

**Wrong side signalling failure and derailment at Dalwhinnie, Badenoch and Strathspey, 10 April 2021**

**On publication of RAIB's report concerning the wrong side signalling failure and derailment at Dalwhinnie, Badenoch and Strathspey, 10 April 2021, Andrew Hall, Chief Inspector of Rail Accidents said:**

“Some of the causes of the accident at Dalwhinnie bear an alarming similarity to those found in the multi-fatal accident at Clapham Junction in 1988, and the more recent collision at Waterloo in 2017 which caused huge disruption on routes into London. These accidents share a common theme, that an undetected wiring error resulted in the failure of the signalling system. At Dalwhinnie, this meant that the signalling system did not detect that some points were in an unsafe position, resulting in the derailment of a train. Thankfully no one was injured. However, the train could have been carrying passengers and travelling at a much higher speed, and the outcome very different.

“Wiring within a signalling system is safety critical and needs to be carefully checked and tested when engineering work is carried out. It is essential that long-established processes and assurance principles, introduced and developed as a result of earlier accidents, are followed. When essential technical information is not readily available, and testing is not completed or carried out in a truly independent manner, the consequences can be very serious.

“Those who don't remember the past are condemned to repeat it, has been said in many ways by many people. When it comes to fully understanding the importance of hard-learned lessons around the wiring of railway signalling, the accident at Dalwhinnie needs to act as another salutary reminder to the industry.”