

1: British Railways Board. | Open Library

The British Railways Board (BRB) was a nationalised industry in the United Kingdom that operated from to Until it was responsible for most railway services in Great Britain, trading under the brand name British Railways and, from , British Rail.

Scottish Region of British Railways: In the s, the regions were abolished and replaced by "business sectors", a process known as sectorisation. The Anglia Region was created in late , its first General Manager being John Edmonds, who began his appointment on 19 October Full separation from the Eastern Region " apart from engineering design needs " occurred on 29 April It was intended to bring the railway system into the 20th century. Not all the modernisations would be effective at reducing costs. The dieselisation programme gave contracts primarily to British suppliers, who had limited experience of diesel locomotive manufacture, and rushed commissioning based on an expectation of rapid electrification; this resulted in numbers of locomotives with poor designs, and a lack of standardisation. Beeching cuts During the late s, railway finances continued to worsen, whilst passenger numbers grew after restoring many services reduced during the war, and in the government stepped in, limiting the amount the BTC could spend without ministerial authority. A White Paper proposing reorganisation was published in the following year, and a new structure was brought into effect by the Transport Act These included a British Railways Board, which took over on 1 January British Railways was involved in numerous related businesses including road haulage Following semi-secret discussions on railway finances by the government-appointed Stedeford Committee in , one of its members, Dr Richard Beeching , was offered the post of chairing the BTC while it lasted, and then becoming the first Chairman of the British Railways Board. A third of all passenger services and more than 4, of the 7, stations would close. Beeching, who is thought to have been the author of most of the report, set out some dire figures. Of the 18, passenger coaches, 6, were said to be used only 18 times a year or less. The closures were heavily criticised at the time, [20] and continue to be controversial. The fate of the rest of the network was not discussed in the report. Post-Beeching[edit] The basis for calculating passenger fares changed in Passenger levels decreased steadily from to the late s, [26] and reached a low in A main line route closure during this period of relative network stability was the V DC-electrified Woodhead Line between Manchester and Sheffield: The s and s saw the closure of some railways which had survived the Beeching Axe a generation earlier, but which had seen passenger services withdrawn. The Serpell Report made no recommendations as such, but did set out various options for the network including, at their most extreme, a skeletal system of less than route km. This report was not welcomed, and the government decided to quietly leave it on the shelf. Meanwhile, BR was gradually reorganised, with the regional structure finally being abolished and replaced with business-led sectors. Provincial was the most subsidised per passenger km of the three sectors; upon formation, its costs were four times its revenue.

2: British Railways Board | UK Transport Wiki | FANDOM powered by Wikia

British Railways Board v Pickin [] AC Validity of statute; private Act (words) Facts. A private Act of Parliament from said that if a railway line was abandoned, the land beneath the tracks should become the property of the owners of the adjoining lands.

3: British Railways Board (Residuary) Ltd | The National Archives

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5: British Rail - Wikipedia

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6: British Railways Board | The National Archives

BRITISH RAILWAYS BOARD LIMITED - Free company information from Companies House including registered office address, filing history, accounts, annual return, officers, charges, business activity.

7: British Railway v Herrington | CaseLaw Wiki | FANDOM powered by Wikia

The British Railways Board (BRB) was a nationalised industry in the United Kingdom that existed from to From its foundation until , it was responsible for most railway services in Great Britain, trading under the brand names British Railways and, from , British Rail.

8: British Railways Board - Howling Pixel

British Railways (BR), which from traded as British Rail, was the state-owned company that operated most of the overground rail transport in Great Britain between and

9: British Railways Board v Pickin [] AC , House of Lords - Law Trove

Bude and Torrington Junction Railway Co. upon what appears to be the proper " construction of its existing provisions ". (see p. www.enganchecubano.comciÃ³n de poderes British Railways Board v Pickin 9 Parliament.) 1 he said (at p.

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