



The Ramble 546 - 27/10/25

Monday 3rd November	No Ramble
Monday 10th November	[547]
Monday 17th November	[548]
Monday 24th November	[549]
Monday 1st December	[550]
Monday 8th December	No Ramble
Monday 15th December	[551]
Monday 22nd December	[552]
Thursday 25th December	Christmas
Monday 29th December	[553]

AI Shite

One of the things I have a problem with is Artificial Intelligence. The problem is that it is not intelligent and neither are the people using it.

This is a prime example of AI rubbish about the De Havilland Mosquito.

<https://www.youtube.com/watch?v=sp6Ry0Pv3BQ>

Just checked the link and this video has been taken down. So someone somewhere is checking what is being put up.



"How this content was made

Altered or synthetic content

Sound or visuals were significantly edited or digitally generated."

No shit Sherlock!

For starters the Mozzy had two engines

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

KERSTTREIN

van **ANTWERPEN** naar

de authentieke **KERSTMARKT** van

AKEN

zaterdag

13 december

2025

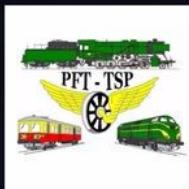
- * Zonder overstappen!
- * Catering onderweg!
- * Ontdek ons discorijtuig!
- * In comfortabele zetels!



Voorziene haltes in

08:30	VILVOORDE	21:40
09:30	ANTWERPEN CENTRAAL	20:40
09:50	LIER	20:20
10:35	HASSELT	19:35
12:00	AACHEN HBF	18:10

Ticketprijzen en info op www.cfbocq.be en op de Facebookpagina van TSP !



WEIHNACHTSZUG

aus **AACHEN** zum **EUPENER**
WEIHNACHTSMARKT
hin und zurück

**Samstag
und
Sonntag
13./14.
Dezember
2025**



<i>Samstag 13.12</i>			
	AACHEN HBF		
**	12:30	EUPEN	17:50
**	14:00		17:05
<i>Sonntag 14.12</i>			
	11:45	AACHEN HBF	17:50
*	12:35	EUPEN	17:05
Ticketpreise und Info auf www.cfbocq.be und auf der TSP Facebook-seite !			





TRAIN DE NOËL

de **MONS** au **MARCHÉ DE NOËL**
authentique d'**Aix-la Chapelle**

**Dimanche
14 décembre :**
2025

- * Train festif direct!
- * Voiture bar-disco!
- * Petite restauration à bord!
- * Voyagez confortablement!

des arrêts en gare de			
07:45	BRAINE-LE-COMTE		21:35
08:45	MONS		20:53
09:20	CHARLEROI-CENTRAL		20:20
09:50	NAMUR		19:50
11:25	AACHEN HBF		18:15

Retrouvez les prix et plus d'info sur www.cfbocq.be et consultez la page Facebook du PFT !





Belgische Nachrichten

Nouvelles belges

Belgisch Nieuws

De Spoor Gazet

The latest edition of De Spoor Gazet is available to download. Maarten has got around the size of file problems sending via e-mail by uploading to Patrick's site and getting people to download from there.

Another good read and the presentation is better than the Ramble. This sort of production is something to aspire to as is the newsletter of the French Railways Society.

<https://www.tassignon.be/trains/PDF/De%20Spoor%20Gazet%20nr%206.pdf>

HLE 13

After the Revision Dates on 1313 and 1319# [# In Salzinnes Works].

1319 is at Salzinnes Works for an Intermediate Revision. Back in late October.

1333 is at Salzinnes for repair after a collision with a truck in France on 27/02/25.

HLE 17

Delivery of the first series vehicles [1705 to 1724] is predicted to start in March 2026.

1701 Main Line testing at Arlon on 15th September.

1702 Main Line testing on 20th August.

1703 was transported to Germany with some I11 stock and was seen passing through Halle (Saale) on Saturday 4 October. 19813 (i11 BDx) has been active at Alstom Berlin.

1704 Any news?

188 002 and 188 003 are in Belgium for tests and on Sunday 19th one Class 188 was sat at the back of Arlon Depot. It had red cab doors so I assume 188 002. 188 003 and 188 002 are seen here at Virton on 24th October 2025 on test.

Photograph by Trains des 3 frontières, a personal blog of Christophe Bourguignon.



HLE 18/19

Interested in the Intermediate Revision dates on
1823# & 1859 [# In Salzinnes Works].

- 1804 is back in service after a RI2 Revision.
- 1806 is in Salzinnes for ETCS works.
- 1818 is in Salzinnes for ETCS works.
- 1822 is in Salzinnes for ETCS works.
- 1823 is at Salzinnes Works for a RI2 Revision. Back in service by Christmas.
- 1825 is in Salzinnes for ETCS works.
- 1833 is back in service after ETCS works.
- 1835 is back in service after ETCS works.
- 1841 is back in service after ETCS works.
- 1843 is at Salzinnes Works for a RI2 Revision[?]. Back in service end of October.
- 1847 is back in service after ETCS works.
- 1849 is in Salzinnes for ETCS works.
- 1850 is back in Service after a RI2 Revision at Salzinnes.
- 1859 is at Salzinnes for ETCS works.
- 1890 is still in Salzinnes Works for accident repairs. Due out for Christmas.
- 1920 is at Salzinnes Works for a RI2 Revision. Back in service by Black Friday.

