Voie Libre #112

**ANNEMASSE – SIXT:** A SWISS METRE GAUGE RAILWAY IN FRANCE!

# Voie Libre

#112

THE MAGAZINE OF RAILWAY CREATORS

BUILDING IN WOOD

PIGS IN EN 1ST CLASS

**Removable** DRAWINGS

IMPROVING MY BALDWIN 4-6-0 T

# LAYOUTS AND NEW RELEASES TO BEGIN THE YEAR

#112 – JANUARY–FEBRUARY–MARCH 2023
Quarterly. Price of issue:10€

www.voielibre.com

# P'tits Kits
VOIE LIBRE

NEW ! #6

## A T 50 IN O-16.5 FIRST ENGINE IN THE P'TITS KITS RANGE!

**Following on from the successful release of wagon consists in HO-9/OO-9, the P'tits Kits Voie Libre range has quite literally moved upscale with its very first model and very first engine : a Billard T 50 in O!**

### THE MODEL AT A GLANCE

Prototype: Billard T 50
Scale: O (1/43.5)
Gauge: 16.5mm
Motor: coreless
Driving mechanism: worm gear, straight gears on both axles

### CONTENTS OF THE SET

- The parts needed to build the tractor
- The ballast that fits inside the bonnets
- The driving bogie designed by BD Concept and supplied pre-assembled : wheels and gears on the axles
- 9mm diameter blackened wheels
- Pick-up on all 4 wheels
- Coreless motor
- Space for fitting a sound decoder
- The small wagon is not included!

**€180** + postage (Ref. : PTITKIT06)
(available in 4 to 6 weeks from the order)
Price of the fully assembled and painted version : please consult us.

Voie Libre
LE MAGAZINE DES CRÉATEURS FERROVIAIRES

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LR mOdélisme

**PUBLISHER:** Christian Fournereau – christianf@lrpresse.com/ **EDITOR:** François Fontana – francoisf@lrpresse.com /**CONSULTANTS TO THE EDITORIAL TEAM:** Éric Fresné (ericf@lrpresse.com), Jean-Paul Quatresous / **WITH ASSISTANCE FROM:** Yann Baude (yannb@lrpresse.com), Annette and Jean-Louis Rochaix (†) **AND FROM :** Yann Baude (yannb@lrpresse.com), Annette and Jean-Louis Rochaix (†) And from : Pascal Durand, François Fouger, Gonçalo Germano, Gilbert Gribi, Jean-Pierre Hacard, Gérald Hadorn, Bernd Irion, Bernard Junk, Vincent Lepais, Nicolas Novel-Catin, Vincent Piotti, Jacques Royan, Andreas Spahni, Roderik Vanderkelen.

**ARTISTIC MANAGEMENT AND GRAPHIC DESIGN:** Antoine Simon – antoines@lrpresse.com / **GRAPHIC DESIGNERS:** Benjamin Madelainne, Pierre Frank / **TRANSLATOR :** Geoffrey Nickson / **DOCUMENTATION AND SHIPPING :** Patrick Morvan – patrickm@lrpresse.com / **ADVERTISING:** Benjamin Fournereau – 02 97 24 01 65 – benjaminf@lrpresse.com / **TRADE AND PROFESSIONNALS :** Magalie Rous – magalier@lrpresse.com – 02 97 59 37 66 /**ACCOUNTING :** Anne Le Crom – annel@lrpresse.com / **PHOTO-ENGRAVING :** Photext / **FLASHAGE AND PRINTING :** RECTILIGNE

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**LR PRESSE SAS**
**BP 30104 – F-56401 AURAY CEDEX**
**Tél. (33) 02 97 24 01 65**
**Fax (33) 02 97 24 28 30**
**http://www.voielibre.com**
**contact@voielibre.com**
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# Voie Libre

LE MAGAZINE DES CRÉATEURS FERROVIAIRES

January, february, march 2023

## Editorial #112

## LOTS OF... GOOD RESOLUTIONS

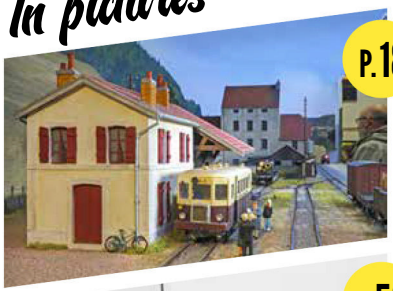
As a new year starts, it is customary to take a host of good resolutions. This year will be no exception. We promise to describe lots of attractive creations, to build lots of fine trains, to discover lots of fine layouts. We also promise to build kits, to learn lots of tricks of the trade, to take advantage of all the new releases. In summary, we promise to continue doing what we are good at. So in actual fact, when it comes to good resolutions, what we shall stick by is to do even better than last year. To that end, the entire Voie Libre team has a full head of steam. And we all wish you a happy and prosperous 2023.

*François Fontana*

Retrouvez-nous sur Gardez le contact toute l'année avec Voie Libre sur blog.voielibre.com

84 PAGES **of fun!**

## In pictures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**Central folder**
WOODEN SKIPS
CATTLE WAGON

IIF

# MODELLBAHNMANUFAKTUR CROTTENDORF : 60CM GAUGE TRUCKS

**MODELLBAHNMANUFAKTUR CROTTENDORF**
**WWW.MODELLBAHNMANUFAKTUR-CROTTENDORF.DE**

The Modellbahnmanufaktur Crottendorf company has released a new vehicle in IIf scale. This is a truck developed for the Heeresfeldeisenbahn during WWI, of which several thousand units were built. Some are still in existence today and even used on museum lines. The "Förderbahnwagen" kit consists of brass and metal castings and is designed for gauges ranging from 26.7mm to 32mm. The small number of parts is quickly assembled using glue. It is pleasing to see this company enter the market of field railways.

*Uwe Haas*

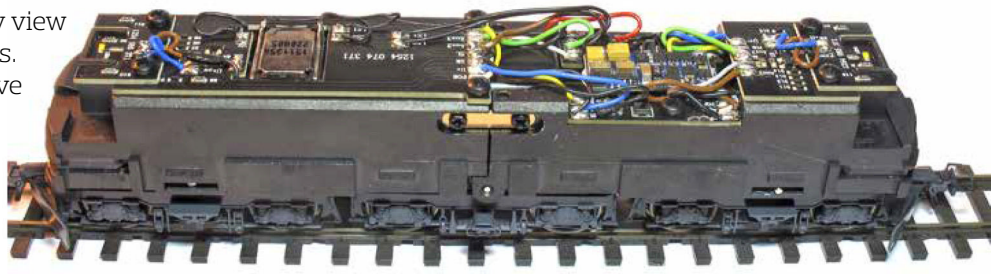
## BEMO : NEW DRIVING MECHANISMS

Following on from the new <<modernized>> versions of the driving chassis of the Ge 4/4 I and II units, Bemo is now marketing under ref.1354018 driving chassis for the Rhaetian Railways Ge 6/6 II 701 to 707 units, meaning the BBB locomotives of 1958 vintage. The same lightly articulated two-part architecture is re-used, now fitted with an ESU Lok Sound micro version 5 Mulitprotocol decoder. The sound possibilities are interesting, in particular the whistles, with different modulations in succession. The lighting now calls on LEDs, with a 3 + 1 arragement for the directional lights, and inverted cab lighting. Only the end-bogies are driven, and there are no adhesion tyres. But with the mass of the chassis, there is in my view amply enough power for normal operations. For more demanding cases, Bemo does have axles with adhesion tyres in its catalogue.

*Jacques Royan*

HO-12 /HO-9

**BEMO**
**REF.1354018**
**PRICE: €340**



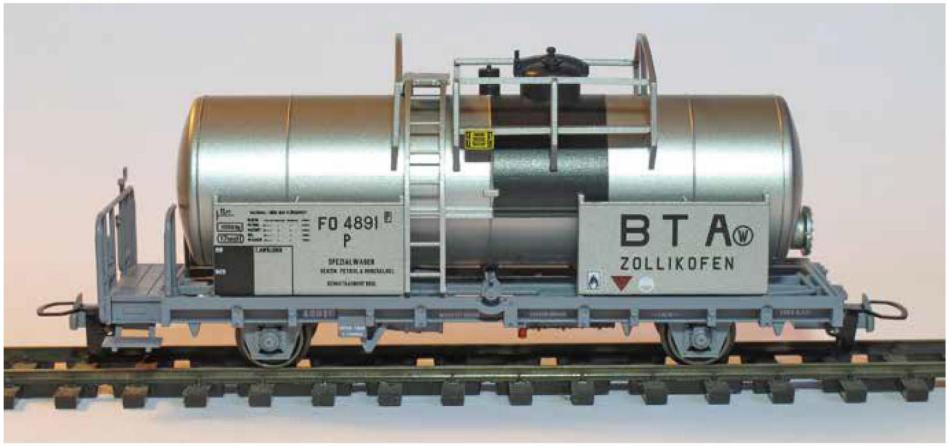
# BEMO : TANK WAGONS

HO-12 /HO-9

For the end of year festive season, Bemo has released two new versions of the 4-wheeler BTA (Bundes Tank Anlage) tank wagons from 3 different railways, not previously reproduced: Ref. 2296 211 and 212 of the FO, P 4891 and P 4892 in 1971 silver livery. Ref. 2296 511 of the BVZ, Uhk 2871 in 1974 silver livery. Ref. 2296 203 of the SchB, P 993 in 1948 black livery. These vehicles have already been reviewed in Issue 108 of Voie Libre in RhB, MOB and SBB versions. Once the buyer has fitted the 8 brake blocks and the brake hoses, these superb tanks wagons will be ready to run. The Schöllennen Bahn version can run "officially" from 1948, when it was built, until the early 1960s, when the SchB merged with the FO.

*Jacques Royan*

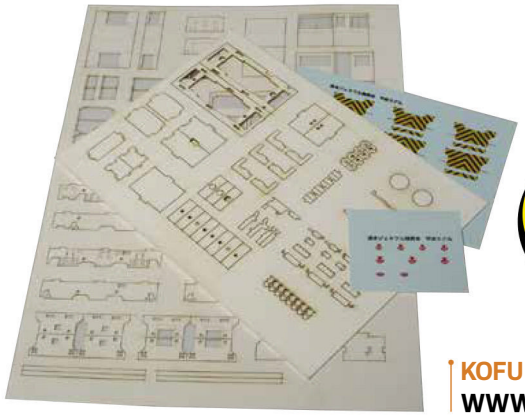
**BEMO**
**PRIX BEMO 80 €**
**LE WAGON**



# KOFU MODEL : A DELIGHTFUL ALL-CARD LOCOTRACTOR

The Japanese artisan Kofu model has released a small locotractor with a fairly contemporary appearance, to be fitted to a Tomytec TM-TR07 driving mechanism. What is original is that the model is entirely made out of laser-cut card. The kit comprises a sheet of thick card, one of thin card, a sheet of transfers, 3 nuts for assembly and a copious instruction sheet, in Japanese, but with plenty of illustrations. The model is delightful, very easy to assemble, and can be painted with an airbursh or spray cans. There is not that much space inside, but some ballast can be added. These artisan productions can be accessed via a Japanese buying platform such as Hobby Search. The kit will cost you ca. 50 euros, plus some postage and possibly customs duties for the kit and the driving chassis.

*François Fontana*



HO-9

**KOFU MODEL**
**WWW.1999.CO.JP**

HO-9 /009

# BACHMANN 020ST QUARRY HUNSLET

The small Alice engine from the Dinorwic Quarry arrived just as we were putting this issue to bed. We shall review it in detail in the next issue.

*François Fontana*

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# SCENERY

## MODELU3D : DRIVING CREWS FOR YOUR ENGINES

HO-9 /009

What with Prince and Princess from PECO and the four types of engines produced by Bachmann Europe, the industrial production of narrow gauge locomotives is expanding nicely in the U.K. Continuing what he had already done for standard gauge, Allan Butler of Modelu3D has launched a new range of figures specially designed for narrow gauge. Driving crews are already available for the Bachmann 4-6-0 and Fairlie engines, as well as for the PECO Small England locomotives. Each reference consists of a driver and fireman, scanned and 3D printed in attitudes that make them easy to fit into the engine cabs. Supplied with their printing sprues, these figures require a small amount of preparatory work before being painted with water-based acrylics. Painting figures was dealt with in an article published in Issue 104 of Voie Libre.

*Éric Fresné*

**MODELU3D**
**MODELU3D.CO.UK/**
**REF. 11200 DOUBLE FAIRLIE CREW 1**
**REF. 11207 BALDWIN 10-12 D CREW PACK**
**REF. 11208 SMALL ENGLAND CREW PACK**
**PRICE: 6.00 £ PLUS POSTAGE AND TAXES**

# AXEL'S BAZAR : AN INDUSTRIAL BUILDING

Would you like a factory to give life to a small narrow gauge layout? We found just what you need in this artisan's catalogue. In the Axel's Bazar range, the ‹‹manufacture parisienne des soupirs›› can provide an atttractive urban backscene and its large doorway act as a perfect fiddleyard entry point for a 60cm gauge track operated by a small locotractor. The kit is laser-cut card and must be assembled and painted.

*Éric Fresné*

**AXEL'S BAZAR**
**HTTPS://AXELSBAZAR.COM**
**REF. ABF-002 : LA MANUFACTURE DES SOUPIRS**
**PRICE: 46.00€**

# ÉDITION RICHES HEURES : A CANNING FACTORY

Made by Éditions Riches Heures, the Le Gall cannning factory at Loctudy can also accommodate a narrow gauge track running through the right-hand part of the works. This model is printed in UV resin. It consists of 20 parts that must be assembled and painted.

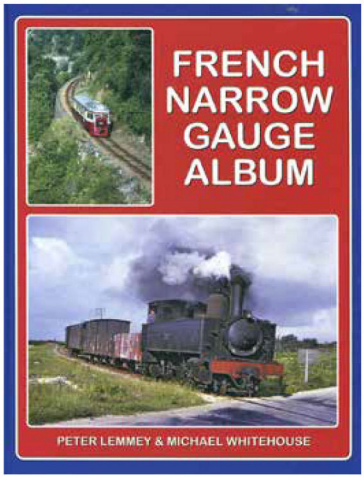
*Éric Fresné*

HO

**ÉDITIONS DES RICHES HEURES**
**WWW.RICHESHEURES.NET**
**REF. H0SUS20: LE GALL CANNING FACTORY AT LOCTUDY**
**PRICE: €90**

# What's New

## Book




### FRENCH NARROW GAUGE – WITH A BRITISH FLAVOUR!

After having brought up to date his father Patrick's books dedicated to British narrow gauge (see VL 97 and VL102), Michael Whitehouse, in partnership with Peter Lemmey, has added a third volume dealing with French narrow gauge railways. From the 1950s, France and its numerous metre gauge networks was considered by many British enthusiasts as a kind of eldorado. With cameras at the ready, alone or in groups, they toured France seeking trains, but also, it seems, station buffets! A number of these trips were the subject of illustrated articles published in magazines. Michael Whitehouse has compiled several of them, adding some more recent points of view from contemporary authors such as our contributor Geoffrey Nickson. A final chapter provides portraits of the main participants in the story. The book is lavishly illustrated with colour photographs that are as fresh as they were several decades ago, and these shots alone make buying the book well worthwhile.

*Éric Fresné*

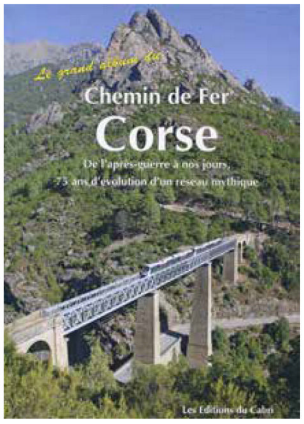
**COLLECTIVE**
**FRENCH NARROW GAUGE ALBUM**
**LIGHTMOOR PRESS**
**HTTPS://LIGHTMOOR.CO.UK/**

**224 PAGES, MANY ILLUSTRATIONS**
**HARDBOUND**
**PRICE: 35.00 £ PLUS POSTAGE**

### LE GRAND ALBUM DU CHEMIN DE FER CORSE (<< THE GREAT CORSICAN RAILWAY ALBUM >>)

It is all in the title! The Editions du Cabri published last autumn a large volume entirely dedicated to the Corsican railway. After a short historical introduction, the book is a journey through time and space along the lines. Each stretch, each station and each piece of civil engineering is reviewed through a great many vintage pictures, together with recent photographs taken in the same locations. This helps to perceive how this very special insular railway has evolved. A real souvenir album that makes for a very enjoyable read.

*Éric Fresné*




**COLLECTIVE**
**LE GRAND ALBUM DU CHEMIN DE FER CORSE**
**PUBLISHED BY ÉDITIONS DU CABRI**
**448 PAGES, 1200 ILLUSTRATIONS**
**HARDBOUND**
**PRICE: 69.00€**
**AVAILABLE FROM TRAINS.LRPRESSE.COM**
**CODE ALBCORSE**

**FABIEN ET LAURENT BONIC**
**LES CHEMINS DE FER DES CÔTES-DU-NORD**
**L'HISTOIRE DES PETITS TRAINS EN CARTES POSTALES (<<THE CÔTES DU NORD RAILWAY – THE STORY OF THE LITTLE TRAINS SEEN THROUGH POSTCARDS>>)**
**ACFCDN**
**HTTP://BOUTIQUE.ACFCDN.ORG/**
**130 PAGES, ITALIAN FORMAT, 270 ILLUSTRATIONS**
**SOFTBOUND**
**PRICE: 29.00€**

### THE CÔTES-DU-NORD RAILWAY SEEN THROUGH POSTCARDS

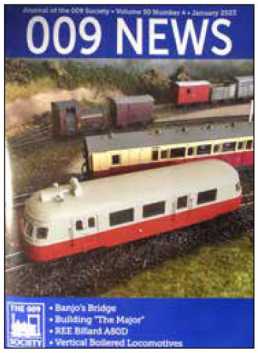
Over the years, Fabien and Laurent Bonic have been building up a very large collection of vintage postcards dedicated to the Chemins de fer des Côtes du Nord (CdN) network. They have made it available to the ACFCDN preservation society and this has led to the publication of a lavishly illustrated album. The postcards were chosen because they were rare and mostly unpublished. Naturally a book dedicated to the CdN gives pride of place to the bridges and viaducts designed by Louis Harel de la Nöe. A number of «then/now» views show the extent to which a local railway network could impact the scenery in the early XXth century.

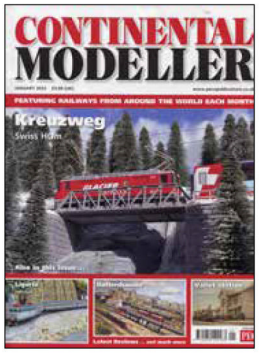
*Éric Fresné*

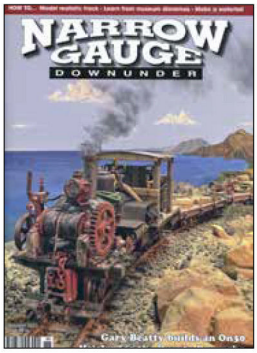
# PRESS REVIEW

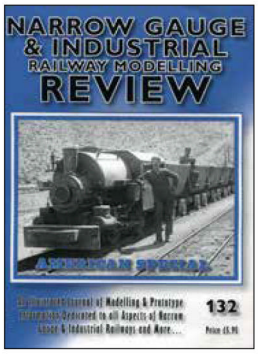
The Narrow Gauge and Industrial Railway Modelling Review dedicates a special issue to American narrow gauge, focussing on the Maine two footers and a spectacular mining railway in the Sierra Nevada. Not forgetting a set of drawings of the War Department ALCO 2-6-2 engines, in militray and civilian sugar-beet versions. Issue 313 of Voie Étroite takes another look at the Chimot brickworks, in the Nord. This must be the last industry in France to still own and operate a permanent narrow gauge system with mechanical haulage. What is more, in two different gauges, as the clay is carried on 60cm gauge and the raw bricks on 50cm gauge! In 009 News, Charles Inslay describes how to build a Swedish steam railcar in six stages. Fun modelling of the sort we enjoy at Voie Libre. Schmale Spuren dedicates a fine study to 4-wheeler carriages on the Austrian 75cm gauge railways. The many photos, together with a drawing, will prove useful for detailing the Liliput old-timers!

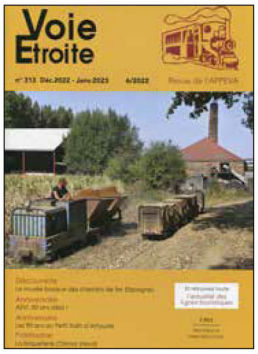
*The Editorial Team*

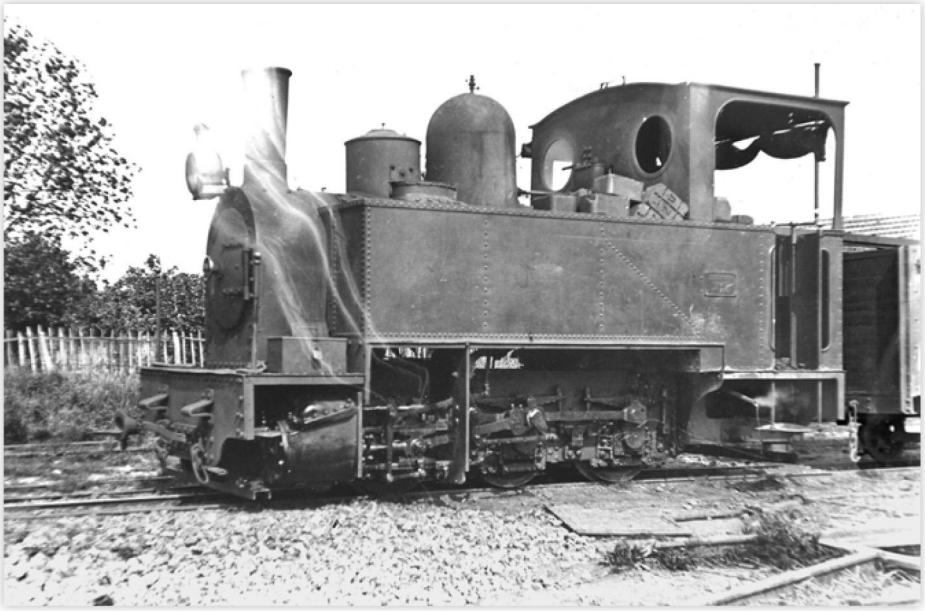




## HELP US RESTORE N° 3-5 FROM THE TPT

Now 120 years old, the Blanc-Misseron 0-6-0 tank engine preserved by the Pithiviers transport museum needs a good facelift to keep it going. The AMTP preservation society has received quotes for the work amounting to a total of 49.000€, partly covered by public subsidies for listed technical heritage items. To cover the balance, the preservation society is calling for contributions. It has opened an online crowdfunding campaign in which we encourage many of you to take part!

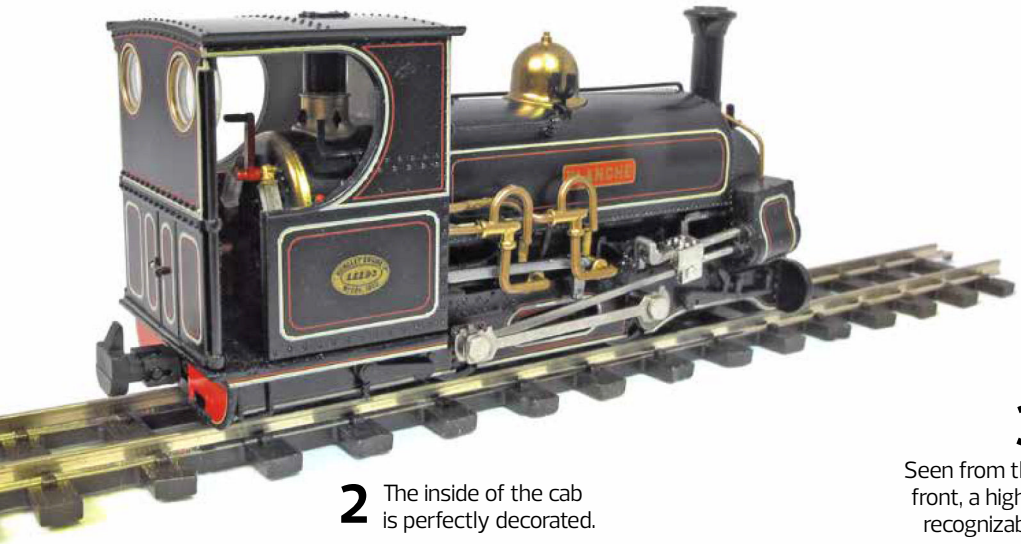
**HTTPS://GOFUND.ME/B8B04841**

**1** The very pleasing Hunslet 0-4-0 saddle tank from Bachmann in 009.

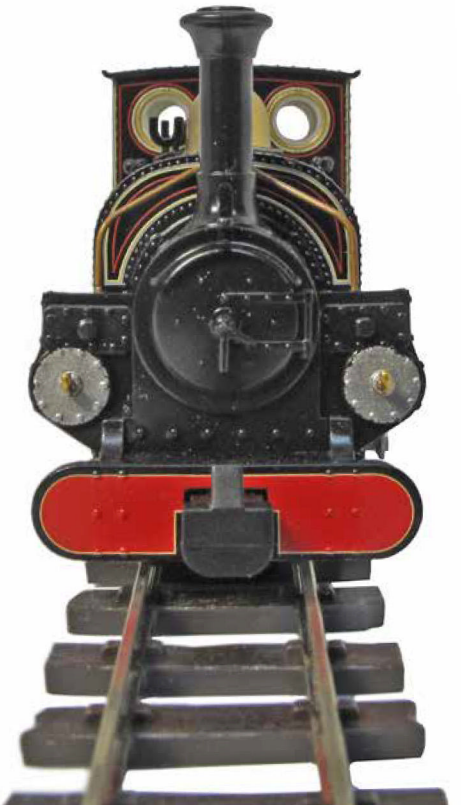
# A PIECE OF NEWS...

