



The Ramble

567 of 20th April 2026



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]
Monday 5th August	[577]
Monday 10th August	[578]
Monday 17th August	Holiday
Monday 24th August	Holiday
Monday 31st August	Holiday
Wednesday 9th September	[579]
Monday 14th September	[580]
Monday 21st September	Holiday [Innotrans]
Monday 27th September	Holiday

Travelski Night Experience

<https://news.compagniedesalpes.com/tne-season2/?lang=en>

Travelski, a subsidiary of the Compagnie des Alpes Group, has announced the launch of a new overnight rail service from the Netherlands and Belgium to the French Alps, as well as the continuation of the Travelski Night Express, the Paris-Moutiers-Aime-Bourg-Saint-Maurice route, for the 2026/2027 winter season.

Travelski is taking a new step forward for the 2026-2027 season with the launch of a new overnight sleeper train service departing from Amsterdam, Rotterdam, Antwerpen and Brussels and travelling to Bourg-Saint-Maurice in the Tarentaise via Moutiers and Aime-la-Plagne.

Iain's Comment - The English text of the web site is very flowery and there is far too much corporate bollocks as well. I see this quite a lot where someone whose first language is probably not English and tries to sound clever. They just end up sounding like a rather camp estate agent.

Sometimes I translate directly from Nederlands and that can be quite flowery at times. It may be that the basic text is just flowery.

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 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.

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 Vallée 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 Salzinnes Works - Sunday 4th October 2026

