

NIEUWSBRIEF

Winter 2021 – Issue 119





Berlin Blue 1138 joins NS grey/yellow 2298, 2517 and 1111 around the turntable at Tilburg works 20/3/1984 - Phil Burkett

Copy deadline for issue 120 is 20th February for publication in March 2022.

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<http://www.beneluxrailways.org.uk>



One of three DB Class 193 Vectrons celebrating European unity, 193 364 passes Waalhaven en-route to Europoort, 24/11/2021 - Jarkko Kuusisto

Welcome to NB 119. The past 18 months feel like one bumper year. It appears that I'm not alone and many people I've spoken to, struggle with trying to work out what year it currently is.

A few months ago, I realised that I'd broken the algorithms in Google on my devices. It appears that I've searched Google with so many Dutch words and phrases, it now tries to offer me the Google Nederland version of the search engine. A similar experience happened when I installed several apps to my new phone. It obviously detects language usage in some form and has tried to offer me Nederlands as a default! Sadly, my command of the language both written and spoken is still poor, although my reading keeps improving.

With Haardwijk indefinitely shelved, I've started work on Vlaardingsluis Haven, a small layout built on top of an IKEA shelf inspired by various aspects of the Hoekse Lijn. An article will probably filter into the pages of the magazine eventually.

On behalf of the society and its officers, we wish you a very happy Christmas and a prosperous new year. We hope that it is a more "normal" Christmas than last year and leads to a more normal 2022.

Giles

Recently whilst working on NB119, the office door flew open, crawling at pace arrived Abigail who then proceeded to reach for the Platform 5 Benelux stock book and thumb through it pointing at various aspects of the book.



Front Cover: RTB Cargo Vossloh G2000-3 V203 (272 408) is seen stabled adjacent to Vondelingenweg, Pernis. The pipes in the background belong to one of the many petrochemical industries that populate this area of the Rotterdam harbour complex. 4/2/2019 - **Giles Mockford**

Back Cover: SNCB 423 crosses Rozendalstraat, Veurne with a service for De Panne. 24/6/19 - **Giles Mockford**





INFRASTRUCTURE

Book stands: SNCB is rolling out bookcases to its stations. The idea is that travellers can take a book then return it when finished or add other books that you've finished with. The initiative was first trialled on several stations earlier in the year before rolling out.

Infrabel have been busy with several major track and infrastructure upgrades. During July / August, on Line 34, major work was carried out on the tunnels, bridges and track between Liege and Herstal, which caused major disruptions.

Since the end of February 2021, line 124 from Waterloo has been upgraded from 2 to 4 tracks, with a new halt at Moensberg.

New track was installed in July on Line 86 near Renaix, and several level crossings modernised. Following the building of a new station at Waterloo, Infrabel are in the process of upgrading the lines in the direction of Bruxelles from 2 to 4 tracks. completion is planned for 2025.

The new Waterloo station, completed December 2020, is planned to serve as a template for future new or rebuilt stations.

Infrabel Training Academy: The new facility opened on 1st September in Sint-Jans-Molenbeek, Brussels. It is the first railway training school in Belgium. The main building consists of classrooms, office space, technical rooms, and a large auditorium. Outside, a variety of signals and track formations for students to get hands on experience with. An area of overhead wiring has been constructed at ground level to allow easier teaching of the equipment without the need for gantries and ladders.

Line 21C between Genk Goederen (goods) and Bilzen is currently undergoing modernisation and electrification. The works are scheduled for completion in Spring 2022.

Line 75A: Infrabel is renewing the final 2 kilometres to the French frontier. Line 94 Tournai - Baisieux is also closed for works. Both are expected to be reopened on 6th December.

Line 124 Brussels - Charleroi Sud is receiving 4 tracking between Waterloo and Nivelles, where S services terminate. Work commenced in 2019 and is scheduled for completion in 2029. At Nivelles the southbound outer track dives under and meets up with the northbound outer track to terminate in bay platforms. There will be new facilities at Braine l'Alleud and Braine Alliance. Moensburg has become an interchange station with Ligne 26.

Line 161 between Ottignies and Gembloux opened at the end of August, albeit with single line working with a revised timetable whilst engineering works continue to open the line in the aftermath of the severe flooding caused to many parts of Belgium during the summer.

Mechelen: The demolition of the 1950s built station building commenced in October. The building was looking dated and will be replaced by a contemporary structure.

Station Rebuilding: A rebuild of Ottignies station is proposed, with completion expected in 2030. Rebuilding at Charleroi Sud is underway, with completion due in 2024. At Gent St Pieters work should commence in late 2021 on platforms 1 to 7 with a view to being completed in 2027.

Weedfree: The late summer/early autumn sees the weedfree train travel the Belgian network on 2nd September, Infrabel 6228 + 6229 were noted top and tailing the train in Lier yard.

OPERATIONS

Norderkempen: The operational rules over the High-speed line changing to ETCS2 NMBS mean that only one ETCS1 fitted train can be in use on the line at any one time. With the Desiro fleet not yet equipped to ETCS2, SNCB is looking into its options of what rollingstock to run over the line. Rumours from various sources indicate that services to Norderkempen could be loco-hauled from December.

Railtraxx: From 1st September, Railtraxx took over the operation of the Antwerp – Budel Zinc ore traffic from Lineas. The honours were given to 6475.

TRACTION & ROLLING STOCK

AM 75: On Friday 20th August, the last working of Bordeaux Red AM 75s took place when 815 + 835 worked from Antwerpen Schijnpoort – Schaarbeek depot. All units in service have been overhauled and carry the SNCB "New look" livery. 815 moved from Schaarbeek to Mechelen for overhaul on 17th September. 835 is expected to move in due course and will be the last of the class to go for refurbishment.

Heavily graffitied 810 arrived at Melle in October with all windows boarded up. The un-refurbished unit in Bordeaux red is rumoured to have been purchased for preservation.

AM 86: 909 has been released from Salzinnes after fitting with ETCS. This unit is the second of the class to be fitted.

Class 13: 1308, which suffered fire damage back in February, returned to service in September after repair at Salzinnes. The shell of 1330 is reported to be sat on temporary accommodation bogies at Salzinnes.

1315 is the latest of the class to catch fire, the incident taking place in Liege during the early hours of 4th September.

Class 18: 1886 worked the two-part Belgian leg of the CEE tour (See Netherlands News) first on the 4th October from Antwerpen Centraal – Schaarbeek then the following day from



Schaarbeek to Arlon where CFL took over the operation of the train.

Class 21: 2138 is currently being used as a mobile electrical supply/heating unit for stabled M7 stock.

Class 27: 2748 & 2758 are both currently out of service at Salzinnes.

Class 55: TVM 5509 was reported to still be sat on Schaarbeek during mid-August, this locomotive has been out of use since December 2020 awaiting repair.

Newley liveried TUC Rail 5508 was noted working a train of empty ballast wagons to Quenast on 18th August. The locomotive was noted being under repair in October.

It is anticipated that the TVM fitted 55s will pass from B-Transport into Infrabel ownership at the end of 2021. This fleet, equipped with TVM signalling was formed in 1996 consisting of 5501, 5506, 5509, 5511, 5512 and 5514. In recent years they have been painted into SNCB "new look" livery.

In October, 5514 which had been out of action at Schaarbeek since January is on the cards for a repair and return to traffic in due course.

Class 62: 6306 (yellow/green) is currently out of use at Melle. This locomotive had been marked as an SNCB museum locomotive although this "protection" was removed in 2015 albeit 6306 is still kept undercover inside the depot.

Class 77: 7787 has been released back into traffic after a lengthy period of being out of service for several years.

During 2020, Lineas signed up to a contract with Voith, Kiel to overhaul 30 of their class 77 locomotives. The first one to be treated, 7707 has made its way to Kiel.

Class 186: DB Cargo 186 341 still carries the livery of Euro Cargo Rail (the European arm of English, Welsh & Scottish Railways) the French based locomotive was reported passing through Dendermode light engine on 23rd September.

Despite the mass speculation that Lineas was to offload their Alpha trains hired 186s as soon as practical, 186 349 has appeared with Lineas logos indicating a longer stay with the operator.

186 228 (2836) has gone off hire with Lineas and returned to Alpha Trains.

All Railpool 186s leased to Lineas now carry Lineas logos or full Lineas livery.

186 207 (ex-2815) is now in service with DB Cargo and now adorns small DB logos on its cab fronts.

Class 193: DB Cargo all over green 193 560 was present in the yard at Waaslandhaven-Zuid on 11th September.

Class 266: Beacon Rail has recently outshopped 513-10 (266 037) into its house colours, currently on hire to Railtraxx. This had until early 2021 been one of the 266's to wear full Lineas livery before being de-branded with the speculation that the locomotive was destined for a future with GBRF in the UK.

RRF Liveried 561-04 266 041, another Beacon Rail locomotive that had been mooted to head to the UK, is currently on hire to Railtraxx in Belgium and still sporting Genesee & Wyoming orange and black with Freightliner DE branding. The locomotive was reported working a container train in the port of Antwerp on 9th October.

Gas trains appear to have started running again from the ATPC terminal at Antwerp Alaska. On 8th September, HSL 653-04 was noted in the terminal with a rake of gas tanks. The locomotive appears to have undergone modifications to the light clusters. With one single LED headlight above each buffer in place of two. The light is able to be switched between white and red. The service runs to/from Aachen West.



ICNG-B: NS 3302 joined 3301 at Schaarbeek during September for testing on the Belgian network.

M6: The stock is starting to go through renovation, during which several minor changes will be made to the vehicles. The most noticeable will be the removal of the station stop indicators.

