



The Ramble

577 of 13th July 2026



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 28th September	Holiday
Monday 5th October	Holiday
Monday 12th October	[582]
Monday 19th October	[583]
Monday 26th October	[584]
Monday 2nd November	[585]
Monday 9th November	[586]
Monday 16th November	[587]
Monday 23rd November	[588]
Monday 30th November	[589]
Monday 7th December	[590]
Monday 14th December	[591]
Monday 21st December	[592]
Monday 28th December	[593]

Komkommertijd

News is quite thin this week so it is time for a man holding a giant cucumber!

We in the UK call this time of little news the Silly Season where stories of little merit are in the media. The term in Nederlands speaking areas is Cucumber Time where there are stories in the press of people who have grown large cucumbers.



For The Diary 2026

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

Tomorrowland - Two Weekends in July 2026 - [See Below](#)

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 2026 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 station works in Bauche.

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

I have asked the Organiser what the plans are and he has not got back to me. I do not think I will be able to get the locomotive diagrams for the same reason.

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.

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.

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.

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.

Tomorrowland Two Weekends In July 2026

There are three trains running to Antwerpen Centraal.

Düsseldorf: Lineas TRAXX + 4 i11B + 1 WGmz + 3 i118 [Short Set]

Amsterdam: Lineas TRAXX + 3 i11B + 1 i10WR + 6 i11B + 1 WGmz + 3 i11B (Long Set)

Paris: HLE 18F + 4 i11B + i10SR + 3 i11B (French Set)

The TRAXX are Lineas F140 which will be drawn out of the pool at Antwerpen.

The HLE 18 will be drawn out of the Oostende Pool used for the Quigo Trains.

The I11 coaches are currently being stickered up into Tomorrowland livery.

Wednesday 15th & 22nd

Fresh TRAXX Locomotive off Antwerpen Noord to Schaarbeek.

ECS from Schaarbeek to Amsterdam Centraal.

13401 09:47 Amsterdam Centraal – Brussel Zuid [does **NOT** stop in Ant] [short set?]

Thursday 16th & 23rd

Suspect that the previous day's train locomotive sits at Schaarbeek on the short set.

ECS from Schaarbeek to Düsseldorf (via Emmerich?).

13404 10:08 Düsseldorf Hbf – Antwerpen Centraal (via Emmerich?) [short set?]

ECS to Schaarbeek.

Fresh TRAXX Locomotive off Antwerpen Noord to Schaarbeek.

ECS from Schaarbeek to Amsterdam Centraal.

13405 09:47 Amsterdam Centraal – Antwerpen Centraal [long set?].

ECS to Schaarbeek. Then a tea time light engine movement from Schaarbeek to Antwerpen Noord which **may** convey both locomotives.

ECS from Schaarbeek to Paris Nord. Locomotive shunt released at Paris Nord.

19501 10:06 Paris Nord – Antwerpen Centraal.

ECS to Schaarbeek via run round at Luchtbal.

Monday 20th & 27th

There is one very early morning light engine movement from Antwerpen Noord to Schaarbeek which **may** convey both TRAXX locomotives.

ECS from Schaarbeek to Antwerpen.

13403 09:24 Antwerpen Centraal - Düsseldorf Hbf [short set?] (via Emmerich)

ECS from Düsseldorf Hbf to Schaarbeek (via Venlo).

ECS from Schaarbeek to Antwerpen.

13406 15:31 Antwerpen Centraal – Amsterdam Centraal [long set?].

ECS from Amsterdam Centraal to Schaarbeek.

Then a midnight light engine movement from Schaarbeek to Antwerpen Noord which **may** convey both TRAXX locomotives.

ECS from Schaarbeek to Antwerpen.

15xxx 09:45 Antwerpen Centraal – Paris Nord. Locomotive shunt released at Paris Nord.

ECS Paris Nord - Schaarbeek

Everything then repeats on Wednesday 22nd July with the same footprint.

Why the imbalance with three trains going there and only two going back? I don't know but the same thing happened last year and it confused the f**k out of me.

Why do the trains not run to Boom near where the event is actually held? I do not know but there may be overhead power supply problems, track capacity problems or the station is not suitable for long trains. It is double track to Boom but single track going forward from there. If the Puurs Avoiding Line [Line 61] had been commissioned then trains may have been able to drop off in Boom and run forwards to Mechelen.

I have seen two sets of instructions and the border crossing of the Düsseldorf train is different in both.

These are being stickered in Tomorrowland livery.

