The Ramble
581 of 15th September 2026

The Next Ramble Will Be on Monday 12th October

Monday 21st September	Holiday [Innotrans]
Monday 28th September	Holiday
Monday 5th October	Holiday [Salzinnes Works Open Day on 04.10.26]
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]

Ski Trains

https://www.uk.travelski.com/transport/travelski-night-express-results#capacity=18-18&trip=round-trip

Charles Hinton posted

“Travelski operator Pegasus Trains are running their ski train again this year from 18/12 until 14/03 this year running from Austerlitz and with electric traction supplied by Akiem. Maybe a 188?

5701 departs Austerlitz Fridays at 22h22 arriving next day at 08h09
Returns departs Sats at 20h58 train 4880 arriving Austerlitz at 07h22

In addition this year they are running a second train from Amsterdam and Bruxelles passing Mont St Martin frontier from Belgium. Time in schedule to change locos at Longwy if needed.

Couple of dates in March train passes Quévy instead then runs via Artère Nord Est taking very rare Charleville avoider.

4876/7 arrives Bourg Sats at 09h09
4878/9 departs Bourg Sats at 20h30

Both trains serve in addition Aime La Plagne and Moutiers.”

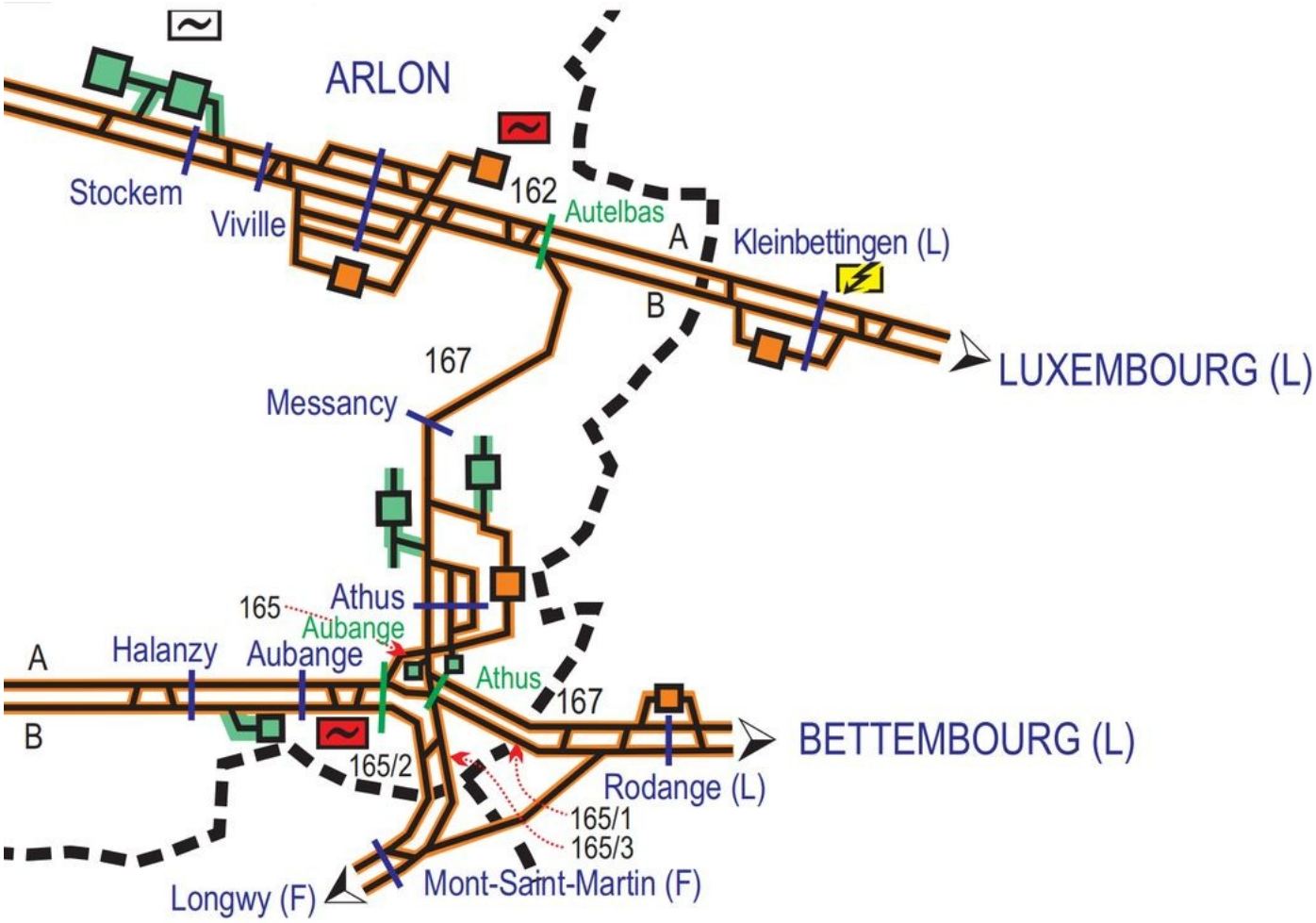
Iain’s Comment - am assuming the train will run Brussel Zuid, Line 124 to Charleroi, Line 130 to Namur. Alternately it could use Line 28 to “reverse” in Brussels but there is a lot of work going on down Line 161.