PRESERVATION

Bauche: The discovery of a gas pipeline by the Chemin de fer du Bocq when preparing the station site for reopening has led to the railway adapting its plans for the site. The future station at Bauche will consist of an island platform instead of two facing platforms that had been at the station originally. Until recently the station building had been used as a restaurant.

Bocq Gala: After a long delay, PFT were able to hold their “Fete du Rail” on August 15th. Joining the home fleet, were visiting locomotives: RTB Cargo V267/PB 17 (266 021-5) and 193 565, TUC Rail 5508 in its new white, red & black livery. Infrabel 6223 and SNCB 2148, 5166 and 6041. SNCB 5519 is still on site this is still owned by Infrabel but potentially will find itself in preservation in due course. Former Vennbahn 5922 was cosmetically restored in yellow and green for the event and put on static display. 5922 is now owned by members of Tubize2069 vzw but carried Vennbahn decals as a nod to its previous life/owners. The sidings at Everhailles – Bauche station contain a lot of stored equipment including CFL 802, this locomotive is privately owned and was previously stored at Schaarbeek. Other items included 5528 (still owned by Infrabel), 5306, 5927, 5216, 5318. 13th August saw the Bocq run a photo safari where various trains were assembled and posed at various locations. This included visiting RTB V267 on a rake of Infrabel hoppers and one flatbed. 5922 and three ex-SNCB coaches including one with guard’s lookout were hauled to Senenne by 5166 where it was posed for photographs. The 59 is currently not operational and has undergone extensive overhaul whilst at Bocq and is expected to enter traffic soon.

Puurs: To coincide with Puurse KermisMarkt on 18th September, Stoomtrein Dendermonde-Puurs ran a series of round trips over its line using SNCB museum locos 5166 and 6041. The railway ran a photographic charter freight on 2nd October between Basroode-Noord and Puurs utilising 5166.

AR40 (Series 630): When SNCB distributed its heritage fleet out, the PFT were given custody of 4006. The PFT already had ownership of 4001 albeit the unit had not been looked after and exposed to the elements. With 4006 arriving, 4001 was sent for scrap. In July 4006 was taken back from PFT by SNCB due to the unit not being properly looked after. One of the clauses in the long term loan was that the unit should be kept in covered accommodation. The unit was taken first to Monceau before later moving on to Melle.

Class 59: 5922 was transferred from its restoration at Spontin to Dendermonde on 11th September behind HSL Polksa 653-04/266 114. The recently restored locomotive was returning to Dendermonde, where the Tubize2069 group are based.

Trainworld movements: Trainworld had a shuffle around of exhibits in September to organise for the Orient Express exhibition being held between 26th October 2021 and 17th April 2022. On 26th September, SNCB 7757 hauled 1503, 6406 and several coaches out of the museum for store at Melle depot. This will free up space for several CIWL built coaches that will form the exhibition. Veteran steam locomotive, 7039 was hauled out of the museum store at Steenbrugge on 29th September by SNCB 7861 and loaded onto road transport for Schaarbeek.





Above: SNCB 1308 is pictured during a stop over at Gent St Pieters, 21/4/2002 - **Bill Roberts**

Below: SNCB 1808 "Polycourant" at Oostende prior to departure with an Oostende - Cologne service, June 1993 - **Ken Ayres**





TCS 101001 (1781) + IRP 2102 pass Amersfoort on 26/3/2021 with a Veendam - Hermalle-Sous-Huy empty Dolime working - Henk Hartsuiker

INFRASTRUCTURE

Dijkgracht: With the yard cleared of redundant stock, contractors moved in during September, clearing the sidings and laying the groundwork for a new 4-track flyover which will allow for smoother operations for trains arriving at and departing from Amsterdam Centraal therefore increasing capacity at the hub.

Havenspoorlijn: The first freight train to cross the new high-level Theemswegbridge took place on the 8th November. The official opening took place on November 15th. The double track Theemswegbridge crosses the Calandkanaal and will increase capacity into the Rotterdam Europoort area allowing for up to 230 trains a day from the current capacity of 90. Until the opening trains would have to wait for lengthy periods at the singletrack Caland bridge for other trains or ships to pass.

Hoorn: The redevelopment of the station area will also provide a glass fronted museum to display exhibits from the Stoomtram Hoorn-Medemblik's collection.

Nijmegen: The former sidings adjacent to the station were cleared during August. All track having been removed, construction vehicles were onsite ready to make the ground suitable for the track remodelling which includes the addition of a third island platform. On 21st September SHD's 2205 was noted on an engineering train related to the work.

Maastricht: A "listed" historic bridge was rammed by a crane 27th August causing the deck to collapse. The bridge was built between 1854 and 1856 formed part of the Maastricht-Hasselt railway line. According to the Rijksmonuments website, the bridge is "an important work of art



because of its typological and functional rarity, associated with a relatively high age for railway bridges. From an architectural-historical point of view, the bridge is important for the history of construction technology, because of the regional use of materials, the ornamentation and the aesthetic quality of the design.”

The collision only had consequences for road traffic because since last year no trains have run on the route between Maastricht and Hasselt in Belgium. The bridge will form part of the planned express tram between Maastricht and Hasselt projected to open in 2025.

Vorden: The rundown station building in the Achterhoek is soon to be occupied. Chocolaterie Magdalena plan to move their operations from their current location in Vierakker.

OPERATIONS

Arriva has been granted permission to operate three new train services over the Dutch network as of 2023, by the ACM (Dutch authority for consumers and markets).

The new services will be a once-a-week night service between Groningen – Schiphol and Schiphol – Maastricht and a new 5 times daily service between Apeldoorn and Amersfoort. Details of stock to be used and prospective timetables still to be finalised.

Bentheimer Eisenbahn continues to supply Dollegor in Almelo with gravel. On 28th September Vossloh G2000, D22 took charge of the working.

Connecting Europe Express: On 3rd October, NS 1752 hauled the “Connecting Europe Express” as train 13410 from Bad Bentheim to Amsterdam Centraal consisting of specially liveried coaches including a Swiss panorama car. The Express was operating all over Europe to highlight the “European Year of Rail” highlighting the need for better integrated public transport both domestically and internationally. The train left Lisbon on 2nd September and “travelled” through 26 countries (albeit using several different types of stock!) before it arrived in Paris on 7th October. It left Amsterdam on 4th October behind NS 186 008 which operated as far as Antwerpen Centraal before giving away to SNCB 1886 which took over for the journey to Schaarbeek.

Delta Airlines in conjunction with Thalys have launched their Air+Rail Package which allows customers to book through train journeys to Brussels and Antwerp from Amsterdam Schiphol airport.

Dinner train: As of 24th September, Train Charter Services relaunched their evening dining services. The first train since the Covid-19 Pandemic began was hauled by TCS 102001 (Formerly Bentheimer Eisenbahn 1835)

Eurostar re-introduced the second London – Amsterdam service on 25th October. This was in light of passengers returning to the route as countries steadily open up after the various lockdowns and restrictions caused by the first year of the Covid-19 Pandemic.

Frisian Sprinter: From 6th September, NS re-introduced the twice an hour Sprinter service between Leeuwarden and Zwolle serving Wolvega, Akkrum and Grou-Jirnsun. The re-introduction of the services had been planned for the December timetable change but had been brought forward due to ProRail finishing the upgrading of the route ahead of schedule.

Graffiti: NS has launched a large-scale assault of the graffitiing of trains which costs the Dutch operator millions of Euros annually. Among the “weapons” used to tackle the vandalism of its rollingstock, NS has drones, paint sniffing sensors and uprated security at its stabling sites. It has also launched an employee app where staff members can record the graffiti along with other details so it can build a large database in a bid to further tackle the antisocial crime.

Green City Trip: 15th October saw the first Green City Trip departed Breda for Prague. MRCE 189 105 had the honours hauling the inaugural train of 16 coaches hired from Euro Express, carrying some 600 passengers which equated for around 85% of the available tickets. The return from Prague arriving on 19th October before heading to Vienna, a trip that had completely sold out.

GSM-R: A fault between GSM-R and the railway communication systems that allows traffic control to talk to train drivers, suffered a widespread outage across the country on 16th September. The backup system failed to intervene causing disruptions to evening commuter services with many services cancelled or truncated.

HSL: The Dutch High-Speed line was brought to a standstill on the afternoon of 25th October when smoke was reported coming from SNCB 2808 (186 200) on an Intercity Brussels service. The train was stopped near Maasdam where fire crews attended the locomotive and its seven-coach train. Passengers were transferred to another train for the journey onwards with traffic resuming over the line around 6pm.

Hupac: From 13th December, the Swiss carrier will commence a new Venlo – Busto Arsizio (near Milan) shuttle. The 5 times weekly service will carry truck trailers between the two terminals.

Intercity Berlin: Strike action in Germany on 4th September saw the Amsterdam – Berlin service terminate at Bad Bentheim.

Lineas has won the infrequent cocoa traffic to the Waterland Terminal in Amsterdam Westhaven from DB Cargo. Covered hoppers with cocoa are tripped to Westhaven from Kijfhoek. Lineas took over the operation from 30th August. The last working under DB control saw 6469 haul an empty wagon from the Waterland terminal to Kijfhoek on 25th August.

LTE: From the summer, the trip working of grain from Amersfoort yard to the AgruniekRijnvallei grain terminal adjacent to Barneveld Centrum station has been in the hands of LTE. This working is understood to usually take place during the evenings. LTE's 6406 worked the train on 10th June and again on 15th July. LTE use the radio control capabilities of the 6400 to assist with the unloading process. The frequency of this service operates on an as-required basis with the service booked to arrive at Barneveld Centrum around 21:00.

