1962-63 (232) **British Transport Commission. Annual report and accounts for the year ended 31st December 1962. Volume I: report**

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BRITISH TRANSPORT COMMISSION

Annual Report and Accounts

for the year ended

31st December 1962

VOLUME I: REPORT

Presented to Parliament
in pursuance of Paragraphs 18, 20 *and* 22 *of Part V of the Seventh Schedule to the Transport Act*, 1962

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BRITISH RAILWAYS BOARD
222, Marylebone Road, N.W.1

25th June, 1963

DEAR MINISTER,

I submit herewith, in accordance with Part V of the Seventh Schedule to the Transport Act 1962, the fifteenth Annual Report of the British Transport Commission, covering the year 1962. The Commission's Statement of Accounts and Statistics for the same period was sent to you, with a copy of the Auditors' Report, on the 26th April, 1963.

Yours sincerely,

R. Beeching

Chairman.

The Rt. Hon. Ernest Marples, M.P.,
Minister of Transport,
St. Christopher House,
Southwark Street,
London, S.E.1.

VOLUME I

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CHAPTER ONE

1. The year 1962 was one of preparation for the reconstitution of the nationalised transport system of the country under the provisions of the Transport Act 1962, which received Royal Assent on 1st August and came into force on 1st September. The vesting date was fixed as 1st January, 1963. This report, therefore, is the final account of the stewardship of the British Transport Commission which began active operation on 1st January, 1948, under the provisions of the Transport Act 1947. The Commission's varied undertakings, employing nearly 688,000 people and comprising rail and road transport, the London passenger transport service, canals, ports, shipping, hotel and catering services and travel agencies, represented one of the largest single industrial organisations in the world.

2. During the fifteen years of their existence, the Commission's activities and organisation were subject to great variations in the political and economic climates. In a world of changing public habits in transport, and during a period of indecision and uncertainty as to what the nation really expected from its transport system, the Commission had done their best to discharge their statutory duties. During the course of their lifetime they had witnessed a dramatic decline in the fortunes of many railways throughout the world, and British Railways, which was by far the largest single component of the Commission's undertaking, was no exception. This tended to overshadow the healthy development of most of the other parts of the organisation.

3. Two preliminary steps were taken by the Commission in readiness for the implementation of the 1962 Act. These were the abolition of the Sub-Commissions, which had been set up as non-executive elements of the Commission to keep under regular review the particular activities of its constituent parts, and the establishment in April of a British Railways Committee which was planned to foreshadow, in its structure and methods of working, the British Railways Board proposed under the new Act.

Railways

4. Towards the end of the year, the Minister of Transport announced the appointments to the British Railways Board of Dr. Richard Beeching as Chairman, Sir Steuart Mitchell as Vice-Chairman, and eleven other Members. For a short time, therefore, the Commission and the Railways Board existed together.

5. The Board, following the pattern of the British Railways Committee, was organised to provide for the exercise of specific functional responsibilities by its full-time Members, subject, of course, to the collective responsibility of the Board as a whole. In this respect it differed from the Commission's organisation, which did not assign deliberate functional responsibilities at the Commission level. The Railways Board held its first meeting on 6th December at which, in addition to preliminary formalities, it made, with the Minister's approval,

appointments to the six Regional Railway Boards. Some of these were full-time Members, as a first stage in pursuit of the Board's policy of building up a substantial full-time membership on all these Boards. Part-time Members of the Railways Board were appointed as Chairmen of the Eastern, North Eastern and Scottish Regional Boards; in the case of the London Midland, Western and Southern Regions, however, the General Managers were appointed Chairmen of the respective Regional Railway Boards.

6. In addition to assigning to the functional Members of the British Railways Board the usual responsibilities in connection with financial, commercial, operating, technical and manpower affairs, the Commission added a specific responsibility for workshops and in September it published its plan for reorganisation of the main railway workshops. Under this plan, the main workshops were transferred from Regional control to central control under a separate Workshops Division, with consequential effects on the organisation of the technical departments. The centralisation of workshop control has led to a widespread rationalisation of practices and to a scheme for the systematic reduction of railway workshop potential over a period of about five years.

7. The introductory chapter to the Commission's report for 1961 explained the philosophy underlying the approach to the creation of a viable railway system and set out the lines on which the studies of current working and future prospects of the system were being conducted. It was then stated that neither the re-shaping of British Railways could be proposed nor the future financial prospects of the system assessed until the traffic studies had been completed and digested. Concurrently, therefore, with the preparatory moves for the dissolution of the Commission and the establishment of the four new statutory Boards and the Transport Holding Company, these traffic studies, which were to provide the foundation of the plan for the re-shaping of the railway system of the country, were being actively pursued. The nature of the enquiries involved in the traffic studies, and the detailed analysis of the assembled data, resulted in a survey which was more thorough than any hitherto conducted into railways in Britain and possibly in any other country. By the autumn, the results were becoming sufficiently firm to allow progressive publication of the facts and, at the end of October, maps were published showing the public the extent to which their railways were being used. These maps were clear pointers to the future pattern of the rail system. In the spring of 1963, but before the publication of this Annual Report for 1962, the British Railways Board's plan for the re-shaping of the railways was published. It is, therefore, unnecessary to make further reference to the traffic studies in this report.

8. The Transport Act 1962 differed from the White Paper of December 1960, "Reorganisation of the Nationalised Transport Undertakings" (Cmnd. 1248), in placing responsibility for the Commission's hotels with a specially formed company under the Railways Board instead of with the Transport Holding Company. This gave the Commission an opportunity to reorganise the whole of the railway catering services and they decided to make British Transport Hotels Ltd., which was registered in September, responsible for the management on their behalf of refreshment rooms and train catering services. This included the Pullman car services, the Commission having offered in October to purchase the whole of the privately held preference shares in order to make the Pullman Car Company a wholly-owned subsidiary.

London Transport

9. The London Transport Executive, already constituted as a statutory body, were better placed than other constituent parts for the dissolution of the Commission and no major measures of reorganisation were necessary on their part. In September, 1962, the Minister announced his intention to appoint Mr. A. B. B. Valentine as Chairman and Mr. A. H. Grainger as Vice-Chairman of the London Transport Board. These and four other appointments to the Board were formally made in November, and a fifth in the following month. The Commission warmly welcomed the approval of the Government in August 1962 to the construction of the Victoria Line, and their statement, in announcing the decision, that " experience in this and other countries had convinced them that, notwithstanding the increase in private ownership of motor cars, the maintenance of rapid and frequent public transport is essential for the well-being and efficiency of major cities ".

The Transport Holding Company

10. In September 1962, the Minister announced the appointment of Sir Philip Warter, Deputy Chairman of the Commission, as Chairman, and Sir Reginald Wilson as Deputy Chairman and Managing Director, of the Transport Holding Company which, on vesting date, was to take over responsibility for the Commission's extensive interests in bus and haulage companies, in certain shipping companies and in other undertakings. Towards the end of the year, the Minister announced the appointment of five part-time Directors to the Company. The new organisation was ready to take over its responsibilities on 1st January, 1963.

Docks

11. The appointment by the Minister of Sir Arthur Kirby as Chairman of the British Transport Docks Board was announced in October, 1962. Six further appointments to the Board were announced by the Minister towards the end of the year and a seventh was made in April, 1963.

12. On 26th September, the Report of the Committee of Inquiry into the Major Ports of Great Britain, which sat under the chairmanship of Lord Rochdale, was published. The principal recommendations included the establishment of a National Ports Authority, with widespread powers including the preparation and supervision of a national plan for ports and the amalgamation of ports into estuarial groups as independent Port Trusts.

13. Eight of the fifteen ports selected for special consideration were from those controlled by the Commission through its Docks Division. The Rochdale Committee visited these and were supplied with information about their activities. The report included the following paragraph on the Commission's Docks:—

> " . . . A working loss of nearly £3¼ million incurred in 1947 by the ports which in the following year were taken over by the B.T.C., was transformed

into a working surplus of over £4 million by 1961. Although these figures exclude interest on capital and other central charges, there is a notable improvement, achieved in the face of a drastic fall in the outward movement of coal from 20 million tons in 1948 to just over 10 million tons in 1961, and great credit must be given to the Docks Division of the B.T.C. for its achievement. We are aware that the Commission have been at an advantage in being able to borrow money for capital development from public funds instead of on the open market, but from the information available to us we doubt whether this has been more than marginally responsible for the improvement we have mentioned."

14. The Commission were requested by the Ministry of Transport to comment on the Report and, in doing so, welcomed it as a valuable contribution to the future development of the docks. Comment was also made on the constitution of the proposed National Authority, on the ownership of ports and on the position of the Boards set up as successors to the Commission, with particular reference to the relationship of the Railways Board to the proposed new Authority. The Government have since decided to establish a National Ports Council, which will make recommendations to them on the various matters raised in the Report.

Waterways

15. In December, the appointment of Mr. F. D. Arney as Chairman of the British Waterways Board and Sir John Hawton as Vice-Chairman, together with four other Members, was announced by the Minister. A fifth Member was appointed in April, 1963.

Division of Assets

16. Two highly complicated issues arise from the dissolution of the Commission and the establishment of the new statutory Boards and the Holding Company. These are the division among the successor bodies of the physical assets of the Commission and the negotiation of new arrangements to succeed those existing between the various Divisions of the Commission to cover such matters as the operation of dock railways, access for engineering work between separate estates, and the exercise of joint facilities between British Railways and London Transport. A great deal of preliminary work was done on these two issues during the year, but it was clearly impossible to commit any of the Boards or the Holding Company to any agreement in advance of their creation. Steps were taken, therefore, within the limited time and resources available, to delineate properties under the provisions of the 1962 Act, preparatory to formal transfer on vesting date and to the creation of mutual rights and interests between the divided properties. The Act provides for joint vesting of assets in certain circumstances, but it was mutually agreed that the administrative complications of joint vesting were such that the course should be avoided. This applies particularly to British Railways and London Transport who reached formal agreement on the policy of separate vesting of properties which would otherwise have vested jointly and for the continuance in respect of these properties of

mutual facilities for a period of up to three years from vesting date, pending the negotiation of fresh arrangements. In the case of the operation of dock railways, the Railways and Docks Boards decided to extend the existing arrangements for one year pending the negotiation of a new agreement. The Railways and Waterways Boards made a permanent agreement to demarcate their respective estates at places where one crossed the other and to create the necessary mutual rights and facilities for the execution of works.

Transport Users Consultative Committees

17. The functions of the Transport Users Consultative Committees set up under the Transport Act 1947 to consider rail users' representations were considerably revised as from 1st September 1962 by the Transport Act 1962. Representatives of the British Transport Commission ceased to be members of the Consultative Committees, although liaison officers have been appointed to assist as necessary. Those appointed are British Railways officers, with the addition of a London Transport officer in the case of the London Committee. Separate liaison officers were not appointed to represent the Docks and Waterways Divisions (subsequently the British Transport Docks Board and British Waterways Board), but arrangements have been made for the Railway liaison officers to put the Committees in touch with the appropriate Docks or Waterways officers as necessary.

18. The duties of the Consultative Committees now fall under two main heads: those concerned with railway passenger closures, and those relating to quality of services. Previously the Committees could consider all proposals for withdrawing passenger and freight services from lines or stations. Now they are restricted to considering proposals for " closures ", defined as the discontinuance of all passenger train services from any station or on any line. A procedure is laid down for the announcement of passenger closure proposals by British Railways and London Transport, and for consideration by the Committees of representations from users against such proposals and, ultimately, for the Committees to report to the Minister of Transport on any hardship likely to be involved and on ways of alleviating that hardship. The Minister may then give or withhold his consent to the proposals, and may impose conditions such as those relating to the provision of alternative services. On matters concerning the quality of passenger or freight services, the English Committees may make recommendations to the Central Committee. The Central, Scottish and Welsh Committees may recommend to the Minister, who may give to the Nationalised Transport Boards such directions as he thinks fit.

19. By 1st September the Consultative Committees had recommended the withdrawal of services from forty-two sections of line, and the withdrawal or reduction of facilities from ninety-seven stations on lines otherwise remaining open for traffic, the estimated savings from all these withdrawals amounting to £1,190,000 in a full year. From 1st September to the end of the year, eighteen reports as to hardship in respect of passenger closure proposals were submitted to the Minister by the Committees. In fourteen of these there was considered to be little or no hardship, although in three of the cases provision of alternative bus services was suggested, and in four instances serious hardship was envisaged.

20. When passenger rail services are withdrawn, adequate alternative bus services often exist; in other cases, existing bus services need only minor adjustments to cater for passengers formerly carried by rail. But there have been cases where the demand for public passenger transport has fallen to such an extent that even bus services have become unremunerative, and operators are naturally unwilling to incur the further loss involved in providing services for displaced rail passengers. Where, therefore, new or augmented bus services which cannot hope to cover their running costs have been considered necessary to mitigate hardship to passengers previously carried by rail, the Commission agreed to subsidise such unremunerative services, temporarily, by meeting their assessed costs, less the amounts of fares collected.

21. Since 1954, forty-four bus services have been subsidised. These arrangements have, however, always been regarded as temporary since, with nearly a million new motor vehicles coming into service every year, there was, in the Commission's view, no justification for providing alternative road services for all time between two points which were previously connected by rail. Each subsidy has, therefore, been reviewed every twelve months, and eight of the forty-four subsidy arrangements have been discontinued. At the end of 1962, subsidies amounting to £86,300 per annum were being paid in thirty-four cases. The continuance of these subsidised services and the introduction of new ones can now be required by the Minister of Transport who may seek the advice of the Transport Users Consultative Committee concerned. The following statement gives details of all the subsidies being paid at the end of 1962:—

Region	*Number of subsidies being paid at the end of 1962*	*Annual payments to Bus Undertakings*	*Net savings to British Railways (after paying subsidy) from withdrawal of services*
		£	£
Eastern	3	7,100	633,000
London Midland	12	22,300	229,300
North Eastern	1	1,350	25,500
Scottish	1	50	5,000
Southern	3	17,200	49,200
Western	14	38,300	547,900
	34	£86,300	£1,489,900

22. The Central Consultative Committee continued to show close interest in a number of matters including the number and kind of complaints received by British Railways from the public, railway timetables, punctuality of passenger

trains, the possibilities of converting passenger stations to unstaffed halts, train heating, and catering services on the railways. The London Committee, in addition to dealing with a number of rail closure proposals, considered various proposals and complaints concerning London Transport services.

Financial

23. The revenue deficit, after payment of interest, for the Commission as a whole amounted to £144m. compared with £122m. in 1961. This further worsening of £22m. was more than accounted for by the continued deterioration in the financial position of British Railways, the other Principal Activities of the Commission once more achieving a higher total surplus after charging interest. The working deficit of British Railways was £104m., and after allowing for central charges, mainly interest, of £55m., the railways' total deficit was £159m., which was worse by £23m. than in 1961. The other Principal Activities produced a working surplus of £35m., which exceeded their share of central charges by £15m. The financial results are reviewed in greater detail in Chapter Five.

24. Investment expenditure in 1962 for the Commission as a whole totalled £152m. Of this total, British Railways and the parts of the undertaking now transferred to the British Railways Board accounted for £118m., a reduction of £32m. compared with 1961, reflecting the reconsideration of investment projects pending the preparation of the re-shaping proposals. Activities other than those now under the British Railways Board spent £34m., an increase of some £1m. on 1961.

Manpower

25. The total staff of the Commission's undertaking at the end of 1962 was nearly 688,000 compared with about 714,000 at the end of 1961. Within these figures the staff of British Railways fell from 500,000 to 475,000 compared with a total of 600,000 railway staff at the end of 1952. Details of the staff are given in Chapter Two. A direct comparison between the figures for 1962 and 1961 reveals an apparent increase of 2,433 employees at the beginning of 1962 over those at the end of 1961. This is accounted for principally by the inclusion of part-time staff as whole numbers instead of proportionately to the hours worked, as hitherto.

26. There were two increases in the rates of pay of railway staff in the course of the year and these were accompanied by similar increases for comparable staff in London Transport. There were also increases in the pay of London Transport road staff and of certain staff of British Road Services, the Bus Groups and of the Docks and Waterways Divisions.

27. The National Union of Railwaymen and the Confederation of Shipbuilding and Engineering Unions called a one-day strike on 3rd October as a protest against closures, both of lines and workshops.

28. The human problems arising from the workshop plan were the subject of careful and sympathetic consideration by the Commission. These resulted in redundancy agreements with the Unions concerned which represented a

considerable advance on the arrangements on redundancy to be found elsewhere in industry. Similar arrangements were made for the conciliation staff in anticipation of the problems which were expected to arise from the plan for re-shaping the railways.

Conclusion

29. The year closed with the Commission ready to leave the scene in the confidence that the re-organisation of their undertaking had been brought to the stage at which the new authorities would become fully effective on vesting date, and in the expectation that the spirit of co-operation which they had attempted to foster would flourish among their successors.

CHAPTER TWO

Manpower

General

30. In February, 1962, the Trade Unions, following a meeting with the Prime Minister, accepted the Commission's offer of a 3 per cent. increase in the rates of pay of railway staff to take effect from 1st April, 1962. In reaching a settlement, provision was made for any of the parties to be free, at their discretion, to ask for discussions to be resumed with a view to considering whether any further adjustments could be made in the light of the circumstances then existing.

31. Further discussions, at the request of the Trade Unions, did in fact take place in September, 1962. As a result of these discussions, and the Commission's consideration of the points put forward in support of the Unions' applications for further improvements in rates of pay, an increase of 6 per cent. was agreed with effect from 5th November, 1962.

32. Redundancy and compensation arrangements considerably in advance of the provisions made for redundant employees in industry generally were agreed between the Commission and the Trade Unions for railway workshop staff. Negotiations were also opened towards the end of 1962 with the Trade Unions concerned on questions of redundancy affecting railway conciliation grades.

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Consultation and Internal Relations

33. At national level joint consultation was carried out through the medium of either the British Transport Joint Consultative Council or the British Railways Productivity Council, on both of which bodies senior representatives of the Management and the Trade Unions served. Discussions took place during the year on various aspects of the Commission's undertaking including the closure of unremunerative lines and withdrawal of uneconomic services, the centralised control of the railway workshops, Regional accounting, reorganisation of the Traffic departments, progress in railway modernisation, the design of new rolling stock, railway safety, and the organisation and functions of the railway medical services.

34. The Commission recognised the need, in the light of the continuing process of streamlining the railways, to intensify appreciation of joint consultation within the industry, by which means the facts can be accurately portrayed and misunderstandings eliminated. The accommodation available to the Commission at Dillington House, Ilminster, which is maintained as an adult education centre by the Somerset County Council, was accordingly given over entirely to a series of one-week conferences on the subject.

35. In the Regions, joint consultation continued to provide an invaluable link between management and staff from headquarters level downwards.

36. General information on the aims and achievements of the various branches of the Commission's undertaking was disseminated among the staff concerned, as in previous years, through the medium of conferences of senior administrative officers, lunch-time talks and film shows, the circulation of internal relations bulletins and the publication of staff magazines and news sheets.

Workshop Plan

37. A series of meetings with representatives of the National Union of Railwaymen and the Confederation of Shipbuilding and Engineering Unions, commencing in June, preceded the announcement on 19th September of details of the Commission's plan for the reorganisation of the Main Workshops of British Railways. This announcement led to the Unions in question calling a one-day strike of their members on Wednesday, 3rd October. Thereafter, discussions were resumed with the Unions regarding the implementation of the plan, and these will continue as necessary.

Resettlement Arrangements—Workshop Staff

38. The considerable human problems associated with the redundancy arising from the plan were the subject of negotiation with the Trade Unions. The Agreement which was eventually made with the Employees' side of the Railway Shopmen's National Council provides for payments to staff who leave the railway service because of redundancy of lump sums designed to provide compensation for loss of the traditional security of railway employment and to enable those employees affected to readjust their way of life. In addition, provision is made for continuing weekly payments to a man remaining unemployed up to a maximum period depending on the length of his railway service. For this purpose special weight is given to service over the age of 50. These payments will help to meet possible difficulties in finding other employment in some areas, particularly by older men.

39. The Agreement also provides that where works or depots are to be closed the longest possible notice will be given to the staff, not less than six months' notice in the case of main workshops. Extended periods of individual notice will be given, depending on length of service. Redundant staff remaining in railway employment will be allowed to retain their rate of pay for up to five years, or longer in approved cases. Certain arrangements have been made for the preservation of pension rights.

Resettlement Arrangements—Conciliation Staff

40. Negotiations were opened towards the end of 1962 with the National Union of Railwaymen and the Associated Society of Locomotive Engineers and Firemen on resettlement terms for conciliation grades. An agreement was concluded in February, 1963, embodying similar principles to those for workshop grades, restating an assurance against discharge on account of redundancy to any man who has been in the service since 1st January, 1958, provided he is prepared to accept an alternative post which may involve change of work or moving his home.

41. As a separate, but associated issue, agreement was reached during 1962 with the N.U.R. on a revised procedure for determining the juniority for redundancy purposes of staff in conciliation grades (other than footplate and locomotive shed staff), the main features of the scheme being protection for employees with the longest railway service, and an attempt to limit the extent to which redundant men would be required to move to be accommodated in other posts, thereby reducing hardship. It was agreed that this scheme should operate from 1st January, 1963.

Recruitment

42. In view of the contraction of the railway industry and the consequent staff redundancies, recruitment on British Railways in 1962 was strictly controlled and limited to filling vacancies for which it was clearly more economical to recruit new staff than to cover the requirements by other means. Shortages in clerical and key operating grades persisted, however, in certain parts of the country, particularly in the Greater London, Birmingham and West Riding areas, where difficulty in attracting applicants of the right calibre continued. With the object of safeguarding future manpower requirements contact was maintained with schools, and British Railways were represented at careers exhibitions and conventions.

43. The total staff of British Railways at the end of 1962 numbered 475,222, a reduction in the year of 26,602, or 5·3 per cent.

44. On London Transport, the shortage of road service drivers was reduced from 8 per cent. of establishment to 7 per cent. and of conductors from 7 per cent. to 4 per cent., mainly because of reductions in scheduled requirements. Recruitment of conductors at certain garages had to be retarded because of the unbalanced staff position. Vacancies for drivers were widely advertised. Recruitment in Ireland and Barbados continued but because of the fewer vacancies for conductors the number of applicants who could be accepted was less than in previous years.

45. The changes during 1962 in the numbers of all staff employed were as follows:—

	Number of Employees at end of 1962	*Increase (+) or decrease (—) during year*
Commission's Head Office	659	+ 3
Central Services	752	— 25
British Railways	475,222	— 26,602
British Road Services	35,037	— 432
Road Passenger Services: Tilling and Scottish Groups	58,025	+ 30
London Transport	75,992	— 171
Ships and Marine	6,078	+ 372
Inland Waterways	4,051	— 365
Docks, Harbours and Wharves	16,814	— 500
Hotels and Catering Services	15,216	— 707
	687,846	— 28,397

Training and Education

46. Reference was made in the annual report for 1961 to the new scheme for awarding university scholarships in engineering to boys leaving school and staff who have qualified for university entrance. In 1962 the first four awards under this scheme were made. On obtaining their degrees, the scholars will be appointed as engineering graduates with British Railways.

47. Co-operation with the universities has continued in other fields. The University of Nottingham, for instance, provided a post-graduate course during the Easter vacation, of three weeks' duration, for 32 members of the civil engineering staff in the various Divisions of the Commission's undertaking.

48. Two members of British Railways' staff gained university bursaries enabling them to attend post-graduate courses in concrete structure and technology at London and Leeds, respectively, and other members attended a post-graduate course in electric traction at Imperial College, London. Two members of the railway staff were nominated to attend a business studies course at Sheffield University and other members were nominated for various courses in management subjects, including the summer school courses for managers in industry provided by the Universities of Cambridge, Edinburgh, Oxford and St. Andrews.

49. The number of staff from all sections of the Commission's undertaking participating in advanced training schemes at 31st December, 1962, was as follows:—

General administration and traffic	158
Accountancy and finance	56
Civil engineering	103
Mechanical and electrical engineering and motive power	62
Signal engineering	29
Surveying	27

50. Four senior members of the staff of British Railways and one from London Transport attended courses at the Administrative Staff College at Henley.

