



The Ramble 549 - 24/11/25

Monday 1st December	[550]
Monday 8th December	No Ramble
Monday 15th December	[551]
Monday 22nd December	[552]
Thursday 25th December	Christmas
Monday 29th December	[553]



For The Diary

Saturday 29th November 2025

A Luxembourgian transport group has organised a farewell to the Z2 [CFL 2000] units on Saturday 29th November 2025.

Z2 / CFL 2000 will work the following

RB3514 14:23 Luxembourg - Diekirch arr 15:10

RB3540 15:24 Diekirch - Luxembourg arr 16:08

Saturday 13th and Sunday 14th December 2025

PFT/TSP trains to the Christmas Market in Aachen and from Aachen to Eupen for the Christmas Market there.

The PFT/TSP trains to the Christmas market at Aachen (D) and Eupen (B) will be top and tailed by two out of these three Railtraxx locos: 186 210, 186 215 and 186 216. All are former Class 28s and have not worked a public passenger train before. These 3 locos will return to Alpha Trains in 2026 and may not work passenger trains again any time soon...

The Organiser says, "Dear Bashers, this is your chance!!"

Martin e-mailed in to say that "186216 has worked a passenger train before. 02.01.2009 08.45 Amsterdam CS to Bruxelles Midi failed between Roosendaal and Antwerpen Central. Rescued by SNCB 2824 (186216). Me and my lad were lucky enough to be at Bruxelles Central when it rolled in nearly 2 hours late. We did it down to Midi."

I think this was a very lucky scoop and there will have only been a very few, perhaps only two who scored it. There will be other ex Belgian TRAXX that will have worked in similar circumstances. There is stuff going on today that is not reported or seen and not recognised for what it is.

Due to me already being away a lot recently I had decided not to do the trains on 13/14th. I am glad I made this decision as Dad is going in for a Hernia operation on Thursday 11th December. Due to him being 83 I expect the hospital will keep him in overnight. I will be taking him to and bringing him back from hospital. If I was to come over I would have probably have come over on Wednesday 10th December and gone home the following week.

So whatever happens I will not be there.

Interrail Sale - 25th November to 17th December 2025

The dates of the sale may vary between different sales outlets and countries.

Interrail & Eurail Travelers · Join
Sebastian Wölfer · Admin · Group expert in Trains · 20 November at 20:58 · 🌐

We all waited for the Black Friday Sale (Promotion) and SNCF published the Informations first from 25th November most passes will be on sale with a 25% Discount until 17th December

Safe trip for all
for me it will be atleast a 3Monthpass + a OCP Poland pass

← Interrail Passes

Buy now

Terms and conditions

Terms and conditions
(1) Promotion available from 25/11 to 17/12/2025:
25% discount on Interrail Global Passes and Interrail One Country Passes, except for the Switzerland Interrail One Country Pass.
Exchange and refund conditions are the same as for non-promotional passes.

See full terms and conditions here :
[<https://snCF.interrail.eu/en/global-pass>]
[<https://snCF.interrail.eu/en/one-country-pass/>]

For my own use I have done a spreadsheet to compare the relative costs which is on the next page. The Benelux Interrail Tickets are quite expensive and I know you can get a week's rover in some Eastern European Countries for the price of a decent restaurant meal for one in the UK.

It looks as if you can basically buy a First Class ticket in the sale for the price of the same ticket at 2nd Class normally.

The price of a 2nd Class Benelux for 14 days [a 6 day + 8 day] at normal prices is £399.

In the sale the price of a 1st Class Global for 15 continuous days is £381. For that I get First Class travel from Leeds to London & return which can be £60+ each way and pay for a reservation only on Eurostar.

All my calculations assume that the UK outlets sell at 25% off. Do check.

One month continuous is $365.25 \div 12$, two months is $365.25 \div 6$ and three months is $365.25 \div 4$.

No wonder all these people who are retired are always away!

