



# The Ramble 528 - 11/05/25

The next Rambles will be on

Monday 19th May	Holiday in Birmingham / SVR - No Ramble
Monday 26th May	[529] Spring Bank Holiday
Monday 2nd June	[530]
Monday 9th June	[531]
Monday 16th June	[532]
Monday 23rd June	[533]
Monday 30th June	[534]
Monday 7th July	[535]
Monday 14th July	[536]
Monday 21st July	[537]
Monday 28th July	[538]
Monday 4th August	[539]
Monday 11th August	On Holiday
Monday 18th August	On Holiday
Monday 25th August	August Bank Holiday
Wednesday 27th August	[540]

## Speeding in the UK

<https://www.facebook.com/reel/1366891981117098>

Many will have heard of the 10% plus two tolerance before being prosecuted for speeding in the UK.

National Police Chiefs Council **guidance** is for 10% of the speed limit on that section of road plus two miles per hour tolerance. As the Facebook clip above says, this is guidance and some forces operate a 10% tolerance or other levels. This tolerance is not law and is guidance.

So firstly the speedo in your car is not correct. It is about 3 mph higher than your actual speed. If you look at the Sat Nav speed you will see it is always lower. The speedo will be showing 60 mph but the Sat Nav says 57 mph. So if you drive to the speed limit using your speedo you can never be over the legal limit - that is why it is done.

We have two types of law in the UK, Criminal and Civil. In Civil Law the burden of proof is a balance of probabilities whereas with Criminal Law, the burden of proof is beyond reasonable doubt and so the bar is a lot higher. This is why there is a tolerance as it is beyond reasonable doubt that you were speeding. So any prosecution will stick and hold water.

You get done for doing more than 30 mph in a 30 zone you will be doing a good 35-36 mph. The car will be doing more than 35mph [30 mph + 3 mph 10% tolerance + 2 mph tolerance]. The speedo in the car will be showing 37/38 mph and so it is beyond reasonable doubt that you were speeding.

## Bradford City Stadium Fire

[https://en.wikipedia.org/wiki/Bradford\\_City\\_stadium\\_fire](https://en.wikipedia.org/wiki/Bradford_City_stadium_fire)

40 years ago today 56 people went to a football match featuring a promotion celebration and didn't come home. A reminder of how fragile life can be.

A horrible day for the football club and the City of Bradford and the mental and physical scars remain to this day. Whilst I wasn't at the ground I remember seeing the huge column of smoke over the city and hearing terrible stories from those who were. The feeling of loss in the city was palpable for weeks - even for those not directly affected, but most knew someone involved.

Today will be very hard for some, time heals, but scars remain. Give thanks that you have seen a new day today and think of those who expected to come home from a great celebration 40 years ago - and those who still miss them.

May the 56 rest in peace.

Words by Ian Dobson



One short documentary <https://www.youtube.com/watch?v=iDpM3ItXGkg>

This is the film of the football commentator reporting on the fire in real time.  
<https://www.youtube.com/watch?v=CZyy4zu9MHY>

## **For The Diary**

### **Stichting Hondekop Railtour on 24th May**

<https://www.stichtinghondekop.nl/nl/donateursrit24mei25>

The Dognose and the Mousenose on tour from Amersfoort to the restoration site of the BeNeLux Dognose in Roosendaal.

### **Middleton Railway - 8th June**

The Middleton was to have 68153 "The Flying Tea Urn" out on Sunday 11th May and I intended to walk down and have a ride or two. Due to the dry weather this running has been postponed. Not only is the little dear a bit underpowered and a pig to drive, but it has pyromaniac urges as well! Sunday the 8th is then.

### **Bahnhofsfest - Raeren June 21st & 22nd**

<https://eisenbahnfreunde-grenzland.de/fest/>

#### Special trips

For the first time in many years, it will be possible to travel on the line between Eupen and Raeren on a passenger train. With conjunction with our friends from the PFT - TSP, various trips will be offered on Sunday 22nd June 2025.

#### Brussels - Raeren

There is a special train running from Brussels to Raeren and back for our event. This special train is organised by PFT - TSP and further information and booking will be available soon on their website.

#### Raeren - Eupen

In the time between the arrival and return of the special train, shuttle rides take place between Raeren and Eupen. These journeys are being run by the PFT - TSP in cooperation with the Eisenbahnfreunde Grenzland [EFG].

