

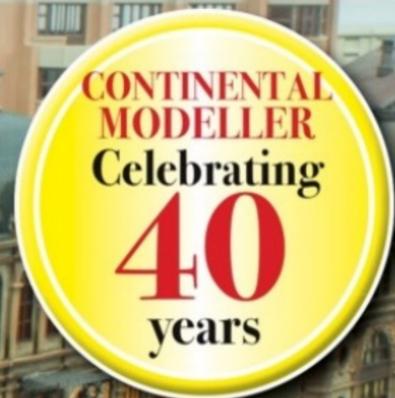
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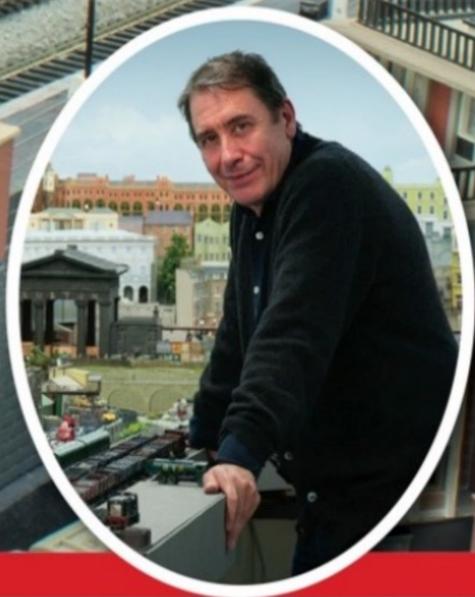
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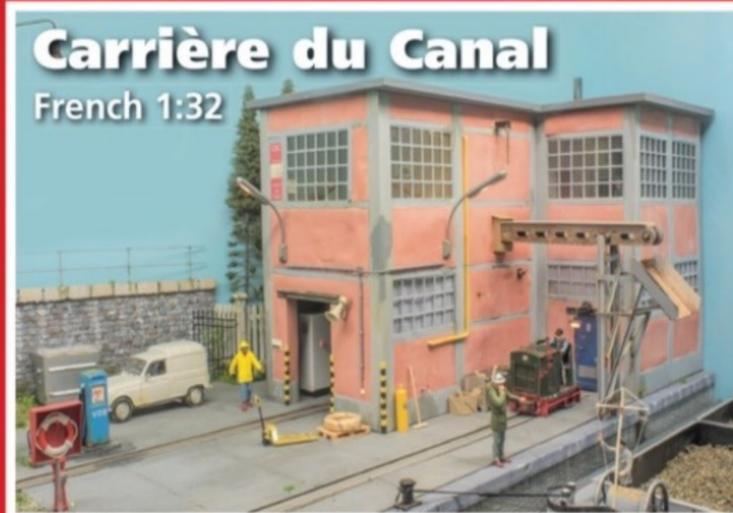
VOLUME 41



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of the Modelspoorclub Maas en Waal describe their project to model part of the former local tramway.

# Koningswaal, Augustus 1933

## A classic Dutch tramway scene

### Background

The river Maas (Meuse) flows from France through Belgium to The Netherlands, and the river Waal is really the continuation of the river Rhine, which splits into the Waal and Nederrijn just after entering The Netherlands at the German border.

A piece of land between the rivers Maas and Waal stretches approximately from the city of Nijmegen towards 's-Hertogenbosch. Before bridges were built across the rivers (not until 1933), this used to be a very inaccessible and rather poor area.

Our model railway club was founded in 1985 and is based in the village of Boven-Leeuwen in the Maas and Waal region.



Above  
Backer & Rueb four-coupled tram loco No.2 in Nijmegen in 1933.

### History of the tramway

The Stoomtram Maas en Waal originated from the Nijmeegsche Tramweg Maatschappij (NTM), which operated a tramway in the city of Nijmegen from 1889 to 1913, using horse and then steam traction.

In 1902, a 32km long steam tramway was opened which ran from Nijmegen railway station west to Wamel. The terminus there was close to the river ferry to Tiel. The tramway mostly followed public roads, except for a few kilometres of dedicated so-called 'field track'.

The tramway carried passengers and goods – along the route there were ten loading docks – but it was never very busy.

