

## European Branch trip to The Benelux Countries 9th-13th September 2004

It was, the now depressingly usual, unholy hour of 04:00 on the 9<sup>th</sup> September when Metal Mickey arrived at Blyth to begin our latest tour. After collecting Augustus from Doncaster we followed Clara's instructions to Leeds / Bradford Airport arriving in plenty of time for Jet2's 07:30 departure to Amsterdam. It was a god job we did, because for the first time I have ever known, we departed early, our wheels leaving the ground at 07:15!

This was to be a totally different type of trip to our usual road dash, we were going to do this one all by rail and had armed ourselves with a 5 day, all line rail rover for Holland, Belgium and Luxembourg, a "Benilux" ticket. We wanted to visit the open weekend at St Ghislain, get some final photographs of the Luxembourg class 36XX electrics, the "Flatirons" and try to see (and photograph) the EWS class 58 diesel's currently working for ACTS in Holland. So we had a loose plan to work to when we arrived in Amsterdam over 20mins early. Sadly the rest of the world arrived at Schipol Airport the same time as we did and it took well over an hour to pass through passport control, the sight of our bags going round the luggage carousel on there own is not one we see very often. Having validated our tickets (I could write a book on that performance!) we arrived on platform 2 just in time for the 10:20 to Amersfoort, worked by EMU 4206+4246. Our route took us past Hilversum where diesel 6455 was working in the Rail Pro yard and electric 1613 passed with a freight. We arrived at Amersfoort at 11:05, the plan was to stay while 12:27 in order to see the ACTS shuttles which were due North bound at 11:22 and South bound at 11:35, both of which had a chance of class 58 haulage. Well to cut a long story short the North bound train did not show up at all and the South bound train produced ACTS electric 1255 heading ACTS diesel 6703, nice, but not what we were after. The almost constant train movements at Amersfoort provided plenty of other interest, "Sik" (Dutch for Goat) diesel shunter 243 busied it's self in the yard and single car EMU's 3027+3030 allowed themselves to be photographed, time sped by quickly and before long we boarded EMU 4245 heading for Rotterdam CS. Our route took us via Utrecht and Gouda, we were on the look out for the preservation site at Rotterdam Alexander, which seems to get bigger each time we pass it, so the small locomotive works on the opposite side of the line caught us by surprise. It contained, among others, 6423/25/40. I don't yet know what it is, but I'm working on it!

Arriving at Rotterdam at 13:26, we just had time to change to the 13:44 stopping train for Dordrecht, worked by EMU 807, which we rode to Zwijndrecht. This passed the large yard at Kijfhoek where, among others, was ACTS 5812 (ex EWS 58044), one down, one to go! We stumbled on Zwijndrecht a couple of years ago, it is located on the main freight line from Kijfhoek to Roosendaal (for Belgium) and Venlo (for Germany). Throw in the constant passenger action between Rotterdam and Dordrecht and you get a very lively station with plenty of photo opportunities. We spent the next 3 hours here, DB 232908 set the tone leading a constant flow of freight in both directions, 6402+6444+6504 made a good shot coming down the hill with an iron ore train and ERS class 66, 6606 passed with a freightliner. I can recommend time here for anyone who is interested in photographing the freight flows, although there is not much shelter on the platform ends, so dress accordingly. Eventually it was time to leave, EMU 864 did the business, taking us on to our final destination of the day, Roosendaal. Our base for this trip was to be the Best Western hotel, straight opposite the station, we were expected and made welcome. The first beer did not touch the sides and we let the hotel restaurant feed us, before we made our way to bed.

