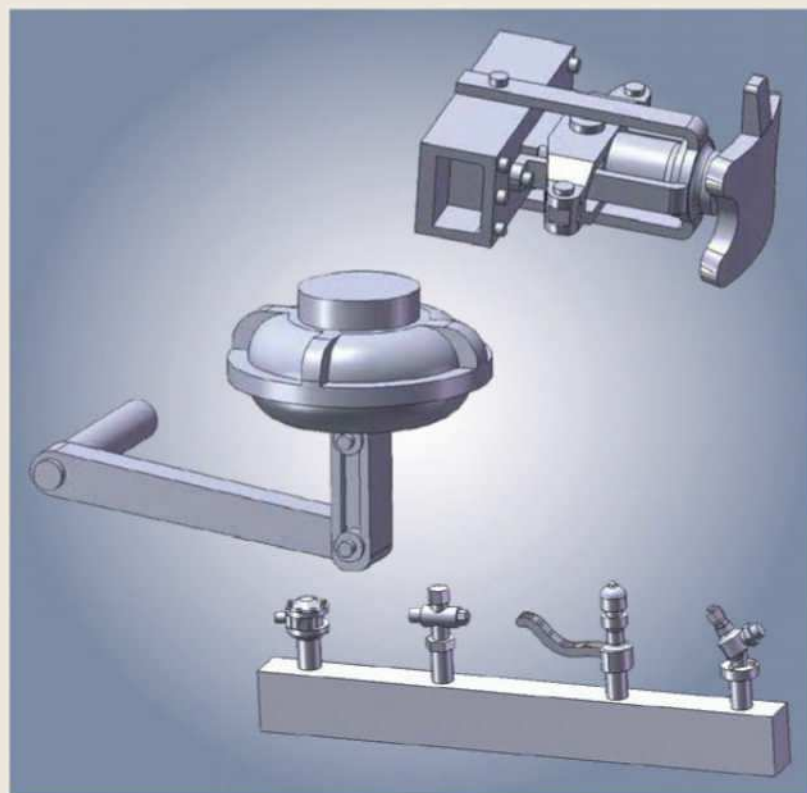
**8** Cutting off the headlamp.

## CUSTOMIZATION



9

All the various parts after removal.



**10** Air brake cylinder. New front buffer and add-on parts. New front coupler and set of add-on parts.

## Creating new parts

This is the most pleasant stage. Not having diagrams of these parts, their dimensions are approximate. As they are fairly complex, I opted to use 3D printing (**photos 10**), but I didn't want to make everything either using this technology. The rear cab panel was made out of PVC and the air tank out of brass to ensure a smooth surface.

## Closing the cab

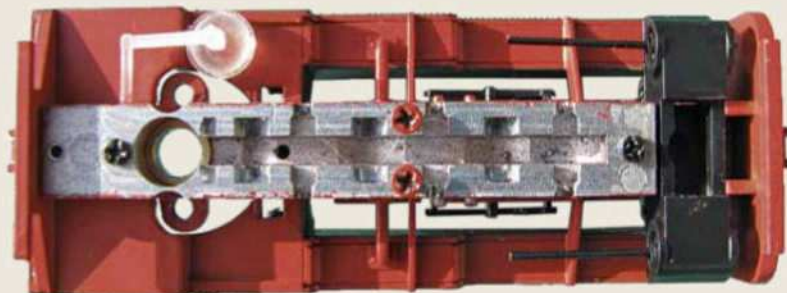
You will need to have accurate dimensions to define the rear panel. A CAD drawing, printed and cut out, will ensure you have the proper shape. The PVC was digitally machined and a bit of filler conceals the seams once the part is glued in place (**photo 11**). The tarpaulin rods are made out of 0.3mm diam. brass wire and are fixed above the side openings. Likewise, two hooks, also made out of 0.3mm diam. brass wire, will support the fire tools. The new whistle fit into the original housing, once it has been enlarged (**photo 12**).



**11** Closing the back of the cab.



**12** Fitting out the cab.



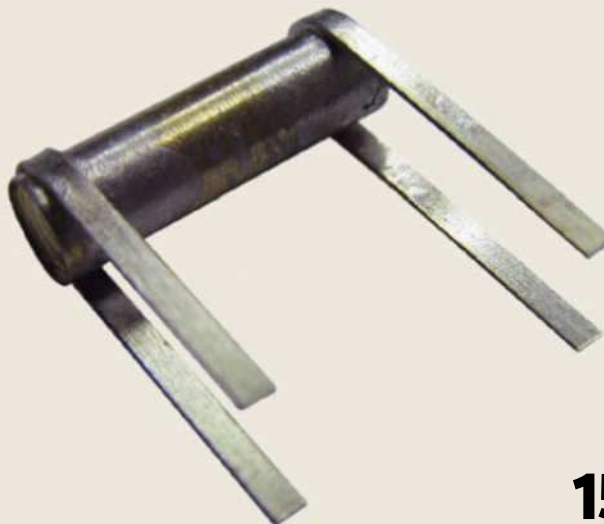
**13** Fitting the air brake cylinder under the chassis.

## The braking system

An air brake cylinder is fitted to the chassis, under the floor and taking care not to block the housing which accommodates the motor fixing screw (**photo 13**). The air pipe, made out of 0.5mm diam. brass wire, connected to a valve, will be fitted last (**photo 14**). The right-hand water tank is fitted with an air tank, machined out of a brass rod to a diameter of 3.5mm, with nickel silver strips soldered onto it (**photo 15**). The left-hand water tank is fitted with a toolbox, once the model has been painted.



**14** Brass wire pipe glued to a 3D printed valve.

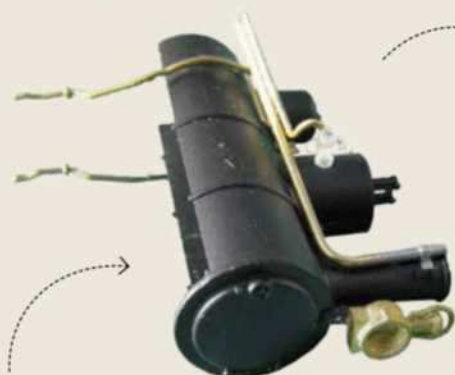


**15** Brass air tank.

## The boiler accessories

Equipping the boiler requires more work. The steam intake valve located on the side is fitted to the dome via a hole, and this cannot be done with the valve located on the longitudinal axis. The piping is made out of brass wire, and I voluntarily placed the ejection pipe at an oblique angle. An additional bend would have made it possible to align it along the longitudinal ...

## Rolling stock



*Detailing the boiler.*

... axis. The headlamp (Trains d'Antan) is fitted to its bracket, taking care to leave space for the wires. All these parts are glued with instant adhesive (**photos 16**).

## Painting

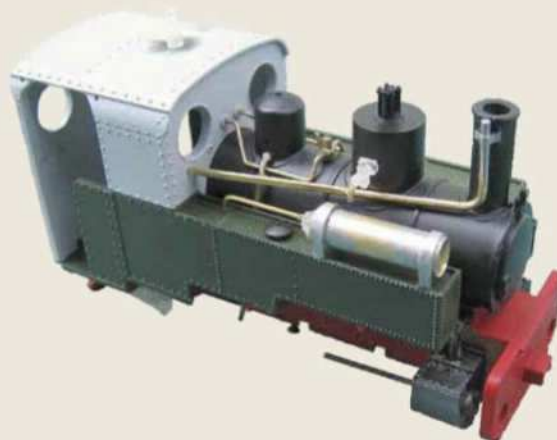
The end is in sight! After carefully masking the mechanical areas (axle and gear housings, piston rod slides – **see photo 17**), the sub-assemblies are given a coat of Tamiya Fine Primer and some areas are touched up (**photo 18**). I opted to paint the Decauville completely in artillery grey, the colour that appears to have been used when the engine was delivered to Morocco. As removing the motion is best avoided, the wheels were painted with a brush. The pick-ups were also painted, except the tips where the current is collected.

## Putting it all back together

There is no major difficulty. Make sure you don't bend the pick-ups! Offering up the axles without the gears allows you to check that no paint on the piston rods hampers operation. Once the motor is fixed back in place, the gears slot in naturally with the axles. ■

### REMINDER

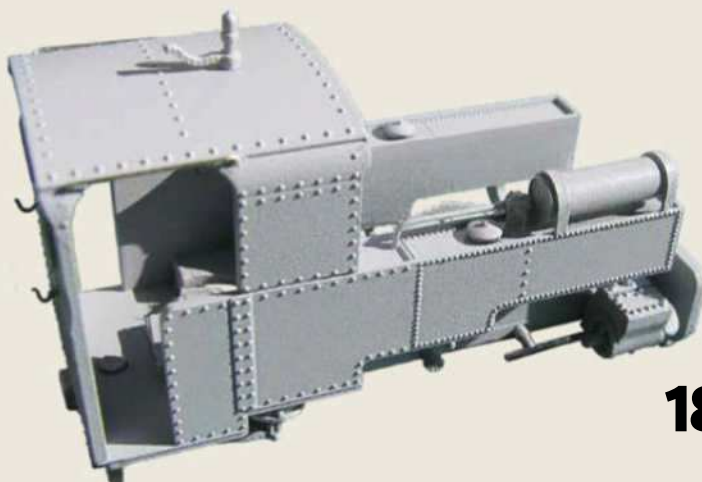
*Altering, even partially and on a small scale, an industrial model instantly voids the manufacturer's guarantee.*



**16** First assembly of the boiler fittings with the cab.



**17** Masking the mechanical parts before painting.



**18** A coat of primer.



**19** The buffers are painted black, the toolbox and the fire tools are fitted at the rear, the decals (Spike 3D), the Narrow Planet plates and the briquettes on the water tanks are all in place.

# *Electrical supply for the Busch train*

Jean-Michel Mayor shows us how to build  
a specific electrical supply for operating the  
Busch feldbahn train.

Text and illustrations (unless otherwise mentioned):  
Jean-Michel Mayor

IN  
**H0f**  
SCALE



Engine Ns2f and a Busch skip in H0-6.5.

F. Fontana



The regulator conceals a few electronic components. It is supplied by a transformer unit connected to the mains.