2026 Black Friday Interrail Sale At 25%

Normal Base Prices From MyInterrail Site on 24th November 2025

Ticket Days	3	4	5	6	8
Benelux Normal 2nd	£115.00	£139.00	£160.00	£181.00	£218.00
Benelux per day	£38.33	£34.75	£32.00	£30.17	£27.25
Benelux Sale	£86.25	£104.25	£120.00	£135.75	£163.50
Benelux Sale per day	£28.75	£26.06	£24.00	£22.63	£20.44
Save Per Ticket	-£28.75	-£34.75	-£40.00	-£45.25	-£54.50
Save per Day	-£9.58	-£8.69	-£8.00	-£7.54	-£6.81
Benelux Normal 1st	£148.00	£176.00	£204.00	£229.00	£276.00
Benelux per day	£49.33	£44.00	£40.80	£38.17	£34.50
Benelux Sale 1st	£111.00	£132.00	£153.00	£171.75	£207.00
Benelux Sale per day	£37.00	£33.00	£30.60	£28.63	£25.88
Save Per Ticket	-£37.00	-£44.00	-£51.00	-£57.25	-£69.00
Save per Day	-£12.33	-£11.00	-£10.20	-£9.54	-£8.63
Ticket Days	4 in a M	5 in a M	7 in a M	10 in 2M	15 in 2M
	4	5	7	10	15
Global in One Month Normal 2nd	£238.00	£267.00	£320.00	£375.00	£465.00
Global per day	£59.50	£53.40	£45.71	£37.50	£31.00
Global in one month Sale 2nd	£178.50	£200.25	£240.00	£281.25	£348.75
Global per day	£44.63	£40.05	£34.29	£28.13	£23.25
Save Per Ticket	-£59.50	-£66.75	-£80.00	-£93.75	-£116.25
Save per Day	-£14.88	-£13.35	-£11.43	-£9.38	-£7.75
Global in One Month Normal 1st	£305.00	£339.00	£407.00	£477.00	£590.00
Global per day	£76.25	£67.80	£58.14	£47.70	£39.33
Global in one month Sale 1st	£228.75	£254.25	£305.25	£357.75	£442.50
Global per day	£57.19	£50.85	£43.61	£35.78	£29.50
Save Per Ticket	-£76.25	-£84.75	-£101.75	-£119.25	-£147.50
Save per Day	-£19.06	-£16.95	-£14.54	-£11.93	-£9.83
Ticket Days	15	22	30.44	60.84	91.31
Global Continuous Normal 2nd	£400.00	£492.00	£585.00	£694.00	£803.00
Global per day	£26.67	£22.36	£19.22	£11.41	£8.79
Global Continuous Sale 2nd	£300.00	£369.00	£438.75	£520.50	£602.25
Global per day	£20.00	£16.77	£14.41	£8.56	£6.60
Save Per Ticket	-£100.00	-£123.00	-£146.25	-£173.50	-£200.75
Save per Day	-£6.67	-£5.59	-£4.80	-£2.85	-£2.20
Global Continuous Normal 1st	£508.00	£625.00	£743.00	£881.00	£1,020.00
Global per day	£25.40	£37.26	£51.55	£102.98	£154.65
Global Continuous Sale 1st	£381.00	£468.75	£557.25	£660.75	£765.00
Global per day	£25.40	£21.31	£18.31	£10.86	£8.38
Save Per Ticket	-£127.00	-£156.25	-£185.75	-£220.25	-£255.00
Save per Day	-£8.47	-£7.10	-£6.10	-£3.62	-£2.79

Maurice Broadhead

Avocet001

Registered User

FORUM USER

Topic author

Posts: 172

Joined: Sun Sep 07, 2025

5:52 am

Last Visit: Sat Nov 22, 2025

2:53 pm

Name: Andy Barclay

Enthusiast Since: 1969

Group/s: RCTS 125 group

STSG



Maurice Broadhead

#1087607 by Avocet001 » Fri Nov 21, 2025 4:24 pm

Maurice Broadhead

It's been brought to my attention this lunchtime that Maurice Broadhead sadly passed way this morning

A Railway Employee & an enthusiast if my memory is correct for a couple of years had a rake of coaching stock spare at Grantham in the summer to go to Skegness on summer Saturday's also did the timetable S & C service with freight locos on the Leeds Carlisle Leeds service...

R.I.P.



QUOTE



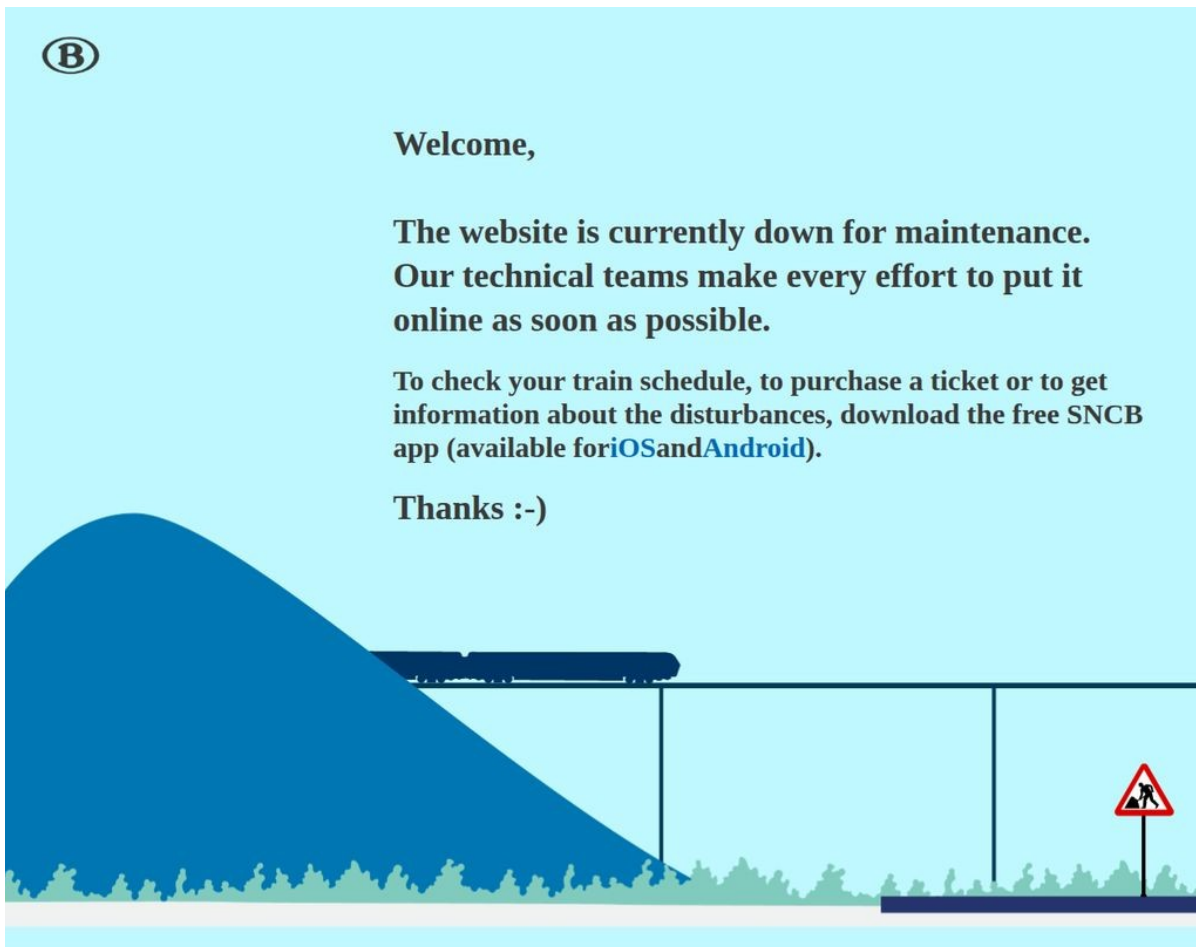
Only in the last couple of days have some photographs appeared on my Facebook feed of some of the S&C trains with the freight locos on. A good initiative that put bums on seats in winter for minimal outlay. I also remember the Grantham - Skegness train which you could cover on a Day Return from Doncaster. Down to Grantham, Class 37 to Skegvegas and then back on one of the Skegness - Leeds trains.

