



The Ramble

565 of 30th March 2026



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.

Tramway touristique de l'Aisne à Érezée 60th Anniversary Event



Tramway touristique de l'Aisne à Érezée
Rue du Pont d'Érezée 1a
B-6997 Erezée

<https://www.facebook.com/tramwaytouristiquedelaisne.erezee>

This is a rural Vicinal Railway deep in the Ardennes and runs along the River Aisne through beautiful countryside between Erezée (Pont) and Lamorménil, some 11,260 km.

The TTA are holding a 60th Anniversary Event on 4th & 5th July 2026. They are planning to run a vintage bus shuttle over this weekend from Marloie Station to Érezée so people can get there by public transport.

The web site at the moment does not have details of this event but there is lots of history there. <https://www.tta.be/>

https://en.wikipedia.org/wiki/National_Company_of_Light_Railways [Vicinal Railways]

https://en.wikipedia.org/wiki/Tramway_touristique_de_l%27Aisne

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>

NVBS Kings Day Tour - Monday 27th April

On Monday 27th April (Kings Day) Stichting NVBS Excursies (SNE) will organise a tour from Rotterdam to the industrial lines Lage Zwaluwe - Oosterhout Weststad and Lage Zwaluwe - Moerdijk. For the line to Oosterhout it might be the last opportunity to travel there since it is endangered. Traction will be the NVBS jubilee loco 1931 (RFO 1831) on the electrified lines and either RXP 6703 or RFO 6702 on the lines from Lage Zwaluwe. Photostops are planned.

Prices for NVBS members € 85,- , non members € 110,-.

More information on <https://nvbs.com/activiteit/koningsdagrit-2026/> (in Dutch).

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

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 should 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.

I have asked if this DE18 locomotive will be hauling passenger trains or sat as a static exhibit.

The reply was from Stoomtrein Maldegem Iain Dobson we don't have a schedule yet. But each day there should be a 'modern' train riding.



May Day is on Monday 4th May

Severn Valley Diesel Gala - Thursday 14th May to Sunday 17th May

If you have not been to a UK Diesel Gala this is usually one of the best to go to. I have started to make a week's holiday of it. Got my hotel booked in Birmingham.

Spring Bank Holiday is on Monday 25th May

Stoomtrein Dendermonde-Puurs - July 4th & 5th

On Saturday 4th & Sunday 5th July the SDP usually kicks off their tourist season with Scheldeland in Steam.

Chemin de Fer Touristique de la Vallée de L'Aa - Le Festivallée 4th & 5th July

The festival at the Chemin de Fer Vallee de L'Aa is a regular preserved railway gala weekend. Arques Station is about 5km or 3 miles from Saint Omer station. Catch the Number 3 & 6 bus to Arques Centre Ville [Place] but note there are no buses on Sundays and Public Holidays.

There is 15 km of railway up the Aa valley in the heart of the Regional Natural Park of Caps and Marais d'Opal.

Tramway touristique de l'Aisne à Érezée 60th Anniversary Event 4th & 5th July

<https://www.facebook.com/tramwaytouristiquedelaisne.erezee>

Tomorrowland

First Weekend Wednesday 15th [AMCS] & Thursday 16th inbound [AMCS & Düss]
Monday 20th outbound [AMCS & Düss]

Second Weekend Wednesday 22nd [AMCS] & Thursday 23rd inbound [AMCS & Düss]
Monday 27th outbound [AMCS & Düss]

Chemin de fer à vapeur des 3 vallées [CFV3V] - July 18th

On this weekend the CFV3V usually have some form of event.

Chemin du fer du Bocq - August 15th & 16th

The 2025 Festival is just Saturday 15th and Sunday 16th with the Photo Safari on Friday 14th. The main themes of this year's event are the renewal of the railway line and 100 years of NMBS/SNCB. Special attention will be given to the renovated Spontin station, now expanded to three tracks, as well as the track doubling works in Bauche.

They hope to be able to present a large number of NMBS/SNCB railway vehicles during the event.

Pukkelpop - Thursday 20th to Sunday 23rd August

Sometimes there are extra trains and it is always busy in the Hasselt area.