A real one, and quite impressive! Bachmann has released a Penrhyn Quarry Hunslet 0-4-0 saddle tank in 009. A delight.

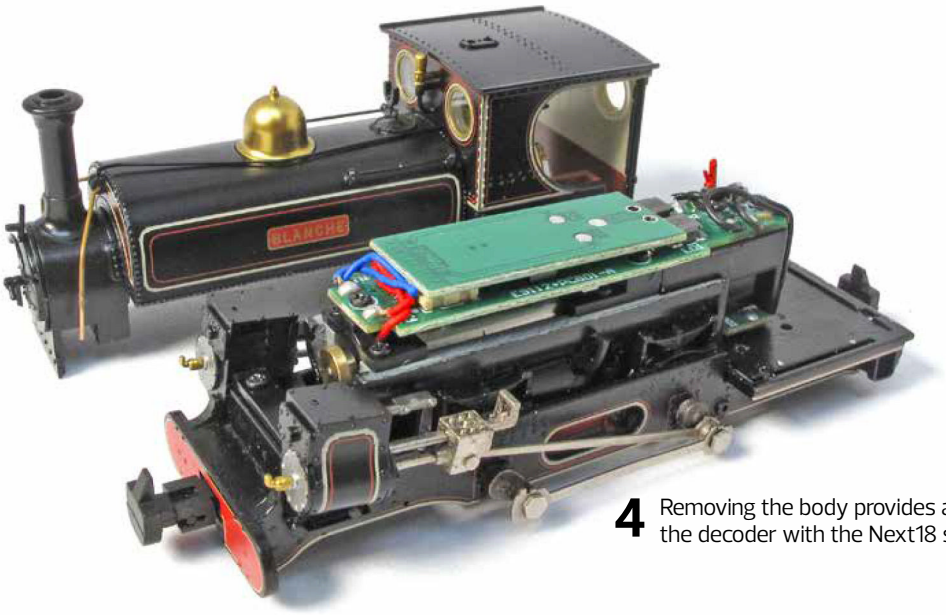
Text and illustrations: **François Fontana (unless otherwise mentionned)**



**2** The inside of the cab is perfectly decorated.



**3** Seen from the front, a highly recognizable appearance.




**4** Removing the body provides access to the decoder with the Next18 socket.

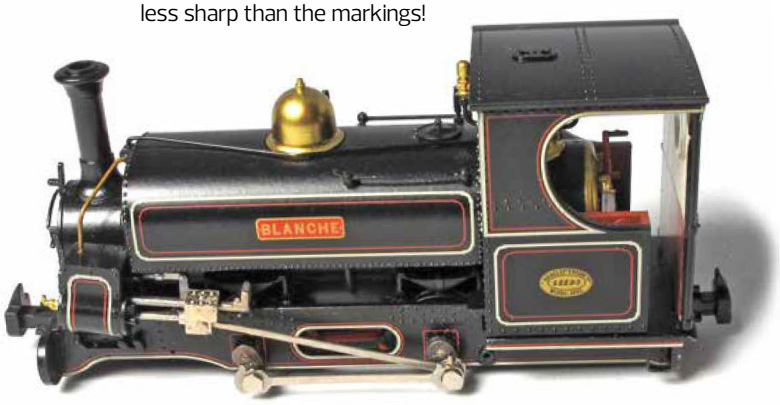
## THE MODEL AT A GLANCE

**Manufacturer:** Bachmann
**Scale:** 009. 1/76, 9mm gauge
Socket for Next 18 decoder
**Price:** purchase + VAT + postage + customs €219

Charles Insley

**6** The range already comprises three liveries: Blanche in its original version, Charles in final version and Linda in grey livery.

**5** Etched brass plates are also supplied, they are less sharp than the markings!



We had been awaiting with some impatience the small Dinorwic Quarry Hunslet 0-4-0 saddle tanks announced last year, but actually, it is the larger, Penrhyn Quarry models, which had not been announced, that have been released... a delightful surprise!

### AT FIRST SIGHT

Delightful indeed if you are a fan of saddle tank locomotives, of industrial engines, of machines that are a bit out of the ordinary. With their angled cylinders, their incredible overhang, their coupling rods located outside the driving rods, these engines have a very peculiar appearance. The 009 model is perfectly accurate, the lining is incredibly fine, the livery spot-on – in particular the steam dome – and the details are sharp. One could perhaps argue that the injector pipes, located on the right-hand side, are a tad large, but this is needed to ensure sturdiness of the part. A final touch of refinement is the opening firebox door, which discloses a red LED simulating the fire! I mention this detail because otherwise, it is quite impossible to spot!

### OUT ON THE LINE

The coreless motor drives the rear axle. The front axle is driven by the coupling rods. The bronze axleboxes provide some play and ensure excellent track-holding. Weighing 56 grams, the engine can easily haul 18 axles on my test oval on a 3% gradient and a 22.5cm radius curve. The coupling heads have some freedom to swing sideways, meaning that despite the substantial overhang, the lightest wagons are not ejected off tight curves. Dismantling is fairly easy, five screws free the body and give access to the sound decoder housing, a specific Bachmann model. The sound version will cost you some 100 euros extra. It would seem that Bachmann is preparing the following versions of this delightful locomotive, namely after transfer to the Ffestiniog Railway with the addition of a front pony truck and later of a tender!

An all-black 0-6-0 tank engine, an artillery grey truck combination, a military green tank, the choice of livery is yours. But these vehicles certainly look their part!

# PÉCHOT TRUCKS FOR HEAVY LOADS

After a lengthy period of non-activity, Pascal Boivin's Atelier du Tacot is enjoying a new boom with the release in kit form of narrow gauge rolling stock in H0-9/00-9. We review the very first productions, they are truly original!

Text and illustrations: **Éric Fresné**

## L'ATELIER DU TACOT

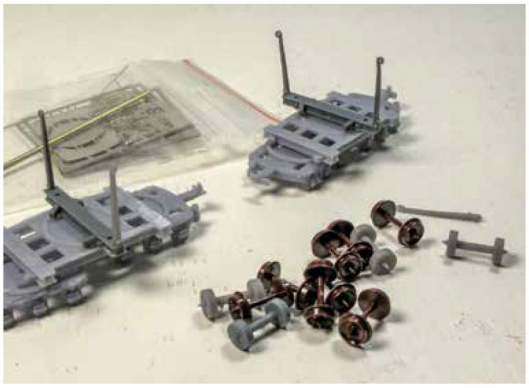
**Atelierdutacot2@free.fr**
**20, 36 and 48 ton combinations (four trucks):** €59.00 plus postage
**10, 18 and 24 ton combinations (two trucks):** €30.00 plus postage
**1896 type 10,000 litre tank:** €35.00 plus postage
**Loads:** €5.00

Planned at the outset as a construction service for rolling stock kits, the Atelier du Tacot has become Pascal Boivin's main professional activity. He has decided to launch a range of kits of 60cm gauge rolling stock. To ensure compatibility with existing artisan or industrial productions, in particular British, he has opted for 1/76 scale.

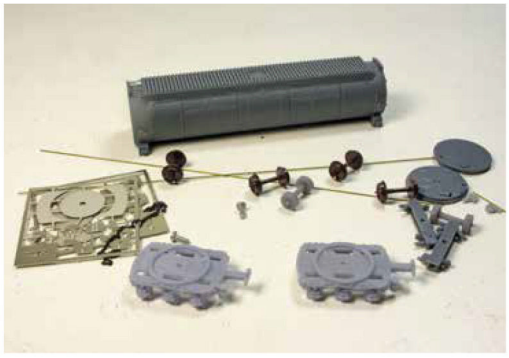
For his first models, Pascal has gone back to the sources of Prosper Péchot's military system. Originally, the Péchot stock was mainly destined to easily move around very heavy loads, such as artillery pieces. He imagined a whole range of 4, 6 or 8-wheeler wagons that could be coupled together to carry loads of up to 48 tons on 16 axles! These are the trucks reproduced by Atelier du Tacot. Pascal took advantage of this project to also model the «1896 type» 10,000 litre tank, carried on two 6-wheeler trucks. This is the kit I decided to assemble first.

Upon opening the box, I found a short instruction sheet and all the parts needed to build the kit. Standard modelling tools are sufficient for assembly. All I had to do was remove some flash from the resin and etched parts, and re-drill the few holes that accomodate the break columns and the coupling loops. I used super-glue. Prototypically, the central axles on the 6 and 8-wheeler trucks are flangeless. As the resin is fairly fragile,

From 10 to 48 tons of useful load, as per the real thing, the truck range from Atelier du Tacot allows for all possible combinations.



As is the case now with many artisans, Pascal has opted to produce kits that combine 3D printing, etched metal, round rod, brass tubes and off-the-shelf axles.



The tank kit consists of a body printed in one single part and of two tank ends. It also contains a sheet of specific etched parts and a length of chain for lashing down the tank.

I decided to paint my tank in military green, a plausible shade on stock built before the Artillery corps switched to grey.

it is best to fit the axles at the very end, after the model has been painted, to avoid damaging them upon removal. But this feature means the four-truck combinations can run through the smallest radius of the Peco track range. There is nothing special to be said about painting. A coat of primer from a spray can and water-based acrylic paints give good results.

For the future, Pascal plans to produce models of the sugar-beet wagons found on the Pithiviers to Toury, tramway, again in 00-9. He also intends to develop in parallel a range of 3D printed buildings.

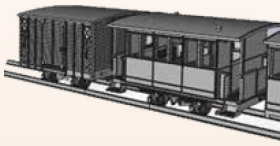
The trucks carrying a long-range cannon barrel are truly impressive! Sixteen axles, no less!

# An autumn OF NEW RELEASES

The two main end-of-year shows produced a fine harvest of new releases. So much the better... this proves that the market is in good health!

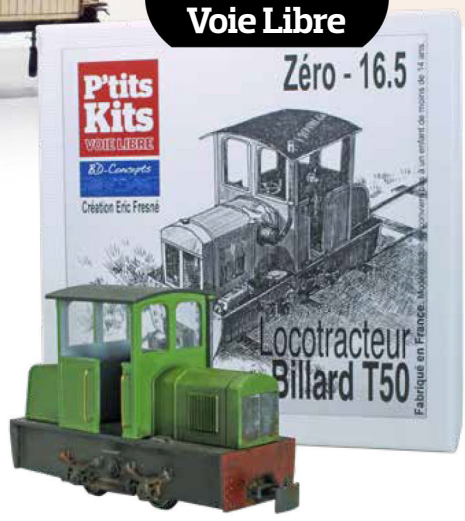
Text and illustrations: **Aurélien Prévot and François Fontana**

**Apocopa**



**Aubertrain**

**P'tits Kits Voie Libre**




There is something to suit everyone and every taste. And this year, there is even something in the field of garden railways. The market is flourishing, alive and kicking, and as a result we can expect to see some fine creations in the future. Let us take a look around.

## A BIT OF 0 SCALE

**Apocopa**
(18 Le Boisboeuf, 44130 Bouvron, <apocopa.fr>)
Max Pijotat has given up IIm in favour of 0 scale metre gauge. The prototype body of the Nantes tramway in 0-22.5 is currently being designed. If you are interested, contact the firm to make a reservation. As is customary with this artisan, the final model will be made of resin, with machined Perspex glazing. The choice of a driving mechanism is left to the modeller.

**Aubertrain**
(<aubertrain.com>)
The Chemins de fer de Provence carriages, second class, composite first/second class and third class/van, are still available in 0-22.5, both in kit form (between 275 and 335 euros each + postage) or ready-to-run (980 euros each + postage). These carriages have brass bogies and chassis, while the body is made out of laser-cut and engraved plywood. The inside furnishings and details are either wood or metal (castings or etching depending on the parts). The roofs are made of card.

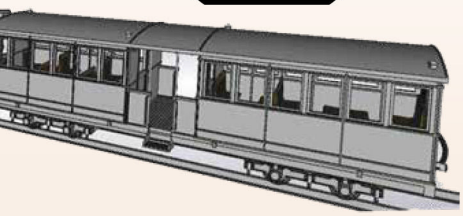
**P'tits kits Voie Libre**
(<trains.lrpresse.com>)
Sold as a kit, the Billard T 50 tractor in 0-16.5 in the P'tits Kits range consists of a series of 3D printed parts and of a driving chassis supplied ready-to-run. The model is an accurate reproduction of the well-known sugar beet engine.

Aubertrain

Lematec

REE

MJM



## PLENTY OF H0 METRE GAUGE

**Aubertrain**

(<aubertrain.com>)

Like the 0 metre gauge scale range, the Chemins de Fer de Provence carriages will be released in H0-12 during 2023. A CP flat wagon with two Vicat cement tanks is available in kit form (145 euros + postage) or ready-to-run. The wagon is brass, the floor laser-cut and engraved wood and the tanks are whitemetal castings. The Haine-Saint-Pierre 2-6-0 T preserved by the Chemin de Fer de la Baie de Somme will be released in H0-12 before the summer of 2023: all the technical problems have been solved at last!

**Interfer**

(423, Route des Morgues, 74150 Thusy, <interfer-trains.com>)

The «Dordogne» Billard A 80 D railcar in H0-12 (almost 100% metal) continues to be studied: the driving mechanism is currently being designed. It will be put on the market provided there is enough demand! Do not hesitate to give a shout!

**Lematec**

(<lematec.ch>)

The POC (POC and later CFC) 040 + 040 T Mallet in H0-12 is expected in the second quarter of 2023. As is customary with this manufacturer, this ready-to-run model will be entirely made out of metal.

**MJM**

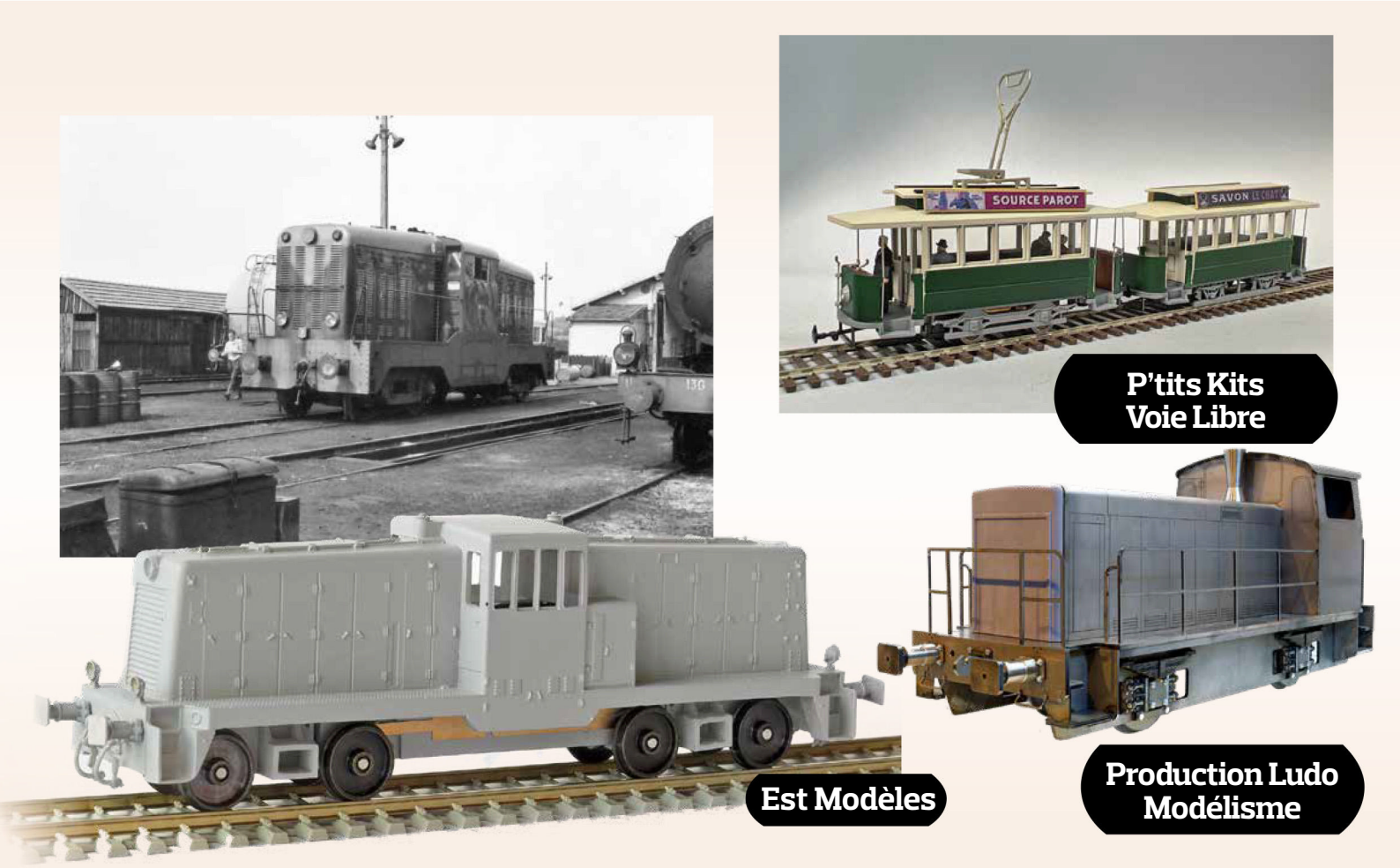
(<mjmodelisme.free.fr>)

The programme of carriages from the CFD Finistère and the Chemins de fer Armoricains in H0-12 continues with a Decauville BB carriage and a Latécoère B bogie carriage. These models are 3d printed (SLA) while the detailing parts (étriers, porte-paliers, buffers) are etched nickel-silver and the glazing is laser-cut. The number of parts is reduced to ease assembly.

**REE**

(<ree-modeles.com>)

The study of the 2022 programme continues. New references of the Billard railcar will be released during the first quarter of 2023 as well as a second series of wagons. Amongst them, log-carrying wagons (entirely new) and 2-door vans. The Vivarais van continues to be studied, and a prototype was displayed at Meursault. The drawings for the 4-wheeler carriages are finalized. The BB 400 diesel locomotive is expected end 2023. This is a pilot project. The engine will feature a metal chassis, but the bonnets and the bogie frames will certainly be 3D printed. REE is hoping to relocate part of the production to Europe and maybe even France.




## A TOUCH OF SECONDARY STANDARD GAUGE

**Est Modèles**

(<est-modeles.com>)

Yves Marly has announced the marketing in H0 of two diesel models that are perfectly suited to a secondary standard gauge layout. First, the Coferna BB (Mammouth) of the Chemins de fer de l'Hérault (and later CFTA Franche-Comté). Second, the US Army BB 4000, sold later to the Chemins de fer de la Gironde (and later CFTA de Franche Comté). Both models have been designed for beginners. The bodies are 3D printed in one single piece: no need to worry about assembly! A coat of primer is already applied. The railings are etched, detailing parts and markings are supplied. The 3D printed chassis are cleverly designed: the two central axles are driven, while the end axles are mobile and act as pony trucks. A simple solution for handling sharp curves. Reservations are open (380 euros + postage). The final price of the kit will be 420 euros.

**P'tits kits Voie Libre**

(<trains.lrpresse.com>)

Developed in cooperation with Halling Modele, this urban tramway with open end balconies is ideal to complement a layout. The set comprises a driving unit and a trailer, or the driving unit alone.

## FOR THE GARDEN

**Production Ludo Modélisme**

(<production-ludo-modelisme.fr>)

There is a shortage of typically French rolling stock for garden railways running on 5 inch gauge track. Based on this observation, Ludovic Laumain decided to give it a try and has announced a kit (made in France) of a Y 7100 diesel shunter in 1/11 scale. The model should be available during 2023. The prototype on display at Meursault was very promising.

## SCENIC ITEMS

**Aiguillages et Accessoires**

(<aiguillages-accessoires.fr>)

The new release of 2022 is a large range of water columns. While none of them are specifically for narrow gauge, the Etat model is evocative of some types found on narrow gauge networks (ref. 87GRUE02, 22 euros + postage).

**Architecture & Passion**

(<architecture-passion.fr>)

The catalogue of this manufacturer specialized in laser-cut and engraved building kits has expanded to include several references of interest to metre gauge or secondary standard gauge enthusiasts. The new releases include the station buildings of Argy (ref. 87BA110, 204 x 192mm) and of Heugnes (ref. 87BA101, 312 x 148mm) on the

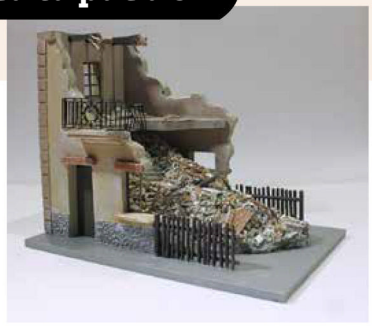
Aiguillages et Accessoires

Les Éditions des Riches Heures

Architecture & Passion

Galopin Modèles

Crea tu pueblo



Blanc-Argent line. The roof slates are engraved and primed for the Argy building, while the decorative earthenware friezes on the Argy building are accurately reproduced. Two engine sheds are also of interest for secondary standard gauge fans. First the shed at Sabres, typical of the Voies ferrées des Landes (ref. 87VFL039, 190 x 60mm) with its wood cladding (real wood on the model). But also the VFLI shed, almost entirely built out of wood (ref. 87VFL032, 142 x 60mm) with its see-through doors that provide a view of the stock stored inside.

**Crea tu Pueblo**

(<mastren.com/creatupueblo>)

Raül Valls is diversifying: he has launched in H0 scale a range of resin buildings sold painted and weathered. Just what is needed to model a village on the Costa Brava or elsewhere around the Med. The castings are sharp and attractively decorated. The prices, very affordable, vary from 16 euros for a 45mm deep facade to 59 euros for the pretty chapel we illustrate here. The ruined house will cost you 67 euros.

**Editions des Riches Heures**

(<richesheures.net>)

Off to the Réseau Breton with all the buildings (3D printed) required for modelling some of the network's stations: the station buildings of Bon Repos (ref. HOsGH80, 65 euros + postage), of Penity (ref. HOsGH83, 90 euros + postage), of Melvez (ref. HOsGH85, 150 euros + postage) or of Crozon (ref. HOsGH60, 150 euros + postage) on the former Châteaulin – Camaret line. The latter building is typical of the period between the Wars, with its neo-régionalist architectural style. The ancillary buildings (platform shelter and WC) are also available.

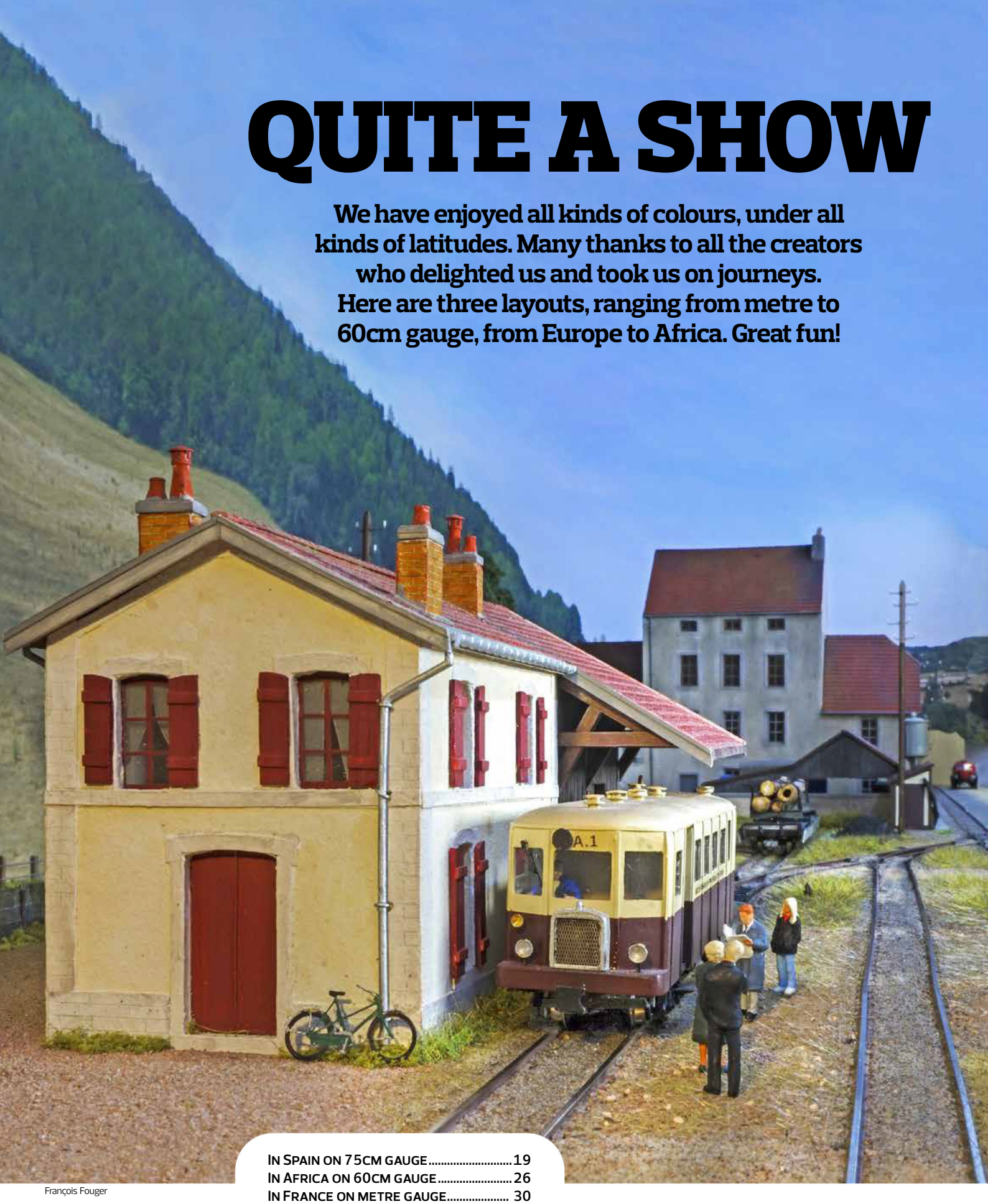
**Galopin Modèles**

(<galopin-modeles.com>)

Fine buildings located in the foreground of a layout deserve quality inside furnishings. Galopin Modèles has specialized in this field. Among the new releases, an old-timer waiting room (11 euros + postage) and a station master's office with its counter (16 euros + postage). Many other furnishings for other types of rooms are available.

