



The Ramble 529 - 25/05/25

The next Rambles will be on

Monday 2nd June	[530]
Monday 9th June	[531]
Monday 16th June	[532]
Monday 23rd June	[533]
Monday 30th June	[534]
Monday 7th July	[535]
Monday 14th July	[536]
Monday 21st July	[537]
Monday 28th July	[538]
Monday 4th August	[539]
Monday 11th August	On Holiday
Monday 18th August	On Holiday
Monday 25th August	August Bank Holiday
Wednesday 27th August	[5xx]

The Maestro At Work?

Seen here at the Severn Valley Diesel Festival is the Compiler of this esteemed newsletter. Taken by John Wilson who commented that I was "deep in Mobile Mode , just as well you weren't crossing the road."



The Spoor Gazet

Beste lezers, beste spoorwegvrienden,

Helaas hebben ze bij onze dochter een gezwel in haar hoofdje gevonden, hierdoor is het even bang afwachten op verdere onderzoeken en een operatie om het weg te halen. Daarom heb ik besloten om de normale uitgave van De Spoor Gazet even on hold te zetten, om zo extra tijd vrij te maken voor mijn gezin.

Ik ben ontzettend dankbaar voor alle positieve reacties, betrokkenheid en het enthousiasme van jullie als lezers en liefhebbers. Dat heeft dit project voor mij heel waardevol gemaakt en daarom is dit ook zeker niet het einde! Zodra het weer mogelijk is zullen we zeker een doorstart maken.

In tussentijd gaan wij gewoon verder met het uitbrengen van extra edities (met dank aan Julien Casier).

Ook zal het whatsapp kanaal van De Spoor Gazet meer gebruikt gaan worden, dit voor zowel info, actuele en historische foto's, tips voor fotografen en nog veel meer.

Als je zelf iets hebt dat gedeeld mag worden op ons whatsapp kanaal? Dan mag dat altijd gemaild worden naar ons mailadres.

Nog geen lid van ons whatsapp kanaal? Klik dan even op onderstaande link en vergeet ons niet te volgen. <https://whatsapp.com/channel/0029VazpwktDTkzDguvwx2d>

Voor nu: nogmaals dank, en alle goeds gewenst voor iedereen!

Met vriendelijke groeten

Maarten Schoubben

Dear Readers, Dear Railway Friends,

Unfortunately a tumour has been found in our daughter's head. This means we will have to wait a while for further tests and an operation to remove it. I have therefore decided to put the normal edition of The Railway Gazette on hold for a while, to free up extra time for my family.

I am incredibly grateful for all the positive feedback, engagement and enthusiasm from you as readers and fans. That has made this project very valuable to me, which is why this is definitely not the end! As soon as it is possible again, we will definitely relaunch.

In the meantime, we will just continue to release additional editions (thanks to Julien Casier).

The whatsapp channel of The Railway Gazette will also be used more, this for both info, current and historical photos, tips for photographers and much more.

If you have something of your own that may be shared on our whatsapp channel? Then that may always be emailed to our email address.

Not a member of our whatsapp channel yet? Then just click on the link below and don't forget to follow us. <https://whatsapp.com/channel/0029VazpwktDTkzDguvwx2d>

For now: thanks again, and all the best to everyone!

Kind regards

Maarten Schoubben

I would like to wish, on behalf of all of us, the very best for Maud and I hope she makes a full recovery. It is not an easy time for Kelly and Maarten, but hopefully they can draw on the support of their families and from their broader friend networks, to help them through these very difficult times.

To give everyone the space they need, my next comment will be when Maud is well again and Maarten gives me the nod that the Spoor Gazet is restarting.

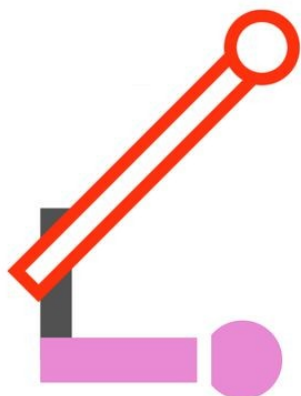
For The Diary

Middleton Railway - 8th June

The new running day with 68153 "The Flying Tea Urn" out on Sunday 8th June and I intend to walk down and have a ride or two. Then I might do a few pubs on the way back to the City Centre.