European Railtours 28th & 29th August 2026

Two days of tours based in Rotterdam with a short Friday tour and a full days tour on Saturday. RailExperts are again facilitating the tour. Booked my hotel.

Stoomtrein Maldegem-Eeklo - 5508 Running day - 20th September

<https://stoomtreinmaldegem.be/nl/evenementen-2026/20-september-2026-rij-mee-met-de-5508/>

European Sleeper Paris - Berlin

This appeared on the TCS Facebook page <https://www.facebook.com/traincharter>



Tuesday 24th the European Sleeper for Paris stayed in Schaarbeek and departed on Wednesday morning with following consist:

188 144

188 121

D-RAG 56 80 50-71 004-1 Bvcmz 248.1

D-RAG 56 80 50-71 002-5 Bvcmz 248.1

D-BTEX 61 80 50-71 213-1 Bvcmz 248.3

A-BTEX 61 81 71-71 456-0 WLABmz

D-BTEX 61 80 50-71 115-8 Bvcmz 248.1

D-BTEX 61 80 50-71 106-7 Bvcmz 248.1

A-BTEX 61 81 71-71 462-8 WLABmz

D-BTEX 56 80 50-71 222-9 Bvcmz 248.3

All in blue RDC outfit with Train Charter logos

These WLABmz carriages used to be on Amsterdam - Zürich NightJet 402/403 until they got replaced by ÖBB's own 72-90.0 WLABmz last year.

Locomotive 188 144 pulled the first train, this locomotive is temporary with TCS until they have their "own" second leased locomotive. Therefore, no TCS stickers on 144.

The TRAXX 2 Multi System [Class 186] are due maintenance at 30000 kms with a tolerance of +10%. If they get to 33000kms the locomotive stops and has to be hauled to somewhere approved to reset it.

The TRAXX 3 Multi System [Class 188] are due maintenance at 40000 kms with a presumed tolerance on top. The HLE 17s with go faster bogies may have a different maintenance stop.

Just had a look on [Railway Routing](#) to work out the approximate distance for Paris to Berlin and it is 1170 km [plus ecs at each end] for the route on Thursday 26th. This was Paris Nord routed via Ormoy - Longueuil freight line and calling at Aulnoye-Aymeries. Then Mons, Brussel Zuid and via Aarschot, Hasselt, Liège, Aachen, Köln, Düsseldorf, Essen, Recklinghausen, Münster, Osnabrück, Stahlwerke kurve, Minden, Hannover, Stendal and Charlottenburg. From 13th July the train runs via Hamburg Harburg and this is this is around 1260kms for a Paris - Brussel - Liège - Köln - Ruhr - Hamburg - Berlin service.

The Class 188 [TRAXX 3] should get pulled at around 40000, so running via Hamburg is 15 return journeys = 37800 on the sleeper train before maintenance. I suspect they are going to use the other one as shunt release at Paris Nord and work nights about nights. I think there may be the occasional draw from the Railpool Onvia pool, when one is on maintenance, as they are going to need another one unless SNCF/Hexafret/Lineas provide a shunt release loco for Paris when needed. Big multi day exams Railpool will probably provide a replacement locomotive. Sorting this out is what you pay your fleet maintenance controllers to do.



Here is 188 121 at the buffer stops at Paris Nord on Thursday 26th March. The Class 188s for this service are fitted with Onvia and are D/A/F/B/L/PL.

A lot will depend on the deal TCS have with Railpool. Is it a lease or is it a Power by the Hour deal like with Lineas? The EVN on this train charter branded locomotive is D-RPOOL so I am assuming it is likely to be a more power by the hour type of deal. If the locomotive fails, it is Railpool's responsibility to provide another D/A/F/B/L/PL TRAXX 3 fitted with Onvia - not Train Charter. So if you are going to get replacements as cover, where are they coming from? What are the deals with the other people using the Class 188s in France? Railpool may need a float to cover maintenance across all their customers. We already know that 188 121, 132, 133, 134 and 144 are around in France.

Loco A brings the ecs into Paris Nord from Bourget.

Loco B takes the train to Berlin and back to Paris.

Back in Paris, loco A comes off Bourget and takes the ecs back.