51. At the British Transport Staff College for higher management at Woking, two courses were held during the year, each lasting about four months. The curriculum has been further developed and the position of the College in relation to nationalised transport on the coming into force of the Transport Act of 1962 is now firmly established.

52. Careful thought was devoted to the future of the College after the dissolution of the British Transport Commission, and it was felt to be essential that it should continue to serve the various forms of nationalised transport and not pass solely to the Railways Board. Arrangements were, therefore, made for the transfer of the College to a Company, limited by guarantee, without share capital, which would be financed by subscriptions from the Boards and the Holding Company in return for the right to send members to the courses and to appoint representatives on the Governing Body.

53. At the British Railways School of Transport at Derby, a full programme of railway management courses was arranged for men junior to those qualifying for Woking. In the Diesel training courses also provided at this centre a new advanced course was introduced for the study of particular types of diesel engines.

54. At the British Railways School of Transport, Darlington, a number of special courses in methods of instruction were held to meet departmental needs, in addition to the standard five-weeks course. The civil engineering courses were supplemented by a Senior Works Supervisors' Conference, London Transport being represented as well as all the Regions of British Railways.

55. The School of Transport at Windsor was used by the Regions and Divisions of the Commission for a wide range of instructional courses. In the Hotels training wing, instruction was given to restaurant car staff as well as to hotel trainees.

56. In the course of the year arrangements were made, in consultation with the Trade Unions, for members of the clerical staff to be granted day release to enable them to attend educational classes in preparation for professional examinations appropriate to their work. This is designed to supplement the day release arrangements already made for junior clerical grades who are seeking to gain certain educational qualifications.

57. A wide range of other training courses and educational facilities continued to be provided by the various branches of the Commission's undertaking separately for their own staffs. In the Railway Regions these included courses for supervisory, clerical and technical staff and for footplate men and other operating and engineering grades. Mobile instruction trains were again used in some Regions for training widely dispersed personnel. A new school for teleprinter operators was opened at Hendon. Courses on " Service to Passengers " were arranged for station staff. The extensive programmes of evening classes arranged by the Regional Managements continued to be well supported. London Transport's staff training schemes were further extended in 1962, particularly in the field of management studies. A series of short residential courses for office supervisors was introduced and a new training centre for the

Executive's railway staff was under construction at White City at the end of the year. British Road Services arranged a series of two-day residential courses for branch and depot managers. This Division's Educational Facilities scheme was again well supported and a number of awards to staff for examination successes were made in 1962. A system of incremental credits for educational attainments was also introduced. In the Docks Division, in addition to the engineering graduates and students in training, a number of staff attended courses and conferences on subjects related to their work, and junior staff took advantage of evening classes and correspondence courses on port management, transport and engineering subjects. In the Waterways Division, the already extensive programme for staff training and education was further strengthened by the introduction of courses for supervisors on accident prevention and on office supervision. The activities of the Bulbourne training centre, which was opened by the Waterways Division in 1957 to provide courses for engineering supervisory staff, were suspended on completion of its scheduled programme; future courses will be arranged for newly appointed supervisors from time to time. As in previous years, full advantage was taken in 1962 by all branches of the Commission's undertaking of the numerous educational facilities provided by external bodies, including the professional and technical associations.

58. The Commission continued to give technical advice and assistance to railway administrations in other countries, through the United Kingdom Railway Advisory Service. A reorganisation of U.K.R.A.S. took place with effect from 1st October, 1962, and the relationship between the Commission and the Government in this connection was then re-defined for a period of three years. The most noteworthy visits to British Railways were those made by the Minister of Transport, Iran, and the General Managers of the Western Australian Railways, the Nigerian Railways, the Turkish State Railways and the Thailand Railways. A number of students from overseas have been accepted for training in civil, mechanical, electrical and signal engineering, accountancy, commercial and operating practice, and general administration. The Commission's Technical Adviser led the United Kingdom delegation to the Seventh Session of the Rail Sub-Committee of the Economic Commission for Asia and the Far East, held in Melbourne in May-June, 1962, and British Railways officers, acting on behalf of U.K.R.A.S., paid lecture and study visits to Western Australia, Pakistan, Rhodesia and a number of East Asian countries.

Management Development

59. The Commission decided that a comprehensive system for the development of the careers of management staff should be designed and introduced. The task is a considerable one, but much preparatory work towards achieving the objective was undertaken during the year.

60. An essential part of the new system will be the use of senior staff appraisals which were started in 1961. These appraisals were again made in 1962 and covered some 8,000 senior staff.

Productivity

61. The British Railways Productivity Council continued its regular monthly meetings, concerned mainly with reviewing progress towards the achievement of the maximum utilisation of equipment and the efficient and most economical

deployment of manpower. The range of subjects dealt with in 1962 was comprehensive and included improved wagon turn-round, rationalisation of documentation and the increased application of work study. Special attention was given to the freight traffic position and a considerable proportion of the Council's time was devoted to considering the practicability of devising a satisfactory incentive bonus scheme for freight trainmen. Adjustments in certain details of experimental schemes of this nature introduced in the Midlands area in the winter of 1961–62 have been incorporated in up-to-date schemes which it is hoped to develop for general application on a fairly wide basis.

62. In furthering its policy of keeping abreast with current developments in railway practice abroad, the Council visited Sweden in 1962, where a joint meeting was held with the Central Works Council of the Swedish State Railways, a body which embraces similar functions to those of the Productivity Council. A special feature of the visit was a study of the comprehensive range of duties covered by comparatively few grades of railwaymen on the Swedish railways.

63. The use of work study within the Commission's undertaking continued to expand and by the end of 1962 over 62,000 staff were working under schemes, or using methods, based on work study.

64. Because of rationalisation and the reduction in coaching stock, wagon fleets and other economy measures, the scope for expanding production is limited but it is the aim by the application of work study and other methods to increase individual output.

65. On British Railways, some 57,000 employees are under work study schemes, or slightly less than 12 per cent. of the total railway staff. Of these about 75 per cent. are paid an incentive bonus. The resultant annual net savings continue at approximately £100 per man covered. These accrue from reductions in staff and in overtime working, and improved utilisation of materials, equipment, locomotives and rolling stock. Tribute should be paid to the Trade Unions and all grades of the staff for the co-operation and assistance they have given, without which these results could not have been achieved. Experience has been obtained in the use of work study in almost every field, and although there remain large areas of railway activity in which progress is still small, plans are in being for covering these, including the continuing main workshops.

66. The most marked advance on British Railways during 1962 was in the field of traffic operating, where the number of staff under schemes is now 14,700. Although this total is still modest compared with the quarter of a million employed in this field, the following table shows that the schemes embrace a wide range of activities:—

	No. of places	*No. of staff*
Passenger Stations and Parcels Depots ..	47	2,100
Goods Depots and Cartage Terminals ..	121	5,100
Marshalling Yards	20	1,000
Motive Power Depots	59	3,000
Carriage Cleaning Depots	73	1,400
Railway-owned Ports and miscellaneous, chiefly Docks and Waterways	6	2,100
Total		14,700

67. Work study has been applied in all Regions to the maintenance of locomotives, carriages (including multiple-unit trains), wagons and road motor vehicles, as well as to outdoor machinery, in total over 5,000 staff being involved. A profitable application has been in determining the essential requirements of a diesel maintenance depot and how these can be met at minimum cost. The effect of this in one Region has been to reduce the estimated cost of diesel depots by nearly £1m. Schemes for carriage cleaning are being developed in all Regions and work study is also being applied to the cleaning of locomotives.

68. In the Civil Engineering departments, where a total of 34,160 are covered, 85 per cent. of the men engaged on track maintenance and renewals and almost 50 per cent. of the remaining staff are under work study schemes. Considerable use is also being made of work study techniques in the technical and clerical offices of all departments. Method study is being applied in the design and operation of the new and larger marshalling yards; scope also exists for achieving economies in shunting power by this means in many of the older yards which must remain in use for some time to come. It is a developing practice to include a work study trained officer in teams engaged in the investigation of new works schemes.

69. In the Signal and Telecommunications departments over 3,000 staff (or 26 per cent. of the total) are covered by schemes. An investigation into the work of the design and drawing office staff has reduced a bottle-neck in the installation of modern signalling systems.

70. The Supplies and Contracts departments are using work study both in the investigation of stores, where 40 per cent. of the staff have been covered, and also in the reduction of stock levels.

71. Progress continued to be made at the Docks and Ports where, in addition to economies in labour on shore, improved handling speed has been achieved, leading to quicker turn-round of ships. The Hotels and Catering Services are making increasing use of work study in hotels, restaurant cars, stores and offices, a total of over 1,200 staff so far being covered by schemes.

72. The British Transport Work Study Training Centre at The Grove, Watford, which has an international reputation, has been visited by governmental and other delegates from all over the world. In addition to the Training Centre, there are schools in each of the Regions. In all, 2,750 staff have received basic training, of which some 2,000 are at present actively engaged in work study. On British Railways, 1,792 were engaged as full-time work study practitioners at the end of the year.

73. It has been the policy of the Commission to arrange for all grades of staff to attend appreciation courses in order that they may have a broad understanding of what work study is able to achieve. These vary in length from two days to three weeks. Up to 31st December, nearly 13,000 staff had attended appreciation courses, including nearly 100 full-time Trade Union officers invited to attend the courses given to railway staff at District Officer level. In addition, help has been given to government departments, the Port of London Authority and certain Commonwealth and foreign railways.

74. An intensive drive by the Organisation and Methods and other investigating staffs to modernise administrative procedures, accounting and documentation in a wide range of departments within the Commission's undertaking was maintained throughout 1962. This critical examination, which continues, had already produced important economies, including savings in clerical labour, by the end of the year.

Salaries and Wages

75. At the end of 1961, claims from the National Union of Railwaymen, the Associated Society of Locomotive Engineers and Firemen and the Transport Salaried Staffs' Association for improved rates of pay for railway salaried and conciliation staff were under consideration through the negotiating machinery. The reply to these claims was given at a meeting of the Railway Staff National Council on 23rd January, 1962. The Commission accepted the view that since the last railway pay settlement there had been changes in circumstances, including a general rise in wages in outside industry, which necessitated a review of the adequacy of railway wages. The claims had, however, to be viewed against the background of the Commission's serious financial position and regard had also to be paid to the general economic situation of the country. In these special circumstances the Government had suggested that the claims should be referred to arbitration, and the Commission informed the Trade Unions that they were prepared to join with them in placing the facts, as the parties saw them, before the Railway Staff National Tribunal, leaving the Tribunal to determine the improvement that would be appropriate.

76. The Trade Unions were not prepared to accept this suggestion for resolving their claims, and as a result further discussions took place with the Chairman and representatives of the Commission on 31st January, 1962, during which the Commission's representatives emphasised that, whilst the claims had been based mainly on the extent to which railwaymen's wages lagged behind those in other industries, it was necessary to deal with them in such a way as not to undermine the Government's objectives relative to the economy of the country. With this end in view, the Commission indicated their preparedness to offer an increase in pay of 2½ per cent. to become effective on 1st April, 1962, leaving the question of any further adjustments in abeyance for consideration by the Railway Staff National Council at a date after 1st April.

77. This offer was discussed at a meeting of the Railway Staff National Council on 5th February, 1962, when in an attempt to reach a settlement the Chairman of the Commission made a definite offer in the following terms:—

(i) the rates of pay of salaried and conciliation staff to be increased by 3 per cent. as from 1st April, 1962;

(ii) after that date, any of the parties to be free, at their discretion, to ask for discussions to be resumed at Railway Staff National Council level with a view to considering whether any further adjustments could be made in the light of the circumstances then existing.

78. Following consideration of this offer, the Trade Union leaders sought a meeting with the Prime Minister in an endeavour to secure a more satisfactory settlement.

79. The Prime Minister agreed to a meeting with the Union leaders on 14th February, during the course of which he stressed the need for moderation in wage increases and urged the Unions to accept the Commission's offer of a 3 per cent. increase as from 1st April, 1962. The Prime Minister also stated that it would be open to the Unions to start discussions with the Chairman of the Commission again later in the year, by which time it would be possible to see how the railways had fared and what improvement had taken place in the general economic situation. Given improved circumstances it would be generally recognised that there were special factors affecting the railwaymen's case.

80. At a further meeting of the Railway Staff National Council on 21st February, the Unions signified their acceptance of the Commission's offer made on 5th February, 1962.

81. On 20th June, 1962, the three Unions submitted a request for an early meeting of the Railway Staff National Council with a view to resuming negotiations on their claims. This meeting took place on 13th September, when the N.U.R. and the T.S.S.A. pressed for the maintenance of the relativity between the levels of railway pay and those in outside industry, as established by the Railway Pay Committee of Inquiry in their Report dated 2nd March, 1960 (the Guillebaud Report). The A.S.L.E. & F. asked for the balance of the 10 per cent. increase which constituted their original claim.

82. The Commission gave their reply on these points at a meeting of the Council on 5th November. The Unions were informed that in view of the Commission's heavy deficit it had been considered necessary to discuss the situation with the Chancellor of the Exchequer and other Ministers of the Government. The Commission stated that the Chancellor had asked them not to make any wage settlement which would prevent the Commission holding the total of railway operating costs in 1963 within a limit of £10m. over the existing level. The Commission offered an increase of 5 per cent., additional to the increase granted from 1st April, in settlement of the renewed claims of the Trade Unions.

83. This offer was rejected by the Unions as inadequate; agreement, however, was finally reached on 7th November on the basis of an increase of 6 per cent. in the rates of pay of salaried and conciliation staff, with effect from 5th November, 1962. The Commission emphasised that this settlement placed railwaymen at the end of the current series of wage settlements and not in the forefront of a further round.

84. An increase of 6 per cent. in the rates of pay of railway workshop staff, and of certain other sections of railway staff was subsequently agreed.

85. Claims for increased pay on behalf of all London Transport Executive staff, which had been under consideration at the end of 1961, were settled on the basis of increases of roundly 3 per cent., effective from April, 1962. In respect of salaried and conciliation staff, the Executive agreed that if there were further changes in the British Railways wages structure which altered the relationship between British Railways wages and those of London Transport railway staff, the Executive, in conjunction with the Trade Unions, would review the wage levels of the latter staff in so far as they were affected by such changes.

86. Later in the year, following the increase for British Railways staff effective from 5th November, 1962, the railway Unions sought a similar increase on behalf of London Transport salaried and conciliation staff, and this was agreed by the Executive. In taking this decision, the Executive had regard, *inter alia*, to the fact that such an increase would maintain common rates of pay between comparable staff employed by British Railways and London Transport. The rates of pay of London Transport workshop staff were also increased by roundly 6 per cent. with effect from 5th November, thereby maintaining alignment with the wage levels of comparable grades in British Railways' workshops.

87. In December, the Transport and General Workers' Union approached the Executive on behalf of all grades represented by them for a substantial increase in rates of pay and for the standard working week to be reduced to 40 hours. This claim was under consideration at the end of the year.

88. In accordance with agreements with the Trade Unions concerned, the rates of pay and conditions of service of the electrical generation and distribution staff and the building trade operatives employed by London Transport were adjusted during the year to accord with movements in the rates and conditions for comparable work and responsibilities in the electrical supply and the building industries respectively.

89. In British Road Services, settlement was reached with the Trade Unions for increases in pay for senior salaried staff with effect from 2nd April, 1962, and for administrative, professional, technical, supervisory and clerical grades from 2nd April and 5th November. Increases in basic rates of pay, dating from 31st December, were agreed for operating and other wages grades, and adjustments in the grading of certain driving staff were made as from the same date. Claims were also settled for an increase as from 27th August in the basic rates of pay for engineering, maintenance and repair grades.

90. In conformity with an award of the National Council for the Omnibus Industry dated 26th April, 1962, the weekly wage rates of platform and engineering staffs of the Commission's Provincial and Scottish bus companies were increased; in addition, the annual holiday pay was raised in respect of all staff with 12 months' continuous service. Improvement was also made in the conditions governing payment to drivers and conductors for extra time worked as the result of delays caused by adverse weather.

91. In the Docks Division, claims for increased rates of pay were received from the T.S.S.A., the N.U.R. and the Confederation of Shipbuilding and Engineering Unions. An increase of 3 per cent. from 1st April, 1962, and a further increase of 6 per cent. from 5th November, 1962, were agreed for the salaried, wages and workshop staffs covered by agreements with those Unions. A Board of Arbitration Award dated 1st May, 1962, conceded to salaried staff covered by agreements with the T.S.S.A. and the N.U.R. a 40-hour working week of five days effective from 20th August, 1962. Adjustments in rates of pay to other sections of staff were also agreed.

92. Maintenance staff, warehousemen and other shore workers employed by the Waterways Division received wage increases from 7th April, 1962, as the result of claims lodged in June, 1961. Boatmen, bargemen and tug crews also received increases from the same date arising from a claim discussed with the employees' representatives in April, 1962. New claims in respect of all these

grades, lodged towards the end of the year, were agreed, resulting in further increases being granted from 15th December, 1962. Agreement was reached on an application made in 1961 under which salaried staff received a 3 per cent. increase from 2nd April, 1962. Revision of the payments made to salaried staff for certain overtime working was also agreed. A new salary scale for professional and technical staff in the starting range and having specified qualifications was agreed, effective from 5th November, 1962. A further claim for improved scales for the above salaried staff, lodged in June, 1962, was agreed and applied from the same date.

Pensions

93. Towards the end of the year the Commission agreed to the granting of additional supplements to the pensions of railway superannuitants.

94. The increased pensions, which have been approved by the new Management Boards concerned and the Minister, became effective as from 1st January, 1963, and follow the earlier Schemes of Supplementation which were introduced in 1953, 1955, 1956 and 1961.

Staff Suggestions

95. The British Railways' Staff Suggestions Scheme produced a total of 6,758 suggestions in 1962 compared with 7,785 in the previous year. Of the suggestions received, 760 were adopted, in regard to which awards were made totalling £1,895. The corresponding figures for 1961 were 952 and £2,386, respectively. Additional awards made for suggestions not adopted but considered to be meritorious totalled £640. Special publicity drives were conducted in all the Regions to stimulate greater interest in the Scheme and encourage entries. The London Transport scheme attracted 3,400 suggestions and a total of £1,550 was paid to staff whose ideas were adopted or who had shown ingenuity and care in presenting their suggestions. A total of 117 entries was received in connection with the British Road Services suggestions scheme.

Labour Disputes

96. Unofficial action was taken by electric train drivers in the South Eastern Division of the Southern Region on 29th January, 1962, when a number of the men failed to report for duty in protest against alleged delay in dealing with their Trade Unions' applications for improved rates of pay. Their action resulted in the suburban electrified services operating into Charing Cross and Cannon Street stations being seriously disrupted. A one-day token strike took place on the same date on London Transport railways.

97. The National Union of Railwaymen and the Confederation of Shipbuilding and Engineering Unions called a one-day strike of their members employed on British Railways and London Transport on 3rd October as a protest against the closing of branch lines, withdrawal of services and the closure of railway workshops. About 270,000 workers participated in the strike, which began at 12.01 a.m. on 3rd October although the effects of it had progressively become manifest during the evening of 2nd October as staff whose turns of duty extended into the following morning failed to report. No trains ran on British Railways during the 24 hours and only a limited number of London Transport's railway services.

98. Other labour disputes affecting British Railways' services occurred at Crewe, Stratford and Nine Elms.

99. On British Road Services, stoppages of work occurred at various depots in the North Western, North Eastern and Midland divisions in protest at rejection of a pay increase claim presented by the Trade Unions on behalf of engineering, maintenance and repair grades. In all, 195 men were involved and 3,609 man-hours lost.

Staff Amenities, Welfare and First Aid

100. Further progress was made in 1962 with providing staff amenities and office accommodation in conformity with the standards approved by the Commission; schemes costing over £1½m. were authorised.

101. The Commission's welfare organisation continued to give assistance in a variety of ways to members of the staff and their families in all branches of the undertaking in need of help and advice.

102. Although slightly lower than in the previous year, membership of the British Railways' Staff Association, at 164,379, was well maintained, having regard to the over-all reduction in staff numbers. The various inter-Regional and international sporting events promoted by the Staff Association were fully supported.

103. The long-established schemes for exchange holiday visits between the children of British Railways' employees and those of their colleagues in France, West Germany and Austria continued to be well patronised.

104. The interest of the staff in First Aid was actively maintained throughout the year and over 20,000 passed in the examinations held at various centres during the year. Teams from British Railways and the Docks, London Transport and the B.T.C. Police again competed in the various national competitions sponsored by the St. John and St. Andrew's Ambulance Associations. The Commission were also represented in the men's and women's sections in the Grand Prior's Trophy competition.

Long Service Awards

105. During 1962, 7,500 inscribed watches and clocks were presented to men and women of British Railways in recognition of long service. The London Transport Executive made similar long service awards in the case of 274 staff.

Retirements

106. The Commission placed on record their appreciation of the valuable services which had been rendered by the following members and officers, who retired during 1962:—

Mr. K. W. C. Grand	..	Member of the Commission.
Mr. R. F. Hanks	..	Part-time Member of the Commission and Chairman of the Western Area Board (Mr. Hanks is remaining as a Member of the Western Railway Board.)

Mr. L. C. Hawkins	..	Member of the London Transport Executive.
The Rt. Hon. Lord Williams	..	Part-time Member of the London Transport Executive.
Mr. C. P. Hopkins	..	Member of the Southern Area Board and General Manager of the Southern Region of British Railways. (Mr. Hopkins is now a part-time Member of the Southern Railway Board.)
Mr. G. A. V. Hayes	..	Chief Secretary of the Commission.

Obituary

107. The death in July, 1962, of Sir Robert Letch, Chairman of the Management Board and General Manager of the British Transport Docks since 1955 and a Member of the former Docks and Inland Waterways Executive from its inception in 1947, was a great loss to the Commission. He had achieved a national reputation in the port industry, to which his whole career had been devoted, and his wide knowledge and experience had been of inestimable value to the Commission.

108. Mr. Trevor L. Davies, Member of the Board of Management and Chief Financial Officer of the British Transport Docks, died in April, 1962. His services to the Docks organisation since shortly after nationalisation had also been of great value to the Commission.

109. Mr. J. B. Garrett, Member of the Board of Management of British Road Services, died in October, 1962. He had joined the organisation of the newly-formed Road Transport Executive in 1948 and had given valuable service to the Commission's road haulage undertaking.

CHAPTER THREE

Organisation

GENERAL

110. Many of the principal organisational changes within the Commission's structure during 1962 were preparatory moves towards the implementation of the Transport Act of 1962 and are mentioned in Chapter One. In the course of these moves considerable progress was made in the simplification of the managerial structure of British Railways and in its method of operation to accord with the new functional organisation which the Chairman of the Commission intended to introduce into the British Railways Board when it was set up.

111. The imminence of the dissolution of the Commission and of the establishment of the new Boards and the Holding Company made it undesirable for the parts of the Commission's undertaking other than the railways to engage in major schemes of reorganisation during the year, and for them 1962 was a year more of anticipation than preparation.

B.T.C. HEADQUARTERS

112. In July, 1962, the Manpower Department at Commission Headquarters was remodelled, the existing unified organisation being replaced by an Industrial Relations Division and a Management Staff Division, each under the control of a Chief Officer responsible to the Manpower Adviser. The separation of these two distinct parts of the Manpower Department was designed to strengthen the organisation, so that more attention and forward thinking could be devoted to the problems affecting the salaried and conciliation staff and, secondly, to intensify the search for potential leaders and to foster the more rapid development of officers to meet the needs of British Railways. With the appointment, at the end of the year, of Mr. A. R. Dunbar to the British Railways Board as the Member for Manpower, the post of Manpower Adviser was abolished.

113. The Finance Department was also reorganised in the course of the year and a new Financial Management Services section was established to promote the development of management accounting and cost consciousness, and to improve and develop organisation and methods work and the use of data processing equipment. Steps were taken to set up broadly parallel organisations in the Regions. Increased attention is being devoted to budgetary procedures and control.

