



The Ramble

572 of 1st June 2026



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]
Monday 5th August	[577]
Monday 10th August	[578]
Monday 17th August	Holiday
Monday 24th August	Holiday
Monday 31st August	Holiday
Wednesday 9th September	[579]
Monday 14th September	[580]
Monday 21st September	Holiday [Innotrans]
Monday 27th September	Holiday

The Purvey Dog

With all this hot weather it must be time for the Purvey Dog



For The Diary 2026

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

Vulkan-Express

From 4th to 7th of June and on 3rd & 4th October, there will be a railway event on the Brohltalbahn (Vulkan-Express) as they celebrate their 125th anniversary.

More information here :

<https://www.vulkan-express.de/fahrplan/veranstaltungen/bahnfest>

The Braunschweig and Hannover Explorer - Sat 13th June to Mon 15th June

This has been organised by Ramble reader Paul Griffin for the Branch Line Society [BLS]. This three day series of tours will visit the extensive Verkehrsbetriebe Peine-Salzgitter (VPS) network, goods lines in the Braunschweig area, the Hannover freight ring, two docks systems in Hannover, a heritage railway, a peat railway and possibly a tram tour of Braunschweig.

Details on the tour are on the BLS website on their fixtures page. There is not a direct link to the web page advertising the tour, you have to go to the Branch Line Societies Fixtures page and scroll down to find.

<https://www.branchline.uk/current-fixtures.php>

Stoomtrein Dendermonde-Puurs - July 4th & 5th

<https://www.stoomtrein.be/bezoek/scheldeland-in-stoom-2026/>

On Saturday 4th & Sunday 5th July the SDP 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.

Kield wrote a note on the Chemin de Fer Touristique de la Vallée de L'Aa - Le Festivallée, He was thinking of going, however he noticed on the website that, while it's a festival, your ticket only gets you one round trip to Lumbres (time chosen upon booking) and unlimited access to the 'Animations' at Arques station (exhibition of visiting stock, Engine shed, yard etc). There is no timetable / loco working published, and while the tickets are only €6, if you were looking for something specific, then you could be disappointed. It does seem quite scaled back from my previous visit, a 2 1/2 years ago.

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 17th

On Friday 17th July there is a photographic event at the CFV3V.

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.

I have given the Organiser some suggestions. You can be proactive or start asking questions on Facebook a month before the Gala.

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.

I have had e-mails and questions about these tours. I have asked the Organiser when the details will be available but had no reply at the time of writing.

Stoomtrein Maldegem-Eeklo - 5508 Running day - 20th September 2026

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

De Lijn - Antwerpen PCC Tram Event - 26th September 2026

Farewell to the PCC event in Antwerpen.

Open Day at Mechelen and Salzinnes Works - Sunday 4th October 2026

Both works have an Open Day on 4th October 2026.

Belgische Nachrichten Nouvelles belges Belgisch Nieuws

Incident at Buggenhout on 26th May 2026 - Line 53 PN [Level Crossing] 43



Just after 08:00 on Tuesday 26th May a mini bus van was hit on a level crossing at Bruggenhout. The vehicle was being used to transport pupils to a special needs school within Buggenhout Campus.

There were nine people on the bus, the driver, a minder and seven children. The bus was severely damaged, thrown onto its side and moved some thirty metres back.