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

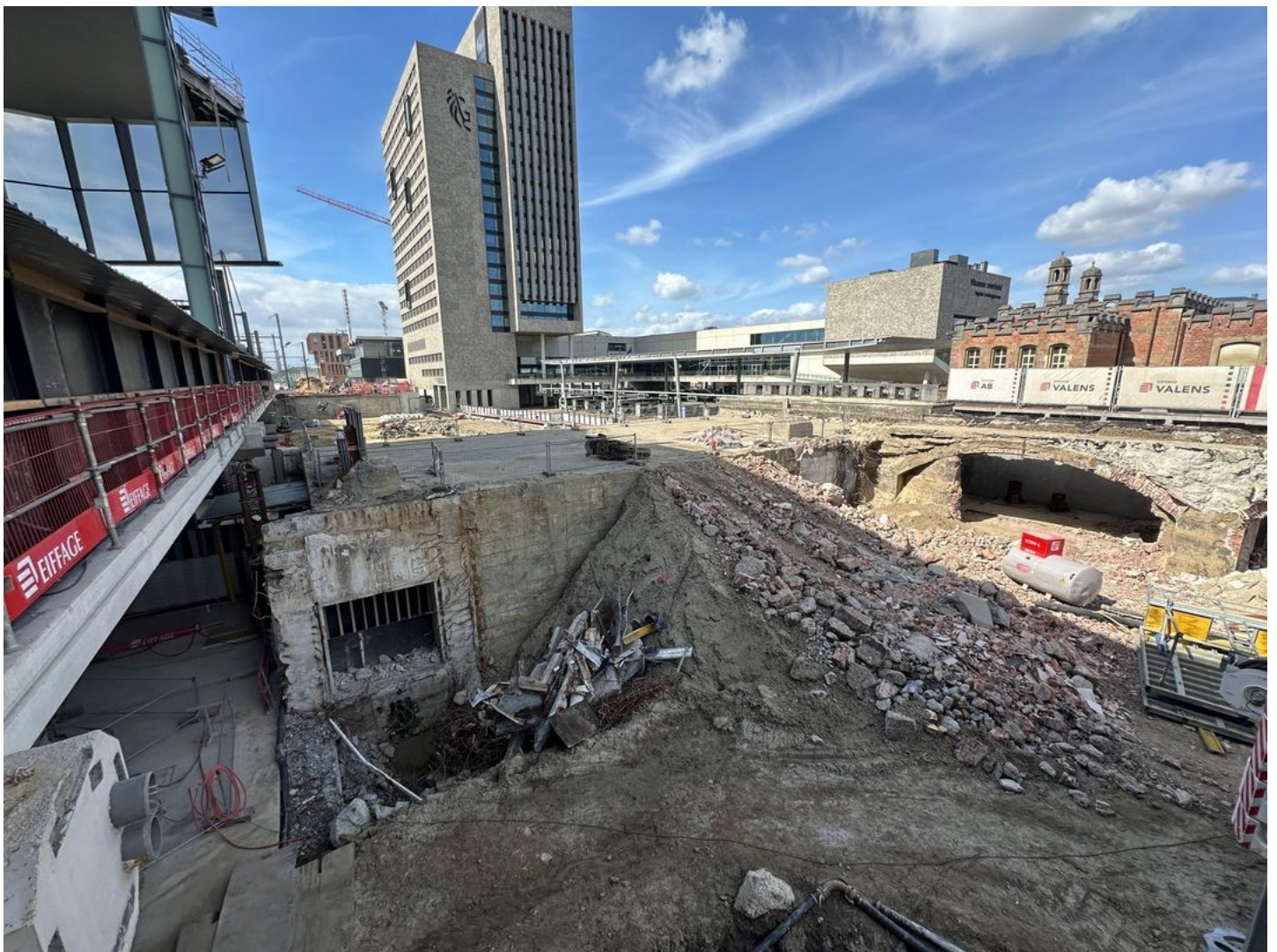


Belgische Nachrichten Nouvelles belges Belgisch Nieuws

Gent St Pieters

Sibren "Mr Trainfo" Wieme went along to Gent St. Pieters on Thursday 16th April and sent in some photographs.

This is the old Tram Tunnel were you used to go down from platform level and catch the tram up into the City Centre. At the moment this is the way you access Sint Pieters during this stage of the works. When the new way in, is ready sometime at the end of the month, this access will close and this will be demolished.



It is strange that the part of the 1913 platforms has been left for the moment. Where the Valens signs are is the far wall. To me the station front buildings and the station looked to be two separate structures.

During 2026 the site will be cleared of all the 1913 station and the task of rebuilding this part of the station will start. By the end of the summer this should be a big hole with the foundations going in.

This is looking the other way.



Firstly I thought it would be step free access but they look like steps to me. I stand to be corrected but that is not the way into the main hall either, that is the two arches to the right of these structures.



Lineas is Re-nationalised

<https://www.therailagenda.com/p/belgian-state-takes-full-control>

"Belgium's sovereign wealth fund SFPIIM has secured European Commission clearance to acquire full ownership of Lineas, ending the freight operator's decade-long experiment as a majority-private company.

The Commission approved the transaction on 15 April under EU merger control rules, finding no competition concerns. SFPIIM, which previously held 46.42% of Lineas alongside private equity fund Argos Wityu, will now hold 100% — the first time the company has been wholly state-owned since the Belgian state began divesting its stake in the former SNCB freight division."

Iain's Comment - I do know it has not been good for some time at Lineas. I have been party to some inside information but I was not able to say more. You can leak things and find out that you rapidly become the centre of the storm. Very quickly the main story is no longer important, the story about the leak is.

The problem Lineas had was it tried to do things that were not good for business. People have said to me that they were chasing business that was unprofitable.

What Lineas should have done is become an independent operator in Belgium and worked with others around it. Do the last mile work in Antwerpen and elsewhere. They were running trains from Antwerpen to Köln and feeding into the DB Network. Instead they had aggressive expansion plans which started to tread on DB's toes. You do not poke the big bear, that is DB Cargo, with a pointed stick as sooner, or later, it turns round and bites you back.

DB Cargo set up it's own division in Belgium and started to win business off Lineas.

Medway has set up it's own railway business in Belgium to run it's trains into the European Continent. It has bought Class 193 locomotives and new wagons. It has also set up an office function and had to get all the paperwork done in countries Medway wants to run to. Lineas already had all of these so why not just buy Lineas and assimilate and this paperwork into the Medway Business? An oven ready business sat there with everything that you want and yet you go to the time and expense of duplicating this. The whole Medway story rang a lot of alarm bells.