114. The centralisation of control of the railways' main workshops into a separate Division at Headquarters involved the transfer to that Division of responsibility for manufacture and workshop repair, which had previously been exercised by the Chief Mechanical and Electrical Engineers at Headquarters and in the Regions, and these officers now became the customers of the workshops instead of playing the dual role of customer and supplier. At the same time, the full responsibility for the running and maintenance of rolling stock was transferred from the Traffic Department to the Mechanical and Electrical Engineering Departments. The Mechanical Engineering Department also became directly responsible for the mechanical engineering drawing offices.

115. The Commercial Department strengthened its selling organisation by creating senior Marketing and Development appointments and also strengthened the Operational Research Section. The Public Relations and Publicity Departments became answerable, in the course of the year, to the functional Member responsible for commercial matters.

116. The Legal Department closed the office in York and made the preparatory arrangements for the division of the single legal service for the whole of the Commission's undertaking into separate services for the new Boards and the Holding Company.

117. The arrangements for the supply of stores and equipment were the subject of considerable reorganisation, a single Supplies Department being formed from the two separate Supplies and Contracts Departments which existed previously. An independent investigation was held into purchasing and storage arrangements in general, which resulted in establishment of a revised system better suited to the future requirements of the railways as well as to the competitive world of the railways' suppliers. The new system was aimed specifically at introducing a much tighter control both of purchasing and of stock holding, by centralising the former to a far greater degree than hitherto and by bringing home to all concerned the local responsibilities for stock control. The revised organisation shows promise of major savings through carefully controlled central buying and through substantial reductions in stock levels. At the same time, an intensive drive on standardisation of components and materials was initiated which is proving very effective and will lead to further economies. The centralisation of workshops brought under the central control of the Workshops Division the stores purchasing for main workshops, which was previously decentralised to the Regions. There is more to be done in the development of the Supplies and Contracts organisation, especially in the simplification of documentation and records and in the introduction of modern office machinery, but the encouraging results so far achieved show that the lines on which the reorganisation has been carried out are sound and well conceived.

118. Another measure of reorganisation at Commission Headquarters, associated with the rationalisation of the British Railways system as a whole, was the setting up of a Road Motor Division to co-ordinate the control of road motor vehicles used for the collection and delivery services. The aim of the new organisation is to standardise the collection and delivery vehicles, which number nearly 15,000 at present, and to improve their over-all utilisation and maintenance.

RAILWAY REGIONS

119. In the Railway Regions there were measures of reorganisation consequential to those initiated at Commission Headquarters and, in addition,

steps were taken to simplify the structure where practicable by cutting out one layer of management. The centralisation of control of workshops and the revision of the responsibilities of the Regional Chief Mechanical and Electrical Engineers led, in general, to the disappearance of separate Running and Maintenance Departments and to the establishment of Divisional Maintenance Engineers who were part of the Divisional management teams but were professionally responsible to the Chief Mechanical and Electrical Engineers. The other function of the former Running and Maintenance, or Motive Power Departments, that of " running ", was re-styled " movements " and made the responsibility of Movements Managers as part of the Traffic organisation.

120. In parallel with the measures at Commission Headquarters, Regional marketing and sales organisations were strengthened under Assistant General Managers with specific responsibilities for these functions, and Regional Finance Departments were remodelled to conform with the new central pattern.

121. Regional management structures were the subject of thorough examination and revision, especially in the Western Region, the developments in which provide an example of the general trend of thinking. Here the opportunity was taken to streamline the organisation by combining Divisional and District administrations at the four Divisional offices. This has not been practicable throughout the Region as a whole, in that three outlying Districts have had to be preserved, but as integral parts of the Divisional organisation. The general pattern is one of more direct and simplified control, under compact but representative Divisional Management teams.

122. During the year there was a major revision of Regional boundaries. The intention behind this was the elimination of dual administration at Birmingham and Exeter, which were the two remaining centres at which this problem existed. Consideration of the volume, nature, areas of origin and directions of flow of existing traffic, and of the future traffic potential, caused the Birmingham area, including the area bounded by Banbury in the south to Barnt Green in the west, to be placed wholly under the control of the London Midland Region. As a consequential measure, the Shrewsbury district with lines to central Wales was also transferred from the Western Region to the London Midland Region. In the West Country, where the Western and Southern Regions' lines were completely intermingled, the decision was taken to transfer the whole of the Exeter district of the Southern Region, which included their main lines in Devon and Cornwall, to the Western Region. These transfers became effective on 1st January, 1963.

123. A minor reorganisation in the Eastern Region merged the London, Tilbury and Southend Line with the Great Eastern Line.

THE PULLMAN CAR COMPANY

124. In October the Commission, which already owned the whole of the issued ordinary capital, announced their intention to make an offer to purchase the whole of the 4½ per cent. Cumulative Redeemable Preference Stocks of the Pullman Car Company, and acceptances representing 96·2 per cent. of the stock in issue were received. The Pullman Car Company, thereby, became assured of becoming a wholly-owned subsidiary of the Railways Board to which it was due to pass on vesting date.

CHAPTER FOUR

Technical Progress

British Railways

RESEARCH

125. During the past year the Research Department was strengthened at all levels by recruitment both from within and outside the railways, and modifications in the organisation included the transfer to the department of the Electrical Research Section of the Chief Electrical Engineer's Department and the expansion of the work of this Section to cover signalling research and the application of automatic control and data processing techniques to the control of traffic.

126. The previous Chemical Services were re-arranged into two Divisions comprising Regional Scientific Services, concerned mainly with ad hoc scientific and experimental work designed to deal rapidly with urgent problems, and Chemical Research, which will deal with longer-term projects.

127. An officer was appointed to lead a Research Assessment Group at Headquarters which will assess the economic advantages to be gained from contemplated projects before any major laboratory investigation is started, and also indicate priorities. Considerable progress has been made with the introduction of a Project Costing System, which will eventually operate throughout all the laboratories of the Department.

128. The construction of the new Engineering Laboratories at Derby was accelerated and the new premises are expected to be in operation by June, 1963. The equipment will include facilities for large-scale testing, and will enable more work to be undertaken on bridge structures and on the fundamental dynamics of the riding of rail vehicles, the importance of which is increasing in view of the higher speeds resulting from the new forms of traction.

129. Preliminary trials with the new Dowty system of wagon control in marshalling yards, using numerous small boosters and retarders, the main objective of which is to reduce velocity of impact between wagons, have shown promise of substantially reducing the cost of wagon repairs and claims for damaged consignments.

130. Research into the automatic recording of wagon movement has resulted in the satisfactory development of prototype equipment now undergoing field trials. Overseas railway administrations have shown considerable interest in this development, which is some 18 months ahead of anything else existing.

131. The application of computers to the preparation of timetables has now been established technically and equipment for this purpose has been installed to produce a main line timetable.

132. The Research Department's own computer at Derby, which is used solely for scientific and technical purposes, is now working on a two-shift basis and has proved an invaluable aid in reducing the volume of work and in enabling calculations to be achieved which were not possible previously.

133. Work went forward on the development of a linear motor, which has the double advantage over the conventional rotating type of low cost and simplicity. As propulsion and braking in this motor depend on electro-magnetic effects, difficulties normally associated with wheel/rail adhesion are eliminated. Development is continuing and feasibility studies are being made of two or three practical applications which appear to hold promise of success.

134. The development of a self-propelled track recording coach was successfully concluded, which will be capable of measuring track deficiencies with a high degree of accuracy while travelling at 30 m.p.h. It is expected that the vehicle will be of considerable assistance in programming track maintenance.

135. Considerable economies are expected from research work in connection with the dynamic behaviour of overhead equipment in the electrified sections, particularly in the vicinity of low bridges. New materials, including glass reinforced plastics, are already being successfully applied for insulating purposes, particularly in relation to section insulators and other parts of the overhead equipment.

136. The application of new semi-conductor devices to the control of power traction equipment is fulfilling early promise and interesting developments in this field are expected in 1963.

137. Arrangements have been made to provide the Plastics Development Unit at Eastleigh with further research facilities. The unit is engaged on the development, manufacture and testing of trial plastic coach sections and assemblies.

138. A particularly important service rendered to the engineering departments lies in assessment of the fire-resisting qualities of the many new plastic materials now on the market.

139. British Railways continue to play an important part in the work of the Office for Research and Experiments (O.R.E.) within the organisation of the International Union of Railways.

140. The effect of the exceptionally severe winter weather conditions at the end of the year and at the beginning of 1963 is being studied closely by the Research Department, particularly in relation to the waxing of diesel fuels, the use and efficacy of de-icing fluids and the development of economic anti-freeze methods generally.

ELECTRIFICATION

141. The second stage of the electrification of the London Midland main line from Euston was completed on 1st January, 1962 with the introduction of electric multiple-unit passenger services, in steam train timings, between Crewe and Liverpool. A full electric passenger and freight service began running over this route on 18th June, 1962. Engineering works carried out included the erection of some 170 track miles of overhead equipment involving installation of 3,600 foundations for the supporting structures, alterations to 60 overbridges and 11 underbridges to provide clearances for the 25 kV A.C. system, and the lowering of the track between Liverpool (Lime Street) and Edge Hill to avoid reconstruction of tunnels. Six new stations were built and four others modernised. By the end of 1962, all civil and signal engineering works on the route from Crewe to Stafford had been completed and electric trains began running between these points in January, 1963. Of the 100 electric locomotives ordered for the Euston main line scheme, 82 had been received at the end of the year and all the 45 electric multiple-unit train sets authorised for intermediate passenger services have been delivered. Electrified services will, as far as practicable, continue to be introduced on sections of the line as they are completed. The whole of the engineering work has been programmed for completion by the end of 1966. It is hoped to open services between Euston, Manchester and Liverpool at the beginning of 1966 and to bring the full electric services over the whole system into operation a year later.

142. From 18th June, 1962, a full electric timetable was operated over all routes comprising the second phase of the Kent Coast electrification scheme on the Southern Region, namely between Sevenoaks, Tonbridge, Ashford, Folkestone, Dover, Deal and Ramsgate; also from Paddock Wood to Maidstone West; Maidstone East to Ashford, and Ashford to Canterbury West and Ramsgate, a total of 132 route miles. The new services are run on a regular interval basis, with modifications and additions during the peak periods. Journey times have been speeded up; for example, Folkestone is reached in 80 minutes (70 route miles). Steam traction was eliminated from the South Eastern division of the Southern Region with the completion of the second phase of the Kent Coast scheme.

143. Electric multiple-unit trains came into service in the Scottish Region over 27 route miles of line south of the Clyde, with the completion on 28th May, 1962 of the second phase of the Glasgow suburban electrification scheme. Regular interval electric services were introduced between Glasgow Central and Cathcart, Neilston and Kirkhill, with certain services extended via Newton and Uddingston to Motherwell.

144. On the London, Tilbury and Southend line, full electric services were introduced, and all steam passenger services withdrawn, on the 18th June, 1962. Diesel trains, however, continued temporarily to serve the branch between Upminster and Grays. A programme of modifications is continuing to be carried out to certain items of the electrical equipment on the rolling stock and this has slightly restricted the number of trains available for certain services on the Eastern Region suburban lines.

145. The overhead equipment for the 25 kV A.C. power supply was installed throughout the 22 miles between Chelmsford and Colchester, thereby linking the London Suburban and the Colchester-Clacton/Walton electrification systems. As an interim measure, pending the introduction of full electric services between Liverpool Street and Clacton/Walton in 1963, electric trains formed of outer suburban stock were used at peak periods and at weekends during the summer season to augment the normal services provided by main line trains hauled by diesel locomotives. By the end of 1962, delivery of the new main line electric stock for the Clacton/Walton services had begun and trial running was in progress.

146. In March, 1962, the Minister approved a modification in the requirements for clearances of overhead conductors for railway electrification on the 25 kV and 6·25 kV A.C. systems. The new Provisional Requirements will retain the existing normal electrical clearances but add new minimum clearances that may be used in exceptional circumstances. The new clearances, which were approved after stringent tests under both experimental and operating conditions, will enable simpler electrical equipment to be used in completing the whole London Midland main line electrification on the 25 kV A.C. system, with some saving in capital and maintenance costs as compared with the dual-voltage scheme originally proposed.

DIESEL TRACTION

147. At the end of 1962 the stock of diesel main line locomotives stood at 1,673, out of a total of 2,648 authorised. The number added during the year totalled 388. Standardisation of diesel main line locomotives has now been stabilised in five designs, excluding the locomotives with Deltic engines engaged on the heaviest duties on the East Coast main line. This in turn has facilitated the standardisation of components, including smaller units such as compressors, exhausters, control gear and brake equipment. In the interests of maximum standardisation and economy it was decided during the year to confine further orders for diesel locomotives to those with electric transmission.

148. The difficulties encountered in eradicating the causes of failures in the steam generating plant in diesel main line locomotives, installed for train heating purposes, have to a large extent been overcome, although the position is not yet regarded as satisfactory. It is hoped to achieve more reliable steam heating in diesel-hauled trains by the winter of 1963/64.

149. The first of a new class of Type 4 diesel-electric locomotive, developing 2,750 h.p. and designed for mixed traffic working, was received from the manufacturers towards the end of the year. This is the most powerful single-engined diesel locomotive so far built for British Railways. A diesel-electric locomotive

of unusual design introduced in 1962, classified in the Type 1 range and developing 900 h.p., has the driver's cab raised above and located centrally between two low-built bonnets of equal length housing the engines and associated equipment. This arrangement provides maximum visibility for both main line and shunting operations.

150. Six prototype electro-diesel locomotives authorised for experimental dual-power working on the Southern Region were also delivered during the year. Designed to work either as a 1,600 h.p. electric locomotive drawing its current supply from the third rail, or as a 600 h.p. diesel-electric, this prototype is proving very satisfactory in carrying out the normal duties of an electric locomotive in an intensively electrified area and alternatively in working as a diesel at other times, particularly for shunting and freight movements, which on this Region take place mainly at night, when the current has often to be cut off from sections of the line for track maintenance purposes. Further developments of this kind are contemplated.

151. Among other new main line diesel locomotives delivered in 1962 were two " Deltic " Type 5 3,300 h.p. locomotives, representing the balance of 22 authorised for service in the Eastern, North Eastern and Scottish Regions; 28 Type 4 2,700 h.p. diesel hydraulic locomotives for the Western Region, these latter being the most powerful diesel-hydraulic units in service on British Railways, and 12 of a special narrow-built version of the Type 3 1,550 h.p. diesel-electric locomotive, for use on the Tonbridge to Hastings route in the Southern Region, where there are restricted clearances in six tunnels.

152. By the end of the year, 118 new diesel shunters had been added, bringing the total fleet of these units to 2,010, which virtually completes requirements for this type of locomotive.

PASSENGER AND PARCELS STATIONS

153. The reconstruction of Coventry station in connection with an extensive scheme for the elimination of a serious operating bottleneck on the Euston-Birmingham main line was completed during the year. Rebuilding of the stations at Tamworth (an important transfer point for Post Office mail and parcels traffic), Stafford and Plymouth was also completed, the last-named project incorporating a ten-storey office block. Partial rebuilding and modernisation of Colchester station preceded the introduction of main line electric services from Liverpool Street to Clacton and Walton. Work continued on the major scheme for the reconstruction of Ashford (Kent) station. Improvements were effected at a number of other stations, including Liverpool Street, Rainham (Essex), Stanford-le-Hope, Bishop's Stortford, Barnsley, Benfleet, Cambuslang, Helensburgh and Chatham.

154. The Continental Enquiry Office at Victoria station was re-organised and modernised. Progress continued with the first stage of the major scheme for rebuilding Euston main line station, where demolition work was carried out during the year and construction of the new platforms, track layout and signalling installation began. Work advanced on the reconstruction of the station buildings at Cannon Street and Holborn Viaduct; each of these schemes incorporate the erection of an office block over the railway premises.

155. A number of schemes involving the rebuilding of stations were in course of negotiation with estate developers at the end of the year. Reference to some of these is included in Chapter Six under the heading of Property Management.

156. The new mechanised marshalling yard at Perth became fully operational in March, 1962. Concentration of marshalling in this modern yard has greatly simplified freight train working in the Perth area and substantially reduced the transit times of freight traffic to and from central Scotland. Four uneconomic yards in the area have been closed in consequence and marshalling has also been eliminated at Aviemore. Newport (Tees-side) Up Yard was completed and the Down Yard brought into partial use in October. The new yard at Millerhill (Edinburgh) came into partial operation in June, 1962. The modernisation of Ashford (Kent) yards was completed and new loop lines were added.

157. Track laying at the proposed new yard at Kingmoor (Carlisle) was completed during the year. Mechanised marshalling equipment will be used extensively in this yard, which will replace nine existing yards and speed up the movement of goods between England and Scotland. Work progressed on the yards at Lamesley (Tyneside) and Healey Mills (near Wakefield), and remodelling of Bescot Up Yard was almost complete at the end of the year.

158. Progress was made with the construction of the yard at Tinsley (Sheffield) and authority was given for Scunthorpe (Trent) marshalling yards to be remodelled and mechanised in order that traffic arising from the planned extension of the iron and steel industry shall be handled efficiently and with some margin for future expansion. It is proposed to equip both these yards with the Dowty system of wagon control referred to in para. 129 above. The facilities made available by the new marshalling yard at Port Talbot (Margam), which was fully operational throughout 1962, enabled the freight services in the area to be extensively rationalised. New sidings were brought into use at Swindon (Stratton) and Severn Beach to handle additional industrial traffic.

159. A modern coal concentration depot, designed to handle some 48,000 tons of coal and solid fuel a year previously dealt with at thirteen stations, was brought into use at Enfield Chase. Traffic is worked in block train loads to this railhead depot, delivery being made by road in special B.R. vehicles to coal merchants' depots at various stations from which rail facilities for this class of traffic have been withdrawn.

160. The re-modelled freight concentration depot at Walsall came into full operation in 1962. Equipped with modern mechanical handling devices, this new terminal serves 26 towns in an area of 250 sq. miles and handles sundries and freight traffic previously dealt with at nine goods depots. The new freight terminal at Watford came into full operation and the reconstruction of the depot at Burnley was completed. Progress continued with the freight concentration centre at Gateshead, designed to serve the Tyneside industrial area, and on the re-modelling of Leicester freight terminal.

161. A new freight depot was brought into service at Hull (Railway Street) in July, and at Bradford Valley concentration of freight sundries traffic became fully effective in October. Work advanced on the new terminal at Harlow and on the preparation of the site for the new depot planned for Grimesthorpe (Sheffield). Progress with the new terminal at Glasgow (Sighthill) entered the final phase in August and Glasgow (Buchanan Street) goods station was closed in consequence.

162. A start was made on the freight and coal concentration scheme for Taunton and further schemes are planned for Plymouth (Friary), Swindon, Oxford, Exeter and Reading. The facilities for handling export china clay traffic at Fowey are being modernised.

163. As a part of the Southern Region's plans for the rationalisation of freight facilities, five small freight sundries concentration schemes were implemented in 1962, and five marshalling yards and 96 goods yards closed.

TRACK, STRUCTURES AND SIGNALLING

164. The relaying of the track with continuous welded rail on selected routes continued in all Regions throughout 1962, an additional 361 track miles being so equipped, bringing the total for the railways as a whole to 1,025 track miles. Fifty miles of long welded conductor rail were installed on the Southern Region.

165. Track improvements on the routes from Paddington to Bristol and Birmingham were completed and similar works on the South Wales route were well advanced at the end of the year, the objective in both cases being the promotion of smooth and punctual running of express services. Relaying and re-alignment of the track preceded the easing of speed restrictions at many places, for example between Yarnton and Worcester (Shrub Hill) and between Bristol (Temple Meads) and Barnt Green, where speed limits of 75 m.p.h. were raised to 90 m.p.h. A major scheme for the simplification of the track layout at Liverpool Street station, carried out in conjunction with the introduction of electric and diesel traction and which for traffic reasons had to be spread over four years, was completed in 1962. A rail link was specially built to serve the new wholesale fruit and vegetable market at Sheffield, thus enabling the rail traffic to be dealt with at the market itself instead of, as previously, at five separate depots. Widening of the line at Ashford (Kent) and between Cheriton and Folkestone Central was carried out in association with the extension of electrification to the Kent coast.

166. Among a number of civil engineering schemes of major importance completed or begun during the year were the replacement of the main spans of Brunel's bridge over the River Wye at Chepstow, which involved several novel features of design and procedure by British Railways' engineers, and the reconstruction of Carlisle Bridge, Lancaster, carrying the London-Scotland main line over the River Lune, north of Lancaster station. An operating bottleneck was abolished with the completion of the flyover carrying trains from Birmingham to London over the Euston-Crewe main line north of Rugby. Other railway bridges reconstructed included Star Lane bridge carrying the Brighton " Quarry " line over the main line between Coulsdon North and Earlswood, and a fly-over across the Great Northern main line between Harringay West and Hornsey.

167. Progress was made during the year with simplifying signalling practices and standardising equipment and principles. Specifications for the design of a number of types of miniature relays were determined. Economies have been achieved in the preparation of new colourlight signalling schemes by eliminating many existing running connections between stations. Of the 2,000 single track miles of line which it is envisaged will have been equipped with colourlight signalling over the period 1959–63, some 1,600 miles had been commissioned up to the end of 1962. In that time, the number of signal boxes of traditional type was reduced by 515, bringing the total remaining to 8,581.

168. Track and signalling modernisation associated with electrification was carried out at a number of places. On the London Midland main line, new signalling advanced rapidly as electrification progressed southward from Liverpool and Manchester, colourlight signalling and continuous track circuiting being installed throughout the 36 miles from Stafford to Nuneaton. With the completion of the second phase of the Glasgow suburban electrification scheme, colourlight signalling came into operation on the electrified routes south of the Clyde, a power-operated signal box being opened at Cathcart, replacing nine mechanical boxes; another new box at Muirhouse Junction (near Pollokshields) replaced four obsolete boxes. The major task of installing colourlight signalling and continuous track circuiting between Hither Green and Dover was completed in 1962. This project, undertaken in connection with electrification, involved the construction of six signal boxes and elimination of 32 mechanically-operated boxes. Modern signalling has thus been established from Charing Cross to Dover. The semaphore signalling between Chelmsford and Colchester was replaced by colourlight signals in conjunction with electrification, with a net reduction of ten signal boxes.

169. A further stage in the re-signalling of the East Coast main line was reached with the commissioning of a power-operated signal box at Belford, south of Tweedmouth, modernised signalling now being operative between Alnmouth and Burnmouth. A major re-signalling programme covering an area of intensive traffic movement at Manchester (Victoria) station was completed, six mechanical boxes being replaced by a single power-operated box. At Coventry, a modern power box replaced five mechanical boxes, and three power-operated boxes were commissioned at Crewe Sorting Sidings. At Perth, where a new power-operated box came into service, signalling was concentrated in the station area, giving increased line capacity and reversible working; in consequence 13 obsolete signal boxes were closed. The main line re-signalling associated with the new marshalling yard at Millerhill came into full operation in May.

170. A power-operated box and new colourlight installation were commissioned at York Yard South resulting in a considerable speeding-up of train movements in the yard. At Gateshead, new colourlight equipment with associated power box has eliminated four old boxes, and power boxes were opened at Hull (Hessle Road) and Tees yard.

171. Three mechanical boxes were replaced by a single modern box at Old Oak Common controlling the signalling between two and four miles from Paddington. Colourlight signalling and track circuiting have been introduced over ten route miles of line between Maidenhead and Reading, with elimination of eight mechanical boxes. These two schemes represent important steps in an over-all plan to modernise the signalling throughout the 36 route miles from Paddington to Reading. The final and most comprehensive stage of the Newport (Mon.) re-signalling and track re-modelling scheme was virtually complete at the end of the year. Begun in 1961, this has involved the installation of colourlight signalling over 19 route miles of line, with control centralised at a single power-operated box at Newport, one of three that have replaced 13 old boxes.

172. At the end of the year, 1,232 route miles of main line comprising the majority of the main trunk routes, had been equipped with the British Railways

standard Automatic Warning System of train control (additional to the 1,400 miles already equipped with the Western Region system) and 5,445 locomotives of all types and 1,482 multiple-unit train cabs had been fitted with the corresponding drivers' warning apparatus. The standard British Railways warning equipment was installed in place of the Hudd system on the London, Tilbury and Southend line. Installation of the standard A.W.S. ground equipment throughout the East Coast main line was completed in January, 1963. The system is also in operation on the electrified lines north and south of the Clyde.