12807, 12808, 12809, 12811, 12814, 12815, 12819, 12820, 12831, 12832, 12840, 12841, 12846, 12859, 12860, 12863, 12864, 12865, 12869, 12870, 12872, ~~12878~~, 12879, 12885, 12887, 12889 & 12900. 12878 has been sent back as it had faults.

17903

16005

D-GfF 56 80 89-90 672-7

D-GfF 56 80 89-90 671-x

Hired in WGmz bar carriages have arrived in Brussels this week for stickering.

There are not many railway organisations that can afford to have this number of fairly modern coaches sat around. I suspect that some of them were for the Brussel Zuid - Paris trains that have not run. There were supposed to be five trains in each direction per day and there are only three. Still waiting is the Liège - Köln service to provide stock for which I understood was to be M7s.

Le Chemin de Fer du Bocq



Fête du Rail 2026



- Au programme :**
- Expo de matériel historique & moderne
 - Circulation de trains & 2 locos à vapeur
 - Modélisme & simulateur de train
 - Bar & petite restauration
 - Autres animations



Weekend des 15 & 16 août



INFRABEL
Right On Track



Dendermonde
STOOMTREIN
Puurs

STOOMTREIN
MALDEGEM-EEKLO



Wallonie
Relance

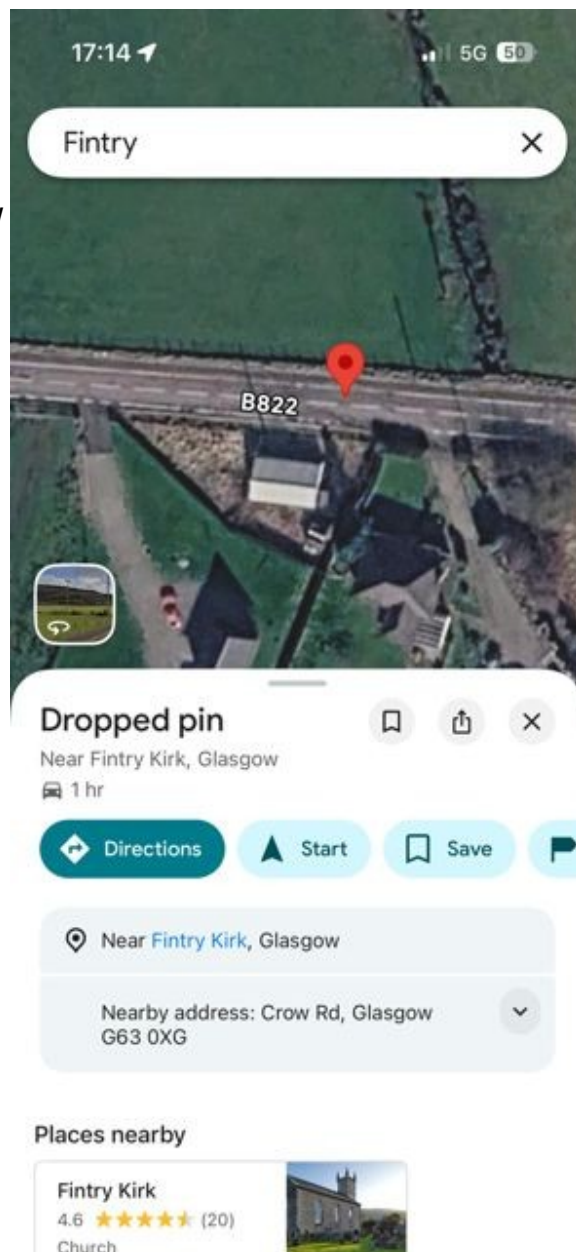
Réservez dès maintenant
www.cfbocq.be

Aad Photograph

Aad asked where this was in last Monday's Ramble.



