



# The Ramble

## 563 of 16th March 2026



Monday 23rd March	[564]
Monday 30th March	[565]
Monday 6th April	Easter Monday - No Ramble
Monday 13th April	[566]
Monday 20th April	[567]
Monday 27th April	[568]
Monday 4th May	[569] May Day Bank Holiday
Monday 11th May	[570]
Monday 18th May	No Ramble as at SVR Diesel Gala
Monday 25th May	[571] Spring Bank Holiday
Monday 1st June	[572]
Monday 8th June	Holiday
Monday 15th June	Holiday [North Norfolk Diesel and Beer Event]
Wednesday 24th June	[573]
Monday 29th June	[574]
Monday 6th July	[575]
Monday 13th July	[576]
Monday 20th July	Holiday [Tomorrowland]
Monday 27th July	Holiday [Tomorrowland]

### For The Diary 2026

**If you know of an event, let me know and I will put it here.**

**Good Friday** is on Friday 3rd April  
**Easter Monday** is on Monday 6th April

### **Chemin De Fer De La Baie De Somme - Fête de la Vapeur - 25th and 26th April**

<https://www.chemindefer-baiedesomme.fr/en/steam-festival-2026>

The link to both diesel hauled charters is here. One on Saturday and one on Sunday.

<https://chemindefer-baiedesomme.fr/fr/fete-de-la-vapeur-2026/trains-speciaux>

### **Train à Vapeur d'Auvergne Railtour on Saturday 2nd May**

[www.trainvapeur-auvergne.com/produit/train-de-chenonceau](http://www.trainvapeur-auvergne.com/produit/train-de-chenonceau)

Tour from Clermont-Ferrand to Chenonceau with a BB67400.

### **Stoomtrein Maldegem-Eeklo - Stoomtreinfestival - 2nd and 3rd May**

<https://stoomtreinmaldegem.be/nl/evenementen-2026/2-3-mei-2026-stoomtreinfestival/>



## European Sleeper

I mentioned in the last Ramble that the stopping pattern of the European Sleeper was “very minimalist to say the least.” Wednesday 11th March saw more stops announced including Aulnoye-Aymeries, Mons and Liège Guillemins. I am expecting more stops to be announced in Germany but this will depend on the route and the amount of diversion needed to go round planned engineering blockades.

### Der neue Fahrplan für Berlin-Paris

#### Abfahrt: Di, Do, So

Paris Nord	17:45
Aulnoye-Aymeries	20:33
Mons	21:02
Bruxelles Midi/Brussel Zuid	21:45
Liège-Guillemins	23:12
Hamburg Harburg <small>(ab dem 13. Juli)</small>	6:57
Berlin Hauptbahnhof	9:59

#### Abfahrt: Mo, Mi, Fr

Berlin Hauptbahnhof	18:31
Hamburg Harburg <small>(ab dem 13. Juli)</small>	21:55
Liège-Guillemins	5:49
Bruxelles Midi/Brussel Zuid	7:09
Mons	7:59
Aulnoye-Aymeries	8:35
Paris Nord	10:45

Am Wochenende können die Zeiten leicht abweichen. Bitte prüfe deine Buchung.

Bitte beachte, dass die Abfahrts- und Ankunftszeiten für manche Bahnhöfe und an bestimmten Tagen vom oben gezeigten Fahrplan abweichen können. Wenn sich nach deiner Buchung etwas ändert, informieren wir dich per E-Mail oder, bei kurzfristigen Änderungen, per SMS.

Dave sent me an e-mail from European Sleeper and as he lives in Germany, its in German!

Something a bit different.

Paris – Berlin Tue, Thu & Sun

Berlin – Paris Mon, Wed & Fri

Please note that departure and arrival times for some stations and on certain days may differ from the timetable shown left. If there are any changes after you have made your booking, we will inform you by email or, in the case of last-minute changes, by text message.

**Iain's Comment** – I do think it is sensible to tell people that the train departure can change in advance. Night trains are very susceptible to change.

Do remember if you have an Interrail Ticket there is the option to book on the European Sleeper at a discounted rate. <https://www.europeansleeper.eu/interrail>

European Sleeper sub-contract the haulage of the train to TCS who also supply the drivers and conductors. TCS is hiring in two Class 188s from Railpool to haul the train. At the moment it is expected the two locomotives will be 188 132 & 188 133. Due to time constraints the locomotive have not been stickered up in TCS colours, like 186 291 although this may happen in time. The TCS drivers have been involved in training with the Class 188s in the last few weeks.

These two TRAXX 3 / Class 188s will be fitted with Onvia which has been authorised for DE/BE/FR. This does mean that the paperwork will be for Onvia and only those Class 188 / TRAXX 3 fitted with Onvia can be used.

## Forsyth Building - Glasgow

This building burnt down on Sunday 8th March 2026. It was also known as Union Corner and was at the junction of Union Street and Gordon Street. The B-listed building was constructed in 1851 and pre-dates Glasgow Central Station itself, which opened in 1879.