That night, loco B works the ecs into Paris Nord and loco A works to Berlin and back.

Back in Paris, loco B comes off Bourget and takes the ecs back.

That night, loco A works the ecs in and loco B works to Paris and back.

If this happens then each loco will be on the Paris - Berlin for fifteen return trips which is @ 37800kms with a little contingency for the ecs moves. Every two to three weeks one of the regular Class 188s on the train will go for maintenance.

188 121 worked the train to Berlin on Sunday 29th March 2025 and is seen here about to depart Paris Nord.



Photograph by Marc Gaultier and posted to Trains De France Et Etrangers Sur Le Reseau Français (1827 a Aujourd'hui) on Facebook.

Both 188 121 and 188 144 have done some work before the start of the European Sleeper running and so when they will actually get pulled is unknown.

I fully expect 188 121 and 144 to do nights about nights until one of them needs maintenance and the second regular locomotive may make it's appearance.

Technis are looking after the Railpool Class 188s it would appear. Technis are the maintenance facilities of what was SNCF Fret.

<https://rle-group.com/en/discover-group/1-group-6-brands/technis-your-partner-locomotive-maintenance>

Technis have a base at Bourget called le NIL where diesels get préventive maintenance and repairs. Heavier stuff goes to Lens or Dijon. They also deal with 26s/27s and probably 186s.

The other problem is that 188 121 and the other Train Charter branded locomotive will rack up the mileage faster than any of the locomotives of this same batch.



Photo Max Ndk.

At least two people got this e-mail.

At 12.00 today I received an email from ES to say that 'my journey' tonight was cancelled due to a coach defect. Full email text :

“Cancellation journey

This concerns a very disappointing message regarding your journey on the European Sleeper. Unfortunately, we have to cancel your trip for Thu 26 March 2026 due to technical issues with the carriage you were supposed to travel with. We realize that your travel plans will be greatly impacted. Our sincere apologies.

We can offer you three options:

Option 1) You can arrange your own alternative transport under reasonable travel conditions. For example via Omio. We do not accept first class train tickets. Flight tickets that cost a multiple of the European Sleeper ticket price are also not accepted. Please send a copy of the receipts to our customer service team, and we will reimburse the costs.

Option 2) You can rebook your European Sleeper trip to another date, at no additional costs.

Option 3) You can cancel your booking and receive your money back.”

This was not what I wanted to hear as I was arriving in Paris from the South - I hastily booked a TGV to Strasbourg and hot-footed to Est to get out of Dodge. Anyone booked in coach 33 on the return journey from Berlin should probably expect a similar email. Apparently Coach 33 was included in the consist but was cold and dark.

In true Bullseye tradition this is what you could have had haulage out of!



Shit happens but not on your first trip.



Belgische Nachrichten Nouvelles belges Belgisch Nieuws

Spontin

The latest PFT/TSP You Tube video is out and it shows the trackworks at Spontin Station. The whole layout has been taken up and replaced.

<https://www.youtube.com/watch?v=-YvDih3RAvI>

HLE 13

1313 is at Antwerpen-Noord Works on repair after an accident in Paliseul.

1323 is on revision at Salzinnes Works.

1333 is at Antwerpen-Noord Works for some final repair works, we think. However the last I saw, 1333 was at Salzinnes.

HLE 21

2160 was moved from Trainworld in Schaarbeek to the Melle on 27th March 2027.



7750, "B-TECHNICS"-2160, "B-NMBS", Schaarkeek-Melle, Expoel ,27 mrt 2026, @Lucien Claeys

HLE 17 / M7 Tests

Eric posting these two photographs of 1701 with 79076-79003-79058-79056 at Arlon on Thursday 26th March 2026. The M7 BD Multis in the consist are allocated to Melle as Eric speculated that they might have been on transfer to replace vehicles currently in use on services down Line 162. My reply was that the four coaches in your photograph are 79076-79003-79058-79056 and are allocated to FML - Melle as you can see in the M7 page of the Current List. So I suspect this is a test train.



Also there was 1702.



I also explained what the current situation is on the route at the moment.