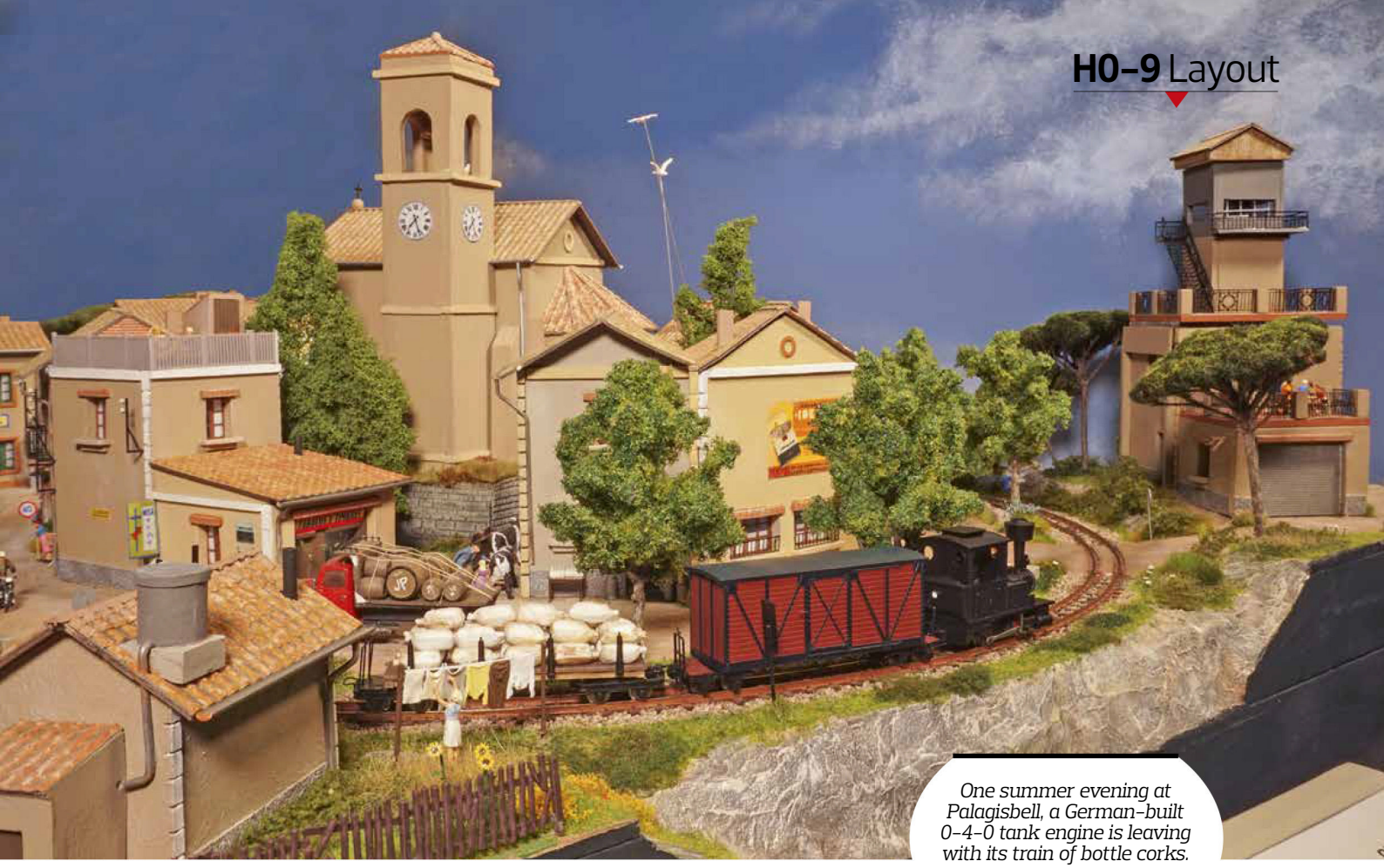
# QUITE A SHOW

**We have enjoyed all kinds of colours, under all kinds of latitudes. Many thanks to all the creators who delighted us and took us on journeys. Here are three layouts, ranging from metre to 60cm gauge, from Europe to Africa. Great fun!**




François Fouger

IN SPAIN ON 75CM GAUGE ..... 19
IN AFRICA ON 60CM GAUGE ..... 26
IN FRANCE ON METRE GAUGE ..... 30



*One summer evening at Palagisbell, a German-built 0-4-0 tank engine is leaving with its train of bottle corks.*

# The bottle cork train

We discovered Raül Valls' small two-sided H0-9 layout at RailExpo. It evokes the Flaçà - Palamos line in the 1950s. Let's take a trip back in time!

Text: François Fontana on input from Raül Valls
Photos: François Fontana

## The layout at a glance

Scale: 1/87
Gauge: 9mm
Dimensions: 140 x 60cm
Control: analogue
Inspiration: Flaçà – Palamos line (Spain)

Here is a small layout, neatly displayed in an aluminium structure, with two projectors providing a fine sunset light, which Raül Valls has described to us. The layout brings us back 70 years, to a time when the agro-industry of cork was still flourishing.

**François Fontana: Raül, here is your new layout, it has a distinctive Catalonian flavour! Tell us a bit about the atmosphere...**
**Raül Valls:** This H0-9 layout attempts to capture a bit of the atmosphere of the scenery and operations that could be found on the Flaçà to Palamos line in the 1950s. This was a 750mm gauge railway – which is perfect for H0-9 – created in 1887 to carry the cork production and more specifically bottle corks, between the production area round the village of Flaçà and the port or station of Palamos, 33km away. From there, the bottle corks were exported to the Americas or all over Europe. Originally designed for freight trafic only, the railway soon became important for all the local inhabitants. It often ran along the roadside, which led to many incidents and delays. There was a saying that went: «With the train, you know when you leave, not when you arrive !». This was the first narrow gauge line to be closed, with all of its trafic taken over by road transport.

**FF: Your aim was to evoke the line rather than accurately reproduce it?**
**RV:** Indeed, and this is one of the advantages of railway modelling: it allows for some licence vis-à-vis the real thing, you can call on some historical, geographical and sociological elements to re-create a small period in time. I took care to model buildings that were typical of the area, the seaside vegetation with ▪▪▪

*Processing cork is one of the main activities in the Bajo Ampurdan area. Here, a small workshop manufactures bottle corks.*

Governed by tramway rules, the railway crosses roads and streets without any proper protection. The two small trishaws are the stars of the 1950s.

The stock is from the modern MinitrainS and Roco ranges. But ancient Egger-Bahn models still hold their own!

▪▪▪ its maritime pines, but also many scenes of everyday life in the 1950s. As far as the line is concerned, I could not model it in its entirety, but I did not want either to model a specific station, the pupose of the projet was to pay a tribute to the entire line. This was how the layout was designed: on one side, a station that is evocative of those found on the railway, on the other side the harbour by the seaside. I also wanted a looped layout to make it easier to run the small H0-9 trains, whose locomotives and goods wagons are from the contemporary ranges by MinitrainS or Roco; the passenger carriages are old Egger-Bahn models.

**FF: Tell us about the name of the station?**
**RV:** I could not chose one rather than another, so I created a name by combining three syllables from three of the main stations: Palamos gave PALA, Bisba: BIS and Palafrugell: GELL, hence Palabisgell. Such is the name of the small station with its passing loop and two sidings. At the harbour, besides the wharf siding, there are two dead-end sidings, one for goods, the other for the locomotive depot.

**FF:** We observe that you have taken great care with the architecture; can you tell us a bit more about this?
**RV:** All the buildings are scratchbuilt. I make master models and then castings. The castings are assembled and decorated. ▪▪▪

*Typical of the line, Palagisbell station features a passing loop and two dead-end stations.*

## Flaçà – Palamos 750mm gauge for bottle corks

The 33km long, 750mm gauge line, was opened on 23rd March 1887. It served 8 villages in the Bajo Ampurdan area. In 1921, itwas extended as far as Girona, and reached Banyoles in 1928. As the track was often built on the roadside, the railway was governed by tramway rules, and many operational incidents peppered its life. It was the first narrow gauge line to be closed by the government in 1956. Motive power was mostly supplied by German industry. Originally built to carry bottle corks, the line quickly witnessed significant passenger trafic. To the extent that until the advent of individual road transport, the railway became a real lifeline in the region of Bajo Ampurdan, the name associated to the city of Girona.

Coll. Ramon Piera

A– A train loaded with bottle corks travelling towards Palamos in 1956.

B– In Flaçà station in 1953, driver end fireman are attending to their locomotive.

C– It is quite true that the small H0-9 Egger-Bahn carriages are very similar to those that could be seen in La Bisbal station in the 1950s. The station was rebuilt following its destruction during the Spanish civil war.

Whereas tourists are fairly welcome, the Guardia Civil chases smugglers!

▪▪▪ I specifically modelled typical structures such as the church, the lighthouse, the small businesses, the dwellings ... But also the fish market hall on the harbour, or the typical locomotive depot. I now sell these small houses, this is my new activity as a railway modelling artisan.

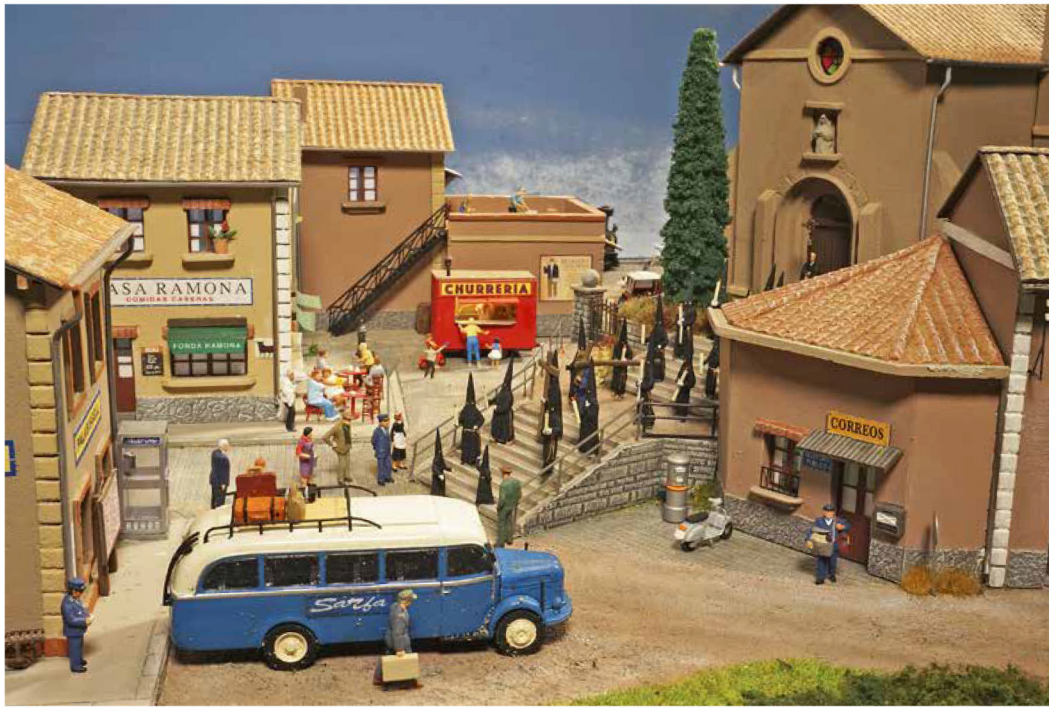
**FF:** We will be reviewing them soon for those of our readers keen on modelling the Costa Brava. And by the way, Raül, tell us about the special cameo scene that is visible on the beach!
**RV:** Indeed, male and female swimmers are visible on the beach and if you look carefully, you will notice that the men are wearing trunks and the women bikinis. This is a clue as to their ▪▪▪

## Layout diagram

*Who has priority?*

Here is Palamos harbour, with its fish market hall, fishing boats, tiny open-air market and the VW «Beetle» and caravan of a couple of tourists.

*A passenger train rolls into Palamos. On one side, it runs along the beach, where the first tourists are enjoying a still unspoilt Costa Brava; the other side is where the railway's workshop-cum-depot is located.*




Smack in the middle of the village, the penitents are marching off under the eyes of a few parishioners, but the children are more interested in the traditional churros. As for the local road coach, it is biding its time, lurking in the station yard!

▪▪▪ nationality, as in the 1950s, Spanish women would never have worn a bikini!

**FF: There are many other scenes from everyday life in the 1950s?**
**RV:** Yes! For example, on the harbour, two policemen from the Guardia Civil have arrested a smuggler with his suitcases. Further on, outside the church, a procession of black penitents is moving down the stairs... There are many more all over the layout. To stage this story, I used many photographic documents and testimonials from a period I did not experience!

**FF:** Many thanks Raül, let's now enjoy the scene and travel back in time, back to the 1950s! ■

*Raül Valls and his layout: an historical evocation on just 0.84 m²*

*A Bachmann Fairlie crosses the large metal girder bridge.*

# A showcase for fine **British locos**

Jean-Pierre Hacard had already taken us to the imaginary lands of Syldavia. With this new layout, the destination is a real one: Africa.

Text and photos: **Jean-Baptiste Bournisien**

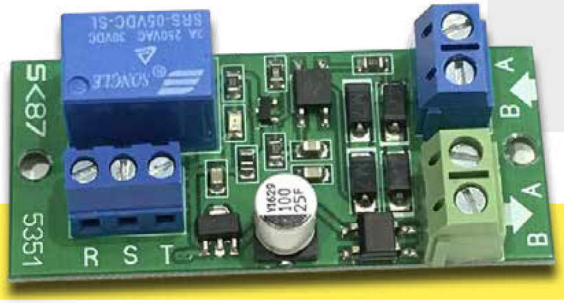
The urge was prompted by wonderful memories of Jean-Pierre's other hobby – aquariums – that took him to the other end of the world, and by the wish to have a showcase in which he could admire what he calls his «fine English locos».

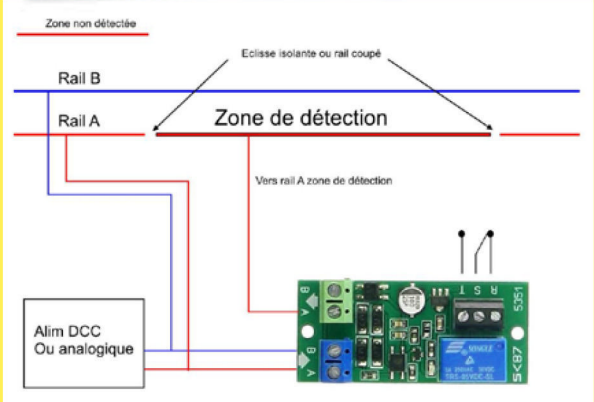
## Small but impressive

This is a tiny H0-9 layout: 125cm wide and 80cm deep, with a 30cm long fiddleyard. These dimensions were dictated by a single imperative: that the layout should fit easily into a small car; the previous one required too much care to prevent breakage. The «benchwork» is quite basic, as most of the layout consists in a stack of Styrofoam sheets, cut into shape to produce the relief. A strip of plywood surrounds the base, and two lengths of lumber are glued underneath to ease looading into the vehicle. The trackplan is equally modest: an irregularly shaped oval with a single dead-end siding, consisting of Roco track for the curves, and Peco track for the remainder.

The halt could not be more basic, a simple dead-end siding. But fine engines can be seen there, such as this Heljan 2-4-2 T.

## The layout plan




## A turnkey module to manage alternate running

When attending shows, Jean-Pierre is very keen to ensure that the train exiting the fiddleyard is not the same one that has just entered it. Since beginning his modelling career, he has made extensive use of Arnold contact rails. They are no longer manufactured, but can be found fairly easily second-hand. On this layout, for the first time, he has called on another solution: the detection module (ref. MOD1DETECT) from Lapierre Modélisme. This small electronic board spots a passing train by detecting current and therefore activates a relay. And what is more, this module can be used in both DCC and analogue.

On the right-hand side, trains disappear into a cutting before reaching the fiddleyard. Note how the trees lean away from the prevailing winds.

On the left-hand side, access to the fiddleyard is concealed under the trees.

*The layout is obviously an alibi for running a collection of rolling stock. Here, a Bachmann Baldwin 4-6-0 tank engine.*

## Setting the scene

Despite this, there is a lot that meets the eye, thanks to a great many details (including 42 animals, which provide a pretext for a children's game when on shows), to scenery that extends vertically as well as towards the ground, and to part of the track being cleverly concealed in the fiddleyard. The way trains enter and leave the layout is of particular interest, and contributes to the atmosphere. This layout can be studied under all angles, and there is always something to be discovered: a well-chosen scenic item, a stunning viewpoint onto the wild nature that surrounds the railway...

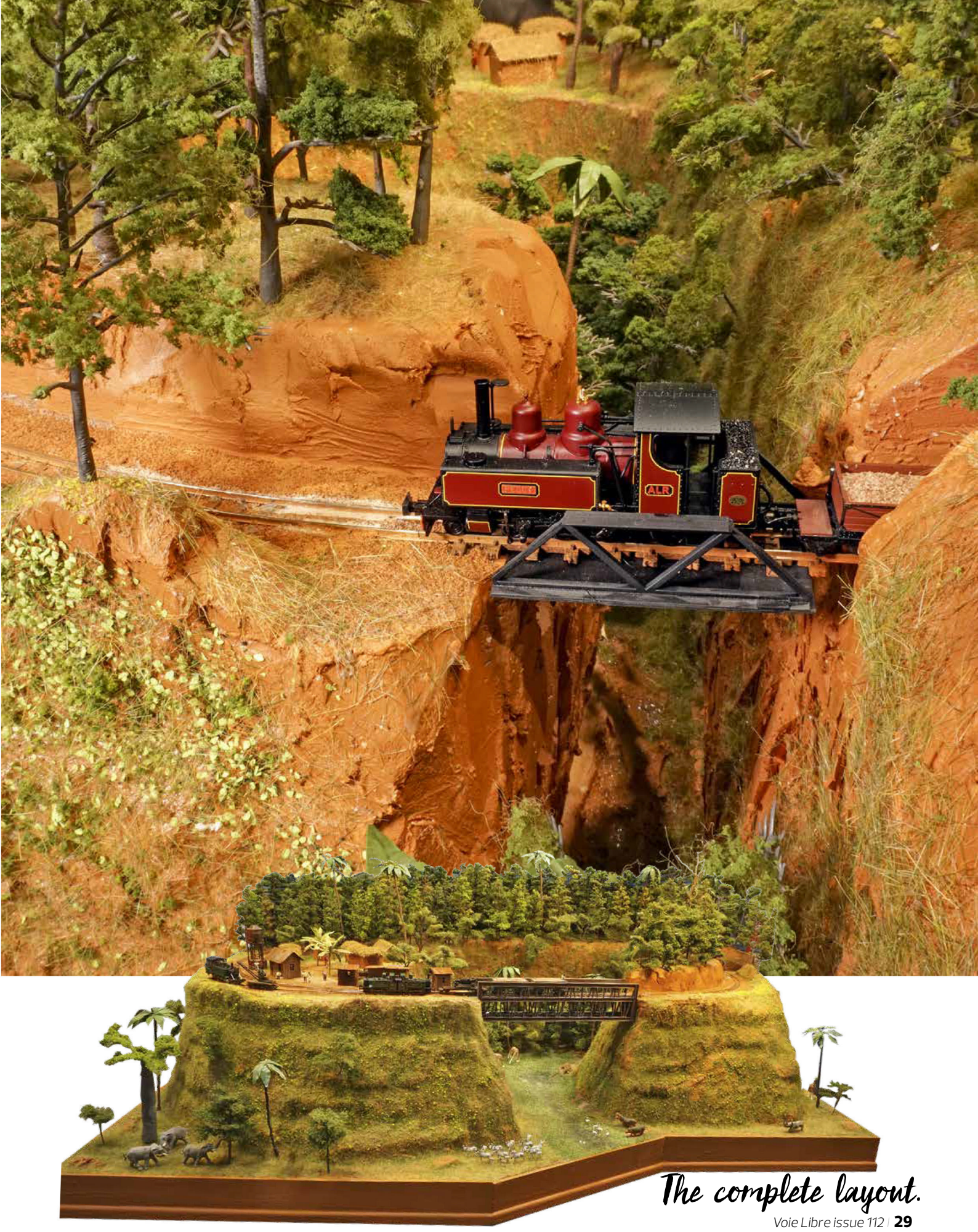
## Scratchbuilding... down to the leaves

There are not many buildings, and all are scratchbuilt, just like the monumental girder bridge, assembled using Evergreen strips. Even the flora calls on Jean-Pierre's gifts, the palm trees being scratchbuilt also (the remainder is from Heki kits). The fauna is a blend of off-the-shelf industrial or artisan productions, with some animals made by friends familiar with 3D printing.

*Under the large girder bridge, the water hole where animals come to drink.*

## Varied operations

Jean-Pierre sometimes allows himself to run French stock: a Billard railcar, a Decauville 0-6-0 T... But what he likes above all are British engines, of the types produced these last few months by Bachmann or Kato/Peco. And this is quite understandable! ■




The complete layout.

# Bligny-sur-Ouche, just like the real thing!

Philippe Muzeau is a very active volunteer at the Meursault show. Besides organizing, he also enjoys taking part, so he created a specific layout for the show. And a very local one at that.

Text: **François Fontana**
Photos: **François Fouger (unless otherwise mentioned)**

### The layout at a glance

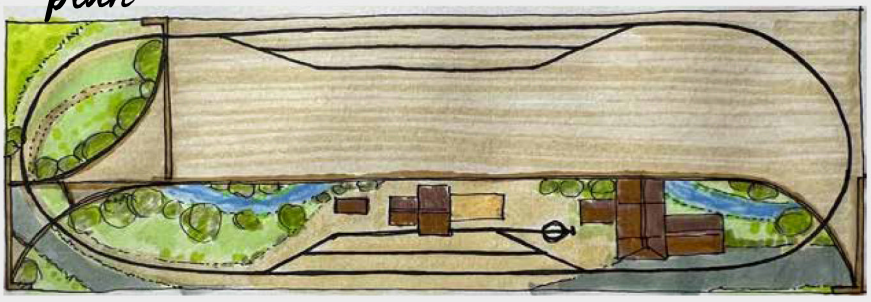
Scale: 1/87
Gauge: 12mm
Inspiration: Bligny-sur-Ouche
Dimensions: 310 x 60cm, in four modules.

A splendid Billard A 80 D railcar calls at Bligny-sur-Ouche. An image of what might have been!

© Philippe Muzeau

The stock found on the railway has been carefully modelled. Here, a 2-6-0 tank engine fitted with side aprons. CDCO numbers 40 to 47, built by Corpet-Louvet.

## The layout plan



This is quite a layout! A small piece of history, transferred into a time period closer to ours. A way of bringing the past back to life and imagining what might have been, if – but only if! The easiest way of understanding Bligny-sur-Ouche station as built by Philippe is to interview him.

**François Fontana: Hello Philippe, could we please start by taking a look back in time?**
**Philippe Muzeau:** For the Meursault show, I wanted to create a regional subject; I had already done so when I built a model of the viaduct at Velars-sur-Ouche in standard gauge in 1/87 scale. The new layout is an evocation of a secondary railway. We are at Bligny-sur-Ouche, on the Chemins de Fer Départementaux de la Côte-d'Or (CDCO) network. This metre gauge line closed in 1936, but thanks to modelling, it has survived and I have imagined what it might have become in the 1960s. A small and amusing uchrony.

On the real railway, operations looked more like this: a steam-hauled goods train, shunting next to the semi-detached goods shed.

*The couple of flat wagons with swivelling bolsters is based on an old Mougel brass kit, modified to look like Pétolat or Jules Weitz wagons.*

**FF: How did you design the layout?**
**PM:** The station was built originally over 3 modules. The prototype trackplan was reproduced. The station is built in a semi-urban environment, not far from the road that follows the course of the river Ouche. Trains coming from Arnay-le-Duc run past a mill and a group of houses, call in the station and then follow the roadside before disappearing towards Lusigny-sur-Ouche and Beaune. Like the real thing, the layout is fairly straight, not very deep, but very long! There is a fiddleyard at the rear, and more recently a new decorated curved module was added, evoking Laucy pass on the Mavilly – Mandelot line. The line closed following a derailment that took place on this stretch.

**FF: Technically, your techniques are fairly standard?**
**PM:** Yes, the structure is plywood, the track is from the Peco range and the turnouts from Tillig. The scenery consists of simple relief, coated with ground cover onto which earth and flock materials are applied. On the roads, the track is embedded in a material based on tiling glue. Where the track is on its own right of way, I enjoyed laying the track prototypically, with 14 sleepers for each 10 metre length of rail and more closely spaced sleepers where the rails join. The remainder of the work consists in ballast, weathering, some wild grass... The layout is lit by a strip of LEDs, with a sheet of tracing paper acting as a filter, concealed by a pelmet.