Happy memories that were given to me by Maurice.



Belgische Nachrichten Nouvelles belges Belgisch Nieuws

NMBS/SNCB Website



NMBS/SNCB have a web site where you can go and look up fares, train times and things like engineering work etc. When you first log on you are checked in by Cloudflare. You navigate so far and this error message comes up. At first you think it is you and then it happens again. Perhaps NMBS/SNCB does not like people from non-EU countries. Then you look at this topic on HGBTF [[here](#)] and find these error messages are got by everyone who is not in Belgium and does not have a Belgian IP Address. If you live in Roosendaal or Luxembourg and use NMBS/SNCB, you get the same message.

I am registered with NMBS/SNCB and have a log in etc on this website. I still get the same message. Want to buy a ticket and no message. How odd.....

I do have the NMBS/SNCB App and this does not work very well outside of Belgium either. People on the topic on HGBTF have suggested using a VPN. Sensible suggestion but this site is about giving out information to customers. If you were not a customer [or potential customer] why would you be looking at it? I have now paid for Proton VPN which enables me to log into a Belgian IP Address [they were having a Black Friday Sale]. So I have had to pay to access a web site that is for information and selling.

It's not a cache or cookie issue. I was recently in the Netherlands for a few days and had exactly the same problems as posters on HGBTF mentioned. As soon as I got back to Belgium, the NMBS website worked normally again.

It all seems very parochial and little Belgium. Belgium wants to be the centre of Europe and be the International heart and then the NMBS/SNCB does something like this which is the complete opposite.

Haltelink Tracker

<https://track.haltelink.be/nmbs.html>

“Dear visitors

After much consideration, I have decided to discontinue this project. I would like to sincerely thank everyone for their years of loyalty, regular visits and many positive comments. Your support meant a lot.

Due to time constraints, I am no longer able to actively maintain the website and can no longer bear the server costs. The server has already been downgraded to a smaller configuration to save costs; as a result, error messages may occasionally occur when there are many simultaneous connections.

Important: no new data will be uploaded. From 1 January, the completeness of the existing data can therefore no longer be guaranteed. The tracker will also be discontinued; the existing data will remain temporarily available for consultation as an archive/reference work, but will no longer be updated.

Alternatives and official sources

For up-to-date and complete travel information, please refer to the official services and popular apps:

De Lijn — website

NMBS / Belgian Rail — website

TEC — website (Wallonia)

MIVB / STIB — website (Brussels)

Blue-bike — bike-sharing platform

Citymapper — app & web

Buzz — Android (Play Store)

Buzz — iOS (App Store)