NightJet to Zurich is expected to start on 12th December operating from Amsterdam. NS has announced that it will take on an extra two Class 193 Vectrons from ELL to help operate the services. The NS Vectron will work the Swiss bound trains to/from Frankfurt Hbf. The outbound leg timetable shows the train leaving Amsterdam CS at 20:30 arriving in Zurich for 08:05. The return working leaves Zurich at 21:59, arriving in Amsterdam at 09:14. A Test run took place on 27th September with NS 193 759 powering the Dutch leg of the train comprising of four coaches.

NS has been left red faced after its adverts went out for StationsOmmetjes, a site which promotes taking the train to walk and explore places, which has incorrectly placed Middelburg in Zeeuws Vlaanderen approximately where Cadzand sits and Middelburg was placed near Eeklo in Belgium. It was also later pointed out via several members on social media that Bergen op Zoom had migrated 20km west to Sint Martinsdijk. Omroep Zeeland reports that it could have been worse, and NS have "only" rolled out this poster to 150 stations!

RailAdventure: With the Covid-19 pandemic still causing trade shows and events to be cancelled across mainland Europe, RailAdventure embarked on a 6-day mobile exhibition taking place between the 26th September – 2nd October visiting various customers, contacts, and prospective customers. Within its fleet, the operator has "Luxon", a coach with bar, lounge and a



panoramic roof which it hires out for events, meetings and special occasions, which is used to visit and entertain various contacts.

On 26th September, Luxon arrived in Bad Bentheim from Munich behind the company's 111 210 before handing over to the company's 1600, 9903 (ex-1611). 9903 hauled Luxon to Amersfoort before taking in a circuitous route from Amersfoort – Amersfoort via Arnhem and Utrecht. This is the first ever visit of Luxon to the Netherlands.

The following day saw 9903 take Luxon from Amersfoort to Baarn to meet with Rail Adventure's Dutch operations. The train arrived at Baarn's Spoor 1 which in 2010, was converted from a through line to a terminating road.

With no run round facilities available on the line, CREW 2454's MP3029 was used to haul 9903 and Luxon back to Hilversum before detaching and allowing 9903 to take Luxon back to Bad Bentheim.

The 27th saw 9903 join up with RailAdventure 183 500, 111 210, 43 480 + 43 484 (the latter two being former British Rail buffer fitted Class 43 HST power cars which had arrived in Germany via Immingham and Cuxhaven) for a trip around the Ruhr entertaining customers. The 43s and the former 1600 enjoying their first trip to Germany albeit as towed exhibits.

Roosendaal: Engineering works on the HSL-Zuid over the weekend of 18th & 19th September saw international trains to Belgium diverted via the "old line" through Roosendaal. This included Thalys, Intercity-Brussels and Eurostar services.

Rust Rides: Plan U 151 was used to travel over the little used connections between the Dutch network and the high-speed lines on 19th September. These rides combat the build-up of rust on the important access points.

Terneuzen: Since June, RTB Cargo has started running trains of limestone slurry from the Calcit terminal in the Zevenaarhaven to several destinations. Two to three trains a week leave Terneuzen, two for Schwerte and one for Karlsruhe with extra services being operated as required. RTB uses diesel traction from the Zeeland terminal to Gent Zeehaven where the wagons are taken forward with electric traction. On 27th August RTB V267/PB 17 (266 021-5) was working the diesel leg with wagons bound for Schwerte.

Utrecht – Arnhem: No trains ran over the section of the line between 07:00 and 09:00 on 2nd November due to a shortage of traffic controllers. The problems come off the back of a summer where ProRail suffered staff shortages in its traffic control centres.

TRACTION & ROLLING STOCK

Class V60D: RailExperts 6002 was noted on an engineer's train in Eindhoven yard on 10th October.

Class 186: NS is expected to keep its 186 + ICRm "Highspeed" sets for a year once the ICNGs start service. This will allow for any teething troubles with the units to be covered.

NS all over grey 186 237 (formerly SNCB 2845) worked its last day of service for NS on 29th September prior to being off hired and returned to Akiem.

Class 188 (TRAXX MS3): The type continued to be tested over the Dutch network pending approval of the type during August. On the 21st, the pair worked a night time test run via Lelystad Centrum and Amsterdam Centraal. The 26th & 27th August saw 188 005 + 188 006 conduct trials over the Betuweroute.

Class 189: MRCE 189 090 – 189 099 have been sold to DB Cargo. 189 091 had been on hire to Train Charter Services for crew familiarisation prior to TCS operating sleeper trains on behalf of Green City Trip.

The first GCT to Prague ran on 15th October 189 105 having the honours, presumably giving way to Czech traction on the German/Czech border. 189 115 worked the return service on the 19th October.

Class 193: The identity of the next “NightJet” Vectrons was released during November. 193 733 and 193 263 both are leased from European Locomotive Leasing and had their NS vinyl livery applied in Frankfurt. For a brief period both locomotives displayed 193 733 on the cab ends due to a mix up at the livery manufacturers. This was later rectified.

Class 266: RRF 653-10 (266 120-5) has lost its MRCE black livery in favour of Beacon Rail blue. The locomotive was reported passing through Krünigen light engine on 27th August in its new livery.

Railtraxx 266 024 was noted hauling the M/Tu/Th/F only container service from Bertschi (Terneuzen) to Antwerp on 3rd September.

266 030 arrived in the UK during July. This locomotive was previously “66020”/EC 1/6602 and first leased to Rail4Chem, the locomotive being unique in the only example to carry R4C yellow and grey livery. 266 030 will become GBRF 66799 it appears to have done some travelling around the UK after arrival, still in “leasing grey” with the mark left by the Rail4Chem logos still visible.

Class 272 (G2000): 272 002-7 (build number 5001699) was noted stabled at Moerdijk over the end of August/early September. This locomotive carries the number 1104 on its cabs and carries Alpha trains green/silver. It does not appear in the Platform 5 Benelux stock book.

Class 406 (ICE 3): 4685 was reported failed at Utrecht Centraal on the evening of 6th October. VIRM 8615 was used to haul the unit to Watergraafsmeer.

Class 1600/1800: RFO 1829 was noted passing through Rotterdam Centraal with a coal train originating from Ostrava bound for Kijfhoek on 30th August.

Former BE 1835 was repainted into Train Charter Services (formerly Railpromo) livery during September and now carries the number 102001. On 10th October 102001 worked an evening dinner train service with Strukton’s 1824 “Nicole” on the rear deputising for a TCS 1700 all of which were employed on freight duties.

RXP 9902 was back on its old beat on October 6th when it hauled a train to the steel works at Beverwijk.

Class 1700: Since acquiring Bentheimer Eisenbahn’s 1835 (see above), Train Charter Services’ locomotives continue to work the Coevorden – Kijfhoek shuttles on behalf of BE. The locomotives also work the majority of the Lineas Hermalle – Veendam Dolime traffic to/from Sittard with an IPR G2000-1 often tucked inside for last mile duties at the Nedmag terminal in Veendam.

During mid-October NSI 1739, 1744, 1745, 1746, 1752, 1761 and 1765 were all serviceable with only 1750 out of traffic, undergoing repair at Maastricht workshops.

Volkerrail 7143 and V100, 203-4 were noted hauling a Kirow railcrane through Alphen aan den Rijn. 101001 became possibly the first 1700 recorded at Delfzijl on the 2nd November. The locomotive and its train of 14 sliding wall wagons loaded with “pressed waste” from Italy to Delfzijl were topped by IPR G2000-1, 273 101. The train was operated by Lineas who now own IPR and routinely hire in 1700s from TCS.



Class 2200: 12th September saw Stichting Historische Diesel's 2205 haul empty coaching stock from Goes – Stoom Stichting Nederland's Rotterdam Noord depot. The stock had been on lone to Stoom Trein Goes-Borselle for the summer season. 2205 continues to assist Strukton with various engineering work. The locomotive was noted behind Strukton 1740 hauling a track renewals train through Arnhem Centraal on the evening of 22nd September. SHD's 2205 topped and tailed a Plan E and Plan W coach with 2282 on the 8th October. The pair were working from Amersfoort to Simpelveld prior to taking part in several events at the ZLSM during October.

Class 6400: DBC 6411 + 6418 were in action hauling a train of Dutch military vehicles from 't Harde – Bad Bentheim on 26th September.

Class 6700: RFO 6702 has been working last mile duties at the Rietlanden Terminals BV in Amsterdam Houtrakpolder, marshalling, and unloading of coal trains. The working sees the locomotive tucked behind an RFO 16/1800 from Rotterdam. On 8th November, 1829 and 6702 were noted passing through Breukelen with the southbound empties.

DM '90: 3417, 3422, 3423, 3420, 3416, 3441, 3412, 3408, 3418, 3451 and 3442 currently in store at the Gekkengraaf freight terminal near Venlo following their move during August (NB118) and are understood to see future use with Brouwer technology. The company is reported to have bought 14 units of which the final 3: 3401, 3414 + 3419 were hauled to Gekkengraaf from Houtrakpolder by RXP 9902 on 9th September. 3403, 3409, 3410 and 3424 remain at Houtrakpolder. 3452 is still at Watergraafsmeer and is under the ownership of Happy Train Fleet Services of Zwijndrecht.

ICNG: 3110 was delivered on 23rd September and quickly went into testing. The trainsets had been planned to be officially unveiled to the public at Rotterdam Centraal station, between 12:00 – 17:00 on 20th November. This was later postponed with the return of some restrictions put in place to combat the steady rising cases of Covid-19 in the Netherlands.

