

British Rail 1974 97 From Integration To Privatisation

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Private and Public Enterprise in Europe - Robert Millward 2005-06-16

This 2005 book is a comparative history of the economic organisation of energy, telecommunications and transport in Europe in the nineteenth and twentieth centuries. It examines the role that private and public enterprise have played in the construction and operation of the railways, electricity, gas and water supply, tramways, coal, oil and natural gas industries, telegraph, telephone, computer networks and other modern telecommunications. The book begins with the arrival of the railways in the 1830s, charts the development of arms' length regulation, municipalisation and nationalisation, and ends on the eve of privatisation in the 1980s. Robert Millward argues that the role of ideology, especially in the form of debates about socialism and capitalism, has been exaggerated. Instead the driving forces in changes in economic organisation were economic and technological factors and the book traces their influence in shaping the pattern of regulation and ownership of these key sectors of modern economies.

The Oral History Reader - Robert Perks 2015-11-19

The Oral History Reader, now in its third edition, is a comprehensive, international anthology combining major, 'classic' articles with cutting-edge pieces on the theory, method and use of oral history. Twenty-seven new chapters introduce the most significant developments in oral history in the last decade to bring this

invaluable text up to date, with new pieces on emotions and the senses, on crisis oral history, current thinking around traumatic memory, the impact of digital mobile technologies, and how oral history is being used in public contexts, with more international examples to draw in work from North and South America, Britain and Europe, Australasia, Asia and Africa. Arranged in five thematic sections, each with an introduction by the editors to contextualise the selection and review relevant literature, articles in this collection draw upon diverse oral history experiences to examine issues including: Key debates in the development of oral history over the past seventy years First hand reflections on interview practice, and issues posed by the interview relationship The nature of memory and its significance in oral history The practical and ethical issues surrounding the interpretation, presentation and public use of oral testimonies how oral history projects contribute to the study of the past and involve the wider community. The challenges and contributions of oral history projects committed to advocacy and empowerment With a revised and updated bibliography and useful contacts list, as well as a dedicated online resources page, this third edition of The Oral History Reader is the perfect tool for those encountering oral history for the first time, as well as for seasoned practitioners.

Last Trains - Charles Loft 2013-03-27

"The debate about Dr Richard Beeching will rage until the Second Coming - and probably beyond. But in Charles Loft's careful examination of the

Beeching Report, we have as fine a study as we are going to possess in the meantime." - Peter Hennessy "Loft's great strength is his judiciousness. He understands the political processes and assesses them fair-mindedly. And his verdict will, I suspect, hold up better than any of Beeching's judgements." - Matthew Engel, Financial Times "Prepare to be impressed, shocked and saddened ... This is undoubtedly one of the best books of the year - a riveting read." - Railways Illustrated "Lucid, to the point, thought-provoking at every turn, Last Trains is a volume that everyone should read before making judgements about the rail closures of the Sixties." - Heritage Railway "Thoughtful and well-researched analysis." - Edinburgh Evening News *** During the course of the 1950s England lost confidence in its rulers and convinced itself it must modernise. The failing steam-powered local railways, run by Colonel Blimp, symbolised everything that was wrong with the country - surely the future lay in motorways and high-speed express trains? Along came Dr Beeching with his diagnosis, and suddenly branch-line Britain was gone for ever. The debate about the Beeching cuts has raged ever since. In this superbly researched examination, Charles Loft exposes the political failures that bankrupted the railways and lays bare the increasing alienation of bureaucrats from the public they were trying to serve. The result is a fascinating study of a nation grappling to come to terms with modernity.