Exact departure times, number of trips and available tickets, as well as the prices can be found on the EFG website soon.

#### Iain's Comment

It is quoted on the above web site that it is top and tail HLR 77s. I would be surprised if it is 77s all the way from Brussels. I would expect something electric to Kinkempois and then the diesels attached there. That is the logical thing to do.

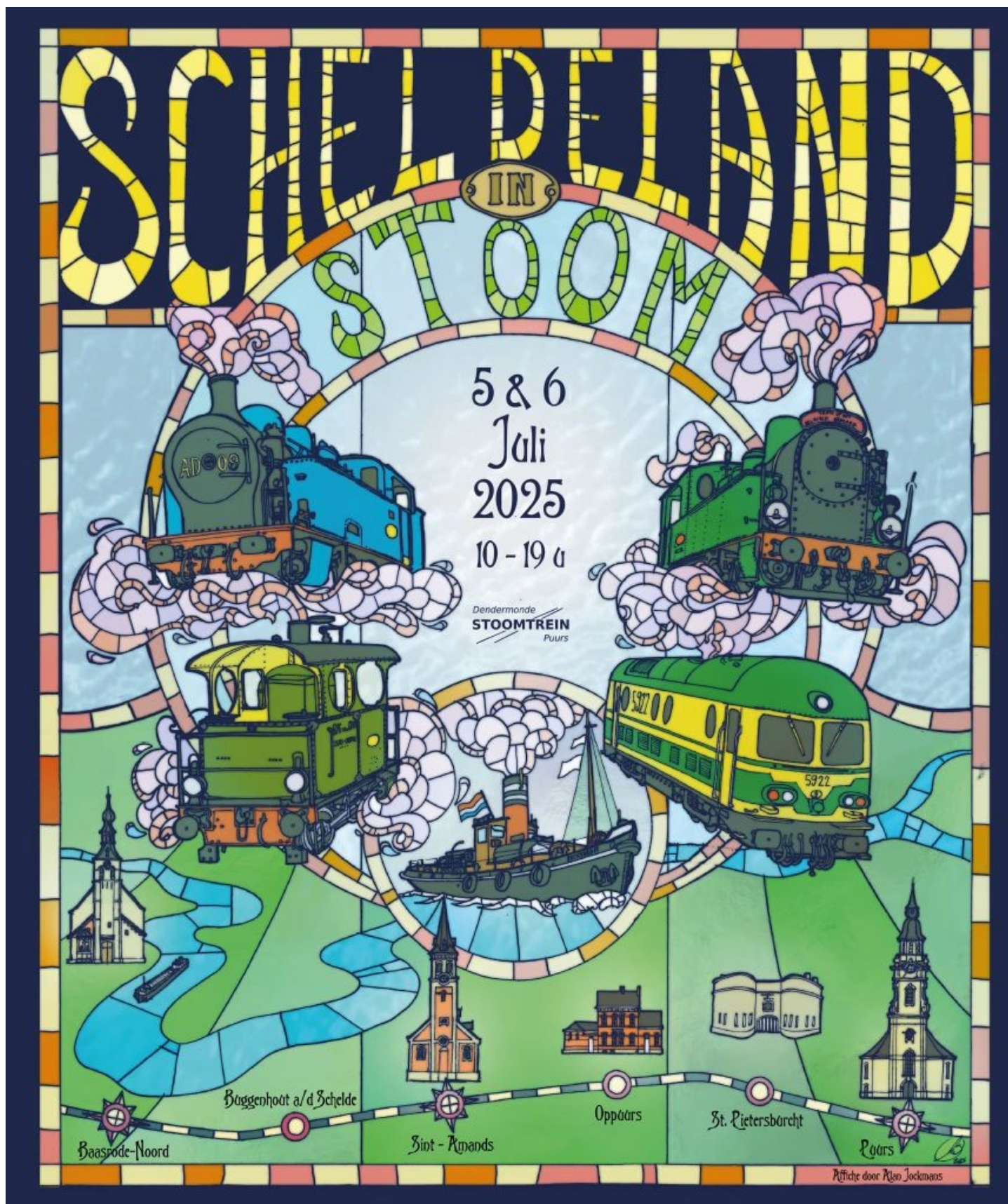
Many of the Kinkempois HLR 77s worked up the bank pushing trains when there was a need for three bankers. Some of the NK allocation have thicker buffer beams specifically for this function. Recently I was asked for my HLR 77 list which shows which 77s have worked and when. It is not perfect but it will hedge the bets somewhat for the organisers. What we also do not know is if the hired in HLR 77s will be B-Transport, Lineas or Infrabel. The HLR 77/78 passenger working list is attached to this e-mail and it looks as if all the HLR 77s allocated to NK have worked passenger however not in recent time. If you have seen any recently then I am interested to hear.