Railer — iOS/Apple-focus & website

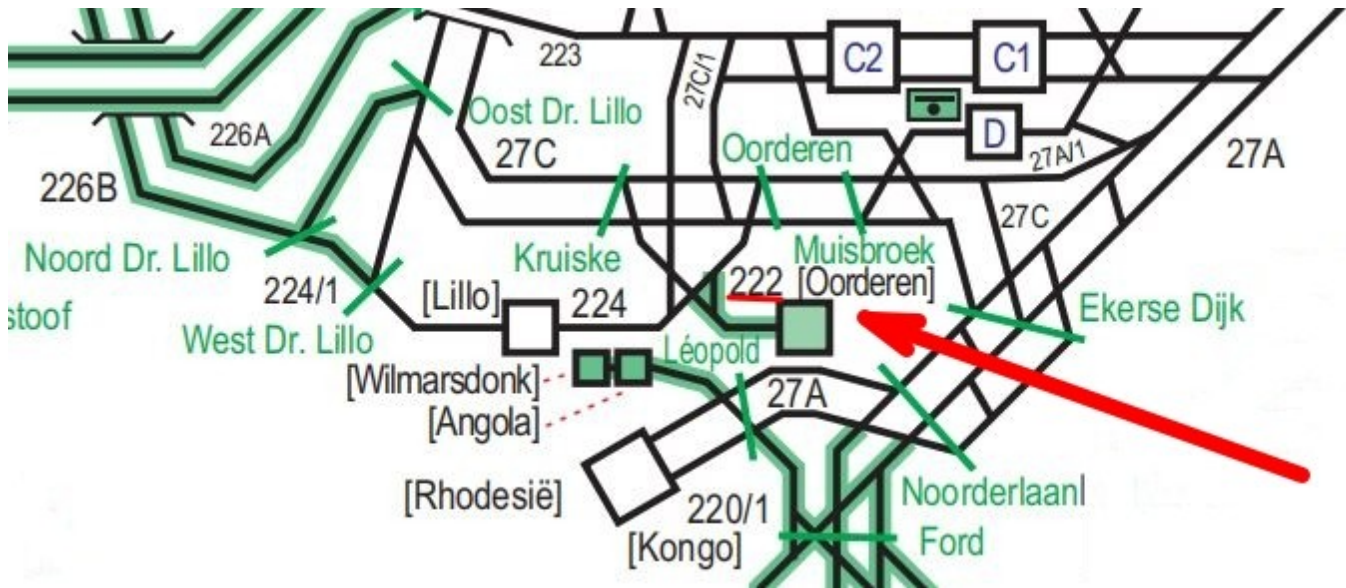
BeMove / Bremove.app — keep an eye out for the successor

Once again, thank you very much for your understanding and for everything that has made this project possible over the past few years.

Iain's Comment – The closure of Haltelink is going to cause me **big problems** in getting information for the Ramble. I use it to see what is in service and what is not in service. Without Haltelink, the Belgian information is going to get **poorer**. What I need to be able to do is type a vehicle number in and see what it is doing. Haltelink was very good for doing that.

Line 222

Line 222 has been electrified. This link [here](#) takes you to the first electric movement in early November.



Cambron-Casteau Railway Station

<https://www.vrt.be/vrtnws/nl/2025/11/03/nmbs-infrabel-en-pairi-daiza-bouwen-nieuw-station-om-dierenpark/>

The other month I did a special on Pairi Daiza and the railway's 10th Anniversary event. I did notice at the time that it was a walk from the station to the main entrance. I thought that a dedicated walkway from the railway station to a new back entrance would be a good idea.

The platforms of the Cambron-Casteau station are to be moved 320 meters in the direction of Jurbise and are extended by about 20 meters to welcome more travellers. There will also be a wide subway under the tracks that will be accessible to people with reduced mobility.

Pairi Daiza itself is going to build a 2nd entrance on the south side of the animal park in the style of an old Indian station. This entrance will be less than 150 meters from the railway station and therefore directly connected to the park.

The railway works will cost 4.8 million euros of which Infrabel accounts for 2.6 million, SNCB/NMBS 1.8 million and Pairi Daiza 400,000 euros. The entrance building at Pairi Daiza is budgeted at 10 million euros. The works will begin in the summer of next year and should be ready by 2028.

Here is a link to a very bassy Infrabel You Tube film.

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

HLE 13

After the Revision Dates on 1313 and 1319# [# In Salzinnes Works].

1319 is at Salzinnes Works for an Intermediate Revision. Still there.

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

HLE 18/19

Interested in the Intermediate Revision dates on 1823#, 1843#, 1847#, 1859, 1920# & 1924# [# In Salzinnes Works].

1849 is back in service after ETCS works.

HLE 21

All the remaining ones appear to be in service. It is doing this sort of information that the closure of Haltelink is going to effect.

HLE 27

All the remaining ones appear to be in service.

2753 has gone for scrap on 18th November to Casier at Deerlijk. 2753 had been sold to Certus to be used as a source of spares. Certus have stopped using their two HLE 27s and so they do not need the source of spares any more.

HLE 28/29/186

Alpha Trains has put 186 227 into Medway livery. It was in a special "It's A Match" livery and I assume this promotion has ended. Two are in Medway livery now. Photograph from the Internet via Facebook



Interested in the Revision dates on 186 256, 186 258, 186 348, 186 350, 186 445# & 186 451#. 186 211 may have also been revised.

186 350 is still at Alstom Brugge for pantograph repairs after incident at Douai, France.

186 445 is at RoseMobility Kassel for its revision.

186 451 has gone to Talbot Aachen for Revision.

HLR 77/78

7773 is at Antwerpen-Noord Works for repair after derailment.
7803 has left Brouwer Technologie BV Roosendaal after installation of ETCS.
7828 is at Antwerpen-Noord Works for repair after derailment.
7837 is at Brouwer Technologie BV Roosendaal for installation of ETCS.
7852 has not left Salzannes Works. She is still there for revision.
7863 is at Brouwer Technologie BV Roosendaal for installation of ETCS.

HLR 82



8202 was seen in the scrapping area at Monceau on 25th October 2025.

<https://treinfoto2000.be/november2025/8202Monceau25102025.jpg>

There is no further information saying that 8202 has been cut up. It might still be there or it might have been cut.

City Rail

988 is seen here undergoing demolition at Ecore in Aubange. There is not many of these units to go now. Photograph by Pierre Herbiet.



