



The Ramble

573 of 16th June 2026



Tuesday 23rd June	[574]
Monday 29th June	[575]
Monday 6th July	[576]
Monday 13th July	[577]
Monday 20th July	Holiday [Tomorrowland]
Monday 27th July	Holiday [Tomorrowland]
Monday 5th August	[578]
Monday 10th August	[579]
Monday 17th August	Holiday
Monday 24th August	Holiday
Monday 31st August	Holiday
Wednesday 9th September	[580]
Monday 14th September	[581]
Monday 21st September	Holiday [Innotrans]
Monday 27th September	Holiday

Sheringham

I have been away for over a week and as part of my holiday I stayed for four nights in Sheringham for the North Norfolk Railway's Rails & Ales Festival. The North Norfolk Railway brought in some guest locomotives for the Gala and with me being in town this enabled me to photograph D1015 and 50050 arriving on Thursday 11th June.



Not something you see very often as the level crossing at Sheringham is a restrictive use tramway and can only be used for 12 days a year. Bringing in the locomotives for this event used three MOMs and they only have twelve for the year. Also Westerns were never on this line in British Rail days. D1015 was a quality performer at the Festival.

For The Diary 2026

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

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

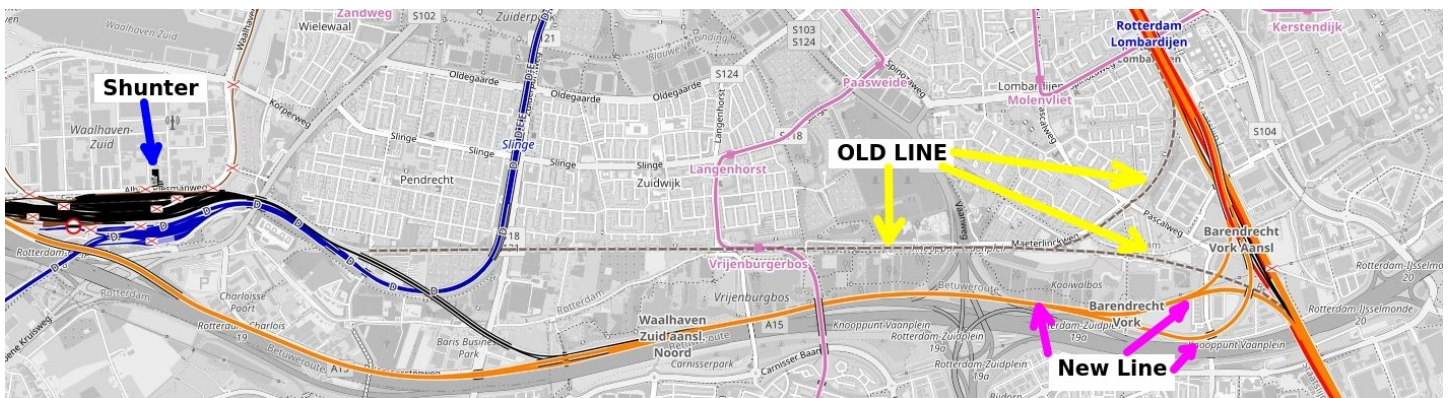
Two days of tours based in Rotterdam with a short Friday tour and a full days tour on Saturday. RailExperts are again facilitating the tour. Booked my hotel.

Planning for their August trip to the Netherlands is now entering its final stages. While they are still awaiting confirmation of some of the finer operational details, European Railtours are pleased to share the outline itinerary with you.

Friday 28 August 2026

We anticipate a mid-afternoon departure from Rotterdam Centraal, with our train expected to be hauled by a modern electric freight locomotive along the freight-only Havenlijn towards Maasvlakte. A diesel locomotive is also expected to provide assistance at both Maasvlakte and Europoort.

Iain's Comment - Do note that the line from from Rotterdam to the Port is on a new alignment, it was moved away from housing some years ago. You can see this on Open Railway Map <https://www.openrailwaymap.org/> and the old alignment is now the Havenspoorpad. The old line is a footpath to nearly the Shunter [Alstom] site at Albert Plesmanweg in the port area. This will be winning track even if you have been there before.



Photographic stops are planned at selected locations along the route, offering opportunities to capture the train in a variety of industrial and port settings. The return journey to Rotterdam Centraal is expected to include a reversal at Kijfhoek Yard.

