

## 125 Years Coastal Tram along the Belgian seaside

June 12, 2010 – Tram Parade

Oostende April 27, 2010 – In 2010 the Coastal Tram is celebrating its 125th jubilee, a unique event which we are keen to seize upon to lavish extra attention on the Coastal Tram. Amongst other activities, on the 12th of June we will be staging a historical tram parade, displaying no less than 30 time-honoured locomotives, tramway trailer coaches and passenger carriages, along the most beautiful track of the tramline, right between dunes and sea.

### 125 years of Coastal tram

1885 was the year in which the Coastal Tram drove out on its inaugural run between the coastal resorts of Ostend and Middelkerke. Throughout its entire existence, the Coastal Tram has continued to play a major role in the lives of many generations, both of local residents and holiday-makers visiting the Belgian seaside.

The impact the Coastal Tram has had and continues to have to this very day, is viewed from a series of different angles, with each angle looking at the way things were in the past, how they are now and casting a forward glance at the way things could be in times to come. The many specialists who have been called upon for the project, together make up a multidisciplinary team who have supplied scientific contributions underpinning the project.

This has enabled us to take an in-depth look at the development and the future of the Coastal Tram from a wide range of different angles: architecture, economy, ecology, design, sociology, mobility and seaside tourism. Each of these viewpoints allows us to feature what is the longest single tram line in the world, riding between the Netherlands and France, flanked by the English Channel and the North Sea.

### Part Projects

The '125 years of Coastal tram' consists of various part projects. The coast line as a whole is reviewed and, alongside the initiatives staged by De Lijn (the public transport authority operating the Coastal Tram), several partners from the many seaside resorts taken in by the Coastal tram, have signed up to the project. The sheer unicity of the Coastal Tram, and the Belgian seaside stands out in every single project.

As a consequence of the project, no holiday-maker or seaside resident will ever look at this unique transport system in quite the same way again. It is our goal to surprise and astound people as well as prompt people to travel by Coastal Tram. In the long term, we are eager to create widespread support for the Neptunus plan, the plan for the future designed by De Lijn West-Vlaanderen. The seaside is portrayed in a different light, viewed from a bird's eye perspective by way of the tram line and the heritage tram cars that continue to be used operationally to this very day.

With this project, we also want to pay a tribute to all the staff members, who have been –throughout the years and sometimes even from one generation to the next – ensuring the development of public transport. And who have made the Coastal Tram into what it is today: an icon to be rightfully proud of!

## 1) Publication

This book, that has hit the shelves on 3 April, contains 14 themed articles on the development and the role of the Coastal tram, along with a wealth of photographs.

## 2) Tram Mystery Game

4 different murder mysteries located at the Belgian seaside takes travellers out to solve an old murder mystery, travelling by tram, starting from 3 April.

## 3) Tram in view: exhibition at the Venetion Galleries in Ostend

The exhibition covers the themes tracks, stops, people, views and destinations, and takes place from 12 June through 14 November.

## 4) Coastal Tram Run

On the first, i.e. historical, route between Nieuwpoort and Ostend (1885), we will be organizing a veritable running competition. This run takes place on 9 October.

## 5) Beacons

In a series of crucial locations along the seaside, we will be building beacons, serving to illustrate the splendour and riches on offer at the site in question. The beacons will be on display as of 1 July.

## 6) Tram Parade

As for your readers, this is what we consider to be the most appealing part project, further in this text we will discuss it more elaborately than the other projects. In case you would like extra information, however, on the other projects mentioned, do not hesitate to take a look on our website [www.delijn.be/125jaarkusttram](http://www.delijn.be/125jaarkusttram).

### Tram Parade on the 12th of June

Since 2008, De Lijn West-Vlaanderen and META vzw (non-profit organization) have been restoring about 30 historical, and sometimes listed trams. The carriages are being repaired, resprayed, given a fresh livery and are being restored to full working order. In June, De Lijn will be staging a historical tram parade, the foreseen alignment of which will be discussed more into detail below.

Immediately after the parade, the trams that took part, will be lined up on a location in Oostende, very close to the tracks (Sportstraat) where they can be admired for the rest of the day.

Later on, from July 3 until August 31, during weekends, the trams and carriages of yore will be at display in a temporary exhibition in de Panne. TTO-Noordzee association will be organizing this exhibition.

### Composition of the tramcars in the parade

Part of the tram cars will be departing from De Panne, the West end of the Belgian seaside; another part from Knokke, the East end of the Belgian seaside, to meet more or less in the middle, being Westende Bad, where the parade will start at 2.00 pm, to finish at Oostende Renbaan at about 4.30 pm.

1. Opening Tram Car: ( with a band playing on the summer carriages) -  
30.20 meter (= 99.08 feet)

S 9750  
A 8816 (baladeuse)  
A 8853 (baladeuse)

Departure: Knokke- Return Knokke

2. Electrical traction type OB (1906-1958) -  
27.28 meter (= 89.50 feet)

A 9965 OB (baggage car)  
A 8768 OB (baladeuse)  
A 11593 OB (trailer)

Departure Knokke- Return De Panne

3. Electrical traction type Standaard (1930-1956) -  
47.82 meter (= 156.89 feet)

A 9985  
A 19211  
A 19656 (ex 9944)  
A 871

Departure Knokke – Return Knokke; later 9985 + A871 De Panne

4. Freight tram: on hold for the moment, unless Godarville is ready timely)
5. The dieseltram to Diksmuide (1932-1951) -  
9.50 meter (31.17 feet)

AR 193

Departure Knokke – Return Knokke

6. Trial run of the First European modern tram takes place at the coast in 1949 -  
14.50 meter (=47.57 feet)

PCC 1006 (HTM)

Departure Knokke – Return Knokke

7. Electrical traction type SO (1956-1982) -  
42.02 meter (= 137.86 feet)

SO 10041  
NO 19706  
19537 (Destelbergen)

Departure Knokke – Return Knokke; later carriage to De Panne and NO19706 + 19537 back to Knokke towed by SE 9093

8. Assisting ride Oostende Renbaan (Ostend Racetrack) - 14.30meter (= 46.92 feet)

SE 9093

Departure De Panne – Return De Panne; later by NO19706+19537 back to Knokke

9. Ghent tram (Trammelant tram) De Lijn Oost-Vlaanderen -  
21.50 meter (= 70.54 feet)

MIVG 354

MIVG 70

Departure De Panne – Return Knokke

10. Antwerp tram. De Lijn Antwerp(en) / VLATAM -  
9.25 meter (= 30.35 feet)

MIVA 4408

Departure Oostende – Return Oostende

11. The contemporary Coastal Tram (BN consisting of 3 parts) (1991-now)
12. Ermine tram - 29.60 meter (=97.11 feet)

Movements: - coming from De Panne in following order: 8, 9  
- coming from Oostende: 10  
- coming from Knokke to Westende in following order: 7, 6, 5, (4), 3, 2, 1 and then  
continue in the opposite order to the rest of the arrangement.