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November 3, 2021



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“Wheel slide” caused by “low adhesion between the train wheels and the track” is the most likely cause of the Salisbury train crash, investigators say in an article on Sky News.

More than a dozen people needed hospital treatment and a train driver sustained life-changing injuries after two services collided on Sunday evening.

Andrew Hall, deputy chief inspector of the Rail Accident Investigation Branch, said it was pursuing the “low adhesion” theory alongside others.

He said analysis of the train’s data recorders, data from the track signals and CCTV footage was ongoing.

Rail and coach technology platform Trainline has recovered strongly in the first six months of FY22, with revenue going up 151 per cent to £78 million.

That’s according to an article on City A.M. that says the group’s net ticket sales have grown 179 per cent to £1 billion, recovering 79 per cent of pre-pandemic times, the highest level since COVID-19 began.

Eight days of engineering works to get ready for railway platform extensions for new longer trains – including dismantling a historic signal box – are now complete.

An old disused signal box at Hertford East station had to be removed to make way for a longer platform.

In a project partly funded by the Railway Heritage Trust, the signal box was dismantled piece by piece so it can be rebuilt at Leyburn, North Yorkshire, as part of the heritage Wensleydale Railway.

[Click here for more details.](#)

Transport for London (TfL) has this week launched a public consultation to shape future step-free access priorities and improvements on the London Underground network, the first of its kind in 15 years.

The consultation, which runs until 10 February 2022, has been designed to help TfL identify which aspects of making London Underground stations more accessible it should prioritise, to bring the most far-reaching and beneficial impacts and help more Londoners use the public transport network independently.

[Click here for more details.](#)

Photo credit: Greater Anglia