Saturday 29 August 2026

Our train, top and tailed by classic electric locomotives provided by Railexperts, will depart from Rotterdam Centraal and travel south west to the end of the line at Vlissingen. From there, we will retrace our route to Goes, where a further reversal will allow access to the Sloehaven branch.

Iain's Comment - This is a newish line to Sloehaven, a Werkgroep Tour did the old line with its numerous level crossings.

Whilst in Sloehaven, we expect to be assisted by a small diesel locomotive and hope to visit a number of unusual and rarely traversed locations within the port complex. As on the previous day, opportunities for photography are planned throughout the journey. The return to Rotterdam will be made via a less direct route, allowing passengers to relax and enjoy an extended journey.

We have specifically requested that one of the two electric locomotives is a former RRF Class 1600 locomotive 4401 or 4402, both of which are now part of the Railexperts fleet.

Once the full operating plan has been confirmed, we will provide a further update via our mailing list, website, and Facebook page.

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**

Use of Line 273 at Lommel

Every year there is a Festival at Lommel where a temporary platform is put up near the Festival site and special trains are run to it. It is for the "Rampage Open Air" Festival in Lommel which runs on the 2nd, 3rd, 4th and 5th July. This is the "biggest Drum & Bass and Dubstep party in the Universe" and I suspect the music will not be to the taste of the majority of people reading this.

<https://www.rampage.eu/events/rampage-open-air-2026>

It will be two AR/MW 41s again off Melle in 2026.

Thursday 2nd July 2026

Brussel Zuid 11:30
Special Platform 13:10

Brussel Zuid 15:50
Special Platform 17:46

Monday 6th July 2026

Special Platform 10:36
Brussel Zuid 12:25

Special Platform 15:12
Brussel Zuid 17:01



The post says between Schaarbeek and Brussel Zuid via Line 28. So I assume the trains will use the nominally freight only Line 26/B.

I do not know any of the names on the list which is not that surprising. I do like the sound of the Groningen Soundsystem but they are that well known they do not have a presence on You Tube and details in general are sketchy!

Bruggenhout Level Crossing Incident

Nikko Yaginuma wrote on 2nd June.

As disgusting as the news already was, it's since gone to a whole other level.

First of all, one of the teenage survivors of the accident has, for the first time, told his side of the story. It is honestly horrifying. According to his statement, the driver was very agitated, apparently sneering at his passengers for 'taking their time' and telling them that the bus 'was already running late'. The survivor's last memory prior to the accident was the driver telling the passengers that 'he would make it', seconds before the bus turned onto the level crossing. The boy who made this statement is still in hospital with a complicated hip fracture. He was sat next to one of those who was killed on impact. Among the things he has said was that the driver was often - routinely - fidgeting with his smartphone, even facetimeing while driving.

The bus attendant who was fatally injured in the accident [and was also a Supervisor] had sent the following mail to address the driver's behaviour TWO MONTHS AGO which has become public following the accident - and I quote:

"Good afternoon, I want to make a report about the driver's behaviour. Children are complaining about his aggressive driving, which is making some so ill that occasionally the bus has to stop so they can be sick by the side of the road. Today once again the driver did not take the right of way of other road users into account, almost causing a car to collide with the bus. After which he reacts irate and sticks up his middle finger at the other driver. And continues to show aggressive driving, brake-testing the other driver by slamming the brakes before making a turn, causing the other to nearly slam into our rear. This is not the first time that he has been using his cellphone, driving too fast, not taking other drivers/cyclists/pedestrians into account... It is irresponsible for him to be on the road with children and show this kind of behaviour. I as well as some of the children on the bus do not feel safe."

Another person had written "I would never allow my children to travel with this company. A driver of this company first cuts me off, then proceeds to insult me for the dirt of the street, and when I wind down my window to confront him he spits me in the face. Disgusting! I hope this driver loses his job, and on top of that, he was driving (a bus with) children with special needs. Just disgusting!"

As angering as that in itself is, the other news today [02/06] has literally caused uproar.

On Friday, May 28th - 3 days after the accident - another school bus of the same company - "'t Ros Beiaard" - ran the red lights of a level crossing.

Crossing number 43 on Line 53.

The very same crossing where the fatal accident happened three days earlier.

The bus company has so far refused to react to any questions posed by the press. They have only indicated that "they will react when the time is right".