The M6 Driving Trailers used on Lines 161/162 are allocated to LLAT - Arlon. 65003, 65006, 65009, 65010, 65014, 65018, 65019, 65023, 65025, 65027, 65028, 65061 & 65031.

The HLE 13 hauled M7 Coaches used on Lines 161/162 are allocated to NK Kinkempois.

The M7 BMx hauled M7 Coaches used on Lines 161/162 are allocated to FHS Hasselt.

The M7 BMx used on Lines 161/162 are allocated to FHS - Hasselt. There is a reason for this as although the M7 BMx are dual voltage, in practise they are solid 3000v DC. The only place that appears to do dual voltage M7 BMx is Hasselt! The M7 BMx cars are horrendously complicated, like stupidly complicated and the less they are exposed to things they might not like, say 25kV, the better!

There are two types of M7 Driving Trailers [75xxx] and both are awaiting acceptance for Luxembourg. 75002 and 75003 are different to the rest. Once passed I suspect there will be a swap round with the M6 & M7 Driving Trailers.

The M7 BMx are also awaiting approval for Luxembourg.

<end>

A M6 Driving Van trailer was found and was attached to 1702 and the set of M7 coaches. Bear in mind that 79076-79003-79058-79056 have never carried any passengers, someone has already graffitied them. Photograph by Christophe Bourguignon and posted to his excellent Trains des 3 frontières page on Facebook.





Here is the other end of the train above with 1702 pushing the test rake of M7s through Stockem station. On the left behind the "6" KM post work has started on to refurbish the third platform at the station.

There has been a proposal for twenty years to build a Park & Ride at Viville on the old Stockem Depot site. The site is very close to major roads and there is plenty of brownfield land.

It would appear that the P+R Viville went in the skip just as Covid was starting in Europe.

<https://paperjam.lu/article/projet-pr-a-viville-arlon-est->

"For the Belgian National Railway Company (SNCB), the parking capacity reserved for commuters at Arlon station is more than sufficient. Expanded by 165 spaces in 2018, it can now accommodate 765 vehicles. All well and good, except that these spaces are also occupied by people who have purchased an Arlon-Luxembourg rail pass... but never actually take the train. This pass, costing around 80 euros, and soon even less with free public transport on the Luxembourg side, entitles them to a parking space 24/7 for a price significantly lower than the market rate. And the availability of parking spaces is practically nonexistent in the area. "As a result, even people living near the station buy a pass just to have access to the parking," was a comment heard at a recent conference on cross-border issues."

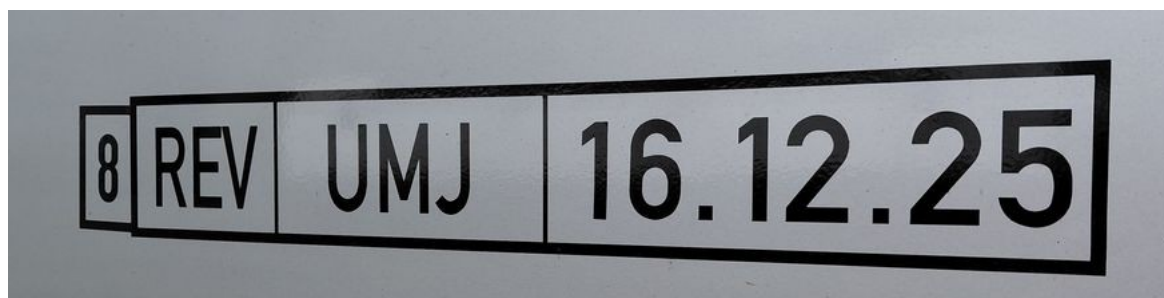
It looks as if P+R Viville is back on the agenda!

<https://en.paperjam.lu/article/dormant-p-r-viville-project-resurfaces>

I do think that Viville would be good but the "traffic" problem is in Luxembourg. However the expenditure needs to take place in Belgium. Having Viville for car parking and dropping off by car would be good with Arlon station for people living in Arlon and the connecting buses, would be better.

HLE 28/29/186

The Revision Date on 186 445. Photograph by Noach Taillieu.



186 446 is at RoseMobility, Kassel for revision.
186 492 is at Talbot Aachen for revision.

