
STATUTORY INSTRUMENTS

1986 No. 690

TRANSPORT

**The British Railways Board (Central Wales Railway)
Light Railway (Amendment) Order 1986**

Made - - - - - 8th April 1986

Coming into Operation 9th April 1986

The Secretary of State for Transport on the application of the British Railways Board and in exercise of powers conferred by sections 7, 9, 10, 11 and 24 of the Light Railways Act 1896(a) and now vested in him(b) and of all other powers enabling him in that behalf hereby makes the following Order:—

Citation and commencement

1.—(1) This Order may be cited as the British Railways Board (Central Wales Railway) Light Railway (Amendment) Order 1986 and shall come into operation on 9th April 1986.

(2) The original Order and this Order may together be cited as the British Railways Board (Central Wales Railway) Light Railway Orders 1972 and 1986.

Interpretation

2. In this Order—

“the Board” means the British Railways Board;

“Method IV (Electric Token)” means the method of working specified in paragraph 7 of Section C of the Railway Construction and Operation Requirements for Passenger Lines of the Ministry of Transport, 1950 Edition;

“the original Order” means the British Railways Board (Central Wales Railway) Light Railway Order 1972(c);

“passing place” mean one of the locations at which loop lines are provided on the railway respectively at Llandrindod, Llanwrtyd, Llandovery and Llandeilo for trains to cross or pass one another;

“the railway” means the railway authorised to be worked as a light railway by the original Order.

New method of control of single line working

3. (1) The Board may employ a “No Signalman” Electric Key Token system for the control of single line working on the railway.

(a) 1896 c. 48.
(c) S.I. 1972/545.

(b) S.I. 1970/1681, 1979/571 and 1981/238.

(2) During such time as such a system of control is employed the Board shall comply with the requirements prescribed for the safety of the public using the railway and set out in the Schedule to this Order, in substitution for the requirements under the headings "Block System" and "Signalling" contained in Schedule 3 to the original Order.

(3) If the Board shall fail to comply with any of the provisions of this Order, they shall for each offence be liable on summary conviction to a fine not exceeding one hundred pounds.

Costs of Order

4. All costs, charges and expenses of, and incidental to, the preparing for, obtaining and making of this Order or otherwise in relation thereto shall be paid by the Board and may in whole or in part be defrayed out of revenue.

Signed by authority of
the Secretary of State

J. R. Coates,
An Under Secretary in
the Department of Transport.

8th April 1986.

SCHEDULE

BLOCK SYSTEM

The "No Signalman" Electric Key Token system shall be regulated from Pantyffynnon signal box and the railway shall remain divided into five Absolute Block single line sections operated by Method IV (Electric Token).

A telephone affording communication with Pantyffynnon signal box shall be provided at each passing place.

SIGNALLING

At each passing place boards shall be displayed marking the termination or commencement, as the case may be, of each single line section.

The loop line points at each passing place shall be worked by a device which will ensure that the correct route is set up for a train arriving at the passing place but which will be capable of being operated by the wheels of a train leaving the passing place to enter the next single line section. The points shall be linked with an indicator which, when the point switches are properly closed to accept an approaching train, will give an indication to the train driver.

Boards displaying a fixed "distant" signal aspect shall be provided on the approach to each passing place at a suitable braking distance for the fastest approaching train.