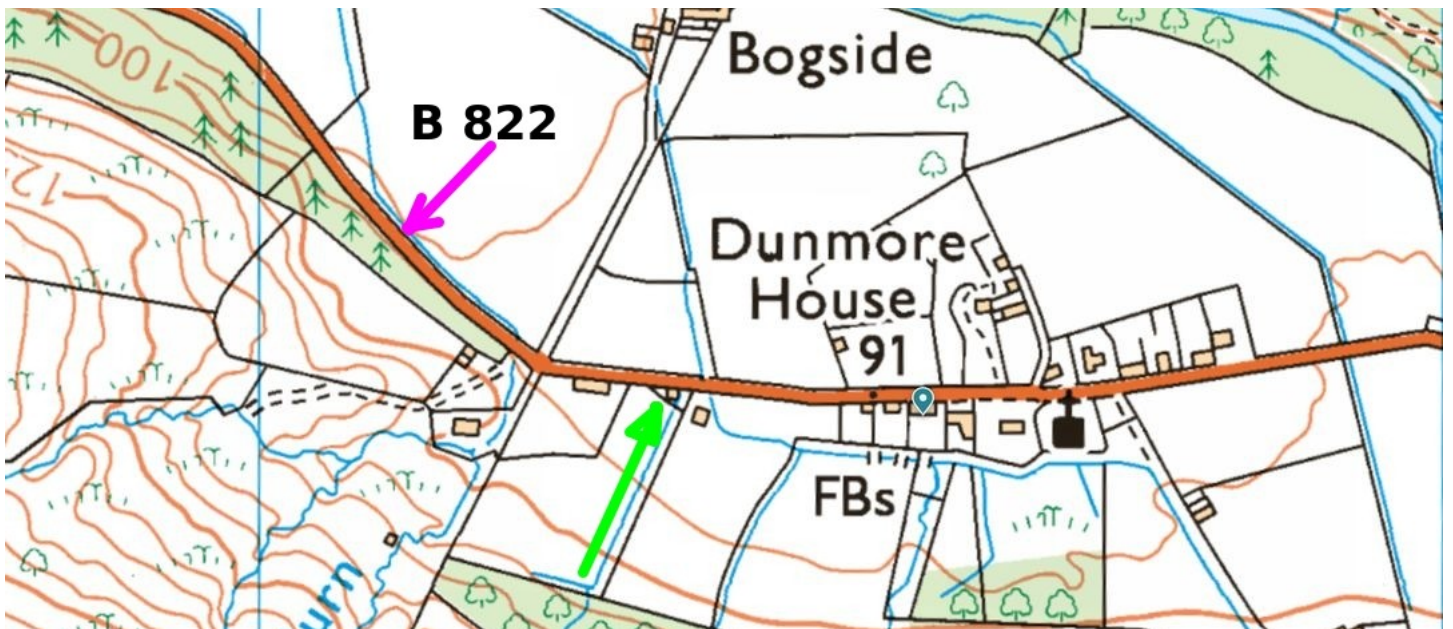
Neil wrote that regarding the coach picture it's up at Fintry, it was there a few years back and it's still on Google Earth, picture attached.



Add then found it on Google Earth – job done!



