

# TRAM PARADE

.....

BRUSSELS – MAY 2019



.brussels 



# RELIVE THE HISTORY OF THE BRUSSELS TRAMWAY

.....

The first trams in Brussels ran in 1869. 150 years later they still define the image of the city, now more than ever.

You can relive this long and marvelous history on Wednesday 1 May with an extensive historical tram parade.

Starting at 2 p.m., the parade will run along rue Royale, with the volunteers of the Tram Museum at the control of the trams. A must-see event for young and old alike.

This event is the perfect opportunity to (re)discover forty trams. You will be able to see almost every type of tram that has ever run in Brussels, from the horse-drawn cars of the early days to the modern type 3000 and 4000 trams that you can see on the streets of Brussels today.

From 4 p.m. on, you can enjoy a free trip on board one of these historical trams too. You can board at rue Royale, near the Parc de Bruxelles.

On Sunday 5 May, there will be similar historical tram trips, along the route of the original line from 1869.



© Pics : L. Koenot • J.M. Van Melderden • M.J. Russell • A. Vandecasteele • M. Reps

# 46



Tram 46 opens the parade. This works car is built by STIB 1971 and based on an older “standard tram” from the 1930s.

This conversion allows it to maintain low speeds constantly, which would damage the engines of a normal tram of this type.

At low speeds, staff on board can carry out track maintenance.

During its conversion, the tram also receives its eye-catching yellow colour.

Around 1978, both ends are painted in red and white to improve visibility. It is retired from service in the late 1980s



509

This open trailer or “baladeuse” of 1888 (English equivalent: toastrack), with seven rows of benches, embodies the first open horse-drawn trams in Brussels. It also resembles the very first trams of 1869. Later, from 1894 onwards, they are used as trailers for electric motor cars.

There is no central gangway, which forces the conductor to do his job while “swinging” himself on the wooden steps. For obvious safety reasons this is finally remedied in 1903.



## 2

This horse-drawn “street omnibus” from 1891, which ran on trackless cobbled streets without rails, links the Nord and Midi stations for more than 30 years. Note the “PV” logo, a reference to the company’s founder Polydore Vanderschueren.

Around 1900, there are numerous private companies, often with their own tram network. This company, which will give birth to the Taxis Verts and merge with the Ateliers Raghenon of Mechelen, still exists today as the Beherman Group.



# 6



Another “street omnibus”, albeit one of the “Société des Chemins de Fer Economiques”, carrying that company’s distinctive brown and white colours. It is special because it is guided by a fifth wheel which runs on a rail. The wheel can be disengaged from the rail if the omnibus encounters an obstacle or a difficult intersection. From 1889 to 1909 it works the “Bourse – Place Saint-Josse” route, through particularly narrow and winding streets.





This motor car is part of a large (first) series of electric trams in Brussels, introduced in 1900. They are ordered by the “Tramways Bruxellois”, a company that will play an important role in the capital’s public transit history. At the start of their career, these vehicles are mainly used on the former lines of the “Bruxelles-Ixelles-Boendael” company, operating in Ixelles, Boitsfort and Tervuren.

Afterwards, they undergo several changes to improve their comfort and performance. Most of these cars disappear around 1935, but some of them remain in use as trailers until the 1950s.



# 346



When the main network servicing the north-west of the city is electrified, the “Chemins de Fer Economiques” orders two series of 105 motors cars. Trams from the first of these series have both an open and a closed compartment.

One of these is motor car 346, of 1903. It is nicknamed “California” because of its resemblance to the famous San Francisco cable cars. Unfortunately, the Belgian climate got the better of this model and eventually the trams are all taken out of service during the 1920s. This particular tram is retired in 1928.

# 984 301



Tram no. 984 - from 1906 - is the perfect embodiment of a “Belle Epoque” Brussels tram. The driver stands behind a glass windscreen, but the platforms remain unprotected from the elements. The two interior compartments are symmetrical, with riders seated

with their backs against the windows. 1st class is distinguishable by its velvet cushions. These cushions are movable because the position of the 1st class compartment varies depending the line the tram works on. In 1914 the green livery is replaced by a more visible yellow one. You will see this light yellow livery return on later trams, as it remains used (with certain variations) until about 2000.



Open trailers or “baladeuses” like no. 301 make tram trips for the people of Brussels a lot more enjoyable during the summer months, and they do so until the early 1930s. Nearly 400 such trailers are produced by various builders. They follow standardised plans: a low underframe to facilitate the passenger flow, two small platforms and a single compartment with five or seven rows of seats, depending on the model. This car also features two classes, with the first class located in the more secure centre of the trailer.



