STATUTORY INSTRUMENTS

1982 No. 1456

TRANSPORT

Festiniog Railway Light Railway (Amendment) Order 1982

Made - - - -	13*th October* 1982
Coming into Operation	14*th October* 1982

The Secretary of State for Transport on the application of the Festiniog Railway Company 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 Festiniog Railway Light Railway (Amendment) Order 1982 and shall come into operation on 14th October 1982.

(2) This Order, and the Festiniog Light Railway Orders 1923 to 1981 may be cited together as the Festiniog Light Railway Orders 1923 to 1982.

Interpretation

2.—(1) Unless the context otherwise requires the words and expressions to which meanings are by this article expressly assigned to which the Light Railways Act 1896 or by any enactment wholly or partially incorporated with this Order meanings are assigned have in this Order the same respective meanings and in this Order—

"the Act of 1832" means the Act of 1832 whereof the long title is "An Act for making and maintaining a Railway or Tramroad from a certain Quay at Portmadock, in the Parish of Ynys-cynhaiarn, in the County of Carnarvon, to certain slate quarries called Rhiw-bryfder and Dyffws in the Parish of Festiniog in the County of Merioneth,(**c**) ;

"the Company" means the Festiniog Railway Company;

"the railway" means the railway authorised by the Act of 1832, the Festiniog Railway Act 1869 (**d**) or the Festiniog Light Railway Orders 1923 to 1982;

"the Regulations" means the Traffic Signs Regulations and General Directions (**e**) currently in force and made under the Road Traffic Regulation Act 1967 (**f**) ;

"the Secretary of State" means the Secretary of State for Transport.

(2) All directions, distances and lengths stated in any description of works powers shall be construed as if the words "or thereabouts" were inserted after each such direction, or distance and length and distances between points on a railway shall be taken to be measured along the railway.

(**a**) 1896 c.48, as amended by the Light Railways Act 1912 (c.19) and Part V of the Railways Act 1921 (c.55).
(**b**) S.I. 1970/1681, 1979/571 and 1981/238 (**c**) 2 Geo.IV c.xlviii. (**d**) 32-3 Vict. cxli.
(**e**) S.I. 1981/859. (**f**) 1967 c.76.

Glan-y-Pwll Level Crossing

3.—Notwithstanding anything in the Act of 1832 the Festiniog Railway Act 1869, the Festiniog Railway Light Railway Amendment Orders 1923 to 1981 or any enactment incorporated with any of these said enactments and except as hereinafter provided:—

(1) the Company—

(a) shall not be required to erect or maintain a lodge or gate at; and

(b) may carry the railway across and on the level of the crossing known as the Glan-y-Pwll Level Crossing in the District of Meirionnydd in the county of Gwynedd whereby the public road from Rhiwbryfdir to Tanygrisiau is crossed by the railway on the level,

(2) the Company shall provide at the said Glan-y-Pwll Level Crossing and shall maintain and operate the lights, traffic signs and other devices and appliances as specified in Part I of Schedule 1 to this Order and the Company shall observe the conditions and requirements specified in Part II of the said Schedule in relation to the said Glan-y-Pwll Level Crossing and the use and operation thereof.

Stwlan Dam Access Road Level Crossing

4. Notwithstanding anything in the Act of 1832 the Festiniog Railway Act 1869 the Festiniog Railway Light Railway Amendment Orders 1923 to 1981 or any enactments incorporated by any of these said enactments and except as hereinafter provided:—

(1) the Company—

(a) shall not be required to erect or maintain a lodge or gate at; and

(b) may carry the railway across and on the level of the crossing known as the Stwlan Dam Access Road Level Crossing in the District of Meirionnydd in the county of Gwynedd whereby the road from Tanygrisiau to the Stwlan Dam is crossed by the railway on the level,

(2) the Company shall provide at the said Stwlan Dam Access Road Level Crossing and shall maintain and operate the lights, traffic signs and other devices and appliances as specified in Part I of Schedule 2 to this Order and the Company shall observe the conditions and requirements specified in Part II of the said Schedule in relation to the said Stwlan Dam Access Road Level Crossing and the use and operation thereof.

