



WATERLINES WEEKEND TOURS

CYCLE ALONG THE MOST SPLENDID DEFENCE WORKS IN UTRECHT

WITH ROUTES
& MAPS



CONTENTS

Introduction	3
Map with lines and tours	4
2,000 years of military defence in the Province of Utrecht	6
History of the defence lines	
The Roman limes	10
Old Dutch Waterline	12
Grebbe Line	14
Dutch Water Defence Lines	16
Weekend tours	
1 Dutch Water Defence Lines	20
2 Limes and Lines	26
3 Utrecht World Heritage	32
Beautiful towns and cities	38
Food and accommodation	42

PUBLICATION DETAILS

Publisher	Visit Utrecht Region
Text	Jessica de Korte
Photography	cover: Jessica de Korte
Design	HaasDesign
Maps	Cartographics
Printing	Libertas Pascal
Circulation	2,000/April 2022

This guide is a publication of the Province of Utrecht's Dutch Water Defence Lines programme, in collaboration with Visit Utrecht Region and Routebureau Utrecht.

With contributions from the Old Dutch Waterline Foundation, the Grebbe Line Foundation, the Dutch Limes Partnership, Landscape Heritage Utrecht and the Province of North Holland.

INTRODUCTION



IN THE REGION WHERE WATERLINES PROTECTED OUR COUNTRY FOR CENTURIES, YOU CAN NOW CYCLE ALONG BEAUTIFUL POLDERS, RIVERS AND LAKES. DISCOVER THE EXCITING STORIES BEHIND THE FORTRESSES YOU SEE ALONG THE WAY. CAMP NEXT TO A BUNKER, DRINK A BEER AT ONE OF THE FORTS OR STEP INTO A VIRTUAL REALITY SHOW.

This booklet includes three cycling tours through the Province of Utrecht ranging from 100 to 125 kilometres, complete with maps and all the best hotspots. The routes are perfect for a (long) weekend, but you can also enjoy them during the week, of course. The tours run along marked cycling routes and are therefore easy to follow. You will cycle through five defence lines: the Roman limes, the Old Dutch Waterline, the Grebbe Line and the Dutch Water Defence Lines (made up of the New Dutch Waterline and the Defence Line of Amsterdam).

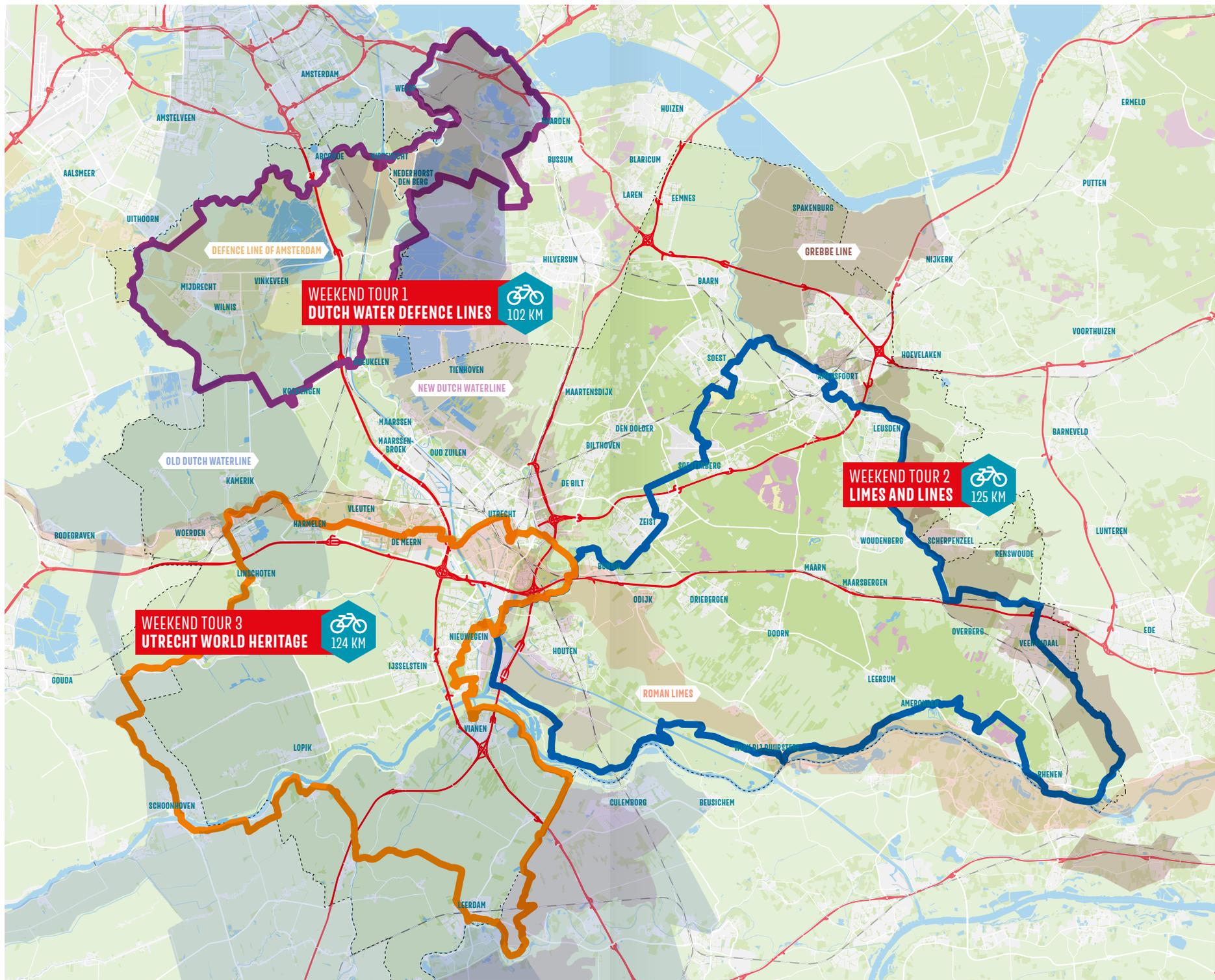
STUNNING NATURAL SCENERY

The forts had to be inconspicuous during wartime, so they were hidden behind swathes of tall trees and wild brush. Once the waterlines were no longer needed, nature took over. Bats now

hibernate in the old defence works, deer hide behind the shrubs and kingfishers swoop low over the water. The Dutch Water Defence Lines have been a UNESCO World Heritage Site since 2011, which ensures their continued protection.

ROBUST FORTS

As you cycle along the old waterlines, the fascinating history is impossible to miss. Thanks to a clever strategy, the Dutch people were able to hold back massive armies with little manpower. You can now visit the forts and experience it all for yourself. Dive into history at the Waterline Museum at Fort bij vechten, drink coffee on the sunny terrace of Fort aan de Buursteeg or camp at Fort Werk aan de Korte Uitweg. The routes in this booklet take you to the most amazing places, which are often hidden in the landscape.



2,000 YEARS OF MILITARY DEFENCE IN THE PROVINCE OF UTRECHT



Photo: Martin van Lokken

FOR A LONG TIME, WATER PLAYED A USEFUL ROLE IN HOLDING BACK THE ENEMY. SO MUCH SO THAT THE ROMANS CHOSE THE RHINE AS A BORDER, BUILDING FORTS ALONG ITS SHORES. DURING THE DUTCH WAR OF INDEPENDENCE, THE FIRST WATERLINE WAS CREATED AND SOLDIERS FLOODED LARGE TRACTS OF LAND.

'God created the earth, but the Dutch created Holland,' as the famous saying goes. Nowhere in the world are water managers as creative as in the Netherlands, where a large part of the country lies below sea level. Dykes, dams and sluices keep our feet dry, but they also come in handy when flooding a piece of land (or 'inundating', to use a fancy word). This creates an obstacle for the enemy.

THE ROMAN LIMES

The Romans built the first water works in the Netherlands around 12 BC. Back then, the Rhine

was a river that flowed freely through the delta, branching out and sometimes taking a different course. The Romans wanted to cross the river with their fleet to conquer the German territory to the north. To do so, the water level had to be raised. After a dam was built at the junction with the Waal, more water began to flow to the Rhine. The Romans added more canals and dams to the Rhine and Vecht rivers, creating a route to Lake Flevo (now Lake IJssel).