# 1305 671



The tram series to which no. 1305 belongs is built specifically for the 1910 World Fair at the Solbosch Plateau, today ULB's university campus. It strongly resembles all the motor cars built for the "Tramways Bruxellois" between 1906

and 1914. The platforms are open but protected by a glass windscreen. The two interior compartments are symmetrical, with 1st class distinguishable by its velvet cushions, 2nd class has wooden benches. The impressive bodywork of this series is very characteristic, as it is made out of stamped steel.

Trailers like this one are also ordered to reinforce services for the 1910 World Fair. After their withdrawal in 1932, they are not immediately demolished. They reappear twice on the network: a first time in 1935, when they work extra services for the World Fair, a second time during WWII. All available rolling stock is needed to transport the population, deprived of all alternative means of transport.



# 1750

These motor cars are the first in Brussels with transversal seating, enabling passengers to admire the surroundings rather than having to sit with their back to the windows. They are used on the so-called “promenade lines” to Tervuren and Boitsfort.

They undergo multiple modifications in the early 1930s that deeply alter their overall appearance. These “new” 1700s are in use until 1957. Motor car 1750 has been restored to its World War I appearance, with its oil lamps adapted to run on electricity.



# 428



This motor car, n°428 from 1903, comes from the second series of trams ordered by the “Société des Chemins de Fer Economiques” during the electrification of their network (see above, tram 346).

On this vehicle, the compartment is fully enclosed, as opposed to the half-open cars of the first series. Upon delivery, the platforms on both ends are unprotected by glass windscreens, and exterior lighting is provided by simple oil lanterns.

# 1348 29



Built at the onset of the First World War, this small series of motorcars is the first to carry the primrose (yellow) livery immediately.

It has all the typical features of the "Belle Epoque" vehicles: open platforms, longitudinal seating, two symmetrical

compartments, first class equipped with velvet cushions. Note the mechanical compressor at the end of the axle, which provides air for the braking system. Unlike most cars, n°1348 avoids demolition in the 1930s: it remains a double-ended car, used on and off until the 1950s for shuttle or reinforcement duties.

This tram was meticulously restored in 2017 and 2018.

Trailer 29 (1910) is part of the last series of open cars delivered to "Tramways Bruxellois" before the Great War. Some of these cars reappear in the streets from time to time during World War II to carry the wounded to hospitals all over the city. Others are requisitioned by the Germans to serve as reinforcements on the Hannover and Magdeburg networks.



# 5025

These motor cars are ordered by the "Tramways Bruxellois" for the 1935 World Fair. They introduce an innovation to Brussels: as they are nearly 15 metres long, it is impossible to have the tram wheels on two fixed axles.

Consequently, the body rests on two bogies mounted on a pivot, each with its own two motors and suspension. The elegance, comfort and speed of these trams make them unanimously popular. Car 5025 has been restored to its original appearance in 1935. That year, it works on exhibition lines (16 and 18) as well as line 15, which encircles Brussels on the "Petite Ceinture".



# 1259 2118



These “standard motor cars” from the 1930s are a complete part of the Brussels streetscape for four decades. All of these 685 vehicles are built in less than five years at the “Tramways Bruxellois” workshops, thanks to a highly industrialised building

process. It is based on the pre-assembly of parts, which enables the production of one car per working day. Car no. 1259 from 1934 has been restored to its original condition, to show the difficult working conditions of the staff at “Tramways Bruxellois” until about 1950.

In the 1920s there are approximately 800 trailers in the “Tramways Bruxellois” fleet. It is a mishmash of mostly older vehicles, some even dating back to the horse-drawn tram era. Moreover, open trailers cannot be used all year long. Therefore, between 1923 and 1930 the company orders multiple series of new, large capacity trailers from the Belgian industry. Trailer 2118 from 1929 completes a typical Brussels Second War set.





# 1763

These 1914 trams undergo a series of modifications in the 1930s, drastically altering their looks. A few moments ago, you saw tram 1750 which still looks like it did when it was delivered. Motor car 1763 looks like it did between 1940 and 1945.

It shows how trams contributed to keeping the people of Brussels mobile during the Second World War. A defining feature for this period are the nearly blacked out lights. Trams of the 1700 series remain in service until 1957. It is the last series without pneumatic doors.

# 1002 102



This 1934 car belongs to the same series of “standard trams” as no. 1259. After the Second World War, on-board comfort greatly improves when outside doors, heating, a fixed seat for the conductor and a seat for the driver are added. Here, you see motor

car 1002 as it looked at the time of its retirement in 1973.