Failure to comply with crossing requirements

5. If the Company fail to comply with the provisions of articles 3 or 4 above they shall be guilty of an offence and shall be liable on summary conviction to a fine not exceeding £50.

Agreements with railway companies

6.—(1) The Company may enter into and carry out agreements with any other railway company by which the Company may, as agent therefor, enter into contracts of carriage with other persons for the carriage of goods and passengers by any other railway company, and may do anything which is incidental or conducive thereto.

(2) For the purposes of this Article the expression "railway company" shall include the British Railways Board and any related company (including any shipping company) as defined in paragraph 1(9) of Schedule 1 to the Transport Act 1981 (a).

Costs of Order

7. All costs, charges and expenses of and incidental to the preparing for and obtaining and making of this Order or otherwise in relation thereto shall be paid by the Company.

Signed by authority of
the Secretary of State.
13th October 1982.

J. Palmer,
An Under Secretary in the
Department of Transport.

SCHEDULE 1

GLAN-Y-PWLL LEVEL CROSSING

PART I

PARTICULARS OF LIGHTS, TRAFFIC SIGNS AND OTHER DEVICES AND APPLIANCES

1. A traffic light signal consisting of a single steady amber and two flashing red lamps together with a backing board as prescribed by the Regulations shall be provided on the nearside of the carriageway and on the offside of the carriageway on each side of the railway not nearer than 2 metres before the running edge of the nearest rail. The traffic light signals on the offside of the carriageway shall either be in line with or on the railway side of the stop line mentioned in paragraph 4 below. The traffic light signals shall be so arranged as to face outwards from the level crossing towards approaching road traffic and in the case of the duplicate traffic light signal to the north of the crossing in such a manner as to be visible towards approaching road traffic along North Western Road. All the signals shall be capable of directional adjustment. A flashing white light shall also be provided on each railway approach to the crossing which, when illuminated, shall indicate to drivers of trains that the flashing red lamps are illuminated and that the main power supply has not failed.

2. A St. Andrew's Cross traffic sign of the size, colour and type shown in diagram 542 in the Regulations shall be mounted immediately above each of the traffic light signals. The traffic signs shall be so positioned as to face approaching road traffic and shall be provided with reflectors or retro-reflecting material.

3. The advance warning signs shall be of the size, colour and type shown in diagram 538 in the Regulations mounted above a plate of the size, colour and type shown in diagram 537.4 in the Regulations and shall be provided by the highway authority: provided that, if at any time the Company construct a second line of railway across the road a St. Andrew's Cross traffic sign of the size, colour and type shown in diagram 542.1 in the Regulations shall be mounted as aforesaid. A plate of the size, colour and type shown in diagram 862 in the Regulations shall be mounted below each nearside traffic light signal and plates of the size, colour and type shown in diagrams 863 and 542.2 in the Regulations shall be mounted below each nearside and each offside traffic light signal.

(a) 1981 c.56.

4. An audible warning device of moderate output shall be provided on or adjacent to the traffic light signals on the nearside of the carriageway on each side of the railway.

5. A reflectorised stop line of the size, colour and type shown in diagram 1001 in the Regulations shall be provided across the nearside of the carriageway on each side of the railway approximately 1 metre before the nearside traffic light signal. Where the road passes over the crossing, reflectorised edge of carriageway road markings of the size, colour and type shown in Diagram 1011 in the said Regulations shall be provided along each edge of the footway on each side of the crossing.

6. The carriageway shall be approximately 5.5 metres wide at the level crossing. The centre line of the carriageway shall be marked thereon between the road markings mentioned in paragraph 5 above with a reflectorised warning line marking of the size, colour and type mentioned in diagram 1004 in the Regulations and shall be continued for a distance of not less than 15 metres on each of its approaches to the level crossing.