Needless to say that quite a few people are completely astonished by the latest developments in this story, and quite a few are demanding answers - rightly so.

Nikko

Iain's Comment - It does look as if people have turned a blind eye as getting staff to drive these buses is difficult. If you start to discipline the drivers and they are stopped from driving, the kids don't get to school. The job is split shifts with a big gap in the day whilst the kids are in school. It is also multi-agency with fuzzy lines of responsibility as the Local Authority employs the minder and pays for the service. The service is contracted out to De Lijn and they sub contract out to the company who own these buses and employs the drivers. Don't get me wrong, De Lijn take kids to school in big buses that also have crashes on level crossings. This crash happened at Veldegem on November 29th 2024. It was not a school bus, but a regular Line 70b service (Torhout - Brugge) which just happened to be full of school children due to the early hours it was running.

The train involved in the accident was AM80 342 on a local service; the bus involved was a Volvo-Jonckheere B7RLE Transit 2000. <https://www.zone01.be/hercules/bus/H4578>

The accident was caused by the bus breaking down on the level crossing - at the time of the accident it was 18 years old and well overdue for replacement. The kids got off and filmed the crash. It is in Dutch however the video of the crash is embedded in the article.

<https://focus-wtv.be/nieuws/bus-aangereden-op-spoor-in-veldegem-geen-treinen-tussen-lichtervelde-en-brugge>

This is not an infrequent thing.
1887 embedded in a bus on 7th
January 2021



We are quite sophisticated here in the UK and the Traffic Commissioners would have been crawling all over t Ros Beiaard long before this incident. The mini buses you see here in the UK taking disabled kids to school are driven by people who hold a PSV [bus driving] license. Then you have your DBS [Disclosure and Barring Service] check on top. Each school has a Designated Safeguarding Lead who the kids and parents could have complained to and who would have known how to escalate their complaints. People complain about the Nanny State but this sort of thing does not go on in the UK as complaints are dealt with by the system.

Bauche Station Works

<https://www.matele.be/le-chemin-de-fer-du-bocq-poursuit-son-extension-vers-la-gare-de-bauche>

Contactors are now on site at Bauche – Evrehailles and have started work on the track in the station area. This work started in the first week in June and hopefully there will be some track to score in August. Bauche PN6 Temporary Platform to Bauche Evrehailles is 210 metres. [https://fr.wikipedia.org/wiki/Ligne_128_\(Infrabel\)](https://fr.wikipedia.org/wiki/Ligne_128_(Infrabel))

De Lijn - Antwerpen Tram

De Lijn has just announced a number of works which will take place this and next year to renew tramlines in Antwerpen. The list is comprehensive, listing both works underway, planned for this and next year.

Information from Nikko Yaginuma.

Antwerpen Berchem

The City of Antwerpen, NMBS and Infrabel have reached a consensus on a new Berchem station. This will be built around a central hallway with platform access via elevators, escalators and stairs. The hallway itself will have space for shops and catering. The platforms will also be completely rebuilt to current standards. The works should start in 2030 at the earliest.

<https://www.gva.be/regio/antwerpen/regio-antwerpen/antwerpen/berchem/station-van-berchem-krijgt-brede-centrale-doorgang-met-liften-naar-elk-perron-werken-starten-ten-vroegste-in-2030/156413677.html>

There are still a number of questions: for one: the impact of the station renewal on the bicycle parking which was only relatively recently (2013-2014) built on the Posthof side of the building. There is a possibility that the building will be demolished as part of the reconstruction of the station.

Information from Nikko Yaginuma.

HLE 13

After the Revision Dates on 1313, 1319, 1323 & 1343#, 1348# & 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.
- 1348 is at Salzinnes Works for an Intermediate Revision.
- 1354 is at Salzinnes Works for an Intermediate Revision.

HLE 17

- 1702 was moved to Aachen on Monday. Possibly. The trouble is that the information is now on Whatsapp and there are a lot of posts to look back on to find the information. A lot of the posts are in slang as well and it is not cost effective to spend time wading through all the chaff to find out the information I want. I am either going to have to record things there and then or it is lost.
As for historical information in the future, not my problem.

1703 and 1704 have also been testing on the Betuweroute recently with the set of I11 coaches.