Bahnhofsfest - Raeren June 21st & 22nd

<https://eisenbahnfreunde-grenzland.de/fest/>



OST WEST EXPRESS

SCHAARBEEK-HASSELT-WELKENRAEDT

EUPEN- RAEREN -EUPEN

WELKENRAEDT-HASSELT-SCHAARBEEK

22 - 6 - 2025

PFT / TSP EFO

HTW 2025

The only pick up/set down point is Schaarbeek and the HLR 77s go on at Eupen for the section to Raeren. So if you buy a ticket from PFT/TSP then you get the HLE 27 to Eupen and the HLR 77s to and from Raeren. I assume the route is Schaarbeek - Line 36 - Line 35/2 - Line 35 - Line 34 - Line 24 - Line 39 - Line 49. However the train could do a myriad of different ways between Schaarbeek and Eupen using some rare curves. I am not privy to the route and to be honest, I am not sure the Organisers are either. With something like this there is always the opportunity for a surprise Brucie Bonus as unlike in the UK, everything is not leaked weeks in advance. There are seven different ways to get the train from Schaarbeek to Hasselt. It all starts with the platform that the train will start from at Schaarbeek and in which direction. Then there are five different ways from Hasselt to Eupen, all electrified.

The railtour will be hauled by a Certus HLE 27 between Schaarbeek and Eupen. The I10 2nd class coaches will be rented from NMBS/SNCB and feature opening windows. Getting anything but a HLE 18/19 locomotive to Eupen is rare these days.

A pair of HLR 77s will top & tail the train from Eupen to Raeren. At Raeren there will be two shuttles between Raeren and Eupen with the tour stock.

Which 77s will be used, is still unknown. The ****fall back**** are two B-Transport HLR 77s off Kinkempois. A little bird has told me what they are looking at and one of them is certainly a winner for everyone. Always remember, the photograph is king when choosing locomotives to work charter trains. The organisers have my magic list of known HLR 77/78 workings. Having checked my lists it would appear only 7747, 7748, 7764 and 7765 are allocated B-Transport at Kinkempois. All four have the thicker buffers to act as bankers and all have pushed a passenger train. 7748 will not work the tour as it is not due off Salzinnes until early July. Having just been revised it is now stopped for ETCS fitting.

Tickets for the railtour can be booked online:

<https://www.cfboq.be/en/tickets/train-special-pft-ost-west-express-en/>

Tickets for the shuttles are sold on site at Raeren by EFO.

Stoomtrein Dendermonde-Puurs - July 5th & 6th

On Saturday 5th & Sunday 6th July, we traditionally kick off our tourist season with Scheldeland in Steam.

<https://www.stoomtrein.be/en/bezoek/scheldeland-in-stoom-2025/>

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

In 2025 there is not a Diesel Gala as such. On the usual weekend there is a Photo Event on the Friday [18th July] and nothing special on the Saturday and Sunday.

It is a case of use it or lose it. If people do not attend the diesel event then the railway will look at doing something that generates revenue instead.

The Great Gathering - Derby August 1st - 3rd

There is a big exhibition at Derby Litchurch Lane Works with supporting railtours as part of the 200th Anniversary of the Stockton to Darlington Railway opening.

This event has now sold out

Chemin du fer du Bocq - August 15th, 16th & 17th

The 2025 Festival will take place at the Bocq railway on 15th, 16th and 17th of August and feature Luxembourg Railways. Exhibits from the CFL Heritage Collection as well as from CFL Cargo will be brought in and some of them will work trains between Ciney and Bauche. PFT/TSP 5519 will head a direct charter train to the festival.

A photo safari may take place on Saturday 9th August but is still to be confirmed.

Stockton to Darlington Railway 200th Anniversary - 27th September

This opened on the 27th September 1825 and there will be events in the area around this date.



Belgische Nachrichten Nouvelles belges Belgisch Nieuws

ETCS In Belgium

Jon reports that the requirement for all locos & units in Belgium to be fitted with ETCS has been postponed by two years from the end of this year to the end of 2027.

From <https://news.belgium.be/nl/uitstel-van-de-etcs-only-datum-voor-het-nationale-spoorwegnet-tot-eind-2027> with auto-translate. (Thanks to a posting on hgbt.net by "FLV-FGSP" for the link).

"The aim of this proposal is to postpone the obligation to operate rolling stock equipped with ETCS control technology by two years (from 14 December 2025 to 12 December 2027) for the entire railway sector. This postponement will be accompanied by the maintenance of the TBL1+ system for a period of two years. This option seems to offer the best balance between the various economic, industrial and operational safety concerns."