56° 02'56.42" N 4°12'41.66 W



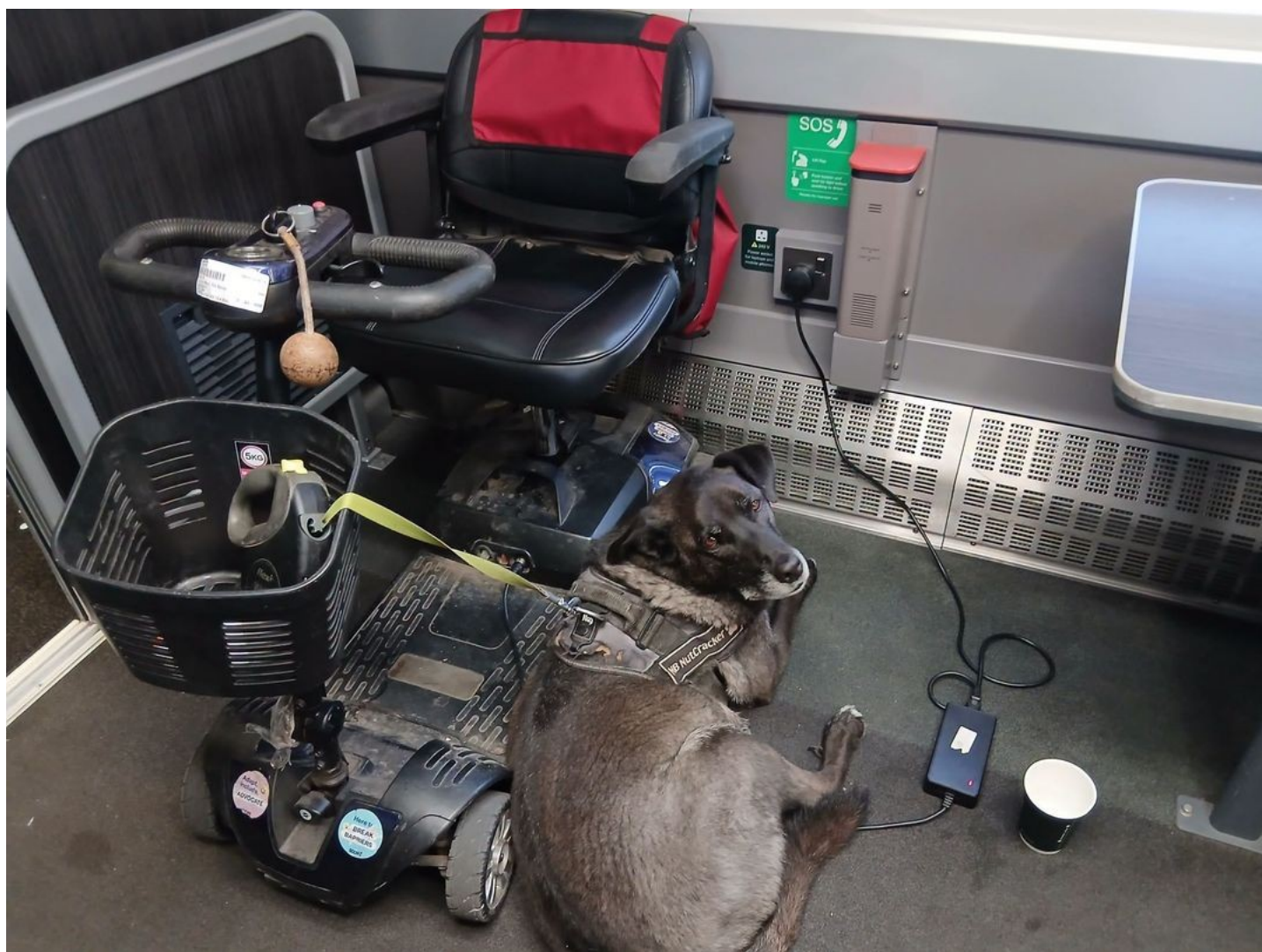
Arsehole on Train

Saw this on Facebook and thought of the rolling stock engineers on here, the railway staff on here and people who know just a little about charging batteries.

<https://www.facebook.com/robertbob.bolton/posts/pfbid0cDhcNykkpLinUDWf1rZP5NbKnBjM3vCjh4vny6QNkZ92JTDotfVmkuzfdBU2C8ikl>

Bob Boat

Completely uneducated staff on #greatwesternrailways questioning a disabled person about charging mobility scooter. Wanted me to unplug, ain't happening. Bloody angry. And it was a manager omfg unbelievable #trains #greatwestern #disabledpeople #disabilityrights



Some of comments underneath this post

GJ Atkinson

OK so I am an engineer on the railways, a different operator but still this is my area knowledge.

And I have knowledge of that exact class of train.

The simple answer is:

It's general safety, no operator can guarantee the condition of the batteries in your phones, laptops or other portable personal use electronics but due to the size and capacity they are a manageable risk.

However without specific modifications or set ups, the risk posed by charging e scooters, mobility scooters etc is deemed to high as batteries have been known under charge to

fail in very dangerous and dramatic ways, the consequences as we have all no doubt seen aren't pretty.

So unless the train has been modified to mitigate the risk of such an incident then you can not charge.

As such the ability to charge a mobility scooter can vary from operator to operator and even the different classes of trains they have.

There is a much more technical answer to this which I won't be writing an essay for, but the train staff 99 time out of a hundred will know if you can or can't on their train.

So it is easier and better for all to just ask and they can advise.

GJ Atkinson The main issue is that wiring in railway coaches does not accommodate large currents normally required to charge a wheelchair.

Bob Pool

As the sign clearly states on label "Power socket for laptop and mobile phones"

Louise Barker

Bob Boat I have the exact same scooter (Pride Go-Go Traveller Plus) and mine is 250V so I bet £500 it's fucking not 12V.

Roy Beasley

Bob Boat I bet it's not 12V. It appears to be a Pride Go-Go of some sort with their standard detachable battery box. These contain two 12V batteries wired in series to power the scooter's 24V motor. The charger steps down the nominal 230V mains to 24V, which is presented at the connector plug.

If you connected a 12V charger, the batteries would not charge much (if at all).

Iain's Comment

Firstly if this is a lithium battery these can catch fire as they are being charged. You cannot put out a lithium battery fire, what you do is let it burn itself out effectively. So charging a larger lithium battery is not acceptable from a public safety point of view.

If it is a lead acid battery then these can give off gas whilst they are being charged. It is the reason they have to keep on being topped up with Distilled or de-ionised water as the charging process gives off Oxygen and Hydrogen gases. It is why you charge electric for trucks etc in a well ventilated area.

