

# BALLYCASTLE RAILWAY COMPANY.

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## DIRECTORS.

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- 3 HUGH M. M'GILDOWNY, Esq., Clare Park, Ballycastle, Chairman.  
2 ROBERT P. WOODSIDE, Esq., Carnsamps, Ballycastle, Deputy-Chairman.  
1 JAMES CAMERON, Esq., Bryndu, Ardlee, Holywood.  
1 CAPT. S. J. LYLE, Ballycastle.  
3 ROGER CASEMENT, Esq., Magherintemple, Ballycastle.  
\* MAJOR JOHN A. TORRENS, Ardagh, Strandtown, Belfast.  
\* SIR WILLIAM CRAWFORD, Mount Randal, Belfast.

- 1 Vacates in February, 1917.  
2 Vacates in February, 1918.  
3 Vacates in February, 1919.  
\* Represents Midland Railway Co.
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## REPORT OF DIRECTORS

For Year ended 31st December, 1916.

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THE Accounts, herewith presented, for year 1916, compared with year 1915, show an increase of £563 7s. 11d. in the Gross Receipts, and £621 13s. 3d. in Working Expenses. Of the latter, the Locomotive Coal bill is responsible for £517 3s. 4d.

In the Receipts from Passengers and Parcels there is an increase of £288 9s. 4d., and in Merchandise, Coal, Minerals, and Live Stock £271 4s. 11d.

In pursuance of an Order in Council made on the 22nd December, 1916, under the provisions of the Regulation of the Forces Act, 1871, the control of the Irish Railways was taken over by the Government as from midnight of 31st December, 1916, for which purpose an Executive Committee was appointed, composed of General Managers of certain Companies, with the Under-Secretary for Ireland as Chairman.

Negotiations as to compensation to be paid by the Government are at present proceeding between the Board of Trade and the Irish Railway Executive Committee.

At the approaching Meeting, Capt. S. J. Lyle and Mr. James Cameron, Directors, and Mr. H. A. M'Alister, Auditor, retire by rotation, and are eligible for re-election.

(Signed),

H. M. M'GILDOWNY, Chairman.

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## No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Cr.

To Expenditure.	Amount expended to 31st December, 1915.	Amount expended during Year, as per No. 5.	Total.	By Receipts.	Amount received to 31st December, 1915.	Amount received during Year.	Total.
	£ s d	£ s d	£ s d		£ s d	£ s d	£ s d
Lines open for Traffic ...	89,093 9 5	..	89,093 9 5	Shares (No. 2) ...	61,634 0 0	...	61,634 0 0
Rolling Stock ...	14,603 19 4	...	14,603 19 4	Debenture Stock (No. 3) ...	28,199 0 0	...	28,199 0 0
Manufacturing and Repairing Works and Plant :—				Cancelled Shares ...	30 0 0	...	30 0 0
Land and Buildings ...	...	...	...	Miscellaneous Receipts ...	10,836 5 2	...	10,836 5 2
Plant and Machinery ...	300 0 0	...	300 0 0		100,699 5 2	...	100,699 5 2
				Discount on Shares ...	973 10 0	...	973 10 0
TOTAL EXPENDITURE ...	103,997 8 9	...	103,997 8 9	TOTAL RECEIPTS ...	99,725 15 2	...	99,725 15 2
				By Balance ...	...	...	4,271 13 7
TOTAL	...	£	103,997 8 9	TOTAL	...	£	103,997 8 9

## No. 4 (a)—SUBSCRIPTIONS TO OTHER COMPANIES.

(Not applicable to this Company.)

## No. 5—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDING 31st DECEMBER, 1916.

	Land and Compensation.	Construction of Way and Stations, Engineering, &c.	Law Charges and Parliamentary Expenses.	TOTAL.
	NIL.	NIL.	NIL.	NIL.

## No. 6—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Expenditure to date on Principal Works in Progress.	Estimated Further Expenditure.		
	During the Year ending 31st December, 1917.	Subsequently until completion.	Total.
NIL.	NIL.	NIL.	NIL.

**No. 7—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.**

							£	s	d	£	s	d
Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a))	...	...	...	...	...	...				...		
Stock and Share Capital created but not yet received (as per Statement No. 2):—												
Calls in Arrears	...	...	...	...	...	...	6	0	0			
Amount Unissued	...	...	...	...	...	...	28,360	0	0	28,366	0	0
Loan Capital created but not yet available (as per Statement No. 3)	...	...	...	...	...	...	15,000	0	0			
Available borrowing powers (as per Statement No. 3)	...	...	...	...	...	...	1,801	0	0	16,801	0	0
<i>Deduct</i> balance at Debit (as per Capital Account No. 4)	...	...	...	...	...	...				4,271	13	7
<b>TOTAL</b>	...	...	...	...	...	...				40,895	6	5

**No. 8—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.**

See State- ment.		Gross Receipts.	Expenditure.	Net Receipts.	Year 1915.										
					Gross Receipts.	Expenditure.	Net Receipts.								
					£	s	d	£	s	d	£	s	d		
10	Railway	6,042	5,041	1,000	5,481	4,420	1,061	12	14	17	3	0	11	2	10
	Miscellaneous Receipts (Net)—														
	Rents from Houses and Lands	...	...	27			27			8		8		0	
	Other Rents, including Lump-sum Tolls	...	...	18			17			13		17		1	
	Transfer Fees	...	...	0			0			12		0		5	
	<b>Total Net Income</b>	...	...	£ 1,047			1,105			11		16		11	

**No. 9—PROPOSED APPROPRIATION OF NET INCOME.**

							Year 1915.					
							£	s	d	£	s	d
Balance brought forward from last year's Account	...	...	...	...	...	...	1,872	10	10	1,976	13	4
Net Income (as per Statement No. 8)	...	...	...	...	...	...	1,047	11	7	1,105	16	11
<b>TOTAL</b>	...	...	...	...	...	...	2,920	2	5	3,082	10	3
<i>Deduct</i> —Interest Rentals, and other Fixed Charges—												
Rents, Wayleaves, &c., including Lump-sum Tolls	...	...	...	...	...	...	22	0	0	22	0	0
Interest on 4 per cent. Debenture Stock	...	...	...	...	...	...	1,127	19	6	1,127	19	6
General Interest	...	...	...	...	...	...	60	3	2	59	19	11
Balance after Payment of Fixed Charges	...	...	...	...	...	...	1,709	19	9	1,872	10	10
Balance carried forward to next year's Accounts	...	...	...	...	...	...	1,709	19	9	1,872	10	10

**No. 9 (a)—STATEMENT OF INTERIM DIVIDENDS PAID.**

NIL.

No. 10.—RECEIPTS AND EXPENDITURE IN RESPECT OF RAILWAY WORKING.

To Expenditure.	Year 1915		Percentage of Traffic Receipts.		Year 1915	By Gross Receipts.		Percentage of Traffic Receipts.		
	£	s d	1916	1915		£	s d	1916	1915	
<i>See Abstracts.</i>										
A—Maintenance and Renewal of Way and Works ...	802	15 3	845	14 1	13.29	15.43				
B—Maintenance and Renewal of Rolling Stock—										
(1) Locomotives ...	332	11 4	337	5 8			178	12 9	135	2 11
(2) Carriages ...	174	12 4	168	15 4			213	19 2	216	17 3
(3) Wagons ...	187	13 6	155	11 5			2,465	18 9	2,247	9 1
C—Locomotive Running Expenses	1,953	13 4	1,398	15 4	11.5	12.08			2,858	10 8
D—Traffic Expenses ...	1,008	11 7	960	6 1						
E—General Charges ...	2,962	4 11	2,359	1 5	49.05	43.06			50	8 8
Iaw Charges ...	381	9 6	348	10 10	6.31	6.36			2,908	19 4
Compensation (Accidents and Losses)—										
Passengers (Insurance) ...	25	3 1	24	15 7					300	0 0
Workmen " ...	23	2 5	24	5 5					449	9 8
Damage and Loss of Goods, Property, &c. ...	6	7 3	4	17 8					120	4 1
Rates ...	54	12 9	53	18 8	9	9.08			3,778	13 1
Taxes ...	46	7 11	47	8 2	76	86	1,748	18 3	1,478	5 8
National Insurance Act, 1911 ...	75	11 3	77	5 3	1.25	1.41			217	5 8
Total Expenditure ...	23	15 5	26	10 1	.39	.48			154	11 9
Net Receipts ...	5,041	14 2	4,420	0 11	83.45	80.66			139	0 0
	1,000	17 11	1,061	2 10					2,260	8 0
Total Traffic Receipts	6,039	1 1	5,479	6 10					6,039	1 1
Miscellaneous ...	3	11 0	1	16 11					37	43
TOTAL	£ 6,042	12 1	£ 5,481	3 0					100.00	100.00

**ABSTRACT A—MAINTENANCE AND RENEWAL OF WAY AND WORKS.**

			Year 1915		
Superintendence—			£ s d	£ s d	£ s d
Salaries ... ..			53 10 0		52 0 0
Office Expenses, etc. ... ..			0 8 9		1 19 0
				53 18 9	
Maintenance of Roads, Bridges and Works—					
Bridges, Tunnels, Culverts, Retaining Walls and other Works ... ..			41 16 9		40 17 2
Roads and Fences .. ..			68 19 4		61 17 8
				110 16 1	
Maintenance of Permanent Way—					
Renewal of Running Lines—					
Wages ... ..			..		..
Materials ... ..			..		..
Repair of Running Lines and Sidings—					
Wages ... ..			440 17 4		439 14 7
Materials ... ..			134 9 0		124 2 9
				575 6 4	
Maintenance of Signalling ... ..			26 9 0		30 10 11
Maintenance of Telegraphs ... ..			5 8 3		32 12 7
				31 17 3	
Maintenance of Stations and Buildings—					
Stations, Depots and Offices ... ..			19 18 0		47 9 10
Engine and Carriage Sheds, Workshops, and other Buildings ... ..			10 18 10	30 16 10	14 9 7
<b>TOTAL</b> ... ..				£ 802 15 3	845 14 1

**ABSTRACT B—MAINTENANCE AND RENEWAL OF ROLLING STOCK.**

**(1) Locomotives.**

**(2) Carriages.**

				Year 1915			
Superintendence—				£ s d	£ s d	£ s d	£ s d
Salaries ... ..				26 15 0		26 15 0	26 0 0
Office Expenses ... ..				5 3 11		0 9 11	1 0 6
					31 18 11		27 4 11
Repairs and Partial Renewals—							
Wages ... ..				107 10 11		93 16 7	86 9 3
Materials .. ..				183 5 6		53 10 10	55 5 7
					290 16 5		147 7 5
Workshop Expenses—							
Repair and Renewals of Machinery and Plant ... ..				0 16 0	3 6 1		
Other Expenses ... ..				9 0 0	9 0 0		
<b>TOTAL</b> ... ..				£ 332 11 4	337 5 8	£ 174 12 4	168 15 4

**(3) Wagons.**

			Year 1915		
Superintendence—			£ s d	£ s d	£ s d
Salaries ... ..			26 15 0		26 0 0
Office Expenses ... ..			0 7 6		0 18 3
				27 2 6	
Repairs and Partial Renewals—					
Wages ... ..			69 4 7		60 19 9
Materials ... ..			91 6 5		67 13 5
				160 11 0	
Workshop Expenses—					
Repairs and Renewals of Machinery and Plant ... ..			..		..
Other Expenses ... ..			..		..
<b>TOTAL</b> ... ..			£ 187 13 6	155 11 5	



## PART II.

### STATISTICAL RETURNS.

#### 1—MILEAGE OF LINES.

##### (A)—Mileage of Lines Open for Traffic.

	Running Lines.		Sidings reduced to Single Track.	Total of Single Track, including Sidings.	Year 1915	
	Length of Road First Track.	Total Lines (reduced to Single Track).			<i>Total of Single Track, including Sidings.</i>	
	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	
Lines owned by Company— Main and Principal Lines—	16 11	16 11	2 8	18 19	18 19	

##### (B)—Mileage of Lines Authorised but not Open for Traffic.

NIL.

##### (C)—Mileage of Lines Run Over by the Company's Engines.

	M. Ch.		Year 1915	
	M. Ch.	M. Ch.	M. Ch.	M. Ch.
Lines Owned by the Company	16	11	16	11

#### II—ROLLING STOCK.

##### (A)—Steam Locomotives and Tenders.

Description.	Number.	Year 1915
Tank Engines :—		
4 4 2	2	2
0 6 0	2	2

##### (B)—Rail Motor Vehicles.

(Not applicable to this Company.)

##### (C)—Trains worked by Electric Power.

(Not applicable to this Company.)

**(D)—Coaching Vehicles (other than Electric).**

	Number	Seats or Berths.				Year 1915	
		1st Class	2nd Class	3rd Class	Total.	Number	Seats.
<b>PASSENGER CARRIAGES</b>							
Carriages of uniform Class ...	7	...	...	440	440	7	440
Composite Carriages ...	3	48	60	30	138	3	138
Miscellaneous ...	3	...	...	80	80	3	80
Total Passenger Carriages ...	13	48	60	550	658	13	658
<b>OTHER COACHING VEHICLES.</b>							
Luggage, Parcel, and Brake Vans	2					2	
Total Coaching Vehicles ...	15					15	

**(E)—Merchandise and Mineral Vehicles.**

	Number.	Year 1915	
		Number.	Number.
Open Wagons— Under 8 tons ...	39	...	39
Covered Wagons— Under 8 tons ...	15	...	15
Cattle Trucks ...	5	...	5
TOTAL ...	59	...	59

**(F)—Railway Service Vehicles and Horses for Shunting.**

(Not applicable to this Company.)

**III—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS, GOODS, AND PASSENGERS.**

(Not applicable to this Company.)

**IV—STEAMBOATS.**

(Not applicable to this Company.)

**V.—CANALS.**

(Not applicable to this Company.)

**VI—DOCKS, HARBOURS AND WHARVES.**

(Not applicable to this Company.)

**VII—HOTEL.**

(Not applicable to this Company.)

**VIII—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.**

(Not applicable to this Company.)

**IX—OTHER INDUSTRIES (IF ANY).**

(Not applicable to this Company.)

## X—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

									Year 1915	
Quantities of principal materials used—										
Ballast	...	...	...	...	...	...	350 Yards.	420 Yards		
Fencing	...	...	...	...	...	...	½ Mile.	¾ Mile		
Rails	...	...	...	...	...	...	...	...		
Sleepers	...	...	...	...	...	...	760	615		
Miles maintained—							M.	Ch.	M.	Ch.
Miles of Road	...	...	...	...	...	...	16	11	16	11
Miles of Road reduced to single track—										
Running Lines	...	...	...	...	...	...	16	11	16	11
Sidings	...	...	...	...	...	...	2	8	2	8
Miles of track renewed							...	...	...	...

## XI—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

							In Company's Workshops. Number.	Year 1915
Locomotives repaired—								
Heavy repairs	...	...	...	...	...	...	1	1
Light "	...	...	...	...	...	...	3	3
Locomotives under or awaiting repair at end of year							2	1
Coaching Vehicles—								
Carriages repaired—								
Heavy repairs	...	...	...	...	...	...	6	4
Light "	...	...	...	...	...	...	16	11
Carriages under or awaiting repair at end of year							1	1
Others repaired—								
Heavy repairs	...	...	...	...	...	...	...	2
Light "	...	...	...	...	...	...	3	1
Others under or awaiting repair at end of year							1	1
Wagons repaired—								
Heavy repairs	...	...	...	...	...	...	10	9
Light "	...	...	...	...	...	...	44	33
Wagons under or awaiting repair at end of year							2	2

## XII—ENGINE MILEAGE.

	Train Miles (Loaded Trains). Mixed.	Total Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey). Mixed.	Shunting Miles. Mixed.	Other Miles. (Assisting, Light, &c.)	Total Engine Miles.	Year 1915				
						Train Miles. (Loaded Trains). Mixed.	Total Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey). Mixed.	Shunting Miles. Mixed.	Other Miles. (Assisting, Light, &c.)	Total Engine Miles.
						Total.	Total.	Total.	Total.	Total.
A.—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS— Over the Company's System by the Company's Engines	37,387	37,435	3,946	69	41,450	39,606	39,778	4,238	94	44,110
B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE— By the Company's Engines over Lines owned, leased, or worked by the Company	37,387	37,435	3,946	201	41,582	39,606	39,778	4,238	390	44,406
C.—MILES RUN BY THE COMPANY'S ENGINES— Over Lines owned, leased, or worked by the Company	37,387	37,435	3,946	201	41,582	39,606	39,778	4,238	390	44,406

## XIII—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1915.			
					Number	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
						£	d.	
Ordinary—		£	d.			£	d.	
1st Class ... ..	2,599	179	16.53	1,436	2,168	135	14.94	1,325
2nd „ ... ..	3,748	214	13.7	2,943	4,209	217	12.37	3,527
3rd „ ... ..	88,666	2,466	6.67	70,143	92,508	2,247	5.82	77,733
Total ... ..	95,013	2,859	7.22	74,522	98,885	2,599	6.3	82,585
Season *								
1st Class ... ..	...	4	...	...	...	...	...	...
2nd „ ... ..	1	3	...	1	...	1	...	...
3rd „ ... ..	12	43	...	12	14	37	...	14

\* Calculated on an annual basis.

## XIV—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1915.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
					Tons	£	d.	Tons
Merchandise ... ..	10,258	1,749	40.92	7,770	8,211	1,478	43.2	5,677
Coal, Coke, and Patent Fuel	2,141	182	20.4	541	2,126	155	17.49	1,235
Other Minerals ... ..	1,536	107	16.71	1,164	1,883	139	17.71	1,776
TOTAL ... ..	13,935	2,038	35.1	9,475	12,220	1,772	34.8	8,688
	Number.			Number originating on the Company's System.	Number.			Number originating on the Company's System.
Live Stock ... ..	6,229	223		6,229	5,731	217		5,731

## XV. (A.)—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

Description.	Tons.	Year 1915.	
		Tons.	
Originating on Company's System.			
Goods—			
Grain (all descriptions) ... ..	2,227	2,218	
Potatoes ... ..	2,856	1,146	
Packed Manures ... ..	219	266	
Minerals—			
Sand and Gravel ... ..	852	1,038	
Lime ... ..	251	633	
Brick ... ..	...	40	
Coal ... ..	541	1,235	

## XV. (B.)—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

Description.	Number	Year 1915.	
		Number	
Originating on Company's System.			
Horses ... ..	...	...	
Cattle ... ..	2,291	2,4...	
Calves ... ..	132	23...	
Sheep ... ..	3,449	3,0...	
Pigs ... ..	357	...	
Miscellaneous ... ..	...	...	
TOTAL ... ..	6,229	5,7...	

## XVI.—SUMMARY OF FINANCIAL RESULTS.

	1913.	1914	1915.	1916.	£
Total Expenditure on Capital Account (No. 4) ...	103,997	103,997	103,997	103,997	
Gross Receipts from Businesses carried on by the Company (No. 8)	6,436	5,944	5,481	6,043	
Revenue Expenditure on ditto (No. 8) ... ..	5,248	4,208	4,420	5,042	
Net Receipts of ditto (No. 8) ... ..	1,188	1,736	1,061	1,001	
Miscellaneous Receipts net (No. 8) ... ..	45	46	46	47	
Total Net Income (No. 8) ... ..	1,233	1,782	1,106	1,048	
Interest, Rentals, and other Fixed Charges (No. 9) ...	1,233	1,221	1,210	1,210	
Brought forward from previous year ... ..	1,977	1,977	1,977	1,873	
Appropriation to Locomotive Renewal Account ... ..	...	561	...	...	
Carried forward to next year ... ..	1,977	1,977	1,873	1,710	

HAMILTON M'ALLEN, Accountant of the Company.

**Certificate Respecting the Permanent Way, &c.**

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I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works have during the past year, been maintained in good working condition and repair.

8th February, 1917.

GEO. T. M. BRADSHAW, *Engineer.*

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**Certificate Respecting the Rolling Stock, &c.**

---

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools, have, during the past year, been maintained in good working order and repair.

8th February, 1917.

GEO. T. M. BRADSHAW, *Locomotive Superintendent.*

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(Signed for the Board of Directors)

H. M. M'GILDOWNY, *Chairman of the Company.*

H. M'ALLEN, *Secretary of the Company.*

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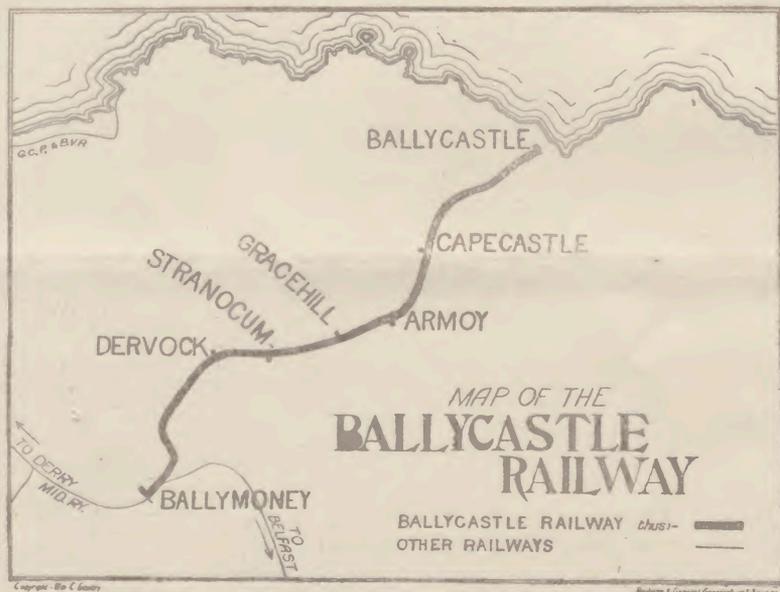
**Auditors' Certificate.**

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We hereby certify that we have examined the Accounts of the Ballycastle Railway Company for year ending 31st December, 1916, and that the foregoing contains a full and true Statement of the financial condition of the Company.

THOS. B. HAMILTON, }  
HUGH A. M'ALISTER, } *Auditors.*

BALLYMONEY, 8th February, 1917.







**Report of the Directors**

AND

**STATEMENT OF ACCOUNTS,**

***Year ended 31st December, 1916.***

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NOTICE is hereby given, that the Annual Ordinary General Meeting of the Shareholders of this Company will be held at the COMPANY'S OFFICE, RAILWAY STATION, BALLYMONEY, on WEDNESDAY, 28th day of February, 1917, at the hour of 12-30 o'clock, p.m., to receive Report of Directors and Statement of Accounts, and to transact the other usual business.

The Transfer Books will be closed from the 19th February until after the Meeting.

(By Order),

HAMILTON M'ALLEN,  
SECRETARY.

*Ballymoney, 8th February, 1917.*

Belfast and County Down Railway Company.

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Report of the Directors,  
Financial Accounts  
AND  
Statistical Returns

For Year ending 31st December, 1916.

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

ANNUAL GENERAL MEETING,

TO BE HELD IN

THE BOARD-ROOM, at BELFAST TERMINUS,

On Thursday, the 22nd day of February, 1917,

at Half-past Eleven o'clock, forenoon.

Proxies are required to be lodged with the Secretary not less than forty-eight hours before the time appointed for holding the Meeting.

BELFAST

Printed by R. Carswell & Son, Ltd., Queen Street.

1917.



PATRON—DONATION     100 GUINEAS.  
VICE-PRESIDENT—DONATION 50 GUINEAS.

LIFE SUBSCRIPTION     10 GUINEAS.  
ANNUAL SUBSCRIPTION     1 GUINEA.

*Please enter my name amongst the Contributors to the Railway Benevolent*

*Institution, for the sum of* £..... *ANNUAL SUBSCRIPTION* £..... *for which I enclose*

*a Cheque, crossed Royal Bank of Ireland (or Post Office Order payable at Dublin).*

*The receipt should be addressed as under:—*

*Name* .....  
(Kindly state whether Mrs., Miss, Revd., or other title.)

*Address* .....

To MR. J. F. CLINCH,

Secretary, Irish Branch of the  
Railway Benevolent Institution,  
5, Kildare-street, Dublin.

..... 1917

(B. & C. D.)

# Railway Benevolent Institution

FOR THE RELIEF OF

Railway Officers and Servants, their Orphans, Widows,  
and Children, when in distressed circumstances.

---

The "Railway Benevolent Institution" was established in 1858, and the extent of its usefulness depends in a very large measure upon public support. It provides for the necessitous Widows of Railway Men, and Maintains and Educates their Orphan Children; Annuities and Money Allowances are granted to Widows and Members who, through old age, disease, or accident, are unable any longer to work for their living. Relief is also granted irrespective of membership, to needy Railway Officers and Servants, their Widows and Orphans, and immediate dependants.

Since the establishment of the Institution in 1858, assistance has been rendered to **196,591** persons, as under:—

- 6,366** Widows of men killed ;
- 20,867** Widows of men dying of sickness ;
- 164,873** men injured by accidents ;
- 3,917** men disabled by old age and other causes ;
- 568** children and other dependants incapable of earning their living, and also incapacitated women employees :

**and in addition to these**

- 4,941** Widows and disabled Servants have received pensions of from £5 to £30 per annum ;
- 2,330** children of both sexes have been educated and maintained.

**At the present time 2,542 Widows and Members are receiving annuities which alone involve an annual liability of £41,829, and 333 children are being reared, trained, and educated in Orphanages and other schools at a cost of upwards of £9,000 per annum.**

The Irish Branch was established in 1891. It is managed by the principal officers of the Irish Railway Companies, and all claims upon the Institution by Irish Railway officers and servants, their widows and orphans, are dealt with by the Irish Committee.

Contributions may be forwarded to Mr. J. F. Clinch, the Secretary of the Institution in Ireland, Railway Clearing House, 5, Kildare-street, Dublin ; or to any Member of the Committee.

## IRISH BRANCH.

### COMMITTEE OF MANAGEMENT.

CHAIRMAN—C. A. MOORE, Esq., General Manager, Belfast and County Down Railway		
T. A. ARMSTRONG, Esq., General Manager	..	Sligo, Leitrim and Northern Counties.
J. BAGWELL, Esq., General Manager	..	Great Northern (Ireland).
H. G. BURGESS, Esq., Irish Traffic Manager	..	London and North Western.
J. COGHLAN, Esq., General Manager	..	Dublin and South Eastern.
J. COWIE, Esq., Secretary and Manager	..	Midland Railway, Northern Counties Com.
R. CRAWFORD, Esq., Secretary	..	Great Southern and Western.
E. J. O'B. CROKER, Esq., late Irish Traffic Manager	..	Great Western.
B. GAMBLE, Esq., Goods Manager	..	Great Northern (Ireland).
G. T. GLOVER, Esq., Loco. Engineer	..	Great Northern (Ireland).
R. H. GOOD, Esq., General Manager	..	Cork, Blackrock and Passage.
P. A. HAY, Esq., Secretary	..	Midland Great Western.
J. INGRAM, Esq., Secretary	..	Irish Railway Clearing House.
M. F. KEOGH, Esq., General Manager	..	Midland Great Western.
J. R. KERR, Esq., General Manager	..	Cork, Bandon and South Coast.
R. H. LESLIE, Esq., Secretary	..	Cork, Bandon and South Coast.
B. MALCOLM, Esq., Loco. Superintendent and Permanent Way Engineer	..	Midland Railway, Northern Counties Com.
R. J. MOORE, Esq., Superintendent of the Line	..	Great Northern (Ireland).
T. MORRISON, Esq., Secretary	..	Great Northern (Ireland).
W. H. MORTON, Esq., Loco. Engineer	..	Midland Great Western.
E. A. NEALE, Esq., General Manager	..	Great Southern and Western.
W. P. O'NEILL, Esq., Chief Engineer	..	Midland Great Western.
J. J. O'SULLIVAN, Esq., General Manager	..	Corris.
H. PLEWS, Esq., Director	..	Great Northern (Ireland).
A. G. REID, Esq., late General Manager & Secretary	..	Dublin and South Eastern.
S. J. SHANNON, Esq., late Chief Engineer	..	Dublin and South Eastern.
G. E. SMYTH, Esq., Superintendent of the Line	..	Great Southern and Western.
J. TATLOW, Esq., Director	..	Midland Great Western.

(Auditor—M. O'NEILL, Esq., late Audit Accountant .. Midland Great Western)

### Bankers—ROYAL BANK OF IRELAND, DUBLIN.

#### Secretary in Ireland:

J. F. CLINCH, Irish Railway Clearing House, 5, Kildare-street, Dublin.

This Institution affords an opportunity for those who sympathise with Railway Servants to help them in the time of need. The extent of its usefulness depends in a very large measure upon public support.

Railway Officers subscribe *ros. 6d.* per annum to constitute them Members; Railway Servants, *8s.* per annum. or they may subscribe *2s.* per annum to the Orphanage Department only. Of the funds contributed by the public, donations not exceeding *£5,000* per annum. are applicable to a Special Benevolent Fund for relieving distress amongst Officers or Servants, whether Members of the Institution *or not*, and their Widows, Orphans, and immediate dependants. The remainder of the funds contributed by the public are apportioned between an Officers' Department and a Servants' Department, after providing for all liabilities, in proportion to the amount the Members severally subscribe.

The Irish Committee are empowered to provide for the maintenance and education of Orphans in approved orphanages or schools in Ireland.

Should the funds be insufficient to provide annuities or school benefits for all qualified applicants, there is an election by ballot, and the election of Annuity-tants and Orphans is vested in the Subscribers.

In dispensing relief, the Rules of the Institution provide that "the most necessitous must at all times be first relieved."

## DONATIONS AND SUBSCRIPTIONS.

A Donation of One Hundred Guineas in one sum, or in payments of not less than Ten Guineas each, constitutes the Donor a Patron or Patroness for life, with the privilege of Fifteen Votes.

A Denation of Fifty Guineas in one sum, or in payments of not less than Ten Guineas each, constitutes the Donor a Vice-President for life, with the privilege of Six Votes.

A Donation of Ten Guineas constitutes the Donor a Life Subscriber, with the privilege of One Vote.

A yearly payment of One Guinea (or in Quarterly or Half-yearly instalments) constitutes a Subscriber, with the privilege of Two Votes.

An annual subscription of Half-a-Guinea constitutes a Subscriber, with One Vote.

Donors and Subscribers have the privilege of recommending Applicants qualified for Relief from the Special Benevolent Fund, but are only called upon to exercise their voting powers when elections by ballot are necessary.

## ANNUITIES BEARING FOUNDER'S NAME.

RULE 24. That upon any donor paying to the funds of the Institution a sum of money or stock sufficient to purchase one or more perpetual annuities, such annuity or annuities, unless otherwise desired, shall bear the founder's name, and he or she shall have the right of nominating a properly qualified person to an immediate pension and of supplying any vacancy during his or her lifetime, but that after his or her death the right of filling future vacancies shall belong to the Institution. That upon any person bequeathing to the funds of the Institution, money or stock for the purpose of establishing one or more annuities such annuity or annuities, shall, unless otherwise desired, bear the founder's name, and be applicable as desired or directed by the donor.

## MANAGEMENT.

The Board of Management consists of the President, Trustees, Treasurers (who are Members by virtue of their respective offices), and Sixty Subscribers, thirty of whom retire annually by rotation, but are eligible for re-election.

The management of the Institution in Ireland is vested in the Irish Committee

## APPEAL.

The Committee of Management respectfully and earnestly hope that the Shareholders of Railways individually will contribute liberally to this Appeal, which affords an opportunity of shewing appreciation of the excellent manner in which the general transport service has been conducted by railway men, notwithstanding the enormous demands made upon it by the Naval and Military Authorities and the great depletion of the staffs on the various Lines owing to the magnificent response made by their fellow-workers in answer to their Country's Call—upwards of 140,000 railway men in the United Kingdom having joined one or other of the Forces.

# DIRECTORS.



*Chairman.*

THOMAS RICHARDSON,  
47 Rosemary Street, Belfast

*Deputy-Chairman.*

W. J. HURST, J.P.,  
Drumaness, Ballynahinch, Co. Down.

LIEUT.-COL. R. D. PERCEVAL-MAXWELL, D.L., Finnebrogue, Downpatrick.

THOMAS BARBOUR, J.P., Brooklyn, Holywood.

RIGHT HON. ROBERT THOMPSON, D.L., M.P., Bertha House, Belfast.

JOHN MILLER ANDREWS, Maxwell Court, Comber.

## REPORT.

*In pursuance of an Order in Council made on the 22nd December, 1916, under the provisions of the Regulations of the Forces Act, 1871, the control of the Irish Railways was taken over by the Government as from midnight of 31st December, 1916, for which purpose an Executive Committee was appointed, composed of General Managers of certain Companies, with the Under Secretary for Ireland as Chairman.*

*Negotiations as to Compensation to be paid by the Government are at present proceeding between the Board of Trade and the Irish Railway Executive Committee.*

Your Directors beg to submit herewith the Statement of Accounts, which has been duly audited, and the Statistical Returns, for the year ending the 31st December, 1916, together with corresponding details for the previous year.

