



# The Ramble

## 564 of 23rd March 2026



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/>

1817, 5538 and the SR2 [17902?] are going to Maldegem. 5538 may be working some passenger trains. 1817 has had a lot of work done to it recently with more to do and is only suitable for shunts at the moment. Ex-Infrabel 5508 will be working passenger trains at this event.

**May Day** is on Monday 4th May



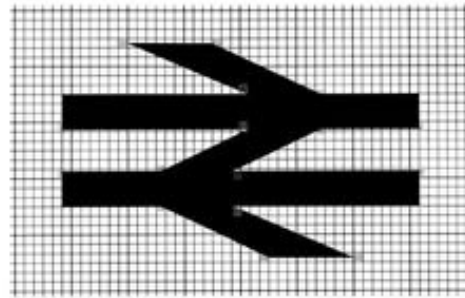
# BR Logo Origins



LogoDecks™

Basic Elements  
Symbol with grid  
positive only

version 1/04  
created Apr 1965



This grid drawing should be used for exact measurements of the symbol. Further copies of this Grid are available from the Chief Architect, at the Director of Industrial Design.

Gerry Barney  
British Graphic Designer



LogoDecks™

LogoDecks™

Alternatives



Gerry Barney  
British Graphic Designer



Gerry Barney  
British Graphic Designer



Gerry Barney, a young lettering artist at the Design Research Unit, created the iconic British Rail “double arrow” logo in 1964–65 as part of a wider modernisation of Britain’s railways. Working under design lead Milner Gray alongside figures such as Jock Kinner and Margaret Calvert, who developed the Rail Alphabet typeface, Barney contributed to a unified corporate identity system intended to replace outdated heraldic imagery with something simple and modern. His design, two interlocking arrows on parallel lines symbolising railway tracks, was reportedly sketched on a train and selected from dozens of proposals, beating alternatives by colleagues like Collis Clements.

Today, the logo remains widely used across the UK rail network. However, recent updates linked to Great British Railways and earlier reinterpretations have drawn criticism, with designers arguing the new versions feel overworked or overly nostalgic, and Barney himself previously dismissing one multicoloured redesign as “a mess.”



# Belgische Nachrichten Nouvelles belges Belgisch Nieuws

## HLE 13

After the Revision Dates on 1313, 1319 & 1323# [# In Salzinnes Works].

1313 on repair at Antwerpen Noord after colliding with a car on the Athus Meuse Line.

1323 at Salzinnes Works for an Intermediate Revision. Back in mid March.

1333 is at Salzinnes for repair after a collision with a truck in France on 27/02/25.

## HLE 17

1702 is running tests from Arlon on Thursday 19th March 2025. Photo by Eric



## HLE 28/29/186

Interested in the Revision dates on 186 256, 186 348, 186 445, 186 446# 186 447, 186 454 & 186 492#.

186 210 is in service with HSL.

## **HLR 77/78**

I have checked with one of my friends which Lineas HLR 77/78 are fitted with ETCS. 7819, 7821, 7844, 7854 and 7858 are fitted which I have not recorded on the spreadsheet. It would appear that 7840 is not fitted with ETCS.

One problem is that there is a general lack of information available. Lineas is nominally a private company and their information is not as easy to get at. It is getting to a point where the only published information of this type is being done by me.

7701 is at Salzinnes for repairs to collision damage after a shunting accident with 7705.  
7705 is under repair at Salzinnes Works after a shunting accident with 7701.  
7708 is at Brouwer Technologie BV Roosendaal for installation of ETCS.  
7782 is at Salzinnes for Revision.  
7808 is back in service after theft of the radiator by the Metal Fairies.  
7809 is at Salzinnes for Revision.  
7814 is back in service after after fitting with ETCS.  
7819 is fitted with ETCS.  
7821 is fitted with ETCS.  
7833 is at Brouwer Technologie BV Roosendaal for installation of ETCS.  
7840 is not fitted with ETCS.  
7844 is fitted with ETCS.  
7845 is back in service after fitting with ETCS.  
7848 is back in service after theft of the radiator by the Metal Fairies.  
7854 is fitted with ETCS.  
7858 is fitted with ETCS.  
7864 is at Brouwer Technologie BV Roosendaal for installation of ETCS.

## **M4 Preservation**

From FB via Google Translate (original attached) and done by Jon Piesing

On February 28th, the M4 carriages made their final commercial run for the SNCB, which had put them into service starting in 1979. Their career was rather unremarkable, and railway enthusiasts paid them little attention, mainly due to the limited comfort in second class. However, it must be acknowledged that these carriages are reliable, primarily thanks to their simplicity and robust construction.