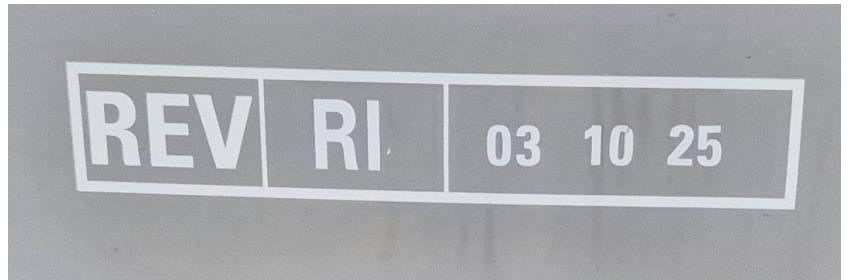
1804 was taken by Nathan Van Riet



1834 was taken by Nathan Van Riet



1850 was taken by Iain Dobson



HLE 21



2155 has been painted in Memling livery to serve as the new Gate Guardian at Salzinnes Works replacing 9206 which went for scrap.

All the HLE 21s are due to be stopped either on, or before, Friday 12th December. As the HLE 21s mostly work P trains now this will put them at their weekend rest places on Friday night. So either they will be moved back to Brussels on Friday night [or over the weekend] or their last workings will mostly be into Brussels on Friday morning.

All the HLE 21s worked passenger trains on Friday 14th October except

2135 last worked a passenger train on 3rd September, so assume has been stopped. It was in for a bogie swap at Kinkempois and probably did not get one.

Three photographs by Bruno Malfait

2105 on P8801 Schaarbeek - Quèvy 21st October 2025



2114 on P8012 Schaarbeek-R - Gent 21st October 2025



2153 on P8008 Schaarbeek-R – Poperinge 20th October 2025.



HLE 27

2708 was stopped on 30th September and officially on 4th October
2715 was stopped on Monday 13th October and officially on 18th October
2730 last worked a passenger train on 18th October.
2741 last worked a passenger train on 2nd October. On maintenance.

As many will notice on passing over the yards at Schaarbeek, some locomotives do seem to sit there for days. Just because a locomotive has not done anything for days on the Haltelink Tracker does not mean that it has been stored.

Here is 2715 at Tongeren on Friday 10th October after arriving with P8306 16:57 Brussel Zuid – Tongeren with me on it. I last had a ride behind 2715 on 28th February 2013. 2715 worked back to Brussels on Monday morning on P7306 and was taken off the stock and effectively stopped.



Class 28/29/186

Interested in the Revision dates on 186 256, 186 258, 186 348, 186 350, 186 445# and 186 448#. 186 211 may have also been revised.

186 258 is back in service with Lineas
186 422 has returned to working for Lineas
186 445 is at Rose Mobility Kassel for revision.
186 448 is at Talbot Aachen for revision.
186 492 is now in service with Lineas.

If I were a betting man I might suggest that Rose Mobility is a company that has been set up by, or with, ex-Alstom [nee Bombardier] employees. Kassel Works is across town where the TRAXX are built. Perhaps an existing company has branched out into the traction field seeing an opportunity.

Rose Mobility
Forstfeldstraße 5
34123 Kassel

The view from the level crossing on Forstfeldstraße looking toward the premises.



Here is 186 254 under maintenance at Antwerpen Noord on Saturday 18th October.



HLD 55



5509 is sat on the scrap line along with 7701 on Saturday 18th October. 5506 & 5511 were inside and 5514 was outside Antwerpen Noord.

HLR 77/78

7701 is at Antwerpen Noord for spares and then scrap.

7705 is at Salzinnes Works for repairs after a shunting accident with 7701.
The frame is very bent and in the words of Captain Oats, it may be some time.

7723 is at Melle Works for repair after collision with a truck.

7734 is at Salzinnes Works for ETCS fitting.

7738 is at Salzinnes for repairs.

7739 is at Salzinnes Works for ETCS fitting.

7744 is back in service after ETCS fitting.

7745 is at Salzinnes Works for ETCS fitting.

7747 is back in service after ETCS fitting.

7750 is back in service after ETCS fitting.

7751 is back in service after ETCS fitting.

7752 is at Salzinnes Works for ETCS fitting.

7762 is back in service after ETCS fitting.

7788 is at Salzinnes Works for the fitting of ETCS and repainting into Infrabel Blue.

7791 derailed on Line 162 on Thursday 7th March 2024.
Repaired and painted in Infrabel Blue and due out this week.

7792 derailed on Line 162 on Thursday 7th March 2024. At FAZ for repairs.

7798 is back in service after ETCS fitting and repainting into Infrabel Blue.

7800 is at Salzinnes Works for the fitting of ETCS and repainting into Infrabel Blue.

7803 is at Brouwer Technologie at Roosendaal for ETCS fitting.

7804 is at Salzinnes Works for the fitting of ETCS and repainting into Infrabel Blue.