Iain's Comment

You did not have to be a rocket scientist to work out that the deadline of 14th December 2025 was not going to be met. A brief look at the HLR77/78 list sees the majority of the locomotives not fitted from all three operators.

Infrabel & B-Transport are on with fitting ETCS to their 77/78s. The problem is that Lineas is well, well behind and there was no way they were going to even remotely reach the deadline. Perhaps the parlous state of their finances is one of the problems. Now they are trying to play catch up with only a limited number of places able to do the work. The work has to be done by certified people, in certified premises by companies that are certified to perform the work.

Modern vehicles have either had ETCS installed from new or the wiring was in place to allow the ETCS equipment to be installed easily. Also space was kept empty to allow the equipment to be easily installed.

Fitting ETCS is easier on older stock which relies on older technology like relays. It is not easy, but is simpler as the things like the brakes are more mechanical. Things like brake applications are done by hand or a relay and it is not a computer remotely opening the valve. This is one reason why the Pig Heads, Snorkels and Bungs have all been done. Things like the Pig Noses [AM/75] have just undergone a major refit where they have been taken back to bare metal and rebuilt. Easier to do ETCS during this process. Things like HLD 62 are easier as there is a space in the engine room where the train heating boiler lived to install the ETCS equipment.

The main problem is with things like the HLR 77/78. These were introduced around the turn of the century and are fitted with more electronics. There is also not much space for the ETCS as they are bonnet locomotives and of course, never had a train heating boiler installed. Space is at a premium and as soon as you go in and start work, you are moving things around to make room for the ETCS equipment.

In other countries the move to ETCS is happening much slower. Belgium made the political decision to go for 14th December 2025 and has this artificial deadline come back to haunt them?

Line 37 Bridge Replacement



Construction of a new bridge has begun on Line 37 west of Pepinster over the River Vesdre. The old bridge was damaged during the 2021 floods and needs replacement. The bridge will no longer stand on pillars but will be of the 'bowstring' type, which will be the new norm in the future. At this point the River Vesdre does a 90° turn and goes around the rock outcrop you can see in the background. The railway goes through it via the Louheau Tunnel whereas the river and N61 road go round the outcrop. This 90° is why a lot of damage will have been done in the Great Floods of July 2021 as the floodwaters hit the solid rock and then had to do something.

The intention is that this new bridge will be put in place during August 2025. The traffic is will be interrupted/diverted between Trooz and Pepinster for 4 weeks.

The reason why Belgium took Eupen and the surrounding areas after the First World War was to take control of the watershed that fed this river.

<https://fr.wikipedia.org/wiki/Vesdre>

Photograph by Mathias Seynaeve and posted to Trein en Station Vroeger en Nu (Train et Gare d'aujourd'hui et d'autrefois) on Facebook.

HLE 13

1307 is at Salzinnes Works for collision repairs and now further repair.
1311 is back in service after an Intermediate Revision.
1317 is at Salzinnes Works for an Intermediate Revision. Back in August.
1333 is at Salzinnes for repair after a collision with a truck in France on 27/02/25.

HLE 17

1701 went to Brugge Works on 28th April for modifications.
1702 is at Brugge Works for modifications.
1703 was left at Schaarbeek on 15th May.
1704 arrived at Brugge Works on 15th May for modifications.

HLE 18/19

Interested in the Intermediate Revision dates on
1810, 1820, 1827#, 1918# [# In Salzinnes Works].

1801 is at Salzinnes Works for?
1808 is at Salzinnes Works for?
1815 is back in service.
1819 is at Salzinnes Works for?
1827 is in Salzinnes Works for RI2 Revision. Due out mid May
1832 is in Salzinnes Works for ETCS Works.
1837 is back in service.
1840 is at Salzinnes Works for?
1843 is at Salzinnes Works for?
1844 is back in service.
1846 is at Salzinnes Works for?
1854 is back in service.
1856 is back in service.
1890 is in Salzinnes Works for Accident Repairs back in early October.
1918 is in Salzinnes Works for RI2 Revision. Due out late June.

HLE 21 & 27s

With the postponement of the mandatory introduction of ECTS to December 2027 there is no longer the legal need to stop the non-ETCS fitted vehicles by the 14th December. However, the run down of the HLE 21s and HLE 27s, along with the M4 coaches, has been programmed. It is things like keeping spares in stock, overhaul of components and the general infrastructure around the locomotives. As many preservationists have found, the vehicle's previous owner knew how much life there was left in it. The locomotive was withdrawn around the point where major work was needed.

