

MUSEUM **STOOMTRAM** HOORN-MEDEMBLIK

HISTORISCHE DRIEHOEK ENKHUIZEN - MEDEMBLIK - HOORN

A 20 KILOMETRE MUSEUM ABOUT STEAM TRAMS IN THE NETHERLANDS



Loc NS 7742 'Bello'

The engine whistles and the fireman shovels coal into the firebox. An adventurous trip to days gone by is about to begin, when steam trams connected ancient towns like Hoorn and Medemblik. Take a seat in the antique coaches. Listen to the clickety-clack of the wheels, hear the escaping steam and feel the tram move through the timeless Westfrisian countryside.

At beautifully restored stations along the route you can witness how goods and mail used to be transferred between platform and purpose-built goods and mail vans, all under the watchful eye of the station master. At Medemblik station you will find m/v 'Friesland' waiting to take you across the former South Sea to Enkhuzen.

'Museumstoomtram Hoorn-Medemblik' is the registered museum about the history of steam trams in the Netherlands, covering the 1878 – 1966 period. In the Hoorn workshops you can see our locomotives, coaches and wagons being restored and maintained. Steam loco 'Bello' is the most famous engine in our collection, having taken millions of daytrippers to the seaside at Bergen until 1955. But on the Hoorn-Medemblik branch line, opened in 1887, you can also travel in steam trams from the Amsterdam/Gooi, Zeeland, Friesland and Limburg regions.

Enjoy your trip!

ALONG THE LINE



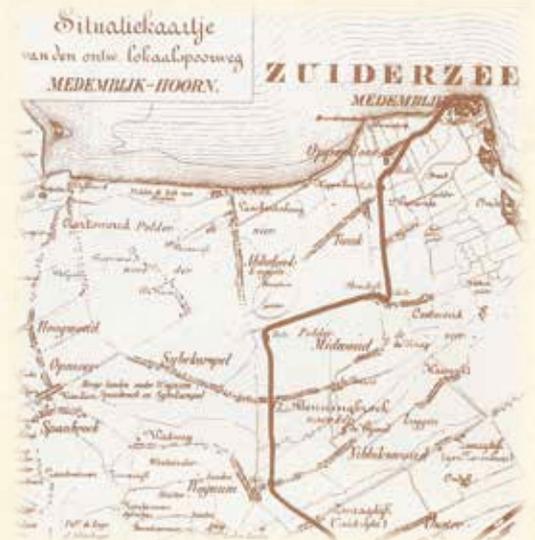
The 'Museumstoomtram' connects two of Holland's oldest and finest cities. Hoorn was given city rights in 1357, and Medemblik even earlier: in 1289. In the 13th century Floris the fifth, Count of Holland, built his castle here. At Hoorn, the East India Co. and the West India Co. established their headquarters in 1600.



THE HOORN - MEDEMBLIK BRANCHLINE

Railway branch lines, as well as steam tram lines, were built to serve as many populated areas as possible. As a result, these lines often don't follow the shortest route but meander from village to village, as the Hoorn-Medemblik line convincingly demonstrates. The trains need more than one hour to cover the distance of 20 kms. By car this can easily be done in 20 minutes with a road distance of just over 14 kms. On the large map of the line the many sharp bends are clearly seen. The railway between Hoorn and Medemblik was opened in 1887; passenger traffic ceased in 1935 but the line was kept open for goods traffic which lasted well into the 70's by which time the Museumstoomtram had taken over the line, having started operating in 1968.

Authentic stations were restored to former working glory at Wognum, Twisk, Opperdoes and Medemblik. At Hoorn a replica station was constructed. Here you'll also find working gaslamps at the station square and an exposition about the history of steamtrams in the Netherlands.



TRAIN OR TRAM: WHAT'S THE DIFFERENCE?



Arguably the most asked question in our Museum. The answer is as simple as it's complicated. The Minister of Transport gives each railway line a legal status, ranging from main line to branch or tramway. When a line is deemed a railway, everything travelling over it is called a train; when a line is deemed a tramway then everything travelling over it is called a tram. In the past, tram lines were often built for shorter or less important connections, where a full scale railway would have been too costly. Trams were generally smaller and lighter, needing a lighter permanent way (often, but not always, using narrow gauge) and travelling with a lower maximum speed.



In our Museum, all four-wheel coaches are former railway (branchline) stock; all our bogie-coaches hail from one of the many former tramways which used to operate in all parts of the Netherlands. Nowadays in the Netherlands (electric) trams can only be found in the four largest cities.

FERRY SERVICE ENKHUIZEN – MEDEMBLIK

At Medemblik station our steam trams connect to the ferry service over the former South Sea (now Lake IJssel) to and from the South Sea Museum ('Zuiderzeemuseum') and the port of Enkhuizen. Just as in the old days, when many steam trams in this country of canals and rivers connected to various ferry services.

Our museum uses the historic m/v 'Friesland', built in 1955 for Doeksen Shipping to operate the ferry connection between Harlingen and the island of Terschelling. In Enkhuizen, the ship docks right near the NS railway station at the address no.5, Tritondam. En route to Medemblik, the ship calls at the 'Zuiderzeemuseum' where you can disembark if you wish to visit that museum. In Medemblik, the ship docks opposite our station at the address no.1, Dam.



REMBRANDTS ON WHEELS

The vast majority of our trams will be pulled by an authentic, coal fired, steam locomotive. Experience the magic of steam power: meet our Rembrandts on wheels! All locomotives were restored to working order in our own workshops.



