



The Ramble

579 of 10th August 2026



Monday 17th August	Holiday
Monday 24th August	Holiday
Monday 31st August	Holiday
Wednesday 9th September	[580]
Monday 14th September	[581]
Monday 21st September	Holiday [Innotrans]
Monday 28th September	Holiday
Monday 5th October	Holiday [Salzinnes Works Open Day on 04.10.26]
Monday 12th October	[582]
Monday 19th October	[583]
Monday 26th October	[584]
Monday 2nd November	[585]
Monday 9th November	[586]
Monday 16th November	[587]
Monday 23rd November	[588]
Monday 30th November	[589]
Monday 7th December	[590]
Monday 14th December	[591]
Monday 21st December	[592]
Monday 28th December	[593]

The next Ramble is on Wednesday 9th September 2026

VON GUTEN MÄCHTEN
WUNDERBAR GEBORGEN,
ERWARTEN WIR GETROST,
WAS KOMMEN MAG.
GOTT IST MIT UNS -
AM ABEND UND AM MORGEN
UND GANZ GEWISS
AN JEDEM NEUEN TAG.

Dietrich Bonhoeffer



In Liebe und Dankbarkeit nehmen wir Abschied von

Mag. Andreas Rauter

der am Freitag, dem 24. Juli 2026,
viel zu früh im 50. Lebensjahr von uns gegangen ist.

Wir gedenken unseres lieben Andreas im Gebet am

Dienstag, dem 11. August 2026,

um 15:30 Uhr in der Aufbahnhalle Schützen am Gebirge,
wo anschließend **um 16:00 Uhr** die Begräbnisfeier beginnt.
Danach begleiten wir unseren lieben Andi zu seiner letzten Ruhestätte.

***DIE TRAUER IST GROSS,
DIE ERINNERUNG AN DICH, ANDREAS, BLEIBT,
DER DU UNSER LEBEN SO BEREICHERT HAST.***

Ilse und Toni

Mario und Gabriela mit Sara Lucia, Elena Sophia

und alle, die ihm nahestanden.

Für die erwiesene Anteilnahme sind wir sehr dankbar und bitten zugleich,
bei der Begräbnisfeier von Beileidsbekundungen Abstand zu nehmen.

Es wird gebeten, von Kranz- und Blumenspenden abzusehen.
Im Sinne von Andreas besteht die Möglichkeit, mit einer Spende den Samariterbund Burgenland
zu unterstützen. Kennwort: Andreas Rauter. IBAN: AT35 1200 0513 8780 0802

Alternativ besteht im Rahmen der Begräbnisfeier die Möglichkeit, Ihre/eure Spende in die bereitgestellte Spendenbox zu geben.

Bestattung **Koch** GmbH www.bestattung-koch.at 02682/62658

*Gedenkfeier
für Andreas Rauter
15. März 1977 – 24. Juli 2026*

*am Freitag, 28. August 2026
um 17:30 Uhr
in der Lutherischen Stadtkirche
Dorotheergasse 18
1010 Wien (U1/U3 Stephansplatz)*



*Anschließend gemütliches Beisammensein
mit Getränken und Imbissen
und guten Gesprächen
bei Schönwetter im Innenhof,
bei Schlechtwetter im Raum der Begegnung.*

*Auf Ihr / euer Kommen freuen sich
Mario, Gabriela, Sara Lucia und Elena Sophia*

+43 664 3037905 / mario_rauter@hotmail.com

For The Diary 2026

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

Chemin du fer du Bocq - August 15th & 16th ONLY

Tickets and information is here <https://www.cfbocq.be/tickets/fete-rail/>

The 2026 Running Weekend is now just Saturday 15th and Sunday 16th.

At the time of writing the locomotives working passenger trains are [Monday 10/08]

5205 - PFT/TSP

5183 - PFT/TSP

4185 202 - HSL Belgium

There is NO STEAM due to the drought. Since the incident on the CFV3V, TSP/PFT is not taking any risks as the line is not accessible enough to cover every m² with firefighters. No steam locomotives are coming over to be static exhibits, or in light steam, as the costs of transport are around €6k-8k per locomotive.

6508 will be static in Spontin and used as motive power for the Fire Fighting Train as even without steam locomotives, the Bocq are not taking any chances.

The Bocq will be running from 09:00 to 18:00h. It is a hourly service with departures from Ciney at xx:35, departure from Spontin at xx:20 & arrival Bauche xx:45 [these were the same times as in 2023].

