

The Ramble Number 314

The Ramble

The next Ramble will be Number 315 on Sunday 7th June 2020.

Then Number 316 on 14th, 317 on 21st [longest day] and 318 on 28th June when it starts getting darker on an evening again!

It Is Everyone's Responsibility

This poor animal was found dead, another life lost in our throwaway society. Smelt something nice and went in to investigate. The spines will not have allowed the hedgehog to back out.



**This is what happens
when
you don't pick up your
litter properly**



Belgische Nachrichten Nouvelles belges Belgisch Nieuws

M7

Some of the M7 power cars have been out on test. This Facebook clip is of two M7 BMx top and tail a rake of M7 coaches.

<https://www.facebook.com/groups/1837259479868421/permalink/2574563846137977/>

A M7 Power Car pulling a rake of stock with 1896 on the rear working in tandem.

<https://www.facebook.com/kevin.stockhem/videos/3900895836651511/?t=0>

HLE 11

It has recently been reported that the HLE 11s at Stockem are being moved to Aubange for scrapping by Ecore. The only unexpected thing is the time taken to get to this point as the final raid for parts happened some years ago. En Lignes / Op de Baan is reporting that 1185 is being preserved by NMBS/SNCB whereas unpicked 1187 has been in the store at Brugge for four years as the NMBS/SNCB Museum loc. So there has either been a change of plan or Captain Fat Figures has been at work.

HLE 13

1334 is in Salzinnes Works for a Grand Revision, back in mid June.
1342 is testing ETCS and is not in normal service with Lineas.

HLE 18/19

Interested in the Intermediate Revision dates on 1828, 1839, 1851, 1852, 1855, 1863, 1872, 1881, 1882 and 1895.

HLD 62

Interested in the Revision dates on:-

Blue - 6207, 6210, 6217, 6236, 6243, 6249*, 6250, 6262, 6275, 6278, 6315* and 6323
[* Panels are blank/incorrect].

Yellow - 6247, 6257, 6261*, 6274, 6292*, 6295* and 6324 [* Panels are blank].

Last week I wrote, "The installation of ETCS is quite obviously not going very well as there are still three locomotives in Salzinnes for retro fitting. 6262 is now overdue from Salzinnes as well now but I do not know if this loco is also due to come out with ETCS and a working third headlight."

The problem with HLD 62s in Salzinnes for retro fitting with ETCS and the locomotives being fitted with ETCS at Revision, is the **ETCS installation itself**. As you would expect all the ETCS equipment coming from Alstom is the same. Unfortunately the HLD 62

locomotives that the ETCS is going into, are not all the same. 6217 is slightly different from 6243 which is different in some areas to 6262. The locomotives would have been slightly different at construction and have been revised and altered many times in 60 years.

So effectively each ETCS installation in a HLD 62 is a bespoke job. All this bespoke work is taking time, lots of time. Then once installed, it then takes time to test it.

Then you have had the Covid Crisis where for three weeks in March, Salzinnes had a low level of activity, only the work on the Lines HLE 13s and the HLE 18 was happening. Normal activities restarted on 20th April and now Salzinnes is almost back to normal.

6262 was photographed on Thursday 28th May at Ronet and was been on test between Ronet and Gedinne. In the UK there would have been lots of photos on WNXX and informed comment on the Forum. Same in the Netherlands and the same in Germany. Not in Belgium there isn't and this is the only place you will find this reported. The first "production" HLD 62 fitted with ETCS and there is simply silence on the newsgroups.



There are reports in the current En Lignes / Op de Baan that 6267 GCR and 6285 NK have swapped depots on 10th January 2020. In information I have seen, 6267 is still allocated to GCR and 6285 is still allocated to NK. I will ask the question and find out what is happening.

6285 is of course the first loco fitted with ETCS and it would make sense to move it around for training purposes.