Lineas had lots of people on old contracts with a lot of restrictions. You are not asking people to work harder, work for less money, work less safe but work smarter and more flexibly. As an ex-Union Convenor I have worked to protect people's rights at work. However the more the workforce sticks to outmoded working practises, or just been plain difficult, the more it costs the business and the less profitable it becomes. It also become less inviting for an investor, or another player, to take over as it becomes easier to set up your own business, from scratch, without all the restrictions and outmoded working practises.

Then Railtraxx, DB, Medway, ECR etc have cherry picked the best people from Lineas.

The TRAXX are all leased, the HLR 77/78s were sold to Beacon and then leased back and the wagons were all sold and leased back. Lineas were given these assets as a leaving present for very little to give them a good start. I think the HLE 13s were leased from NMBS/SNCB. Lineas own very few assets as they have all been sold off. Some of the HLR 77/78 rentals back to Infrabel have been bringing in much needed money.

Quite what is going to happen next is unknown. I suspect that Lineas will remain as a stand alone company with some functions integrating more into B-Transport, B-Technics and Infrabel to reduce costs.

European Sleeper - Paris to Berlin

Within recent days the Paris - Berlin Sleeper has not run within France with customers travelling by road between Brussels and Paris. This was due to administrative issues within France. As usual the people who actually suffer are the customers who are doing the green thing and using ground based public transport.

The paperwork problem within France has been sorted and everything will run as booked from now on. I assume that a sleeper has worked into Paris on Saturday morning.

188 144 is going for maintenance in Antwerpen Noord TW on Monday 20th and 186 183 took over Train 475 in Brussel Zuid for the run to Berlin on Sunday evening.

HLE 13

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

- 1304 on repair at Antwerpen Noord after colliding with a herd of wild boar.
- 1313 on repair at Antwerpen Noord after colliding with a car on the Athus Meuse Line.
- 1323 at Salzannes Works for an Intermediate Revision. Back in mid April.
- 1333 is at Salzannes 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 Salzannes Works, possibly for an Intermediate Revision.

HLE 17

1701 on test on 16th April 2026. The viaduct at Moresnet is where the voltage change is between the Belgian 3000Vdc and the German 15 kV 16.7 Hz ac. So trains coast across it for some of the way as one pantograph drops and another one rises.



Photograph by Pascal Schmetz and taken on 16th April 2026.

<https://flickr.com/photos/129397955@N07/55211200626>

HLE 28/29/186

Interested in the Revision dates on 186 256, 186 348, 186 446, 186 447, 186 454 & 186 492#.

186 492 is at Talbot Aachen for revision.

186 494 may have gone off lease with Lineas and back to Railpool. However 494 is on 7.8 years since it's last revision, so it may have left Lineas as it is going for revision.

HLR 77/78

Certus has leased PB09 [1266 003] which they can use to work trains to the Netherlands. This may also enable them to dispense with the use of 7755 which they rent of B-Transport.

7701 is at Salzinnes for repairs to collision damage after a shunting accident with 7705.

7705 is under repair at Salzinnes Works after a shunting accident with 7701.

7708 is at Brouwer Technologie BV Roosendaal for installation of ETCS.

7774 is at Voith Turbo, Kiel for Revision.

7776 is at Antwerpen Noord for Collision Repairs.

7782 is at Salzinnes for Revision.

7812 is at Brouwer Technologie BV Roosendaal for installation of ETCS.

7822 is back at Antwerpen Noord after fitting with ETCS.

7827 is at Brouwer Technologie BV Roosendaal for installation of ETCS.

7830 is at Brouwer Technologie BV Roosendaal for installation of ETCS.

7852 is back at Antwerpen Noord after fitting with ETCS.

Euro 9000

Lineas has hired two Euro 9000 locomotives. These locomotives are able to run in Belgium, but will be used for the Novelis trains in Germany. The HLE 77 will then no longer be needed for services in Germany. It is the HLR 77/78 that are fitted with Fitted with ATB + Indusi (PZB90) + GSM-R MESA 23 + Analoge lijnradio type PBKA. One of the problems is that you have to go through the hoops to get admission for Germany if you fit these locomotives with ETCS.

