

The Ramble - Number 282



Line 19

Maxim reports that consideration is being given to doubling Line 19 from Balen Werkplaatsen to Neerpelt. Infrabel is receiving €1.8 million for a study into re-instating the second track between Balen and Neerpelt. There is the possibility that the works for the second track will start between 2021 and 2023. See attached article.

Brussel Zuid Engineering Works

The NMBS/SNCB Web Site now has all the information for the works in October and November.

<https://www.belgiantrain.be/en/news/works-brussels-south>

I have booked a ticket on 14:34 Brussel Zuid to Charles De Gaulle TGV service to Lille on Saturday 2nd November. It was £17.50 + booking fee with Loco 2 and a straight €19 via the NMBS/SNCB web site. If it goes via Line 161, 26, 94 and Line 1/1 then mission accomplished but if it goes via Mons and Antoing then I still need the track.

Return of the Sleeper Train

<https://www.treinreiziger.nl/obb-nachttrein-naar-brussel-vanaf-begin-2020-amsterdam-volgt-in-2021/>

Kees wrote on Benelux Rail Gen.

It has been published in several online newspapers: as of January 2020, ÖBB is bringing the night train back to Brussels. This Donauwalzer 2.0 is just the existing NightJet Vienna/Köln-Düsseldorf which is diverted to Brussels instead of to Düsseldorf twice a week.

Arrival in Brussels will be on Mondays and Thursdays around 10:30. Departure will be between 18:30 and 19:00 on the same days.

This may seem strange, but according to the ÖBB this corresponds to the travel pattern of the Austrian Eurocrats.

The route is via Lines 37 and 36 as in the past.

Traction: a Lineas TRAXX has been considered, but it will be an 18 [which can only be from Aachen].

Composition: sleeping, couchette and seating coaches, 1 also carries bicycles.

The train part from Innsbruck goes to Brussels but is closed from Aachen.

It's a modest start, but a positive development.

The picture changes in December 2020, when the train will be directed to Amsterdam. Brussels will then have through carriages. The Austrians would like to send them along L3 and L2, but there is no agreement on that yet.

<end>

I assume "closed from Aachen" means that it is right way Aachen - Brussels. Perhaps the only way to blag your way on to this train from Aachen, is to put your leather shorts on and fit in!



Apparently the Austrians like this sort of thing.

You would have thought that the Sleeper train would run Leuven, Line 36, Line 36/3, Line 26, Line 26/3, call at Brussel Luxembourg, Brussel Schuman, Line 161 and then terminate at Brussel Zuid. In that way the Eurocrats would have been dropped off at the office! With an evening departure they will be able to sit down and have tea before going to bed.

I also would not be surprised if the stock does not go to Oostende for servicing. Vorst is full daytime whereas Oostende is not as full.

Interview With ÖBB Boss Andreas Matthä

https://www.wienerzeitung.at/nachrichten/wirtschaft/oesterreich/2032318-Die-Kostenwahrheit-zwischen-Lkw-und-Bahn-ist-ein-Witz.html?em_cnt_page=4

View in Google Chrome if you do not speak German.

HLE 13

Interested in the Grand Revision dates on 1342, 1345, 1347, 1351, 1356 and 1359 please.

1312 is currently stopped due to serious problems with the electrics and possible fire damage.

1342 - Is testing ETCS and is not in normal service with Lineas.

1345 "The Beast" is in Salzinnes Works for a Grand Revision. Back sometime in early October.

1347 is in Salzinnes Works for a Grand Revision and fitting with ETCS. Back sometime in late October [perhaps].

1350 is currently resident at Antwerpen Noord Depot.

1351 was seen on test on 19th September but is back in Salzinnes for ETCS work.
1355 is in Salzinnes Works for the fitting of ETCS. Due out whenever.
1356 is probably on test with ETCS and is probably not in normal service with B-Transport.
1359 is in Salzinnes Works for the fitting of ETCS. Due out whenever.

