



The Ramble

565 of 13th April 2026



Monday 20th April	[567]
Monday 27th April	[568]
Monday 4th May	[569] May Day Bank Holiday
Monday 11th May	[570]
Monday 18th May	No Ramble as at SVR Diesel Gala
Monday 25th May	[571] Spring Bank Holiday
Monday 1st June	[572]
Monday 8th June	Holiday
Monday 15th June	Holiday [North Norfolk Diesel and Beer Event]
Wednesday 24th June	[573]
Monday 29th June	[574]
Monday 6th July	[575]
Monday 13th July	[576]
Monday 20th July	Holiday [Tomorrowland]
Monday 27th July	Holiday [Tomorrowland]

Open Day at Mechelen & Salzinnes

There are Open Days at both Mechelen & Salzinnes Works as part of NMBS/SNCB 100 on Sunday 4th October 2026.

The last Open event at Salzinnes was on 22nd and 23rd October 2011 when 2748 was playing at dingley danglies in the main shop. It will be something else in 2026.



STOOMTREINFESTIVAL MALDEGEM - 2 & 3 MEI 2026



7 stoomlocomotieven in werking van 75, over 100, tot 133 jaar oud!

Diesel sneltrein n° 1817 uit Luxemburg • Hybride HSL Belgium dieseltrein van de toekomst • Rit met smalspoor in open wagons
Internationale bar-dancing trein • spoorwegbeurs, LEGO-treinen, miniatuurtreinen • diverse catering

adres:
Stationsplein 8, 9990 Maldegem
T: 050 71 68 52

openingsuren:
van 10h00 tot 18h00

info & tickets:
www.stoomtreinmaldegem.be
info@stoomtreinmaldegem.be



v. u. Koen Goossens, Stationsplein 8 B-9990 Maldegem

For The Diary 2026

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

Chemin De Fer De La Baie De Somme - Fête de la Vapeur - 25th and 26th April

<https://www.chemindefer-baiedesomme.fr/en/steam-festival-2026>

The link to both diesel hauled charters is here. One on Saturday and one on Sunday.

<https://chemindefer-baiedesomme.fr/fr/fete-de-la-vapeur-2026/trains-speciaux>

NVBS Kings Day Tour - Monday 27th April

On Monday 27th April (Kings Day) Stichting NVBS Excursies (SNE) will organise a tour from Rotterdam to the industrial lines Lage Zwaluwe - Oosterhout Weststad and Lage Zwaluwe - Moerdijk. For the line to Oosterhout it might be the last opportunity to travel there since it is endangered. Traction will be the NVBS jubilee loco 1931 (RFO 1831) on the electrified lines and either RXP 6703 or RFO 6702 on the lines from Lage Zwaluwe. Photostops are planned.

Prices for NVBS members € 85,- , non members € 110,-.

More information on <https://nvbs.com/activiteit/koningsdagrit-2026/> (in Dutch).

Train à Vapeur d'Auvergne Railtour on Saturday 2nd May

www.trainvapeur-auvergne.com/produit/train-de-chenonceau

Tour from Clermont-Ferrand to Chenonceau with a BB67400.

Stoomtrein Maldegem-Eeklo - Stoomtreinfestival - 2nd and 3rd May

<https://stoomtreinmaldegem.be/nl/evenementen-2026/2-3-mei-2026-stoomtreinfestival/>

1817, 5538 and the SR2 [17902?] are going to Maldegem. 5538 should be working some passenger trains. 1817 has had a lot of work done to it recently with more to do and is only suitable for shunts at the moment. Ex-Infrabel 5508 will be working passenger trains at this event.

I have asked if this DE18 locomotive will be hauling passenger trains or sat as a static exhibit.

The reply was from Stoomtrein Maldegem Iain Dobson we don't have a schedule yet. But each day there should be a 'modern' train riding.



May Day is on Monday 4th May

Severn Valley Diesel Gala - Thursday 14th May to Sunday 17th May

If you have not been to a UK Diesel Gala this is usually one of the best to go to. I have started to make a week's holiday of it. Got my hotel booked in Birmingham.