**Amsterdam Schiphol (09:55 – 10:20)** 524 827/50/94 957 1726 4087 4206 7737 8642/52/58 8719 9404/73 **Amsterdam Zuid WTC (10:28)** 465 515 1832 7730 **Rail Pro Depot, Hilversum Noord (10:50)** 6455 **Hilversum (10:52)** 1613 passing **Amersfoort (11:05 – 12:27)** 243 475 854 909/48 1719/31/51 1836/56 3027/30 4012/19/20/25/26/34/37/42/60/61/62/70/72/79/89/93 4214/16/22/30/32/36/41/45/46 7703/16/42 ACTS 1255 6703 **Utrecht CS (12:40)** 832/93 936/58 4209/13 7701 8250 **Gouda (13:12)** 4227/33 Rotterdam Noord (13:24) 6423/25/40 **Rotterdam CS (13:26 – 13:44)** 530 807/41/48/64 927 1771 2009/14 2880/81/90 4059/89 8653 SNCB1183 **Feijenoord (13:50)** 8701 Shortlines SL1001/02 **Kijfhoek Yard [view] (13:55)** 1208/24 1607/10 6443/54/72/76/77 ACTS 1252/53/55 5812 6703 **Zwijndrecht (14:04 – 17:20)** 454/64/80 509/30 802/07/41/44/48/64/67/72/75/96 923/27/43/61 1610/16 1704/09/12/15/24/25/28

1742/52/63 1828/51/57 6402/12/16/29/31/44/51/52/72 6504/09/19 7704/05/11/17/23/39  
8636/39/41/42/48  
8651/52/58/59/62/70 8717/26/32 9403/04/18/20/31/73/78 9508/10/18/20 DB 232908 ERS  
6606 PB08 SNCB 1181/83/88/90/91 Shortlines 2001 UST 96 TGV 4307/42 **Dordrecht  
(17:24)** 460 904 **Lage Zwaluwe (17:36)** 6462 7717 **Roosendaal (18:00)** 300 454 6472/78  
SNCB 1186/88 **Roosendaal (19:15 – 20:15)** 454 814 1712/28 6431/37 7704 8654 8705  
9407/18/30/31/79 9510/14 SNCB 1190.

Friday arrived to early. We had demolished breakfast and were stood on platform one by 07:40 awaiting the 07:50 to Antwerp. Our plan today was to spend some time photographing the freight in the Antwerp area, then to make our way back into Holland via Liege, but as ever this was a fluid plan. SNCB electric 1184 arrived at the head of our train and soon had us speeding along into Belgium. It was strange to pass the derelict shed at Antwerp Dam, the last time I visited this depot there were over 100 locos stabled here, today even the connection to the main line has been removed. We caught a P train back to Antwerp Luchtbal, a newly built station near the junction to the nearby docks, EMU 188 did this job. Here we spent the next three hours with our cameras in constant action. The new class 77XX diesels dominate most of the freight now, but there are still plenty of older electrics to be seen. Highlight of the morning for me was Liege based diesel 5508, heading into the dock with a mixed freight, it made a great shot coming down the hill. At 12:09 we caught EMU 814 back to Antwerp Centraal, where we had 15mins to change to EMU 306 for the run to Liege. In this time Metal Mickey had a three course dinner and got the beer in, Augustus drank the drinks machine dry and I explained three times (to three different people) that I could not speak French, oh for the I'm English shirt!

