

Cutting-edge equipment on show at 'Network Rail village'



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RAIL Live 2019 is to feature a complete 'Network Rail village', including live demonstrations and displays of equipment such as a High Output Ballast Cleaner and Kirow crane.

The infrastructure company will also display vehicles from its road fleet, and 'before and after' examples of switches and crossings refurbished at its Whitmoor facility.

The announcement adds to an already substantial Network Rail presence at the June 19-20 industry event, that includes its survey helicopter and dedicated Class 950 Track Recording Unit (RAIL 877). Used on secondary



NR's major commitment to Rail Live includes a presence by its survey helicopter and team, as well as its Class 950 Track Recording Unit. NETWORK RAIL.

lines, the '950' is the only member of NR's measurement fleet to have been purpose-built for track measurement.

NR will display the Kirow crane - the only one in its fleet - in conjunction with a beam carrier and tilting wagon to show how



Rail Live visitors will be able to appreciate a High Output Ballast Cleaner close up. NETWORK RAIL.



There is one Kirow crane in NR's fleet - it is to visit Rail Live on June 19/20. NETWORK RAIL.

the machines work together to position switches and crossings. Meanwhile, its Ballast Cleaning System 3 will allow an appreciation of what the HOB process involves - from cutting and cleaning the ballast to the removal of waste, delivery of new ballast, and the follow-up work of the tamper to reinstate the track to line speed. Speakers from NR are also

be well-represented at what is the only exhibition to bring together the entire rail industry, with Chief Executive Andrew Haines supported by colleagues such as Chief Technology Officer Andy Doherty and Managing Director of Route Services Susan Cooklin. Visitors will also have the chance to talk to representatives of NR's supply chain operations teams.

Other high-profile speakers expected to attend include Secretary of State for Transport Chris Grayling. 'Yellow Plant' to be displayed at Rail Live includes Pro Rail Service's RRV Drainage Suction Unit, developed in conjunction with NR. Pro Rail will also be bringing a Doosan 270 Heavy Lift RRV Excavator, as well as drainage



and topographical surveying equipment.

On-track exhibits are to include Britain's first full-sized hydrogen-powered train - Porterbrook's HydroFLEX - and Vivarail's battery Class 230. The show will also feature the debut of Porterbrook's 'Innovation Hub' train, which showcases products from various suppliers (RAIL 877).

It is planned that Great Western Railway will offer a dedicated service from London ferrying

visitors direct to Rail Live's venue at the Quinton Rail Technology Centre in Long Marston. More than 6,000 people and 250-plus exhibitors are expected to attend.

■ Rail Live is a trade show for individuals working in the rail industry. You will need to register with a verified industry email address to attend. The event, at the QRTC in Long Marston, is on June 19/20. For more details, including the agenda, see www.raillive.org.uk

For more information...

Regular updates and more information on attending Rail Live is available at www.raillive.org.uk

■ For more information on visiting the show, contact Katie Gordon-Hill at raillive@bauermedia.co.uk

■ To enquire about exhibiting or for information about sponsorship opportunities, contact Julie Howard (julie.howard@bauermedia.co.uk)

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£12m on MML bridge upgrades

Network Rail has spent £12 million upgrading bridges for the Midland Main Line electrification on sections of the line that will now not be wired.

House of Lords Transport spokesman Baroness Vere told Baroness Randerson (Liberal Democrat) in a Lords Written Reply on April 26 that the work in Leicestershire would extend the life of the structures and improve safety.

The upgrades will also allow enhance gauge clearance.

Network Rail prepares for May Bank Holiday works

Network Rail is gearing up for a major programme of engineering works over the two Bank Holiday weekends in May (May 4-6 and May 25-27).

On the first weekend, the West Coast Main Line will be closed at Euston (with no trains running to or from it during the weekend), near Crewe and at Glasgow. Chiltern Railways will be providing additional capacity to cater for displaced passengers seeking to travel to and from London.

Track renewals between Farringdon and West Hampstead means that Thameslink services will be diverted to start and terminate at St Pancras, London Bridge or Blackfriars station, while maintenance and refurbishment

work will mean changes to services from London Waterloo to Barnes and Clapham Junction.

Track renewals between Swindon and Bristol Parkway will result in buses replacing trains between Bristol Parkway to Severn Tunnel Junction and Newport, while trains from London to South Wales will be diverted via Gloucester.

On the Southend Victoria branch, buses will run between Shenfield and Southend Victoria/Southminster because of overhead line electrification upgrade work.

Engineering work is also taking place on May 5 between Deptford and Slade Green and Seven Oaks/Paddock Wood/Tunbridge Wells, closing all lines in both instances and incurring diversions.

On the second Bank Holiday weekend, engineering work takes place between Glasgow Central and Motherwell and between Crewe and Runcorn/Warrington Bank Quay, with major service changes including bus replacement and cancellations. A reduced service will also operate at London Euston.

Track renewals continue between Farringdon and West Hampstead. And on the London Tilbury & Southend route, overhead wiring will be upgraded between Wickford, Southend Victoria and Southminster, with buses replacing trains.

On the Great Eastern Main Line, overhead line and switch and crossing renewals mean that buses will replace trains between Ipswich and Norwich/Bury St Edmunds.

Public distrust of railways worsens, says Williams evidence paper

The public does not understand how the railway works, do not know who is accountable, and do not understand who to turn to for support.

That's according to an evidence paper, published as part of the Williams Review into the railway, which reveals that public distrust of the rail industry has worsened.

The paper quotes the *Which?* Consumer Insight Tracker which suggests that distrust stands at 37%, 13 percentage points higher than three years ago - and that only second-hand car dealers are more distrusted by customers.

A survey undertaken as part of the review found that passengers do not believe they are at the heart of the railway, and do not

believe they come first. Passengers expressed frustration at events that are seen to be within train operators' control, and said that perceived high prices and complicated pricing structures raise suspicion that they are not getting value for money.

A further paper suggests that priority should be given to fixing problems perceived to be more within the control of rail operators, to establishing better communication with passengers, and to simplifying the fares structure.

It found that some passengers surveyed regard the system as a "fragmented system of monopolies that does not deliver".

The evidence paper examined

other research which suggests that people on lower incomes have a general tendency to dismiss rail travel for commuting because of the perceived expense. It says that rail would need to be perceived as being a viable option for lower-income passengers.

Accessibility of stations and trains was examined, with the evidence paper highlighting a lack of consistency in the way accessibility services and facilities are provided. It also points out that with an ageing population, it is likely that demand for greater accessibility will increase.

The freight customer experience was also examined, with those surveyed saying they want the railway to be able to better respond

to changing market demand to facilitate rail freight growth, with some customers claiming operators can struggle to find train paths.

Customers and operators said they wanted to see firm protections and incentives to safeguard against closer alignment between passenger operators and Network Rail, and for average speeds to increase from the current average of approximately 25mph.

Customers also said they wanted "greater consideration" of rail freight capacity and capability requirements when major network enhancements are planned, and for the government to consider how planning policies can be used to protect rail freight sites from land development.