Britain's Railways 1997-2005 - Terence Richard Gourvish 2008

Britain's leading railway historian provides a critical examination of the Blair governments' involvement in the rail industry from 1997 as they attempted to deal with the UK's fragmented, privatized railways. The book focuses particularly on the work of the Strategic Rail Authority (SRA), and considers the role of individuals - John Prescott, Stephen Byers, Alistair Darling, Sir Alastair Morton, and Richard Bowker - and events - the Hatfield accident (2000), the demise of Railtrack (2001-2), and the funding crisis of 2003-4 - in the shaping of emerging policy. The book was commissioned by the SRA, and written with access to government files. Dr Gourvish argues that the establishment of the SRA as a Non-

Departmental Public Board proved largely unsuccessful. It produced tensions with the industry's existing institutions - Railtrack/Network Rail, the operating companies and the economic regulator. There were some gains from the experiment, notably the rescue of the West Coast Main Line project. However, it remains to be seen whether by winding up the SRA and taking responsibility for strategy and funding back into its own hands the Department for Transport has resolved the problem of managing a fragmented industry. This important book is essential reading for those concerned with, and interested in, railway policy, both in the UK and elsewhere in the world.

The Oxford Handbook of Public Management - Ewan Ferlie 2007

The public sector continues to play a strategic role across the world and in the last thirty years there have been major shifts in approaches to its management. This text identifies the trends in public management and the effects these have had, as well as providing a broad overview to each topic.

Sustainable Railway Engineering and Operations - Simon Blainey 2022-08-08

Railways are frequently promoted as one of the most sustainable modes of transport. However, their impact will in practice be significantly affected by the ways in which they are designed, constructed, and used. This book provides a comprehensive overview of the issues involved in planning, engineering and operating sustainable railway systems.

The Routledge Handbook of Transport Economics - Jonathan Cowie 2017-08-07

The Routledge Handbook of Transport Economics offers the first state of the art overview of the discipline of transport economics as it stands today, reflective of key research and policy. Transport is an important area of study and one which is problem rich, stimulating a great deal of debate in areas which impact on everyday lives. Much of this focuses on the practicalities of the modern-day phenomenon of mass movement and all of the issues which surround it. The discipline of economics is central to this debate, and consequently the study and application of transport economics has a chief role to play in seeking to address

subjects relating to major transport issues. It can be argued that at the very heart of any transport issue or problem lies the underlying economics of the situation - understand that and you alleviate the problem. Featuring contributions from world-leading scholars and practitioners from across the globe, all of the chapters within this book are written from a practical perspective; theory is applied and developed using real-world examples. The book examines concepts, issues, ideas and practicalities of transport provision in five key topic areas: public transport public transport reform economic development and transport modelling transport and the environment freight transport. A real strength of the book is in linking theory to practice, and hence the 'economics' that are examined in this text are not the economics of the abstract, but rather the economics of everyday living. Practical and insightful, this volume is an essential reference for any student or researcher working in all areas of transport provision, ranging from planning, appraisal, regulation and freight; and for all practitioners looking to develop their professional knowledge and who are seeking professional accreditation.

Government, the Railways and the Modernization of Britain - Charles Loft
2006-09-27

More than 40 years after its publication, the 1963 Beeching Report on British railways remains controversial for recommending the closure of a third of Britain's railways. In this book, Charles Loft examines: why the nationalized railways were in such dire financial straits by 1963 how government work on future transport needs led to conclusions which would have cut Britain's railways down by thousands of miles what difficulties eventually halted attempts by Conservative and Labour governments to implement these cuts.

British Rail 1974-1997 - Terence Richard Gourvish 2004-01-29

Based on privileged access to the British Railway Board's rich archives, this book provides an authoritative account of the progress made by the British Railway System prior to its privatization. It offers a unique account of the last fifteen years of nationalized railways in Britain, and it sheds light on the current

problems of privatized railway systems. This volume is divided into four complete and concise sections for complete study: 'Railways Under Labour (1974-1979)', 'The Thatcher Revolution (British Rail in the 1980's)', 'On The Threshold of Privatization: Running the Railways (1990-1994)', and 'Responding to Privatization (1981-1997)'. Author Terry Gourvish is considered Britain's leading railway historian.
From Rail to Road and Back Again? - Colin Divall 2016-03-03