**B**usch produces an H0 scale train running on 6.5mm gauge track, which corresponds to the prototypical 600mm or 2 foot gauge of industrial railways. The scale is 1/87, while the letter "f" refers to the German word "Feldbahn" (field railway).

## The Busch concept

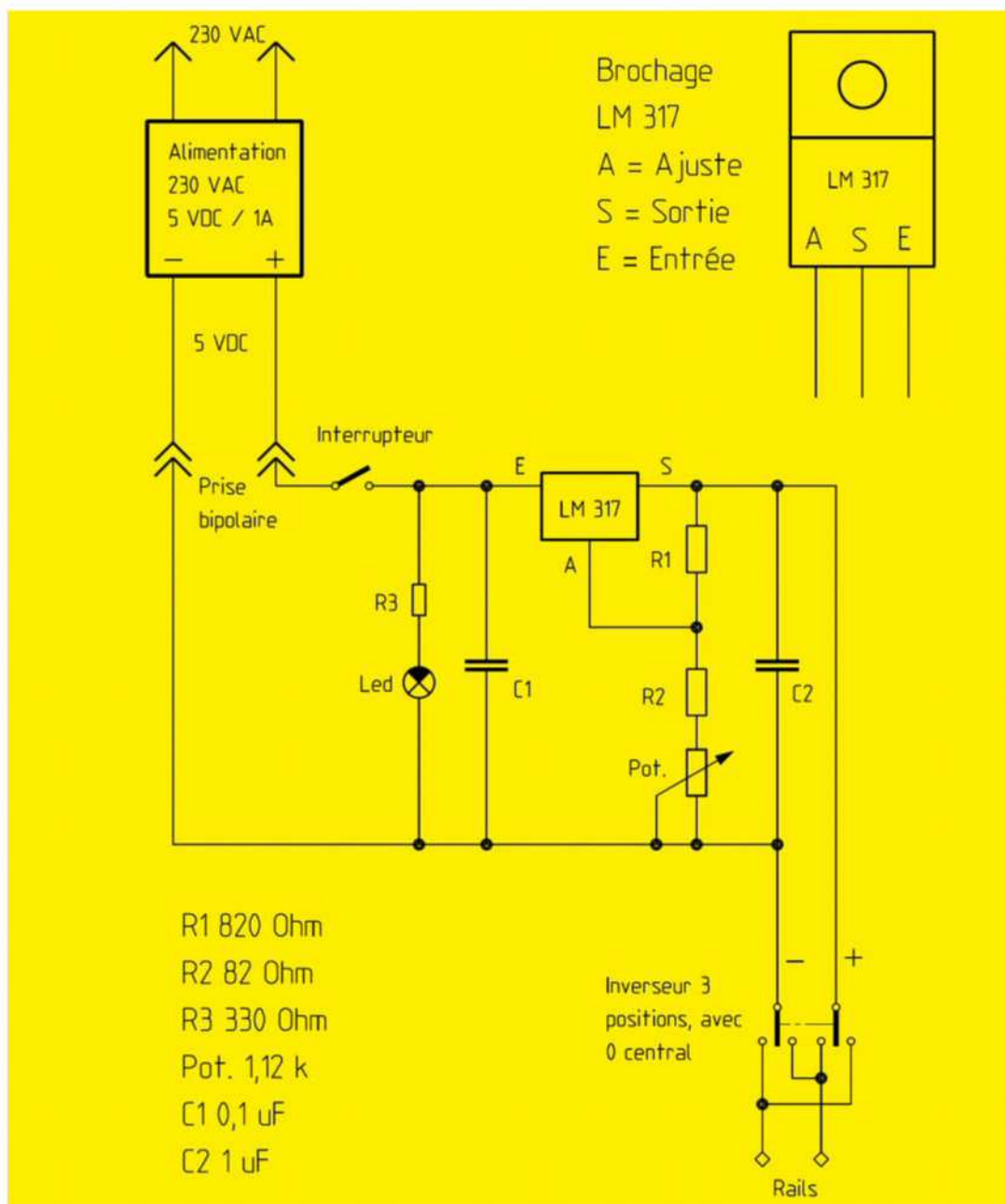
This firm sells steam and diesel locomotives designed to run on 3V DC via two ordinary batteries connected in series. The maximum voltage when the batteries are new is 3.1V. No speed regulation is foreseen, it's either full battery power or nothing. The other drawback is the voltage drop after a few hours of operation, the 3V output being no longer available. Despite the excellent realism of the speed under 3V, a layout operator will want to be able to run more slowly on a small industrial layout. Before having been run in, the Busch engines start under 1.6V, but the voltage can be reduced to 1.4V to obtain spectacular slow running.

## Adjustable supply

A friend of mine asked me to design an adjustable electrical supply able to deliver a maximum voltage of 3V. The challenge was an interesting one and I solved the problem with the S-006 diagram which appears in this article.

Power comes from the mains via a transformer supplying 5V and 1 Amp. I used a transformer made by Distrelec, reference 110-27-922, costing 12.40 Swiss Francs (+ VAT and postage). It looks like a mobile phone charger and is plugged directly into a 230V mains socket. An audio connector was fitted to the output flex to supply the small control panel. The LED shown on the diagram lights up when the panel is powered. (I draw LEDs as if they were polarized bulbs, this isn't the official symbol but it's clear enough for this project). The voltage regulation diagram is available on Internet, but not for such a low voltage. The LM 317 can supply 1.5Amp from 1.25V to over 30V. I adapted the values of the resistors to have an adjustable voltage from 1.4 to 3.1V by using the entire range of the potentiometer (pot.). The voltage is equal to 1.25V when the resistance of the potentiometer is null and it is at its maximum when the resistor is also at its maximum. I used a 1kΩ pot. Measured at 1.12 kΩ, the value shown on the diagram. To avoid having an empty range on the potentiometer before having sufficient voltage for the engine to start, I inserted R2, an 82 Ω resistor which ensures a voltage of 1.4V is available when the pot. is at 0 Ω. R1 minimum is 240 Ω, if this value is applied, you only use one third of the range of the pot. before reaching maximum voltage. I therefore increased R1 until I got 3.1V at the

**TOTAL COST  
~30€**



## In euros

1 HN Power  
HNP06-050L6 5 V/  
DC 1.5 A 6 W stabilized  
fixed voltage power  
supply block  
costs 8.19 € from the  
Conrad shop,  
for example.  
All the supplies cost less  
than 30 euros without  
postage

end of the potentiometer's range. 820  $\Omega$  for R1 is the optimum. With a weaker value of 680  $\Omega$ , the maximum voltage reaches 3.7V, which isn't permissible according to Busch.

A bipolar switch with a zero position in the middle is used for reversing. Forwards/0/Backwards.

The overall cost for this supply system is ca. 50 Swiss Francs.

## The H0f Busch track

This track is very delicate and the rail joiners tend to come off. Laying the track requires great care. A strip of magnetic steel is embedded in

the sleepers along the middle of the track. Combined with the magnets fitted under the locomotives, this increases adhesion. The trackplan must be designed carefully, insulating rail joiners will be required on the turnouts to avoid shorting. It is advisable to feed the turnouts from the common side to avoid such problems, meaning that only simple layouts without loop sidings or balloon loops are recommended. The very low operating voltage precludes using protection diodes on the track, as the 0.7V drop of voltage caused by such diodes is too strong relative to the service voltage for the trains. ■

# Toury and its sugar mill

## THE MODELLER



Uwe

Uwe Hass collects narrow gauge railway kits in 1/35 scale. And he has built a fine showcase for them!

Texte et illustrations : François Fontana et Uwe Hass

### *The layout at a glance*

Scale: 1/35

16.5mm narrow gauge

Control: analogue

Dimensions: 2.1x 0.5 m

Sugar beet railway based on the  
Pithiviers – Toury system

Left to the layout: the harbour area. The crane is an unlikely item in such an environment, as in the real world, transshipment was carried out manually. But it's pleasing to see a former Magnard military crane, which used to be fitted to Péchot-Bourdon platforms.

**Y**es, but – this is actually much more than a simple diorama or a show stand. In view of the many kits he owned, and the regional consistency of the various items of rolling stock, Uwe decided to go a step further. In terms of displaying carefully built, painted and weathered models, he thought it might be worthwhile to build a working diorama which, over time, has morphed into a real layout.

**François Fontana:** Hallo Uwe, you have here a fine collection of what was originally military rolling stock?

**Uwe Hass:** Yes, there is plenty of choice when it comes to military equipment in





*The Toury sugar mill depot in 1/35 scale.  
Two locotractors, from two successive wars,  
are shunting in the yard. In the foreground,  
a Campagne, under the shed a Billard T 75 D.  
Both are resin kits from the U-Models range.*

1/35 scale. The models available are all from the ranges of two French artisans: U-Models and Blitz-Kit; all of them are based on WWI or WWII prototypes, so I wondered where they might have run afterwards? The answer was found in Eric Fresné's book ("70 ans de chemins de fer betteraviers en France", "70 years of sugar beet railways in France" published by Editions LR Presse): on industrial railways, some of which even re-used the trackbed of WWI military field railways. I opted to model a different sugar beet railway: the Pithiviers to Toury tramway.