This is what 6262 looked like before an extended visit to the Spa at Salzinnes. Photo here at Châtelet with 6231 on 1st October 2019. 6262 was in Salzinnes for revision just two days later. Photo by Simon.



Here is 186 258 and 186 296 at Graben Neudorf Nord on 30th May 2020. Photo by Mark.



K1 to Sint-Katelijne-Waver

I wrote last week, “so who is going to find out the vehicle number?”

Danny and Dirk rose up to the challenge.

The vehicle is a K1 AB and its number is 23.001

Delivered in 1934 as K1 A2B7 N° 20.062.

Renumbered in 1957 K1 A9 N° 21.027.

Renumbered in 1964 K1 A4B5 N° 23.001 and UIC-number 50 88 39-48 001-1.

Laatste herzieningen / last revision: R3 at Mechelen on 28-01-86.

PV buiten dienststelling [withdrawn] = 2/91

This K1 AB coach is the only AB that is left of the series 23.001-23.010. It came from Stoom Centrum Maldegem (SCM). Dirk sent this photo of 23.001 on site this week.



Cab View From Mol To Hasselt

<https://www.youtube.com/watch?v=rVg7Zqkp3ek>

I suspect the You Tube Clip was uploaded by a younger person, you will find out why when you watch it with the sound on.

[This](#) is the lady concerned performing the song on the Jimmy Fallon's The Tonight Show. Yes she really does sound like Donald Duck on helium.

If this all gets a bit too much for you, here is another young person playing Toccata & Fugue in D-minor on the organ of Stephanuskerk in Hasselt. Crank up the volume!

<https://www.youtube.com/watch?v=PEHGxpRoZQM>



Serious Collision at Hooghalen

Funeral of Gerrit Jan Schuldink



Hundreds of drivers and main conductors of NS Zwolle paid their last respects to their Hardenberg colleague Gerrit Jan Schuldink, who was the driver of the train in the Hooghalen Accident. They formed an honorary guard in their uniforms at the entrance of De Lariks Funeral Centre in Rheeze. The close relatives are seen here walking the coffin the last few metres to the Funeral Centre.

Gerrit had worked at NS since 1991, first as a mechanic and for the last twenty years as a driver from Zwolle. He is described as an excellent craftsman with a sense of humour and an involved colleague you could always count on.

The local Hardenberg Mayor Jan Willem Wiggers gave a waiver for an honorary guard of up to a hundred people in consultation with the IJsselland Safety Region. As a large number of staff wanted to attend, NS decided that only drivers and main conductors of Zwolle were allowed to form the honorary guard at the Funeral Centre. Other colleagues were able to follow the farewell ceremony at De Lariks online.

At Zwolle station, a memorial for Gerrit Jan Schuldink had also been decorated. This photo was posted on Facebook and taken by Albert Panhuyzen.

At the unguarded railway crossing in Hooghalen the trains were driving past at 10 km/h from Monday afternoon, when services restarted, until Thursday afternoon.

This is a photo of the tractor and the crossing where the accident happened. No telephone to call the signalman, no flashing lights, no miniature lights, no audible warning, no nothing. The line speed at this point is 140 km/h or 87 mph.

Video footage shows the gates are kept closed when there is no farm traffic. However at this time of year the land is being worked, will the gates be closed each time?



Bas wrote, "The photo at the level crossing shows a sign "Eigen Weg". This means that this is a private road. The responsibility for the road then basically rests with the private owner. If Prorail wants to adjust the level crossing, they must consult the owner of the road. This partly explains why there is so little security on site."

Many have looked at the front mABk of 2304 and said that it was not very crashworthy. The European Standard is here and quite simply, the train is not designed to hit a farm trailer at 140 km/h.

https://en.wikipedia.org/wiki/EN_15227

The problem lies simply with this level crossing and the complete lack of safety features.