Despite tireless efforts, including legal action and unwavering determination, the non-profit organization PFT has not succeeded in putting its magnificent K1 carriages back into service on the national network, which jeopardizes our "Return to the National Network" project. Indeed, for every event organized on the national network, we are forced to rent passenger carriages to accompany our 5519, whose liveries are not always coordinated

To address these concerns, a group of private individuals, under the leadership of the PFT, acquired six M4m coaches with the aim of restoring their original burgundy livery and then operating them on the national network.

We would like to emphasize that all the coaches were acquired with private funds and that their place is on the national network, not in a museum or on the Bocq line, where space is already at a premium.

To carry out this project, however, we are still looking for volunteers to work on these coaches.

If you would like to support us, please send an email to [M4@pfttsp.be](mailto:M4@pfttsp.be)

PFT-TSP



Le 28 février dernier, les voitures M4 ont assuré leur dernier service commercial à la SNCB, qui les avait mises en service à partir de 1979. Leur carrière a été plutôt banale et les passionnés de chemin de fer leur ont accordé peu d'attention, notamment en raison du confort limité en seconde classe. Il faut toutefois reconnaître que ces voitures sont fiables, principalement grâce à leur simplicité et à leur construction robuste.

Malgré des efforts acharnés - y compris une action en justice - et une détermination sans faille, l'asbl PFT n'est pas parvenue à remettre en service ses magnifiques voitures K1 sur le réseau national, ce qui compromet notre projet «Retour sur le réseau national». En effet, pour chaque événement organisé sur le réseau national, nous sommes contraints de louer des voitures de voyageurs destinées à accompagner notre 5519, dont les livrées ne sont pas toujours harmonisées.

Afin de remédier à ces préoccupations, un groupe de particuliers, sous la direction du PFT, a acquis six voitures M4m dans le but de leur redonner leur livrée bordeaux d'origine et de les exploiter ensuite pour des circulations sur le réseau national.

Nous tenons à souligner que toutes les voitures ont été acquises avec des fonds privés et que leur place se situe sur le réseau national, et non dans un musée ou sur la ligne du Bocq, où l'espace vient déjà à manquer.

Pour mener ce projet à bien, nous sommes toutefois encore à la recherche de volontaires pour travailler sur ces voitures.

**Si vous souhaitez nous soutenir, n'hésitez pas à envoyer un e-mail à [M4@pfttsp.be](mailto:M4@pfttsp.be)**

**Vous verrez ces voitures probablement en service dès cet été et nous espérons avoir le plaisir de vous accueillir à bord !**





*186 289, "Lineas-met TCS trein "6 M4 rijtuigen naar Antw. Oorderen" Rail Service Net !! ,Epegem,23 mrt 2026,@Lucien Claey*  
*De 6 M4 rijtuigen zijn door prive personen aangekocht en worden in hun originele bordeaux kleuren geschilderd*  
*waarna het TSP ze kan inzetten op hun museumlijn.*

I am in contact with one of the people who is in the consortium who have bought these coaches and they have bought.

58059 Adx, 52224 BU, 52238 BU, 51006 AU, 52011 BU & 59932 BDKYU

What they have bought is one of these BDks!







Ilyass Alba

19 March at 14:28



This screenshot is from a video a colleague sent me. The events take place this Thursday morning a few hundred meters from Midi station. Easy, three men come to paint a train.

Some drinkers are no longer afraid to sneak up and leave.

One of them even dared to approach our colleague, wanting to gas him with a paint bomb.

In 2024 cleaning the tags cost the SNCB €9 million. This type of act is unacceptable and remains vandalism.