For their later border and defence zone, called the limes, the Romans carefully examined its strategic

location in the landscape. In order to build forts, they brought materials from far and wide. In hilly England, they made Hadrian's Wall out of stones. The Rhine formed a natural border for the Lower Germanic limes, which ran from Katwijk aan Zee to Remagen in Germany. On the south bank, the Romans built fortresses, watchtowers and a road. At its height, their empire stretched from Scotland to the Middle East and northern Africa.

ADVENT OF THE POLDERS

Population growth led to a need for more houses and farmland in the late Middle Ages. Around the year 1000, the bishop of Utrecht and the count of Holland started reclaiming wild peat marshes. They had ditches, sluices and dykes built. The Rhine had changed course since the Roman period. At Wijk bij Duurstede, it now split into the Lek and the Kromme Rijn. To prevent flooding, a dam was built here in 1122 that closed off the Kromme Rijn. With less wet soil, Utrecht was able to develop into an important city. The Lek also took on a bigger role.

Centuries later, the water works would turn out to be useful not only in keeping the country dry, but also in defending it. The forests in the east of Utrecht are on higher sandy ground, while the polders lie below sea level. If you make a hole in a dyke, a piece of land will automatically be flooded: a useful tactic to create an obstacle for the enemy. Holland (the rich west) was already protected by the North Sea and the major rivers in the south, but there was no natural barrier in the east.

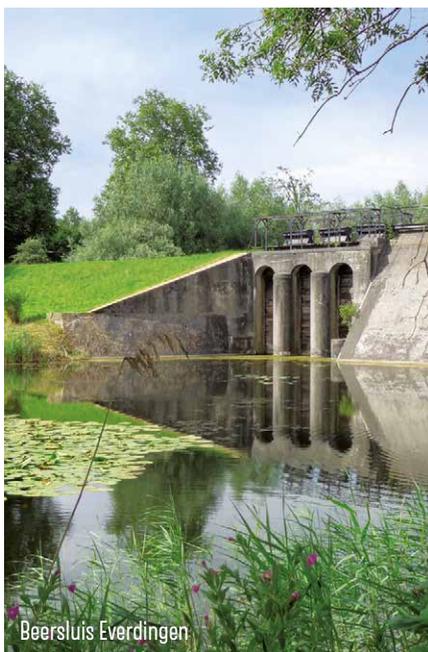
TIP FROM THE FOREST RANGER

Check out Werk aan de Groeneweg. This is a special place full of history and nature, with old fruit trees that were once planted to camouflage the site. Take a short walk through the trenches and the casemate, have a look inside one of the group shelters, and admire the birds and the tranquillity. Enjoy!
Tineke Harlaar



Photo: Aerophoto Schijndel





Beersluis Everdingen

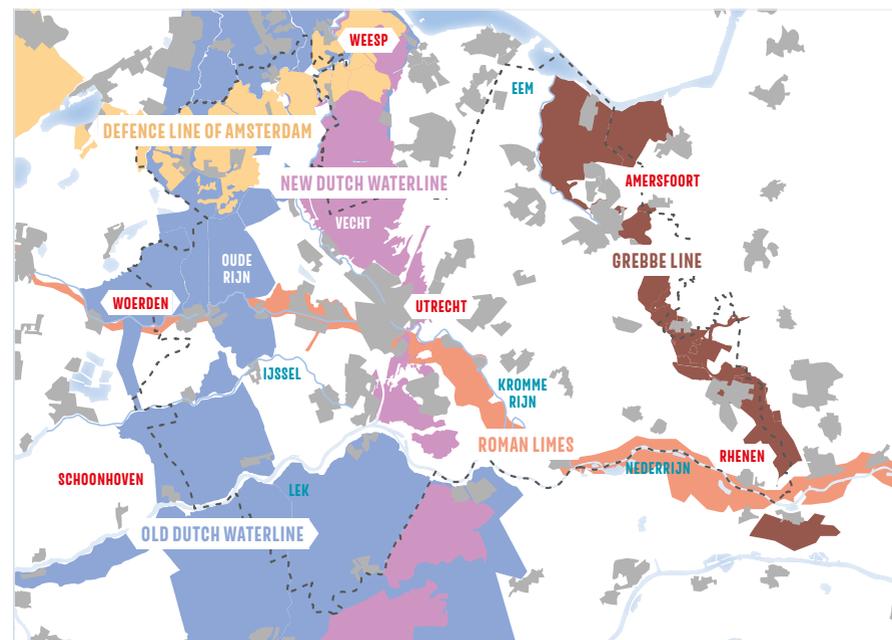
FLOODING THE LAND

The Dutch first used inundation (flooding) during the Dutch War of Independence, in their fight for freedom against the Spanish rulers. This led to the idea for a waterline, which would later be called the Old Dutch Waterline. Soldiers flooded the polders up to knee height, making it difficult for enemy troops, horses and vessels to continue. It was not deep enough for boats to cross. The water flowed into the polders from the Zuiderzee (now Lake IJssel), the Lek and other rivers. In places that remained dry, such as dykes and roads, earthworks were built as fortifications.

During an attack by the French in the so-called Disaster Year of 1672, when Louis XIV invaded the country with his army, the Old Dutch Waterline came just in time. In the beginning, flooding the land was chaotic. There was also a great deal of opposition. Farmers were ordered to breach dykes and watched as their land was destroyed. The approach became more systematic from 1700. New sluices, canals and flood defences gave the military more control over the water. Forts were built at weak points. These were often located in the middle of a road or dyke, so that the main road ran in an arc around it.

UTRECHT AND AMSTERDAM

The Province of Utrecht did not want to take part in the Old Dutch Waterline at first. The officials preferred to keep control over their own territory in wartime. The line was therefore created directly to the west of the border in the Province of Holland, which was home to Schoonhoven and Oudewater. When the French quickly reached the city of Utrecht in 1712, the Province of Utrecht gave in. The line then moved further and further



to the east. The Old Dutch Waterline largely lost its military function in the early 19th century. The New Dutch Waterline, which also surrounded the city of Utrecht, later took over its role.

Flooding the land took a long time, so the military wanted more time to prepare the Old Dutch Waterline in case a threat of war were to arise. The construction of the Grebbe Line began in the 18th century. A buffer zone emerged between the Veluwe and Utrechtse Heuvelrug, which the enemy would have to pass through first. The Defence Line of Amsterdam followed at the end of the 19th century. An extra ring of concrete fortresses protected the capital, which was an important economic centre. In World War II, the defence line and other lines proved to be outdated, as the Germans easily flew over them.

ANCIENT ROADS

Did you know that you will be cycling over ancient country roads in several places on the routes?

- ★ Wegh der Weegen between Amersfoort and Utrecht (now the N237), designed by the Amersfoort-based builder Jacob van Campen in 1650.
- ★ Via Regia between Utrecht and Wageningen (now the N225), a route that connected Utrecht to Cologne from the 10th century.
- ★ Route Impériale between Maarssen and Abcoude, built by Napoleon Bonaparte in 1812, and the first paved road in Utrecht.

THE ROMAN LIMES 19 B.C. – 476 A.D.

THE NORTHERN BORDER OF THE ROMAN EMPIRE RAN STRAIGHT THROUGH UTRECHT. ARCHAEOLOGISTS HAVE DUG UP NUMEROUS TREASURES HERE, INCLUDING WELL-PRESERVED SHIPS. THE LOWER GERMANIC LIMES HAS BEEN A UNESCO WORLD HERITAGE SITE SINCE 2011.

In the Netherlands, the limes comprised some 20 fortresses on the south bank of the Rhine, connected by a road. The Rhine was a winding river from 70 to 100 metres wide, which had tides and regularly caused floods. This area in Utrecht is now the site of the narrower Nederrijn, Kromme Rijn, Leidse Rijn and Oude Rijn. The Romans often built their forts - which they called castella - in places where other rivers provided access to the hinterland. Rivers were the highways of that time, after all, allowing for the transport of foodstuffs and other products.

There are few places outside Utrecht where you will find three Roman forts so close together. The castella still lie beneath Dom Square in the city centre, Vechten (Bunnik) and De Meern (Leidsche Rijn). The Roman past is brought to life here in exciting ways. In DOMunder, located several metres beneath Dom Square, you can discover archaeological remains and stories using a smart flashlight. Castellum Hoge Woerd in Leidsche Rijn is a contemporary reconstruction of the Roman fort that once stood here. Walk over the ramparts and visit the gate towers to take a virtual dive into the past.