7. A reflectorised pedestrian stop line of the size, colour and type shown in diagram 1003.2 in the Regulations shall be provided across the offside of the carriageway and each footway on each side of the railway not less than 1 metre before the traffic light signal on the same side of the carriageway. The pedestrian stop line shall be as nearly as possible at right angles to the centre line of the carriageway and not nearer than 2 metres to the running edge of the nearest rail.

8. Cattle-cum-trespass guards of standard British Railways design shall be provided immediately adjacent to the ground which is made up to the level of the carriageway in accordance with paragraph 10 of Part II of this Schedule and shall extend the full width between the protecting fences on both sides of the railway.

PART II

CONDITIONS AND REQUIREMENTS TO BE OBSERVED

9. The surface of the carriageway over the level crossing shall be maintained in good and even condition.

10. The ground at the two edges of the carriageway over the level crossing shall be made up to the level of the carriageway for a distance of 1 metre beyond each edge.

11. A single power supply shall be provided at the level crossing together with standby batteries of sufficient capacity to operate the whole installation for 12 hours in the event of a power supply failure.

12. An advance warning board of standard British Railways design shall be provided on each railway approach to the crossing facing rail traffic approaching the level crossing. During the hours of darkness the warning boards shall be capable of illumination by lighting carried by trains and shall be made of class 1 retro-reflecting material.

13. A combined speed restriction and whistle board of standard British Railways design for 10 mile/h shall be provided on the Down railway approach to the crossing approximately 115 metres before the level crossing facing rail traffic movements approaching the level crossing, and shall be capable of illumination when trains are operated during the hours of darkness.

14. A combined speed restriction and whistle board of standard British Railways design for 15 mile/h shall be provided on the Up railway approach to the crossing approximately 150 metres before the level crossing facing rail traffic movements approaching the level crossing and shall be capable of illumination when trains are operated during the hours of darkness.

15. Trains travelling in the Down direction shall not exceed 10 mile/h from the combined speed restriction and whistle board until the front of the train has passed over the crossing. The train whistle shall be sounded when the train is at a point approximately 100 metres before the crossing.

16. Trains travelling in the Up direction shall not exceed 15 mile/h from the combined speed restriction and whistle board until the front of the train has passed over the crossing. The train whistle shall be sounded when the train is at a point approximately 150 metres before the crossing.

17. Trains travelling in either the Up or Down direction shall not proceed over the crossing until the white lamp mentioned in paragraph 1 of Part I of this Schedule becomes illuminated. If the white light is not illuminated drivers shall bring their trains to a stand short of the crossing and shall then proceed with caution.

18. The arrangements shall be such that when the train reaches a position (which shall not be less than 130 metres in the case of a train travelling in the Down direction and 180 metres in the case of a train travelling in the Up direction) before the crossing the amber lamps mentioned in paragraph 1 of Part I of this Schedule shall be illuminated and the audible warning devices shall thereupon commence to sound. The steady amber lamps shall remain illuminated for a period of approximately 3 seconds. Immediately the amber lamps are extinguished the flashing red lamps mentioned in paragraph 1 as aforesaid shall operate. The flashing red lamps and the audible warning devices shall continue to operate until the train has passed clear of the crossing. Not less than 27 seconds shall elapse between the time when the amber lamps first show and the time when the train reaches the crossing.

SCHEDULE 2

STWLAN DAM ACCESS ROAD CROSSING

PART I

PARTICULARS OF LIGHTS, TRAFFIC SIGNS AND OTHER DEVICES AND APPLIANCES

1. A traffic light signal consisting of a single steady amber and two flashing red lamps together with a backing board as prescribed by the Regulations shall be provided on the nearside of the carriageway and on the offside of the carriageway on each side of the railway not nearer than 2 metres before the running edge of the nearest rail. The traffic light signals on the offside of the carriageway shall either be in line with or on the railway side of the stop line mentioned in paragraph 4 below. The traffic light signals shall be so arranged as to face outwards from the level crossing towards approaching road traffic. All the signals shall be capable of directional adjustment. A flashing white light shall also be provided on each railway approach to the crossing which, when illuminated, shall indicate to drivers of trains that the flashing red lamps are illuminated and that the main power supply has not failed.