Our journey was relatively uneventful, diesels 6248/91/92 6312/26 were in the yard at Lier and there was plenty visible as we passed Hasselt depot. At Hasselt, we were asked by someone leaving the train why we were collecting the loco numbers, he turned out to be the shed foreman at Hasselt and asked us if we wanted to visit the shed, we have his business card. Our train arrived at the building site that is Liege Guillemins station at 14:40 and by the time we had left, at 15:20, we had witnessed both bankers, 2247 and 2249, in action. EMU 668 handled the next leg of our travels to Maastricht. At Bresseux a bleached blond woman boarded out train, in a dress that was obviously two sizes too small, she sat diagonally opposite me in a very unlady – like fashion, she had forgotten to get dressed properly that day, and the sight scared me for days! She got off at Vise where surprisingly diesel locos 5302/18 were stabled in the yard. Arriving at Maastricht we found diesel 6466 and electrics 1755/66/78 1824/43 stabled in the yard and just had time to grab a drink before boarding EMU 453 heading to Venlo. We passed the depot at Maastricht, noting Sik's 211 and 257 rubbing shoulders with the new shunters 710 and 711, and the yard at Sittard, where DLC class 66 PB20 sat at the head of a train, before we arrived at Roermond and changed to DMU 3424, which had us at Venlo at 17:30. I have never seen Venlo yard so empty, diesels 6416+6515+6470 departed as we arrived, leaving just 6463 and DB electrics 140608 151098/112 & 185128 in an otherwise empty yard. We thought we might be loco hauled to Breda, but EMU 8653 did the job, here we changed to EMU 9407 for the final leg of our trip back to Roosendaal. Strukton locos 300640 and 302270 were at Roosendaal, along with SNCB electric 2362, which became the last number to enter our books this day. After a major de – louse we headed off into the city centre and found an excellent restaurant (which had in it the only Dutch person I have ever met who could not speak any English, unfortunately she was the waitress.) Here we enjoyed mussels in white wine, large garlic steaks and even larger puddings, washed down with lashings of the local brew, I slept well that night.

**Roosendaal (07:50 – 08:05)** 862 941 9425 9506 SNCB 176 920 1184/86 **Antwerp  
Noorderdoken (08:20)** 230/41 695 747 8274 **Antwerp Dam Carriage Sidings (08:24)**  
236/39 732 818 909/52 4138/55 7401 7783 **Antwerp Berchem (08:30)** 188 735/45 2016  
**Antwerp Luchtbal (08:45 – 12:09)** 801/05/07/14  
822/25/26/28/33/42 920 1184/85/88/89/91 1321/45/52 2014/15/25 2316/17/27/45/51/67/71/72  
2510/57 2604/08/22/32 2736 4133/40/42 5508 7401 7777/79/80/83/84/85/87/90  
7813/14/31/34 CFL 3002/15 DLC PB14 TGV 4321/32/43 4532/34 **Antwerp Centraal (12:20 –  
12:35)** 188/93 227/30/48 427 695 722/25/61/80/82 809 909/33/52 1309 2707/13/24/52  
4134/37/38/43/45/50/55/56 **Antwerp Berchem (12:38)** 2718 4131/51 **Lier (12:47)** 247  
6248/91/92 6312/26 **Diest (13:23)** 531/34/64 **Hasselt (13:40)** 161 307/48/72 2342/50 2634

2705 4117/30/32/35/39/47 5537 7374/75 7789 **Liers (14:20)** 180 306/27 CFL 3006 **Liege Palace (14:33)** 453/90 **Liege Guillemins (14:40 – 15:20)** 156 217/19 306 446 668 710/15 1304/08 2247/48/49 2717/54 6331 CFL 3006 TGV 4307 **Bresseux (15:25)** 961/65/69/74/75 2310 7760 **Vise (15:34)** 5302/18 **Maastricht Station (15:50 – 16:20)** 453 859 1748/55/60/66/78 1824/43/45 3034 6466 8646/66 **Maastricht Depot [view] (16:22)** 211/57 710/11 905 1849 **Geleen-Lutterade (16:32)** 809 **Sittard (16:40)** 1729 6461 DLC PB20 **Roermond (17:00 – 17:05)** 432 1765 3412/18/24 **Reuver (17:20)** 3403/34 **Venlo (17:30 – 18:05)** 3401/07 6416/50/63/70 6514 8653 DB 140608 151098 152112 185128 **Eindhoven (18:35)** 1840/52/53 8667/70 **Tilburg (19:00)** 1618 1844 6415 **Breda (19:20 – 19:30)** 1775 6468 **Roosendaal (19:45)** 464 1704/46 6465/66/72 7709 9407 Strukton 300640 302270 SNCB 2362