Photo from
Alpha Trains



M7

Saw this on Trainfo on Monday 20th April 2026

Train	Route	Departure	Status	Composition
8306	Tongres / Tongeren P Brux.-Midi/Brus.-Zuid - Tongres / Tongeren Route	16:57 Mon 20/04	En route	A M7BMX 76083 M7BUH 72003 M7BDH 79069 M7ABUH 73001 M7BDH 79073 M7BXH 75108
7306	Brux.-Midi/Brus.-Zuid P Tongres / Tongeren - Brux.-Midi/Brus.-Zuid Route	07:26 Mon 20/04	ARRIVED	A M7BXH 75108 M7BDH 79073 M7ABUH 73001 M7BDH 79069 M7BUH 72003 M7BMX 76083

79069 and 79073 are brand new and today is their first day in service. This information is not unexpected.

What caught my eye was 73001 and 72003 which are two M7s that were prototypes and have been at Alstom Brugge for retrofit. They needed bringing up to the same standard as all the other vehicles. It has been very quiet on 72001 to 72004 and 73001 to 73004 recently and I have assumed they were in Brugge Works sat stored.

So I do wonder if this is a fake input. Tuesday 21st April should see if this entry is fake, or not. Seeing what 76083 is with in the morning will show.

Sibren at Trainfo does his very best but if the people inputting the information have fat fingers, then there is nothing he can do. There are a lot of ghost entries across NMBS/SNCB and very people cleaning them up. A lot of scrapped locomotives are still showing long after they have been cut up.

17901

As often happens, I look at something and then it grows into an article. I have been updating the Belgian Coaching Stock list and I got back some corrections. One of them was 17901 being in a car showroom in Antwerpen.



<https://www.flickr.com/photos/petervangestel/54386159352>

Photo: Charles Ocsinberg, Collection F Maes, MSC De Kempen

This is the edited writing from the above Flickr Photograph.

NMBS/SNCB 17901 SR1

In 2002, the carriage was displayed in a car showroom in Antwerpen. The Nearly New Car on Groenendaallaan was housed in the buildings of the former GM factory. The carriage was set up as a children's play area on a track that was still in place.

Built by Brugeoise and entered service in 1939 as 10089 I1 A2B6.

Rebuilt 1956 - 18032 I1 A1B3C4

Reclassification 1956/57 - 13032 A4B4

Conversion 1964 - 12248 I1 B8

Conversion 1974 - 12248 SR1 Bar Disco - UIC No: 51 88 89 70 001

Refurbished after fire and returned to service in 1979 as 17901 /

UIC No: 51 88 28 40 148-0

Withdrawn from service in 1996

Antieke treinwagon verhuist naar Verbeke Foundation: “Opgelet, er rijdt een trein op de snelweg”



De trein werd ooit in gebouwen van General Motors ondergebracht. — © if STEKENE -

In de nacht van vrijdag 15 op zaterdag 16 maart verhuist een antieke treinwagon van Merksem naar Stekene. Daar wordt hij opgesteld in de openlucht-expo van de Verbeke Foundation.

Ivan Elegeert

Donderdag 14 maart 2024 om 16:39

Schrik dus niet wanneer u in de nacht van vrijdag op zaterdag, tussen middernacht en 7 uur 's ochtends, tussen Merksem en Stekene rijdt en onderweg opeens een oude treinwagon ziet rijden. “We verhuizen de unieke treinwagon van de Hedin Automotive Mercedes-Benz concessie aan de Groenendaallaan in Merksem naar de Verbeke Foundation in Stekene”, licht Evy Andries van Hedin Automotive toe.