**FF: Originally, these were static kits?**

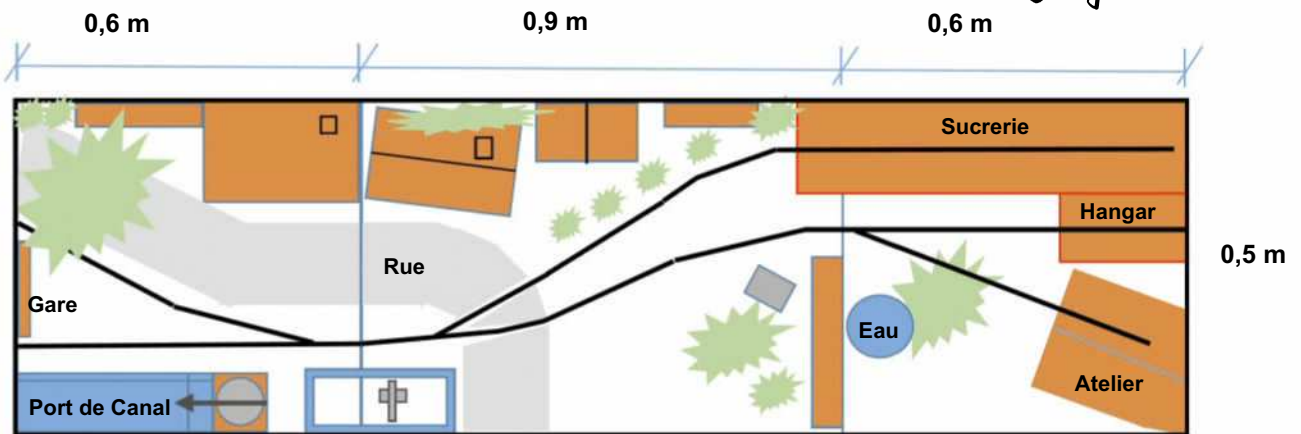
**UH:** Yes, as is customary in the small world of military modellers, the kits are not motorized, but they are very fine reproductions and feature a great many add-on details. The quality of the outcome will depend on the care taken with assembly, painting and weathering. The models are static, but driving chassis can fairly easily be found to motorize them. ■■■



The T 75 D is seen hauling a four-wheeler open wagon through the village.

## Sucrierie de Toury – chemins de fer betteraviers en France

*Plan  
Layout of the*



*The small Campagne tractor trundles through the village on its way to the harbour. This a V-Models resin kit fitted to an H0 scale Sb-Modellbau driving chassis.*



... I mainly use the German Sb-Modellbau productions.

### FF: And what about wagons?

UH: They are scratchbuilt out of plastic sheet. I used the diagrams published in Eric Fresné's book. The axles and bogies are H0 scale items adapted to 1/35 scale. For example, for the Pershing wagons, I used H0 scale bogies from the Bachmann range. All my stock is fitted with tramway couplers from the Zeunert ZT-Modelbahnen range.

### FF: Uwe, what can you tell us about the layout itself?

UH: It is a fairly simple design, on a surface of 2.1 x 0.5m you find three different modules: on the right hand side, the sugar mill, in the middle a village bisected by the track and on the left hand side, the harbour. A kind of synthesis of a sugar beet railway, from the production plant to the shipment of the product. There are only three turnouts; from the fields, the trains are reversed into the factory and on the same principle, the wagons are reversed towards the harbour sidings.

The layout has an analogue controller. The turnouts are operated by rods concealed in the cemetery graves and in a tree!

The fiddleyard ensures some variety in operations: three trains, each with two or three wagons, run in turn. Visitors always

seem surprised to see so much stock and so many possibilities on such a small layout.

**FF: And how did you proceed for the scenery?**

**UW:** I used buildings from the MiniArt range. Either complete ones for the houses in the village, or by using just a few parts to build the large factory, for example. I also built several using large plastic sheets and many types of strips, as well as sheets of Styrofoam. The structures are then carefully painted with acrylics, before being weathered using various techniques and many very fine pastel-based products. The figures are from the MiniArt and MK35 ranges. ■



Uwe Haas

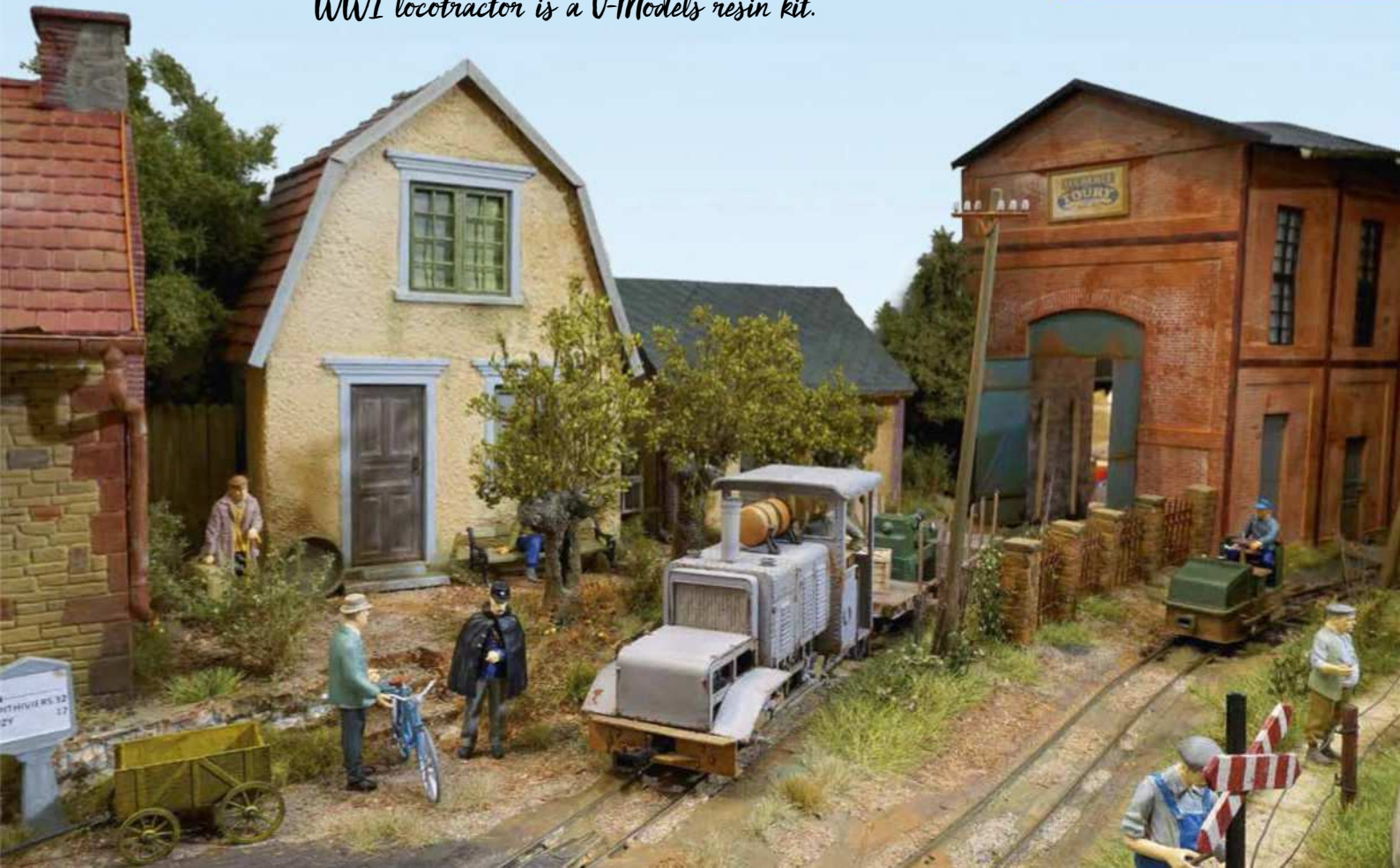
A steam locomotive, and a Baldwin 4-6-0 T at that! This is the Scale Link model.

*The factory closes off the perspective on the right hand side of the layout, concealing one of the access points to the fiddleyard. The other one is the track that runs alongside the factory, passing between the latter and the small depot. The Baldwin WWI locotractor is a V-Models resin kit.*

### Bibliography



Éric Fresné's book, "70 ans de chemins de fer betteraviers en France", will soon be re-published by Editions LR Presse.





# Real estate fever at Strömmingby

## In herring-land, instalment 5

With the scenery now complete at Strömmingvik, it's time to turn to the village of Strömmingby, on the opposite side of the layout. Before tackling the ground cover and the streets, Alexis Avril began by the various buildings. The station and the school are the first in a long series.

Text and illustrations: Alexis Avril

**R**eal estate fever has hit Strömmingby. Buildings are popping up everywhere. All techniques are welcome and implemented. Buildings made out of castings or laser-cut card construction are the methods chosen here.

### THE STRÖMMINGBY STATION BUILDING

The Strömmingby station building is loosely inspired by the station at Fårhult, without attempting to strictly model the prototype. The station facades can easily be broken down into standard components, a good reason for indulging in spot of casting. ...

## Layout project



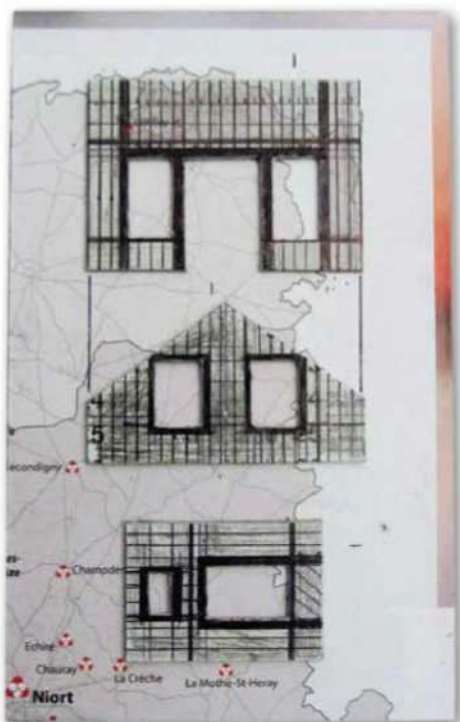
Strömmingby station building, just completed, is now in place on the layout.



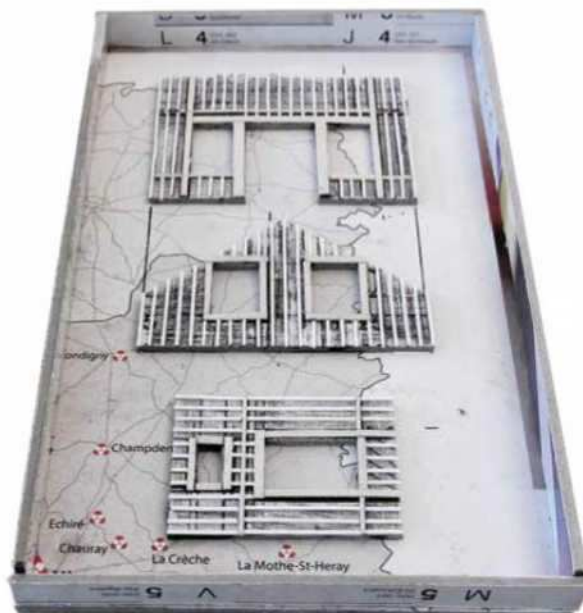
I was inspired by the station building at Fårhult.