I do not think there is going to be a mass withdrawal of HLE 21/27s at the timetable change and I think that some HLE 21s and 27s may potentially last out in to 2026.

It does depend on the number of M7 vehicles available and when the ticket to run expires for the individual locomotives.

Also the timetable will change in December and the diagrams may become HLE 18s temporarily covered by 21s and 27s.

HLE 21

All the HLE 21s have worked within the last week except.

2143 last ran on 8th May.

Huib has been out to Szczakowa Północ Yard and everything is the same except the locomotives have been outside for another Polish winter. Photo Huib Den Dulk.



2131 and 2147 are outside Kol-System, Plażowa , Sosnowiec, Poland, 41-208.

Both Firefox and Google have flashed up warnings about the Kol-System web page so I have not put a link to it. The Facebook page shows it is a railway maintenance company.



HLE 27

All the HLE 27s have worked within the last week except the ones noted.

- 2711 has been stopped and is for preservation.
- 2715 last worked a passenger train on 16th May.
- 2723 is hit listed and due to be stopped in early July.
- 2737 is hit listed and due to be stopped in early June.
- 2738 last worked a passenger train on 16th May.
- 2742 is hit listed and due to be stopped in early June.
- 2754 last worked a passenger train on 2nd May.

The reason why 2711 has been selected for preservation is that it hauled seventy coaches between Gent and Oostende on 27th April 1991

<https://www.youtube.com/watch?v=BP3dBorMfOY>

On Saturday evening, April 27, 1991, locomotive 2711 left Gent-Sint-Pieters for Oostende hauling 70 carriages making a total train length of 1773.95 m. With this achievement, NMBS/SNCB became the world record holder of the longest passenger train in the world! The drive from Gent to Oostende took 1 hour and 11 minutes.



It is quite sobering to think that the boy in the photograph is now in his 40s and may even have a son of his own who is this age.

Seven of the HLE 27s that were moved east on 8th June 2023 have surfaced at Kol-System, Plażowa , Sosnowiec, Poland, 41-208.

Both Firefox and Google have flashed up warnings about the Kol-System web page so I have not put a link to it. The Facebook page shows it is a railway maintenance company.

They are here - 50°14'21.2"N 19°11'02.6"E

Present are 2717, 2725, 2726, 2728, 2733, 2747 and 2751.

Photographs by Huib Den Dulk.





HLE 28/29/186

186 347 is back in service after a Revision at Alstom Brugge.
186 348 is at Alstom Brugge for Revision. Back in early July.
186 456 is at Alstom Brugge for a bogie swap.

186 260 is also being revised for SNCF
186 355 is in Brugge Works for accident repairs.

HLR 77/78

7701 is at Antwerpen Noord for spares and then scrap.
7705 is at Salzinnes Works for repairs after a shunting accident with 7701.
The frame is very bent and in the words of Captain Oats, it may be some time.
7719 is in service with HSL Belgium
7737 is at Salzinnes Works for ETCS fitting [I think].
7738 is at Salzinnes Works for ETCS fitting [I think].
7740 is at Salzinnes Works for ETCS fitting [I think].
7741 is at Salzinnes Works for ETCS fitting.
7748 is at Salzinnes Works for Revision and was finished. Now the locomotive is being fitted with ETCS.
7770 is back in service.
7771 is at Voith Turbo Kiel for revision.
7779 is at Salzinnes Works for Revision.
7786 is out of service with technical problems

- 7789 is back in service.
- 7791 derailed on Line 162 on Thursday 7th March 2024. At FAZ for Repairs. There is the possibility that there are legal/insurance problems with 7791.
- 7792 derailed on Line 162 on Thursday 7th March 2024. At FAZ for Repairs. There is the possibility that there are legal/insurance problems with 7792.
- 7796 is back in service.
- 7797 is at Salzinnes Works for the fitting of ETCS and repainting into Infrabel Blue.
- 7799 is at Salzinnes Works for the fitting of ETCS and is repaint into Infrabel Blue.
- 7801 is at Salzinnes Works for the fitting of ETCS and repainting into Infrabel Blue.
- 7810 is back in normal service.
- 7816 is out of service due to a collision with a truck in the port of Antwerpen. The locomotive was rented out long term to HSL Belgium.
- 7823 is at Salzinnes Works. [ETCS and Repaint?]
- 7828 is at Brouwer Technologie at Roosendaal for ETCS fitting.
- 7829 is back in normal service.
- 7834 is still testing an installation of ETCS and should be out on test runs.
- 7835 is at Voith Turbo for a R2 Revision.
- 7842 is back in normal service
- 7847 is at Brouwer Technologie at Roosendaal for ETCS fitting.
- 7856 is at Brouwer Technologie at Roosendaal for ETCS fitting.
- 7860 is at Brouwer Technologie at Roosendaal for ETCS fitting.
- 7863 is back in normal service.
- 7865 is at Brouwer Technologie at Roosendaal for ETCS fitting.