Thank you to both gentlemen who e-mailed me to say that 1350 was back at Antwerpen Noord.

See CFL News below.

HLE 18/19

Interested in the Intermediate Revision dates on 1802, 1826, 1830, 1844, 1858, 1870 and 1880 please.

1826 is in Salzinnes for an Intermediate Revision, back the end of October.
1830 is in Salzinnes for an Intermediate Revision, back mid October.
1844 is back in service after an Intermediate Revision at Salzinnes Works.
1870 is in Salzinnes for an Intermediate Revision, back sometime late September.

HLE 21

En Lignes / Op de Baan reported that NMBS/SNCB are intending to start to take HLE 21s from service until the last ones are withdrawn in 2022. At the same time there is a spend limit being imposed on bogies and wheelset repairs.

2146 and 2158 were the first casualties of this policy.

2147 and 2152 have both been stored recently.

Here 2152 is seen at Langdorp on Thursday 25th January 2018. Photo by Aad.



HLE 28/29/186 - Cat Herding Corner

186 195 is still on hire to Lineas.

You really could not write this. 2836 was involved in a really bad smash where the frame was written off. After a new body was built, the internal parts from the old loco were transferred over and on 18th September the loco is shipped from Kassel. It is photographed on it's first returning train on 20th September 2019.

Then **eleven** days later.....





Tuesday 1st October sees 2836 on a train to Prangville. The locomotive has not been even washed after coming out of works.

HLD 55

5501 is out of Salzinnes works and presumably back in service.

After featuring last week's picture of 5538, a correspondent wrote, "5538 was a project of the old Rails & Traction. It was supposed to be changed over to Cape Gauge and to be sold to the National Railway of the Congo. Talk about a grandiose deal with a sold business case and no technical issues in sight whatsoever. [Iain's comment, that is 1435mm Standard Gauge to 1067mm Cape Gauge a drop of 368mm or just over the length of a standard ruler]

As you do with such a project you start with the hard bits, so the unit received the current blue paint scheme at SNCB Kinkempois. They also performed the work to change the normal draft gear to automatic coupler draft gear. Then she just sat there.

When R&T went bankrupt the locomotive changed hands, along with the other assets, and now belonged to RTI. At some point SNCB got fed up with the Hangar Queen and demanded it be removed from their property.

She was then towed to Raeren and has been collecting dust there ever since, along with all the other junk, I mean projects."

The same correspondent also wrote that the line from Raeren to Stolberg is still under consideration for reopening. On the German side the line from Stolberg to Breinig will reopen at the end of 2020 if plans hold. Work has commenced on repairing two bridges.

Then the usual feet dragging of the Belgians will commence and we'll see how far the project gets. Just the fact the line hasn't been abandoned between Eupen and Raeren is a good sign. However Infrabel might decide to abandon the line as soon as the Germans are at the border and wanting to restart traffic. Perhaps the sudden and urgent need to convert Line 49 into a [RAVeL](#) will take precedence over starting a train service [see attached about Line 138].

HLD 62

Interested in the Intermediate Revision dates on:-

Blue - 6236, 6243, 6249*, 6267, 6275, 6309 and 6315* [* Panels are blank/incorrect].

Yellow - 6247, 6257, 6261, 6274, 6278, 6292, 6295 and 6324.

6207 is in Salzinnes Works for an Intermediate Revision and is due out sometime in January 2020.

6243 is in Salzinnes Works for fitting with ETCS and I presume a working third headlight. Out sometime later this month.

6262 is in Salzinnes Works for an Intermediate Revision and is due out sometime in late February 2020

6288 is in Salzinnes Works for an Intermediate Revision and is due out sometime in November 2019.

Interesting that 6243 has gone into Salzinnes Works for ETCS fitting. Does this mean that the trials with 6285 are successful or do Infrabel need another loco for test working?

Front runner 6262 has gone into Salzinnes for an Intermediate Revision. RIs are taking around 90 to 100 working days and with the Christmas shut down, 6262 is going to be ready for the end of February 2020.