Class 193

193 174 worked the European Sleeper from Brussels to Praha for a few days last week.



HLR 77/78

7708 is at Brouwer Technologie Roosendaal for fitting with ETCS.
7774 is at Voith Turbo Kiel for revision.
7782 is at Salzinnes Works for revision.
7822 is at Brouwer Technologie Roosendaal for fitting with ETCS.
7833 is at Brouwer Technologie Roosendaal for fitting with ETCS.
7864 is at Brouwer Technologie Roosendaal for fitting with ETCS.



Norichten aus Lëtzebuerg

CFL Locomotives

In a not unsurprising move, 4001 has appeared in a headshunt at Luxembourg depot. It has been there for a while and then two weeks ago was joined by 3013 and 3014. These 3000s were working for CFL Multimodal.

Two new Class 188s were nearly ready for CFL Cargo at the beginning of February and I reported this news at the time. They are still nearly ready at the time of writing and there are now three of them.

Dem Bim Bam posted this photo of 4001 looking a bit sad and probably a bit demic as well.



This photograph was taken by Eric Back and posted to Lëtzebuenger Eisebunn, Tram & Bus Frënn on Facebook showing the line up of 3013, 3014 and 4001.



Ex-CFL 1800

I got a lot of information after last week's information and correction e-mail which I need to work through. This information is in development and will be out soon when I have written it. Then it will need checking to make sure I have got it right.

Class 1800

I saw this on Facebook. I had heard that 1618 was in good condition and could be returned to service easily. Also 1615 [9904] was a potential locomotive to return for use as it already had a 9904 number allocated.

Further comment said the train had gone to Rotterdam Noord.



So I e-mailed Ruben at Railexperts and asked what was happening instead of speculating on Facebook. There is nothing like facts to stop the rumour mill!

1618 is now in the workshop at Rotterdam Noord, and if everything goes according to plan, it will be in service again.

1615 is still complete but 1618 was in better condition (it had new axles + wheels some years ago)

Ruben also helped me with an update of the fleet with new information in yellow.

- 1602 At Amersfoort for spares [plukloc] and will be scrapped 2026.
- 1604 At Rotterdam Noord for spares [plukloc] and will be scrapped 2026.
- 1611 9903 in service.
- 1614 At Amersfoort for spares [plukloc].
- 1615 9904 At Amersfoort complete but not operational
- 1616 9902 in service
- 1618 At Rotterdam Noord in store complete
- 1619 At Amersfoort in store complete
- 1621 At Amersfoort for spares [plukloc].
- 1827 9901 in service
- 1832 At Amersfoort for spares [plukloc].

- 1766 for spares [plukloc]
- 1770 for spares [plukloc]

Ruben wrote, "We are selling a lot of parts every month to the other owners of 1600/1700, so our spare part locos make sense. We also have bought all the stock that NS had in their warehouses for these locos. So we have loads and loads of spares to be able to operate our locos the next years."

We have seen stories of new airplanes being broken up for spares having only flown once or twice. They are worth more as spares than as flying airplanes. Unfortunately some medium to higher end cars are stolen to order, as they are also worth a lot of money as spares.

Lets hope that the 1600/1800 remain in use for many more years to come!

Thank you to Ruben for his help.

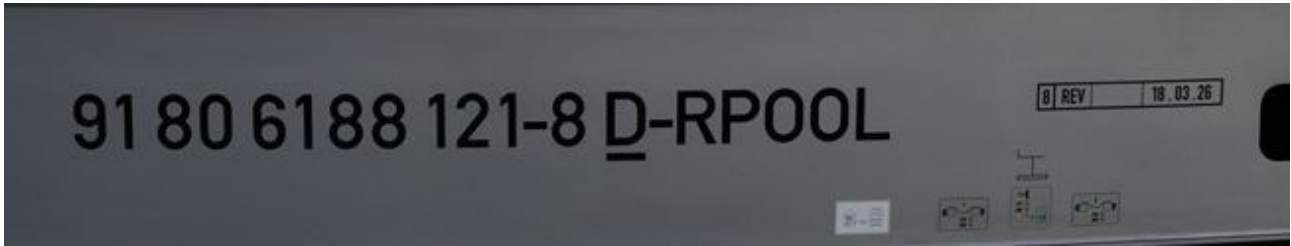
Class 186



Still on the 'meer is 186 026 which I thought had gone back to Akiem at Krefeld. It is possible it went to Haarlem Works for something doing to it. Also on the 'meer are 186 015 & 016.