Photo: Jelle Verhoeve

ROMAN EXCAVATIONS

The Romans remained in the Netherlands for around 450 years and left traces of their presence behind. The air-poor and easily sealable clay has preserved not only metal, but also lots of organic material such as wood and bone. This allows archaeologists to clearly see how innovative the Roman soldiers were and which measures they took to gain some control over the unpredictable river landscape. Nowhere in the world have archaeologists found as many well-preserved ships as in the Netherlands. Due to the numerous excavations, the Lower Germanic Limes has been on the UNESCO World Heritage List since 2021.

Vechten is one of the richest sites. Near Fort bij Vechten, a number of artefacts have been incorporated into a concrete reconstruction that depicts the former outline of the Roman castellum Fectio. The ground here is still one metre higher than the surrounding meadows. De Meern 1, the most completely preserved Roman river barge in Northwest Europe, is on display in Castellum Hoge Woerd. It even still contained the belongings of the crew. The Castellum parking garage in Woerden has a drive-in museum with pottery and part of a ship.



DISCOVER MORE
ABOUT THE HISTORY
AND FUN TIPS ON
ROMEINEN.NL



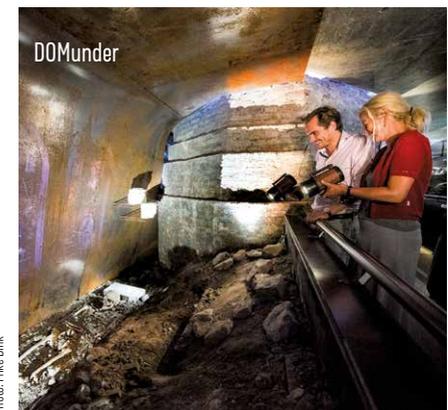
Photo: Mike Brink



Photo: Aafke Holwerda

TIP FROM A VISITOR

Castellum Hoge Woerd is an amazing and beautiful place. What makes this location unique is the variety that it offers. The wide range of history, nature, theatre and culture makes it a lively place where you can explore all sorts of things and also enjoy a nice cup of coffee in the sun! **Josephine Timmers**



OLD DUTCH WATERLINE 1672 - 1815

BY FLOODING THE LAND, SOLDIERS AND FARMERS HELD BACK MANY LARGE ARMIES, INCLUDING THAT OF KING LOUIS XIV. THE OLD DUTCH WATERLINE WAS AN IMPORTANT EXAMPLE FOR OTHER DEFENCE WORKS IN THE NETHERLANDS.

When the last Spanish troops left the Netherlands in the mid-17th century, the tactic of flooding the land had proved its worth. Prince Frederick Henry began the construction of a waterline, but there was not much time. In the Disaster Year of 1672, King Louis XIV's army of 120,000 troops marched into the country. He quickly conquered Naarden and Utrecht. The French then started looting in the region. They not only stole farmers' harvests and livestock, but also set fire to houses, farms and churches.

Those living in the Province of Utrecht were hit especially hard. The army destroyed castles and villages along the Vecht, Linge and Hollandse IJssel. Towns like Ameide suddenly found themselves on the front line and subsequently went up in flames. The French advanced towards Woerden and captured the city without a fight. In the night of 11 to 12 October, the Dutch troops made a futile attempt to drive the soldiers away. This escalated into a massive battlefield. To the north of the city, more than 2,600 soldiers lost their lives.



Photo: Harald Lakerveld

FINISHED JUST IN TIME

Louis XIV dawdled. The Sun King spent a week and a half at the Bogaerdslust country estate in Zeist with his court painter and his mistress. He even went on a victory march through the city. On horseback. This gave the Dutch enough time to finish the waterline, which would later be called the Old Dutch Waterline. They forced farmers, civilians and officials to help break dykes and open sluices. This ensured that Louis XIV could not advance further to the west, the economic heart of the Netherlands.

Following the departure of the French, the States of Holland expanded the successful waterline, which was later used in more conflicts. Military engineers intermittently made improvements. They had new forts built and gave cities like Woerden, Oudewater and Naarden modern fortifications. In the past, huge polder areas remained flooded for too long, which caused economic damage. Additional sluices and canals provided more control over the water and made it possible to flood smaller pieces of land. The line also moved further to the east, towards the city of Utrecht.



Photo: Hans van Youwerf

A COLD WINTER

The winter of 1794 was so harsh that even the rivers froze. Napoleon's French armies crossed the ice and easily made their way into the country just like that. They subsequently declared the Batavian Republic. Napoleon greatly admired the waterline, which he wanted to reinforce, but the French were once again driven out of the country in 1813.

TIP FROM A RESIDENT

Near Ameide, you will pass by the Zouweboezem nature reserve, a paradise for reed birds and waterfowl. This site is home to the largest purple heron colony in the Netherlands. The Zouweboezem took on an important military role in the times of the Old Dutch Waterline. The water could be used to flood the surrounding land. Arine Gijsbers-Bovekerk



DISCOVER MORE ABOUT THE HISTORY AND FUN TIPS ON OUDEHOLLANDESEWATERLINIE.NL

GREBBE LINE 1744 - 1951

THE GREBBE LINE WAS AN OUTPOST OF THE DUTCH WATER DEFENCE LINES. THE MILITARY OPTED FOR EARTHEN DEFENCE WORKS HERE, SINCE THESE COULD BE CONSTRUCTED QUITE QUICKLY. THE SIGNIFICANT ELEVATION DIFFERENCES IN THE AREA ARE A UNIQUE FEATURE.

Dutch officials discussed the Grebbe Line for years, but postponed its construction time and again. The high costs were a deterrent. The idea was to hold the enemy in the east, so that there was enough time to defend the Old and later the New Dutch Waterline. A line behind the IJssel proved unsuitable. The river was too long for a small army and had too many fords. Between the Zuiderzee and the Rhine, the swampy Gelderse Vallei was the ideal place for a waterline.

The Eemdijk in the north and Heuvelrug in the south were good natural barriers. But the elevation difference of nearly seven metres between Veenendaal and Spakenburg was a problem. How could the water be prevented from immediately flowing away towards the Zuiderzee? Surveyors came up with the idea of creating different levels that were stacked one after the other in steps. Transverse dykes held back the water. In addition, all sorts of creative tricks were used to keep the level of the Rhine high enough.



Fort aan de Buursteeg

Photo: Anne Hamers | RBT Heuvelrug & Vallei

EARTHWORKS AS REINFORCEMENT

There is one common theme that runs through the origin of the Grebbe Line: officials only had defence works built when the enemy was at the door. This meant a quick solution was always required. The decision was made to build earthen ramparts, behind which cannons could be placed. The forts, like those of the Old Dutch Waterline, had no stone buildings. At most, the soldiers built a temporary shelter made of wood. Reinforcements were added over the years.

When World War II threatened to break out, the Netherlands made the Grebbe Line its main defence. This line was the most up-to-date and best camouflaged. Cities like Utrecht, The Hague and Amsterdam would also remain at a distance from the enemy artillery. On the drawing board was an elaborate plan, with lookout posts, trenches, shelters, barbed wire, minefields, water hazards and steel barriers against armoured vehicles. Everything had to be ready by October 1940. Unfortunately, that turned out to be too late.

BATTLE OF THE GREBBEBERG

German troops crossed the border on 10 May, after which the Battle of the Grebbeberg began. Some 23,000 German soldiers attempted to break through the line, while the Dutch side only numbered 10,000. Despite the Germans' numerical advantage, the Dutch held out for three days. On 13 May, the Dutch launched a counter-attack, but it failed. A large part of the line, quays and defence works can still be seen in the landscape. Four hundred Dutch soldiers who were killed during the battle are interred at the military cemetery in Rhenen.

