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STATUTORY INSTRUMENTS

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**2020 No. 1137**

**The Wear Valley Railway (Transfer) Order 2020**

**PART 1**

**PRELIMINARY**

**Citation and commencement**

1. This Order may be cited as the Wear Valley Railway (Transfer) Order 2020 and comes into force on 5th November 2020.

**Interpretation**

2.—(1) In this Order—

“the Company” means Weardale Railway Limited (company number 12392050) whose registered office is Vinovium House, Saddler Street, Bishop Auckland, United Kingdom, DL14 7BH;

“protective equipment” includes gates, barriers, lights, traffic signs (within the meaning of section 64 (general provisions as to traffic signs) of the Road Traffic Regulation Act 1984(1)), manual, mechanical, automatic, electronic or telephonic equipment or other devices;

“Weardale Realisations” means Weardale Realisations CIC (company number 02823284) whose registered office is Minerva, 29 East Parade, Leeds, Yorkshire, LS1 5PS;

“the railway” means so much of the railway as was transferred from Weardale Realisations to the Company in a transfer dated 13th March 2020 in the County of Durham and which is described in and authorised by the Bishop Auckland and Weardale Railway Act 1837(2), the Wear Valley Railway Act 1845(3), the Stockton and Darlington Railway Amalgamation Act 1858(4), the Frosterly and Stanhope Railway Act 1861(5), the Frosterley and Stanhope Railway Act 1862(6), the Wear Valley Extension Railway Act 1892(7) and the North Eastern Railway Act 1894(8), and works relating thereto, as lie between a point 200 metres west of the western end of the platform at Bishop Auckland Station, in the District of Wear Valley, at reference point NZ 207292 and a point 500 metres west of the western end of the southern platform of Eastgate Station, in the District of Wear Valley, at reference point NY 951384 and includes all lands held by the Company relating to the said railway and to any stations or other works connected therewith (other than Bishop Auckland Station), and lying between those points;

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(1) 1984 c. 27. Section 64 was amended by paragraph 25(3) of Schedule 3 to the Road Traffic (Consequential Provisions) Act 1988 (c. 54) and paragraph 47 of Schedule 8 to the New Roads and Street Works Act 1991 (c. 22). There are other amendments to section 64 that are not relevant to this Order.

(2) 1837 c. cxxii.

(3) 1845 c. clii.

(4) 1858 c. cxvi.

(5) 1861 c. lxxii.

(6) 1862 c. xl.

(7) 1892 c. cxxviii.

(8) 1894 c. cliii.

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

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“reference point” means Ordnance Survey National Grid reference point;

“the relevant date” means the date on which this Order comes into force; and

“the undertaker” means the Company and following any sale or lease under article 5 (transfer of railway by undertaker) this expression means or includes the transferee within the meaning of that article.

(2) Any enactments by which the construction and operation of the railway was authorised have effect subject to the provisions of this Order.

(3) All lengths and directions stated in any description of the railway are approximate.

### **Disapplication of certain enactments relating to level crossings**

**3.** Section 47 (provision in cases where roads are crossed on a level) of the Railways Clauses Consolidation Act 1845<sup>(9)</sup> and section 6 (company to erect lodge at point of crossing, etc) of the Railways Clauses Act 1863<sup>(10)</sup> will on the relevant date cease to apply to the railway.

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<sup>(9)</sup> 1845 c. 20.

<sup>(10)</sup> 1863 c. 92.