The following is a summary of the Receipts and Expenditure on Revenue Account :—

PER ACCOUNT No. 8:—	£	s.	d.
Gross Receipts .. .. .	220,625	1	1
Expenditure .. .. . <small>(including £13,000 placed to credit of Railway Renewal Funds)</small>	148,509	10	5
	<hr/>	72,115	10 8
Miscellaneous Receipts (net) from Rents, Tolls, etc. ..	3,000	6	11
	<hr/>	75,115	17 7
Total Net Income ..			
PER ACCOUNT No. 9:—	£	s.	d.
Add Balance from last Account .. .. .	12,540	8	8
	<hr/>	87,656	6 3
Less Interest, Rentals, and other fixed charges .. .. .	13,822	12	10
	<hr/>	73,833	13 5
Less Amount written off Investments .. .. .	2,699	12	4
	<hr/>	71,134	1 1
Less Dividends on Guaranteed and Preference Stocks ..	24,500	5	0
	<hr/>	46,633	16 1
Balance available for Dividend on Ordinary Stock and Reserve	<hr/>		

Your Directors recommend that a Dividend be declared on the Ordinary Stock of the Company for the half-year ending the 31st December, 1916, at the rate of 7 per cent. per annum, less income tax (making with the Interim Dividend of 6 per cent. per annum paid for the half-year ending the 30th June, 1916, 6½ per cent. for the year), and that £5,000 be transferred to the General Reserve Fund, leaving a balance of £12,863 10s. 1d. to be carried forward to the current year's account.

Interim Dividend at the rate of 6 per cent. per annum paid on the Ordinary Stock for the Half-year ending the 30th June, 1916	£13,278 12 0
7 per cent. on the Ordinary Stock for the Half-year ending the 31st December, 1916	£15,491 14 0
Transfer to General Reserve Fund	£5,000 0 0
	<hr/>
	33,770 6 0
Leaving Balance to be transferred to Current year's account	£12,863 10 1
	<hr/>
	£46,633 16 1

The Expenditure on Capital Account amounted to £5,797 0s. 5d., details of which are given in Account No. 5.

The covered Carriage Way at the front of Belfast Passenger Station has been completed, and is proving of great benefit to passengers using the Station.

A Footbridge has been erected over the Railway at Kinnegar Halt.

Owing to the difficulty experienced by the Company's Staff employed at Bangor in obtaining dwelling accommodation, your Directors decided to erect eight suitable cottages near to the Passenger Station, and the work is now being proceeded with.

In the last report it was mentioned that two New Locomotives of a powerful type had been ordered from Messrs. Beyer, Peacock & Co., of Manchester. Owing, however, to Government restrictions, due to the War, they will not be available for some time.

Messrs. Norton & Co., who worked a Passenger and Parcels service between Kilkeel and Newcastle, having withdrawn from the road, your Directors took over the business as from the 1st August last, and it is now being worked by two covered Motor Buses, the cost of which has been charged to Capital Account. The new service is proving satisfactory to the Company, and is of great advantage to the inhabitants of the district.

Three First Class Saloon Carriages, thirty Goods Wagons and one Goods Brake Van have been built in the Company's Workshops as renewals to Stock during the year and the cost charged to Revenue.

The Company's Steamer, "Erin's Isle," which was requisitioned by the Admiralty in November, 1915, is still engaged on Government service.

Your Directors deeply regret the death of their late Chairman, the Right Hon. Thomas Andrews, D.L., which occurred on 17th September, 1916, and desire to place on record their appreciation of the invaluable services he rendered to the Company during the thirty-three years he was a Director and more especially during the twenty-one years he occupied the position of Chairman with such pronounced success.

Your Directors have appointed Mr. Thomas Richardson Chairman, and have co-opted Mr. John Miller Andrews, of Maxwell Court, Comber, to fill the vacancy on the Board.

The following Directors retire by rotation and are eligible for re-election:—  
MR. THOMAS RICHARDSON and MR. THOMAS BARBOUR, J.P.

SIR WILLIAM B. PEAT is the retiring Auditor and offers himself for re-election.

The Dividend Warrants will be posted on February 28th, and Proprietors are requested to give notice to the Secretary, without delay, of any change of Address, in order to ensure prompt delivery.

THOMAS RICHARDSON, Chairman.

H. E. MELLOR, Secretary.

BOARD ROOM,  
26th January, 1917.

# BELFAST AND COUNTY DOWN RAILWAY.

Financial Accounts and Statistical Returns for the Year ending 31st December, 1916.

## PART I. FINANCIAL ACCOUNTS.

### No. 1 (a).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

Special Acts.	Capital Authorised.			Capital Created.			Balance.		
	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.
	£	£	£	£	£	£	£	£	£
I.—Special Acts conferring capital powers which have been fully exercised ..	991,091	378,666	1,369,757	991,091	378,666	1,369,757	..	..	..
II.—Special Act conferring capital powers which have not yet been fully exercised— Belfast and County Down Railway Act, 1900 .. .. .	90,000	30,000	120,000	..	..	..	90,000	30,000	120,000
<b>TOTAL</b> .. .. .	<b>1,081,091</b>	<b>408,666</b>	<b>1,489,757</b>	<b>991,091</b>	<b>378,666</b>	<b>1,369,757</b>	<b>90,000</b>	<b>30,000</b>	<b>120,000</b>

### No. 1 (b).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

(Not applicable to this Company.)

### No. 1 (c).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

(Not applicable to this Company.)

### No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a), SHOWING THE PROPORTION ISSUED.

Description.	Amount created.	Amount issued.	Nominal addition to or deductions from Capital.	Amount on which Dividend is payable.	Amount which does not rank for Dividend until a future date.	Calls in arrear.	Amount uncalled.	Amount unissued.
	£	£	£	£	£	£	£	£
Three per cent. Baronial Guaranteed Shares ..	17,000	17,000	..	17,000	..	..	..	..
Five per cent. Preference Stock .. .. .	248,141	248,141	..	248,141	..	..	..	..
Four and a Half per cent. "A" Preference Stock	50,000	50,000	..	50,000	..	..	..	..
Four per cent. Preference Stock .. .. .	233,330	233,330	..	233,330	..	..	..	..
Ordinary Stock .. .. .	442,620	442,620	..	442,620	..	..	..	..
<b>TOTAL</b> .. .. .	<b>£ 991,091</b>	<b>991,091</b>	<b>..</b>	<b>991,091</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>

## No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS.

	Raised by Loans.	Raised by issue of Debenture Stocks.					Total raised by Loans and Debenture Stocks.
		Amount of Stocks.	Nominal Additions or Deductions on Conversion.	Existing Amount of Stocks.			
				At 4 per cent.	At 3 per cent.	Total Debenture Stocks.	
Existing at 31st December, 1916 .. .. .	£ ..	£ 358,666	£ ..	£ 220,666	£ 138,000	£ 358,666	£ 358,666
Existing at 31st December, 1915 .. .. .	£ ..	£ 358,666	£ ..	£ 220,666	£ 138,000	£ 358,666	£ 358,666
Increase .. .. .	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..
Decrease .. .. .	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..	£ ..
Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created as per Statement No. 1 (a) .. .. .							£ 378,666
Less—Amount created but not yet available.. .. .							£ ..
Capitalised value of Rentcharges in accordance with section 5 of the Lands Clauses Consolidation Acts Amendment Act, 1860 .. .. .							£ 3,331
Total amount raised by Loans and Debenture Stocks as above .. .. .							£ 358,666
Balance being available borrowing powers at 31st December, 1916 .. .. .							£ 16,669

Dr.

## No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Cr.

To Expenditure.	Amount expended to 31st December, 1915.	Amount expended during Year, as per No. 5.	Total.	By Receipts.	Amount received to 31st December, 1915.	Amount received during Year.	Total.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Lines open for Traffic .. .. .	1,198,991 18 6	3,731 17 4	1,202,723 15 10	Shares and Stocks (No. 2) ..	991,091 0 0	..	991,091 0 0
Rolling Stock .. .. .	225,330 13 0	..	225,330 13 0	Debenture Stocks (No. 3) ..	358,666 0 0	..	358,666 0 0
Manufacturing and Repairing Works and Plant—							
Land and Buildings .. .. .	6,828 11 0	..	6,828 11 0	Premiums on Shares and Stocks ..	88,474 14 1		
Plant and Machinery .. .. .	8,301 0 0	..	8,301 0 0	Premiums on Debenture Stocks ..	16,760 8 5		
Total Capital expended upon Railway .. .. .	1,439,452 2 6	3,731 17 4	1,443,183 19 10	Total Premiums .. .. .	105,235 2 6		
Road Vehicles employed in the collection and delivery of Parcels and Goods and in the conveyance of Passengers—				Discounts on Shares and Stocks ..	2,040 0 0		
Goods and Parcels Road Vehicles .. .. .	1,659 10 0	..	1,659 10 0	Balance of Premiums and Discounts .. .. .	103,195 2 6	..	103,195 2 6
Passengers Road Vehicles .. .. .	..	1,636 5 9	1,636 5 9	Treasury Grant (Downpatrick, Killough & Ardglass Railway)	30,000 0 0	..	30,000 0 0
Steamboat .. .. .	24,909 19 5	..	24,909 19 5	Total Receipts .. .. .	1,482,952 2 6	..	1,482,952 2 6
Hotel .. .. .	98,727 16 5	..	98,727 16 5	By Balance .. .. .	..	..	93,860 7
Land, Property, etc., not forming part of the Railway or Stations—							
Not used in connection with Railway working ..	6,266 0 10	428 17 4	6,694 18 2				
Total Expenditure .. .. .	1,571,015 9 2	5,797 0 5	1,576,812 9 7				
TOTAL, .. .. .	£ 1,576,812 9 7			TOTAL, .. .. .	£ 1,576,812 9 7		

**No. 4 (a).—SUBSCRIPTIONS TO OTHER COMPANIES.**

(Not applicable to this Company.)

**No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDING 31st DECEMBER, 1916.**

	Land and Compensation.		Construction of Way and Stations, Engineering, &c.		Law Charges and Parliamentary Expenses.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Lines belonging to the Company open for Traffic—								
Land adjoining Belfast Station .. .. .	2,550	0 0	..	..	..	..	2,550	0 0
Additions and Improvements at Belfast, Tullymurry and other Stations .. .. .	..	..	781	17 4	..	..	781	17 4
Kinnegar Halt Footbridge .. .. .	..	..	400	0 0	..	..	400	0 0
<b>Total Capital expended upon Railway .. .. .</b>	..	..	..	..	..	..	<b>3,731</b>	<b>17 4</b>
Road Vehicles employed in the collection and delivery of Parcels and Goods and in the conveyance of Passengers—								
Two Motor Omnibuses .. .. .	..	..	..	..	..	..	1,636	5 9
Land, Property, &c., not forming part of the Railway or Stations—								
Workmen's Cottages at Bangor (in progress) .. .. .	..	..	..	..	..	..	428	17 4
<b>Total Capital Expenditure for the year .. .. .</b>	..	..	..	..	..	..	<b>£ 5,797</b>	<b>0 5</b>

**No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.**

Expenditure to date on Principal Works in Progress.	Estimated Further Expenditure.		
	During the Year ending 31st December, 1917.	Subsequently until completion.	Total.
£	£	£	£
Lines belonging to the Company open for Traffic—			
.. Sundry Works .. .. .	2,000	..	2,000
.. Rolling Stock .. .. .	6,000	..	6,000
Land, Property, &c., not forming part of the Railway or Stations—			
429 Workmen's Cottages .. .. .	1,200	..	1,200
<b>TOTAL .. .. .</b>	<b>9,200</b>	<b>..</b>	<b>9,200</b>
Works not yet commenced and in abeyance .. .. .	..	..	..

**No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.**

	£	s. d.
Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a)) .. .. .	120,000	0 0
Stock and Share Capital created but not yet received (as per Statement No. 2) .. .. .	..	..
Loan Capital created but not yet available (as per Statement No. 3) .. .. .	..	..
Available borrowing powers (as per Statement No. 3) .. .. .	16,669	0 0
<b>Total .. .. .</b>	<b>136,669</b>	<b>0 0</b>
Deduct, balance at Debit (as per Capital Account No. 4) .. .. .	93,880	7 1
<b>TOTAL .. .. .</b>	<b>£ 42,808</b>	<b>12 11</b>

## No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See State- ment.					Year 1915.								
		Gross Receipts.		Expenditure.		Net Receipts.		Gross Receipts.	Expenditure.	Net Receipts.			
		£	s.	d.	£	s.	d.	£	£	£			
10	Railway .. .. .	195,416	1	10	124,849	16	5	70,566	5	5	185,462	116,618	68,844
11	Omnibuses and other Passenger Vehicles not running on the Railway	524	15	9	377	9	5	147	6	4	..	..	..
12	Steamboat .. .. .	4,800	0	0	4,800	0	0	..	..	..	3,851	5,423	Dr. 1,572
15	Hotel and Refreshment Rooms .. .. .	19,884	3	6	18,482	4	7	1,401	18	11	16,840	15,906	934
	TOTAL .. .. .	220,625	1	1	148,509	10	5	72,115	10	8	206,153	137,947	68,200
Miscellaneous Receipts (Net)—													
	Rents from Houses and Lands .. .. .	..	..	..	..	..	..	594	6	9	..	..	488
	Other Rents .. .. .	..	..	..	..	..	..	1,261	14	10	..	..	1,321
	Transfer Fees .. .. .	..	..	..	..	..	..	33	15	0	..	..	36
	General Interest .. .. .	..	..	..	..	..	..	203	2	2	..	..	78
	Tolls on Belfast Central Railway, per Great Northern Railway Co. (Ireland) .. .. .	..	..	..	..	..	..	397	8	2	..	..	359
	Amount received from Down County Council for Dividend on Baronial Guaranteed Shares .. .. .	..	..	..	..	..	..	510	0	0	..	..	510
	TOTAL NET INCOME .. .. .	..	..	..	..	..	..	£	75,115	17	7	..	70,997

## No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

										Year 1915.				
										£	s.	d.	£	
Balance brought forward from last year's Account .. .. .										12,540	8	8	8,937	
Net Income (as per Statement No. 8) .. .. .										75,115	17	7	70,997	
TOTAL .. .. .										87,656	6	3	79,934	
Deduct—Interest, Rentals, and other Fixed Charges—										£ s. d.				
Rent Charges .. .. .										189	8	0	189	
Chief Rents, Wayleaves, &c., including Lump-sum Tolls .. .. .										666	12	0	667	
Interest on 4 per cent. Debenture Stock .. .. .										8,826	12	10	8,827	
Interest on 3 per cent. Debenture Stock .. .. .										4,140	0	0	4,140	
Interest on Temporary Loan .. .. .										..	..	..	300	
TOTAL .. .. .										13,822	12	10	14,123	
Balance after payment of Fixed Charges .. .. .										73,833	13	5	65,811	
Amount written off Investments .. .. .										2,699	12	4	..	
TOTAL, .. .. .										71,134	1	1	65,811	
Appropriation to General Reserve Fund .. .. .										5,000	0	0	..	
TOTAL, .. .. .										66,134	1	1	65,811	
Dividends on Guaranteed and Preference Stocks—										£ s. d.				
3 per cent. Baronial Guaranteed Shares .. .. .										510	0	0	510	
5 per cent. Preference Stock .. .. .										12,407	1	0	12,407	
4½ per cent. "A" Preference Stock .. .. .										2,250	0	0	2,250	
4 per cent. Preference Stock .. .. .										9,333	4	0	9,333	
TOTAL .. .. .										24,500	5	0	24,500	
Balance available for Dividend on Ordinary Stock .. .. .										£	41,633	16	1	41,311
Dividend on Ordinary Stock at 6½ per cent. .. .. .										28,770	6	0	28,770	
Balance carried forward to next year's Account .. .. .										12,863	10	1	12,541	
										41,633	16	1	41,311	

## No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

										£	s.	d.	£	
Balance available for Dividends and Reserve after payment of Fixed Charges, Year 1916 (as per Account No. 9) .. .. .										71,134	1	1	65,811	
Deduct—										£ s. d.				
Interim Dividends Paid—										£ s. d.				
3 per cent. Baronial Guaranteed Shares (to 31st December, 1916) at 3 per cent. .. .. .										510	0	0	510	
5 per cent. Preference Stock .. .. . at 2½ .. .. .										6,203	10	6	6,203	
4½ per cent. "A" Preference Stock (to 31st December, 1916) .. .. . at 4½ .. .. .										2,250	0	0	2,250	
4 per cent. Preference Stock .. .. . at 2 .. .. .										4,666	12	0	4,667	
Ordinary Stock .. .. . at 3 .. .. .										13,278	12	0	13,279	
										26,908	14	6	26,909	
Undivided Balance at 31st December, carried to Balance Sheet .. .. .										£	44,225	6	7	38,902



## ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

	£	s.	d.	£	s.	d.	Year 1915. £
Superintendence—							
Salaries .. .. .	1,314	15	1				1,198
Office Expenses .. .. .	96	18	8				105
				1,411	13	9	1,303
Maintenance of Roads, Bridges and Works—							
Earthworks .. .. .	62	11	6				..
Bridges, Tunnels, Culverts, Retaining Walls, and other Works .. .. .	181	9	0				253
Roads and Fences .. .. .	1,240	13	4				1,621
				1,484	13	10	1,874
Maintenance of Permanent Way—							
Renewal of Running Lines—							
Wages .. .. .	53	6	6				360
Materials .. .. .	6	10	11				1,204
Engine Power and Wagon Repairs .. .. .	4	7	1				13
				64	4	6	1,577
Repair of Running Lines and Sidings—							
Wages .. .. .	4,782	16	9				4,914
Materials .. .. .	241	12	2				1,718
Engine Power and Wagon Repairs .. .. .	68	12	0				251
				5,093	0	11	6,883
Maintenance of Signalling .. .. .				749	19	10	665
Maintenance of Telegraphs .. .. .				402	17	9	1,062
Maintenance of Stations and Buildings—							
Stations, Depots and Offices .. .. .	2,608	13	1				2,119
Engine Sheds .. .. .	331	8	9				71
Carriage Sheds .. .. .	13	12	0				55
Locomotive Workshops .. .. .	124	8	9				105
Carriage Workshops .. .. .	34	19	8				116
Wagon Workshops .. .. .	28	1	10				55
Other Buildings .. .. .	98	17	5				115
				3,240	1	6	2,635
				12,446	12	1	15,999
Transfer to Renewal Fund .. .. .				8,000	0	0	3,000
TOTAL .. .. .	£			20,446	12	1	18,999

## ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

## (1) Locomotives.

	£	s.	d.	£	s.	d.	Year 1915. £
Superintendence—							
Salaries .. .. .	244	6	0				226
Office Expenses .. .. .	12	10	1				10
				256	16	1	236
Repairs and Partial Renewals—							
Wages .. .. .	3,009	14	1				2,885
Materials .. .. .	1,012	10	3				4,164
				4,023	4	4	7,049
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant .. .. .	126	16	0				120
Other Expenses .. .. .	675	1	8				579
				801	17	8	708
				5,081	18	1	7,993
Deduct, Engine Power supplied by the Company .. .. .				9	13	5	44
				5,072	4	8	7,949
Transfer to Renewal Fund .. .. .	3,000	0	0				2,500
TOTAL .. .. .	£			8,072	4	8	10,449

## (2) Carriages.

	£	s.	d.	£	s.	d.	Year 1915. £
Superintendence—							
Salaries .. .. .	122	3	0				113
Office Expenses .. .. .	6	5	1				5
				128	8	1	118
Complete Renewals—							
Wages .. .. .	293	5	4				606
Materials .. .. .	578	12	1				1,858
				871	17	5	2,464
Repairs and Partial Renewals—							
Wages .. .. .	2,944	4	0				2,679
Materials .. .. .	1,681	6	3				1,939
				4,625	10	3	4,618
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant .. .. .	46	11	5				54
Other Expenses .. .. .	447	5	9				417
				493	17	2	471
				6,119	12	11	7,671
Transfer to Renewal Fund .. .. .				2,000	0	0	1,000
TOTAL .. .. .	£			8,119	12	11	8,671

## (3) Wagons.

	£	s.	d.	£	s.	d.	Year 1915. £
Superintendence—							
Salaries .. .. .	122	3	0				113
Office Expenses .. .. .	6	5	1				5
				128	8	1	118
Complete Renewals—							
Wages .. .. .	376	18	7				296
Materials .. .. .	1,799	16	9				1,447
				2,176	15	4	1,743
Repairs and Partial Renewals—							
Wages .. .. .	1,592	0	10				1,309
Materials .. .. .	1,422	16	1				1,472
				3,014	16	11	2,781
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant .. .. .	27	2	8				40
Other Expenses .. .. .	405	0	4				374
				432	3	0	414
TOTAL .. .. .	£			5,752	3	4	5,056

## ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	£ s. d.		£ s. d.		Year
					1915
					£
Superintendence—					
Salaries .. ..	244	6 0			226
Office Expenses .. ..	12	10 2			10
			256	16 2	236
Steam Train Working—					
Wages connected with the Running of Locomotive Engines .. ..	7,735	4 2			7,520
Fuel .. ..	24,222	3 2			18,266
Water .. ..	1,002	12 6			984
Lubricants .. ..	901	2 1			578
Other Stores, including Clothing .. ..	386	14 11			351
Miscellaneous .. ..	135	19 6			96
			34,383	16 4	27,795
			34,640	12 6	28,031
Deduct, Engine Power supplied by the Company .. ..			66	4 11	154
<b>TOTAL</b> .. ..	<b>£</b>	<b>34,574 7 7</b>			<b>27,877</b>

## ABSTRACT D.—TRAFFIC EXPENSES.

	£ s. d.		£ s. d.		Year
					1915
					£
Salaries and Wages—					
Superintendence .. ..	1,681	5 7			1,562
Stationmasters and Clerks .. ..	6,259	5 10			5,985
Signalmen and Gatemen .. ..	1,849	15 3			2,003
Ticket Collectors, Policemen, Porters, etc. .. ..	7,942	17 0			7,749
Guards .. ..	1,948	9 9			1,855
			19,681	13 5	19,154
Fuel, Lighting, Water and General Stores .. ..	3,126	9 1			2,876
Clothing .. ..	600	14 7			672
Printing, Advertising, Stationery, Stamps and Tickets .. ..	1,800	0 6			1,785
Wagon Covers, etc. .. ..	413	15 8			177
Cleansing, Lubricating, and Lighting of Vehicles	2,011	9 9			1,730
Shunting Expenses (other than Mechanical)—					
Wages .. ..	481	9 9			450
Other Expenses .. ..	8	0 10			10
			489	10 7	
Working of Stationary Engines, Hoists, Cranes, &c. .. ..	2	11 6			23
Railway Clearing Houses Expenses .. ..	168	2 0			174
Miscellaneous Expenses .. ..	296	4 11			369
<b>TOTAL</b> .. ..	<b>£</b>	<b>28,590 12 0</b>			<b>27,450</b>

## ABSTRACT E.—GENERAL CHARGES.

	£ s. d.		Year
			1915
			£
Directors' Fees voted by Shareholders .. ..	1,200	0 0	1,200
Auditors and Public Accountants .. ..	100	0 0	100
Salaries of Secretary, General Manager, Accountant, and Clerks .. ..	5,079	7 11	4,666
Office Expenses, ditto ditto .. ..	488	18 11	443
Rating Expenses .. ..	21	0 0	157
Fire Insurance .. ..	254	10 8	255
Superannuation and Benevolent Funds, Pensions, &c. .. ..	1,657	16 3	1,659
Subscriptions and Donations .. ..	215	3 0	50
Miscellaneous Expenses .. ..	187	5 1	300
<b>TOTAL</b> .. ..	<b>£</b>	<b>9,204 1 10</b>	<b>8,830</b>

## ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

	£ s. d.		Year
			1915
			£
Salaries and Wages .. ..	192	4 5	213
Maintenance of Motors .. ..	218	4 9	287
Amounts paid for Hired Cartage .. ..	4,484	15 2	4,507
Miscellaneous .. ..	315	2 0	209
<b>TOTAL</b> .. ..	<b>£</b>	<b>5,210 6 4</b>	<b>5,216</b>
Amount Charged to Passenger Train Traffic .. ..	£	887 6 3	879
Amount Charged to Goods Traffic .. ..	£	4,323 0 1	4,337

## ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

	Receipts.	Payments.	Balance.	Year 1915.		
				Receipts.	Payments.	Balance.
				£ s. d.	£ s. d.	£ s. d.
Passenger Train Traffic .. ..	10 15 9	249 2 7	Dr. 238 6 10	26	177	Dr. 151
Goods Train Traffic .. ..	82 11 10	21 6 5	Cr. 61 5 5	71	16	Cr. 55
<b>TOTAL</b> .. ..	<b>£</b> 93 7 7	<b>270 9 0</b>	<b>Dr. 177 1 5</b>	<b>97</b>	<b>193</b>	<b>Dr. 96</b>

## ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

	Receipts.	Expenditure.	Balance.	Year 1915.		
				Receipts.	Expenditure.	Balance.
				£ s. d.	£ s. d.	£ s. d.
Mileage and Demurrage—						
Passenger Train Vehicles .. ..	39 2 11	7 0 4	32 2 7	103	8	95
Goods Train Vehicles .. ..	248 1 3	44 8 0	203 13 3	107	39	68
Hire of—						
Passenger Train Vehicles .. ..	..	..	..	..	..	..
Goods Train Vehicles .. ..	..	..	..	..	19	Dr. 19
<b>TOTAL</b> .. ..	<b>£</b> 287 4 2	<b>51 8 4</b>	<b>235 15 10</b>	<b>210</b>	<b>66</b>	<b>144</b>

## ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

(Not applicable to this Company.)

## No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

To Expenditure.	Year 1915.		By Gross Receipts.	Year 1915.	
	£	s. d.		£	£
Maintenance of Motors .. .. .	108	6 9	Passengers .. .. .	486	8 8
Traffic Expenses .. .. .	237	10 6	Miscellaneous .. .. .	38	7 1
Miscellaneous .. .. .	31	12 2			
Total Expenditure .. .. .	377	9 5			
Balance .. .. .	147	6 4			
Total .. .. .	£ 524	15 9	Total .. .. .	£ 524	15 9

## Dr. No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOAT. Cr.

To Expenditure.	Year 1915.		By Gross Receipts.	Year 1915.	
	£	s. d.		£	£
Salaries and Wages .. .. .		883	Passengers .. .. .		3,801
Fuel .. .. .		1,157	Miscellaneous .. .. .		50
Stores, Lubricants, Water, &c... .. .		157	Amount received from Admiralty to date on account of hire of Steamboat .. .. .	4,800	0 0
Repairs .. .. .		604	Total Receipts .. .. .	4,800	0 0
Harbour, Pier and Light Dues .. .. .		547	Balance .. .. .		1,572
Miscellaneous .. .. .		99			
Working Expenses .. .. .		3,447			
Depreciation and Insurance .. .. .		1,976			
Amount carried to Suspense pending settlement of terms with Admiralty .. .. .	4,800	0 0			
TOTAL .. .. .	£ 4,800	0 0	TOTAL .. .. .	£ 4,800	0 0

## No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

(Not applicable to this Company.)

## No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS, AND WHARVES.

(Not applicable to this Company.)

## Dr. No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTEL AND REFRESHMENT ROOMS. Cr.

To Expenditure.	Year 1915.		By Gross Receipts.	Year 1915.	
	£	s. d.		£	£
Salaries and Wages .. .. .	2,367	11 8	Total Receipts from Hotel and from Sale of Provisions, &c., in Refreshment Rooms .. .. .	19,884	3 6
Provisions, Wines and Spirits consumed .. .. .	9,562	18 10			
Repairs and Maintenance .. .. .	1,462	12 4			
Heating and Lighting .. .. .	701	16 2			
Rates .. .. .	233	0 1			
Taxes .. .. .	91	14 0			
Miscellaneous .. .. .	2,662	11 6			
Total Expenditure .. .. .	17,082	4 7			
Transfer to Renewal Fund .. .. .	1,400	0 0			
	18,482	4 7			
Balance .. .. .	1,401	18 11			
TOTAL .. .. .	£ 19,884	3 6	TOTAL .. .. .	£ 19,884	3 6

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

(Not applicable to this Company).

No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

(Not applicable to this Company.)

Dr.

No. 18.—GENERAL BALANCE SHEET.

Cr.

		Year 1915				Year 1915.		
		£	s. d.	£			£	
To Unpaid Interest and Dividends .. ..		1,104	18 5	947	By Capital Account, Balance at Debit thereof, as per Account No. 4 .. ..	93,860	7 1	88,063
Interest and Dividends payable or accruing and provided for (Warrants issued on 31st December) .. ..		5,897	9 6	6,585	Cash at Bankers and in hand .. ..	1,121	5 7	
Amount due to Railway Companies .. ..		157	7 11	44	Cash on Deposit at Interest and Treasury Bill .. ..	10,305	6 10	
Amount due to Railway Clearing Houses .. ..		2,693	6 0	431		11,426	12 5	7,445
Accounts payable .. ..		8,293	11 4	5,374	Investment in Government Security (at market price, 31st December, 1916) .. ..	2,754	7 2	3,729
Liabilities accrued .. ..		1,879	7 6	844	Investment in Stock held by the Company not charged as Capital Expenditure (at market price, 31st December, 1916) .. ..	4,725	0 0	6,450
Miscellaneous Accounts .. ..		1,553	4 3	1,126	Stock of Stores and Materials .. ..	30,590	8 7	16,022
Depreciation or Renewal Funds—					Outstanding Traffic Accounts .. ..	5,435	13 4	4,238
Railway .. ..		38,487	0 0	25,286	Amount due by Postmaster-General .. ..	1,016	14 11	408
Steamboat .. ..		5,495	0 0	5,495	Accounts Receivable .. ..	145	1 2	222
Hotel .. ..		10,173	7 8	8,773	Miscellaneous Accounts .. ..	16,889	6 3	8,903
Steamboat Suspense Account .. ..		4,800	0 0	..				
General Reserve Fund—	£ s. d.							
At 31st December, 1915 ..	41,672 15 5							
Dividends on Investments ..	410 16 4							
		42,083	11 9	41,673				
Balance available for Dividends and Reserve as per Account No. 9 .. ..								
Dividends	£66,134 1 1							
Reserve	5,000 0 0							
	71,134 1 1							
Less, Interim Dividends paid as per Statement No. 9 (a)	26,908 14 6	44,225	6 7	38,902				
		£ 166,843	10 11	135,480		£ 166,843	10 11	135,480

## PART II. STATISTICAL RETURNS.

### I.—MILEAGE OF LINES.

#### (A.)—Mileage of Lines Open for Traffic.

	Running Lines.										Year 1915.								
	Length of Road. First Track.		Second Track.		Third Track.		Fourth Track.		Over four Tracks (reduced to Single Track).			Total Miles (reduced to Single Track).		Sidings reduced to Single Track.		Total of Single Track, including Sidings.		Total of Single Track, including Sidings.	
	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.		M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.
Lines owned by Company—																			
Main and Principal Lines—																			
Belfast to Castlewellaan .. .. .	42	30	9	47	0	32	0	20	0	10	52	59	17	15	69	74	68	73	
Minor and Branch Lines—																			
Bangor Branch .. .. .	11	58	11	58	0	28	..	..	..	..	23	64	2	10	25	74	25	74	
Donaghadee Branch .. .. .	14	20	0	30	..	..	..	..	..	..	14	50	2	42	17	12	17	12	
Ballynahinch Branch .. .. .	3	47	..	..	..	..	..	..	..	..	3	47	0	58	4	25	4	25	
Ardglass Branch .. .. .	8	5	0	25	..	..	..	..	..	..	8	30	0	76	9	26	9	26	
TOTAL ..	80	0	22	0	0	60	0	20	0	10	103	10	23	41	126	51	125	50	
Year, 1915 ..	80	0	22	0	0	60	0	20	0	10	103	10	22	40	125	50			

(B.)—Mileage of Lines Authorised but not Open for Traffic.  
(Not applicable to this Company)

(C.)—Mileage of Lines Run Over by the Company's Engines.

	Year 1915.	
	M. Ch.	M. Ch.
Lines Owned by the Company .. .. .	80 0	80 0
Lines over which the Company exercises Running Powers continuously .. .. .	2 60	2 60
TOTAL .. .. .	82 60	82 60

### II.—ROLLING STOCK.

(A.)—Steam Locomotives and Tenders.

Description.	Number.	Year 1915.
		Number.
Tender Engines :—		
Wheel Type :—		
2 — 4 — 0 .. .. .	4	4
0 — 6 — 0 .. .. .	4	4
Tank Engines :—		
Wheel Type :—		
0 — 4 — 2 .. .. .	4	4
2 — 4 — 2 .. .. .	6	6
4 — 4 — 2 .. .. .	12	12
	30	30
Tenders .. .. .	8	8

(B.)—Rail Motor Vehicles.

	Number.	Carrying Capacity.	Year 1915.	
			Number.	Carrying Capacity.
		Seats.		
Steam Power .. .. .	3	184	3	184

(C.)—Trains worked by Electric Power.