In 1950/51 a large number of trailers from the 1920s are modernised and standardised in the “Tramways Bruxellois” workshops. The classic, pre-war configuration (free access via platforms on both ends) is replaced by an entrance and a large platform at the front, an exit at the middle and a compartment at the back. Pneumatic doors are installed, and the conductor gets a fixed seat. Trailer 1002 is the modernised version of no. 2118, which is in its original state.



# 7047

After the Second World War, older trams cannot keep up with competition from private motor vehicles. The need to thoroughly modernise the fleet arises. To that end, a (first) batch of so-called PCC trams is ordered from the Belgian industry. These "Presidents Conference Committee"

cars are the result of a pre-war study by several American tram networks and builders. The goal was to create a fast, comfortable and affordable tram.

Belgian factories had obtained a license to build these PCC trams. This technology will determine the fate of the tram in Brussels. Between 1952 and 1971, a total of 172 trams of this type are delivered. First to the "Tramways Bruxellois", after 1954 to the newly created STIB which takes over the activities of the old company. Tram 7047 has been restored (more or less) to its original appearance in 1952.





9098



It looks like a modern car... but it isn't. Only the body dates from 1960. The undercarriage, the electromechanical equipment and a large part of the interior fittings originate from a series of cars built between 1929 and 1933.

The "9000" series is the first type of tram that allows the driver to collect the fares, without the need for a conductor. This "one man operation" appears on buses in 1956 and was extended to trams in 1961, at first only on Sundays and weekday evenings on the least busy lines. The last conductors disappear in May 1978, when one man operation becomes the norm.





# 7500

In the early 1960s STIB wants to replace their prewar sets (motor car/trailer, as you saw before) with articulated trams. These require less staff to carry the same number of passengers. In cooperation with BN and ACEC a prototype is built in 1962. It is based on the "7000" series (like no. 7047).

Unfortunately, the trials are disappointing because the technology does not allow three motorised bogies to run simultaneously. This seriously limits the capabilities of the car.

A satisfactory technical solution is only found ten years later, allowing the purchase of a large series of articulated cars.

The prototype is rebuilt to fit in with this series of cars in 1974.

In 2010, it does its final trips on lines 39 and 44.

# 4032



Just like no. 9098, this supposedly modern tram is actually the result of the transformation of two older trams, in the early 1960s. It is composed of the undercarriages of two trams from the 1930s. They are connected by a custom-built central section.

The resulting vehicle also receives a newly designed body. The fact that STIB builds these cars in its own workshops, enables them to produce a small series of trams on a budget. They offer the same capacity as a motor-trailer set. However, these vehicles only require one conductor instead of two. Later on they even revert to one-man operation. Because these hybrids are noisy and lack passenger comfort, they only have a relatively short service life: in the case of n° 4032 from 1963 to 1979.



# 1505

In 1967/1968, STIB considers rebuilding about 50 “standard trams” from the 1930s for use in the pre-metro tunnels that are being built. Interior lighting is greatly improved, and the vehicle is made lower by integrating the destination blinds into the body.

These blinds replace the old, cumbersome wooden signs on top. Fifteen motor cars also receive a new driver’s cab, allowing for one man, conductorless operation. The transformation process is halted before completion. The authorities forbid the use of vehicles with a wooden superstructure and without an automatic speed control in the new pre-metro tunnels.



# 7093



Motor car 7093 is part of a series of 75 PCC trams delivered in 1957/58 (see tram 7047). To reduce costs, the bogies and bought second-hand from the recently closed network of Kansas City (US).

No. 7093 has been restored to its appearance in the 1970s. It has been modified to allow it to run in the new pre-metro tunnels, with automatic speed control and current collection by pantograph. On 17 December 1969, H.M. King Baudoin rides this car during the opening ceremony of the very first pre-metro tunnel between Schuman and De Brouckère stations.







# 7171

In 1970, STIB opens a second pre-metro line between place Madou and Porte de Namur. In order to have enough vehicles to run services in these new tunnels, STIB orders a last batch of 16 cars based on the 1951 model. Traction motors have been bought second-hand from Johnstown (US) a few years earlier.

Car no. 7171, the most recent vehicle from the series (delivered 7 Jan. 1971), is shown in its 1990s/2000s look: a modern livery, still based on yellow and blue, and a refreshed interior with vivid colours and new upholstery. In 2010, these motor cars mark the end of nearly 60 years of service for this type in Brussels.



