

# Henschel Gooische Stoomtram 18

## The original locomotive

From 1913 the Gooische Stoomtram in the Netherlands put six new locomotives in service, locomotive 18 being the last one. The tram was made by the well known German manufacturer Henschel in 1921. These locomotive were of the box shape type, which was the most common style for many tramway locomotives at that time in the Netherlands.

Not long after that, modern motor trams were put into service in an area east from Amsterdam, known as 't Gooi. Loc 18 was no longer required and was sold in 1937 to a sugar factory in Roosendaal. Here she shunted goods at the factory site up until the 1960's.

Already in 1965 loc 18 was being saved as a working historic monument and shortly after went on to be part of the collection of the Museumsteamtram in Hoorn. Later, the tram was the subject of a large scale restoration and was successfully returned to the tracks again in 1990.

The name 'Leeghwater' was given to the locomotive, because the student society from Delft with that name made a major contribution to the restoration of the tram for farewell trips on the WSM network in 1967. This name was removed in 2015, as the museum has now created a more historic representation of the original.

Source: [www.stoomtram.nl](http://www.stoomtram.nl)



Build date	1921
Builder	Henschel & Sohn, Kassel (D)
Factory number	18776
Water capacity	2 m <sup>3</sup>
Weight (running)	17 tons
Steam system	Walschaert
Maximum speed	45 KM/H

## The model

The model of the Gooische Stoomtram 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 sides.

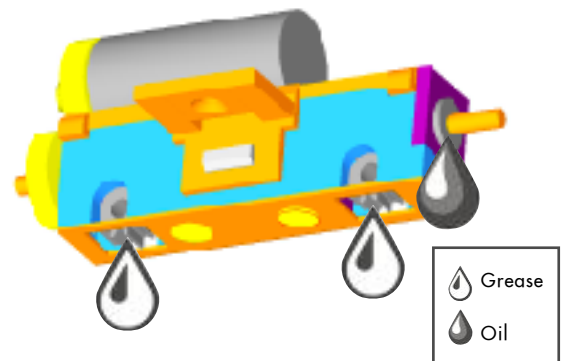
### Removing the roof

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 up on the back about 0.5-1 centimetre and pull it towards the rear of the tram. The front of the roof slides under the bell, so when reattaching the roof, first slide it carefully under 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 on the rear of the drive, with fx Fleischmann 6599. The nitrile belt has a long lifespan. A spare belt has been supplied with the model. These belts are available on request from the Tramfabriek (Ø 6,5 mm). The used screws are 10BA 3/32.



### Pole reverser

An exclusive feature of the ready to roll model is the moveable Pole reverser (direction handle). With a tooth picker or a fine pair of tweezers the position can be moved from neutral to forward or reverse. This is of course only visual and has no effect on the driving unit.