**FF: The backscene is particularly impressive.**
**PM:** I designed a backscene that is curved in the angles, and this was not simple as curving 5mm thick plywood is no mean task. A photographic poster is glued onto the plywood. I went to the location at the right moment, with the right light, to photograph the scenery behind the real station. I softened the photo using image processing software, got it printed and glued it onto the 5mm thick plywood base. The trains enter and leave though a small horizontal window. The relief scenery on the layout is painted in the same shades as the backscene, to ensure smooth integration.

**FF: You took particular care with the left-hand exit to the fiddleyard.**
**PM:** I cut out the window following the lower branches of the trees, I painted the edge of the plywood in leaf green; then, on the front part, I created a kind of tree that follows the cutout. Behind this cutout, the

*An addition to the layout: the curve at Laucy pass. Superbly modelled on a length of just 60cm.*

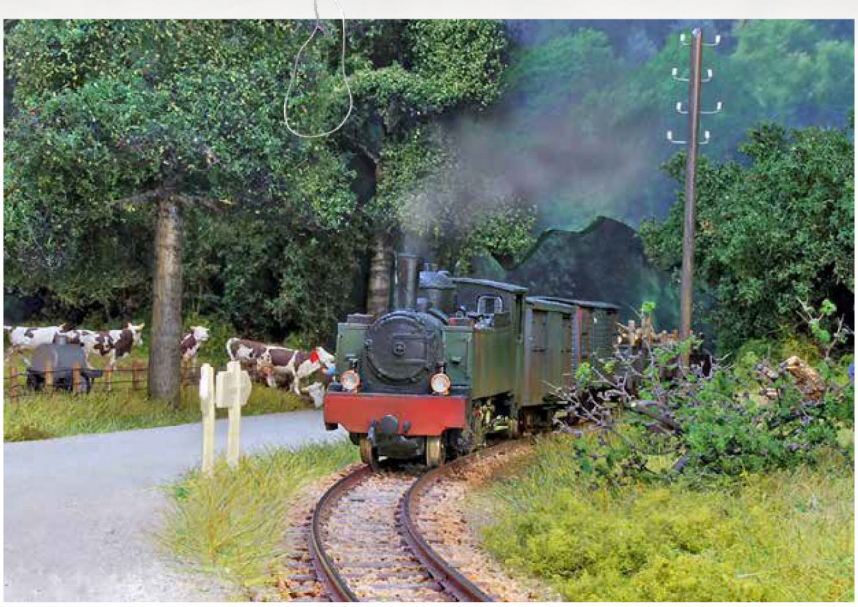
*In this picture, the Beaune-bound Sawrer railcar leaves the station alongside the road.*

curve leading into the fiddleyard is dealt with like the remainder of the layout, it has a small piece of backscene and its own lighting, so that when a viewer looks at the layout, he cannot see the fiddleyard.

**FF: This works very well indeed and I suggest you describe this technique in a forthcoming article! Tell us about the buildings...**

**PM:** I had to create the drawings of the buildings shown on the vintage photos available. By estimating an initial dimension and by extrapolating using a rule of three, I was able to build almost identical scale buildings. The structures are made out of thick card, coated with Gesso, then painted and finally weathered with dry pastels. In the scenic field, I use many artisan references which I find very neatly made and which contribute a lot to the realism of the scene.

*The entire layout, over 3m long, very neatly displayed at 135cm from floor level when on show.*



© Philippe Muzeau

A passenger train entrers the layout from the left. The passage towards the fiddleyard is concealed under the foliage.

**FF: Tell us about the nature...**
**PM:** The water is modelled with stained glass paint, coated with glossy acrylic medium. The trees are made out of twisted and soldered brass wire, the trunk has a fine string cladding and is then coated and painted. The branches are gently sprinkled with foliage, to let the light through. I use electrostatic grass fibres and traditional flock materials.

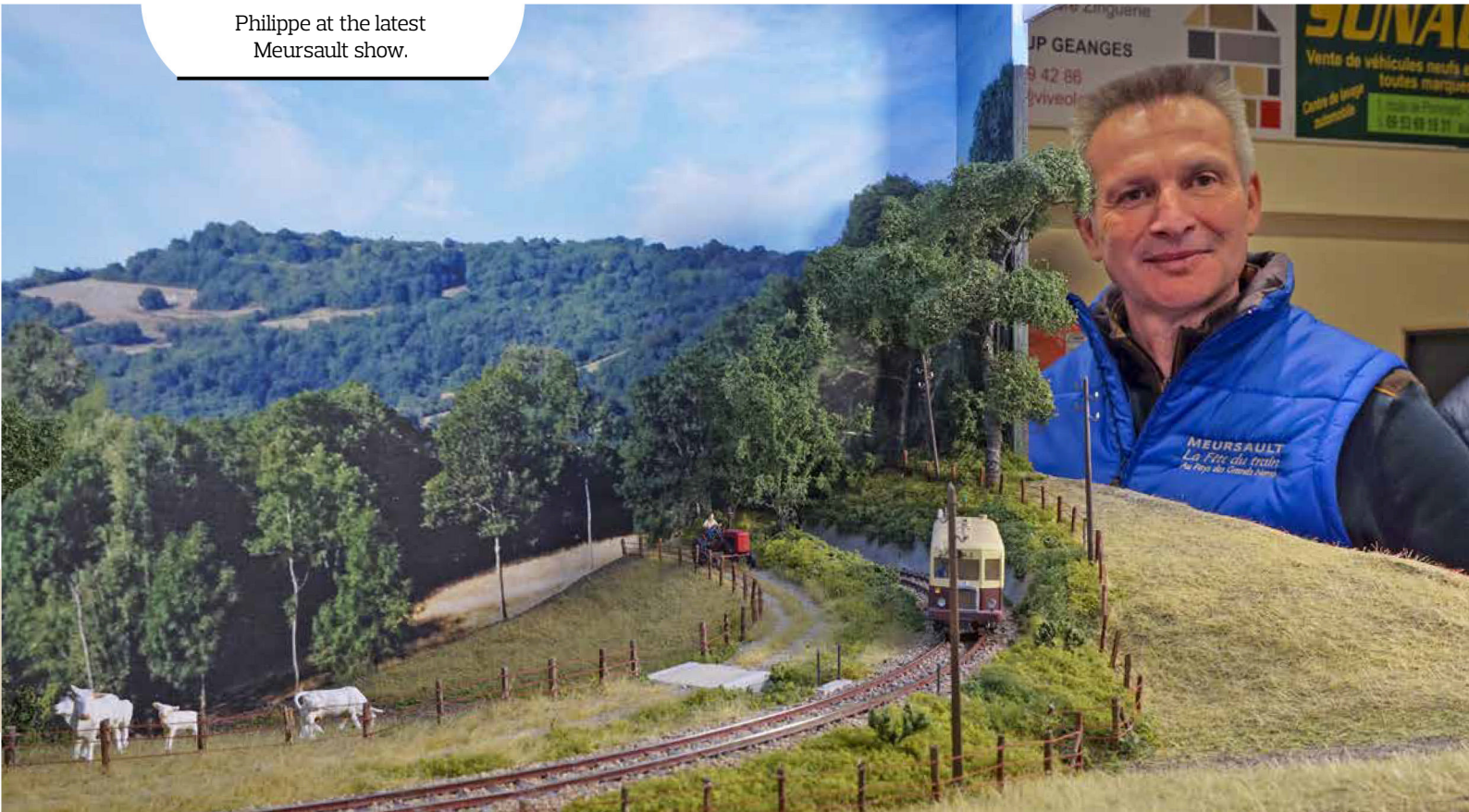
**FF: Turning to rolling stock, I recall you described how to build the Saurer railcar, but what about the remainder?**
**PM:** I use the REE Billard railcars, but also old Mougel models, imagining that if the line had lasted longer, this type of stock would have been used. I have some fine REE CFD wagons, but also some specific Mougel brass models. And I also built my steam locomotives using chassis from 0-6-0 tank engines (Roco BR 80 in TT scale). Not forgetting a set of passenger carriages scratchbuilt out of plastic sheet. In all, I have on the one hand a rolling stock roster that is pretty faithful to what the CDCO used to operate, and on the other hand a few more recent models that caught my fancy. ■

*Behind the backscene, there is still a little bit of scenery! As is its lit in the same way as the layout, the illusion is perfect!*

## BIBLIOGRAPHY

Histoire des chemins de fer départementaux de la Côte-d'Or (published by Editions du Belvédère) by Yves Artur, Gaby Bachet, François Cheveau.

Back in the station, operations are shared between steam and diesel. No need to be psychic to imagine the forthcoming arrival of a fine diesel locomotive, to replace the ancient 2-6-0 tank engine.




Philippe at the latest Meursault show.

# A CATTLE WAGON *for small animals*

Christophe Deblaère admired the attractive 0 scale cattle wagons that run on Gilbert Gribi's layout; so he promptly asked him for the drawings. Here is how he built the 1/87 scale version.

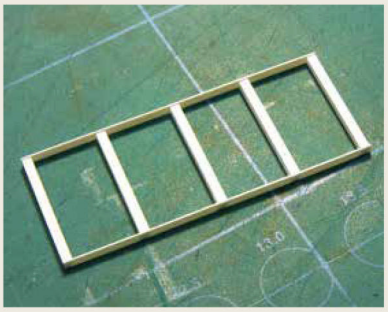
Text and illustrations: **Christophe Deblaère**

Many thanks to Gilbert for kindly providing the drawings of his two-level bogie cattle wagon. This article shows you how to build it in 1/87 scale for 9mm gauge track. As usual, I cut and assemble the parts as I go along! This project shows that there is no need to be an ace draughtsman to build a wagon: a scalpel, a ruler and glue are all you need! The various measures are easy to take, as you will see. ■

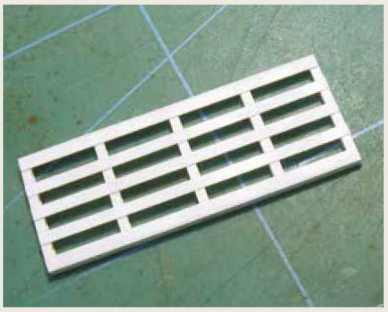
## MAIN SUPPLIES

**Evergreen strips**
- **2.29 x 0.28mm rectangular strip** réf. 8108
- **1 x 0.3mm rectangular strip** réf. 8104
- **H strip** réf. 282
- **0.25 x 1mm flat strip** réf. 102
- **0.25 x 2mm flat strip** réf. 104
- **0.25 x 4mm flat strip** réf. 107
- **1 x 1mm square strip** réf. 142
- **1.5 x 1.5mm L strip** réf. 291

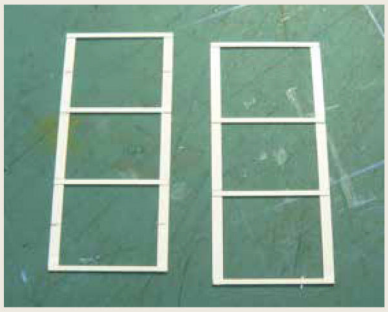
**Archer transfer rivets**
réf. AR 88108
**Two skips**



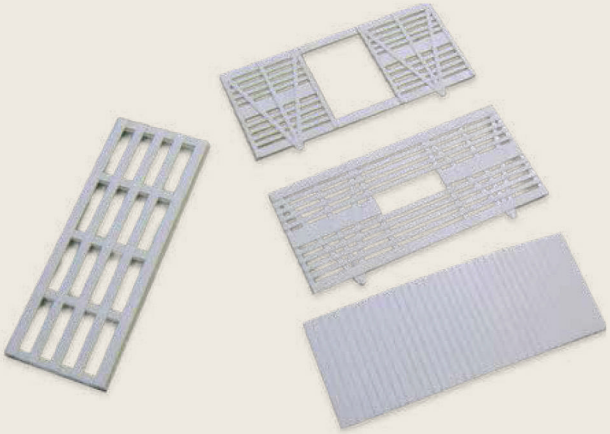
**1** Start by cutting out the chassis parts: two 60mm long girders (rectangular strip ref. 8108), and five 23mm long cross-beams (2 x 2mm H strip ref. 282).



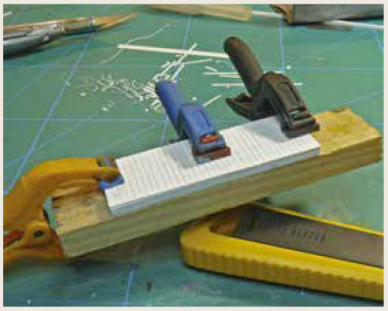
**2** Clad the frame with five flat strips (ref. 104). One at each end, one in the middle and finally one in the middle of each remaining gap. The easiest way for properly dividing a surface into four equal parts.



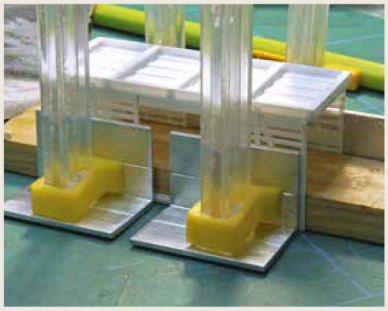
**3** The wagon sides: cut four 58mm lengths out of the rectangular strip (ref. 8108). Cut out 8 vertical struts, 26mm long, out of the 1mm strip (ref. 8104). Assemble two accurately squared frames, 58 x 26mm. From each end, measure 20mm and glue the remaining vertical struts.



**4** Divide the spaces between the vertical struts by gluing, on each side of the wagon, two 29mm long uprights; they protrude below by 3mm. Add angled reinforcing struts, which fit up against the protruding uprights. Divide the wagon sides height-wise, glue a 4mm flat strip (ref. 107). In the remaining half-heights, glue four 1mm strips (ref. 102), regularly spaced. Glue all these strips over the entire length of the wagon sides, without taking into account the door apertures. Once the glue has set, cut the strips to open the doors. With this technique, the parts will be perfectly aligned.

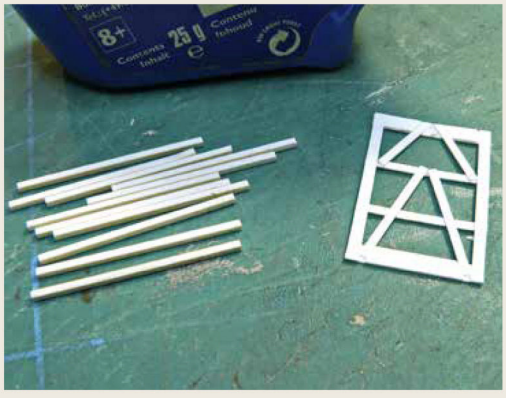


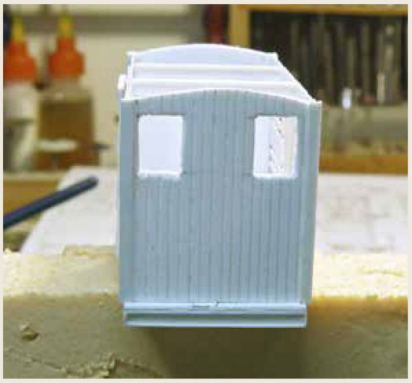
**5** In a 0.5mm thick plastic sheet, cut out a 60 x 23mm rectangle and engrave the planks with the back of a scalpel blade. Glue this floor onto the chassis, let it dry under pressure, on a flat block of wood or a length of aluminium strip. This will ensure that it will remain properly straight. Adjust the floor on the chassis, sanding it if necessary.



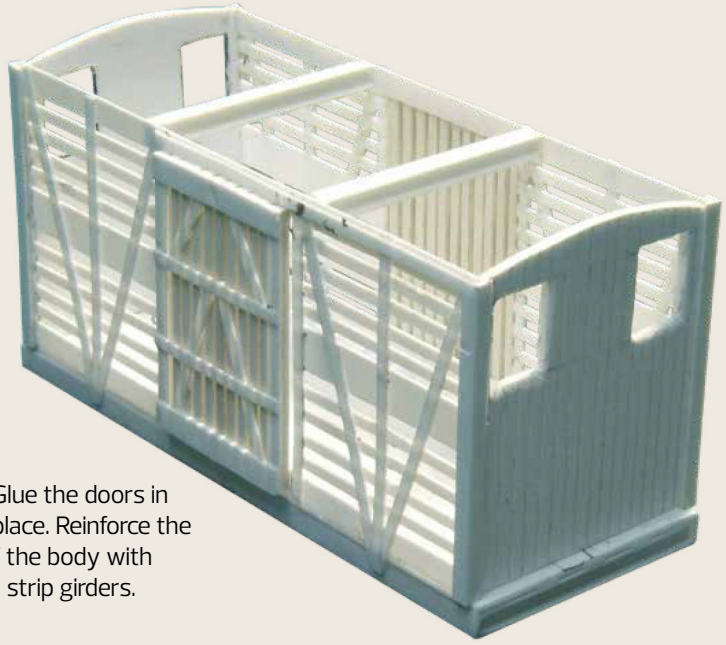
**6** Glue the wagon sides to the chassis. Start by spot-gluing the protruding vertical struts, then run a cordon of glue all along the joint. Keep the parts under pressure while the glue sets.

**7** Assemble the 16 x 23mm doors, using the same rational techniques for dividing spaces. The frames, cross-beams and angled reinforcing struts are cut out of flat strip. On the back of these frames, glue 9 square 1 x 1mm rods (ref. 142). Glue the end rods, then the middle one. Divide each gap by two, glue a rod and repeat, here again you will obtain a perfect division without any complex calculations.

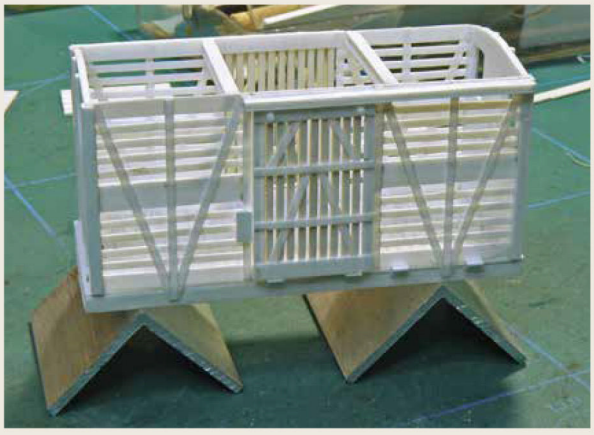




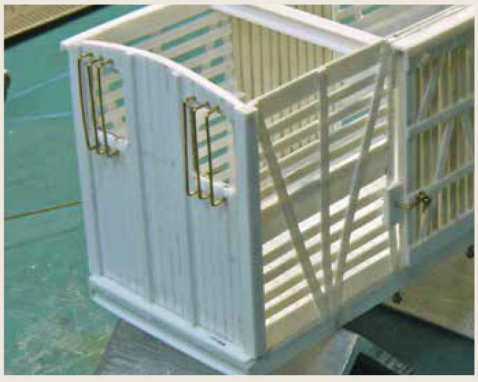
**8** Out of the 0.5mm thick sheet, cut the end bolsters. Two 23 x 28mm rectangles. Curve the top of each rectangle: 28mm in the middle and 26mm on the sides. Cut out two windows, 8mm high and 5mm wide. Fit an L strip to the angles.



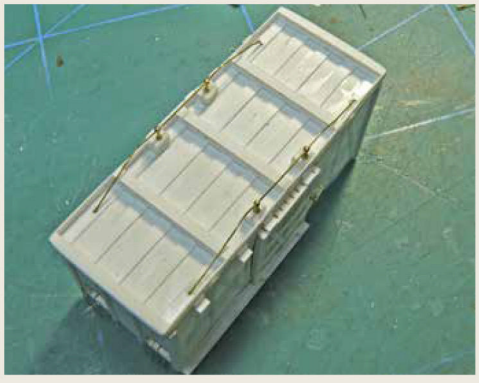
**9** Glue the doors in place. Reinforce the top of the body with two H strip girders.



**10** Represent the rail on which the top of the door runs with a U or L strip extending from one ned of the door to the end of the wagon. Evoke the casters with small lengths of round strip or tiny discs of plastic sheet. At the base of the door, four lengths of L strip represent the lower door brackets along the body; you can also, as you did for the top, glue a rail along the whole length. Do not forget the rectangular sheet that will accommodate the door latch.



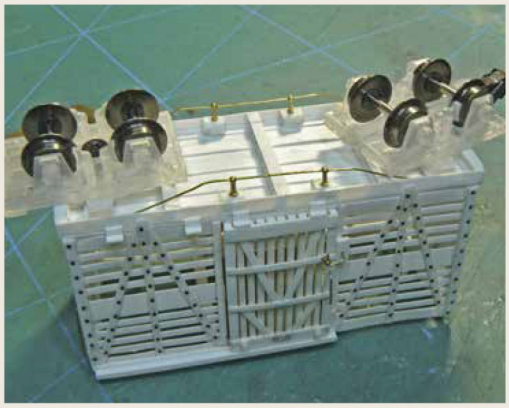
**11** Using 0.3 or 0.5mm brass wire, represent the bars over the windows, they prevent the animals from escaping. The latch is modelled out of a length of brass wire and a handrail bracket fixed on the rectangle on the door. Glue some L strips inside the wagon body, on the intermediary cross-beams and on the ends, half-way up. They will support the intermediary floors. There should also be closing devices to prevent the animals from falling during transport.



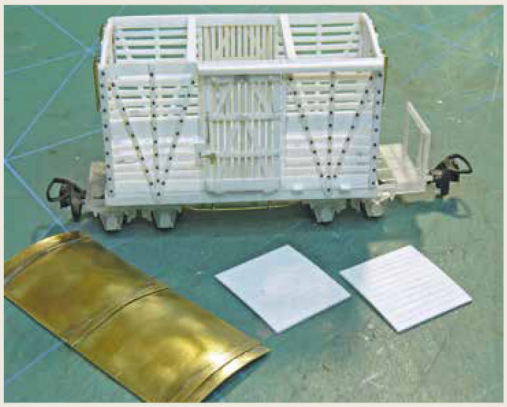
**12** Under the chassis, aligned under the door uprights, glue 4 tiny machined brass handrail brackets. Thread a length of 0.3mm brass wire through them, and glue it under the chassis. Your reinforcing struts are in place; this is definitely the most tedious phase in this construction project.

**13** The roof is cut out of a 0.5mm thick brass sheet, shaped around a curved item. Solder seven seam covers. (Editorial note: if you do not have any brass, cut the roof out of a sheet of 0.5mm thick plastic sheet. Shape it in the same way, it takes a little longer but is quite straightforward). Add the Archer transfer rivets where the planks join. Another lengthy job, but well worth it!

**14** I bought my bogies from Shapeways, they look fine but are a tad fragile. They are fitted with Peco couplers and metal wheels from Micro-Modèle. But you can also use Roco or MiniTrains swivelling bolster wagons.



**15** The bogies are fixed in place in the cross-beams located under the chassis, using recyled screws.



**16** Once de-greased, the wagon is painted: the roof, chassis and bogies in black, the body in wagon red. The door handles and brake wheel are yellow. The roof is put in place after the animals have been installed.

Two wooden skips to carry any ore you fancy!

# Wooden skips, **a wealth of possibilities!**

Vincent Lepais shows how to easily build, and in series, wooden mining skips! His technique is applicable to all scales. So let's get down to work!

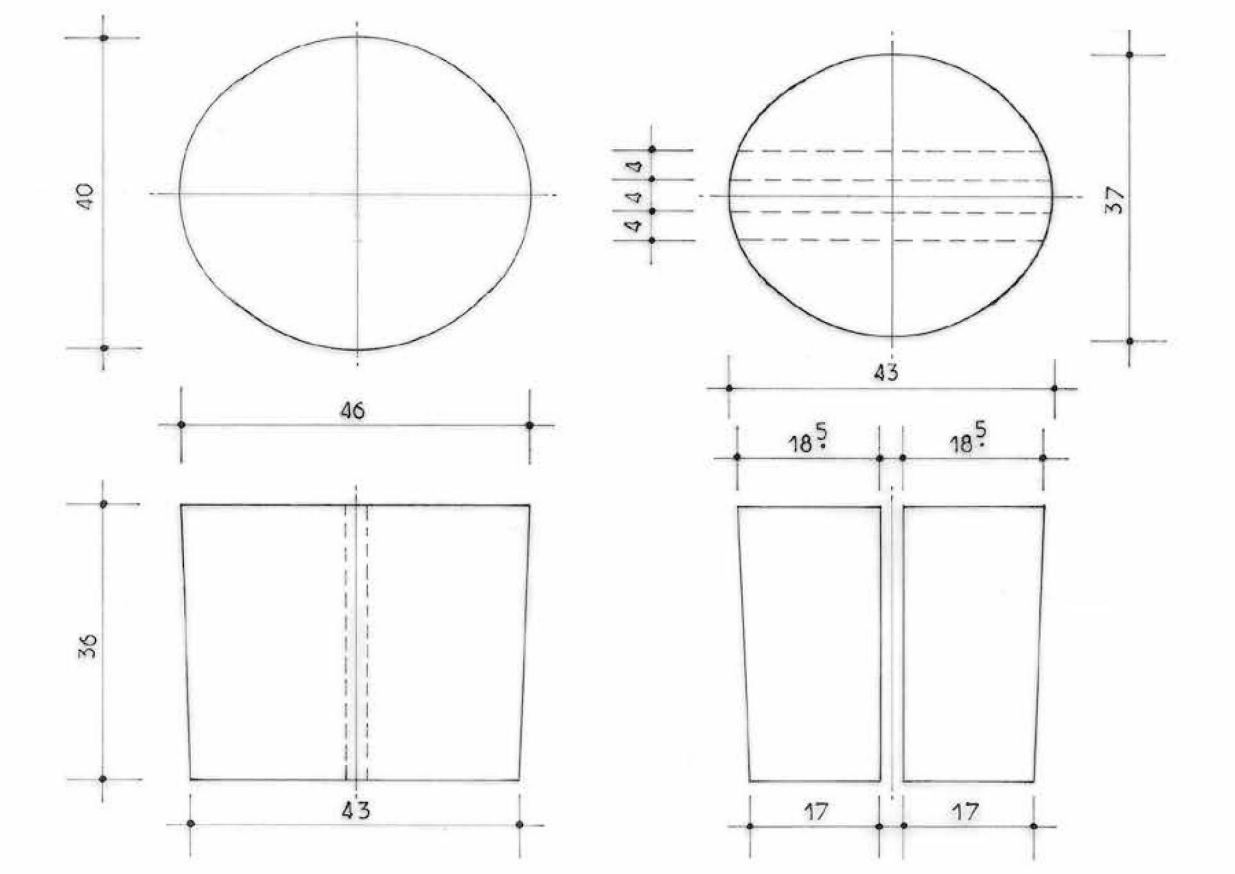
Text and illustrations: **Vincent Lepais**

In Issue 110 of *Voie Libre*, François Fontana tackled the construction in 1/20 scale of the Schneider type 69 locomotive of the mines at La Machine. This engine needed some wagons to haul, and something besides!