(Not applicable to this Company.)

(D.)—Coaching Vehicles (other than Electric).

(E.)—Merchandise and Mineral Vehicles.

	Number	Seats.				Year 1915.	
		1st Class.	2nd Class.	3rd Class.	Total.	Number	Seats, Total.
<b>PASSENGER CARRIAGES.</b>							
Carriages of uniform class .. ..	114	711	1,440	3,720	5,871	114	5,860
Composite Carriages	39	512	1,110	370	1,992	39	1,982
<b>Total Passenger Carriages ..</b>	<b>153</b>	<b>1,223</b>	<b>2,550</b>	<b>4,090</b>	<b>7,863</b>	<b>153</b>	<b>7,842</b>
<b>OTHER COACHING VEHICLES</b>							
Luggage, Parcel, and Brake Vans ..	9					9	
Carriage Trucks ..	2					2	
Horse Boxes ..	10					10	
Miscellaneous ..	2					2	
<b>Total other Coaching Vehicles .. ..</b>	<b>23</b>					<b>23</b>	
<b>Total Coaching Vehicles .. ..</b>	<b>176</b>					<b>176</b>	

	Number.	Year 1915.
		Number.
<b>Open Wagons—</b>		
Under 8 tons .. ..	8	8
8 and up to 12 tons .. ..	372	372
<b>Covered Wagons—</b>		
8 and up to 12 tons .. ..	299	299
Rail and Timber Trucks .. ..	10	10
Brake Vans .. ..	12	12
<b>TOTAL .. ..</b>	<b>701</b>	<b>701</b>

(F.)—Railway Service Vehicles, and Horses for Shunting.

	Number.	Year 1915.
		Number.
Gasholder Trucks .. ..	2	2
Locomotive Coal Wagons .. ..	30	30
Ballast Wagons .. ..	36	36
Mess and Tool Vans .. ..	2	2
<b>TOTAL .. ..</b>	<b>70</b>	<b>70</b>
Horses for Shunting .. ..	..	..

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS, AND IN THE CONVEYANCE OF PASSENGERS.

	Number.	Year 1915.
		Number.
<b>Goods and Parcels Road Vehicles—</b>		
Road Motors .. ..	3	3
<b>Passenger Road Vehicles—</b>		
Road Motors .. ..	2	..
Horses for Road Vehicles .. ..	..	..

IV.—STEAMBOAT.

	Date of Construction.	Indicated Horse-Power.	Registered Tonnage. Tons.
<b>Steamboat over 250 tons net—</b>			
“ Erin’s Isle ” .. ..	1912	1,300	292
<b>Year 1915</b>		<b>1,300</b>	<b>292</b>

V.—CANALS.

(Not applicable to this Company.)

VI.—DOCKS, HARBOURS AND WHARVES.

(Not applicable to this Company.)

VII.—HOTEL.

Name.	Situation.
Slieve Donard	Newcastle, Co. Down.

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

Land.	Acreage.	Year 1915.
		Acreage.
Agricultural Land .. ..	..	..
Urban and Suburban Land .. ..	..	..
Houses.	Number.	Year 1915.
		Number.
Houses and Cottages for Company’s Servants	29	29

## IX.—OTHER INDUSTRIES.

(None.)

## X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

													Year 1915
Quantities of principal Materials used—													
Ballast	..	..	..	..	..	..	..	..	..	..	..	..	4,603 cubic yds
Fencing	..	..	..	..	..	..	..	..	..	..	..	..	..
Rails	..	..	..	..	..	..	..	..	..	..	..	..	189 Tons
Sleepers	..	..	..	..	..	..	..	..	..	..	..	..	4,476
Miles maintained—													m. ch.
Miles of Road	..	..	..	..	..	..	..	..	..	..	..	..	80 0
Miles of Road reduced to single track—													
Running Lines	..	..	..	..	..	..	..	..	..	..	..	..	103 10
Sidings	..	..	..	..	..	..	..	..	..	..	..	..	23 41
Miles of track renewed	..	..	..	..	..	..	..	..	..	..	..	..	1 0

## XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

										In Company's Workshops. Number.	By Contract. Number.	Total.	Year 1915 Total.
Locomotives renewed	..	..	..	..	..	..	..	..	..	..	..	..	..
Locomotives repaired—													
Heavy repairs	..	..	..	..	..	..	..	..	..	14	..	14	12
Light „	..	..	..	..	..	..	..	..	..	8	..	8	10
Locomotives under or awaiting repair at end of year	..	..	..	..	..	..	..	..	..	4	..	4	3
Rail Motor—													
Train Vehicles, &c., renewed	..	..	..	..	..	..	..	..	..	..	..	..	..
Train Vehicles, &c., repaired—													
Heavy Repairs	..	..	..	..	..	..	..	..	..	..	..	..	2
Light „	..	..	..	..	..	..	..	..	..	3	..	3	..
Train Vehicles, &c., under or awaiting repair at end of year	..	..	..	..	..	..	..	..	..	..	..	..	..
Coaching Vehicles—													
Carriages renewed	..	..	..	..	..	..	..	..	..	3	..	3	4
Carriages repaired—													
Heavy repairs	..	..	..	..	..	..	..	..	..	44	..	44	48
Light „	..	..	..	..	..	..	..	..	..	109	..	109	29
Carriages under or awaiting repair at end of year	..	..	..	..	..	..	..	..	..	8	..	8	4
Others renewed	..	..	..	..	..	..	..	..	..	..	..	..	1
Others repaired—													
Heavy repairs	..	..	..	..	..	..	..	..	..	4	..	4	2
Light „	..	..	..	..	..	..	..	..	..	9	..	9	11
Others under or awaiting repair at end of year	..	..	..	..	..	..	..	..	..	..	..	..	..
Wagons renewed—													
Completely renewed	..	..	..	..	..	..	..	..	..	31	..	31	19
Partially „	..	..	..	..	..	..	..	..	..	..	..	..	..
Wagons repaired—													
Heavy repairs	..	..	..	..	..	..	..	..	..	159	..	159	162
Light „	..	..	..	..	..	..	..	..	..	391	..	391	298
Wagons under or awaiting repair at end of year	..	..	..	..	..	..	..	..	..	26	..	26	35

XII.—ENGINE MILEAGE.

	Year 1915.																			
	Train Miles. (Loaded Trains.)				Total Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.)				Total Engine Miles.		Shunting Miles.		Other Miles. (Assisting, Light, &c.)		Total Engine Miles.					
	Coaching.		Goods.		Coaching.		Goods.		Total.		Coaching.		Goods.							
	Total.		Total.		Total.		Total.		Total.		Total.		Total.							
Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.							
<b>A.—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS—</b>																				
Over the Company's System by the Company's Engines .. .. .	679,885	112,403	792,288	685,283	115,480	800,763	51,548	75,301	28,408	956,020	680,966	111,424	792,390	688,213	116,716	804,929	51,717	76,140	27,351	960,137
Over the Company's System by other Companies' Engines .. .. .	10,328	2,480	12,808	10,380	2,480	12,860	3,120	1,550	12	17,542	10,500	2,484	12,984	10,528	2,484	13,012	3,130	1,555	164	17,861
TOTAL .. .. .	690,213	114,883	805,096	695,663	117,960	813,623	54,668	76,851	28,420	973,562	691,466	113,908	805,374	698,741	119,200	817,941	54,847	77,695	27,515	977,998
<b>B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE—</b>																				
By the Company's Engines over Lines owned, leased, or worked by the Company .. .. .	679,885	112,403	792,288	685,283	115,480	800,763	51,548	75,301	31,848	959,460	680,966	111,424	792,390	688,213	116,716	804,929	51,717	76,140	33,814	966,600
By the Company's Engines over other Companies' Lines .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
By other Companies' Engines over the Company's Line .. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
TOTAL .. .. .	679,885	112,403	792,288	685,283	115,480	800,763	51,548	75,301	31,848	959,460	680,966	111,424	792,390	688,213	116,716	804,929	51,717	76,140	33,814	966,600
<b>C.—MILES RUN BY THE COMPANY'S ENGINES :—</b>																				
(1) Steam Tender and Tank Engines—																				
Over Lines owned, leased, or worked by the Company .. .. .	587,428	112,403	699,831	592,822	115,480	708,302	51,548	75,301	31,800	866,951	589,820	111,424	701,244	597,067	116,716	713,783	51,717	76,140	33,882	875,322
Over other Companies' Lines .. .. .	.. .. .	1,025	1,025	.. .. .	1,025	1,025	.. .. .	.. .. .	94	1,119	.. .. .	1,062	1,062	.. .. .	1,062	1,062	.. .. .	.. .. .	134	1,196
TOTAL .. .. .	587,428	113,428	700,856	592,822	116,505	709,327	51,548	75,301	31,894	868,070	589,820	112,486	702,306	597,067	117,778	714,845	51,717	76,140	33,816	876,518
(2) Steam Rail Motors—																				
Over lines owned, leased, or worked by the Company .. .. .	92,457	.. .. .	92,457	92,461	.. .. .	92,461	.. .. .	.. .. .	48	92,509	91,146	.. .. .	91,146	91,146	.. .. .	91,146	.. .. .	.. .. .	132	91,278
TOTAL .. .. .	679,885	113,428	793,313	685,283	116,505	801,788	51,548	75,301	31,942	960,579	680,966	112,486	793,452	688,213	117,778	805,991	51,717	76,140	33,948	967,796

## XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1915.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
Ordinary—		£ s. d.	s. d.			£	s. d.	
1st Class .. .. .	147,196	8,440 12 0	1 1·76	146,162	120,945	6,866	1 1·62	120,243
2nd „ .. .. .	368,914	14,038 2 4	9·13	368,314	320,915	12,132	9·07	320,687
3rd „ .. .. .	3,105,345	82,773 0 9	6·40	3,080,307	2,952,406	78,690	6·40	2,932,181
Workmen .. .. .	445,020	4,723 3 11	2·55	445,020	407,550	4,390	2·59	407,550
<b>TOTAL</b> .. .. .	<b>4,066,475</b>	<b>109,974 19 0</b>	<b>6·49</b>	<b>4,039,803</b>	<b>3,801,816</b>	<b>102,078</b>	<b>6·44</b>	<b>3,780,661</b>
Season—								
1st Class .. .. .	721	6,698 19 7	..	721	631	6,006	..	631
2nd „ .. .. .	2,888	19,634 13 5	..	2,888	2,516	16,991	..	2,516

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1915.			
					Tonnage.	Receipts.	Average Receipt per ton.	Tonnage originating on the Company's System.
	Tons.	£ s. d.	s. d.	Tons.	Tons.	£	s. d.	Tons.
Merchandise .. .. .	142,670	31,900 4 1	4 5·66	140,297	155,084	34,085	4 4·75	152,625
Coal, Coke and Patent Fuel .. .. .	79,855	6,114 14 3	1 6·38	79,855	81,593	6,285	1 6·49	81,593
Other Minerals .. .. .	35,149	2,706 14 3	1 6·48	34,992	36,635	2,821	1 6·48	36,291
<b>TOTAL</b> .. .. .	<b>257,674</b>	<b>40,721 12 7</b>	<b>3 1·93</b>	<b>255,144</b>	<b>273,312</b>	<b>43,191</b>	<b>3 1·93</b>	<b>270,509</b>
	Number.	£ s. d.		Number originating on the Company's System.	Number.	£		Number originating on the Company's System.
Live Stock .. .. .	72,313	3,129 19 5	—	72,313	59,009	2,731	—	59,009

## XV. (A.)—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

Originating on the Company's System.	Tons.	Year 1915.	
		Tons.	Number.
Coal, Coke and Patent Fuel .. .. .	79,855	81,593	..
Potatoes .. .. .	30,151	40,479	..
Grain, Flour and Bran .. .. .	26,975	36,255	..
Stone .. .. .	14,454	14,137	..
Brick, Lime and Slates .. .. .	8,102	9,120	..
Manure in Bags .. .. .	6,764	7,242	..
Sand .. .. .	5,973	7,786	..
Flax, Tow and Hemp .. .. .	5,254	3,924	..
Timber and other Building Materials .. .. .	5,034	6,404	..
<b>TOTAL</b> .. .. .	<b>182,562</b>	<b>206,940</b>	

## XV. (B.)—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

Originating on the Company's System.	Number.	Year 1915.	
		Number.	Value.
Horses .. .. .	340	482	..
Cattle .. .. .	30,055	26,597	..
Calves .. .. .	4,132	2,889	..
Sheep .. .. .	35,745	28,639	..
Pigs .. .. .	2,011	331	..
Miscellaneous .. .. .	30	71	..
<b>TOTAL</b> .. .. .	<b>72,313</b>	<b>59,009</b>	

## XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

	1913	1914	1915	1916
Total Expenditure on Capital Account (No. 4) .. .. .	£ 1,565,210	£ 1,569,550	£ 1,571,015	£ 1,576,812
Gross Receipts from Businesses carried on by the Company (No. 8) .. .. .	187,908	192,748	206,153	220,625
Revenue Expenditure on ditto (No. 8) .. .. .	123,450	122,846	137,947	148,509
Net Receipts of ditto (No. 8) .. .. .	64,458	69,902	68,206	72,116
Miscellaneous Receipts net (No. 8) .. .. .	2,555	2,911	2,791	3,000
Total Net Income (No. 8) .. .. .	67,013	72,813	70,997	75,116
Interest, Rentals, and other Fixed Charges, and Depreciation on Investments (No. 9) .. .. .	14,543	14,527	14,123	16,522
Dividends on Guaranteed and Preference Stocks (No. 9) .. .. .	24,500	24,500	24,500	24,500
Balance after payment of Preference Dividends (No. 9) .. .. .	27,970	33,786	32,374	34,094
Dividend on Ordinary Stock (No. 9) .. .. .	28,620	28,770	28,770	28,770
Rate per cent. .. .. .	6½%	6½%	6½%	6½%
Surplus or Deficit .. .. .	— 650	+ 5,016	+ 3,604	+ 5,324
Appropriation to Reserve .. .. .	..	2,090	..	5,000
Brought forward from previous year .. .. .	6,571	5,921	8,937	12,540
Carried forward to subsequent year .. .. .	5,921	8,937	12,540	12,804

### Certificate Respecting the Permanent Way, &c.

I hereby certify that the whole of the Company's Permanent Way; Stations, Buildings, and other works have, during the past year, been maintained in as good working condition and repair as the exceptional conditions due to the war have rendered possible.

25th January, 1917.

G. P. CULVERWELL, *Engineer.*

### Certificate Respecting the Rolling Stock, &c.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools have, during the past year, been maintained in as good working order and repair as the exceptional conditions due to the war have rendered possible.

25th January, 1917.

R. G. MILLER, *Locomotive Superintendent*

(Signed for the Board of Directors)

THOMAS RICHARDSON,  
*Chairman of the Company.*

H. E. MELLOR,  
*Secretary of the Company.*

### Auditors' Certificate.

We hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Company, and that the dividends proposed to be declared on the several Stocks and Shares are *bona fide* due thereon, after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

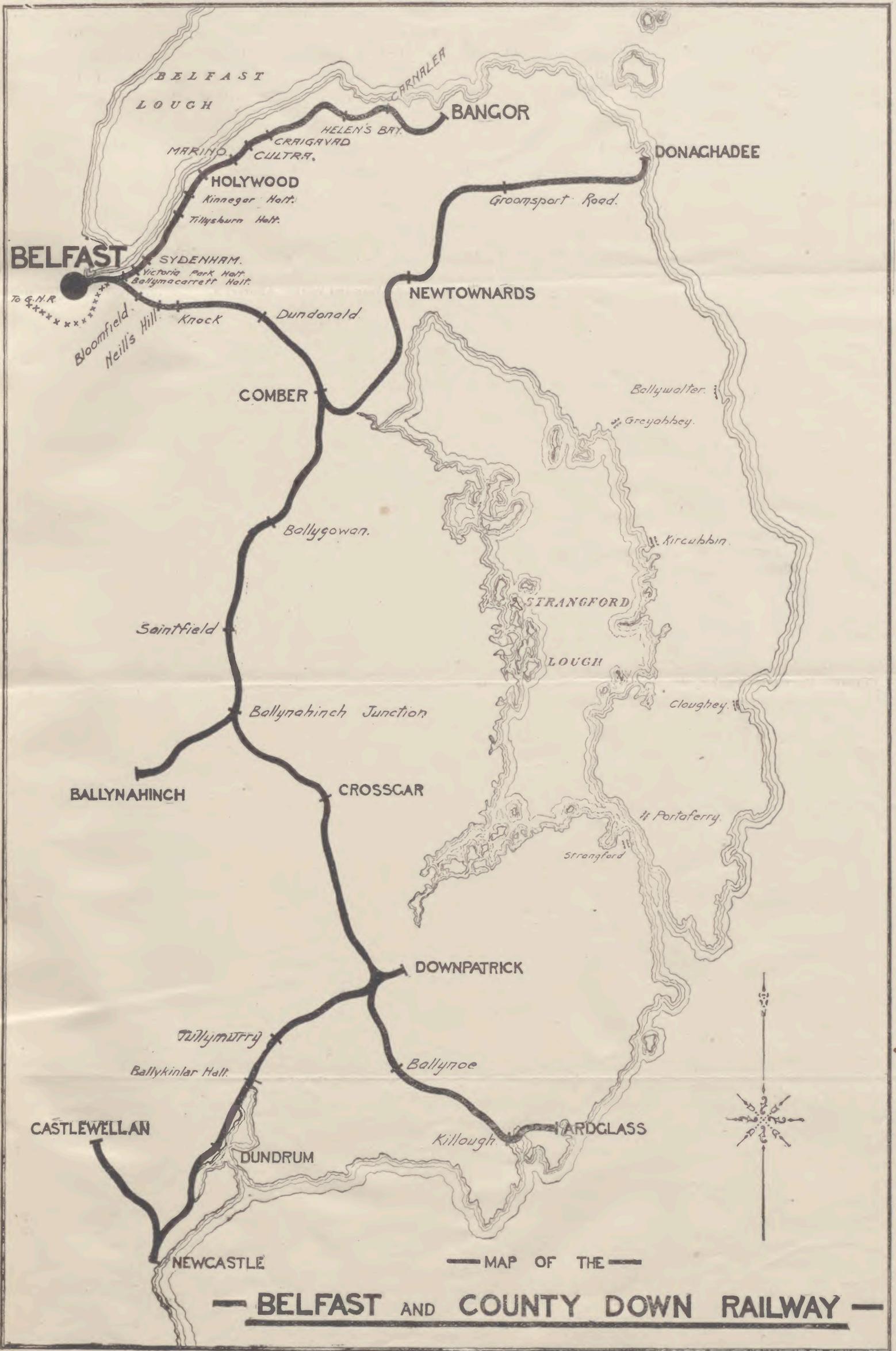
WM. B. PEAT,  
J. A. FORSTER, } *Auditors.*

BELFAST,  
25th January, 1917.

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— MAP OF THE —  
**— BELFAST AND COUNTY DOWN RAILWAY —**

**BELFAST AND COUNTY DOWN  
RAILWAY.**

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**REPORT OF THE DIRECTORS  
AND  
FINANCIAL ACCOUNTS  
AND  
STATISTICAL RETURNS**

FOR THE YEAR ENDING  
**31st of December, 1916.**

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[COPY OF ADVERTISEMENT.]

**NOTICE IS HEREBY GIVEN THAT THE  
ORDINARY ANNUAL GENERAL  
MEETING** of the PROPRIETORS of this  
Company will be held at the COMPANY'S  
TERMINUS, QUEEN'S QUAY, Belfast, on  
THURSDAY, the 22nd day of February, 1917, at  
Half-past Eleven o'clock in the forenoon, to  
transact the usual business of the Company.

The TRANSFER BOOKS of the Company  
WILL BE CLOSED on and from THURSDAY,  
the 8th day of February, 1917, until after the  
Meeting.

H. E. MELLOR, *Secretary.*  
Queen's Quay, Belfast,  
26th January, 1917.

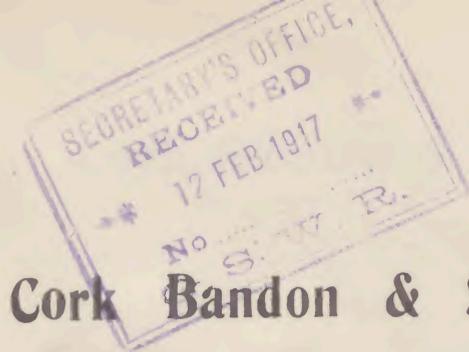
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Proprietors of not less than £200 Ordinary or  
Preference Stock can, by timely application to the  
Secretary, stating the Station, obtain Passes over the  
Company's Line for the purpose of attending the  
Annual Meeting.

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ANNUAL MEETING, 22nd February, 1917.  
DIVIDENDS PAYABLE, 1st March, 1917.

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**Cork Bandon & South Coast Railway Company.**

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Report of the Directors,  
Financial Accounts,  
AND  
Statistical Returns

For the Year ended 31st December, 1916.

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TO BE SUBMITTED TO THE PROPRIETORS

AT THE

Annual General Meeting

To be held in the IMPERIAL HOTEL, CORK,

On Thursday, the 15th day of February, 1917,

at the hour of 12 o'clock noon.

---

C O R K :

Printed by Purcell & Company, Patrick Street,

1917.

# Cork Bandon and South Coast Railway Company.

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## DIRECTORS.

### Chairman :

JOSEPH PIKE, D.L., Cork.

### Deputy Chairman :

THEODORE F. CARROLL, Cork.

SAVAGE FRENCH, D.L., Cuskinny, Queenstown.

COLONEL JAMES M. SUGRUE, Cork.

WM. M. MURPHY, J.P., Dublin.

THE RIGHT HONBLE. JONATHAN HOGG, P.C., Dublin.

SOMERS PAYNE, B.L., J.P., Monkstown, Co. Cork.

FREDERICK W. CROSSLEY, Dublin.

T. J. CANTY, J.P., Clonakilty.

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Proprietors of not less than £100 Stock, to which voting power is attached, can by written application to the Secretary, obtain Passes over the Company's Line to attend the Annual Meeting.

# Cork Bandon & South Coast Railway Company.

## REPORT.

The Directors submit herewith the Statement of Accounts, which has been duly audited and verified, and the Statistical Returns, for the year ended 31st December, 1916.

The following is a summary of the Receipts and Expenditure on Revenue Account:—

	1916.	1915
	£	£
Per Account No. 8—		
Gross Receipts of Railway, &c. ....	115,361	112,209
Expenditure ... ..	75,898	72,033
	<u>39,463</u>	<u>40,176</u>
Miscellaneous Receipts (net) from rents, interest, &c.	716	781
	<u>40,179</u>	<u>40,957</u>
TOTAL NET INCOME ... ..		
Per Account No. 9—		
Add Balance from last Account ... ..	4,467	3,827
„ Amount transferred from Way Works Renewal Account ... ..	500	—
	<u>45,146</u>	<u>44,784</u>
Deduct:—		
Interest, Rentals, and other fixed charges ..	17,753	17,234
	<u>27,393</u>	<u>27,550</u>
Dividends on Guaranteed and Preference Stocks ...	16,583	16,583
	<u>10,810</u>	<u>10,967</u>
Balance available for Dividend on Ordinary Stock ...		

Out of which the Directors recommend payment of a dividend of £2 10s. 0d. per cent. on the Ordinary Stock for the year ended 31st December, 1916, and that £500 be transferred to Reserve Account, leaving a balance of £ 4,310 15s. 11d. to be carried forward to the next year's account.

The Dividends paid on the Ordinary Stock for the year 1915 were £1 per cent. for the half-year ended 30th June, and £1 10s. 0d. per cent. for the half-year ended 31st December, making £2 10s. 0d. per cent. for the year, with a balance of £4,467 carried forward, after setting aside £500 for Reserve Account.

In pursuance of an Order in Council made on the 22nd December, 1916, under the provisions of the Regulations of the Forces Act, 1871, the control of the Irish Railways was taken over by the Government as from midnight of 31st December, 1916, for which purpose an Executive Committee was appointed, composed of General Managers of certain Companies, with the Under-Secretary for Ireland as Chairman.

Negotiations as to Compensation to be paid by the Government are at present proceeding between the Board of Trade and the Irish Railway Executive Committee.

The following Directors retire by rotation, viz. :—Mr. Theodore F. Carroll, Mr. Savage French, D.L., and Colonel James M. Sugrue, and being eligible, they offer themselves for re-election.

Mr. E. C. Hitchmough, the retiring Auditor, also offers himself for re-election.

A Form of Proxy is enclosed, and any Proprietor unable to attend in person is requested to sign and return it so as to reach the Secretary not later than 12 o'clock on Tuesday, 13th February.

JOSEPH PIKE, *Chairman.*

R. H. LESLIE, *Secretary.*



# Cork Bandon and South Coast Railway Company.

*Financial Accounts and Statistical Returns for the Year ended 31st December, 1916.*

## PART I.—FINANCIAL ACCOUNTS.

### No. 1 (a)—Nominal Capital Authorised and Created by the Company.

Special Acts.	Capital Authorised.			Capital Created.			Balance.		
	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.
	£	£	£	£	£	£	£	£	£
Special Acts conferring capital powers which have been fully exercised ...	613,008	246,700	859,708	613,008	246,700	859,708	...	...	...
Special Acts conferring capital powers which have not yet been fully exercised:									
West Cork Railways Act, 1860 ...	20,000	...	20,000	8,500	...	8,500	11,500	...	11,500
Cork, Bandon & South Coast Railway Act, 1900 ...	80,000	48,957	128,957	53,500	8,957	62,457	26,500	40,000	66,500
TOTAL ...	713,008	295,657	1,008,665	675,008	255,657	930,665	38,000	40,000	78,000

### No. 2—Share Capital and Stock Created, as per Statement No. 1 (a), showing the Proportion issued.

Description.	Amount created.	Additional Stock issued to provide authorised money.	Amount issued.	Nominal addition to Capital.	Amount on which Dividend is payable.	Amount which does not rank for Dividend until a future date.	Amount uncalled.	Amount unissued.
	£	£	£	£	£	£	£	£
<b>GUARANTEED PREFERENCE STOCKS:—</b>								
5½ per cent. Preference Stock ...	48,000	...	48,000	...	48,000	...	...	...
4 per cent. Preference Stock ...	38,500	...	38,246	...	38,246	...	...	254
<b>CONTINGENT PREFERENCE STOCKS:—</b>								
<b>WEST CORK PREFERENCE STOCK—</b>								
Entitled to a 4 per cent. per annum preferential dividend out of the profits of the Cork and Bandon section in priority to the Ordinary Stock, and out of the profits of the West Cork section in priority to all other charges or payments whatsoever.	178,629	...	178,629	...	178,629	...	...	...
<b>KINSALE PREFERENCE STOCK—</b>								
Entitled to a 4 per cent. per annum preferential dividend out of the profits of the Cork and Bandon section next after the West Cork Preference Stock, and out of the profits of the Kinsale section in priority to all other charges or payments whatsoever.	48,009	...	48,009	...	48,009	...	...	...
<b>ILEN VALLEY PREFERENCE STOCK—</b>								
Entitled to a 4 per cent. per annum preferential dividend, payable half-yearly, out of the profits of the Ilen Valley section in priority to all other charges or payments whatsoever, and out of the profits of the Cork and Bandon section next after the Kinsale Preference Stock	68,370	...	68,370	...	68,370	...	...	...
4 per cent. Preference Stock, 1900 ...	53,500	30,235	15,315	...	15,315	...	...	7,950
Ordinary Stock ...	240,000	...	240,000	...	240,000	...	...	...
TOTAL ...	675,008	30,235	636,569	...	636,569	...	...	8,204

## No. 3.—Capital Raised by Loans and Debenture Stocks.

	Total Raised by Loans	Raised by issue of Debenture Stocks				Total raised by Loans and Debenture Stocks
		Amount of Stocks	Nominal Additions on Conversion	Existing Amount of Stocks		
				At 4 per cent.	Total Debenture Stocks	
Existing at 31st December, 1916	£	£	£	£	£	£
	...	245,030	8,957	253,987	253,987	253,987
Existing at 31st December, 1915	...	245,030	8,957	253,987	253,987	253,987
Increase	...	...	...	...	...	...
Decrease	...	...	...	...	...	...
Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created as per Statement No. 1 (a)						£255,657
Total amount raised by Loans and Debenture Stocks as above						253,987
Balance being available borrowing powers at 31st December, 1916						£1,670

## Dr. No. 4—Receipts and Expenditure on Capital Account.

To Expenditure	Amount expended to 31st December, 1915	Amount expended during Year, as per No. 5	Total	By Receipts	Amount received to 31st December, 1915	Amount received during Year	Total
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Lines open for Traffic	744,665 9 2	...	744,665 9 2	Shares and Stocks, (No. 2)	636,569 0 0	...	636,569
Rolling Stock	102,210 14 9	...	102,210 14 9	Loans (No. 3)	...	...	...
Manufacturing and Repairing Works and Plant—				Debenture Stocks (No. 3)	245,030 0 0	...	245,030
Land and Buildings	...	...	...	TOTAL	881,599 0 0	...	881,599
Plant and Machinery	...	...	...				
Total Capital expended upon Railway	846,876 3 11	...	846,876 3 11	Premiums on Debenture Stocks	12,002 14 11	...	...
Ballinphellic Ropeway	7,591 16 11	...	7,591 16 11	Discounts on Shares and Stocks	65,312 16 9	...	...
Subscriptions to other Companies (for details, see Table No. 4 (a))	25,875 0 0	...	25,875 0 0	DEDUCT :—			
Total Expenditure	880,343 0 10	...	880,343 0 10	Balance of Premiums and Discounts	53,310 1 10	...	53,310
				Total	828,288 18 2	...	828,288
				Government Grant received	15,000 0 0	...	15,000
				Total Receipts	843,288 18 2	...	843,288
				By Balance	...	...	37,054
TOTAL	...	...	£ 880,343 0 10	TOTAL	...	...	£ 880,343

## No. 4 (a)—Subscriptions to other Companies.

Name	Amount	Nature of Security or Investment
	£	
Railway Companies :—		
Clonakilty Extension Railway Company ... ..	7,500	Ordinary Stock
Cork City Railways Company ... ..	15,000	Ordinary Stock
Other Companies :—		
Bantry Bay Steam Ship Company ... ..	3,375	Ordinary Shares
TOTAL ... ..	25,875	

## No. 5.—Details of Capital Expenditure for Year ended 31st December, 1916.

	Land and Compensation			Construction of Way and Stations, Engineering, &c.			Law Charges and Parliamentary Expenses			TOTAL		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Lines belonging to the Company open for Traffic ... ..												
Rolling Stock ... ..												

## No. 6.—Estimate of Further Expenditure on Capital Account.

Expenditure to be incurred on Principal Works in Progress	Estimated Further Expenditure		
	During the Year ending	Subsequently until completion	Total
£	£	£	£
Lines belonging to the Company open for Traffic ... ..			
Works not yet commenced and in abeyance ... ..			
TOTAL ... ..			