Unfortunately for me this is the K&WVR Diesel Gala weekend and so the only time my passport will be flashed is when I cross the frontier into Bradford Met. I cannot do everything and the Worthless has been on the calendar for some months now.

## Stoomtrein Dendermonde-Puurs - July 5th & 6th

On Saturday 5th & Sunday 6th July, we traditionally kick off our tourist season with Scheldeland in Steam.

<https://www.stoomtrein.be/en/bezoek/scheldeland-in-stoom-2025/>



## **Chemin de fer à vapeur des 3 vallées [CFV3V] - July 18th**

In 2025 there is not a Diesel Gala as such. On the usual weekend there is a Photo Event on the Friday [18th July] and nothing special on the Saturday and Sunday. It is a case of use it or lose it. If people do not attend the diesel event then the railway will look at doing something that generates revenue instead.

## **The Great Gathering - Derby August 1st - 3rd**

There is a big exhibition at Derby Litchurch Lane Works with supporting railtours as part of the 200th Anniversary of the Stockton to Darlington Railway opening.

**This event has now sold out**

## **Chemin du fer du Bocq - August 15th, 16th & 17th**

The 2025 Festival will take place at the Bocq railway on 15th, 16th and 17th of August and feature Luxembourg Railways. Exhibits from the CFL Heritage Collection as well as from CFL Cargo will be brought in and some of them will work trains between Ciney and Bauche. PFT/TSP 5519 will head a direct charter train to the festival.

A photo safari may take place on Saturday 9th August but is still to be confirmed.

## **Stockton to Darlington Railway 200th Anniversary - 27th September**

This opened on the 27th September 1825 and there will be events in the area around this date.



# **Belgische Nachrichten Nouvelles belges Belgisch Nieuws**

## **HLE 13**

1307 is at Salzinnes Works for collision repairs and now further repair.

1311 is at Salzinnes Works for a Intermediate Revision. Back in May.

1333 Is now at Salzinnes for repair after a collision with a truck in France on 27/02/25. Some parts from 1315 or 1342 may be used.

## **HLE 17**

1701 went to Brugge Works on 28th April for modifications

1702, 1703 and 1704 will also be paying a visit for the same mods this year.

## **HLE 18**

1810 is back in service after Revision.

## **HLE 21**

All the remaining operational HLE 21s have worked in the last week.

## **HLE 27**

2709 was hit listed to be stopped in early May. Last Worked 18/04/25 - Withdrawn  
2711 hit listed and due to be stopped in late May.  
2711 is due to be preserved by NMBS/SNCB.  
2746 was hit listed to be stopped in early May. Last Worked 07/05/25 - Withdrawn  
2754 last worked on 02/05.25.

## **HLE 28/29/186**

186 347 is out of service and may be at Brugge Works for Revision.  
186 492 is no longer in service with Lineas.

## **HLD 55**

As you will have seen on line and elsewhere, 5508 has gone to Stoomtrein Maldegem - Eeklo. A lot of older vehicles have asbestos in them or potentially may have asbestos in them. NMBS/SNCB and Infrabel cannot sell vehicles with asbestos in them for further use. So what is happening is that vehicles are going out on long term loan to recognised organisations for care and maintenance.

## **HLD 62**

Has 6264 gone for scrap to Keyser & Fils from Salzannes?  
Have 6215, 6274 and 6328 been scrapped at Keyser & Fils?

Has 6203, 6247, 6292 and 6311 moved to Salzannes for component recovery?

## **HLR 77/78**

7701 is at Antwerpen-Noord Works.  
7705 is at Salzannes Works.  
7719 is in service with HSL Belgium.  
7770 is out of service after an accident at Kinkempois.  
7779 is at Salzannes Works for revision.  
7786 is out of service.  
7789 is again out of service due to an accident in Germany.  
7816 is on repair at Antwerpen-Noord Works.  
7828 is at Brouwer Technologie BV Roosendaal for ETCS.  
7834 is still on ETCS testrun.  
7835 is at Voith Turbo Kiel for revision  
7842 is on repair at Melle Works after an accident.  
7847 is still at Brouwer Technologie BV Roosendaal for ETCS.  
7856 is still at Brouwer Technologie BV Roosendaal for ETCS.  
7860 is still at Brouwer Technologie BV Roosendaal for ETCS.  
7863 is at Melle Works for repair after accident at Zeebrugge.