The coming of the railways signalled the transformation of European society, allowing the quick and cheap mass transportation of people and goods on a previously unimaginable scale. By the early decades of the twentieth century, however, the domination of rail transport was threatened by increased motorised road transport which would quickly surpass and eclipse the trains, only itself to be challenged in the twenty-first century by a renewal of interest in railways. Yet, as the studies in this volume make clear, to view the relationship between road and rail as a simple competition between two rival forms of transportation, is a mistake. Rail transport did not vanish in the twentieth century any more than road transport vanished in the nineteenth with the appearance of the railways. Instead a mutual interdependence has always existed, balancing the strengths and weaknesses of each system. It is that interdependence that forms the major theme of this collection. Divided into two main sections, the first part of the book offers a series of chapters examining how railway companies reacted to increasing competition from road transport, and exploring the degree to which railways depended on road transportation at different times and places. Part two focuses on road mobility, interpreting it as the innovative success story of the twentieth century. Taken together, these essays provide a fascinating reappraisal of the complex and shifting nature of European transportation over the last one hundred years.

British Rail, 1974-97 - Terence Richard Gourvish 2002

"Britain's privatised railways inspire considerable debate about organisation, financing, and development. This volume provides an account of the progress made by

British Rail prior to privatisation."--[Source inconnue].

The Impact of the Railway on Society in Britain - A. K. B. Evans 2017-03-02

Jack Simmons, perhaps more than any other single scholar, is responsible for the advancement of the academic study of transport history. As well as being a co-founder of the *Journal of Transport History*, he wrote extensively on a variety of transport-related topics and was instrumental in developing the London Transport and the National Railway museums. Whilst his death in September 2000 at the age of 85 was a sad loss to the world of transport history, the achievements of his life, celebrated in this festschrift, remain a lasting legacy to succeeding generations of scholars in many fields. Concentrating on the theme of the railways, and how they dramatically affected the development of Britain and her society, this collection touches on numerous issues first highlighted by Professor Simmons which are now central to academic study. These include the men who built the railways, those who financed the enterprise, how the railways affected such everyday issues as tourism, the arts, and politics, as well as the lasting legacy of the railways in a country now dominated by the private car. This volume written by former friends, students and colleagues of Professor Simmons reflects these interests, and provides a fitting tribute to one of the truly great British historians of the twentieth century.

Work and Identity - J. Kirk 2010-11-17

This book presents an accessible and fascinating account of theoretical debates around identity and work, recent empirical trends and methodological arguments concerning the role of oral testimony and its interpretation. Focusing on three occupational sectors in particular teachers, bank workers and the railway industry it also presents an argument that is both more general than this and theoretically and analytically wide-ranging. The book explores some important questions: how are workers, both in the past and the present juncture, socialised into work cultures? What are the cultural and structural differences with regard the world of work across class, gender, and generation? What are the historical conditions of which these differences play a part? How is the

idea of work found in a range of representations, from artistic production to sociological discourse expressed and explored? The development of concepts such as 'structures of feeling' and affect, and the weaving in of historical and visual material, make the book important to a wide range of readers including ethnographers, cultural sociologists and narrative researchers. In turn, this book offers an authoritative and sophisticated summary and analysis of work and identity and is an important intervention into mainstream sociology concerns.

Railways, Urban Development and Town Planning in Britain: 1948-2008 - Russell Haywood 2016-03-23

This book provides a critical overview of the relationships between planning and railway management and development during the key period in the 20th Century when the railway was in public ownership: 1948-94. It assesses the strength of the relationships when working in collaboration with the private sector. The book then focuses on the interplay between planning and railway since privatization in 1994 and points to best practice for the future in institutional structures and policy development to secure improved outcomes.

The Dynamics of Freight Transport Development - Philippe Thalmann 2017-11-30

Through the eye of an economist Thalmann explores 200 years of the dynamics of freight transport development in Switzerland and the United Kingdom. With a strong underlying theme concerned with the impact of government intervention on the efficiency of the freight transport system, Thalmann is able to provide an insight into the differences and similarities of the two countries who are currently the pioneers of this industry and thus make interesting case studies for the rest of Europe. This book provides quality data in graphical form which is accessible to all. Contrary to other work, Thalmann does not focus on road or rail transportation alone but on the whole range of transport modes. At the same time the research remains manageable with its focus on freight transportation while most comparable books deal solely with people transportation. The Dynamics of Freight Transport Development should be an invaluable tool for researchers in the field of transportation and also for the more

general reader interested in the past and future of transportation.