Spring Bank Holiday is on Monday 25th May

Stoomtrein Dendermonde-Puurs - July 4th & 5th

On Saturday 4th & Sunday 5th July the SDP usually 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.

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.

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.

Stoomtrein Maldegem-Eeklo - 5508 Running day - 20th September

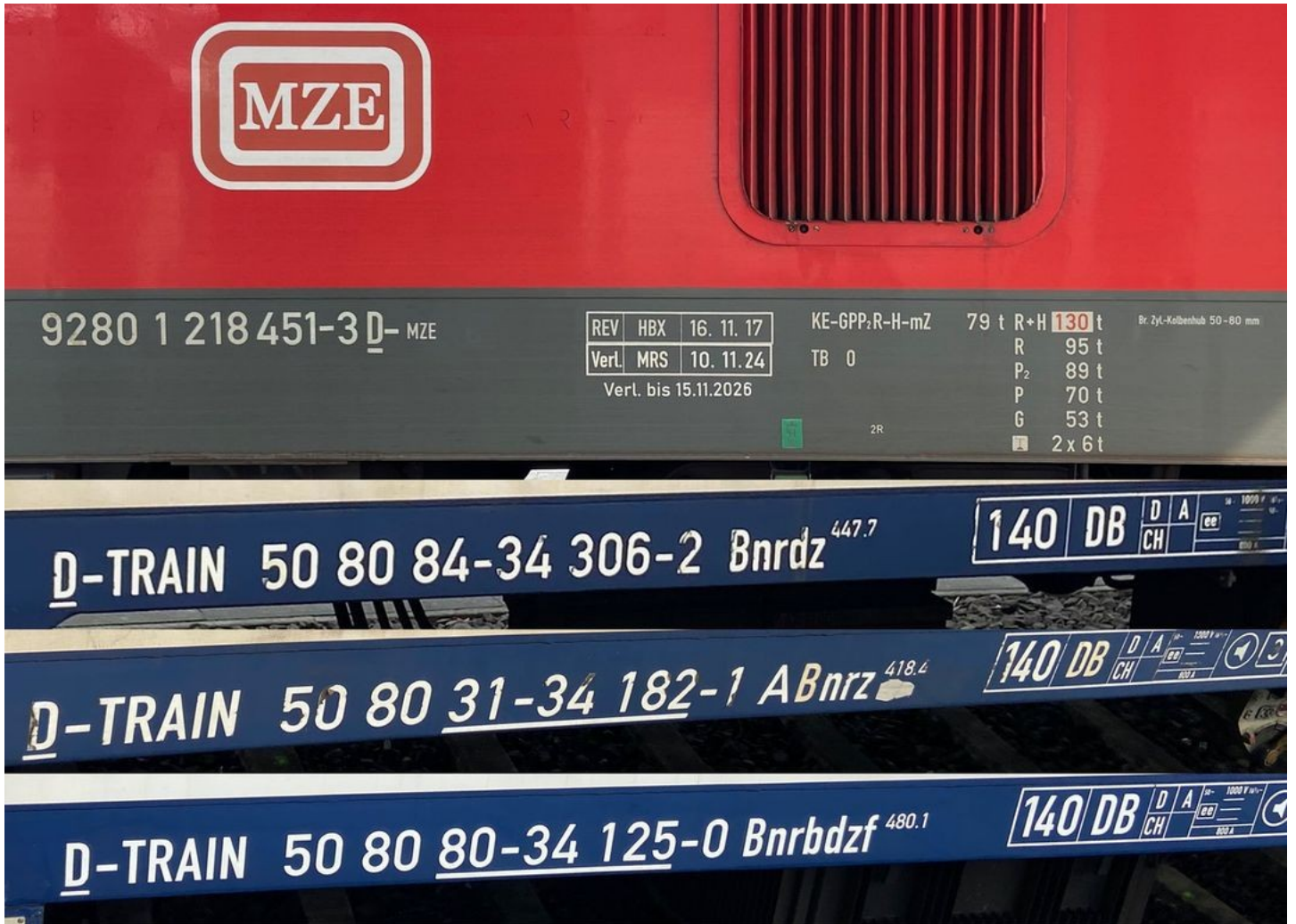
<https://stoomtreinmaldegem.be/nl/evenementen-2026/20-september-2026-rij-mee-met-de-5508/>

Open Day at Mechelen and Salzannes Works - Sunday 4th October 2026

Both works have an Open Day on 4th October 2026.