## M7

76001 and 76115 have recently entered service

There are 108 M7 BMx in service with 7 to go.

76001/02/03/04/05/06/07/08/09/10	[6]
76011/12/13/14/15/16/##/18/19/20	[9]
76021/22/23/24/25/26/27/28/29/30	[10]
76031/32/33/34/35/36/37/38/39/40	[10]
76041/42/43/44/45/46/47/48/49/50	[10]
76051/52/53/54/55/56/57/58/59/60	[10]
76061/62/63/64/65/66/67/68/69/70	[10]
76071/72/73/74/75/76/77/78/79/80	[10]
76081/82/83/84/85/86/87/88/89/90	[10]
76091/92/93/94/95/96/97/98/99/100	[10]
76101/02/03/04/05/06/07/08/09/10	[10]
76111/112/113/114/115/116	[3]



Here is 76001 in service at Blankenberge on Sunday 11th May 2025.  
Photograph by Oktai Mestdagh and posted to [Trein en Station Vroeger en Nu](#) (Train et Gare d'aujourd'hui et d'autrefois).

## Stoomtrein Maldegem-Eeklo Event - 3rd and 4th May

Mike Searle went over by car for a brief but enjoyable visit to the Maldegem event. It was brief because he is not particularly interested in steam (beyond the UK) and more importantly the two HLD 62s were both dud.

Attached are a selection of photos from the day, starting at Eeklo (where I drove to) and giving a fair reflection of the event and the atmosphere of the day.



These refreshment rooms are very good!

















# Norichten aus Lëtzebuerg

## CFL 3000

Steve Olive reports In Wasserbillig yard at the Mertet end in a siding are eight stored CFL 3000s.

In order from the buffer stop at the station end are 3009, 3010, 3011, 3013, 3007, 3008, 3015 and 3005.



## Nederlands Nieuws

## NS TRAXX



On Friday 9th May on the 'meer were 186 023, 042, 036, 038, 021, 024, 035 and 022. Photograph by Kees Mooij and posted to Beneluxtrein, Fyra, IC Brussel en IC Direct.

I was informed that these TRAXX were to start to go off lease and find new homes. I got a report that 186 024 and 036 had been seen in Essen on 31st March. I assumed these were the first two to find a new home and would be starting on 1st April. It turns out they were on test at Essen **Belgium** to see how they would cope with the signalling changeover there. Not Essen Germany and a new home.

What is holding them up are paperwork problems. I believe it is something to do with the conversion from P160 to F140. However once the paperwork is sorted out there are a lot of locomotives here looking for a new home all at the same time.

## ICRm Sets

Aside: 16271, 16438, 16481

On 29th April 10 cars were moved from Watergraafsmeer to Arnhem Goods. The identities of these are unknown.

### 7-car domestic sets

Former Benelux (now domestic) set 16233 has been reformed with an unknown 20-70 replacing 10-70 380-4.

Former Benelux (now domestic) set 16472 has been reformed with 20-70 124-4 replacing 10-70 354-9.

20-70 124-4 had previously been in 16505.

Former Benelux (now domestic) set 16476 has been reformed with 20-70 137-6 replacing 10-70 366-3.

20-70 137-6 had previously been in 16508.

It is also believed that 16475 and maybe others have been reformed in a similar way. 16271 and 16477 have previously been reported here as reformed.

In service at some time during 21 day period to 10th May, working on the Den Haag - Eindhoven route: 16233, 16273, 16437, 16472, 16475, 16476, 16477, 16478.

16233, 16273, 16437, 16472, 16475, 16476, 16477, 16478 were used in service at some time in the week from Sunday 20th to Saturday 26th April. During this period the number of sets in use each day has varied between 0 and 7.

16233, 16437, 16472, 16475, 16476, 16477, 16478 were used in service at some time in the week from Sunday 27th April to Saturday 3rd May. During this period the number of sets in use each day has varied between 4 and 6.

16233, 16437, 16472, 16475, 16476, 16478 were used in service at some time in the week from Sunday 4th to Saturday 10th May. During this period the number of sets in use each day has varied between 3 and 6.