Here is a photograph by Simon of 6262 in well worn paint at La Louviere on 7th November 2017.



6306 was a museum loco until 2015 when the NMBS/SNCB Historical Fleet gave it up. It was the last main line loco with a working train heating boiler. I understood that green 6219 was going to the Museum Fleet now instead and that a swap was being done between 6219 and 6306.

On Thursday 3rd October, 7743 moved 1602, 5404 and 6306 from the old steam depot at Schaarbeek to Melle. I do not know if they are receiving attention at Melle, or being stopped there before going into the old depot at Merelbeke for safe storage. Or are the three locos moving on to the old depot at Brugge.



Photo by Rudi Langerlaert and posted to the Belgische treinspotters groep on Facebook.

Three questions are, who owns 6306 and what is happening to it? Also, what is happening to 6219? With the Revision program still going on at Salzinnes, 6306 might be a good candidate if it has a good body shell and good bogies.

Dirk has sent this photo of 6292 at Antwerpen Noord Depot on Wednesday having been the victim of a graffiti attack.



HLR 77/78

Photos by B Hertzfeldt and posted to the Eisenbahn-Nord page on Facebook.

29.09.2019: Train4Train überführte heute mit Hilfe der 218 003-2 die Vossloh Maschine vom Typ HLD77. Es ging von Voith Richtung Kaltenkirchen. Daten der Lok: NVR-Nr.: 92 88 0077 003-6 B-B; Name: BAKOE; Bj 1999.

29.09.2019: with the help of the 218 003-2, Train4Train transferred 7703 from Voith towards Kaltenkirchen.

Lineas believe that they can get a better deal for the overhaul of the HLR 77/78s than either Salzinnen or Antwerpen Noord can offer. 7717 has been revised at Strukton at Zutphen and 7703 has been sent to Voith. Note that 7703 is sat on overhauled bogies but the paintwork on the locomotive appears not to have been done. It really is a false economy to spend a lot of money on a major revision and not do a re-paint at the same time.

7703 is one of those fitted for hump shunting at Antwerpen Noord hence the yellow thing on the front. [Hump Shunting is an English Railway Term for Heuvelen / Triage à butte where the trucks are pushed over the little hill which in English is a hump.]





Norichten aus Lëtzebuerg

Graham reports that he has just confirmation, via a German forum, of something he had believed to be the case. Namely that CFL 4002, 4012, 4014 are not currently fitted with ETCS and are the only class members still cleared to work into Germany. This also means that they are not permitted to work CFL passenger trains. This changes in December as everything that works on CFL metals will have to be fitted with ETCS, and once fitted these 4000s will also no longer be cleared for Germany. The piece did not elaborate on how cross border freights will then be managed.

The situation must be the same for 3000s with 3002, 3010, 3013, 3017 assumed to be not fitted.

So it would appear that locomotives not fitted with ETCS cannot work passenger trains in Luxembourg.

Graham previously reported that since 2nd September 2019, there has been a significant increase in IC trains that only go as far as Arlon with a connection forward to Lux. There are a few through services remaining but not many.

Then you look at the list of HLE 13s, a large percentage of the passenger fleet is in Salzinnes for work on ETCS or on test.

SNCF is also having problems getting enough stock to work into Luxembourg that is fitted with ETCS.

<https://delano.lu/d/detail/news/french-regional-trains-blocked-lux-next-year/207221>

The bringing forward of the ETCS in Luxembourg is in direct response to this crash at Bettembourg on 14th February 2017 where unit 2211 crashed head on into 1309 and 1330 working a freight. The Luxembourgers have found fault with the MEMOR II that contributed to the accident. What they have done is brought forward the date where ETCS is mandatory. I cannot blame CFL for this however, if the railways feeding into Luxembourg have not got the ETCS fitted stock, how do the people travel? By car? Is this not more dangerous than trains fitted with MEMOR II?



