



Light Railways Act 1912

1912 CHAPTER 19 2 and 3 Geo 5

5 Miscellaneous amendments of principal Act.

^{X1}(1) The requirement contained in paragraph (b) of subsection (2) of section three of the principal Act that the expenditure of a council shall in a certain case be limited by the order shall be amended by the substitution of the words “such amount as the Board of Trade think fit under the circumstances,” for the words “such amount as will, in the opinion of the Board of Trade, bear due proportion to the benefit which may be expected to accrue to their area from the construction or working of the railway.”

(2) ^{F1}

^{X1}(3) The following paragraphs shall be substituted for paragraphs (c) and (d) of section eleven of the principal Act :—

“(c) giving the necessary powers for constructing and working the railway and any works incidental thereto, including power to make agreements with any railway or other company, or any authority, person, or body of persons, for the purpose; and

(d) giving any railway or any other company or any authority, person, or body of persons any power required for carrying the order into effect; and”

(4) In subsection (1) of section sixteen of the principal Act a reference to an application for an order under that Act shall include a reference to an intended application for such an order, and a reference to parishes shall include a reference to parts of parishes.

(5) ^{F2}

[^{F3}(6) Notwithstanding anything in section sixteen of the principal Act, any expenses incurred by the council of a borough with reference to the application for a light railway order, or in pursuance of such an order, may be made payable either out of the borough fund or rate, or as expenses incurred in the execution of the Public Health Acts as the order may prescribe.]

Changes to legislation: There are currently no known outstanding effects for the Light Railways Act 1912, Section 5. (See end of Document for details)

Editorial Information

- X1** The text of s. 5(1)(3) is in the form in which it was originally enacted: it was not reproduced in Statutes in Force and does not reflect any amendments or repeals which may have been made prior to 1.2.1991.

Textual Amendments

- F1** S. 5(2) repealed by [Statute Law Revision Act 1950 \(c. 6\)](#)
- F2** S. 5(5) repealed by (E.W.) [Local Government Act 1933 \(c. 51\)](#), **Sch. 11 Pt. IV** and (S.) [Local Government \(Scotland\) Act 1947 \(c. 43\)](#), **Sch. 14**
- F3** S. 5(6) repealed (E.W.) by [Local Government Act 1933 \(c. 51\)](#), **Sch. 11 Pt. IV**

Modifications etc. (not altering text)

- C1** “The principal Act” means [Light Railways Act 1896 \(c. 48\)](#)
- C2** Functions of Board of Trade under this Act now exercisable by Minister of Transport: [Ministry of Transport Act 1919 \(c. 50\)](#), **s. 2**, [S.I. 1953/1204 \(1953 I, p. 1225\)](#), art. 3(1), [1959/1768 \(1959 I, p. 1793\)](#), art. 3(2), [1970/1681](#), art. 2(1) and [1979/571](#), art. 2(1)

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