



# The Ramble 548 - 17/11/25

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]



## For the Diary

A Luxembourgian transport group has organised a farewell to the Z2 [CFL 2000] units on Saturday 29th November 2025.


Z2 / CFL 2000 will work the following


RB3514 14:23 Luxembourg - Diekirch arr 15:10



RB3540 15:24 Diekirch - Luxembourg arr 16:08

 **De Spoor Gazet** · Follow  
10 November at 08:06 · 

After more than 30 years of service, the GAR, in cooperation with the CFL, is organizing a farewell train with the Z2 on Saturday 29 November.  
The departure is at 14:23 (RB3514) from Luxembourg-City station, with arrival at 15:10 in Diekirch.  
The return journey departs at 15:21 (RB3540) towards Luxembourg city.

 **Steven Wuyts**  
[See original](#) · [Rate this translation](#)



  Maarten Schoubben, Kevin Trumpie and 120 others  
10 comments 4 shares

## European Sleeper restarts Paris - Berlin night train

<https://www.treinreiziger.nl/european-sleeper-herstart-nachttrein-parijs-berlijn/>

"The Dutch night train company European Sleeper is relaunching its Paris-Berlin night train service. European Sleeper plans to operate three times a week via Brussels starting March 26, after the French SNCF and Austrian ÖBB recently decided to discontinue the current Nightjet service between the French and German capitals starting December 15 .

European Sleeper currently operates a night train between Brussels and Prague three times a week, via the Netherlands and Berlin. With the Paris-Berlin night train, the company will increase the frequency between Brussels and Berlin to six times a week. The train will depart from Paris to Berlin on Sundays, Tuesdays, and Thursdays. From Berlin to Paris, the train will depart on Mondays, Wednesdays, and Fridays.

European Sleeper reports that it is currently in discussions with infrastructure managers in France, Belgium, and Germany. The company hopes the timetable can be finalized in the coming weeks.

The current Nightjet Paris-Berlin service currently completes the route via Strasbourg in just under fourteen hours. European Sleeper considers a route via Brussels and Liège more logical. "It's also the route of the old Nord Express," says European Sleeper co-owner Chris Engelsman. "An additional reason is the combination with our current night train to Prague, and the Brussels market is very large." European Sleeper also promises a convenient connection to Berlin for travellers from Great Britain with the stopover in Brussels."

Two things popped up in a discussion on SOMDA.

One was the likely motive power for the train. Currently European Sleeper sub contracts the haulage and drivers of the train to Train Charter Services [TCS]. TCS in turn hire in a D/A/B/NL/CZ/SK fitted TRAXX from Lineas. Lineas also have nine D/B/F fitted locomotives, 186 252, 186 253, 186 254, 186 255, 186 346, 186 347, 186 348, 186 349 & 186 350. There could be a hire for one of these D/B/F fitted locomotives.



Word on the streets is that TCS are going to use Class 188s for the Paris to Berlin train. Johnny does not know who is supplying the TRAXX 3s yet. It is always better for us enthusiasts if it is one locomotive out of a freight pool and not a dedicated locomotive. If the proposed start is on 26th March, some ink will be on a contract paper somewhere.

There was a couple of red herrings with two Vectrons [7193 114 & 116] appearing in the week which could have been likely candidates.

Then someone else mentioned about the route from Liège to Berlin. The European Sleeper will have to run via Köln to avoid a run round in Aachen. The poster did float an idea of running via Montzen to avoid the run round in Aachen but dismissed it. If you are going to serve Liège then the options forward from there are limited. One line leads to Luxembourg, one line leads to Maastricht and two go to Germany. Which way the Paris - Berlin sleeper train will go from Liège does depend on which stations in Germany the train will call at.

The other problem is Aachen as the voltage change over is in the station. The train comes in, stops, pan down, change voltage in the overhead, pan up and sets off. The problem is the very steep gradient out of town which you have to get up from a standing start. In the past some ski trains have come via Aachen and the train needed to be hauled by two TRAXX. Is running via Montzen not so far fetched after all? There is no need for a regular banker in Aachen station any more and so how are you going to get your heavy sleeper train up that hill? The banker has to be diesel as well as the rear of the train can potentially still be under the 15v AC when the train starts. The line from Aachen West is quite steep but not as steep as the passenger one and it is not a standing start.

The slope out of Liège is problematic as well. Are we going to need to go back to the Kinkempois Taxi again? Again with most trains now in the hands of two HLE 18s in top and tail mode, there is not a regular banker any more.

The sleeper train could go Liège - Maastricht - Heerlen - Herzogenrath - Aachen - Köln which would enable ES to serve Maastricht as well. No run round needed and no steep bank to get up. Certainly one for when there is engineering work on Line 37.

One other point it is does depend on how long and heavy the Paris - Brussel - Liege-Berlin train will be. Eight coaches might be easy for a TRAXX 3 but in the peak of summer with an extended train? European Sleeper have said they have sourced some stock but we do not know what it is yet.