7816 is back in service after ETCS fitting.

7825 is at Salzinnes Works for engine repairs.

7829 is at Brouwer Technologie at Roosendaal for ETCS fitting.

7838 is at Brouwer Technologie at Roosendaal for ETCS fitting.
7838's rental to HSL has also finished.

7842 is back in service after ETCS fitting.

7852 is at Salzinnes Works for Revision.

7854 is at Antwerpen Noord for collision repairs and will then go to Brouwer Technologie at Roosendaal for ETCS fitting.

Lineas have 109 HLR 77/78s. 7701 is for component recovery and scrap, 7705 is on long term repair and nineteen are on hire [18%]

7713 is in service with Infrabel.
7721 is in service with Infrabel.
7725 is in service with HSL Belgium.
7726 is in service with Infrabel.
7805 is in service with Infrabel.
7806 is in service with Infrabel.
7808 is in service with Infrabel.
7811 is in service with BLS Cargo Nord.
7813 is in service with Infrabel.
7820 is in service with BLS Cargo Nord.
7826 is in service with Infrabel
7836 is in service with Infrabel
7839 is in service with Infrabel
7846 is in service with Infrabel
7848 is in service with Infrabel
7850 is in service with Infrabel
7851 is in service with Infrabel
7857 is in service with Infrabel
7859 is in service with Infrabel

Here is 7791 outside the paint area on 16th October 2025 resplendent in Infrabel Livery. With it is 7800 and I think ETCS has been installed and it appears that 7800 has new light fittings as well. Perhaps one of the last photographs of 7800 in TUC Rail livery before it gets a nice new coat of Infrabel Blue.

Photograph by Wilmes and posted to Les ateliers SNCB.



The only B-Transport HLR 77/78 hired to DB Cargo is 7737 and then it is only on hire until Christmas time. The other one that was on hire was 7736 and this still carries the DB vinyls. Seen here at Antwerpen Noord on 18th October 2025.



Line 125. 7716 with a steeltrain in Seraing on 18-08-2025, thanks to 7769 on it's tail we know that this train will go to L285. Due to a lack of shunting possibilities this train is always assured with a locomotive on top and tail. Quite unique in Belgium
Photograph and words by Maxim Herman



HLR 92

9206 departed Salzinnes on 26th September 2025 and the following day at the yard of Keyser & Fils it had been reduced to frames only.



Photograph by Maarten Schoubben and from the October Edition of Spoor Gazet P 13.

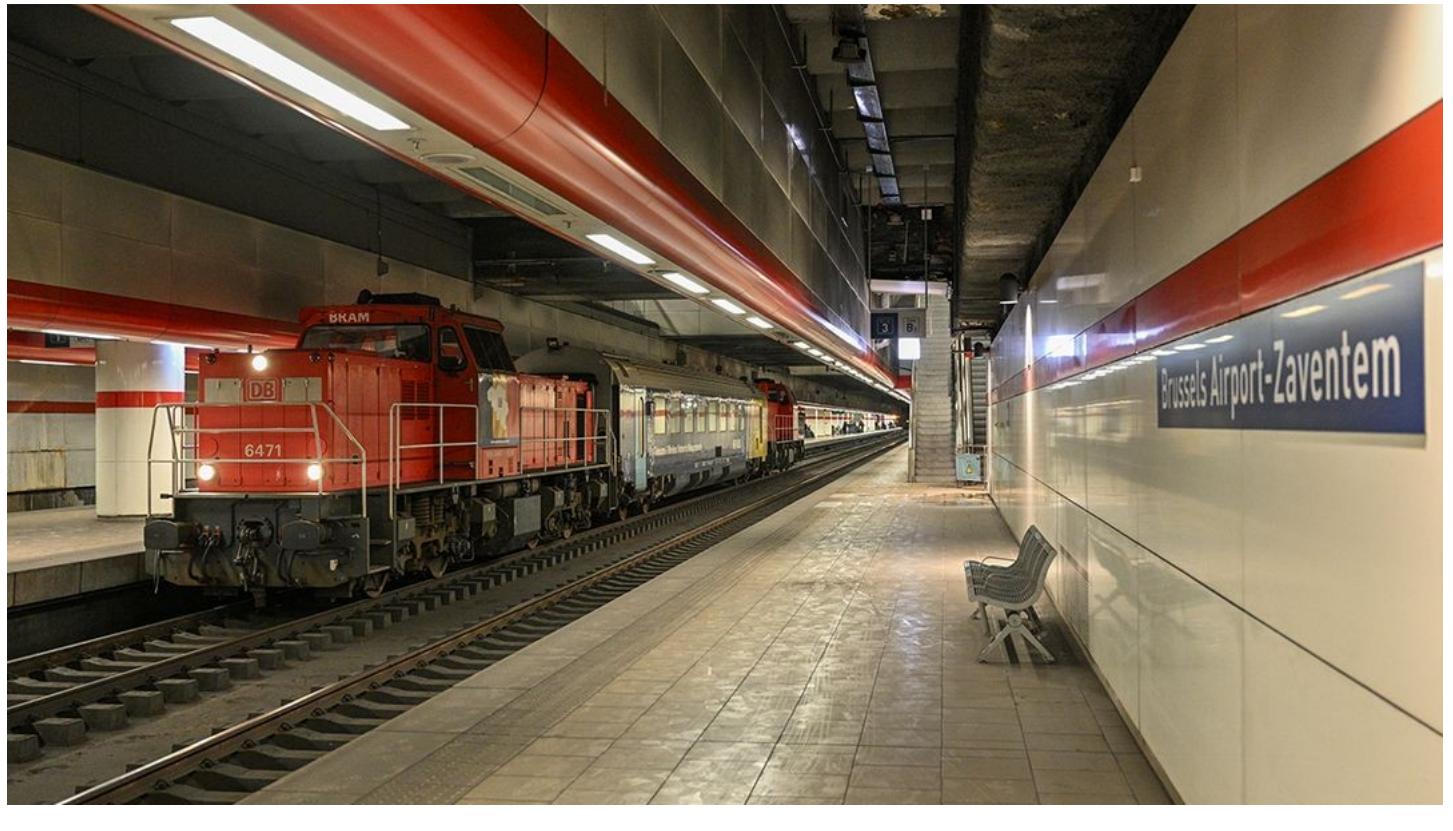
As Maarten wrote in the Spoor Gazet Shunting locomotive 9206 was built by La Brugeoise et Nivelles and entered service with SNCB/NMBS on 23 August 1960 at Schaarbeek depot. In the spring of 1974, 9206 was transferred to the Liège depot, where it performed shunting duties until 1991. From 1991 to 1996, 9206 was the permanent shunting locomotive at Salzinnes Works.