173. Research into methods of preventing the disruption of train services by snow and frost has taken the form of practical experiments conducted by the Regions individually, with advice and assistance from British Railways headquarters. These experiments in the main have been directed towards solving the all-important problem of preventing the icing-up of points. Point heating appliances of several different designs are at present in use experimentally in the Regions, together with various types of anti-freeze lubricant and de-icing compound. In the North Eastern Region some 600 propane gas point heaters, using a method developed from an original Dutch technique, are already concentrated in the York, Darlington and Newcastle areas—comprising the largest schemes of their kind in the world—and over 100 more have been authorised. Some 80 additional heaters were installed in the Southern Region, bringing the total to over 100 at the end of the year; a further 280 have been authorised by this Region and more are planned for installation before the winter of 1963–64. Over 120 heaters altogether were in service in the Eastern, London Midland, Scottish and Western Regions, and an additional 800 authorised or projected. Point heating equipment throughout the railways was subjected to a very severe test last winter and proved in practice to have great advantages over the methods previously employed for dealing with the problem of frozen points.

174. During the year, level crossing gates of the traditional swinging type were replaced by lifting barriers at nine level crossings and at two other crossings automatic half-barriers were installed.

COMMUNICATIONS

175. Progress with the planning of improved telephone and telegraph facilities for British Railways was necessarily retarded during the year pending the determination of the ultimate shape and size of the railway system. Nevertheless, new automatic/manual telephone exchanges were brought into service at Alperton, Newcastle, Middlesbrough and Cardiff. Existing manual exchanges were replaced by automatic/manual installations at Barrow-in-Furness, Lancaster, Manchester (Piccadilly), Stockport (Edgeley), Shrewsbury and Hastings and satellite automatic exchanges were provided at Lichfield (Trent Valley) and Tamworth. Work was well advanced on the construction of a new exchange at Darlington and schemes were in hand for replacing existing exchanges at Southampton (with a satellite exchange at Eastleigh), Fratton, Norwood Junction and Waterloo. Modernisation of the telephone facilities on the London, Tilbury and Southend line and on the Enfield, Chingford, Hertford and Bishop's Stortford lines was nearing completion at the end of the year.

176. Installation of a new teleprinter electronic switching centre at Crewe made progress. An additional teleprinter was installed at Edinburgh (Waverley) station to operate between Edinburgh and Newcastle.

177. A miniature co-axial telecommunications cable was installed between Cardiff and Swansea; this is believed to be the first time this type of cable has been used by any railway administration. A total of twenty-four telephone and telegraph channels operate over the cable, which is capable of receiving a number of additional channels to meet future requirements. Work on extending the cable from Cardiff to Bristol was proceeding at the end of the year. Progress was also made with the replacement by cable of the telecommunications pole route between Newcastle and Burnmouth.

178. At Paddington station, three 27-inch television screens, linked to teleprinter equipment, were brought permanently into service at selected vantage points for imparting train information to passengers.

179. Subjects of continuing study in the field of telecommunications included various problems arising from inductive interference from 25 kV A.C. electrification and the further application to railway requirements of electronic and other modern techniques.

COACHING STOCK

180. New passenger vehicles introduced during the year totalled 685, of which 491 were locomotive-hauled stock, the remainder being coaches for multiple-unit train sets. In the same period, 4,927 passenger vehicles were withdrawn.

181. A big step forward was taken during 1962 with the production of the prototype Mark II coaching vehicle built on integral-construction principles. With self-supporting body and without separate underframe, this design of coaching vehicle offers scope for improved sound insulation. In addition, passenger carriages constructed on this principle are considerably lighter than any comparable vehicles of traditional design. The Mark II coach has been adopted as standard for British Railways.

182. Considerable progress was also made with the initial development of a coach of complete "Monocoque" design, constructed on integral principles and having a resin-bonded fibreglass body. A fibreglass carriage body mounted on a conventional underframe was undergoing service trials at the end of the year.

183. Difficulties have been experienced in recent years in obtaining satisfactory riding qualities in passenger rolling stock, especially in certain diesel and electric multiple-unit stock in the Southern and Eastern Regions. These difficulties, which resulted from the continued use of old-established designs that did not conform to principles of suspension now known to be essential for good riding, have been largely overcome. Improved riding has been achieved by the use of the Commonwealth bogie on new stock built over the last three years and also by modification of existing bogies following the development of improved methods of suspension. The new British Railways bogie, known as the "B.4.", incorporating these improved methods of suspension but lighter than any previous bogie, has proved entirely satisfactory in service and has been adopted as standard for future new construction. The possibility of still further improving the "B.4." bogie through the application of air suspension is being investigated and trials with the modified version have begun.

184. In all, 102,199 freight vehicles were withdrawn from service in 1962, the great majority being mineral and open merchandise wagons. Rapid progress was thus made during the year towards the objective of a much smaller wagon fleet more intensively and effectually used. At the same time development of new types of wagons and containers, designed for specific traffics and conceived as standards for the future, continued. Priority was given to the designing of various kinds of container-carrying vehicle suitable for high-speed operation, and of improved equipment for transferring containers between rail and road. This latter design work is being carried out in conjunction with the planning and development of the projected Freight Liner services.

185. New freight vehicles added during the year totalled 8,729, bringing the stock at the end of 1962 to 862,640. The new vehicles included 3,536 mineral wagons of 21 and 24 tons capacity, 177 24-ton covered hopper wagons and 175 20-ton vehicles with air pressure discharge.

186. Development of the prototype Roadrailer freight vehicle progressed to the point at which the extensive technical trials, which included high-speed running, were entering the final phase. It was envisaged that the present stock of 54 Roadrailers would be put into commercial service in the course of 1963.

187. Delivery began in 1962 of 150 Continental-type covered ferry wagons of 20 tons capacity, for the conveyance of through traffic between Great Britain and the Continent via the train ferries. A salient feature of the design is the provision of a 13 ft. long by 6 ft. 7½ in. high doorway to facilitate the loading of mixed goods and palletised traffic. An additional 250 of these vehicles, which are built to internationally-agreed standards, had been ordered before the end of the year.

188. Among several new types of freight vehicles in course of development is a high-capacity coal wagon on two axles, with bottom discharge, for service between collieries and power stations and for shipment traffic; when fully loaded the wagon will weigh 45 tons.

189. Virtually all suitable open and covered merchandise wagons have now been equipped with vacuum brakes; unbraked wagons in this category were in the process of being withdrawn at the end of the year.

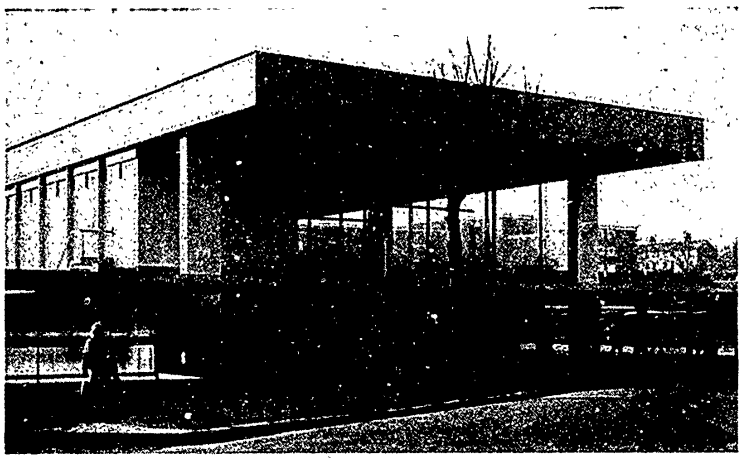
190. In the field of containers, following the successful introduction of 20-ton single and twin silo wagons for powdered and granular traffics, an 8-ton container, with air pressure discharge, is being developed for such commodities as salt, flour, basic slag, fullers earth and silica sand. New designs of high-capacity containers are being developed, constructed in light alloy, particularly for use with the Freight Liner services. Development is also being undertaken in the use of reinforced plastics in container construction for use in the future.

WORKSHOPS

191. The railway workshops were engaged throughout the year with the building and repair of rolling stock, and the maintenance and repair of a considerable variety of items of engineering equipment needed for the operation

New main line electric multiple-unit stock for the Liverpool Street–Clacton/Walton service on test run near Weeley.

Griddle Car catering service provided on the new Liverpool Street–Clacton/Walton trains.

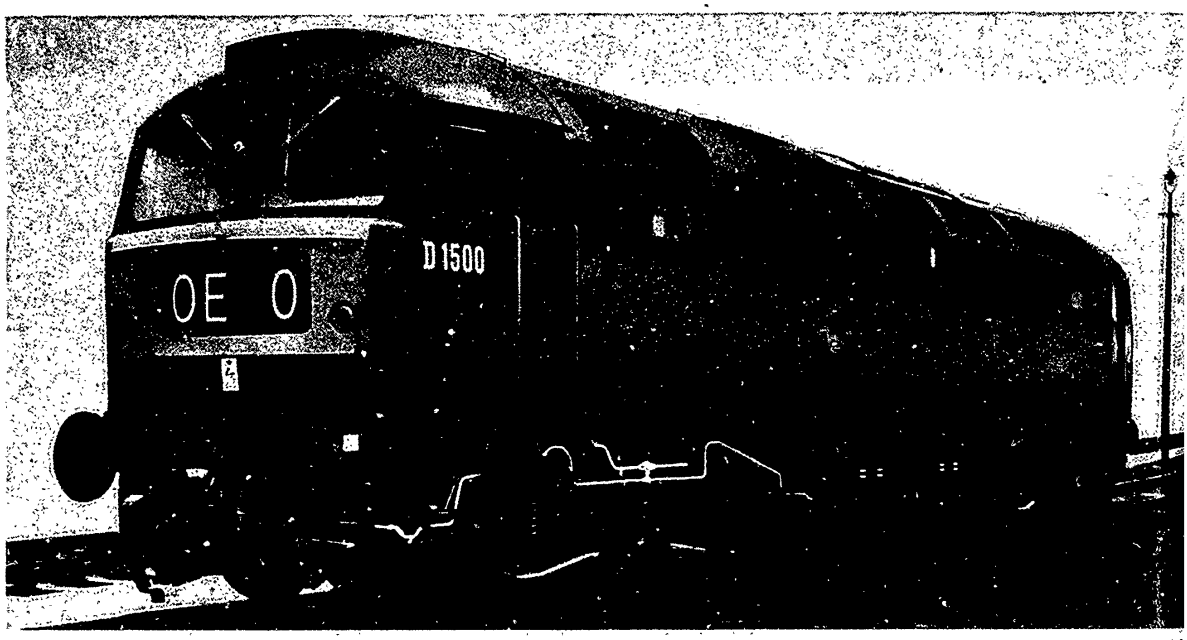


The new Coventry station, completed in 1962.

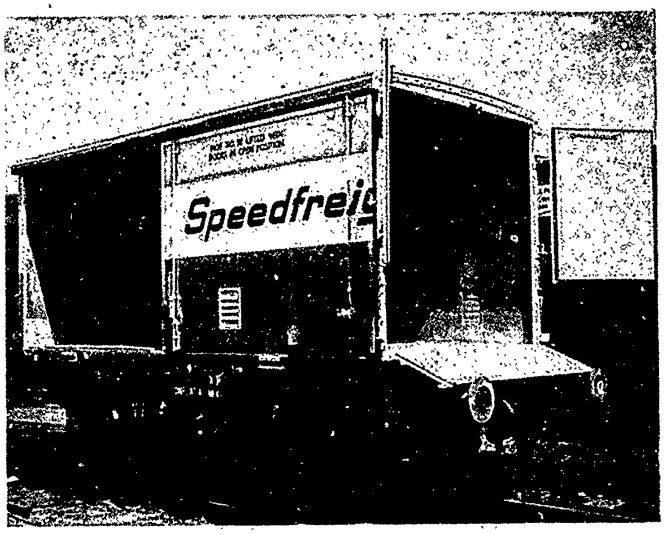
Below

The most powerful type of single-engined diesel-electric locomotive on British Railways, developing 2,750 h.p.

First of six electro-diesel locomotives for experimental dual-power working on the Southern Region.

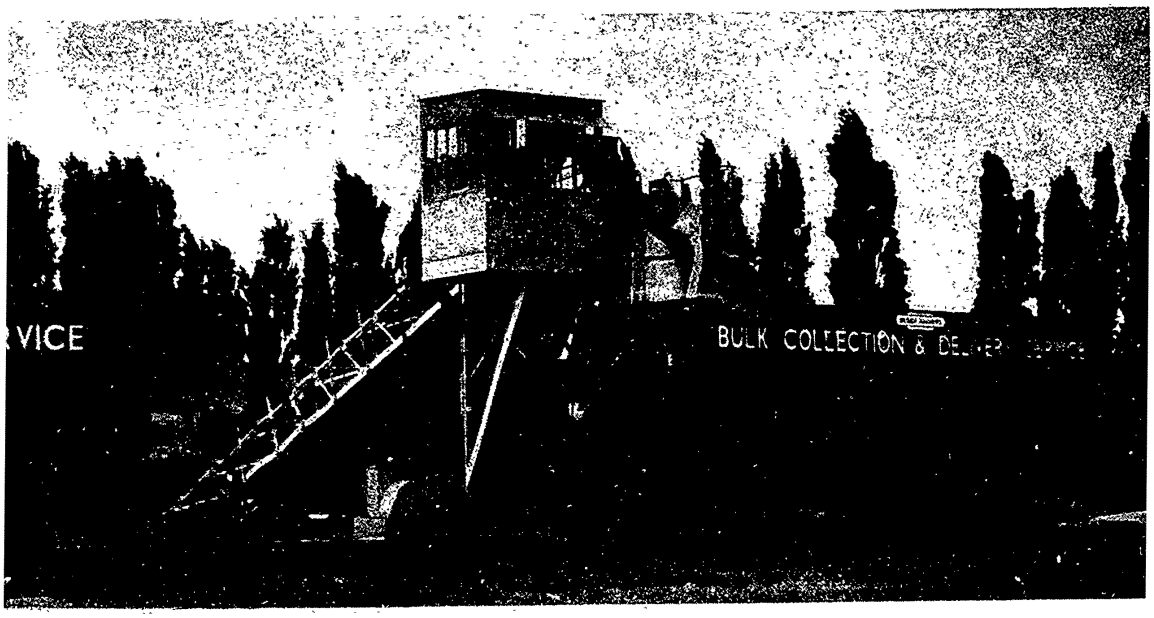


Light alloy 10-ton container for "Speedfreight" service between Manchester and London, showing ease of access.

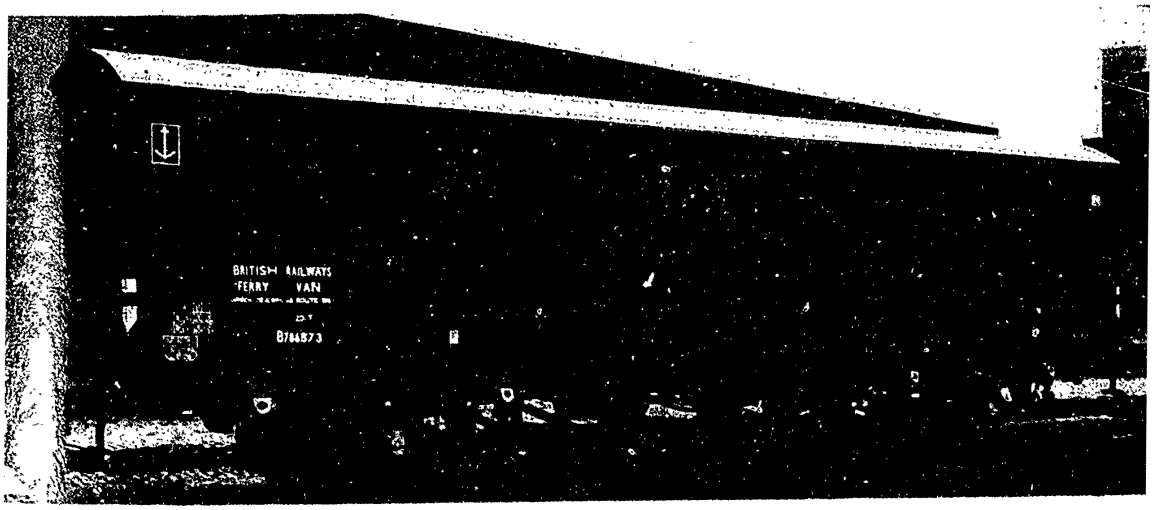


Below

Coal being transferred from rail to special B.R. road vehicles at coal concentration and bulk delivery depot, Enfield Chase, Eastern Region.



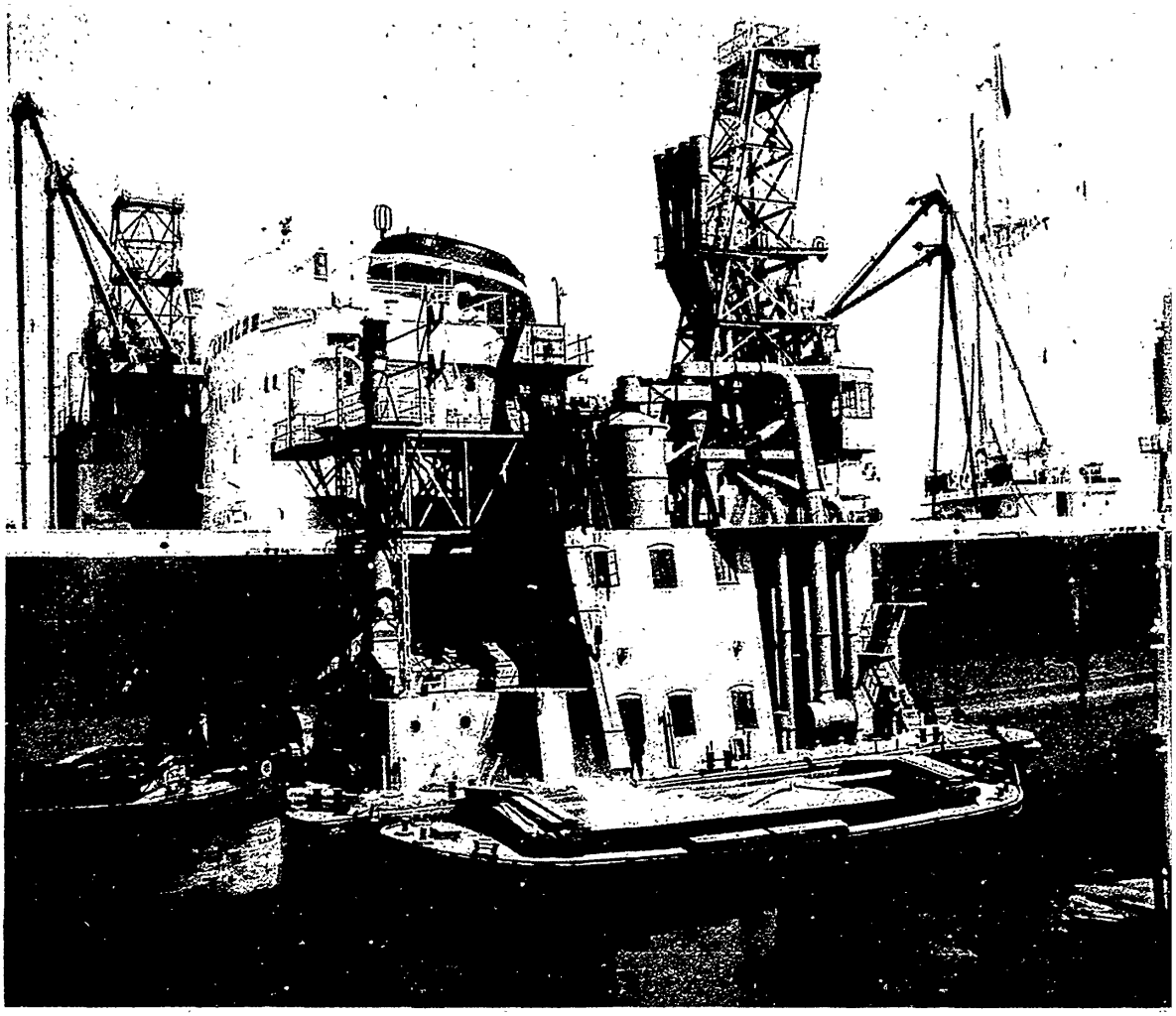
New British Railways' 20-ton ferry van for through traffic between Great Britain and the Continent via the train ferries.



Re-modelled railway freight concentration depot at Walsall which serves 26 towns in an area of 250 square miles.

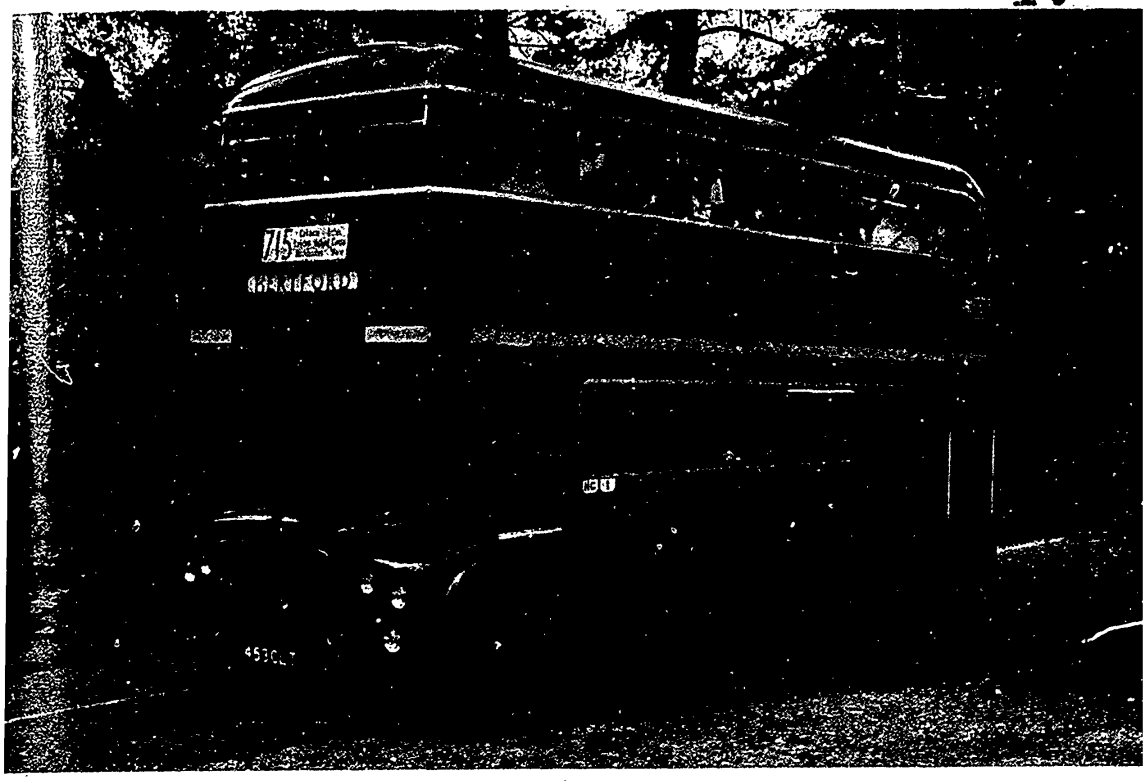
Mess room in new staff amenities block, Bristol (Bath Road) diesel depot.

Newport (Tees-side) marshalling yard, North Eastern Region;
aerial view showing Down and Up yards.