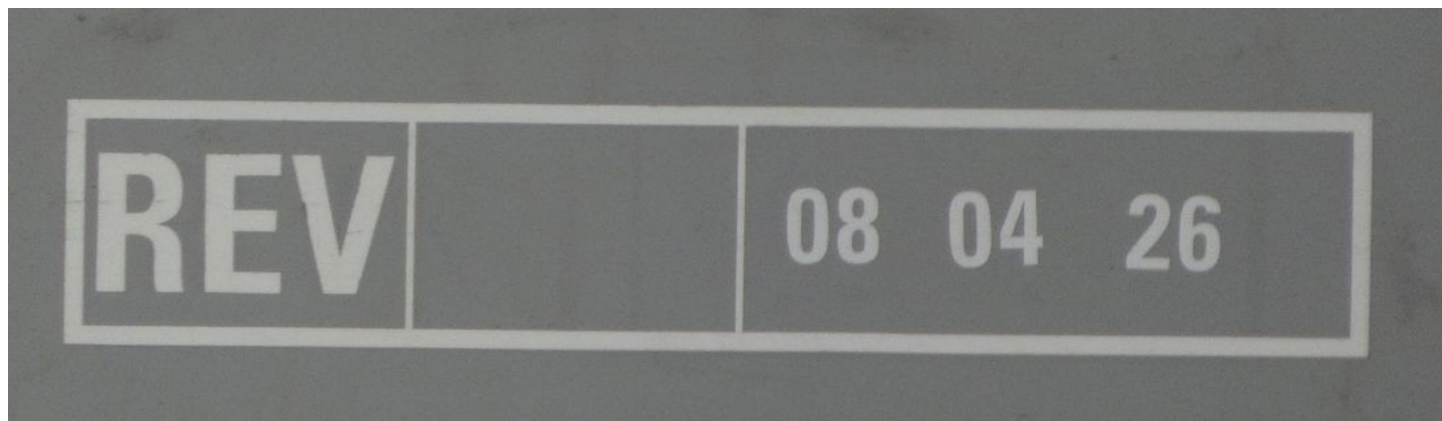
HLE 18/19

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

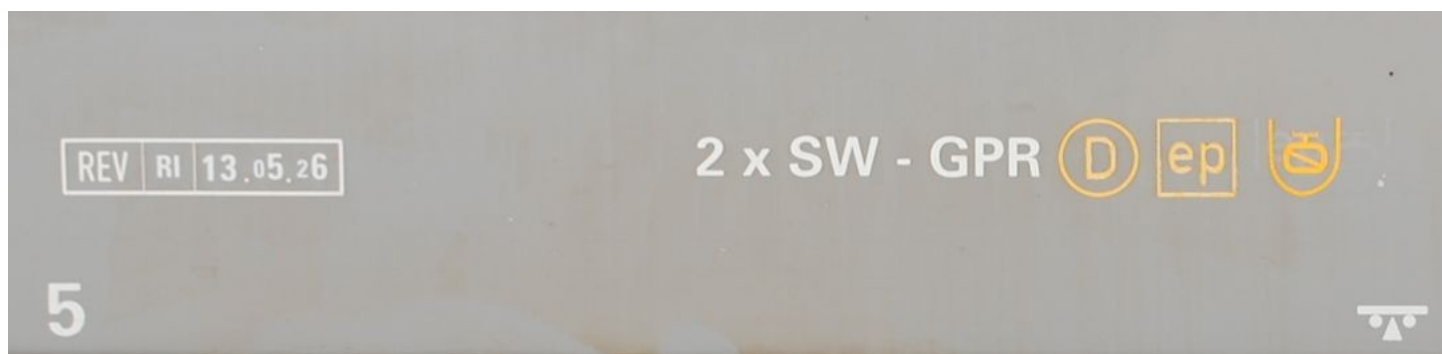
Some of the "ETCS works" may be rectification or a lesser upgrade.
Some of the "ETCS works" may be revisions [see below]. There are usually three locomotives on revision most of the time.

- 1829 is in Salzinnes for ETCS works.
- 1843 is at Salzinnes Works for a RI2 Revision. Back in service whenever.
- 1845 is out of Salzinnes Works after a RI2 Revision.
- 1860 is in Salzinnes for ETCS works.
- 1862 is back in service after ETCS works.
- 1864 is in Salzinnes for ETCS works.
- 1867 is back in service after ETCS works.
- 1872 is back in service after ETCS works.
- 1873 is in Salzinnes for ETCS works.
- 1876 is in Salzinnes for ETCS works.
- 1880 is in Salzinnes for ETCS works.
- 1881 is back in service after ETCS works.
- 1883 is in Salzinnes for ETCS works.
- 1886 is in Salzinnes for ETCS works.
- 1908 is in Salzinnes for ETCS works.