7786



In the early 1970s STIB presses on with the modernisation of its tram fleet, thereby retiring old motor car/trailer sets. To this end, it orders 128 articulated PCC trams, based on the 1962 prototype. Car no. 7786 is still numbered 7586 when it is delivered in 1972: in the early days of the “7500” series, these trams are unidirectional, with doors only on the right-hand side (as on the prototype).

A second, smaller “7800” series does have doors on both sides right away, which enables it to be used in two directions. In the mid 1980s all “7500” trams are rebuilt for bidirectional operation, during which they are renumbered “7700” – starting with no. 7586/7786. After 2006 it receives a rejuvenation cure with a new paint scheme and an updated interior.



# 7916



In the second half of the 1970s, STIB buys a third and last series of PCCs from BN (today: Bombardier Bruges), to retire the last of the old or rebuilt trams and to raise the capacity per vehicle. They are distinguishable from the previous series by an additional element in the middle, the comfortable interior and the slightly modified front windscreen.

These trams also have doors at both sides from the start. With 27.9 metres, the 61 vehicles from this series remain the longest in the fleet of the STIB for about 30 years. N°7916 is the first to be refurbished in 2006, followed by a paint job giving it today's grey livery.



# 2001



When the Brussels Capital Region is created in 1989, public transportation – and, hence, STIB – comes under regional authority. The intention of the newly created Region to invest in public transportation and a rise in passenger numbers in the early 1990s make STIB order new trams for the first time in 15 years. The “T2000”, the very first low-floor tram for Brussels, is designed in cooperation with BN.



Upon delivery of this no. 2001 in 1994, the capital is one of the pioneers of this technology. Among others, Amsterdam shows interest in the “T2000”, but eventually the Dutch capital chooses a different type of low-floor tram.



3026

As passenger numbers keep rising, and the oldest PCC trams need to be replaced after 50 years, STIB orders an entirely new series of Flexity 2 low-floor trams from Bombardier in the early 2000s. No. 3026 is part of the “T3000” series, numbered 3xxx to make clear that they are more than 31 metres long.

The outside is designed by the artist Axel Enthoven, who also draws the current, grey livery with art deco elements in 2005. Ultimately, 151 cars of this type are put into service between 2006 and 2014. No. 3026 has been carrying the “Tramapattes” artwork since September 2018. This is a work of art by the Schuiten brothers, as part of the Artonov festival.

# 4070



STIB goes on by ordering an additional 70 extra-long trams, together with the “T3000”. These “T4000”, also by Bombardier, are, with 43 metres, the largest trams ever to run in the streets of Brussels. As its smaller sibling, it is fully accessible, quiet, and equipped with a luxurious interior with leather seats.

No. 4070 is the most recent “T4000”: it has been welcoming passengers in Brussels since 2014, mostly on busier lines 3, 4 and 7. Because of the delivery of the “T3000/4000” series, a part of the articulated PCC fleet can be retired.



# 7601



foto: Visit Brussels



foto: Visit Brussels



PCC 7601 has been “the odd tram out” in the streets of Brussels since 2012. That year, former no. 7565/7765 (from 1972) is rebuilt into a dining tram, in the context of the Brussels’ year of gastronomy and in cooperation with Visit Brussels.

It is christened “Tram Experience”, thereby receiving a new number: 7601. Due to overwhelming demand and success, Tram Experience is renewed after 2012.

Today, up to 34 guests can still enjoy culinary magic on board of this tram, all while discovering Brussels.

# 95



Two of these impressive snow sweepers of American origin are delivered to Brussels in 1904, primarily to sweep the long suburban lines to Tervuren and Vilvoorde.

The enormous rotating brushes made of bamboo stalks are operated by a dedicated motor located inside the tram.

“Brill” built many of these vehicles for American tram networks. This particular vehicle sweeps snow for the last time around 1975.





272  
289



Thanks to its large side tipping skip, this motor car from 1927 can easily transport and unload materials at track work sites (sand, ballast, etc.).

In the 1950s, it is confined to a far less glorious role: the transport of scrap metal and waste between the workshop at Rue de Cureghem and the STIB central factory along the canal. Here, you can see it coupled with freight carriage 289, both in the brown colours these trams carried between the Second World War and the late 1960s.





# 7

This tram from 1970 is a rebuild of an older “standard tram”. Its transformation allows it to tow broken down trams or trams involved in accidents. It could also transport equipment and crews on site and tow a defective car to the nearest depot.

At the time, each depot has its own “towing tram”. No. 7, based at Woluwe depot, is also equipped with jacks, used in the event of a derailment in pre-metro tunnels. It is in use until 1995.

# 16



In the early 1970s new PCC trams arrive on the STIB network, and older vehicles are taken out of service. The snow sweepers from the early 20th century, equipped with bamboo stalks, are also nearing the end of their useful life.