Glazen gevel

De treinwagon staat momenteel als decoratief element in de showroom. Met een lengte van 23 meter en gewicht van 45 ton vergt deze verwijdering een precieze voorbereiding en aanpak. “Met behulp van 2 grote kranen zullen zowel “onderstel” als “treinkoetswerk”, die in een voorbereidende fase van elkaar worden gescheiden, apart uit de showroom worden getild. Om dat mogelijk te maken zal een aanzienlijk deel van de glazen gevel van het gebouw tijdelijk ontmanteld worden. De hele operatie is complex, de Groenendaallaan ter hoogte van nummer 395 volledig wordt tijdens de werken volledig afgezet.” Beide onderdelen worden zaterdagochtend als uitzonderlijk transport naar hun nieuwe bestemming vervoerd. (lees verder onder de foto)



De wagon staat nu nog als decoratief element tussen de gloednieuwe wagens in de showroom van Hedin. — © if

De treinwagon is van het zeldzame type “SR1 bardisco” en werd gebouwd in 1974. Tot 1996 werd deze ingezet bij internationale RAILTOUR trajecten van de NMBS om dienst te doen als dans-en ontspanningsruimte voor de reizigers. In het verleden deed het gebouw in Merksem dienst als magazijn voor het voormalige General Motors. Dit magazijn was initieel ook via een buitenspoor verbonden met de assemblagefabriek van GM. Bij de herbestemming en herinrichting tot Mercedes-Benz showroom in 2002 werd een stuk van het originele spoor in het magazijn behouden om daarop deze unieke treinwagon te plaatsen als eyecatcher.

Verbeke

Met het oog op verbouwings- en uitbreidingswerken ging Hedin Automotive op zoek naar een nieuwe bestemming voor deze unieke treinwagon. Daaruit werd een overeenkomst gesloten met de Verbeke Foundation, het museum in Stekene dat een private verzameling van moderne en hedendaagse kunst bezit.

Thank you to Lucien Claeys for sending these in.

In time the carriage no longer fitted in with the new owner's vision in Antwerpen and it was decided to dispose of 17901. This was no simple matter as the rail connection was no longer there. A large window had to be taken out and cranes were required to move 17901 away. Fortunately for 17901 a solution emerged in the form of a work of art to be displayed at the Verbeke Foundation in Kemzeke. Some railway enthusiasts consider it a shame that Train World did not take on the carriage. Maybe, and it is a maybe, our old friend asbestos may potentially be present. Perfectly all right in a sealed vehicle sat in the air, but a problem is the vehicle has to be stripped out to be restored.

In mid-March 2024, the carriage was moved to Stekene, where it was added to the Verbeke Foundation's collection. It was incorporated into a coastal installation that also includes the former cruise ship jetty in Antwerp. As a result, the carriage is suspended at great height, exposed to the elements.



Photographs at the Verbeke Foundation by Lucien Claeys.

Verbeke Foundation | Westakker 1 | 9190 Kemzeke | België info@verbekefoundation.com
| +32 (0)3/789.22.07 Open Thursday to Sunday from 11 until 18h



17902



Photographs by Davy Beumer and posted to Flickr

<https://www.flickr.com/photos/davybeumer/52274932567>

Railtour was founded in 1956 as the travel agency of the NMBS. For many years, it held a monopoly on offering rail travel. From 1973, the 'Railtour' logo was applied to the 15 Bc sleeper carriages used for Railtour. A year later, the first carriages were also given their own distinctive livery with light-coloured bands: the Railtour-II livery. That year, 1974, was significant for Railtour: from the 1974 summer timetable, it introduced a special train to the Italian coast: the Freccia del Sole to Rimini and Albenga. Particularly special was the deployment of Class 16 trains for these services as far as Spiez in Switzerland. A year later, the 'Camino Azul' followed to Portbou in Spain. Railtour also operated special winter services to various winter sports resorts. From 1982, the carriages were given a new livery: the rainbow of the Railtour-III livery.



The SR2 bar-dancing carriage now features both colour schemes, making it a fine reminder of the international ambitions that the NMBS once had!

17902 belongs to Pierre Herbiet and is based at the Chemin de fer à vapeur des 3 vallées [CFV3V] at Treignes. 17902 is going to the Stoomtrein Maldegem-Eeklo on 30th April for their Stoomtreinfestival.

17903

This vehicle is still in service with NMBS/SNCB. Seen here stickered up for Tomorrowland in 2026. Photograph by Alex Veldhof at Amsterdam Centraal 17th July 2025.