**N scale diagram.** Diagram of the various parts of the station building, before assembly (top) and after having been cut out and assembled (bottom).



The facade components are drawn on calendar cardboard, then cut out and glued onto a flat surface, also made from calendars, which will form the bottom of the mould. The grain of the wood cladding is marked with a scalpel.



The seam covers of the facade cladding and the frames of the windows and doors are glued with instant adhesive. The box is closed off with strips of calendar cardboard whose height is 0.5mm higher than the thickness of the master model.

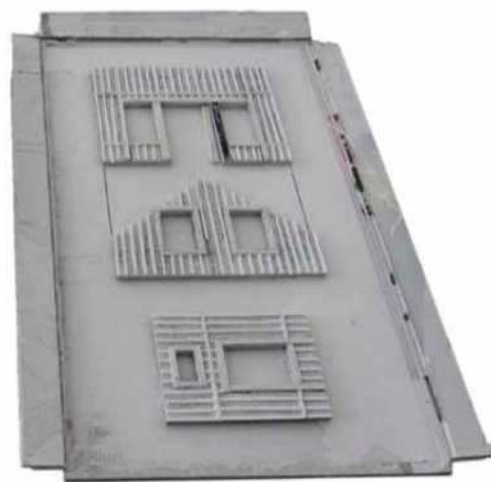
## Scenery



The silicon is poured into the box after the latter has been given a coat of talcum. I use RTV 181 casting silicon. The hardener and the silicon must be thoroughly mixed in the specified proportions, otherwise it will be impossible to clean and re-use the master model.



After 48 hours, the mould is taken out of the box. In theory, 24 hours is enough, but it's always wise to wait a little longer to avoid the risk of tearing the silicon and irretrievably damaging the master model...



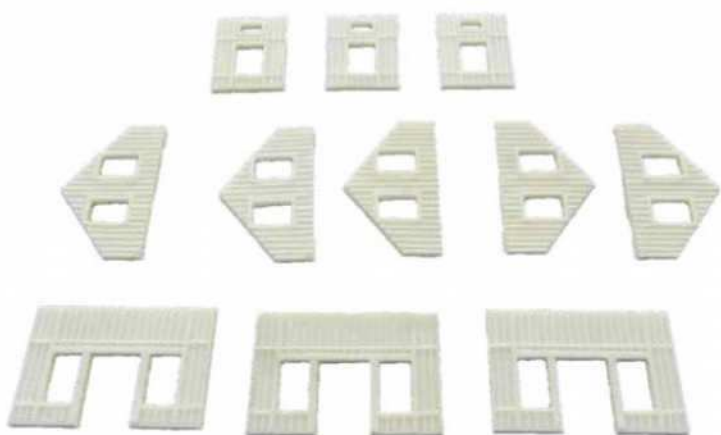
### CASTING THE FAÇADE COMPONENTS

The very first step consists in making the master models for the parts to be cast. I use 2mm thick calendar cardboard, 0,56mm square Evergreen strips and a sheet of peeled wood. They are glued to the bottom of a box into which the silicone casting compound will be poured. Making the master models requires a lot of care, as any defect will be transferred to the final castings.

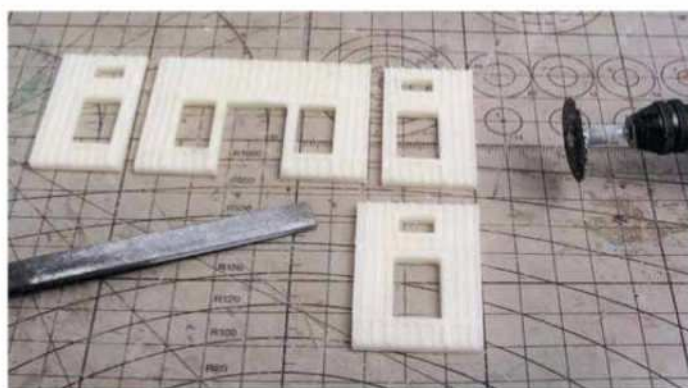
### ASSEMBLING AND PAINTING THE CASTINGS

When enough parts are cast, I clean and assemble them. Any flash on the various parts is removed with a scalpel and a flat file, while any air bubbles that might be present along the finer ridges are removed using a dry point. I then assemble the parts using instant adhesive, around the floor and against the partitions of the various ground floor rooms. I complete the work by painting the facades.

The resin is poured into the mould, suitably cleaned and coated with talcum. The latter will protect the mould and ease the removal of the casting. I use a two-part polyurethane resin (78A and 78B) which conveniently sets in 5 minutes. The parts must be blended in equal quantities and accurately, otherwise the exercise will fail!

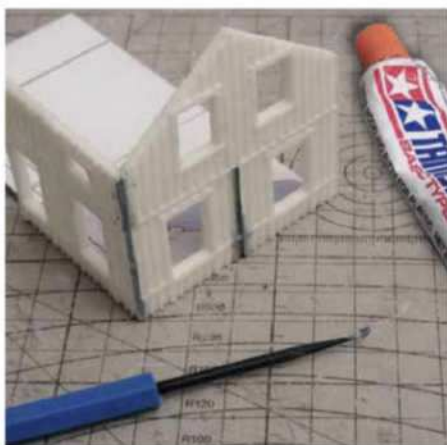


After an hour's work, many parts are available.



Some components need to be cut, an easy job with a mini cutting disk. The parts are then adjusted with a flat file. Using the same tool, I also angle the parts located at the corners of the building.

The facade components are glued in place and if necessary, the joints are touched up with putty. It is easier to assemble the whole facades by first fixing two adjacent facades around a calendar cardboard floor.



A waiting room with a ticket booth, a restaurant and the station master's office are the three rooms that make up the ground floor. The partition walls are made out of calendar cardboard and glued to the floor. The two other facades are then offered up and fixed against the partition walls. Before painting the building, remember to clean the assembly and apply a coat of primer to it. Otherwise, the paint won't hold on the slightly greasy resin.

## ROOFS, WOODWORK AND DETAILING

As I intend to furnish the buildings at a later stage, I fit the fireplaces, one in the restaurant, and the other in the station master's office. I also install the first storey flooring. Finally, I add the roof, the doors and windows, the gutters and drainpipes as well as the station name. I finish off the job by applying some weathering pastels to emphasize the wood grain and the build-up of dust in the angles and cracks. ■■■

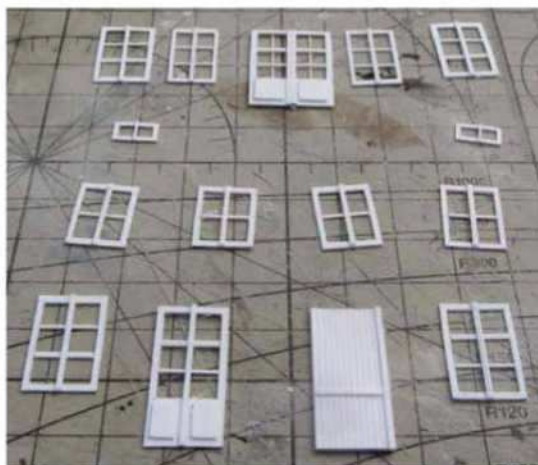


The walls are painted with white acrylic from a spray can. The cladding uprights and the door and window frames are painted dark olive green, patience is a must! The roof panels, the central partition and the first storey floor are cut out of 1.5mm thick cardboard. The floors are opened up to accommodate the chimney flues and the staircase well, while the floor simply rests upon the ground floor partitions.

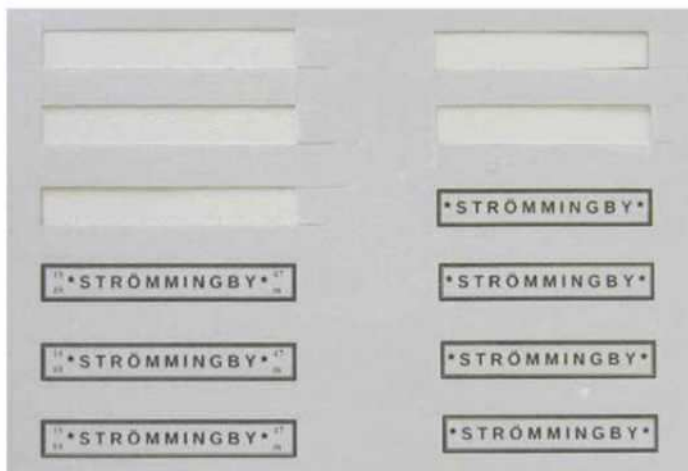
The fireplaces and their flues are made out of foamboard. They are glued in place against the walls with wood glue.



To simplify the construction of the woodwork, I drew a rough template onto which I located the frames of the doors and windows, which are held in place by adhesive tape during the assembly.



The woodwork is made out of Evergreen strips glued onto a sheet of transparent plastic using Micro Kristal Clear. The parts are inserted into the door and window apertures and glued with a 50/50 blend of white glue and water.



The station noticeboards are drawn to scale using Powerpoint, printed and glued onto 1mm thick cardboard, before being affixed to the building.



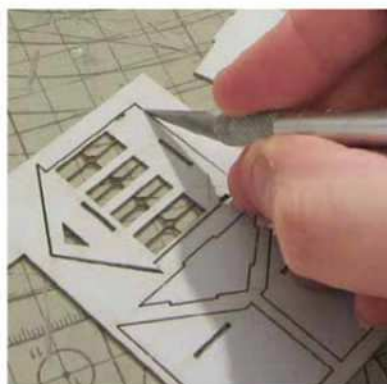
Work on the station building is completed by covering the roof panels with Redutex tiles, and adding the chimneys, gutters and downpipes. The latter are made in the same way as described for the building located on the wharf (see VL 92).