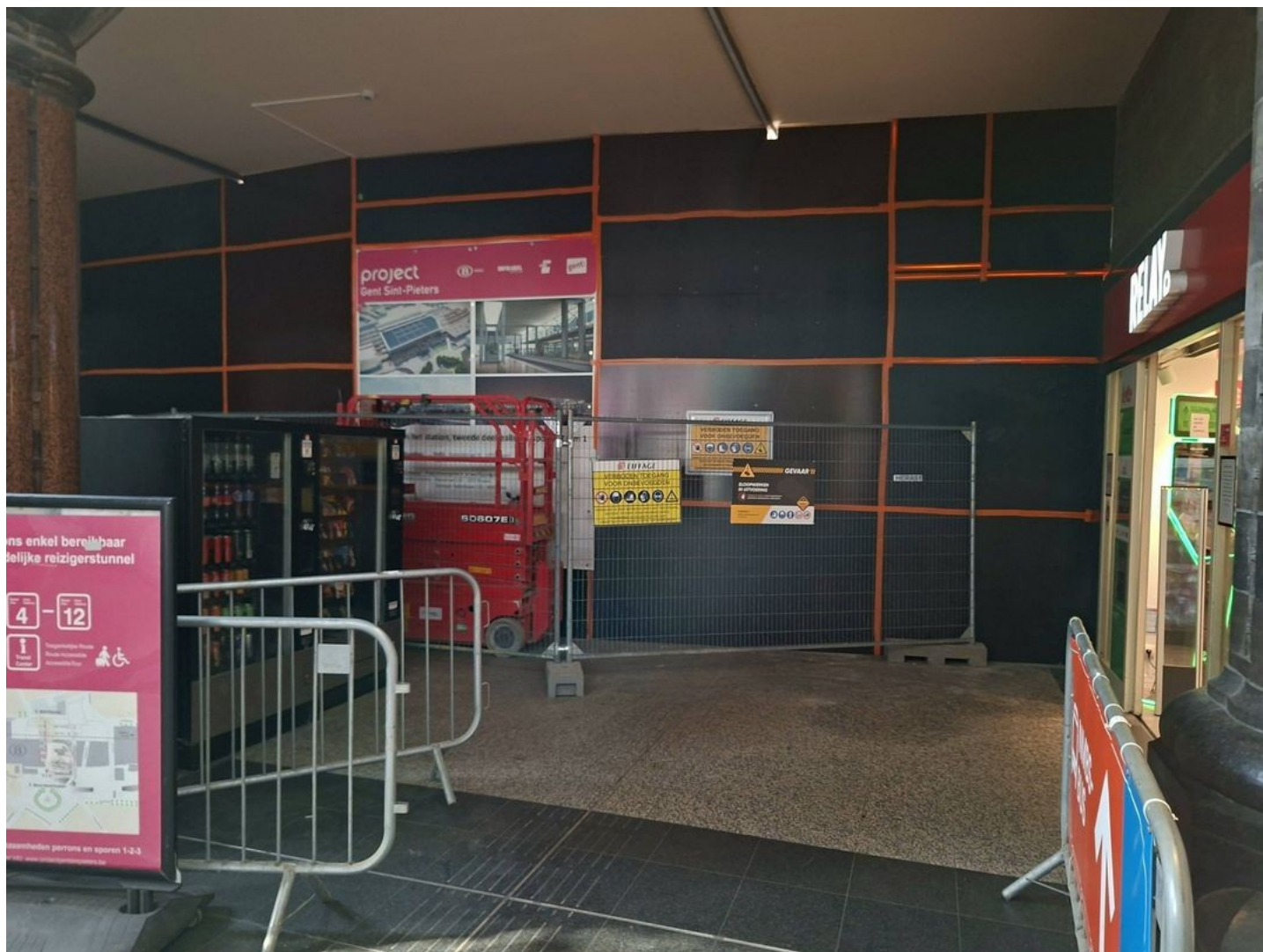


What I would do as a deterrent, is get a mixture of 50% KY Jelly and 50% chilli powder and use it to lubricate their anuses. This would enable the spray tin to be inserted up their rectal passage! They won't do it again!

<https://www.youtube.com/watch?v=04clpd7h0b0>

Goolies = Testicles

## Gent St. Pieters



The only way in from the main square for now is by the old tram tunnel.





# Norichten aus Lëtzebuerg

These photographs appeared on the NMBS Historisch / SNCB patrimoine group on Facebook and were posted by Marius Huke.

CFL 1801, 1818, 1820 (numbered as 1835) in Padborg on 21 March 2026. All are inactive, looking unloved and used as spares for the remaining ex CFL 1800 still working for Viking Rail [1831 [CFL 1805], 1832 [CFL 1807], 1833 [CFL 1812] and 1834 [CFL 1814].





1817, 5538 and the SR2 [17902?] are going to Maldegem. 5538 may be working some passenger trains and 5508 is also expected to be working passenger trains as well.

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

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

1817 was under repair in November 2025. As you can see 1817 has needed some bodywork attention and a good look at 1801 shows it is rotting in places. 1817 has had a lot of work done to it recently, with more to do, and is only suitable for shunts at the moment. 1817 will be fully serviceable this year at some stage



**GoVolta**

Martijn Haman reports that on Thursday 19th March he went along to Amsterdam to see the departure of the first GoVolta train to Berlin.