## No. 7.—Capital Powers and other Assets available to meet further Expenditure on Capital Account.

Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a)) ... ..	£	78,000
Stock and Share Capital created but not yet received (as per Statement No. 2)—		
Amount unissued ... ..	£	8,204
		86,204
Available borrowing powers (as per Statement No. 3) ... ..		1,670
		87,874
Deduct Balance at Debit (as per Capital Account No. 4) ... ..		37,054
TOTAL ... ..	£	50,820

## No. 8—Revenue Receipts and Expenditure of the whole Undertaking.

See Statement		Gross Receipts	Expenditure	Net Receipts	Year 1915.		
					Gross Receipts	Expenditure	Net Receipts
		£ s. d.	£ s. d.	£ s. d.	£	£	
10	Railway ... ..	114,860 3 1	75,480 6 11	39,379 16 2	112,209	72,033	40,
15	Refreshment Rooms ... ..	501 2 4	417 15 3	83 7 1			
	TOTAL ... ..	115,361 5 5	75,898 2 2	39,463 3 3	112,209	72,033	40,
	Miscellaneous Receipts (Net)—						
	Rents from Houses and Lands ... ..			222 7 0			
	Other Rents ... ..			163 3 6			
	Interest and Dividends from Investments in other Companies—						
	Clonakilty Extension Railway Ordinary Stock ... ..			206 5 0			
	Shares in Bantry Bay Steam Ship Company ... ..			101 5 0			
	Transfer Fees ... ..			22 15 0			
	Total Net Income ... ..			£ 40,178 18 9			40,

## No. 9—Proposed Appropriation of Net Income.

					Year
				£ s. d.	
Balance brought forward from last year's Account ... ..				4,467 4 4	3,
Net Income (as per Statement No. 8) ... ..				40,178 18 9	40,
Amount transferred from Way and Works Renewal Account ... ..				500 0 0	
	TOTAL ... ..			45,146 3 1	44,
Deduct—Interest, Rentals, and other Fixed Charges :—					
Chief Rents ... ..				£476 14 4	
Interest on Debenture Stocks—4 per cent. on £253,987 ... ..				10,159 9 6	10,
5 per cent. Interest on £35,000 Bantry Extension Railway Debenture Stock ... ..				1,750 0 0	1,
General Interest ... ..				569 14 1	
Clonakilty Extension Railway Company's share of Traffic Receipts ... ..				2,556 10 5	2,
Bantry Extension Railway's share of Traffic Receipts ... ..				1,726 19 8	1,
Interest on Temporary Loans ... ..				513 4 0	
	TOTAL ... ..			17,752 12 0	17,
Balance after payment of Fixed Charges ... ..				27,393 11 1	27,
Appropriation to Reserve Account ... ..				500 0 0	
				26,893 11 1	27,
Dividend on No. 1 Preference Stock, 5½ per cent. ... ..		5½% per annum		£2,640 0 0	
„ No. 2 Preference Stock, 4 per cent. ... ..		4% „		1,529 16 10	
„ West Cork Preference Stock, 4 per cent. ... ..		4% „		7,145 3 2	
„ Kinsale Preference Stock, 4 per cent. ... ..		4% „		1,920 7 2	
„ Ilen Valley Preference Stock, 4 per cent. ... ..		4% „		2,734 16 0	
„ Preference Stock, 4 per cent., 1900 ... ..		4% „		612 12 0	
	TOTAL ... ..			16,582 15 2	16,
Balance available for Dividend on Ordinary Stock ... ..				10,310 15 11	10,
Dividend on Ordinary Stock at 2½ per cent. per annum ... ..				£6,000 0 0	
Balance carried forward to next year's Account ... ..				4,310 15 11	

## No. 9 (a)—Statement of Interim Dividends Paid.

				£ s. d.	
Balance available for Dividends and Reserve, after payment of Fixed Charges, Year 1916 (as per Account No. 9) ... ..				27,393 11 1	27,
Deduct—					
Interim Dividends paid 1st September, 1916 :—					
Dividend on No. 1 5½ per cent. Preference Stock, at 2½ per cent. ... ..				£1,320 0 0	
„ No. 2 4 „ „ „ 2 „ „ ... ..				764 18 5	
„ West Cork 4 „ „ „ 2 „ „ ... ..				3,572 11 7	
„ Kinsale 4 „ „ „ 2 „ „ ... ..				960 3 7	
„ Ilen Valley 4 „ „ „ 2 „ „ ... ..				1,367 8 0	
„ Preference Stock, 4 „ (1900) 2 „ „ ... ..				306 6 0	
				£8,291 7 7	
				8,291 7 7	10,
Undivided Balance at 31st December, 1916, carried to Balance Sheet ... ..				19,102 3 6	16,

To Expenditure.	Year 1915			Percentage of Traffic Receipts			By Gross Receipts.	Year 1915			Percentage of Traffic Receipts	
	£	s	d.	£	s	d.		£	s	d.	1916	1915
<i>See Abstracts.</i>												
A—Maintenance and Renewal of Way and Works ...	15,347	5	2	16,325			Passenger Train Traffic—					
B—Maintenance and Renewal of Rolling Stock—							Ordinary Passengers—	6,743	4	10		
(1) Locomotives ...	3,256	7	4	5,367			First Class	28,456	5	9		
(2) Carriages ...	1,922	19	2	2,319			Third Class					
(3) Wagons ...	4,849	17	2	5,692			Season Tickets—					
C—Locomotive Running Expenses ...	10,029	3	8	13,578			First Class	697	14	10		
D—Traffic Expenses ...	16,078	12	0	18,611			Third Class	1,674	15	11		
E—General Charges ...	42,162	9	11	34,314			Total Receipts from Passengers...	37,572	1	4		
Law Charges ...	3,686	11	1	3,647			Mails	5,329	3	4		
Compensation (Accidents and Losses)—	147	4	9	61			Parcels up to 2 cwt., Parcels Post, and	5,577				
Passengers ...	186	12	0	17			Excess Luggage	4,368	2	8		
Workmen ...	300	0	0	300			Other Merchandise by Passenger Trains	14,946	18	7		
Damage and Loss of Goods, Property, &c.	105	3	6	92			F—Less Expenses of Collection and Delivery	250	13	3		
Rates ...	2,750	2	0	2,863			Total Passenger Train Receipts ...	52,268	6	8		
Taxes ...	500	0	0	534			Goods Train Traffic—					
National Insurance Act, 1911—				264			Merchandise ...	46,535				
Health ...				36			F—Less Expenses of Collection and Delivery	251				
Unemployment ...				300			and Delivery ...					
Total Traffic Expenditure	75,480	6	11	72,031			Live Stock ...	47,168	11	11		
H—Mileage, Demurrage, and Wagon Hire (Balance)				2			Coal, Coke, and Patent Fuel ...	10,004	8	6		
Miscellaneous ...							Other Minerals ...	3,379	4	11		
Total Expenditure ...	75,480	6	11	72,033			Total Goods Train Receipts	62,510	17	1		
Net Receipts ...	39,379	16	2	40,176			Total Traffic Receipts ...	114,779	3	9		
TOTAL	114,860	3	1	112,209			Miscellaneous ...					
							H—Mileage, Demurrage, and Wagon Hire (Balance)	80	19	4		
							TOTAL	114,860	3	1		

## Abstract A.—Maintenance and Renewal of Way and Works.

	£	s.	d.	£	s.	d.	Year 1915 £
Superintendence—							
Salaries ... ..	443	0	4				433
Office Expenses, etc....	49	18	4				45
						492 18 8	478
Maintenance of Roads, Bridges, and Works—							
Earthworks ... ..							—
Bridges, Tunnels, Culverts, Retaining Walls, and other Works	2,476	17	8				705
Roads and Fences ... ..	200	1	11				361
						2,676 19 7	1,066
Maintenance of Permanent Way—							
Renewal of Running Lines—							
Wages ... ..	1,615	11	3				1,713
Materials ... ..	3,125	13	1				3,756
Engine Power and Wagon Repairs ... ..	189	13	0				306
						4,930 17 4	5,775
Repair of Running Lines and Sidings—							
Wages ... ..	4,257	17	11				4,661
Materials ... ..	400	14	8				1,297
Engine Power and Wagon Repairs ... ..	186	7	0				306
						4,844 19 7	6,264
Maintenance of Signalling ... ..						662 17 7	662
Maintenance of Telegraphs ... ..						412 0 1	488
Maintenance of Stations and Buildings—							
Stations, Depots, and Offices ... ..	1,127	6	11				1,440
Engine Sheds ... ..	11	6	9				1
Carriage Sheds ... ..							—
Locomotive Workshops ... ..							—
Carriage Workshops ... ..							5
Wagon Workshops ... ..							—
Other Buildings ... ..	187	18	8				146
						1,326 12 4	1,592
TOTAL ... ..						15,347 5 2	16,325

## Abstract B.—Maintenance and Renewal of Rolling Stock.

## (1) — LOCOMOTIVES.

## (2) — CARRIAGES.

	£	s.	d.	£	s.	d.	Year 1915 £		£	s.	d.	Year 1915 £
Superintendence—												
Salaries ... ..	141	9	8				148					74
Office Expenses ... ..	10	3	3				6					6
						151 12 11	154					80 18 1
Complete Renewals—												
Wages ... ..												
Materials ... ..												
Repairs and Partial Renewals—												
Wages ... ..	1,560	18	2				1,741					1,042
Materials ... ..	1,325	7	7				2,333					1,371
						2,886 5 9	4,074					1,820 1 0
Purchase of New Locomotives... ..							1,119					2,411
Workshop Expenses—												
Repair and Renewals of Machinery and Plant ... ..	157	12	1				225					
Other Expenses ... ..	102	15	3			260 7 4	24			22 0 1		22 0 1
						3,298 6 0	5,596					
Deduct Engine Power supplied by the Company						41 18 8	229					
TOTAL ... ..				£	3,256 7 4		5,367			£	1,922 19 2	2,519

## (3) — WAGONS.

	£	s.	d.	£	s.	d.	Year 1915 £
Superintendence—							
Salaries ... ..	70	15	0				74
Office Expenses ... ..	10	3	3				6
						80 18 3	80
Complete Renewals—							
Wages ... ..	278	15	8				403
Materials ... ..	1,024	12	10				1,357
Repairs and Partial Renewals—							
Wages ... ..	1,199	3	4				1,532
Materials ... ..	2,245	19	1				2,302
						3,445 2 5	3,834
Purchase of New Wagons ... ..							—
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant ... ..	7	9	7				18
Other Expenses ... ..	12	18	5			20 8 0	—
TOTAL ... ..				£	4,849 17 2		5,692

## Abstract C.—Locomotive Running Expenses.

	Year 1915		
	£	s.	d.
Superintendence :—			
Salaries ... ..	282	19	6
Office Expenses ... ..	10	3	2
			293 2 8
Steam Train Working :—			
Wages connected with the Running of Locomotive Engines ... ..	4,437	10	7
Fuel ... ..	20,396	18	8
Water ... ..	338	14	9
Lubricants ... ..	624	9	7
Other Stores, including Clothing ... ..	314	14	4
Miscellaneous ... ..	12	8	8
			26,124 16 7
			26,417 19 3
Deduct Engine Power supplied by the Company	334	1	4
TOTAL ... ..	£	26,083	17 11

## Abstract E.—General Charges.

	Year 1915		
	£	s.	d.
Directors' Fees voted by Shareholders ... ..	500	0	0
Auditors and Public Accountants ... ..	40	0	0
Salaries of Secretary, General Manager, Accountant, and Clerks ... ..	2,157	5	2
Office Expenses ditto ditto ... ..	59	6	5
Fire Insurance ... ..	113	2	4
Superannuation and Benevolent Funds, Pensions, &c. ... ..	636	11	6
Subscriptions and Donations ... ..	26	6	0
Miscellaneous Expenses ... ..	138	4	8
Rating Expenses ... ..	15	15	0
TOTAL ... ..	£	3,686	11 1

## Abstract D.—Traffic Expenses.

	Year 1915		
	£	s.	d.
Salaries and Wages :—			
Superintendence ... ..	763	8	4
Stationmasters and Clerks ... ..	3,975	3	3
Signalmen and Gatemen ... ..	1,528	3	4
Ticket Collectors, Policemen, Porters, &c. ... ..	4,972	19	1
Guards ... ..	1,011	4	7
			12,250 18 7
Fuel, Lighting, Water, and General Stores ... ..	1,643	17	11
Clothing ... ..	331	5	1
Printing, Advertising, Stationery, Stamps, and Tickets ... ..	602	14	4
Wagon Covers, &c. ... ..	291	16	10
Cleansing, Lubricating & Lighting of Vehicles	125	19	10
Shunting Expenses (other than Mechanical) :—			
Wages ... ..	£280	7	5
Other Expenses ... ..			
			280 7 5
Working of Stationary Engines, Hoists, Cranes, &c. ... ..	9	6	3
Coal, &c., Tipping Expenses ... ..			
Railway Clearing Houses Expenses ... ..	262	2	9
Miscellaneous Expenses ... ..	280	3	0
TOTAL ... ..	£	16,078	12 0

## Abstract F.—Expenses of Collection and Delivery of Parcels and Goods.

	Year 1915		
	£	s.	d.
Amounts paid for Hired Cartage ... ..	508	9	7
Miscellaneous ... ..			
TOTAL ... ..	£	508	9 7
Amount charged to Passenger Train Traffic	250	13	3
Amount charged to Goods Traffic ... ..	257	16	4

## Abstract H.—Mileage, Demurrage, and Wagon Hire.

	Year 1915			Year 1915		
	Receipts	Expenditure	Balance	Receipts	Expenditure	Balance
Mileage and Demurrage—	£	s.	d.	£	£	£
Passenger Train Vehicles ... ..	94	6	11	16	4	6
Goods Train Vehicles ... ..	187	3	7	211	8	1
Hire of—						
Passenger Train Vehicles ... ..						
Goods Train Vehicles ... ..	64	11	8	37	10	3
TOTAL ... ..	£	346	2 2	265	2 10	Cr. 80 19 4

## No. 15.—Receipts and Expenditure in respect of Hotels, and of Refreshment Rooms and Cars where Catering is carried on by the Company.

To Expenditure	Year 1915		By Gross Receipts	Year 1915	
	£	s. d.	£	£	
Salaries and Wages ... ..	44	6 6	—		
Provisions, Wines and Spirits consumed ... ..	349	12 3	—		
Repairs and Maintenance of Refreshment Rooms ... ..	4	10 9	—		
Heating and Lighting of Refreshment Rooms	3	13 6	—		
Miscellaneous ... ..	15	12 3	—		
Total Expenditure ... ..	417	15 3	—		
Balance ... ..	83	7 1	—		
Total ... ..	501	2 4	—		
				Total ... ..	501 2 4

## No. X. (a)—West Cork Section—Revenue Account.

	Year 1915		
	£	s.	d.
By Receipts—Passengers, Parcels, &c., and Mails ... ..	11,205	14	5
„ Goods and Live Stock ... ..	13,223	14	1
Total Receipts ... ..	24,429	8	6
To Maintenance, Working and other charges	17,344	14	4
„ Balance available to pay dividend ... ..	7,084	14	2

## No. X. (b)—Kinsale Section—Revenue Account.

	Year 1915		
	£	s.	d.
By Receipts—Passengers, Parcels, &c., and Mails ... ..	3,139	3	0
„ Goods and Live Stock ... ..	1,924	10	10
Total Receipts ... ..	5,063	13	10
To Maintenance, Working and other charges	4,546	3	6
„ Balance available to pay dividend ... ..	517	10	4

## No. X. (c).—Ilen Valley Section—Revenue Account.

	Year 1915		
	£	s.	d.
By Receipts—Passengers, Parcels, &c., and Mails ... ..	7,003	5	8
„ Goods and Live Stock ... ..	6,354	4	1
Total Receipts ... ..	13,357	9	9
To 52 per cent. of receipts for Maintenance and Working charges ... ..	6,945	17	10
„ Balance available to pay dividend ... ..	6,411	11	11

Dr.

## No. 18—General Balance Sheet.

Cr.

	Year 1915				Year 1915		
	£	s.	d.		£	s.	d.
To Amount due to Bankers ... ..	5,967	1	6	By Capital Account, Balance at Debit thereof, as per Account No. 4 ...	37,054	2	8
Temporary Loans ... ..	11,800	0	0	Investments in Stocks and Shares held by the Company, not charged as Capital Expenditure ... ..	360	14	6
Unpaid Interest and Dividends ... ..	463	13	7	Stock of Stores and Materials ... ..	20,016	9	6
Interest and Dividends payable or accruing and provided for ... ..	5,954	14	9	Outstanding Traffic Accounts ... ..	2,940	16	7
Amount due to Railway Companies and Committees ... ..	1,617	18	7	Amount due by Railway Companies and Committees ... ..	—	—	—
Amount due to Railway Clearing Houses	2,000	0	0	Amount due by Railway Clearing Houses	—	—	—
Accounts payable ... ..	—	—	—	Amount due by Postmaster-General ...	—	—	—
Liabilities accrued ... ..	—	—	—	Accounts Receivable ... ..	—	—	—
Miscellaneous Accounts ... ..	9,471	6	10	Miscellaneous Accounts ... ..	6,037	17	9
Baltimore Extension Railway Company Suspense Account ... ..	12,181	13	3	Suspense Accounts—Bridge Renewals ...	2,800	0	0
General Insurance Fund ... ..	4,800	0	0	Baltimore Extension Railway Company	12,181	13	3
Depreciation Funds :—							
Railway ... ..	—	—	500				
Ballinphellic Ropeway ... ..	1,300	0	0				
Locomotive Renewals ... ..	3,733	2	3				
Reserve Account ... ..	3,000	0	0				
Balance available for Dividends and Reserve as per Account No. 9 :—							
Dividends ... ..	£26,893	11	1				
Reserve ... ..	500	0	0				
	£27,393	11	1				
Less Interim Dividends paid as per Statement No. 9 (a) 8,291 7 7							
	19,102	3	6				
	£ 81,391	14	3		£ 81,391	14	3

## PART II.—STATISTICAL RETURNS.

## I.—MILEAGE OF LINES.

## (A.)—Mileage of Lines open for Traffic.

	Running Lines.						Sidings reduced to Single Track	Total of Single Track, including Sidings	Year 1915	
	Length of Road. First Track	Second Track.	Third Track.	Fourth Track.	Over four Tracks (reduced to Single Track)	Total Miles (reduced to Single Track)			M. Ch.	M. Ch.
<b>Lines owned by the Company—</b>	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.
<b>Main and Principal Lines—</b>										
Cork to Skibbereen ... ..	53 60	2 10	0 42	...	...	56 32	11 56	68 8	68 8	68 8
Bantry Bay Extension ... ..	1 30	...	...	...	...	1 30	...	1 30	1 30	1 30
<b>Total of Main and Principal Lines ... ..</b>	<b>55 10</b>	<b>2 10</b>	<b>0 42</b>	<b>...</b>	<b>...</b>	<b>57 62</b>	<b>11 56</b>	<b>69 38</b>	<b>69 38</b>	<b>69 38</b>
<b>Minor and Branch Lines—</b>										
Kinsale Junction to Kinsale ... ..	10 60	...	...	...	...	10 60	0 57	11 37	11 37	11 37
<b>Total of miles owned ... ..</b>	<b>65 70</b>	<b>2 10</b>	<b>0 42</b>	<b>...</b>	<b>...</b>	<b>68 42</b>	<b>12 33</b>	<b>80 75</b>	<b>80 75</b>	<b>80 75</b>
<b>Lines leased or worked by the Company—</b>										
<b>Bantry Extension Railway:—</b>										
Drimoleague to Bantry ... ..	11 20	...	...	...	...	11 20	1 20	12 40	12 40	12 40
<b>Clonakilty Extension Railway:—</b>										
Clonakilty Junction to Clonakilty ... ..	9 0	...	...	...	...	9 0	1 14	10 14	10 14	10 14
<b>Baltimore Extension Railway:—</b>										
Skibbereen to Baltimore ... ..	8 0	...	...	...	...	8 0	0 45	8 45	8 45	8 45
<b>Total of miles leased or worked ... ..</b>	<b>28 20</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>28 20</b>	<b>2 79</b>	<b>31 19</b>	<b>31 19</b>	<b>31 19</b>
<b>Grand Total ... ..</b>	<b>94 10</b>	<b>2 10</b>	<b>0 42</b>	<b>...</b>	<b>...</b>	<b>96 62</b>	<b>15 32</b>	<b>112 14</b>	<b>112 14</b>	<b>112 14</b>
<i>Ditto Year 1915 ... ..</i>	<i>94 10</i>	<i>2 10</i>	<i>0 42</i>	<i>...</i>	<i>...</i>	<i>96 62</i>	<i>15 32</i>	<i>112 14</i>	<i>112 14</i>	<i>112 14</i>

## (C.)—Mileage of Lines run over by the Company's Engines.

	Year 1915	
	M. Ch.	M. Ch.
Lines Owned by the Company ... ..	65 70	65 70
Lines Leased or Worked by the Company ... ..	28 20	28 20
<b>TOTAL ... ..</b>	<b>94 10</b>	<b>94 10</b>

## II.—ROLLING STOCK.

## (A)—Steam Locomotives and Tenders.

DESCRIPTION	Number	Year 1915	
		Number	
Tender Engines ... ..	Nil	Nil	
Tank Engines—			
4-6-0	6	6	
4-4-2	3	3	
0-6-0	5	5	
4-4-0	2	2	
2-4-0	4	4	
	20	20	
Tenders ... ..	Nil	Nil	

## (D)—Coaching Vehicles (other than Electric).

	Number	Seats or Berths.				Year 1915	
		1st Class	2nd Class	3rd Class	Total	Number	Seats or Berths
<b>PASSENGER CARRIAGES.</b>							
Carriages of Uniform class ... ..	40	514	—	1,430	1,944	40	1,944
Composite carriages	15	116	—	458	574	15	574
Miscellaneous ... ..	—	—	—	—	—	—	—
TOTAL ... ..	55	630	—	1,888	2,518	55	2,518
Total Passenger Carriages...	55					55	
<b>OTHER COACHING VEHICLES.</b>							
Luggage, Parcel, and Brake Vans ... ..	9					9	
Carriage Trucks ... ..	2					2	
Horse Boxes ... ..	2					2	
Miscellaneous ... ..	—					—	
Total other Coaching Vehicles ... ..	13					13	
Total Coaching Vehicles ... ..	68					68	

## (E)—Merchandise and Mineral Vehicles.

	Number	Year 1915	
		Number	
<b>Open Wagons—</b>			
Under 8 tons ... ..	—	—	
8 and up to 12 tons ... ..	80	70	
Over 12 and up to 20 tons ... ..	—	—	
Over 20 tons (other than special) ... ..	—	—	
<b>Covered Wagons—</b>			
Under 8 tons ... ..	192	222	
8 and up to 12 tons ... ..	20	21	
Over 12 and up to 20 tons ... ..	4	4	
Over 20 tons ... ..	—	—	
<b>Mineral Wagons—</b>			
Under 8 tons ... ..	55	54	
8 and up to 12 tons ... ..	—	—	
Over 12 and up to 20 tons ... ..	—	—	
Over 20 tons ... ..	—	—	
Special Wagons (for loads of exceptional dimensions and weight) ... ..	—	—	
Cattle Trucks ... ..	63	43	
Rail and Timber Trucks (including Twin Trucks) ... ..	16	16	
Brake Vans ... ..	14	14	
Miscellaneous ... ..	1	1	
TOTAL ... ..	445	445	

## (F)—Railway Service Vehicles.

	Number	Year 1915	
		Number	
Ballast Wagons ... ..	22	22	
Travelling Cranes ... ..	1	1	
Miscellaneous ... ..	—	—	
TOTAL ... ..	23	23	

## VI.—Docks, Harbours, and Wharves.

Name	Length of Quay
Bantry Railway Jetty ... ..	140 feet

## VIII.—Land, Property, &amp;c., not forming part of the Railway or Stations.

Houses	Number	Year 1915
		Number
Houses and Cottages for Company's Servants ... ..	13	13

X.—Maintenance and Renewal of Way and Works (Abstract A).

	Year 1916	Year 1915
Quantities of principal materials used—		
Ballast ... ..	6,000 Yards	11,400
Fencing ... ..	1/2 Miles	1 1/2
Rails ... ..	150 Tons	300
Sleepers ... ..	8,600 No.	11,750
Miles maintained—		
Miles of road ... ..	Miles 94	Miles 94
	Chains 10	Chains 10
Miles of road reduced to single track—		
Running Lines ... ..	96	96
Sidings ... ..	15	15
Miles of track renewed ... ..	1	2

XI.—Maintenance and Renewal of Rolling Stock (Abstract B).

	In Company's Workshops Number	By Contract Number	Year 1915	
			Total	Total
Locomotives renewed	...	...	...	...
Locomotives repaired—				
Heavy repairs	3	...	8	...
Light	32	...	31	...
Total	1	...	2	...
Locomotives under or awaiting repair at end of year...	...	...	...	...
Coaching Vehicles—				
Carriages renewed	...	...	...	...
Carriages repaired—				
Heavy repairs	15	...	12	...
Light	125	...	131	...
Total	3	...	3	...
Carriages under or awaiting repair at end of year...	...	...	...	...
Others renewed	...	...	...	...
Others repaired—				
Heavy repairs	...	...	...	...
Light	...	...	...	...
Total	1	...	1	...
Others under or awaiting repair at end of year	...	...	...	...
Wagons renewed—				
Completely renewed	21	...	25	...
Partially	18	...	28	...
Wagons repaired—				
Heavy repairs	12	...	8	...
Light	285	...	261	...
Total	20	...	25	...
Wagons under or awaiting repair at end of year	...	...	...	...

XII.—Engine Mileage.

	Year 1915.																			
	Train Miles (Loaded Trains)		Total Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey)	Other Miles (Assisting, Light, &c.)	Shunting Miles		Total Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey)	Total	Shunting Miles		Other Miles (Assisting, Light, &c.)									
	Coaching	Goods			Coaching	Goods			Coaching	Goods		Coaching	Goods							
A.—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS—																				
Over the Company's System by the Company's Engines	230998	156597	387595	231146	156642	387788	9746	100457	2752	500743	247154	162595	409,749	247775	162625	410,400	10752	104732	2430	528,314
Over the Company's System by other Companies' Engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ... ..	230998	156597	387595	231146	156642	387788	9746	100457	2752	500743	247154	162595	409,749	247775	162625	410,400	10752	104732	2430	528,314
B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE—																				
By the Company's Engines over Lines owned, leased, or worked by the Company	230998	156597	387595	231146	156642	387788	9746	100457	17799	515790	247154	162595	409,749	247775	162625	410,400	10752	104732	26897	552,781
TOTAL ... ..	230998	156597	387595	231146	156642	387788	9746	100457	17799	515790	247154	162595	409,749	247775	162625	410,400	10752	104732	26897	552,781
C.—MILES RUN BY THE COMPANY'S ENGINES—																				
(1)—Steam Tender and Tank Engines—																				
Over Lines owned, leased, or worked by the Company	230998	156597	387595	231146	156642	387788	9746	100457	17799	515790	247154	162595	409,749	247775	162625	410,400	10752	104732	26897	552,781
TOTAL ... ..	230998	156597	387595	231146	156642	387788	9746	100457	17799	515790	247154	162595	409,749	247775	162625	410,400	10752	104732	26897	552,781

## XIII.—Passenger Traffic and Receipts.

Class of Passenger.	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System	Year 1915.			
					Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
Ordinary—		£	s. d.			£	£ s. d.	
1st Class ... ..	47,540	6,743	2 10	46,382	50,264	6,818	0 2 9	48,563
3rd „ ... ..	437,294	28,456	1 3	416,345	453,267	28,253	0 1 3	430,468
<b>TOTAL</b> ... ..	<b>484,834</b>	<b>35,199</b>		<b>462,727</b>	<b>503,531</b>	<b>35,071</b>		<b>479,031</b>
Season—			£ s. d.					
1st Class ... ..	53	698	13 3 4	53	49	583		49
3rd „ ... ..	176	1,675	9 10 4	176	147	1,265		147

## XIV.—Goods Traffic and Receipts.

	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System	Year 1915.			
					Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System
	Tons	£	s. d.	Tons	Tons	£	s. d.	Tons
Merchandise ... ..	169,211	47,169	5 7	149,119	168,789	46,284	5 6	151,833
Coal, Coke, and Patent Fuel	22,579	3,379	2 11	18,374	21,639	2,923	2 9	17,817
Other Minerals ... ..	20,734	1,959	1 11	15,838	23,497	2,145	1 10	18,189
<b>TOTAL</b> ... ..	<b>212,524</b>	<b>52,507</b>		<b>183,331</b>	<b>213,925</b>	<b>51,352</b>		<b>187,849</b>
	Number			Number originating on the Company's System	Number	£		Number originating on the Company's System
Live Stock ... ..	171,407	10,004		163,170	155,439	9,500		148,067

## XV. (A).—Tonnage of the Principal Classes of Minerals and Merchandise carried by Goods Trains.

YEAR 1916	Tons	Year 1915
		Tons
1. Coal and Coke ... ..	18,374	17,817
2. Lime, Brick, Stone, Slate, Sand & Gravel	8,864	10,282
3. Barytes ... ..	6,974	7,907
4. Timber ... ..	4,406	4,874
5. Grain ... ..	55,705	56,843
6. Flour, Mill Stuffs and Feeding Cake	28,646	30,851
7. Sacked Manures and Slag ... ..	8,249	9,202
8. Butter ... ..	2,628	2,752
9. Eggs ... ..	2,749	2,721
10. Sundries ... ..	46,736	44,600
<b>TOTAL</b> ... ..	<b>183,331</b>	<b>187,849</b>

## XV. (B).—Number of Live Stock carried by Goods Trains.

Originating on the Company's System.	Number	Year 1915
		Number
Horses ... ..	2,601	2,300
Cattle ... ..	30,579	25,800
Calves ... ..	29,039	23,300
Sheep ... ..	26,475	19,400
Pigs ... ..	74,476	77,000
Miscellaneous ... ..	—	—
<b>TOTAL</b> ... ..	<b>163,170</b>	<b>148,000</b>

## XVI.—Summary of Financial Results secured in comparison with those for past years.

	1913	1914	1915	1916
	£	£		
Total Expenditure on Capital Account (No. 4) ... ..	865,343	865,343	865,343	865,343
Gross Receipts from Business carried on by the Company (No. 8)	107,507	106,775	112,209	115,361
Revenue Expenditure on ditto (No. 8) ... ..	63,942	65,985	72,033	75,898
Net Receipts of ditto (No. 8) ... ..	43,565	40,790	40,176	39,463
Miscellaneous Receipts net (No. 8) ... ..	760	754	781	716
Total Net Income (No. 8) ... ..	44,325	41,544	40,957	40,179
Interest, Rentals, and other Fixed Charges (No. 9) ... ..	21,330	16,664	17,235	17,753
Dividends on Guaranteed and Preference Stocks (No. 9) ... ..	15,967	16,583	16,583	16,583
Balance after Payment of Preference Dividends (No. 9) ... ..	12,229	11,327	10,467	10,310
Dividend on Ordinary Stock (No. 9) ... ..	8,700	7,500	6,000	6,000
Rate per cent. ... ..	3 $\frac{3}{8}$	3 $\frac{3}{8}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$
Surplus or Deficit ... ..	447	798	1,140	343
Appropriation to Reserve ... ..	500	500	500	500
Brought forward from previous years ... ..	3,582	3,529	3,827	4,467
Carried forward to subsequent years ... ..	3,529	3,827	4,467	4,310

(Signed), R. H. LESLIE, Accountant of the Company.

**Certificates of the Responsible Officers as to the Upkeep of the  
whole of the Company's Property.**

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CERTIFICATE RESPECTING PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works, have, during the past Year, been maintained in good working condition and repair.

JOHN R. KERR, *General Manager and Engineer.*

Cork, 20th January, 1917.

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CERTIFICATE RESPECTING ROLLING STOCK.

I hereby certify that the whole of the Company's Working Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools, have, during the past Year, been maintained in good working order and repair.

J. W. JOHNSTONE, *Locomotive Engineer.*

Cork, 17th January, 1917.

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Signed for the Board of Directors,

JOSEPH PIKE, *Chairman of the Company.*

ROBERT H. LESLIE, *Secretary of the Company*

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AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Accounts contain a full and true statement of the Financial condition of the Company, and that the Dividends proposed to be declared on the several Stocks and Shares are *bona fide* due thereon, after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

W. C. L. SULLIVAN,

ERNEST C. HITCHMOUGH,

(*Incorporated Accountant*)

} *Auditors.*

Cork, 25th January, 1917.

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**Cork Bandon and South Coast  
Railway Company.**

Report of the Directors,  
Financial Accounts,

AND

Statistical Returns,

For Year ended 31st December, 1916.

**Cork Bandon and South Coast Railway  
Company.**

**One Hundred and Thirty-Ninth General Meeting.**

**NOTICE IS HEREBY GIVEN**, that the Annual General Meeting of the Proprietors of this Company will be held at the **IMPERIAL HOTEL**, Pembroke Street, in the City of Cork, on **THURSDAY**, the 15th day of **FEBRUARY**, 1917, at the hour of 12 o'clock noon, for the purpose of receiving the Report and Statement of Accounts from the Directors for the Year ended the 31st December, 1916, and of transacting the general business of the Company.

The Transfer Books will be closed from the 26th January to the 15th February, both days inclusive.

Dated this 16th day of January, 1917.

By Order of the Board,

**R. H. LESLIE,**

*Secretary.*

Albert Quay Terminns,  
Cork.

Proprietors are requested in case of change of address, to notify the same in writing to the Secretary. The address at present registered in the Company's Books is that to which the Report is now forwarded.

Annual General Meeting ... 15th February

Dividends Payable ... 1st March.



Cork Blackrock & Passage Railway  
COMPANY.

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REPORT OF THE DIRECTORS  
AND  
STATEMENT OF ACCOUNTS  
FOR  
YEAR ENDED 31st DECEMBER, 1916,  
TO BE SUBMITTED TO THE

*Annual General Meeting of the Shareholders,*

TO BE HELD AT **2.15 P.M.**, ON

Wednesday, the 28<sup>th</sup> day of February, 1917

AT THE

OFFICES OF THE COMPANY,

Terminus, Albert Street, Cork.

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# DIRECTORS.

## Chairman :

SIR STANLEY HARRINGTON, J.P.

## Deputy Chairman :

KINGSMILL B. WILLIAMS, J.P.

JOHN H. SUGRUE. | THEODORE F. CARROLL. | SAMUEL J. MERRICK, J.P.

## Secretary :

RICHARD J. COPINGER.

# REPORT.

Your Directors beg to submit herewith the Report and Accounts for the Year ended 31st December, 1916.