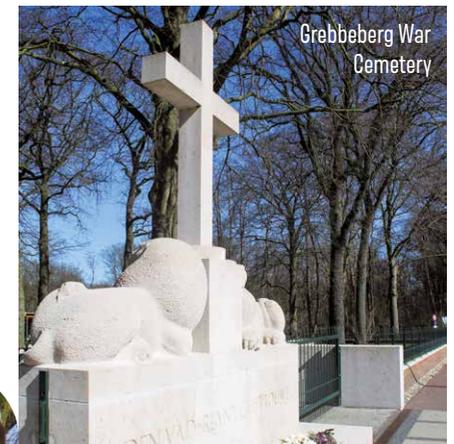


Photo: Bert Rieberg

TIP FROM A VISITOR

Check out the Grebbe Line museum bunker, the smallest museum along the route! In this German bunker (built in 1944 - 1945), you can discover the impressive stories of soldiers and local residents during World War II. Samra Sabljic



GREBBELINIE

DISCOVER MORE ABOUT THE HISTORY AND FUN TIPS ON [GREBBELINIE.NL](https://www.grebbelinie.nl)

DUTCH WATER DEFENCE LINES 1815 - 1945

WITH NEARLY 100 FORTS, THE NEW DUTCH WATERLINE AND THE DEFENCE LINE OF AMSTERDAM ARE EASILY RECOGNISABLE IN THE LANDSCAPE. UNDER THE NAME DUTCH WATER DEFENCE LINES, THEY HAVE BEEN A UNESCO WORLD HERITAGE SITE SINCE 2021.

It can sometimes be difficult to find remnants of the older waterlines. The New Dutch Waterline and the Defence Line of Amsterdam are more clearly visible in the landscape. Nearly 100 forts are located in the middle of nature, along with dykes, sluices, pumping stations, canals and bunkers. Because the lines formed a defence system together, they have been on the UNESCO World Heritage list as a joint World Heritage Site: the Dutch Water Defence Lines. They are located in a strategic landscape, with smart water management and numerous military works.

THE CITY OF UTRECHT JOINS THE EFFORT

Napoleon ruled the Netherlands for many years. After his fall, the idea arose yet again to get the city of Utrecht behind the waterline. Construction thus began on a new defence system, which would later be called the New Dutch Waterline. Attention for the Old Dutch Waterline soon faded, which caused the fortified cities of Woerden, Oudewater, Schoonhoven and Nieuwpoort to lose their role. The idea remained the same: hold back the enemy by flooding pieces of land. The inundations were easier to manage, and defence works were added.



Photo: Abe Jonker



Photo: Luuk Kjaamer



To protect the access roads, an engineer designed a ring around the city of Utrecht that included, from north to south: Fort De Gagel, Fort aan de Klop, Fort Blauwkapel, Fort de Bilt, Fort Vossegat, De Lunetten and Fort Jutphaas. Fort Honswijk and Fort Everdingen, the first tower forts, were built on both sides of the Lek. Their heavy masonry towers could withstand the artillery of the time. Canons could be placed on several floors. The buildings also served as lookout posts, accommodation for the troops and material storage spaces.

'VALVE' OF THE WATERLINE

The engineers took another careful look at the inundation system, after which they made a number of adjustments. One such change was to make the Kromme Rijn wider. The construction of a sluice made Wijk bij Duurstede the 'valve' of the New Dutch Waterline in the Province of Utrecht. From then on, an inundation canal connected the Lek with the Kromme Rijn. While it used to take nearly a month to flood the area around Utrecht, now it took only 4 to 12 days. Utrecht still uses the sluice to this day, but instead to supply water to the city.

To better protect the economic heart of the Netherlands, a defensive ring was built around Amsterdam at the end of the 19th century. This is the Defence Line of Amsterdam. More than 40 defence works are still located around the city, all roughly 20 km away from the centre and partly hidden in the landscape. They are made of concrete. As a result, they look more alike than the older brick forts of the New Dutch Waterline. The two waterlines connect at Fort Hinderdam.

TIP FROM A FORT OWNER

Thanks to its cool bomb-proof buildings and unique water filtration system, Fort Everdingen has the ideal conditions to brew perfect beers. Come and have a taste on our large terrace or in our cosy tasting room!
Marco Lauret



FORT BIJ VECHTEN

One of the largest forts of the New Dutch Waterline is Fort bij vechten. Where the Roman castellum Fectio once stood, a defence work was built that became part of the second ring of fortresses around the city of Utrecht. The site still has 16 bomb-proof buildings and a réduit: an independently defensible structure within a fort. Bunkers lie partly underground at the rampart, with embrasures for cannons. The large bomb-proof barracks were added later on.

A special afterthought of the New Dutch Waterline is located near Nieuwegein: the Plofsluis. This water work is unique in the world. During the construction of the Amsterdam-Rijn canal in the 1930s, the requirement was that it could be

closed in the event of a threat of war. Otherwise, the inundation water from the polders would flow out via the canal. In peacetime, it only had to allow for unhindered vessel traffic. A large concrete reservoir with sand and rockfill was therefore suspended above the sluice. Soldiers could knock out the thin base with explosives and close the canal in one go.

A SECOND LIFE

The forts lost their military status in the early 1950s. For a while, the military used a number of them as detention centres, training grounds and ammunition storage sites. The discontinuation of the waterlines in 1963 brought an end to the military laws that had protected the defence works all along. Yet the forts did not fall prey to the con-



Fort Spion

Photo: Airophoto Schiphof



Fort Uitermeer

Photo: Jessica de Korte

struction of homes or industrial buildings. Because everything was fenced off, nature could run its course unhindered. In the late 1980s, there was a growing idea to give the old forts a second life.

Business owners now run restaurants, B&Bs, campsites, galleries, museums and a brewery in the forts. The Dutch Society for Nature Conservation and the Dutch National Forest Service also manage things here and there. Because the forts had to be well hidden, they are surrounded by abundant plants, shrubs and trees. This makes them popular among many animals, such as bats, badgers, roe deer and foxes. Now that the Dutch Water Defence Lines have been designated as a UNESCO World Heritage Site, the landscape with its forts and water works will remain even better protected. This will ensure that future generations can continue to enjoy the waterlines for years to come.

TIP FROM A FORT GUIDE

Enjoy the natural scenery and cultural history at Fort Uitermeer, with its stork nests, bird boxes, swallow palaces and bat enclosures. If you have time, spend the night on a self-sustained Waterfront raft with an outdoor shower and kitchenette, in an idyllic setting surrounded by silence. **Lieuwe Veerman**



HOLLANDE WATERLINIES
UNESCO WERELDERFOED

**DISCOVER MORE
ABOUT THE HISTORY
AND FUN TIPS ON
HOLLANDEWATERLINIES.NL**

WEEKEND TOUR 1 DUTCH WATER DEFENCE LINES



THIS WEEKEND TOUR BEGINS IN WEESP AND PASSES BY NUMEROUS FORTS OF THE DUTCH WATER DEFENCE LINES. THERE ARE EVEN TRACES OF THE OLD DUTCH WATERLINE. YOU WILL GET A GOOD IMPRESSION OF THE DIFFERENT ARCHITECTURAL STYLES OVER THE YEARS, FROM AN EARTHWORK TO A TOWER FORTRESS AND CONCRETE DEFENCE STRUCTURES. THE CYCLING ROUTE TAKES YOU THROUGH AN INCREDIBLE WATER-RICH LANDSCAPE THAT INCLUDES THE LOOSDRECHTSE, ANKEVEENSE AND VINKEVEENSE LAKES AND THE VECHT RIVER. MUIDERBERG IS LOCATED ON THE IJMEER, THE FORMER SITE OF THE ZUIDERZEE.

GREAT FOR A PIT STOP...

1 WEESP

The French invaded Weesp in the Disaster Year of 1672. As soon as peace returned, the Dutch turned it into a real fortified city. The goal was to protect not only Amsterdam, but also the trade route across the Vecht, the road from Naarden to Muiden and the railway line from Hilversum to Amsterdam. The historic city centre is home to over 200 national monuments. The fortified city still has four bastions and a tower fort: Fort aan de Ossenmarkt.

2 MUIDEN

As an outpost of Amsterdam, the fortified city of Muiden played an important role along with Naarden and Weesp. Muiden closed off the Zeedijk and protected the sea and inundation sluices of the Vecht. Fort C, also popularly known as 'the Muizenfort', has a small museum about the New Dutch Waterline and the Defence Line of Amsterdam.

3 MUIDERSLOT

Amsterdam Castle Muiderslot is one of the best-preserved medieval castles in the Netherlands. The halls and chambers contain furniture, objects and paintings from the time when the famous writer and poet P.C. Hooft lived here. The Old and New Dutch Waterlines and the Defence Line of Amsterdam come together at this site. You can learn more about this at the Water Shield pavilion, located at the rear of the castle garden. A striking feature of the castle is its 48 embrasures, which allowed soldiers to protect the entire perimeter.