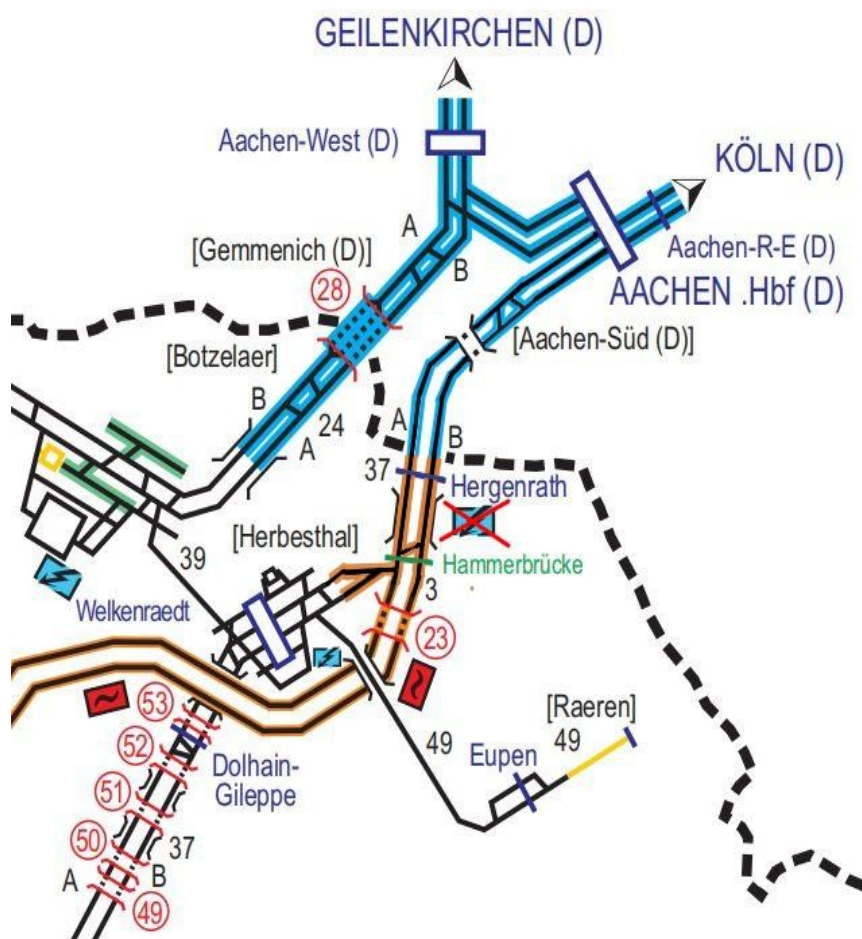
By Christmas we will have a better idea.

### Information from November 2023.

There is now an agreement on what will be built. The 25kV from the High Speed Line 3 will be extended to the border where a switchover 25-15kV will be installed. Between Welkenraedt and the junction, a new 3000vDC -25kV switchover will be installed. This means Eurostar and ICE will only have to switch once, but local trains will have to switch power twice on a short stretch.

The timing of the works is not fixed yet, but it should be in the 2026-2029 window.

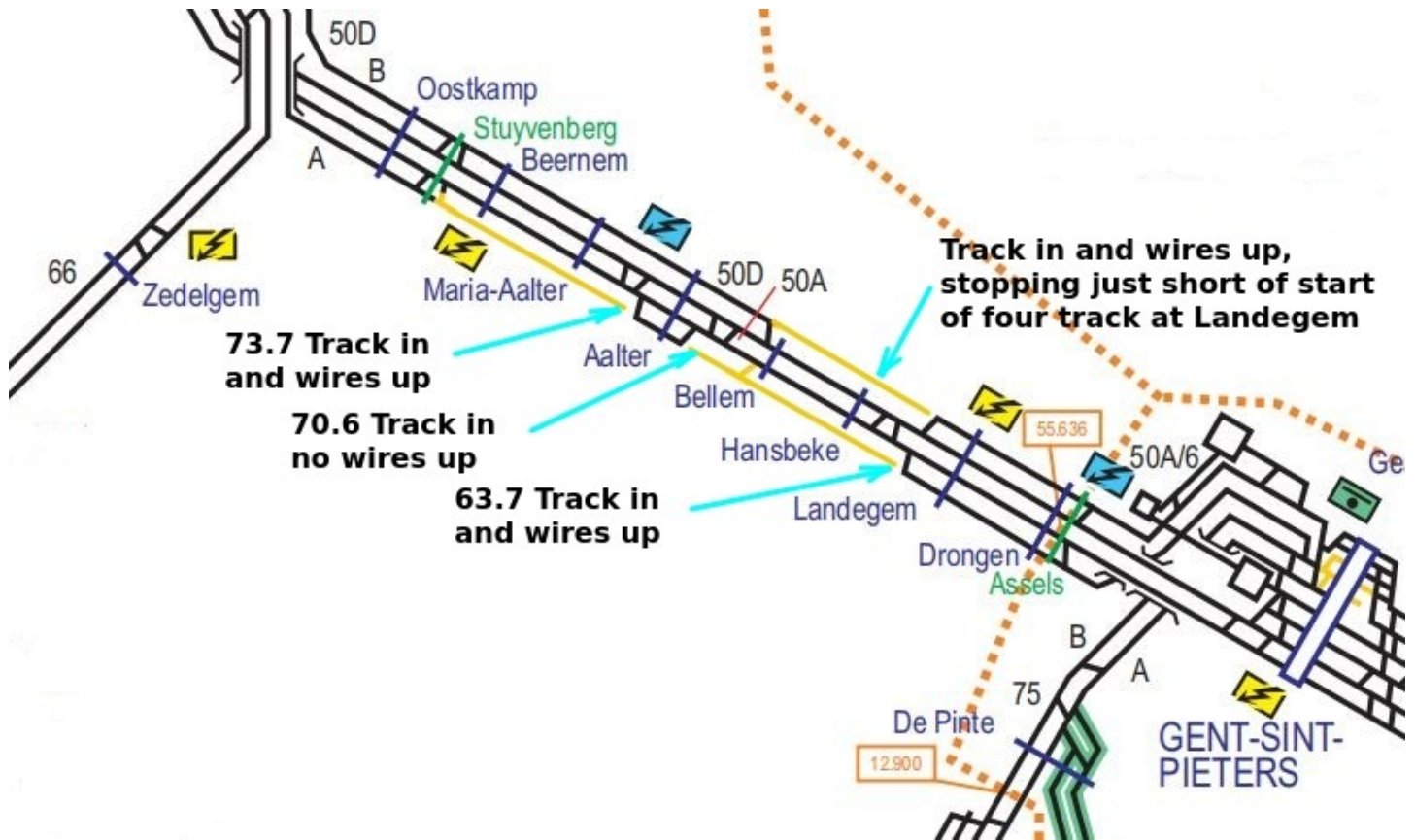
Blue is DE 15kV  
Brown is BE 25Kv  
Black is BE 3000vDC





# Belgische Nachrichten Nouvelles belges Belgisch Nieuws

## Line 50A & 50D Gent to Brugge



Line 50A are the two centre tracks and Line 50D are the two outer tracks.