Designed by architect James Brown of the firm Brown & Carrick, it was built for Francis Orr & Sons - a well-known Glaswegian stationery and publishing company.



A decision was made on Thursday 12th March that the remains of the building must be demolished. I thought the remaining facade could have been propped up and a new building put up behind it. Alexander Graff de Pancsova posted this short read on Facebook.

"High Temperature (Above 600°C): This is a critical threshold. Sandstone undergoes significant structural damage, including mineral decomposition, severe crack propagation, and a sharp increase in porosity. Mechanical properties, such as peak stress and elastic modulus, decline rapidly.

Thermal Cycling and Cooling: Repeated heating and cooling cycles, especially if water-cooled, exacerbate thermal damage compared to natural cooling. This induces greater thermal mismatch stress between particles, leading to more frequent fracturing.

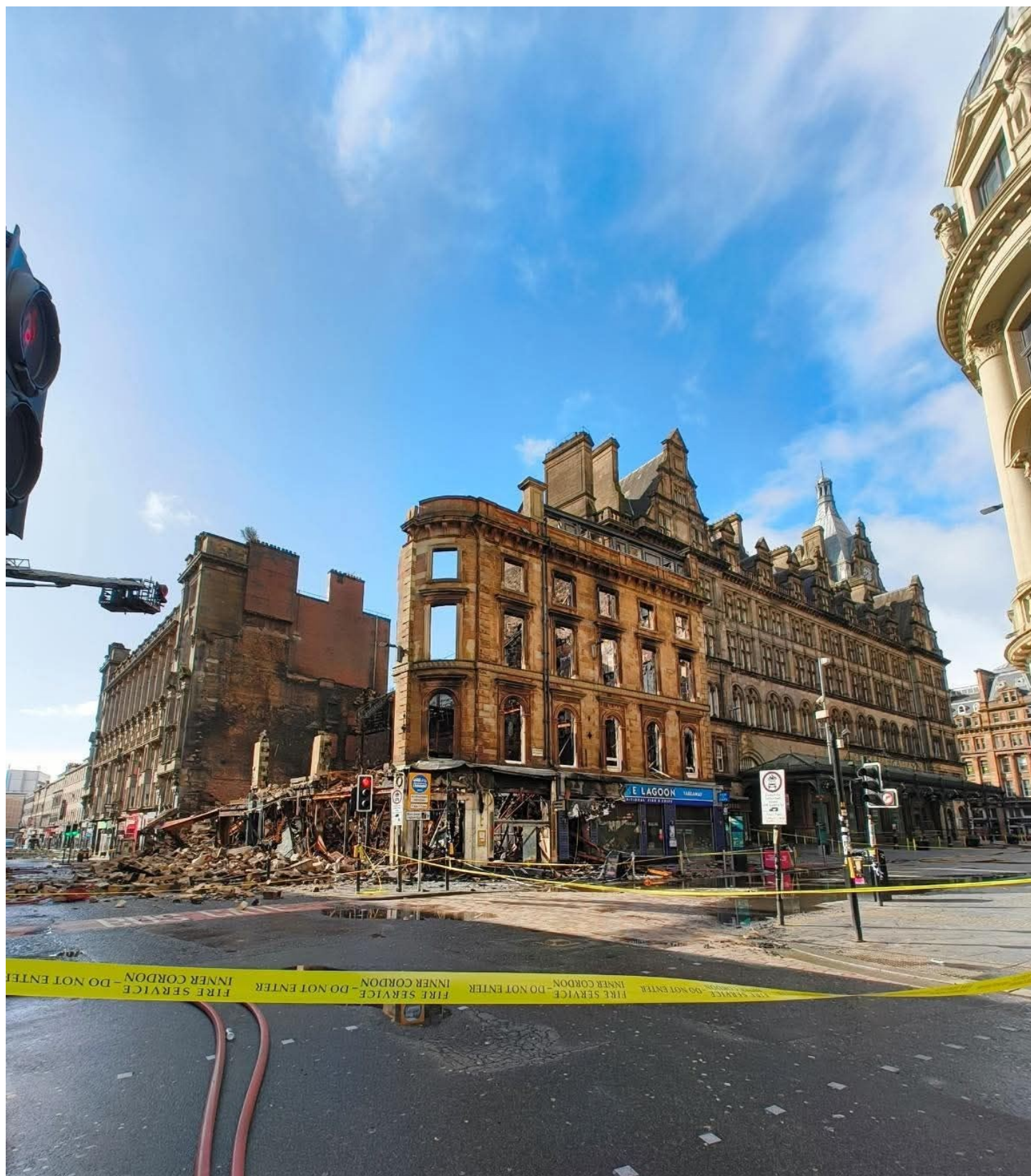
Physical Changes: Exposure to high heat often causes observable changes, such as color shifts (e.g., from yellow-green to gray-white) and increased permeability due to the growth of internal pores."

A scientific paper on the subject.