The Gross Revenue for the Year 1916 amounts to £26,963 12s. 3d., compared with £25,232 7s. 3d. for 1915, an increase of £1,731 5s. 0d., made up as follows:—

Description of Traffic	1916	1915	Increase	Decrease
	£	£	£	£
Passengers ... ..	17,039	15,213	1,826	
Season Tickets ... ..	1,504	1,310	194	
Parcels, &c. ... ..	1,714	1,781	—	67
Merchandize ... ..	5,087	6,394	—	1,307
Live Stock ... ..	247	238	9	
Miscellaneous Receipts ... ..	1,372	296	1,076	
Total ... ..	26,963	25,232	1,731	

The Working Expenses show a decrease of £1,146 16s. 7d.

The Net Revenue is £6,464 18s. 11d. against £3,562 13s. 4d. in 1915.

Interest on the Board of Works Loan has been paid up to November 1st, 1916, and the half-year's Interest, due 31st December, 1915, on the 1846 Debenture Stock was paid on the 9th December last. This leaves in arrear one year's Interest on the 1846 Debenture Stock, one and a half year's Interest on the 1881 and 1896 Debenture Stocks, and seven and a half year's Interest on the 1901 Debenture Stock to 31st December, 1916,

As intimated in last year's Report, a claim was being made for £3,078 for compensation for the closing of Crosshaven Station. The case was heard before the Defence of the Realm Losses Royal Commission, but the result has been so far unfavourable to the Company.

The Board regret to report that the S.S. "Taffy" foundered on the 18th November last while conveying a cargo of coal for the Company from Newport to Passage West. The steamer and cargo were covered by insurance, but fortunately there was no loss of life.

"In pursuance of an Order in Council made on the 22nd December, 1916, under the provisions of the Regulations of the Forces Act, 1871, the control of the Irish Railways was taken over by the Government as from midnight of 31st December, 1916, for which purpose an Executive Committee was appointed, composed of General Managers of certain Companies, with the Under-Secretary for Ireland as Chairman.

"Negotiations as to Compensation to be paid by the Government are at present proceeding between the Board of Trade and the Irish Railway Executive Committee."

The Directors retiring by rotation are Mr. K. B. Williams and Mr. S. J. Merrick, who being eligible, offer themselves for re-election.

The Auditor retiring by rotation is Mr. David McDonnell, M.A., LL.D., who being eligible, offers himself for re-election.

A Form of Proxy is enclosed and any Proprietor unable to attend in person is requested to sign and return it so as to reach the Secretary not later than 2.15 p.m. on MONDAY, 26th FEBRUARY, 1917.

STANLEY HARRINGTON, *Chairman.*

R. J. COPINGER, *Secretary.*

## Cork, Blackrock, and Passage Railway Company.

*Financial Accounts and Statistical Returns for Year ended 31st December, 1916.*

### PART I.—FINANCIAL ACCOUNTS.

#### No. 1 (a)—Nominal Capital Authorised and Created by the Company.

SPECIAL ACTS	Capital authorised.			Capital created or sanctioned.			Balance.		
	Shares and Stock £	Loans or Debenture Stock. £	Total. £	Shares and Stock £	Loans or Debenture Stock £	Total. £	Shares and Stock	Loans or Debenture Stock	Total
I.—Special Acts or Certificates of the Board of Trade conferring Capital Powers which have been fully exercised	225,940	*205,330	431,270	225,940	205,330	431,270	—	—	—

\*(£65,000 of this is a first charge on the Undertaking).

#### No. 2—Share Capital and Stock Created, as per statement No. 1 (a) Showing the Proportion issued.

Description.	Amount created.	Amount Issued	Nominal Additions to or Deductions from Capital.	Amount on which Dividend is Payable.	Amount which does not rank for Dividend until a future date.	Calls in Arrear.	Amount Uncalled.	Amount Unissued.
	£	£	£	£	£	£	£	£
Five per Cent. Preference Shares of 1868 (£20 each) ...	£2,000							
Less Cancelled under Act of 1896 ...	400							
	1,600	1,600		1,600				
Four per Cent. Preference Shares of 1881 ...	£20 each	26,000		26,000				
Four per Cent. Preference Shares of 1896 ...	£10 "	80,000		80,000				
Ordinary Shares (undivided) ...	£20 "			53,600				
Do. Preferred ...	£10 "	118,340		32,370				
Do. Deferred ...	£10 "			32,370				
<b>Total</b> ...		225,940		225,940				

No. 3—Capital Raised by Loans and Debenture Stocks.

	Raised by Loans at 4 per cent.	Raised by Debenture Stock				Total Raised by Loans or Debenture Stocks
		Amount of Stock	At 4½ per cent.	At 4¼ per cent.	At 4 per cent.	
Existing 31st December, 1916 ... ..	£ 65,000	£ 135,330	£ 2,500	£ 300	£ 132,530	£ 200,330
Existing 31st December, 1915 ... ..	£ 65,000	£ 135,330	£ 2,500	£ 300	£ 132,530	£ 200,330
Increase ... ..	...	...	...	...	...	...
Decrease ... ..	...	...	...	...	...	...
Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital, as per Statement No. 1 (a) ...						£205,330
Total amount raised by Loans and Debenture Stocks as above ... ..						200,330
Balance being available borrowing powers on 31st December, 1916 ... ..						£5,000

Dr No. 4—Receipts and Expenditure on Capital Account.

To Expenditure	Amount expended to 31st December, 1915	Amount expended during Year, as per No. 5	Total	By Receipts	Amount received to 31st December, 1915	Amount received during Year	Total
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s.
Lines open for Traffic ... ..	356,037 1 6	196 8 0	356,233 9 6	Shares and Stock (No. 2) ...	225,940 0 0	...	225,940 0
Rolling Stock ... ..	32,906 8 9	...	32,906 8 9	Loans advanced by Commissioners of Public Works, Ireland (No. 3) ...	65,000 0 0	...	65,000 0
Manufacturing and Repairing Works and Plant—				Debenture Stock (No. 3) ...	135,330 0 0	...	135,330 0
Land and Buildings ...	4,868 0 0	...	4,868 0 0	TOTAL ...	426,270 0 0	...	426,270 0
Plant and Machinery ...	854 0 0	...	854 0 0	Sundries ...	1,832 8 3	...	1,832 8
Total Capital expended on Railway ... ..	394,665 10 3	196 8 0	394,861 18 3	Premium on Shares ...	...	...	...
Steam Vessels ... ..	23,097 18 8	2,970 0 0	20,127 18 8	Premium on Debenture Stock ...	...	...	...
Special Items ... ..	10,685 0 6	...	10,685 0 6	Total Premiums ...	...	...	...
Total Expenditure ... ..	428,448 9 5	2,773 12 0	425,674 17 5	Discount on Shares & Stock ...	...	...	...
To Balance ... ..	...	...	2,427 10 10	Balance of Premiums and Discount ...	...	...	...
TOTAL ... ..	...	...	428,102 8 3	Total Receipts ...	428,102 8 3	...	428,102 8
				By Balance ... ..	...	...	...
				TOTAL ... ..	...	...	428,102 8

**No. 5.—Details of Capital Expenditure for Year ended 31st December, 1916.**

	Land and Compensation	Construction of Way and Stations, Engineering, &c.	Law Charges and Parliamentary Expenses	Total
Lines belonging to the Company open for Traffic ... ..			196 8 0	196 8 0
Rolling Stock ... ..				
Steam Vessels ... ..				
			Amount Received from Underwriters for S.S. "Taffy" { ... Cr. 2,970 0 0	

**No. 6.—Estimate of Further Expenditure on Capital Account.**

Expenditure to date on Principal Works in Progress	Estimated Further Expenditure		
	During the Year ending	Subsequently until completion	Total
£	£	£	£
Lines belonging to the Company open for Traffic ... ..	Not	ascertained	
Work not yet commenced and in abeyance .....			

**No. 7.—Capital Powers and other Assets available to meet further Expenditure on Capital Account.**

Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a) ... ..	£	£ s. d.
Stock and Share Capital created but not yet received (as per Statement No. 2)—		
Calls in arrear ... ..		
Amount uncalled ... ..		
Amount unissued ... ..		
Loan Capital created, but not yet available (as per Statement No. 3) ... ..		
Available borrowing powers (as per Statement No. 3) ... ..		5,000 0 0
Add Balance at Credit (as per Capital Account No. 4) ... ..		2,427 10 10
<b>Total ... ..</b>		<b>7,427 10 10</b>







## Abstract C.—Locomotive Running Expenses.

	1916			1915		
	£	s.	d.	£	s.	d.
Superintendence—						
Salaries ... ..	92	3	6			76
Office Expenses ... ..						
				92	3	6
Steam Train Working—						76
Wages connected with the Running of Locomotive Engines ... ..	921	19	8			822
Fuel ... ..	2,604	10	4			2,146
Water ... ..	93	19	0			69
Lubricants ... ..	111	14	7			81
Other Stores, including Clothing ... ..	57	2	7			18
Miscellaneous ... ..	7	8	7			43
				3,796	14	9
						3,179
Total ... ..				3,888	18	3
Less Engine Power supplied to the Permanent Way Department ... ..				3	14	3
						7
Total ... ..				3,885	4	0
						3,248

## Abstract D.—Traffic Expenses.

	1916			1915		
	£	s.	d.	£	s.	d.
Salaries and Wages—						
Superintendence ... ..						
Stationmasters and Clerks ... ..	1,003	1	8			943
Signalmen and Gatemen ... ..	385	5	1			357
Ticket Collectors, Policemen, Porters, &c. ... ..	903	9	2			744
Guards ... ..	187	9	4			192
				2,479	5	3
Fuel, Lighting, Water, and General Stores ... ..	321	13	7			303
Clothing ... ..		73	15			84
Printing, Advertising, Stationery, Stamps, and Tickets ... ..		115	1			107
Wagon Covers, &c. ... ..						
Cleansing, Lubricating & Lighting of Vehicles	305	10	2			263
Shunting Expenses, other than Mechanical—						
Wages ... ..						
Other Expenses ... ..						
Working of Stationary Engines, Hoists, Cranes &c. ... ..						
Coal, &c., Tipping Expenses ... ..						
Railway Clearing Houses Expenses ... ..		35	18			29
Miscellaneous Expenses ... ..		334	4			116
				3,665	8	7
Total ... ..						3,138

## Abstract E.—General Charges.

	1916			1915		
	£	s.	d.	£	s.	d.
Directors' Fees voted by Shareholders ... ..	250	0	0			
Auditors and Public Accountants ... ..	40	0	0			40
Salaries of Secretary, General Manager, Accountant, and Clerks ... ..	1,020	18	8			932
Office Expenses ditto ditto ... ..	66	10	8			117
Rating Expenses ... ..						
Fire Insurance ... ..	29	18	5			60
Superannuation and Benevolent Funds, Pensions, &c. ... ..	200	0	0			200
Subscriptions and Donations ... ..	4	2	0			6
Miscellaneous Expenses ... ..	85	19	1			292
War Bonus to Staff ... ..	*					*657
				1,697	8	10
Less Proportion charged to Steamboats, No. 12 ... ..				417	19	2
Total ... ..				1,279	9	8
						1,655

\* Included as wages under the different headings this year.

## Abstract F.—Expenses of Collection and Delivery of Parcels and Goods.

	1916			1915		
	£	s.	d.	£	s.	d.
Salaries and Wages ... ..						
Rent, Rates, and Taxes ... ..						
Amount paid for Hired Cartage ... ..	384	2	5			406
Miscellaneous ... ..						
Total ... ..	384	2	5			406
Amount charged to Passenger Train Traffic ... ..		3	3			3
Amount charged to Goods Traffic ... ..		380	19			403

## Abstract H.—Mileage, Demurrage, and Wagon Hire.

NIL

## Dr. No. 12.—Receipts and Expenditure in respect of Steamboats. Cr.

To Expenditure	1916		1915		By Gross Receipts	1916		1915	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Salaries and Wages ... ..	2,801	10 7	3,098		Passengers ... ..	2,999	0 5	2,811	
Fuel ... ..	1,649	8 6	1,922		Parcels ... ..	412	1 9	436	
Stores, Lubricants, Water, &c. ... ..	98	3 11	101		Mails ... ..				
Repairs ... ..	1,499	14 0	1,099		Merchandise ... ..	3,120	6 1	4,051	
Harbour Fees and Light Dues ... ..	35	10 0	46		Live Stock ... ..	71	19 8	89	
Miscellaneous ... ..	1,315	15 7	1,256		Miscellaneous ... ..	1,165	3 7	62	
Queenstown Jetty ... ..	46	12 11	1,129		Total Receipts ... ..	7,768	11 6	7,449	
Working Expenses ... ..	7,446	15 6	8,651		Balance ... ..	234	3 11	2,765	
Add Proportion of General Charges ... ..	417	19 2	659		Total ... ..	8,002	15 5	10,214	
Depreciation and Insurance ... ..	138	0 9	913						
Total Expenditure ... ..	8,002	15 5	10,214						
Balance ... ..									
Total ... ..	8,002	15 5	10,214						



# PART II.—STATISTICAL RETURNS.

## I.—MILEAGE OF LINES.

### (A).—Mileage of Lines open for Traffic.

	Running Lines.						Sidings reduced to Single Track	Total of Single Track, including Sidings	Year 1915	
	Length of Road. First Track	Second Track	Third Track	Fourth Track	Over four Tracks (reduced to) Single Track)	Total Miles (reduced to Single Track)			Total of Single Track, including Sidings	
	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.			M. Ch.	M. Ch.
Lines owned by the Company ... ..	16 —	2 13	...	...	...	18 13	2 22	20 35	20 35	
<i>Ditto ditto Year 1915</i> ... ..	16 —	2 13	...	...	...	18 13	2 22	20 35	20 35	

### (C).—Mileage of Lines run over by the Company's Engines.

	1916		Year 1915	
	M. Ch.	M. Ch.	M. Ch.	M. Ch.
	Lines Owned by the Company ... ..	16 0	16 0	16 0
Total ... ..	16 0	16 0	16 0	16 0

## II.—ROLLING STOCK.

### (A)—Steam Locomotives and Tenders.

Description.	Number	Year 1915
		Number
Tender Engines—		
Tank Engines—		
2—4—2	4	4
Tenders—	4	4

### (D)—Coaching Vehicles (other than Electric).

	Number	Seats or Berths.			Year 1915	
		1st Class	3rd Class	Total	Number	Seats or Berths, Total
Passenger Carriages—						
Carriages of Uniform Class ... ..	28	504	662	1,166	28	1,166
Composite Carriages ... ..						
Miscellaneous ... ..						
Total ... ..	28	504	662	1,166	28	1,166
Total Passenger Carriages	28				28	
Other Coaching Vehicles—						
Carriage Trucks ... ..	—				—	
Total Coaching Vehicles ... ..	28				28	

### E.—Merchandise and Mineral Vehicles.

	1916	Year 1915
	Number	Number
Open Wagons—		
Under 8 tons ... ..	12	12
8 and up to 12 tons ... ..	...	...
Covered Wagons—		
Under 8 tons ... ..	10	10
8 and up to 12 tons ... ..	...	...
Cattle Trucks ... ..	10	10
Brake Vans ... ..	2	2
Miscellaneous ... ..	...	...
Total ... ..	34	34

### F.—Railway Service Vehicles.

NIL.
------

## IV.—Steamboats.

	Number	Total Horse-Power	Total Registered Tonnage
Steamboats of 250 tons net and under ... ..	4	116	200
Grand Total ... ..	4	116	200
Do. Year 1915 ... ..	5	153	273

## VIII.—Land, Property, &c., not forming part of the Railway or Stations.

Houses	Number	1915
Houses and Cottages for Company's Servants...	2	2

XI.—Maintenance and Renewal of Rolling Stock (Abstract B).

	In Company's Workshops Number	By Contract Number	1915 Total	
			Total	Total
Locomotives renewed ...	...	...	...	...
Locomotives repaired— Heavy repairs ...	1	...	1	1
Light " ...	3	...	3	3
Locomotives under or awaiting repair at end of year	1	...	1	1
Coaching Vehicles— Carriages renewed ...	...	...	...	...
Carriages repaired— Heavy repairs ...	4	...	4	4
Light " ...	24	...	24	24
Carriages under or awaiting repair at end of year	2	...	2	2
Others renewed ...	...	...	...	...
Others repaired— Heavy repairs ...	...	...	...	...
Light " ...	...	...	...	...
Others under or awaiting repair at end of year...	...	...	...	...
Wagons renewed— Completely renewed ...	...	...	...	...
Partially ...	...	...	...	...
Wagons repaired— Heavy repairs ...	2	...	2	2
Light " ...	31	...	31	31
Wagons under or awaiting repair at end of year ...	...	...	...	...

X.—Maintenance and Renewal of Way and Works (Abstract A).

	1916	1915
Quantities of principal materials used—		
Ballast ...	...	— Yards
Fencing ...	...	1 Mile
Rail ...	...	...
Sleepers ...	473	127
Miles maintained—		
Miles of road ...	16	16
Miles of road reduced to single track—		
Running Lines ...	m. c. 18 13	m. c. 18 13
Sidings ...	2 22	2 22
Miles of track renewed ...	...	...

XII.—Engine Mileage.

	1915																		
	Train Miles (Loaded Trains)		Total Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey)		Shunting Miles	Other Miles (Assisting, Light, &c.)													
	Coaching	Goods	Coaching	Goods															
A.—Miles Run in relation to the Company's Traffic Receipts— Over the Company's System by the Company's Engines ...	81,494	3,019	83,677	3,294	11,758	15,871	86,971	5,666	80,302	83,931	82,440	4,054	86,494	12,560	5,443	15,777	120,266	120,266	120,266
Total ...	81,494	3,019	83,677	3,294	11,758	15,871	86,971	5,666	80,302	83,931	82,440	4,054	86,494	12,560	5,443	15,777	120,266	120,266	120,266
B.—Miles Run in relation to the Company's Expenditure— By the Company's Engines over Lines owned, leased, or worked by the Company ...	81,494	3,019	83,677	3,294	11,758	15,871	86,971	5,666	80,302	83,931	82,440	4,054	86,494	12,560	5,443	15,777	120,266	120,266	120,266
Total ...	81,494	3,019	83,677	3,294	11,758	15,871	86,971	5,666	80,302	83,931	82,440	4,054	86,494	12,560	5,443	15,777	120,266	120,266	120,266
C.—Miles Run by the Company's Engines— (1)—Steam Tender and Tank Engines— Over Lines owned, leased, or worked by the Company ...	81,494	3,019	83,677	3,294	11,758	15,871	86,971	5,666	80,302	83,931	82,440	4,054	86,494	12,560	5,443	15,777	120,266	120,266	120,266
Total ...	81,494	3,019	83,677	3,294	11,758	15,871	86,971	5,666	80,302	83,931	82,440	4,054	86,494	12,560	5,443	15,777	120,266	120,266	120,266

## XIII.—Passenger Traffic and Receipts.

Class of Passenger	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System	Year 1915.			
					Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
Ordinary—		£	d.			£	d.	
1st Class ... ..	96,047	3,694	9'23	95,728	80,508	3,187	9'50	80,302
3rd „ ... ..	379,642	9,009	5'69	373,288	345,685	8,120	5'63	340,496
Workmen ... ..	219,756	1,411	1'54	219,756	187,632	1,151	1'47	187,632
Total ... ..	695,445	14,114	4'87	688,772	613,825	12,458	4'87	608,430
Season—								
1st Class ... ..	173	936		173	162	811	—	162
3rd „ ... ..	149	493		149	124	443	—	124

## XIV.—Goods Traffic and Receipts.

	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System	Year 1915.			
					Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System
	Tons	£	s. d.	Tons	Tons	£	s. d.	Tons
Merchandise ... ..	7,024	1,714	4 10'56	7,024	8,254	2,097	5 0'97	8,254
Coal, Coke, and Patent Fuel ... ..	2,731	244	1 9'44	2,731	2,668	229	1 8'59	2,668
Other Minerals ... ..	118	10	1 8'33	118	128	16	2 6	128
Total ... ..	9,873	1,969		9,873	11,050	2,342		11,050
	Number			Number originating on the Company's System	Number			Number originating on the Company's System
Live Stock ... ..	6,486	175		6,486	5,287	149		5,287

## XV. (A.)—Tonnage of the Principal Classes of Minerals and Merchandise carried by Goods Trains.

Originating on the Company's System.	1916	1915
	Tons	Tons
Coal ... ..	2,731	2,668
Brick ... ..	118	128
Ale and Porter ... ..	1,815	1,868
Corn ... ..	990	703
Millstuffs ... ..	760	1,105
Total ... ..	6,414	6,472

## XV. (B.)—Number of Live Stock carried by Goods Trains.

Originating on the Company's System.	1916	1915
	Number	Number
Horses ... ..	14	25
Cattle ... ..	1,424	1,069
Calves ... ..	149	208
Sheep ... ..	4,250	3,420
Pigs ... ..	649	565
Miscellaneous ... ..	—	—
Total ... ..	6,486	5,287

## XVI.—Summary of Financial Results secured in comparison with those for past years.

	1913	1914	1915	1916	
	£	£	£	£	£
Total Expenditure on Capital Account (No. 4) ... ..	430,220	429,054	428,448	425,674	
Gross Receipts from Business carried on by the Company (No. 8) ... ..	24,110	23,569	25,071	26,769	
Revenue Expenditure on ditto (No. 8) ... ..	17,521	16,968	21,670	20,499	
Net Receipts of ditto (No. 8) ... ..	6,589	6,601	3,401	6,270	
Miscellaneous Receipts net (No. 8) ... ..	203	244	162	195	
Total Net Income (No. 8) ... ..	6,792	6,845	3,563	6,465	
Interest, Rentals, and other Fixed Charges (No. 9) ... ..	8,120	8,124	8,147	8,155	
Dividends on Guaranteed and Preference Stocks (No. 9) ... ..	—	—	—	—	
Balance after Payment of Preference Dividends (No. 9) ... ..	—	—	—	—	
Dividend on Ordinary Stock (No. 9) ... ..	—	—	—	—	
Rate per cent. ... ..	—	—	—	—	
Deficit ... ..	1,328	1,279	4,584	1,690	
Appropriation to or from Reserve ... ..	—	—	—	—	
Brought forward from previous years ... ..	Dr. 8,924	Dr. 10,252	Dr. 11,531	Dr. 16,115	
Carried forward to subsequent years ... ..	Dr. 10,252	Dr. 11,531	Dr. 16,115	Dr. 17,805	

(Signed), P. J. DOLAN, Accountant of the Company.

**Certificates of the Responsible Officers as to the Upkeep of  
the whole of the Company's Property.**

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CERTIFICATE RESPECTING PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works, have, during the past Year, been maintained in good working condition and repair.

R. H. GOOD, *General Manager and Engineer.*

Cork, 6th January, 1917.

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CERTIFICATE RESPECTING ROLLING STOCK, &c

I hereby certify that the whole of the Company's Working Plant, Engines, Carriages, Wagons, Machinery and Tools, and the Marine Engines and Steam Vessels, have, during the past Year, been maintained in good working order and repair.

JAMES INMAN, *Locomotive and Marine Engineer.*

Cork, 6th January, 1917.

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Signed for the Board of Directors, { STANLEY HARRINGTON, *Chairman of the Company.*  
R. J. COPINGER, *Secretary of the Company.*

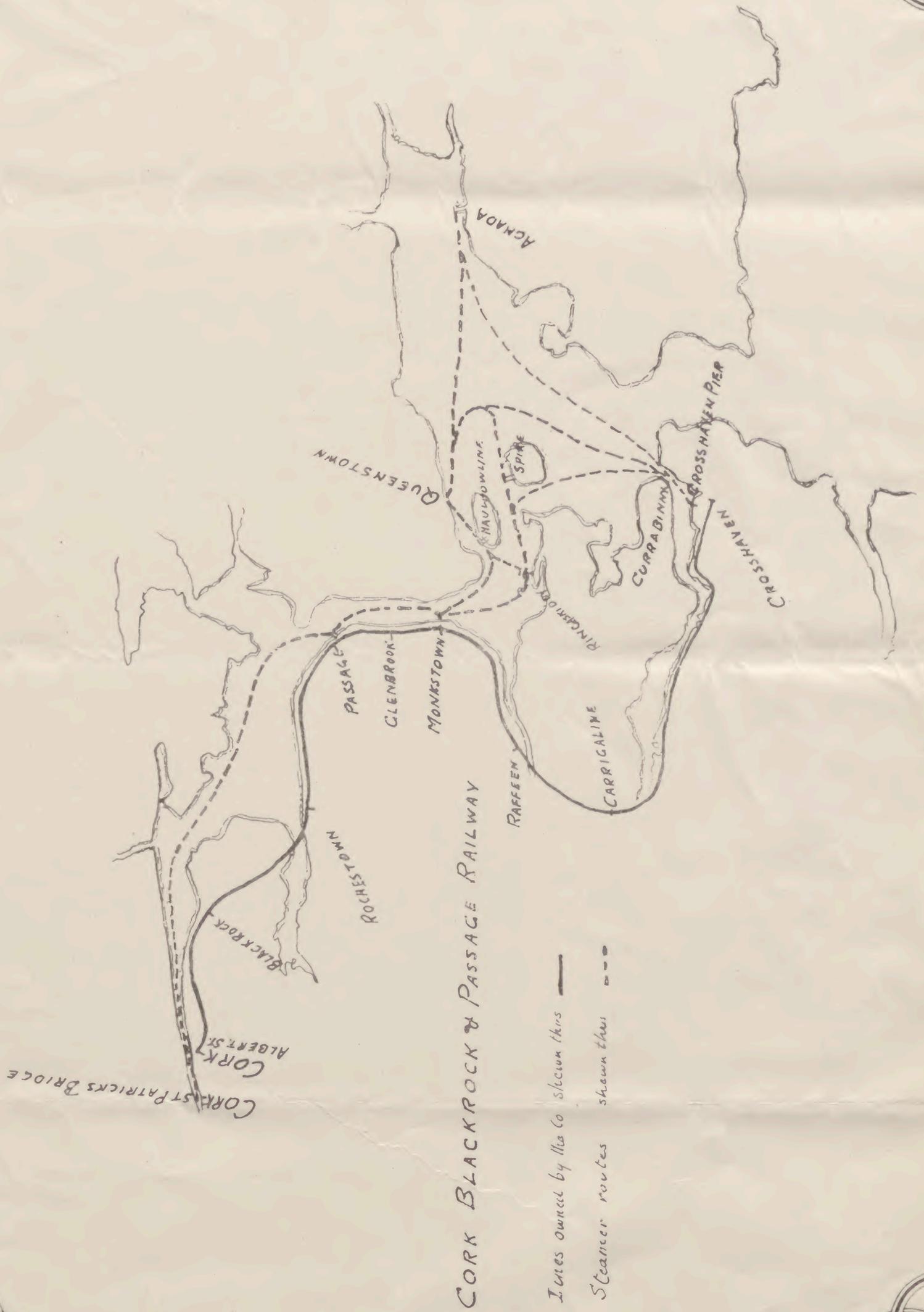
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AUDITOR'S CERTIFICATE.

We hereby certify that the foregoing Accounts contain a full and true statement of the Financial condition of the Company after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

GEO. C. TOLERTON,  
DAVID McDONNELL, M.A. LL.D., } *Auditors.*

14th February, 1917



CORK BLACKROCK & PASSAGE RAILWAY

Lines owned by the C. B. & P. R. shown thus —

Steamer routes shown thus - - -

**Cork, Blackrock and Passage  
Railway Company.**

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**REPORT OF THE DIRECTORS**

AND

**STATEMENT OF ACCOUNTS**

**Year ended 31st December, 1916.**

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**Cork, Blackrock & Passage Railway.**

**N**OTICE IS HEREBY GIVEN that the Annual Ordinary General Meeting of the Shareholders of the above Company will be held in the Boardroom at the Terminus, Albert Street, Cork, on **WEDNESDAY**, the 28th day of **FEBRUARY**, 1917, at 2.15 p.m., for the purpose of receiving a Report and Statement of Accounts from the Directors and for the transaction of the General Business of the Company.

The Transfer Books will be closed from the 14th to the 28th **FEBRUARY**, 1917, both days inclusive.

By Order of the Board.

**R. J. COPINGER,**  
*Secretary.*

Terminus, Albert Street,  
Cork, 11th January, 1917.



Cork & Macroom Direct Railway

COMPANY.

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REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS

FOR

The YEAR ENDED 31st DECEMBER, 1916,

TO BE SUBMITTED TO THE

**Annual General Meeting of the Shareholders,**

TO BE HELD AT THE

Company's Offices, Capwell, Cork,

ON

*FRIDAY, the 16th FEBRUARY, 1917.*

**At the Hour of Eleven-Fifty a.m.**



*Cork & Macroom Direct Railway.*

*Secretary's Office.*

*Capwell.*

J. J. BARRY  
Secretary

*Cork*

*191*

*With the Secretary's Compliments*





## DIRECTORS.

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### **Chairman :**

THE O'SULLIVAN BEARE, Ardnagreina, Ballincollig, Co. Cork

EDMUND J. JULIAN, Tivoli Villa, Cork.

JOHN E. HARDING, 15, Charlemont Terrace, Cork.

TIMOTHY J. TWOMEY, J.P., Macroom, Co. Cork.

MICHAEL J. DALY, 14, Great George's Street, Cork.

### **Secretary :**

JOHN J. BARRY.

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Proprietors of Shares will, on written application to the Secretary, obtain Passes over the Company's Line to attend the Annual Meeting.

" In pursuance of an Order in Council made on 22nd December, 1916, under the provisions of the Regulation of the Forces' Act, 1871, the Control of the Irish Railways was taken over by the Government as from Midnight of 31st December, 1916, for which purpose an Executive Committee was appointed, composed of General Managers of certain Companies, with the Under-Secretary for Ireland as Chairman.

Negotiations as to compensation to be paid by the Government are at present proceeding between the Board of Trade and the Irish Railway Executive Committee."

## REPORT.

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Your Directors beg to submit herewith the Accounts for the Year ended 31st December, 1916, duly certified by your Auditor.

There remains, as shown in Account No. 9, a balance of £3,993 17s. 3d. available for Dividend on the Ordinary Shares. Out of this balance the Directors recommend that a Dividend at the rate of 4 per cent. be paid for the half-year ended the 31st December, 1916. Making with the interim Dividend paid in September last,  $3\frac{1}{2}$  per cent. for the year; carrying forward the balance to next year's accounts.

The Expenditure on Capital Account was £45 os. od., particulars of which will be found in Account No. 5.

We have to announce with sincere regret that death has deprived us of the able and whole-hearted services of our Chairman, the late Mr. Martin Flavin, J.P., whose untiring efforts and attention are best recorded in the prosperity of the Company during his years of office.

Your Directors have unanimously chosen The O'Sullivan Beare, as Chairman of the Company, and co-opted Mr. Michael J. Daly, Director.

The Directors retiring by rotation are E. J. Julian, Esq., and Michael J. Daly, Esq., and being eligible offer themselves for re-election.

The retiring Auditor, John L. Lyons, Esq., is also eligible, and offers himself for re-election.

A form of Proxy is enclosed, any Proprietor unable to attend in person is requested to sign and return it so as to reach the Secretary not later than 12 o'clock on Wednesday, 14th February.

O'SULLIVAN, Chairman.

J. J. BARRY, Secretary.

# CORK & MACROOM DIRECT RAILWAY COMPANY.

Financial Accounts and Statistical Returns for the Year ended  
31st December, 1916.

## PART I.—FINANCIAL ACCOUNTS.

### No. 1 (a)—Nominal Capital authorised and created by the Company

Acts of Parliament or Certificates of the Board of Trade.	Capital authorised.			Capital created or sanctioned.			Balance.		
	Shares.	Loans.	Total.	Shares.	Loans.	Total.	Shares.	Loans.	Total.
Company's Act, 24 & 25 Vic., Sess. 1861 ... £120,000	£	£	£	£	£	£	£	£	£
Deduct—cancelled by Act, 31 & 32 Vic., Sess. 1868 ... 44,150									
	75,850	40,000	115,850	75,850	40,000	115,850	...	...	...
Company's Act, 31 & 32 Vic., Sess. 1868 ...	44,150	10,000	54,150	44,150	10,000	54,150	...	...	...
Company's Act, 40 & 41 Vic., Sess. 1877 ... £21,000									
Deduct—cancelled by Act, 52 & 53 Vic., Sess. 1889 ... 4,800									
	16,200	7,000	23,200	16,200	7,000	23,200	...	...	...
Company's Act, 52 & 53 Vic., Sess. 1889 ...	...	15,000	15,000	...	15,000	15,000	...	...	...
Company's Act, 52 & 53 Vic., Sess. 1889 (Ballyvourney Extension) ...	...	20,000	20,000	...	...	...	...	20,000	20,000
Board of Trade Certificate under Regulation of Railway's Act, 1889 ; Section 3 ...	...	7,168	7,168	...	7,168	7,168	...	...	...
Total ...	136,200	99,168	235,368	136,200	79,168	215,368	...	20,000	20,000

No. 1 (b)—Nominal Capital authorised and created by the Company jointly with some other Company.  
(Not applicable to this Company.)