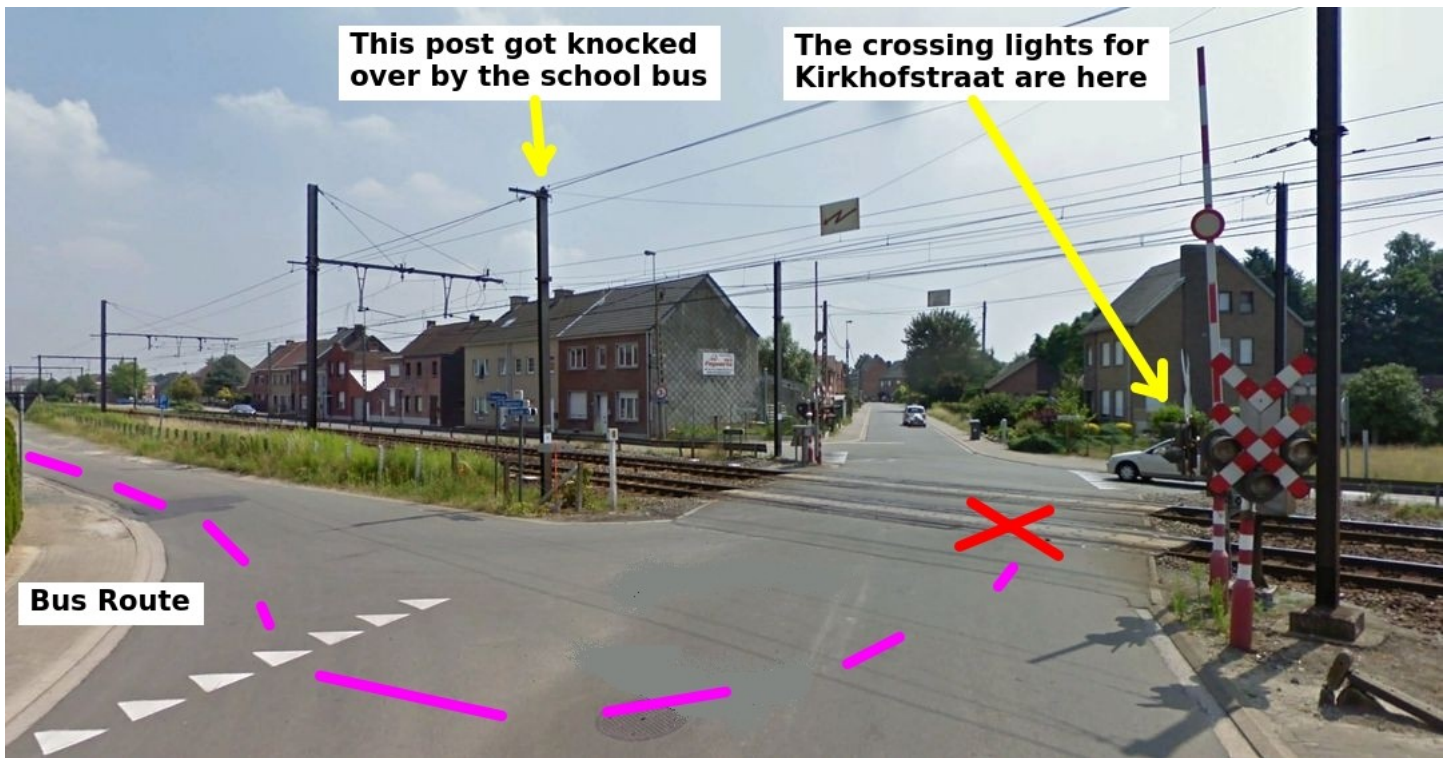
Two children, aged 12 and 15, died, according to prosecutors

The 49-year-old bus driver and a 27-year-old minder [chaperone] also died

Five children were hurt

One person on the train was treated for shock

The bus came down Kerkhofstraat which runs parallel to the railway line and passed the Fire Station [the big building with the queue outside]. The driver turned left, hit the barrier and drove onto the crossing and into the path of L556. Even though this was already slowing down for its planned stop at Buggenhout station (700 meters down the line) it was still going fast enough, and too fast, for an emergency stop. Looking at the photograph above, the train has pulled up very sharp.



These types of vehicle are basically a metal box on wheels with windows and seats inside. They are not designed to be hit by a train so hard to be pushed 30+ metres back. What I think has happened is the train hit the passenger side door of the mini bus. The bus rotated 270° wrapped itself round the electrification post and then slid off across the road. The front of the train has not caused the V shaped dent in the photograph below, the electrification post has. There is little damage to the front of the train but the side on Kerkhofstraat might be very different where the bus will have banged alongside it. The electrification post is made of a rolled steel joist and the energy from the bus moved it. This has caused the real damage to the bus as you can see in this photograph.