[https://www.researchgate.net/publication/393161475\\_Residual\\_Mechanical\\_Properties\\_of\\_Sandstone\\_After\\_Fire](https://www.researchgate.net/publication/393161475_Residual_Mechanical_Properties_of_Sandstone_After_Fire)

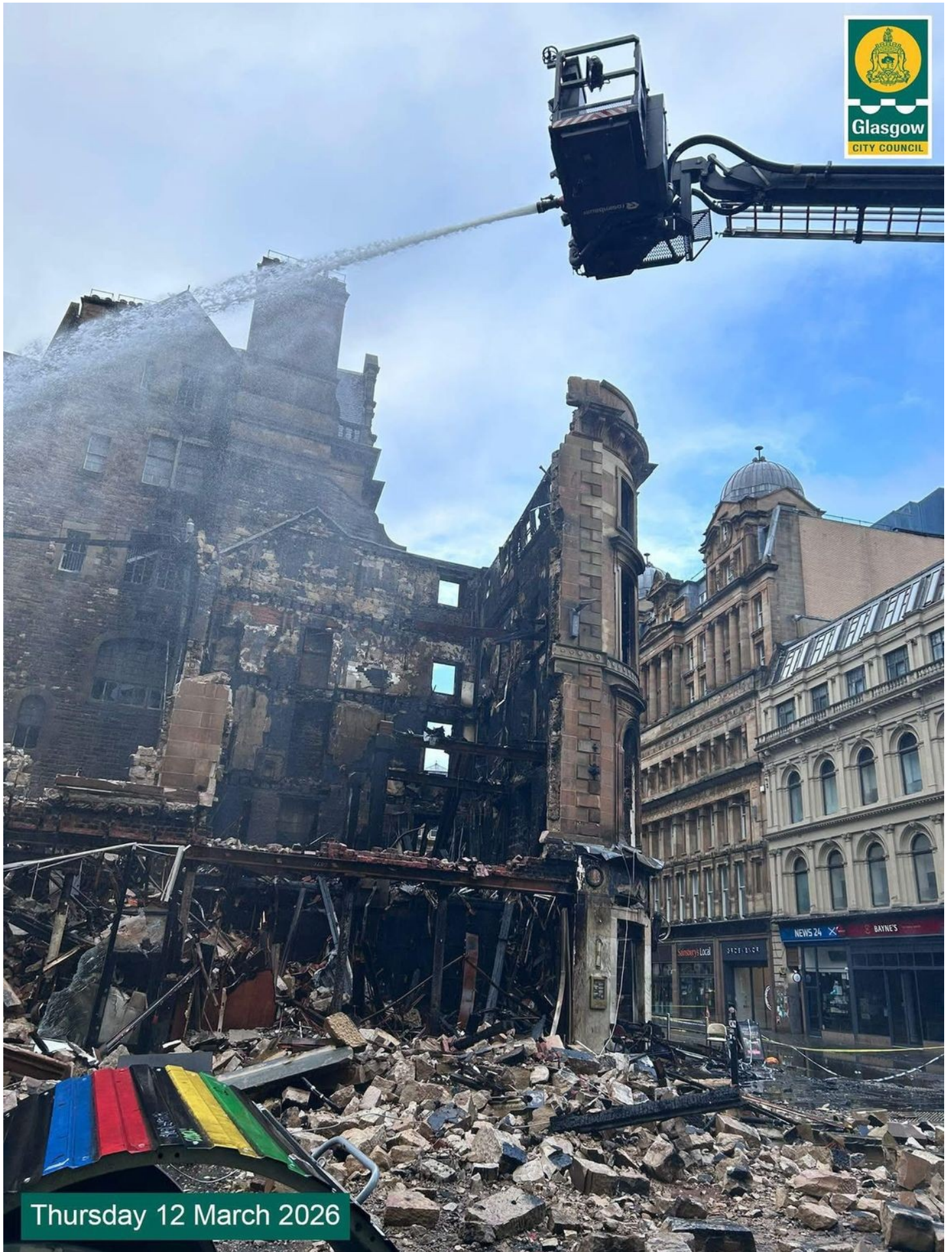
This may go a long way to explain why the remains of the Forsyth Building have to come down. The effects of the heat on the stone in the structure of Glasgow Central may also explain the caution from Network Rail. The changes in the stone exposed to heat may also explain why other buildings damaged by fire have to be demolished when, like the Forsyth Building, still have parts standing.

The front entrance to Glasgow Central Station is to the right of the damaged building. So the Forsyth Building building is right in the heart of Glasgow City Centre.



The place might have burnt down to the ground but the traffic lights are still working. All that heat and all that water and they are still lit and functioning. A street light attached to the building is still working as well.

The fire started in an unlicensed Vape Shop where a number of chargers had been plugged in together.



A lot of the water to put out the fire came from the River Clyde.