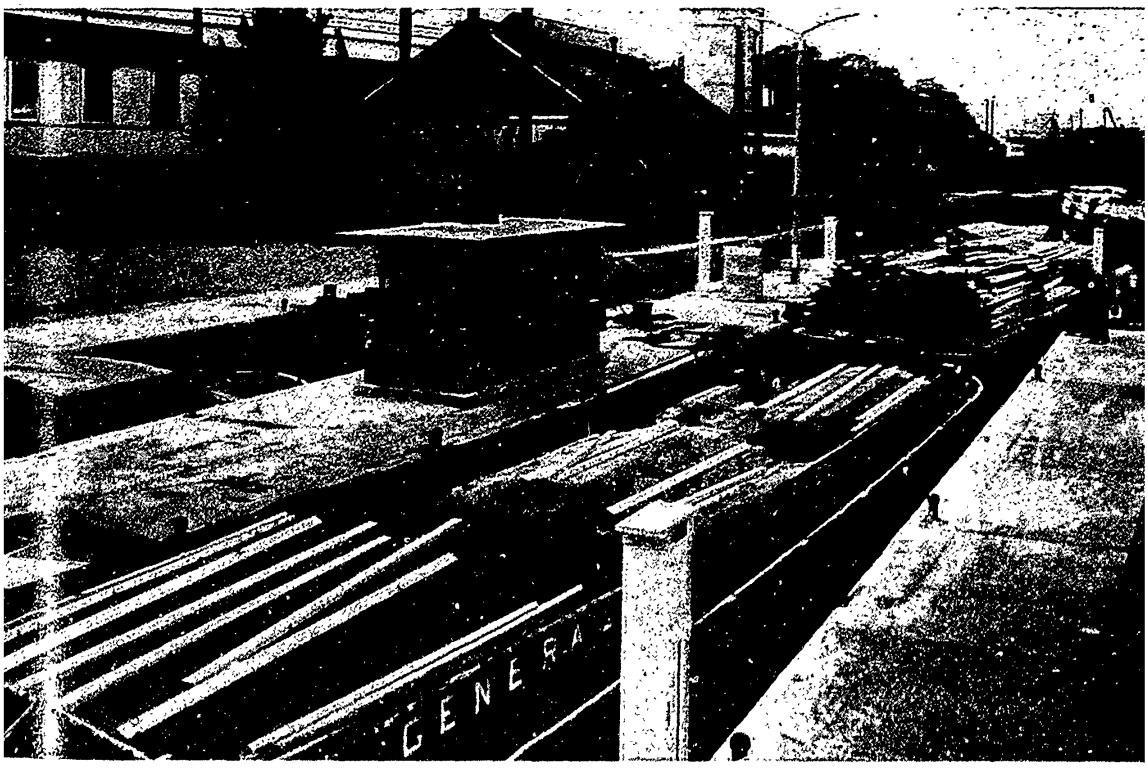
British Transport Docks' floating suction elevator discharging grain, King George Dock, Hull.

British Road Services' new 40-wheel, 90 ft. trailer, capable of carrying loads of up to 230 tons.



London Transport's new 57-seat Green Line luxury coach, with electrically-operated folding doors.

British Transport Waterways' mechanised Thames Locks at junction of Thames and Grand Union Canal, Brentford.



Golden Arrow Bar, Victoria Station, London, to which improvements were carried out in 1962 by the Hotels and Catering Services Division.

One of Scottish Omnibuses' fleet of twenty new "Bella Vista" luxury coaches used mainly for conducted tours of the Highlands.

of the railway system. Some decrease in the output of repair work inevitably followed reductions in the total fleet of railway vehicles which took place throughout the year, the outcome of changing operating conditions and the continued introduction of modern motive power units and new types of rolling stock.

192. Production of new diesel and electric locomotives in the railway shops continued throughout the year, although, in accordance with the over-all plan for the main workshops referred to earlier in this report, the construction of locomotives ceased at Horwich and Eastleigh.

193. The first order for new carriage stock for the London Transport railways was placed with British Railways' workshops in 1962 and 77 coaches out of a total of 176 ordered were completed and delivered to the London Transport Executive by the end of the year. The remainder will be delivered in 1963.

194. There was a marked reduction in new carriage and wagon building for British Railways during 1962, also associated with the general policy of reducing the total rolling stock fleet to meet future traffic requirements.

195. The output of repairs to locomotives, carriages and wagons from the railway workshops during 1962 (with comparable figures for 1961) is shown in the table below :—

	Heavy Repairs		*Light Repairs*	
	1962	*1961*	*1962*	*1961*
Locomotives :				
Workshops, outstations and motive power depots ..	3,308	3,767	2,928	3,066
Coaching vehicles (including power cars)	6,816	7,368	26,372	27,624
Freight vehicles	70,410	79,254	1,141,243	1,388,139

196. The main items of rolling stock constructed in the railway workshops in 1962, compared with 1961, were :—

	1962	*1961*
Locomotives :		
Diesel	191	258
Electric	16	10
	207	268
Coaching vehicles :		
Passenger	666	1,092
Non-passenger	—	281
Freight vehicles	6,485	6,587

197. Government authority to proceed with the construction of the Victoria Line was received in August, 1962. Preliminary planning had already advanced sufficiently to enable the first contract to be let in September, for exploratory work under Oxford Circus to determine the exact position of service mains, etc. preparatory to designing the extensive temporary decking necessary to support the street traffic while the new underground station concourse is being built. Preparation of the contract drawings for the main works was accelerated during the year and further studies were carried out at the site of the experimental tunnels between Finsbury Park and Seven Sisters, to enable decisions to be reached on the types of tunnel linings to be used elsewhere on the Victoria Line.

198. The final stages of the comprehensive scheme of improvements on the Metropolitan Line, which included extension of electrification from Rickmansworth to Amersham and Chesham, the four-tracking of the line for 6½ miles north of Harrow-on-the-Hill, extension of colourlight signalling and the introduction of new 8-car electric trains, together with British Railways diesel multiple-units, were completed in 1962. The new station at Northwood was finished in December. In October the last of the old compartment-type trains were withdrawn. By the end of the year, all trains on the Central Line (other than the Epping-Ongar and Hainault-Woodford shuttle services) were formed of the new unpainted aluminium stock, which provides approximately 15 per cent. more passenger accommodation than the older stock which it replaced.

199. On the District Line, the lengthening of the platforms at Blackfriars to eliminate the use by passengers of the narrow " cat-walks " which had previously extended into the running tunnels, was completed; similar platform extensions were put in hand at Westminster station. Reconditioning of the station lifts at South Kensington and Covent Garden went forward during the year; the reinstated " Festival of Britain " entrance in the new Shell building at Waterloo was brought into use in May; improved ventilation was provided at Notting Hill Gate; a new entrance and ticket hall, incorporated in a property development scheme, was completed at Colindale, and 100 automatic left-luggage lockers of a new type were provided at Piccadilly Circus station. An improved design of carriage washing plant was installed at Ealing Common depot. At Holborn, closed circuit television was brought into use experimentally in December as an aid in controlling the flow of passengers during the rush hours.

200. Signalling in the area between West Kensington and Barons Court was modernised, this constituting the first step in the planned modernisation of the signalling on the District Line west of Earl's Court. A further stage towards control of signalling on the Northern Line exclusively by programme machines was completed in August, when automatic control was extended to Morden and Tooting Broadway. The whole of the line between East Finchley and Morden thus became supervised centrally from the regulating room at Leicester Square. " Speed control " signalling, which maintains the frequency of trains despite delays due to heavy passenger movement at busy stations, was introduced on the northbound tracks of the Northern Line at Oval and Waterloo.

201. Negotiations with public authorities and private developers proceeded in connection with development schemes and plans for road improvements involving sites over and adjoining London Transport premises. The alterations

to the stations at Hyde Park Corner, Marble Arch and Mansion House, necessitated by adjacent road works, were completed. Plans for re-aligning the Metropolitan tracks between Moorgate and Aldersgate, to facilitate the Barbican development scheme, were prepared in conjunction with the City Corporation, and progress continued with rafting over the tracks at Cromwell Curve for the proposed West London air terminal. Alterations to shafts and tunnels were completed at Elephant and Castle in connection with the re-siting of the electrical substation.

202. New car parks were provided at Acton Town, Neasden, Northwood and Rickmansworth and the existing parks at Epping, Newbury Park, Redbridge and Snaresbrook were enlarged, creating in all 359 additional car park spaces and increasing London Transport's total station car park capacity to 3,607 spaces, compared with 1,444 at the end of 1955. Further works authorised at the end of the year will provide some 450 additional spaces.

203. New devices for combating the effects of snow and ice were tested, following a visit by London Transport representatives to Stockholm and Hamburg to study the measures adopted in those cities to deal with this difficult problem. One new method used experimentally on an open section of the Metropolitan Line was the heating of conductor rails during non-traffic hours by short-circuiting the negative and positive rails. Other new developments included the equipping of all de-icing locomotives and the service trains on the Epping-Ongar and Hainault-Woodford lines with machines for blowing the snow from the track before it becomes compressed, and the designing of rotary cutters to dislodge ice from the current rails.

204. Fifty-two new 8 ft.-wide double-deck Routemaster Coaches, with electrically-operated folding doors, fluorescent lighting, and heating and luggage racks on both decks, were put into service on six of the more heavily-patronised Green Line routes during the latter half of the year. The introduction of these new luxury coaches, seating 57 passengers, followed successful trial running by a prototype vehicle in public service over a total of 200,000 miles. An experimental front-entrance version of the 30 ft.-long Routemaster bus was built with a view to ascertaining the suitability of this design for service on selected routes in central London and the Country Area. The whole of the single-deck and more than half of the double-deck Country Bus fleet had been fitted with saloon heaters by the end of the year; it is anticipated that the remainder will be so equipped by the end of 1963.

205. In association with the final two stages of the trolleybus conversion scheme, six former trolleybus depots were converted for diesel bus operation and two others were closed. Improvements were effected or in course of completion at 26 garages. Construction was begun at Harlow of a new garage to accommodate 64 Country Area buses. Installation of bus washing machines with automatic control continued at 30 garages and a modified machine was developed to accept both 7ft. 6in. and 8ft. wide vehicles.

206. Research and development projects carried out by London Transport in connection with their railway operations included an investigation into the effect on axles of the press fitting of wheels and studies of voltage surges in the traction current supply preliminary to the introduction of an improved system of current conversion on trains for fluorescent lighting, battery charging and control purposes. Strain gauge techniques were used to establish the effect

on brake gear of various types of brake lining material, and an analysis of rail temperature records in relation to past weather conditions in London was made to determine the dates when long-welded rails required de-stressing to avoid risk of buckling. Other investigations were concerned with the feasibility of introducing automatic control of trains.

207. Technical developments affecting the road services included experiments to ascertain the capacity of a higher quality lubricating oil to prolong engine life, the use of strain gauge techniques and brittle lacquers to investigate stress patterns in vehicle components, and tests to ascertain the serviceability of seat upholstery partly manufactured from artificial fibres. The control of exhaust smoke continued to be closely studied. The Bus Electronic Scanning Indicator equipment on Route 74 was replaced by new equipment of a later design. At the end of the year, the BESI system of checking the movement of buses was being extended to five other bus routes.

British Road Services

208. British Road Services' long-established policy of fostering the development of vehicles and equipment through the exchange of views and information with manufacturers' technical staffs continued to have beneficial results, particularly in regard to the elimination of defects in new vehicles. As in previous years, liaison on technical matters was also maintained with the other road vehicle operating divisions of the Commission. Trends in vehicle development and methods of construction generally were kept under review in relation to new vehicle requirements and the consequent future pattern of maintenance facilities.

209. Experimental equipment was designed with the aim of producing a composite vehicle capable of being rapidly converted for the trunk movement of either general haulage or parcels traffic. A survey was conducted of the couplings and braking systems on articulated vehicles with a view to achieving maximum interchangeability between motive power units and semi-trailers. Service trials were again conducted with a variety of new vehicles and items of equipment, and development of bodies and containers continued with particular regard to meeting the specific traffic requirements of leading industries. In the field of low-temperature containers for perishable goods, progress was made with developing the ' chill wind ' system of refrigeration involving the controlled evaporation of solid carbon dioxide. Extension of the use of mechanical handling aids continued throughout the year. Surveys were made of the handling methods employed at various Branches, work study techniques being applied where appropriate, and the views of principal customers on handling matters obtained.

210. The services provided by B.R.S. (Parcels) Ltd. were further improved at the beginning of the year by the opening of a large new depot at Preston, and the extension of the existing parcels depot at Portsmouth. At the City Parcels Branch in Macclesfield Road, London, new loading platforms with ' Carousel ' conveyor belts were installed, representing the completion of one phase in the planned modernisation of the large London parcels depots. Other new works carried out by B.R.S. (Parcels) Ltd. during the year included the extension of the Southampton Parcels Branch at Eastleigh and the opening at Strood of a

new depot in place of inadequate premises formerly occupied at Rochester. Progress elsewhere included expansion and further mechanisation of the parcels trunking depot at Muswell Hill, London, and the modification of Liverpool Parcels Branch for mechanised working with 'Carousel' conveyors. Other major schemes completed were the construction of a transit shed and new offices at Birmingham and the installation of servicing and fuelling facilities, transit shed, etc., at Thornaby. At the turn of the year, work was proceeding on new parcels depots at Canterbury, Burnley and Leeds, the redevelopment of the general haulage depots at Oxford and Bridgend and reconstruction of the combined general haulage, parcels and Pickfords depot at Exeter.

211. The B.R.S. teleprinter terminals at Birmingham, Preston, Stoke-on-Trent and Norwich were modernised and re-housed in new premises, and alterations were completed at the terminal at Bristol. Some 1,140,000 teleprinter messages passed over the B.R.S. nation-wide network in 1962. Technical improvements to teleprinter equipment were developed in conjunction with G.P.O. headquarters. Fourteen out of a total of 28 main teleprinter terminals had been modernised by the end of the year. To facilitate the exchange of operational messages associated with the working of the Continental Ferry Service, and to reduce the cost, direct "Telex" dialling has now been extended to thirteen European countries.

Provincial and Scottish Buses

212. Both the Tilling Group and the Scottish Omnibuses Group continued to give high priority to the difficult question of maintaining the standard of existing services, recognising with the other operators of public service vehicles that this is a major factor in meeting the challenge presented by the growth of private motoring. The sustained efforts of recent years to improve still further the heating and ventilation of vehicles were continued successfully throughout 1962. Efficient fuel consumption was again the subject of close study. Internal lighting of buses has been much improved by the installation of the fluorescent system in new vehicles. A proportion of both Groups' new double-deck buses is being equipped with illuminated advertisement panels. The first phase of a programme for developing the use of data processing equipment in connection with maintaining and analysing operating and other records was introduced by Scottish Omnibuses Limited early in 1962.

213. New bus stations were opened by the Tilling Group at Newport (Isle of Wight) and at Basingstoke. Some 370,000 bus departures a year will be handled by the former station; the latter, which has been designed with the proposed transfer of population from the Greater London area in mind, will deal with some 180,000 bus departures annually.

214. New bus depots were completed and brought into service at Aberhill and Motherwell. With the completion of the rebuilt and extended Musselburgh depot in 1962, these will enable considerable savings in mileage to be achieved and services co-ordinated in the areas concerned. New maintenance and coach-building workshops were opened at Marine Gardens, Edinburgh, equipped with the latest engineering and technical facilities. Up-to-date amenities and accommodation for the staff have been provided at all these premises. A modern bus station was nearing completion at Aberdeen at the end of the year.

Ships and Packet Ports

215. One new ship, the m.v. *Doric Ferry*, was brought into service during the year, on the Tilbury-Antwerp/Rotterdam road vehicle ferry service of the Atlantic Steam Navigation Co. Ltd. Sister ship to the *Cerdic Ferry*, introduced on this route in 1961, the new vessel is playing an important part in the development of commercial road vehicular traffic to and from the Continent. A contract was placed in the early part of the year for a somewhat similar ship for the Preston-Northern Ireland ferry service of the same subsidiary company, to meet the demands of the increasing traffic on this route.

216. Two ships were in course of construction during the year. One of these, intended for the Harwich-Hook night passenger service, will be named *Avalon*, the name borne by one of the first vessels to be constructed for the Harwich-Hook service, the centenary of which will be celebrated in 1963. The second vessel under construction has been designed for the Harwich-Zeebrugge freight train ferry service and will be additional to the three ships already operating that service.

217. The working during the year was unfortunately marred by the serious fire in the m.v. *Fountains Abbey* on passage from Bremen/Hamburg to the Humber on 12th February; two members of the crew lost their lives and a number were injured. The ship, owned by Associated Humber Lines Ltd., a subsidiary company of the Commission, was subsequently declared a constructive total loss.

218. Further improvements were carried out at the packet ports during the year. At Dover Marine, the Customs Hall was extended and the Train Ferry Dock link span strengthened to facilitate the loading of heavy road vehicles. A new freight terminal was built at Belfast in conjunction with the Belfast Harbour Commissioners. Consisting of three berths equipped with four cranes and shed accommodation, the new terminal became fully operative in June. Modernised passenger accommodation was brought into use at Parkeston Quay (Harwich), where a major programme of crane replacement, involving the provision of 10 new cranes, was completed.

Channel Tunnel

219. During 1962 the Anglo-French working group of officials appointed by the French and British Ministers of Transport continued their task of examining all aspects of two alternative proposals for a Channel link, covering the technical, economic, financial and legal considerations involved. To assist in this work, officers of the Commission were in frequent contact with the Ministry of Transport for the provision of the detailed information they required on such matters as train operations, capacity for and means of coping with high peak requirements, terminal facilities, rolling stock and rail links required in connection with alternative Channel links, safety considerations and preventative measures and equipment, and shipping capital that would be needed over the next fifty years if a fixed link were not constructed.

220. Investigations and experiments carried out during the course of the year served to reinforce the Commission in their view that the system they had devised in collaboration with the French Railways for a Channel Tunnel would

be more than adequate to cope efficiently with the demands of trade and tourism during the rest of this century and well into the next. The use of electric traction, aided by the most modern electronic techniques, would make it possible for trains to be run at three-minute intervals when required. This would provide what would virtually be a fast-moving belt for the conveyance of road vehicles, and make it possible for the 40-mile journey from terminal to terminal to be accomplished in about one hour, allowing time for waiting, loading and unloading. This compares very favourably with the time that a car would take travelling under its own power across a bridge.

221. At the end of 1962 the report of the Anglo-French working group was confidently expected to be submitted to Governments during the first half of 1963. The need for a decision as to whether there is to be a permanent link or whether the Railways Board must plan for an expansion of their shipping and packet port facilities is even more urgent than when the problem was commented upon in the 1960 and 1961 Annual Reports.

Docks

222. Progress continued in 1962 on modernising the facilities and extending the accommodation at the Commission's docks, and further schemes of improvement and renewals were authorised at a total cost of about £2m.

223. In South Wales, the reconstruction of Phoenix Wharf at King's Dock, Swansea, was completed and repairs to a transit shed and to the quay wall of the Mole Jetty were undertaken. A start was also made on the reconstruction of the North Pier at Port Talbot. Work was almost completed on improvements to the general cargo quay at Queen Alexandra Dock, Cardiff, where a new 15-ton electric quay crane was put into service. Two additional 10-ton grab cranes for handling iron ore were provided at Newport and three more were on order at the year's end.

224. At Southampton, renewal of the guide stage at Empress Dock was completed, together with the modernisation of the 150-ton floating crane. A scheme for an improved high tension electricity supply to the docks was authorised. New office premises for the staff of the Chief Docks Manager came into use.

225. At the end of the year, the £4¾m. improvement scheme for King George Dock, Hull, under which provision was made for six new transit sheds, 2,600 feet of additional quayage, new quay cranes, additional grain discharging equipment and extension of the silo, entered its final phase. At Salt End, the new branch jetty for berthing tankers of up to 27,500 tons deadweight was completed.

226. The widening of the water passage between No. 1 and No. 2 Fish Dock at Grimsby was completed; this has facilitated the entry of larger trawlers to certain of the market quays.

227. At Immingham, progress was made with the renewal and strengthening of the Eastern and Western Jetties and on the extension of the latter to cater for increasing oil traffic. An additional 10-ton grab crane was erected on the Mineral Quay.

228. One of the two large timber storage sheds planned for Garston was brought into use, and the second—for the storage of liner-board, a traffic new to the port—was almost ready for service.

229. At King's Lynn, a new transit shed for Bentinck Dock was in course of erection. A 20-ton crane is on order for this port.

230. In Scotland, the major scheme of improvements for Grange Dock, Grangemouth, at a cost of £1·7m., was nearing completion. This scheme, to provide for the expanding ocean trade, involves the construction of two new transit sheds, erection of twenty-two quay cranes, new railway lines and the re-surfacing of quays.

231. The equipping of the British Transport Docks' dredging fleet with modern diesel-propelled units was carried a stage further with the delivery of a triple-grab hopper dredger for Garston and suction dredgers for Hull and Fleetwood. Four new dredging vessels for the Humber fleet, to replace eight existing craft, were on order at the end of the year.

232. With the assistance of the Humber Silt Investigation Panel, led by Professor Jack Allen of Aberdeen University, the Docks and Waterways Research department carried out further investigations into the behaviour of silt in the Humber estuary, mainly in the vicinity of the docks at Hull.

Inland Waterways

233. Canal bank protection, mainly by steel and concrete piling, with concrete walling on certain waterways, made satisfactory progress in 1962, a total of 36 miles being protected, thus raising the aggregate since 1954 to some 200 miles. The level of output of the British Waterways' pile making workshops was maintained at 120,000 concrete piles annually.

234. More than 1½m. tons were dredged from the Waterways, bringing the total since 1954 to over 11m. tons. The modern dredging equipment acquired in recent years was augmented in the South Eastern Division by three hydraulic dredgers and two new cranes for existing dredgers.

235. Nine locks on major waterways were mechanised during the year and similar work was begun on six others. The duplication of the lock at Stonebridge and an additional lock at Brentford were completed, and progress was made with repairs to the lock at Gloucester. The condition of lock gates continued to receive constant attention, 57 pairs of gates and 26 single gates being renewed. Four more locks were equipped with signal lights to accelerate the passage of traffic. Repair and reconstruction works of a major nature were either completed or in progress at over twenty points throughout the Waterways system.

236. Works undertaken with the object of providing better traffic facilities included the building and partial commissioning of new depots at Rotherham and Wakefield; initial works associated with an important scheme for carrying coal to the power station under construction at Ferrybridge; completion of a new transit shed at Leeds depot with improvement to the vehicle parking area; and new warehousing facilities at Anderton and Brentford. Work on wharves included provision of a new unloading berth at Hawkesbury and a steel-piled

wharf at Diglis, development of Llanthony Wharf at Gloucester and levelling and concreting of a wharf at Longport. Eight vessels of the Sheffield and South Yorkshire Navigation fleet were re-engined, among many other improvements to the Waterways fleet.

237. Extension of the crane tracks at Weston Point Dock was completed and a 6-ton crane provided, together with other traffic-handling equipment. The programme for the replacement of cranes at Regents Canal Dock was concluded and construction of an additional transit shed, among other works, put in hand. At Sharpness Docks, repairs to piers continued and a new diesel shunting locomotive was brought into service. Fourteen new houses for operational staff were built during the year and work on six more began.

238. Increased attention was paid to the condition of weirs, in the light of the need for water conservation. Major repairs were carried out to Averham Weir, and Sawley Weir was strengthened; seven new weirs were constructed and work on six more was in hand. New walling at Denton Reservoir was completed and a new pumphouse provided at Hawkes Green Weir.

239. As dredging of navigable waterways and impounded docks is one of the major and most costly recurring items of maintenance, research into the problems involved is of the first importance. Hydraulic models were used as an aid in studying the effect of dredging upon the tidal flow in the lower parts of the River Trent and also in developing new equipment for controlling water levels in canals. Silt meters were used at Gloucester Docks to obtain continuous records of variations in silt and thereby determine the most efficient arrangements for impounding. The study of hydraulic models was also of value in the designing of new weirs.

240. The term of office of the Inland Waterways Redevelopment Advisory Committee expired in July. Sections of the following waterways (in most cases on the recommendation of the Advisory Committee) were closed to navigation by the provisions of the British Transport Commission Act 1962 : The Stockport branch of the Ashton Canal, the Burslem Arm of the Trent and Mersey Canal, Grand Western Canal, Swansea Canal, the southern section of the Monmouthshire and Brecon Canal, River Calder, Cromford Canal, Huddersfield Broad and Narrow Canals, Erewash Canal, Chesterfield Canal, the Buckingham Arm of the Grand Union Canal, the Dudley Tunnel section of the Dudley Canal and the City Road Basin of the Regents Canal. These sections of canal total some 98 miles. The future of these waterways was discussed with local authorities and other bodies and some sections were transferred. Progress was also made in interesting riparian owners in proposals approved by the Advisory Committee for the redevelopment or conversion of canals for agricultural purposes. The Secretary of State for Scotland obtained powers by the Forth and Clyde (Extinguishment of Rights of Navigation) Act, 1962 to close the Forth and Clyde Canal, with the object of facilitating road improvement schemes.