Jacko Fijn Techniek: During September, 3 ex-NS class 600s: 671, 685 and 692 were reported at the company's site on Amperestraat, Wezep. Behind, what appears to be the remains of an Ex-NMBS class 73. Also believed to be onsite, but out of view are an Ex-NS 16/1700 and a Vossloh G2000-1 (Asymmetric Cab).

Plan Y/SGMm: 2144, 2957 and the Bk1 of 2942 were reported to have been scrapped at Houtrakpolder during August.

18th August saw 1824 + 706 haul 2941, 2952 and 2988 from Amsterdam to Houtrakpolder. There are reports that Strukton have bought 2941 for further use.

Withdrawn 2115, 2969, 2972 and 2984 were noted stored at Houtrakpolder during September having previously been stored in Amersfoort yard.

2113, 2936, 2946 and 2971 were transferred from Amersfoort – Houtrakpolder on 1st September.

The Bk1 of 2956 was reported on the back of a lorry being taken from the TMA terminal to HKS metals for scraping on 7th September.

2112, 2938, 2943 (Bk1), 2946 and 2971 were reported as scrapped during September, 2115, 2969 (Bk1 & AB) and 2972 (Bk1 & AB) were reported as scrapped the following month

The 26 units remaining in service are expected to last until December including use on Autumn sandite duties.

SNG: 2330 was involved in a collision with a vehicle on a level crossing on 5th August near Etchen and is currently out of service pending repair.



Thalys: 26th October saw Thalys launch its first completely refreshed trainset at Amsterdam Centraal, PBKA 4341. The includes 28 extra seats, additional information screens, a bar and an increase in luggage capacity. The refresh was announced back in 2018 and had the input of 5,000 Thalys customers. 4341 has been outshopped in the familiar red and grey of Thalys with a new logo.

WINK: During the summer, Arriva converted one of its new Stadler built Wink units to battery operation. The unit was scheduled to operate on the Almelo-Hardenberg and Leeuwarden-Harlingen/Leeuwarden-Stavoren routes this autumn. The WINK units are already more environmentally friendly than units of other operators with non-electrified lines in that the WINK can run on HVO (Hydrotreated Vegetable Oil) when on non-electrified lines. When under the wires, the WINK fleet are also equipped with a pantograph allowing the unit to operate on the 1500VDC of the Dutch network.

LIGHT RAIL

Utrecht Sneltram: Three locations in IJsselstein on the Utrecht Sneltram network are to be fitted with flange lubricators. Since relaying of the track and the introduction of new trams, it has been noted that flange squeal (the noise generated by forced of the wheel against curved track) has been apparent in several locations. Works to install the new equipment which should help dampen the noise is expected to take place during the week commencing 22nd November with replacement bus services put in place whilst the work is carried out.

During the spring, the network suffered from a series of collisions between the trams and motorists. In September the research into the incidents was presented and found that in all three separate incidents the fault lay with the motorist jumping red traffic signals.

Utrecht Underground: The municipality and province of Utrecht have announced their wishes for two underground metro lines to be built under the city in a bid to combat the increased demand for an already stretched public transport system as the city continues to expand. It is estimated that by 2040 Utrecht will have the demand for an extra 80,000 jobs (in new commercial premises being constructed) along with around 120,000 new homes being built in the region. The underground option is being proposed as an alternative option to the overground tram routes announced last year: “Merwedelijn” (Utrecht Centraal – Nieuwegein) and “Waterlinielijn” (Westraven – Lunetten-Koningsweg – Utrecht Science Park) The cost of the metro scheme has been priced at around 4 -5 billion Euros. Utrecht Lunetten-Koningsweg would replace the current Lunetten station and serve the Arnhem and Veenendaal lines, with the suggestion that it could be used as an alternative intercity station to relieve some of the pressure being put upon Utrecht Centraal.

PRESERVATION

Amersfoort Insteekhaven: Deutz T4M625 No 56911 built in 1959, which has been sat outside Smink Machines on static display since 2011 has now being threatened with scrapping by its current owner. The locomotive had been used at Den Hartig Transport in Kesteren 1985 – 2001 where it was a popular attraction amongst locals and railway enthusiasts. A small group of enthusiasts are currently fundraising to save the locomotive from the axe with an eventual aim to restore the locomotive to working order. More information on the project can be found at: <https://behoudspooricoonke.wixsite.com/bskktr> . A picture appeared on Page 26 of NB 110.



Class 200: Ex-NS 323, which stands outside Sneek Station as a tribute to the Sneek-Bolsward tramway is currently in a dilapidated state. It is understood that the locomotive will receive cosmetic attention in due course

Class 1200: 1225 (1252 Railpromo/Marklin black & white livery) has been offered to City Museum Tilburg for inclusion in their collection.

De Arend: Het Spoorwegmuseum's broad gauge replica steam locomotive has been sent to the SHM Hoorn for attention to the boiler. The locomotive is expected to be back at the museum for April 2022.

Het Spoorwegmuseum: The Dutch railway museum now has a Hyperloop capsule on display for visitors to look at as part of the Techlab XL event focusing on the technology of the railways.

Mat '54 Hondekop: 30th October saw Het Spoorwegmuseum operate "friends ride" for its donors and supporters. To increase capacity of the trip, Stichting Hondekop's 4-car 766 travelled to Utrecht Maliebaan where it would be coupled to Het spoorwegmuseum's 2-car, 386 for a trip to Coevorden and back.

TEE-RAM: August saw the last remaining TEE-RAM vehicles move for the first time in years. The unit, consisting of 2 x 1st Class driving trailers, 2 x 1st Class Open and a 1st Class restaurant car underwent preparation from their storage site at Dijkgracht on August 4th to allow for the set to be moved over the mainline. On August 19th, RXP 9901 and 2454 hauled the unit from Dijkgracht to Watergraafsmeer. Mat '64, 904 was on the rear of the set being used as a brakeforce runner. The 23rd saw the consist move from Watergraafsmeer to Zaanstraat where the 5 cars of the TEE-RAM set were loaded onto road transport for the trip to their new home at the Nederlands Transport Museum, Nieuw-Vennep where the unit will be cosmetically restored. Currently the unit is sat outside the museum on short lengths of track. The NTM are running a Go-Fund-Me page to raise cash for the restoration which can be found at: <https://www.gofundme.com/f/aankoop-teetrein-fase-1>

SHM: The run-down station building of Abbekerk-Lambertschaag situated next to the SHM line between Hoorn and Medemblik has been granted a "provincial monument" status by the province of Noord Holland. The SHM took ownership of the 1887 built structure last year.

SM '90: The last remaining cab of the short lived Stoptreinmaterieel '90 "Railhopper" 2106 was transported by road from Blerick to the Transit Oost museum in Winterswijk who plan to give the cab some cosmetic restoration. The long-term plan is understood to be to convert the cab into a train driving simulator.

Stoom Stichting Nederland: The Rotterdam Noord based outfit held their annual open weekend on 2nd & 3rd October. On the evening of 1st October, VSM 23 071 & 23 076 hauled a short rake of coaches and SSN's 65 018 from Appeldoorn – Rotterdam Noord, where the locomotives joined SSN 23 023, 01 1075, 8811 and 41 105. A guest appearance was also made by SHM's Number 5, stopping off on its return from Goes to Hoorn after a loan spell at the SGB for the summer. On the evening of 3rd October 23 071 & 23 076 returned with coaching stock to the VSM at Appeldoorn. 65 018 has remained at Rotterdam Noord where it will undergo maintenance. The sole surviving BR 65 is owned by SSN but on permanent loan to the VSM who keep the locomotive running since it retired from mainline duties.

ZLSM held an autumn gala with the main attraction marking the centenary of their Swiss E2/2 3 "Anna". SHD's 2205 and 2282 made a guest appearance working both passenger and demonstration freight trains. 2282 has now lost its Strukton branding and "30" prefix to its number gained under Strukton ownership.



Above: After a lengthy spell on loan to CD in the Czech Republic, Rail Force One/Raillogix 193 627 is seen at the LWR workshops, Maasvlakte shortly after its return to Dutch soil, 19/8/2021 - **Jarkko Kuusisto**
Below: NS SNG, 2712 arrives at Holten with a service for Apeldoorn, 19/2/2021 - **Henk Hartsuiker**





CMI built CFL 516 is pictured stabled in Luxembourg yard on 10/03/2003. These locomotives were initially ordered by DSB as Class MJ and subsequently refused - Alan Marlow

INFRASTRUCTURE

CFL: Between 17 July to 14 September, CFL performed a major upgrade on their "ligne du Nord", this resulted in sections being closed and diversions, for several weeks. one diversion being via Arlon.

TRACTION & ROLLING STOCK

Class 188: 188 001 + 188 002 were noted back in Luxembourg on 18th September after a short spell of testing in the Netherlands.

Class 3000: After suffering a severe fire at Woippy in March, 3012 has been noted partially sheeted at Luxembourg depot. There is no indication when or if work will be carried out to repair the locomotive.

3019 was used on the 5th October to haul the Connecting Europe Express from Arlon to Bettembourg. The following day it worked the train from Bettembourg to Thionville where SNCF 22317 took over for the remaining miles to Strasbourg.

Nexrail is a new rollingstock leasing company active in Western Europe, based in Luxembourg. The new company currently has 53 operational locomotives which consist predominantly of Vossloh DE 18, DE 12, G1000 and G 6 locomotives with 50 Vossloh DE 18 Stage V SmartHybrid locomotives on order.