## THE SCHOOL

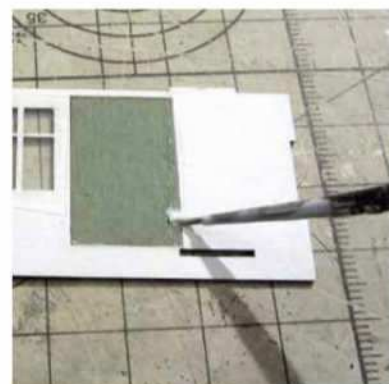
The school is a laser-cut kit from the Josswood range. This was a first for me, as I had never built this type of kit, and it has to be said that it was a very enjoyable spell of modelling. I shall describe the construction phases and point out any main traps to be avoided, assuming they are some!



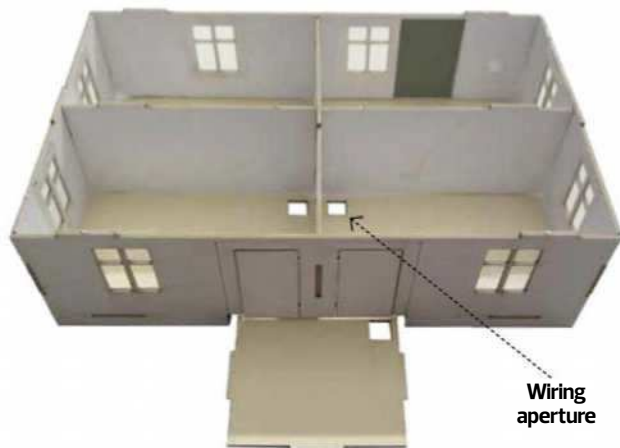
The kit (two of them in my case) fits into an A4 envelope. Delivery takes around one month.



A sharp scalpel is sufficient to cut out the various parts. It is best to cut out and assemble the parts one at a time to avoid losing them: there are no spares.



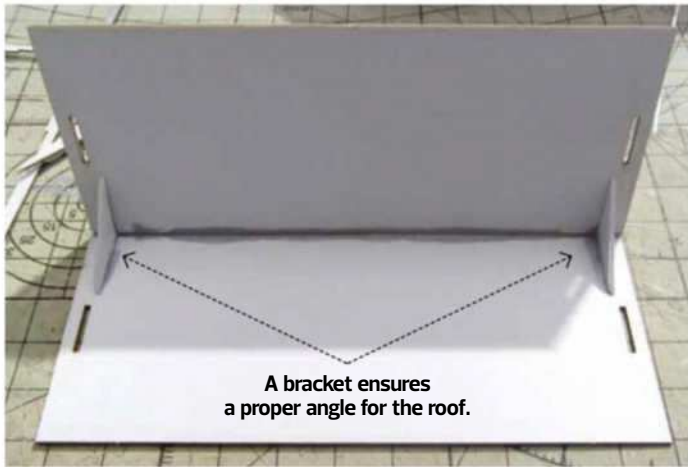
The kit is assembled with a 50/50 blend of white glue and water. Take care, the card gobbles up the liquid and the assemblies set very fast, making it almost impossible to re-adjust the parts without damaging them.



After a good 20 minutes, the ground floor is finished. Note the apertures in the floor to allow for the installation of wiring in the event of lighting being installed.



I didn't glue the first storey, to preserve access inside the building. This isn't a problem, as the fixing tabs are so accurate that glue is almost superfluous!



**A bracket ensures  
a proper angle for the roof.**

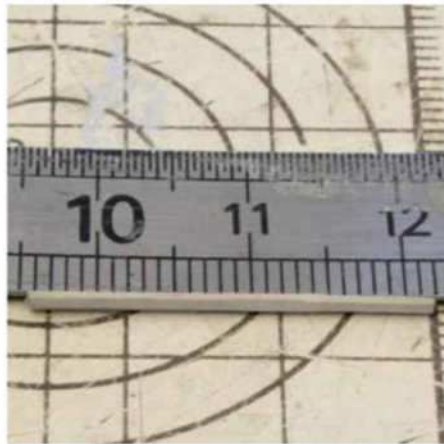
I also wanted to keep the roof removable. I therefore added two cardboard triangles to maintain the angle between the roof panels.



When gluing the cladding in place, take care to center the openings on the windows. Remember: the glue sets quickly!



They are fixed by applying the usual 50/50 blend of water and white glue, using a fine brush without spilling over on the glazing.



The angle uprights are pre-cut to ease folding. Despite this, I recommend shaping them using a metal ruler.



The chimney is tiny and the various parts cannot be assembled without tweezers and instant adhesive.



A note of caution: the joints between the parts aren't always perfect, in particular at the angles of the porch frontage. I found it was necessary to touch up the angles with Gesso, to conceal the unsightly seam.



The completed building, shown "exploded" to allow for inside furnishing to be fitted. The school will be placed near the station throat, opposite the track leading to Strömmingvik.



It's late afternoon, in winter-time in some large city in south-western France, or during the summer by the seaside in Argelès-sur-mer or Canet-en-Roussillon, and children are eagerly boarding the Sambaldur-sur-Mou little train.

# Sambaldur-sur-Mou

## *Fun fair and narrow gauge*



This layout is doubly unusual. First because it is built in an uncommon scale, 1/50. Secondly by the topic chosen : a fun fair train!

Text and illustrations: François Fontana et François Fouger

*Layout plan*



It all starts with buying a ticket, this job was in the hands of Renée, the creator's wife, until the very end.

**I**magine a turnout-less layout, shaped like a bean. A layout featuring a series of curves and counter-curves, each one sharper than the next. With a huge station, but actually a hollow one, as it is used to store the train. Not forgetting that the entire layout fits into a couple of lorries, that it was only ever set up temporarily and that it's weird appearance is very typical of the aesthetics of the 1950s. This very pleasing layout is now on display at the Cité du Train railway museum in Mulhouse.

built by a coach-maker were the carriages. During the summer of 1948, the showmen settled in Roussillon, where they attended all the main fun fairs, delighting several generations of children until 2007. That year, activity ended, the train was stored in a pair of lorries and their assorted trailers on a piece of land, and was forgotten. It was preserved thanks to Sylvain Vernerey, the Director of the Cité du Train in Mulhouse, who had it transferred to the museum and restored. Since then, it has enjoyed a new lease of life, amusing both children ...

### *The layout at a glance*

Scale: 1/50

Gauge: 9mm

Dimensions: 90 x 50cm

Inspiration: the eponymous fun-fair railway

### **The prototype**

Let's hop back in time, to when this attraction hadn't been preserved yet. Created shortly after WWII by Zilda Clément and his son Lynel, who lived in the Marne, the little train was almost entirely home-made: the only items to have been

*Passengers can choose between the two double open carriages or the very unusual pink closed carriage.*



## A home-made locotractor

The splendid locotractor, streamlined like some futuristic spaceship, was entirely built by Zilda Clément around machinery from a 1908 Ford T. However, when the motor starts up, rocket science is soon forgotten! Two drive rollers propel the machine along two tread surfaces made of wooden boards, fitted along the inside of the 60cm gauge rails.

Fun-fair atmosphere, pom-poms and lights. Sambaldur-sur-Mou begins its second life at the Cité du Train in Mulhouse.



*The accurately modelled little locotractor is motorized with an N scale 0-6-0 Roco chassis.*

... and grown-ups who discover the station of Sambaldur-sur-Mou\*, a humorous reference to men trawling for dates in fun fairs!

## The layout

Joël Jardon, a fun fair fan and collector of vintage toys, partnered with a modeller, Christian Laurans, to create a model of this delightful railway in 1/50 scale. The layout measures 90 x 50cm, the 9mm gauge track is from the 1970s Jouef range. The locotractor, fitted to a Roco 0-6-0 chassis, is entirely made out of plastic sheet, like the carriages. As per the prototype, the station is a simple painted hoarding, with no relief whatsoever. The two lorries used for transporting the layout are from artisan ranges, suitably modified to be prototypical. The lighting system of the attraction is nicely modelled, all the lamp-posts are operational and contribute to giving the scene a charmingly fairy-like appearance. ■



Christian Laurent has carefully modelled all the components of the merry-go-round, including the lorries such as this Renault AFKD based on a Minitrucks kit.

\* Translator's note: phonetically, "Sambaldur" is similar to "ça emballe dur", slang for "busy flirting", while "mou" means "limp"...

The prototype  
rodding that holds  
the track sections  
together has  
been carefully  
reproduced.



*Christian and Joël, at  
the Cité du Train in  
Mulhouse, display a scale  
model of the prototype  
visitors can enjoy outside.*



# PLASTIC SHEET *for a COFERNA*

Having fallen for the rather rudimentary appearance of the COFERNA locotractor, Lucien Eijdemis decided to build one in 0 narrow gauge. He designed a plastic sheet body to fit over a commercially-sourced chassis.

Text and illustrations (unless otherwise mentioned):  
Lucien Eijdemis

**DRAWING  
IN THE  
CENTRAL  
FOLDER**



An 0-6-0 COFERNA locotractor, a model that is easily built around a Bachmann driving chassis.

*My first attempts at building with plastic sheet consisted in making two steam locomotive bodies fitted to industrial chassis. Having found a complete diagram in Eric Fresné's book, 70 ans de chemins de fer betteraviers en France ("70 years of sugar beet railways in France", published by LR Presse), I decided to tackle a different project: building a COFERNA locotractor in plastic sheet. What follows is a step-by-step process.*

## Supplies

Bachmann Plymouth  
(chassis)

**Plastic sheet**, 0.5, 1 and 2mm thick (Evergreen ref. 9020, 9040, 908).

**Evergreen strips**: 0.5 x 0.70mm (ref. 122), 0.75 x 0.75mm (ref. 131), round strip 0.5 mm diam. (ref.

218), tube 2.4mm (ref. 223) and 3.2mm diam. (ref. 224), L strip 1.5mm (ref. 291)

**COFERNA axleboxes**: EuroNG Models/Shapeways 0.7mm diam. **brass wire**.

**6" louvers**: Archer decals ref.8803



- 1 The donor chassis is from a Bachmann Plymouth in H0 scale. The wheelbase is a tad too long for the COFERNA, but as the outside chassis frames largely conceal the wheels, this is hardly visible.