241. Contracts were placed in connection with redevelopment works on the Dearne and Dove Canal, and agreement was reached with Droylsden Urban District Council for similar works on the Hollinwood branch of the Ashton Canal, both of which schemes were authorised by the British Transport Commission Act 1961.

242. Proposals to close to navigation further sections of waterway totalling some 15 miles were approved by the Minister of Transport during the year, the sections concerned being the remainder of the St. Helens Canal, part of the Cannock Extension Canal and the basin situated at Brook Street Wharf, Macclesfield. Preparations were made for the appropriate Parliamentary Powers to be sought in the 1962–63 Session.

Hotels and Catering

243. The process of maintaining and improving the high standards of comfort and service at the Commission's hotels has been a continuing one, as previous Annual Reports have shown. During 1962, further measures of reconstruction, re-decoration and re-equipment were completed or put in hand at a number of hotels. For example, additional private bathrooms were provided or under construction at the North British Hotel, Glasgow, Gleneagles Hotel, Perthshire, the Turnberry Hotel, Ayrshire, the Midland Hotel, Manchester, the Midland Hotel, Derby, the St. Enoch Hotel, Glasgow, the Caledonian Hotel, Edinburgh and the Station Hotel, Aberdeen; in addition, at the three last-named hotels lifts were renewed, or modernised. Other improvements in the form of re-decoration and refurnishing were carried out at the Midland Hotel, Derby and the Station Hotel, Aberdeen, also at the Central Hotel, Glasgow, and the Charing Cross Hotel, London.

244. A new cocktail lounge was provided at the Royal Station Hotel, Newcastle, and a new meeting and private dining room, known as " The Pateley Room " was opened at the Queen's Hotel, Leeds. At the Midland Hotel, Bradford, the grill room was modernised, the former " assembly " room converted into a cocktail bar and improvements were carried out to the decoration and lighting of bedroom corridors. Boiler plant was modernised at the Caledonian Hotel, Edinburgh, the Midland Hotel, Manchester, and the Great Northern Hotel, King's Cross.

245. The rapid trend towards brighter station refreshment rooms continued in 1962. At Aberdeen, a new and attractive combined cafeteria and bar, named " The Gordon Highlander," took the place of the former 1st and 2nd class bars at that station. Modern refreshment room and refreshment-cum-waiting room facilities were incorporated in the design of the new station at Coventry and new unlicensed refreshment premises were provided at the reconstructed Colchester station. Improvements were also carried out to the refreshment rooms at Dover Priory, Lincoln and Fenchurch Street stations. A " quick-cook " unit was installed at Liverpool (Central), where the licensed bar was renovated and repositioned and the tea room converted into an " auto-buffet." The cellar equipment at Dover Marine station was brought up-to-date. Refreshment facilities, managed by the Commission's Hotels and Catering Services Division, were provided in the new British United Airways' terminal at Victoria station, London, and improvements were carried out to the " Golden Arrow " bar at that station.

CHAPTER FIVE

Working Results of the Commission

Consolidated Revenue Account

246. The working deficit of British Railways in 1962, as shown in the Consolidated Revenue Account (Statement I–1, Vol. II), was £104m., about £17m. worse than in 1961. The working surplus of the Other Activities of the Commission rose by £1m. to £35m. In total, the working deficit of the Commission for the year, before charging the service of capital, was thus £69m., greater by £16m. than in the previous year.

247. After meeting central charges, including interest chargeable to revenue and provision for capital redemption, the Commission's deficit was £144m., made up as follows:—

	British Railways £m.	*Other Activities* £m.	*Total* £m.
Working Deficit or Surplus	*104·0* (deficit)	34·7 (surplus)	*69·2* (deficit)
Interest and other central charges	55·0	19·4	74·4
Deficit of British Railways (transferred to Special Account)	£159·0m.		
Surplus for year in respect of Activities other than British Railways, carried to Net Revenue Account		£15·3m.	
			£143·6m. (deficit)

248. Gross receipts of the Commission were, in total, slightly higher than in 1961. Gross receipts of all passenger carrying Activities were higher by £10m., mainly because of higher fares, but freight receipts were lower by £11m. compared with 1961, reflecting the fall in British Railways minerals traffic and in other freight train traffic, largely attributable to the depressed state of the iron and steel industry. Gross receipts from the non-carrying Activities rose by more than £1m.

249. The gross receipts from the Principal Carrying Activities were made up as follows:—

	Year 1962 £m.	*More (+) or less (—) than 1961* %
Passenger	329	+ 3
Freight	364	— 3
Miscellaneous.. ..	18	+ 3
	£711m.	—

250. Wage rates rose in every Activity, for the majority of the staff twice during the year, and wage costs were also increased through the shortening of the working week. Higher prices for large coal and the effect for a full year of higher oil taxation increased fuel costs; and depreciation charges again rose as assets were renewed at higher price levels.

251. In the case of British Railways, the rise in depreciation charges was partly offset by the large reduction in rolling stock during the year, but there were also exceptional expenses through the scrapping of obsolete stores. The substitution of electric and diesel traction for steam reduced working expenses of the services concerned.

252. The working results of the different Activities (Statements IV–1 and IV–2, Vol. II) are summarised in the following table and further comments are given in Chapter Six.

	Working Results Year 1962 £m.	*Better (+) or worse (—) than 1961* £m.
Principal Carrying Activities:		
British Railways (including collection and delivery services) .. .. (deficit)	*104·0*	— 17·1
British Road Services	3·7	+ 0·3
Provincial and Scottish Buses	6·5	+ 0·3
London Transport	8·0	+ 0·3
Ships	4·3	+ 0·4
Inland Waterways: Carrying.. (deficit)	*0·2*	—
Total: Carrying Activities.. (deficit)	*81·7*	— 15·7

Other Principal Activities:			
Docks, Harbours and Wharves		3·7	— 0·4
Inland Waterways: Tolls, etc.	(deficit)	*0·9*	— 0·1
Hotels and Catering Services:			
Hotels		0·4	— 0·1
Refreshment Rooms		0·4	—
Restaurant Cars	(deficit)	*0·2*	+ 0·1
Letting of Land and Buildings not in operational use		5·4	+ 0·1
Total: Other Principal Activities		8·9	— 0·4
Miscellaneous Activities		3·5	+ 0·3
Working Deficit		£*69·2*m.	—£15·9m.

Carrying Activities

PASSENGER TRAFFIC

253. The growth in car ownership continued in 1962 but ownership of motor cycles and scooters has not increased in total in the two years after 1960.

254. The growth in private transport and changes in social habits of recent years, such as the growth of television audiences and the decline in cinema-going, continue to reduce travel on public transport for leisure activities at the week-end and in the evening. In 1962 this fall in numbers of passengers was accentuated by the poor weather, especially the low temperatures and lack of sunshine in the summer months. The substantial rise in unemployment in some areas and, more generally, the sluggishness of economic activity during the year also had an impact upon the volume of travel, both to and from work and for holidays and recreation.

255. Traffic on the Commission's road passenger undertakings was affected by all these factors in the course of the year to differing degrees according to the operating area. In those undertakings operating principally in built-up areas, the economic operation of the bus services has been made worse either because of increasingly severe road congestion or because one-way street systems and other steps to speed up traffic have made services more circuitous and less convenient for the passenger. For most undertakings, the difference between flows of traffic in the peak and the off-peak has become more pronounced as leisure travel has diminished, even where peak travel has itself declined.

256. On London Transport road services the number of passengers fell by 1½ per cent. in 1962, a rather smaller fall than had been experienced in recent years. The withdrawal of trolleybuses, the expansion of the Routemaster fleet, an improvement in the staff position and the introduction of parking meters and other measures reducing congestion have helped to raise the general standard of service.

257. On the Provincial and Scottish buses the reduction of 3 per cent. in the number of passengers in 1962 was greater than the annual fall in recent

years, but the trend towards a higher average mileage per journey continued, and for these services there was little change in passenger miles, despite the growth in car ownership.

258. On London Transport railways the number of passenger journeys fell by 1 per cent., partly because of two one-day strikes of the staff, one of which was unofficial. The average journey length again diminished, and passenger miles on London Transport railways fell by 3 per cent.

259. On British Railways the further modernisation of suburban services led to some increase in traffic, notwithstanding the increased fares. The intensity of the morning and evening peaks of travel to and from work remains the main problem on such services.

260. On the fast services between main centres of population, used throughout the year by business travellers, the continuing introduction of new rolling stock and improved timings where the change-over to diesel or electric traction has been completed help to maintain the considerable advantages compared with long distance journeys by private car. Over the longer distances, however, air competition is increasing. For holiday travellers the car-carrying express trains have grown in popularity.

261. The increases in fares over the last three years have been an additional influence adversely affecting the volume of passenger traffic on different railway services. In 1962 there was also a loss of traffic due to the one-day strike affecting the whole system. The combined effect of all these factors during 1962 was to reduce the number of passenger journeys on British Railways by nearly 3 per cent. to a figure of 998 million and passenger miles by 6 per cent. The rise in passenger receipts continued during 1962, the increase compared with the previous year being more than 2 per cent. (Diagram 1).

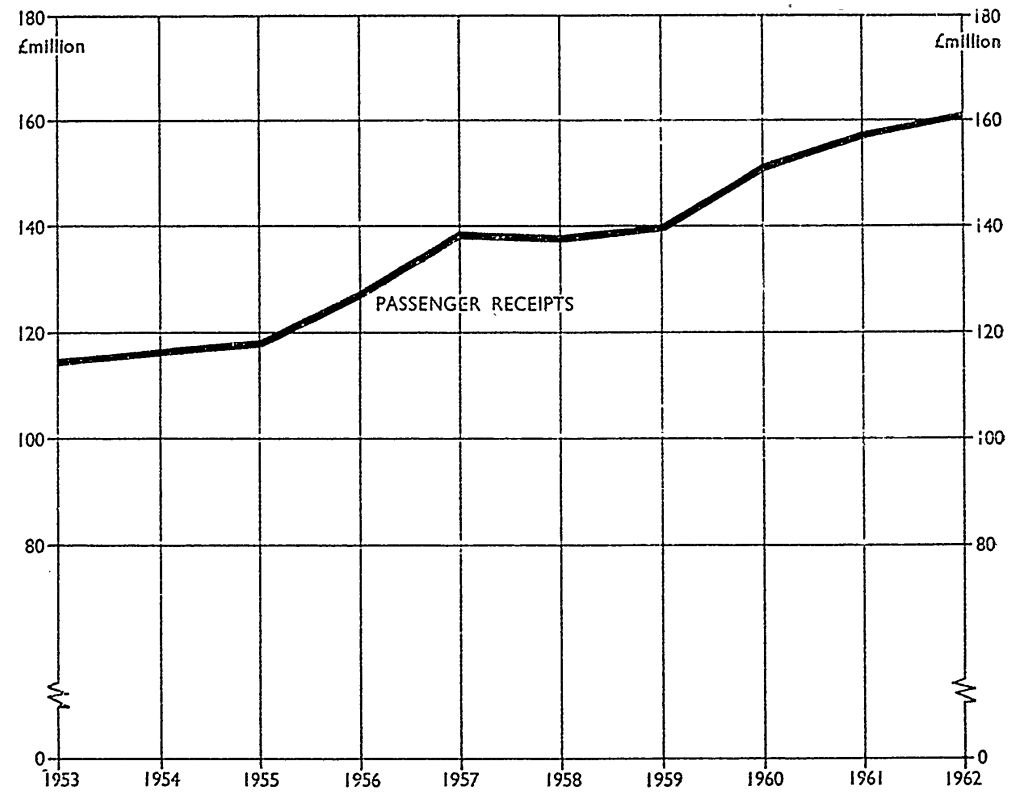
262. Details of passenger traffics on the Commission's services in 1962 are summarised below:—

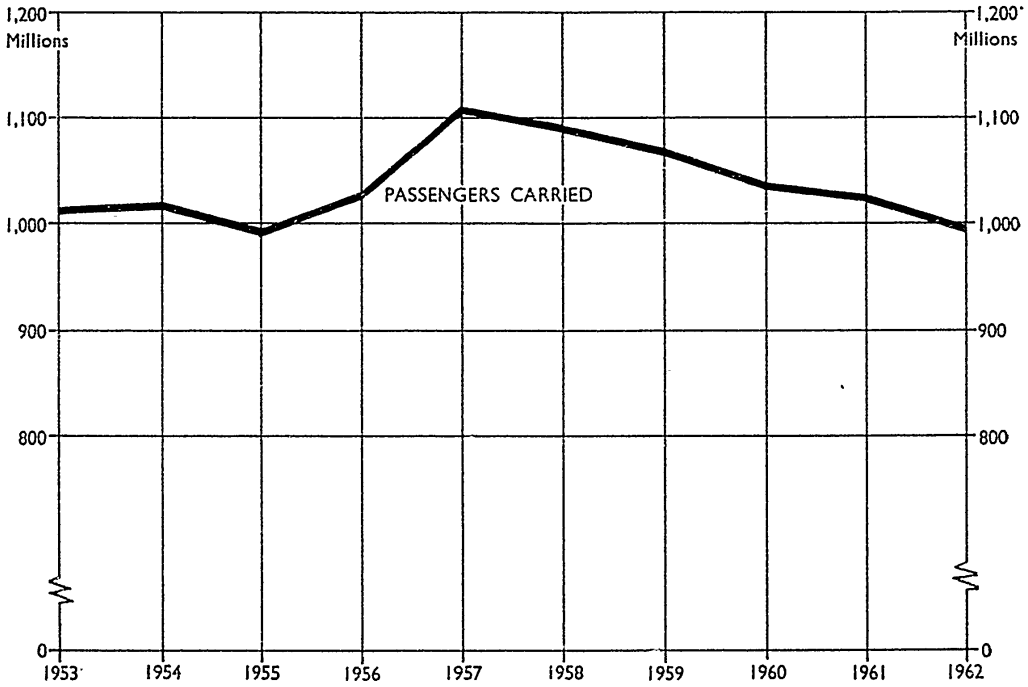
	*Passenger journeys** millions	*Receipts* £m.
London Area:		
London Transport—		
Road	2,500	61
Rail	700	30
British Railways—		
London Lines	500	37
Total: London Area	3,700	128
Tilling Buses	1,400	45
Scottish Buses	700	23
British Railways excluding London Lines	500	124
Ships	20	8
	6,300	£329m.

* Through bookings between British Railways and London Transport railways are included as two journeys.

British Railways: Passenger Traffic.

DIAGRAM 1





Note: The footplate staff strike in 1955 and the oil shortage and the provincial bus strike in 1957 affected carryings in those years.

LEVEL OF PASSENGER FARES

263. In the London Area the average receipt per passenger mile in 1962 was 6 per cent. higher than in 1961. The main reason for the increase was of course the introduction of higher fares, but in addition the changing patterns of traffic and services have tended to increase the average receipt. Outside London the increase for British Railways was 9 per cent., for the Tilling Buses 4 per cent., and for the Scottish Buses 5 per cent.

264. These changes reflect fares increases in 1961 and 1962 required to meet higher staff costs, higher fuel costs, and in many cases higher depreciation charges when assets were replaced at higher prices. There was also the need to seek to re-establish some margins between receipts and expenses. On British Railways in particular the increases were a continuation of the adjustments begun late in 1959 to improve the financial return on passenger services.

FREIGHT TRAFFIC

265. The Commission's freight carrying Activities in total in 1962 suffered severely from the low levels of production in heavy industry, especially in the northern part of the country where the coal and steel industries were badly affected, the serious decline in railway freight carryings experienced in 1961 being repeated in 1962 (Diagram 2). Road tonnages rose slightly.

266. Railway carryings of coal and coke were reduced slightly and there was a 4 per cent. reduction in the average length of haul. Receipts fell by 1½ per cent. This fall in rail traffic occurred despite an increase in production of coal in 1962, because much of this increased production was added to colliery stock piles, and in consequence the tonnage requiring transport fell by 1 per cent. Coastal shipping movements increased without benefit to the railways, as the initial movement to the ports was concentrated upon the private railway lines. The proportion of coal moved from collieries by road was unchanged.

267. The fall in carryings by rail of materials and products for the iron and steel industries was more severe. A reduction of 7 per cent. in steel output in 1962 was largely responsible for the fall of 13 per cent. in minerals tonnages, mainly raw materials and intermediate products of the iron and steel industries. The most severe reductions in steel output were in the North of England and in Scotland, and in these areas railway traffics were very badly affected. Minerals tonnages in the North Eastern and Scottish Regions of British Railways fell by 28 per cent.

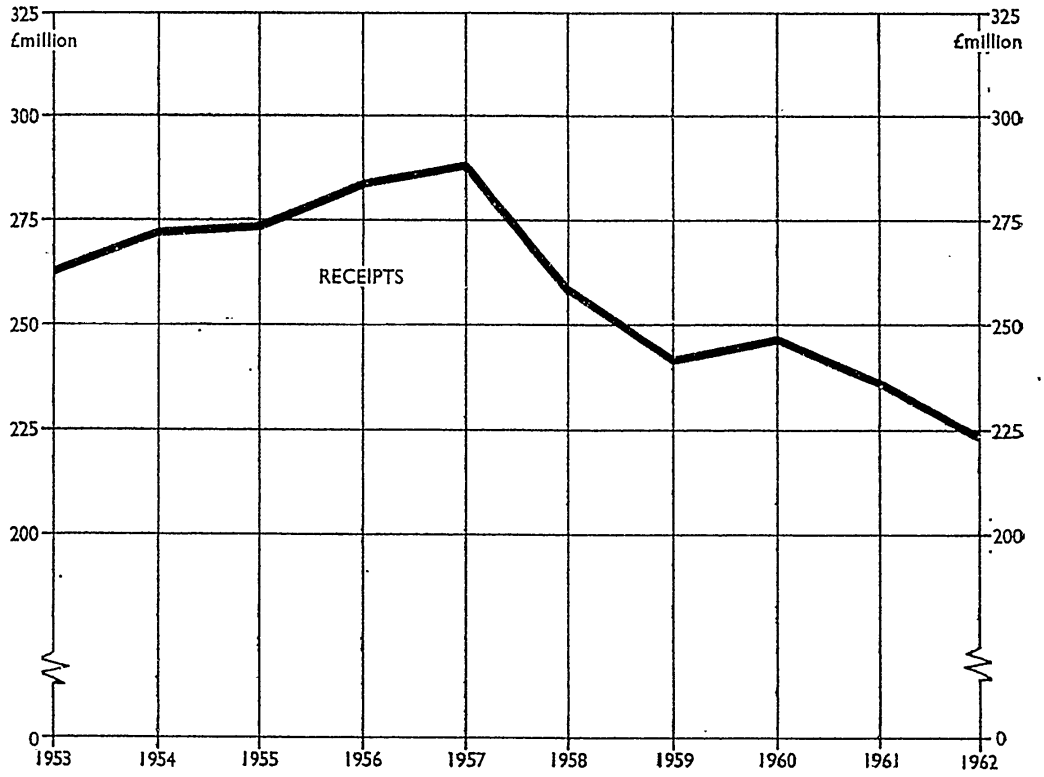
268. This fall in tonnages accompanied by a shortening of the average length of haul was responsible for a fall of 14 per cent. in receipts from minerals traffic. The greatest reductions in traffic, of over 20 per cent., occurred in the earlier part of the year, continuing the sharp recession in the later months of 1961. In the last quarter of 1962, though steel production was slightly higher than in the last quarter of 1961, railway minerals traffic was some 5 per cent. lower.

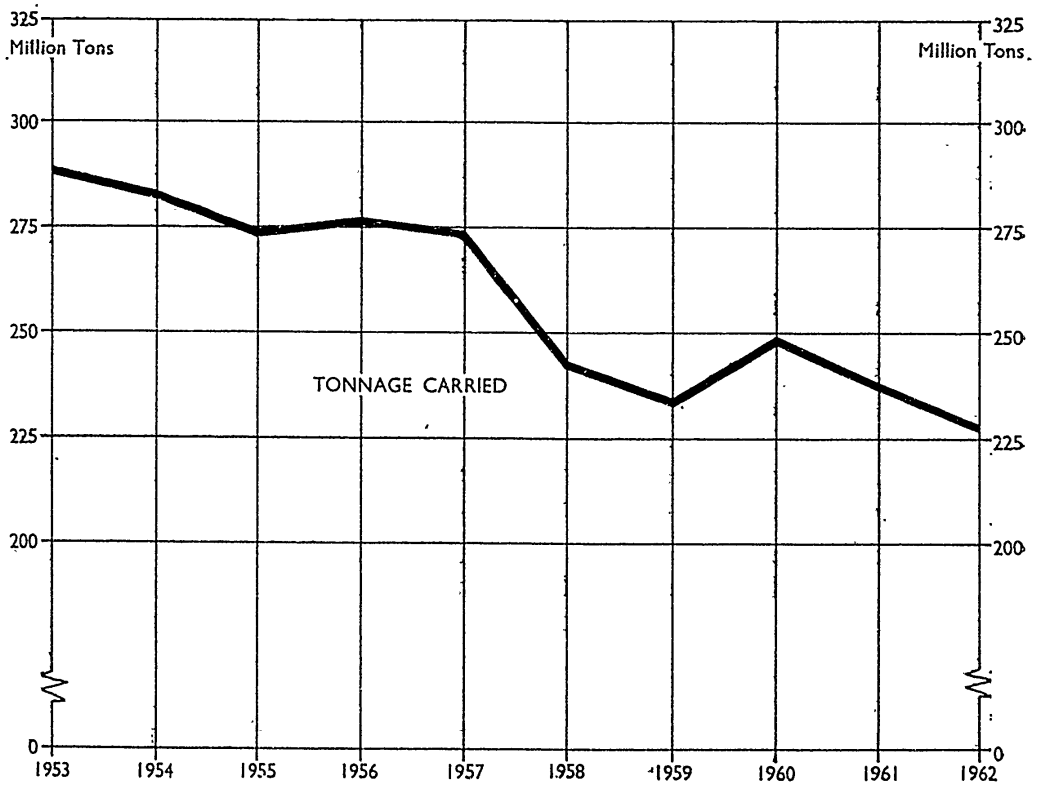
269. Carryings by rail of finished steel products are mostly classed as general merchandise traffic. Carryings in this category were therefore affected by the fall in consumption of finished steel and the accompanying reduction in stocks of steel held by consumers. Both these influences on deliveries from steelworks were more severe than in the previous year.

270. While the fall in general merchandise tonnage was 6 per cent., receipts fell by 5 per cent., because of the more than proportionate fall in the tonnage

British Railways: Traffic by Freight Train.

DIAGRAM 2





Note: The movements after 1956 are affected by the oil shortage in 1957 and by the recession in the steel industry in 1958/59 and again in 1961/62

of steel traffic, whose rate per ton is lower than for most of the other general merchandise carryings. These carryings, although generally lower than in 1961, did not suffer so severely from the slackness in the economy.

271. The index of industrial production increased by less than 1 per cent., and for manufacturing industry showed virtually no change in 1962. While different sectors of industry had varied experience, the principal expansion was in the lighter products which do not at present move by rail in large volumes. In any event, national increases in production rarely bring about commensurate increases in transport. In 1962, when the volume of work in progress and stocks of finished goods held by industry were increasing, the need to transport finished goods lagged behind their production.

272. Receipts from parcels traffic and other merchandise carried by coaching trains were maintained and income from carrying postal parcels and letter mails increased. The growth of mail-order business and direct sales techniques should continue to provide increased custom for these services, altered and improved as necessary by concentration schemes.

273. British Road Services carried a slightly higher tonnage of traffic in 1962 and receipts improved by 4 per cent. Receipts from parcels improved, some benefit arising from the postal dispute early in the year. General haulage traffics improved but were affected by the general slackness in industry.

