

# The Ramble - Number 320

## The Ramble

The next Ramble will be on Sunday 19th July 2020.

## BT Cloud

I sent Bas' reports out earlier by e-mail. I have joined BT Cloud which has the option of being able to share content.

Click on this link and you will see what I sent out earlier.

<https://btcloud.bt.com/web/app/share/invite/SjtLCd2vWO>

What I am thinking of using the Cloud for are the bigger specials where they can remain there and perhaps when there is a lot of photo news with some put in the Cloud. Say one picture in the Ramble and more pictures available Cloud based via a URL Link.

What I would do is send out an e-mail with a link which takes you to where the information is. It would mean that I would not be restricted to the file size [within reason] and I would stop the problems of some e-mail servers rejecting large e-mails.

It is easy to upload to the Cloud and it is easy to download as well.

Certainly easier than this....



Part of doing the Ramble is to try new things and ways of working. I learn how to do things like resizing photos and using spreadsheets. The Cloud is something new to try.




# Belgische Nachrichten Nouvelles belges Belgisch Nieuws

## Bocq Photo Safari

The annual Photo Safari will take place on Friday 14th August on what would have been the normal Bocq Gala weekend. As you can see the theme is HLD 55s.

<https://www.cfbcq.be/index.php/fr/safari-photo>


<https://www.cfbcq.be/index.php/nl-nl/safari-foto>



Le 14 Août  
2020

# SAFARI PHOTO

Spécial Série 55






Les plus beaux  
endroits et  
des trains variés!

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**LE CHEMIN DE FER DU BOCQ  
CH. DE DINANT 3A 5530 SPONTIN**

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Réservation obligatoire ! : [www.cfbcq.be](http://www.cfbcq.be) / [www.pfttsp.be](http://www.pfttsp.be)



## HLD 62

I featured this photo on 21st June 2020.



It is indeed 6250 and the loco is on Platform 17 in Hall 8 at Salzinnes.

## HLR 77/78

<https://www.lok-report.de/news/deutschland/mit-der-kamera-notiert/item/18829-voith-lineas-hdl-7713-frisch-revidiert.html>

7713 was been shipped from Voith at Kiel with a Revision Date of 06.07.20.

## Line 15

Infrabel have built a new bridge over the Albert Canal just north of Hasselt and will be transferring trains from Genk and Mol onto the new bridge in the near future.

The photographer is stood on what will be the tracks of Line 15. The new bridge is slightly higher and Line 15 cannot be finished until Line 21A starts to run over the new structure. Perhaps the work is being done between the 6th August and 6th September when the line is closed for engineering works.

<https://www.flickr.com/photos/johnybrauns/50084178086/in/photostream/>

Bart Van Ticht has sent in some more photos from Line 35 with the on-going diversion of trains that way due to the closure of Line 34.

First is 186 421 in EGS livery with the Ruhrthalbahn from Curtici (Romania) to Genk.



The second is Lineas 186 386 with scrap metal from Köln Kalk





# Nederlands Nieuws

## NS 15 Year Concession

<https://www.railjournal.com/passenger/main-line/regional-operators-appeal-ns-15-year-concession/>

*"FIVE regional passenger operators in the Netherlands have agreed to launch legal proceedings against the decision to award Netherlands Railways (NS) a 15-year direct-award concession to operate 'core network' passenger services from the start of the new timetable in December 2024.*

*The decision, made by the secretary of state for infrastructure, Mrs Stientje van Veldhoven, included an extension from the standard 10-year concessions previously awarded.*

*The decision effectively excludes other passenger operators from operating the services until at least 2040.*

*The Netherlands Federation of Mobility Companies (FMN), which comprises Arriva Nederland, Transdev's Netherlands subsidiary Connexxion, Qbuzz, Keolis and EBS, have now brought forward a challenge to the decision, with proceedings due to begin in the Dutch administrative court in August.*

*FMN is pushing for increased competition in the awarding of passenger transport concessions, which give an operator an exclusive right, and obligation, to operate a transport network. The federation says the Netherlands is not meeting its obligations to liberalise the market. However, passenger service contracts can be directly-awarded under the Fourth Railway Package until 2024.*

*The regional operators are also calling for more lines to be concessioned. However, while four lines were mentioned in the 'government agreement' announced when the current government came to power, only one was included in the most recent decision."*

I do think that in some case competition is good as it can drive innovation as well as keeping companies on their toes. However, in some cases it is better to keep a national operator as you can achieve economies of scale in purchasing as well as retaining a national network.

One of the problems of competition is that the people entering the market as open access operators only want to do the profitable things. With an incumbent national operator the profitable full trains cross subsidise the unprofitable emptier trains that are run as the public service. If you have private operators coming in and cherry picking the best bits, the State ends up having to pay more as you have less cross subsidisation.