2. A St. Andrew's Cross traffic sign of the size, colour and type shown in diagram 542 in the Regulations shall be mounted immediately above each of the traffic light signals. The traffic signs shall be so positioned as to face approaching road traffic and shall be provided with reflectors or retro-reflecting material.

3. The advance warning signs shall be of the size, colour and type shown in diagram 538 in the Regulations mounted above a plate of the size, colour and type shown in diagram 537.2 in the Regulations.

4. An audible warning device of moderate output shall be provided on or adjacent to the traffic light signals of the nearside of the carriageway on the uphill side of the railway.

5. A reflectorised stop line of the size, colour and type shown in diagram 1001 in the Regulations shall be provided across the nearside of the carriageway on each side of the railway approximately 1 metre before the nearside traffic light signal.

6. The carriageway shall be approximately 5.3 metres wide at the level crossing. The centre line of the carriageway shall be marked thereon between the road markings mentioned in paragraph 5 above with a reflectorised warning line marking of the size, colour and type mentioned in diagram 1004 in the Regulations and shall be continued for a distance of not less than 15 metres on each of its approaches to the level crossing.

7. Reflectorised edge of carriageway road markings of the size, colour and type shown in diagram 1011 in the Regulations shall be provided along the two edges of the carriageway on each side of the railway mentioned in paragraph 1 above.

8. A reflectorised pedestrian stop line of the size, colour and type shown in diagram 1003.2 in the Regulations shall be provided across the offside of the carriageway not less than 1 metre before the offside traffic light signal. The pedestrian stop line shall be as nearly as possible at right angles to the centre line of the carriageway and not nearer than 2 metres to the running edge of the nearest rail.

9. Cattle-cum-trespass guards of standard British Railways design shall be provided immediately adjacent to the ground which is made up to the level of the carriageway in accordance with paragraph 11 of Part II of this Schedule and shall extend the full width between the protecting fences on both sides of the railway.

PART II

CONDITIONS AND REQUIREMENTS TO BE OBSERVED

10. The surface of the carriageway over the level crossing shall be maintained in good and even condition.

11. The ground at the two edges of the carriageway over the level crossing shall be made up to the level of the carriageway for a distance of 1 metre beyond each edge.

12. A single power supply shall be provided at the level crossing together with standby batteries of sufficient capacity to operate the whole installation for 12 hours in the event of a power supply failure.

13. An advance warning board of standard British Railways design shall be provided on each railway approach to the crossing facing rail traffic approaching the level crossing. During the hours of darkness the warning boards shall be capable of illumination by lighting carried by trains and shall be made of retro-reflecting material.

14. A combined speed restriction and whistle board of standard British Railways design for 15 mile/h shall be provided on each railway approach to the crossing approximately 150 metres before the level crossing facing rail traffic movements approaching the level crossing and shall be capable of illumination when required by lighting carried by trains.

15. Trains travelling in either the Up or Down direction shall not exceed 15 mile/h from the combined speed restriction and whistle board until the front of the train has passed over the crossing. The train whistle shall be sounded when the train is at a point approximately 150 metres before the crossing.

16. Trains travelling in either the Up or Down direction shall not proceed over the crossing until the white lamp mentioned in paragraph 1 of Part I of this Schedule becomes illuminated. If the white light is not illuminated drivers shall bring their trains to a stand short of the crossing and shall then proceed with caution.

17. The arrangements shall be such that when the train reaches a position (which shall not be less than 180 metres) before the crossing the amber lamps mentioned in paragraph 1 of Part I of this Schedule shall be illuminated and the audible warning devices shall thereupon commence to sound. The steady amber lamps shall remain illuminated for a period of approximately 5 seconds. Immediately the amber lamps are extinguished the flashing red lamps mentioned in paragraph 1 as aforesaid shall operate. The flashing red lamps and the audible warning devices shall continue to operate until the train has passed clear of the crossing.

Printed in England by Albert Gait Ltd. and published by Her Majesty's Stationery Office

850/7767 WO P79 C7 10/82

ISBN 0 11 027456 3