PRESERVATION

Fond-de-Gras held a classic diesels event on the 17th October. Several preserved former CFL diesels were in action working trains from Fond-de-Gras to Bois de Rodange and Petange. In action were: 208, 218, 804, 856, 1604, 1806 and Z105.

Rails across Zeeuws-Vlaanderen Sas van Gent - Terneuzen Part 2



Giles Mockford

*Radio remote control fitted Railion 204 492 shunts a rake of hopper wagons on the Cargill branch, Sas van Gent prior to unloading. The driver can just about be made out at the front of the first wagon wearing the remote control box
1/4/2005 - Rob van der Flier*

Motive power of Zeeuws-Vlaanderen

Originally, all trains in the exclave were operated by the Belgian MT and GT railways prior to merging. Both companies operating a mixture of steam motive power from Belgian, British and German manufactures. The MT stock list also included several Ex-London North Western Railway (LNWR) locomotives which became MT 6 -18.

MT 6 (LNWR 1860) was the first to be bought from the LNWR in 1872, Ex-Grand Junction Railway 75 "Apollo" was a 2-2-2 "Crewe Type" tank engine built at Crewe works in 1845. MT 7 & 8 arrived the same year ex-Caernarvonshire Railway 1 (LNWR No 1861) & 2 (LNWR 1862) 2-4-0 tender locomotives built by Sharp Stewart in 1867 and 1868 respectively.

MT 9 & 10 followed in 1874 these were 0-6-0 tender locomotives built by Sharp Stewart in 1858 for the Birkenhead, Lancashire and Cheshire Junction Railway.

MT 11 – 18 arrived at various dates between 1888 - 1901 and were made up of DX (MT 11-14)/DX Special (MT 15 – 18) The latter type fitted with vacuum brakes, class 0-6-0 Tender locomotives designed by John Ramsbottom and built at Crewe works 1858-1872. MT 15 and MT 18 were still an active part of the fleet when the MT was acquired by SNCB in 1948.

In 1910, MT 18 received a modified cab, improvement to the boiler and the addition of a Westinghouse brake. The compressor for this was mounted on the top of the boiler just to the rear of the funnel. With the modifications deemed successful MT 16 & 17 were modified in 1911. The work was carried out by Energie workshops in Marcinelle.

In 1930 The MT acquired a further 8 locomotives, 4 coming from the acquisition of the GT. These 0-6-0 locomotives became MT 32 – 35, all four were built by different manufactures. The other new acquisitions became MT 36- 39. These were ex-Prussian State Railways (KPEV) G7 0-8-0 locomotives coming to the MT via Etat Belge. These "Armistice" locomotives were part of 2000 which Germany was made to give to Belgium at the Treaty of Versailles.



Motive Power of the Société Anonyme du Chemin de Fer International de Malines à Terneuzen (MT)

The below table lists the locomotives which the MT operated throughout its lifespan. Many of the later built locomotives were absorbed into SNCB stock upon take over in 1948. Little information appears to exist on motive power of the GT other than those which were absorbed into the MT stock list during 1930.

All of the MT's motive power and rollingstock were maintained at the company's workshops and headquarters in Sint-Niklaas.

MT No.	Wheel Arrangement Whyte/UIC	Manufacturer	Build No	Built	In Service with MT	Notes
1	2-4-0 (1B)	Koechlin	315	1863	1869 - 19??	Lost during WW1
2	2-4-0 (1B)	Beyer Peacock	997	1871	1871 - 1932	
3	2-4-0 (1B)	Beyer Peacock	996	1871	1871 - 1932	
4	2-4-0 (1B)	Beyer Peacock	1120	1872	1872 - 1932	
5	2-4-0 (1B)	Beyer Peacock	1121	1872	1872 - 1932	
6	2-2-2T (1A1)	Crewe Works	?	1845	1872 - 19??	Lost during WW1. EX-GJR "Apollo"/LNWR 1860
7	2-4-0 (1B)	Sharp Stewart	1757	1867	1872 - 19??	Lost during WW1. EX-Caernarvonshire Railway 1/LNWR 1861
8	2-4-0 (1B)	Sharp Stewart	1899	1868	1872 - 19??	Lost during WW1. EX-Caernarvonshire Railway 2/LNWR 1862
9	0-6-0 (C)	Sharp Stewart	1071	1858	1874 - 19??	EX-LNWR 1837
10	0-6-0 (C)	Sharp Stewart	1072	1858	1847 - 19??	EX-LNWR 1838
11	0-6-0 (C)	Crewe Works	3377	1868	1888 - 1935	EX-LNWR 410/1801
12	0-6-0 (C)	Crewe Works	?	1864	1888 - 1934	EX-LNWR 18??
13	0-6-0 (C)	Crewe Works	583	1862	1891 - 19??	Lost during WW1 EX-LNWR 761/1916
14	0-6-0 (C)	Crewe Works	?	1864	1893 - 19??	Lost during WW1 EX-LNWR 1332/1985
15	0-6-0 (C)	Crewe Works	?	1871	1900 - 1950	EX-LNWR 1798/3112
16	0-6-0 (C)	Crewe Works	?	1869	1900 - 19??	Lost during WW1 EX-LNWR 540/3115
17	0-6-0 (C)	Crewe Works	?	1866	1900 - 19??	Lost during WW1. Ex- LNWR 1459/3275
18	0-6-0 (C)	Crewe Works	?	1872	1901 - 1950	Ex-LNWR 1500/3287
19	0-8-0 (D)	Cockerill	2541	1906	1906 - 19??	
20	0-8-0 (D)	Cockerill	2542	1906	1906 - 19??	
21	0-8-0 (D)	Henschal	10999	1912	1912 - 19??	
22	0-8-0 (D)	Henschal	11000	1912	1912 - 19??	
23	0-8-0 (D)	Henschal	11001	1912	1912 - 19??	
24	0-8-0 (D)	Henschal	11002	1912	1912 - 19??	
25	0-6-0T (C)	Henschal	11005	1911	1912 - 1918	Sold Oranje Nassau Mijnen, Limburg as ON 9
26	0-6-0T (C)	Henschal	11006	1911	1912 - 1918	Sold to NV Bergerode, Brunssum, NL as No 48
27	0-6-0T (C)	Henschal	11007	1911	1912 - 1918	Sold Oranje Nassau Mijnen, Limburg as ON 10
25	0-6-0 (C)	Raheno	24	1923	1923 - 19??	
26	0-6-0 (C)	Raheno	25	1923	1923 - 19??	
27	0-6-0 (C)	Raheno	26	1923	1923 - 19??	
28	0-6-0 (C)	Raheno	27	1923	1924 - 19??	
29	0-6-0 (C)	Raheno	28	1923	1924 - 19??	
30	0-6-0 (C)	Raheno	29	1923	1924 - 19??	
31	0-6-0 (C)	Raheno	30	1923	1924 - 19??	
32	0-6-0 (C)	?	?	?	1930 - 19??	Ex-GT
33	0-6-0 (C)	Carels	382	1901	1930 - 19??	Ex-GT
34	0-6-0 (C)	Cockerill	2329	1901	1930 - 19??	Ex-GT
35	0-6-0 (C)	Tubize	1278	1901	1930 - 19??	Ex-GT
36	0-8-0 (D)	Vulcan, Stettin	2328	1907	1930 - 19??	Ex-KPEV 4412/ Etat Belge 7038
37	0-8-0 (D)	Arnold Jung	2443	1916	1930 - 19??	Ex-KPEV 4452/Etat Belge 7052
38	0-8-0 (D)	Vulcan, Stettin	1872	1901	1930 - 19??	EX-KPEV 4512/Etat Belge 7111
39	0-8-0 (D)	Vulcan, Stettin	2334	1907	1930 - 19??	EX-KPEV 4558/Etat Belge 7158



Former LNWR DX Special 3287, later MT 18, pictured in the ownership of SNCB/NMBS yet retaining the identity of MT 18" until its withdrawal. The locomotive is pictured at St Niklaas depot 10/08/1948. The Westinghouse brake apparatus can be seen on top of the boiler.
Joop Quanjer, Collection NMBS/SNCB – Train World Heritage

The Second World war had brought the MT financial difficulties and it went bankrupt in 1948. The lines demise saw SNCB take control of the Belgian side of the line, with NS operating north of the border. Initially a small fleet of NS Class 200 "Sik" locomotives were allocated to the branch for shunting duties. NS wished to avoid the costs of operating its own steam depot in Zeeuws Vlaanderen and let the through services continue to operate in the hands of SNCB. Type 81 (Prussian G8), 0-8-0 and Type 64 (Prussian P8) 4-6-0 locomotives were used on both passenger and freight duties with shunting and trip working carried out by Type 53. After 1952, SNCB Brossel railcars from a pool of 10 (5 x 552 and 5 x 553) based at Sint Niklaas depot were used on passenger workings up until the cessation of passenger traffic to Terneuzen.

1912 built Henschal MT 23, is pictured on shed at Sint Niklaas with MT 39, former KPEV G7, 4558 on 31/7/1938 - Joop Quanjer, Collection NMBS/SNCB – Train World Heritage



Major changes came in 1959 when NS replaced the 200s with 6 Class 600s allocated to Feijenoord depot on paper but maintained at Terneuzen in the two-road shed at the end of the former station yard. A class 200 would remain out stationed at Terneuzen for minor duties. The 600s operated all freight trips and shunting operations in Zeeuws-Vlaanderen, taking over from Belgian traction. Trains from within Zeeuws-Vlaanderen would be hauled to Sas van Gent or Axel where SNCB would take the trains onwards.