After her career, she was cosmetically restored and displayed as a monument [EN: Gate Guardian] at Salzinnes. Unfortunately, this came to an abrupt end in September and, without looking for a new owner, she was taken away to the scrapyard. Undoubtedly, this unique locomotive could have been given a new lease of life on a museum railway, but it was not to be. Of the 92 series, only the 9209 remains, which is kept in working order by the PFT/TSP.

Looking at the other photographs in the set De Spoor Gazet I could not see an engine. Usually all the easy metal is removed and what you end up with is the frame and the engine. Usually you do not end up with just a frame after 24 hours. If 9206 did not have an engine in it, then it was of little use to preservationists.

DBCBE 6400

DB Cargo Belgium are interested in acquiring new work both on a short term and long term basis. One thing you can do is do one off jobs and hope they might lead to more regular work. One of these jobs has been running the Telecom coach around the Network to check up on the signals available to the railway.



Also you do not get many diesels down in the Airport Tunnels and these photographs are quite rare.

Z14960 Thursday 25th October 2025

Some more M4 Coaches going for scrap and 997 and 988 behind 7742.
Photograph by Hugo Jonot.



Ex-CFL 3000



3002 & 3003 were in the depot yard at Antwerpen Noord on Saturday 18th October. They have had a bogie swap but not too much more is known about them.

CFL 4000

John Allen and I were in Luxembourg on Monday 13th October 2025. Things are still very murky in Luxembourg as to which trains the 4000s work.

Three 4000s are on the Luxembourg – Athus trains 7/7

There are a number of 4000s on the Rodange – Troisviges trains, various train on the Esch loop and there are some 4000 hauled trains to Dekirch.

One train that is usually a unit is the 08:51 Rodange – Troisviges and 11:05 Troisviges – Rodange.

On Monday 13th October 4002, 4003, 4004, 4005, 4006, 4008, 4010, 4011, 4013, 4016, 4018, 4019 & 4020 were working. 4012 had been out on Sunday 12th. 4001 is in works and there have been no reports of 4007 working since August, 4014 working passenger since May and 4017 working since September. 4014 was active working freight in August.

I had 4015 on Sunday 19th and John had seen 4009 working passenger on 9th October.

If you want any 4000s for haulage [apart from 4001] then simply stand on Luxembourg station and wait. Of course any moves you do are free.

There is a concentration of scroats around Esch. Not violent scroats but badly mannered ones who like to share their choice of “music” on the train. Esch is just very scroaty.

<https://www.urbandictionary.com/define.php?term=Scroat>

CFL 2400

In December 2025 the CFL 2400s are expected to operate the new Luxembourg to Libramont service being introduced by CFL. To bolster the fleet, CFL 2408 is seen on delivery at Narbonne on 24th October 2025. Photographs by Gilles Lefranc.



Contactless Payment on Dutch Public Transport

<https://www.ovpay.nl/en>

Aimed mainly at people doing the tour next weekend, but it is possible to travel on NS with your UK bank contactless card. You tap in at one of the terminals, or gate line, and tap out when you get there. Just like on London Underground. **HOWEVER** do check on your bank's fees for using the card abroad. I have a Halifax Clarity Mastercard where there are no fees for use abroad and a Lloyds Debit Card where the fees are one of the worst going. Both cards from the same banking group.

<https://www.moneysavingexpert.com/credit-cards/travel-credit-cards/>

Amsterdam Transport [GVB]

<https://www.gvb.nl/en/travel-products/travel-occasionally#uurkaarten>

Travelling with the debit card (OVpay): you do not need to top up your balance. You simply check in and out with your debit card, credit card or mobile phone. Just like with the OV-chipkaart, you pay the basic rate plus a fixed rate per kilometre. You pay for what you travel. You will automatically find the travel amount in your bank account overview.

