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6 August 2021

Mr Andrew Hall
Deputy Chief Inspector of Rail Accidents
Cullen House
Berkshire Copse Rd
Aldershot
Hampshire GU11 2HP

Dear Andrew,

RAIB Report: Runaway locomotive at Beddgelert, North Wales on 16 April 2019

I write to provide an update¹ on the action taken in respect of recommendation 3 addressed to ORR in the above report, published on 6 February 2020.

The annex to this letter provides details of actions taken in response to the recommendation and the status decided by ORR. The status of recommendation 3 is **'Implemented'**.

We do not propose to take any further action in respect of the recommendation, unless we become aware that any of the information provided has become inaccurate, in which case I will write to you again.

We will publish this response on the ORR website on 9 August 2021.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Oliver Stewart', is written over a horizontal line.

Oliver Stewart

¹ In accordance with Regulation 12(2)(b) of the Railways (Accident Investigation and Reporting) Regulations 2005

Recommendation 3

The intent of this recommendation is that Festiniog Railway Company makes use of the 'deadman' systems on its locomotives, where fitted.

Festiniog Railway Company should review its lone working arrangements, and its policy relating to the use of 'deadman' systems, where fitted, for situations where trains are being driven by an unaccompanied person. It should update its rulebook to take account of any changes

ORR decision

1. The Festiniog Railway Company has reviewed its working arrangements and made changes to its procedures so a locomotive without a DSD must be double manned.
2. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, the Festiniog Railway Company has:
 - taken the recommendation into consideration; and
 - has taken action to implement it

Status: Implemented.

Previously reported to RAIB

3. On 5 February 2021 ORR reported the following:

The use of the DSD is a standing instruction issued to drivers by FRC, but is not mandated as part of the rule book. We are reviewing the adequacy of FRC procedure, as they have not explicitly defined use of the DSD during engineers' possessions, operation of light engines or when a train is single manned with no passengers on the running line.

Update

4. On 8 July 2021 the Festiniog Railway Company provided the following update:

I can now confirm that we have mandated that all moves on the main line of locos without a functioning driver's safety device will be double manned. We will investigate the practicalities of fitting a DSD to those locos not yet fitted.

Previously reported to RAIB

Recommendation 3

The intent of this recommendation is that Festiniog Railway Company makes use of the 'deadman' systems on its locomotives, where fitted.

Festiniog Railway Company should review its lone working arrangements, and its policy relating to the use of 'deadman' systems, where fitted, for situations where trains are being driven by an unaccompanied person. It should update its rulebook to take account of any changes

ORR decision

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2. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, FRC has:

- taken the recommendation into consideration; and
- is taking action to implement it

Status: Progressing. ORR will advise RAIB when further information is available regarding actions being taken to address this recommendation.

Information in support of ORR decision

3. On 30 September 2020 Festiniog Railway Company provided the following initial response:

Use of the DSD is not mandated as part of the rule book, but as a standing instruction to drivers. A reminder of the instruction has been issued by the Loco Manager via roster emails and the HOPS database. Driver training and assessment on locos fitted with DSD emphasizes the requirements for its use, and testing and use is part of the pre-use inspection and preparation for which drivers sign.

4. On 1 February 2021, FRC provided the following update:

I can confirm that diesel locos operating on the main line on passenger trains, or when passenger trains are operating, will either have a functioning DSD or be double manned. The standing instruction on this will be incorporated in the next update of our rule book. Engineering trains operating when passenger trains are not running may be single manned as we consider the mitigation outlined in our risk assessment SM RAS 103 (copy attached) adequately controls the risk.



SM RAS 103 single
manned diesels A02