We got a lay in today, breakfasting at 08:15 in order to catch the 09:05 to Brussels. We were heading to the open day at St Ghislain depot and needed to change trains in Brussels. SNCB 1188 was waiting at Roosendaal when we made it to the platform, engineering work had closed the line to Amsterdam so the international trains were terminating at Roosendaal. We rode, almost alone to Brussels Midi, our route taking us through Antwerp and Mechelen, before we passed Schaarbeek depot, noting 5311 and 5512/14 among others, arriving at Brussels bang on time. We had a layover of about 30mins here, allowing us to obtain a great shot of electric loco 2002, before EMU 424 arrived with our train to St Ghislain. Passing Mons at 11:50 we found 6218/85 active in the yard but a long line of stabled EMU's blocked our view of the many electric locos stabled there. We arrived at St Ghislain at 12:05 and followed the small crowd to the Depot, steam loco 26.101 was hauling a coach up and down the yard while diesel's 202020 and 2070005 were giving cab rides to all and sundry. The crowds certainly were not on the large side and the sun came out, recently preserved diesels 5117/28/49 were all on display, along with preserved 'silver bullet' electric 1805, we spent well over an hour looking round and chatting to many other enthusiasts before we headed back to the station. We paused to photograph diesel shunter 7378 in the yard and made it to the station 35mins before our next train, there is an excellent bar on the platform, guess where we spent that 35mins? We retraced our steps to Brussels, courtesy of EMU 336+380 where we joined electric loco 1333 for the run to Oostende.

We were all expecting a gaggle of electric locos here and we were all disappointed! Just 2110 was stabled in the station, with the absence of anything else to do we hopped on to EMU 458 heading for Gent St Pieters, then electric loco 2152 bound for Antwerp. Amazingly (and I mean amazingly) diesel shunter 9136 was identified at Merelbeke wagon works, normally you can just see the rear end of this loco poking out of the works. We arrived at Antwerp at 19:00 and decided to eat here, Augustus guided us to a nearby steak house (at least this one did not move, eh Augustus!) and we all enjoyed large peppered steaks with a bucket of chips, washed down with pints of the local beer. Full we headed back to the station and let electric loco 1181 haul us to Roosendaal, in the dark. A final drink in the hotel led to a excellent conversation with a young Dutch lady (who could speak English) about the Dutch language. Between us we concluded that too many Dutch words contain J's, W's and Z's, or any combination of these letters, to be a real language, thus allowing us to continue speaking in English! Thanks Alice, for a wonderfully witty conversation to end the day on.

**Roosendaal (08:45 – 09:05)** 464 925 1746/81 6502 7709 9469 SNCB842 1188 **Antwerp Dam Carriage Sidings (09:25)** 190/93 369/71 732 803/20/26/32/37 949 2125 2345 ES504 **Antwerp Centraal (09:29 – 09:42)** 347/71 476 548 902 1181 1334 4129/36/47 **Antwerp Berchem (09:47)** 479/89 827 **Mechelen (10:01)** 341 449/53/60/90 **Schaarbeek Depot [view] (10:14)** 301/63/84 640 802/06/23 2159 2240 5311 5512/14 8204/12/22/32 ES401 **Brussels Noord (10:18)** 424 633 **Brussels Midi / Zuid (10:25 – 11:02)** 337/45/78/80 400/24/43/53/90 509/29/31/40/58/62 638/46/55/60/63 811/38 924 1183/90/92 1333 2002 2160 8208/33 TGV 4301/04/21/22/41 4516/17 DB406506 **Braine – Le – Comte (11:23)** 305/60/86 435 595 838 916/21/36 2233 **Soignies (11:29)** 6242 **Mons (11:50)** 171 203/70 387 434 731 2607/24/29 6218/85 7744 ES510 **St Ghislain Station / Yard (12:05)** 302/20 6323 7378 **St Ghislain Depot Open Day (12:15)** preserved 100/24 554.18 732.1 1805 4001 4333 4506 4602/13 5117/28/49 5941 6077 6106 8061 8320 8428 8524 9209 202020 207005 steam 26101 **St Ghislain Station (14:00)** 336/80 455 **Mons (14:15)** additional to 11:50 200 2145 2345/47 2745 6278 **Braine – Le – Comte (14:43)** additional to 11:23 811 **Brussels Midi / Zuid (14:58 – 15:10)** 301/81/84 424/32/49/60 827/38 1333 8211 Eurostar 3219