DO NOT FORGET TO TAP IN AND TAP OUT

I have an anonymous OV-Chipkaart and I went to enquire about it and contactless. Apparently there is no difference price wise between a contactless journey and an anonymous OV-Chipkaart journey. There is a difference if you have a personal OV-Chipkaart with your photo and details on. This can be automatically topped up from your bank account etc. To travel by train you need to have a minimum of €20 on your anonymous OV-Chipkaart and so you have to keep this on the card all the time. There is a reader on the counter in Travel Centres and Stations etc that allows the person to see what is on the card. Your money is easily refunded by presenting your UK bank card.

Access To A Station

This is an option.

Go to the gate and check in with your debit or credit card. Then go to an exit lane and tap again. The gate opens but you do not walk through. **If you do this within an hour your taps count as a platform ticket.** Equally you can check out at one of the scanners on the platform and do the same check out. Amsterdam has international trains where you travel with a Nightjet ticket. So you come in from wherever and check out your NS journey on the platform. You then get on the Nightjet with your paper/print out/phone image of your Nightjet ticket. The same in reverse. It is the same if you are travelling in on a Berlin train or indeed getting on a charter train.

DO NOT FORGET TO TAP IN AND TAP OUT

For the tour on 1st November the passengers will be issued with a pass to open the gates which will be valid on 1st November only.

NS TRAXX

I and Jon Piesing were on the last ever run of a NS TRAXX and ICRm combination on Saturday 4th October. It was Train 1149 13:19 Den Haag Centraal – Eindhoven which unfortunately sat down at KM Post 223.3. All efforts to restart the locomotives failed and we were transferred off the stricken train onto 3224. The ICRm train was taken back to Den Haag and was battered overnight with the intention of it running on Sunday 5th. On its way out to Eindhoven, it sat down again and it was game over.



On 19th October, a top & tail locomotive combination travelled on the HSL. Comprised of 186 005 and 186 006 with a measuring carriage between them. The train made several trips between Amsterdam and Rotterdam as train 9328x.

The photo was taken at Schiphol by Cornelius Koelewijn.

One question was what is being measured? Apparently it is measuring corrugations on the rail head. <https://www.geluidnieuws.nl/2008/thema/kuijpers.html>
In English <https://www.raildamage.com/2024/07/17/rail-corruption/>

Another question is what will Prorail/NS use once the TRAXX have gone? For a short while NMBS are still running TRAXX with the right software and then NMBS will have the HLE 17s which will also have the right software to run on the Dutch High Speed Lines. The NS drivers on the HSL already sign TRAXX and will be signing the HLE 17s.



186 032, 025 and 038 at Krefeld on 15th October 2025. Photo by Kevin Trumpie



186 044 was delivered to Antwerpen Noord on Friday 17th October and just in time for me to snap the Revision Date!



I am still after the Revision Date on 186 013 which is at Zaanstraat.

I am also after 186 039, 041 and 044 which have been returned to Akiem



186 006 and 186 005 in a depot building on the 'meer this morning, Monday 27th October 2025. Photograph by Kees Mooij and posted to Beneluxtrein, Fyra, IC Brussel en IC Direct on Facebook by Rob van Ee.

NS Vectron

Railcolor reports that 193 440, 441 and 448 have been seen in Fernverkehr livery with ICE L: railcolornews.com There will not be a great deal of livery froth as the Vectrons are base white and the Fernverkehr livery is erm..... plain white.

These three locomotives are actually leased by NS International and then sub-leased to DB Fernverkehr. Like trucks and vans, you buy a white one and vinyl it up with whatever you want. So locomotives and emus etc are base off white and the "livery" is a vinyl. It can be a simple side sticker or a whole wrap like the NS Vectrons.

Quite a number of the Vectrons, which are now coming out of service with NS, are base white. You can either peel off, or stream off [with a basic wallpaper steamer] the old vinyl.

The ones that are being kept by NSI for the Sleeper trains are 6193 263, 733, 737, 759 and 766. These are all fitted with Baseline 2 whereas the others are Baseline 3. Various commentators think that five will not be enough and NSI may actually keep more. 735 instead of 263 features on other lists.

The DB three are being used to demonstrate the new TALGO trains between Berlin and Köln. I assume that DB Fernverkehr will need more Vectrons as more TALGO sets become available so the ex-NS locomotives will find an immediate home. Depending on how the TALGO locomotives come on then NS/DB Fernverkehr could be in the market for more Vectron locomotives.

Other commentators think that the ICE Neos will stay on the Amsterdam - Berlin Trains and DB will use the TALGO coaches and the Vectrons elsewhere in Germany. The ICE Neo trains are reservation only as the seating capacity is less than the trains they are replacing. The problem is that the Amsterdam - Berlin Trains occupy a domestic NS IC path in the Nederlands which is why domestic tickets have been accepted. You cannot have a lot of people standing in an ICE Neo as you can overload the vehicle. They are designed for bums on seats and are not built like brick s**t houses any more with the capacity for a large number of standees.