M5

Following the new timetable there will be some M5 going in park.

The first batch contains following carriages:

53501
53507
52532
52549
52568
52584
52585
52590
52594
52600

They will no longer receive their VS (complete check up) and once the current VS is no longer valid they will be put in park.

It is intended that there will be no BDx in service. A few AB and about 1/3 of the B carriages may be put in park. All the 525x6 and 525x7 coaches will remain in service as these have tail lights.



Norichten aus Lëtzebuerg

CFL 1800

1817 ex-CFL is undergoing major overhaul at Treignes on the CFV3V.



NS TRAXX



Photographed here at Hegelsom on their way to Venlo are 186 012 & 186 018. Most likely on their way to Akiem at Krefeld. Photograph by Rob Dammers on 18th November 2025 and posted to Beneluxtrein, Fyra, IC Brussel en IC Direct on Facebook.

Moved recently to Watergraafsmeer are 186 009, 010, 011 & 015 which join 186 013 & 026 that are already there. So the next ones to go back to Akiem are likely to be drawn from these six locomotives.

NS Vectrons

Staying with NS are 6193 263, 733, 737, 759 & 766 [5]. A number of people think that five is on the low side and assumptions are that one more Vectron will stay.

6193 499 is in passenger service with MAV.

6193 500 is back in service with NS in plain white.

6193 733 is away in Austria for revision. Expected back in December.

6193 735 is still working for NS.

6193 931 is still working for NS.

6193 934 is now in ELL livery.

6193 935 is in passenger service with MAV.

6193 936 is in passenger service with MAV.

6193 939 is reported to have left the Netherlands on Sunday 16th November 2025.

6193 948 is reported to have left the Netherlands on Sunday 16th November 2025.

6193 956 is still working for NS.



<https://treinposities.nl/foto/404522> and I have cropped it top and bottom

Photograph by ICNG3222 and posted to Treinposities. It shows 6193 766 in NS livery, 6193 934 in ELL livery and 6193 759 in NS livery moving from Amsterdam to Aachen on the 23rd November 2025. So 6193 934 moved to Aachen on 9th November and had its NS stickers removed at Talbot [see below]. It is next photographed between Culemborg and Geldermalsen heading back to Aachen on the 23rd November in ELL livery.

I can only assume that both 6193 500 and 934 went to Talbot in Aachen, 500 has its NS stickers removed and 934 was then put into ELL livery [or the ELL livery was uncovered]. They have both come back to the Netherlands and 500 has gone into service with NS and 934 has been sent back to Aachen.

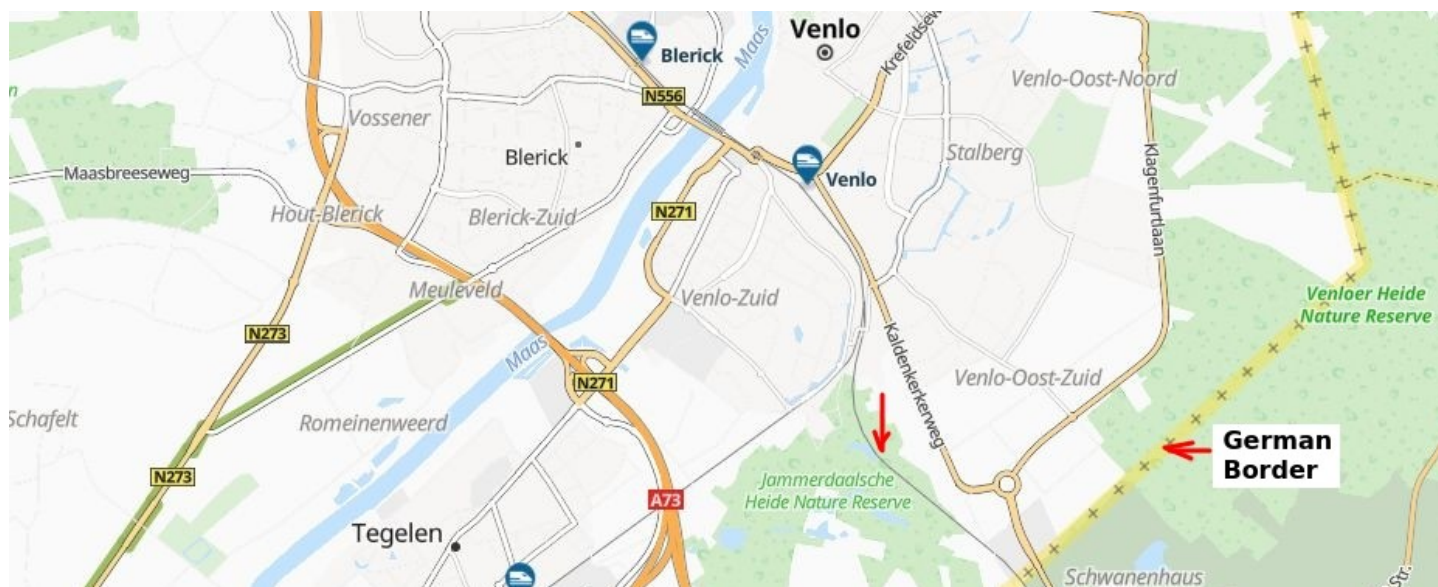
6193 500 might be a candidate to go to DB for hauling TALGOs.