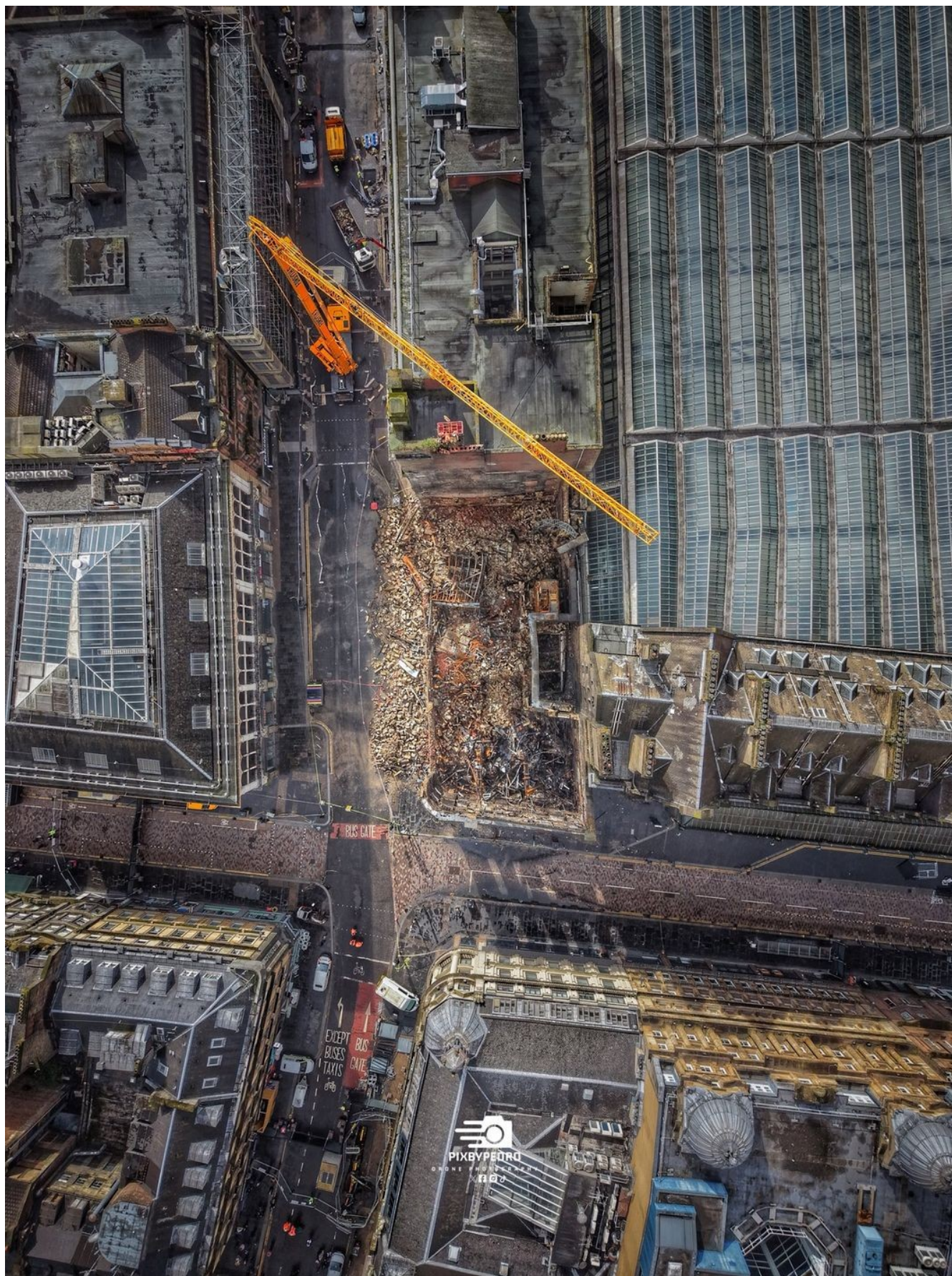
<https://www.glasgowtimes.co.uk/news/scottish-news/25928085.river-clyde-saved-glasgow-central-station-union-street-fire>

When this photograph was taken there was nothing holding this chimney breast up! The experts were not sure why it was still there! Perhaps the plant has good roots.



Thursday 12 March 2026

This vertical view show how close the fire got to taking out the other buildings in the block. Perhaps the Forsyth Building was allowed to burn whilst efforts were concentrated on keeping the fire from spreading to the surrounding properties and the station.



I have done this article as a fire like this could effect any old building in a similar situation. Amsterdam Centraal, Antwerpen Centraal, Liverpool Lime Street, Kings Cross etc. Old Victorian buildings are susceptible to fires.

## **Locomotive Hauled From Kleve to Düsseldorf**

**The only alteration from the original text is the locomotive number which is 218 451 and not 218 415 as per the article. 218 415 did cause a flutter in certain circles.**

From Treinreiziger for general interest.

<https://www.treinreiziger.nl/opnieuw-historische-trein-ingezet-als-redder-van-regionale-dienst/>

## **Historic train deployed again to savior regional service**

March 12, 2026, 12:26 PM

“Once again, historic train equipment is saving a regional train service. Since Monday, a nearly 50-year-old German Class 218 diesel locomotive has been pulling vintage German N-class carriages between Kleve near the Dutch border and Düsseldorf, allowing the regional line RE10 to run twice an hour during the day.