Photograph by Kees Mooij and posted to Facebook by Rob van Ee.

Class 188



Photograph by Didier Delattre. 188 144 is also 18.03.26

ICM

ICM 4231 is now the Droomtrein and was rolled out on Tuesday 24th March 2026. It was scheduled to pass Iwan Bögels house at 10:04 on Tuesday and he was out and about to take this photograph.

Droomtrein means Dreamtrain. It has been stickered according the winning drawing by a 7 year old girl.



I think it is nice to do this and allow someone to have their art featured. There is only one problem, it looks like graffiti. It looks like it has been tagged. What is the difference between this NS sponsored art and some dude with his spray tins?

ICNG

3226 is nearly finished and will be swapped with another unit this week.

DM 90

<https://www.rynek-kolejowy.pl/wiadomosci/skpl-kupil-kolejne-dm90-juz-jada-do-polski-126705.html>

In 2020, SKPL Cargo brought to Poland the first four internal combustion DM90 traction units, which have been designated SD85 in our country. In 2021, SKPL imported another 28 units, increasing the number of its own vehicles of this series up to 32. The vehicles debuted in regular movement (after their earlier “polonization”) in 2024, although already in 2022 they were used to carry People fleeing war-torn Ukraine.

Currently DM90 are used by PKP Intercity on several routes for services from Krakow to Jelenia Góra, from Krakow to Hrubieszów and a freshly launched service from Poznań to Gorzów Wielkopolski. The units will soon will also go to Łomża.

SKPL will have 46 DM90

However, the fleet of 32 SKPL units purchased from the Netherlands will grow significantly, because, as the owner of SKPL, Tomasz Strapagiel, tells us, a private carrier bought 14 more DM90s, which are currently heading to Poland from Romania.

- We obtained 14 more DM90s, which we bought in Romania, from one of the local carriers, which bought them from the Netherlands - says Strapagiel and adds that the vehicles are currently transported to Poland, which can be seen in the video attached to the text.

“So together we will have 46 DM90, although we already know that we will not run all units. We estimate that 34 to 38 vehicles will be ready for service - adds the president and owner of SKPL Cargo.

As we hear, the rest of the units are to serve as a part donor for the remaining vehicles.

Let’s remind that PKP Intercity, i.e. currently their only user, on will definitely use 22, and probably 32, after running the possible option.

SKPL must take care of the already owned rolling stock

A strapagel asked by us whether SKPL is planning further purchases of used rolling stock abroad (the company has extensive experience in bringing both traction units and locomotives or wagons to the country) responds that so far the main goal is to prepare for driving in Poland already purchased rolling stock.

- Is this our word recently when it comes to shopping abroad? At the moment, yes, because we need to focus on the previous tasks: SU175, ex wagons DB And the DM90. And this is a constant battle with suppliers, production and time. It should also be remembered that at the end of the procedures there is still a vehicle 810 and locomotive 1822 - says the president of SKPL.

Blast From The Past



2024 seen here at Brussel Noord on 13th April 1991 in a photograph by Danny Moens.



Belgian Can Can

40 / 144



This week it is the turn of 2116 which was found in a Polish scrapyard in 2025.



2116 was found in the yard of a transport company specialising in heavy and oversized transport. On their Facebook page they have photographs of them transporting locomotives [see [here](#)].

Bogamet - transport ciężki i ponadgabarytowy
Bogamet - heavy and oversized transport

Lisi Ogon, Szczecińska 19, 86-065 Łochowo, woj. Kujawsko-pomorskie

Photograph by Olek Hałas and posted to the Miłośnicy fotografii kolejowej on Facebook.

2116 does not feature on Google Earth as it is a 2015 image for the area. However Poczтова, the road at the side of the site has been rebuilt and widened. Drop down to Street Level on Poczтова and BINGO!