- 2 Dismantle the chassis, and cut the outside frames which are in one part with the plate located below the chassis. Keep the retaining screws, of course. Put the chassis back together, including its weighty ballast block.



- 3 Cut the running board of the locotractor out of 1mm thick plastic sheet, as well as the buffer beams. Adjust the running board to the outline of the chassis.



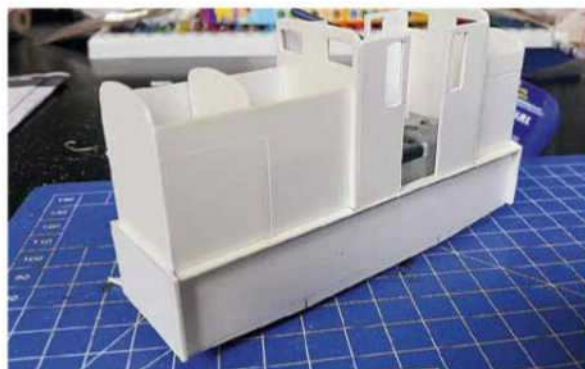
*1mm thick plastic sheet*

- 4 Cut out the various intermediary bulkheads as well as the front and rear of the cab. All these parts are 1mm thick plastic sheet.

*Wherever possible, I use 2mm thick plastic sheet.*



**5** The intermediary reinforcing bulkhead is cut out of 2mm thick sheet, together with the wedges that hold the bulkheads in place, as well as the strut supporting the cab roof. As there is very little space available on the sides, the engine bonnets will be cut out of 0.5mm thick sheet.



**6** Cut the bonnet side panels out of 0.5mm thick sheet. Scribe them lightly to represent the joints between the panels.



**7** Glue rectangular parts cut out of 2mm thick sheet to make the top of the bonnets.

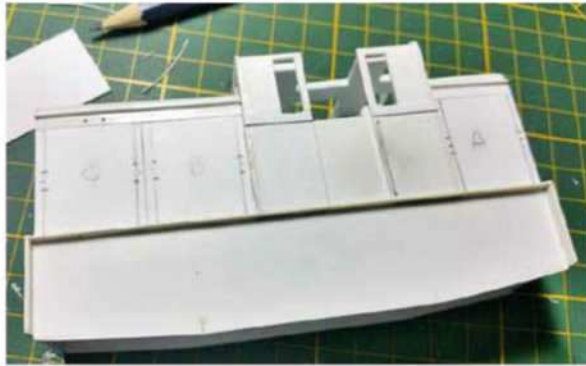


**8** File and sand these parts carefully to make them suitably curved.



*Opening panel for the engine bonnet.*

**9** Cut the opening panels on the bonnets out of 0.5mm thick sheet. Glue them in place after having marked the spots that will be drilled out.



**10** Glue a length of 1.5mm L-strip along the bonnets, above the opening panels.



*The roof bracket.*

**11** Glue a piece of 2mm thick card to the roof bracket. Glue the part in place and sand it down to give it a rounded shape. The silencer is a length of 3.2mm diameter tube.



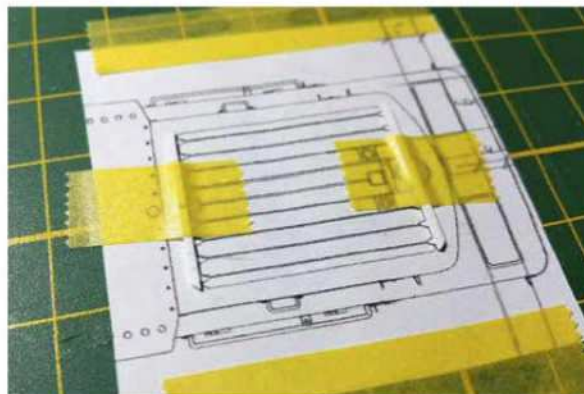
**12** Glue the axleboxes and the springs to the outside chassis frames. Mine are 3D printed parts bought from the Shapeways online shop.



**13** Using the diagram, place the various steps on the chassis, as well as the locks on the bonnets, the door hinges and the various bolts (0.5mm round plastic rod).



**14** There is a radiator at the front of the engine. It's hasn't been visible so far on the photos, but it appears on the diagrams. Its housing is cut out of the 1mm thick front panel.



**15** The radiator protection grille consists of Evergreen strips. The horizontal rods (0.5 x 0.7) are held in place with adhesive tape.

## 16

The rods (0.5 x 0.7mm) are glued one by one. First at the ends, then, once the adhesive tape has been removed, in the middle. A rectangle of wire mesh represents the radiator honeycomb, the protection grille is glued over it.



**17** The handrails and the bonnet handles are made out of 0.7mm diam. brass wire, held in place with a spot of instant adhesive. The roof (0.5mm sheet), which extends beyond the cab sides, is glued onto the shaped bracket.

## 18

Furnish the inside of the cab, the drivers' desk and the handles are made out of plastic strip. The roof is left removable to allow for inside detailing and decorating. The floor is located half-way up, above the driving mechanism. The driver will have to be severely amputated!



*The locotractor is ready to run!*

## 19

The bonnet louvers are reproduced with Archer decals.



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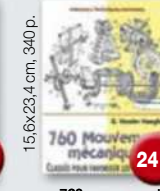


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- ☐ 1 an, 4 numéros France : 29,90 €    ☐ 2 ans, 8 numéros France : 54,50 €  
☐ 1 an, 4 numéros Étranger : 35,50 €    ☐ 2 ans, 8 numéros Étranger : 64,50 €

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Prénom / First name : \_\_\_\_\_

Adresse / Address : \_\_\_\_\_

Code postal / Post Code : [ ] [ ] [ ] [ ] Ville / Town : \_\_\_\_\_

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Offre valable jusqu'au 31/07/2018 — Offer valid until 31/07/2018

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☐ par chèque (à l'ordre de LR PRESSE) / by cheque (made out to LR Presse)

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Return this form to LR Presse - BP 30104 - 56401 AURAY CEDEX - Tél : 02 97 24 01 65

LILLE 2019 - LE GRAND PALAIS



*Here we go again!*

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3rd, 4th and 5th  
**MAY 2019**

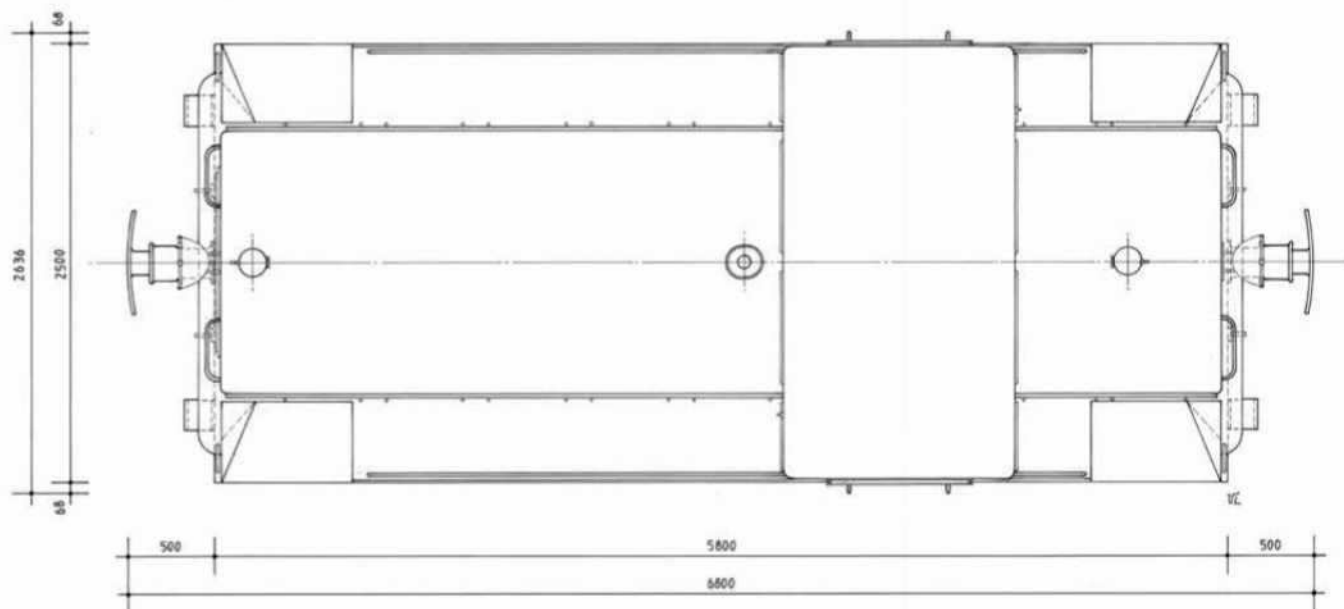
---

Save the dates!