On Sunday, Deutsche Bahn is celebrating the electrification of the Hochrheinbahn Konstanz – Basel line with a special run featuring a vintage Bahreihe 218 locomotive and N-cars, also known as the "Silberling" (Silver Coins). "This is a unique opportunity for railway enthusiasts," the line is described as. But as it happens, the same historic train combination has been running regularly between Kleve and Düsseldorf since last Monday.

### **Leased from private company**

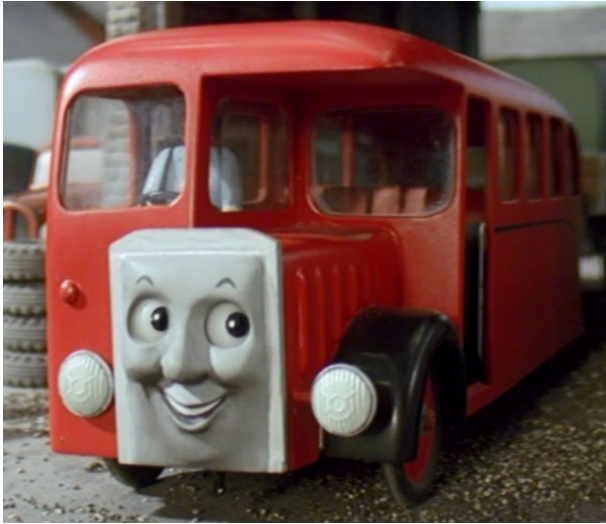
RheinRuhrBahn, the operator of the Kleve – Düsseldorf regional line, has leased three Silberling carriages and diesel locomotive 218 451-3 from 1977 from the private German railway company Lok-Partner. "Thanks to the partnership with Lok-Partner, we can offer passengers on this route significantly more trips," RheinRuhrBahn CEO Benjamin Ey told the Rheinische Post newspaper. "This will significantly reduce passenger traffic."

### **Service disruptions since December**

Starting Monday, the historic train combination will depart from platform 1 in Kleve at 8:24 AM, 12:24 PM, and 4:24 PM, and from platform 5 in Düsseldorf at 10:08 AM, 2:08 PM, and 6:08 PM. This means the RE10 will once again run twice an hour on weekdays, instead of once. In December, an hourly service was cancelled after problems were discovered with the regular trains running on the line. Inspections and repairs on these trains are taking longer than expected, so RheinRuhrBahn has called in Lok-Partner, which will use the historic rolling stock for the non-electrified section.

### **Locomotive also operates intercity services**

Locomotive 218 is a West German locomotive developed in the mid-1960s. Between 1971 and 1979, 389 218 locomotives were built and deployed on regional lines throughout Germany. Currently, several 218 locomotives are still in service on current passenger train schedules. These locomotives are currently still pulling and pushing the intercity trains Stuttgart – Ulm – Oberstdorf and Hamburg – Sylt, among others, in anticipation of new ICE L trains, powered by Vectron locomotives, which will begin operating on these lines later this year.”



Bertie bus runs from Nijmegen to Kleve which then continues to Emmerich.

[https://busmaps.com/en/germany/public\\_transit-line-58-3619437934-2059818855](https://busmaps.com/en/germany/public_transit-line-58-3619437934-2059818855)

So you can do [for example]

IC 3133 09:01 Den Haag Centraal  
09:33 Schiphol  
09:41 Amsterdam Zuid  
10:09 Utrecht Centraal  
10:44 Arnhem Centraal  
11:02 Nijmegen Centraal

Bus - Nijmegen Centraal Station depart 11:22  
Bus - Kleve Railway Station arrive 12:11

Kleve Station depart on 218 hauled train at 12:24  
Düsseldorf arrive at 13:53

Düsseldorf depart at 14:08  
Kleve arrive at 15:35

Bus Kleve depart 16:14  
Bus Nijmegen Centraal Station arrive 17:03

If you want some time in Düsseldorf you can come back on the last loco hauled trip at 18:08.

Düsseldorf depart at 18:08  
Kleve arrive at 19:35

Bus Kleve depart 20:16  
Bus Nijmegen Centraal Station arrive 21:03

This puts you onto the 21:08 to Roosendaal, the 21:13 to Den Helder or the 21:28 to Den Haag Centraal.

With our English history we know of Anne of Kleves who was the fourth wife of King Henry VIII and lived. Unfortunately in 1945, Kleve had been fortified and stood in the way of the British and Canadian Armies wanting to clear this side of the River Rhine. On 7th February Kleve became a venue on the 1942 - 1945 Sir Arthur Harris Bomber Command European Tour. There was not much of mediæval Kleve left by the time it was "liberated" by the 21st Army Group on 11th February.