Things are moving on over on Lines 50A and 50D between Landegem and Oostkamp. Basically it is finished except joining up Line 50D at Landegem and the Coast Bound Lines at Aalter. There are short gaps between the current operational lines and the start of fully ballasted track with overheads in most cases.

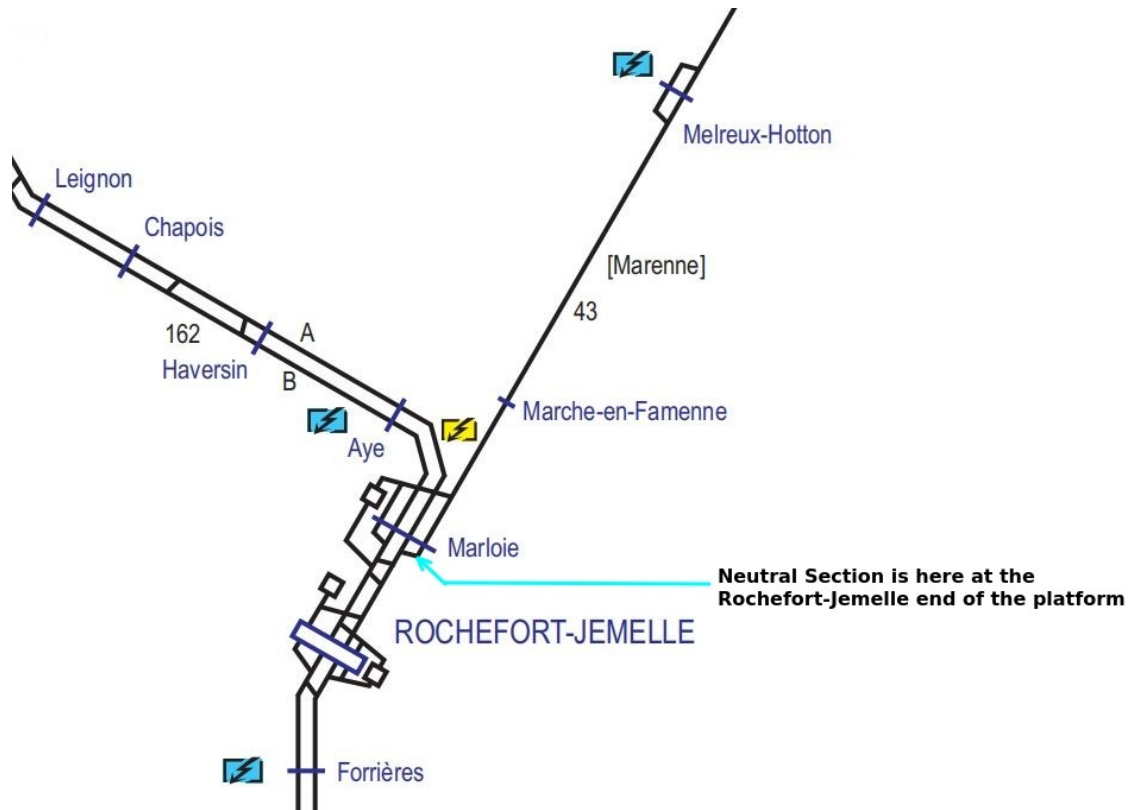
There are also some extra points to go in as well to increase operational flexibility.

It is a weekends job to put four points in and ballast them in. The signalling commissioning will take a little longer but everything is already in and it will be a case of making sure it works as planned.

### Gent St. Pieters Station

The next set of platforms are nearly ready at Gent St. Pieters and once they come in [December 14th?] then the last of the 1913 platforms adjacent to the station building can be taken out of service and demolished. They then can be rebuilt and put into service. After the last platforms are built then a start can be made on fitting out the vast undercroft and finishing everything off.

## Line 43 / 162 at Marloie



At the south end of Platform One at Marloie a section insulator has appeared. This makes Platform One an effective 3000vDC bay platform for trains coming down Line 43 from Liège. Everything else at Marloie will be 25kV very soon. I did not see if there was another section insulator towards Marche-en-Famenne but there must be one for the connecting line which runs from the other [25kV] platforms to Line 43 [3000vDC].

I am not skilled enough to see if the overhead above Platform One can be switched between 3000vDC and 24kV but it logically must be to allow trains to come down Line 43 on 3000vDC, change to 25kV on the move, use Platform One and then proceed onto Line 162 and toward Rochefort-Jemelle. Otherwise Infrabel would have made Platform One a terminal platform with a buffer stop.

## Vilvoorde Station

Photographs by me and taken on 19th October 2025.

At Vilvoorde Station a new subway was opened on 15th July 2022 with wide stairs, escalators and lifts. As you can see it is also nice and wide with passenger information screens.



This subway enabled to old subway to close and be fully refurbished. For modern needs the old subway was substandard although still serviceable for people who are not mobility impaired.