# Melle chemical plant

## Renault 5140-5 type locotractor

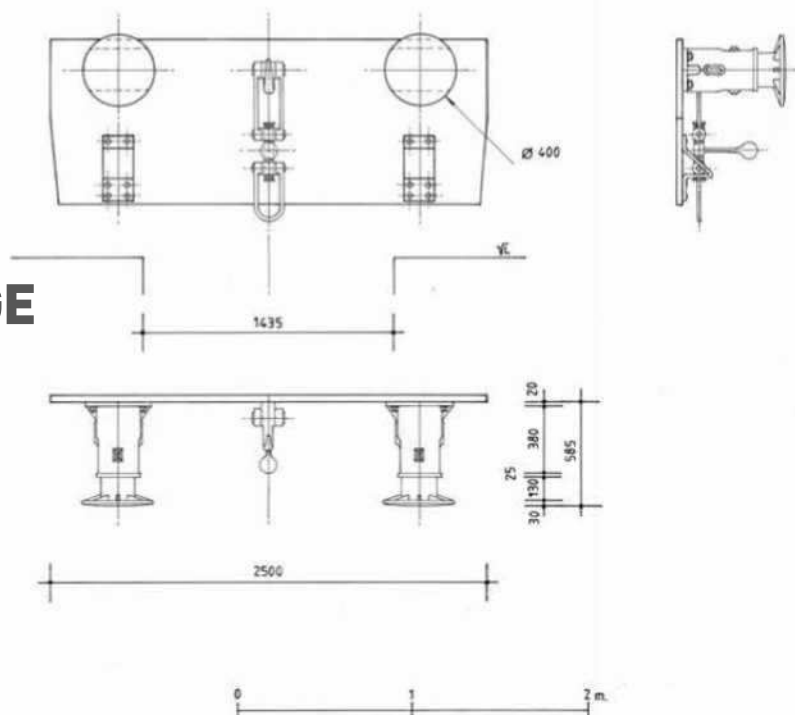
Drawing Vincent Lepais scale 1/43.5



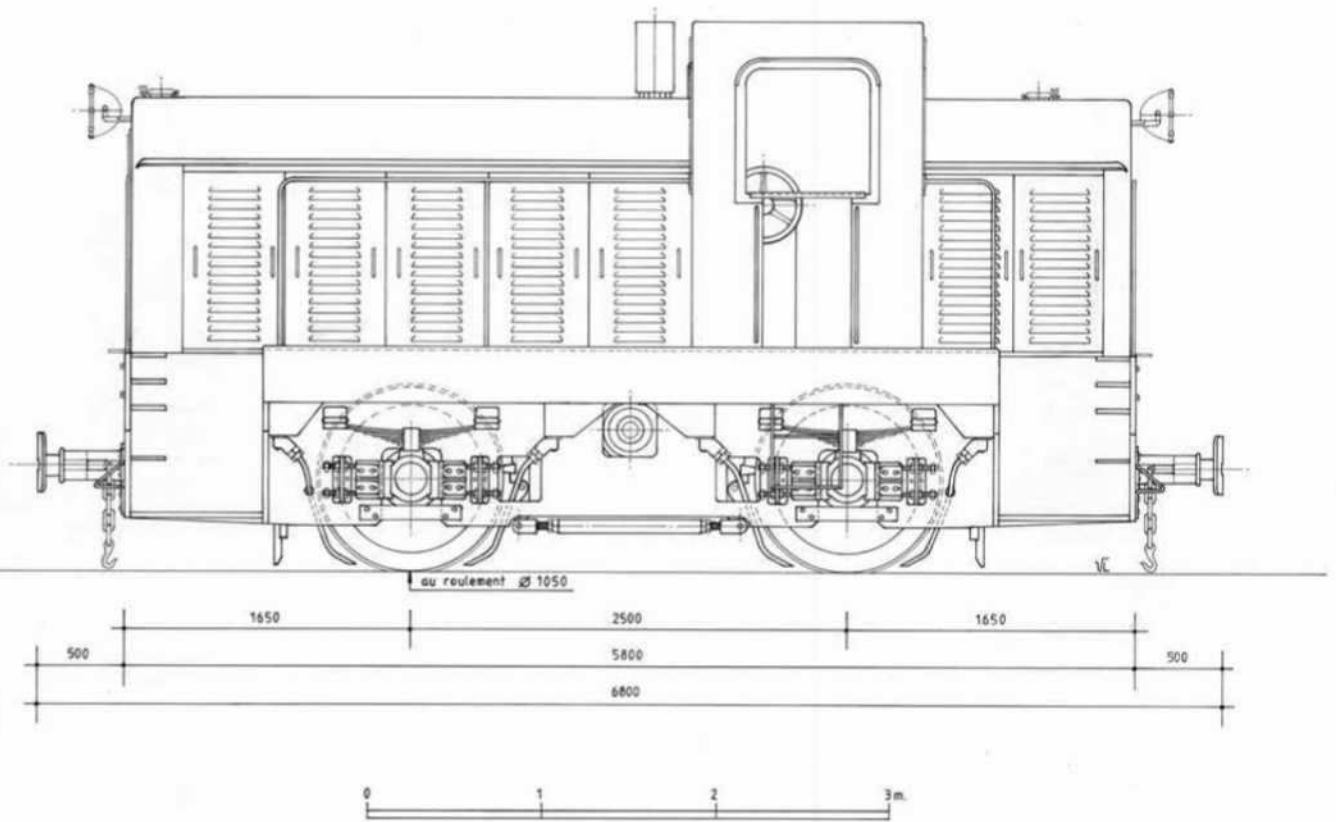
**PLAN**



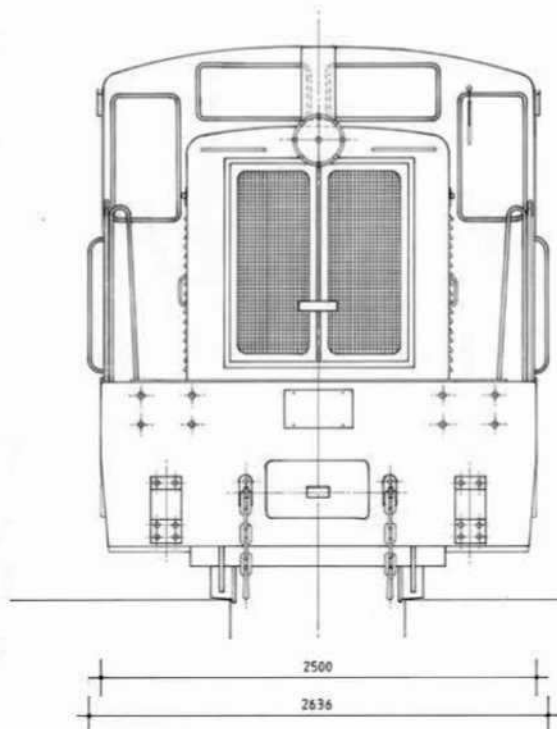
**STANDARD GAUGE  
BUFFER BEAM**



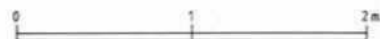
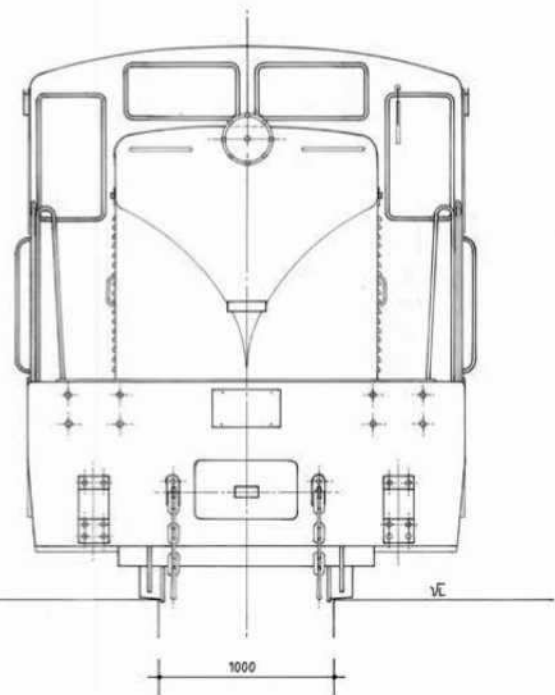
# LEFT-HAND ELEVATION



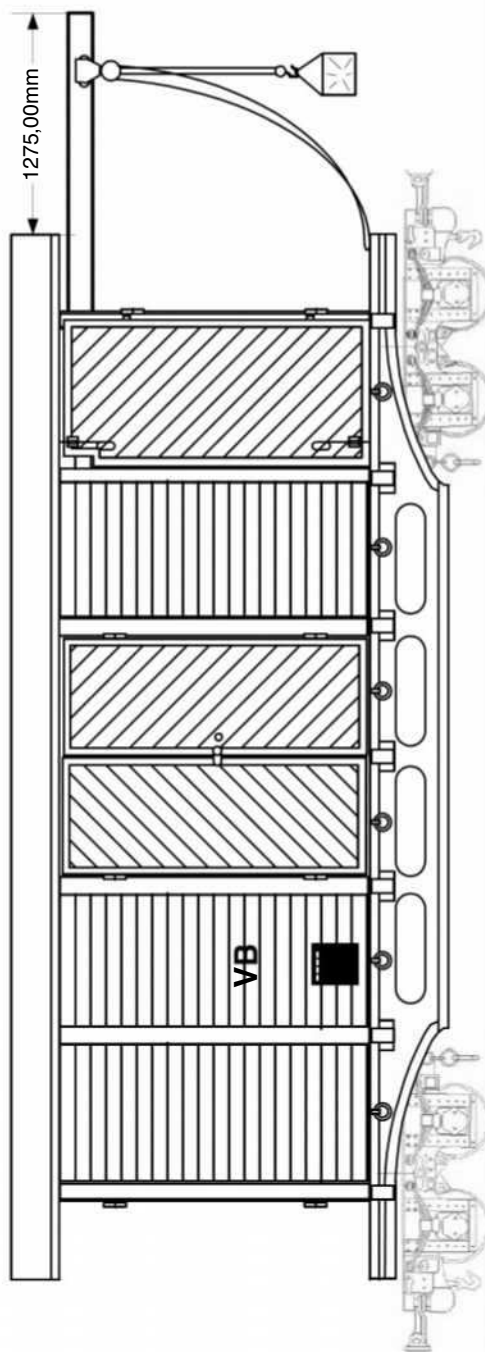
## FRONT VIEW



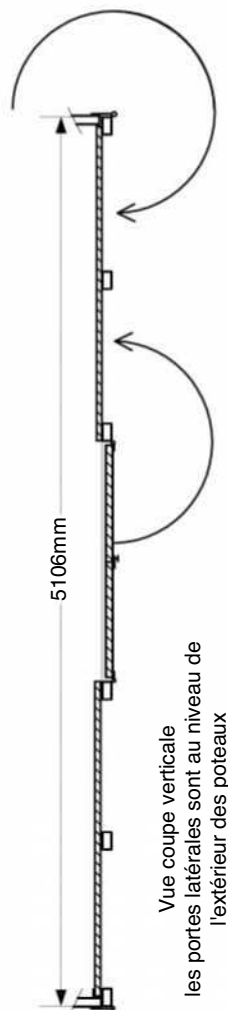
## REAR VIEW



Toutes les portes s'ouvrent  
vers l'extérieur, se rabattent et  
se verrouillent sur les cotés