[https://en.wikipedia.org/wiki/Operation\\_Veritable](https://en.wikipedia.org/wiki/Operation_Veritable)



# Belgische Nachrichten Nouvelles belges Belgisch Nieuws

## Gent St Pieters

The current main passageway to the platforms at Gent St. Pieters closed on the afternoon of Monday 16th March. Access to the station will be by the old tram tunnel at the Panos end of the station. The main entranceway will reopen at the end of April with step free access to the station in 2026 vintage concrete.

<https://www.vrt.be/vrtnws/nl/2026/03/14/gent-sint-pieters-station-trein-voetgangerstunnel-tramtunnel/>



## Hasselt Works

Kees Smilde wrote that “In April, there will be another three weeks of intensive work in Hasselt (Easter holidays and the following week), during which the western entrance to the station will be closed. [**Iain’s Comment** - this is when the AR/MW 41 are marooned in an area of Hasselt without rail access which I wrote about in Ramble 561]

The following solution has been worked out for Genk: both the IC Antwerpen - Leuven - Hasselt and the L-train Leuven - Hasselt will be diverted from Diest to Genk (via the Hasselt avoider line, Line 35/1 which runs from Line 35 to Line 21).

During rush hour, the P trains Brussels - Tongeren, among others, will run their normal route, but without stopping in Hasselt (i.e. via the freight tracks that were laid a few years ago). During off-peak hours, the service to Tongeren is minimal. The IC 36xx terminates in Hasselt (with a 20-minute stop!) and runs to Tongeren instead of Genk. As a result, it is quicker to change in Hasselt to the S-train towards Liège and Verviers.

The IC trains Quiévrain - Tongeren and Antwerpen - Lier - Hasselt are both limited to Diest.

## HLD 62 For Scrap

As many of you know there are problems with getting hold of information in Belgium. Unless there is a photograph, the information tends not to be published.

In March 2025 four of the long term residents of Salzinnes were moved away to Keyser & Fils at Courcelles for scrap. The information on 6215, 6274 and 6328 appeared in Ramble 523 of 23rd March 2025.

First to go was 6215 on Tuesday 18th March. This photo appeared on Facebook but I do not know who took the photograph.



Second to go was 6274 on Thursday 20th March 2025. Photo by Wilmes.



6328 was parked up on the Rue de Bauce on a trailer on Friday 21st March 2025. Onward movement to Courcelles was expected to be on Saturday 22nd March. So what has happened is that 6328 has been picked up and put on the trailer at Salzinnes on Friday afternoon. There was not enough time to get it to Courcelles so it has been recessed on what looks like to old N90 road just out of Namur. The location is just over the river from Ronet yard. I do not know who took the Facebook film this is a screen dump from.



At the time was no photograph or information on 6264 moving to Keyser & Fils.

6264 went to Keyser & Fils in the week beginning Monday 24th March 2025 as the order of movement was 6215 + 6274 + 6328+ 6264.

I do not think there was much inside these four locomotives and they may have been cut up very quickly, perhaps almost immediately and the space used for the next arrival.

In Ramble 561 of 2nd March I wrote that the following were moved from Salzinnes for scrap. They were sent to Keyser & Fils in Courcelles.

HLD 6203	13th January 2026
HLD 6247	23rd January 2026
HLD 6292	5th February 2026
HLD 6311	9th February 2026

I have seen no photographs of these movements, however this is nothing new. What you find is that someone posts photographs to Facebook, in summer 2028, with no details or date, just mitraillé ☹️.

The information on 6264, 6203, 6247, 6292 and 6311 is **pukka** and from the horse's mouth.

### **AR/MW 41**

4131 went for scrap from Salzinnes to Keyser & Fils on 19th January 2026.

### **HLE 77/78**

Here are five photographs from Lucian Claeys showing the different liveries wore by 7800 over the years.

The latest incarnation is in Infrabel livery and 7800 is seen here at Weerde in February this year.



The locomotive was stickered up at Antwerpen Noord in July 2022 into TUC Rail livery as a sort of promotional livery. Like with 5508, it was destined to be a one off for the class.



*7800, "INFRABEL-TUC rail", Ciney, 14 aug 2023, @Lucien Claeys*



*7800, "INFRABEL-TUC rail", Ciney, 14 aug 2023, @Lucien Claeys*

By 15th October 2018 the B-Technics flashes had gone from the cab side.



## **Class 188**

With the imminent introduction of the Class 188s on the Paris to Berlin sleeper train a decision has to be made of where to place them in my information. As TCS and European Sleeper are both Dutch companies, I have put them on the same spreadsheet as the ex NS TRAXX and the NS Vectrons.

Due to time constraints the locomotive have not been stickered up in TCS colours, like 186 291, although this may happen in time. So both 188 132 and 133 will look like 188 134 seen here at Dijon Perrigny depot on 11th March.



## **Class 186**

Bert saw, two Akiem TRAXXes departing light engine towards Amsterdam at 12:57 in Haarlem on Friday 13th March. The front one could be 186 034 but the rear one definitely was 186 026 NL-NS.