If I were ELL I might be doing any work on the remaining NS Vectrons now whilst I still had other locomotives in NS livery to cover the duties.

As I have said before, NS International is a black hole for information.

Vasco's Photos

On Sunday 9th November, Vasco was 'camping' on the hill from Venlo, mainly to catch the TCS service from/to Germany. Unfortunately the only train with the 111 had a +70 delay and was cancelled. Came across a few old friends with the same target so it was easy to pass the time.



While waiting there, 193 934, 500 and Akiem 186 355 passed by on their way to Germany. There is a lot of nice autumn colours here.



Then from Germany came 193 499 and 936 arriving together. 499 was in plain and very clean white and 936 in ELL livery. They returned a small three hours later uphill to Germany with the Routier Shuttle from Gekkengraaf to (normally) Curtici (RO). This is a train run by Frachtbahn and 193 426 in company branding was stabled at Venlo, but apparently they felt the need to use two (other) locos, or it was a one off to get them east in a cost effective way.

This photo point and level crossing are in the Jammerdaalsche Heide Nature Reserve and the level crossing is on Bovenste Molenweg.



NS Units

Stadler To Supply 36 Flirts To NS

<https://www.stadlerrail.com/en/media/media-releases/stadler-to-supply-36-commuter-trains-to-the-netherlands>

Nederlandse Spoorwegen (NS) and Stadler have signed a framework agreement for the delivery of 36 FLIRT trains.

The NOS Article has a lot more information

<https://nos.nl/artikel/2591058-ns-koopt-36-nieuwe-sprinters-die-ook-als-intercity-inzetbaar-zijn>

NS has ordered 36 new Sprinters that can also be used as Inter City Trains. In contrast to the current white-blue Sprinters, the Flirt Flex trains will receive Flow Livery. The first of these new Flirts are expected to be in service by 2030.

The Sprinters can quickly pull up and slow down. According to NS they can also drive up to 160 kilometres per hour. This means that the trains on part of the routes can also be used as intercities.

The order worth 400 million euros has been made to the Swiss train manufacturer Stadler who has previously built Sprinters for the railway company. The 36 sprinters have a total of more than 8000 seats.

NS also has an option open to order more additional Flirt Flex trains that will be able to run to Germany and Belgium. The final draft will be announced later.

This is an artists impression of the new train which has been edited by NS with AI.



Let us all hope the Poles building these new units for Stadler are better than the poles building the ICNG for Alstom.....

DDZ

7642 is at Zaanstraat where it has become a donor set. Photograph by Kees Mooij and posted to Oude NS Treinen on Facebook.



Amersfoort to Hengelo (towed)
19th November: 7528

7528 is a parts donor.

The other parts donors are at Zaanstraat: 7542, mBk 7529, and ABv+Bv+ABvk of 7506.
The motor of 7506 is running in set 7529

DM 90

Ex-NS 3431 has entered service with SKPL as SD85-013

For the record there has been some beefing about the true identity of SD85-006. I suspect that person, or persons, unknown has been up to mischief in Poland.

13-07-2025 11:26:19

Buffalo55

Zevenaar

Quote
thom (18-06-2025 17:25:38):

Quote
Buffel55 (18-06-2025 16:18:27):

Quote
thom (11-06-2025 01:18:58):
I believe DM90 also has a box code plate with a stamped number welded onto the box somewhere, usually under the entry doors, which could provide some clarity.

As already mentioned, they swapped the factory plates, which bear the numbers stamped on the factory plates. These are not welded to the chassis, but attached with pop rivets. They put the one from the 3428 on the 3431, and the one from the 3431 on the 3428. This is clearly visible from the different pop rivets.

I wasn't talking about factory plates, but about baking code plates, and those are really two different things. These are indeed welded onto the box.

I can't quite recall where these plates are. But a video has just been released of the SD85-006 inside the cab. And nothing has been changed on the diagnostic screen. It still simply shows 3428, while above it, extra stickers have been stuck on with the new UIC number, pretending it's 3431. All my previous points regarding the cab window, swapped factory plates, removed stickers in the trainset, and new stickers stuck on, and now even the unadjusted diagnostic screen, completely confirm my theory that it really is 3428, which is hidden under the SD85-006.

“a video has just been released of the SD85-006 inside the cab. And nothing has been changed on the diagnostic screen. It still simply shows 3428, while above it, extra stickers have been stuck on with the new UIC number, pretending it's 3431. All my previous points regarding the cab window, swapped factory plates, removed stickers in the trainset, and new stickers stuck on, and now even the unadjusted diagnostic screen, completely confirm my theory that it really is 3428, which is hidden under the SD85-006.”

“een video naar buiten gekomen van de SD85-006 van binnen in de cabine. En in het diagnosescherm is niks aangepast. Daar staat doodleuk nog 3428 in, terwijl er boven dan extra stickers zijn opgeplakt met het nieuwe UIC-nummer met de vermomming dat het de 3431 zou betreffen. Al mijn vooraf aangegeven punten m.b.t. cabineruit, verwisselde fabrieksplaten, verwijderde stickers in het treinstel en nieuw opgeplakte stickers en dan nu zelfs het onaangepaste diagnosescherm doet mijn theorie compleet verzilveren dat het toch echt de 3428 betreft die schuilt onder de SD85-006.”