Taking all this into account, what makes this idiot think there is enough power coming out of that socket to charge his scooter?

One thing I do find is that some disabled people have an enhanced sense of entitlement. I demand to be able to do this and I demand to be able to do that because I am disabled. No. I think all of us agree that things in recent years have got a lot better for all disabled people on public transport, and the mobility impaired people have especially been catered for. However there are still rules and social norms that cannot be ignored and which apply to everyone.



Belgische Nachrichten Nouvelles belges Belgisch Nieuws

Correction Corner

This photograph from last week was of 6289, 5519 and 6077. I assumed that 5540 had gone there as well being the spare parts donor for 5519. 5540 remains in Antwerpen at a private site.



M7

75136 is about to enter service and is seen here at Schaarbeek. It will be the last M7 driving trailer to enter service.

Photo by Nathan



Photography on Belgian Stations

<https://www.belgiantrain.be/nl/about-sncb/contact/shootings>

Pete wrote "I've just read the item in the Ramble about photography on Belgian stations. I don't know whether you have realised that the English version of the link to the NMBS website is only a summary of what is written in the Flemish version and misses, what is perhaps for most visitors from the UK, an important detail. In the Flemish version it clearly states that a permit is NOT required by anyone who holds a travel ticket and is taking photos for non-commercial use. It also states that an authorisation document is available to bona-fide enthusiasts to enter platforms without a travel ticket - this appears to be a different document from the permit to take photos for commercial use.

HLE 18

1828 the Revision Date is 26.05.26 – Thank you to Marcad.
1860 is back in service.
1864 is back in service.
1873 is back in service.
1876 is back in service.

HLE 27

De HLE's 2712 - 2722 - 2734 - 2735 - 2736 - 2737 - 2742 - 2746 - 2752 - 2758 staan hier geparkeerd in de Haven van Antwerpen op 11 juli 2026. Eigen foto's.

HLE's 2712 - 2722 - 2734 - 2735 - 2736 - 2737 - 2742 - 2746 - 2752 - 2758 are parked here in Stabroek Yard within the Port of Antwerpen on 11th July.
Photographs by Dirk Meyntjens.



Bauche

I think there could be a potential problem running trains here in thirty two days time at the Bocq Gala.



Photograph by Claude Dekkers

EURO6000 locomotives

Media release

STADLER

Valencia, 10 July 2026

EURO6000 locomotives approved for operation in Belgium and Luxembourg

Stadler's EURO6000 electric locomotive has officially received authorization for operations in Belgium, following the approval for Luxembourg obtained at the end of 2025. This latest milestone further strengthens the EURO6000's position as one of the most versatile and efficient locomotives for cross-border freight operations in Western Europe. It is currently the only locomotive operating along the North Sea-Mediterranean Corridor.

With more than 100 locomotives in service, the EURO6000 fleet is already operating international freight services between France and Spain, demonstrating outstanding reliability and performance. Featuring six axles, a power output of 6 MW and exceptional tractive effort, these multi-system electric locomotives can haul freight trains of more than 2,000 tonnes on demanding gradients in single-locomotive operation while maintaining competitive commercial speeds.

Strengthening the North Sea-Mediterranean Corridor

"The authorization in Belgium and Luxembourg opens new opportunities for rail freight operators seeking sustainable and competitive cross-border transport solutions," said Iñigo Parra, Executive Vice President Division Spain. "Designed for seamless international operations, the EURO6000 now enables uninterrupted freight flows between Barcelona and Antwerp—a vital axis of the Trans-European Transport Network (TEN-T)."

With its extended operational footprint, EURO6000 is set to further strengthen cross-border logistics in Western Europe, supporting more efficient, reliable and sustainable freight transport. It is currently the only locomotive operating along the North Sea-Mediterranean Corridor, a strategic freight route linking Southern and Northern Europe through Spain, France, Luxembourg and Belgium.

This achievement also reinforces Stadler's commitment to supporting Europe's modal shift towards rail by providing innovative locomotives that combine high performance, operational flexibility, reliability and environmental sustainability.



Photo: Bart Van Tricht



Norichten aus Lëtzebuerg

Class 188

Richard Eizens photographed 188 182 in Fox Livery at Bettembourg. I have been looking out for 188 182 & 183 appearing in traffic but nothing. Things are not being reported and it is getting to become a real problem.