I assume that with the occupants being special educational needs pupils some may have been in wheel chairs. All of the pupils will have been wearing seatbelts which will have prevented them from being thrown out of the bus. Fortunately the Fire Station is just up Kerkhofstraat and I suspect the fire personnel were there before their Control knew about it.

~~There is a level crossing light oriented towards traffic coming from the Kerkhofstraat, it may be assumed that due to the time of day (approx. 8.07 AM) there may have been sun glare into the crossing lights diminishing visibility of the warning signal. The sun would have been shining directly into the lens of the lights. However the barrier was down as witnesses have said and the clanger would have been audible as well. The lights on the level crossing were working as you can see in the first photograph.~~ **See Below!**

The train involved was local service L556 06:36 Brugge - Mechelen worked by MS08 08155, with around a hundred passengers on board.

08155 was admitted to Mechelen Works at lunchtime the following day for assessment.

This article contains reporting by Nikko Yaginuma and the photos and some information has come from this Sky News report.

Condolences to all involved.



This last photograph is from VRT news and shows the other side of the vehicle. This is the side the train hit



Nikko has written this afternoon

“Since last week's tragic accidents, some facts have emerged which put the accident in a completely different light.

While early reports noted that the driver "had no criminal record" and "there had been no complaints about the driver (bar two 'minor speed infringements in a 30 km zone')", it has now emerged that several bus attendants had filed complaints about the involved driver's behaviour behind the wheel, or simply refused to drive with him, and had demanded his dismissal. These complaints included use of his phone behind the wheel, speeding, ignoring the right of way, and either ignoring warning lights at crossings or aggressively driving right up to the crossing boom when it was down.

The federal police has now confirmed that complaints had been filed, but does not confirm about what or how many.

The tragedy of this accident is only matched in depth by the utterly disgusting buck passing going on between De Lijn, the school and the Local Authorities. A little bit like Jimmy Saville, a lot of people knew but no one wanted to stand up and do something about it.

<https://www.vrt.be/vrtnws/en/2026/06/01/tragedy-in-buggenhout-school-bus-attendants-had-previously-comp/>

This news was only confirmed earlier today [01/06/26].

Electrification Photos

I showed last week some photographs of the electrification works on Line 11. Brecht got back to me to say "Quite funny to suddenly see my own face appear in your Ramble, especially as a loyal reader..."

So I sent him this photo of how we used to do electrification in the UK.

I think this is the Great Eastern Main Line but I could be wrong. Maybe the West Coast Main Line?

I am fairly certain this is Doncaster but as you can see things were still ladder based. Electrification is now done with rail mounted cherry pickers but the costs have gone up considerably. In fact the costs have gone up so much that electrification has become unaffordable.



This is how it was done on Saturday 23rd May 2026. Photo by Brecht Teerlinck



HLE 12



Ex NMBS/SNCB 1207 now 365 007 in Břeclav on Tuesday 26th May 2026.
Photograph by John Seed

HLE 13

After the Revision Dates on 1313, 1319, 1323, 1343# & 1354# [# In Salzinnes Works].

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

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

1333 has a new nose recovered from another 13 and is getting a repaint.

1343 is at Salzinnes Works for an Intermediate Revision.

1354 is at Salzinnes Works, possibly for an Intermediate Revision.

HLE 18/19

Interested in the Intermediate Revision dates on
1841, 1843#, 1845#, 1847 & 1924 [# In Salzinnes Works].

Some of the "ETCS works" may be rectification or a lesser upgrade.

1828 is back in service after ETCS works at Salzinnes.

1829 is in Salzinnes for ETCS works.

1843 is at Salzinnes Works for a RI2 Revision. Back in service whenever.