Also elsewhere in the DB Empire, the Cargo division is selling off some of the Vectrons it owns through lack of work!

6193 448 worked into Amsterdam on a Sleeper Train on 3rd September and of course this is one of the DB Fernverkehr locomotives. It is all white now.



My Quest To Get 6193 936 Over 100 KMS



6193 936 ready to depart on NJ 421 on Friday 17th October.

My holiday this time has coincided with the end of the hauled Berlin trains. I came out needing one for haulage all time and a few to clear for 100kms. Whilst I was staying in the Nederlands everything I needed worked except 6193 936. I moved to Liege on Friday 10th and Monday 13th 6193 936 comes out to play on the worst diagram to cover, 421/420. The Zurich Sleepers had been running via Eindhoven and is a doddle to change at Eindhoven for a train down to Maastricht for one over the border. The problem was the total blockade south of Den Bosch which has buggered up getting back to Liege. I did the Zurich one night to Eindhoven and getting back to Bussum through the blockade was fraught.

I looked at the proposed diagrams for 6193 936 and Monday I was in Luxembourg, Wednesday I was having dinner with a mate and Saturday I was meeting up with another mate. So doing an overnight Friday/Saturday was not a real runner either. I had sort of resigned myself to an overnight and trying to wing it on Saturday.

I opened the NS Journey Planner and typed in a Deventer to Maastricht journey leaving at 20:15. There were a couple of suggestions of going to Den Bosch for a [Bertie](#) and the train forward to Maastricht. What caught my eye was the Deventer to Nijmegen, Nijmegen to Roermond and Roermond to Maastricht plan. This would make the last train over the border at 00:17.

This was a runner and then lady luck shined down. On Friday night, 17th October, Train 421 was shown to start thirty minutes early and leave Amsterdam at 18:30. It was also going to be in Deventer thirty minutes early as well. **Game on!**

So I did the 10:02 off Liege with the aim of doing the 10:56 hauled off Brussel Noord to Rotterdam. As we rolled in to Noord on the opposite side of the island platform was 2730 on the 11:01 to Tournai. I might not have 2730 again and I had plenty of time. So I did 2730 to Enghein for a BMx back to Brussel. I knew the 12:49 Lelystad was 3313 and the two on the 12:44 were a high mileage pair. So I did 1814 to Antwerpen for a visit to the Panos for refreshments. The Panos at Brussel Zuid is currently shut for refurbishment.

A fast sandwich move saw me back downstairs for 3313 forward. This was the unit that had a couple of mishaps and has been testing new software for over a year. Did it to Schiphol for a cart forward to Amsterdam Centraal. I do not like the ICDs not going to

Amsterdam Centraal but the Hoofddorp – Centraal cart service is actually better for people with luggage. Step free access, plenty of space and frequent.

I went across to the Elfde Gebod on Zeedijk for refreshments. Victor was on and was talking to a regular at the bar who I have chatted to before. I do like it in there as I find the mix of people interesting. There is a tourist element to the clientele but it is mostly locals, flight crew on stopover and regulars. So people go in for the beer, the good company and no grief. The Elfde Gebod is open to 03:00 on Saturday and Sunday mornings so this was also a suitable place to “overnight” before getting on one of the all night trains.

Left the Elfde Gebod and down to the Little Thai Prince on the same street for a very fast tea. The restaurant opens at 17:00 and all the tables go quick. I knew what I wanted and was eating mine before some of the other customers had placed their order. They had got drinks and were perusing the menu. As I had a quick tea I had time to go back to the Elfde Gebod for another beer.

Then the prize, 6193 936 on the 18:30 Amsterdam Centraal – Innsbruck/Wien. The Conductor came round after Amersfoort and did not query my Benelux Interrail on this a reservation ONLY sleeper train. I got off at Deventer and made the 19:45 to Den Bosch with ease. For a change the Sleeper was virtually on time and the Zwolle – Den Bosch was a little late.



Job Done!

The Zwolle – Den Bosch train was a +1 on paper at Nijmegen onto the unit and I got to within four metres of the door as it pulled out. I had a wander round the Albert Heijn To Go and bagged a couple of sausage rolls as there was nothing else to do. The train I actually wanted was the 21:08 off Nijmegen and I was stood on the platform when it came in. Normally a quiet train but with the blockage it was full and standing as people were doing what I was doing and avoiding Bertie. Usually it is a no flap NS IC from Deventer to Utrecht, Utrecht to Maastricht and a leap over the border.

Nice connection at Roermond for a nice connection at Maastricht onto the 23:17 unit to Liege.

Desperate is one word for it but I got what I wanted and I got to sleep in my hotel room. 6193 936 is not one of those staying with NS so worth the effort.

NS Units

ICNG

Many will remember this accident on Friday 16th October 2020 at Dreileben in Saxony-Anhalt, Germany. A train consisting of 3105 and 3109 being pulled by 214 006 overran the trap points at the end of a passing loop and ended up in a field.

It would appear there was a problem with the brakes on the ICNG units which did not work. The train at this point was running downhill and it would appear the Signaller put the train into a freight loop and it was derailed at the trap points where the loop rejoins the main line. The driver survived the accident and got out of his cab unaided.