**Brussels Forest Depot [view] (15:14)** 337 432 515/18/57 2724/50 **Gent – St – Pieters (15:37)** 184 309 438 539/69 759 1210 2133 2325/52/64 2720/41 4186 **Brugge (16:00)** 207 413 689 726/48/71 1317/34 2146/58 2304/10/16/34/49/58/62/66/78 2708 6264 7829 **Oostende Carriage Sidings / SP / Station (16:20 – 16:50)** 157 458/66/77/82/84 535 743 1336/38 2110/29 7356/67 **Brugge (16:00)** additional to 16:00 1308 **Gent – St – Pieters (17:30 – 18:05)** 245 359/64 400/38/52/57/75 527/30/37/38/39/43/58/64/70 744 772 1304/09/13/56 2116 2323/78 4173/82/85 7360 **Merelbeke Wagon Works (18:08)** 9136 **St. Niklaas (18:32)** 333 401 722/42/82 818 **Antwerp Zuid (18:45)** 484 2316/67/72/81 **Antwerp Centraal (18:55)** 468/73 901/52 1186 2152 4136 **Antwerp Centraal (21:00 – 21:30)** 312 452/53/57/90 823 956 1181 1334 2114 4129/38/53

We woke up too early for a Sunday. Collected the packed breakfast we had organized the night before and were on the platform by 06:55 (yes I Know!). At 07:05 SNCB 1192 had us on our way to Brussels, we were heading to Luxembourg today and would be riding with 1192 as far as Brussels Nord. We followed the same route as yesterday but this morning found shunters 8204/12/32 outside Shaarbeek depot. Transferring to EMU 523 at Brussels Nord we settled in for the long run to Luxembourg. Most trains were stabled up today and we found locos in just about every yard we passed, 2122 1337/55 at Jemelle, 6247/51 6309 at Libramont and a hat full at Arlon. Entering Luxembourg withdrawn flat irons 3605/17/19 were all noted at Hollerich Yard before two minutes later we were on the platform at Luxembourg.

It's not a long walk to the depot, but it's longer if you go via the model railway shop, eventually we arrived at the depot entrance. We obtained permission for a visit and were allowed to walk round on our own, being a Sunday there was plenty at home, 4 of the 5 serviceable class 36XX, new locos 1102/03/04 1501 and, more importantly to me, P – Way trolley 1061 which has eluded my efforts to find it for nearly 6 years! Once we all had the photos we needed we headed off back to the main station intending to travel via Gouvy back into Belgium. This was thwarted by engineering works and we were forced to catch EMU 510+514 heading back to Brussels. A quick re-think of our plans saw us leave this train at Namur in favor of EMU 515 to Charleroi Sud. Passing Salzines works we noted shunter 8066, but the lines of withdrawn locos at Ronet depot were beyond our reach. Châtelet yard held 4 shunters (all of which eluded us) and Charleroi station held 2102/27/49 2710/16/31/55 stabled on the through line. Metal Mickey and I then walked it to the nearby departmental depot to photograph diesel 6311, then on to the electric SP at Marchienne, which brought a fine return. We re-joined Augustus and all boarded EMU 453+490 for the dash to Brussels, 6254 was noted in Roux Yard and we reached Brussels just in time to let 1181 take us to Antwerp.

We eat in the same place as last night, if anything the steaks were bigger and the beer disappeared quicker, the darkness crept up on us and all too soon it was time for our train. I don't think any of us noted the loco number down, but whatever it was it got us to Roosendaal. Alice was waiting for us and had beers on the table before we had to ask (I love the Dutch). We were all more than ready when we eventually reached bed this night.