16235 has not been used since 30th January. Now aside.

16271 has not been used since 15th April. Now aside.

16419 has not been used since 9th January. Now aside.

16508 has not been used since 21st December. Now aside.

### Benelux sets

From Tuesday 8th April onwards no sets have been used on the 9500 EuroCity Direct service.

16234 was in service to 1st April then aside.

16438 has not been used since 6th April. Now aside.

16481 has not been used since 7th April. Now aside.

All other (former) Benelux sets are transferred to domestic.

ICRm figures for percentage of service operated during the 14 day period to 10th May are

1100 series - 50.4%

12400 series - 1.3%

1100 and 12400 are shared with ICNG units

Source: Treinposities

## NS Units

### ICM

Withdrawn: 4025, 4039

Out of Service (collision repair): 4228, 4239

Strukton loco hauled moves in connection with stripping for parts at Hengelo: (Unknown date): 4025, 4039 Arnhem Goods to Amersfoort.

1st May: 4025, 4043, 4039 Amersfoort to Hengelo (4043 positioning move for later use as brake force).

1st May: 4012, 4043 Hengelo to Amersfoort (4043 as brake force)

4228 and 4239 collided and derailed in Rotterdam Centraal yard on 4th April 2025

### VIRM

Returned to service: 8666

8666 returned to service on 1st May. It had been in Haarlem Works following derailment damage at Haarlem on 28th January.

### ICNG

ICNG figures for percentage of service operated during the 14 day period to 10th May are

1100 series - 49.6% (includes 0.0% ICNG-B)

1800 series - 100% (includes 5.0% ICNG-B)

2400 series - 100% (includes 8.2% ICNG-B)

9500 series - 100%

11800 series - 100% (includes 19.0% ICNG-B)

12400 series - 98.7% (includes 3.9% ICNG-B)

1100 and 12400 are shared with ICRm sets

Source: Treinposities

3103 has been accepted .

3128 has been accepted and is testing a major software update.

3136 is out of Haarlem Works but not yet in service.

3205 was out on test on? It was at Utrecht by 30th April.

3220 arrived on Thursday 3rd April and was on test on 08/04/25.

3313 has been accepted and is testing a major software update.

3352 was at Frankfurt/ Oder en route Poland on 24th April.

In Service are 46 examples. As with all things ICNG, "Service" is open to interpretation.

ICNG-5 3101, 3102, 3105 [3]

3111, 3115 [2],

3130 [1]

3131, 3132, 3133, 3134, 3135, 3136, 3137, 3138, 3139, 3140 [10]

3141, 3142, 3143, 3144, 3145, 3146, 3147, 3148, 3149 [9]

ICNG-8 3206 [1]

3211, 3212, 3222, 3223, 3224, 3225, 3226, 3227 [8]

ICNG-B 3304, 3305 [2]

3311, 3312, 3314, 3315, 3316, 3317, 3318, 3319, 3320 [9]

3321 [1]

Accepted and testing software are 3103, 3128 & 3313.

In Commissioning/Acceptance are 3205, 3220 & 3313.

# **NS and Alstom Conclude Contract On Supply Of 79 Fast Intercity Trains**

**15 July 2016**

## **Summary**

- Contract value more than €800 million
- From 2021 on the Dutch railway
- Speed 200 km/h
- 25,000 seats

NS and Alstom conclude a contract for the supply of 79 (single-deck) Intercity trains with a speed of 200 km/h. Alstom came out on top in the tender issued by NS. The train is based on Alstom's Coradia concept of which trains are already in operation in several countries. The Coradia train is now being adapted for NS so that it is suitable for use in the Netherlands on both the high-speed line (HSL) and the main rail network (HRN). The train should start operating on the Amsterdam-Rotterdam-Breda route over the high-speed line from 2021. After that, the train will also run between Den Haag and Eindhoven (partly over the HSL). NS has the option in the contract to order more trains.

"Proven technology and at the same time a train ready for the future. I think that's in a nutshell what Alstom offers our passengers and us. We are very much looking forward to working together in the coming years. From now on, together with Alstom, we have to go full steam ahead, because the schedule is ambitious and a lot has to be done" said Roel Okhuijsen, NS' programme director for new rolling stock. The new Intercity trains are needed to replace existing rolling stock and expand services.