Records of which 600s ventured down to Terneuzen do not appear to be readily available. However, a deep search via Google discovered that 643, 650, 651 and 660 were present on Terneuzen depot on 26/5/1985 interestingly all painted in NS grey and yellow but devoid of NS logos. 600s remained operating here until the arrival of the first 2200: 2327 which began feasibility trials in 1992. The requirement for a replacement was the result of heavier freight trains, with the requirement for pairing up the 600s becoming commonplace. Occasionally a 3rd 600 was used as a banker on the gradient up to the Sluiskil bridge. The trials with the 2327 were deemed a success.

In December 1992; 2263, 2264, 2308, 2323, and 2336 followed. The final 600 hauled train ran in Zeeuws-Vlaanderen in early 1993, although as mentioned previously, one of the class would later return to the area when 686 was based at Sas van Gent for shunting in the Cargill facility between 1998 - 2003.

As with the 600s, the 2200s were based at Rotterdam Feijenoord on paper with maintenance carried out locally at Terneuzen. 2203, 2204, 2209, 2210, and 2212 were noted as present in late 1994 with 2328 being present for 3 months during the summer of 1994. these were the last to be overhauled and equipped with ATB which was not used in Zeeuws-Vlaanderen due to a maximum line speed of 40 km/h. A rotation of traction took place when 2376, 2383 and 2384 were sent to Terneuzen, swapping places with 2203, 2204 and 2209. 2210 and 2212 were kept on.

2384 was the first of the relief locomotives to arrive at Terneuzen on 15th January 1998. It is the only member of the class to wear NS Cargo Red (outshopped Tilburg 21/3/1995) having just spent under 3 years on the main NS network, it would work the rest of its working life in exile. In May 1998, 2204, failed and was deemed beyond economical to repair, the locomotive was stored next to the shed and stripped for parts to maintain the rest of the fleet.

The class soldiered on without full workshop facilities on site, more casualties occurred without the lack of heavy maintenance. It was easier to send a replacement than send locomotives to Tilburg for repair. 2278 was the last of the class to be posted to Terneuzen having spent a period on hire to Strukton in Italy during 1996 to assist with line renewal and then on hire to Strukton in the Netherlands.

The withdrawal of class 2200 operations by Railion Nederland came in 2003. The locomotives sat stored in Terneuzen for some time before 2204, 2210, 2212, 2376 & 2384 and ferrywagon 40 84 NS 9511 532-6, were hauled out of storage by 204 626 on 30th March 2004 and loaded onto boat for the trip to Maastricht Beatrixhaven for scrapping. It is understood that Stichting Museum Materieel Railion considered 2384 for preservation. Upon inspection the locomotive was deemed to be beyond economical repair and 2278 was purchased instead. 2203 was the last of the class to leave Zeeuws-Vlaanderen on 24th May 2004, joining 2207 in Preservation at the VSM. 2278 left Terneuzen in March for ballast train workings on the under construction

Betuwerroute between April and June 2003, filling in for one of Strukton's own 2200, 302328 whilst it was undergoing overhaul. Later that year 2278 was sold to Stichting Museum Materieel Railion for preservation. Since 2012, 2278 has been owned and operated as a member of the home diesel fleet at STAR, Stadskanaal.

Zeeuws Vlaanderen based 2200s

Number	Tenure in Zeeuws Vlaanderen	Notes	Number	Tenure in Zeeuws Vlaanderen	Notes
2203	10/1994 - 5/2004	1/7/2003. Preserved - VSM, Beekbergen	2308	1/1993 - 6/1994	
2204	8/1994 - 3/2004	Withdrawn from traffic, stored Terneuzen 5/1998	2323	1/1993 - 9/1994	
2207	5/2000 - 12/2000	Preserved - VSM, Beekbergen	2327	9/1992 - 1/1993	
2209	11/1994 - 1/1998		2328	6/1994 - 9/1994	
2210	8/1994 - 3/2004		2336	1/1993 - 1/1995	
2212	11/1994 - 3/2004		2376§	5/1998 - 3/2004	
2263§	3/1993 - 11/1994		2383§	2/1998 - 3/2004	
2264§	3/1993 - 10/1994	Preserved - Het Spoorwegmuseum Blerick	2384§	1/1998 - 3/2004	Withdrawn 6/2002. Carried NS Cargo Red
2278	12/2001 - 3/2004	Preserved -STAR, Stadskanaal			

§ Denotes locomotive fitted with radio remote control.

Some withdrawal dates not shown due to several written sources including "D.E Lokomotieven 2200/2300 - 2400/2500" by Sicco Dierdrop & Davy Beumer contradict photographic and video material.

*Terneuzen Depot seen during the changeover period of Railion traction from Class 2200 to Class 204 operations and also a change from the house colours of NS to the new era of Railion red and grey, Early 2003 Left - Right 204 399 , 204 616 , 2212, 2278, 204 366 and 2376. 204 626 is hidden from view behind 204 616 with 204 492 not present on depot (Presumably at Sas van Gent)- **Frits van Buren***



The successor to the 2200's reign over Zeeuws-Vlaanderen came in the form of five class 204s. These ex-Deutsche Reichsbahn (East German Railways) V100 locomotives had undergone overhaul at Alstom Stendal on behalf of Railion Benelux. Being released from the works in Railion red with white warning panels on the nose ends. The first of the batch, 204 626 arrived on Terneuzen shed 30th December 2002. By the end of February 2003, it had been joined by 204 366, 204 399 and 204 616. The class being put into service alongside the outgoing 2200s, allowed for teething troubles to be ironed out before the ex-NS locomotives were switched off for the final time. The 5th 204, 204 492 did not arrive until July 2003. This was the last of the class to undergo refurbishment and was the only one of the Terneuzen based fleet to be fitted with radio remote control. This later proved vital, when the locomotive took over the Sas van Gent grain trip working in 2005.

The class in all, spent 6 years posted to Zeeuws-Vlaanderen. 2008 saw the arrival of 6400s at Terneuzen. They had been displaced from some of their existing duties due to the introduction of cross border multi-voltage locomotives. This, coupled with a downturn in traffic due to the global financial crisis, meant that Railion had a surplus of locomotives and allowed for "non-standard" locomotives to be withdrawn from traffic or moved elsewhere. The last 204 in service on the line, 204 366 ran on May 18th, 2009. All five locomotives were sent to Bulgaria with Logistic Services Danubius Srl. Whilst based at Terneuzen, all 204s were named after historical figures of the Dutch Admiralty:

Railion Benelux Class 204										
Build No	Built	DR	Railion	Name	Build No	Built	DR	Railion	Name	
LEW 12875	1971	110 366-2	204 366-9	Johan Evertsen	LEW 13934	1973	110 616-0	204 616-7	Frans Naerebout	
LEW 12908	1971	110 399-3	204 399-0	Michiel Adriaenszoon de Ruyter	LEW 13944	1973	110 626-9	204 626-6	Cornelis Evertsen	
LEW 13531	1972	110 492-6	204 492-3§	Jacob Roggeveen						
§ Denotes locomotive fitted with radio remote control.										

The 6400s, like their predecessors remained locked in Zeeuws-Vlaanderen until 2012 when Railion (Now DB Schenker) took over the Kijfhoek – Sas van Gent feeder trains from B Cargo who had been using pairs of Class 77s on the service. These trains are formed of a mixture of wagons bound for the various industries in the Terneuzen area. These trains are hauled by 2 x 6400s from a pool of 15 locomotives in the 65xx series, 6505 – 6513, 6516 - 6520 fitted for operation in Belgium nicknamed "Vlaamse Reuzen" (in English, Flemish Giants). This meant that all locomotives in the 65xx range can operate in Belgium. (except for 6500 and 6501 which are in Poland) 6514 was one of the pilot batch of locomotives fitted to Belgian specifications in 1999 along with 6512 and 6513. Unfortunately, 6514 was written off in a serious accident near Barendrecht in 2010.

Between 2015 and 2019 increased the pool to 25 locomotives when DB Schenker (now DB Cargo Nederland) started to re-activate many of its stored 6400s from the Amersfoort Vlasakkers army camp. DB chose 6461, 6463, 6464, 6465, 6466, 6469, 6471, 6502, 6503 and 6505 to add to the Vlaamse Reuzen fleet. The work being carried out by Shunter Tractie, Waalhaven who also maintains the locomotives on behalf of DB Cargo.

Each locomotive has been outshopped in DB Cargo red with white whiskers except for 6461, which retained its NS yellow and grey livery but gained large black numbers and a small DB logo in place of the red Railion patch on the cab side.

To supplement the 6400s, two Class 363 (Ex-DB V60D) locomotives, 363 712 & 363 833 were based at Terneuzen shed between 2010 and 2012. The 363s were not fitted with Belgian safety equipment and did not pass Sas van Gent but were utilised on many of the trip workings and shunting duties that take place within the Terneuzen port area.

The class returned to Terneuzen depot in June 2018 when 363 712 & 363 723 (now owned by BT Trains) went on hire to Lineas to operate trip workings between Oiltanking, Yara and Sas van Gent. 363 723 was off hired by Lineas in December 2018 with 363 712 staying on until September 2019 when it was also off hired by Lineas.

Despite open access traffic being granted on the Dutch network during 1998, the complication of running trains through Belgium meant that operators other than NS/DB Cargo were few and far between. Co-operation improved in the mid-2000s, and it is now commonplace to see Lineas Class 77s, Class 66s and Vossloh G2000s working in the area. Traditional Belgian traction has remained scarce although on 2nd April 2005, 6244 and 6256 visited Terneuzen on the PFT operated farewell tour as the class bowed out from passenger duties. Before the introduction of the Class 77, SNCB Class 51s were the prominent traction on the trains from Belgium to Sas van Gent.