Blast From The Past



A photograph of FRYA 4224 sat near Antwerpen Luchtbal having failed on a test run. An excellent shot taken in some nice autumnal sunshine. Note the NAWAS graffiti on the motorway gantry done by someone who also graffities trains.

Taken By Robin Melis on 9th October 2012.



Belgian Can Can



24 / 144



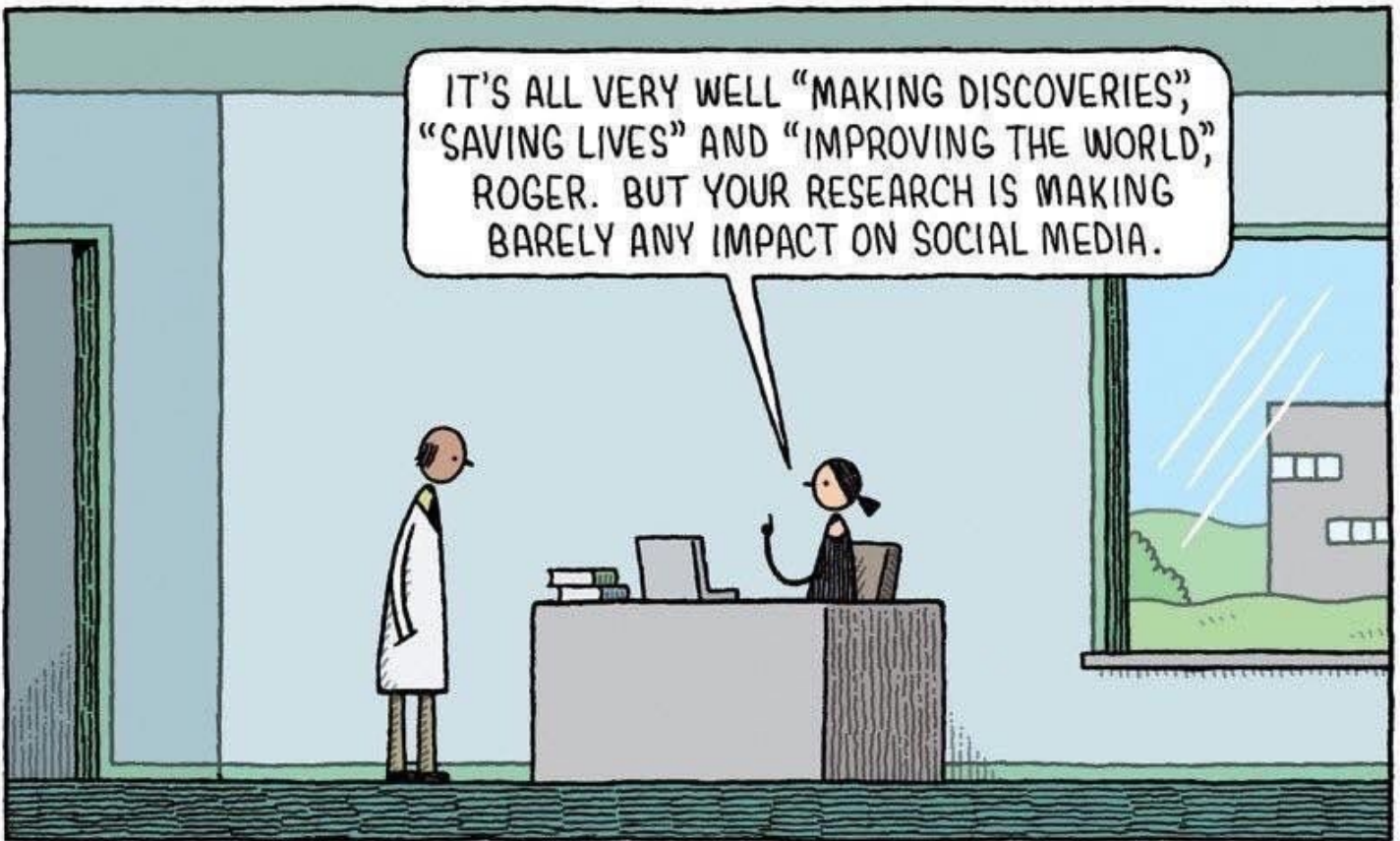
This is by Danny Moens of 1212 at Zwankendamme on 8th February 2005



This one is by David Haydock of 1212 at Lille La Délivrance yard with a couple of British interlopers in the background.