In October 2025 the Bundesstelle für Eisenbahnunfalluntersuchung finally published the Accident Report which can be downloaded [here](#). One of the kidz put this report across ChatGPT and AI produced rubbish. One of the problems with AI is it makes things up to fill in any spaces or makes things up for things it does not understand. It is one reason why AI is dangerous if people do not read, and correct the errors, before publishing.

On SOMDA Marco wrote “The ICNG needs pressure in the main reservoir for the brakes. That is different than usual: most trains can brake with only the brake line. (for most trains, the brake reservoirs can fill from the brake line, not at the ICNG).

When the train was prepared, there was still (a little) pressure in the main reservoir of the ICNG. With that, the (normal) brake test could normally be taken. However, because the connection of the main reservoir is safety critical at the ICNG, it should have been tested. However, that was not known to the operator. And it was precisely the closing valve of the main reservoir that was (probably) not open.

Now the ICNG, after the brake test, could brake 12 with the air that was still in the reservoir, but that was not refilled. The 13th time the air was up.”

Since then all ICNG have to be towed in Germany with a load of wagons to act as extra braking vehicles to stop this happening again. If you note these wagons are not needed elsewhere as this problem has been solved



In Service are 57 examples less one away at Brugge and one away for collision repairs. As with all things ICNG, "Service" is open to interpretation.

ICNG-5 3101, 3102, 3103, 3105 [4]
3111, 3115 [2]
3123, 3124, 3126, 3128, 3130 [5]
3131, 3132, 3133, 3134, 3135, 3136, 3137, 3138, 3139, 3140 [10]
3141, 3142, 3143, 3144, 3145, 3146, 3147, 3148, 3149 [9]
ICNG-8 3205, 3206, 3209 [3]
3211, ~~3212~~ [2]
3220, 3221, 3222, 3223, 3224, 3225, 3226, 3227 [8]
ICNG-B 3304, 3305, 3306 [3]
3311, 3312, 3313, 3314, 3315, 3316, 3317, 3318, 3319, 3320 [10]
3321 [1]

In Commissioning/Acceptance/Testing are 3113, 3120, 3127, 3129, 3351 & 3352.

3113 has not been very well and is behind on acceptance.
3120 arrived on 16th October and out on test on 22nd October.
3123 out in passenger service on 7th October.
3127 arrived on 5th October and out on test on 7th October.
3212 out of service after collision with a car at Boxtel 3rd October 2025.
3143 at Alstom Brugge for Retrofit works. Went on 4th October.
3351 crossed into the Nederlands under it's own power on 8th October with 3352.
3352 crossed into the Nederlands under it's own power on 8th October with 3351.

ICNG figures for percentage of service operated during the 14 day period to 4th October are

1100 series - 95.1% (up from 91.7% in last period)(includes 7.3% ICNG-B up from 3.1% in last period)

1800 series - 99.6% (up from 99.5% in last period)(includes 5.4% ICNG-B up from 2.0% in last period)

2400 series - 100% (unchanged since last period)(includes 15.1% ICNG-B up from 11.5% in last period)

9500 series - 100% (unchanged since last period)(see below)

11800 series - 100% (unchanged since last period)

12400 series - 98.4% (up from 97.8% in last period)(includes 8.1% ICNG-B down from 8.6% in last period)

1100 was shared with ICRm sets.

The 9500 series is 100% ICNG-B south of Rotterdam.

Source: Treinposities

VIRM

Amersfoort to Haarlem Works (towed)

17th October: mBvk 290 8509, mBvk 290 8829 (with ICM mBFk 4043).

mBvk 290 8829 returned on the same day to Amersfoort.

mBvk 290 8829 was in set 9582 until an accident at Maarheeze in 2010 then became a spare at Amersfoort.

mBvk 290 8509 was in set 9405 which hit a crane 4th April 2023 at Voorschoten and is being repaired and will then become the VIRM-1 reserve.

mBvk 290 8529 was originally in set 8624 and now will be scrapped.

8624 hit a crane on a level crossing near Bunnik on 20th January 2025 and mBvk 290 8529 was replaced by mBvk 290 8662.

SLT

Returned to service from repair: 2632

2632 was involved in collision with car at a crossing near Bergem on 26th November 2024

FLIRT-3

Out of service (collision damage): 2230

2230 collision with a car at Boxtel 20th October 2025.

ICM

The following were assembled in Amersfoort Goods awaiting transfer to Onnen for first stage of decommissioning:

4059, 4061, 4063, 4077, 4207, 4214, 4217, 4218, 4227

All of these have now departed to and returned from Onnen then to store at Amersfoort Wagon Works.

Arnhem Goods to Amersfoort (towed with 4064 as brake force)

25th September: 4015

2nd October: 4020

Hengelo to Amersfoort (towed)

15th October: 4043

Amersfoort to Houtrakpolder (towed with 4064 as brake force).