4 BATTERIES AT THE KARNEMELKSLOOT

This dual defence work dates back to the time of the Old Dutch Waterline and is located on both sides of the Karnemelksloot. It consists of two islands with moats. The twin forts (Fort Erica and Hamerfort) were important for defending the dam sluice in between, which prevented the flooded area from draining.

TIP

Fort Pampus is a fort island that protected Amsterdam against attacks from the Zuiderzee (now Lake IJssel). A ferry will take you there from Muiden. It is a lovely boat trip, and the fort is full of adventures. Visitors can wander through the corridors, and there is a scavenger hunt for children.

5 NAARDEN AND THE FORTRESS MUSEUM

Naarden is a stunning fortified city. Due to its strategic location, the Dutch pulled out all the stops here in constructing ramparts, a double moat, bastions and city gates. Labourers dug up the high ground around the city so that it would be easier to flood. Naarden has been beautifully restored. The Gele Loods visitors centre has an exhibition on Naarden and the Waterlines. You can also check out the Dutch Fortress Museum to learn more about the defence history of the Netherlands.

6 FORT KIJKUIT

Fort Kijkuit is part of the New Dutch Waterline. Behind a wall with embrasures is a bomb-proof guardhouse with an artillery installation on top. There used to be room for some 50 soldiers. In the former gunpowder magazine, the Dutch Society for Nature Conservation has an information point about the history of the fort and the nature in the area.

LF WEEKEND TOUR

This route is an official LF weekend tour that is part of the LF Waterline route, a long-distance cycling route spanning 410 km. The LF Waterline route takes you from Edam to Bergen op Zoom through the UNESCO World Heritage of the Dutch Water Defence Lines and part of the South Waterline. lfwaterlinieroute.nl



Photo: Destree Meulemans

Fortress museum Naarden

WEEKEND TOUR 1 DUTCH WATER DEFENCE LINES


102 KM

CYCLE JUNCTIONS



Stage 1

Weesp - Breukelen, 44 km

Stage 2

Breukelen - Weesp, 58 km

LF WATERLINIERROUTE



This weekend tour follows for a large part the signposted LF Waterlinieroute. From Weesp to Breukelen the signs of the LF Waterlinieroute lead the way. From cycle junction 84 in Breukelen to cycle junction 51 in Uithoorn, follow the cycling junctions. You will then return to the LF Waterlinieroute.



- ### LEGEND
-  Fort
 -  Food
 -  Campsite
 -  Accommodation
 -  Railway station
 -  Castle
 -  Ferry
 -  16 Cycle junction
 -  2 Highlight
 -  LF Waterlinieroute
 -  Cycling route

7 FORT NIEUWERSLUIJ

The Old and New Dutch Waterlines come together at Fort Nieuwersluis. A section of the old earthen ramparts is still intact, along with the 19th-century tower fort. During the Cold War, the fort was a command post of Bescherming Bevolking, a volunteer group that stood ready to provide aid in the event of a nuclear war. Visitors can now experience a virtual bomb drill here.

VECHT AND COUNTRY ESTATES

In the 17th century, Amsterdam-based merchants had country estates built along the Vecht. A house with a beautiful garden was not only a good investment but also a status symbol.



Photo: Jessica de Korte

11 FORT UITERMEER

Fort Uitermeer has a long history. In the late 16th century, there was already a sconce next to the old sluice, which later gave way to an earthwork and eventually a bomb-proof tower fortress. There is lots to see and do in the area, and you can also spend the night on a raft (see food and accommodation on p. 42).

Fort Waver-Amstel



Photo: Martin van Lokken

8 FORT WAVER-AMSTEL

Fort Waver-Amstel is located where the Amstel and Oude Waver come together and is part of the Defence Line of Amsterdam. It stands like a small hill in the polder landscape.

9 FORT IN DE BOTSHOL

Fort in de Botshol is the only fort of the Defence Line of Amsterdam whose earthen ramparts are still intact. During World War II, people in hiding found safe shelter in the storage depot. Weapons were also hidden under the rabbit hutch. The fort is located in a stunning nature reserve managed by the Dutch Society for Nature Conservation.



Photo: Martin van Lokken | Groot E Vecht

10 FORT BIJ NIGTEVECHT

Fort Nigtevecht lies hidden in the landscape. Large portions of it are still intact: the concrete barracks, batteries and line dyke. A unique feature of the fort are its two buildings that once contained hatched turrets. This type of steel turret would raise up to fire and then sink back into its concrete casing.

12 FORT AAN DE OSSENMARKT

In the mid-19th century, Weesp was fortified with a bomb-proof tower with a moat and drawbridge. Outbuildings were later added, with a gunpowder magazine underneath. The fort now houses a music school, associations and businesses.

WEEKEND TOUR 2 LIMES AND LINES



THE GREBBE LINE AND THE DUTCH WATER DEFENCE LINES ARE LOCATED IN VERY DIFFERENT LANDSCAPES. ON THIS CYCLING TOUR, WHICH YOU CAN START IN AMERSFOORT, YOU WILL PASS THROUGH FORESTS, HEATHLANDS AND POLDERS. THE ROUTE INCLUDES THREE MAJOR RIVERS: THE NEDERRIJN, THE LEK AND THE KROMME RIJN. IN THE AREA, YOU WILL FIND TRACES OF BOTH THE ROMANS AND THE DUTCH, FOR WHOM WATER PLAYED A MAJOR ROLE IN DEFENCE EFFORTS. THE ROUTE ALSO FEATURES THREE MUSEUMS THAT TAKE A CLOSER LOOK AT THE LINES. TAKE YOUR PICK! OR SET ASIDE AN EXTRA DAY FOR THIS WONDERFUL TOUR.

GREAT FOR A PIT STOP...

1 ASSCHATTERKEERKADE

At 2,500 metres, the Asschatterkeerkade is one of the longest retaining quays of the Grebbe Line. A retaining quay ensured that the inundation water did not flow out to lower-lying areas. The trenches, bunkers and tank barriers in the landscape date back to World War II.



Asschatterkeerkade

2 POST VAN LAMBALGEN

This defence work owes its name to the Lambalgen estate. The line dyke was converted into a post in 1793. At that time, there was a stone tower with embrasures. Seventy soldiers could operate cannons behind an earthen rampart. There were also embankments where 250 soldiers could remain hidden.

3 FORT AAN DE BUURSTEEG AND GREBBE LINE VISITORS CENTRE

Fort aan de Buursteeg is one of the largest and most important defence works of the Grebbe Line. Hundreds of soldiers could camp inside the ramparts. Shortly before World War II, the military tried to turn the fortress into an impenetrable post. The defence work came under heavy fire during the fighting along the Grebbe Line. Still, no soldiers perished in the fort. The Grebbe Line Visitors Centre showcases films, interactive animations and military objects.

4 HOORNWERK AAN DE GREBBE

At the foot of the Grebbeberg lies an imposing defence work that is still largely intact. It consists of earthen ramparts and moats and served to defend the road from Wageningen to Rhenen. Turn left at junction 32 to check out the fortification.

5 GREBBEBERG WAR CEMETERY

The Grebbeberg War Cemetery in Rhenen was the first military cemetery in the Netherlands. More than 400 Dutch soldiers who were killed during the battle for the southern part of the Grebbe Line in 1940 are buried here. The cemetery is located 600 metres from the route. Turn right at junction 32 and follow Grebbeweg.

6 WIJK BIJ DUURSTEDA

Due to its location at the junction of the Rhine and the Lek (and its predecessor), Wijk bij Duurstede was important to both the Romans and the Dutch. The Romans built a castellum near the harbour and likely named it Levafanum. In the time of the New Dutch Waterline, an inundation sluice was built that brought the water from the Lek to Utrecht (see page 17). Border markers can still be seen along the Kromme Rijn, which indicated that it was a military river. The river also formed the border of the Roman Empire.

WEGH DER WEEGEN

Between junctions 85 and 53, you will cycle along part of the N237. This was once the Wegh der Weegen, designed by the Amersfoort-based builder Jacob van Kampen in 1647. In exchange for financing the construction and maintenance of a section of the road, wealthy citizens were allowed to build a country estate here.