Class 188



Fresh from the assembly line is Railpool 188 140 on its way from Strasbourg to Le Bourget. It hauled the Venice Simplon Orient Express from Bernhardstahl & Wien to Strasbourg on its way to Paris.

Photograph by Train Charter Services B.V.

Blast From The Past



Another Rob Dale photograph of 2018 at Brussel Zuid with a train for Line 161/162 judging by the M5 coaches and the fact it is a HLE 20 pulling it. I seem to remember that there was a HLE 20 hauled train to Jemelle and didn't a M5 set go to Huy as well?

Sat next to it is 2339 on a P Train.



Belgian Can Can

52 / 144



This week the Can Can is 2128. This photograph was posted on the Kolej na kawę page on Facebook. The photograph is probably from 2017 and looks to be in a scrap yard although you should not draw any conclusions. They were sold to Wagon-Rent, Ul. Lipowa 27, 69-200 Sulęcín, Poland who are a part of a big transport business.



Other News

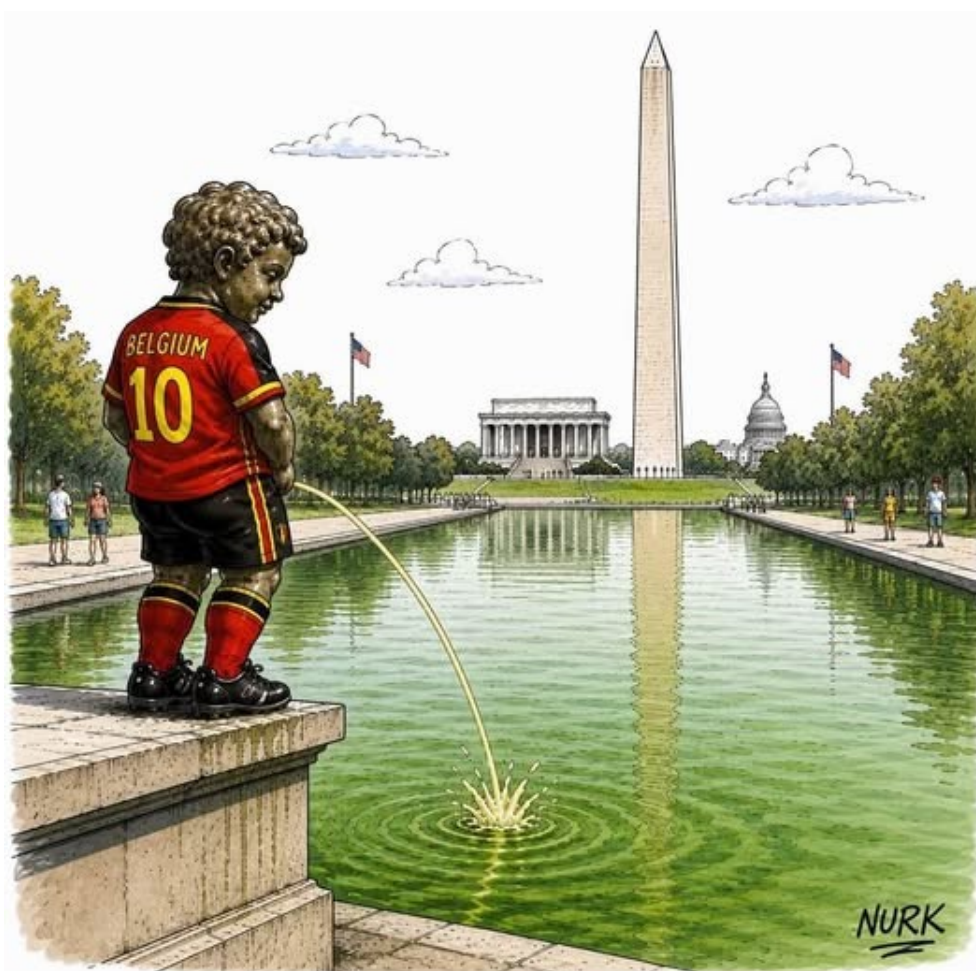
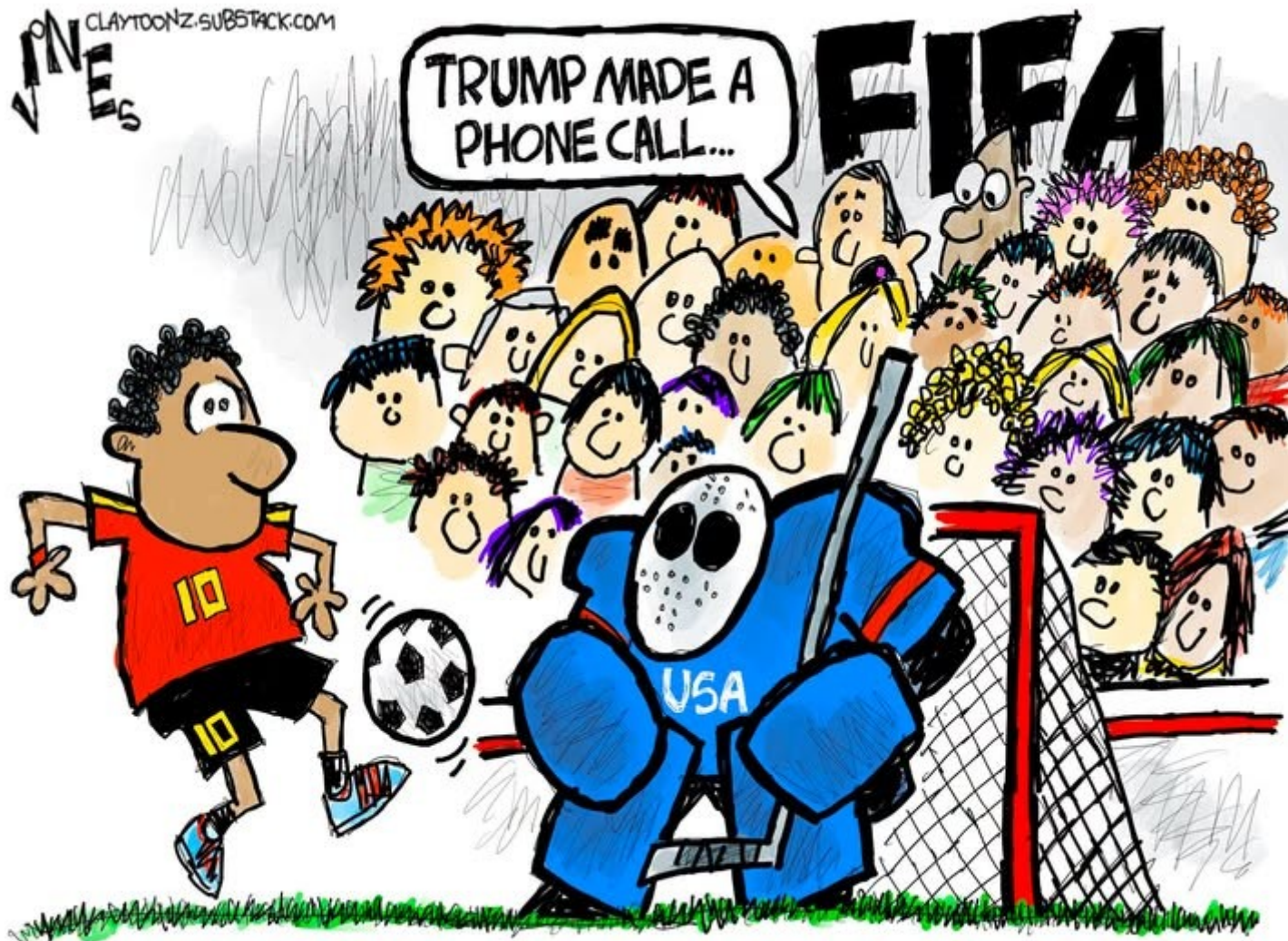