No. 1 (c)—Nominal Capital authorised and created by some other Company on which the Company either jointly  
or separately guaranteed fixed Dividends.  
(Not applicable to this Company.)

### No. 2—Share Capital and Stock created, as per Statement No. 1 (a), showing the Proportion issued.

Description	Amount Created	Amount Issued	Amount on which Dividend is Payable	Calls in Arrears	Shares Cancelled	Amount Uncalled	Amount Unissued
Ordinary Shares ...	92,050	92,050	92,050	..	...	...	...
Preference Shares ...	44,150	44,150	44,150	...	...	...	...
	136,200	136,200	136,200	...	...	...	...

### No. 3—Capital raised by Loans and Debenture Stock.

										Raised by Issue of DEBENTURE STOCK At 4 per cent.	Total
Existing at 31st December, 1916 ...										£ 75,630	£ 75,630
Ditto at 31st December, 1915 ...										75,630	75,630
Increase ...										...	...
Decrease ...										...	...
Total amount authorised to be raised by Loans and Debenture Stock, in respect of Capital created, as per statement No. 1 (a) ...										...	79,168
Total amount raised by Loans and Debenture Stock as above ...										...	75,630
Balance, being available borrowing powers at 31st December, 1916 ...										...	3,538



## No. 8—Revenue Receipts and Expenditure of the Whole Undertaking.

See Statement		Gross Receipts	Expenditure	Net Receipts	YEAR, 1915		
					Gross Receipts	Expenditure	Net Receipts
		£ s. d.	£ s. d.	£ s. d.	£	£	£
10	Railway ... ..	23,066 9 8	14,688 19 11	8,377 9 9	23,043	14,027	9,016
	Total ...	23,066 9 8	14,688 19 11	8,377 9 9			9,016
	Miscellaneous Receipts (Net) :—						
	Rents from Houses and Lands ... ..			48 2 0			48
	Other Rents, including Lump-sum Tolls ... ..			116 0 4			130
	Transfer Fees ... ..			5 12 6			6
	General Interest ... ..			5 14 0			..
	Total Net Income ... ..			8,552 18 7			9,200

## No. 9—Proposed Appropriation of Net Income.

		1915
	£ s. d.	£
Balance brought forward from last year's Account ... ..	688 18 8	381
Appropriation from Reserve Account ... ..	...	...
Net Income (as per Statement No. 8) ... ..	8,552 18 7	9,200
Total ... ..	9,241 17 3	9,581
Deduct—Interest on Debenture Stock ... ..	£3,025 4 0	3,025
General Interest ... ..	15 6 0	53
	3,040 11 0	3,078
Balance after Payment of Fixed Charges ... ..	6,201 7 3	6,503
Appropriation to Reserve Account ... ..	...	500
Dividend on 5 per cent. Preference Shares ... ..	6,201 7 3	6,003
	2,207 10 0	2,208
Balance available for Dividend on Ordinary Shares ... ..	3,993 17 3	3,795
Dividend on Ordinary Stock, 3½ per cent. per annum ... ..	3,221 15 0	3,107
Balance carried to next year's accounts ... ..	772 2 3	688

## No. 9(a)—Statement of Interim Dividends Paid.

	£ s. d.	1915
		£
Balance available for Dividends and Reserves, after payment of fixed charges, year 1916 (as per Account No. 9) ... ..	6,201 7 3	6,503
Deduct—Interim Dividend paid September, 1916 :—		
Dividend on Preference Shares, 2½ per cent. per annum ... ..	£1,103 15 0	
Dividend on Ordinary Shares, 1½ per cent. per annum ... ..	1,380 15 0	
Amount placed to Reserve ... ..	...	
	2,484 10 0	2,984
Undivided Balance at 31st December, 1916, carried to Balance Sheet ... ..	3,716 17 3	3,519





## Abstract C.—Locomotive Running Expenses.

## Abstract D.—Traffic Expenses.

	1916		1915		1916		1915
	£	s. d.	£		£	£	s. d.
Superintendence—							
Salaries ... ..	67	0 0		Salaries and Wages—			
Office Expenses ... ..	1	0 9		Superintendence ... ..	214	13 4	200
			64	Stationmasters and Clerks ... ..	1,045	9 4	1,029
Steam Train Working—				Signalmen and Gatemen ... ..			
Wages connected with the Running of Locomotive Engines ... ..	675	8 1	659	Ticket Collectors, Policemen, Porters, &c. ... ..	1,821	7 5	1,788
Fuel ... ..	2,112	0 4	1,628	Guards ... ..			
Water ... ..	74	8 0	64				3,081 10 1
Lubricants ... ..	106	5 0	87	Fuel, Lighting, Water, and General Stores ... ..	314	6 11	242
Other Stores, including Clothing ... ..	4	15 0	11	Clothing ... ..		66 17 0	51
			2,972 16 5	Printing, Advertising, Stationery, Stamps, and Tickets ... ..	196	14 3	240
			2,449	Waggon Covers, &c. ... ..		60 7 7	54
Deduct—Engine Power supplied to and by the Company (Balance) ... ..				Expenses of Joint Stations and Junctions ... ..			
				Cleansing, Lubricating, and Lighting of Vehicles ... ..	46	3 11	49
				Shunting Expenses (other than Mechanical)—			
				Wages ... ..	£49	8 0	
				Other Expenses ... ..			49 8 0
							97
				Working of Stationary Engines, Hoists, Cranes, &c. ... ..			
				Railway Clearing House Expenses ... ..		11 4 6	15
				Miscellaneous Expenses ... ..		112 16 7	173
Total ... ..		3,040 17 2	2,513	Total ... ..		3,989 8 10	3,938

## Abstract E.—General Expenses.

	1916	1915	
	£	s. d.	£
Directors' Fees, voted by Shareholders ... ..	500	0 0	500
Auditors and Public Accountants ... ..	20	0 0	20
Salaries of Secretary, General Manager, Accountant, and Clerks ... ..	293	6 8	286
Office Expenses do. do. ... ..	29	1 11	10
Rating Expenses ... ..			
Fire Insurance ... ..	19	7 6	166
Superannuation and Benevolent Funds, Pensions, &c. ... ..	104	12 0	54
Subscriptions and Donations ... ..			
Miscellaneous Expenses ... ..	82	2 4	88
War Bonus ... ..	450	14 8	337
Total ... ..	1,499	5 1	1,457

Abstracts—F., G., H. and J., not Applicable

**No. 11—Receipts and Expenditure in respect of Omnibuses and other Passenger Vehicles not Running on the Railway.**

(Not applicable to this Company).

**No. 12—Receipts and Expenditure in respect of Steamboats.**

(Not applicable to this Company).

**No. 13—Receipts and Expenditure in respect of Canals.**

(Not applicable to this Company).

**No. 14—Receipts and Expenditure in respect of Docks, Harbours, and Wharves.**

(Not applicable to this Company).

**No. 15—Receipts and Expenditure in respect of Hotels, and of Refreshment Rooms and Cars where Catering is carried on by the Company.**

(Not applicable to this Company).

**No. 16—Receipts and Expenditure in respect of other Separate Businesses carried on by the Company.**

(Not applicable to this Company).

**No. 17—Electric Power and Light Account.**

(Not applicable to this Company).

Dr.

**No. 18—General Balance Sheet.**

Cr.

		1915				1915	
		£	s. d.	£			£
To Balance available for Dividends and Reserve, as per Account No. 9	£6,201 7 3				By Capital Account, Debit Balance as per Account No. 4	3,163 13 8	3,119
Less Interim Dividend paid, as per Statement No. 9 (a)	2,484 10 0				„ General Stores—Stock of Materials on hands	3,060 10 6	3,107
		3,716 17 3		3,518	„ Sundry Outstanding Accounts	324 4 8	988
„ Unpaid Dividends and Interest		279 1 5		318	„ Cash on hands	150 0 0	150
„ Interest accrued on Debenture Stock		1,512 12 0		1,513	„ Cash at Bank	1,239 3 2	—
„ Sundry Outstanding Accounts		1,929 1 4		808			
„ Amount due Bank				702			
„ „ to Reserve Account		500 0 0		500			
		7,937 12 0		7,359		7,937 12 0	7,359

## PART II.—STATISTICAL RETURNS.

### I.—MILEAGE OF LINES.

#### (A).—Mileage of Lines open for Traffic.

	RUNNING LINES							
	Length of Road First Track		Second Track	Third Track	Sidings reduced to Single Track	Total	1915	
Lines Owned by the Company—	M.	Ch.			M.	Ch.	M.	Ch.
Main and Principal Line	24	40	...	...	3	10	27	50
Total	24	40	...	...	3	10	27	50

(B.—Not applicable to this Company.)

#### (C).—Mileage of Lines run over by the Company's Engines.

	1915			
	M.	Ch.	M.	Ch.
Lines Owned by the Company	24	40	24	40
Lines Leased or Worked by the Company	..	..	..	..
Total	24	40	24	40

### II.—ROLLING STOCK

#### (A).—Steam Locomotives and Tenders.

DESCRIPTION	1915	
	Number	Number
Tender Engines	...	...
Tank Engines—0-6-2	1	1
2-4-0	3	3
2-4-2	1	1
Total	5	5
Tenders	...	...

(B) and (C).—Not applicable to this Company.

## (D)—Coaching Vehicles (other than Electric)

	Number	Seats or Berths				1915 Number
		1st Class	2nd Class	3rd Class	Total	
Passenger Carriages—						
Carriages of Uniform Class ...	23	128	90	880	1,088	23
Composite Carriages ...	...	...	...	...	...	...
Miscellaneous ...	...	...	...	...	...	...
Total ...	23	128	90	880	1,088	23
Total Passenger Carriages ...	23				1,088	23
Other Coaching Vehicles—						
Luggage, Parcel, and Brake Vans ...	4					4
Carriage Trucks ...	...					...
Horse Boxes ...	...					...
Miscellaneous ...	...					...
Total other Coaching Vehicles ...	...					...
Total Coaching Vehicles	27					27

## (E)—Merchandise and Mineral Vehicles.

	Number	1915 Number
Open Wagons—		
Under 8 tons ...	18	18
8 and up to 12 tons ...	6	6
Over 12 and up to 20 tons ...	...	...
Over 20 tons (other than special) ...	...	...
Covered Wagons—		
Under 8 tons ...	53	54
8 and up to 12 tons ...	...	...
Over 12 and up to 20 tons ...	...	...
Over 20 tons ...	...	...
Mineral Wagons—		
Under 8 tons ...	...	...
8 and up to 12 tons ...	...	...
Over 12 and up to 20 tons ...	...	...
Over 20 tons ...	...	...
Special Wagons (for loads of exceptional dimensions and weight) ...	...	...
Cattle Trucks ...	22	21
Rail and Timber Trucks (including Twin Trucks) ...	3	3
Brake Vans ...	3	3
Miscellaneous ...	...	...
Total ...	105	105

## (F)—Railway Service Vehicles.

	Number	1915 Number
Ballast Wagons ...	12	12
Travelling Cranes ...	...	...
Miscellaneous ...	...	...
Total ...	12	12

## VIII.—Land Property, etc., not forming part of the Railway and Stations.

	Number	1915 Number
Houses and Cottages for Company's Servants ...	11	11

## X—Maintenance and Renewal of Way and Works. (Abstract A).

	1915	
Quantities of principal materials used—		
Ballast ...	930 C. Yds.	400 C. Yds.
Fencing ...	880 Yds.	440 Yds.
Rails ...	...	119 Tons
Sleepers ...	1,661	1,117
Miles maintained—		
Miles of road ...	27½ Miles	27½ Miles
Miles of road reduced to single track—		
Running Lines ...	24½ "	24½ "
Sidings ...	3½ "	3½ "
Miles of track renewed ...	...	1 Mile, 16 Yds.

III., IV., V., VI., VII. and IX. not applicable to this Company.

## XI.—Maintenance and Renewal of Rolling Stock (Abstract B.)

	In Company's Workshops Number	By Contract Number	Total	1915 Total
Locomotives renewed ...	...	...	...	...
Locomotives repaired—				
Heavy repairs ...	...	...	...	1
Light " ...	4	...	4	4
Locomotives under or awaiting repairs at end of year ...	1	...	1	1
Coaching Vehicles—				
Carriages renewed ...	...	...	...	...
Carriages repaired—				
Heavy repairs ...	3	...	3	2
Light " ...	11	...	11	11
Carriages under or awaiting repairs at end of year ...	1	...	1	1
Others renewed ...	...	...	...	...
Others repaired—				
Heavy repairs ...	...	...	...	...
Light " ...	...	...	...	...
Others under or awaiting repairs at end of year ...	...	...	...	...
Wagons renewed—				
Completely renewed ...	1	...	1	2
Partially " ...	2	...	2	2
Wagons repaired—				
Heavy repairs ...	6	...	6	7
Light " ...	37	...	37	50
Wagons under or awaiting repairs at end of year ...	2	...	2	2

XII.—Engine Mileage.

	1915											
	Train Miles (Loaded Trains)				Total Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey)				Shunting Miles		Other Miles (Assisting, Light, &c.)	
	Coach- ing	Goods	Total	Coach- ing	Goods	Total	Coach- ing	Goods	Total	Coach- ing	Goods	Total
A.—Miles run in relation to the Company's Traffic Receipts—												
Over the Company's System by the Company's Engines	53892	31840	85732	54234	32407	86641	2421	26291	336	116608	260	115053
Over the Company's System by other Company's Engines	...	...	...	...	...	...	...	...	...	...	...	...
Total	53892	31840	85732	54234	32407	86641	2421	26291	336	116608	260	115053
B.—Miles run in relation to the Company's Expenditure—												
By the Company's Engines over Lines owned, leased, or worked by the Company	53892	31840	85732	54234	32407	86641	2421	26291	1255	116608	537	115930
By the Company's Engines over other Company's Lines	...	...	...	...	...	...	...	...	...	...	...	...
Total	53892	31840	85732	54234	32407	86641	2421	26291	1255	116608	537	115930
C.—Miles run by the Company's Engines—												
Over lines owned, leased, or worked by the Company	53892	31840	85732	54234	32407	86641	2421	26291	1255	116608	537	115930
Over all Joint Lines	...	...	...	...	...	...	...	...	...	...	...	...
Over other Companies' Lines	...	...	...	...	...	...	...	...	...	...	...	...
Total	53892	31840	85732	54234	32407	86641	2421	26291	1255	116608	537	115930

XIII.—Passenger Traffic and Receipts.

CLASS OF PASSENGER	1915				1915			
	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
Ordinary—		£	s. d.		£	s. d.		
1st Class ... ..	7,970	470	1 2 15	7,841	442	1 2 15	7,343	
2nd " ... ..	27,025	1,477	1 1 11	27,022	1,394	1 1 38	25,002	
3rd " ... ..	202,495	6,583	0 7 80	199,216	6,584	0 7 50	206,667	
Total ... ..	237,490	8,530	0 8 61	234,079	8,420	0 8 31	239,012	
Season—		£	s. d.		£	s. d.		
1st Class ... ..	1	5	5 0 0	1	5	5 0 0	1	
2nd " ... ..	16½	96	6 0 0	16½	70	5 10 7	12½	
3rd " ... ..	62¼	375	5 19 0	62¼	349	5 11 10	62½	

XIV.—Goods Traffic and Receipts.

	1915				1915			
	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System
Merchandise ... ..	Tons	£	s. d.	Tons	£	s. d.	Tons	
Coal, Coke, and Patent Fuel ... ..	36,867	9,657	5 2	36,867	9,684	4 11	38,743	
Other Minerals ... ..	6,625	1,012	3 0	6,625	1,309	4 0	6,448	
Total ... ..	44,900	10,769	4 9	44,900	11,104	4 9	46,724	
Live Stock ... ..	Number	£		Number originating on the Company's System	Number		Number originating on the Company's System	
	52,241	1,688		52,241	1,651		48,486	



Certificates of the Responsible Officers as to the Up-keep of the Whole of  
the Company's Property.

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Certificate respecting the Permanent Way, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works, have, during the past Year, been maintained in good working condition and repair.

RICHARD EVANS, *Engineer.*

January 25th, 1917.

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Certificate respecting Rolling Stock.

I hereby certify that all the Company's Plant, Engines, Carriages, Wagons, &c., have, during the past Year, been maintained in good working order and repair.

WILLIAM GADD, M.I.M.E., *Locomotive Engineer.*

January 26th, 1917.

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Signed for the Board of Directors,

O'SULLIVAN, Chairman of the Company.  
JOHN J. BARRY, Secretary of the Company.

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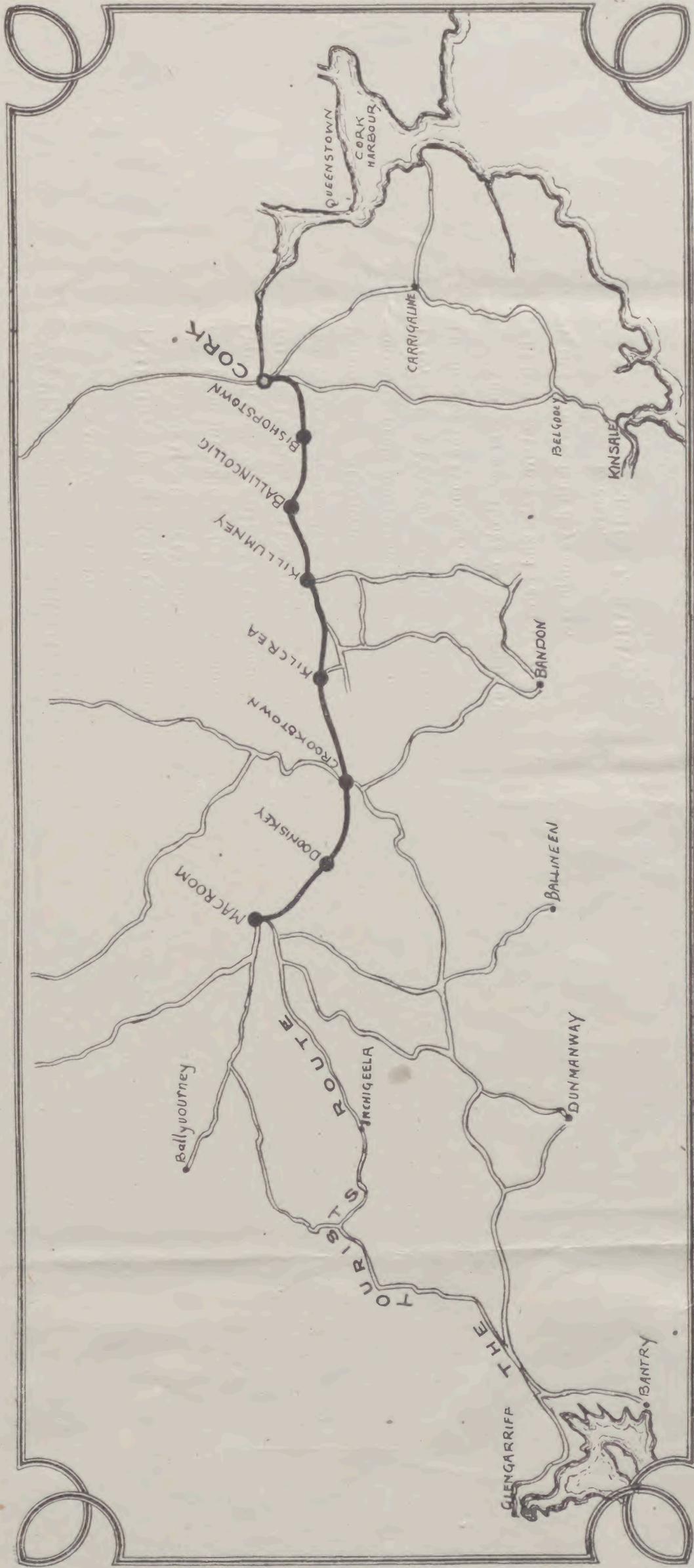
Auditors' Certificate.

I hereby certify that the foregoing Yearly Accounts contain a full and true statement of the Financial condition of the Company, and that the Dividends proposed to be declared are *bona fide* due thereon, after charging the Revenue of the Year with all Expenses which ought, in my judgment, to be paid thereout.

DAVID McDONNELL, M.A., LL.D.

January 25th, 1917.

CORK & MACROOM DIRECT RAILWAY.



**Cork & Macroom Direct Railway  
Company.**

**REPORT OF THE DIRECTORS  
AND  
STATEMENT OF ACCOUNTS**

**31st December, 1916.**

**NOTICE** is hereby given, that the Annual General Meeting of the Shareholders of this Company will be held at the Offices, Capwell, Cork, on **FRIDAY, 16th February, 1917**, at the hour of 11.50 o'clock a.m., for the purpose of receiving the Directors' Report and a Statement of the Company's Accounts made up to the 31st December, 1916, and for the transaction of the general business of the Company.

The Transfer Books of the Company will be closed from the 2nd February to the 16th February, both days inclusive.

BY ORDER,  
**JOHN J. BARRY,**

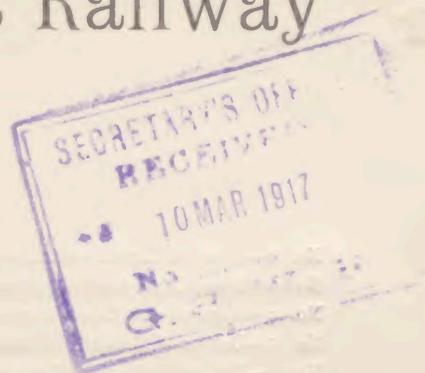
*Secretary.*

Company's Offices, Capwell,  
Cork, 17th January, 1917.

Proprietors are requested, in case of change of address, to notify the same **in writing to the Secretary.** The address at present registered in the Company's Books is that to which this Report is now forwarded.

**ANNUAL MEETING - - 16th February.**  
**DIVIDENDS PAYABLE - - 1st March.**

Cork and Muskerry Light Railway  
COMPANY LIMITED.



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REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS

FOR

The Year ending 31st December, 1916,

TO BE SUBMITTED TO THE

Annual General Meeting of the Shareholders,

TO BE HELD AT THE

COMPANY'S OFFICES, Western Road, CORK,

ON

Tuesday, the 20th February, 1917,

At the Hour of 12.15 p.m.

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## DIRECTORS.

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### Chairman.

SIR GEORGE St. JOHN COLTHURST, Bart., D.L., The Castle, Blarney.

EBEN PIKE, Esq., J.P., Kilcrenagh, Carrigrohane, Co. Cork.

MICHAEL HEALY, Esq., J.P., Aghavrin, Coachford, Co. Cork.

MICHAEL AHERN, Esq., J.P., Summerhill, St. Luke's, Cork.

### Rural District Directors.

C. O'CONNELL, Esq., for Cork.

JEROME MURPHY, Esq., for Cork.

PATRICK O'LEARY, Esq., for Macroom.

### General Manager and Secretary.

T. O'CONNOR.

### Engineer.

W. H. HILL.

### Solicitors.

Messrs. BOURKE & DORGAN.

### Offices.

WESTERN ROAD TERMINUS, CORK.

# REPORT.

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Your Directors beg to submit herewith the Accounts for the Year ended 31st December, 1916, duly certified by your Auditor.

The Gross Receipts from all sources amount to £12,072, as against £11,467, showing an increase of £605, compared with the corresponding period of 1915.

The Expenditure for the year amounts to £9,176, against £8,553 for the corresponding period of 1915, an increase of £623.

Mr. Michael Healy, J.P., retires from the Directors by rotation, and being eligible, offers himself for re-election.

The Directors propose during the continuance of the present War, not to fill the vacancy on the Board created by the lamented death of Sir Richard Barter.

Mr. J. W. Harold, Auditor, retires by rotation and offers himself for re-election.

“ In pursuance of an Order in Council made on the 22nd December, 1916, under the provisions of the Regulations of the Forces Act, 1871, the control of the Irish Railways was taken over by the Government as from midnight of 31st December, 1916, for which purpose an Executive Committee was appointed, composed of General Managers of certain Companies, with the Under-Secretary for Ireland as Chairman.

“ Negotiations as to Compensation to be paid by the Government are at present proceeding between the Board of Trade and the Irish Railway Executive Committee.”

GEORGE ST. JOHN COLTHURST, Chairman.

T. O'CONNOR, Secretary.

# CORK & MUSKERRY LIGHT RAILWAY COMPANY Limited.

Financial Accounts and Statistical Returns for the Year  
ended 31st December, 1916.

## PART I.—FINANCIAL ACCOUNTS.

### No. 1—Statement of Capital authorised by the Company.

Guaranteed Capital authorised by Privy Council	£75,000 0 0
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### No. 2—Statement of Capital showing Proportion Received.

Description	Amount authorised	Amount Received	Calls in Arrears	Uncalled	Unissued
Guaranteed Shares, 5 per cent.	£ 75,000	£ 75,000	£ Nil	£ Nil	£ Nil

### No. 3—Not Applicable.

Dr.

### No. 4—Receipts and Expenditure on Capital Account.

Cr.

	Amount Expended up to 31st Dec., 1915.	Amount Expended during year ended 31st Dec., 1916.	Total		Amount Received up to 31st Dec., 1915.	Amount Received during year ended 31st Dec., 1916.	Total
<b>TO EXPENDITURE :—</b>	£ s. d.	£ s. d.	£ s. d.	<b>BY RECEIPTS :—</b>	£ s. d.	£ s. d.	£ s. d.
On Lines open for Traffic	68,968 9 3	—	77,583 7 3	Guaranteed Shares allotted	75,000 0 0	—	75,000 0 0
Rolling Stock	8,620 17 6	—	226 2 3	Premium on Shares	2,809 9 6	—	2,809 9 6
Balance	—	—	—				
	77,589 6 9		77,809 9 6		77,809 9 6		77,809 9 6

### No. 5—Details of Capital Expenditure for the year ended 31st December, 1916.

NIL.

## No. 6—Estimate of further Expenditure on Capital Account.

	FURTHER EXPENDITURE									
	During the Year ending 31st Dec., 1915			In subsequent Years			Total			
	£	s.	d.	£	s.	d.	£	s.	d.	
Lines belonging to Company open for Traffic ... ..										Not ascertained

## No. 7—Capital Powers and other Assets available to meet further Expenditure on Capital Account.

	£	s.	d.
Balance as Credit, per Account No. 4 ... ..	226	2	3

## No. 8—Revenue Receipts and Expenditure of the Whole Undertaking.

See Statement		1916			1915		
		Gross Receipts	Expenditure	Net Receipts	£ s. d.	£ s. d.	£ s. d.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
10	Railway ... ..	11,964 13 8	9,175 13 2	2,789 0 6	11,363 1 0	8,552 9 3	2,810 11 9
	Total ... ..	11,964 13 8	9,175 13 2		11,363 1 0	8,552 9 3	
	Miscellaneous Receipts (Net) ... ..						—
	Rents from Houses and Lands ... ..		£44 0 0				44 7 6
	Other Rents, including Lump-sum Tolls ... ..		34 8 0				34 1 0
	Transfer Fees ... ..		6 0 0				4 2 6
	General Interest ... ..		22 13 9				21 3 8
				107 1 9			
	Contribution from Co. Council of Cork for half-year ended 30th June, 1916			2,896 2 3			2,914 6 5
	Do. Do. Do. 31st Dec., 1916			881 6 2			586 17 0
				372 11 7			848 16 7
	Total Income ... ..			4,150 0 0			4,350 0 0

## No. 9—Proposed Appropriation of Net Income.

	1916		1915	
	£	s. d.	£	s. d.
Net Income as per Statement No. 8 ... ..	4,150	0 0	4,350	0 0
Appropriation to Reserve Account ... ..	400	0 0	600	0 0
Dividend on £75,000 Five per cent. Guaranteed Shares at 5% per annum ...	3,750	0 0	3,750	0 0
	4,150	0 0	4,350	0 0

## No. 9 (a)—Statement of Interim Dividends Paid.

	1916		1915	
	£	s. d.	£	s. d.
Interim Dividend paid on £75,000 5% Guaranteed Shares, half-year ended 30th June, 1916 ... ..	1,875	0 0	1,875	0 0
Net Revenue ... ..	993	13 10	1,288	3 0
Contribution from Co. Council ... ..	881	6 2	586	17 0
	1,875	0 0	1,875	0 0



## Abstract A.—Maintenance and Renewals of Way and Works.

	1916		1915
	£ s. d.	£ s. d.	£
Superintendence—			
Salaries .....	126	9 8	126
Office Expenses, &c. ....	3	2 8	22
		129 12 4	
Maintenance of Permanent Way—			
Wages .....	726	2 5	777
Materials .....	98	13 10	489
Engine Power .....	6	2 8	..
Maintenance of Telephone .....	32	10 0	32
		863 8 11	
Repairs of Roads, Bridges, Signals, and other Works .....	..	..	..
Maintenance of Stations and Buildings .....	75	17 10	67
		75 17 10	
Miles Maintained—			
Single ... 18 .....			
Total .....		1,068 19 1	1,513

## Abstract B.—Maintenance and Renewal of Rolling Stock.

## (1)—Locomotives.

## (2)—Carriages.

	1916		1915		1916		1915
	£ s. d.	£ s. d.	£		£ s. d.	£ s. d.	£
Superintendence—				Superintendence—			
Salaries, Office Expenses, &c. ...	36	17 9	35	Salaries, Office Expenses, &c. ...	36	17 9	35
Complete Renewals—				Complete Renewals—			
Wages .....	..	..	..	Wages .....	..	..	..
Materials .....	..	..	..	Materials .....	..	..	..
Repairs and Partial Renewals—				Repairs and Partial Renewals—			
Wages .....	356	8 6	320	Wages .....	88	19 6	91
Materials .....	317	8 4	301	Materials .....	128	0 10	133
		673 16 10				217 0 4	
		710 14 7	656			253 18 1	259

## (3)—Wagons.

	1916		1915
	£ s. d.	£ s. d.	£
Superintendence—			
Salaries, Office Expenses, &c. ...	36	17 9	35
Complete Renewals—			
Wages .....	..	..	..
Materials .....	..	..	..
Repairs and Partial Renewals—			
Wages .....	69	12 5	85
Materials .....	58	1 6	70
		127 13 11	
		164 11 8	190

## Abstract C.—Locomotive Running Expenses.

	1916		1915
	£	s. d.	£
Steam Train Working .....	...	...	...
Wages connected with the Running of Locomotive Engines .....	683	3 11	688
Fuel .....	2,740	9 4	1,843
Water .....	15	10 7	14
Lubricants .....	206	17 1	144
Clothing .....	12	6 4	
		3,658 7 3	
		3,658 7 3	2,689

## Abstract D.—Traffic Expenses.

	£	s. d.	1916	1915
			£	s. d.
Salaries and Wages—				
Superintendence .....	184	0 0		184
Stationmasters and Clerks .....	638	1 11		648
Signalmen and Gatemen .....	151	10 10		161
Ticket Collectors, Porters, &c. ....	463	8 11		454
Guards .....	279	18 3		291
			1,716 19 11	
Fuel, Lighting, Water, and General Stores .....			242 9 1	217
Clothing .....			29 3 0	27
Printing, Advertising, Stationery, Tickets, etc. ....			117 17 0	138
Wagon Covers and Ropes .....			18 1 8	21
Railway Clearing House Expenses .....			10 0 0	10
Miscellaneous Expenses .....			28 13 3	39
Total .....			2,163 3 11	2,190

## Abstract E.—General Charges.

	1916		1915
	£	s. d.	£
Directors' Fees .....	173	5 0	173
Auditors and Arbitrators .....	39	18 0	40
County Surveyor .....	18	18 0	19
Salaries—Secretary, General Manager, Accountant, &c. ....	304	0 0	304
Office Expenses, Stamps, &c. ....	36	14 0	35
Advertising .....	1	18 3	2
Insurance .....	92	18 7	93
Miscellaneous Expenses .....	9	16 0	9
Total .....	677	7 10	675

Dr.

## No. 13.—General Balance Sheet.

Cr.

	1916		1915		1916		1915
	£	s. d.	£		£	s. d.	£
To Capital Account—Balance per Account No. 4	226	2 3	220	By Interim Dividend paid to 30th June, as per Account No. 9 (a) .....	1,875	0 0	1,875
„ Interest on Guaranteed Dividend, 1 year to 31st Dec., 1916 .....	3,750	0 0	3,750	„ Amount due by Co. Council .....	372	11 7	849
„ Dividends Unpaid .....	330	19 6	214	„ Sundry Accounts due to Company .....	81	8 1	55
„ Sundry Accounts due by Company .....	73	2 1	58	„ General Stores, stock of Materials on hands .....	2,312	17 1	1,544
„ Reserve Account .....	1,423	1 11	1,315	„ Donoughmore Railway .....	287	18 11	169
				„ Munster and Leinster Bank, for Balances .....	873	10 1	1,065
	5,803	5 9	5,557		5,803	5 9	5,557

## PART II.—STATISTICAL RETURNS.

### I.—MILEAGE OF LINES.

#### (A)—Mileage of Lines open for Traffic.

	RUNNING LINES				
	Length of Road First Track	Second Track	Third Track	Sidings reduced to Single Track	Total
Lines Owned by the Company—	M.	Ch.			M. Ch.
Main and Principal Line ... ..	17	60	...	..	65 18 45
Total ... ..	17	60	...	...	65 18 45

#### (C)—Mileage of Lines run over by the Company's Engines.

	1916		1915	
	M.	Ch.	M.	Ch.
Lines Owned by the Company ... ..	18	45	18	45
Lines Leased or Worked by the Company ... ..	...	...	...	...
Lines over which the Company have running Powers ... ..	8	40	8	40
Total ... ..	27	5	27	5

### II.—ROLLING STOCK.

#### (A)—Steam Locomotives and Tenders.

DESCRIPTION	Number	Number
	1916	1915
Tender Engines ... ..	...	...
Tank Engines—0-4-4 ... ..	6	6
	6	6
Tenders ... ..	...	...