After the Stoomtram Maas en Waal was taken over by the Maasbuurtspoorweg (MBS) in 1933, it was replaced in 1934 by a bus service.



# KONINGSWAAL

## AUGUSTUS 1933



Above  
**The whole layout as presented to the public.**

Layout photos by the editor.

### Layout

In 2003, four members of our club decided to build a model of the Maas en Waal steam tramway and started research in local archives where they found many photos and drawings.

The team decided to build the layout in 1:64 scale (S), which is rather uncommon on the continent, especially in The Netherlands. The main reason for this choice was that standard HO 16.5mm gauge track could be used as it closely approximates the 1,067mm gauge of the tramway.

In 2008 construction of baseboards, buildings, and rolling stock began, but after a while it became clear that the original plans were too ambitious – as they tend to be – so over time there were several simplifications and reductions in size.

When in 2015 the Belgian *Modelspoor* magazine published the rules for a mini-layout competition to be held in Leuven as part of the Modelspoor Expo in October 2016, this was the opportunity for the team to put together some of the material that had been assembled up to that point and turn it into a compact layout that was suitable for attending exhibitions: the result is *Koningswaal, August 1933*.

Even though the tramway layout was initially intended to be a scale model of sections of the actual track, Koningswaal is a fictional village, but made up using mostly original buildings from different locations along the tramway.

The layout depicts a quaint part of the village, where the tramway enters from the field track between the butcher's and the lawyer's villa. Immediately after crossing Koningsstraat (King Street) we find the tram stop at the edge of the village.

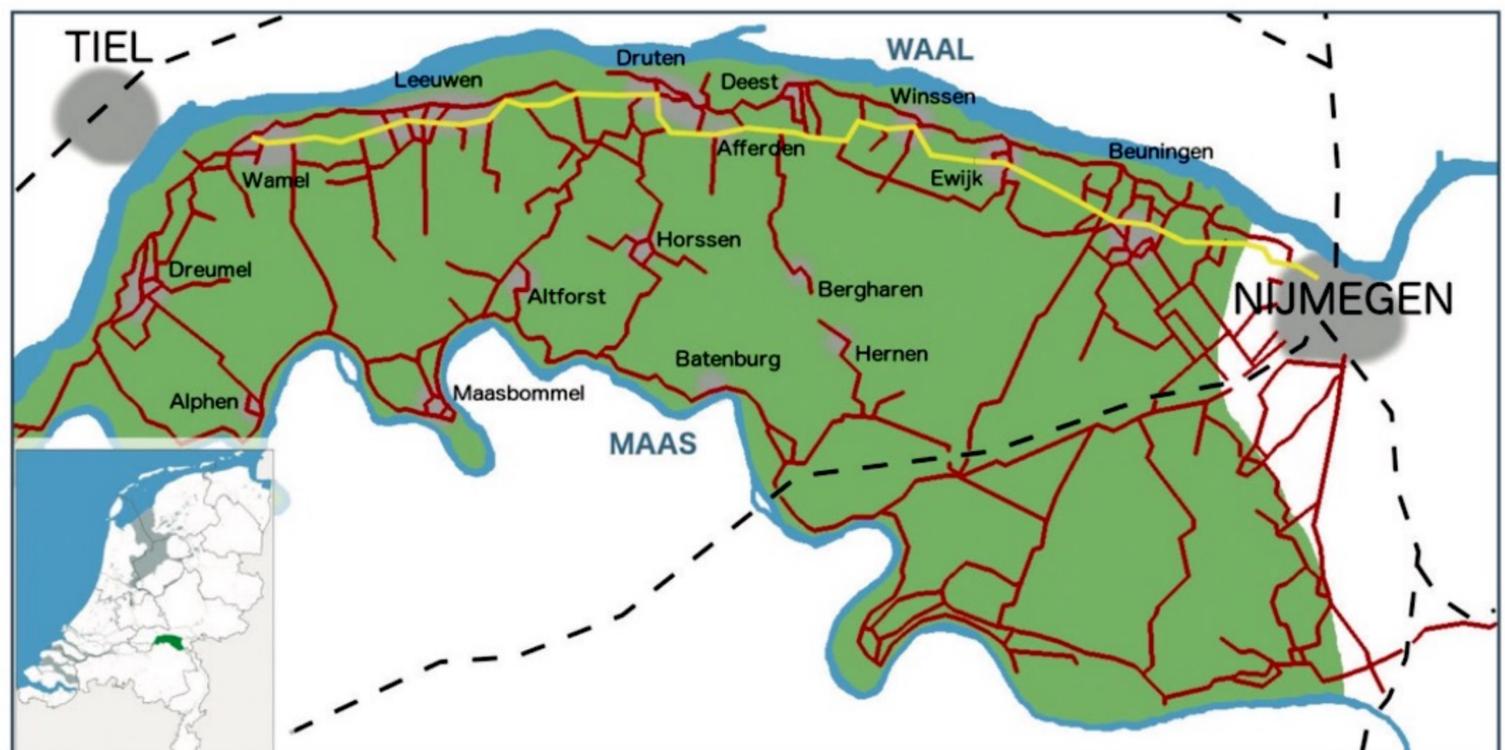
Koningsstraat is a medieval road built on the remains of an old Roman road which ran all the way towards Britain along what was then the border of the empire.