Find below the numbers of the cars in the train, including the text on the sides and number of the car. All cars have the marking 'Apm' on one side and 'Bpm' on the other side. So it seems something has gone wrong there ;- ) Find below an example of this.

The cars have B-AORO as keeper on the sides. It is unclear for me with this means. I did not find the abbreviation in the latest ERA-list.

NL-HAPPY 91 84 15-60 781-4 / 101001 [1781 in old money]  
Apm/Bpm 51 88 11-70 008-8 B-AORO (11708) Comfort / 1  
Apm/Bpm 51 88 11-70 003-9 B-AORO (11703) Comfort / 2  
Apm/Bpm 51 88 21-70 003-7 B-AORO (12703) Economy / 4  
Apm/Bpm 51 88 21-70 038-3 B-AORO (12738) Economy / 5  
Apm/Bpm 51 88 21-70 005-2 B-AORO (12705) Economy / 6  
Apm/Bpm 51 88 21-70 043-3 B-AORO (12743) Economy / 7  
Apm/Bpm 51 88 21-70 037-5 B-AORO (12737) Economy / 8  
Apm/Bpm 51 88 21-70 023-5 B-AORO (12723) Economy / 9



When comparing the GoVolta coach numbers with the list previously mentioned in The Ramble, there appears to be a discrepancy in the first class coaches.

Listed in The Ramble: 11702 (for parts) and 11708

Seen on the train: 11703 and 11708

So probably GoVolta brought an extra coach or 11703 is a replacement for 11602 and not used for spares.

**Iain's Comment** - I have had a look on the Vehicle Keeper Marking Register [VKM] which is dated 4th March 2026 and AORO is not on.

[https://www.era.europa.eu/domains/registers/vkm\\_en](https://www.era.europa.eu/domains/registers/vkm_en)

Word on SOMDA was that Keolis were to be operators for this train but the paperwork had not come through in time, hence TCS doing it in the short term. **Word on the streets is that Keolis are not going to be the operators [quit was the term used by my source] and that GoVolta are looking for another long term partner to be the train operator.**

1781 was not well for a while but obviously appears to be OK now.

**Thank you to Martijn for his report.**

Also there on Thursday morning was Ariën Claij who sent in these photographs.





I am going to be interested to see what these coaches look like when they have been running for a few months. Also note that there was not a buffet car in the formation. GoVolta have 16008, an ex-NMBS/SNCB one, but it is not quite ready. They could have hired one in from TCS but for the launch this would have needed stickering into GoVolta livery as well.

Not much has changed but it does look to have been cleaned.





1781 [101001] was used to haul the first train from Amsterdam to Bad Bentheim on Thursday 19th March 2025. Reinhard was able to photograph the GoVolta train during nice weather in Harselaar and posted it to Rail Magazine Foto on Facebook.

On 22nd March 1781 [101001] was used again and the train was taken over by TCS 193 828 at Bad Bentheim. Seen here at Velpe on it's way to Berlin Gesundbrunnen. Photograph by Ron Snieder and posted to Rail Magazine Foto on Facebook.



Keith went to Hamburg Harburg where he photographed TCS 103002 or 101128 in real money (and not what he had hoped for when buying a ticket...)

Train into Hamburg quite well loaded but probably 25pct full. Return working looks much less busy



## **NS TRAXX**

Kevin reports that 186 004 and 186 009 were returned to Akiem at Krefeld on Thursday 19th March. 186 006 is at Krefeld and presumably so is 186 005.

I think there should only be 186 014 and 015 left in the Netherlands to send back. However some TRAXX have been sent back and then returned to the Netherlands.

On Watergraafsmeer are 186 014, 015, 019, 020 & 026.

Guy Houston has done this list of the ex-NS TRAXX and where he thinks they are at the moment. Guy is very good but it is very difficult to keep up with things. So if you have anything to add we would be interested to hear.

AZS is a new German rail operator, Am Zehnhoff-Söns GmbH

RFO is Rail Force One

RUG is Rund ums Gleis (part of Bahngroup24)

As you can see there are still a large number of these locomotives still with Akiem. This may also explain why NS are storing a few perhaps to help out. It was always going to be a lot of locomotives to find homes for in a short space of time.