Unknown date: 4242

29th September: 4015

3rd October: 4020

6th October: 4039

7th October: 4028

8th October: 4047

13th October: 4033

14th October: 4050

16th October: 4043*

* 4043 was taken complete to Houtrakpolder (without a brake force unit), then the mBFk 4043 was returned to Amersfoort leaving other two cars at Houtrakpolder. The next day mBFk 4043 was moved to Haarlem Works.

Amersfoort to Haarlem Works (towed)

17th October: mBFk 4043 (with two VIRM cars - see below)

From Houtrakpolder by road for scrap:

30th September: mBFk 4044, AB 4044, sBk 4044, mBFk 4242, mB 4242, A 4242

7th October: sBk 4242, mBFk 4019, AB 4019, sBk 4019, sBk 4017, AB 4017

14th October: mBFk 4017, sBk 4208, A 4208, mB 4208, mBFk 4208, mBFk 4232

21st October: mB 4232, A 4232, sBk 4232, all of 4015

AB 4044 is the second vehicle to carry that number and was originally AB 4007. The original AB 4044 was badly damaged by fire (Anna-Paulowna May 2002),

All of the remaining dismantled ICM-1 units (4011-4050 batch) have now left Arnhem Goods and are awaiting scrap are either at Amersfoort or Houtrakpolder.

The current scrapping status is now believed to be:

All cars scrapped: 4012, 4014 to 4019, 4023 to 4025, 4030, 4035, 4037, 4038, 4041, 4042, 4044, 4046, 4048, 4049, 4051, 4204, 4208, 4232, 4240, 4242.

ICRm Sets

Stored: 16233, 16437, 16478

Aside: 16472, 16475

Watergraafsmeer to Arnhem Goods

9th October : 16233, 16437, 16478

16437 had not been used since 28th August.

16478 had not been used since 4th September, has had it's first class car removed.

16233 had not been used in regular service since 12th September, but worked the Farewell Railtour on 27th September.

In service at some time during 21 day period to 4th October, working on the Den Haag - Eindhoven route: 16472, 16475.

16472 has not been used since 18th September and remains at Watergraafsmeer.

During the period from Sunday 28th September to Saturday 4th October only 16475 was in use. The number of sets in use each day varied between 0 and 1.

16475 has not been used in service since 4th October and remains at Watergraafsmeer.

On Sunday, Monday, Tuesday and Wednesday no sets were in use.

On Thursday (2nd October) 16475 worked three services in the evening.

On Friday (3rd October) 16475 worked all day.

On Saturday (4th October) 16475 worked all day until failing between Rotterdam and Breda early afternoon on 1149 (13:19 Den Haag - Eindhoven).

During the period from Sunday 5th to Saturday 11th October just one set, 16475, was scheduled on the Sunday but this failed during an empty stock positioning move before entering service. Therefore the last day in service for the last set, 16475, was Saturday 4th October.

From Monday 6th October onwards no sets were scheduled to be in use.

ICRm figures for percentage of service operated during the 14 day period to 4th October are

1100 series - 4.6% (down from 7.9% in last period)

1800 series - 0.4% (down from 0.5% in last period)

12400 series - 1.6% (down from 2.2% in last period)

ICRm figures for percentage of service operated during the 14 day period to 11th October are

1100 series - 1.8% (down from 4.6% in last period)

1800 series - 0.0% (down from 0.4% in last period)

12400 series - 0.0% (down from 1.6% in last period)

1100 was shared with ICNG and the occasional VIRM (0.3%)

1800 and 12400 are usually all ICNG

Source: Treinposities

Blast From The Past



The prototype Deltic and Baby Deltic D5900 at Kings Cross at 17:30 on 3rd August 1960.
Photograph by E.K. Rodgers

https://en.wikipedia.org/wiki/British_Rail_DP1

https://en.wikipedia.org/wiki/British_Rail_Class_23

The Harry Potter Books

The author of the Harry Potter books is Joanne Rowling who at the time of writing the first book lived in Edinburgh. When she wrote about to train to Hogwarts School setting off she imagined it leaving from the main part of King's Cross station, where these Deltics are stood. The problem is that at King's Cross the main platforms are numbered 1 to 8 in the main part of the station and Platform 9 $\frac{3}{4}$ is by the Suburban Platforms at the side of the main building. This is why the photographs and luggage trolley at Platform 9 $\frac{3}{4}$ is at the side of the station and not here in the main hall.

https://en.wikipedia.org/wiki/Places_in_Harry_Potter#Platform_Nine_and_Three-Quarters



Belgian Can Can



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This week's Can Can is 1209. It is seen here at Gent-Sint-Pieters having arrived with IC567 18:58 Antwerpen-Centraal to Mouscron. Photograph by Dave Jolly and taken on 27th May 1990.



<https://www.flickr.com/photos/hover29/49969195573>



Other News





DUST 'EM OFF LADIES...



RIDING SEASON IS HERE!

imgflip.com

BAD NEWS - YOU
GOT TERMITES.



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SPEEDBUMPER.COM
DIST. BY CREATORS 10-31

It'll soon be Halloween so time to prepare some yummy treats for the neighbourhood kids. Try dipping Brussels sprouts in chocolate for them.



This should stop the kids knocking at the door.....



I have saved the scariest thing until last.....



Have a nice week

Iain