Old mining instruction manuals are packed with technical documents, including the drawings of an oval-shaped skip from the La Chazotte mines, located at La Talaudière in the Loire and belonging to the PLM. We shall tackle the construction in the same scale of two coal skips. The drawings of the La Machine skip were provided with those of the Schneider engine in Issue 110 of Voie Libre, while those of the second skip are included in the present issue. Without doubt, this is the smallest item of rolling stock owned by this former railway company! Period documents mention local gauges ranging from 0.38m to 1.12m. If one is to believe the original drawing, the La Chazotte skips ran on 35cm gauge track, this seems consistent. Converted to 1/20 scale, this is close to the 16.5mm gauge of 0e or H0 track. ▪▪▪

# GABARITS DE DÉCOUPE BENNE DE LA CHAZOTTE

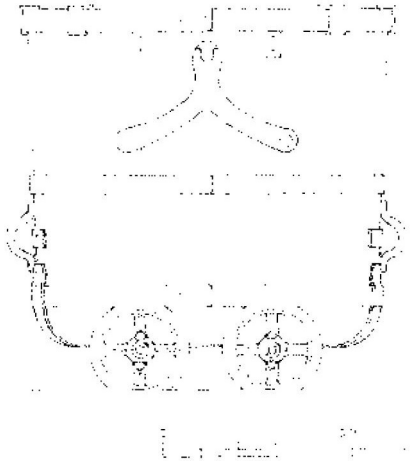
**Échelle 1/1 Dessin Vincent Lepais.**



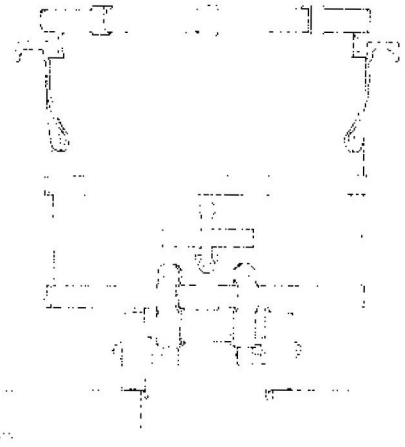

# P.L.M. MINES DE LA CHAZOTTE BENNE À HOUILLE

**Échelle 1/20 Dessin Vincent Lepais.**

## Élévation

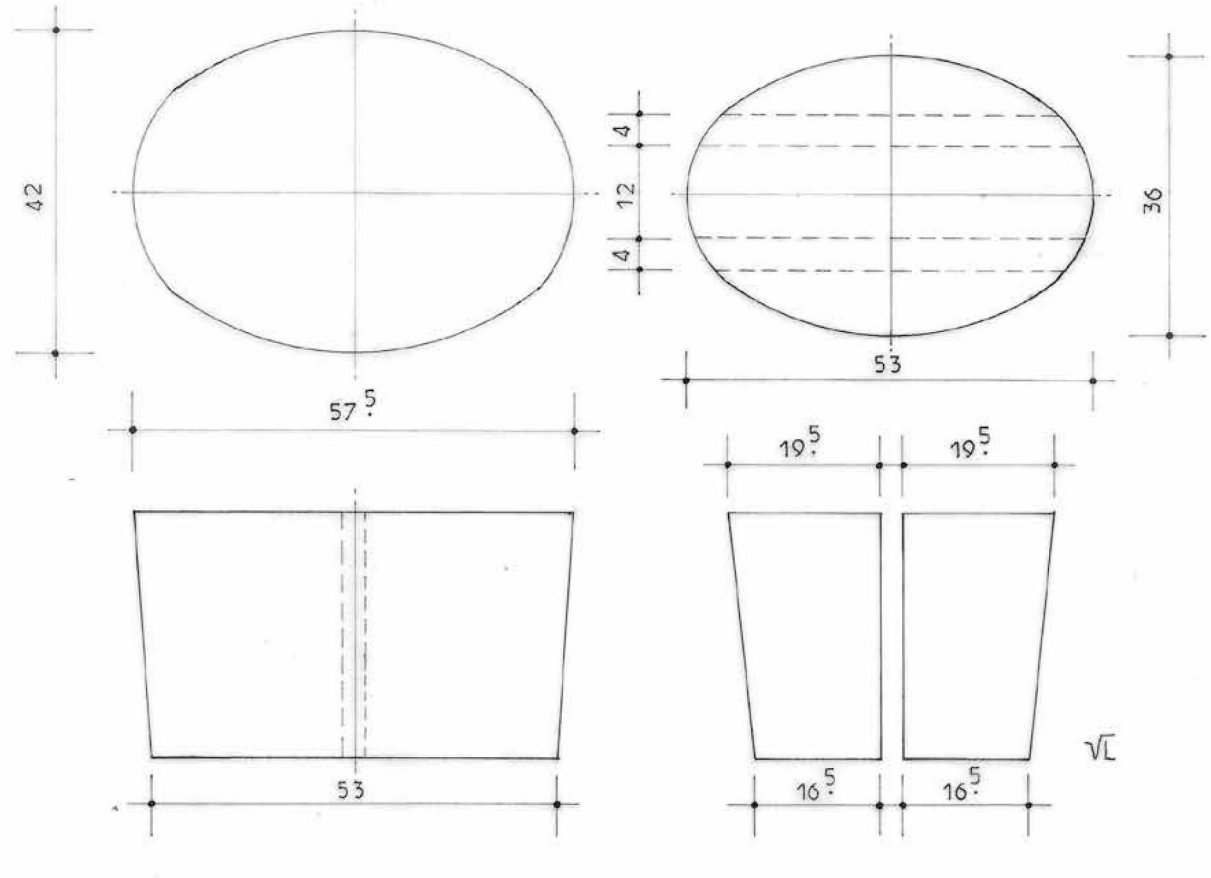


## Vue en haut



# GABARITS DE DÉCOUPE BENNE DE LA MACHINE

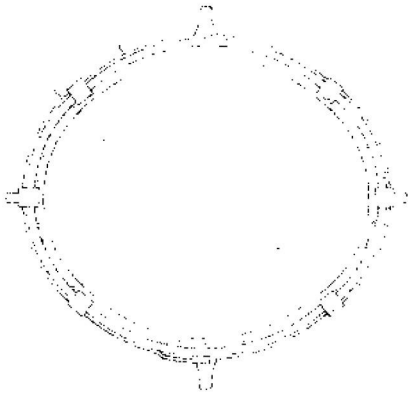
**Échelle 1/1 Dessin Vincent Lepais.**




# P.L.M. MINES DE LA CHAZOTTE BENNE À HOUILLE

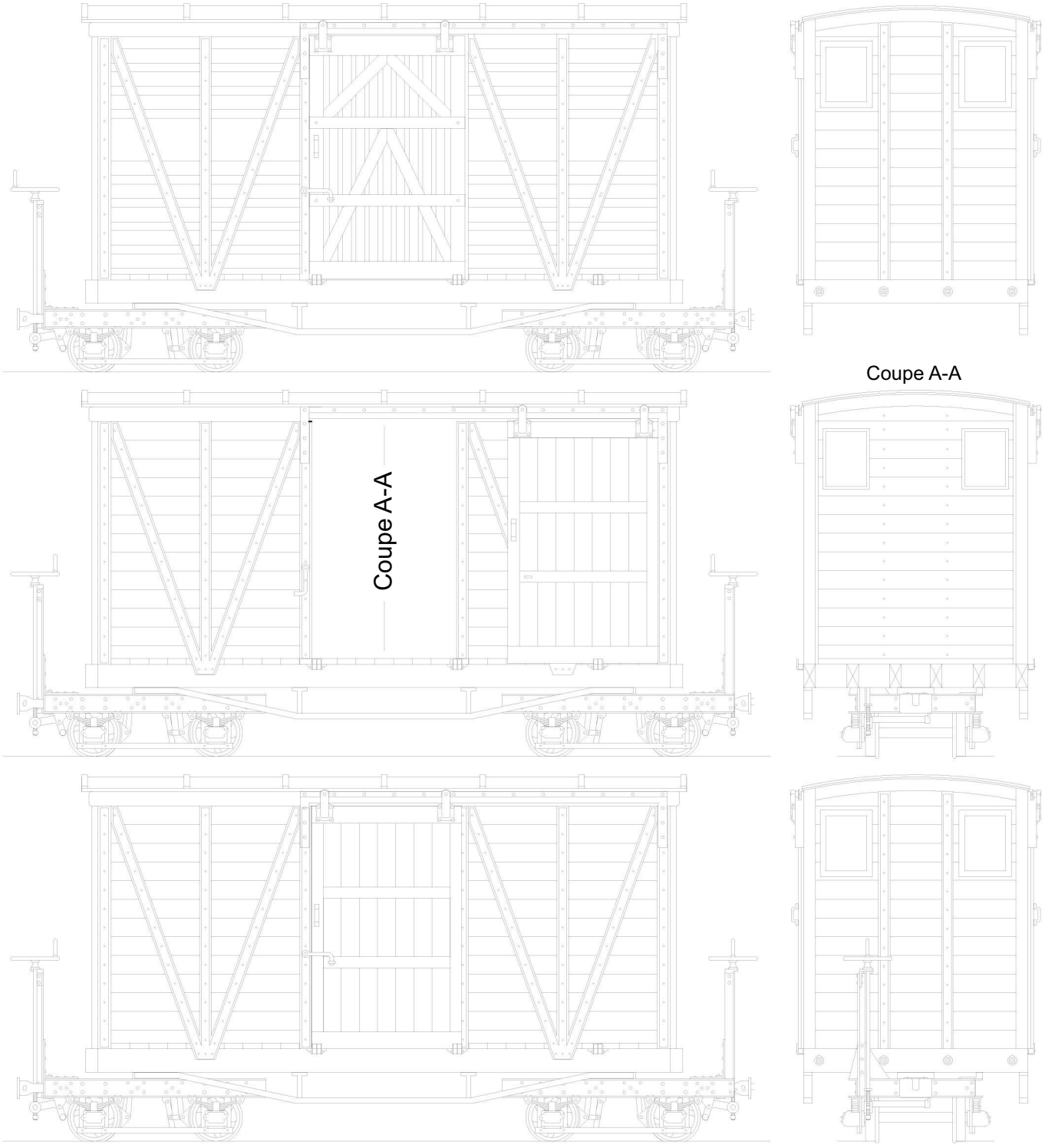
**Échelle 1/1 Dessin Vincent Lepais.**

## Vue de dessus



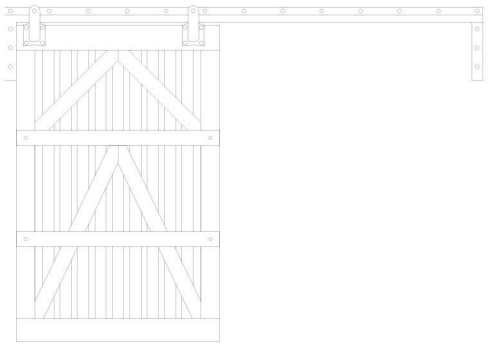
# BÉTAILLÈRE À BOGGIES

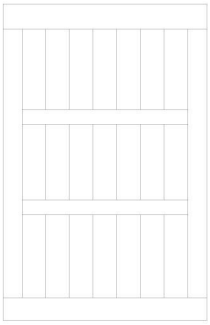
**Échelle 1/43,5 Dessin Gilbert Gribi. Voir article page 36.**

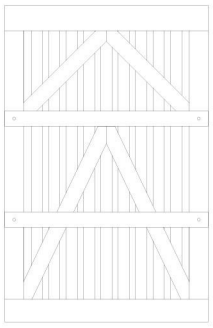


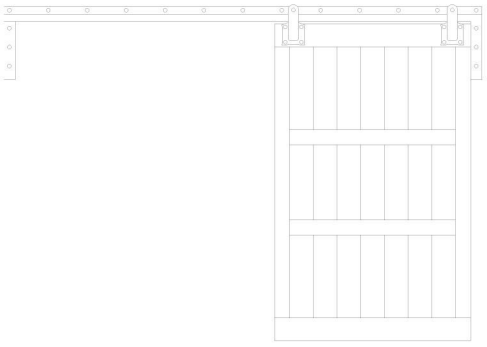
# BÉTAILLÈRE À BOGGIES

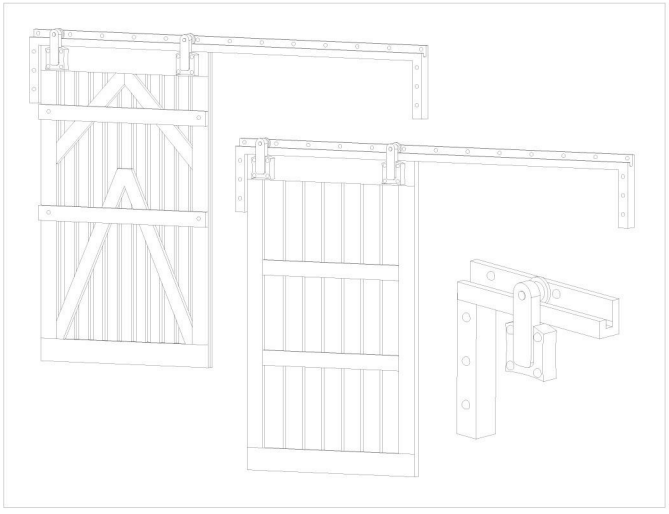
**Échelle 1/43,5 Dessin Gilbert Gribi. Voir article page 36.**

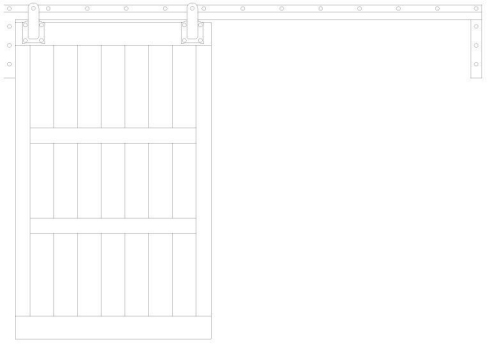


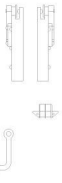


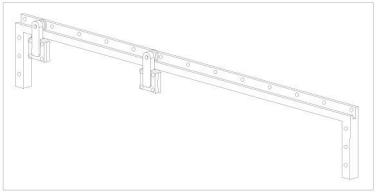












**1** Overview of the La Machine skip.

**2** The La Machine skip seen from below ; note the fairly rudimentary construction technique.

**3** End-on view of the La Machine skip.

**4** The buffer block, also fairly rudimentary, but ultimately very efficient!

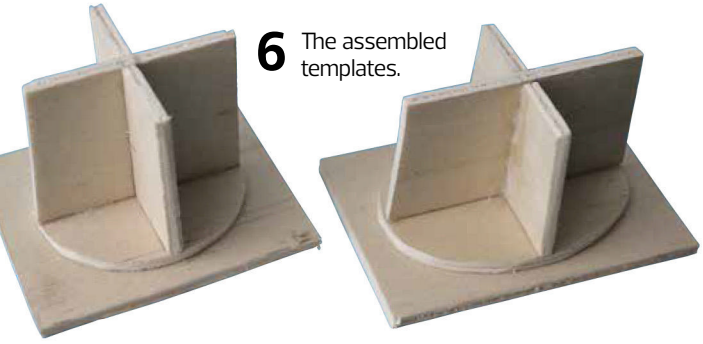
**5** The idle wheels on their axles.

## MAINS SUPPLIES

- **1mm thick samba** wood for the skip body planks.
- **4mm thick samba** wood for the skip chassis, and 5mm thick for the buffers of the La Machine skips.
- **3mm thick plywood** from crates for the skip floors and for the assembly templates.
- **0.5mm and 1.5mm piano wire** for the clips and the axles
- **3 x 3 x 0.5mm U-shaped brass strip** for the axle supports for the La Machine skip. 4 x 4 x 0.5mm for the La Chazotte skip.
- **Superglue**.
- **Wood glue**.
- 10 **or 11mm diam. old H0 scale metal wheels** for the La Chazotte skips.
- **Double-sided adhesive tape**.
- **A candle stump**.
- **Scalpel**, small files, paintbrushes...
- **Humbrol paint:** n° 110 natural matt wood, n° 53 gunmetal.
- **Acrylic paint:** matt black and matt natural Sienna earth.

## ASSEMBLY TEMPLATES AND SKIP FLOORS

Cut the skip floors and assembly templates out of the crate wood, the drawing for these parts is in the central folder. Start by assembling the templates using wood glue. They will help you build the skips upside down. Fix them on a rectangle of the same wood – the dimensions are up to you. Once the glue has set, rub the candle stub over the templates to wax them, except that part that will be in contact with the skip floor. The purpose of the waxing is to prevent the bodies from remaining stuck to the templates during assembly. On the floors, trace the various chassis parts.

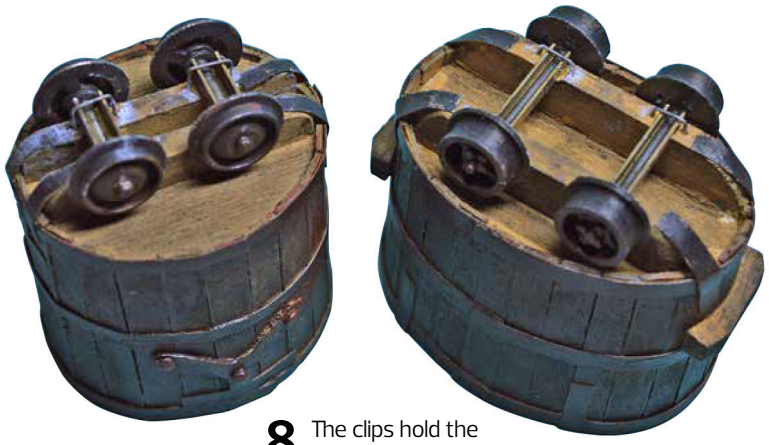


**6** The assembled templates.

## CHASSIS

The chassis of the skips are basic: two curved solebars fixed to the floor. Cut them out of 4mm thick samba wood, then curve the ends before angling them so that they follow the curve of the skip floor. Once this is done, you can glue them onto the floors. Then trace the location of the U strips that will hold the axles. For the La Machine skips, cut 1mm deep notches in the solebars where the U strips fit, using a small square file. This notch is not needed on the La Chazotte chassis.

**7** The floors of the two skips are glued and traced.



**8** The clips hold the axles in place in the U-shaped brass strips.

## AXLES

We are building two types of skips, meaning we need two types of axles. This opens up possibilities for every modeller. One point must be repeated, the purpose is to have fun, not to perceive a project as being a technical Everest! The La Machine skip is designed to be fitted with 3D printed wheels, whereas the La Chazotte skip will be fitted with old Jouef wheels that can be found at affordable prices, or in your own scrapbox. As they can run on H0 or 0e track, the width of these wheels is compatible with the size of the rails. Feel free when it comes to choosing the wheels for your skips, go for whichever technique you feel most comfortable with! The main thing is that the skips should run!

So, depending on your choice, cut the axle supports out of suitably sized strip. Once thoroughly cleaned, they can be glued onto the solebars with superglue. Drill a 0.5mm diam. hole on each side of the supports, aligned on the solebar axis. They will accommodate the piano wire clips that will hold the axles in place. This technique allows the axle to have some vertical freedom.

Flash will have to be removed from the 3D printed wheels and the axle hole will have to be drilled out to a diam. of 1.5mm. Mine skips are normally fitted with «idle» wheels, enabling them to be turned round on a metal plate. On a scale model, this cannot be modelled, so you can glue your wheels on the 1.5mm diam. piano wire axle. The Jouef wheels are already fitted to their axle and ready for use. Simply file off the pointed tip of the axle if they are from a bogie with outer journals.

## THE BODY

Fix two-sided adhesive tape to the top of the templates, to which the skip floors will be fixed temporarily, checking that they are properly aligned both lengthways and crossways. You can then start fitting the planks that form the body, giving them a slight angle. To do so, you can also trace marks at the top and bottom depending on the number of planks. Here again, do not panic, there is no need for all the planks to be the same width! These skips were regularly repaired by the mine workshops and the planks quickly became uneven; the efficiency

Coll. F. Fontana

Mines de la Machine.

and speed of the repairs took priority over aesthetics! For this job, the planks will be glkued to the bottom of the skip and to each other, along the edges only, using wood glue.

Once the body is complete, you can make it sturdier by adding three hoops made out a 0.5mm thick plastic strip. The location marks for the central hoop can be easily traced by transferring them onto the body using a guide-board made out of a wood or plastic offcut. Just like in cooperage, the hoops overlap slightly to be riveted together. They must also overlap in the same way on your skip. Use superglue.

**9** The planks are glued onto the skip floor and held in place by the templates, simple and efficient!

Once the hoops are glued in place, the body can be removed from its assembly template, and the other parts can be fitted: inner hoop, tabs, plates, etc. For the La Machine skip, cut the wooden buffers out of 5mm thick samba wood. This is a bit tedious, as it has to be hollowed out with an angle that mates with the curve of the body. ▪▪▪

**10** The hoop location is simply spotted with a length of wood, here again, things are kept simple and efficient!

**11** The skip bodies have been fitted with their metallic parts... made of plastic! Note the buffer block on the La Machine skip.

**12** Once painted and weathered, they look great.

**13** To ensure a good degree of realism, washes or dry brushes must be used!

**14** The inside colour will vary depending on the type of ore carried! In this case, very black coal!

Building a whole set of skips will involve quite a bit of work!

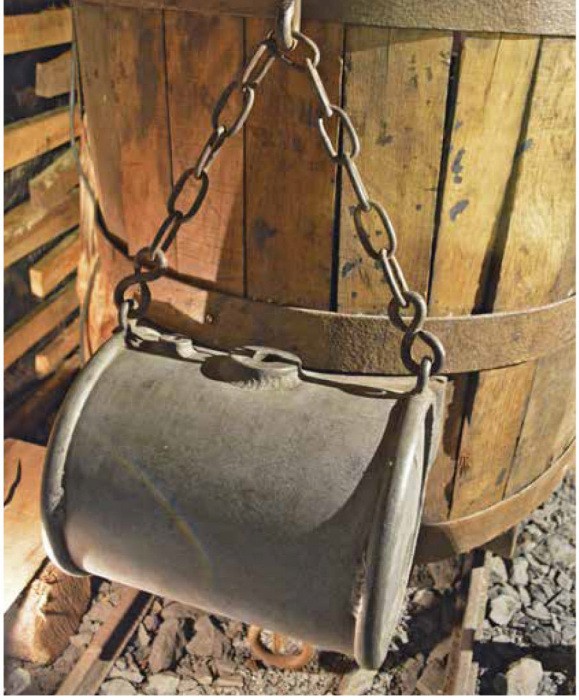
## PAINTING

Each skip is painted in Humbrol N° 110 matt natural wood, including the plastic parts. Once dry, the latter are painted with Humbrol 53 gunmetal, which provides a very satisfactory reproduction of aged metalwork. Likewise for the wheels. Let this paint dry thoroughly, it is then polished to obtain its metallic appearance. The skips must now be weathered. A wash of matt black acrylic paint, well diluted, will provide the basic shade. Let it dry thoroughly. The skips are then weathered using the same acrylic black (not thinned), dry-brushed onto various areas. Rust weathering will be applied in the same way using natural Sienna earth.

## FINISHING TOUCHES

The job is completed by fitting the axles. Using 0.5mm diam. piano wire, make some «U» shaped parts that will be glued into the holes drilled previously in the solebars, these are the axle clips. Your coal skips are ready to run! Add loads of coal and you can enjoy running small narrow gauge mine trains! Naturally, all types of ore

**15** The tips of the Jouef axles have been filed down, and the wheels weathered.



Many details, such as this water barrel, can be added to the skips.

La Machine mining museum collection

Monsieur Picaud, who works on the surface, is shunting a skip at La Machine mine. Note the weathering!

Do not aim for something perfect; the real vehicles were rough and ready!

Repairs could also sometimes call on sheetmetal. You can do likewise!

are realistic with this type of skip, the choice is yours! Simply adapt the main weathering shade to the type of ore selected. The two types shown here have not been fitted with couplings, voluntarily, they will be added at a later stage. You can choose the type your prefer: a traditional hook or a magnetic system.