So you now have the totally mad situation, of trains having to stop at National Borders, because they are, or are not, fitted with a system that is designed to be a pan European system allowing vehicles to move between networks.



Nederlands Nieuws

Railpromo

I am going to tread very carefully here.

There has also been noise on SOMDA as well.

In the United Kingdom, the term bankruptcy is reserved for individuals. Insolvency is when a business goes bust and comes under the UK Insolvency Act 1986.

Facts

Railpromo went bust on 6th August.

A new company called Train Charter Events BV has been formed. It is owned by the former Marketing Director of Diner Train, Tim Beltz.

This new company owns the three Class 1700 and the four coaches.

These vehicle were originally bought by one of the companies belonging to Luc Peulen and the new business has bought them off the Insolvency Practitioner/Curator for a lot less money. It is reported on SOMDA that the locomotives were purchased for €900,000 and the new company bought them off the Insolvency Practitioner/Curator for €130,000. All four coaches have been sold for €225 000.

The two new carriages were purchased at the start of this year for € 600,000 and € 450,000 of this amount was financed through a crowd funding loan. So the new Company has bought four coaches and three locomotives for €355 000 which is less than the crowd funding raised to buy just two coaches.

It is also reported on SOMDA, that ING lent to money the buy the Class 1700 in the first place and checks were not made regarding collateral. So it would appear that ING have not been able to take back the locomotives themselves and sell on.. All they have got is a share in what the IP/Curator can recover which is not a lot. As always, it appears in the Nederlands, like the UK, the Tax Man gets his slice first.

It is also reported that the Diner Train made a thumping loss in 2018.

There are a number of companies involved with very similar sounding names like Train Charter Events BV and Train Charter Services BV. Some have gone bankrupt and some were formed just before the bankruptcy.

The Insolvency Practitioner/Curator report is on line for people to see. I have cut and pasted part of this report which is attached to this e-mail.

See https://en.wikipedia.org/wiki/Insolvency#United_Kingdom

See [https://nl.wikipedia.org/wiki/Faillissement_\(Nederland\)](https://nl.wikipedia.org/wiki/Faillissement_(Nederland)) [in Dutch] for how the Dutch go bust.

Also see <https://www.aquafax.co.uk/product/n-12898-wooden-barge-pole-45mm-dia-x-35m-ash>

Class 1700

Cut up in this round at HKS have been

On Wednesday 3rd July, 1734 and 1753 went for scrap.

On Thursday 4th July, 1730 went for scrap.

On Friday 19th July, 1701, 1713 and 1771 went for scrap.

On Wednesday 25th July, 1708, 1712, 1773 and 1776 went for scrap.

On Tuesday 27th August, 1715, 1718, 1728 and 1769 went for scrap.

On Wednesday 4th September, 1707, 1716, 1719 and 1724 went for scrap.

On Wednesday 11th September, 1703, 1705, 1726 and 1754 went for scrap.

On Wednesday 18th September, 1709, 1710, 1717 and 1722 went for scrap.

On Wednesday 25th September, 1702, 1706, 1723 and 1727 went for scrap.

On Wednesday 2nd October, 1704, 1720, 1721 and 1729 went for scrap.

On Wednesday 9th October it will be four from 1711, 1714, 1725, 1738, 1774 and 1777.

On Wednesday 16th October it will be the final two.

This makes 40 locomotives but the original plan was for only 35 locomotives.

Ex Railpromo Class 1700s

The new owners of the ex-Railpromo stock have lost no time in putting their assets back to work.

On Friday 4th October the Müller train ran with 101002 [1772] and 189 095. 101001 [1781] was working a freight out of Rotterdam.

Here is 101002/1772 at Alkmaar with the Müller train in a photo by Adie Steele and posted to the STARS page on Facebook. I would have thought the words "Railpromo" would have been covered over by now.



The VKM has been removed.



The remaining Müller trains are

Friday 25 October to Sunday 27 October Egmond and Tiel
Friday 1 November to Sunday 3 November Egmond

On 3rd November there is engineering work between Uitgeest and Zaandam. There is a chance that this train will go via Haarlem.