Aad De Meij took this photograph on 18th June 2020 of 17903 at the Tosti's, truffels, treinen Exhibition at the Railway Museum in Utrecht. It was not in a very good external condition at this time as you can see in this photograph.



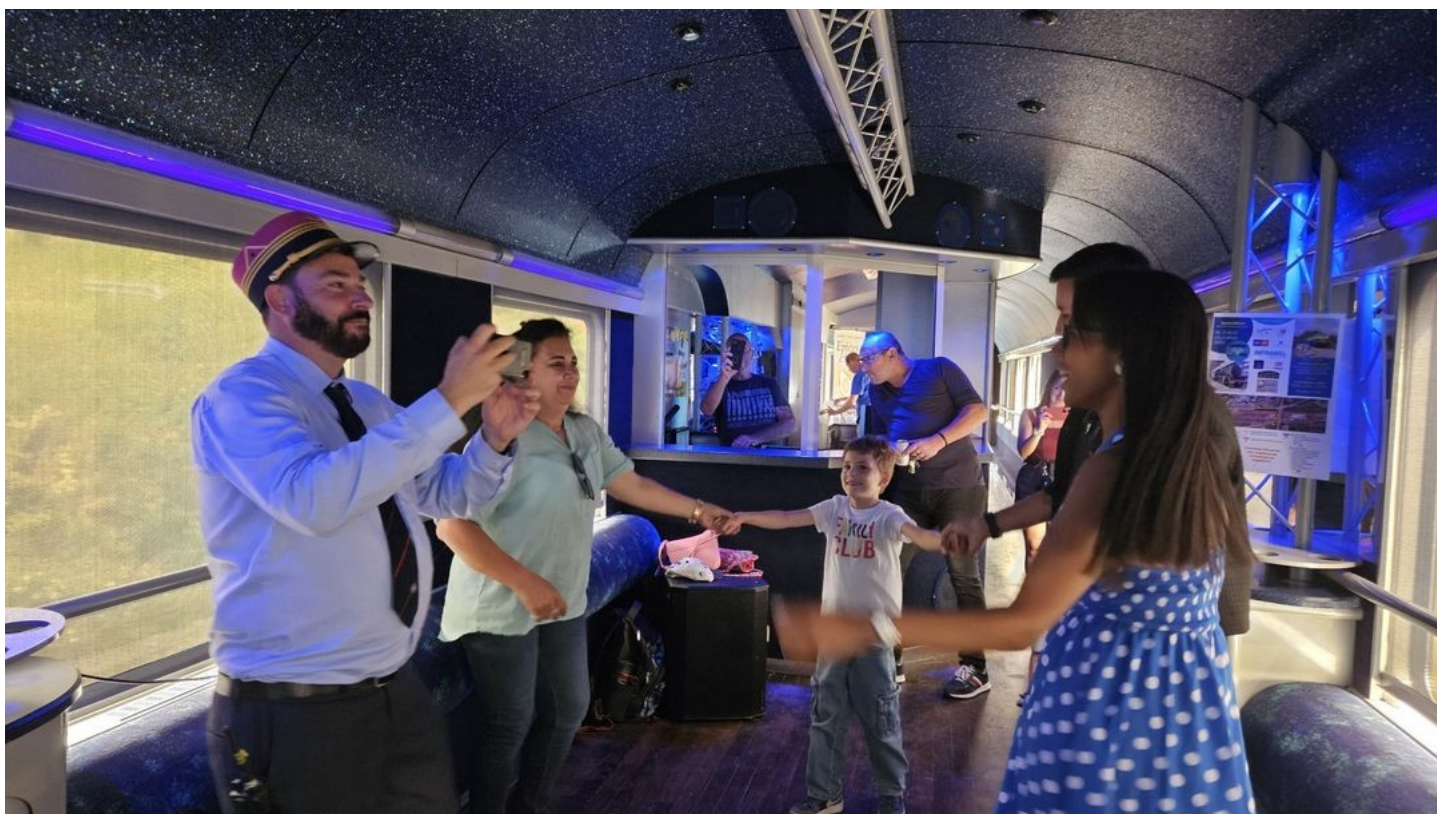
Gwenaël Piérart took these two at the Tosti's, truffels, treinen Exhibition on 20/09/20.
<https://www.flickr.com/photos/135235560@N07/albums/72157716078679692/>