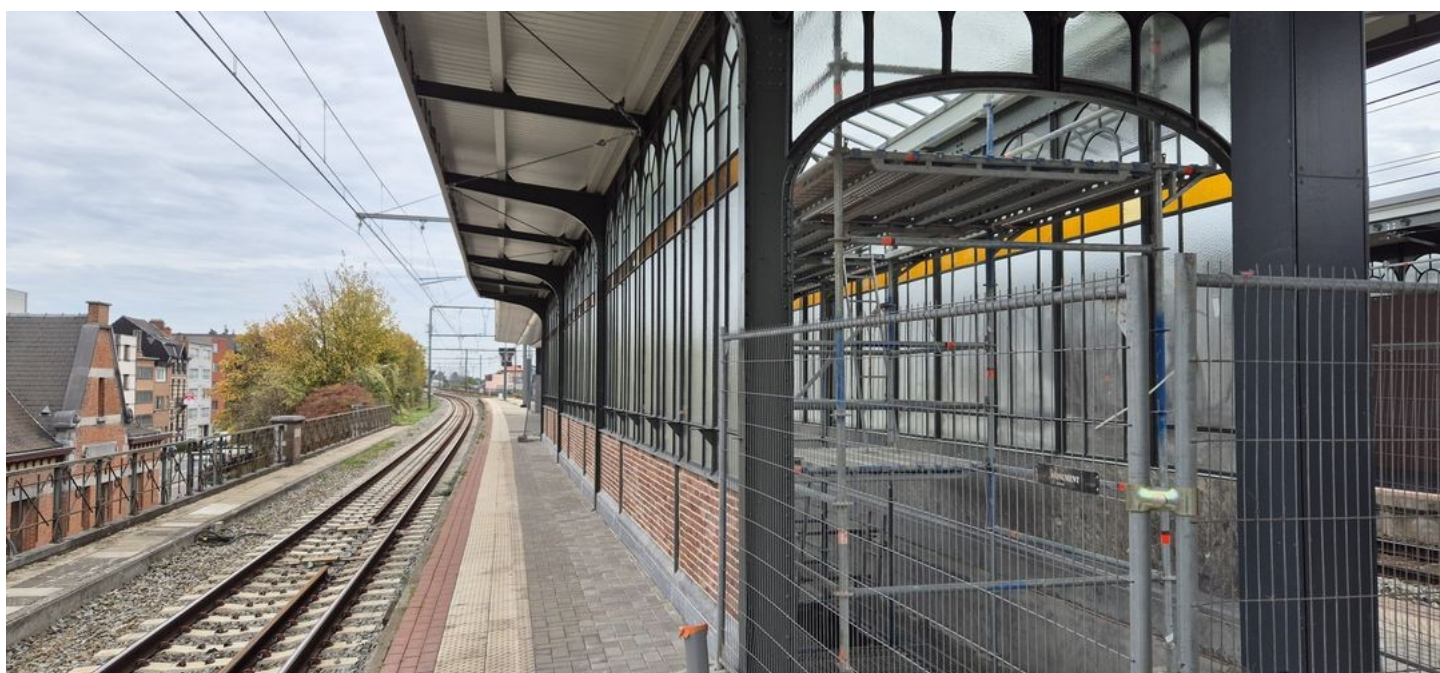


It is seen here on Sunday 19th October with works progressing. If you turn 180° then you are looking straight into the station Booking Hall.

The Railway was forced into starting the work after Vilvoorde Council was threatening legal action.

<https://www.flanderstoday.eu/current-affairs/renovation-begin-vilvoorde-station>

At platform level the canopies over the stairwells had been derelict for a number of years. I suspect they were listed which meant they needed to be repaired.



I am not quite sure how much of the metal work is original and how much is a modern replacement. Sometimes being taken away and blasted down to bare metal and then repainted can give the same appearance as new steel.

It is a proper restoration job and is being done by a company called Monument Group who specialising in restoration jobs like this.

<https://www.monument.be/en/about-us/>

<https://press.nmbs.be/start-renovatie-historisch-trapkooien-vilvoorde>

There are some interesting photos of the metalwork being lifted out in the NMBS article.



One thing for certain is the “glass” is plastic as I tapped some of the panes. Still if it looks the business and is vandal resistant, then why not use modern materials?

I suspect that they have been fixed in with an adhesive. This is all very well until one gets cracked or broken and needs replacing.



I just wish that the money could be found to do Binche up which has fallen into a serious state of repair.

Julien Casier took these photographs on 16th July 2022 of the shelter in place but still derelict.



There is an article in Ramble 409 of Sunday 18th July 2022. The old subway closed on Thursday 14th July and the new one opened on Friday 15th July 2022.

Vilvoorde Station dates from 1882 and there is more information on Guy Demeulder's site. <https://www.garesbelges.be/vilvoorde.htm>

## HLE 13

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

1319 is at Salzinnes Works for an Intermediate Revision. Back next week.

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.

## HLE 18/19

Interested in the Intermediate Revision dates on 1823#, 1843#, 1847#, 1859, 1920# & 1924# [# In Salzinnes Works].

1806 is in Salzinnes for ETCS works.

1818 is back in service after ETCS works.

1819 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 early December.

1825 is back in service after ETCS works.

1839 is in Salzinnes for ETCS works.

1843 is at Salzinnes Works for a RI2 Revision. Back in service by Christmas.

1847 is at Salzinnes Works for a RI2 Revision. Back in service in early January.

1849 is in Salzinnes for ETCS works.

1859 is back in service after 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.

1924 is at Salzinnes Works for a RI2 Revision. Back in service in early January.

I am not a big photographer as I leave it to people with a better eye and much better equipment. The light at night in Liège Guillemins station can give some interesting photographs. Here is 1876 on IC519 19:28 Oostende - Welkenraedt on 12th October 2025.



Not quite O. Winston Link but the light is interesting illuminating the train. What I like is how the lights on the escalator take the eye up towards the roof.

[https://en.wikipedia.org/wiki/O.\\_Winston\\_Link](https://en.wikipedia.org/wiki/O._Winston_Link)

## HLE 21

All the HLE 21s worked passenger trains on Friday 14th November except 2148.