British Rail 1974-1997 - Terry Gourvish
2002-03-28

Britain's privatised railways continue to provoke debate about the organisation, financing, and development of the railway system. This important book, written by Britain's leading railway historian, provides an authoritative account of the progress made by British Rail prior to privatisation, and a unique insight into its difficult role in the government's privatisation planning from 1989. Based on free access to the British Railway Board's rich archives, the book provides a comprehensive analysis of the main themes: a process of continuous organisational change; the existence of a persistent government audit; perennial investment restraints; the directive to reduce operating costs and improve productivity; a concern with financial performance, technological change, service quality, and the management of industrial relations; and the Board's ambiguous position as the Conservative government pressed home its privatisation programme. The introduction of sector management from 1982 and the 'Organising for Quality' initiative of the early 1990s, the Serpell Report on railway finances of 1983, the sale of the subsidiary businesses, the large-scale investment in the Channel Tunnel, and the obsession with safety which followed the Clapham accident of 1988, are all examined in depth. In the conclusion, the author reviews the successes and failures of the public sector, rehearses the arguments for and against integration in the railway industry, and contrasts what many have termed 'the golden age' of the mid-late 1980s, when the British Rail-government relationship was arguably at its most effective, with what has happened since 1994.

Derailed - Tom Haines-Doran 2022-10-18

Why don't trains run on time? Why are fares so expensive? Why are there so many strikes? Few would disagree that Britain's railways are broken, and have been for a long time. This insightful new book calls for a radical rethink of how we view the railways, and explains the problems we face and how to fix them. Haines-Doran argues that the railways should be seen

as a social good and an indispensable feature of the national economy. With passengers and railway workers holding governments to account, we could then move past the incessant debates on whether our railways are an unavoidably loss-making business failure. An alternative vision is both possible and affordable, enabling the railways to play an instrumental role in decreasing social inequalities, strengthening the economy and supporting a transition to a sustainable future. This book is relevant to United Nations Sustainable Development Goal 9, Industry, innovation and infrastructure

Britain's Railways 1997-2005 - T. R. Gourvish
2008

Britain's leading railway historian provides a critical examination of the Blair governments' involvement in the rail industry from 1997 as they tried to deal with the UK's fragmented, privatized railways.

Reappraising State-Owned Enterprise - Franco Amatori 2013-06-17

After a quarter century of almost general condemnation and rebuttal of the entire nationalization experience, it appears that there are second thoughts about governmental direct intervention in the economy. Reappraising State-Owned Enterprise deals with a topic often undervalued in the past decade but which now, with the crisis of 2008-2009, calls for greater attention: the direct intervention of the State as Entrepreneur. The collection of essays in this volume - prepared by some of the leading authorities in the field - offers a contribution to this debate by providing a balanced assessment of two of the most relevant experiences of mixed economies, the United Kingdom and Italy. In this respect, a comparison between these two countries is very much appropriate since in both nations the State played an important role as "Entrepreneur" starting in the early 20th century. In Great Britain and Italy, the heyday of the "State as Entrepreneur" was in the years right after WWII when it was used as a tool for promoting a modern society in which citizens acquired a stronger sense of belonging to their nations. The UK and Italy saw the State take on a too-pervasive role in the 70s; the two nations responded in different ways. In the 1980s Great Britain embarked on a harsh process of

privatizations while Italians struggled on until finally submitting to privatizations in their nation in the following decade. The deep crisis of the final years of the 21st century forced both nations to reconsider State interventions as an appropriate tool in order to protect the wellbeing of the national economy.