There does not appear to be a published timetable at the moment. The idea is you turn up at Ciney or Spontin, enjoy the family things there and go out for the next available train. Perhaps have a sandwich and beer whilst you wait. In the past the basic timetable and the ones with the loco diagrams have been done by me. Such is the lack of information, some normals have photographed my timetable and used it themselves to plan their day.

This is my estimation and is **totally unofficial** but it looks as if it is the same set of timings as were used in **2023**.

Brussel Arrival at Ciney	xx:02	
Ciney Station	xx:35	
Spontin arrive	xx:58	
Spontin depart	xx:20	
Dorinne Durnal arrive	xx:28	
Dorinne Durnal depart	xx:30	
Purnode	xx:40	
Évrehailles-Bauche	xx:45	[may still be Bauche PN6]
Évrehailles-Bauche	xx:50	[may still be Bauche PN6]
Purnode [timing point]	xx:54	[trains did only stop in one direction]
Dorinne Durnal arrive	xx:01	
Dorinne Durnal depart	xx:35	[note the fester]
Spontin arrive	xx:45	
Spontin depart	xx:00	
Ciney Station	xx:35	
Brussel depart	xx:56	

The timetable can still be changed. Apparently there are still some questions about using the new line to Évrehailles-Bauche Station. If the paperwork is not passed then it is back to Bauche PN6 and it's world class international facilities.

There is three sets of stock out which you need to operate an hourly timetable. The 09:35 departure from Ciney does not get back until 12:25. I do not think there is a run round facility available at Ciney and it will be fairly heroic run round in ten minutes if it is

allowed by Infrabel. There is not a run round at Bauche PN6 and the last I saw there was not run round at Évrehailles-Bauche, although this may have changed. A five minute run round on a preserved railway is unheard of. So unless the thirty four minute fester at Dorinne Durnal is reduced it is not going to work, even with a run round at Évrehailles-Bauche.

I am quite looking forward to seeing exactly how this is going to work with only three locomotives on three sets of stock, limited run round facilities and limited time at each end of the line. I understand that other locomotives are being looked at, even at this late stage but what about 7305 & 7402?

I was aiming to do both days but with it basically being a three locomotive service and 210 metres of new track doing something else on one of the other days. The line between Ciney and Marloie is closed on Saturday 15th August and then I saw how much the fare was between Namur and Arlon to visit one of my favourite restaurants. So my aim is to do both days with an early getaway on Saturday for beer in Namur and Sunday have an early getaway and have a walk out to Salzinnes and possibly Ronet.



This is a more recent photograph taken outside the Sair Inn in Linthwaite on Friday 7th August by Nigel Pearson.

<https://camra.org.uk/pubs/sair-linthwaite-178816>

<https://en.wikipedia.org/wiki/Linthwaite>

Do introduce yourself if you see me about and if we have met before, do introduce yourself again.

← I will have the same walking boots on!

Ciney	0.00								
Halloy	1.90	0.00							
Braibant	3.50	1.60	0.00						
Senenne	7.27	5.37	3.77	0.00					
Spontin	8.79	6.89	5.29	1.52	0.00				
Dorinne Durnal	11.40	9.50	7.90	4.13	2.61	0.00			
Purnode	14.22	12.32	10.72	6.95	5.43	2.82	0.00		
Bauche PN6	15.80	13.90	13.30	8.53	7.01	4.40	1.58	0.00	
Évrehailles-Bauche	16.01	14.11	12.51	8.74	7.22	4.61	1.79	0.21	0.00

Schéma de la ligne

[masquer]

Légende



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.

Whilst I was away the details were announced.

Details are here <https://europeanrailtours.co.uk/netherlands-2026>

To book <https://europeanrailtours.co.uk/book-now>

There is only one price of £209 or €249 and this is for both day combined.

The Vienna Explorer 2 - Saturday 12th September and Sunday 13th September 2026

Ramble reader Paul Griffin has asked me to include details of this tour as it may be of interest. <https://www.branchline.uk/current-fixtures.php>

Saturday 12 September 2026

Join us in the delightful city of Vienna for this one day tour of freight lines and unusual track in the Vienna area. Our special train will be composed of two Schlieren coaches with opening windows plus top and tail locomotives 2050.09 and 2143.XXX (one not used on the first tour will be requested). Veteran electric loco 1110-524 will haul the consist between Korneuburg and Stadlau yard both ways.

