



The Ramble 372 - 13/09/21

The next Rambles are

Monday 20th September
Monday 27th September.
Tuesday 5th October [due to my Liverpool Weekend]
Monday 11th October

There was a sizeable circus at the Keighley and Worth Valley Railway on Saturday. It was nice to get out and about, have a chat, drink some beer and put the world to rights.

News is a bit thin this week but fortunately Bart sent in some photos on Sunday which has provided quite a bit of Belgian news.



Belgische Nachrichten Nouvelles belges Belgisch Nieuws

NMBS/SNCB Updates

In Nederlands <https://infrabel.be/nl/article/regenval-wallonie>

In French <https://infrabel.be/fr/article/intemperies-wallonie>

Pepinster – Spa reopens 4th October.

Line 161 between Ottignies and Gembloux has closed again. The NMBS/SNCB site now says it will remain closed until at least 23rd September. Services running are:-

Namur-Luxembourg, cancelled north of Namur
Brussel-Ottignies and Gembloux-Dinant, bus between Ottignies and Gembloux
Brussel-Namur-Liege diverted via Line 147 Mon-Fri

You can see pictures of a washed out bridge between Liege and Verviers in this interview with the CEO of Infrabel and the Belgian transport minister.

<https://www.vrt.be/vrtnws/nl/2021/08/23/bekijk-zes-weken-na-de-overstromingen-in-de-provincie-luik-zij/>

The interview is mostly in Dutch with some French but you don't need to understand what they're saying in order to appreciate how much damage was done.

I suspect that on-going from now there is going to be a whole scale assessment of the Infrabel network to see where any potential vulnerabilities are.

Book - Belgium's Unique Railway History

Pre-orders are now open for this book, which will be a 48 page A4 portrait softback. It documents Belgium's railway "world firsts", records, and the Belgian railway engineers and entrepreneurs who achieved them. Price is £8.95 including UK p&p. Please click on the link below to buy:

<https://mainline-maritime.myshopify.com/products/belgiums-unique-railway-history>

HLD 55

It has been reported that 5508 is poorly and is currently sat on Schaarbeek awaiting fixing.

All the following information and photos are by Bart

Line 13

Last weekend (September 4-5th) there were diversions over Lines 16 and 13 because ETCS works on Line 35. This meant extra heavy traffic on the single track Line 13 Lier - Kontich.





In Lier (Berchem-side) Infrabel is building a bicycle bridge to ensure the completion of Bike Highway F11 Antwerpen - Lier.



Then there was Railtraxx surprising everybody with Class 66 653-10 in a new livery from Beacon. Seen here passing in Langdorp with a train to Antwerpen.



This weekend Line 12 was closed and so Line 35 received a lot of traffic, but a most special guest was DBCBE 193 560, the long awaited green loco, with a train to Prusków (Poland) passing Testelt (L35), normally going via L12.



Lineas also sent its Volvo-train from Padborg to Gent via L35, seen here in a picture with loco 186 501 in Langdorp on its way to Gent.



Also diverted this weekend was the Benelux service to/from Amsterdam/Brussels, enclosed two pictures of the Benelux-diversion at Aarschot.



More locos are now getting Lineas branding. 186 291 [top] & 186 454 [bottom].



The 2903 numbers are no longer used but the HLE 29 classification still is!



This weekend HSL-Polska 653-04 transferred ex-Vennbahn 5922 from Ciney to the SDP-festival at Dendermonde. Photographed here at the nice railway station of Jette. The loco was restored at Spontin by the guys from the CFB! Nice work!



Stoomtrein Dendermonde-Puurs

This set of photos caught my eye and I cannot think for the life of me what caused it.





There are people who think that railway photography is boring!



Obviously this is part of a photo shoot where the coaches parked at Baasrode Noord are the props. Some of the clothes have a 1970's feel to them, some look very nice and some, only a good looking confident woman, with a nice figure, has any hope of pulling off. [If she wants any help I am available!]

<https://www.moncle.be/fotoshoots>

There are 152 in the Railway shoot and plenty more in other photo shoots on the same website.



Correction Corner

I showed this photo last week of five car 3114 and eight car 3202 photographed at Blankenburg.

Walter wrote in and said that “the two photos of the new Dutch units at Blankenburg (in the HARZ not Hatz) are by Lorenz Degen of Switzerland who was on a personal expedition visiting railways in the region last week.”



Andy wrote in and said “Blankenburg (Harz) lies at the foot of the Rübelandbahn which features some fantastic gradients, probably some of the steepest adhesion worked standard gauge in Germany. The line is now freight only, but used to have a passenger service to Elbingerode, worked by push pull 218s at the end of DB passenger life. Before that it was various DR diesels, and before that the DR 171 electrics. From Elbingerode it is a pleasant 5km walk through the Harz forest to Drei Annen Hohne on the Harzer Schmalspurbahnen. Originally there was a standard gauge line to Drei Annen Hohne and the station is still there at DAH, amongst all the trees.

There are plenty of specials to the Rübelandbahn. The local preservation group also run regular specials over the line using 95.027, their 2-10-2T hauling load 2, it's worth a visit if you can get there.”

The Wikipedia entry https://en.wikipedia.org/wiki/R%C3%BCbeland_Railway

In the Wikipedia article it says “The line is notable for using 25 kV AC railway electrification, resulting in its use as a railway test track for trains built in Germany that needed to be tested before export.”

Here is Andy's pic of HVLE Blue Tiger lok V330.4 with withdrawn electric 171.002 at Blankenburg on a special in 2011 when the steam had derailed in the yard.

<https://andy-pratt.smugmug.com/2011/2011-August-Harz/i-PKmhxGQ>

... and here's 95.027 storming the grade towards Rübeland in 2014. You can see the track rising behind the lok as well as the climb in front of the engine.