The Official History of Britain and the Channel Tunnel - Terry Gourvish 2006-09-27
Commissioned by the Cabinet Office and using hitherto untapped British Government records, this book presents an in-depth analysis of the successful project of 1986-94. This is a vivid portrayal of the complexities of quadripartite decision-making (two countries, plus the public and private sectors), revealing new insights into the role of the British and French Governments in the process. This important book, written by Britain's leading transport historian, will be essential reading for all those interested in PPPs, British and European economic history and international relations. The building of the Channel Tunnel has been one of Europe's major projects and a testimony to British-French and public-private sector collaboration. However, Eurotunnel's current financial crisis provides a sobering backcloth for an examination of the British Government's long-term flirtation with the project, and, in particular, the earlier Tunnel project in the 1960s and early 1970s, which was abandoned by the British Government in 1975.

Tracing Your Railway Ancestors - Di Drummond 2010-06-15

Di Drummond's concise and informative guide to Britain's railways will be absorbing reading for anyone who wants to learn about the history of the industry and for family history researchers who want to find out about the careers of their railway ancestors. In a clear and accessible way she guides readers through the social, technical and economic aspects of the story. She describes in vivid detail the rapid growth, maturity and long decline of the railways from the earliest days in the late-eighteenth century to privatization in the 1990s. In the process she covers the themes and issues that family historians, local historians and railway enthusiasts will need to understand in order to pursue their research. A sequence of short, fact-filled chapters gives an all-round view of the development of the railways. In addition to

tracing the birth and growth of the original railway companies, she portrays the types of work that railwaymen did and pays particular attention to the railway world in which they spent their working lives. The tasks they undertook, the special skills they had to learn, the conditions they worked in, the organization and hierarchy of the railway companies, and the make-up of railway unions - all these elements in the history of the railways are covered. She also introduces the reader to the variety of records that are available for genealogical research - staff records and registers, publications, census returns, biographies and autobiographies, and the rest of the extensive literature devoted to the railway industry.

On the Wrong Line - Christian Wolmar 2005
Christian Wolmar's acclaimed *Broken Rails* charted the disastrous privatisation of the British railway system in the mid-1990s. Now, in an updated and expanded version of the book, Wolmar highlights the failure of New Labour to get to grips with the legacy it inherited. The railways now absorb more taxpayers' money than ever before, while performance has reached an all-time low. Wolmar suggests that the railways may soon be under threat from a massive round of cuts and closures - or that debts, already at USD10bn, will mount up with catastrophic effect. But he argues that there is a third option: a return to a rational railway in which the disparate pieces are reassembled into a functioning network.

Alternatives to Infrastructure Privatization Revisited - Jose A. Gomez-Ibanez 2007

Transport Policy: Learning Lessons from History - Colin Divall 2017-05-15

The key aim of this volume is to demonstrate ways in which an understanding of history can be used to inform present-day transport and mobility policies. This is not to say that history repeats itself, or that every contemporary transport dilemma has an historical counterpart: rather, the contributors to this book argue that in many contexts of transport planning a better understanding of the context and consequences of past decisions and processes could lead to more effective policy decisions. Collectively the authors explore the ways in which the methods and approaches of historical research may be

applied to contemporary transport and policy issues across a wide range of transport modes and contexts. By linking two bodies of academic research that for the most part remain separate this volume helps to inform current transport and mobility policies and to stimulate innovative new research that links studies of both past and present mobilities.

The Official History of Privatisation, Vol. II - David Parker 2013-06-19

This is Volume II of Professor Parker's authoritative Official History of Privatisation, covering the period from the re-election of Margaret Thatcher in 1987 to the election of Tony Blair in 1997. Volume II considers in detail several of the major privatisations, including those of airports, steel, water, electricity, coal and the railways, as well as a number of smaller ones. Each privatisation involved major challenges in terms of industrial restructuring, organising successful sales and, in a number of cases, establishing effective regulatory regimes. The policy evolved and new methods of selling and regulating were put in place that enabled further disposals to occur. Monolithic nationalised industries with their emphasis on the benefits of economies of scale, vertical integration and rationalisation, were replaced by industrial structures rooted in the importance of commercial management, risk taking and competition. In government departments and parts of the National Health Service, direct employees were replaced by private contractors, and private investment became a characteristic of public infrastructure in the form of PFI/PPP schemes. This study draws heavily on the official records of the British government, to which the author was given full access and on interviews with the leading figures involved in each of the privatisations, including ex-ministers, civil servants, business and City figures, as well as academics that have studied the subject. This book will of great interest to students of privatisation, British political history and of business and economics in general.