What is happening with the ex-NS TRAXX is very confusing with locomotives going to Germany and then coming back. In this case, two of the locomotives off lease could have been put in warm store in Haarlem.

There are no posts on the forums and no reports elsewhere.

## **ICRm**

On 10th, 11th and 12th March condition test runs for stored ICRm cars were undertaken from Arnhem Goods to Amersfoort and back in batches of 12 or 13 cars each day.

## NS Units

### ICNG



I did say last week we were expecting the Great Stork this weekend! There had not been a delivery of an ICNG since 3109 on 18th January.

I was expecting 3309 which came in via Venlo from Villeneuve in Switzerland. I was not expecting 3308 and 3108 which came in via Bad Bentheim, from Chorzów in Poland.

In Service are 69 examples. As with all things ICNG, "Service" is open to interpretation.

ICNG-5 3101, 3102, 3103, 3105, 3107, 3109 [6]  
3111, 3114, 3115, 3117, 3118, 3120 [6]  
3121, 3123, 3124, 3126, 3127, 3128, 3129, 3130 [8]  
3131, 3132, 3133, 3134, 3135, 3136, 3137, 3138, 3139, 3140 [10]  
3141, 3142, 3143, 3144, 3145, 3146, 3147, 3148, 3149 [9]  
ICNG-8 3205, 3206, 3209 [3]  
3211, 3212, 3219, 3220 [4]  
3221, 3222, 3223, 3224, 3225, ~~3226~~, 3227 [7]  
ICNG-B 3304, 3305, 3306, 3307 [4]  
3311, 3312, 3313, 3314, 3315, 3316, 3317, 3318, 3319, 3320 [10]  
3321 [1]

In Commissioning/Acceptance/Testing are 3108, 3308, 3309, 3351 & 3352.

3108 arrived on Sunday 15th March 2026.

3140 is expected to move to Alstom Brugge for retrofit work this week.

3226 is at Alstom Brugge for retrofit work.

3308 arrived on Sunday 15th March 2026 and went to the Test Centre in Utrecht.

3309 arrived on Sunday 15th March 2026.

There is a plan to start running two sets of ICNG's (2x 2 ICNG) between Hoofddorp and Groningen on 14th June 2026. The original plan was for a Groningen to Brussel Zuid service via Amsterdam Zuid but there was not enough 33xx units to do this.

### SNG

Out of service (fire damage): 2326

On 26th February 2326 was stopped at 't Harde with an onboard fire.

### VIRM

Returned to service: 9480

On Friday 13th February 9480 hit a broken overhead line at Houtensepad, Utrecht.

### ICM

There are plans to further reduce the ICM fleet this year.

# Blast From The Past



<https://www.sixbellsjunction.co.uk/00s/030920wg.htm>

Here is 1501 at the buffer stops on the Magical Mystery Tour on 20th September 2003. 1501 had been propelled from Amsterdam Westhaven Yard to the Ceres Paragon Container Terminal by PB 05 [92 80 1266 009-0].

Photograph by Simon Cresswell.

## Shit Day

This could have been quite a blast!

Remember if you are having a shit day it can always be worse!





# Belgian Can Can



38 / 144

This week it is the turn of 2114 for the Belgian Can Can. 2114 is seen here at Theux on the 21st May 2022 during a railtour which was being run as a farewell to the I6 RESTO and Disco coaches. Photograph by Pierre Herbiet.



## Correction Corner

This photograph from last week [Ramble 562] was taken on 23rd March 2016.