53° 7'55.01"N 17°52'41.85"E

2116 in better times with wheels at Mechelen Nekkerspoel on April 6, 2009.
Photograph by Finn Møller. <https://www.flickr.com/photos/132029180@N02/49820522588>






Other News

More AI Bollocks!

Angry People in Local Newspapers
2h · 🌐

When you see it...



IanVisits
4h · 🌐

Google News is getting flooded with travel websites using really bad AI-generated images to illustrate their sloppy articles.

Apparently, this is Catford.

<https://www.thetraveler.org/why-catfords-twin-stations.../>

😂👍 347 106 comments 7 shares

👍 Like 💬 Comment ➦ Share

The main problem is this is not Catford. It is complete bollocks and so far I have counted six errors apart from the real biggie, is isn't f**king Catford!

<https://www.thetraveler.org/why-catfords-twin-stations-are-blowing-up-on-tiktok/>

'RECLAIMING OUR COUNTRY'

NEXT AGENDA ITEM:
PLACARDS FOR THE
'MAKE BRITAIN
CHRISTIAN AGAIN'
MARCH...

YES, I'LL
DO THEM.
BIBLICAL
MESSAGES?

YES PLEASE.
AS BIBLICAL
AS POSSIBLE

REALLY
BIBLICAL,
REALLY
CHRISTIAN



LATER...

HERE
YOU GO

LOVE
YOUR
NEIGHBOUR

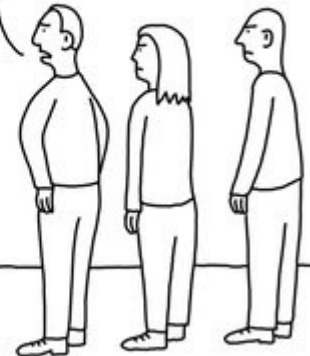
SHOW
HOSPITALITY

LOVE THE
FOREIGNER
AS
YOURSELF

WELCOME
THE
STRANGER

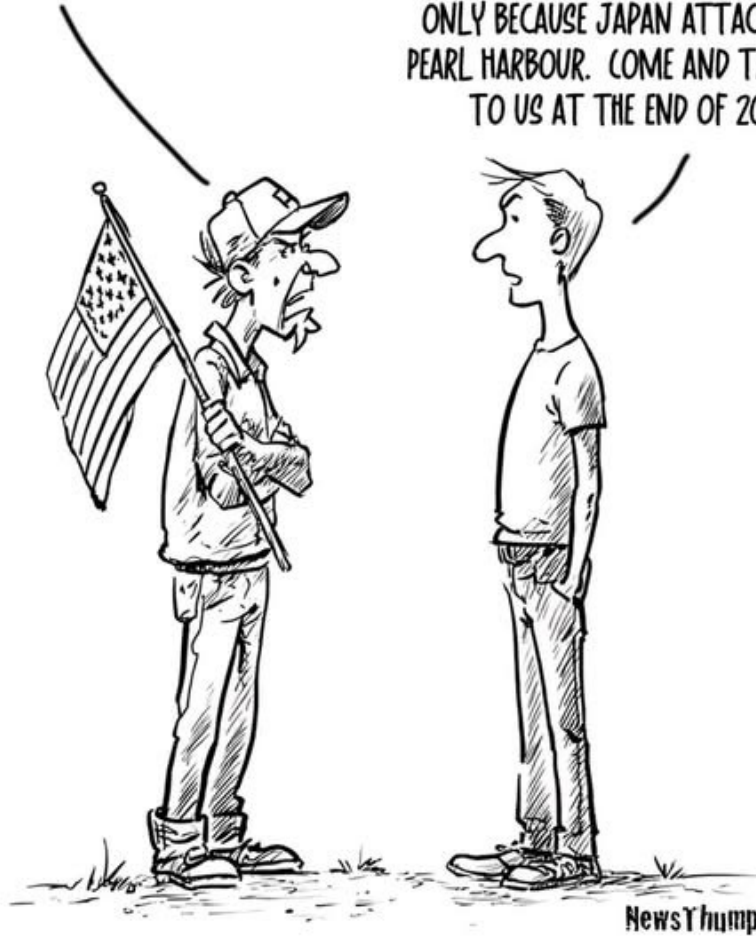
ALL ARE
ONE IN
CHRIST

OK, MAYBE NOT QUITE
THAT CHRISTIAN



WE CAME TO EUROPE'S RESCUE IN WWII, AND NOW YOU WON'T HELP US WITH IRAN?