1845 is at Salzinnes Works for a RI2 Revision. Back in service in early June.

1860 is in Salzinnes for ETCS works.

1862 is in Salzinnes for ETCS works.

1867 is in Salzinnes for ETCS works.

1872 is in Salzinnes for ETCS works.
1873 is in Salzinnes for ETCS works.
1880 is in Salzinnes for ETCS works.
1881 is in Salzinnes for ETCS works.
1895 is back in service after ETCS works at Salzinnes.
1908 is in Salzinnes for ETCS works.
1923 is back in service after ETCS works at Salzinnes.

HLE 28/29/186

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

186 492 has finished it's lease with Lineas.
186 494 has finished it's lease with Lineas.

HLD 62

All the HLD 62s are fitted with ETCS and a working third headlight.

6223 is currently at Salzinnes and is due back in August.
6305 is back in service after being sidelined since 08/10/24 with engine problems.

HLR 77/78

I wrote last week that Lineas are now well on with fitting ETCS to their HLR 78 locomotives. 7708 has been fitted but all the others are in the 7800 series. It is expected that there will be a swap round soon between the unfitted 7800s which are on hire to Infrabel and the fitted 7800 series locomotives. If you look, a lot of the gaps are on hire to Infrabel.

Word reached me here on the hill that 7808 and 7848 were now back working for Lineas. Word on the streets is 7814 and 7848 have gone on hire from Lineas to Infrabel, both fitted with ETCS.

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.
7709 is in Salzinnes Works for the fitting of ETCS and repainting into Infrabel Blue.
7710 is in Salzinnes Works for the fitting of ETCS and repainting into Infrabel Blue.
7729 is back in service after fitting of ETCS and repainting into Infrabel Blue.
7743 is at Salzinnes Works for ETCS fitting.
7758 is back in service after ETCS fitting.
7759 is at Salzinnes Works for ETCS fitting.
7761 is at Salzinnes Works for ETCS fitting.
7765 is at Salzinnes Works for ETCS fitting.
7774 is at Voith Turbo, Kiel for Revision.
7775 is at Salzinnes for Revision.
7782 is back in service after Revision at Salzinnes.
7787 is at Salzinnes Works for ETCS fitting.
7808 is now back with Lineas after it's Infrabel lease.
7810 is at Brouwer Technologie BV Roosendaal for installation of ETCS.
7814 is on hire to Infrabel.
7815 is at Brouwer Technologie BV Roosendaal for installation of ETCS.
7832 is at Brouwer Technologie BV Roosendaal for installation of ETCS.
7843 is back in service after installation of ETCS.
7845 is now back with Lineas after it's Infrabel lease.
7848 is on hire to Infrabel.

RXP 1600

Ex-NS 1618 was filmed passing through Bardendrecht at speed with 9901 on Tuesday 26th May. The pan was up on 9904 [1618] and I assume the locomotive's return to full service is on course. This photograph below appeared on a Whatsapp group of 9904 and 9901 out on test. Posted by Quinn on Tuesday 26th May but not his photo.



1618 is still in this basic livery but Raillogix has been replaced with RailExperts and where the EVN is has been stickered over to read 9904 in big numbers.



Chit chat on Whatsapps suggests that RFF will hire a locomotive from RXP for their tank train. RXP will use 4401 [1606], 4402 [1609] and 9904 [1618] for this train. 1615 [was 9904] is complete but not operational and 1618 was reinstated because it was in better condition. 1618 has assumed the 9904 RXP number.

ICNG

This is a You Tube film of the ETCS works going on for the S-Bahn fleet in Stuttgart. The work is being done at Villeneuve in Switzerland which is the same place that is doing some work on the ICNG. So you get a view of the inside of the works and some of the facilities that will be being used on the ICNG,

This is auto-dubbed <https://www.youtube.com/watch?v=ntDRyvbd1lk> and is a bit irritating. You can go into Settings on the You Tube screen and disable this. You can either listen to it in original Deutsch or put on the subtitles in English.