7796 back in service in a new coat of Infrabel Blue. Photograph by Nathan Van Riet and taken at Schaarbeek on 16th May 2025.



As many are aware both 7791 and 7792 had an accident when they basically ran out of track at Groenendaal on Thursday 7th March 2024.



They were moved by rail to Salzinnes where all has gone quiet. Either both locomotives have frame damage which will cost a lot of money to put right or there is some form of insurance/liability beef going on. Perhaps two opposing sets of lawyers are fighting it out with the only loser the Belgian Taxpayer.

Of course there is the possibility that Rumpelstiltskin has been hired and he is doing the repairs at night. Whatever is going on I would have expected the Groenendaal Two to be back in service by now.

AM/MS 75

803 caught fire in Roosendaal on Wednesday 14th May. It was on E2565 with set 815 when smoke started coming from the toilet. I have had a few cataclysmic clearouts in my time but I have never managed to do this to a toilet.



Class 1700

RFO 1750 was rolled out of the workshop of De Stoom Stichting Nederland [SSN] on Saturday 24th May. Photograph by John van Staijeren and placed on Flickr.

<https://www.flickr.com/photos/jvanst/54542084064/>

NS Units**ICM**

From Accident Repair to Stored (at Haarlem Triangle Carriage sidings): 4228, 4239
4228 and 4239 were transferred to Haarlem Works after their collision and derailment on 4th or 5th April at Rotterdam Centraal sidings. Recently both sets have been moved to the triangle sidings near Haarlem.

Strukton loco hauled moves in connection with stripping for parts at Hengelo:
13th May: 4042, 4043 Hengelo to Amersfoort (4043 as brake force).

NS TRAXX

Restitution of the NS locomotives should start in June, at a rate of 6 per month. However things may change again when we get into June which is erm..... next week.

186 045 came back from Revision on 20th May.

186 013 went to the Akiem Depot at Krefeld for a Revision on 20th May.

Here is 186 013 setting off on it's holidays hauled by 1142 635. Photograph by Noud.



ICNG

ICNG figures for percentage of service operated during the 14 day period to 24th May are

1000 series - 100% (see below)
1100 series - 38.4% (includes 0.0% ICNG-B)
1800 series - 100% (includes 0.3% ICNG-B)
2400 series - 100% (includes 3.1% ICNG-B)
9500 series - 100% (see below)
11800 series - 100% (includes 11.1% ICNG-B)
12400 series - 100% (includes 0.7% ICNG-B)
1100 is shared with ICRm sets

The 9500 series is 100% ICNG-B south of Rotterdam. A few services now couple to a second unit (domestic series) from Rotterdam to Lelystad Centrum and back to Rotterdam. This is expected to become more common in the coming weeks.

The 1000 ran on Saturday 24th (and Sunday 25th May) as a Schiphol Airport - Lelystad Centrum shuttle using 5 ICNG units. These were the only ICNG units to run in passenger service anywhere on the network on these days.

Source: Treinposities

3126 arrived on 22nd May and was delivered to Zwolle. By Saturday it was being hauled by 9903 to the Technisch Centrum depot at Cartesiusweg Utrecht. Photo by Coen Bijkerk



In Service are 47 examples. As with all things ICNG, "Service" is open to interpretation.

ICNG-5 3101, 3102, 3103, 3105 [4]
3111, 3115 [2],
3130 [1]
3131, 3132, 3133, 3134, 3135, 3136, 3137, 3138, 3139, 3140 [10]
3141, 3142, 3143, 3144, 3145, 3146, 3147, 3148, 3149 [9]
ICNG-8 3206 [1]
3211, 3212, 3222, 3223, 3224, 3225, 3226, 3227 [8]
ICNG-B 3304, 3305 [2]
3311, 3312, 3314, 3315, 3316, 3317, 3318, 3319, 3320 [9]
3321 [1]

Accepted and testing software are 3128 & 3313.