"We are delighted with the trust NS has placed in Alstom to deliver an efficient, comfortable and environmentally friendly mobility solution to its passengers. The Intercity train for NS builds on the best and proven technology from the Coradia platform, of which more than 2,400 trains have been sold worldwide and are deployed daily with high availability," said Andreas Knitter, Senior Vice-President Europe at Alstom."

## **Finalisation of the final design first**

The attached infographic summarises all that needs to be done in the coming years to be ready to run from 2021. Next year will be all about finalising the train's final design. This will be done in close consultation with passengers, driving personnel, maintenance workers and cleaners, so that the train can fit into the Dutch system. Then production of the first small series of trains starts and we can enter the testing and admission phase with tests on several special test tracks in Europe, in a special climatic chamber in Vienna and many test runs on the Dutch track, both on the HSL and the regular track. After that, series production will start and the first trains are expected to start running in 2021.

## **Features of the train**

"The new train combines high speed with comfort and good accessibility. For instance, this fast Intercity connects better to the platform. This makes the train more accessible for large groups of travellers, such as those with prams or in wheelchairs. The train is also fully equipped for travellers, with comfortable seats, WiFi, sockets and USB connections at every seat" says Roel Okhuijsen.

Some features of the new intercity trains:

79 trainsets; NS is buying 49 trainsets with 5 coaches and 30 trainsets with 8 coaches.

Seats; the 79 trains together have around 25,000 seats, divided into different zones in 1st and 2nd class.

“Dutch design”; Alstom’s collaboration with a Dutch artist will ensure that everyone will soon feel completely at home in this new train. The train will have pleasant zones that are more suitable for working/resting or socialising/meeting, for example.

Convenience; the trains include (wheelchair-accessible) toilets, WiFi, travel information screens, separate waste collection on the balconies, LED lighting with Intelligent Light Control, (USB) sockets (in first and second class), a sliding step for better accessibility and extra luggage space. This is how we ensure maximum convenience on the move.

Latest technology; the train must be able to run on both 25 kV catenary voltage (high-speed line) and 1.5 kV (main rail network). In addition, the train will have both the safety system ERTMS (this is already on the HSL) and ATB (on the main rail network) on board. Cameras in the train and the presence of emergency buttons (“call for help”) ensure a socially safe environment.

## **Background**

An earlier summary proceedings initiated by Siemens over the tender for the fast new Intercity trains was won by NS today, allowing NS to now conclude the contract with Alstom.

The purchase of the 79 fast Intercity trains is part of the ongoing modernisation and expansion of the NS fleet. For instance, the first new Sprinters will flow in from timetable 2017 (Type Flirt from manufacturer Stadler, 58 units) because of, among other things, the preservation and expansion of the OV-studentenkaart. More Sprinters (Manufacturer CAF's Type Civity, 118 units) will follow from mid-2018. Also, 81 (VIRM) double-deckers will be modernised at NS subsidiary NedTrain in Haarlem over the next few years. In total, NS is investing more than 2.5 billion in fleet modernisation and expansion.

source: <http://nieuws.ns.nl/ns-en-alstom-sluiten-contract-over-levering-van-79-snelle-intercitys/>

<end>

What I am interested to know is just how much the ICNG program has cost Alstom? Is the reason for slow delivery because the more units Alstom supply, the more problems they get.

It looks as if Roel Okhuijsen, NS' Programme Director For New Rolling Stock, has not been fired and is still in position. Nothing like rewarding failure.

Instead of fighting the Siemens Court Case they should have let Siemens win. Re-tendered and gone to Siemens or one of the other constructors in the race. This would have saved NS an absolute f\*\*king fortune.

If you want a laugh.....

<https://www.alstom.com/press-releases-news/2018/11/alstom-and-nederlandse-spoorwegen-unveil-new-production-line-coradia>