**Roosendaal (07:00)** SNCB 1192 **Antwerp Luchtbal (07:25)** 1188 7809 8259 **Antwerp Centraal (07:35)** 187 436/53/60/68/90 827 947 1186 1333 4145/49 **Schaarbeek Depot [view] (08:15)** 304/65/68 418 533/34/57 649 838 2015/17 2101/59 5311 5512/14 6282 8204/12/32 **Brussels Noord (08:20 – 08:45)** 301/37 400/11/13/18/60 523/37/40/43/53 653 811 2012 TGV4341/42 **Ottignies (09:12)** 163 391 611/15/43/47/55/59 706 831 907/40 **Namur (09:38)** 169/77 509/21 710 1328 **Jemelle (10:21)** 210/67 691 702/11/14/18/23/41 1337/55 2122 **Libramont (10:42)** 158 510/15 4121 6247/51 6309 **Stockem Depot [view] (11:16)** 168 2205/17/25/36/42 2321 4112/27 5214 5304 **Arlon (11:18)** 508 1323 2002/09/22 2318/31/33/40/48/51/55/69/76/79 2608/09/10/35 4123 6305 7338 7724/25/26/27/28/29 ES404 CFL3002 **Mamer (11:31)** 1054 **Hollerich Yard (11:36)** 1071 3605/17/19 **Luxembourg Station (11:38)** 904 2007/11 2104 SNCF 15041 **Luxembourg Depot (12:00)** 251/53/55/56/61/62 455 801/02/06/53/54/56/58 901/05/06/07/10/12/13 1011/22/23/32/61 1102/03/04 1501 1604 1801/04/12/14/15/16/18/20 2002/03/04/11 2014/16/19 2102/03/05/06 2201 3004/12/14/20 3602/08/09/10/12 185520/522/523 628491 928491 PV6 steam 5519 **Luxembourg Station (13:20)** 510/14 **Stockem (13:50)** additional to 11:16 177 505 2201/37 4410 4502/04/08/10 7723 **Namur (15:30 – 15:44)** 515 ES511 **Salzines Works [view] (15:46)** 8066 **Ronet Yard (15:48)** 446 678 710 2370 6288 7734/41 8251 **Châtelet yard (16:12)** 200/68 805/15/34/41 **Charleroi – Sud (16:40)** 201/54 460/68 680 2102/27/48/49 2710/16/22/31/55 6311/20 9125 **Marchienne SP (17:00)** 176 778

1201/02/04/05/06/08/12 2216/36 2339/41/60/80 2603/04/17/19/20/23/25/30 2744/47/48/60  
7347 **Charleroi – Sud (17:16 – 17:27)** 221 450/53/90 **Roux Yard (17:53)** 6254 **Braine –  
L’Alleud (17:57)** 476/86 **Brussels Midi / Zuid (18:11)** 381 443/81 555/60 653/58 823 1181  
1336 2703 8208 TGV4305 4533 **Antwerp Centraal (19:26)** 187 468 830 952  
4130/37/38/39/55