274. Receipts from freight carryings on the Commission's shipping services increased by 7 per cent. The expansion of the carriage of motor vehicles by the Commission's fleet continued. The Irish services showed a growth of more than 30 per cent., largely through operation for the full year of the *Caledonian Princess*, but the volume on these services does not yet approach that of the Continental routes. Livestock carryings were lower than in 1961, particularly on the Irish services. Other cargo showed a small increase in tonnage.

275. On the Inland Waterways a slight reduction in total carryings of the Commission and other operators was accompanied by a 7 per cent. fall in ton miles. Coal, coke and patent fuel tonnages showed an increase, the result of an improvement on the wide waterways in the North Eastern Division, but over-all bulk liquids and general merchandise traffics declined. Traffic on the narrow canals continued to fall.

LEVEL OF FREIGHT CHARGES

276. There was no general alteration in railway freight rates in 1962 though rates on parcels traffic and on some sundries traffics were raised at the beginning of the year, and the process of increasing charges for particular traffics where these were obviously too low was continued.

277. At the same time severe road competition required reductions in many rates where the rail costs permitted, and in some cases improved methods of working traffic secured cost reductions that allowed the competition to be met.

278. The increase in wholesale prices of manufactured products in the last six years has occurred despite a slight fall in the price of raw materials and fuels used. The general level of rail freight rates has risen less during this period than the prices of manufactured products.

279. In common with other public road hauliers, British Road Services made some increases in rates at the beginning of the year. Such increases were

required to compensate for earlier increases in labour and other costs. Although labour costs are particularly important in both road and rail transport and have risen more than most other costs, road freight rates, like railway rates, have not been increased as quickly as other prices.

Other Activities

280. The gross receipts in 1962 of the Other Principal Activities again improved, to over £59m., more than £1m. better than in 1961 (Statement IV–2). The contributions of the individual Activities were:—

		Year 1962	*More (+) or less (—) than 1961*
	£m.	£m.	%
Docks, Harbours and Wharves		23·7	+ 6
Inland Waterways: Owning		3·0	— 2
Hotels and Catering:	£m.		
Hotels	9·2		+ 2
Refreshment Rooms	10·4		— 2
Restaurant Cars	4·5		— 2
		24·1	— 1
Letting of Land and Buildings not in operational use		8·4	+ 2
Total		£59·4m.	+ 2

281. Dock receipts improved to the highest level since nationalisation, despite the slackness of industrial activity. At northern ports there was a decrease in ore imports because of the sharp fall in pig iron production, but in South Wales more coal was exported than in 1961, and there was an increased intake of ore and iron and steel for processing. For the docks as a whole, total inwards tonnages improved, increased oil traffic, grain and oil seed and nuts outweighing reductions in building materials and timber traffic. Exports also improved, largely because of a marked increase in oil traffic. Shipments of vehicles, tinplate and iron and steel manufactures also improved.

282. The fall in gross receipts from the ownership of Inland Waterways was due to reduced income from tolls and freight storage, a consequence of a reduction in the proportion of longer-hauled tonnage. Income from water and property rents continued to rise. Receipts of the Hotels and Catering businesses were affected during the year by the progress in closing some refreshment rooms and by changes in the operation of restaurant cars, bringing reductions both in gross receipts and in working expenses. For the Hotels there was an increase in gross receipts and working expenses also rose. There was a small increase in receipts from Land and Buildings not in operational use.

283. Miscellaneous Activities produced an increase in income of £0·3m. to a total of £3·5m. There was a small increase in income from non-controlled undertakings and an improved contribution from Thos. Cook & Son, Ltd. and other subsidiaries not engaged in the Commission's principal activities (Statement IV–3).

Consolidated Balance Sheet

284. The Consolidated Balance Sheet at 31st December, 1962 shows the following position:—

			More (+) or less (—) than at 31st December 1961
		£m.	£m.
Current assets		207	— 59
Deduct Current liabilities		98	— 40
Net current assets		109	— 19
	£m.		£m.
Fixed assets and goodwill	2,832		+ 58
Deduct Accumulated depreciation and maintenance equalisation account	672		— 6
		2,160	+ 64
		£2,269m.	+ £45m.

These net assets were financed as follows:—

			£m.
British Transport Stock (less discounts in issue)		1,439	+ 1
Loans from Minister		993	+ 77
Deposits, provisions and taxation account		320	+ 1
		2,752	+ 79
Less:	£m.		£m.
Special Account	935		+ 198
Deduct:			
Grant from Minister	392		+ 149
Net revenue account (surplus for years 1960/1962 of Activities other than British Railways)	60		+ 15
	452		+ 164
		483	+ 34
		£2,269m.	+£45m.

285. Comparisons of the Consolidated Balance Sheet at 31st December 1962 with that for 1961 are affected by certain changes arising as a result of provisions of the Transport Act 1962. In 1961 Current Assets included £37m. for grants receivable from the Minister up to the following 31st March; the power of the Minister to make such grants ceased at 31st December 1962.

286. Special measures by British Railways to reduce the levels of stocks of stores and materials held, partly by restricting new purchases and partly by disposing of stocks that could be regarded as surplus or obsolete, resulted in a further decrease of £20m. in Current Assets. Current Liabilities have decreased by £35m. as a result of repayment of bank advances and the payment of interest accrued on capital liabilities on 31st December 1962.

287. Capital expenditure in 1962 on fixed assets amounted to £126m., a decrease of £26m. compared with 1961. Capital expenditure on British Railways at £93m. (£25m. lower) was mainly on diesel locomotives, locomotive-hauled carriages, electric multiple-units and freight vehicles (Statement V–8) and on signalling and electrification schemes. During 1962 British Railways steam locomotives, locomotive-hauled passenger carriages and freight vehicles with a book value of £48m. were withdrawn from service.

288. Capital expenditure on Other Activities decreased by £1m. to £33m. Most of the expenditure here was on vehicles (including £9m. for London Transport railway rolling stock), and on Docks, Harbours and Wharves land and buildings. A detailed account is given in the Technical Progress Chapter. Government control of the Commission's investment programmes relates to investment expenditure, which includes certain special maintenance items in addition to capital expenditure. Investment in 1962 totalled £152m., a decline of £31m. compared with 1961, of which the share of the British Railways Activity also fell by £31m. to £115m.

289. Borrowings under Section 42 of the Finance Act 1956 (as amended by subsequent legislation) from the Minister of Transport towards financing investment expenditure and other needs (including £27m. for the repayment of earlier advances) amounted to £104m. Internal resources available for financing investment expenditure amounted to £60m. The main sources were depreciation charged to revenue account and the scrap and sale proceeds of displaced assets.

290. The balance on the Special Account increased by £198m. in the year. This increase was made up of the transfer from Revenue Account of £159m. in respect of the revenue deficit of British Railways for 1962, interest on borrowings on account of the revenue deficit of British Railways amounting to £15m. and interest on borrowings for capital purposes of British Railways amounting to £24m.

291. As in 1961, grants were made to the Commission by the Minister of Transport out of moneys voted by Parliament towards meeting revenue deficits and interest on advances received to meet earlier deficits. The total grant for the year 1961 was determined at £137m. and the balance of £46m. not previously paid was received in 1962. The total grants received for the year 1962 were £140m. No further grants are receivable in respect of that year.

CHAPTER SIX

Operations of Principal Activities

British Railways

292. The gross receipts of British Railways in 1962, at £465·1m., were £9·6m. less than in the previous year, while working expenses increased by £7·4m. to £569·1m. The resultant working deficit of £104·0m. exceeded that for 1961 by £17m.

293. Receipts from passenger traffic rose by £3·7m., or 2 per cent., compared with the previous year, mainly due to increased charges introduced on 3rd June, 1962, with the continuing effect of increases on various dates in 1961, but also reflecting the attraction of the improved services. Total passenger journeys, however, declined by 3 per cent. to 997,718,000, and passenger miles fell by 6 per cent. Freight traffic receipts declined by £13·6m., or 4 per cent. This was mainly the outcome of reduced carryings for the iron and steel industry, chiefly in respect of minerals traffic, the receipts from which dropped by £6·1m., or 14 per cent. There was a reduction on the previous year of 8½ per cent. in net ton miles which in 1962 aggregated to 16,000m.; this decline embraced a reduction of 16 per cent. in respect of minerals traffic.

294. The general standard of operation on British Railways continued to improve steadily throughout 1962. The proportion of all weekday passenger trains that arrived at their destinations on time rose to 79 per cent. from the previous year's 77 per cent. The best months for timekeeping were May and June throughout which the proportion arriving " right time " increased to 86 per cent. In December, the month normally unfavourable to most forms of transport by reason of adverse weather and the higher incidence of staff sickness, the proportion fell to 64 per cent., compared with 61 per cent. for the corresponding month in 1961.

295. The 1962 summer timetable represented the most extensive speeding-up of passenger train services since the war, largely brought about by the introduction of modern methods of traction. More than 360 train timings were accelerated in comparison with the previous summer, the reductions in journey times varying from 10 to 90 minutes. Some 200 trains were scheduled to operate from start to stop at average speeds of 60 m.p.h. and over—almost double the pre-war number—including three expresses in each direction daily between King's Cross and Edinburgh timed to complete the 393-mile journey in six hours (Monday to Friday), with an intermediate call at Newcastle. The schedules of the " Flying Scotsman " were cut by over an hour each way. The faster timings of these Anglo-Scottish trains formed part of a general acceleration of main line services between King's Cross, the North-East and Scotland, made possible mainly through the use of an increasing number of high-powered diesel locomotives. The services on the East Coast route as a whole, including the three six-hour runs each way between London and Edinburgh of the " Flying Scotsman ", the " Elizabethan " and the " Afternoon Talisman ", were comparable to the timings operated by the specially-built lightweight pre-war " Coronation " train; to-day's expresses, however, are full-weight trains having almost double the seating capacity of the pre-war train. The fastest run was that of the " Tees-Tyne Pullman " scheduled to cover the 44 miles between Darlington and York at an average speed, start to stop, of 75·6 m.p.h. With the change to the winter timetable, the number of express trains timed to make start to stop runs averaging 60 m.p.h. or more was increased to 250, including 12 trains covering distances varying from 44 to over 100 miles at average speeds in excess of 70 m.p.h. The mid-day run of the de-luxe " Midland Pullman " between St. Pancras, Leicester and Nottingham was re-timed to 115 minutes each way for the 123½-mile journey, the fastest service ever scheduled on this route.

296. By the end of the year, 2,310 express freight trains, either fully or partially fitted with power-operated brakes, were running daily, an increase over 1961 of 230. This represented 47 per cent. of the total freight train mileage operated by the railways as a whole, compared with 43 per cent. for the previous year.

297. The average speed of coaching and freight trains was again higher, the improvement compared with 1961 being 3·8 per cent. and 2·7 per cent. respectively.

298. At the end of the year, the proportion of coaching train miles operated by diesel and electric traction was 81 per cent. and of freight train miles 26 per cent., the corresponding figures for 1961 being 69 per cent. and 16 per cent.

299. Improved planning of passenger and freight services with a view to securing the maximum utilisation of rolling stock led to further appreciable reductions in the rolling stock fleets. During the year, 2,924 steam locomotives, 6,777 locomotive-hauled coaching vehicles and 102,199 freight vehicles were withdrawn from traffic.

300. Traction hours in traffic worked by diesel locomotives in 1962 totalled 13·7m., an increase of 16 per cent. over the previous year. Traction hours operated by steam locomotives in the same period, at 23·6m., fell by 21 per cent.

301. Diesel traction was introduced between London and Sanderstead, East Grinstead and Tunbridge Wells West, 19 three-car diesel-electric multiple-unit

train sets being brought into service. During peak hours the units are operated as nine-car trains, giving an increase in seating capacity as compared with the former steam-hauled stock. At off-peak times the units operate separately, replacing steam trains almost completely between Victoria and Tunbridge Wells West. The multiple-unit diesel services in the Hampshire area were further developed, seven additional three-car units being introduced, enabling the hourly diesel services from Southampton to Winchester to be extended to Reading.

302. Other extensions of diesel traction included the introduction of multiple-unit services between Leeds (Central), Bradford (Exchange) and Manchester (Victoria), via Todmorden, with alternate trains to Liverpool (Exchange), via Wigan, certain of the services operating to and from Harrogate. Diesel multiple-unit trains also began operating between Chester (General) and Manchester (Exchange), and the Marylebone suburban scheme was brought into full operation in June, 1962. A service of diesel trains between Glasgow (Central) and Hamilton was instituted in September, with trains running alternately every half-hour via Bellshill and Blantyre. The multiple-unit services between Leeds and Hull respectively and Doncaster were considerably expanded upon the introduction of the winter timetable.

303. Faster trains, with diesel traction, were introduced between Glasgow and Oban (via Arrochar); Glasgow and Fort William, and Glasgow or Edinburgh and Inverness, timings in each direction being three and a quarter, four and five hours respectively. Steam traction was completely eliminated from the Highland and West Highland lines. Completion of a scheme for operating the principal services over the former Midland main line by diesel locomotive-hauled trains enabled substantial accelerations to be made to the express service between St. Pancras and Manchester, Leicester, Nottingham, Sheffield, Leeds, Bradford, Glasgow and Edinburgh, with savings of up to 70 minutes in some cases. The London, Birmingham and Shrewsbury passenger services were accelerated following the introduction of Type 4 diesel locomotives developing 2,700 h.p. Improved timekeeping resulted from the use of diesel locomotives in place of steam on the Paddington–South Wales passenger and parcels trains; these will eventually be hauled by 2,700 h.p. diesels enabling accelerated services to be introduced. Diesel-hydraulic locomotives began operating the passenger services between London and Cheltenham during the year and it is proposed to extend their use to the Paddington, Worcester and Hereford services in 1963.

304. The Blue Train electric services north of the Clyde completed the first full year's working in September, 1962. Compared with the previous year, gross revenue from these services showed an increase of 142 per cent., and passenger journeys were up by 146 per cent. Revenue from season tickets increased by 92 per cent. and that from cheap day tickets by 400 per cent. Gross revenue from the Blue Trains south of the Clyde, introduced in May, 1962, increased by 129 per cent. compared with the corresponding period in 1961. In the first four months of operation of the second phase of the Kent Coast electrification scheme, introduced in June, passenger journeys increased by 15 per cent. and receipts by 23 per cent. Receipts from the full electrified services on the London, Tilbury and Southend line, also brought into operation in June, were 9 per cent. higher at the end of the half-year compared with the corresponding period of 1961.

305. Over-all traffic on the car sleeper and day car carrier services provided for car owners and their passengers over a number of long-distance routes again increased. The introduction of two-tiered covered car transporters on the " Anglo-Scottish Day Car Carrier " service between London, Newcastle and Edinburgh and on the " Car Sleeper Limited " between London and Perth raised the carrying capacity on both these services and at the same time reduced the number of vehicles required. The same set of car transporters is used for both these services, thereby doubling the utilisation of the stock. A new service between London (Marylebone) and Stirling will be introduced in the summer of 1963.

306. Reduced fares were again introduced and widely advertised wherever the possibility was thought to exist of gaining substantial additional passenger traffic. For example, experimental Holiday Bargain tickets were made available in the summer in certain areas to selected places of interest, offering a combined ticket for three excursions at a specially reduced price. The response was sufficiently good to justify extension of the facility to other areas in the summer of 1963. Cheap week-end fares were also introduced experimentally from main provincial centres to London, with some success. Similarly, new mid-week two-day excursion tickets attracted additional custom. Skiers were encouraged to go by rail to the ski-ing centres in Scotland by the offer of special tickets at 25 per cent. below the ordinary return fares for the journey. Specially reduced fares were also offered to conference delegates, and their families, under experimental arrangements introduced in August. Numerous other cheap fare and excursion arrangements were repeated in an endeavour to attract as wide a range of seasonal and occasional passenger business as possible. Examples were the Railrover facility, extended in 1962 by the addition of a new all-line 14-day ticket; the " Freedom of Scotland " ticket, of which 3,129 were sold, a small increase over 1961, and special mid-week holiday trains for old-age pensioners from north-eastern areas to south and south-east coastal resorts, the receipts from which were higher than in the previous year; spring tours to the Continent and all-in tours to Ireland also retained their popularity.

307. British Railways increased their efforts to win or retain profitable freight traffics in 1962. In particular, fresh measures were introduced or in preparation to meet the specific needs of individual customers. For example, 74 long covered wagons were under construction specially designed for the conveyance, ultimately in full train loads, of car components between the Ford Motor Company's factory at Dagenham and that company's new factory at Halewood. Similarly, 80 wagons of a new type are being built specifically for sawn timber; besides improving the pay load, these wagons will cut the cost of loading and unloading, thus improving the railways' competitive position.

308. The bulk haulage of basic slag from certain industrial areas to railheads equipped with silos, and the working of full train loads of fertiliser traffic from the north to central points in the southern counties to synchronise with the demands of each area and enable the railways' customers to eliminate the cost of local storage, are examples of new developments in the field of bulk haulage. Similarly, provision of rail connections at an oil terminal installation in Leeds secured substantial new traffic to rail which is now passing in full train loads. The policy of providing more economical movement of coal to fully-mechanised concentration centres, instead of to numerous separate coal depots, is being pursued vigorously with the trade.

309. During 1962 coal and coke loaded on rail totalled over 145m. tons, a reduction compared with 1961 of only ½ per cent. Despite the heavy snowfalls and severe frosts in January, 1962, and similar conditions which arose in December, when the difficulties were accentuated by prolonged spells of fog, the colliery services were adequately maintained and provision was made for all the coal traffic offered to rail. In this respect, the position compared very favourably with recent winters, when a proportion of the peak coal forwardings had to be diverted to road.

310. Increasing numbers of firms took advantage of the railway container services and every effort was made to create new facilities. The continuing success of the well-established " Condor " nightly container service in each direction between London and Glasgow led to the introduction early in 1963 of a similar service between Glasgow and Birmingham. A service for the conveyance of starch in pressurised containers of 8 tons capacity was inaugurated between Paisley and Birmingham, giving next-morning delivery at consignees' premises. The " Speedfreight " high-capacity (10-ton) container service between Manchester and London produced encouraging results, and extension of this type of container service to other areas is under consideration. The movement of chilled meat from Ireland to France, via Holyhead and Newhaven, in insulated containers, is undergoing trial and is expected to become established; forwardings of fresh meat in insulated containers from the same source increased by over 8 per cent. compared with 1961.

311. With the introduction in March, 1962, of the new " Night Importer " freight services from the Royal Group of Docks, London, traffic can now be accepted much later than formerly for next-morning delivery in most of the areas served.

312. The Export Express facility for full wagon loads of export traffic from inland centres to various docks was extended in 1962 by providing a service from Edinburgh to London Docks. The Assured Arrival service, covering full-load and container traffic, was also extended by the introduction of new services between King's Cross and Bradford and Leeds, and from the Edinburgh area to Liverpool, Manchester and Leeds, similar services being also made available from Fife and Dundee.

313. The policy of the Regional Managements of conducting special investigations into the individual transport requirements of traders and passengers continued throughout 1962. Among these may be mentioned a " railway week " promoted by the Western Region in the Birmingham district in April which included, as part of an intensive sales drive, the establishment of a control centre manned by specialist staff able to give " on the spot " answers to traders' enquiries. Questionnaire forms were distributed on selected trains in the North Eastern Region to ascertain, *inter alia*, the use made by railway passengers of alternative forms of transport, and a similar type of enquiry was organised in the Eastern Region to establish what is the most profitable media of publicity for the car carrier services.

London Transport Executive

314. Gross receipts of London Transport in 1962 amounted to £93·0m., an increase of £3·2m. over 1961. Working expenses rose by £2·9m. to a total of £85·0m. Net receipts were £8·0m., an increase of £0·3m. over 1961. This

was sufficient to provide a margin of £0·5m. over the amount required to meet in full the Executive's share of the Commission's central charges, consisting mainly of interest on capital. The increase in net receipts was due mainly to the net yield from higher fares, partly offset by the cost of wage settlements and of improvements in conditions of service, and other increases in costs.

315. The combined total of passenger journeys on London Transport's road and rail services in 1962 was 3,153m., a decrease of 1·4 per cent. compared with 1961. The net fall was attributable to the continued erosion of traffics, particularly at weekends and in off-peak periods, by increased private motoring, more television viewing, and the effect of fares revisions, together with the generally unfavourable weather. The downward trend was less marked than in previous years (2·1 per cent. in 1961 and 4·6 per cent. in 1960), mainly because of the improved staff position on the road services and the easing of traffic congestion by parking meters, road improvements and new traffic schemes.

316. The number of passengers using the road services alone (2,485m.) fell by 1·4 per cent. over-all; this included a decline of 1·2 per cent. on Central Buses and 2·7 per cent. on Country Buses. Passengers carried on the coaches showed the greatest proportional decline (6·0 per cent.), attributable largely to the poor summer weather and some loss of longer-distance passengers to modernised British Railways surburban services. A decrease of 1·1 per cent. in the number of passengers carried on London Transport's railways (668m.) was largely due to transfer of patronage back to buses following the improvement in road traffic conditions in central London.

317. Passenger miles decreased over-all by 0·7 per cent. compared with 1961. The results for the road services alone (5,683m.) showed an increase of 0·5 per cent., but comparison with the previous year in respect of Central Buses and Country Buses was to some extent invalidated by the abolition in 1962 of separate fares for two intermediate half-mile stages, which increased the miles paid for without necessarily increasing the mileage travelled. The passenger miles on rail services (3,052m.) declined by 2·8 per cent.

318. To meet higher costs, arising mainly from wage increases and improvements in staff conditions, the level of certain ordinary London Transport fares was raised, the new rates being introduced in two stages, on 15th April and 3rd June; increases in season ticket rates for journeys of three miles and over applied from 3rd June. These increases, which did not affect the large proportion of passengers travelling at the ordinary 3d., 6d. and 9d. fares, were estimated to yield in a full year £2·8m.

319. Cheap tickets were also generally increased in price to reflect the higher level of ordinary fares. The " Bus-About " ticket, of which 182,000 were sold during an experimental period in August, 1961, was made available in July, August and September in 1962 but the results were less encouraging. Two new experimental fare facilities were introduced in an endeavour to stimulate additional passenger travel, namely, cheap off-peak return fares on four Green Line coach routes from country areas to the West End to coincide with the January sales, and the " Ranger " ticket, available from 20th April to 30th September, offering a week's travel on Country Bus and Coach services, worth

25s., for £1. The results, in both cases, however, were disappointing and the experiments will not be repeated. On the railways, there was a slight decrease in the number of Cheap Evening Return tickets (" CERTs "), the effect of the increased price; sales of just over two million of these tickets, however, resulted in a material gain in revenue. A small increase in the sale of through Cheap Day tickets to Sussex coast resorts, issued in conjunction with the Southern Region, was offset by a decrease in the number issued to Kent coast towns. Sales of cheap tickets to Southend in association with the Eastern Region, the most popular of the coastal tickets, fell by 10 per cent. compared with 1961 as a result of the poor summer weather. Day and five-day off-peak ticket sales rose to 600,000 and 29,000 respectively, or 26 per cent. and 68 per cent. above the levels in 1961; the demand for these tickets, however, is still relatively small. To assist in formulating fares policy, several statistical surveys of the use made of reduced fare facilities were carried out in 1962.

320. The last trolleybus services were withdrawn in two stages during 1962 and 221 trolleybuses were disposed of. A total of 229 64-seat Routemaster buses were introduced in connection with the trolleybus replacement programme and an additional 215 were put into service on busy central London routes towards the end of the year, replacing 56-seat RT-type buses. Apart from the route improvements associated with the trolleybus replacements, five new Central Bus routes were introduced and seven other routes were extended or diverted. In the Country Area, nine bus routes and one coach route were diverted or extended to cater for new housing development or as the result of road works. An experimental local bus service introduced in the Belhus Estate of the London County Council was withdrawn after a trial period of four months owing to lack of support.

321. Despite the improved staff position generally, shortages of staff continued to be the main cause of failure to operate the full scheduled bus mileage in 1962. Mileage not operated for this reason rose from about 2 per cent. of the total scheduled at the beginning of the year to roundly 4 per cent. in August, subsequently falling away as the staff situation improved, partly as a result of the reduced requirements for winter week-end schedules. By the end of the year, mileage " lost " owing to staff shortage had fallen to about 1·5 per cent. Bus mileage not operated for reasons of traffic congestion was less than in 1961, reflecting the substantial improvement in general traffic conditions for most of the year; the improvement, however, was not sustained and in December congestion at some peripheral points in the inner suburbs was the worst ever experienced. Improved conditions in the West End as a result of parking meters and new traffic schemes were therefore of little benefit to bus passengers, as buses failed to arrive at the times they were most needed.