The Future

In 2018, Zeeland Seaports who manages the Terneuzen port area merged with Gent Port Company to form North Sea Ports making the combined port the 3rd largest in Europe. The new umbrella company has big plans and wants to increase its attractiveness to new customers and improve operations around the port area in general. Part of this project includes the upgrade of the railways serving both Terneuzen and Gent. Gone are the days of the border causing issues, with through running and co-operation reducing hold ups in the supply chain. The growth in the area over recent years means North Sea Ports wants to futureproof its railway network as the existing lines reach near capacity.

There are two main upgrades planned for Zeeuws-Vlaanderen. The first is the extension of line 204 (Gent – Zelzate) from Zelzate to Terneuzen. The proposed line will link Zelzate to Axelse Vlakte on the eastern side of the canal and avoid the need for crossing the Sluiskil (Wiedauwkaai) bridge. North Sea Ports are very conscious that should the bridge fail, be out of operation or require repair, the customers on the east bank would then be cut off from the European rail network impacting on their operations.

North Sea Ports also believes this new line offers opportunities for cross-border passenger transport between Terneuzen and Gent, which it feels will connect two independent job markets and improve the accessibility of companies and towns within the port area. The railway could form an important part of the suburban network of Gent and its larger transport region, making cross border commuting more attractive. Residents appear to be more sceptical of the return of passenger services, they having been mooted several times by various organisations over the past 30 years.



The project for the implementation of the extension to line 204 was awarded funding by the EU in 2017.

The second smaller upgrade is to build a south facing spur from the Sluiskil bridge to Sluiskil Oost. This will remove the requirement to run round trains in Terneuzen Zuid in order to gain access to Sluiskil Oost and Axelse Vlakte. Both projects are a must if the port is to expand and remain competitive in a global market.

An indepth look at the current scene's freight operations over the lines of Zeeuws-Vlaanderen appeared in Today's Railways Europe 302, April 2021.

Acknowledgements & Sources

The Author wishes to thank: Phil Colton, Richard Self, Glenn Jones and Rob Van De Flier with their assistance with this article.

Special thanks also go to Erik Madsen, who answered my editorial in NB 117 and sent a raft of information over, which has plugged big holes in my research and hopefully given a more complete feel to the set of articles.

Lisa Maesschalck of Trainwold (SNCB/NMBS Museum) for assisting with archive photographs of MT traction.

Adriaan Pothuizen and Frits van Buren from NVBS for assisting with additional material. The NVBS archives are full of maps and pictures relating to the railways of Zeeuws Vlaanderen and can be found at www.NVBS.com. These can be searched for easily in the search bar at the top of the homepage.

A special mention/complaint to Phil Burkett for a long discussion about the last days of class 2200 operations which lead me to revisiting the half-written article on Terneuzen class 2200 operations that has turned into a large set of articles!

Sources

J.G.C. van de Meene en R. Ankersmit, De Spoorlijnen in Zeeuws-Vlaanderen, Op de Rails, 37 (1969) (11), 199-205. Which helped provide a solid base for the research into the history of the MT fleet prior to being absorbed by the SNCB/NMBS.

Below: 2204 is seen stored out of use next to Terneuzen shed accompanied NS ferrywagon, 40 84 NS 9511 532-6, 27/5/2000. The locomotive had failed two years previous and was being used as a source of spares - **Glenn Jones**



Ligne 109

Southern Belgium in HO

Graham Clark

Following Britain's lead, Belgium was the next country to become industrialised. It was one of the richest countries in the world in the late 19th century. One of the major industrial regions was Haineau (pronounced eenu) in southern Belgium. Coal, iron ore, and limestone provided the basis for the industrial belt running from Mons through La louvier/ Centre, Binche to Charleroi. Ligne 109 ran along the southern fringe of this area. Haineau followed other early industrial areas into relative decline in the last quarter of the 20th century as pits, foundries, engineering and steel plants closed. Ligne 109 lost its passenger service in 1962 and by the 1980s was a short branch from a junction south of Mons to some freight facilities. I have called my layout Ligne 109, but it in no way represents a model of any part of 109, but hopefully those who know the area will be satisfied.

Many years ago I purchased an 8 by 4 US railway layout and ran it as CSX 1980s. Moving house post retirement provided more space so an extension to an intermodal yard was added to the circuit on the original board. It also moved to Belgium, still as freight only. On the original board the main feature is a central scenic divider, a common device on US layouts but not widely used in Europe. There is a Nestle food plant, a cleaning facility for washing out the inside of rail tank wagons and a Lafarge site containing a bulk cement storage facility which receives by rail and sends out by road and via a pipeline to an adjacent ready mix concrete plant. The RMC plant receives aggregate from an off stage quarry via a conveyor which also feeds hopper wagons for further distribution. As industry declined the regional authority decided to subsidise a shiny new intermodal terminal on the resulting wasteland, (that's my story) so in front of a shuttered brick building is a Hoyer tanktainer facility and a steel coil terminal. I am not sure if the coils



come in for further processing or go out from a remaining mill; I am keeping it vague. There is also the availability of unloading an LPG rail tank. On a corner of the site, a tram museum was established. I have modelled the depot. The running line is off stage, so no catenary is required. Shunting is by fireless or a diesel engined tram. The freight facilities reflect my personal taste in freight wagons. The open bogies with doors removed for tanktainers are for the 80s era, while there are container flats for the 20th century. I run two eras, the 1980s and the early 21st century. I have plenty of locos and wagons, so this is an excuse for too much stock.

Railtours do appear as loco hauled or railcar trains, I just need PFT, Mercia and ADL train headboards. The tram exhibits are mainly unpowered Chinese imports that cost about £20 each including postage in the good old days before Brexit. The USA era meant I am a kadee coupling fan and there are underboard and intrack

uncoupling magnets. Under board electro magnets, I bought a couple, are beyond me. Most point motors are Tortoise, and should survive a nuclear explosion. I tried some alternative motors in the new yard, some work, some never worked, some work a bit, and they can seize up if left unused, so I now have a new stock of Tortoise motors for when replacement is needed. Hopefully someone will be agile enough to get under the baseboard if and when refitting is needed. There is nothing original about the layout, but I vote track ballasting the most hateful job and one that I cannot persuade another mug to do. The layout is DC. I have a stock of DCC sound locos and a DCC control set but it remains a maybe roundtuit if I live long enough. Some of the chips are already obsolete as they do not incorporate stay alive facilities. Maybe that facility can be added on to old chips, I must find out, as sound equipped locos that stall and then have to be restarted are a pain.

I have accumulated stocks of buildings and industrial facility kits over many years, knowing that one day I will need them. That big brick building acting as a scenic break must have been in store for over 20 years. The RMC plant has bits from at least three kits. The structure supporting the conveyor that feeds the aggregate hoppers is an upturned steel girder bridge. The wonderful water tower is a KitNord product, my mate Dave spent a day creating the paint finish . He is a perfectionist and still says it needs more work. KitNord also supplied the brick building by the point leading to the aggregate unloader. The final main building to be obtained was the terrace of houses and its cobbled street. It is a laser cut cardboard kit from Regions and Campagnies.



Southern Belgium is conveniently like northern France in many ways so French buildings are often suitable. The fire damaged house and the Nissan hut are from war game suppliers.

The layout occupies an area 10ft by 6ft in one half of a double garage at the front of the house. The previous owner had insulated the walls and loft, put something on the floor and installed huge strip lights that mean there are no shadows over the layout. I had the central heating extended into the garage. The workbench and storage facilities are in an upstairs room.

What do you need to create a rundown southern Belgian scene? A disused water tower, a cobbled street of badly modernised Victorian terraced houses, graffiti decorated buildings and wagons and derelict industrial buildings from the 19th to the mid 20th century. They are all here. Electrically one can run a train round the circuit and shunt the sidings while a second controller can be used to shunt the intermodal. The ramp between the two can be isolated or used by either controller. The main circuit controller can operate the yard but the yard controller cannot stray onto the circuit. Siding three in the new yard is used for arrivals, the leading loco can be isolated and there is a Kaydee magnet that can be pushed out to uncouple the loco and pulled back so it does not uncouple the last wagon when a train is departing. There are B models and Jocadis color lights. Belgian signalling seems complicated so I just plonked the batch of signals, that I bought on a visit some years ago, down where it seemed a good idea rather than worrying about real signal rules. Each one has a multi position rotary switch. I rather like the one that has a V on the top and a speed limit sign (6 meaning 60 kph). There are also a couple of dummies and the ground signals are dummy UK ones out of my stock box. The trees are very old fashioned and look it, but I cannot face the cost and work of replacing them. If I do one area it will show up the rest so it does not even make the "round to it" list.



Compiled by Ralph Hanley

For those living in the UK ordering their European models through UK dealers, there is currently a delay of around 3 – 4 months on some lines. This is due to manufacturers sending fewer parcels across the channel due to carriage and customs charges now incurred due to Brexit. When they do arrive in the UK, a lengthy spell is had in a holding warehouse while customs deal with the parcels and check the relevant paperwork and see if any duty is required to be paid by the recipient.