2148 has not worked at passenger train since 24th October 2025.

It was on transfer to Schaarbeek on Wednesday 12th November as seen below in these photographs by Lucien Claeys. Worked to Poperinge on 17/11/25.



## HLE 27

The HLE 27s have problems around their bearings and are likely to go by the end of 2025. Unlike the HLE 21s they will be switched off even if their operational ticket is still valid. This will probably happen when an exam is due.

All the remaining examples have worked last week.

2741 having not been used on passenger since 2nd October, it reappeared on P8009 17:27 Schaarbeek – Poperinge on Friday 7th November 2025.

On 13th November Lucien Claeys received information about the transfer of 2715 and two M6 carriages from Schaarbeek to CW Mechelen. As he was in the area he took a chance in the hope of seeing this train. Initial thoughts were to go to the level crossing where the track enters the workshop, but the train was already inside the premises.

There was no other option but to take a few photos through the fence with his mobile phone. Fortunately, B-Technics diesel locomotive 7735 still had to be uncoupled to enter a side track. 2715 put its pantograph against the wire and drove into the CW under its own power. 2715 had been out of service since 18th October

2715 will assist 2720 at Mechelen in static testing under high voltage of ETCS and other functions on the M6 and I11 control cars . Thanks for the information from a CW employee.





2715, "B-NMBS", CW Mechelen, 13 nov 2025, @Lucien Claeys





All there was left then was for 7735 to go back to Schaarbeek. I do hope 2715 gets some attention to it's body work and the graffiti is removed.

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

The Organiser of the PFT/TSP has e-mailed to let everyone know.....

The PFT/TSP trains to the Christmas market at Aachen (D) and Eupen (B) will be top and tailed by 2 out of these 3 Railtraxx locos: 186 210, 186 215 and 186 216. All are former Class 28s and have not worked a public passenger train before. These 3 locos will return to Alpha Trains in 2026 and may not work passenger trains again any time soon...

The Organiser says, Dear Bashers, this is your chance!!

Unfortunately I cannot do it. I can afford it, I can go but it is quite close to Christmas and I have already been away for twenty six days in October and November. There is a limit to what even I can do.

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.

186 289 is in service with Train Charter Services.  
186 350 is at Alstom Brugge for repair.  
186 422 is at Alstom Brugge for a bogies exchange.  
186 445 is at RoseMobility Kassel for revision.  
186 448 is out of service with Lineas and has gone back to Railpool.  
186 494 is in service with Lineas.

186 494 has been in service with Lineas before and I wonder if they are going for revision, or whatever, and being replaced by Railpool whilst they are away. When the work is done they come back.

I need 186 289 and every time I am away it is the regular 186 291.

## **HLD 62**

Interested in the Revision dates for:

Yellow - 6247\* [withdrawn], and 6292\* [withdrawn]. [\* Panels are blank/incorrect].

All the HLD 62s are fitted with ETCS and a working third headlight.

6305 has been stopped since 08/10/24 with engine problems.

## HLR 77/78

- 7701 is at Antwerpen Noord for spares and then scrap.
- 7705 is out of service at Salzinnes Works after a shunting accident with 7701.
- 7723 is back in service after collision repairs.
- 7734 is back in service after ETCS fitting.
- 7738 is back in service after repairs.
- 7739 is at Salzinnes Works for ETCS fitting.
- 7745 is at Salzinnes Works for ETCS fitting.
- 7749 is at Salzinnes Works for ETCS fitting.
- 7752 is back in service after ETCS fitting.
- 7788 is at Salzinnes Works for the fitting of ETCS and repainting into Infrabel Blue.
- 7791 is back in service after accident damage sustained on 7th March 2024.  
Repaired and painted in Infrabel Blue.
- 7792 derailed on Line 162 on Thursday 7th March 2024.  
At FAZ for repairs and due off late November. Repainted 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.
- 7813 is back in service with Lineas.
- 7825 is back in service after engine repairs.
- 7829 is back in service after ETCS fitting.
- 7838 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.
- 7863 is at 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.
- 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

## Test Run to Aachen West and Back

Gwenaël photographed this train on 17th November on Line 24,

<https://www.flickr.com/photos/135235560@N07/albums/72177720330408439/>



Rh 1293 176 (ÖBB) "SIE" (2020)

HV I10 A11 11707 (SNCB) "BN" (1987-1988)

HV I10 A11 11713 (SNCB) "BN" (1987-1988)

HV I10 A11 11710 (SNCB) "BN" (1987-1988)

HV I10 A11 11703 (SNCB) "BN" (1987-1988)

HV I10 B11 12729 (SNCB) "BN" (1987-1988)

HV I10 B11 12748 (SNCB) "BN" (1987-1988)

HV I10 B11 12747 (SNCB) "BN" (1987-1988)

HV I6 A9 11611 (SNCB) "BN" (1977)

HV I6 B11 12610 (SNCB) "BN" (1977)

HV I6 B11 12614 (SNCB) "BN" (1978)

HV I6 B11 12656 (SNCB) "BN" (1978)

HV I6 B11 12653 (SNCB) "BN" (1978)

ÖBB 13413 Schaerbeek-Groupe R (09H10) - Aix-la-Chapelle-Ouest (11H47)

ÖBB 13412 Aix-la-Chapelle-Ouest (12H30) - Schaerbeek-Groupe R (14H48)

Le lundi 17 novembre 2025      © Gwenaël PIÉRART      (Merci MH)

Word on the streets is that in the future the Nightjet 478/479 (Brussels <> Vienna) will be driven with this type of Vectrons and no longer with the leased 193 598 and 193 962 in NightJet colours.

## NS Vectrons

Correction – 6193 733 went for Revision in Austria on 1st November and not 766.