Photo: Bert Rietberg

Visitor center Grebbelinie

WEEKEND TOUR 2 LINES AND LINES



LEGEND

- Fort
- Food
- Campsite
- accommodation
- Railway station
- Castle
- Ferry
- Cycle junction
- Highlight
- Cycling route

CYCLE JUNCTIONS

99	98	97	78	63
08	82	86	87	84
81	22	23	99	58
59	81	45	25	27
26	11	31	32	52
36	37	40	41	42
65	17	15	14	55
53	54	52	51	18
14	03	16	15	06
68	27	32	33	36
35	98	39	40	41
44	87	86	85	50
53	55	56	57	58
59	60	99		

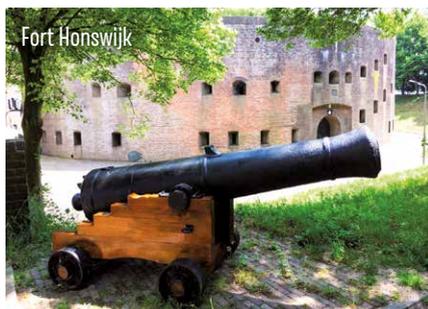
Stage 1
Amersfoort -
Wijk bij Duurstede, 63 km

Stage 2
Wijk bij Duurstede -
Amersfoort, 62 km



7 FORT HONSWIJK

The gun turret at Fort Honswijk is the largest of the New Dutch Waterline. It has a basement, and two of the three floors are still intact. On the other side is its sister fort Everdingen. This is where soldiers prevented the enemy's passage across the Lek and its dykes. A photo exhibition showcases the forts in the region.



8 GEDEKTE GEMEENSCHAPSWEG

Gedekte Gemeenschapsweg is part of the Defence Line of Honswijk. It is the only protected road of the New Dutch Waterline that is still in such good condition. Parallel to it is an earthen embankment, which allowed troops to safely travel between Fort Honswijk, Lunet aan de Snel and Werk aan de Korte Uitweg during wartime.

9 PLOFSLUIS

A suspended cycle bridge crosses over the Amsterdam-Rijnkanaal next to the Plofsluis, which stands like a large concrete block in the landscape. When the canal was being widened in 1981, it turned out that the demolition of the structure would cost a fortune. The canal was therefore dug around the sluice. The complex is home to a shooting club.

10 CASTELLUM FECTIO

Near Fort bij vechten, the outline of the Roman fortress Castellum Fectio has been marked out. The past is brought back to life in an audio tour, which can be downloaded via the izi.travel app. Why did the Romans build a fortress here, how did they live and what have they done that we should be thankful for? You can start at the Marsdijk or the Fort bij vechten site. Guided tours of the Roman fortress are also offered, which depart from Fort bij vechten.



Photo: Jessica de Korte

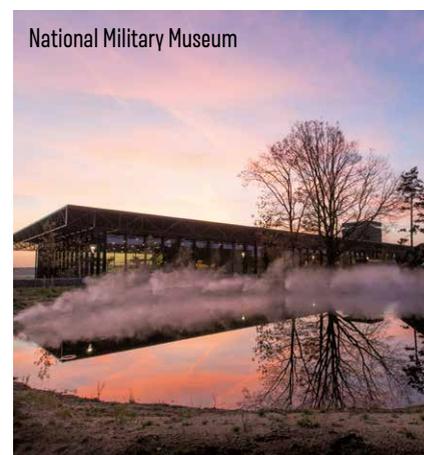


Photo: Anne Reisma

11 FORT BIJ VECHTEN AND THE WATERLINE MUSEUM

Fort bij Vechten is een van de grootste en mooiste forten van de Nieuwe Hollandse Waterlinie. Dagelijks zijn er rondleidingen in de historische gebouwen, met slaapvertrekken, bunkers en kruitkamers. Het Waterliniemuseum heeft een interactieve expositie. Personages uit verschillende tijden, van prins Maurits tot een soldaat en boerin, nemen de bezoekers mee op ontdekkingsstocht. Ook kun je een virtuele parachutesprong maken, waarbij je boven de waterlinie vliegt.

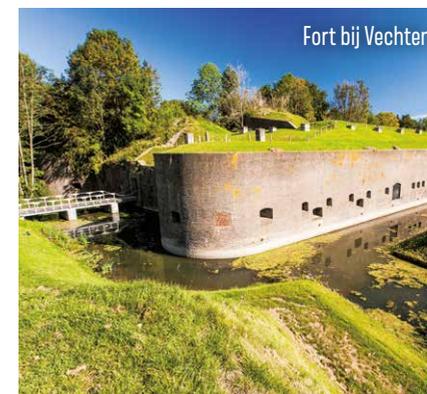


Photo: Luuc Jonker

12 SOESTERBERG AIR BASE PARK AND NATIONAL MILITARY MUSEUM

Soesterberg Air Base was the first important military air base in the Netherlands. On this part of the tour, you will cycle across the old runway. The air base was given a new purpose after the Cold War. The site is now a stunning nature reserve with cycling paths. The National Military Museum (NMM) tells the history of the Dutch armed forces, including the role of the waterlines. The NMM boasts the largest military collection in the Netherlands, from a flint arrowhead to a fighter jet.

WEEKEND TOUR 3 UTRECHT WORLD HERITAGE



GET READY TO TRAVEL FAR BACK IN TIME ON THIS TOUR THAT STARTS IN UTRECHT. BENEATH DOM SQUARE, YOU CAN SEE THE RUINS OF A ROMAN CASTELLUM. AFTER THAT, YOU WILL CYCLE ALONG THE FORTS OF THE NEW DUTCH WATERLINE, WHICH LIE IN THE EAST OF UTRECHT AND ONCE PROTECTED THE CITY. THE ALBLASSERWAARD AND LOPIKERWAARD ARE OLD POLDER AREAS WITH MEADOWS, LEVEES, KNOTTED WILLOWS AND FARMS. THE ROUTE PASSES BY CHARMING VILLAGES AND FORTIFIED TOWNS SUCH AS LEERDAM, NIEUWPOORT, SCHOONHOVEN, OUDEWATER AND WOERDEN.

GREAT FOR A PIT STOP...

1 DOM UNDER

Like many European cities, Utrecht was originally a Roman fortress. Due to the high sandy soils, the Rhine was easily traversable here, and the castellum Traiectum was able to grow into a trading post. The remains of the fort lie beneath what is now Dom Square. Grab a flashlight and follow in the archaeologists' footsteps as you descend back in time at DOMunder. The museum showcases 2,000 years of eventful history. Reservations are recommended.

2 KROMHOUT BARRACKS AND RIETVELD SCHRÖDER HOUSE

Since the 19th century, Utrecht has been crucially important due to all its barracks. In the Kromhout Barracks, built in 1913, Major General Kromhout and his engineers worked on designs for the New Dutch Waterline. This is now the site of Utrecht University's international campus. On the other side of Waterlinieweg is the Rietveld Schröder House, a house designed by Gerrit Rietveld and listed as a UNESCO World Heritage Site.



Photo: Jessica de Korte



Photo: Jessica de Korte

3 FORT BIJ VECHTEN AND THE WATERLINE MUSEUM (See page 31)

4 CASTELLUM FECTIO (See page 31)

5 VREESWIJK (WITH FORT AND SLUICES)

Vreeswijk is a former sailors' village and has been part of Nieuwegein since 1972. At the beginning of the 19th century, the fort was placed directly behind the Lekdijk dyke to protect the old sluices of Vreeswijk, which were important for the inundations.

6 FORT EVERDINGEN AND THE DIEFDIJK DYKE

Fort Everdingen is a tower fortress that was designed to ensure that enemy armies could

not break through the waterline over the Lekdijk dyke or the river. It is located at a T-junction of the Lekdijk and Diefdijk, which is still one of the most important inner dykes in the Netherlands. Today, the fort is home to the beer brewery Duits & Lauret.

7 FORT BIJ ASPEREN

Fort Asperen is situated in a beautiful location on the Linge. It served to protect the dykes and four inundation fan sluices, whose doors are shaped somewhat like a fan. The fort is semi-circular and has a bomb-proof gun turret. All around are bunkers that date from just before World War II. The domed roof is made of glass slates from the glassworks in Leerdam, which feature designs by 600 children.