Kleve - Düsseldorf Locomotive Hauled

Alex Veldhof went along on Monday 23rd March and sent in the following photographs.



MZE 218 451-3 at Kleve (D) on RE10 82277 12:24 Kleve - Düsseldorf Hbf



At Kleve awaiting departure on 12:24 to Düsseldorf Hbf.



At Krefeld on it's way to Düsseldorf Hbf



MZE 218 451-3 arrives at Krefeld Hbf station, just a few minutes late, with train 82276 as the 14:36 departure to Kleve.



MZE 218 451-3 is approaching from the sidings at Kleve station and is due to depart at 16.24 to Düsseldorf Hbf.



Ready for departure at 16:24 from Kleve to Düsseldorf Hbf.



Departing with the 16:24 to Düsseldorf Hbf.



Thank you to Alex for sharing these photographs!



Belgische Nachrichten Nouvelles belges Belgisch Nieuws

From 1st July 2026 you will no longer be able to buy tickets on the train

<https://www.vrt.be/vrtnws/nl/2026/03/30/boordtarief-ticket-nmbs-afgeschaft/>

Those who take the train after 1 July will no longer be able to use the so-called 'board fare'. In this way, NMBS/SNCB wants to prevent fare evasion and reduce the number of conflicts over the tickets. "It's those tickets that spark discussion with train attendants."

For a surcharge of €9 you can buy a ticket on the train but from July NMBS/SNCB will abolish that option. In this way NMBS/SNCB wants to clarify the rules: you must have a ticket before you get on the train.

The so-called on-board rate was not used that much and it involved 1.5 percent of total sales. "But it is those tickets that cause discussions with train attendants. And discussions with travellers who do not have a valid ticket or discussions about that €9 surcharge are the main cause of aggression against the staff.

And that aggression is on the rise: by 2025, 2602 cases of aggression were recorded. In 2024, there were 2103 cases. More than four in ten cases involved physical violence in 2025.

Written by Sofie Laermans and modified by Iain Dobson

Tienen Station

<https://www.vrt.be/vrtnws/nl/2026/04/03/vernieuwingswerken-station-tienen-moeten-treinverkeer-vlotter-en/>

In the station of Tienen, rail infrastructure manager Infrabel and railway company NMBS/SNCB are continuing to work on a large-scale renovation of the infrastructure and platforms. The works, which must be completed by the end of 2027, should lead to more comfort, better accessibility and a smoother flow of train traffic.

The current activities include the construction of a new island platform (tracks 2 and 3), a new underpass and the further renewal of the platforms 1 and 4. In addition, the station environment is also being tackled, including a new bicycle parking at the rear of the station.

According to Infrabel and SNCB, the project is needed to better cope with the growing train traffic. On a weekday, about 200 trains pass in Tienen and some 4,000 passengers use the station. After the works, trains will run over 4 tracks, which should improve the punctuality and capacity.

HLE 13

After the Revision Dates on 1313, 1319 & 1323# [# In Salzinnes Works].

- 1313 on repair at Antwerpen Noord after colliding with a car on the Athus Meuse Line.
- 1323 at Salzinnes Works for an Intermediate Revision. Back in mid March.
- 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.
- 1354 is at Salzinnes Works, possibly for an Intermediate Revision.

HLE 18/19

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

Some of the "ETCS works" may be rectification or a lesser upgrade. There are a lot of HLE 18s in Salzannes, too many [again].