17903 went for an exterior overhaul at Salzinnes in October 2023 and is seen here at Schaarbeek on transfer to Oostende on 28th March 2024. The interior stayed untouched but the exterior rust, wear and tear and bogies received attention during a R2 heavy revision. Photographs by Nathan Van Riet.



The interior of 17903 is seen here on 17th August 2024 during the PFT/TSP exhibition at St. Ghislain. This is the same time as there were tours up Line 100 and 262.



The beat was a little bit stronger here on the return journey of the Battle of the Bulge tour on Saturday 23rd November 2024. A still from a video shot by Adrian Roberts.





Norichten aus Lëtzebuerg

CFL Cargo are due another six Class 188s. Two have already arrived and needed stickering up and commissioning. These six Class 188s are expected to replace the CFL 3000s on their remaining freight duties as they are D/A/B/F/PL/LU and fitted with Onvia.



Farewell to a legend! For over 25 years, the Class 3000 locomotives have formed the backbone of CFL's cross-border services. Join us for our official farewell run on National Day and pay tribute to these impressive machines. Details coming soon on this page!

Never very popular with CFL. 3001 burst into flames fairly early on and CFL refused delivery of some 3000s for a while. Originally they were going to be in one big pool with the NMBS/SNCB HLE 13s but this never happened. Statistically the HLE 13's availability is little different to a HLE 18. They have a reputation of being a bit of a cow to maintain but not that much of a cow to affect availability figures.

NS Units

ICNG



17th April 2026 saw ICNG 3110 on test on the Hanzelijn near Kampen-Zuid travelling towards Lelystad. Photograph by Henry Vander Hoven and posted to 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.

3110 arrived on Friday 3rd April and was out on test on Friday 17th April 2026.
3140 is at Alstom Brugge for retrofit work.
3223 is at Alstom Brugge for retrofit work.
3226 was back in passenger service on 18th April after retrofit work at Brugge.
3308 is on acceptance testing.
3309 has been accepted.
3310 arrived on Friday 3rd April and was out on test on Wednesday 8th April.

DDZ

The spares donor sets from Zaanstraat, 7506 and 7542 have been moved to TMA/Houtrakpolder and are now without bogies.

The motor car with 7506 was formally with 7529. The original motor of 7506 is still running in set 7529.

7528 has been moved from Amersfoort to Hengelo for parts stripping,

SNG

Returned to service: 2326

On 26th February 2326 was stopped at 't Harde with an onboard fire.

VIRM

Returned to service: 8719

On 16th March 8719 was involved in a collision with a mobility scooter near Herfte.

NS 2200

2264 has been plinthed near the former 's-Heerenhoek station as a memorial to the old line to Sloehaven on 9th April 2026. Remarkably the locomotive is not situated on the former track bed (which is largely accessible as a walking and cycling path), but at right angles to it on a remnant of the Molendijk. 2264 was originally from the Railway Museum.

Photograph by Martijn van Vulpen at 's-Heerenhoek 19th April 2026 and posted to Rail Magazine.nl fotogroep.



NS Vectron

6193 737 has returned to service and worked 403 20:15 Amsterdam Centraal to Basel on Sunday 19th April. I do not know where it has been for a month but it could have been for revision, although a month is not much time to do a revision.

Interested in the Revision Dates on 6193 733 and 6193 737

NS TRAXX

This appeared on Facebook on Monday 20th April of 186 026 on the 'meer. The text says this is the last TRAXX in the Netherlands.



Today the last ex.NS Traxx is in Amsterdam. 186 026 on the Wgm. photo Kees Mooij

186 014 may have gone back on 24th March 2026.