Staying with NS are 6193 263, 733, 737, 759 & 766 [5]. A number of people think that five is on the low side and assumptions are that one more Vectron will stay.

6193 499 has moved to the MAV Passenger Pool.

6193 500 moved to Talbot on 09/11/25 presumably for NS destickering.

6193 733 is away in Austria for revision. Expected back in December.

6193 735 last worked for NS on 5th November.

6193 931 is still working for NS.

6193 934 moved to Talbot on 09/11/25 presumably for NS destickering.

6193 935 in passenger service with MAV.

6193 936 in passenger service with MAV.

6193 939 is reported to have left the Netherlands on Sunday 16th November 2025.

6193 948 is reported to have left the Netherlands on Sunday 16th November 2025.

6193 956 is still working for NS.

Here is a photograph taken on Sunday 9th November of 6193 934 and 500 moving to Talbot in Aachen with 186 355 in tow. The photograph was taken between Venlo and Kaldenkirchen by Kevin Trumpie.



Here is ex-NS 6193 935 at Budapest Keleti on Train IC519 0524 Nyiregyhaza to Budapest Keleti. Photograph by Julian Mandeville and taken on 13th November 25.



## **NS TRAXX**

All of the NS TRAXX are stopped and I do not think any are left with the ability to work on the High Speed Lines. The last one was 186 001 and that is in the shed at Watergraafsmeer being worked on.

186 018 is on set 16472 at Watergraafsmeer and 16475 has 186 026 keeping them warm. So both sets are a sort of active and I wonder why NS is keeping them on the 'meer and why keeping them serviceable when there is nothing left to pull them on the HSL?

186 019 and 186 020 have left the Netherlands at an unknown date after 24th October 2025. I have seen a report on Drehsceibe of 186 020 working a freight for Metrans on 11th November 2025.

186 027 and 029 were seen on 11th November presumably off lease. I have 186 029 as going off lease on 5th September so the loco could have been back for rectification work.

## NS Units

### ICNG

In Service are 60 examples. As with all things ICNG, "Service" is open to interpretation.

ICNG-5 3101, 3102, 3103, 3105 [4]  
3111, 3115, 3120 [3]  
3123, 3124, 3126, 3127, 3128, 3129, 3130 [7]  
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, 3117, 3121, 3219, 3307, 3351 & 3352.

3113 has been photographed on test recently but it is taking a long time to get this unit into service. 59 days is a long time now.

3117 was delivered on Monday 17th November. <https://treinposities.nl/foto/402656>

3120 entered service on 17th November.

3121 arrived on Monday 10th November 2025 and was on test on Wednesday 13th.

3129 entered service on 10th November.

3143 is at Alstom Brugge for retrofit work.

3219 was delivered on 2nd November and out on test on 5th November.

3307 was delivered on 8th November and should have been out on test on Tuesday 11th. There is something wrong with it and so 9903 dragged it to Utrecht Carthusiusweg on 12th November for a stout battering. 3307 got a stout battering and was out on test on Sunday 16th.



RXP 9903 with ICNG 3307 passes between Putten and Nijkerk on 12-11-2025 on its way from Zwolle to Utrecht Carthusiusweg.

Photograph by Daniël Friederichs and posted to Rail Magazine.nl fotogroep

Fairing a lot better is 3121 which must have found to be OK as it was out on test on Wednesday 13th November. Today Erik Nieboer took the 3121 on a test drive through Putten. He came by full throttle and I took this picture. Well, well... Full throttle...  
Photograph by Iwan Bögels.



ICM

Amersfoort to Onnen (towed)  
5th November: 4064 (brake set for tyre turning)

Onnen to Amersfoort (towed)  
11th November: 4064

FLIRT-3

Returned to service: 2230  
2230 repaired following collision with a car at Boxtel 20th October 2025.

