

TRAMFABRIEK

Program 2019-2020

H0e-H0m-H0



TRAMFABRIEK


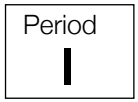
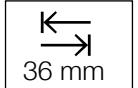
This year will be a packed year at the Tramfabriek. This is the year where the famous “kastenlocomotive” HTM 8 Ooievaar will be released, as well as the long awaited first Tramfabriek carriage. With the steam trams, I try to improve the models every time, making every model more exciting than the one before. Things I learned which worked well from making one model, will go forward to the next model. But new techniques, ways of assembling and new features are naturally always added. As for making the carriage, as this is a first for me, I spent a lot of time trying out the best way to build it. It started as a 3D printed model, however after all the experience I gained from building the locomotives, the carriage will now be all brass. Just as you are familiar with the locomotives, the manual will be very clear, step by step, so every one can successfully build this model.

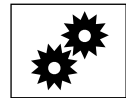
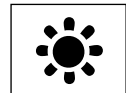
I hope you will enjoy building and/or driving the Tramfabriek models, which have all been made with lots of love and passion.

Sven van der Hart

P.S. If you have a question, please feel free to send me an email at sven@tramfabriek.nl . You will always get an answer.

Meaning of the symbols

	Expected quarter start of production
	Time period for original model
	Length of model (without couplings)

	Assembled motorised drive with coreless motor.
	Model with light



The original: Steam locomotive HTM 8 is part of a serie of six. The Machinefabriek Breda v/h Backer & Rueb built and delivered the loco in 1904 to the tramway company from the Hague, the Netherlands. In 1925 it came in service with the NZHTM for its service from Leiden-Heemstede. At both companies it was electrification of the network that ended the use of steam. In 1933, through a demolition company the loco ended up in Hoensbroek in use as an industrial locomotive, being extensively revised.





In 1962 the engine returned to its builder, the Machinefabriek Breda. First she was displayed as a monument and later restored. From 1988 she returned to service on the tracks in Rotterdam and the Hague. After 1989 the loco did not return in the cities and a few years later she was bought by the Museum Steam Tram (SHM). On the 12th of September 1996 the loco arrived in Hoorn, after which in 2001 she was restored for the second time. On the 22th of May 2006 the historic tram locomotive was back in service and is still driving today between Hoorn and Medemblik.

The Tramfabriek will offer this steam tram from the Hague as it is currently in service at the SHM. It will be available in H0e, H0m and H0.



The model: Outer case of etched nickel silver with small parts cast in brass. Accurate and fine detailed boiler, printed in 3D. Complete and built brass engine with belt drive technology. This locomotive can go realistically slow. Working head lights, working coupling rods. Standard coupling compatible with Egger-Bahn, Liliput H0e, Tillig H0e/H0m, Minitrains etc.



2/19	Period	  45.9 mm		
	VI-VII			

Completely self build kit	€225
Partly pre-built kit	€275
Finished model	€475
DCC fitted (No NEM connector)	+€45
DCC with original sounds	+€124

Métallurgique TNHT Y1-3 - NZH BY1-3

H0e/H0m

The original: To replace carriages that burned down in a fire in the tram station of Amsterdam in 1896, the TNHT ordered three carriage with post compartment from the Belgian manufacturer Métallurgique. Today, one of these carriages is the only survivor of the rolling stock of the TNHT. BY 2 is today exhibited in the very interesting NZH museum in Haarlem.

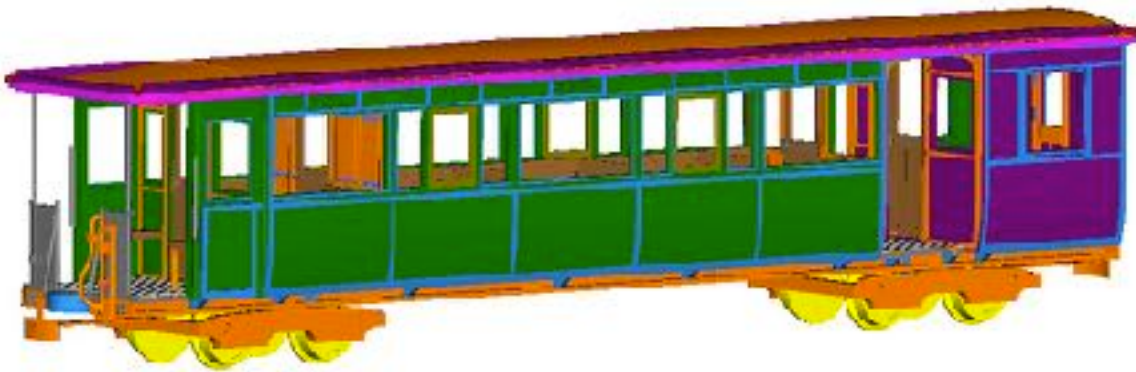
The model: All brass, available as kit and finished model. Fine details included detailed interior panels, seats and fine metal chain to close the entrances. Metal wheel and Tramfabriek Centre Point Couplings. Only available for H0e and H0m.