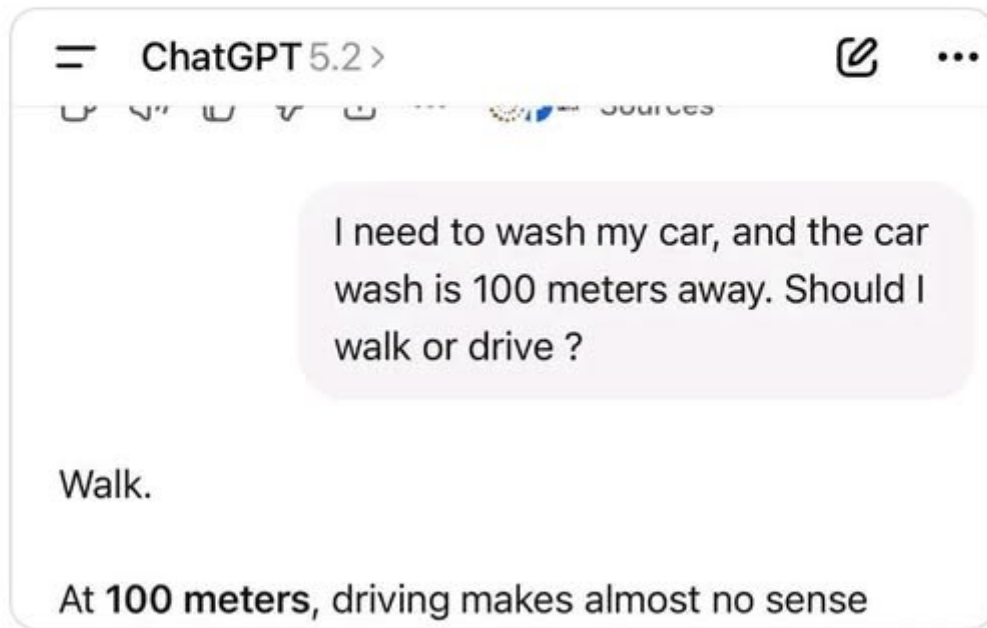


# Other News



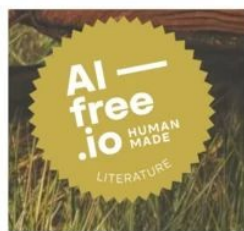
**Yaroslav Trofimov**   
@yarotrof

For all of you relying on AI for advice.



Organisations worldwide are racing to develop a universally recognised label for "human-made" products and services as part of the growing backlash against AI use.

<https://www.bbc.co.uk/news/articles/cj0d6e150ppo>



# ADDICTS: BEFORE AND AFTER



**ALCOHOL**



**WEED**



**COCAINE**

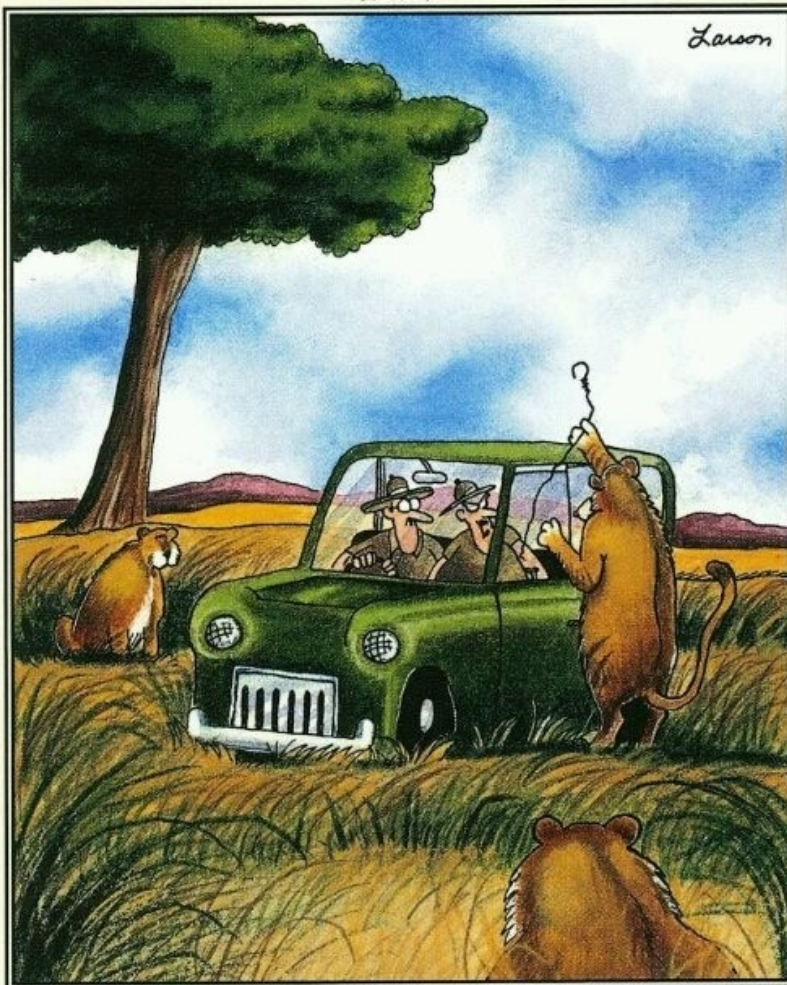


**TRAINS**

Addicting Trains

7/13/87

Lawson

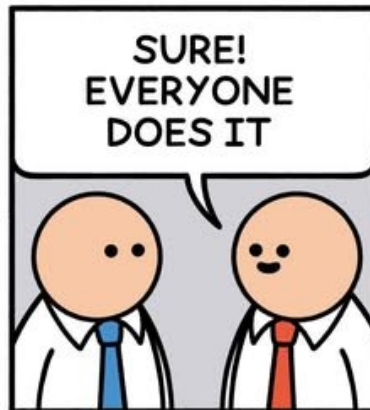


“Drive, George, drive! This one’s got a coat hanger!”

TWONKS



TWONKS





**“THIS PHOTO POSTED BY A MAGA ACCOUNT IS SUPPOSED TO MAKE HEGSETH LOOK STRONG, BUT IT MAKES ME WONDER IF LIBERACE HAD A SECRET LOVE CHILD.”**

**-STEVE SCHMIDT**



**BEHIND CLOSED DOORS, HE CONTINUES TO ARGUE WITH THE DANISH.**



Have a nice week

# *Tain*