## (D)—Coaching Vehicles (other than Electric).

	Seats or Berths					1915 Number
	1916 Number	1st Class	2nd Class	3rd Class	Total	
<b>PASSENGER CARRIAGES.</b>						
Carriages of Uniform Class	16	120	...	430	550	16
Composite Carriages	3	26	...	78	104	3
Miscellaneous	1	8	...	16	24	1
Total	20	154	...	524	678	20
Total Passenger Carriages	20					20
<b>OTHER COACHING VEHICLES.</b>						
Luggage, Parcel, and Brake Vans	7					7
Carriage Trucks	...					...
Horse Boxes	...					...
Miscellaneous	...					...
Total other Coaching Vehicles	...					...
Total Coaching Vehicles	27					27

## (E)—Merchandise and Mineral Vehicles.

	1916 Number	1915 Number
<b>Open Wagons—</b>		
Under 8 tons	11	11
8 and up to 12 tons	...	...
Over 12 and up to 20 tons	...	...
Over 20 tons (other than special)	...	...
<b>Covered Wagons—</b>		
Under 8 tons	35	35
8 and up to 12 tons	...	...
Over 12 and up to 20 tons	...	...
Over 20 tons	...	...
<b>Mineral Wagons</b>		
Under 8 tons	...	...
8 and up to 12 tons	...	...
Over 12 and up to 20 tons	...	...
Over 20 tons	...	...
<b>Special Wagons (for loads of exceptional dimensions and weight)</b>		
Cattle Trucks	...	...
Rail and Timber Trucks (including Twin Trucks)	4	4
Brake Vans	...	...
Miscellaneous	...	...
Total	50	50

## (F)—Railway Service Vehicles.

	1916 Number	1915 Number
Ballast Wagons	10	10
Travelling Cranes	...	...
Miscellaneous	...	...
Total	10	10

## VIII.—Land, Property, etc., not forming part of the Railway or Stations.

	1916 Number	1915 Number
Houses and Cottages for Company's Servants	15	15

X.—Maintenance and Renewal of Way and Works.  
(Abstract A).

	1916		1915	
<b>Quantities of principal materials used—</b>				
Ballast	448 cubic yds.		222 cubic yds.	
Fencing	— 1 3 2		— 2 3 1	
Rails	— 8 3 20		23 18 0 0	
Sleepers No.	421		848	
<b>Miles maintained—</b>				
Miles of Road	M. 17	Ch. 60	M. 17	Ch. 60
<b>Miles of road reduced to single track—</b>				
Running Lines	17	60	17	60
Sidings	0	65	0	65
Miles of tract renewed	...	...	...	...

Abstracts B. & C. and Nos. III., IV., V., VI., VII., and IX. not being applicable to this Company are omitted.

XI.—Maintenance and Renewal of Rolling Stock (Abstract B.)

	In Company's Workshops	By Contract	Total	Total
	Number	Number	1916	1915
Locomotives renewed	...	...	...	...
Locomotives repaired—				
Heavy repairs	2	...	2	3
Light „	260	...	260	270
Locomotives under or awaiting repair at end of year	2	...	2	1
Coaching Vehicles—				
Carriages renewed	...	...	...	...
Carriages repaired—				
Heavy repairs	4	...	4	3
Light „	4	...	4	6
Carriages under or awaiting repair at end of year	...	...	...	1
Others renewed	...	...	...	...
Others repaired—				
Heavy repairs	...	...	...	...
Light „	...	...	...	...
Others under or awaiting repair at end of year	...	...	...	...
Wagons renewed—				
Completely renewed	...	...	...	...
Partially	1	...	1	1
Wagons repaired—				
Heavy repairs	12	...	12	16
Light „	14	...	14	11
Wagons under or awaiting repair at end of year	1	...	1	1

XII.—Engine Mileage.

	Train Miles (Loaded Trains)			Total Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey)			Shunting Miles		Other Miles (Assisting, Light, &c.)	Total Engines Miles	Year 1915
	Coaching	Goods	Total	Coaching	Goods	Total	Coaching	Goods			
A.—Miles run in relation to the Company's Traffic Receipts—											
Over the Company's System by the Company's Engines	...	...	...	...	...	...	...	...	...	...	...
Over the Company's System by other Companies' Engines	...	...	...	...	...	...	...	...	...	...	...
Total	...	...	...	...	...	...	...	...	...	...	...
B.—Miles run in relation to the Company's Expenditure—											
By the Company's Engines over Lines owned, leased, or worked by the Company	*	*	73,359	*	*	73,359	*	3,491	12,150	89,000	90,297
By the Companies' Engines over other Companies' Lines	...	...	...	...	...	...	...	...	...	...	...
Total	...	...	...	...	...	...	...	...	...	...	...
C.—Miles run by the Company's Engines—											
Over lines owned, leased, or worked by the Company	...	...	...	...	...	...	...	...	...	...	...
Over all Joint Lines	...	...	...	...	...	...	...	...	...	...	...
Over other Companies' Lines	...	...	...	...	...	...	...	...	...	...	...
Total	...	...	...	...	...	...	...	...	...	...	...

\* All Trains are Mixed Passenger and Goods.

## XIII.—Passenger Traffic and Receipts.

Class of Passenger	1916				1915			
	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
Ordinary—								
1st Class	61,683	£ 1,663	d. 6.27	61,313	59,054	£ 1,587	d. 6.44	58,466
2nd "	271,373	5,266	4.65	241,925	269,133	5,161	4.60	239,685
3rd "								
Total	333,056	6,929	4.98	303,238	328,187	6,748	4.93	298,151
Season—								
1st Class	7	£ 29	s. d. 4 2 10	7	8	£ 40	s. d. 5 0 0	8
2nd "	73	290	3 19 5	63	54	226	4 3 8	46
3rd "								

## XIV.—Goods Traffic and Receipts.

	1916				1915			
	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System
Merchandise								
Coal, Coke, and Patent Fuel	17,129	£ 2,588	s. d. 3 0	14,960	17,974	£ 2,452	s. d. 2 8	16,161
Other Minerals	5,121	408	1 6	5,121	6,115	454	1 5	6,115
	428	27	1 3	428	814	41	1 08	814
Total	22,678	3,018	2 8	20,509	24,903	2,947	2 4	23,090
Live Stock	19,380	£ 533	6.60	18,369	17,945	£ 469	6.27	12,005

**XV. (A.)—Tonnage of the Principal Classes of Minerals and Merchandise carried by Goods Trains.**

	1916	1915
	Tons	Tons
Grain ... ..	3,062	2,989
Lime ... ..	323	327
Minerals (Coal) ... ..	5,121	6,115
<b>Total ... ..</b>	<b>8,506</b>	<b>9,431</b>

**XV. (B.)—Number of Live Stock carried by Goods Trains**

	1916	1915
	Number	Number
Horses ... ..	181	178
Cattle ... ..	5,051	4,397
Calves ... ..	—	—
Sheep ... ..	3,141	2,665
Pigs ... ..	4,996	4,765
Miscellaneous ... ..	—	—
<b>Total ... ..</b>	<b>13,369</b>	<b>12,005</b>

**XVI.—Summary of Financial Results secured in comparison with those for past years.**

	1913	1914	1915	1916
Total Expenditure on Capital Account (No. 4) ... ..	£ 77,596	£ 77,598	£ 77,589	£ 77,583
Gross Receipts from Business carried on by the Company (No. 8) ... ..	11,377	11,088	11,363	11,965
Revenue Expenditure on ditto (No. 8) ... ..	7,566	7,696	8,552	9,176
Net Receipts of ditto (No. 8) ... ..	3,811	3,392	2,810	2,789
Miscellaneous Receipts net (No. 8) ... ..	340	658	1,539	1,361
Total Net Income (No. 8) ... ..	4,151	4,050	4,350	4,150
Interest, Rentals, and other Fixed Charges (No. 9) ... ..	—	—	—	—
Dividend on Guaranteed Shares (No. 9) ... ..	3,750	3,750	3,750	3,750
Appropriation to Reserve ... ..	401	300	600	400
Brought forward from previous years ... ..	—	—	—	—
Carried forward to subsequent years ... ..	—	—	—	—

DANIEL O'LEARY, Accountant of the Company.

## Certificates of the Responsible Officers as to the Up-keep of the Whole of the Company's Property.

### Certificate respecting the Permanent Way, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works, have, during the past Year, been maintained in good working condition and repair.

W. H. HILL, *Engineer.*

January 15th, 1917.

### Certificate respecting Rolling Stock.

I hereby certify that all the Company's Plant, Engines, Carriages, Wagons, &c., in use, have, during the past Year, been maintained in good working order and repair.

GEORGE JOHNSTON, *Locomotive Engineer.*

January 16th, 1917

Signed for the Board of Directors,

GEORGE ST. JOHN COLTHURST, *Chairman of the Company.*

T. O'CONNOR, *Secretary of the Company.*

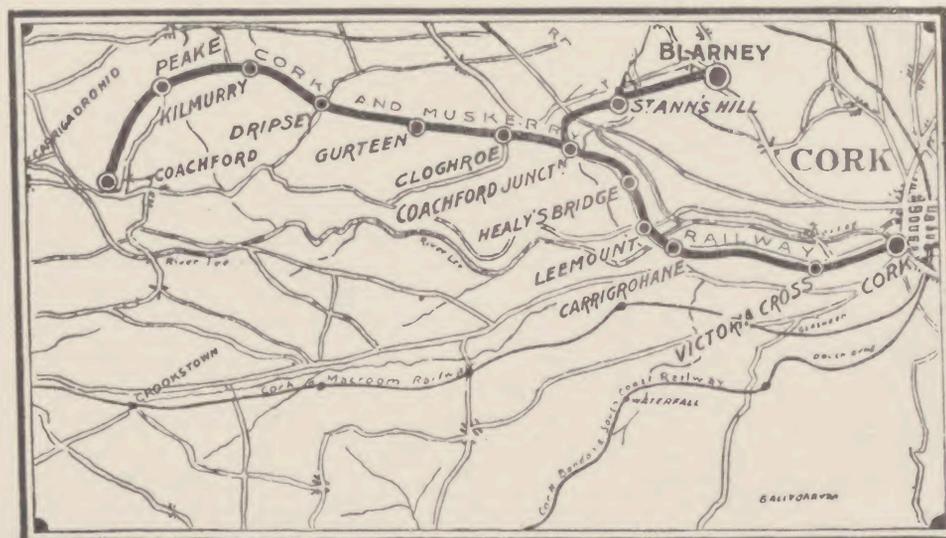
### Auditors' Certificate.

I hereby certify that the foregoing Accounts contain a full and true statement of the Financial condition of the Company according to the best of my information and the explanations given to me, and as shown by the books of the Company.

JAMES W. HAROLD, *Auditor.*

January 13th, 1917.

MAP OF THE CORK & MUSKERRY LIGHT RAILWAY.



**CORK & MUSKERRY LIGHT RAILWAY  
COMPANY LIMITED.**

**Report of the Directors  
AND  
Statement of Accounts  
31st DECEMBER, 1916.**

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NOTICE is hereby given, that the Annual General Meeting of the Shareholders of this Company will be held at the Offices, Western Road, Cork, on TUESDAY, 20th February, 1917, at the hour of 12.15 o'clock p.m., for the purpose of receiving the Directors' Report, and a Statement of the Company's Accounts made up to the 31st December, 1916, and for the transaction of the general business of the Company.

The Transfer Books of the Company will be closed from the 6th February to the 20th February, both days inclusive.

BY ORDER,

**T. O'CONNOR,**  
SECRETARY.

Company's Offices, Western Road,  
Cork, 13th January, 1917.

Proprietors are requested, in case of change of address, to notify the same in writing to the Secretary. The address at present registered in the Company's Books is that to which this Report is now forwarded.

**ANNUAL MEETING - 20th FEBRUARY, 1917.  
DIVIDENDS PAYABLE, March and Sept. each year.**

# Cavan and Leitrim Railway Company, Limited.

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## REPORT OF THE DIRECTORS, Statement of Accounts and Statistical Returns FOR YEAR ENDED 1st NOVEMBER, 1916.

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TO BE SUBMITTED TO THE PROPRIETORS

AT THE

### ANNUAL GENERAL MEETING

TO BE HELD AT THE COMPANY'S OFFICES,  
19 & 20 FLEET STREET, DUBLIN.

ON TUESDAY, 13TH FEBRUARY, 1917.

AT 2 P.M. O'CLOCK.

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#### CAVAN AND LEITRIM RAILWAY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the Ordinary Annual General Meeting of the Shareholders of this Company will be held at the Offices of the Company, Nos 19 & 20 FLEET STREET, DUBLIN, on Tuesday, the 13th day of February next, at 2 p.m., precisely, to receive the Report of the Directors, Statement of Accounts, and Statistical Returns for the year ended 1st November, 1916, and to transact the ordinary business of the Company.

The Transfer Books of the Company will be closed from the 29th January to the 15th February, both days inclusive.

H. J. B. CLEMENTS, *Chairman.*  
R. R. STEWART, *Secretary.*

19 & 20 FLEET STREET, DUBLIN,  
10th January, 1917.

*Shareholders are requested in case of change of address at any time to notify the same in writing to the Secretary. The address at present registered is that to which this Report is now forwarded.*

ANNUAL MEETING ... 13th FEBRUARY, 1917.

DIVIDENDS PAYABLE .... 15th FEBRUARY, and 15th AUGUST in each year.



# Cavan and Leitrim Railway Company, Limited.

## DIRECTORS:

H. J. B. CLEMENTS, Esq., D.L., Lough Rynn, R.S.O., Co. Leitrim,  
*Chairman.*  
ROBERT H. JOHNSTONE, Esq., D.L., Bawnboy House, Co. Cavan,  
*Deputy Chairman.*  
REV. J. G. DIGGES, M.A., Clooncahir, Lough Rynn, R.S.O., Co. Leitrim.  
WILLIAM FITZPATRICK, Esq., Great Hill, Belturbet, Co. Cavan.  
PATRICK FLYNN, Esq., J.P., Carrick-on-Shannon.  
R. A. MACRORY, Esq., Ulster Chambers, Belfast.  
R. H. MACRORY, Esq., B.L., 7 Fitzwilliam Square, Dublin.

THOMAS MCGIVNEY, Esq., Cornee, Mohill, Co. Leitrim.  
PATRICK McMANUS, Esq., High Street, Drumshambo.  
THOMAS O'REILLY, Esq., Ballyconnell, Co. Cavan.  
PATRICK ARTHUR HAMILTON REID, Esq., Holmston, Kingstown,  
Co. Dublin.  
GEORGE F. STEWART, Esq., D.L., Lough Rynn, Dromod, and 6  
Leinster Street, Dublin.  
WILTON VAUGH, Esq., Dromahaire, Co. Leitrim.  
ROBERT P. WALLACE, Esq., J.P., Cloonmorris, Dromod, Co. Leitrim.

### *Arbitrators appointed by the Board of Trade under the Tramways (Ireland) Act.*

H. C. BRETT, Esq., 19 Wellington Road, Dublin.  
HENRY O'REILLY, Esq., County Surveyor for County Cavan, Cavan.  
EUGENE O'N. CLARKE, Esq., County Surveyor for County Leitrim, Carrick-on-Shannon.  
HENRY H. GRAHAM, Esq., 5 Adelaide Street, Belfast.

### *Company's Auditors:—*

O. H. BRADDELL, Esq., I.S.O., Lower Bullingate, Carnew.  
W. B. CARSON, Esq., Broomfield, Malahide, Co. Dublin.

### *Secretary and Accountant:—*

R. R. STEWART, B.L., 19 & 20 Fleet Street, Dublin.

## REPORT OF DIRECTORS.

The Accounts for the year ended 1st November last, which have been duly audited, are presented herewith.

The gross receipts for the whole undertaking amounted to £13,720 1s. 8d. as compared with £14,151 19s. 1d. in the previous year, and the gross expenditure amounted to £14,375 1s. 7d. as compared with £13,261 12s. 0d. The loss on the working of the railway during the past year, as shown by Account No. 8, is more than accounted for by the increased cost of coal.

In pursuance of an Order in Council made on the 22nd December last under the provisions of the Regulation of the Forces Act, 1871, the control of the Company's Railway, in common with that of other railways in Ireland, was taken over by the Government as from the 1st January, 1917. For the purpose of exercising this control an Executive Committee has been appointed consisting of the General Managers of certain Companies with the Under-Secretary for Ireland as Chairman.

The Directors who retire by rotation are Rev. J. G. Digges, M.A., and Mr. R. A. Macrory. They are eligible and offer themselves for re-election.

The Auditors, Messrs. O. H. Braddell, I.S.O., and W. B. Carson, also retire, and offer themselves for re-election.

H. J. B. CLEMENTS, *Chairman.*

19 AND 20 FLEET-STREET, DUBLIN.

10th January, 1917.

# CAVAN AND LEITRIM RAILWAY COMPANY, LTD.

*Financial Accounts and Statistical Returns for Year ended 1st November, 1916.*

## PART I. FINANCIAL ACCOUNTS.

### No. 1 (a)—NOMINAL CAPITAL AUTHORISED AND CREATED BY THE COMPANY.

SPECIAL ACTS.	CAPITAL AUTHORISED.			CAPITAL CREATED (Guaranteed Shares).			BALANCE (Ordinary Capital).		
	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.
	£	£	£	£	£	£	£	£	£
The Companies Act, 1862, and The Company's Order in Council, 1884. ... ..	300,000	Nil	300,000	202,000	Nil	202,000	98,000	Nil	98,000

### No. 1 (b)—NOMINAL CAPITAL AUTHORISED AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY

AND

### No. 1 (c)—NOMINAL CAPITAL AUTHORISED AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

[Not applicable to this Company.]

### [No. 2]—SHARE CAPITAL AND STOCK CREATED AS PER STATEMENT No. 1 (a) SHOWING THE PROPORTION ISSUED.

DESCRIPTION.	Amount Created.	Amount Issued.	Nominal Additions to or Deductions from Capital.	Amount on which Dividend is payable.	Amount which does not rank for Dividend until a Future Date.	Calls in Arrear.	Amount Uncalled.	Amount Unissued.
	£	£	£	£	£	£	£	£
GUARANTEED FIVE PER CENT. STOCK:								
Undertaking No. I. ... ..	48,000	45,300	—	45,300	—	—	—	2,700
Consolidated Undertaking No. II. ...	154,000	149,385	—	149,385	—	—	—	4,615
TOTAL ...	202,000	194,685	—	194,685	—	—	—	7,315

### No. 3—CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS.

[Not applicable to this Company.]

Dr.

## No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Cr.

To EXPENDITURE.	Amount Expended to 1st Nov., 1915.	Amount Expended during Year as per No. 5.	TOTAL.	BY RECEIPTS.	Amount Received to 1st Nov., 1915.	Amount Received during Year.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
LINES OPEN FOR TRAFFIC.				SHARES AND STOCK (A/c. No. 2).			
Undertaking No. 1 ...	38,490 4 2	—	38,490 4 2	Undertaking No. 1 ...	45,300 0 0	—	45,300 0 0
Consolidated Undertaking No. 2	128,744 9 6	—	128,744 9 6	Consolidated Undertaking No. 2	149,385 0 0	—	149,385 0 0
ROLLING STOCK.							
Undertaking No. 1 ...	6,531 8 6	—	6,531 8 6	PREMIUMS ON SHARES AND STOCKS.			
Consolidated Undertaking No. 2	20,992 15 10	—	20,992 15 10	Undertaking No. 1	607 12 10		
MANUFACTURING AND REPAIRING WORKS AND PLANT.				Consolidated Undertaking No. 2 ...	1,776 16 0		
Land and Buildings—				SHARE CAPITAL SINKING FUND.			
Undertaking No. 1 ...	4,109 2 9	—	4,109 2 9	Undertaking No. 1	3,250 0 0		
Consolidated Undertaking No. 2 ...	11,135 14 11	—	11,135 14 11	Consolidated Undertaking No. 2 ...	10,440 0 0		
Plant and Machinery—				PROFIT ON BOARD OF WORKS LOAN ACCOUNT.			
Undertaking No. 1 ...	241 1 10	—	241 1 10	Undertaking No. 1	79 14 2		
Consolidated Undertaking No. 2 ...	773 10 1	—	773 10 1	Consolidated Undertaking No. 2 ...	256 0 11		
TOTAL CAPITAL EXPENDED ON RAILWAY.	211,018 7 7	—	211,018 7 7	TOTAL PREMIUMS	16,410 3 11		
LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.				DISCOUNTS ON SHARES AND STOCKS ...	—		
(a) Used in connection with Railway Working ...				TOTAL DISCOUNTS	—		
(b) Not used in connection with Railway Working				BALANCE OF PREMIUMS AND DISCOUNTS ...	16,410 3 11	—	16,410 3 11
TOTAL EXPENDITURE ...	211,018 7 7	—	211,018 7 7	TOTAL RECEIPTS ...	211,095 3 11	—	211,095 3 11
To BALANCE ...	—	—	76 16 4	TOTAL ...	—	—	£ 211,095 3 11
TOTAL ...	—	—	£ 211,095 3 11				

## No. 4 (a)—SUBSCRIPTIONS TO OTHER COMPANIES.

[Not applicable to this Company.]

## No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 1st NOVEMBER, 1916.

	Land and Compensation.	Construction of Way, and Stations, Engineering, &c.	Law Charges and Parliamentary Expenses.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
LINES BELONGING TO THE COMPANY OPEN FOR TRAFFIC:—				
ROLLING STOCK:—				
MANUFACTURING AND REPAIRING WORKS AND PLANT:—				
TOTAL CAPITAL EXPENDED UPON RAILWAY. ...				
LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS:—				
(a) Used in connection with Railway Working ...				
(b) Not used in connection with Railway Working				
TOTAL CAPITAL EXPENDITURE FOR THE YEAR. ...				



## No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See State- ment.		Gross Receipts.	Expenditure.	Net Receipts.	Year 1915.		
					Gross Receipts.	Expendi- ture.	Net Receipts.
					£ s. d.	£ s. d.	£ s. d.
10	Railway ... ..	13,674 2 9	14,354 15 9	Dr. 680 13 0	14,101	13,225	876
	TOTAL ... ..	—	—	Dr. 680 13 0	—	—	876
MISCELLANEOUS RECEIPTS (Net):—							
	Rents from Houses and Lands ... ..						
	Other Rents, including lump-sum Tolls ... ..			35 16 5			40
	Transfer Fees ... ..			10 2 6			10
	General Interest ... ..			—			1
	Amount of Guarantee payable by County Cavan for Year ending 1st November, 1916 ... ..			1,654 13 10			1,368
	Amount of Guarantee payable by County Leitrim for Year ending 1st November, 1916 ... ..			9,334 11 1			8,076
	TOTAL NET INCOME ... ..			10,354 10 10			10,371

## No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

				Year 1915.	
				£ s. d.	£
BALANCE BROUGHT FORWARD ... ..				—	—
NET INCOME (as per Statement No. 8) ... ..				10,354 10 10	10,371
	TOTAL ... ..			10,354 10 10	10,371
<i>Deduct—Interest, Rentals, and other Fixed Charges—</i>				£ s. d.	
Chief Rents, Wayleaves, &c., including lump-sum Tolls ... ..				3 0 3	...
Interest on Loans ... ..				...	...
General Interest ... ..				17 5 7	37
	TOTAL ... ..			20 5 10	37
BALANCE AFTER PAYMENT OF FIXED CHARGES ... ..				10,334 5 0	10,334
Dividend on Five Per Cent. Guaranteed Stock at 5 per cent per annum ... ..				9,734 5 0	
Allocation to Reserve Fund—(Undertaking No. 1) ... ..				£142 11 6	
(Consolidated Undertaking No. 2) ... ..				457 8 6	
				600 0 0	
				10,334 5 0	10,334

## No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

[Not applicable to this Company.]



*Cavan & Leitrim Railway Company, Ltd.*

*Secretary's Office.*

TELEGRAMS "CAVALIER, DUBLIN."

TELEPHONE N<sup>o</sup> 1449.

*19 & 20, Fleet Street.*

*Dublin*

*2nd. February 1917.*

DEAR SIR,

I have the pleasure to enclose herewith a copy of this Company's Report, Statement of Accounts and Statistical Returns for their last year, and shall feel obliged by your forwarding me a copy of those of your Company for the same period, if you have not already done so.

Yours faithfully,

R. R. STEWART,

*Secretary.*

*Robert Crawford, Esq.,*

*Secretary,*

*Great Southern & Western Railway.*



ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

	£	s.	d.	£	s.	d.	Year 1915.
<b>SUPERINTENDENCE—</b>							
Salaries	177	11	6				£ 177
Office Expenses, &c.	8	14	2				9
				186	5	8	186
<b>MAINTENANCE OF ROADS, BRIDGES, AND WORKS—</b>							
Earthworks							...
Bridges, Tunnels, Culverts, Retaining Walls, and other Works	23	9	5				45
Roads and Fences	70	7	5				88
				93	16	10	133
<b>MAINTENANCE OF PERMANENT WAY—</b>							
<b>RENEWAL OF RUNNING LINES—</b>							
Wages							...
Materials							...
Engine Power and Wagon Repairs							...
<b>REPAIR OF RUNNING LINES AND SIDINGS—</b>							
Wages	1,420	4	3				1,400
Materials	371	2	5				406
Engine Power and Wagon Repairs	22	6	0				30
				1,813	12	8	1,836
<b>MAINTENANCE OF SIGNALLING</b>							
				60	11	6	75
<b>MAINTENANCE OF TELEGRAPHS</b>							
				71	0	2	83
<b>MAINTENANCE OF STATIONS AND BUILDINGS—</b>							
Stations, Depots, and Offices	276	7	10				228
Engine Sheds	12	13	1				8
Carriage Sheds	18	11	0				1
Locomotive Workshops							...
Carriage Workshops	0	6	7				2
Wagon Workshops	0	6	7				2
Other Buildings	20	16	4				3
				329	1	5	244
<b>TOTAL</b>				£ 2,554	8	3	2,557

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1)—Locomotives.

(2)—Carriages.

	£	s.	d.	£	s.	d.	Year 1915.
<b>SUPERINTENDENCE—</b>							
Salaries	53	14	8				54
Office Expenses	2	3	3				2
				55	17	11	56
<b>COMPLETE RENEWALS—</b>							
Wages							...
Materials							...
<b>REPAIRS AND PARTIAL RENEWALS—</b>							
Wages	559	6	1				546
Materials	430	0	0				420
				989	6	1	966
<b>PURCHASE OF NEW LOCOMOTIVES</b>							
							...
<b>WORKSHOP EXPENSES—</b>							
Repair and Renewals of Machinery and Plant	5	9	6				8
Other Expenses	2	16	0				1
				8	5	6	9
				1,053	9	6	1,031
<b>Deduct Engine Power supplied to and by the Company (Balance)</b>							
				3	18	1	6
<b>TOTAL</b>				£ 1,049	11	5	1,025

	£	s.	d.	£	s.	d.	Year 1915.
<b>SUPERINTENDENCE—</b>							
Salaries	17	18	4				18
Office Expenses	2	3	4				1
				20	1	8	19
<b>COMPLETE RENEWALS—</b>							
Wages							...
Materials							...
<b>REPAIRS AND PARTIAL RENEWALS—</b>							
Wages	186	15	3				159
Materials	83	2	2				56
				269	17	5	215
<b>PURCHASE OF NEW CARRIAGES</b>							
							...
<b>WORKSHOP EXPENSES—</b>							
Repairs and Renewals of Machinery and Plant	0	12	11				4
Other Expenses							1
				0	12	11	5
<b>TOTAL</b>				£ 290	12	0	239

(3)—Wagons.

	£	s.	d.	£	s.	d.	Year 1915.
<b>SUPERINTENDENCE—</b>							
Salaries	89	11	4				90
Office Expenses	2	3	2				2
				91	14	6	92
<b>COMPLETE RENEWALS—</b>							
Wages							...
Materials							...
<b>REPAIRS AND PARTIAL RENEWALS—</b>							
Wages	540	18	1				584
Materials	275	6	6				277
				816	4	7	861
<b>PURCHASE OF NEW WAGONS</b>							
							...
<b>WORKSHOP EXPENSES—</b>							
Repairs and Renewals of Machinery and Plant	2	18	2				4
Other Expenses							1
				2	18	2	5
<b>TOTAL</b>				£ 910	17	3	958

## ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	£	s.	d.	Year 1915.	
				£	s.
<b>SUPERINTENDENCE—</b>					
Salaries ... ..	53	14	8	54	
Office Expenses ... ..	2	3	2	2	
				55	17
				10	
				56	
<b>STEAM TRAIN WORKING—</b>					
Wages connected with the running of Locomotive Engines ...	1,240	13	8	1,129	
Fuel ... ..	3,377	4	11	2,604	
Water ... ..	170	14	8	94	
Lubricants ... ..	75	15	10	65	
Other Stores, including Clothing	26	0	6	23	
Miscellaneous ... ..	13	1	1	10	
				4,903	10
				8	
				3,925	
Deduct—Engine Power supplied to and by the Company (Balance) ... ..				4,959	8
				6	
				18	7
				11	
				24	
<b>TOTAL</b> ... ..	<b>£</b>	<b>4,941</b>	<b>0</b>	<b>7</b>	<b>3,957</b>

## ABSTRACT D.—TRAFFIC EXPENSES.

	£	s.	d.	Year 1915.	
				£	s.
<b>SALARIES AND WAGES—</b>					
Superintendence ... ..	565	1	7	573	
Stationmasters and Clerks ... ..	871	19	7	825	
Signalmen and Gatemen ... ..	105	13	0	110	
Ticket Collectors, Policemen, Porters &c. ... ..	735	16	11	663	
Guards ... ..	201	15	11	170	
				2,480	7
				0	
				2,341	
<b>FUEL, LIGHTING, WATER, AND GENERAL STORES</b>					
CLOTHING ... ..	285	8	8	268	
PRINTING, ADVERTISING, STATIONERY, STAMPS, AND TICKETS ... ..	26	7	3	24	
WAGON COVERS, &c. ... ..	144	4	6	145	
EXPENSES OF JOINT STATIONS AND JUNCTIONS ... ..	66	0	2	44	
CLEANSING, LUBRICATING, AND LIGHTING OF VEHICLES. ... ..	16	18	7	15	
SHUNTING EXPENSES (OTHER THAN MECHANICAL)—					
Wages ... ..	54	3	7	41	
Other Expenses ... ..					
WORKING OF STATIONERY ENGINES, HOISTS, CRANES, &c. ... ..					
COAL, &c., TIPPING EXPENSES ... ..					
RAILWAY CLEARING HOUSE EXPENSES ... ..	110	12	7	121	
MISCELLANEOUS EXPENSES ... ..	36	17	10	44	
<b>TOTAL</b> ... ..	<b>£</b>	<b>3,221</b>	<b>0</b>	<b>2</b>	<b>3,043</b>

## ABSTRACT E.—GENERAL CHARGES.

	Year 1915.	
	£	s.
DIRECTORS' FEES VOTED BY SHAREHOLDERS ... ..		
AUDITORS AND PUBLIC ACCOUNTANTS ... ..	39	18
SALARIES OF SECRETARY, ACCOUNTANT, AND CLERKS ... ..	490	14
OFFICE EXPENSES Do ... ..	93	16
FIRE INSURANCE ... ..	51	16
SUPERANNUATION AND BENEVOLENT ... ..		
SUBSCRIPTIONS AND DONATIONS ... ..		
MISCELLANEOUS EXPENSES ... ..	242	4
	2	
<b>TOTAL</b> ... ..	<b>£</b>	<b>918</b>
		<b>10</b>
		<b>1</b>
		<b>948</b>

## ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

## ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

## ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

## ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

[Not applicable to this Company.]

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS, AND WHARVES.

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

[Not applicable to this Company.]

Dr.

No. 18.—GENERAL BALANCE SHEET.

Cr.

