
STATUTORY INSTRUMENTS

1990 No. 1223

TRANSPORT

**The British Railways Board (Central Wales
Railway) Light Railway (Amendment) Order 1990**

Made - - - - *5th June 1990*
Coming into force - - *6th June 1990*

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⁽¹⁾ as amended by the Light Railways Act 1912⁽²⁾ and Part V of the Railways Act 1921⁽³⁾ and now vested in him⁽⁴⁾ 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 1990 and shall come into force on 6th June 1990.
- (2) This Order and the British Railways Board (Central Wales Railway) Light Railway Orders 1972 and 1986 may together be cited as the British Railways Board (Central Wales Railway) Light Railway Orders 1972 to 1990.

Interpretation

2. In this Order—
- “the Order of 1986” means the British Railways Board (Central Wales Railway) Light Railway (Amendment) Order 1986⁽⁵⁾; and
- “the railway” means the railway authorised to be worked as a light railway by the British Railways Board (Central Wales Railway) Light Railway Order 1972⁽⁶⁾.

Amendment of the Order of 1986

3. The Order of 1986 shall be read and have effect as if:—

(1) 1896 c. 48.
(2) 1912 c. 19.
(3) 1921 c. 55.
(4) S.I. 1970/1681, 1979/571 and 1981/238.
(5) S.I. 1986/690.
(6) S.I. 1972/545.

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

(1) in Article 2, in the definition “passing place” (which defines the locations at which loop lines are provided on the railway for trains to cross or pass one another) before the word “Llandrindod” there was inserted the word “Knighton”; and

(2) in the Schedule there was substituted for the first paragraph of the particulars headed “Block System” the following—

“The ‘No Signalman’ Electric Key Token system shall be regulated from Pantyffynnon signal box and the railway shall be divided into six Absolute Block single line sections operated by Method IV (Electric Token)”.

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 British Railways Board and may in whole or in part be defrayed out of revenue.

Signed by authority of the Secretary of State for Transport

Department of Transport
5th June 1990

J. R. Coates
An Under Secretary in the