18+

# WHAT IS AVAXHOME?

# AVAXHOME-

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# The choice is yours!

In this issue of Voie Libre, we have shown you how to build attractive little coal skips. However, something will be required to haul them...

The Editorial Team

Therefore, we suggest you invent some kind of freestyle motive power, on 35cm gauge, in 1/20scale! Everything is allowed: steam, compressed air, diesel, electric with trolley pole, pantograph or batteries, a former wagon that has been motorized... The engine may be able to operate on the surface or undergound, or in one of those environments only. Sizewise, it can be tiny, barely wider than the track, or extend well beyond the loading gauge. It can be scratchbuilt out of plastic sheet, metal or 3D printed, it can be a conversion of an existing item... as you like it. You are completely free! The idea behind this challenge is to get away from the beaten track (no pun intended!), to practice an unusual scale, on a very narrow gauge and with a topic that gives your creativity a free rein! Do not hesitate to integrate onto a home-made diorama whatever pops out of your imagination. To cut a long story short: create! Remember to photograph the various stages of your project, to take a few notes. Send us the outcome, we expect to see some attractive pages in future issues of *Voie Libre* !!

# ALMOST *prototypical couplings*

Martin Klinger has had a thought for all secondary railway fans who want to shunt their short consists buffer to buffer, using standard screw couplings.

Text and photos: **François Fontana**

Two short wagons run almost buffer-to-buffer

Just like on a real railway, the coupling of one wagon must be placed onto the hook of the adjacent one. This is good fun, provided you have fine tweezers and some patience. Martin Klinger has created etched nickel silver couplings that can be folded and assembled without requiring solder. They feature a shank for fitting them into a standard pocket. They must be chemically blackened or spray-painted to become less noticeable. As the loop is rigid, a consist can be reversed smoothly, the loop pressing into the facing hook. However, care is needed when running through curves and counter-curves, or through small radiuses.

**MAKETTE**
Réf.2905
www.makette.de

The package contains what is needed to fit 16 wagons or carriages, 32 couplings in total.

When folded, the loop rests on an évocation de conduite.

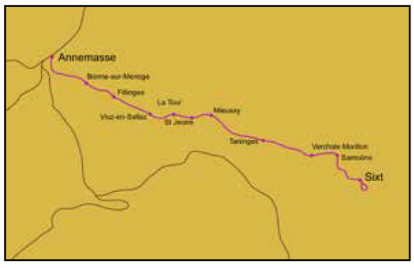
Postcard, J-L.Rochaix collection

In Annemasse station, in the early XXth century. At right, a PLM goods train.

# Annemasse–Sixt Metre gauge in the Giffre valley

For all of 68 years, the 49km long Annemasse – Samoëns – Sixt line used to connect the Geneva area to the Giffre valley in Haute-Savoie. It was operated in two very different phases: after 42 years, the wheezy steam tramway was replaced by a fully modernized and electrified railway.

Text: **Gérald Hadorn**
Photos: **Jean-Louis Rochaix collection**



The stretch from Annemasse to Samoëns, 43.8km long, was opened on 1st November 1891. Along all the right of way, the track ran on or alongside the existing road. Two branches connected Bonne-sur-Menoge to Bonneville (11km) and Saint-Jeoire to Marignier (7km), both communities already linked to Annemasse by the standard gauge PLM line. At Annemasse, the local station was adjacent to that of the PLM and to the terminus of the Geneva tramways. The railway was operated by the Société des Chemins de fer Economiques du Nord (CEN).

## The original network

The various lines were served by trains hauled by 0-6-0 tram tank engines, able to run at a speed of 28km/h. Five were supplied by Blanc-Misseron works in 1891, a sixth was built by Société Franco-Belge in 1894. Two similar engines were bought second-hand. Carriages and wagons were all of the 4-wheeler type: 16 passenger carriages, of which 6 were completely open for summer traffic, and a large number of goods wagons, 52 units in 1891 increasing to 97 by 1914 to meet the growth in traffic. The infrastructure and the stations were built cheaply. Operating a railway largely built along public roads soon showed its limits and did not properly meet requirements. Even before WWI, this weakness encouraged the authorities to consider improving both the route and the operating methods.

## Reconstruction

Through an agreement dated 27th March 1914 signed with the département, an extensive modernization programme ▪▪▪

Coll. J.-L. Rochaix

**A train calls** at Taninges **in 1908.**

J. Monternier

**Overall view** station in 1955. At left, the ski-carrier wagons.

# The beginning of electrification work

between Mieussy and Taninges, **27th March 1931.**

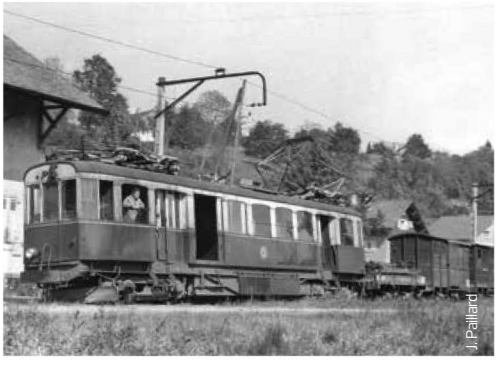
DR

DR

A train stopped next to the shed at Samoëns, **ca.1930**.

W. Boegl

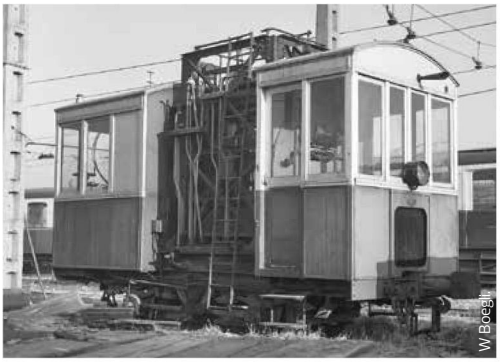
F2 motorized van seen at Annemasse, **ca.1950**.


J. Pallard

A goods train bound for Annemasse near Bonne, **April 1959**.

Samoëns.
a Sixt-bound train
**in February 1957.**

A. Renault



W Boegli

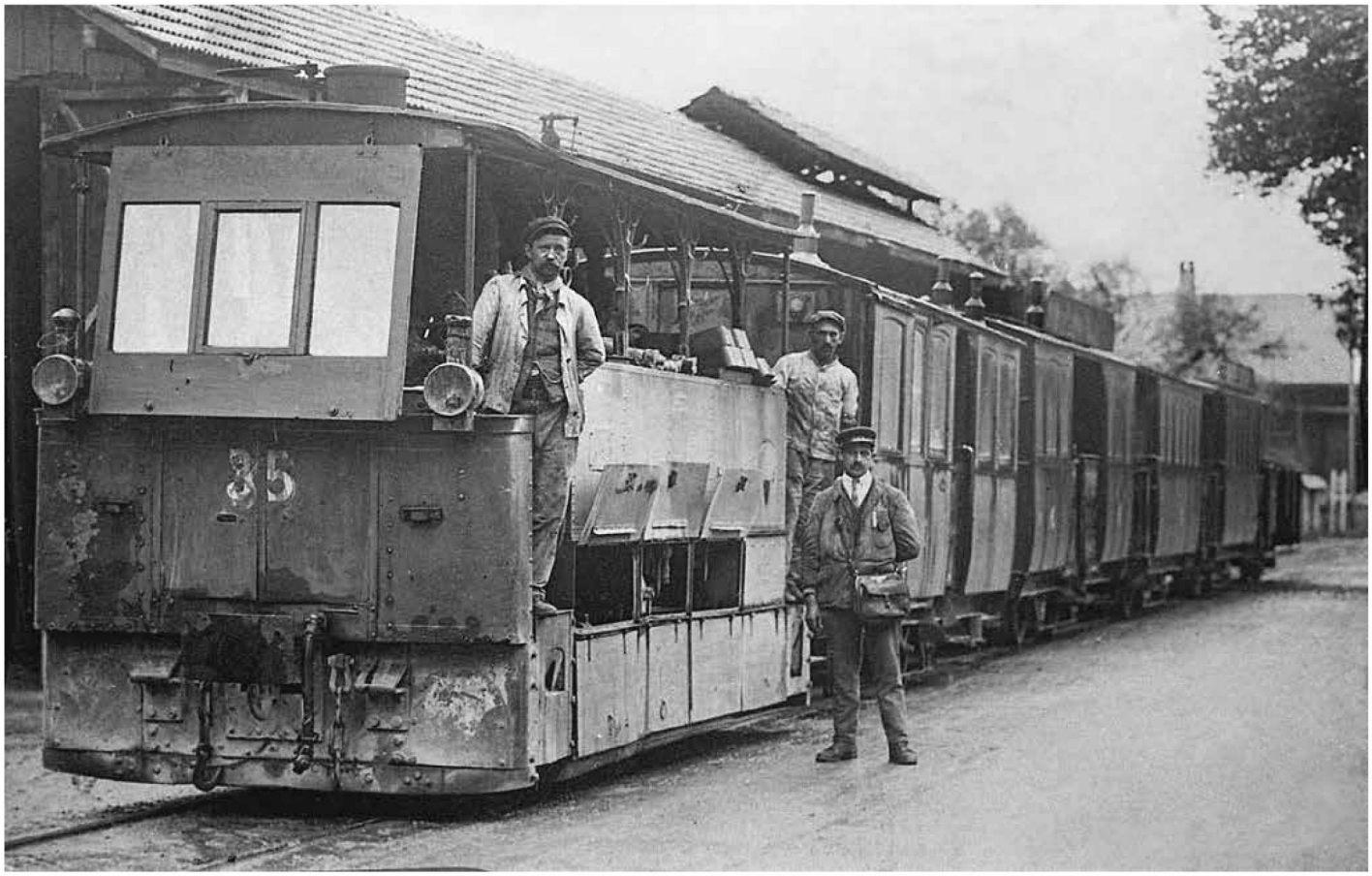
A tractor for overhead wire maintenance at Annemasse, **May 1959**.

coll. J.-L. Rochaix.

A useful snow-plough at Samoëns station. **Date unknown**.

J.L. Rochaix.

Large R 16 trailer, built by assembling two of the original carriages. Annemasse, **12th February 1950**.




Coll R. Kaller

**Samoëns ca.1925,** a lightweight glass screen protects the engine driver.

▪▪▪ was defined, aimed at transferring the network from the legal regime of tramways to that of local railways. This legal change was confirmed in fact, but the outbreak of war delayed its entry into force. Technical changes and the shortage of coal in the post-war period led to opting for electric traction, using 1500V DC. The main line was the first to be modernized. Work began in 1927, with track renewal; the reconstruction of most station buildings, some of them being re-located ; a dedicated right of way for the track wherever possible; and a 5km long extension from Samoëns to the tourist resort of Sixt. An elegant stone viaduct was built just outside the village of Mieussy as well as a 308m long tunnel just before reaching Sixt. The works and depot at Annemasse were enlarged, spanning some 10 tracks. Inaugurated on 24th August 1932, electric traction was put into regular service the following day. From that date, the Giffre valley was served by one of the most modern secondary railways in France.

## The beginning of the end

Because of low traffic, the Bonneville branch was closed on 1st July 1927. On the Marignier line, passenger traffic was transferred to road services in 1928 and ended in 1933; goods services lasted until 1946 thanks to the large amount of traffic generated by the electrometallurgical factories of the Giffre. A planned railway in the Menoge valley, from Pont-de-Fillinges to Habère-Poche, was abandoned.

## Modern stock

The new driving units, supplied by Alsthom, comprised 7, 400hp passenger units, able to run at 70kp/h, but restricted to 55kp/h only, as well as two motorized vans mainly destined to freight traffic. 15 new passenger carriages were delivered, to which 6 units were added by assembling pairs of former 4-wheeler trailers. Finally, 3 carriages from the Haute-Saône network were delivered in 1936. All this stock was fitted with bogies. The goods stock comprised some 100 wagons, five of which were fitted for carrying skis. ▪▪▪

*Motorized van*
parked at Sixt, **1958.**

J. Monternier

J. Paillard

Peaceful coexistence between road and rail in the olden days, at Bonne sur Menoge, **April 1959**.

## Operations from 1932 to 1959

The new rolling stock led to a significant reduction in travel times. While the trip from Annemasse to Samoëns used to take 3h05 to 3h15, it fell to 1h50 for the entire journey all the way to Sixt and even to 1h30 for the semi-through trains that called only at Taninges Ville, Verchaix and Samoëns. The number of trains increased to 8 return trips over the entire line, with some partial journeys in the later years. At the time operation of the tramway began, only the morning and evening trains travelled over the entire line. Traffic grew quite significantly with the new operational scheme. From 1932 to 1933, the number of passengers carried rose from 174,500 to 305,000, but the Depression and competition from road transport broke this trend. In February 1936, skiing trains were introduced in cooperation witht the Geneva tramways, enabling people to travel directly from the city centre to the ski runs without having to change in Annemasse. This service was not an unqualified success and difficulties due to technical incompatibilities led to its withdrawal at the beginning of WWII. The wartime period witnessed strong growth in traffic, followed by a gradual drop during the 1950s. An increase in the operational deficit and a reduction in maintenance heralded the end of railway service. Despite the efforts of an association to save the line and support from the local authorities, the die was cast: in 1958, the General Council of Haute-Savoie asked for the closure of the railway and the very last train left Annemasse for Sixt in the early evening of 14th May 1959. Had it been preserved and modernized, the Giffre valley railway would today be a useful complement to the new Franco-Swiss Sud-Léman line, to the regional express network services and to the tramway that has been rebuilt between Geneva and Annemasse. ■

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Jacques Chapuis and Jacques Renaud: Annemasse-Sixt, Annecy-Thones. Published by Editions du Cabri, 1994

## A train parked

at Bonne sur Menoge,
**1958.**

J. Monternier

## A Sixt-bound train

at Saint-Jeoire station,
**April 1959.**

J. Pallard

# How to make STACKS OF PLANKS

Gilbert Gribi used to make his stacks of planks using a milling machine; this was a complex and lengthy process, and the results were often unsatisfactory. He now cuts them out of balsa wood, a simple and affordable method.

Text et photos: **Gilbert Gribi**

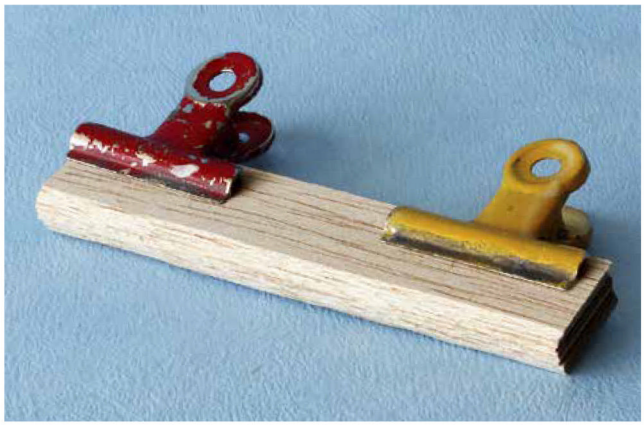
**1** Balsa wood, a sanding block, a scalpel, a wire brush and tracing tools. All that is missing is some wood glue, and the list is complete.

**A PLOT IS A PILE**

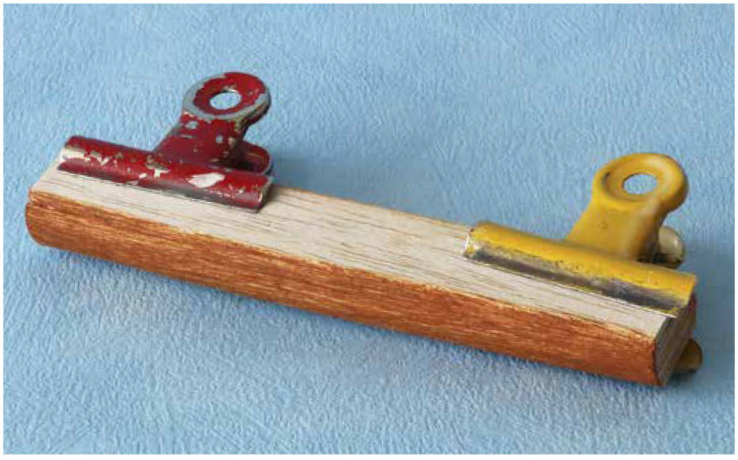
On the Carpates layout, the sawmill generates traffic for the railway. The logs are cut and set out to dry in stacks.

**2** Cut strips out of the balsa wood to the length of your future planks.

**3** Cut strips ca. 18mm wide in 0 scale, following the wood grain.



**4** Using two clamps, hold the planks together. In 0 scale, 10 to 11 planks, 1mm thick, are fine for one stack. With a knife, make the curved shape on each side, swapping the position of the clamps. Sand and rub each side with coarse sand paper and a wire brush.

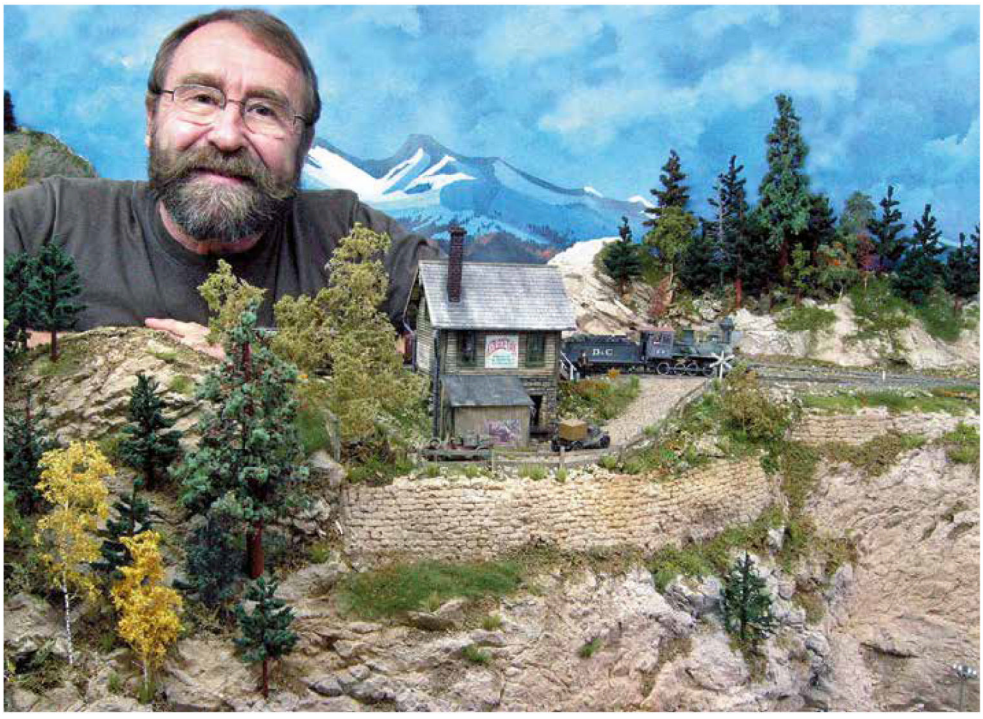


**5** With the parts still held in place by clamps, simulate the bark by painting each stack with natural Sienna oil paint. Avoid applying it to the first plank. Remove any surplus paint with a rag dipped lightly in turpentine.

**6** Make your stack by fitting wood strips (for example 1 x 0.5mm) representing the slats between the planks. Once the paint has dried thoroughly, you can weather the stack with a blend of black and grey, strongly thinned with turpentine.

**7** Hard to make it any simpler... A stack takes just 15 minutes to complete!

**Craddonia Mine**
shunting gondolas
under the hopper



Alexandre in the heart of his small world

## ALEXANDRE HAS PASSED AWAY

Alexandre Zelkine, contributor to our magazine, outstanding modeller, wonderful photographer and more generally a great artist, passed away on December 3rd.

He had spiced up the pages of *Voie Libre*, between Issues 21 and 53, by telling us about his large, North American-inspired, narrow gauge layout. In his articles, Alexandre described in a humourous and whimsical style the wacky life he had conjured up for a small imaginary people from eastern Europe who, in the post-WWI years, had colonized a weird valley in the equally strange land of Brutalic Colorombia.

This layout, built in the unusual Sn3 scale, began its life in Canada and finally reached its apogee in France, in the city of Le Mans. Alexandre, who peppered his articles with smart ideas and tricks of his trade, told the full story of the layout in a fine book with an evocative title : *The Degulbeef and Cradding Railroad*.

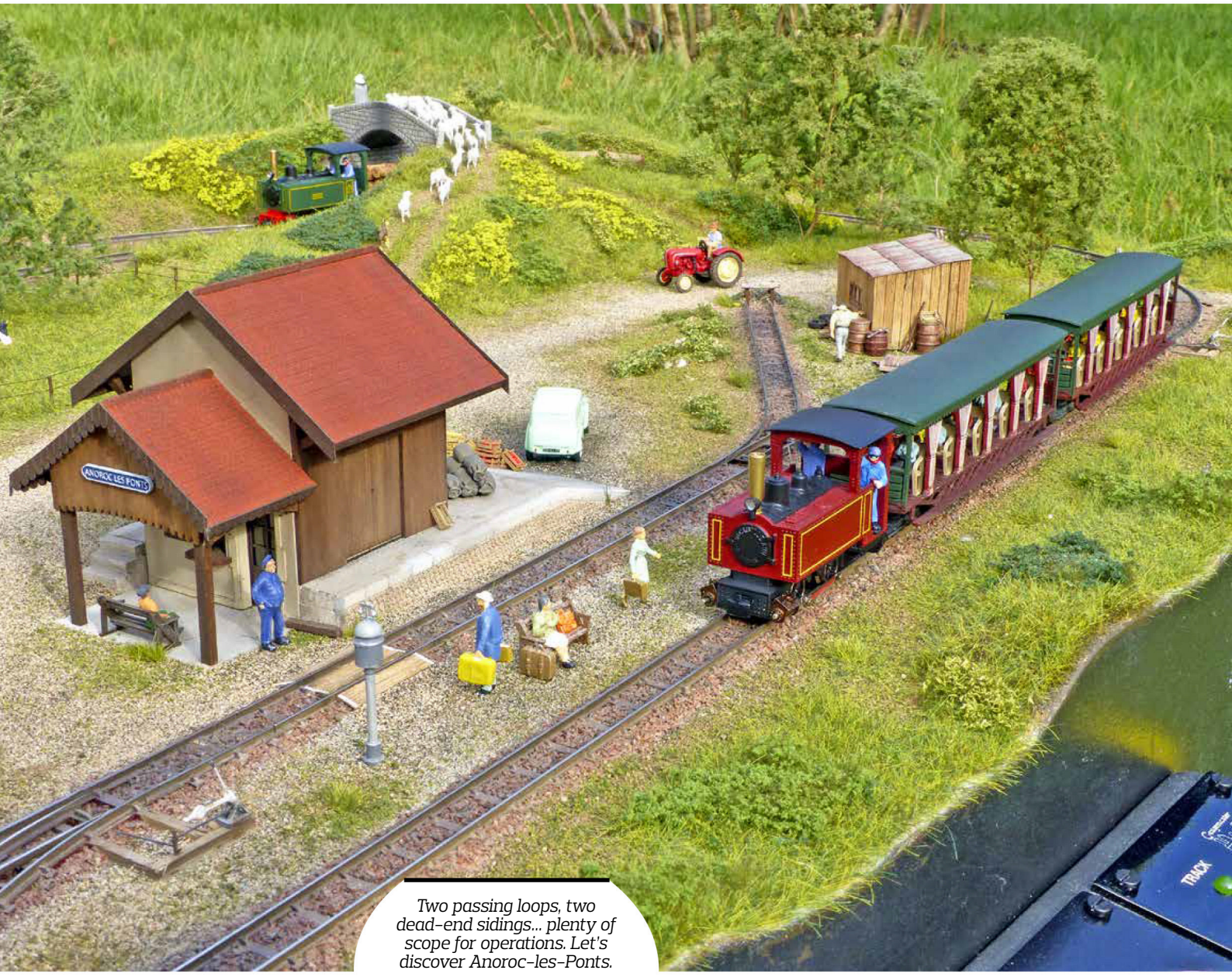
The Editorial Team expresses its heartfelt sympathy to Alexandre's family.

A C-16 crosses Canuck Creek

# *Once upon a time...* Anoroc-les-Ponts

It all began one Sunday in January 2020 in a swapmeet: Thomas Gallé and his father found a Jouef Decauville train set and suggested to their mother and spouse to give it a try... She replied: <<Why not... but I expect both of you to help me!>>

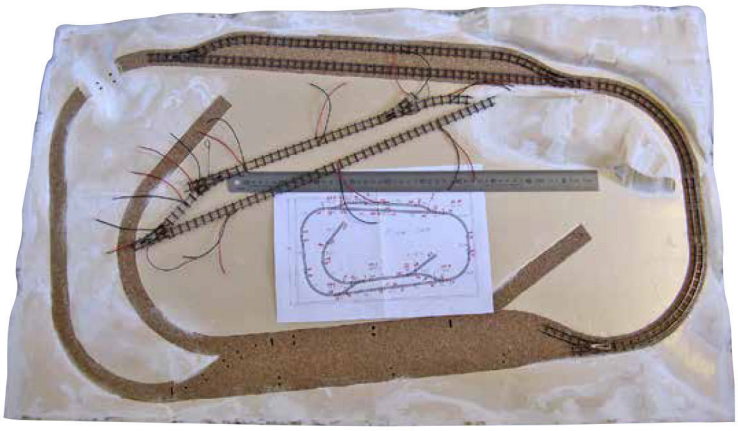
Text and illustrations: **Thomas Gallé**



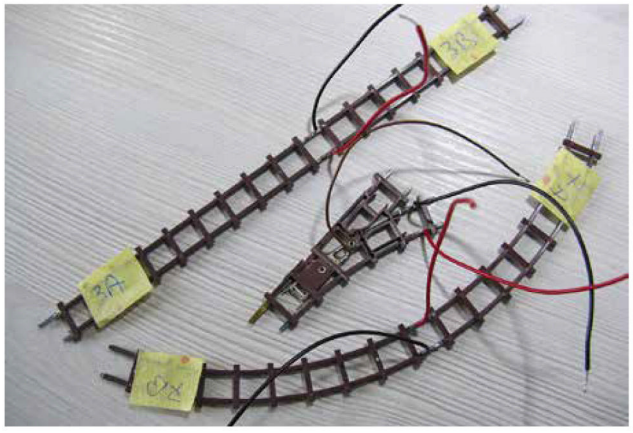

*Two passing loops, two dead-end sidings... plenty of scope for operations. Let's discover Anoroc-les-Ponts.*

The 10mm thick plywood base is strenghtened by a lumber frame.