Our final day began with bacon and eggs, a painless checkout and a short walk to the station. EMU 8638 sped us on our way to Rotterdam CS. The yard at Kijfhoek was surprisingly empty with just 7 locos stabled there. Once the bags were safely stored we were back on the platforms awaiting the ACTS shuttle heading North. We had to wait longer than we expected and had just about given up on it when ACTS 5811 (ex EWS 58039) trundled into the station. A signal check held it in just the right position for our photographs, it sounded rough and billowed black smoke as it departed, but who cares, we had seen and photographed what we were after. At 10:15 we joined electric loco 1717 and headed to Tilburg, we sat by a strange sign stuck on the carriage window, which had two male figures, with no underwear on (that’s how we knew they were male), one had a cross over his mouth, the other a cross over his bum. After a lot of thought, we decided this meant no talking or farting, (but you could get your wedding tackle out), if you were male. Obviously Women don’t talk or fart, at least Dutch ones don’t. Once at Tilburg we spent about 4 hours watching Sik 339 shunt the many locos around in the nearby works and photographing just about anything that was loco hauled. Coffee and chips were taken on platform 3, the station staff were convinced a steam loco must be working and the contractors replacing the platform paving invited us to join them playing cards. We departed after the passing of a grubby 1616 and made our way back, courtesy of electric loco 1769, to Rotterdam CS. The plan was to spend our final two hours here in an attempt to pick up photos of the many passenger allocated electric locos we still needed and indeed many passed through, unfortunately they all seemed to be the ones we already had photos of.

We were about to reclaim or cases when, as a final goodbye, ACTS 5812+1251 passed on a freightliner. Mission accomplished, we had seen and photographed both the ex EWS class 58 diesels, we had visited the open weekend at St Ghislain and got some final photographs of the Luxembourg class 36XX electrics. We happily let ‘Bison’ EMU 8655 carry us back to Shiphol and Jet2 fly us on to Leeds / Bradford. We have one trip left this year, in early October and we are heading into Germany, watch out for the report right here.

**Roosendaal (07:50)** 209/89 300 1781 8638 Strukton 300640 **Larg Zwaluwe (08:05)**  
6449/86/95/96 **Dordrecht (08:13)** 452 515/18 813 927 8717 9419 Shortlines 2001 **Kijfhoek  
Yard (08:17)** 504 1611/19 1728 6428/77/79 PB01 **Rotterdam CS (08:30 – 10:15)** 452/71  
504/13/23/27/28 813/34/75/93 920/42 1717/28/42/49/52 1818/40 2009/14  
2863/64/66/70/74/83/92/93 4015/18/23/25/34/48/49/60/76/78/92 4202/33 6505 7704/09/16/25  
8651/53/61/67 8729/30 9402/34/45/78/81 9508/12/14/16/18 ACTS 5811 SNCB 1181/87/91  
DB 232906 TGV 4539 **Kijfhoek Yard (10:29)** 324 1122 1224 6439/41/44/76/77/78/84  
6504/09 DB 232908 **Dordrecht (10:34)** 1728 9404 **Larg Zwaluwe (10:45)** 1611 6510 **Breda  
(10:56)** 898 935 **Tilburg Station / Works[view] (11:10 – 15:03)** 255 339 443/50/57/74 502  
662 706 818/28/68/84/86/98 928/33/35/49 1602/16 1749/52/62/67/69/70/72/75/76/79  
1840/52/57 4081 4212 6403/09/48/92/93 6502/06 8280 8621/51/55/67 8703/15  
9404/05/13/30 ER8/9 PB08/17 Shortlines 1201 2002 **Dordrecht (15:30)** 471 875 920 1611  
9417/43 **Kijfhoek Yard (15:38)** 526 802 1122 1208 1501 6476/88/89/97 ER3 SNCB 2551  
**Feijenoord (15:41)** 6449 **Rotterdam CS (15:50 – 18:00)** 445/46/52/72 513/15/22/23/27  
802/13/34/36/62 942 1704/17/27/39/69/79 1852 2009/14 2866/70/83/88 4022/23/26/34/67  
4068/91 4215/21 6408/16/42/49/70 6516 7707/11/14/22/25/30/38 8638/41/47/55/63/67  
8703/15/17/27/30 9419/34/43/78 9518 ACTS 1251 5812 SNCB 1187 TGV 4345 **Den Haag  
HS (18:16)** 467 505/30/31 834/38/56/93 942 1831 2005/12/15 2880 7724 8629 SNCB 1189  
**Leiden Centraal (18:30)** 835/99 2861/71 8653 9481 **Amsterdam Schiphol (18:45)** 861/67  
4247 7746