WEEKEND TOUR 3 UTRECHT WORLD HERITAGE


124 KM

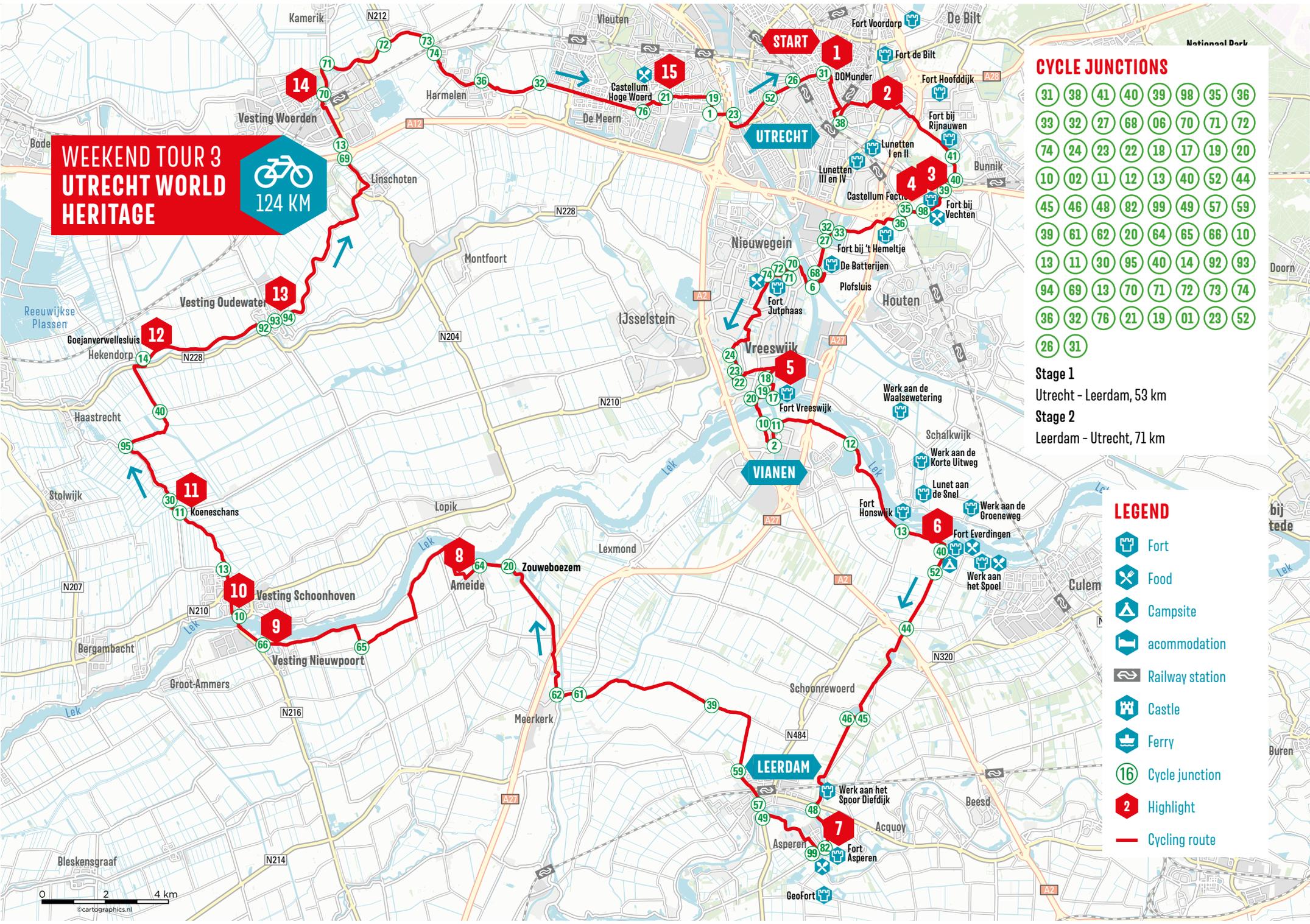
CYCLE JUNCTIONS

31	38	41	40	39	98	35	36
33	32	27	68	06	70	71	72
74	24	23	22	18	17	19	20
10	02	11	12	13	40	52	44
45	46	48	82	99	49	57	59
39	61	62	20	64	65	66	10
13	11	30	95	40	14	92	93
94	69	13	70	71	72	73	74
36	32	76	21	19	01	23	52
26	31						

Stage 1
Utrecht - Leerdam, 53 km
Stage 2
Leerdam - Utrecht, 71 km

LEGEND

-  Fort
-  Food
-  Campsite
-  accommodation
-  Railway station
-  Castle
-  Ferry
-  Cycle junction
-  Highlight
-  Cycling route



0 2 4 km
©cartographics.nl

8 AMEIDE

As the French armies of King Louis XIV approached in 1672, the villagers of Ameide quickly built a defence post to protect the sluices further on. Unfortunately, the French soon captured the relatively isolated outpost, after which they burned Ameide and the polder mills to the ground. The residents immediately started to rebuild. This beautiful town on the Lek is now full of 17th-century buildings.

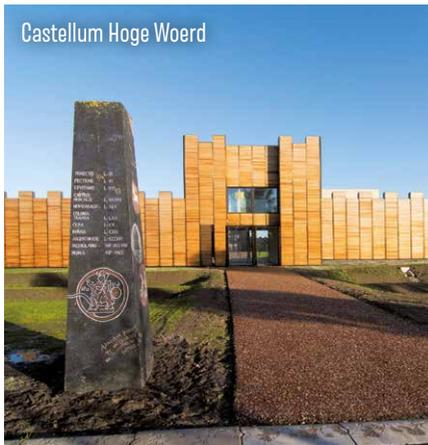


Photo: Cornutus

9 NIEUWPOORT

Nieuwpoort owes its current form to the so-called Disaster Year. Because the dyke post in Ameide repeatedly fell into the hands of the French, the States of Holland ordered that Nieuwpoort be fortified. The town was given a defensive wall with six bastions. An interesting fact is that the inlet sluice is still located beneath the town hall, which prevented farmers from interfering with the inundations.

10 SCHOONHOVEN

Schoonhoven has a long history as a fortified city. Its first defence works date back to the 14th century. Part of the moat is still intact, as is a section of the city wall and the outline of a defence tower. When the walls proved unable to withstand cannon fire, earthen ramparts were built with bastions and a moat. The old barracks now serve as the Silver Museum. Schoonhoven is known for its gold and silversmiths.

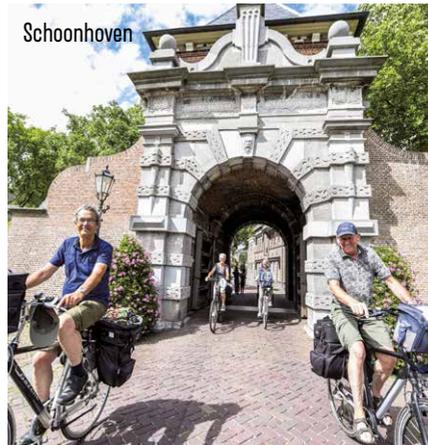


Photo: Anne Hamers

11 KOENESCHANS

The Koeneschans is located in the bog river Vlist. This was an ideal place to defend the high and dry road to the east. The sconce had earthen embankments that were levelled over the course of the 19th century.

12 GOEJANVERWELLE SLUICE

In the 16th century, a sconce that protected the sluice was situated just to the east of the hamlet of Goejanverwelle (now Hekendrop). Here, between the Enkele and Dubbele Wiericke, was the narrowest section of the inundation area of the Old Dutch Waterline. After Willem III had the defence work demolished, it once again took on strategic importance. In the late 18th century, reinforcements were built on both banks of the Hollandse IJssel.



Photo: Woerden Marketing

13 OUDEWATER

Oudewater is part of the Old Dutch Waterline. Following the Disaster Year of 1672, new defence works were built in the city. These became obsolete when the waterline shifted to the east and the Linie van de Pleyt sconce was built between Oudewater and Montfoort. The municipality was allowed to dismantle the fortification after 1821. Oudewater has numerous monuments that date back to the 17th century. The city was the only place in Europe that offered the privilege of a fair 'weighing' for people accused of witchcraft. Step onto the scales at Museum De Heksenwaag to see if you are a witch!

14 WOERDEN

Woerden is a picturesque fortified city with a Roman history. Castellum Laurium was built here around 45 A.D., with room for some 500 soldiers. Due to its location on the Rhine, archaeologists have found several Roman ships in Woerden. Stadsmuseum Woerden showcases unique Roman artefacts, such as a helmet and models of ships. The city was also a headquarters of the Old Dutch Waterline.