The layout will be one of the stars of the Saint Mandé show on 21st and 22nd January 2023.



To obtain silent running, the track is laid on a cork base.



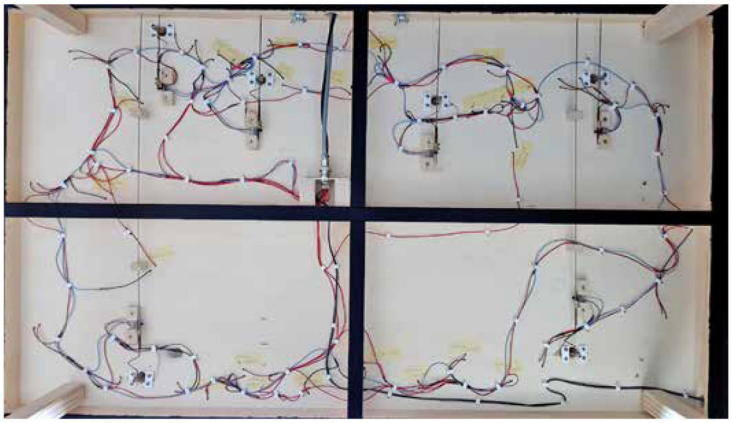
Wires are soldered directly under the rails to ensure reliable operation.

**François Fontana: Hallo Thomas, this layout is a family story, so tell us how it started.**
**Thomas Gallé:** At first, we advised my mother to opt for reasonable dimensions, as space was needed to accommodate the layout. We left it up to her to imagine the scenery: she drew the outline of a pond, of a clump of trees, a stretch of path leading to a future station, a field... and two bridges. To give all this some meaning, more track and rolling stock was required. Three weeks later, my mother came with us to a swapmeet, returning with various items that she then completed by purchases from retailers and online throughout the construction phase. My father, for whom technical drawings are a second nature, determined the final trackplan on screen via drawing software. The dimensions were set at 100 x 60cm. My mother said: «Perfect, it will fit into my study!»
The family team then got down to work, depending on each person's abilities and availability: my father took over the woodwork, for the scenery base and the legs. I handled the electrics and more generally the controls. My mother laid the track and made the scenery. This gave her the opportunity to become familiar with using Styrofoam and a hot wire cutter.

**FF: There is even a control panel?**
**TG:** To quote my mother : «For controlling the turnouts and the locos, I need something simple and intuitive, so I can find my way around!». So that was when the mimic panel was born, which shows the trackplan with switches located wherever needed. The layout is operated in analogue mode with a Gaugemaster controller. No need for turnout motors, I fitted a rodding system using piano wire, with bipolar switches to change the turnout polarities. A coloured knob is fitted to each control rod, making them easy to spot.

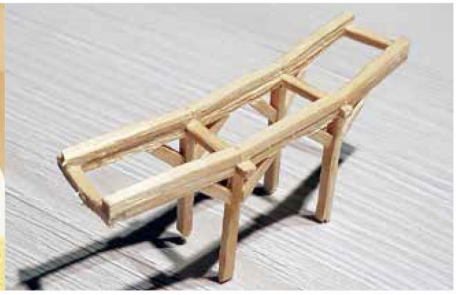
**FF: At that stage, the trains could run, but I imagine that the layout was still far from being finished...**
**TG:** The first job consisted in painting all the surfaces with brown acrylics. Then we spread sifted garden earth, ballast of various shades and scenic sands, depending on the type of terrain we wanted to evoke. My mother discovered how to spread the water/glue blend onto the earth and ballast, using a pipette, as well as the art of arranging grass with an electrostatic applicator. The construction of buildings, of the bridges and the filling of the pond were the next tasks on the list. Following in François Pignon's steps, the curved bridge over the pond is entirely built out of matchsticks, cut to length and fixed with wood glue. The stone bridge was made using Depron and peeled foamboard, suitably engraved. The pond called on cristal resin and glossy acrylic varnish. ▪▪▪

A bipolar switch is connected to the turnout frogs. It is worked by the operating rod.



Under the frame, the turnout control rods wend their way amongst the wiring.

The curve of the matchstick bridge is adapted to the track that willl run over it.

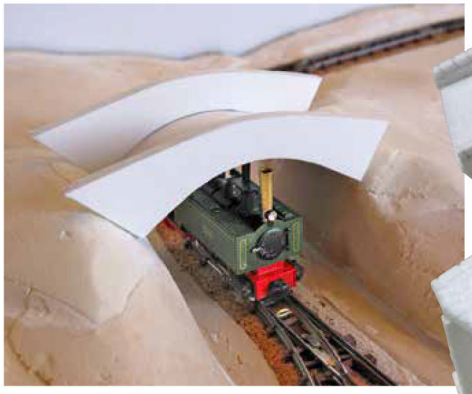


The bridge is built out of matchsticks.

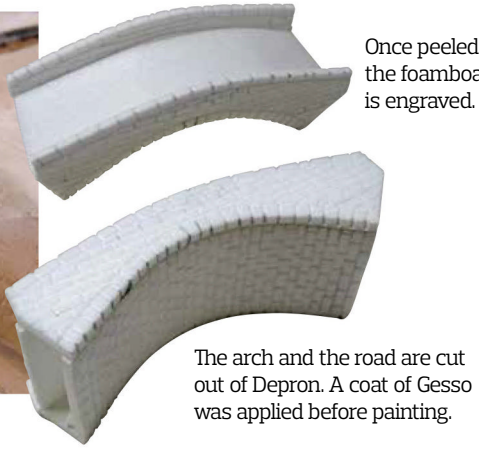
▪▪▪ «How about adding some ducks ?» exclaimed my mother... Off she went and procured not only the ducks in question, but also rushes and water lilies. And she added: «There isn't enough vegetation; can I dip into your stockpile of trees and bushes?». This is how the countryside took shape; before coming alive with the passengers, the loggers and the farmers, not forgetting sheeps and cows.

**FF: And the layout was complete...**
**TG:** At this stage, except for a few details, we did indeed think that the project was complete. But we had forgotten about the word of mouth effect: the layout was selected for a show, which meant adding suitable lighting. With my father, we designed a pelmet fitted with a strip of LEDs, which doubles as a roof. And we added the all-important legs.

**FF: Tell us about the layout's name: Anoroc-les-Ponts?**
**TG:** Anoroc is an anagram of «corona», the layout having been created during the lockdowns. As I live some distance from my parents, some sessions took place while working from home, during the lockdowns and curfews, enabling me to follow how ▪▪▪

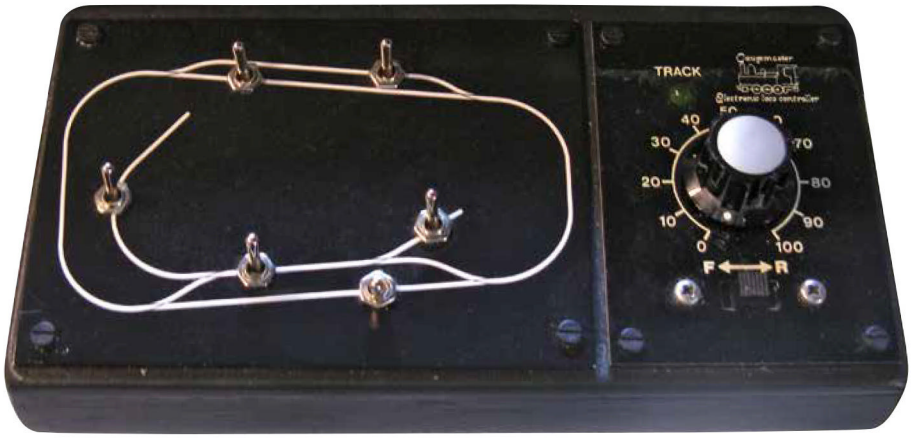


The arches of the bridge are cut out of foamboard.



Once peeled, the foamboard is engraved.

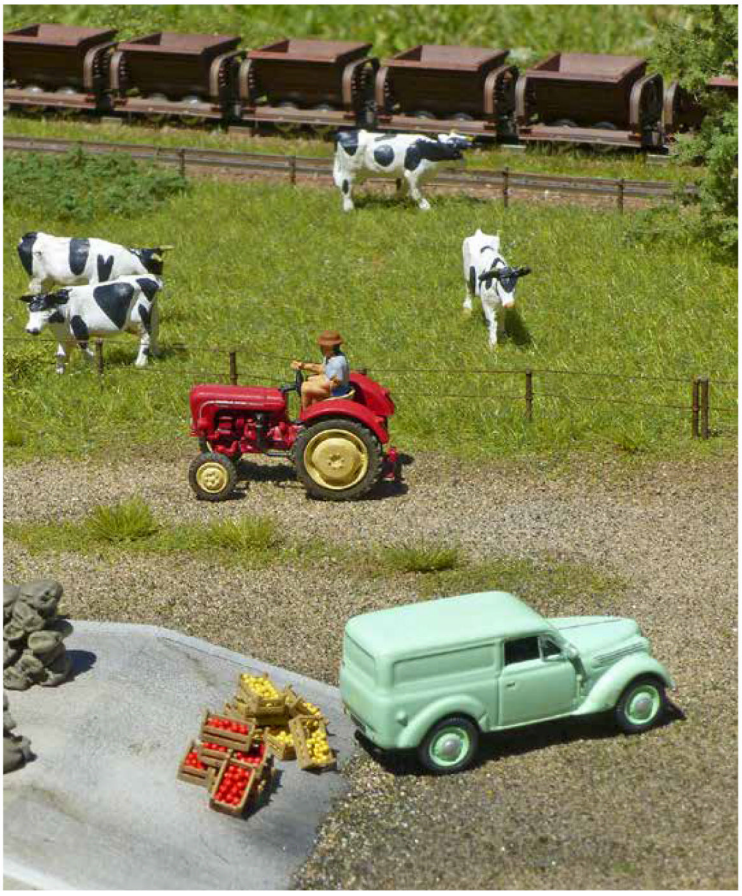
The arch and the road are cut out of Depron. A coat of Gesso was applied before painting.




The control panel brings together the trackplan with its switches and the electrical supply.

The ballast is spread over the track, it will be held in place with the customary blend of wood glue/water/soap.

Slightly tinted resin was poured into the pond, the bottom of which was also coloured; darker in the middle, to create an impression of depth. The grass is put in place, bushes and trees are planted.



The apple grower has brought his latest crop that will travel by train to the closest large city.

*Meanwhile, the angler is watching out for a catch, while the ducks waddle in the mud.*

*The loggers are hard at work.*

The shepherd is taking his flock to its summer pastures.

▪▪▪ work was progressing. I was also able to work on my own tasks such as building the station from the Architecture & Passion range or the farmer's shed. This is how this small layout was born. A combination of chance and of a challenge that was met with enthusiasm, carried out in a family atmosphere that helped all three of us to live through this awkward period. Since then, we have been running three 0-4-0 tank engines, hauling a set of toastrack carriages packed with passengers, a string of skips carrying wood debris or a rake of wagons loaded with logs. The sidings offer various shunting possibilities. ■

A scratchbuilt shed shelters a tractor.

*A train of logs travelling to the sawmill passes under the stone bridge. This Jouef Decauville is full of charm!*

REALER THAN REAL

1 The day is starting at Quittancourt. Baldwin N°854 has been significantly modified by the workshop team.

# A BALDWIN 4-6-0 *from Vis-en-Artois*

*«It's beetroot, ain't it?»*

Besides their military career on the Western Front from 1916 and later in Morocco, the British War Department Baldwin 4-6-0s were also used by industry all over the world. In France, they were active in the sugar beet harvest at Vis-en-Artois, where they underwent a certain number of modifications. A good conversion project for the Bachmann model.

Text and illustrations: **Éric Fresné** (unless otherwise mentionned)

**Note**

*Take care: any modification, even cosmetic, of a model will cancel the manufacturer's guarantee!*

I must admit to having a soft spot for the Baldwin 10-12 D 4-6-0 tank engines. And as the Bachmann model, in addition to looking great, runs very smoothly, I have tended to buy several of them since they were released. However, rather than preserving them all in their original condition, I opted to modify some, seeking inspiration from what I had observed on vintage photographs. My first conversion consisted therefore in obtaining an engine that had been through the Vis-en-Artois workshops, in Pas-de-Calais. So as to preserve the electronics and driving mechanism of my engine, I decided not to dismantle it before starting on the project. This

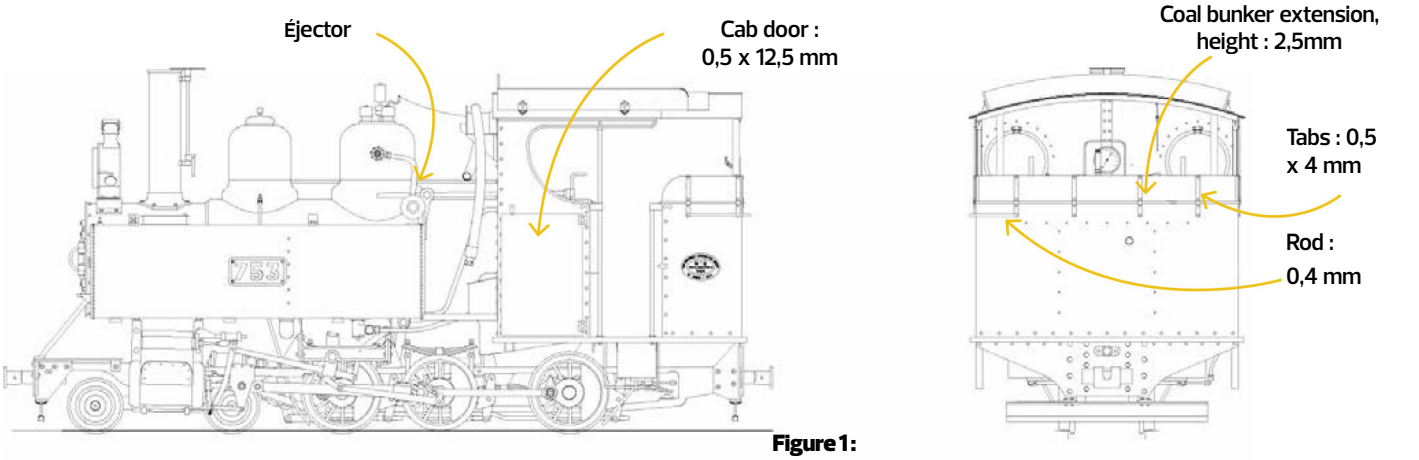
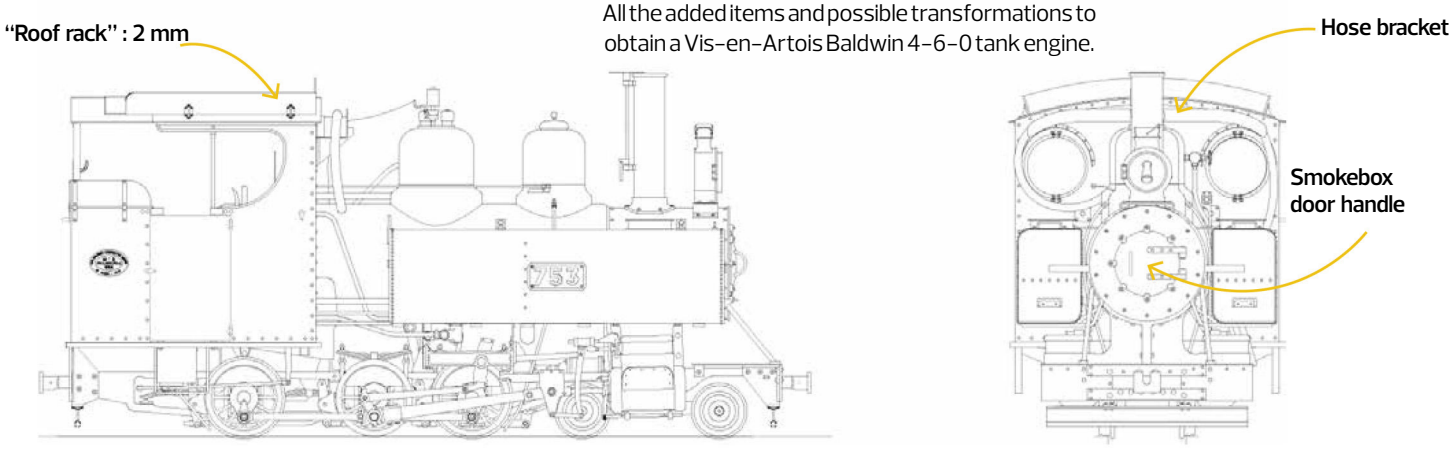



**Figure 1:** All the added items and possible transformations to obtain a Vis-en-Artois Baldwin 4-6-0 tank engine.



**2** For my conversion, I chose the BA391 – 028A Bachmann reference, found second-hand for ca. 160 euros. The actual model is not important, provided it features a cab extension: one detail less you will need to make.

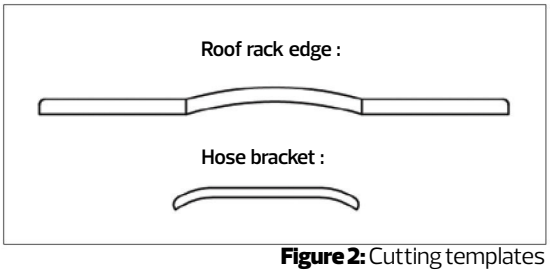



**Figure 2:** Cutting templates

obliged me to carefully mask the chassis before painting, but thanks to this, the engine ran perfectly again once back on the rails. If you so wish, remember to fit a decoder in the machine before converting it. This would be awkward to perform once the conversion is completed. These modifications do not alter the structure of the engine, but consist in adding various components. They are fairly simple to implement using some plastic sheet and brass wire. Rather than list them, figure 1 shows you all the modifications in one go. All of them can be implemented, or you can select just a few. One way or the other, the military engine can become a sugar beet hauler. ■

## CVS FOR BETTER RUNNING

If you have fitted your Baldwin with an off-the-shelf decoder, often configured for a standard gauge engine, it will probably not behave the way a 60cm gauge locomotive should when you first start it. By acting on a few variables, you will obtain far more realistic running. The following values were tested on Zimo decoders.

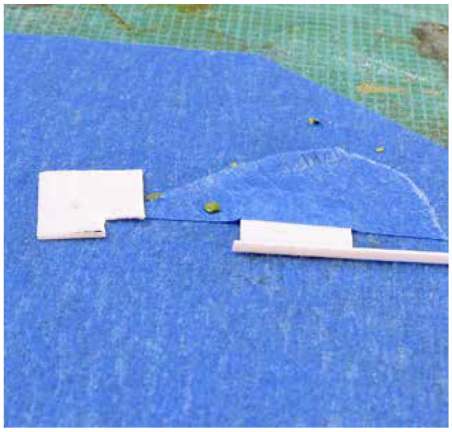
| CVN° | Description | Chosen value |
|---|---|---|
| 3 | Acceleration time | 15 |
| 4 | Braking time | 15 |
| 5 | Maximum speed | 55 |
| 121 | Exponential acceleration | 6 |
| 122 | Exponential braking | 6 |
| 123 | Adaptative acceleration and braking | 10 |
| 124 | Half-speed and cancellation of inertia | 23 |

**3** I start by removing the brake and steam pipes from the engine. I also shave off the water tank faucets. The remainder of the work will consist in adding the various details that are typical of Vis-en-Artois locomotives.

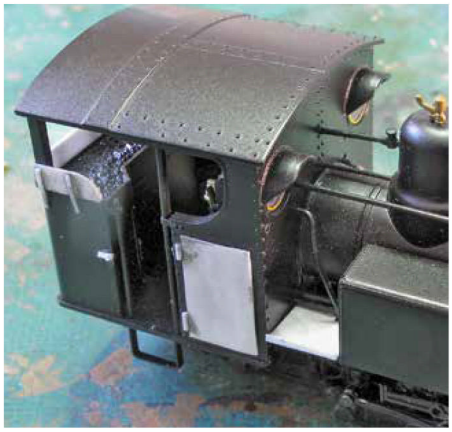
**4** The coal bunker is stretched using a 0.25 by 2.5mm wrap-around strip.

**5** This part is fixed to the cab using metal tabs, modelled using small 0.25 x 0.5mm flat strips, 4mm long.

**6** The next stage consists in fitting doors to the cab. These are plastic sheet rectangles, 0.25mm thick. The doors measure 8.5 by 12.5mm. The hinges are represented by two lengths of round strip, and the latch by a small length of L-strip.



**7** Two small pieces of sheetmetal fill the space between the water tanks and the cab. They are cut out of 0.25mm thick plastic sheet. The small side strip is a 0.25 by 0.75mm flat strip, glued on edge.



**8** Once adjusted to the size of the space, the parts are glued horizontally onto the injector pipes. Prototypically, they will be used for storing all kinds of things.

**9** To improve their range, the Vis-en-Artois Baldwin 2-6-0 engines were fitted with a «roof rack» designed to accommodate briquettes. The edge is cut out in one piece from 0.25mm thick plastic sheet.

**10** The contour is glued, on edge, onto a 22mm wide and 20mm long rectangle.

**11** The gallery brackets consist of two flat strips, 0.25 by 1mm, glued through the bottom and of small lengths glued onto the edge.

## VIS-EN-ARTOIS: A NETWORK AND A WORKSHOP

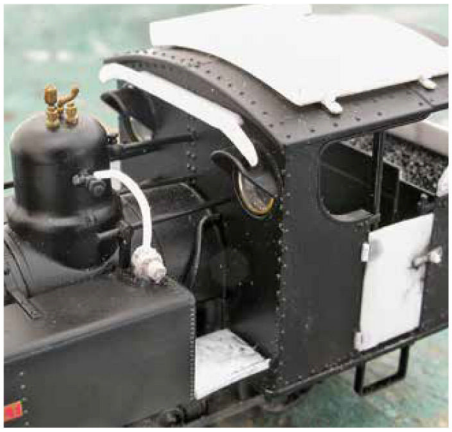
A leftover from a British 60cm gauge field railway, the Vis-en-Artois network differed somewhat from other sugar beet systems. First of all, it was not the extension of a specific sugar mill's railway. The Société Anonyme des Chemins de Fer à voie de 60 of Pas-de-Calais was an independent industrial railway company that served several factories belonging to two sugar producing outfits. The company was also noteworthy for a very large and highly standardized fleet of locomotives. There were no fewer than 36 engines, all of which were from British military surpluses! Most other sugar beet railways seldom had more than a dozen engines. Even though the Vis system mostly operated Baldwin 4-6-0s, Alco 2-6-2s and a few Hunslet 4-6-0s could also be found. Most of the wagons were also of British origin. To look after this vast fleet, the Company built a large depot-cum-workshop in the 1920s at Vis-en-Artois, the network's centre of gravity and where the company headquarters were located. As time went by, the workshops left their mark on the engines by modifying them and adding items to them. All the locomotives were dealt with in the same way. This means that an engine having been through Vis-en-Artois workshops was easily recognizable, even if it had been sold on to a sugar mill. This was the case for at least a half dozen locomotives.

Whether they involved Baldwin 4-6-0s or Alco 2-6-2s, the modifications carried out by the Vis workshops were systematic and identical on all engines.

At Vis-en-Artois, the Baldwin 4-6-0 tank engines were converted from military to industrial use. This involved a whole range of additions and small modifications, very visible on N° 753. (Photo M. Geiger/H. Dupuis collection)

*Another noticeable feature of engines modified by Vis-en-Artois was the transfer onto the water tank of the water lifting system.*

**12** The roof rack and hose bracket are glued onto the cab. Both are also cut out of 0.25mm thick plastic sheet.



**13** . The ejector consists of two lengths of 2mm and 1.2mm round strip, glued concentrically and drilled blind to a diameter of 0.8mm. It is connected to the valve on the dome by a length of 0.64mm diameter round strip.

**14** Somes scraps of metal to complete the job... The cab is fitted with a rod to which the coupling rings are hooked, and two fire-iron brackets shaped out of 0.2 by 0.8mm flat strip.

**15** After having carefully masked the glazing, the inside of the cab and the chassis, my locomotive was given a coat of grey primer from a spray can, then its basic shade: black acrylic Prince August Air paint, with a touch of blue added.

**16** The painting job is completed by a few touches of bronze and steel and some light weathering. The smokebox, funnel and gallery are brushed with mineral black. Using a weathering pencil, I apply a scale mark under the ejector. The plates were supplied, with my own choice of number, by Custom Nameplate Studio.

**18** Seen from three-quarters rear, the model has a fairly prototypical appearance.

**17** N° 854 has taken charge of its first sugar beet train. I added a few accessories to my engine. The jacks and briquettes are from the Decapod range. The bucket and oil can are from the British artisan Modelu3D, just like the driving crew. The water lifting hose is a length of tin solder wire painted and put into shape.