2020

Period
I-III

←
→
139.5 mm

Price
tbc

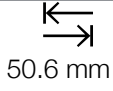




The original: The meter gauge tramway of Düren in Germany operated the line from Düren to Birkesdorf from 1893, with extensions until 1927. In 1907 the company bought 11 mostly similar box style locomotives. After electrification of the line in 1913, the steam engines were mostly used for goods traffic.

The only remaining locomotive was locomotive nr 4, "RUR" and in 1942 she was sold to a paper factory in Birkesdorf. She was in use until the end of the 1960, when in 1977 the tram was handed to the Selkantbahn.

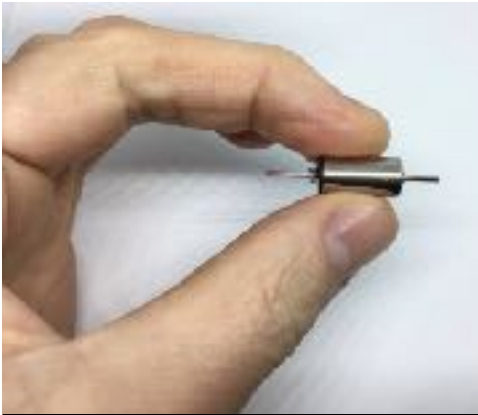
Currently the tram is being restored at Alan Keef Ltd in England and is planned to be finished in 2019.

The model: Outer case of etched nickel silver with small parts cast in brass. Accurate and fine detailed boiler. Complete and built brass engine with belt drive technology. This locomotive can go realistically slow. Standard coupling compatible with Egger-Bahn, Liliput H0e, Tillig H0e/H0m, Minitrains etc.

2020	Period I-VII			
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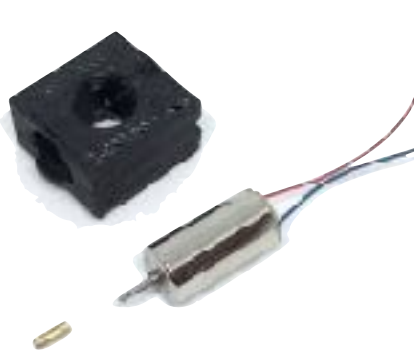
Kit	€299
Ready to run	€550
DCC fitted (No NEM connector)	+€45
DCC with original sounds	+€124





The Tramfabriek sells several very affordable, but powerful coreless 12 Volt motors, which it has produced to meet the wishes of model railway fans. Now you can upgrade the motor of your loved models from the past or use it for motorising your scratch built locomotive. Because not everyone has the patience, time or desire to tinker around building a cradle for the coreless motor in the same size as the original motor, the Tramfabriek has started to offer complete upgrade kit for several models and will be adding more to the collection.

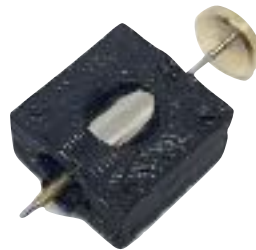
Some examples of new coreless motor upgrade kits



Bemo VI K/VII K H0e
1006/1008 series
(without flywheel)

€25,50

Available now



Bemo VII K H0e 1008
series with flywheel

€28,50

Available now

Bemo V51

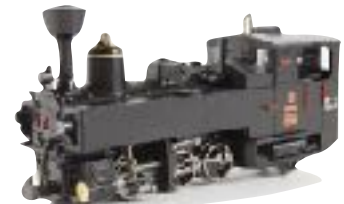


Roco 33204 Diesel locomotive



Available now

Liliput U (Vienna + China version)



Bemo Wismar Schienenbus



Fleischmann V100/BR 212 (N gauge)



Available now

More will be added during the year. For H0 and N scale.

Companies mentioned in this brochure

Métallurgique: Belgian locomotive and rolling stock manufacturer.

NZH: Noord-Zuid-Hollandsche Vervoer Maatschappij, based in Haarlem in the Netherlands. Operated the TNHT lines, among others, from 1932 to 1956.