It can then go from Namur down Line 162 to Arlon, 167 to Y Athus, Line 165/3 to Mont-Saint-Martin & France.

Or Line 154 to Dinant, Line 166 to Bertrix, Line 165 to Y Aubange, Line 165/2 to Mont-Saint-Martin & France.

Or Line 162 to Y du Serpont, Line 162/1 to Y Recogne, Line 165 to Y Aubange, Line 165/2 to Mont-Saint-Martin & France.

It could go into Luxembourg and reverse but this is complicated and gains nothing.



If I can find out the routing then I might be tempted for a run out Friday night and come back Sunday. Pick a weekend away from Krokusvakantie when it gets busy.

Krokusvakantie / Spring Half Term is based around Shrove Tuesday which is 9th February 2027. This is quite early as Easter Sunday is 28th March 2027.

As far as I am aware, no passenger trains have used Lines 162/1, 165/2 and 165/3 which makes them winners for a lot of people. Had I have been a rich man then I would have run a charter by now to run over all three. It probably would have needed to be hauled by a HLE 18 for the track into and out of Longwy but with the certain Class 188s passed for passenger working in France, this may have offered more interesting haulage.

“Fluffy” Bob Whitehead



It is with sadness that I report the death of Bob Whitehead who was a stalwart of the West Yorkshire bashing and beer scene. He died in the early hours of Saturday 12th September 2026 in a care home in Featherstone, Wakefield. Some of the Ramble Subscribers knew him and some may have met him in the past.

Bob had long hair and a penchant for brushing it leaving it all fluffy afterwards - hence getting the name of Fluffy Bob or just simply, Fluffy.

In the early days he had run spotting groups for established enthusiast groups and then on their own account with Steve Perryman and Ian Spur with the West Riding Railway (Group or Association). After a while these spotting trips wound down and Bob was to be found in West Yorkshire and beyond bashing like the rest of us. When loco hauled trains started to finish in the early nineties he did quite a few track bashing railtours. As these began to get more expensive, and doing less and less, Bob moved onto be an active volunteer at the Kirklees Light Railway to keep his railway interest alive.

Bob also moved into beer which had started in his bashing years. He had worked at the Wakefield Beer Festival and was active in CAMRA locally. He was a regular on the Wakefield CAMRA Belgian Beer Tours which usually happened at Easter most years.

Bob was an electrician by trade and he rewired my house. Now and again I would think of Bob as I switched a light on, remembering the time we spent doing the work. Well actually drinking tea and have a good chat, the work could wait!

Covid was not good for Bob and he withdrew from things generally and in the end stopped taking calls from friends. The next time most of us knew was on Friday 3rd July when Clare, his Sister, posted onto a Whatsapp group saying Bob had been in hospital and was now in a care home in Featherstone. When his friends went to visit we found a very mentally alert Bob, who still had his wit and dry humour, but an obviously ill body. Ten weeks after finding out he was in care home, he was dead.

The Funeral arrangements will be posted here when known.

Belgische Nachrichten
Nouvelles belges
Belgisch Nieuws

Preservation – Belgian Style

https://www.facebook.com/share/p/19MUrvXVDp/



Gabriel & Corentin have been round Haine St. Pierre and who are a couple of urban explorers. Their photographs were then posted on Facebook. As has been pointed out in the comments below their post, all this does is encourage others to visit perhaps with not such good intentions.

Some people were a bit more pointed when it came to the these two posting the photographs.

Ramble readers are all railway enthusiasts are unlikely to go and vandalise railway equipment.

In the year of NMBS/SNCB’s 100th Birthday this is the state preservation at Haine St. Pierre. The building is out the front of La Louvière Sud Station and is hardly in the middle of nowhere.



TRAXX 3

John wrote, “With reference to your point about TRAXX builds at Kassel and loss of knowledge should the factory be sold off, Alstom have a backlog of TRAXX Universal (TRAXX 3 MS as it was known) orders currently, so they have opened a second production line at Vado Ligure in Italy, which previously has produced the TRAXX DC-only version. It’s easy to see what could happen: get through the backlog, then sell Kassel, with all new build to Vado Ligure and overhauls to Hennigsdorf in Berlin. Although as a French company, I had expected them to do what French companies usually do and move loco production to Belfort…”

Iain’s Comment – Or indeed do more overhaul work in Brugge. One problem is that modern locomotives need less maintenance – it is a reason people want them.

I did see recently that Alpha Trains is moving work to the Talbot Works in Aachen.

HLE 13

After the Revision Dates on 1312#, 1313, 1323, 1348# & 1354#
[# In Salzinnes Works].

1312 is at Salzinnes Works for an Intermediate Revision. Back in mid September.
1313 on repair at Antwerpen Noord after colliding with a car on the Athus Meuse Line.
1319 the Revision Date is 09.01.26.
1322 the Revision Date is 20.09.21.
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.
1348 is at Salzinnes Works for an Intermediate Revision.
1354 is at Salzinnes Works for an Intermediate Revision.