1802 is in Salzannes for ETCS works.
1803 is in Salzannes for ETCS works.
1812 is in Salzannes for ETCS works.
1816 is in Salzannes for ETCS works.
1828 is in Salzannes for ETCS works.
1843 is at Salzannes Works for a RI2 Revision. Back in service whenever.
1847 is at Salzannes Works for a RI2 Revision. Back in service whenever.
1857 is in Salzannes for ETCS works.
1863 is in Salzannes for ETCS works.
1865 is in Salzannes for ETCS works.
1871 is back in service after ETCS works.
1875 is in Salzannes for ETCS works.
1877 is back in service after ETCS works.
1888 is back in service after ETCS works.
1891 is back in service after ETCS works.
1924 is at Salzannes Works for a RI2 Revision. Back in service whenever.

HLR 77/78

7701 is at Salzannes for repairs to collision damage after a shunting accident with 7705.
7705 is under repair at Salzannes Works after a shunting accident with 7701.
7708 is at Brouwer Technologie BV Roosendaal for installation of ETCS.
7709 is in Salzannes Works for the fitting of ETCS and repainting into Infrabel Blue.
7710 is in Salzannes Works for the fitting of ETCS and repainting into Infrabel Blue.
7728 is in Salzannes Works for the fitting of ETCS and repainting into Infrabel Blue.
7729 is in Salzannes Works for the fitting of ETCS and repainting into Infrabel Blue.
7731 is back in service after fitting of ETCS and repainting into Infrabel Blue.
7733 is at Salzannes Works for ETCS fitting.
7746 is back in service after after fitting with ETCS.
7750 is back in service after after fitting with ETCS.
7757 is back in service after after fitting with ETCS.
7758 is at Salzannes Works for ETCS fitting.
7765 is at Salzannes Works for ETCS fitting.
7774 is at Voith Turbo, Kiel for Revision.
7776 is at Antwerpen Noord for Collision Repairs.
7782 is at Salzannes for Revision.
7822 is back at Antwerpen Noord after fitting with ETCS.
7827 is at Brouwer Technologie BV Roosendaal for installation of ETCS.
7833 is back at Antwerpen Noord after fitting with ETCS.
7852 is at Brouwer Technologie BV Roosendaal for installation of ETCS.
7864 is back at Antwerpen Noord after fitting with ETCS.

AM/MS 75

801 has been released from Mechelen following overhaul, with the addition of a third headlight. 825 was also released from Mechelen at the very end of March with LED lights and a third headlight.

Of the remaining units with two headlights, none remain in service as such. 811 [due out in May 26], 812 [due out in June 26] and 833 [due out in April 26] are in Mechelen for overhaul and will gain a third headlight.



Here is freshly overhauled 801 seen here at Lier on 19th March 2026.
Photograph by Julien Casier.

Stadler Euro 9000

Lineas has two new Stadler Euro 9000 locomotives in service for the Novelis traffic between Göttingen and Nachterstadt in Germany.

They will not operate in Belgium as far as is known. They have numbers 2019 400 and 2019 401. 2019 401 has received Lineas livery.



266 117 of HSL moved 370 042, 370 041 & 370 040 to Brugge on 4th April 2026 where the three Polish locomotives will have ETCS Baseline 3 installed.

Here is another photograph of the move

<https://flickr.com/photos/145812442@N05/55188672826>

M5, M6 & M7

The week before Easter there looked to be three M5 sets out, two to Poperinge and one to De Panne.

There is a steady number of new M7 BD multi vehicles entering service. Not as fast as I thought, but steady numbers. Hasselt is taking out M6 carriages and replacing them with M7 to form full sets of M7 vehicles. Schaarbeek is receiving these displaced M6 carriages to replace M5 and two M7 sets.

The long awaited shift has started for the M6 BxAA carriages from Arlon. They are coming to Schaarbeek, 65031 and 65006 have already been moved to Schaarbeek to replace the Kinkempois M7 BVx/BDx carriages.

Also on the horizon must be more M7 down Line 162. Both the M7 Driving Trailers and the M7 BMx have been on test and running of whole M7 sets into Luxembourg cannot be too far off.