Coevorden Station

<https://www.treinreiziger.nl/werk-in-coevorden-voor-nieuwe-trein-naar-duitsland-gestart/>

Edited from the above

Work has begun on the infrastructure for the new service between Coevorden and Neuenhaus in Germany. According to railway infrastructure manager ProRail, contractor Dura Vermeer has started the necessary modifications at Coevorden station. The first train is scheduled to run on December 13th 2026.

At Coevorden station, an extra platform is being added on the Holwert side of the track. Trains of the Bentheimer Eisenbahn to and from Germany depart from and arrive at this platform. Although the trains only run 500 meters on the Dutch track, an additional German train safety system is being installed on the Dutch section.

Coevorden Station will also receive a new access point to the new platform on the west side, as well as a lift at the tunnel on the city centre side. Work on the construction of the lift has begun, and a construction site will be set up in May, after which the construction of the platform will start in June.

According to ProRail, switches, tracks, and signals are also being adjusted in Coevorden. As a result, the railway infrastructure manager expects trains to be able to depart and arrive faster, which provides more flexibility in the timetable. The timetable for the Vechtdallijn Zwolle - Emmen also benefits from this.

The work will cause some inconvenience to travellers. From Saturday, November 14 to Monday, November 23, 2026, no trains will run to and from Coevorden as work is carried out for nine consecutive days. Information regarding replacement transport will follow later.

The connection to Germany is not entirely new. The railway line between Coevorden and the German town of Bad Bentheim has existed since 1910, but has not been used for passenger transport for the last 87 years. The distance from Coevorden to Bad Bentheim by rail is thirty kilometres. After Bad Bentheim, the train continues via Nordhorn, among other places, to Neuenhaus. The Bentheimer Eisenbahn currently operates train RB 56 once an hour between Bad Bentheim and Neuenhaus.

Blast From The Past



It is only when you look at a photograph like this do you realise what old stock was still in service in 1988. The orange coach looks like it is from the Stone Age but at the same time you could go to your local Ford dealer and buy a F Reg Ford Escort Cabriolet which was modern.





Belgian Can Can



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This week's Can Can is 2118 and is seen here at Langdorp on 20th September 2020. 2118 is working a Tongeren - Gent St. Pieters train on a nice sunny day. Photograph by Simon De Ridder.





Other News



James shares similar thoughts to mine on this abomination

<https://www.facebook.com/reel/1333092632203151>



I thought this was a joke as has come from The Poke.



No!

<https://www.aijesus.live/>

<https://aijesus.online/>

“Transforming Lives Through Faith & Technology. Join thousands of believers who are experiencing spiritual growth through our AI-powered tools.” Bollocks!

Well Said That Man!



**Statement from Cardinal Joseph W. Tobin, C.Ss.R.,
Archbishop of Newark**

In response to recent events, I reaffirm that Pope Leo serves a higher authority and desires to proclaim the Gospel faithfully and advance the Church's peaceful mission in a world deeply in need of healing. He will continue to speak clearly against war and other offenses against human dignity and to call for authentic dialogue, because the Church's witness is grounded in the peace of Christ, not in partisan interests.

Recent statements and actions by the President of the United States convey a grave misunderstanding of the Holy Father's ministry and a troubling lack of respect for the faith of millions. The graphic exploitation of sacred imagery is deeply offensive and undermines the reverence owed to what believers hold most dear.

Dear Americans.

Go ahead, vote for the guy
with the loud voice who hates
minorities, threatens to imprison his
opponents, doesn't give a fuck about
democracy, and claims he alone can fix
everything. What could possibly go wrong?

Good luck.



— *The people of Germany*

#beentheredonethat



**Me watching the vegan
couple next door arguing
about the Big Mac wrapper
I hid in their trash can.**



UNEXPLAINABLE

This picture can not be explained.

www.orism.net



Describe your perfect date.



That's a tough one. I'd have to say April 25th.
Because it's not too hot and not too cold.
All you need is a light jacket.

Wish me luck in the London Marathon on Sunday. Last year I managed 3 hours, 12 mins, 9 sec. This year I'm going to try and beat that but I usually get bored and turn the TV over.

Have a nice week

Tain