1812 by Glos Old Spot



1816 by Dirk Meyntjens



There will be a number of other HLE 18s that have been revised.

HLE 21

Huib has been out in Poland and has sent in the following report.

1) KoL-System - Sosnowiec Jęzor: the two HLE 21's are sat in the same location as last year and have not moved. It is the same for the 7x HLE 27's however these are more difficult to see from the street but Huib is sure that the row is complete.

2) Sosnowiec Yard near Bór. The 10 HLE 21's from Jaworzno Szczakowa sat on the same location, they have not moved.

3) Jaworzno Szczakowa Północ Yard: all HLE 21's are gone, nothing to see there, assumed to be scrapped. The tracks were occupied with some PKP electric locomotives and a lot of freight cars. As his visit was on a public holiday, Huib did not want to hang around the Północ Yard for too long. He could not find a suitable scrapyard very quickly either.

He also visited some other locations nearby but he did not find any trace of the HLE 21s. There is a huge yard with PKP locomotives nearby but nothing to see.

In the **complete absence** of any other information the following are presumed scrapped in Poland in Quarter 1 of 2026. If anyone knows any different then I would be pleased to hear.

2101, 2102, 2103, 2104, 2106, 2109, 2110, 2112, 2117, 2119, 2120, 2125, 2126, 2127, 2128 & 2129 [16]

HLE 28/29/186

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

HLR 77/78

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.
7743 is at Salzinnes Works for ETCS fitting.
7759 is at Salzinnes Works for ETCS fitting.
7761 is at Salzinnes Works for ETCS fitting.
7763 is at Salzinnes Works for ETCS fitting.
7765 is back in service after ETCS fitting.
7774 is at Voith Turbo, Kiel for Revision.
7775 is at Salzinnes for Revision.
7787 is at Salzinnes Works for ETCS fitting.
7810 is at Brouwer Technologie BV Roosendaal for installation of ETCS.
7815 is at Brouwer Technologie BV Roosendaal for installation of ETCS.
7832 is at Brouwer Technologie BV Roosendaal for installation of ETCS.
7843 is at Brouwer Technologie BV Roosendaal for installation of ETCS.
7855 is at Brouwer Technologie BV Roosendaal for installation of ETCS.



Norichten aus Lëtzebuerg

CFL 4000

Alfred reports that 4001 had been admitted to Luxembourg Works which is good news.

CFL 2400

Alfred also reports that he has seen 2455 and 2456 running on L70. He saw 2456 running for the first time running on there on 1st June. He has not yet seen 2450 EMU's on any other lines.

Le 15 juin 2026 à Nissan-lez-Ensérune (Transversale Sud) - Train 448806 Perpignan/FI-Woippy. Rame Coradia CFL n° 2457. Locomotive BB 27091 Hexafret.
Photograph by Gilles Lefranc.



CFL 3000 and 2200

On Monday 8th June CFL Cargo 188 062 hauled 3009, 3010, 3011, 3007, 3008, 3015, 3005, 3016 and units 2018, 2022, 2004, 2008, 2009 from Wasserbillig, where they have been stored, to a new owner. The units are going to Romania and it is reported that the 3000s are going to the same country.

D'CFL-Cargo Elektrolök 188-062 verlísst mat den ex-CFL Elektrolöken 3009, 3010, 3011, 3007, 3008, 3015, 3005, 3016 an den ex-CFL Z2 - Automotricen 2018, 2022, 2004, 2008, 2009 zu Waasserbëlleg Lëtzebuerg - 8.6.2026

The departure from Wasserbillig is here and comes complete with a serenade from 188 062. <https://www.facebook.com/reel/2767172160321673>

Blast From The Past



1128 at Amsterdam CS on 573 09:57 Zandvoort to Maastricht 24th August 1980.

Photograph by Alan Page



NS Units

ICM

Around the 27th May 4083 has a side scrape with ICNG 3320 in Lelystad Yard. 4083 returned to service on 5th June following repairs at Haarlem Works. At the time of writing the ICNG remains out of service.