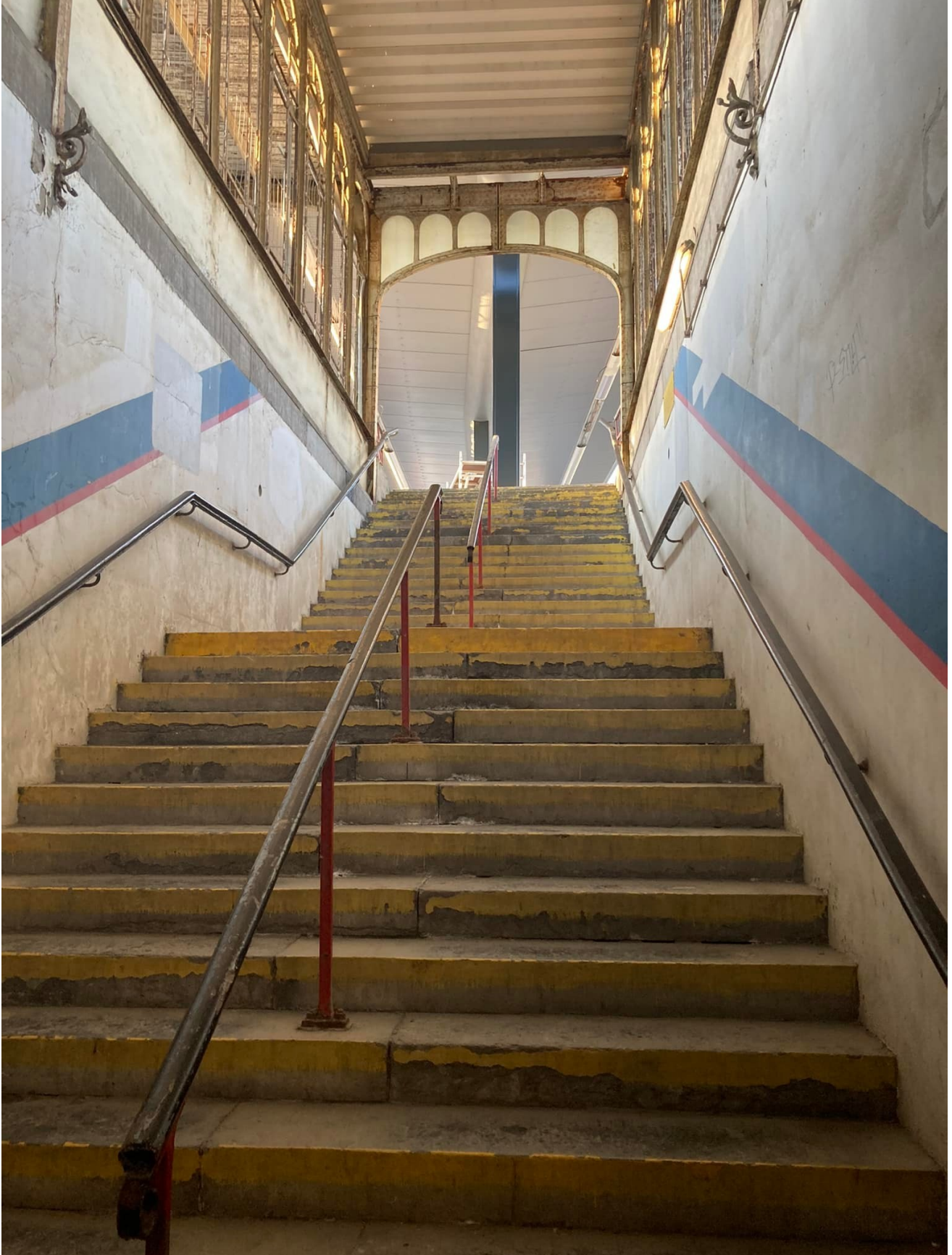
SNG

ATO test unit 3002 has been converted back to a standard SNG

# Blast From The Past

I have featured some of my photographs this week of Vilvoorde Station and the refurbishment that is still on-going. Here is the old stairwell as it was on Thursday 14th which was the last day of the original subway.

This photograph was taken by Bram Delwiche and posted to Trein en Station Vroeger en Nu (Train et Gare d'aujourd'hui et d'autrefois) on Facebook.





# Belgian Can Can



23 / 144

It is the turn of 1211 this week. First up is this photograph by David Haydock taken in better times of 1211 at Somain yard with a train from Antwerpen Noord on a cold 4th March 2005.



At Prerov Works on 15th September 2023 in another photograph by Neil Wesson. As you can see here, 1211 was empty two years ago.





# Other News

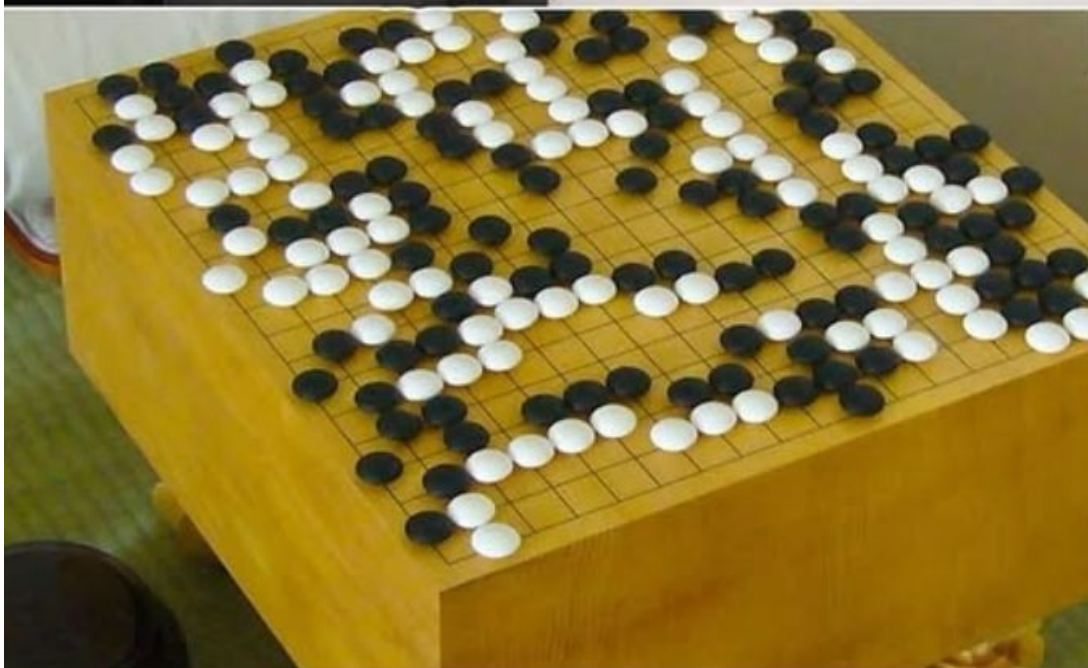
In the early 1990s, Japanese engineer Masahiro Hara faced a problem: barcodes were too slow and limited for the fast-moving auto industry.

One evening, while playing the board game Go, he was struck by the idea that information could be arranged in layered patterns just like the stones on the grid. From that spark came the QR code, a square that could be scanned from any angle, survive damage, and hold vastly more data than barcodes.

Hara and his team at Denso Wave gave it away freely, never charging for its use, which allowed it to spread everywhere. Today we use QR codes to read menus, make payments, access records, join events, and share moments across the globe.

Hara never sought fame, yet his quiet invention, born from a game of Go, became one of the most universal tools of the digital age.