The small house for the stationmaster and a goods loading dock complete the scene.

It is very quiet at this time of year, as it is harvest season and everyone is helping out on the land, so there are not many passengers on the tram. In fact this has always been the case.

Nobody knew at the time that steam tram operations would be discontinued only six months later.

Left  
**Our model of tram No.2 with wagons at the loading dock.**



Right  
**Map of the Maas en Waal region in 1925, with the tramway indicated in yellow. The inset shows the location within The Netherlands.**



**The model**

The track plan is very simple, a plain oval with a small fiddle yard at the back; two passenger trams run alternately in opposite directions. A freight tram runs back and forth on the separate track that ends at the goods loading dock; it only appears when neither of the passenger trams are in sight.

Nearly everything was built from scratch, not only because models of these buildings are not commercially available but also because S scale is very uncommon in The Netherlands. The only exceptions are the Model T Ford, which is based on a child's toy, and the horses, sheep, and figures, which were obtained from the USA, where S scale is (slightly) more widely used.

Four buildings can be seen, three of which are scale models of actual buildings in the area.

The lawyer's villa is a model of the post office in Druten, which was built in 1907 and is now classified as a monument.

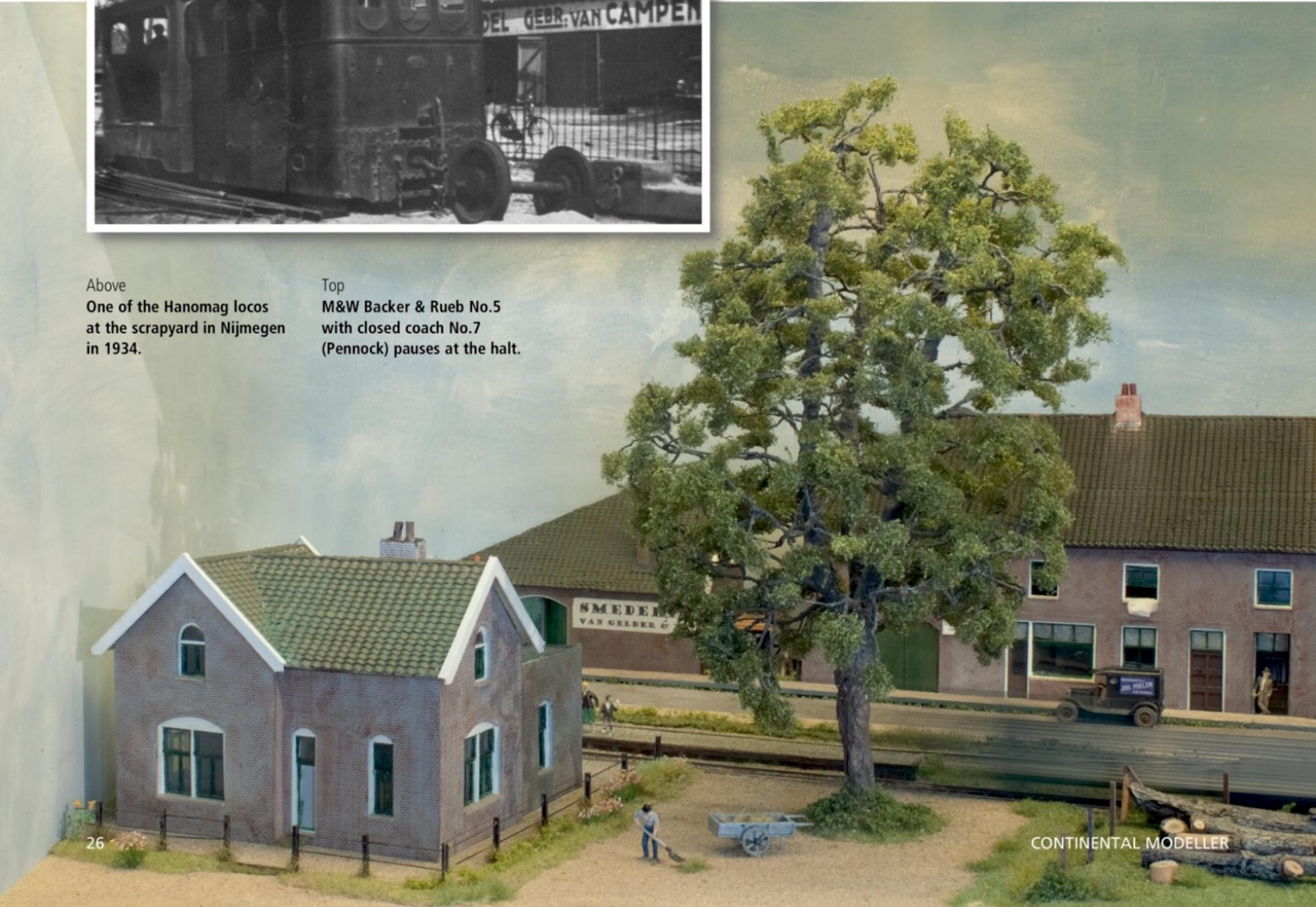
The butcher's used to be across the road from the post office, but has been demolished.

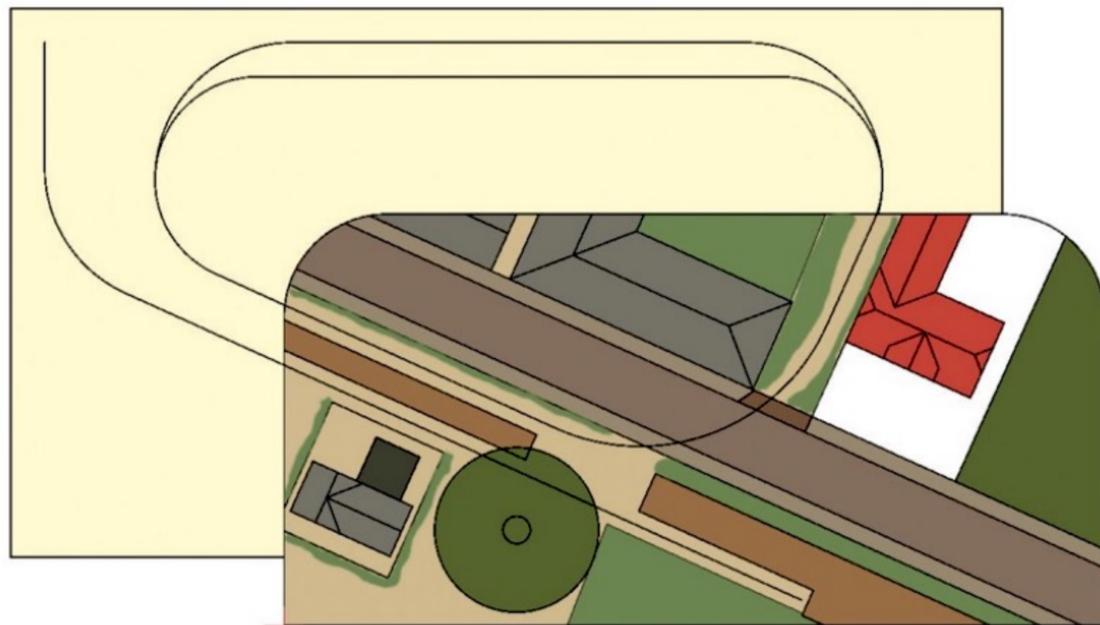
The home of the stationmaster, built in 1902, can still be found in Druten.