75135 & 75136 are in the system as I have been wondering if they were going to be built.

I have no idea if 73215 to 73225 and 75056 to 75065 will be built as I am unable to find out what the total build number is. 75056 - 065 could come out like 75001 to 055 or like 75066 to 136 or not be built at all.



Norichten aus Lëtzebuerg

CFL Cargo 188



Northrail 188 105 moved new CFL Cargo 188 180 and 181 to Bettembourg on Easter Monday. Both locos will need stickering up and commissioning by CFL before entering service. Expected to replace the CFL 3000.

Photograph by Bernd Reifenberg and posted to Lëtzebuenger Eisebunn, Tram an Bus Frënn.

CFL Stadler Euro 6000

CFL cargo has started to deploy Stadler Euro 6000 locos (Co-Co, 6000 kW) on its Bettembourg-Le Boulou piggyback trains, of which there are no less than 27 train pairs a week on this route to the Spanish border that takes 18-24 hours. The first locos to be received were four from Alpha Trains; six more are expected by this summer. Three locos owned by Alpha Trains and subhired by Captrain Espana have joined the fleet.

CFL cargo is gradually taking over this whole service from Fret SNCF but it is taking time to recruit drivers and about half the trains are still operated by Hexafret (SNCF) with its own BB 27000 locos. Through CFL cargo trains only started operating in February/March due to delays in getting ETCS to work properly on the border south of Bettembourg. In the meantime trains all changed locos at Hagondange, CFL cargo's base in France.

Ex CFL 1800



In a shed in deepest rural Wallonia, something is stirring! This locomotive along with 5538 and the SR2 [17902?] are expected to move to Maldegem on 30th April 2026.

Looks mint!



Once the locomotives have moved to Maldegem, I will contact the owner again and ask about the mechanical condition of 1817. It looks beautiful but for our peculiar UK hobby it needs to be powering on the train to count for haulage. Having it dead in tow is good for photography but not good for the mileage book.

Information received is that Viking Rail has 1805/1831, 1807/1832, 1812/1833 and 1814/1834. They have all been repainted in Midnight Blue and it has been speculated that only three of the four are currently operational. At least 1805/1831 and 1812/1833 were operational in late March.

1801	Component Recovery [ex Power Rail]
1802	is in Sweden at Tag Kraft.
1805/1831	was operational in March 2026.
1807/1832	Operational?
1810	has been scrapped.
1812/1833	was operational in March 2026.
1814/1834	Operational?
1816	is currently being modified for ETCS.
1818	Component Recovery [ex Power Rail]
1820/1835	Component Recovery

Steve Ollive has just got home from a two week trip to Northern Germany. He went to Padborg and managed to get a photograph of the three "stored" ex CFL 1800s along with one of the two Viking ones that were there.



The three stored ones are confirmed as 1835, 1801 and 1818 in order from left to right, as viewed from the station on 29th March 2026. The Viking one visible is 1833, with 1831 and a Nohab MY1152 beyond the building in view. Steve guessed that the Viking liveried locos are operational, as there were signs of life around the building. Viking also had 7193 012 (I guess fairly new) on lease from Akiem, with Viking branding, stabled to the Flensburg end of the station.

Padborg is not the best place to visit, certainly not when it is blowing a very cold hoolie as there is little or no cover. The train service is very limited. A 2-hourly EC service from Hambourg to Copenhagen, now mostly worked by 16-coach Talgo train sets top and tailed by DSB Vectrons. Being brand new and "fully accessible" is of no use at Padborg as the platforms are still the very low ones, and to combat this, two brand new mobile step units have been provided, one for each platform as the trains cross here, which have to be manoeuvred to the door of coach 18 (the middle coach) for everybody to get off and then on. Not sure what would happen if there was a wheelchair user! The alternative is 2-hourly local DMU service from Fredericia to Flensburg, although when I was there on Sunday 29th March, every other train from Padborg to Flensburg was replaced by a bus - not fun for a very full 3-car DMU worth of passengers.