Requested route:

Korneuburg d. 08:45 - Jedlersdorf - Floridsdorfer Hochbahn - Leopoldau - Schleife Süßenbrunn - Süßenbrunn Süd - Wien Erzherzog-Karl-Straße - Stadlau (detach 1110-524. 2050.09 and 2143.xxx take over top and tail) - Simmering - Kaiserebersdorf - Abzw. Alberner Hafen - Alberner Hafens bis Friedhof der Namenlosen - Abzw. Alberner Hafen - Wien Freudenau Hafen - Hafen line 60A and Hafen line 31A -- Wien Freudenau Hafen - Donaukaibahnhof - Schleife Praterkai - Erdbergerlande - Simmering - Lanzendorf-Rannersdorf - Götzendorf - Margarethen am Moos km 22,340 - Götzendorf - Mannersdorf - Götzendorf - Lanzendorf-Rannersdorf - Wien Zvbf Ost - Wien Zvbf Nord - lines 191-11 and 131-01 (line on east side of yards) - Simmering - Stadlau (attach 1110-524) - Wien Erzherzog-Karl-Straße - Süßenbrunn Süd - Schleife Süßenbrunn - Leopoldau - Floridsdorfer Hochbahn - Jedlersdorf - Korneuburg (arrive approx. 18:00).

Sunday 13 September 2026

A further extensive exploration of the Vienna tram system including some sections and curves we were unable to fit in last year as well as rare lines and curves in another two districts of Vienna.

EisenbahnFreunde Grenzland - 12th September 2026

EisenbahnFreunde Grenzland are organising a Bahnhofsfest at Walheim on Saturday 12 september where they might shuttle with a BR218 and one driving trailer. They've asked TSP to bring in a special train from Antwerpen which should run to Raeren and possibly the border. This depends on availability of 5519 and the M4 coaches which are both on repair / maintenance.

Raildagen 18th & 19th September 2026

<https://railydagen.nl/>

I forgot about this annual event.

Friday 18th sees guided tours of the Wagon Works at Amersfoort.

Friday 18th and Saturday 19th sees an Open Day at the Havenstraat Tram Sheds

Stoomtrein Maldegem-Eeklo - 5508 Running day - 20th September 2026

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

De Lijn - Antwerpen PCC Tram Event - 26th September 2026

Farewell to the PCC event in Antwerpen.

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

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

Open Door Day at Eurostar in Brussels on 4 October

On Sunday, October 4, Eurostar is holding an Open Door Day in honour of 30 years of high-speed Brussels-Paris. Those interested in Eurostar can take a look behind the scenes in Brussels and visit the following:

OCC (Operational Control Centre): from here, Eurostar manages all trains across the entire network, serving as many as around 50,000 passengers per day. Visitors will receive an explanation and a guided tour from our experts and can discover how the entire train traffic is managed across the 6 different networks. The OCC ensures that every train runs safely and on schedule, that information reaches passengers in a timely manner, and that maintenance and personnel are optimally planned during incidents. They will gain insight into how the team collaborates with infrastructure managers and railway partners in various countries, how decisions are made during disruptions, and how an international timetable is monitored.

Train simulator: here, visitors have the chance to sit behind a train simulator and discover how to drive on the different networks (different voltages, different systems, speeds, dead man's switch, etc.). There is also, of course, time to discover the different types of Eurostar trains and ask our train drivers questions.

Registration here: <https://www.openbedrijvendag.be/bedrijven/eurostar/>

Belgische Nachrichten Nouvelles belges Belgisch Nieuws

HLE 13

The Revision Date for 1343 has appeared in my In Box.



HLE 17

The first HLE 17 body shell should have arrived in Kassel today and will be painted and fitted out. As Kassel puts locomotives together, there are slots in Siegen to manufacture the bogies, slots to manufacture the body shells in Poland and slots actually on the floor in the Erecting Shop at Kassel to bring everything together. Everything has to function in unison.

If all goes well 1705 should be released in mid to late October (assuming production follows loco numbering) and the appearance of 1706 to 1724 will be at regular intervals until the middle of 2027.

I expect that 1701-1704 will go back to Kassel or Brugge for rework to bring them to the same standard as the series vehicles. Thanks to the testing period, possible errors and improvements should flow into the series locomotives and so the four prototype locos may need to be retrofitted.

