
STATUTORY INSTRUMENTS

1973 No. 998

TRANSPORT

**The British Railways Board (Sheringham and Weybourne)
Light Railway Order 1973**

Made - - - - - 18th May 1973

Coming into Operation 19th May 1973

The Secretary of State for the Environment on the application of the British Railways Board and in exercise of powers conferred by sections 7, 9, 10 and 18 of the Light Railways Act 1896(a), as amended by the Light Railways Act 1912(b), and Part V of the Railways Act 1921(c) and now vested in him (d) and of all other powers him enabling in that behalf hereby makes the following Order:—

Citation and commencement

1. This Order shall come into operation on 19th May 1973, and may be cited as the British Railways Board (Sheringham and Weybourne) Light Railway Order 1973.

Interpretation

2.—(1) In this Order unless the context otherwise requires the following expressions have the meanings hereby respectively assigned to them, that is to say:—

“the Board” means the British Railways Board;

“the principal Act” means the Light Railways Acts 1896 and 1912, as amended by the Railways Act 1921;

“the railway” means the railway authorised by this Order to be worked as a light railway under the principal Act;

“the Act of 1881” means the Lynn and Fakenham Railway Act 1881(e).

(2) The Interpretation Act 1889(f) shall apply to the interpretation of this Order as it applies to the interpretation of an Act of Parliament.

Power to work railway as a light railway

3. Subject to the provisions of this Order—

(a) the Board may work as a light railway under the principal Act the railway more particularly described in the Schedule hereto;

(b) such of the enactments set out in the Second Schedule to the Light Railways Act 1896 as are still in force (except section 1 of the Regulation of Railways Act 1889(g), shall cease to apply to the railway.

(a) 1896 c. 48.

(c) 1921 c. 55.

(e) 1881 c. cxcix.

(g) 1889 c. 57.

(b) 1912 c. 19.

(d) S.I. 1970/1681 (1970 III, p. 5551).

(f) 1889 c. 63.

Restrictions and conditions as to working of railway

4.—(1) The Board shall not use upon the railway any engine, carriage or truck bringing any weight upon the rails by any one pair of wheels exceeding such weight as the Secretary of State may allow.

(2) The Board shall not run any train or engine upon any part of the railway at a rate of speed exceeding at any time that fixed by the Secretary of State for such part.

(3) No part of the railway shall be used for the public conveyance of passengers without the permission in writing of the Secretary of State being first had and obtained and the Board shall comply with the conditions (if any) which the Secretary of State may from time to time prescribe for the safety of the public using the railway.

(4) The Board shall not unnecessarily allow any engine, carriage or truck to stand across the level crossing at Sweet Briar Lane, Sheringham, nor shall they, by shunting or otherwise for the purpose of railway traffic, at any time cause road traffic in Sweet Briar Lane to be interrupted for longer than is reasonably necessary.

(5) If the Board act in contravention of any of the provisions of this section they shall for each offence be liable on summary conviction to a penalty not exceeding twenty pounds.

Recovery of penalties

5. Any penalty under this Order may be recovered in manner provided by the Magistrates' Courts Act 1952(a).

Costs of Order

6. 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

W. J. Sharp,

18th May 1973.

An Under Secretary in the
Department of the Environment.

THE SCHEDULE.

Such part of the Melton Constable and Cromer branch railway of the Board as comprises—

- (i) so much of the railway (No. 3) secondly described in and authorised by section 6 of the Act of 1881 as extends eastwards from a point 417·5 metres west of the western face of the bridge which carries the road known as Sandy Hill Lane over the railway at Weybourne Station in the Parish of Weybourne in the Rural District of Erpingham in the County of Norfolk; and
- (ii) so much of the railway (No. 4) thirdly described in and authorised by the said section 6 as extends from its junction with that part of the said railway (No. 3) hereinbefore described at the eastern termination thereof to the western boundary of the road known as Station Road at Sheringham in the Urban District of Sheringham in the said County of Norfolk.

(a) 1952 c. 55.