GoVolta

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66 PI

Apm 51 88 11-70008-8 B -AORO



Martijn reports that in the most recent VKM list (dated April 1st) AORO is named and it belongs to Assetoro B.V.. The website <http://www.assetoro.nl> is not in use. According to the information at the Chamber of Commerce, Assetoro (Asset oro?) is a company based in Nijkerk.

On another website Martijn found a link with Brouwer Technology Group that is established at the same address in Nijkerk, as well as other companies of the group.

Ohmstraat 13 nijkerk			
6 resultaten			
Brouwer Technology Group B.V.	69958165	Ohmstraat 13, Nijkerk	Hoofdvesting
What B.V.	75835401	Ohmstraat 13, Nijkerk	Hoofdvesting
Brouwer Technology B.V.	32110940	Ohmstraat 13, Nijkerk	Hoofdvesting
Brouwer Roosendaal Vastgoed B.V.	93810989	Ohmstraat 13, Nijkerk	Hoofdvesting
Brouwer Vastgoed B.V.	75831686	Ohmstraat 13, Nijkerk	Hoofdvesting
Assetoro B.V.	99074249	Ohmstraat 13, Nijkerk	Hoofdvesting

<h3>Algemene gegevens</h3> <p>Handelsnamen Assetoro B.V.</p> <p>Adres gegevens Ohmstraat 13 3861NB Nijkerk Google Maps</p> <p>Contact gegevens ☎ Telefoonnummer 🌐 LinkedIn</p> <p>Bron: KVK 10-12-2025</p> <p>Bekijk alle adresgegevens ↓</p>	<h3>SBI</h3> <p>SBI (KVK) 77390 - Verhuur en lease van overige machines en werktuigen en van overige goederen, n.e.g.</p> <p>Bekijk alle organisatiegegevens ↓</p>	<h3>Aandeelhouders & Management</h3> <p>Eigenaar Brouwer Technology Group B.V. Assetoro B.V. Brouwer Technology B.V.</p> <p>Bekijk aandeelhoudersstructuur ↓</p> <p>Management Brouwer Technology Group B.V., van 2025</p> <p>Bekijk volledig management ↓</p>
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NS 193

6193 513 has been back working with NS since 23rd March 2026. It may be a temporary replacement for 6193 737 which has not worked since 19th March 2026.

Ex NS 186



186 013 and 186 006 were photographed at Krefeld on Monday 23rd March by Alex Veldhof. I was missing the Revision Date on the side of 186 013 as it had been reported as going for Revision at Krefeld on 20th May 2025 [see Ramble 529]. Alex has sent me this blow up. As has happened a lot recently, it is wrong as it should be a date in July 2025.

This is the previous Revision Date and has been got of the computer as the date on the side was 16.07.20.



186 026 and 186 004 on the 'meer on 16th March 2026. 186 004 went back to Akiem on 19th March 2026. Photos by Huib Den Dulk.



186 019 and 186 009 also on the 'meer on 16th March 2026. 186 009 went back to Akiem with 186 004 on 19th March. 186 019 and 186 015 went back on Tuesday 7th April with 186 019 having been sent back before.



This should just leave 186 026 which may have been sent back before and 186 014 which has not been sent back before [I think].

NS Units

ICNG

All the remaining cars at Chorzów are in the retrofit process with 3207 being the last set to be dealt with. 3201 is a completely new build. Chorzów is now moving onto building the ICNG-D units. I have seen it elsewhere that these ICNG-D will be going to Villeneuve for final checks and desnagging.

The problem with Chorzów is there is only two roads [tracks] to do the final testing and desnagging on. The final testing is making sure the units are watertight and of course that everything works. Any faults found at this stage are called snags [FR: problème DU: problem] and the process of putting them right is called desnagging. The two roads dedicated to desnagging at Chorzów are a pinch point and so Alstom have moved some of this work to Villeneuve in Switzerland.

Desnagging by its very nature should be a short process as the vehicle is finished. Things will not be working but some faults do not appear until everything is in place for the first time. What desnagging should not be is taking whole sections apart as the faults are major ones. The more you take apart the more chance you have of disturbing something else, and it then stops working.