Nederlands Nieuws

NS Units

Sprinter

Sprinters 2321 [F] and 2762 [R] working 5629 09:21 Utrecht – Zwolle crashed into a truck on the Horsterweg level crossing in Ermelo on Monday 14th September. The truck driver has been taken to hospital with minor injuries, according to police.

According to a spokesman for the NS, about 150 people were on the train. The truck was carrying concrete blocks. Significant damage was caused in the collision. Possibly two people have been injured, but how serious their injuries are is not yet clear.

https://www.gld.nl/nieuws/8522950/trein-met-ongeveer-150-reizigers-botst-op-vrachtwagen-chauffeur-gewond




Zwolle
2
WACHT



ICNG

Eighty one examples have been in passenger service. As with all things ICNG, “Service” is open to interpretation.

ICNG-5	3101, 3102, 3103, , 3105, 3106, 3107, 3108, 3109, 3110	[9]
	3111, 3112, 3113, 3114, 3115, 3116, 3117, 3118, 3119, 3120	[9]
	3121, 3122, 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,	[4]
	3211, 3212, , 3214, 3215, , , , 3219, 3220	[6]
	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 3112, 3122, 3351 & 3352.

3112 arrived on 16th August and was out on test on 25th August.
3122 arrived on 3rd September and was out on test on 11th September.
[was 11/09/26 3122’s first test run. I thought I saw a Whatsapp post with 3122 testing on 09/09/26? Cannot find Whatsapp post.]
3141 is at Alstom Brugge for Retrofit Work.
3142 was seen at Rotterdam Centraal on test after Retrofit Work at Brugge.
3217 was on delivery but had an accident and is being returned to Chorzów.
3308 is out of service due to fire damage in the toilet on 16th May 2026.
3320 is out of service after a side scrape with 4083 at Lelystad Yard.
3351 is back in the Nederlands having been returned from somewhere.

ICRm

On 10th and 11th September two movements of ICRm carriages were made from Arnhem Goods to Amersfoort Vlasakkers. Each movement was 16 cars hauled by DBC 6465 (on 10th), DBC 6430 (on 11th). All 32 cars have been sold to the Dutch Ministry of Defence.

The move on 11th consisted of:

Apmz10 NL-NS 61 84 10-70 485-1 ex 16419
Bpmez10 NL-NS 61 84 20-70 582-3 ex 16239
Bpmz10 NL-NS 61 84 20-70 248-1 ex 16239
Bpmdz9 NL-NS 61 84 29-70 497-5 ex 16239
Bpmz10 NL-NS 61 84 20-70 406-5 ex 16239
Apmz10 NL-NS 61 84 10-70 333-3 ex 16239
Bpmz10 NL-NS 61 84 20-70 220-0 ex 16239
Bpmz10 NL-NS 61 84 20-70 545-0 ex 16478
Bpmz10 NL-NS 61 84 20-70 103-8 ex 16501
Apmz10 NL-NS 61 84 10-70 488-5 ex 16475
Apmz10 NL-NS 61 84 10-70 356-4 ex 16472
Apmz10 NL-NS 61 84 10-70 374-7 ex 16234
Bpmdz9 NL-NS 61 84 29-70 498-3 ex 16478
Bpmz10 NL-NS 61 84 20-70 262-2 ex 16478
Bpmez10 NL-NS 61 84 20-70 583-1 ex 16478
Bpmbdez8 NL-NS 61 84 82-70 437-5 ex 16437

Note that all but one car originated from Benelux sets.

Interested to know which vehicles were in the consist on 10th September.

John Tattersall wrote “some of our “old friends” from Netherlands were seen during a recent trip to Germany: 186018 and 186012 stabled just outside Frankfurt am Main Hbf and 186030 seen passing through Bremen Hbf, now on lease to Metrans.”





Blast From The Past



Here is a photograph of 2756 taken on 13th April 2007 by Fabian Vendrig. It is taken at Gent and 2756 has not had it’s GF Coupler fitted yet. It is pulling some M6 coaches which must be quite new.

2756 looks all nice and clean and has just come off Revision with 02.03.07 date on the side. 2756 was sent to Ecore for scrap on 22nd July 2024.

Belgian Can Can

56 / 144

This week’s Can Can is 2132 which took part in the Farewell Railtour to the HLE 21s on 21st May 2022. It is seen here at Theux during a photostop and the photograph is by Julien Casier.





Other News



I WAS in Lyme Regis recently and there was a sign that read 'Do Not Feed Me', accompanied by a photo of a scrawny seagull. That's all well and good, but there were literally thousands of the fuckers flying about, and they all looked the same. How was I meant to know which was the one in the photo?

Rupert Deering, Dulwich



Comics about work. Made with ♥ & lots of coffee.
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Work Chronicles
workchronicles.com

I WAS IN A HURRY THIS MORNING...







https://en.wikipedia.org/wiki/List_of_The_League_of_Gentlemen_characters#Papa_Lazarou



Have a nice week

Iain