# Blast From The Past



2238 at Gent St. Pieters quite a long time ago. Photograph by Rob Dale



# Belgian Can Can



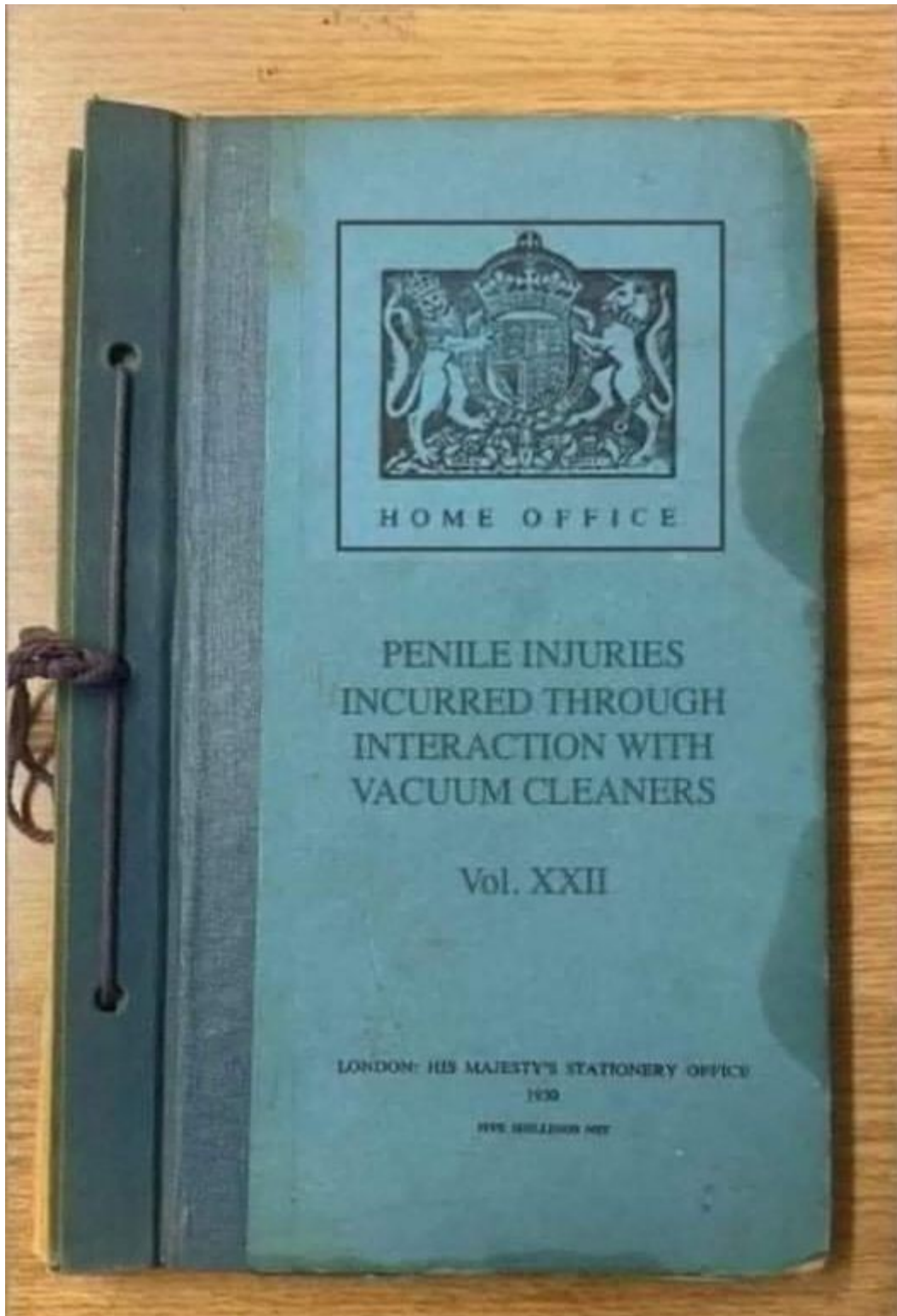
3 / 144



The colours on this photograph are nice. Here is 1183 on Schaarbeek in 1989.  
Photograph by Michael Walscot and it was posted to Facebook.



# Other News



I think this is fake as the cover says 1930 and there were not that many vacuum cleaners then. The mind does boggle though!



**Becky Barton** @hotmail.co.uk  
to me ▾

Hi James,

My daughter has asked whether there is any way that you could please fix this photo of her to make it look like she hasn't already eaten her food and drunk her drink?



**James Fridman** <fjamie013@gmail.com>

Fixed.



**Hannah Jane Parkinson** ✓  
@ladyhaja

just absolutely died at this



**What was your most embarrassing moment?**

Buying a sandwich at Leeds train station. The man said to me: "Do you want to go for a drink?" I said, "I am so sorry, I've got a boyfriend." And he replied, "No, it's a meal deal: if you take a sandwich, you can get a drink as well."

# MATT



*'After the guilty verdict  
in the Sycamore Gap case,  
we now have a victim  
impact statement'*

[https://en.wikipedia.org/wiki/Sycamore\\_Gap\\_tree](https://en.wikipedia.org/wiki/Sycamore_Gap_tree)

A bit of good old fashioned smut!