Steam locomotive NS 7742 'Bello'

Without question 'Bello' is one of the most famous steam locos in the Netherlands. This type of engine got its nickname from the steam powered bell which was constantly ringing to warn other road users in the days that many tramlines were constructed adjacent to, or even in the surface of, public roads. This loco was built in 1914 for the Holland Iron Railroad Company and ended service in 1955 on the tramway between Alkmaar and Bergen aan Zee.



Square tramway locos

This type of tramway engine was quite common in the Netherlands. For safety reasons the boiler, wheels and motion were completely surrounded, thus reducing the risks for pedestrians, horses and cattle. In our museum two of these engines can be seen, the elder being no.8 'Ooievaar' (Stork), built in 1904 by Breda Engine Works (formerly Backer & Rueb) for the tramway The Hague-Delft. Hundreds of these engines were delivered to most of the Dutch tramway companies, hence their nickname 'Backers'. The younger engine is no. 18 which was built in Germany in 1921 for a tramway company operating in the Gooi area near Amsterdam.



A modern steam loco

No. 26 was built in 1922 for the Limburg Tramway Co. and used on the Maastricht-Vaals end Roermond –Sittard tramlines. This engine is of Dutch design and was intended to become the standard for all tramways. It is very modern for its day and a delight to use, operate and service.



Industrial locomotives

In addition to the authentic tramway engines, our museum owns three former industrial locomotives which used to be operated by various industries. Blue no.5 was built in Belgium in 1929 as a shunting engine for a factory in Sluiskil, Zeeland. Red no.16 was built in 1943 in Germany for use as a shunter at a steelworks and apple green no. 30 was built in 1909 to shunt coal trucks at the Rotterdam gas works.



Motor locomotives

Eventually, operating the tramways with steamengines became more and more expensive, therefore several companies tried to operate their services with dieseltrams. Locomotive 101 was designed and built in the Netherlands in 1935 for this job and operated at the Nederlandsche Tramweg-Maatschappij in Friesland. It is one of several historic dieseltrams in the collection of the museum.

FIRST, SECOND & THIRD CLASS



In days gone by people were as excited about a trip on the railway as we are now about an intercontinental airline flight: an adventure you talk about weeks in advance. In those days people worked where they lived, and travelling was a -sometimes once in a lifetime- exception. On many rural railways five trains a day, consisting of one or two coaches, were more than adequate to cope with demand. Still, with roads in bad condition or non-existent and cars not yet invented, railways were the only link to the outside world, especially for goods and commodities.



In our timetable trains numbered 1 and 2 always consist of 4-wheeled coaches of a type resembling the coaches which between the 1890s and 1940s could be found on branchlines throughout the Netherlands, offering 3rd and 2nd class accommodation; all other trams consist of bogie-coaches (and sometimes goods vehicles) which were used by the old Dutch tramway companies, offering 2nd and 1st class accommodation, wooden or cushioned seats respectively. (On most tramway lines there was no 3rd class, so 2nd and 1st class are comparable to 3rd and 2nd class on the railways.)

STEAM SAFARI

Firemen and drivers, station staff, mailmen, guards, travellers in period costume. They all add to the scene of our living museum, working with their loco's, goodswagons, coaches, our Travelling Post Office and the scenery at our stations. Especially the young travellers can help them with their duties, during our special exploration tour Steam Safari. During this Steam Safari kids may for instance dress in period costume or put the coal onto the fire of the steam engine. You'll find your own suitcase full of instructions at Hoorn or Medemblik stations.



Coach SBM 24

Coach SBM 24 was used between 1927 and 1949 on the Breskens (Zeeland)-Maldeghem (Belgium) steam tramway, and has been restored to original condition, including lighting by oil lamps.



Coach SBM 24

Coach NTM 205 was built in 1915 for the Netherlands Tramway Co. which operated a network of steam tramways in the North. It was modernised in 1935 for the new motortrams and lasted until the closure of the network in 1949.



Coach RTM 370

Coach GTM 21 was built in 1915 for the tramway between Zwolle and Nunspeet. It has distinctive Jugendstil elements and its open ends are clearly inspired by American coach design. After closure of the line this coach was sold and subsequently used by tramway companies operating around Amsterdam; it has been restored in Goische Stoomtram condition in which it ran between 1933 and 1939



Coach ZE 6

Coach RTM 334 was built in 1898 and is the oldest tramway coach in active service. The RTM decommissioned it in 1949, after which this coach was used privately as a shed. It has been restored to original condition in 2015.

Coach ZE 6 was built in 1902 for the steam tramway between Zutphen and Emmerik (Germany), which later formed part of the tramway network in the county of Gelderland. It was used till 1934, after which it came in private hands and became a garden cottage.



Coach GS 22 was built in 1904 for the Gooi Steamtram and was used mainly for the heavy commuter traffic between villages like Hilversum, Huizen, Naarden, and the city of Amsterdam. It remained in use until the lines closed in 1947.



Coaches nos. 51-61 have been built by railway companies in the early fifties on underframes dating back to the early 1900s; they were acquired by the SHM and have seen almost daily use since 1975. Their design closely resembles the four-wheeled coaches which were in use throughout the Netherlands on rural branch lines, including the one to Medemblik.

STEAMTRAMS IN THE 19TH CENTURY 1 JULI-31 AUGUST 2017

The first steamtrams in the Netherlands started operating in 1879. Three ancient trams dating back to these early times, will be on show at the Museumstoomtram workshops in Hoorn this summer. Loco NS 6513, being the oldest still operational steamlocomotive in the Netherlands will also be in steam.