I assumed that the Brussel - Rotterdam trains would initially be top and tailed with HLE 17 just like the current TRAXX locomotives. I also assumed that the TRAXX will continue to operate as a pair and the HLE 17s will operate as a pair top and tail, and you will not get a HLE 17 & TRAXX top and tail combination. Other people understand that the HLE 17 will run push-pull with I11 BDx coaches from their introduction. This is the reason why Siemens won the tender to equip the I11 BDx with ETCS, PZB/LZB and ATB. So I have asked the question.

When NMBS/SNCB handed back 2814 to 2843 it was done in a structured and timetabled way. There were target dates for the hand back of the 28XX locomotives which were known well in advance. So I expect 2802 & 2803 and 2804 to 2813 to be handed back on time to Alpha Trains. 2851, 2852 and 2869 to 2872 are most likely on a different leasing arrangement and their hand back may be more flexible. 2816 & 2843 are for cover purposes only.

So you may have if top and tailing continues.

Two HLE 17s in service, Two on maintenance at Schaarbeek & Two Spare on Vorst
Four HLE 17s in service, Two on maintenance at Schaarbeek & Two Spare on Vorst
Six HLE 17s in service, Two on maintenance at Schaarbeek & Two Spare on Vorst
Eight HLE 17s in service, Two on maintenance at Schaarbeek & Two Spare on Vorst
Ten HLE 17s in service, Four on maintenance at Schaarbeek & Two Spare on Vorst

For modern electrics, B-Transport usually run at a conservative 80% Availability.

If 1701 to 1704 go for retrofitting, B-Transport are going to need six HLE 17s [1705 to 1711?] to be able to start running them in passenger service top and tail. To begin with you do need to be cautious with new equipment.

With the introduction of a lot of locomotives at one time there will be problems going forward with maintenance. The Revisions, for example, will fall at similar times and so you either call locomotives in early, or make sure some locomotives have more use than others, thus triggering the need for early revisions.

If I am going to have a guess, I suspect the first HLE 17 hauled passenger trains will be on Monday 8th February 2027 and it will be a captive diagram.

PUBLICATION 2027 of Timetable Updates



I had information sent that the five I11 coaches here were still in the Netherlands. Then on Friday 31st July they moved.



<https://flickr.com/photos/193935765@N02/55432501892/>

There was still one more trip on the schedule: picking up two Type 17 loko in Roosendaal and transporting them to Schaerbeek. For this assignment, I was given lok 2809, allowing us to collect this nice convoy.

Before setting off, however, we took a quick photo of 2809. Proof that nothing was damaged before departure... ☺

Photograph by L2527 of HLE 2809 + 1703 + 1704 @ Roosendaal 31st July 2026.

HLE 28/29/186

186 208 / 2816 and 186 235 / 2843 are on their way back to passenger service on the Brussel Zuid - Rotterdam service as cover for the Alpha Trains TRAXX going away for fitting with ETCS Baseline 3 at Brugge.

Both 186 445 and 447 are no longer with Lineas and have not been for at least 2½ months. Both have been seen with different operators, 186 445 with Rhenus/NIAG and 186 447 with CCW as early as May.

HLD 55

The TSP/PFT website say that 5519 is back in action with the relaunch of its diesel engine. More information coming soon.....



On Whatsapp I saw that 5512 was active on Monday 10th August moving some Royal coaches about.

NMBS/SNCB Units

327 is now at FHS

421 is still allocated to FHS

426 is in Park allocated to FHS

4133 is in Park allocated to FML

4136 is now at Melle

08 054, 55 and 56 are at FML

08 159 has moved from Schaarbeek to Melle



Norichten aus Lëtzebuerg

CFL 2400

2457 at Audun-le-Tiche on 5th August 2026



Photograph by Michel Flammang and posted to Lëtzebuerger Eisebunn, Tram an Bus Frënn on Facebook.

CFL Cargo Class 188



Bonjour à tous,

Après les premières BR 188 Francepiercier et Silverpiercier appartenant à SBBCI, c'est au tour de celles de CFL Cargo de s'équiper de péliculages spéciales. Ici la BR 188-184 possédant la livrée "Hibou" passe la gare de Brumath (67) en direction de Hagondange.

Hello everyone,

Following the first BR 188s – the Francepiercier and Silverpiercier – owned by SBBCI, it is now the turn of CFL Cargo's BR 188s to be fitted with special liveries. Here, BR 188-184, sporting the 'Owl' livery, passes through Brumath station (67) on its way to Hagondange.