186 001-1	SNCB	Operator confirmed	Mar 2026
186 002-9	SNCB	Operator confirmed	Mar 2026
186 003-7	AKM	Operator confirmed	Dec 25
186 004-5	AKM	Operator confirmed	Dec 25
186 005-2	AKM	Operator confirmed	Dec 25
186 006-0	AKM	Operator confirmed	Dec 25
186 007-8	AKM	Operator confirmed	Dec 25
186 008-6	MTR	Operator confirmed	Mar 26
186 009-4	AKM	Operator confirmed	Dec 25
186 010-2	RFO	Operator confirmed	Mar 26
186 011-0	TCA	Operator confirmed	Mar 26
186 012-8	RUG	Operator confirmed	Mar 26
186 013-6	AKM	Operator confirmed	Dec 25
186 014-4	AKM	Operator confirmed	Dec 25
186 015-1	AKM	Operator confirmed	Dec 25
186 016-9	AKM	Operator confirmed	Dec 25
186 017-7	AKM	Operator confirmed	Dec 25
186 018-5	AKM	Operator confirmed	Dec 25
186 019-3	AKM	Operator confirmed	Dec 25
186 020-1	MTR	Operator confirmed	Mar 26
186 021-9	HSL	Operator confirmed	Dec 25
186 022-7	MTR	Operator confirmed	Mar 26
186 023-5	MTR	Operator confirmed	Mar 26
186 024-3	MTR	Operator confirmed	Mar 26
186 025-0	TCA	Operator confirmed	Mar 26
186 026-8	AKM	Operator confirmed	Dec 25
186 027-6	MTR	Operator confirmed	Mar 26
186 028-4	AKM	Operator confirmed	Dec 25
186 029-2	MTR	Operator confirmed	Mar 26
186 030-0	MTR	Operator confirmed	Mar 26
186 031-8	AKM	Operator confirmed	Dec 25
186 032-6	MTR	Operator confirmed	Dec 25
186 033-4	MTR	Operator confirmed	Mar 26
186 034-2	MTR	Operator confirmed	Mar 26
186 035-9	MTR	Operator confirmed	Mar 26
186 036-7	AKM	Operator confirmed	Dec 25
186 037-5	AKM	Operator confirmed	Dec 25
186 038-3	AKM	Operator confirmed	Dec 25
186 039-1	MTR	Operator confirmed	Mar 26
186 040-9	AKM	Operator confirmed	Dec 25
186 041-7	AKM	Operator confirmed	Dec 25
186 042-5	LIN(B)	Operator confirmed	Mar 26
186 043-3	MTR	Operator confirmed	Mar 26
186 044-1	AKM	Operator confirmed	Dec 25
186 045-8	AZS	Operator confirmed	Mar 26

## Class 188

Word I got was it was going to be 188 132 and 133 but 188 121 is in the frame now. If the locomotive(s) are stickered then it is unlikely they will rotate.



## Nederlands Units

### DM 90

I have neglected these units a bit recently but reports on SOMDA and information from quality sources have prompted me to do an update.

SD85-069 (3453) is the SKPL hydrogen test rig with the ABk running on hydrogen.

SD85-014 [3444] is in passenger service.

SD85-015 no sign of yet.

SD85-016 no sign of yet.

I have seen on SOMDA that 3408 - 3418 - 3417 - 3451 - 3412 - 3416 - 3401 moved from Romania on 12th February and arrived in Jaslo, Poland on 20th February.

3414, 3419, 3420, 3422, 3423, 3441, and 3442 were expected also to move to Poland but would appear to still be in the yard in Romania.

Here is SD85-069 in it's Zero Emission blue livery. I do appreciate we need to be more green but sometimes I think that it is becoming a bit of a fad. The best fuel to power this train is diesel. It is designed to be powered by diesel and an efficient diesel engine is the best prime mover. Better to have a diesel engine powering the train than no train at all.

The overall percentage contributed by transport of greenhouse gases is very, very small.

SD85-069 [NL-SKPL 95 84 5 134 453-6](#)



Two-car DM90 train fitted with a hydrogen-fuelled internal combustion engine as part of its modernisation. Source: Rynek Kolejowy



Michał Szadkowski  
Gorlice Zagórzany I 17:13  
SD85-014 + SD85-XXX z IC 33110 Bieszczady do Krakowa Głównego

SD85-014 in passenger service

## RRReis Units

This is a list of the renumbering of the BRENG units which have now been taken over by RRReis (formerly Arriva). Information provided by a very nice man.