DUDE, YOU WAITED 828 DAYS TO GET INVOLVED IN WWII, AND THEN ONLY BECAUSE JAPAN ATTACKED PEARL HARBOUR. COME AND TALK TO US AT THE END OF 2028.



NewsTump

HE WANTS TO KNOW IF WE'VE GOT HIS BACK.

Joe Heller HELPERTON.COM ©2026



School massacre stuns US

CITIZENS in the United States were left reeling today at the all-too-familiar news of yet another school massacre.

“I simply can’t believe it, how could it happen?” said one tearful redneck in a MAGA hat. “So many schoolkids senselessly killed and it WASN’T in America.”

The incident, in war-torn Iran, has sent shockwaves through the gun lobby.

Said one man, in a horned buffalo hat, “America is Number One for school atrocities and that will never change, just like

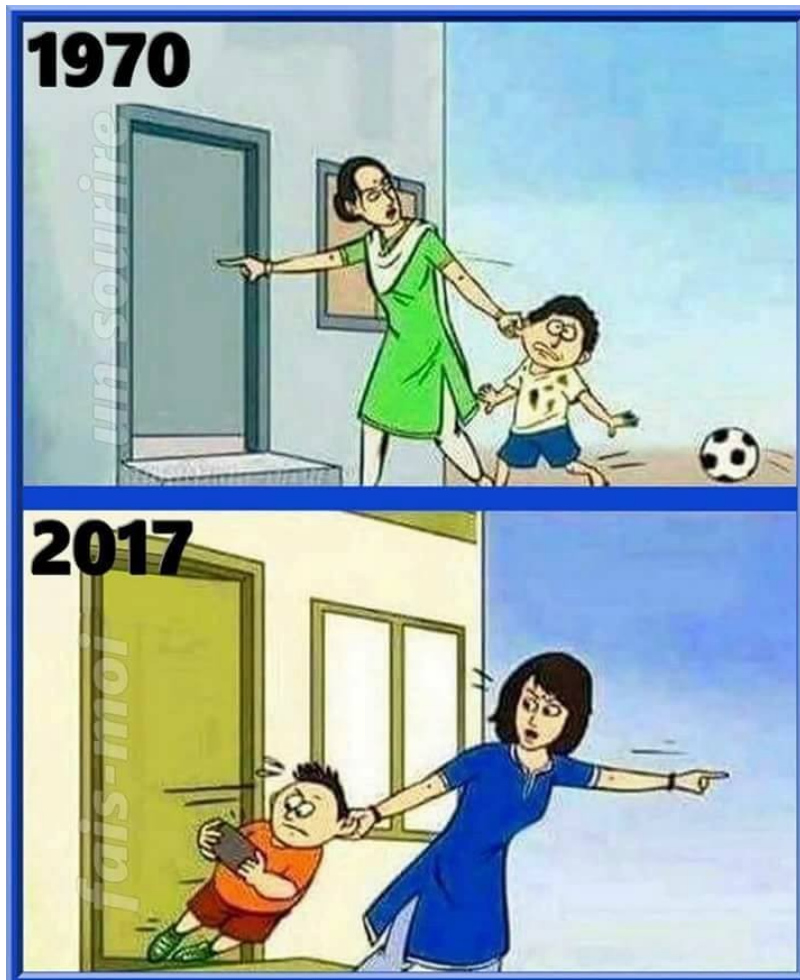
our amazing gun laws.”

There was some consolation that the weapon involved was American, a lone disaffected missile that had difficulty making friends with missiles its own age.

Said a member of the NRA, “It’s not the missile’s fault. These Iranian schoolkids should have been armed with their own missiles. That would have averted this tragedy.”

He concluded, “the only thing stopping a bad guy with a missile is a good guy with a missile.”

(Rotters)





Have a nice week

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