In Commissioning/Acceptance are 3126, 3205, 3220.

ICRm Sets

7-car domestic sets

Former Benelux (now domestic) set 16233 has been reformed with an unknown 20-70 replacing 10-70 380-4.

The 20-70 xxx-x had previously been in 16505.

16273, 16437, 16475 and 16478 are suspected to have been reformed in a similar way to 16233 and others mentioned in previous reports.

In service at some time during 21 day period to 24th May, working on the Den Haag - Eindhoven route: 16233, 16273, 16437, 16472, 16475, 16476, 16477, 16478 (these are understood to be all of the remaining active sets).

16233, 16273, 16437, 16472, 16475, 16476, 16477, 16478 (all 8 active sets) were used in service at some time in the week from Sunday 11th to Saturday 17th May.

During this period the number of sets in use each day has varied between 5 and 7.

On the days when there were 6 sets out the 6th set did not appear until one single journey in the late evening (22:49, 23:19 or 23:49 off Den Haag, which often are positioning moves for the next day). On the day with 7 sets there was a change-over during the day as well as a with one single late evening journey.

16233, 16273, 16437, 16472, 16475, 16476, 16477, 16478 (again, all 8 active sets) were used in service at some time in the week from Sunday 18th to Saturday 24th May.

During this period the number of sets in use each day has varied between 0 and 6.

On Sunday, Wednesday and Thursday 4 sets ran all day with a 5th set making a single late evening journey.

On Monday the sixth set worked for no more than two minutes into it's journey from Eindhoven at 05:19.

On Tuesday the sixth set was a result of a change-over at Den Haag mid-afternoon.

On Friday a total of 5 sets were used with two set swaps during the day.

On Saturday due to engineering works in the Rotterdam area there was no service on the high speed lines and no Den Haag-Eindhoven service. The NMBS 9200 ran between Brussel and Roosendaal only.

16235 has not been used since 30th January. Now aside.

16271 has not been used since 15th April. Now aside.

16419 has not been used since 9th January. Now aside.

16508 has not been used since 21st December. Now aside.

Benelux sets

From Tuesday 8th April onwards no ICRm sets have been used on the 9500 EuroCity Direct service.

16234 has not been used since 1st April. Now aside.

16438 has not been used since 6th April. Now aside.

16481 has not been used since 7th April. Now aside.

All other (former) Benelux sets are transferred to domestic.

ICRm figures for percentage of service operated during the 14 day period to 24th May are

1100 series - 61.6%

1100 is shared with ICNG units

Source: Treinposities

SAVING THE HISTORIC TEE CLASS DE IV/RAm TRAIN

Stichting Trans Europ Express secures the future of a unique luxury train

Newly-established Dutch railway association STICHTING TRANS EUROP EXPRESS has acquired the unique and iconic Trans Europ Express train from the Netherlands Transport Museum (NTM) at Nieuw-Vennep near Amsterdam. This acquisition secures the future of one of the most important objects from the collection of the now-closed NTM. Stichting Trans Europ Express will soon transfer the historic luxury train to its new home, where repair and restoration work will be carried out. The goal is to restore the train, a prime example of Dutch design, to running order and return it to the rails.

The preservation of the 1957-built Trans Europ Express (NS Class DE IV/SBB Class RAM) is important for railway heritage in the Netherlands. The striking design of this international train was created by Dutch designer Elsebeth van Blerkom. The stylish train represents a high point of the Dutch railway industry in the 1950s and is an example of Dutch-Swiss collaboration in the development of the Trans-Europ Express network of luxury trains, which linked the most important centres in Western Europe. Stichting Trans Europ Express aims to keep this remarkable history alive. The only surviving train of this type, the Trans Europ Express has A status, the highest grade of protection for Dutch mobile cultural heritage.

Mr. Arno van de Holst, Director of the Netherlands Transport Museum (NTM): "The TEE is one of the most important pieces in the NTM collection. The museum is closed, but I am very pleased that the future of the famous TEE is secured. I wish the Stichting Trans-Europ Express association every success in their efforts to restore the train and get it running again."

Mr. Quintus Vosman, Chairman of Stichting Trans Europ Express: "The TEE is an iconic piece of Dutch and European railway history. Stichting Trans Europ Express is taking over the historic TEE from the NTM and will move it to another location. This is an enormous undertaking. Donations totaling €50,000 have been received, and the Dutch Cultural Fund is supporting the Trans Europ Express Foundation with €25,000. A further €25,000 must be raised by 1 July - if we cannot meet this target the rescue will fail."