# Improving the running qualities OF THE BACHMANN BALDWINS

Sven Van der Hart shows us how to fit a PowerPack in an 009 Baldwin. A meticulous and very useful job!

Text and illustrations: **Sven Van der Hart**

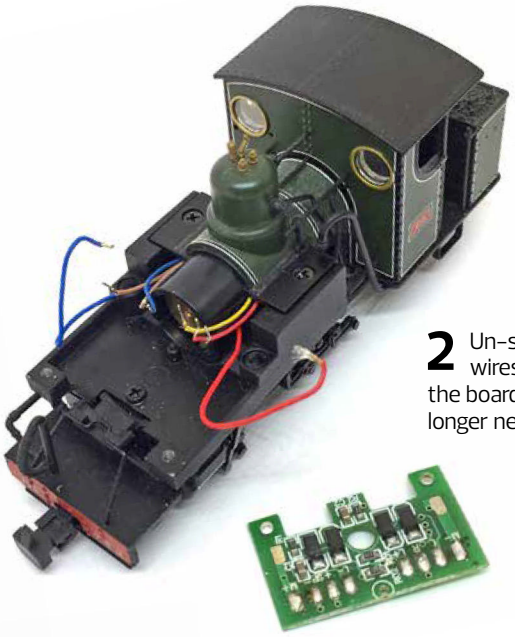
**MAIN SUPPLIES**
**Zimo MS500 sound decoder** with the Baldwin sound installed
Zimo STAC01 PowerPack (Stayalive)

The Bachmann Baldwins in 009 are pre-fitted for fitting a decoder via their Next18 socket. Because of the space available, a Zimo MX659N18 can be fitted, or alternatively the shorter MS590N18 version. But no space is foreseen to fit a PowerPack device to ensure a continuous supply of electricity. Despite the fact that such a device greatly improves the running qualities of this very fine engine, particularly in digital mode where the sligthest interruption can be heard very clearly!

Here is the method I used to fit a totally invisible PowerPack (Stay-alive) in the Bachmann Baldwin 10-12-D 4-6-0 locomotives. A minor amount of milling is required, for example using a pillar drill, but the job remains simple and very quick.

## PREPARING THE JOB

**1** Remove the front part of the boiler and the water tanks, both retaining screws are available from below, and prise out the piping. Move the part gently in a vertical plane and it will come loose easily. Unscrew the electronic board.

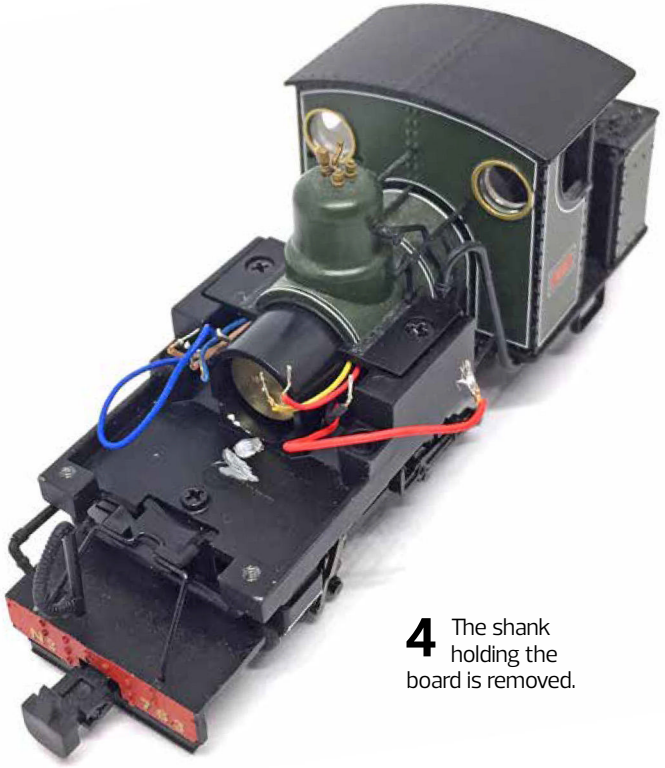


**2** Un-solder the wires from the board, it is no longer needed.

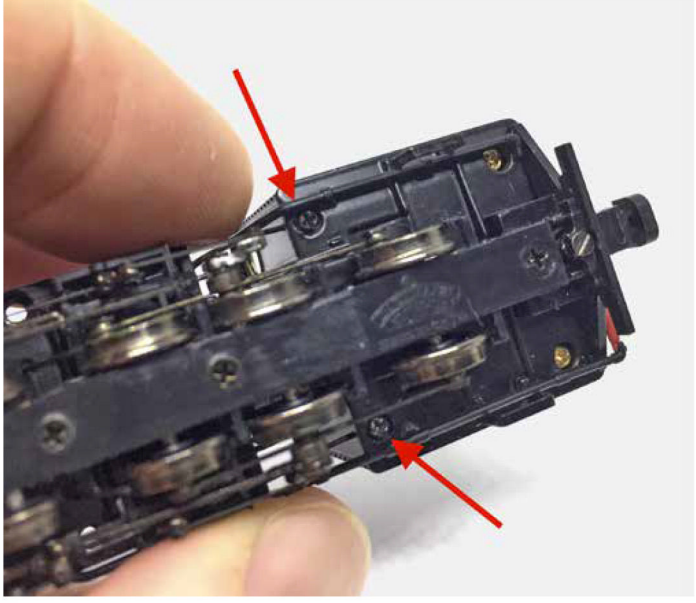
***NOTE***

***The sound for this locomotive is available free of charge on the Tramfabriek website. If you have a Z21 controller, by using the Windows Maintenance Z21 free software, you can download the sound file to the decoder.***

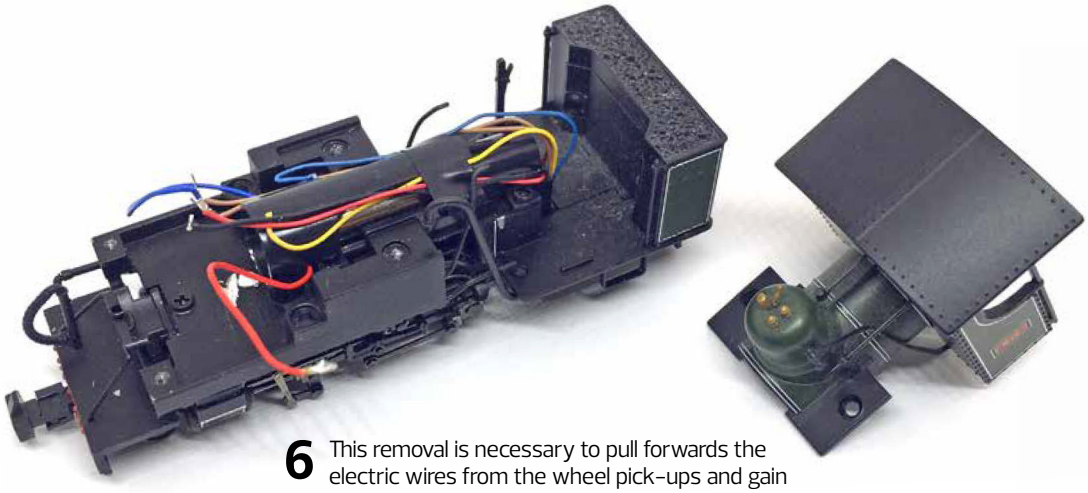
**3** The steel shank that holds the board in place must be removed. The easiest way is to use a pillar drill and a milling tool (it can also be done with a Dremel tool, but this is more delicate as the locomotive must be held in place). Place the model on a block of foam to avoid damaging the wheel flanges. Protect the model with masking tape, to prevent metal swarf from getting everywhere.



**4** The shank holding the board is removed.



**5** Remove the cab, the two screws are located under the floor, take care with the piping.

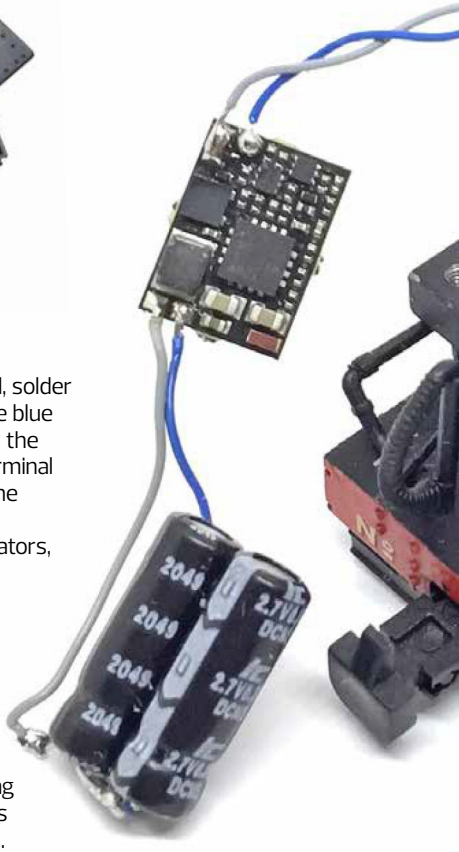


**6** This removal is necessary to pull forwards the electric wires from the wheel pick-ups and gain some flexibility to solder them onto the decoder.

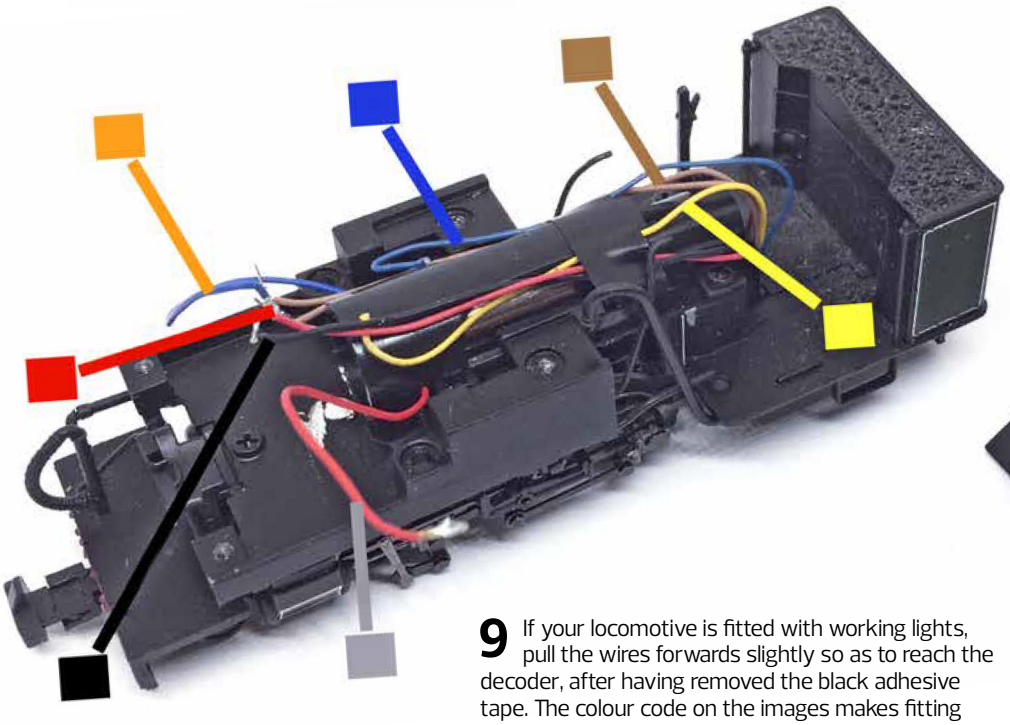
## FITTING THE POWERPACK

The Zimo PowerPack (Stayalive) consists of an electronic circuit and of 3 capacitators measuring 4 x 12mm. It supplies some 9 seconds of reserve power, with two capacitators the reserve is around 4 seconds.

**7** Place two capacitators side by side and solder the minus of one to the plus of the other.

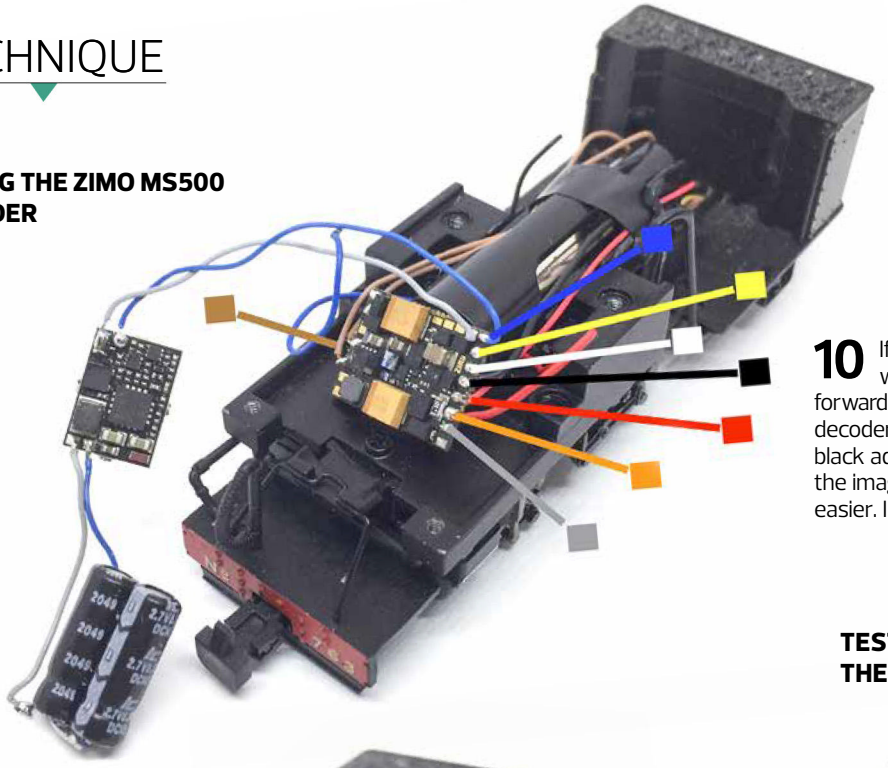


**8** From the STACO1 board, solder two 2cm long wires: the blue one to the positive terminal, the grey one to the negative terminal – it is clearly identified on the capacitator.
As we use only two capacitators, at the other end of the STACO1 board we must:
- un-solder the grey wire on the STACO1 circuit
- place some solder next to where the grey wire was connected
- solder the grey wire so that it spans both soldering areas (see the instructions supplied with the STACO1).



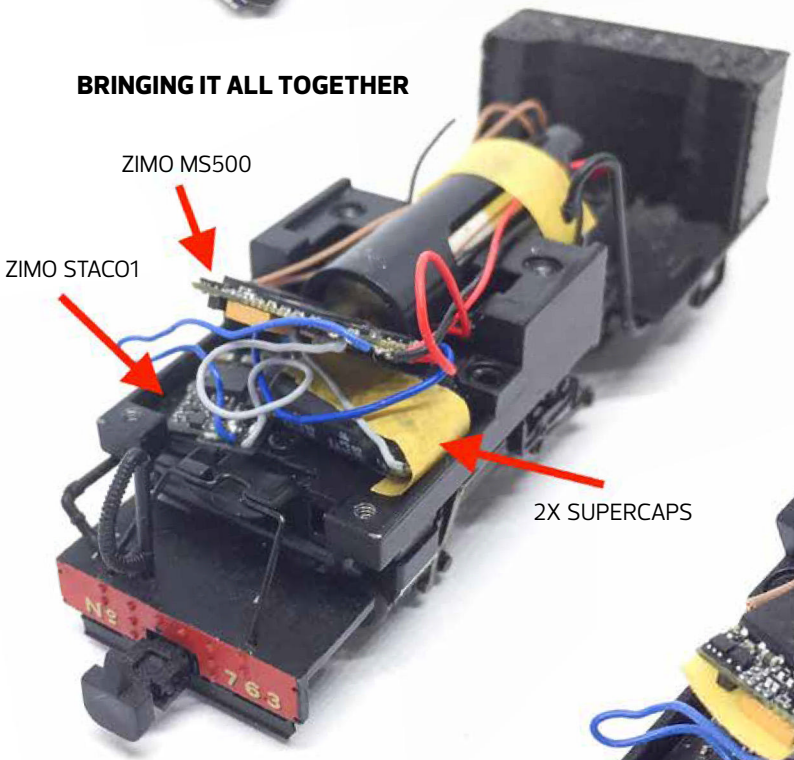
**9** If your locomotive is fitted with working lights, pull the wires forwards slightly so as to reach the decoder, after having removed the black adhesive tape. The colour code on the images makes fitting the decoder easier. I used standard DCC colours.

## FITTING THE ZIMO MS500 DECODER



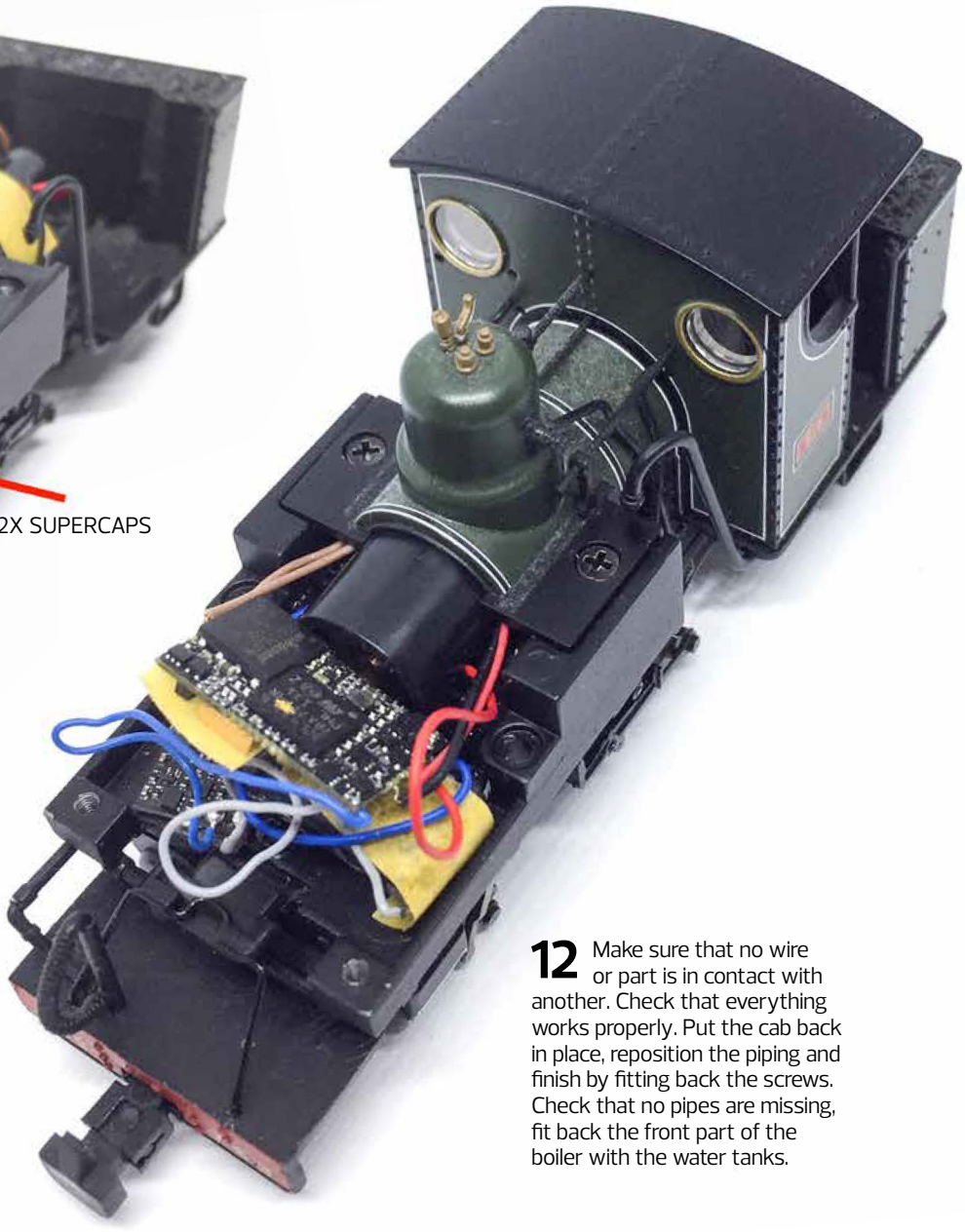
**10** If your locomotive is fitted with working lights, pull the wires forwards slightly so as to reach the decoder, after having removed the black adhesive tape. The colour code on the images makes fitting the decoder easier. I used standard DCC colours.

## BRINGING IT ALL TOGETHER




**11** To avoid any shorting, I covered the exposed contacts on the capacitators and the STACO1 with Tamiya masking tape. It protects the MS500, fitted above, from any eelctronic contact that could be fatal to all the components.

## TESTING AND RE-ASSEMBLING THE MODEL



**12** Make sure that no wire or part is in contact with another. Check that everything works properly. Put the cab back in place, reposition the piping and finish by fitting back the screws. Check that no pipes are missing, fit back the front part of the boiler with the water tanks.

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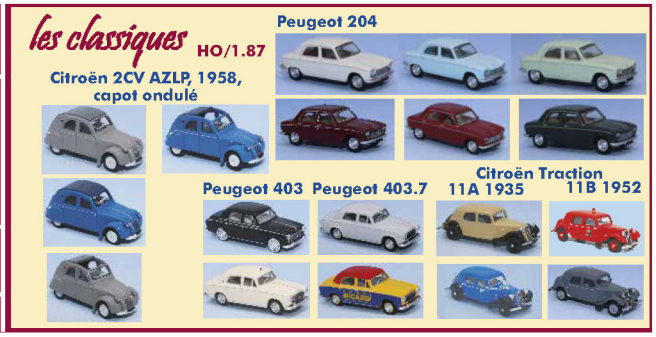


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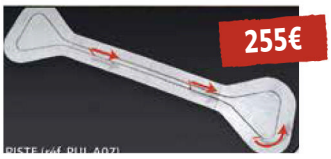

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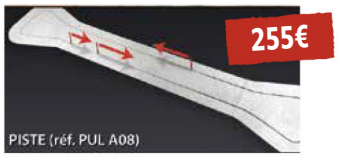


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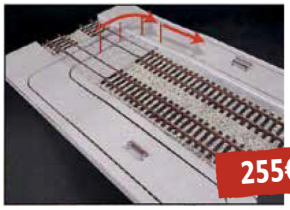

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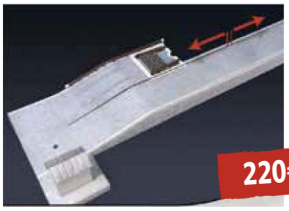

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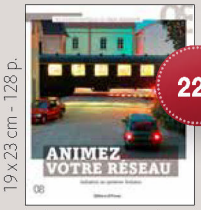


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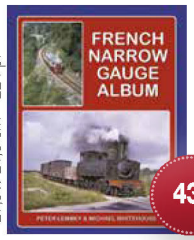


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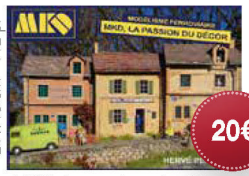


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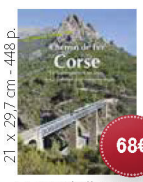


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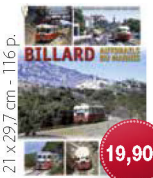


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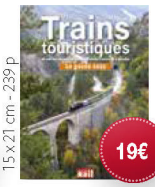


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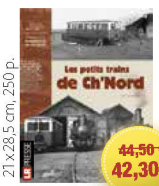


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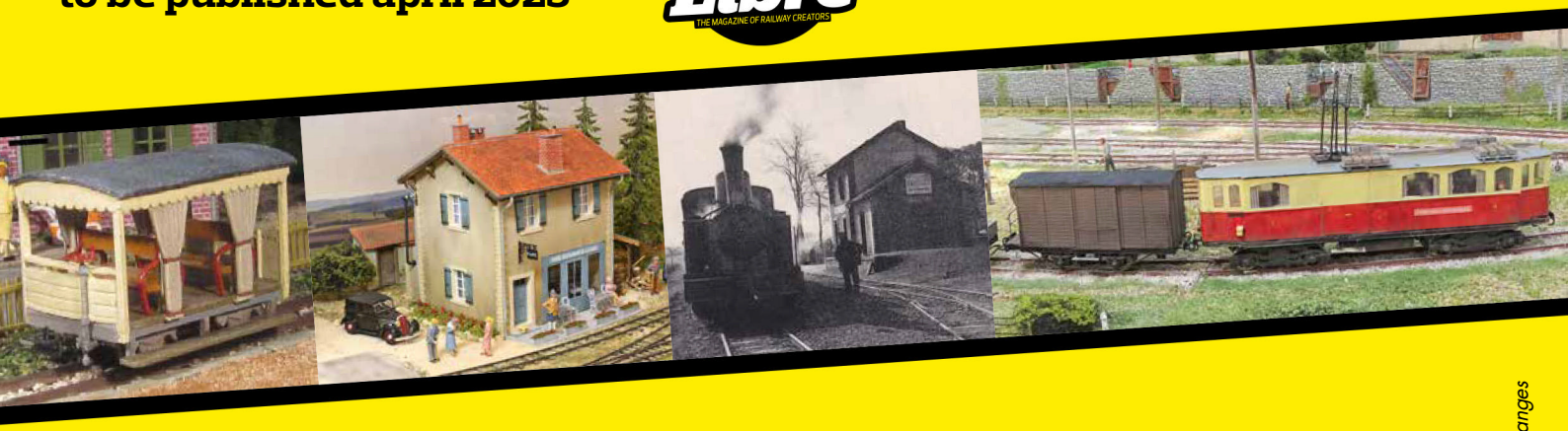

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