STIB uses a familiar formula to come up with a new snow sweeper in 1971, essentially a rebuilt, older “standard tram” from the 1930s.

The vehicle remains in service until the 1990s.



33  
131

Tram 33 is another old motor car that is rebuilt around the same time, also to serve as a works tram. It is used to transport heavy loads or parts between the different STIB depots.

Another of its tasks is to kill the weeds along the tram tracks.

To that end it is coupled with trailer 131. Nowadays, the maintenance of the vegetation between and along the tracks is done in a very different way. This tram remains in service until the 1990s.





## 2

When the last 1930s trams are retired in the late 1970s, STIB rebuilds some of them as towing cars. Car 2 is one of them. It looks like a more modern PCC car, but in reality it is a “5000” series tram from 1935, rebodied around 1957.

Car no. 2 is assigned to the Ixelles depot, where it keeps towing defective or damaged trams until the mid-1990s.

# 7055 117



When the oldest PCC trams are retired in the early 2000s, STIB decides to transform a few of them into works cars. On no. 7055, the PCC system is replaced by a chopper system, allowing it to move at a constant speed.

It also receives an extra driver's cab, and a loading hatch on the side to permit easy loading and unloading of materials. Finally, an air supply connection is mounted, to allow it to be coupled with wagons 116 and 117. Here you see rail crane 116.

# 7019



No. 7019 from 1952 is transformed in 2014. It receives two loading hatches on the side that allow it to collect garbage bins on the metro network, as well as a second driver's cab for use as a training vehicle. It is also used to supply sand (sand helps trams to brake) to containers on parts of the network that are not accessible by truck. Lastly, it can exceptionally serve as a rail grinder.







101  
102  
103

This specialized “Windhoff” vehicle is built in 2007 in Germany and arrived at STIB in 2008. It is used on construction sites on the entire tram network. It can also be used as a snow plough. This “Windhoff” has a maximum length of 60 metres. It is equipped with two diesel engines, each in its own pod. It can pull a number of trailers, a rail crane, cable spools, etc.



540

This modern truck from 2014 is used to repair and tow trams and buses, and to spread salt during icy conditions in winter time. It is equipped with a “road rail” system by Zweiweg. This additional set of rail wheels allows this vehicle to run not only on roads, but also on tram tracks.



The vehicles of the series 401 to 406 and the 428 are isolated ladder trucks that are used for the maintenance of the overhead wires (catenary) of the tram and pre-metro system.

#### **There are used for:**

- The preventive maintenance of the overhead wires. This includes the check of the components of the catenary and when needed the replacement of these parts or the renewal of the overhead line.
- The corrective maintenance of the overhead wires. This includes the repair of the catenary due to incidents. This can be due to bad weather conditions with heavy winds.
- Interventions to the overhead wires. The vehicles are used for the construction and destruction of the catenary. Also for extension projects (for example lines 8 and 9) and renewals (for example General Jacques – Buyll).

The ladder trucks can run on the road as well as on the tram and premetro tracks. The double isolation of the platform is necessary to work safely on the catenary which is under tension (700 volts). The trucks can be deployed on the whole tram network and they are available 24/7.





*Discover our unique vehicles*

*Ride a tram through the Sonian Forest*



*Rent one of our trams, buses or locations*

*Become a member and support our organisation*

**www.trammuseum.brussels**  
or visit our stand at place Royale

# EUROPEAN TRAM DRIVER CHAMPIONSHIP

.....



## TRAM EM BRUSSELS 2019

EUROPEAN TRAMDRIVER CHAMPIONSHIP



# CHAMPIONNAT EUROPÉEN DES CONDUCTEURS DE TRAM

Saturday 4<sup>th</sup> May, from 9:30 till 17:30

25 teams coming from 21 different countries. Who will be the European champion of tram drivers ?

Come and discover it with us on Saturday 4<sup>th</sup> May at Rue Royale in Brussels. There will be two rounds of six events. Each participant will have to make the best score at each event. The best team will get the title of European Champion.

Come all and support our different teams!

PROGRAMME	
9:00	Beginning of the show + demonstration run
10:00	Presentation of the teams
10:30	Official opening ceremony
11:00	Beginning of the 1 <sup>st</sup> round
13:00	End of the 1 <sup>st</sup> round
13:10	Break – concert
14:00	Beginning of the 2 <sup>nd</sup> round
16:05	End of the 2 <sup>nd</sup> round
16:10	Break – concert
17:00	Break – concert
17:30	End of the activities