If you have 'em, use 'em.

Both 7317/1733 & 7375/1737 were put out on 5600 series trains on Tuesday 1st October.


← Treindetails

 **Sprinter**

Rit **5663**

Richting Zwolle

lengte	treinstel	materieel
6 delen	7317,7375	DD_AR

WC 



[+ Toon volledige rit](#)

18:09+2	Amersfoort
18:11+2	
18:15+2	Amersfoort Schothorst
18:15+2	
18:18+2	Amersfoort Vathorst
18:18+2	
18:23+2	Nijkerk
18:23+2	
18:29+1	Putten

 [Bekijk op de kaart](#)

 [Drukke melden](#)

NSI - 8 Locomotives [four diagrams]

1739 - in service - IC Berlin.
1744 - at Maastricht - maintenance
1745 - at Zaanstraat - in service.
1746 - in service - IC Berlin.
1750 - in service - IC Berlin.
1752 - at Maastricht - faults and maintenance.
1761 - in service - IC Berlin.
1765 - at Zaanstraat - in service.

NSR DDM-1 - 9 Locomotives and Sets [seven weekday diagrams]

The last normal running day for the DDM-1 sets should be Friday 13th December 2019.

Provisionally on 15th December, a DDM-1 set will make a last tour for enthusiasts. It will tour Alkmaar-Hoorn-Amsterdam and then to Zwolle and back to Amsterdam.

1731/7205 - at Haarlem for 3400 series trains tomorrow.
1751/7213 - at Maastricht - faults [since 17/09].
1755/7211 - at Enkhuizen for 4500 series trains tomorrow.
1760/7204 - at Haarlem for 3400 series trains tomorrow.
1768/7208 - at Zaanstraat - for 2912/4500 tomorrow..
1770/7203 - at Haarlem for 3400 series trains tomorrow.
1778/7202 - at Maastricht - maintenance [since 27/09].
1779/7201 - at Enkhuizen for 4500 series trains tomorrow.
1780/7206 - at Enkhuizen for 4500 series trains tomorrow.

NSR DD-AR - 11 Locomotives and Sets [six weekday diagrams]

The situation with the DD-AR sets is very fluid and may change. The ones marked "**Not in Service**" are not in service.

Do note that any of the DD-AR sets at Hengelo or currently on 7000 series trains, could work tomorrow. NS have a few spare at the moment.

All the sets at Amersfoort Wagon Works have disappeared off the radar because of flat batteries.

The last normal running day for the DD-AR sets should be Sunday 15th December 2019.

1732/7336 - in service - at Hengelo.
1733/7317 - in service - on 7000 series trains.
1736/7377 - **Not in Service** - Inside Amersfoort Wagon Works [in store 14-08].
1737/7375 - in service - at Hengelo.
1740/7315 - **Not in Service** - Inside Amersfoort Wagon Works [in store 25-08].
1741/7337 - at Maastricht - faults [since 27/09].
1743/7338 - in service - at Hengelo for 7000 series trains tomorrow.
1748/7335 - in service - on 7000 series trains.
1749/7376 - in service - on 7000 series trains.
1756/7342 - in service - at Hengelo for 7000 series trains tomorrow.
1757/7334 - **Not in Service** - Inside Amersfoort Wagon Works [in store 25-08].
1759/7339 - in service - at Enschede for 7000 series trains tomorrow.

1762/7373 - **Not in Service** - 7373/1762 is allocated to the Seat Finder Project. The set is being kept serviceable but it is not for commercial passenger use. [out of service on 31-08].

1763/7310 - in service - at Hengelo.

1764/7374 - in service - on 7600 series trains.

1766/7314 - **Not in Service** - DD-AR set inside Amersfoort Wagon Works, 1766 unknown location [in store 07-08].



Other News

Police are investigating a suspicious incident on a motorway and would like to speak to a Mr Wile E Coyote



Have a nice week!

All the best,

Iain