Photograph by Pixtrains

I suspect that 188 185 will also get Owl stickers.



Sik News

Philippe has reported that he was passing in front of the site last week, He noted that locomotor 366 has been removed from it's pedestal at the entrance of the Stoomtrein Katwijk-Leiden. Philippe doesn't know if it is for renovation (it was not looking very good) or to another destination.

Another recent move was 347, which was nicely standing in the harbour museum in Rotterdam and has now joined 252 in Veghel last December.

NS Units

ICM

Withdrawn: 4228, 4239

Haarlem Carriage Yard to Houtrakpolder/TMA (towed) 6th August 2026: 4228, 4239

Following their collision and derailment on 4th/5th April 2025 at Rotterdam Centraal sidings 4228 and 4239 were moved to Haarlem Works. Following assessment at Haarlem Works both sets were then moved to storage at the triangle sidings near Haarlem, where they remained until the above move to the TMA.

SNG

Out of Service (fire damage): 2344

On 6th August 2026 2344 suffered a roof equipment fire at Bokkeduinen yard Amersfoort.

ICNG

In Commissioning/Acceptance/Testing are 3106, 3214, 3215, 3351 & 3352.

3106 arrived on Sunday 9th August.

3108 has not worked since 28th June 2026. What is up with it?

3128 has not worked since 3rd July 2026. What is up with it?

3141 is still in service and is not at Alstom Brugge for Retrofit Work.

3142 is at Alstom Brugge for Retrofit Work.

3214 arrived on Sunday 28th June and was out on test on Tuesday 30th June.

3215 arrived on Saturday 25th July and was on test on Tuesday 4th August.

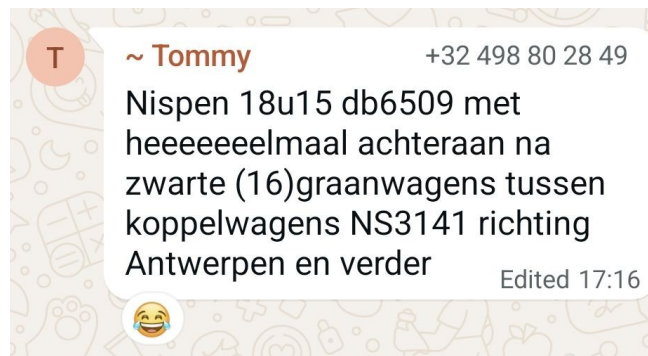
3225 may still be at Alstom Brugge for retrofit work.

3308 is out of service due to fire damage in the toilet on 16th May 2026.

3320 was sat on Amersfoort with 3137 between 14th and 21st July 2026.

3320 had a side scrape with 4083 at Lelystad Yard.

One of the problems I am having is getting reliable and consistent information especially in the Netherlands. I heard that 3141 was going to Brugge and 3225 was coming back on 3rd August. I do keep a little check on things like this and enter in the dates of arrival and departure on a spreadsheet. Over a short time you get an average and this gives you an idea of when a unit is due off works. So you start to look for movement around the due off date.



I saw a report on Whatsapp that 3141 had passed Nispen and assumed that all was good.

What actually happened is that 3142 went to Brugge and nothing came back.

My ability to check and double check information is limited. I can get some information easily and some information

is very hard to come by. So 3142 has gone into Brugge and it should be finished in around 45 working days. There are holidays this time of year so we are looking at 3142 coming back out around 5th October. So I will start to look for movement in early October but you have to see the information.

The traditional forums are become a waste ground in Belgium and the Netherlands as they have become full of pedantic arm chair critics of anyone posting anything meaningful. So as time has gone on any useful information has become limited.

We have the WNXX Forum here in the UK and it is well moderated. People may disagree but it is kept in check for the majority of the time. Also people in the business tip the owner off about things so the information in the news area is good. People want to be a part of something that is successful and want to contribute. A walk down to the local scrapyard, with the dog, to see what is going on and letting WNXX know.

What has come in abroad are the Whatsapp groups. The problem is for a non speaker using the translating tool is that it does not filter out the chit chat and slang. My phone bleeps and I see I have some messages and it is all chit chat. Sometimes in amongst the noise is useful information. The younger people out and about are not posting on forums full of old fools spouting whatever nonsense has entered their head. The younger people out and about are posting on Whatapp or one of the myriad of Facebook sites.