TNHT: Tweede Noord-Hollandse Tramwegmaatschappij, based in Amsterdam. Started and operated the 1000mm steam tram lines from Amsterdam to Edam and Amsterdam - Purmerend - Alkmaar from 1888 to 1932.

You can buy the products of the Tramfabriek at
www.tramfabriek.nl

TRAMFABRIEK

Eton Wick - Engeland

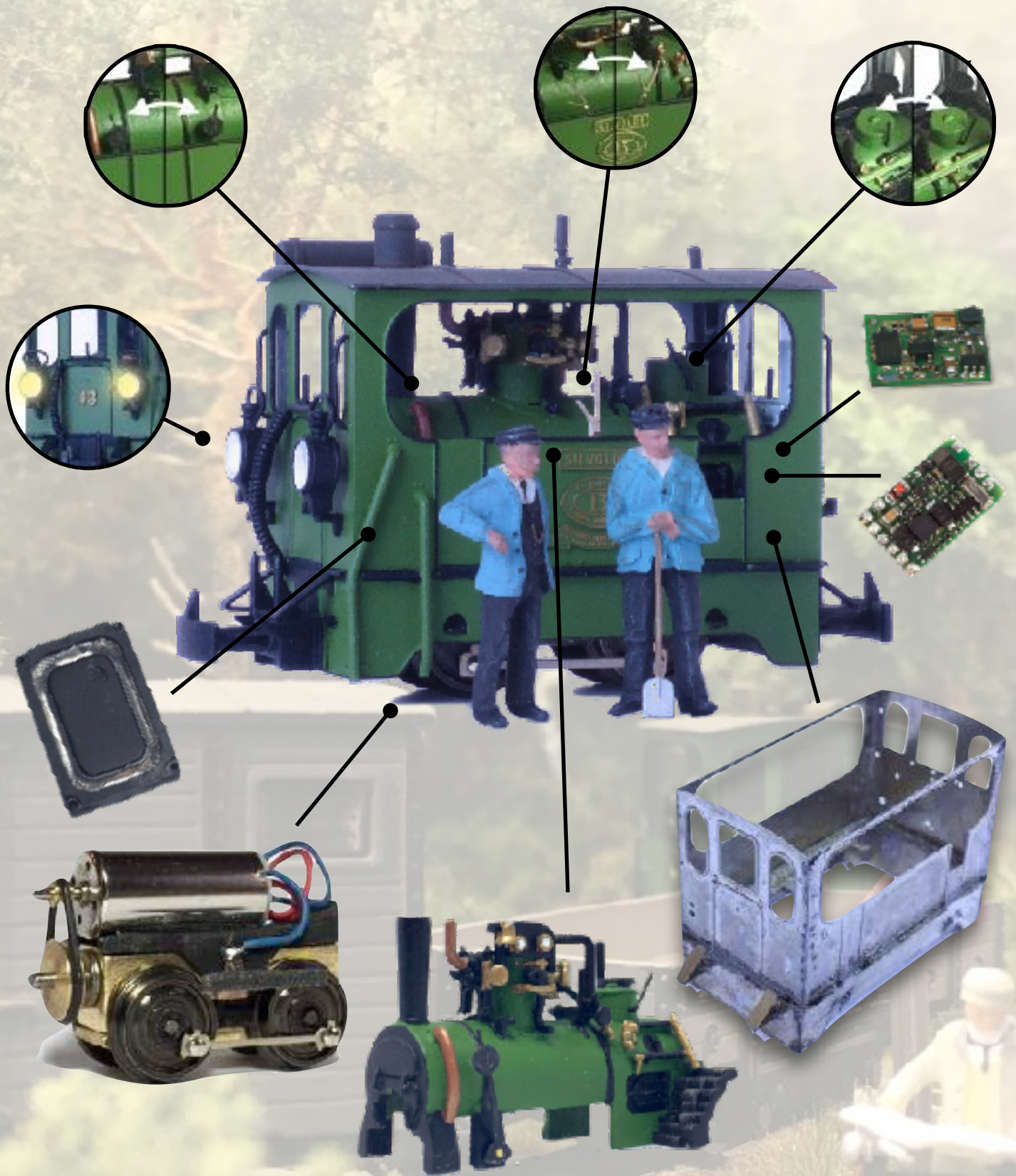
www.tramfabriek.nl

info@tramfabriek.nl



Januari, 2019

Tramfabriek steam trams in 1:87



It fits.... just!