British Rail 1974-1997 - 2002

[History of Rail Transport in Great Britain](#) -

Reassessing the Role of Management in the Golden Age - Daniela Felisini 2017-03-25

This book provides a critical reassessment of the role of the public sector during the Golden Age in both advanced and emerging economies. Contributions focus on a major player in the setting of mixed economies: the top managers of state-owned enterprises. Bringing together world-renowned scholars, this collection analyzes the actions of these managers and their contribution to the rise and fall of the mixed economy during the Golden Age, opening up a comparative perspective of the topic. The book forces readers to reconsider how crucial state-owned enterprises were for economic recovery and for the modernization of the production apparatus of many countries in Western Europe, India, Latin America and South Africa. Key chapters discuss state-owned enterprises in twentieth-century Europe, the managerial revolution in Italy, the role of the state in Argentine industrialization, and the organization of capital in the Indian economy. This insightful collection will appeal to scholars and students with an interest in economic history and the socio-economic impact of state-owned companies around the globe.

The Official History of Privatisation - David Parker 2012

"Drawing on the records of the British Government, this first volume studies the background to privatisation and the privatisations that took place during the two Conservative Governments led by Margaret Thatcher, from 1979 to 1987"--Vol. 1.

Business in Britain in the Twentieth Century - Richard Coopey 2009-08-13

This collection of fresh, incisive scholarship, by some of the leading business historians, critically examines the nature of economic recovery in Britain in recent years. Covering the key issues for business history in this period, the book confronts the traditional literature on conclusions of relative decline, and monocausal, simplistic explanations. It provides an impressive range of studies forming a platform for a new debate on the nature of British business in the 20th century. Themes include productivity, management, research and development, marketing, regional clusters and networks, industrial policy, the use of technology, and gender. Sector studies include newer, post-war hopefuls and successes including: * aerospace, *

IT, * retail, * banking, * overseas investment, * the creative industries. The book demonstrates that our understanding of the historic strengths and weaknesses of business in Britain, and the shifting balance between sectors of the economy, has until now been poorly understood, and that British business history needs a fundamental reappraisal.

Classic British Steam Locos - compiled from Wikipedia entries and published by DrGoogelberg

Strategy and Managed Decline - James Fowler
2021-09-03

Why do organisations decline, and what happens when they do? *Strategy and Managed Decline: London Transport 1948-87* is a historical case study looking at how London Transport, a world beater in 1948, declined from being an international exemplar to dilapidation in 30 years.

Traffic jam - Docherty, Iain 2008-10-27

This informed and lively book offers a timely analysis of the UK government's sustainable - or subsequently 'integrated' - transport policy 10 years after the publication of *A New Deal for Transport: Better for Everyone*. Written by prominent transport experts and with a foreword by Christian Wolmar, the book identifies the modest successes and, sadly, the far more significant failures in government policy over the last decade. The authors also uncover why it has proved so difficult to adopt a more sustainable approach to transport and break Britain's love-affair with the car. The book reviews the links between the idea of sustainability and transport policy, and provides an up-to-the-minute analysis of the political realities surrounding the delivery of a sustainable transport agenda in the UK. It picks up on the principal components of *A New Deal for Transport* and evaluates to what extent these have, or haven't, been delivered in England, Scotland, Wales and Northern Ireland. The contributors analyse why delivering sustainable transport policies seems to present particular difficulties to ministers across the UK, and considers the UK's experience in an international perspective. The book draws lessons from the last 10 years in order to better inform future policy development. *Traffic Jam* is an indispensable analysis of the difficulties

involved in turning policy ideals into practical reality, and as such will be of interest to scholars, students, planners, policy analysts and policy makers.