Both Geoff and I monitor SOMDA. We have both noticed the decline in this forum which used to be very useful. The people who posted good information have left as they have got fed up with dealing with the clowns.

One of the people we have found on SOMDA is someone called Phantom. He posts to topics which then send each one off on a tangent. Phantom waded in on the discussion about the ride on the ICNG. Turns out he has never been on one and all his comments were hearsay. Not only that, he rarely takes a train anywhere. Yet this clown is posting on a rail forum and pissing off people who are actively contributing.

I have not got time to deal with vast amounts of chit chat on Whatsapp, Linked In, Facebook etc and filter out news for the Ramble. I do have a fine set of friends who help me do this but one person can no longer do this sort of newsletter.

I am not the only one either who is finding news gathering difficult.

Blast From The Past



965 and 973 at Quévy on 24th October 2018 by Dirk Meyntjens



Belgian Can Can

54 / 144



The Can Can this week is 2130. The locomotive for a while was number 1901 as the test bed for the HLE 13s and was dual voltage. It was converted back to a standard HLE 21. 2130 was withdrawn on 9th December 2014 and was cut up at Ecore in April 2016.

This photograph is by David Arnould on 23rd April 2016



<https://www.flickr.com/photos/154376151@N04/albums/72157699600122904/>

This came from the internet and I think shows 1901 in Salzinnes being converted back to a standard HLE 21.



This photograph is by Gerald Buis of 1901 on L5732 to Lille Flandres on 13th Aug 96.

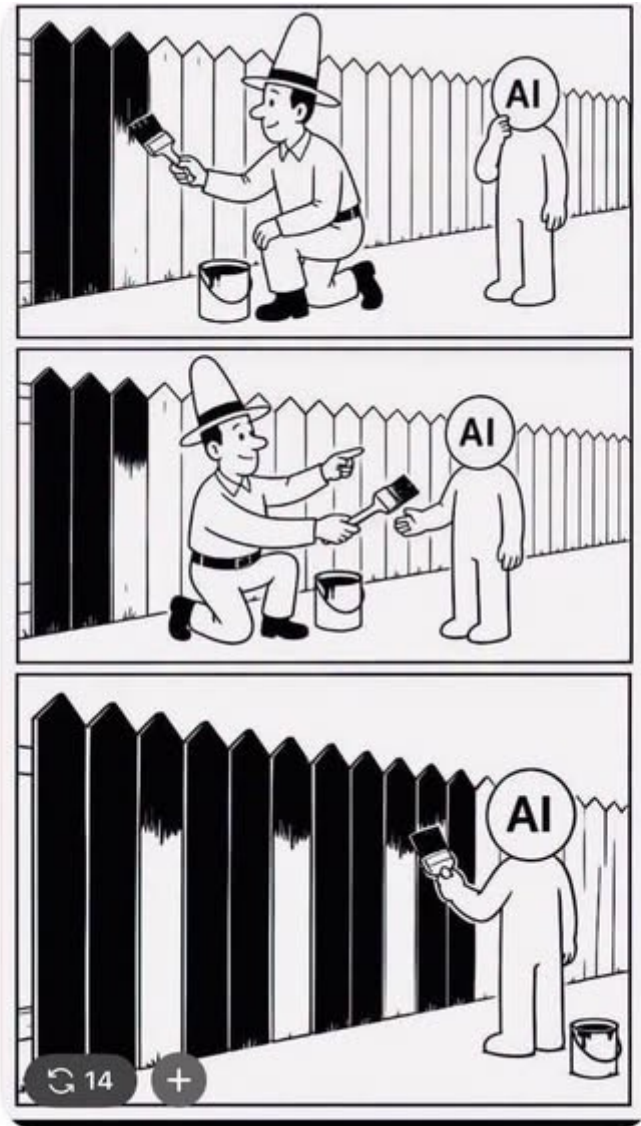


<https://www.flickr.com/photos/93471658@N08/51634726901>



Other News

AI Fence Painting



As was pointed out on Facebook below this post, perhaps if the person has painted all three planks then the AI bod would have done the same.

Who is actually at fault here, the person who showed the AI bod incorrectly or the AI bod for slavishly following the human?



BLESSED ARE THE MEEK

**DO NOT STORE UP FOR YOURSELVES
TREASURES ON EARTH**

LOVE YOUR ENEMIES

**BLESSED ARE THE
PEACEMAKERS**

Jonesy



"What the hell kind of Christian is this guy anyway?"





Have a nice week

Iain