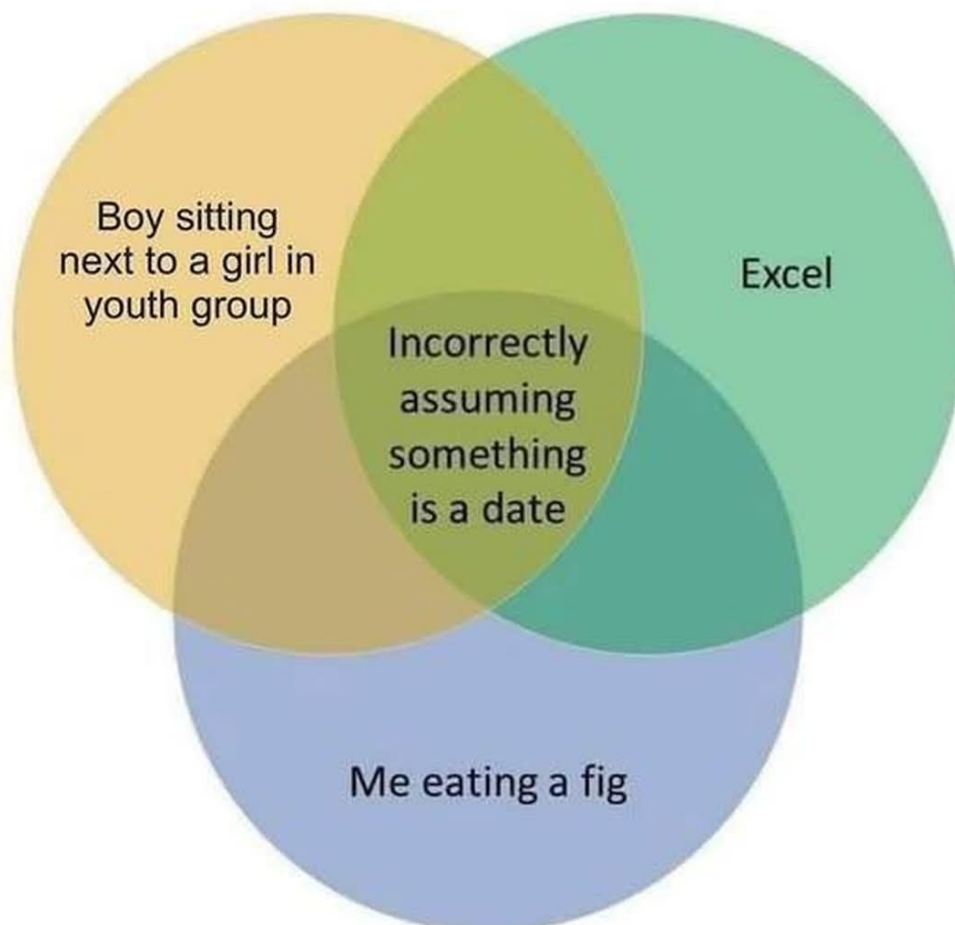
[#qrcode](#)



My wife messaged me to say her car wasn't starting and that the dash was showing a sign of a person on the toilet. Confused, I asked her to send me a photo...



This one took a while.....





5 years ago, the internet was an escape from the real world. Today, the real world is an escape from the internet.





WEDNESDAY, JANUARY 17, 2024

NT News  
YOUR VOICE IN THE TERRITORY  
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**Wet and wild weather has storm watchers drenched**

**MONSOON BLOWS INTO FANNIE HOLE**

VIDEO  
SCANTO WATCH

**ALLEGED KILLER IN COURT**  
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**BUSINESS YEAR IN REVIEW**  
PAGE 16-17

**CUSTODY DEATH INQUEST**  
PAGE 4

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The far right thrive on three things: fear, hatred and lies.

Their claim that London is overwhelmed with violent disorder is an example of all three.



**Fraser Nelson** ✓ @FraserNelson · 9h

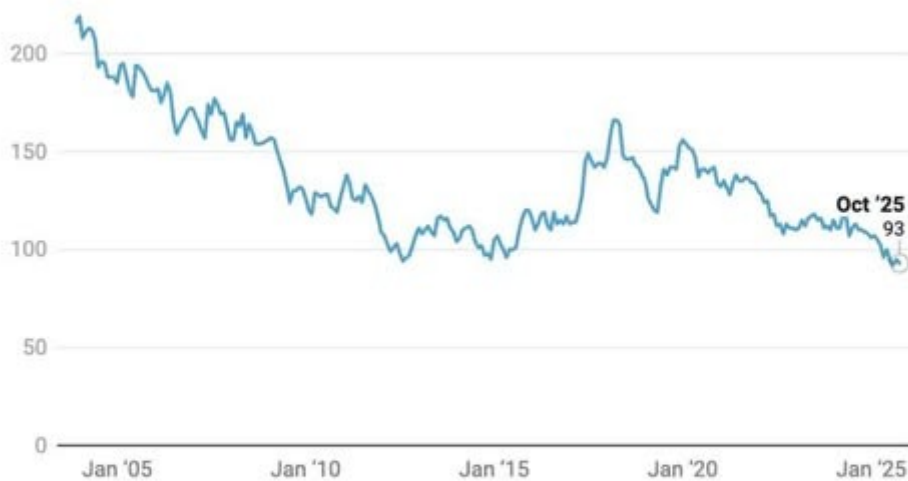
NEW: 93 murders in London (pop: ~9m) in 12 months to October.

The city's murder rate is now lowest for decades; perhaps centuries.  
[comment.press/7892](#)

### Murder in London

Rolling 12-month murder total

View: In numbers / rate / teens / London (since 1990 / 2003)



*Includes manslaughter, infanticide, corporate manslaughter. Met Police data; excludes jurisdiction of City of London Police (for the square-mile financial district) & British Transport Police. Data to Oct 2025, published Nov 2025, updated monthly.*

2:46 PM · Nov 16, 2025 · 77.1K Views

Have a nice week

# Tain