This is the picture Nigel Farage is complaining about. He said the media posted this picture knowing it's his family home and by doing that put his family at risk.

This is the same picture he posted on his own social media just 18 months ago.

Apparently this address is where he is registered to vote

The media blacked out the address. Mr Farage either forgot or didn't feel the need to, despite being in constant fear for his life.





Logan Smith · Follow

12h · 🌐



MANY PEOPLE ARE SAYING the USA-Belgium game was RIGGED. I've been hearing it from EVERYONE. Terrible officiating. Very unfair! They don't want America WINNING anymore because when America wins, the ratings go THROUGH THE ROOF. The referees? TOTAL DISASTER. Some of the worst calls anybody has EVER seen. Belgium played hard, but let's be honest, they were getting help all night long. Sad!

We had tremendous players, incredible players, the BEST players, and yet somehow every 50/50 call goes ONE WAY. Very suspicious. FIFA should immediately launch a FULL INVESTIGATION. Check the refs, check the VAR room, check EVERYTHING.

They said before the game there was "nothing to worry about." WRONG. We were up against Belgium, the referees, VAR, and probably the fake news media too.

WE WON THAT GAME BY A LOT. Everyone knows it. MAKE SOCCER FAIR AGAIN! 🇺🇸⚽ See less



30.8K

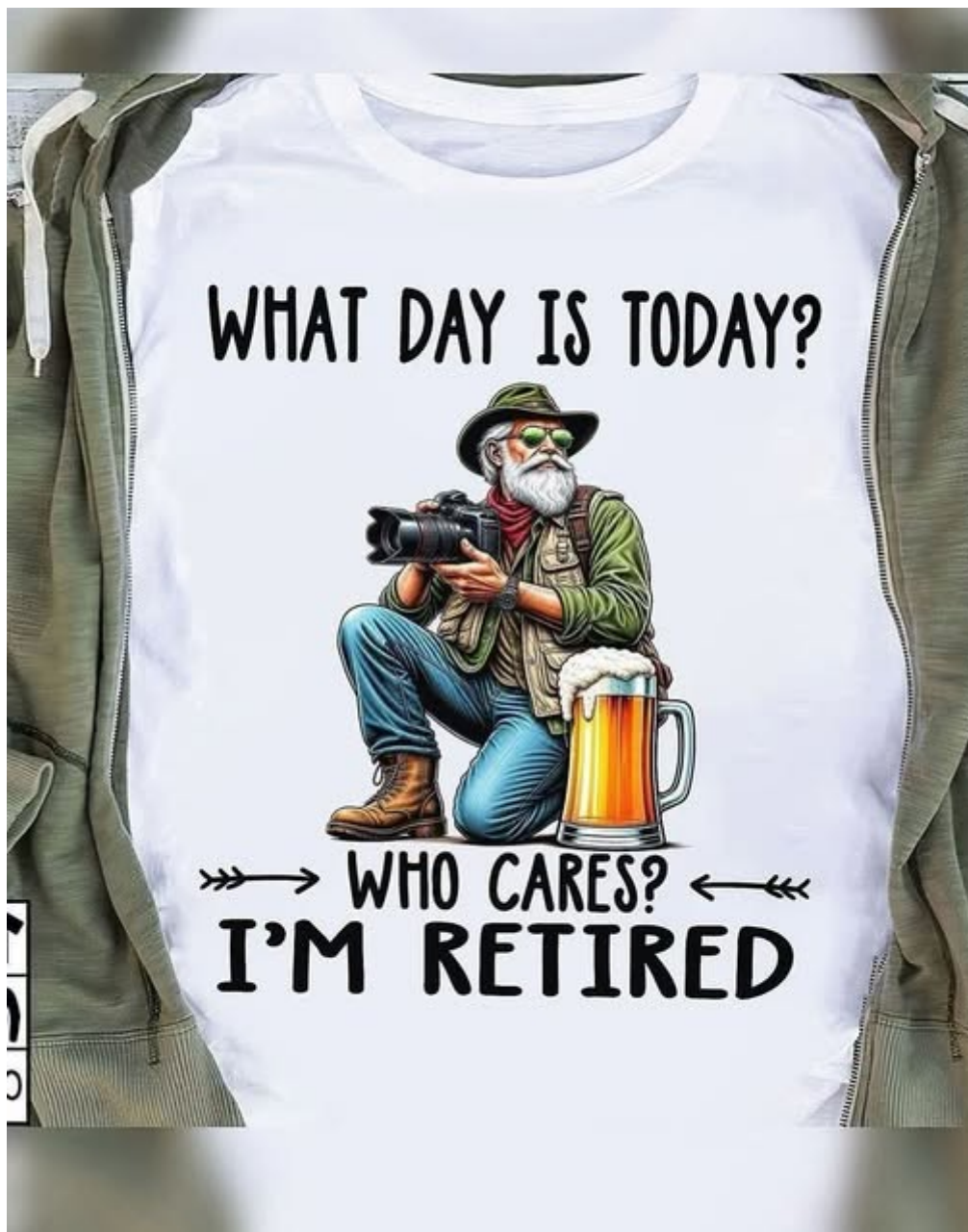


9.8K



464





Hot Singles in your area are wondering if you've got a nice fan they could possibly borrow, please.



Rotherham Bugle

Making up shite since 2016



First British tourists allowed back into North Korea say it was "like Barnsley but with less fat lasses in threadbare leggings."



Rovrum.com

Rotherham Bugle

Making up shite since 2016



Barnsley man doubtful for the Norway game after twisting a bollock stretching for some more crisps



Rovrum.com



Have a nice week

Iain