DM 90

From the DM 90 topic on SOMDA

On 5th June four DM'90 sets were transferred from Nowy Zagórz via Łupków to Slovakia, to return from there to Poland via Muszyna and Biecz, ending at the Jasło workshop. The transport consisted of a locomotive with 4 carriages followed by,

SD85-019, train set 3434, still in the 'yellow' NS colours

SD85-017, number unknown, but in the grey/blue PKP intercity colours [3448]

SD85-020, train set 3433, still in the 'yellow' NS colours

SD85-021, train set 3432, still in the 'yellow' NS colours

From SD85-016, the renovated train sets are delivered in the grey/blue PKP Intercity livery.

ICNG

In Service are 76 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 [8]	
	3121,	3123, 3124, 3125, 3126, 3127, 3128, 3129, 3130 [9]	
	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 [7]	
	3311, 3312, 3313, 3314, 3315, 3316, 3317, 3318, 3319, 3320 [10]		
	3321 [1]		

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

3116 entered service on Friday 12th June 2026.

3119 arrived on Saturday 2nd May 2026 and was out on test on Friday 17th April 2026.

3125 entered service on Saturday 13th June 2026. Is shown as working on Treinposities but Train 1880 did not run on Thursday 11th June.

3136 is at Alstom Brugge for retrofit work.

3201 arrived on Sunday 31st May and was out on test on Tuesday 2nd June.

3223 is back at Watergraafsmeer after retrofit work.

3225 is at Alstom Brugge for retrofit work.

3310 entered service on Sunday 7th June 2026.

3320 around 27th May 3320 has a side scrape with 4083 in Lelystad Yard.

3201 was out on test on 3rd June 2026. Photographed at Zwolle by Mark Broekhans



Bas Bonhoff sent in these two photographs of the vinyls peeling off 3227 on 5th June. There is nothing like a bit of quality!





Jon Piesing was at Braunschweig Hbf for the BLS tour over the weekend.
For some reason he thought of me when taking these photographs of 3351.





Belgian Can Can

48 / 144



This week it is the turn of 2124 to be the Can Can.



2124 was photographed inside Melle Depot on 30th March 2019 by Transports Benelux.

<https://www.flickr.com/photos/117531189@N03/32564172787>



Other News



“For goodness sake, can’t you just sing
in the shower like everyone else?”

THIS IS ONE OF
THE GREATEST
PLEASURES IN LIFE ...



READING A BOOK ...

IF YOU SEE ANYTHING ELSE,
CONSULT YOUR PSYCHOLOGIST.