NS Travel Information From Monday 1st June 2020

<https://www.ns.nl/reisinformatie/calamiteiten/ns-actueel.html>

There are photos here of the green seat stickers

<https://www.ns.nl/uitgelicht/corona/regels-in-de-trein.html>

Class 1700

On Wednesday 27th May, 203-1 moved 1732, 1743, 1759 and 1764 from Amersfoort to Eindhoven to enable spares recovery to take place on the locos.

203-1 then took 1737, 1741, 1748 and 1762 back to Amersfoort after spares have been recovered [see below].

Photo by Daan van Wichen and posted to Treinen in Nederland vanaf 1950 on Facebook. This would appear to be yet **another** Dutch Train Photo Site.



In the final run down these Class 1700s were taken from service.

DD-AR - 1732, 1733, 1736, 1737, 1740, 1741, 1743, 1748, 1749, 1756, 1757, 1759, 1762, 1763, 1764, 1766 [16]

DDM-1 - 1731, 1751, 1755, 1760, 1768, 1770, 1778, 1779, 1780 [9]

This makes 25 locomotives.

1768 has gone for preservation at the NS Museum.

1736, 1740 and 1756 have been sold to Strukton.

1778 was/is a NS International Spare and is at Amersfoort.

1758 is also still in store inside at Amersfoort for whoever.

It was reported on Facebook [from a good source] that 17 pieces have now been registered for demolition which I assume includes 1731, 1732, 1737, 1741, 1743, 1748, 1749, 1755, 1759, 1762, 1764 and 1779. [12]

So this leaves the rest [8?] awaiting developments.

Sales are still being discussed with some candidates, but no new interest is expected.

The Return of the NSI Class 1700 is nearly complete. Friday 29th, 1744+1765+1752 went Maastricht - Zaanstraat and Saturday 30th 1745+1750+1739 followed the same path. They were pictured by Bert departing Amsterdam CS as train 70192. 1746 and 1761 are still at NT Maastricht, inside the workshop.



Monday, June 1st, the Berlin trains will start again with IC 240/149. The necessary locos will go light engine to Bad Bentheim on Sunday morning. For most of them, it will be the first long ride on their own in over two months, so let's hope they run smoothly.

In the time they have been out of service in Maastricht you would have thought that they could have been given a proper clean. We have these car washes now where in a few minutes your car is cleaned by hand. A spray of that stuff that removes a lot of the crap and a minute or two to allow it to soak in. Then the jet wash to add the soap before the man with the sponge comes along. Then a wash off with a cold jet wash.

Not able to do this in two months?

My Arse!



Class 1600

Does anyone know if 1612 and 1613 have been physically cut up yet at Riwald? Also interested if 6701 [6321] has been cut up as well.

Class 186

Interested in the Revision Date on 186 018.

RFO 6702

RFO HLD 62 6702 [6325] with the loaded BLG Pontrein at the level crossing with Lockhorsterweg in Leusden, 28-05-2020. Photo by Arman Yildiz and posted to Treinen in Nederland vanaf 1950 on Facebook.



ICRm Sets

16233 returned to service in late May having been out of use since mid-March.

All seven car sets have run in service so far in May except:

16122, 16123, 16413, 16419, 16475, 16477 (last in service in mid March)

16424, 16437, 16476 (last in service April)

No nine car sets have run in service since mid-March.

Class 700

NS 704, 706, 710, 712 were photographed at Shunter Blindeweg on 22/05/20 and these photos were put on Treinpositities.

DB Cargo Nederlands Class 186 TRAXX

186 256 on the 26th of March 2020 at Willemsdorp reaching the Moerdijkbridge



186 493 on the 23th of April 2020 between Dordrecht and Willemsdorp in the direction of the Moerdijkbridge.



Both photos were taken by Aad.



Other News

Made me laugh this one!





*“I’m sorry, Jeannie, your answer was correct,
but Kevin shouted his incorrect answer
over yours, so he gets the points.”*



After all these years, and after even after having a Civil War over black people's rights, I still cannot believe how racist the USA is.

Have a nice week and let's all be safe!

Iain