322. Improved London Transport services to Amersham, Chesham and Watford and British Railways' services to Aylesbury were introduced on 18th June, 1962, following completion of the Metropolitan Line improvements scheme referred to in Chapter Four. The main features of the new services were a substantial increase in the number of trains north of Harrow-on-the-Hill, faster journey times, and departure of trains at regular intervals in each hour during both peak and off-peak periods. The delivery of new stock for the Uxbridge service of the Metropolitan Line proceeded during the year; the latest of the replaced trains, after conversion, are being transferred to the

District Line, enabling further peak period trains to be lengthened from six to eight cars and old stock withdrawn. On the Central Line the introduction of new stock has resulted in increased passenger capacity and improved running and in October some reductions in the scheduled peak period running times became possible.

British Road Services

323. Gross receipts of British Road Services in 1962 at £60·3m. were £2·5m. more than in 1961 and also constituted a record since the Companies were established. The increase was mainly due to higher rates operative from 1st January, 1962 for general haulage and parcels, an increase in tonnage carried by the general haulage service and an increase in revenue from contract hire, partly offset by a decline in receipts from meat haulage. There was again an increase in miscellaneous receipts, largely arising from warehousing business.

324. The net receipts amounted to £3·7m. These were £0·3m. higher than in 1961, in which year net receipts reached the highest level since the B.R.S. Companies began operations in 1957 after completion of the major part of disposals under the Transport Act, 1953.

325. Working expenses increased by £2·2m., mainly because of a 3 per cent. increase in wages and a reduction in the working week of operating and other wages staff from 44 to 42 hours as from the beginning of the year. While there was a small increase in vehicle hire charges, sub-contractors' charges declined, leaving a net decrease of £0·4m., as the result of a greater proportion of traffic being handled in British Road Services' own vehicles. The fleet of vehicles and articulated units owned totalled some 16,300 at the end of the year.

326. In the first quarter of 1962, the general haulage business reflected the continuing falling trend in production of the more important industries for which British Road Services normally carry substantial tonnages. The position was accentuated by adverse weather conditions, which hampered traffic movements generally, and by a high rate of sickness among the operating staff. An increase in traffic in April, especially from the motor car industry, reversing the trend, reached a peak in October. Compared with 1961, a larger proportion of the tonnage carried was over longer distances, thereby making a greater contribution to gross revenue in relation to total tonnage. Severe weather conditions towards the end of the year again seriously affected many of the services.

327. B.R.S. were not called upon to continue the arrangements for assisting British Railways in the movement of coal during the winter of 1961–62; they continued, however, to provide facilities for collection and delivery of general traffics as agents for British Railways, for example, in the Isle of Wight and in handling local traffics following branch line closures, particularly in the Southern Region.

328. At the end of the year the general haulage fleet totalled some 7,600 vehicles. Throughout the year continued emphasis was placed on achieving the maximum utilisation of vehicles. Operational results were reviewed regularly and special consideration was given to improving productivity per vehicle and in sub-contracting to meet peak requirements.

329. Although there was a decrease of approximately 2 per cent. in the number of packages handled by B.R.S. (Parcels) Ltd., gross revenue increased by approximately 7½ per cent. compared with the previous year, reflecting the higher rates introduced at the beginning of the year and other steps to meet rising costs. With a view to improving services generally and eliminating intermediate transhipments, 24 new direct trunk and transfer services were introduced, some 360 services were adjusted and nearly 600 alterations made in individual traffic flows. Progress continued in the articulation of trunk services as well as in the reorganisation of services between London and the Provinces and within London itself. The closing of the depot at Seward Street, London, and the planned redistribution of its activities among other depots was a major source of economy. A collecting and forwarding agency in London for railway parcels and sundries traffic has now been taken over by the Railway Regions concerned. Co-ordination with British Railways continued in a number of directions, the most important being the long-distance trunking movement of parcels by rail container wherever this offered an advantage in cost and as rapid a transit. Although trade generally was not buoyant in 1962, intensive canvassing produced an appreciable volume of new business. The acquisition of more traffic in the " mail order " and small parcel fields, and the development of country-wide distribution services for large national traders were among the main commercial objectives of 1962. About 3,900 vehicles were owned by the company at the end of the year.

330. The number of vehicles owned by B.R.S. (Contracts) Ltd. increased to 2,726 during the year. The majority of expiring contracts were renewed and the securing of additional business more than offset the contracts terminated. Despite intense competition, revenue from short-term hiring and casual work was well maintained.

331. Although general revenue earned by B.R.S. (Pickfords) Ltd. showed an improvement in comparison with the previous year, this was more than offset by increased expenditure, mainly the outcome of salary and wage awards. There was a substantial increase in inland and overseas removal business and the warehousing position continued to improve. The general depression in the heavy industries was reflected in the results of the heavy haulage department; tank haulage, despite keen competition and rising costs, ultimately showed an improvement over the previous year. The Company's general contracts section showed a satisfactory return from extension of existing business. The vehicle fleet totalled 1,580 at the end of the year. Pickford's Travel Agency, in spite of increased costs, again achieved a record year.

332. Trading by B.R.S. (Meat Haulage) Ltd. was again seriously affected by the decline in meat imports. The fleet of meat vehicles and staff employed were reduced accordingly.

333. Development of the Continental Ferry Service made further progress, the number of loads carried increasing by 27 per cent. compared with 1961 and Irish Ferry Services' traffic rose some 13 per cent., despite intensified competition. The Anglo-Continental Container Services achieved the best trading results in the history of the Companies, the outcome of reliable service assisted by the use of the new depot opened at Preston in 1961.

334. Gross receipts of the Tilling and Scottish Bus Groups in 1962 amounted to £69·6m., an increase of £2·6m. over the previous year, mainly attributable to fares increases granted as from various dates in 1961 and 1962 to meet the cost of higher wages.

335. Working expenses increased by £2·3m., largely the result of wage awards granted as from April, 1962, added to the balance of effect of pay increases from May, 1961. Most items of expenditure increased; there was, however, a decline of over £0·1m. in the miscellaneous general expenses of the Scottish Bus Group by comparison with 1961, in which year certain exceptional legal charges were incurred in connection with reconstruction of the Companies.

336. Net receipts, at £6·5m., increased by £0·3m., the improvement mainly relating to the Tilling Group Companies, but the results were still marginally below those achieved in 1960.

337. Car mileage rose slightly in total, due to increased mileage by the Tilling Group mainly in respect of stage and express services; car mileage run by the Scottish Group again declined, reflecting reductions effected through co-ordination of timetables and other adjustments offsetting additional mileage operated by reason of new housing and industrial development. The number of passengers carried on both the Tilling and Scottish Groups again fell, the latter Group's carryings continuing to be adversely affected by the services provided by the electric trains of the Scottish Region in the Glasgow area, which were extended in May, 1962. Close co-operation with tourist organisations and agents, coupled with extensive publicity, was an important factor in maintaining tourist traffic in 1962.

Ships

338. Gross receipts from the operation of ships increased by £1·1m. to £21·7m., whilst working expenses rose by £0·7m. to £17·4m. The resultant net receipts of £4·3m., an increase over the previous year of £0·4m., were the highest since the formation of the Commission.

339. The increase in receipts, which occurred in respect of both passenger and freight traffic, was the outcome, in the main, of higher fares and charges and also of increased carryings of accompanied motor-cars. The level of receipts rose on all passenger services except those on the Clyde, where the number of passengers carried fell by over 12 per cent. The combined total of passenger journeys on all groups of services, at about 19 million, was some 800,000 (or 4 per cent.) less than in the previous year. A factor which aided freight traffic was the lifting in December, 1961, of the embargo on certain container traffic to and from Dublin, which had been in force since 1956. The increase in working expenses occurred mainly as the result of salary and wage increases following National Maritime Board awards in June, 1961, and September, 1962, and the introduction of a shorter standard working week. Expenditure under the heading of repairs was less than in 1961.

340. Gross receipts in respect of the two main divisions of marine services were as follows:—

	Gross Receipts	
	Year 1962	*Increase on 1961*
	£000	£000
Seagoing	19,289	+ 948
Estuarial and lake	2,387	+ 145
	£21,676	+ £1,093

Docks, Harbours and Wharves

341. Net receipts from the Commission's Docks, Harbours and Wharves in 1962 fell from the record level of £4·1m. in 1961 to £3·7m., a decline of £0·4m., occurring mostly in the North Eastern group of docks. Gross receipts increased by £1·5m., mainly due to increased charges and to special dredging undertaken at Barrow for Vickers Armstrong Ltd. Working expenses, however, rose by £1·9m.; wages awards, the cost of increased dredging (including that at Barrow mentioned above) and maintenance expenditure accounted for most of the increase.

342. Imports and exports passing through the Commission's Docks in 1962 totalled 60,079,000 tons, an improvement of 1,233,000 tons on the previous year. Inward traffic amounted to 29,905,000 tons, an increase of 612,000 tons, and outward traffic, which totalled 30,174,000 tons, represented an increase of 621,000 tons. Included in the inward total was a considerable increase in petroleum traffic, principally in South Wales, at the Humber Ports and at Grangemouth. There was also a marked improvement in grain imports at Hull and in iron and steel traffic at Port Talbot, Newport and Cardiff. Imports of non-ferrous ores declined, principally at Grangemouth; iron ore traffic improved substantially at Port Talbot and Newport but this was more than offset by reductions at Hartlepools, Barrow and the Humber Ports. The principal increase in outward traffic was in petroleum shipped from Grangemouth and Swansea. Coal exports improved at Swansea and Barry, although declining in total. Exports of iron and steel manufactures at Port Talbot and Hartlepools showed an increase.

343. Arrivals of passenger and dry cargo ships and tankers in 1962 totalled 51,227, representing 53,080,000 net register tons, the corresponding figures for the previous year being 52,552 and 51,893,000, respectively. Departures totalled 51,112, representing 52,910,000 net register tons, the 1961 figures being 52,462 and 51,784,000, respectively.

Inland Waterways

OWNING

344. In 1962 there was again an increase in the deficit of the Commission's Waterways, excluding carrying operations, the working deficit for the year being £914,000, which compares with £859,000 in 1961.

345. A small increase of tonnage passing over the broad waterways was more than offset by declining tonnages on the narrow canals. In addition, the

general trend was towards shorter hauls and the resultant fall in ton miles was reflected in a reduction of £91,000 in receipts from tolls and dues, although this was partly made good by an additional £6,000 received from pleasure craft. The level of traffics carried was adversely affected by poor weather at the beginning and end of the year and by labour disputes in the ports of London and Avonmouth in May and August. The results were not materially affected by general increases in tolls or other traffic charges in 1961 or 1962. Income from water and property rents increased by £56,000, but miscellaneous receipts declined by £39,000 mainly the result of a decrease in the amount of work undertaken for outside organisations.

346. Total working expenses declined marginally, due mainly to a decrease in maintenance expenditure and to smaller compensation payments. Operating expenses, however, rose slightly, partly attributable to the weather conditions which involved additional ice-breaking in the early weeks of the year together with extra pumping of water in the summer period; it was also necessary to undertake some additional dredging. Higher wages and salaries in 1962 increased costs by roundly £36,000; variations in commodity prices, however, did not have a material effect on costs in the year.

347. The working results of the four Groups of Waterways set out in the Bowes Committee Report of 1958 were:—

		Net Receipts	*Better (+) or worse (—) than 1961*
		£	£
Waterways in:			
Group I (being developed) ..	(surplus)	69,000	— 59,000
Group II (to be retained under existing conditions)..	(deficit)	715,000	+ 8,000
Group III (having insufficient commercial prospects to justify retention for navigation)	(deficit)	185,000	— 2,000
Group IV (Caledonian and Crinan Canals)	(deficit)	83,000	— 2,000
	(deficit)	£914,000	— £55,000

348. The decrease in the surplus from Group I waterways was accounted for by the loss of revenue from tolls. Increased working expenses were balanced by higher receipts from the sale of water and from property rents.

349. With regard to the Group II waterways, charges for the supply of water and property rents yielded an additional £37,000 and there was a saving of £46,000 in expenditure on maintenance and dredging, but reduced traffics and an increase in operating and administrative expenses partially offset those improvements.

350. Sales of water from the Group III waterways earned £13,000 less than in the previous year, but the deficit on these waterways was held closely to that for the previous year by reductions in working expenses and a small increase in other income.

351. The deficit in respect of the Group IV waterways was slightly larger than in 1961, mainly reflecting reduced traffic receipts.

CARRYING

352. The level of traffic carried by the Commission's own fleet declined in line with that on the waterways generally. The tonnage of coal carried increased in consequence of the purchase of a coal carrier's business in the North West where, however, the fall in general merchandise carried was the most pronounced. Gross receipts fell by £47,000, there being no general increase in charges during 1961 or 1962 to offset the fall in carryings. Against this, working expenses declined by £31,000 despite increases in wage and salary rates estimated to have cost £13,000 in 1962. In the light of trading experience and prospects, the number of narrow craft operated by the South Eastern Division was reduced by about one-sixth, while the North Eastern Division also withdrew a number of craft from their Aire and Calder and Sheffield and South Yorkshire fleets. The result at the end of the year showed a working deficit of £178,000, this being £15,000 higher than in 1961.

PLEASURE CRUISING

353. Despite the poor weather, pleasure cruising on the Inland Waterways again had an excellent season. A simplified scheme of licensing was introduced on 1st January, 1962, and revenue from this source, at £70,780, was 8 per cent. higher than in 1961.

354. The British Waterways' hire-cruiser fleet was virtually booked to capacity, the newly introduced " Water Miss " class of luxury cruiser proving particularly popular. The tour-boat " Water Wanderer ", which operated on a revised itinerary between Nottingham and Lincoln, had its most successful season. Many bookings were taken at the International Boat Show and at the Boat Afloat Show at Little Venice, Paddington. The latter show, organised with the support of the Ship and Boat Builders' National Federation, at which craft were displayed in their natural element, had an immediate success and will be greatly enlarged in 1963.

Hotels and Catering

355. Included in this section are the results of the hotels, refreshment rooms and restaurant cars managed by the Commission's Hotels and Catering Services Division and also of the catering activities of the Provincial and Scottish bus companies. Catering services provided on ships and those operated by the Pullman Car Company are excluded. Gross receipts in 1962 amounted to £24·1m., a decline of £0·1m. compared with the previous year; working expenses, at £23·4m., fell by £0·1m. The net receipts, which amounted to £0·7m., were slightly below the record level of 1961.

HOTELS

356. Gross receipts from hotels rose by £0·2m., the increase accruing in the main during the early part of the year. Subsequently, patronage declined, as the result of the prevailing industrial conditions and other adverse factors, including the poor summer weather. Working expenses increased by £0·3m., attributable for the most part to higher salaries and wages and enhanced costs generally.

REFRESHMENT ROOMS

357. Gross receipts under this heading were lower by £0·2m., the turnover having fallen with the closure of some refreshment rooms, despite the increased duty on excisable sales and the new tax on confectionery. Working expenses fell correspondingly, although there was an increase in wages costs following revised rates of pay. A feature of refreshment room catering in 1962 was the further expansion of facilities for serving quickly-cooked light grill dishes, such as bacon and egg, steak, etc., a type of meal that has proved increasingly popular with the travelling public.

RESTAURANT CARS

358. Gross receipts from catering facilities on trains fell by £0·1m., largely the outcome of a reduction in the volume and changes in the type of service provided. This result was partly offset by increased prices. Working expenses declined by £0·2m., also reflecting the reduced volume of service, together with the effect of reduced maintenance costs and economies in regard to fuel, and lower staff costs notwithstanding reduced working hours and increased rates of pay. The net deficit for the year was therefore £0·1m. lower than in 1961, when the deficit in respect of catering on trains was the lowest since 1948.

359. The replacement of obsolete and life-expired railway catering vehicles is virtually complete and a feature of present-day train catering is the high proportion of popular facilities provided in addition to the traditional restaurant cars. In fact, nearly 70 per cent. of the principal daily train services now provide the travelling public with either buffet or buffet and restaurant facilities. An outstanding success, both from the point of view of public appreciation and patronage and of financial results, has been the introduction of the miniature buffet, now incorporated in a number of main line trains as well as doing good service on minor and short distance trains. Following the successful introduction of half-coach griddle cars on the " Trans-Pennine " trains in 1961, this principle of train catering has been extended to the new Clacton electric services which began running early in 1963.

Property Management

360. Sales of properties completed during the year amounted to over £2·3m., including one to the City of London Corporation which realised £977,000. Net receipts from lettable property owned by the Commission continued the upward trend of recent years, reflecting the continued drive towards maximum development of the Commission's property. Gross receipts from letting of land and buildings not in operational use increased by nearly £0·2m., notwithstanding the re-allocation of certain revenues as operational as from 1st January, 1962, and

totalling about £0·4m. Working expenses increased by under £0·1m. enabling net receipts to rise by £0·1m. to over £5·4m., as shown in Statement VI–12 in Volume II. After the re-allocation of revenues mentioned above, gross receipts from letting of sites and premises on properties in operational use increased by over £0·5m. With working expenses almost unchanged, net receipts in this category rose to a total of £2·5m. and are included in the working results of the Activities to which they relate and also summarised in total in Statement VI–13 in Volume II.

361. During the year the decision was taken that of the 43,077 houses owned by the Commission only 11,462 were required for essential staff and should be retained. In view of the age of the property, the Commission decided to dispose of the houses surplus to their requirements rather than to embark on redevelopment schemes. Some of the property is concentrated in fairly large blocks; the greater part, however, is widely dispersed. By the end of the year interest was being shown in some of this property by Local Authorities and a number of sales in 1963 were expected.

362. A considerable amount of additional work was incurred in the Property department as the result of the passing of the Transport Act, 1962, which became law on 1st August, under the provisions of which the Commission's properties had to be divided between the various Boards set up under the Act. The great majority of the many problems which arose in this connection related to demarcation. Consequent upon the formation of British Transport Hotels Ltd., a company wholly owned by the Railways Board, documentation was necessary concerning the properties occupied by the former Hotels division of the Commission and the Board.

363. Important legislative changes affecting the development of the property formerly owned by the Commission were introduced by the Act. Firstly, under Section 11 the new Boards are empowered to develop their land for purposes other than those of their business, and thus are accorded powers in respect of property development similar to those that were held by the Railway Companies prior to nationalisation. Secondly, Section 87 of the Act in effect makes such property development in the County of London, whether undertaken directly or otherwise, contingent upon a proper balance being kept in the use of the land as between housing and business premises. The Ministry of Housing and Local Government set up a Working Party during the year upon which the London County Council, the Commission and the Ministry in question were represented, to examine the sites which could be made available by the Commission and to report on the balance that was being maintained in the use of the land. Broad conclusions had been reached by the Working Party by the end of the year and it was expected that an early report would be made to the Minister of Housing. Although surplus land suitable for housing will be made available readily, it is unlikely to balance the amount that is unsuitable for that purpose though ripe for other forms of development.

364. Railway Sites Limited opened negotiations with a large number of substantial Development Companies with a view to establishing Groups of companies to be affiliated to the various Regions. This work was largely completed towards the end of November, and by the end of December most of the Groups were ready to commence a survey of property available for development

in their various Regions. No actual joint development companies had been set up during the year. These will not materialise until schemes have been formulated.

365. In addition to the above, certain other schemes were in negotiation by Railway Sites Limited with developers on an *ad hoc* basis. These included developments at Euston, Birmingham New Street and Snow Hill, Liverpool Central, Southport, East Croydon, Kensington High Street and Glasgow Queen Street.

Commercial Advertising

366. Statement VI–14 in Volume II provides a summary of the working results of the Commission's Commercial Advertising Service, the net receipts of which are allocated to and included in the working results of the individual Activities to which they relate. Gross receipts increased by £150,000, mostly in respect of British Railways, whilst working expenses rose by half this amount. The resulting net receipts of £2,330,000 compare with those of £2,256,000 in the previous year.

367. Annual gross revenue was substantially increased by a programme of rental revision and by the development, in co-operation with the transport undertakings concerned, of numerous special sites on railway and bus company property in various parts of the country. These included the biggest display site on any British Railways station—at Waterloo, measuring 50 ft. by 30 ft.—which was let at £5,750 a year. There was also an unprecedented demand for 4-sheet space (40 in. by 60 in.) on British Railways stations which called for the erection of 1,300 additional boards. The increasing popularity of illuminated bus side-panels was instanced by an order from a tea company for 40 panels on Tilling Group and Scottish Omnibus Group vehicles for three years representing the biggest single booking to date, worth £14,400.

British Transport Commission Police

368. The strength of the B.T.C. Police Force at the end of 1962 was 2,673 men, women and cadets. During the year a Working Party reported on the establishment of the Force and the implementation of decisions reached on a revised establishment, operationally more mobile, was put in hand.

369. Consistent with the national pattern, all classes of crime throughout the Commission's undertaking, including the theft of mails, stores and equipment, increased. Claims for merchandise lost, stolen and pilfered totalled £1·4m. as compared with £1·3m. for 1961.

370. The Force prosecuted 8,974 persons for indictable offences, compared with 7,989 in 1961 and 7,281 in 1960. Stolen property to the value of over £260,000 was recovered by police action, an increase of £60,000 over the level in the previous year. Prosecutions for summary offences, including ticket frauds, trespass, wilful damage and road traffic offences, totalled 27,955, compared with 28,760 in 1961. The number of Commission employees prosecuted for larceny and other offences totalled 1,888. Among the more serious crimes

investigated by the Force were organised raids on freight trains, mail bag thefts, the " hi-jacking " of lorry loads in London and wages snatches. Other cases included arson and malicious damage to signal equipment. Over 4,000 cases of forced entry into booking offices, warehouses, permanent way cabins and other premises were dealt with during the year. Explosives were used in a number of such cases in the London area.

371. The number of cars equipped with radio telephone communication in London was increased and plans were completed to extend the use of radio equipment to Birmingham, Glasgow and Manchester.

MEMBERS OF THE BRITISH TRANSPORT COMMISSION

as at 31st December, 1962

Dr. R. Beeching (*Chairman*)
Sir Philip Warter (*Deputy Chairman*)*
H. P. Barker*
D. H. Cameron of Lochiel, T.D.*
F. Donachy, O.B.E.*
R. F. Hanks*
Sir Steuart Mitchell, K.B.E., C.B.
J. Ratter, C.B.E.
Major-General G. N. Russell, C.B., C.B.E.
P. H. Shirley
T. H. Summerson, D.L., J.P.*
A. B. B. Valentine
L. H. Williams
Sir Reginald Wilson

MEMBERS OF THE LONDON TRANSPORT EXECUTIVE

as at 31st December, 1962

A. B. B. Valentine (*Chairman*)
A. H. Grainger (*Deputy Chairman and Managing Director*)
B. H. Harbour
Anthony Bull, O.B.E.
The Right Hon. Lord Geddes of Epsom, C.B.E.*

(*Part-time Member)

The Minister of Transport appointed Sir Steuart Mitchell as a Member of the Commission with effect from 1st February, 1962, and re-appointed Sir Philip Warter, Mr. H. P. Barker, Mr. D. H. Cameron of Lochiel, Mr. F. Donachy and Mr. T. H. Summerson as part-time Members with effect from 9th May, 1st February, 1st September, 1st October and 1st May, 1962, respectively. Mr. K. W. C. Grand and Mr. R. F. Hanks retired from the Commission on 2nd July and 31st December, 1962, respectively, Mr. Hanks remaining a Member of the Western Railway Board.

The Minister re-appointed Mr. A. H. Grainger, Mr. B. H. Harbour and Mr. A. Bull as full-time Members of the London Transport Executive with effect from 1st October, and the Rt. Hon. Lord Geddes of Epsom as a part-time Member with effect from 1st January, 1962. Mr. L. C. Hawkins and the Rt. Hon. Lord Williams retired from the Executive on 30th September, 1962.

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