Other News



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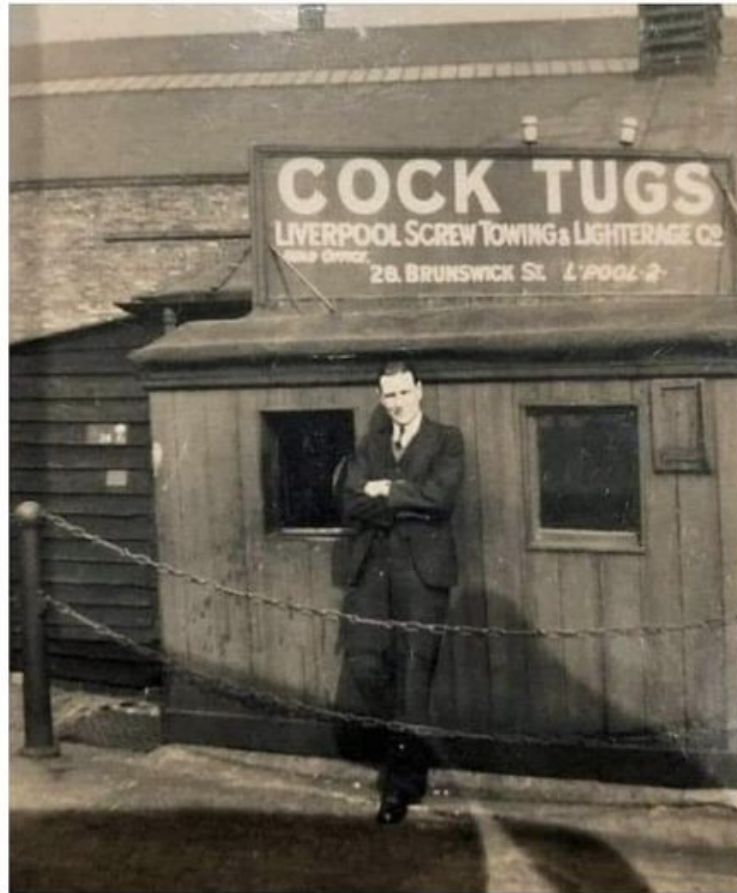
Isle of Man Harbours

19 August at 11:11 · 🌐

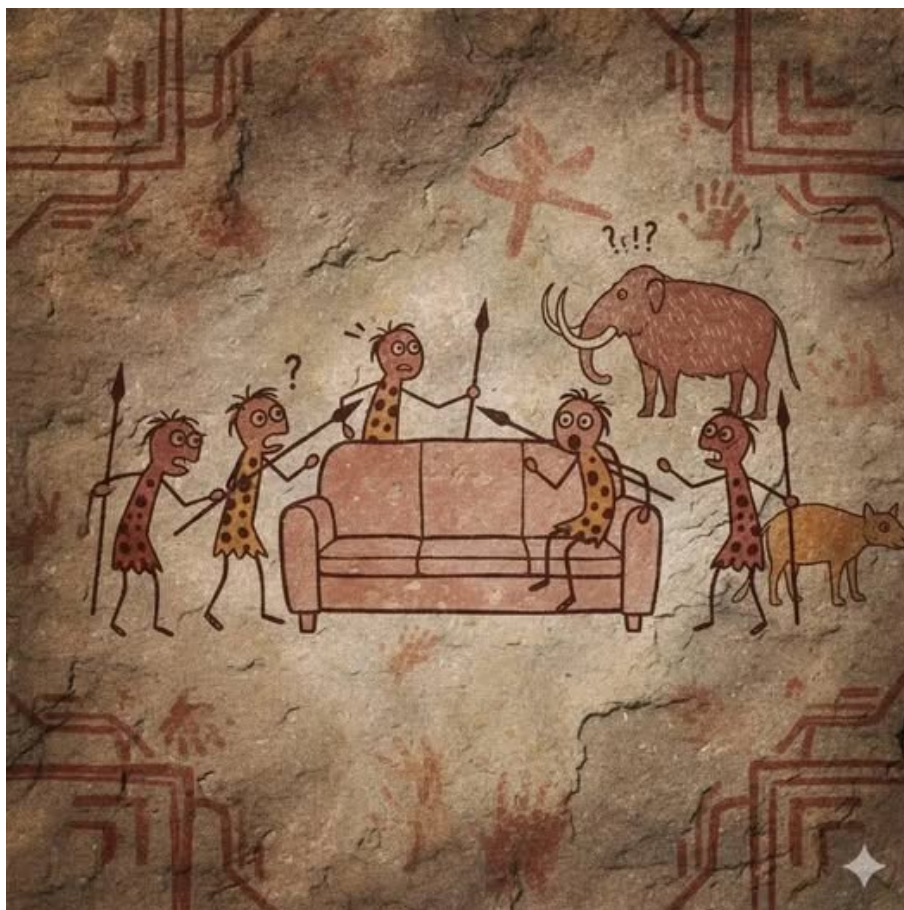


This photo was sent in by Kevin who would like to know what a Cock Tug is ?

Here at Isle of Man Harbours need your assistance



The First DFS Sale



NORMAL



USUAL



UNUSUAL



PERFECT



A recently leaked 28-point peace proposal backed by the United States outlines major changes for the Ukraine-Russia war, and this map highlights the most significant elements. Under the draft plan Ukraine would give up effective control over large parts of its east and south, including areas such as Donetsk and Crimea. It also commits Kyiv to strict military and security limits, including a cap on troop numbers, a permanent halt to NATO membership, and the creation of a demilitarised zone in Donetsk.

These proposals go far beyond a ceasefire. They represent one of the most consequential geopolitical shifts in Europe in many years. Ukraine has consistently rejected settlements that require the surrender of major territory. Several European partners have also raised concerns that the terms give too much weight to Russian demands. As a result, the draft remains contested and is already prompting competing diplomatic initiatives.

The map provides a clear picture of what these territorial and security arrangements would look like on the ground. If implemented, they would reshape borders, influence regional alliances and define the conditions of any long-term settlement.

Lest we forget in the month of remembrance.....



Have a nice week

Tain