

Appendix 1 Subsidies to National Rail

Year	RTPI	Out turn prices £M	Public Service Obligation Grant (f)	June 2004 Prices £M totals (g)
1954	10.42	25		448
1955	11.00	52		883
1956	11.51	80		1298
1957	11.89	107		1680
1958	12.40	134		2018
1959	12.29	161		2446
1960-65	55.67	976		3273
1965-70	55.67	5959		19985
1970-75	55.67	2539		8515
1975-80	55.67	3093	485	12000
1980-81	67.35	634	575	3351
1981	74.98	933	749	4188
1982	81.85	1002	817	4149
1983	84.84	1003	854	4087
1984	89.20	1013	1066	4351
1985	95.00	995	820	3567
1986	98.00	852	680	2919
1987	101.9	615	761	2521
1988	106.9	448	534	1715
1989	115.2	796	499	2099
1990	126.1	1196	600	2659
1991	133.5	1585	900	3475
1992	138.5	2173	1150	4479
1993	140.7	1631	930	3398
1994	144.1	1700		2203
1995	149.1	435		545
1996	152.7	1071		1309
1997	157.5	1858		2202
1998	162.9	1615		1851
1999	165.4	1441		1627
2000	171	1250		1365
2001	173	1883		2032
2002	176.2	2637		2794
2003	181.3	3607		3714
Averages				
			1954-2003	2482.2
			1994-2003	1964.22

Notes:

- (a) The figure of £25m for 1954/5 is from the British Transport Commission's accounts.
- (b) The figure from the same source for 1958/59 is £90m. However interest charges were relegated to a "special account", depreciation was under estimated and some track changes were transferred to a maintenance expenditure account. The true figure, excluding the loss of the British Rail pension fund was £134m.
- (c) Figures for the years 1955, 1958 and 1957 have been obtained by interpolation. The figure for 1959 has been obtained by extending the series for previous years.
- (d) Values for the years 1960 through to 1980 are from Robert Millar of the Institute of Economic Affairs writing in February 1982. That data is quoted at 1979 prices.
- (e) Data for the years from 1980-1984 are from Transport Statistics Great Britain.
- (f) Data for 1985 to 2000 are from the DfT Transport Statistics Bulletin and include Freight Grants except that the Public Service Obligation Grant for the years 1979 to 1994. The latter are from a letter from Dr Pritchard of the Department of Transport writing to Gabriel Roth on 5th January 1995. Clearly the PSO should be added.
- (g) The 2004 prices are the outturn values multiplied by the RTPI index. That produced slightly different numbers from the GDP deflator.