Above  
One of the Hanomag locos at the scrapyards in Nijmegen in 1934.

Top  
M&W Backer & Rueb No.5 with closed coach No.7 (Pennock) pauses at the halt.





Above  
**Former Nijmegen Tramways loco No.5 with a bogie coach built by Falcon – the length of this vehicle required the brickwork on the corner of the butcher's to be cut back for clearance on the curve!**

Left  
**The stationmaster's house was based on measuring a surviving example at Druten. Just across the road – and the track – is the smithy.**

The blacksmith's on the left is a fictional model, but in the right style for the area.

All the buildings were made from Slater's brick plasticard, styrene sheet, and strip. Originally two buildings were made of paper and cardboard but they were replaced with styrene versions before the layout appeared at OntraXS! in 2017.

The pavements and paving around the villa were put together using some 30,000 individual Juweela bricks. The street surface was embossed into foamboard, peeling off one side and using only the core polyurethane material.

The large oak tree in the foreground was made by the stranded wire method.

The hand cart and horse-drawn tree trunk carrier were scratchbuilt in styrene and wood.

### Rolling stock

The Stoomtram Maas en Waal had five locomotives, built by Backer & Rueb in 1901. These were more powerful than the standard type, as there were some steep sections around Nijmegen. In 1920 two Hanomag locos from the Nijmeegsche Tramweg Maatschappij (NTM), also built around the turn of the century, were added to the Maas en Waal roster.

Two of the former (M&W Nos.2 and 5) and one of the latter (NTM No.5) were built for the layout. They were not built to rivet-counter specifications: for example, the wheels of the Halling 'Varioantrieb' mechanisms we used for convenience are too small, and they do not have connecting rods, but this is hardly visible due to the skirted body.

For passenger transport we have a Pennock coach (No.7), Pennock post/goods wagon (LD No.2), and an open Falcon coach (No.4, from the NTM in 1920 like the Hanomag locos). It was originally built in the UK in 1891, but found not rigid enough by the NTM. It was modified in 1892, including closed compartments at both ends. It is interesting to note that the exceptionally long bogie centre spacing of the Falcon coaches caused problems where the track came too close to trees and buildings on tight corners. In some cases, a piece of the corner of a building was chamfered to provide the required clearance, as visible on the corner of the butcher's.

Goods wagons include vans CHG No.3, G No.2 (for milk), G No.3, and open H No.1. More rolling stock has been built, but there is only so much space on the layout.

All the coaches and wagons were scratchbuilt from styrene, and use SkipLock magnetic couplings.



### Control

In order to be able to talk to people at exhibitions, the team chose to automate the layout with digital control using a Roco Multimaus and Koploper software. Not only the trams are controlled automatically, but there are also sounds such as the tram whistle and background sounds like singing birds and the occasional mooing cow.

The engines are equipped with Kühn N025 decoders.

The points are switched using Tortoise motors and a DCC decoder.

An XpressNetLi module interfaces between the Multimaus and the laptop via USB. The same module is also the interface to the S88n feedback module for occupancy detection using Hall effect sensors.

All the electronics hardware is from RoSoft, a small Dutch manufacturer.



Left  
Tram No.5, with a Pennock closed bogie coach and a four-wheeled van, crossing the road before passing between the buildings to access the 'field track'.

Right  
Right on the edge of the village is a lawyer's villa. The horse-drawn wood carrier was scratchbuilt.

Below left  
Clearance inside the curve was already tight, and the building had to be modified to accommodate the long coaches from the NTM.

Below  
Tram No.2 simply shuttles to and from the loading dock with goods stock (a bogie livestock wagon and a four-wheeled van).



### Future

The success of *Koningswaal* renewed the team's interest in continuing the original layout, which has been reduced in size (again). Our focus is now on building the tram depot in Druten.

### Forthcoming exhibition

*Koningswaal* will be at the Chiltern MRA exhibition in Stevenage on 12th and 13th January.