Here in West Yorkshire all the bus fares were placed into one big pot. The Bus Operators were then paid out from the central pot with the profitable full buses during the day helping to offset the cost of running the buses in the evenings. Then we privatised the buses. The Operators ran the buses they wanted to for profit and the local transport

body had to subsidise the buses that were not profitable. So you have ended up with the situation of it costing more money, to run a worse service.

Another problem is that rolling stock has a 40 year life and the cost of it is written off over those 40 years. How can you plan, deliver and put into service rolling stock where you only have a potential short life? This is one reason why the UK set up three Rolling Stock Leasing Companies at privatisation to get around this problem of rolling stock life. This has not worked as intended.

Then you have the problems of staffing with different groups of staff on different levels of pay for doing the same job.

If it is not broken then do not try to fix it.

### **Accident at Oss on 20th September 2018**

There was a nasty accident at Oss two years ago where a Stint was driven through the barriers of a level crossing and into the path of a train.

The Official Report has been released and this is reported in this link [in Nederlands].

<https://www.nu.nl/binnenland/6063641/oorzaak-van-fataal-ongeluk-met-stint-in-oss-niet-te-achterhalen.html>

A Stint looked like a Segway with a trailer on the front and where the front wheels steer. Unfortunately at the time of the accident the tub contained five children who were been taken from a pre-school centre to Primary School.



The four children who died on the level crossing in Oss were 4, 4, 6 and 8 years old. The child who survived the collision, but was seriously injured, was 11 years old at the time. All the children came from Oss. Two of the children and the child who was seriously injured came from one family.

<https://www.treinreiziger.nl/bakfiets-aanrijding-trein-4-kinderen-overleden/>

<https://www.bbc.co.uk/news/world-europe-45586492>

The Accident Report says that the cause of the fatal accident with a Stint in Oss can never be determined, according to an investigation by the Public Prosecution Service (OM) and the Police.

The OM calls the results of the investigation "very disappointing".

According to the Public Prosecution Service, the supervisor who was driving the Stint cannot be blamed for anything. "She has done everything to prevent the collision and has to live with the fact that this did not work."

The investigation into the cause of the accident revealed that during the accident in September 2018, the driver made every effort to halt the Stint. She was unsuccessful and the stint was still moving when it passed under the barrier and also when the vehicle collided with a train.

Nothing was found on the stint to indicate a defect, or malfunction, shortly before the accident.

Earlier research by the Dutch Safety Board (OVV) already showed that the Ministry of Infrastructure and Water Management paid insufficient attention to safety in the admission of motorized vehicles such as the stints. Minister Cora van Nieuwenhuizen apologized for this.

Shortly after the accident in Oss, the minister prohibited stints from access to public roads. Since then, the manufacturer has been working on returning the vehicle to public roads.

A previously renewed design was rejected in September last year by the Road Traffic Service (RDW).

At the request of the next of kin, the new electric wagon will not be called a Stint, but will be called BSO Bus. The BSO Bus includes a steel roll cage, side mirrors and a 'black box'.

## **Class 1600**

In news that will be greeted with dismay in certain quarters, 1618 has come off rent and gone back to Rail Rolling Stock.

## **ICNG**

Emiel de Block reported on the ICNG Group on Facebook that there are now at least two eight car sets ready, two Belgium suitable eight car sets and five eight car sets. There are a few sets driving in Velim, there are some sets in France for climate tests and there are two in NL, which will in time have to go back to the manufacturer for retro fitting.

Another poster said the rest of the ICNG sets are in and around around the factory in Chorzow [Katowice].

## **ICRm Sets**

16413 returned to service on 12th July. This completes the return to use of the sets which were out of use from March/April during the pandemic service reductions.

## Class 700

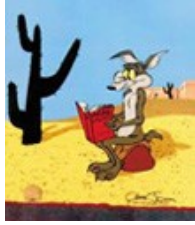
710 was moved to Hengelo on Saturday 11th July by 9901.

## Rotterdam Freight Forwarding

In the second week of July another loco was stuck into the Genesee & Wyoming corporate identity at LWR workshop. Immediately after leaving the workshop RRF 189091 was allowed to work and drove the Herne Shuttle. 189 091 is seen here ready for departure Maasvlakte West on Friday 10th July 2020 on Train 49789.



Photo by Chris Westerduin and posted to Rail Magazine.nl fotogroep.



## Other News



Roy Manterfield  
@MumblingNerd

I wish I'd seen this sign earlier; I've lost SO many dice games with squirrels.



You don't have to put on your red light





Have a nice week

# *Tain*