

SOCIALISATION AND TRANSPORT

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**SOCIALISATION
AND TRANSPORT,**

*The Organisation of Socialised Industries
with particular reference to the
London Passenger Transport Bill*

by the Rt. Hon.

HERBERT MORRISON

(Minister of Transport in the Labour
Government, 1929-1931)

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To
The Travelling Public
and the Workers by hand
and by brain in the
Transport Industry

PREFACE

UNDERTAKEN AS AN EXPOSITION OF THE London Passenger Transport Bill, the present volume has evolved into a study of the management of publicly owned industries generally and an examination of the wider aspects of the British transport problem.

It has been well to let the pen take its own course in this way. The elements of the London passenger transport problem are not fundamentally different from those of the more serious and complicated national problem. They lend themselves to more simple exposition and are, perhaps, more readily understood by the average reader.

The nature of the transport situation in the 1,800 square miles of the London traffic area and the historical background are discussed in the first three chapters. The reader who is not a Londoner is advised not to regard these chapters as of metropolitan significance alone: they will help him to understand the economic controversies of the later chapters.

Chapters IV, V, and VI, while drawing in part from the facts of the London problem, are really an examination of conflicting economic doctrines as to transport organisation generally, the last mentioned chapter dealing specifically with the

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Salter Report and the British transport problem as a whole.

Chapters VII, VIII, IX and X deal (I hope in a realistic and practical way), with the political, legislative, administrative and managerial problems of the socialisation of industry—matters which have received far too little concrete consideration. They are in part the fruit of the practical experience of the author as a Minister and municipal administrator, correcting and advancing ideas formulated in many years of close thinking upon the whole subject. It was an experience of great value to produce the London Passenger Transport Bill, a definite and complete scheme for the socialisation of a wide variety of complex industrial undertakings—more commercial and diverse in character than those which had previously been the subject of public ownership plans.

Chapters XI, XII, and XIII are concerned with the position of the workers in socialised industries, a matter of which much will be heard as socialisation proceeds.

The finance of socialisation, particularly in respect of the compensation of expropriated private owners, is considered in Chapter XIV.

The volume finishes with a somewhat speculative chapter (XV) entitled, "Supreme Economic Control in the Socialist State," giving a general picture of the economic and administrative mechanism of the British Socialist Commonwealth which the author desires to see established.

PREFACE

Besides being read by those who are interested in the industrial future of Great Britain generally, the author trusts that the book will commend itself to active workers in the transport industry—whether in the operative, technical, or managerial grades; to those interested in or concerned with public administration; and to those who realize that as the policy of socialisation becomes “practical politics,” the more necessary it is for that policy to be handled as a matter of sound public business organisation. It has been the author’s endeavour to get to grips with the “brass tacks” of socialisation. It is for the reader to judge whether he has succeeded.

The present work is in no way a legal text-book on the London Passenger Transport Bill, although it seeks to expound the “philosophy” and policy behind the Bill. At the date of writing this Preface, the Bill has not become an Act, but it is well on the way, having passed all its stages in the House of Commons, received a Second Reading in the House of Lords without a division (a motion to refer the Bill in its financial aspects to a Select Committee being defeated by 155 votes to 13), and completed its Committee and Report Stages in that House. Further material alterations to the Bill are not likely to be made; it is expected to come into force on July 1, 1933. In the main, the book deals with the Bill as it left the Joint Select Committee of Lords and Commons on July 30th, 1931, after which the present writer had no responsibility for the

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measure. In so far as alterations of substance have since been made in the Bill, they are indicated.

The author desires to express his sincere gratitude to a number of people who have assisted him in his task. Heavily occupied as he has been with public affairs, the writing of the book has been a spare time occupation; in the preparation of the manuscript and the passing of proofs he has received assistance of great value and extent from Miss E. M. Donald in her spare time. Mr. W. J. Barnett has devoted many hours to the checking of the MS. and the proofs. The following, among others, have been through the proofs and made valuable suggestions: Mr. John Cliff, Mr. D. H. Daines, Mr. Charles Latham, and Mr. G. R. Strauss. The author alone, however, is responsible for the opinions contained in this book and the policies it expounds.

H. M.

LONDON,
March, 1933.

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APPENDIX

PASSENGER TRAFFIC IN GREATER LONDON

ROUTE AND ROAD MILEAGE, PASSENGERS CARRIED AND VEHICLE MILES, YEAR 1931

	Route miles owned (Railways); Road miles run over (Omnibuses, Trams and Trolleybuses)	Passengers carried		Passenger vehicle miles	
	Miles at 31st December 1931	Number	Per cent. of total	Number	Per cent. of total
Local Railways	123	641,917,202	17.6	121,895,417	27.5
Omnibuses: L.G.O.C. and Associated Co's.	1,179	1,856,186,479	51.0	206,475,608	46.6
Independents	25	481,000,000	2.2	48,995,000	2.0
Tramways: Municipal	1232	853,838,114	23.5	183,983,027	19.0
Companies	96	197,622,936	5.4	20,405,978	4.6
Trolleybuses: Municipal	—	—	—	—	—
Companies	217	11,929,417	.3	1,048,839	.3
Total		3,642,494,148	100.0	442,803,869	100.0
Suburban Branches of Main Line Railways	530	441,000,000		Not available	
Grand Total		4,053,494,148			

¹ Year ended 31st March, 1932.

² Excluding the number of passengers carried by Coaches, estimated at approximately 25,000,000.

³ The first Trolleybus route commenced operation on 26th May 1928.

ROUTE MILEAGE, PASSENGERS CARRIED AND VEHICLE MILES IN RESPECT OF LOCAL LONDON RAILWAYS

Company	Route mileage owned at 31st December 1931		Passengers carried Year 1931		Passenger vehicle miles run over the Company's system—Year 1931	
	Number	Per cent. of total	Number	Per cent. of total	Number	Per cent. of total
Metropolitan District	25.06	20.33	131,275,799	20.45	23,275,092	19.09
London Electric	31.29	25.38	154,227,945	24.03	37,769,415	30.99
City & South London	12.61	10.23	63,440,791	9.88	16,302,563	13.37
Central London	6.88	5.58	44,222,152	6.89	8,304,160	6.81
Metropolitan	155.02	28.40	117,103,219	18.24	27,383,747	22.47
City Lines & Exten's	1.68	1.36	49,195,082	9.22	2,714,990	2.23
Whitechapel & Bow	2.05	1.66	36,583,561	5.70	2,096,113	1.72
Hammersmith & City	2.98	2.42	17,201,576	2.68	1,678,209	1.38
Waterloo & City	1.58	1.28	8,100,000	1.26	614,785	.50
East London	4.14	3.36	10,567,077	1.65	1,756,343	1.44
Total	123.29	100.00	641,917,202	100.00	121,895,417	100.00

¹ Excluding 45.28 miles leased to the Metropolitan and G.C. Joint Committee.

² At 31st December, 1932 this figure had increased to 131.74 miles owing to the Arnos Grove Extension of the London Electric Railway, 4.4 miles, and the Stanmore Extension of the Metropolitan Railway, 4.05 miles.

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