SUPPORT AND DONATE!

Stichting Trans Europ Express needs funds to save and restoring this historic train, and is therefore seeking financial support. Please help today by donating to:

STICHTING TRANS EUROP EXPRESS

IBAN: NL84 RABO 0109 4741 98

BIC/SWIFT: RABONL2U

Email: secretaris@transeuropexpress.info

Website: www.transeuropexpress.info

NTM Director Arno van der Holst (left) symbolically hands over a model of the historic TEE train to the chairman of the Stichting Trans Europ Express, Quintus Vosman, in front of the real, historic TEE train. Nieuw-Vennep, April 22, 2025.
Photo: Stichting Trans Europ Express



Blast From The Past



Taken on 15th September 2013 in the yard at Stockem. Here new Desiro 08/5s were lined up awaiting acceptance and guarded by security people employed by Siemens. At the same time AM/MS66s were going for scrap at Ecore and they were also stored here before their last trip. Photograph by Iain Dobson.



Belgian Can Can



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Here is 1184 at Mortsel on Line 27. Photograph by Danny Moens.



Other News

There was too much of the misogynistic stuff the other week so I have put in the rest of it in this week.

Do you think this bloke might be single?



HOW TO MAKE A MAN HAPPY

1. Feed him
2. Sleep with him
3. Leave him with peace
4. Don't check his phone (Msgs)
5. Don't bother him with his movements

So whats so hard about that?

HOW TO MAKE A WOMAN HAPPY

It's really not too difficult but.... To make a woman happy, a man only needs to be:

1. a friend
2. a companion
3. a lover
4. a brother
5. a father
6. a master
7. a chef
8. an electrician
9. a plumber
10. a mechanic
11. a carpenter
12. a decorator
13. a stylist
14. a sexologist
15. a gynecologist
16. a psychologist
17. a pest exterminator
18. a psychiatrist
19. a healer
20. a good listener
21. an organizer
22. a good father
23. very clean
24. sympathetic
25. athletic
26. warm
27. attentive
28. gallant
29. intelligent

30. funny
31. creative
32. tender
33. strong
34. understanding
35. tolerant
36. prudent
37. ambitious
38. capable
39. courageous
40. determined
41. true
42. dependable
43. passionate

WITHOUT FORGETTING TO:

44. give her compliments regularly
45. Go shopping with her
46. be honest
47. be very rich
48. not stress her out
49. not look at other girls

AND AT THE SAME TIME, YOU MUST ALSO:

50. give her lots of attention
51. give her lots of time, especially time for herself
52. give her lots of space, never worrying about where she goes.

BUT MOST OF ALL IT IS VERY IMPORTANT

53. never forget
 - *birthdays
 - *anniversaries
 - *valentine
 - *arrangements she makes.



@ED3SONPAVO



HAZARDOUS MATERIALS DATA SHEET



ELEMENT:	Woman
SYMBOL:	○+
DISCOVERER:	Adam
ATOMIC MASS:	Accepted as 55kg, but known to vary from 45kg to 225kg

PHYSICAL PROPERTIES

1. Body surface normally covered with film of powder and paint
2. Boils at absolutely nothing – freezes for no apparent reason
3. Found in various grades ranging from virgin material to common ore

CHEMICAL PROPERTIES

1. Reacts well to gold, platinum and all precious stones
2. Explodes spontaneously without reason or warning
3. The most powerful money reducing agent known to man

COMMON USE

1. Highly ornamental, especially in sports cars
2. Can greatly aid relaxation
3. Can be a very effective cleaning agent

HAZARDS

1. Turns green when placed alongside a superior specimen
2. Possession of more than one is possible but specimens must never make eye contact

A wise man to his son: "my boy! When you accumulate the understanding to know why a pizza is made round, to be put in a square box and is eaten in triangles, then my son, you will be able to understand women" 18:21



Well you're the Doctor, but I'm pretty sure you get the Covid jab in the arm.

I was at the gym last night when I noticed a hole in my trainer, just big enough to get my finger in..... Anyway, she's made a formal complaint and I'm now banned for life.



