

GTM 13 Silvolde

The original

This locomotive, nr 13 'Silvolde' was delivered in 1900 by the Machinefabriek Breda, v/h Backer en Rueb, to the Geldersche Stoomtram Maatschappij (GTM). She is named after the village of Silvolde, along the steam tram route Terborg - Gendringen. Most of the time, the locomotive was pulling light passenger trains, mainly consisting of one or two carriages and one goods wagon. In the last years she was used as shunter in Doetinchem. At the GTM anniversary in 1956 and the following year, 1957, she could shine again in her original role as steam power for the countryside. She pulled the last GTM steam tram on 31 August 1957 between Doetinchem and Doesburg, after which she was conserved as a museum piece.

In 1975 she was relocated to the Dutch national railway museum in Utrecht, together with carriage AB 48 and goods wagon GZ 41. She remained there until 1995. Then she was exhibited in the Openluchtmuseum (open air museum) in Arnhem. In the year 2000 she found her current resting place in the National Smalspoormuseum (narrow gauge museum) in Valkenburg (between Leiden and The Hague).



Build date	1900
Builder	Machinefabriek Breda v/h Backer & Rueb
Factory number	182
Water capacity	750 ltr
Weight (in service)	10.000 Kg
Steam system	Joy
Maximum allowed speed	35 KM/H
Gauge width	750 mm
Wheelbase	1200 mm

The model

The 1:87 scale model consists of a chassis of etched nickel silver and cast brass. The boiler is a 3D print. It is a fine and detailed model which has to be handled with care. When lifting it, hold it below the skirts and not with your fingers flat on the roof or sides.

Please find extensive building instructions on the Tramfabriek website at www.tramfabriek.nl/tips.html. If you have any question during the build, the answer will be quickly obtained by sending an email to info@tramfabriek.nl.

Handling a finished model

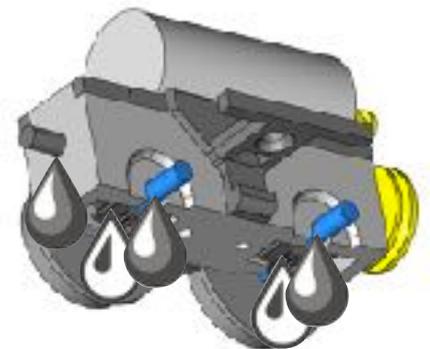
Removing the roof

The roof is removable to view the inside details, as well to place a driver. This held in place through friction by four pins on each corner. To remove the roof, lift it carefully straight up. Please remember: lift the model on bottom of the skirts, not on the roof.

The driving unit

The driving unit has a 12V motor. It is important to run the tram in both directions on half speed for its first run. Check the Voltage on your track with a multimeter, as some transformers will give up to 17V. Running the tram on full speed for many hours with this Voltage will permanently damage the motor.

The two black gear sprockets have been treated with a thin layer of grease. Apply special model train grease (fx Trix 66626 or Roco 10905) once in a while. The long centre axle will also need a tiny bit of oil where metal touches metal, with fx Fleischmann 6599 or Expo Tools 74300. The nitrile belt has a very long lifespan, but just in case, a spare belt has been supplied in the parts bag (kit) or under the foam (RTR). These belts are available on request from the Tramfabriek (Ø 6.5 mm). The used screws that hold the motor in place are M1.6.



Building instructions at www.tramfabriek.nl/tips.html