For all those chuntering about HS2 in the UK, the Stuttgart project is one of a number of projects around the world are also having cost over runs and opening delays.

https://en.wikipedia.org/wiki/Stuttgart_21

In Service are 73 examples. As with all things ICNG, "Service" is open to interpretation.

ICNG-5	3101, 3102, 3103,	3105,	3107, 3108, 3109, 3110 [8]
	3111,	3113, 3114, 3115, 3116, 3117, 3118, 3119, 3120 [7]	
	3121,	3123, 3124, 3125, 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	3201,	3205, 3206,	3209 [3]
	3211, 3212,		3219, 3220 [4]
	3221, 3222, 3223, 3224, 3225, 3226, 3227 [7]		
ICNG-B		3304, 3305, 3306, 3307, 3308, 3309, 3310 [6]	
	3311, 3312, 3313, 3314, 3315, 3316, 3317, 3318, 3319, 3320 [10]		
	3321 [1]		

Accepted [owned by NS] and ready for Passenger Service is .

In Commissioning/Acceptance/Testing are 3116, 3119, 3201, 3310, 3351 & 3352.

3116 arrived on Sunday 3rd May 2026 and was out on test on Friday 17th April 2026.
3119 arrived on Saturday 2nd May 2026 and was out on test on Friday 17th April 2026.
3125 arrived on Wednesday 13th May 2026 and was out on test on Friday 15th May.
3136 is the next unit to go to Alstom Brugge for retrofit work.
3140 is back in service after retrofit work.
3201 arrived on Sunday 31st May and should be out on test on Tuesday 2nd June.
3223 is at Alstom Brugge for retrofit work.
3310 arrived on Friday 3rd April and was out on test on Wednesday 8th April.



3310 has been out on test for a long time now. Seen here at Rotterdam Centraal. Photograph by Steven Oskam.

Mat '64 - 60 Years

There was an event at Amersfoort to celebrate sixty years of the Mat '64. Taking part were the NS Museum's 876, De Karel 466 and Keolis 904



Photograph by Rob Dammers of the line up



466 by Bas Bonhoff

876 by Bas Bonhoff



904 by Bas Bonhoff





Norichten aus Lëtzebuerg

After last week's feast of CFL information, this week the cupboard is bare!

Blast From The Past



Here is 2002 at Namur in an undated photograph by Rob Dale. If I am not mistaken the vehicle behind 2002 is a Restaurant Car. One of my memories was a late evening departure from Luxembourg where the late John Chapman, the late Ludwig Bontinck and I had a meal on our way up Line 162. Benny Hill was the Steward on that trip and it was not long before the Restaurant Car came off.



Belgian Can Can

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2123 at Namur



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2123 arrived at Namur on IC2418, the 1803 Brussels Midi - Liège Palais. This was my second to last type 21 in traffic - leaving only 2153.