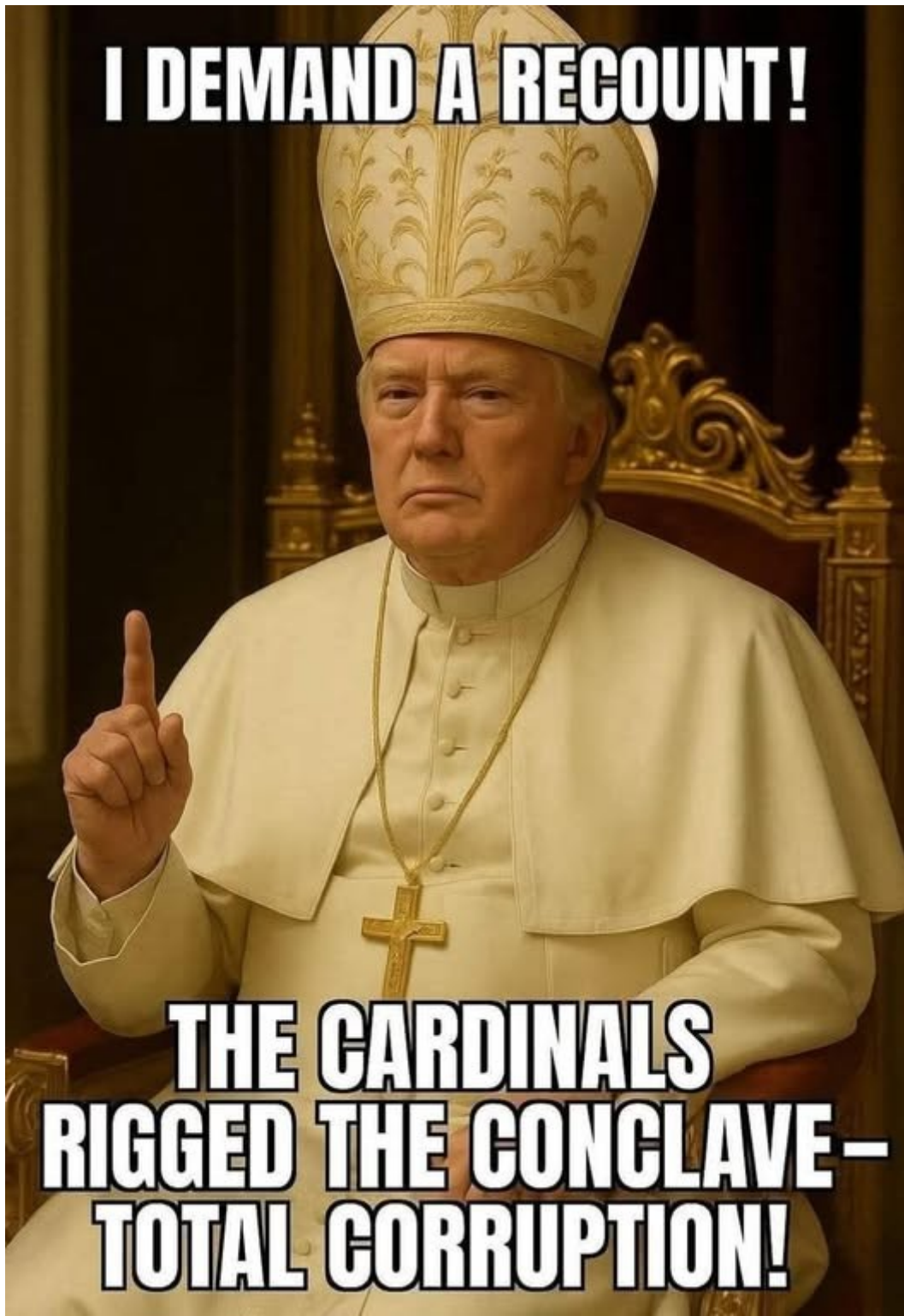




Comics about work. Made with ♥ & lots of coffee.  
Get the comics straight to your Inbox. Join the Newsletter.

Work Chronicles  
workchronicles.com

How many times does this happen? A package is sold to Management and by the time it gets to the shop floor it is found to be a pile of poo! Happened with SAP at my old employer [and you don't know just how good that sounds!]



Have a nice week

*Tain*