
 STATUTORY INSTRUMENTS

1964 No. 448

TRANSPORT

**The British Transport Reorganisation
(Commencing Capital Debts) Order 1964**

Made - - - - 20th March 1964
 Laid before the House
 of Commons - - 25th March 1964
 Coming into Operation 26th March 1964

The Minister of Transport (hereinafter referred to as "the Minister"), with the approval of the Treasury, in exercise of his powers under section 39(4) and (5) and section 40(2) and (5) of the Transport Act 1962(a) (hereinafter referred to as "the Act") and of all other enabling powers, hereby makes the following Order:—

1. This Order shall come into operation on the 26th March 1964 and may be cited as the British Transport Reorganisation (Commencing Capital Debts) Order 1964.

2. The Minister hereby prescribes that the amounts of the commencing capital debts for the purposes of the Act of the British Railways Board, the London Transport Board, the British Transport Docks Board, the British Waterways Board and the Transport Holding Company shall be as follows:—

	£	s.	d.
British Railways Board	1,562,061,697	17	11
London Transport Board	161,830,904	0	0
British Transport Docks Board	84,116,192	0	0
British Waterways Board	19,252,928	0	0
Transport Holding Company	122,503,436	0	0

3. The Minister hereby directs that the amount of the suspended debt for the purposes of the Act of the British Railways Board shall be £704,951,056 17s. 11d.

Given under the Official Seal of the Minister of Transport the
20th March 1964.

(L.S.)

Ernest Marples,
The Minister of Transport.

We approve the making of this Order
Dated the 19th March 1964.

John Hill,
John Peel,
Two of the Lords Commissioners
of Her Majesty's Treasury.

EXPLANATORY NOTE

(This Note is not part of the Order, but is intended to indicate its general purport.)

By Section 39(1) of the Transport Act 1962 each of the four Boards and the Holding Company established by that Act are required to assume in relation to the property, rights and liabilities of the British Transport Commission transferred to them by the Act a debt due to the Minister of Transport. These debts are referred to in the Act as "commencing capital debts". Section 39(2) and (3) provides how their total is to be ascertained, and by Section 39(4) and (5) the Minister is empowered to prescribe by order with the approval of the Treasury the parts of that total which are to constitute the respective commencing capital debts of the above-mentioned bodies, having regard to the manner in which the property, rights and liabilities of the British Transport Commission are divided among them by the Act.

The total of the debts has been ascertained in accordance with Section 39(2) and (3) and is £1,949,765,157 17s. 11d. and this Order prescribes (by Article 2) the respective parts of that total which are to constitute the commencing capital debts of each of the bodies.

The terms of the debts are such as the Minister may with the approval of the Treasury from time to time direct under Section 39(6) of the Act.

By Section 40(1) of the Act part of the commencing capital debt of the British Railways Board, to be called the suspended debt, is not to carry any interest and is not to be required to be paid off at a fixed time unless and until the Minister otherwise directs. Provision is made by Section 40(2) and (3) for determining how the amount of the suspended debt is to be calculated, and by Section 40(2) and (5) the Minister is required to direct by order made with the approval of the Treasury what its amount is to be. The direction for this purpose is contained in Article 3 of this Order.