British Rail 1974-1997 - Terence Richard Gourvish 2007

The Privatisation of British Rail - Sean McCartney 2023-05-12

This authoritative volume assesses the origins and impact of the privatisation of the British railway industry. Conducted through a series of peer reviewed academic papers from leading international journals over the period 1996-2019, it explores why the British government pursued this policy, and analyses the impact on the major sectors of the railway: the infrastructure; passenger services; freight services; and the rolling stock companies. The privatization of the British railway industry was a unique political and economic event. An integrated industry was broken-up into numerous component parts and sold off to private sector interests. The result was a highly fragmented industry that was structurally unsound and operationally dysfunctional. This scholarly analysis presents an enlightening portrait of an industry that is less efficient, more costly, and still more dependent on state subsidy today than its nationalised predecessor and a rigorous evaluation of how and why the industry has become so dysfunctional and costly supported by detailed financial analysis and industry examples. Going far beyond the usual superficial analysis of the topic, this peer reviewed volume will be of great interest to researchers and advanced students of accounting, economics, business history, transport studies, as well as industry and specialised business interests in transport and privatization.

The Railway Dilemma - Sim Harris 2016-01-21

This title provides a detailed examination of the dilemma facing Britain's government of how to reconcile the country's need for an efficient, comprehensive railway with the cost of supporting it.

Entrepreneurship in Theory and History - Y. Cassis 2005-01-31

In the study of entrepreneurship there has been little interaction between economic theory and

history. For the first time a single volume combines analyses of leading specialists from both disciplines. It examines the ways theory and historical evidence can be linked, how economic theory can contribute to improving the historical interpretation of entrepreneurship, and significant thematic aspects of the history of entrepreneurship. Conceptual analyses are fused with historical archive-based work, reflecting the current state of the art and new directions in research.

The Railway Haters - David L. Brandon
2019-04-30

The railways symbolized the changes taking place in Britain as a result of the Industrial Revolution, and they themselves greatly contributed to these changes. 'Old Wealth', in the form of the great landowning dynasties and the landed gentry, was under challenge from 'New Wealth' the energetic industrial and commercial, urban middle class. Railways, with powers of compulsory purchase, intruded brutally into the previously sacrosanct estates and pleasure grounds of Britain's traditional ruling elite and were part of this clash of class interests. Aesthetes like Ruskin and poets like Wordsworth ranted against railways; Sabbatarians attacked them for providing employment on the Lord's Day; antiquarians accused them of vandalism by destroying ancient buildings; others claimed their noise would make cows abort and chickens cease laying. Railways were controversial then and have continued to provoke debate ever since. Arguments raged concerning nationalization and privatization, about the Beeching Plan and around light rail systems in British cities and HS1 and HS2. Examining railways from earliest times to the present, this book provides insights into social, economic and political attitudes and emphasizes both change and continuity over 200 years.

[The Development of Corporate Governance in Japan and Britain](#) - Etsuo Abe 2017-11-28

The topic of 'corporate governance' attracts the interest of commentators, policy makers and academics due to its focus on major differences between national business systems and their performance. Yet many works engage in generalizations, and fail to appreciate the realities and circumstances of its long-term evolution. Comparative study is used in this book to analyse national, legal, cultural and industry-specific contexts and the broad range of key factors contributing to the emergence of business institutions. Historical insight into the origins of corporate governance systems and the impact of institutional legacy is used to unravel development pathways in Japan and Britain. The book is the result of genuine international cooperation between established Japanese and British business historians and management academics.

British Rail - Christian Wolmar 2022-06-09
'A passionate defence' The Times 'Impeccably organized, a fast enjoyable read' TLS British Rail wasn't how we're asked to remember it . . . From ancient rolling stock to patchy service, stale sandwiches to the wrong kind of snow, British Rail - our last great state-owned organization to be privatized - has received a terrible press. But after its controversial 1948 creation, British Rail was actually an innovative powerhouse that over five decades transformed the UK, creating one of the fastest regular rail services in the world. Award-winning journalist Christian Wolmar takes us from promise to punchline, exploring British Rail's birth into post-war austerity, the many battles and struggles to evolve what many considered to be a dinosaur, and how, at the height of its success, the service was misunderstood and unfairly maligned, ruthlessly broken up and privatized. _____
'Extraordinary' Oldie 'Wolmar is the high priest of railway studies' Literary Review