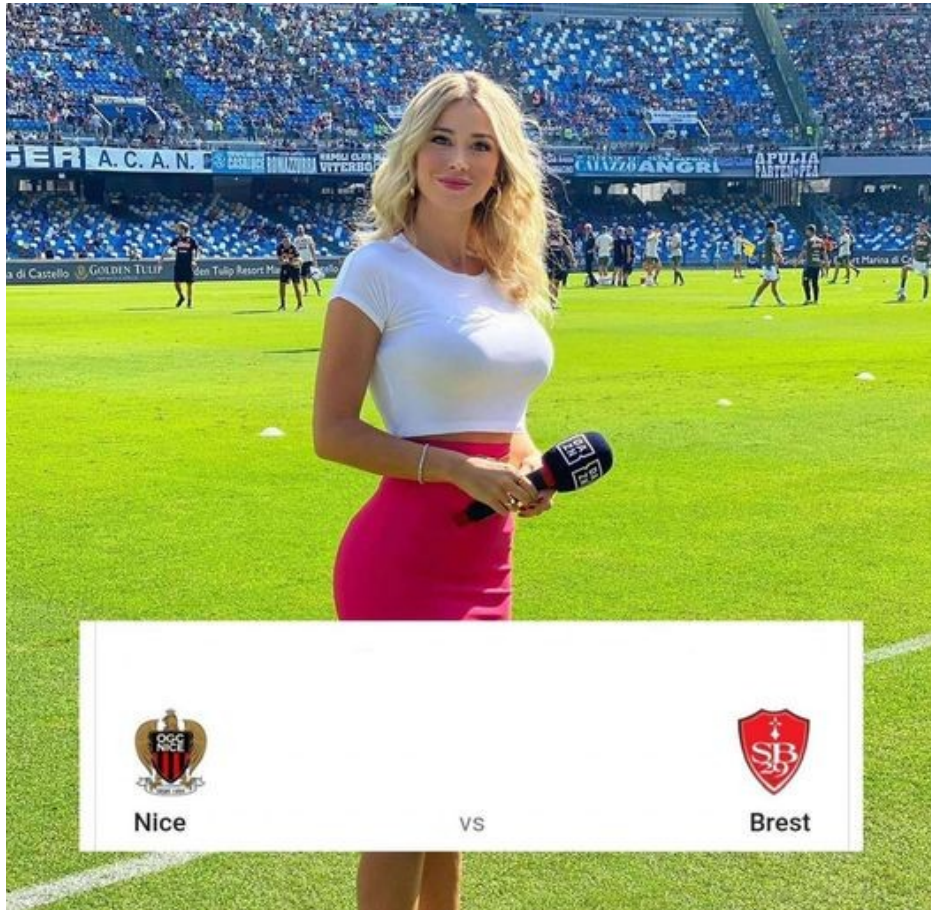


**WHEN SHE COMES HOME
AND YOU'VE ALREADY RUN
THE HOT WATER FOR HER**

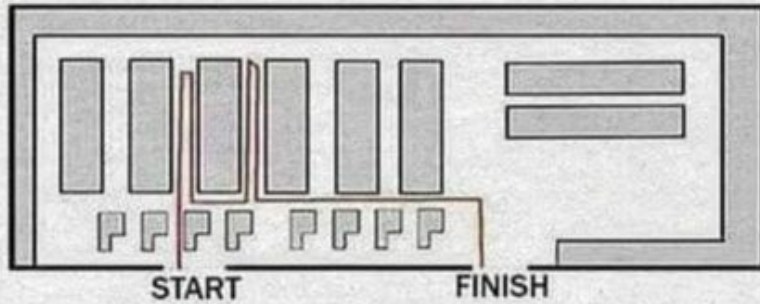


**Expert marriage tip: On your day
off, bring your wife breakfast in
bed. This lets her know it's time
for her to make your breakfast.**

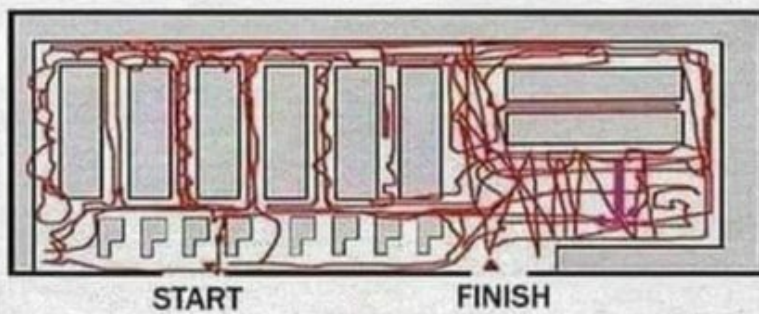




How Men Do Shopping



How Women Do Shopping





Have a nice week

Tain