N Scale

Fleischmann has recently released it's all new tooled Class 1600, number 1601 in NS livery and DB Cargo 1616. Both available in DC € 195.90 or DCC sound € 295.90

Kato: A three car Thalys PBKA set for € 390

Minitrix: An Ex-NS 6400, 6434 in grey/yelloow with red Railion patches on cab sides € 200 and a set of three 8 wheeled closed wagons "Rilns" with FRET SNCF & Kronenbourg logos, priced at € 135

HO Scale

A.C.M.E: An articulated flatbed "sggmss" with two containers at € 110, a 8 wheeled flat wagon "Sgnss" with two Delacher containers costing € 105, and a 12 wheeled articulated flatbed "Sggrmss" with two Move containers for € 75

B-Models: Another 12 wheeled articulated flatbed "sggms" with two MAERSK containers retailed at € 95, an 8 wheeled B Cargo flatbed "sgnss" with two Nagels containers for € 60, and a set of two 8 wheeled B Cargo open trucks "fas" complete with scrap steel load selling for € 60 (the set)

Brawa: A SNCB 4 wheeled tank car TW Anvers costing € 40

L.S.Models: A CIWL WR Breda restaurant coach costing € 95, and a SNCB class 1900 electric locomotive selling for € 297

PB Messing Modelbouw: A three-car set of SNCB class 40 rail cars type 630, costing € 675

Piko: A SNCB Brossel diesel rail car 53.21, priced at € 320 (basic) or € 440 (AC with sound)

Pullman: a set of two 8 wheeled tank cars "Zag 620". SOLVAY & LOWER GRS costing 90 the set, and a 12 wheeled articulated flatbed "Sdggmrs" with container load, retailing at € 100

Marklin: A Class 77 Cross-Rail diesel (Class 266) priced at € 439

MTE (ModelTreinExpress) have released a range of Slps container wagons complete with "ACTS" rotating container bed as used on the various waste trains across the Netherlands from the 1990's to the mid 2010's. Two liveries of containers are available in VAM and Essent Milieu. Each variant available on 5 different wagon numbers €89.95 each.

Roco: A set of three 8 wheeled "Simmns" DB covered wagons priced at € 90

Rocky Rail: Class 6400, 6406 in LTE blue livery as used in Rotterdam for € 325

Tillig: An 8 wheeled tank car "Zans" in yellow livery with GATX logo priced at € 80, and an Etat Belge 4 wheeled tank car with BP logo, for € 40.

Van Biervliet: A SNCB diesel class 59 (5922) in traditional livery, for € 180, and a SNCB diesel class 62 (6279) in traditional livery costing € 210.
Railforce One 6702 (Ex-SNCB 62) in its new livery of RFO grey and black.
VB-9122.01 DC analogue. VB-9122.02 DC digital. VB-9122.03 DC digital with sound
VB-9122.04 AC analogue. VB-9122.05 AC digital with sound. Due 2nd quarter, 2022 prices TBC.

HO Accessories

Artitec: A Belgian Army tank “Guepard” costing € 50
Brekina: A Bedford TK 4 wheeled truck, and a Renault Goelette van, both unpriced
Faller: A series of workmen and cattle, priced between € 12 and € 13
Minifer: A Citroen garage priced at € 40
Marklin: A set of 6 track side workmen (in brass) costing € 53
MKD: A Peugeot garage with sales room
PT Trains: A series of Containers priced between € 40 and € 18
Sales Classiques: Two versions of the traditional Citroen 2 CV costing € 25
Woodland Scenics: A mobile home, with accessories at € 80

BOOK & DVD RELEASES

Locomotieven van de Deutsche Reichsbahn bij de Nederlandsche Spoorwegen 1944-1949

Martin van Oostrom €39.50

The consequences of the railway strike, which had been declared on September 17, 1944, were enormous. Equipment and goods disappeared across the eastern border or were systematically destroyed. The railways in the Netherlands were from that date operated by the Deutsche Reichsbahn as an integral part of the German railway network. After the Allied armies had crossed the southern border of our country in September 1944, NS slowly but surely resumed operation in the country south of the major rivers. Despite the pressure of warfare and limited material resources, efforts were often made to restore rail transport with the necessary improvisation. After the German capitulation on May 5, 1945, the west of the Netherlands was also free. On May 7, 1945, the railways came under the authority of NS again. From that date it was possible – as best as possible – to start rebuilding the network. In these difficult months, the remaining German locomotives were also used, although their deployment was limited and short-lived. Using Dutch and German sources, Martin van Oostrom describes the backgrounds, locations and service of the locomotives of the Deutsche Reichsbahn used by NS from 1944 until the departure of the last locomotive in 1949. The book is richly illustrated with many unique photos and documents – Dutch Text. - Available through Railmagazine.nl

Stoom bij NS in de jaren dertig

Hans van Poll - Reviewed by Phil Colton

When I read the review of this book in the September 2021 Continental Modeller I thought it looked interesting and determined to get a copy. I am so glad that I did as it is one of the best books I have seen on Dutch steam locomotives with the most amazing clear, large format photographs. A group of well-known railway enthusiasts from the Railway Correspondence and Travel Society including Casserley, Ransome-Wallis and OS Nock, visited



The Netherlands in April 1931.

They spent several days visiting loco sheds and stations in the company of some high ranking NS officials which enabled their access. They were particularly interested in the ancient locos still in use, of which many were of British manufacture by Beyer-Peacock, Neilson and Sharp, Stewart. There were also several classes of German origin and many newer types of locos built in the Netherlands. They were photographed, on glass plates, all over the country during that week, but several of the party returned in subsequent years and took many more pictures.

The book itself is large; being 305mm x 245mm. It contains 192 pages, costs €34.95 in the Netherlands and is published by W Books. Most pages have two photos, some have just one picture but all have extensive captions in Dutch, though most details are easily understood even by me. There are however some pictures covering double page spreads which are amazing. Most photos are of locos on shed but many show stations and include lots of different types of rolling stock. Very few have been published before. I have to say that I am bowled over by the quality of this book and it is one of the best railway books I have ever bought. If you like Netherlands Railways and steam in particular, I can't recommend this book highly enough.

***Practijkboek Modelspoorwegen* - Gerald Tombroek**, giving information on modelling SNCB and NS layouts. The book, size A4, consists of 216 pages with 482 photos and 173 suggested layouts, with the text in Flemish. It is published by the Meta Media group, costing € 45 and € 9 postage. More details from Meta Media, Hekkergerstraat 31, Schellebelle BE 9260.

***Les Trains de Nuit* - Georges Ribeill**, covering the major night trains during the 1900s and 2000s. The book consists of 224 pages with 340 illustrations, French text and costs €44.

50 ans de Trains de Nuit Interieurs 1966 to 2016. This book details the SNCF night trains from 1966 to 2016. It is published by LR Presse Sarl, Auray, and consists of 158 pages and 170 illustrations. The text is in French and the book costs € 26.

***Les Trans Europe Express* - Jen-Marc Dupuy** and deals mainly with the TEE services. The book consists of 100 pages and 176 photos, costing € 20.

***Fotografie op het spoor* by Roef Ankersmit** showing over 600 photos of the Dutch railways mainly between 1955 to 1975. The book costs € 50 and is available from Uqigever B.V. Rosmalen.

PFT – DVD latest releases:

L-27 Bussel Nord – Antwerpen (Flemish commentary)

L-42 Gouvy-Ettelbruck-Luxembourg (French commentary)

Both are priced at € 15 plus € 4.5 postage, and are available from PFT, Boite Postale, 40, BE 7000 Mons 1, Belgium www.pfttsp.be



Kentish Sik

In the last NB I think there was a photograph of a Dutch Sik loco somewhere in Kent, with an appeal for more information.

Details of this loco was included in my article NS Locomotives in the UK in NB 77 (pages 12/13):

“Even one of the more numerous “Siks” has made it to the UK, Werkspoor built 331.

Constructed in 1950 and withdrawn in 2002 it is used by Brett aggregates, at Cliffe in Kent.

Unfortunately, I have no further details of this locomotive’s number or livery.

I hope that this answers the query.

Paul Armstrong

The Cost of Brexit

I recently decided to buy a Piko SNCB Type 46 diesel railcar. On speaking to the UK importer, Gaugemaster they informed me that this was a “Belgian dealers only” special release. Giles provided details of “la Croix de Hesbaye” in Autre-Eglise, Belgium whos premises back onto the former Ligne 147. I paid them via their Paypal account. They forgot that we are no longer in the EU, so I was then asked to pay via bank transfer an extra €13 postage. They emailed to say it had been despatched and eight days later Royal Mail delivered a letter saying they would deliver if I paid them £46 in duties and handling fees. Trying to pay via their website was a failure but their automated phone system took my money and gave me a choice of delivery date, which was adhered to.

Oh yes, the model. It looks and performs brilliantly. It is standard dc with working end lights and subdued interior lights. There is an interior and the fine scale wheels are happy on my code 75 track. There is no detailing pack, just a pair of couplings to screw in if you want. The model is not fitted with NEM pockets, but these are not needed.

Graham Clark





2738 + rake of M4 coaches sits on the blocks of Spoor 1 at Antwerpen Centraal whilst AM 96 475 awaits to prepare for departure to Poperinge. 8/7/2019 - Graham Clark

January

15th

Swapmeet/ Exhibition at Expo Houten, Meidoonkade, 24,Houten, NL info www.modelspoorbeurs.nl

The society stand selling books, DVDs, society regalia and other items will be attending the following shows..

November

~~Cancelled~~ 27th - 28th

Warley National Model Railway Show, NEC, Birmingham, UK

The above events are subject to Covid restrictions. Please check with venue and local government guidance prior to travelling.

Acknowledgements:

The editor would like to thank the following for their contributions to Nieuwsbrief 119: *Graham Clark, Phil Colton, Ralph Hanley, Henk Hartsuiker, Richard Self, Rob van der Flier and Neil Reynolds*



SNCB Heritage Fleet's 201.010 (5910) is seen receiving attention inside the workshops at Antwerp North 8/3/2014 - **Graham Clark**

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Kevin Hoggett

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