Taken on 30th March 2018 by Jon Piesing

<https://www.flickr.com/photos/38339202@N00/41239450701/in/photolist-25QbXW6>



Other News

The Heatwave Continues







Borat



Daffy



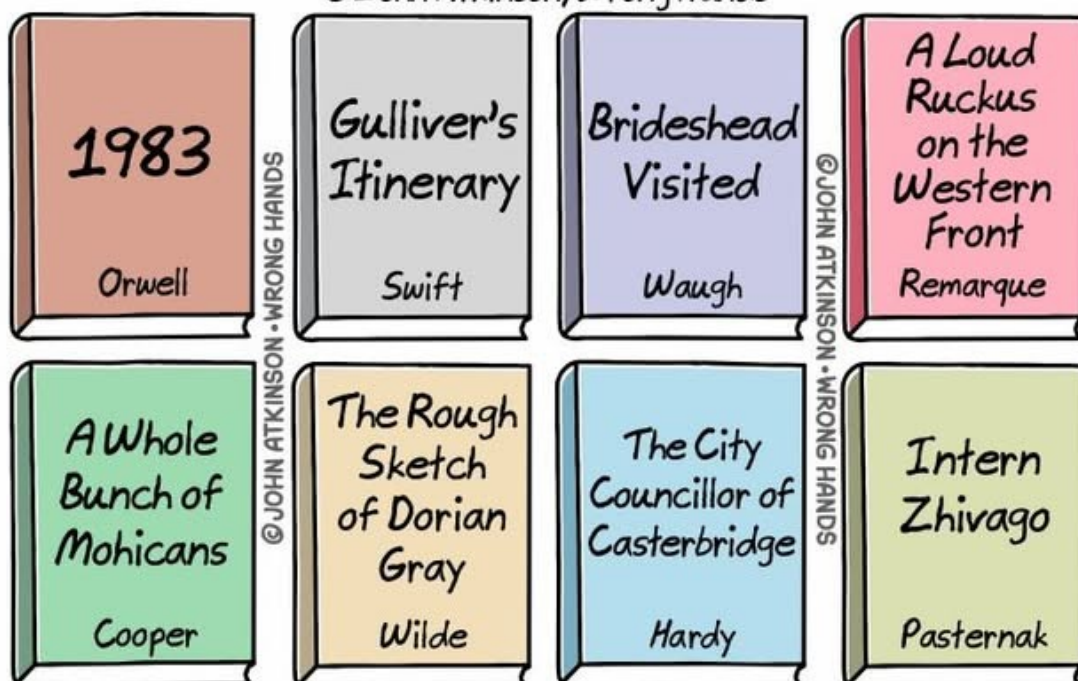
**Just want to say a
massive thank you to the
NHS!**

**They were excellent
removing a mole from
my arse yesterday...**

**unlike the RSPCA who
said they will prosecute
me if I do it again...**

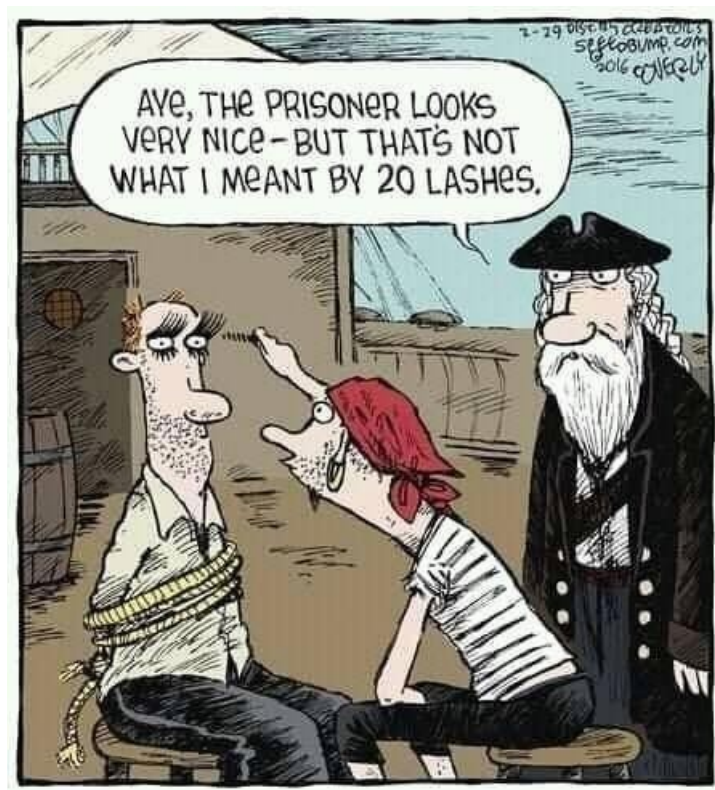
Prequels

© John Atkinson, Wrong Hands



© John Atkinson, Wrong Hands . wronghands1.com

These two I have used before but I still like.



Have a nice week

Iain