<https://andy-pratt.smugmug.com/2014/24th-27th-Oct-2014-Harz/i-zjnrjtx>

[This last photograph looks like a roller coaster!]

NSR Units

SNG-2

Delivered - 3023

In Service - 3020

SGM

Scrapped: Bk2 2942, Bk2 2943, AB 2943, all of 2956

Around one third of the original 90 were withdrawn by, or from, December 2019. In February 2021 further withdrawals left 26 remaining in service. From this time they saw the lowest usage so far, operating just part of the 5000/5100 Den Haag - Dordrecht service with only occasional fill-ins on other routes. Less than half of the remaining fleet were in use on any one day.

From July 2021, in addition to the 5000/5100 service, the remaining fleet saw increased regular use for summer traffic on part of the 4800/5400 series Amsterdam - Zandvoort/Hoorn and also a period with a 2-car unit on the 7500 series Ede-Wageningen - Arnhem Centraal.

From 6th September, with the end of the summer period and the build-up to the Sandite season, their regular use further increased, with all but two or three units in use each weekday, but only regularly in use on the following routes:

5000/5100 Den Haag - Dordrecht

5500 Utrecht Centraal - Baarn

7300 Breukelen - Rhenen/Veenendaal Centrum/Utrecht Centraal

7000 Apeldoorn/Deventer - Almelo/Enschede

DM 90

On 9th September 2021, 9902 moved the last three DM90s 3419 + 3401 + 3414 from Zaanstraat to Gekkengraaf.

On the DM90 sheet I showed, by colour, 3408, 3412, 3216, 3241 as transferred/transferring to Gekkengraaf but had no date.

On the 18/08/21 there was a second move in evening by 9901. The consist was reported at the time as simply 4 x DM90. By process of elimination it has to be these four. All others can be accounted for and these four were listed in positioning moves earlier in the day and are missing from the other reported moves.

RailWiki has:

On August 18, 2021, 9 trainsets (3408, 3412, 3416, 3417, 3418, 3422, 3441, 3442 and 3451) were picked up from USA terminal by the 2454 from st. 2454 crew. The trainsets were transferred in three times.

The first tow consisted of the 3441 + 3416, the second consisted of the 3408 + 3412 and finally the 3417 + 3422 + 3442 + 3451 + 3418 were transferred.

At the Asiahaven yard, the 9901 takes the trainsets 3417 + 3422 to the Dijkgracht. The 1315 from Fairtrains takes over the 3442 + 3451 + 3418 and brings it to the Gekkengraaf yard near Blerick.

Later in the evening, the 9901 also takes the trainsets 34 + 34 + 34 + 34 to Gekkengraaf.

On August 20, 2021, the 9901 tows the trainsets 3420 + 3423 + 3417 + 3422 from the Dijkgracht to Gekkengraaf.

On 9th September 2021, 9902 moved the last three DM90s 3419 + 3401 + 3414 from Zaanstraat to Gekkengraaf.



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Photo by Remco Gloudemans and posted to Rail Magazine NL Foto Page on Facebook. I post these photographs with the aim of people going and looking on Facebook groups for themselves. Some of the groups are closed and you have to apply to join. The more people are active on these groups, clicking "Like" the more people post and the more information is available.

<https://www.facebook.com/groups/1509847352595953>

A big thank you to Geoff who provides the NS Unit information.

Class 1800

It is reported that 1835 now 102001 has been stickered up in TCS branding [what most know as Railpromo livery].

Blast From The Past



2217 at Mons in the 1990's on a P Train. Photo by Robert Dale.



Other News

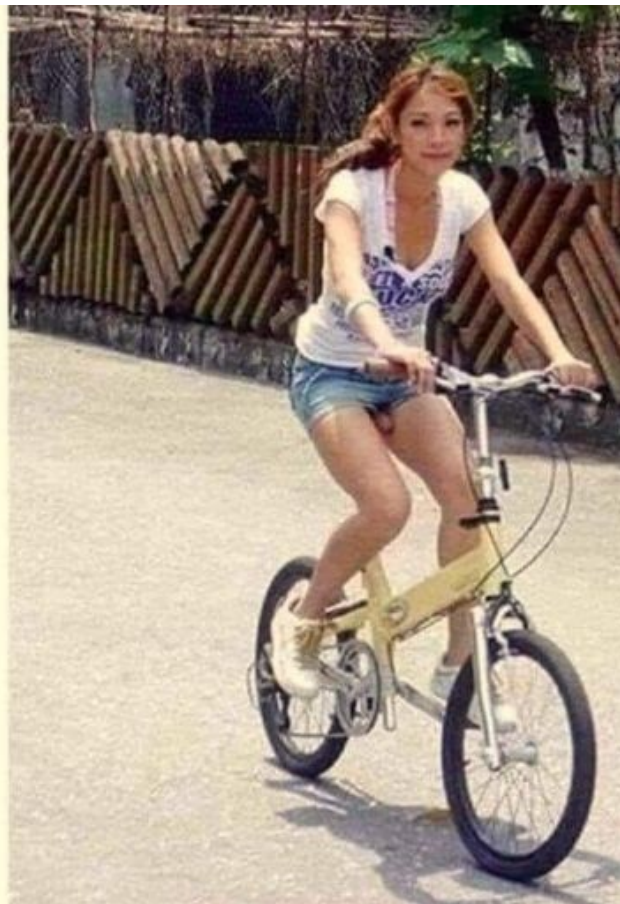
Trojan Pizza



When buying a bicycle.....

no matter how cute you are.....

be SURE to consider the color of the seat!





David Henig
@DavidHenigUK

...

Wait a moment, why aren't we funding social care from the money we sent to the EU rather than a rise in national insurance?

There was a bus...

Have a nice week

Iain