15 CASTELLUM HOGE WOERD

Castellum Hoge Woerd is a modern version of the Roman fortress Fletio that was built here between about 40 and 400 A.D. The walls, roads, bath house and river course are in their original place. The museum paints a surprising portrait of 3,000 years of living and working in the heart of the Netherlands. Learn to think like an archaeologist during an interactive exhibition. Complete puzzles and discover what has been found in Leidsche Rijn.

BEAUTIFUL CITIES AND TOWNS

THE CYCLING TOURS PASS THROUGH MANY HISTORICAL PLACES. THE CITIES AND TOWNS OFTEN HAVE A LINK TO THE WATERLINES, BUT NOT ALWAYS. YOU COULD EASILY SPEND HOURS AT ANY ONE OF THEM. RELAX AND ENJOY A DRINK ON THE TERRACE, THEN CONTINUE ON YOUR WAY.

AMERSFOORT

The biggest attraction in Amersfoort is the Koppelpoort, the only land and water gate in the Netherlands. In the Middle Ages, all travellers would enter here, and officials would regulate the water level. Amersfoort is brimming with monuments, old streets and canals. There are also lots of charming shops and terraces. The Mondriaan House is the house where Piet Mondriaan was born. Here, you can see how the artist made a switch from realistic landscapes to abstract compositions.



Photo: Marissa Broekhuizen



Photo: Anne Hamers | RBT Heuveling & Valier

AMERONGEN

The picturesque village of Amerongen, situated between the floodplains and forests, is some 1,000 years old. To the north of the town, growers cultivated tobacco for three centuries. Many of the remaining tobacco barns have since been converted into homes. Louis XIV's French troops burned down the original castle in 1682, after which a stunning successor was built in its place. Today, Amerongen Castle gives a good impression of the décor that would have been chosen by a noble family in the early 20th century. The gardens are also lovely, with rose gardens, a picking garden and old trees.



Photo: Jurjen Dierth

UTRECHT

It is almost a shame to cycle out of Utrecht. The car-free city centre surrounds the Dom Tower, the tallest and oldest church tower in the Netherlands. Utrecht also has beautiful canals with wharf cellars and terraces on the water. The centuries-old university town is absolutely delightful. You can also sail on De Meern 1, a replica of a Roman ship. Utrecht was also home to Dick Bruna, the well-known creator of the famous picture books about Miffy. His original atelier is on display at the Centraal Museum.

RHENEN

Rhenen is situated on the north bank of the Nederrijn. The town not only played a major role during the German invasion in World War II, but was also a popular place among artists over the centuries. Located inside the former town hall, Stads-museum Rhenen recounts its fascinating history through old paintings and photos of the area.



Photo: Anne Hamers | RBT Heuveling & Valier

VIANEN

With over 190 national monuments, Vianen is a walled city where visitors come face to face with history everywhere they turn. Large portions of the medieval defence works are still intact: the city moat, the city walls and the Lekpoort city gate. The Stedelijk Museum is housed in an old clandestine church from 1650. When the Calvinist government no longer allowed Roman Catholics to hold worship services, they moved them to churches that were unrecognisable from the outside. The inside still contains a viewing niche, which allowed the Catholics to see whether any unwanted visitors were approaching.



Vianen

Photo: Manja Herbrugh



Photo: Jessica de Korte

Along het Gein

ABCOUDE

Abcoude is a charming town on the Angstel, a small river that is connected to the Vecht. Its many farms were an important driving force for the region. A footpath leads to Fort Abcoude, the oldest land fort of the Defence Line of Amsterdam. The Dutch Society for Nature Conservation ensures that the cultural-historical heritage is preserved. Along the Gein is a windmill that Piet Mondriaan captured on canvas no fewer than 11 times. It is now a holiday home.

BREUKELEN

Americans love taking photos with the charming drawbridge in Breukelen: 'Brooklyn Bridge'. When Dutch immigrants arrived in America in the mid-17th century, they founded settlements with names from their native land. They named the famous Brooklyn Bridge and the borough of Brooklyn in New York City after this historic town on the Vecht. Breukelen is home to Nyenrode Castle, which houses its namesake Nyenrode, the oldest private university in the Netherlands.



Vecht near Breukelen

Photo: Martin van Loken | Gooit & Vecht

LEERDAM

Leerdam is world famous for its glass. In the Glassworks at the National Glass Museum, you can see how glassblowers create a wide range of art objects from hot liquid glass. The Zuidwal with its 'mouse towers' is a reminder of the time when Leerdam was a fortified city. These mouse towers are small tower houses that are still used as residences to this day.



Photo: Benjamins

Glass studio Leerdam

FOOD AND ACCOMMODATION

ALONG THE ROUTES, YOU WILL FIND PLENTY OF FOOD AND ACCOMMODATION OPTIONS, FROM CAMPSITES TO B&BS AND LUXURY HOTELS. STOP BY ONE OF THE VERY SPECIAL FORTS WHERE YOU CAN GRAB A BITE TO EAT OR STAY OVERNIGHT. OPENING HOURS VARY WIDELY, SO IT IS A GOOD IDEA TO CHECK THE WEBSITES IN ADVANCE. FORTS MAY BE CLOSED IN THE WINTER DUE TO THE BAT ENCLOSURES.

FORT BIJ NIGTEVECHT

The fort is open during the weekend for coffee, soft drinks, soup, grilled sandwiches and home-made cakes.

[FORTBIJNIGTEVECHT.NL](https://fortbijnigtevecht.nl)

FORT H IN MUIDEN

You will find café-restaurant Fort H, which also has an outdoor area, along the Vecht. It offers an extensive menu that ranges from fish soup to Chinese pancakes and quail legs.

[FORTH.NL](https://forth.nl)

FORT AAN DE KLOP

Fort aan de Klop is a welcoming oasis of tranquility along the Vecht, with a brasserie and terrace.

[FORTAANDEKLOP.COM](https://fortaandeklop.com)



Photo: Abe Jansen

FORT PAMPUS

Pampus Paviljoen serves snacks, salads and sandwiches with vegetables, herbs and mushrooms from its own garden. You can also order a takeaway lunch for a picnic. The fort island has a B&B in the old fog bell house and a campsite.

[PAMPUS.NL](https://pampus.nl)

FORT UITERMEER

Paviljoen Uit & Meer has a patio on the water and serves burgers, rustic bread, salads and appetizers in the afternoon. Guests can spend the night on a floating raft.

[PAVILJOENUITMEER.NL / WATER-FRONT.NL](https://paviljoenuitmeer.nl/water-front.nl)

FORT SPION

A Natural Campsite (Natural Campsite Pass required) with space for ten small tents.

[NATUURKAMPEERTERREINEN.NL](https://natuurkampeerterreinen.nl)

FORT NIEUWERSLUIS

The Kazernekeuken is open a few days a week for coffee, fruit juices, home-made cakes, soup and appetizers.

[FORTNIEUWERSLUIS.NL](https://fortnieuwsluis.nl)



FORT BIJ VECHTEN

A brasserie serves Italian bread rolls from its own wood-fired oven, along with cakes, soup, coffee and fresh mint tea.

[FORTVECHTEN.NL](https://fortvechten.nl)

FORT JUTPHAAS

Restaurant Céline offers five to eight-course menus in the evening with a mix of French and Scandinavian cuisine. Open for lunch on Sunday afternoon.

[RESTAURANTCELINE.NL](https://restaurantceline.nl)

FORT WERK AAN DE KORTE UITWEG (WKU)

People with a disadvantage on the labour market work in the tea garden. The Natural Campsite has camping pitches, 'fort huts' and a tepee (Natural Campsite Pass required).

[FORTWKU.NL](https://fortwku.nl)

FORT EVERDINGEN

Fort brewery Duits&Lauret serves speciality beers from Friday through Sunday and has a natural campsite.

[FORTEVERDINGEN.COM](https://forteverdigen.com)

FORT BIJ ASPEREN

The restaurant on the site serves both lunch and dinner. The lunch menu varies from bread with goat cheese and paninis to stew and nachos.

[FORTBIJASPEREN.NL](https://fortbijasperen.nl)

FORT AAN DE BUURSTEEG

Restaurant Grebbelounge is open every day for lunch and dinner.

[GREBBELOUNGE.NL](https://grebbelounge.nl)

CASTELLUM HOGE WOERD

CastellumCafé serves brick-oven pizzas, burgers, bowls, pasta, antipasti and sandwiches.

[CASTELLUM.CAFE](https://castellum.cafe)



[WATERLINES WEEKEND TOURS.COM](https://waterlinesweekendtours.com)