Of course a unit sitting in the final test area for weeks on end is stopping other units being checked out. The production schedule then slides to the position that Alstom are in now with vehicles years late. The late delivery payments to NS are probably the same as the GDP of a small African country.

Friday 3rd April 2026 saw the Great Stork deliver 3310 and 3110 to Zwolle. Seen here in a photograph by Mark Broekhans and posted to the ICNG group on Facebook.



In Service are 70 examples. As with all things ICNG, "Service" is open to interpretation.

ICNG-5 3101, 3102, 3103, 3105, 3107, 3108, 3109 [7]
3111, 3114, 3115, 3117, 3118, 3120 [6]
3121, 3123, 3124, 3126, 3127, 3128, 3129, 3130 [8]
3131, 3132, 3133, 3134, 3135, 3136, 3137, 3138, 3139, 3140 [10]
3141, 3142, 3143, 3144, 3145, 3146, 3147, 3148, 3149 [9]
ICNG-8 3205, 3206, 3209 [3]
3211, 3212, 3219, 3220 [4]
3221, 3222, 3223, 3224, 3225, 3226, 3227 [7]
ICNG-B 3304, 3305, 3306, 3307 [4]
3311, 3312, 3313, 3314, 3315, 3316, 3317, 3318, 3319, 3320 [10]
3321 [1]

Accepted [owned by NS] and ready for Passenger Service is 3309.

In Commissioning/Acceptance/Testing are 3110, 3308, 3310, 3351 & 3352.

3108 entered passenger service.
3110 arrived on Friday 3rd April.
3140 is at Alstom Brugge for retrofit work.
3223 is at Alstom Brugge for retrofit work.
3226 is finished and moved back in the Nederland after retrofit work on 8th April.
3308 is on acceptance testing.
3309 has been accepted.
3310 arrived on Friday 3rd April and was out on test on Wednesday 8th April.



Photograph of the swap between 6503 and 9903 at Roosendaal by Sven Cools. He was the driver of DB Belgian 6503 which brought 3226 from Brugge.

ICM
NS has offered for sale of a minimum of 15 ICM sets.
<https://www.railwaygazette.com/tenders-and-jobs/icm-emu-trainsets-for-sale/70660.article>

VIRM
Out of service (collision damage): 8719
On 16th March 8719 was involved in a collision with a mobility scooter near Herfte.

Blast From The Past



204 004 at Bertrix on 11th April 1991 so just over thirty five years ago. Photograph by Danny Moens.



Belgian Can Can



41 / 144

This week's locomotive is 2117 and it is seen here at Szczakowa Północ Yard on 16th May 2026. There are reports that all the HLE 21s in Poland are to be scrapped.
Photo Huib Den Dulk.





Other News

Trump works out a Trade Deal with Kim Jong-Un







 **Zoe Gardner** @ZoeJardiniere

Iran was the third most common nationality of refugees on small boats in 2025.

It was the number 1 nationality of refugees coming to the uk in the last 20 years.

This chancer has made his career off the suffering of the “wonderful Persian people”

 **Nigel Farage MP** @Nigel_Farage · Feb 28

As the American attacks against this evil regime in Iran begin, I pray for the right outcome for the wonderful Persian people.

6:35 PM · Feb 28, 2026

“You boy - what made up bollox is the Daily Mail saying we should be angry about today?”



WE NEED  **1950s VALUES** 
IN BRITAIN AGAIN!

1 We need 1950s values in Britain again!

2 Ok so...

- ✓ huge social housing programmes,
- ✓ 91% tax on the richest
- ✓ universal free healthcare,
- ✓ strong trade unions,
- ✓ one wage enough to support a whole family?

3 Um, no... I just want to be **RACIST** and to **OPPRESS WOMEN.**

RAILWAY ENTHUSIAST



1945 onwards (all marks)

Owners' Workshop Manual



An insight into owning and maintaining
a Railway Enthusiast

Have a nice week

Tain