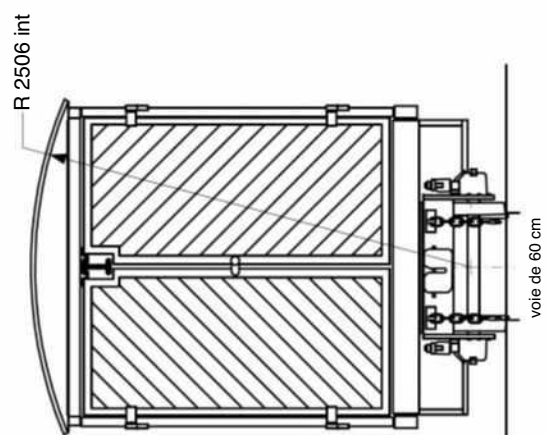
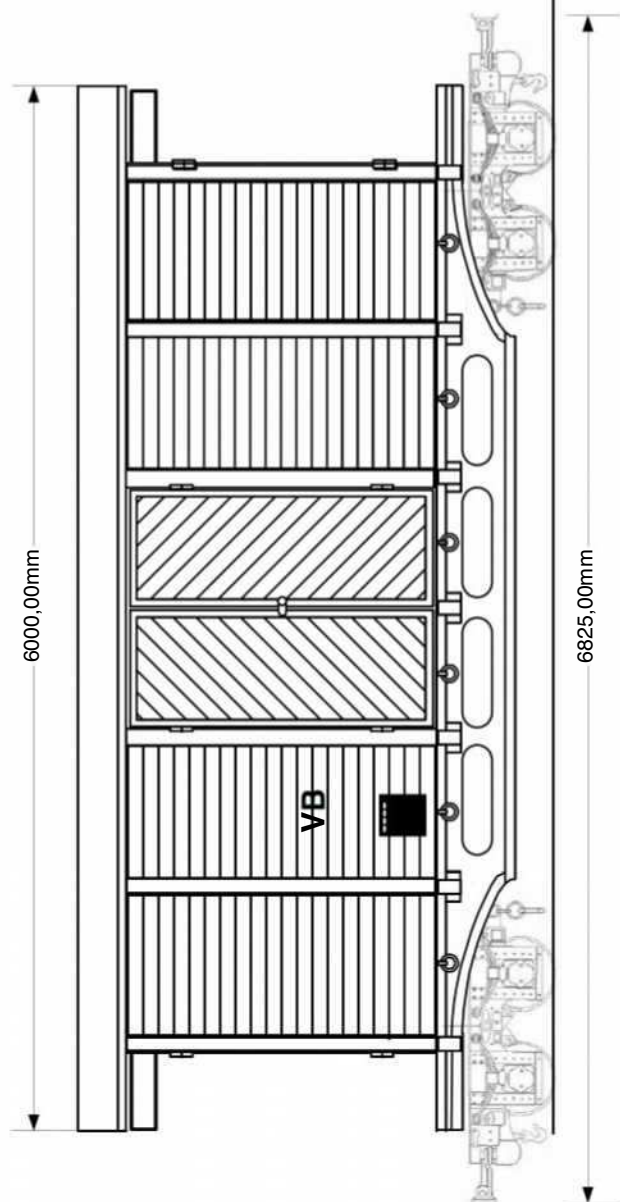
Vue extrémité ouverte



Vue coupe verticale  
les portes latérales sont au niveau de  
l'extérieur des poteaux

# Chemin de Fer de la Vallée de l'Ouche Workshop wagon on Pechot platform

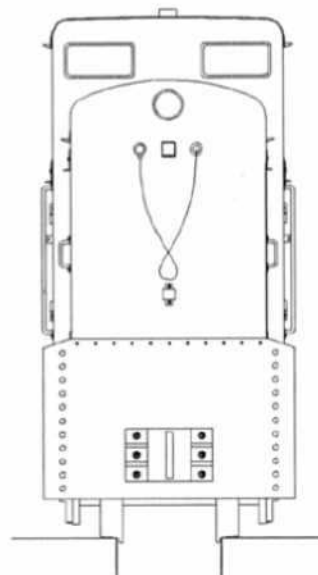
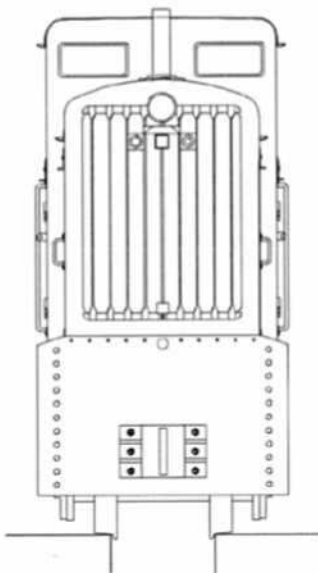
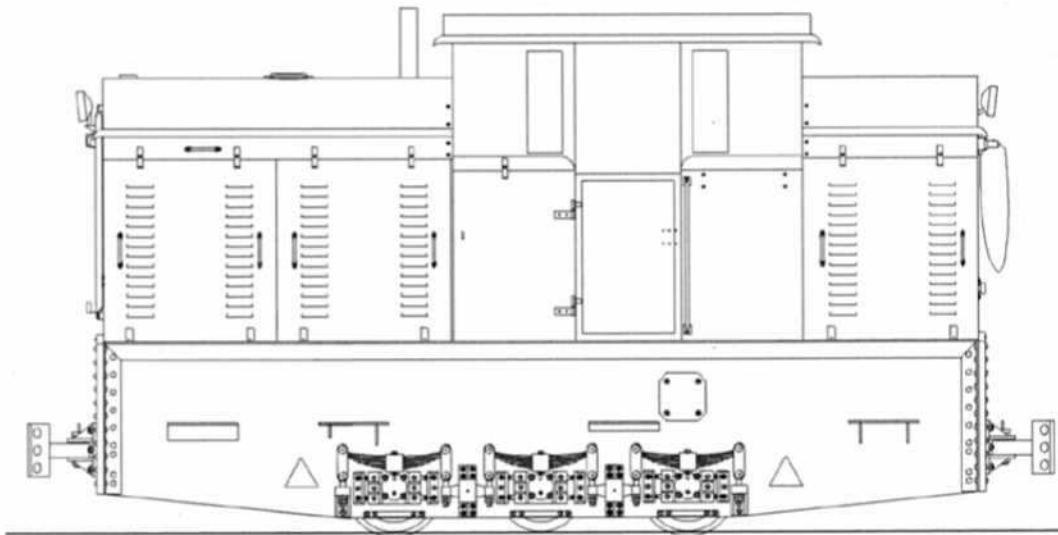
Drawing Pierre Guyénot scale 1/43.5.



# COFERNA locotractor

## DRAWINGS OF PARTS FOR ARTICLE IN PAGES 58-62

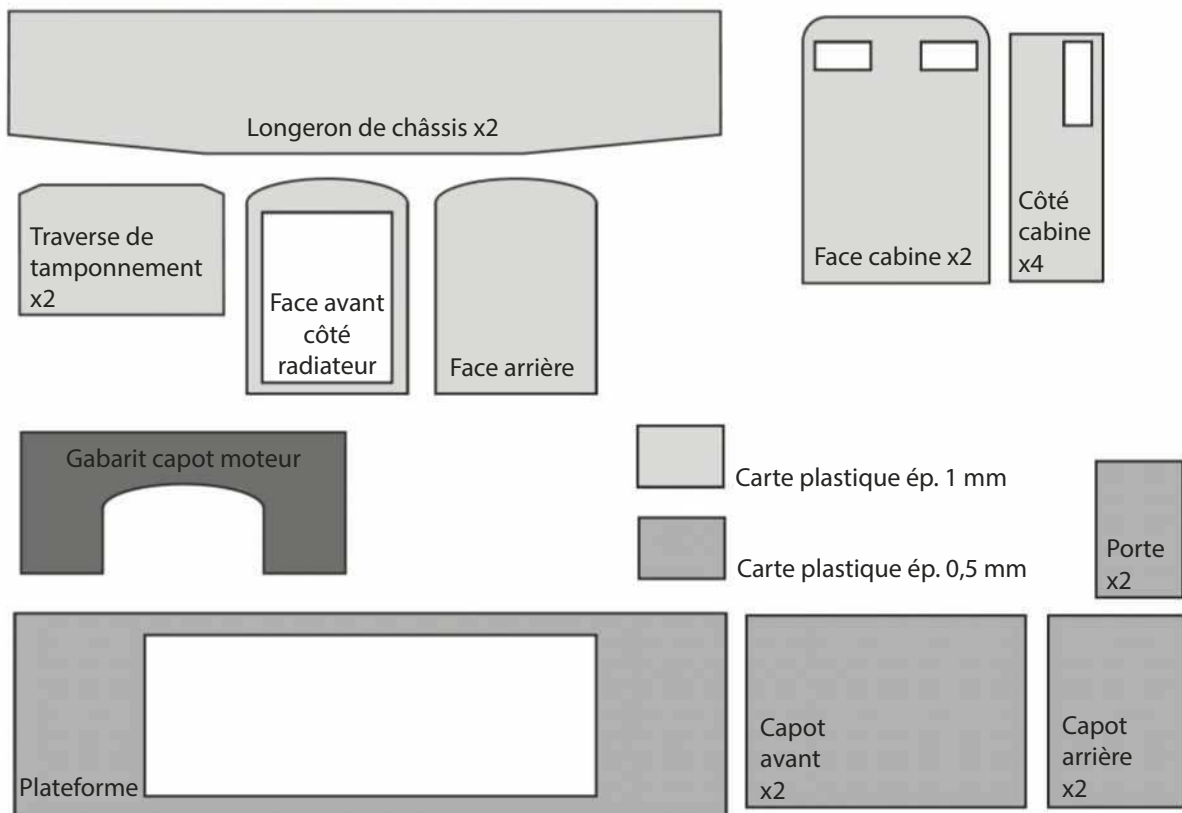
Drawing David Blondin, scale 1/43,5.



# COFERNA locotractor

## DRAWINGS OF PARTS FOR ARTICLE IN PAGES 58-62

Drawing David Blondin, scale 1/43,5.



Locotracteur COFERNA plan des pièces au 1/43,5