EXCUSE ME, I ORDERED A DOZEN
BEES BUT YOU GAVE ME THIRTEEN

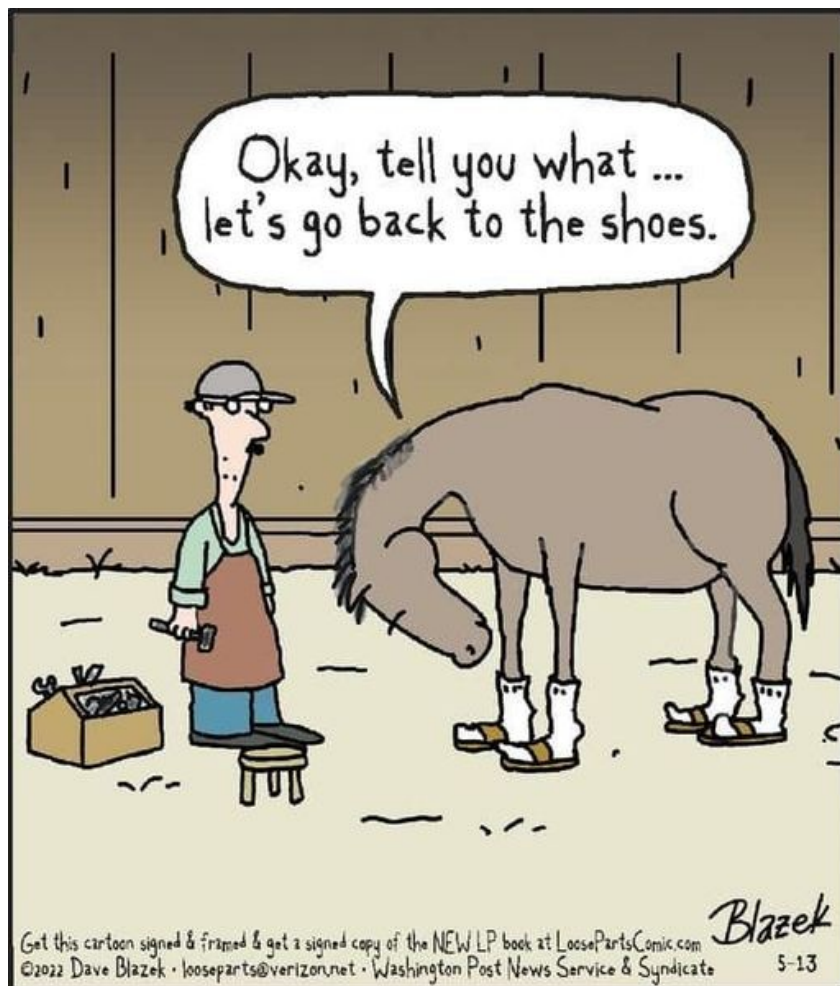
THAT'S A
FREE BEE

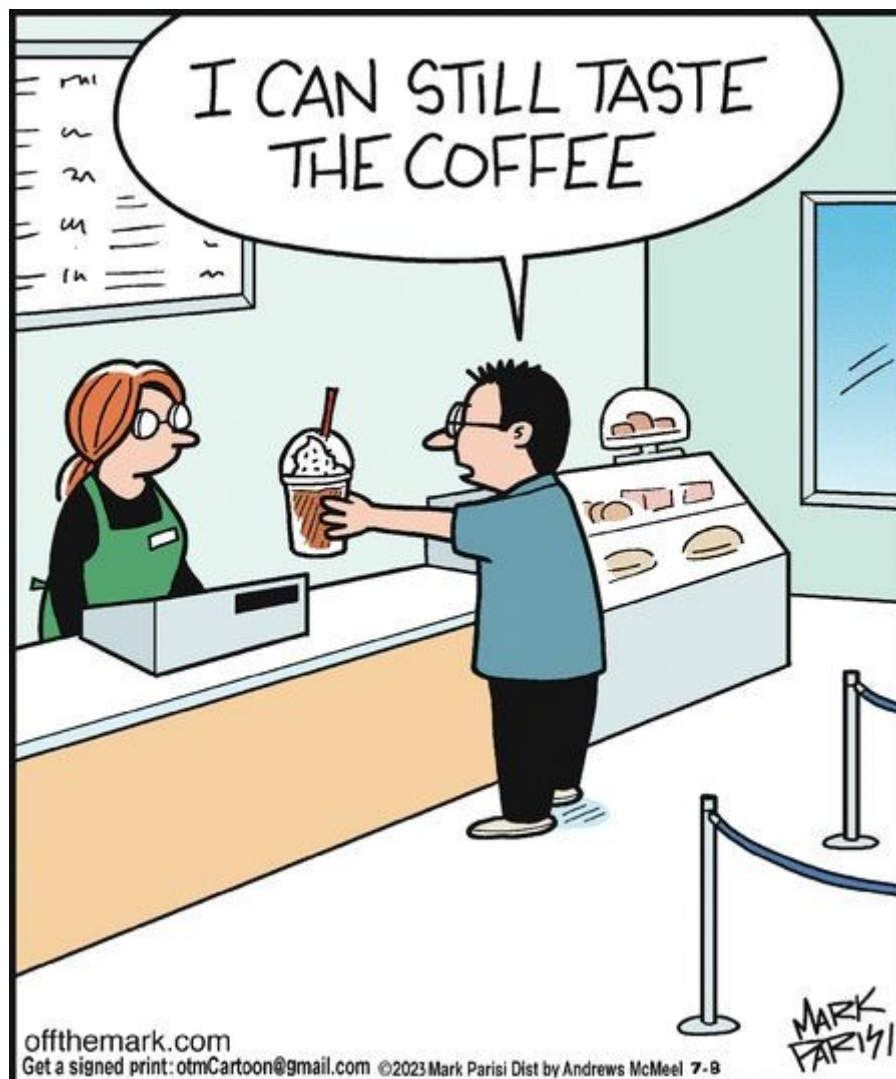


WHAM! 1-2 THX TO ZAC!

SHE'S A KEEPER!







Steve could not believe it.
The Fu*k-up Fairy had
come to visit once again.



Have a nice week

Iain