Old number/New number

5041	376
5042	377
5043	assume 378, not seen
5044	379
5045	assume 380, not seen
5046	381
5047	392
5048	393
5049	394

## SNG

Returned to service: 2319

2319 was in collision with a car on 13th January at a crossing Staphorst.

## ICM Koploper



Side view of the mBFk of ICMm 4043 in the new NS Flow colour scheme. This vehicle is no longer drivable and will stay in Haarlem for various training purposes. Photograph by Hans Ursem and was posted to NS ICM(m) Koploper on Facebook.

Some people have tooooooooooo much time on their hands, haven't they Rob?



4079 was produced a few months ago, as it occurred to Rob that NS didn't reciprocate when 321334 was put into yellow & blue; and he wondered what the ICM would've looked like in NSE Livery. The Network South East livery was very bold and it does suit the ICM.



Both images by Rob Woods

SNG

Returned to service: 2319

2319 was in collision with a car on 13th January at a crossing Staphorst.

## **ICRm**

Following from last week's condition test runs for stored ICRm cars, further moves took place on 17, 18, 19 and 20 March. Again from Arnhem Goods to Amersfoort and back. 13 cars on the 17th and 12 cars on each of the following days. If all of the cars believed to be at Arnhem are to be given this outing then we can expect similar moves for a further three weeks or so.



Jores Greuter captured the 6th ICRm conditioning ride with 1824 near Amsterdam Arena. Here the train passes slowly around 13:40 towards Utrecht Centraal and Arnhem Goeren. Photograph taken on 19th March 19-3-2026 and posted to yet another group on Facebook, this time Spoor en Treinliefhebbers.

# Blast From The Past



So you are a wealthy person and you have a choice of where to go for your holidays. The south of France or catch a train to the North Sea Coast where it can be quite cold and when the wind blows, it grit blasts everything in it's path.



# Belgian Can Can



39 / 144

It is 2115's turn this week and there are a few photographs of 2115 to show. The first is in happier days and is at Saint Ghislain on 27th June 2010. Photograph by Nicolas B.

<https://www.flickr.com/photos/jobiwann/7142396413>



The second is at the head of the train moving the HLE 11s from Merelbeke to Stockem for storage. Photograph by Ivo Van Steenwinkel on Friday 11th January 2013.



2115 was withdrawn at the end of 2021 but was still in residence at Antwerpen Schijnpoort on 7th February 2022. Seen here in a nocturnal photograph by Sam Geukens.



Huib den Dulk took this photograph at Montzen of 2115 on it's way to Poland on 4th August 2022. Poland has not worked out well for the HLE 21s.





# Other News

An Irish student from Leeds has suggested that British people should be BANNED from celebrating Saint Patrick's Day as it is a form of cultural appropriation and racism! 🙄

Siobhan Smith, 21, whose great grandfather was Irish says British people who have no Irish roots have no reason to be dressing up as leprechauns or wearing green clothes.

Speaking to the press she said;

"Seeing drunk English people doing Irish accents and attempting Irish dancing makes me feel sick. You wouldn't dress as a Chinese person and do a Chinese accent on Chinese New Year would you? You wouldn't black up, wear traditional Nigerian clothing and speak with a Nigerian accent to celebrate Nigerian independence day would you? It's the same thing and its disgusting!"



**Iain's Comment** - This is fake as there have been similar spoof items from the same source. Why would someone complaining about others badly celebrating St. Pat's Day wear a T-Shirt like that? It is a very nice T-Shirt.



Remember when Trump's people pitched Qatar on handing over a \$400 million 747 so he could fly around in 'Bribe Force One'—the largest foreign bribe to a U.S. president in modern history? While MAGA media called it 'just a gift,' Qatar got dragged into Iran's war anyway. So much for buying favor with a plane. The jet was supposed to buy security and influence; instead, it's a very expensive reminder that corruption doesn't protect you when the shooting starts.



**The Rotterdam police stumbled on 56 drums of petrol today. The estimated street value is over 12 million euros. The drums were hidden in a shipment of Venezuelan cocaine.**



**The attack on Iran is looking so bad for Israel and the US right now they might have to use the Epstein files as a distraction.**

**DO YOU LIKE TO IDENTIFY AS  
A CHRISTIAN BUT LIKE TO  
CONVENIENTLY IGNORE  
VIRTUALLY EVERY TEACHING  
OF JESUS?**

**ASK YOUR  
DOCTOR IF  
THE REPUBLICAN  
PARTY IS  
RIGHT FOR YOU.**



Have a nice week

*Tain*