		1915.				1915.		
		£	s. d.	£			£	
To CAPITAL ACCOUNT, BALANCE AT CREDIT					By STOCK OF STORES AND MATERIALS ...	3,435	6 8	3,039
THEREOF AS PER ACCOUNT No. 4.		76	16 4	77	OUTSTANDING TRAFFIC ACCOUNTS ...	254	16 1	177
AMOUNT DUE TO BANKERS ...		890	13 10	225	AMOUNT DUE BY RAILWAY COMPANIES			
UNPAID INTEREST AND DIVIDENDS ...		376	8 8	383	AND COMMITTEES.			
INTEREST AND DIVIDENDS PAYABLE OR					AMOUNT DUE BY POSTMASTER-GENERAL	4	3 4	29
ACCRUING AND PROVIDED FOR.		9,734	5 0	9,734	ACCOUNTS RECEIVABLE ...	121	19 5	135
AMOUNT DUE TO RAILWAY COMPANIES					AMOUNT DUE BY Co. CAVAN ...	1,654	13 10	1,368
AND COMMITTEES.		9	7 1	8	AMOUNT DUE BY Co. LEITRIM ...	9,334	11 1	8,076
AMOUNT DUE TO RAILWAY CLEARING					MISCELLANEOUS ACCOUNTS ...	351	17 6	597
HOUSES.		624	10 8	577				
ACCOUNTS PAYABLE ...		1,156	8 8	779				
LIABILITIES ACCRUED ...		309	7 0	263				
MISCELLANEOUS ACCOUNTS ...		1,154	14 2	1,150				
GENERAL RESERVE FUND ...		824	16 6	225				
BALANCE AVAILABLE FOR DIVIDENDS AS								
PER ACCOUNT No. 9.								
		£	15,157 7 11	13,421		£	15,157 7 11	13,421

## PART II. STATISTICAL RETURNS.

### I.—MILEAGE OF LINES.

#### (A.)—Mileage of Lines open for Traffic.

	RUNNING LINES.						Sidings reduced to Single Track.	Total of Single Track, including Sidings	Year 1915
	Length of Road. First Track.	Second Track.	Third Track.	Fourth Track.	Over four Tracks (reduced to Single Track).	Total Miles (reduced to Single Track).			Total of Single Track, including Sidings
	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.	m. ch.
<b>LINES OWNED BY COMPANY—</b>									
<b>MAIN AND PRINCIPAL LINES—</b>									
Belturbet to Dromod ... ..	33	72	0	38	—	—	—	—	
<b>MINOR AND BRANCH LINES—</b>									
Ballinamore to Arigna ... ..	14	66	—	—	—	—	—	—	
<b>TOTAL</b> ... ..	48	58	0	38	—	—	49	16	53 02
<i>Ditto Year 1915</i> ... ..	48	58	0	38	—	—	49	16	53 02

#### (B.)—Mileage of Lines authorised but not open for Traffic.

	MILES AUTHORISED.	MILES CONSTRUCTED AND NOT OPEN FOR TRAFFIC.		MILES UNDER CONSTRUCTION	MILES NOT COMMENCED OR IN ABEYANCE.
	Length of Road	Length of Road.	Length (including Sidings) Reduced to Single Track.	Length of Road.	Length of Road.
	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.
LINES OWNED BY THE COMPANY ... ..	—	—	—	—	—
WIDENINGS AND ADDITIONS ... ..	—	—	—	—	—
JOINT LINES (Company's Share of Ownership) ... ..	—	—	—	—	—
<b>TOTAL</b> ... ..	—	—	—	—	—
<i>Ditto Year 1915</i> ... ..	—	—	—	—	—

#### (C.)—Mileage of Lines run over by the Company's Engines.

	Year 1915.	
	M. CH.	m. ch.
LINES OWNED BY THE COMPANY ... ..	49	16
LINES PARTLY OWNED ... ..	—	—
LINES LEASED OR WORKED BY THE COMPANY ... ..	—	—
LINES LEASED OR WORKED JOINTLY ... ..	—	—
LINES OVER WHICH THE COMPANY EXERCISES RUNNING POWERS ... ..	—	—
<b>TOTAL</b> ... ..	49	16

### II.—ROLLING STOCK.

#### (A.)—Steam Locomotives and Tenders.

DESCRIPTION.	NUMBER.	Year 1915.
		Number.
TENDER ENGINES ... ..	—	—
TANK ENGINES—		
4-4-0 ... ..	8	8
0-6-4 ... ..	1	1
TENDERS ... ..	—	—

#### (B)—Rail Motor Vehicles

#### (C)—Trains Worked by Electric Power.

[Not applicable to this Company.]

(D.)—Coaching Vehicles (other than Electric).

(E.)—Merchandise and Mineral Vehicles.

	NUMBER.	SEATS OR BERTHS.			Year 1915.	
		1st Class.	3rd Class.	Total.	Number.	Seats or Berths, Total.
<b>PASSENGER CARRIAGES :—</b>						
Carriages of Uniform Class ...	7	...	350	350	7	350
Composite Carriages ...	5	80	75	155	5	155
Miscellaneous ...	...	...	...	...	...	...
TOTAL ...	12	80	425	505	12	505
TOTAL PASSENGER CARRIAGES ...	12			505	12	505
<b>OTHER COACHING VEHICLES :—</b>						
Luggage, Parcel, and Brake Vans	6				6	
Carriage Trucks ...	2				2	
Horse Boxes ...	2				2	
Miscellaneous ...	2				2	
TOTAL OTHER COACHING VEHICLES	12				12	
TOTAL COACHING VEHICLES ...	24				24	

	NUMBER.	Year 1915.
<b>OPEN WAGONS—</b>		
Under 8 tons ...	59	59
8 and up to 12 tons ...	...	...
<b>COVERED WAGONS—</b>		
Under 8 tons ...	79	79
8 and up to 12 tons ...	...	...
<b>MINERAL WAGONS—</b>		
Under 8 tons ...	...	...
8 and up to 12 tons ...	...	...
SPECIAL WAGONS (for loads of exceptional dimensions and weight) ...	...	...
CATTLE TRUCKS ...	20	20
RAIL AND TIMBER TRUCKS (including Twin Trucks)	...	...
BRAKE VANS ...	...	...
MISCELLANEOUS ...	...	...
TOTAL ...	158	158

(F)—Railway Service Vehicles and Horses for Shunting.

	NUMBER.	Year 1915.
		Number.
CASHHOLDER TRUCKS ...	...	...
LOCOMOTIVE COAL WAGONS ...	...	...
BALLAST WAGONS ...	6	6
MESS AND TOOL VANS ...	...	...
BREAKDOWN CRANES ...	...	...
TRAVELLING CRANES ...	1	1
MISCELLANEOUS ...	...	...
TOTAL ...	7	7
HORSES FOR SHUNTING ...	...	...

III—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS, AND IN THE CONVEYANCE OF PASSENGERS.

IV.—STEAMBOATS.

V.—CANALS

VI.—DOCKS, HARBOURS, AND WHARVES.

VII.—HOTELS.

[Not applicable to this Company.]

(C. &amp; L. R.—1916.)

## VIII.—LAND, PROPERTY, &amp;c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

LAND.	ACREAGE.	Year 1915.
		Acreege.
AGRICULTURAL LAND ... ..	...	...
URBAN AND SUBURBAN LAND ... ..	...	...
HOUSES.	NUMBER.	Year 1915.
		Number.
LABOURING CLASS DWELLINGS ... ..	...	...
HOUSES AND COTTAGES FOR COMPANY'S SERVANTS ... ..	22	22
OTHER HOUSES AND COTTAGES ... ..	14	14

## IX.—OTHER INDUSTRIES.

[Not applicable to this Company.]

## X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS. (Abstract A.)

QUANTITIES OF PRINCIPAL MATERIALS USED—			Year 1915.	
			M.	CH.
Ballast ... ..	1,135 c. yards		976 c. yds.	
Fencing ... ..	4½ miles		7½ miles	
Rails ... ..	Nil.		12 tons	
Sleepers ... ..	1,101		1,156	
MILES MAINTAINED—	M.	CH.	M.	CH.
Miles of road ... ..	48	58	48	58
Miles of road reduced to single track:—				
(a) Running Lines ... ..	49	16	49	16
(b) Sidings ... ..	3	66	3	66
MILES OF TRACK RENEWED ... ..	Nil.		Nil.	

## XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK. (Abstract B.)

	IN COMPANY'S WORKSHOPS. NUMBER.	BY CONTRACT. NUMBER.	TOTAL.	Year 1915.
				Total.
LOCOMOTIVES RENEWED ... ..	...	...	...	...
LOCOMOTIVES REPAIRED—				
Heavy Repairs ... ..	1	...	1	...
Light Repairs ... ..	108	...	108	112
Locomotives under or awaiting repair at end of year ... ..	1	...	1	1
COACHING VEHICLES—				
Carriages Renewed ... ..	...	...	...	...
Carriages Repaired—				
Heavy Repairs ... ..	...	...	...	...
Light Repairs ... ..	29	...	29	25
Carriages under or awaiting repair at end of year ... ..	1	...	1	...
Others Renewed ... ..	...	...	...	...
Others Repaired—				
Heavy Repairs ... ..	...	...	...	...
Light Repairs ... ..	11	...	11	9
Others under or awaiting repair at end of year ... ..	...	...	...	...
WAGONS RENEWED—				
Completely Renewed ... ..	...	...	...	...
Partially Renewed ... ..	2	...	2	...
WAGONS REPAIRED—				
Heavy Repairs ... ..	...	...	...	...
Light Repairs ... ..	74	...	74	62
Wagons under or awaiting repair at end of year ... ..	5	...	5	6

XII.—ENGINE MILEAGE.

	Year 1915.																	
	TRAIN MILES. (Loaded Trains.)			TOTAL TRAIN MILES (including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.)			SHUNTING MILES.			OTHER MILES (Assis- ting, Light, &c.)		TOTAL ENGINE MILES.						
	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coach- ing.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.				
															Train Miles. (Loaded Trains.)	Total Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.)	Shunting Miles.	Other Miles (Assis- ting, Light, &c.)
A.—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS— Over the Company's System by the Company's Engines ... Over the Company's System by other Company's Engines. Add Company's proportion (according to ownership) of miles run on Joint Account over Joint Lines not included in Abstract J.	46,234	54,605	100,839	...	100,839	13,900	...	13,900	158	114,897	46,188	55,534	101,722	...	101,722	14,229	202	116,153
TOTAL ...	46,234	54,605	100,839	...	100,839	13,900	...	13,900	158	114,897	46,188	55,534	101,722	...	101,722	14,229	202	116,153
B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE— By the Company's Engines over Lines owned, leased, or worked by the Company ... By the Company's Engines over other Company's Lines. Add Company's proportion (according to ownership) of miles run on Joint Account over Joint Lines not included in Abstract J.	46,234	54,605	100,839	...	100,839	13,900	...	13,900	604	115,343	46,188	55,534	101,722	...	101,722	14,229	810	116,761
TOTAL ...	46,234	54,605	100,839	...	100,839	13,900	...	13,900	604	115,343	46,188	55,534	101,722	...	101,722	14,229	810	116,761
C.—MILES RUN BY THE COMPANY'S ENGINES— Over Lines owned, leased, or worked by the Company ... Over all Joint Lines ... Over other Company's Lines	46,234	54,605	100,839	...	100,839	13,900	...	13,900	604	115,343	46,188	55,534	101,722	...	101,722	14,229	810	116,761
TOTAL ...	46,234	54,605	100,839	...	100,839	13,900	...	13,900	604	115,343	46,188	55,534	101,722	...	101,722	14,229	810	116,761

(C. &amp; L. R.—1916.)

## XIII.—PASSENGER TRAFFIC AND RECEIPTS.

CLASS OF PASSENGER.	NUMBER.	RECEIPTS	AVERAGE FARE PER PASSENGER.	NUMBER ORIGINATING ON THE COMPANY'S SYSTEM.	Year 1915.			
					Number.	Receipts.	Average Fare per Passenger.	Number Originating on the Company's System.
ORDINARY—		£	s. d.			£	s. d.	
First Class ... ..	5,381	379	1 4·90	5,215	5,811	418	1 5·26	5,593
Third Class ... ..	94,416	3,077	0 7·82	90,341	92,908	3,094	0 7·99	88,788
WORKMEN ... ..	...	...	...	...	...	...	...	...
TOTAL ... ..	99,797	3,456	0 8·31	95,556	98,719	3,512	0 8·53	94,381
SEASON—		£				£		
First Class ... ..	7	44	...	7	6	43	...	6
Third Class ... ..	20	55	...	20	16	49	...	16

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	TONNAGE.	RECEIPTS.	AVERAGE RECEIPT, PER TON.	TONNAGE ORIGINATING ON THE COMPANY'S SYSTEM.	Year 1915.			
					Tonnage.	Receipts.	Average Receipt, per Ton.	Tonnage Originating on the Company's System.
MERCHANDISE ... ..	Tons. 26,054	£ 5,682	s. d. 4 4·34	Tons. 7,009	Tons. 27,535	£ 5,800	s. d. 4 2·55	Tons. 5,713
COAL, COKE, AND PATENT FUEL ... ..	11,748	1,243	2 1·39	9,092	9,603	1,039	2 1·96	6,992
OTHER MINERALS ... ..	1,655	150	1 9·75	885	1,600	157	1 11·55	811
TOTAL ... ..	39,457	7,075	3 7·03	16,986	38,738	6,996	3 7·34	13,516
	NUMBER.	£		NUMBER ORIGINATING ON THE COMPANY'S SYSTEM.	NUMBER.	£		NUMBER ORIGINATING ON THE COMPANY'S SYSTEM.
LIVE STOCK ... ..	45,200	2,301		44,741	53,088	2,726		50,147

## XV.—(A) TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

ORIGINATING ON THE COMPANY'S SYSTEM.	TONS.	Year 1915.	
		Tons.	
COAL ... ..	9,092	6,992	
TIMBER ... ..	1,515	439	
BUTTER AND EGGS ... ..	1,602	1,483	
DEAD PIGS ... ..	926	886	
SAND ... ..	834	657	
GRAIN ... ..	619	491	
TOTAL ... ..	14,588	10,948	

## XV.—(B) NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

ORIGINATING ON THE COMPANY'S SYSTEM.	NUMBER.	Year 1915.	
		Number.	
HORSES ... ..	250	314	
CATTLE ... ..	17,393	21,573	
CALVES ... ..	3,661	3,419	
SHEEP ... ..	7,534	6,151	
PIGS ... ..	15,671	18,294	
MISCELLANEOUS ... ..	232	396	
TOTAL ... ..	44,741	50,147	

## XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

	1913.	1914.	1915.	1916.
TOTAL EXPENDITURE ON CAPITAL ACCOUNT (No. 4) ... ..	£ 210,682	£ 210,919	£ 211,018	£ 211,018
GROSS RECEIPTS FROM BUSINESSES CARRIED ON BY THE COMPANY (No. 8) ... ..	13,995	14,009	14,101	13,674
REVENUE EXPENDITURE ON BUSINESSES CARRIED ON BY THE COMPANY (No. 8) ... ..	12,910	13,429	13,225	14,355
NET RECEIPTS OF BUSINESSES CARRIED ON BY THE COMPANY (No. 8) ... ..	1,085	580	876	681
MISCELLANEOUS RECEIPTS NET (No. 8) ... ..	9,657	9,768	9,495	11,035
TOTAL NET INCOME (No. 8) ... ..	10,742	10,348	10,371	10,354
INTEREST, RENTALS, AND OTHER FIXED CHARGES (No. 9) ... ..	415	14	36	20
DIVIDEND ON GUARANTEED STOCK (No. 9) ... ..	9,727	9,734	9,734	9,734
BALANCE AFTER PAYMENT OF DIVIDEND ON GUARANTEED STOCK (No. 9) ... ..	—	—	—	—
SURPLUS ... ..	—	—	—	—
APPROPRIATION TO RESERVE ... ..	600	600	600	600
BROUGHT FORWARD FROM PREVIOUS YEAR ... ..	—	—	—	—
CARRIED FORWARD TO SUBSEQUENT YEAR ... ..	—	—	—	—

R. R. STEWART, Accountant of the Company.

(C &amp; L R.—1916.)

**CERTIFICATE RESPECTING THE PERMANENT WAY, &c.**

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and Works have, during the past Year, been maintained in good working condition and repair.

BALLINAMORE, *1st November, 1916.*S. M. CONSIDINE, *Engineer.***CERTIFICATE RESPECTING THE ROLLING STOCK.**

I hereby certify that the whole of the Company's Plant, Engines, Carriages, Wagons, Machinery, and Tools have, during the past Year, been maintained in good working order and repair.

BALLINAMORE, *1st November, 1916*THOMAS H. SHANKS, *Locomotive Superintendent.*

(Signed for the Board of Directors)

}	H. J. B. CLEMENTS, <i>Chairman of the Company.</i>
	R. R. STEWART, <i>Secretary of the Company.</i>

**AUDITORS' CERTIFICATE.**

We certify that all our requirements as auditors have been complied with in accordance with the provisions of Section 113 of the Companies (Consolidation) Act, 1908 ; that we have examined the foregoing Accounts ; that they contain a full and true statement of the financial condition of the Company ; that the Revenue Account for the Year has been charged with all expenses which, in our judgment, ought to be paid thereout ; that we have obtained all the information and explanations we have required ; that the Balance Sheet and Accounts are properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs, according to the best of our information and the explanations given to us, and as shown by the books of the Company.

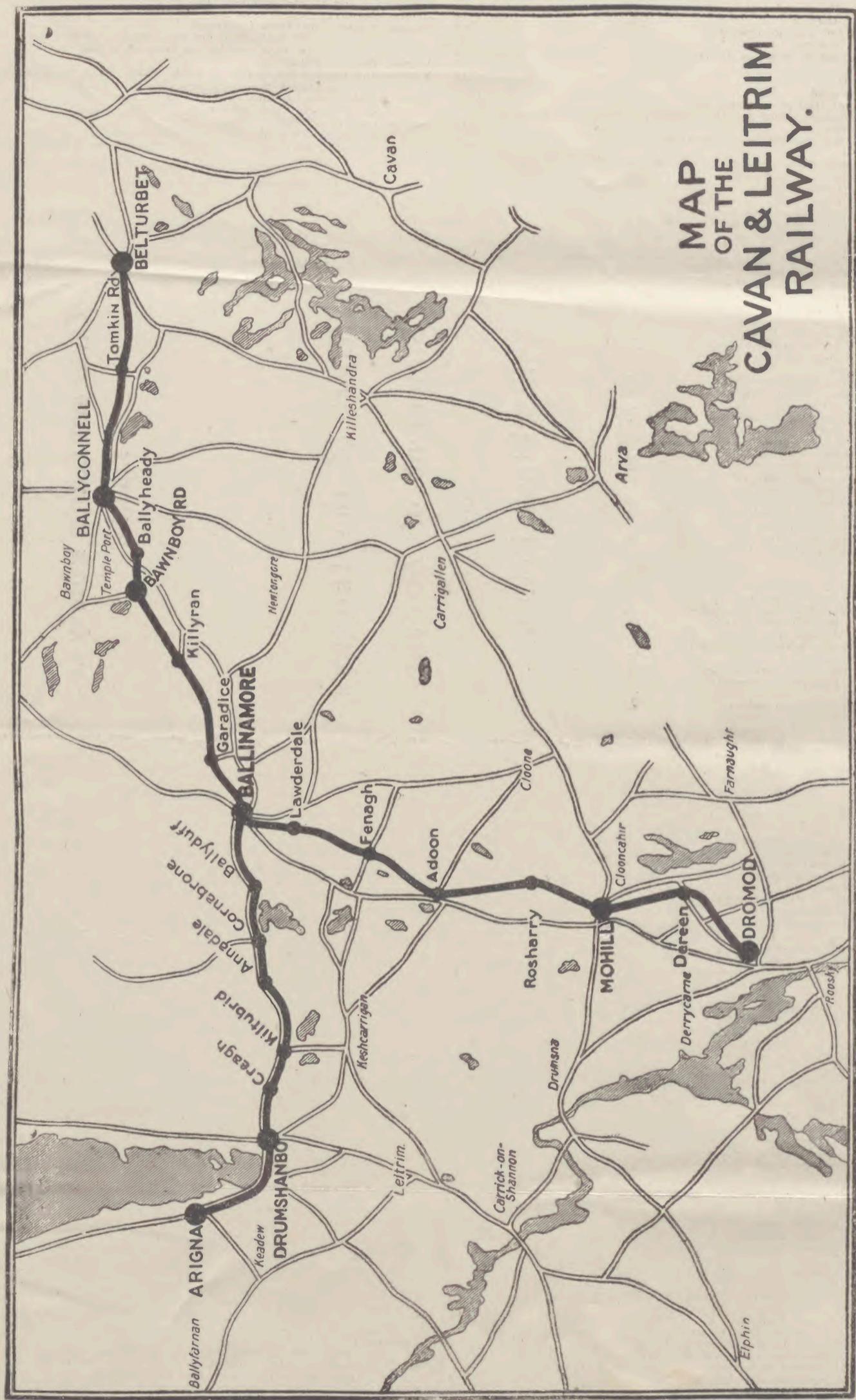
O. H. BRADDELL,	}	<i>Auditors</i>
W. B. CARSON,		

DUBLIN, *8th January, 1917.*

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MAP  
OF THE  
CAVAN & LEITRIM  
RAILWAY.

REGISTERED  
3 FEB 1917  
No. ....  
G. S. W. R.

**Cavan and Leitrim Railway Co.,  
Limited.**

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**Report of the Directors,  
Statement of Accounts  
AND  
Statistical Returns**

*For the Year ended 1st November, 1916.*

Printed by Sealy, Bryens & Walker, Crow-street, Dublin.



Clogher Valley Railway Company, Limited.

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Report of Directors,  
Financial Accounts

AND

Statistical Returns

For Year ending 30th September, 1916.

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TO BE SUBMITTED TO THE PROPRIETORS

AT THE

ANNUAL GENERAL MEETING,

TO BE HELD IN

THE BOARD-ROOM, at AUGHNACLOY, Co. Tyrone,

On Monday, the 11th day of December, 1916.

at Half-past Twelve o'clock p.m.

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BELFAST

Printed by R. Carswell & Son, Ltd, Queen Street.



# CLOGHER VALLEY RAILWAY COMPANY, Limited.

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## Shareholders' Directors.

HUGH DE F. MONTGOMERY, Esq., D.L., J.P., Blessingbourne, Fivemiletown, *Chairman*,  
THOMAS IRVINE GRAHAM, Esq., Aghnacloy, *Deputy-Chairman*.  
JOHN LENDRUM, Esq., J.P., Cleen, Fivemiletown.  
HUGH TREANOR, Esq., J.P., Killaney, Clogher.  
JACKSON STEWART, Esq., Lislane, Fivemiletown.  
GEORGE YOUNG, Esq., Fivemiletown.  
JOSEPH SPEER, Esq., Aghnacloy.  
PATRICK M'GEE, Esq., Kilclay, Augher.

## Rural District Directors.

JAMES O'DONNELL, Esq., Brookeborough.  
WILLIAM BRYSON, Esq., Brookeborough.  
WILLIAM COOTE, Esq., M.P., J.P., Lisdoort Mills, Ballygawley.  
DAVID WRIGHT, Esq., Aghnacloy.  
WILLIAM J. BARBOUR, Esq., Mullaghmore, Caledon.  
THOMAS H. SHANNON, Esq., J.P., Annacramp, Caledon.  
HENRY T. ARMSTRONG, Esq., Artelea, Fivemiletown.  
JAMES M'LAREN, Esq., J.P., Augher.

## Arbitrators Appointed by the Board of Trade.

O. H. BRADDELL, Esq., I.S.O., Lower Bullingate, Carnew, Co. Wicklow.  
H. H. GRAHAM, Esq., 5 Adelaide Street, Belfast.  
J. P. BURKITT, Esq., County Surveyor for County Fermanagh, Enniskillen.  
J. W. LEEBODY, Esq., County Surveyor for County Tyrone, Dungannon.

## Company's Auditor.

EDWARD BAILEY, Esq., F.C.A., 28 Waring Street, Belfast.

## Secretary and General Manager.

HORACE S. SLOAN, Aghnacloy, Co. Tyrone.

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## REPORT OF DIRECTORS

FOR

*Year ending 30th September, 1916.*

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The Accounts for the above period, having been duly audited, are presented herewith.

There has been no Capital Expenditure during the year.

The Traffic Receipts show an increase of £57 and the Expenditure an increase of £268, when compared with the year ending 30th September, 1915; the increase in expenditure is due entirely to the greatly enhanced prices of coals and all other materials, and to the increased rates of wages paid to the staff.

Two of the Directors—Messrs. William Mercer, J.P., and Rowland John Betty, J.P., having resigned, the vacancies were filled by the co-option of Messrs. John Lendrum, J.P., of Cleen, Fivemiletown, and Hugh Treanor, J.P., of Killaney, Clogher.

The Directors who retire by rotation, and, being eligible, offer themselves for re-election are:—Messrs. John Lendrum, J.P., Hugh Treanor, J.P., and Jackson Stewart.

The Auditor, Mr. Edward Bailey, F.C.A., retires and offers himself for re-election.

**H. de F. MONTGOMERY,**  
*Chairman.*

**HORACE S. SLOAN,**  
*Secretary.*

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# Clogher Valley Railway Company, Limited.

FINANCIAL ACCOUNTS and STATISTICAL RETURNS for the YEAR ENDED  
30th SEPTEMBER, 1916.

## PART I. FINANCIAL ACCOUNTS.

### No. 1 (a).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

Special Acts.	Capital Authorised.			Capital Created.			Balance.		
	Shares and Stock.	Loans and Debenture Stock.	Total.	Shares and Stock.	Loans and Debenture Stock.	Total.	Shares and Stock.	Loans and Debenture Stock.	Total.
Tramways (Ireland) Provisional Order	£	£	£	£	£	£	£	£	£
Confirmation (Clogher Valley) Act, 1884	150,000	—	150,000	150,000	—	150,000	—	—	—

### No. 1 (b).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

(Not applicable to this Company.)

### No. 1 (c).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

(Not applicable to this Company.)

### No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a). SHOWING THE PROPORTION RECEIVED.

Description.	Amount created.	Amount issued.	Nominal additions to or deductions from Capital.	Amount on which Dividend is payable.	Amount which does not rank for Dividend until a future date.	Calls in arrear.	Amount uncalled.	Amount unissued.
	£	£	£	£	£	£	£	£
Guaranteed 5 per cent. Shares	132,000	123,310	—	123,310	—	—	—	8,690
Ordinary Shares.	18,000	—	—	—	—	—	—	13,000
TOTAL	£ 150,000	123,310	—	123,310	—	—	—	26,690

### No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

(Not applicable to this Company.)



## No. 4 (a)—SUBSCRIPTIONS TO OTHER COMPANIES.

(Not Applicable to this Company.)

## No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 30th SEPTEMBER, 1916.

	Land and Compensation	Construction of Way and Stations, Engineering, &c.	Law Charges and Parliamentary Expenses	TOTAL
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Purchase of Railways .. .. .	..	..	..	..
Lines belonging to the Company open for Traffic—				
Lines belonging to the Company not open for Traffic .. .. .	..	..	..	..
Lines Leased .. .. .	..	..	..	..
Lines Jointly Owned .. .. .	..	..	..	..
Lines Jointly Leased .. .. .	..	..	..	..
	..	..	..	..
Rolling Stock—				
Locomotives .. .. .	..	..	..	..
Coaching Vehicles .. .. .	..	..	..	..
Wagons .. .. .	..	..	..	..
Service Vehicles .. .. .	..	..	..	..
Manufacturing and Repairing Works and Plant .. .. .	..	..	..	..
Total Capital expended upon Railway .. .. .	..	..	..	..
Horses .. .. .	..	..	..	..
Road Vehicles employed in the Collection and Delivery of Parcels and Goods, and in the Conveyance of Passengers .. .. .	..	..	..	..
Land, Property, etc., not forming part of the Railway or Stations .. .. .	..	..	..	..
Subscriptions to other Companies .. .. .	..	..	..	..
Special Items— .. .. .	..	..	..	..
Total Capital Expenditure for the year .. .. .	..	..	..	..



## No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See Statement.		Gross Receipts.	Expenditure.	Net Receipts.	Year 1915.		
					Gross Receipts.	Expenditure.	Net Receipts.
		£ s. d.	£ s. d.	£ s. d.	£	£	£
10	Railway .. .. .	8,615 8 10	10,099 7 1	1,483 18 3	8,558	9,831	1,273
11	Omnibuses and other Passenger Vehicles not running on the Railway .. .. .	..	..	..			
12	Steamboats .. .. .	..	..	..			
13	Canals .. .. .	..	..	..			
14	Docks, Harbours, and Wharves .. .. .	..	..	..			
15	Hotels and Refreshment Rooms and Cars where catering is carried on by the Company .. .. .	..	..	..			
16	Other separate businesses carried on by the Company .. .. .	..	..	..			
	<b>Total .. .. .</b>	<b>8,615 8 10</b>	<b>10,099 7 1</b>	<b>1,483 18 3</b>	<b>8,558</b>	<b>9,831</b>	<b>1,273</b>
	Miscellaneous Receipts (Net)—						
	Rents from Houses and Lands .. .. .	..	..	93 11 4			90
	Rents from Hotels .. .. .	..	..	25 10 0			25
	Other Rents, including lump-sum tolls .. .. .	..	..	..			..
	Interest and dividends from investments in other Companies .. .. .	..	..	16 0 0			8
	Transfer fees .. .. .	..	..	41 12 3			6
	General Interest .. .. .	..	..	..			..
	Special Items .. .. .	..	..	..			..
	<b>Deficit .. .. .</b>			<b>1,307 4 8</b>			<b>1,144</b>
	Contributions from County Councils of Tyrone and Fermanagh—						
	For half-year ended 31st March, 1916 .. .. .	..	£4,416 11 6	..			..
	For half-year ended 30th September, 1916 .. .. .	..	3,228 3 2	..			..
				<b>7,644 14 8</b>			<b>7,642</b>
	<b>Total Net Income .. .. .</b>			<b>6,337 10 0</b>			<b>6,498</b>

## No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

							Year 1915.
				£	s.	d.	£
	Balance brought forward from last year's account .. .. .	..	..	..	..	..	..
	Net Income (as per Statement No. 8) .. .. .	..	..	..	..	..	6,337 10 0
	Appropriation from Reserve .. .. .	..	..	..	..	..	..
	<b>TOTAL .. .. .</b>						<b>6,337 10 0</b>
	Deduct—Interest, Rentals, and Other Fixed Charges, Chief rents, wayleaves, etc., including lump sum tolls .. .. .						12 0 0
				£	s.	d.	6,325 10 0
	Appropriation to Reserve Account .. .. .	..	..	..	..	..	160 0 0
	Dividends on 5 per cent. Guaranteed Shares:—						
	Shares of £10 each=£123,310						
	at Five per cent. per annum—						
	for Half-year ended 31st March, 1916 .. .. .	..	..	..	..	..	3,082 15 0
	for Half-year ended 30th September, 1916 .. .. .	..	..	..	..	..	3,082 15 0
	<b>TOTAL .. .. .</b>						<b>6,325 10 0</b>

## No. 9 (a).—STATEMENT OF INTERIM DIVIDEND PAID.

(Not applicable to this Company.)



## ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

	£	s.	d.	£	s.	d.	Year 1915.
Superintendence—							£
Salaries .. .. .	41	16	0				38
Office Expenses, etc. .. .. .	0	2	0				..
						41 18 0	38
Maintenance of Roads, Bridges, and Works—							
Earthworks .. .. .							..
Bridges, Tunnels, Culverts, Retaining Walls and other Works	10	2	7				5
Roads and Fences .. .. .	47	16	9				46
						57 19 4	51
Maintenance of Permanent Way :—							
Renewal of Running Lines—							
Wages .. .. .	96	12	4				87
Materials .. .. .	511	3	0				613
Engine Power and Wagon Repairs .. .. .							..
						607 15 4	700
Repair of Running Lines and Sidings—							
Wages .. .. .	1,026	18	10				960
Materials .. .. .	28	7	11				24
Engine Power and Wagon Repairs .. .. .	2	0	0				2
						1,057 6 9	986
Maintenance of Signalling .. .. .	3	10	0				5
Maintenance of Telephones .. .. .	37	4	4				7
Maintenance of Stations and Buildings—							
Stations, Depôts and Offices .. .. .	115	7	9				70
Engine Sheds .. .. .	2	2	0				5
Carriage Sheds .. .. .							..
Locomotive Workshops .. .. .							3
Carriage Workshops .. .. .							..
Wagon Workshops .. .. .							..
Other Buildings .. .. .							4
						158 4 1	94
Total .. .. .						1,923 3 6	1,869

## ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

## (1)—Locomotives.

	£	s.	d.	£	s.	d.	Year 1915.
Superintendence—							£
Salaries .. .. .	73	2	0				71
Office Expenses .. .. .	3	14	10				2
						76 16 10	73
Complete Renewals—							
Wages .. .. .							..
Materials .. .. .							..
Repairs and Partial Renewals—							
Wages .. .. .	465	15	1				467
Materials .. .. .	799	15	3				755
						1,265 10 4	1,222
Purchase of New Locomotives .. .. .							..
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant .. .. .	3	1	0				2
Other Expenses .. .. .	2	17	6				1
						5 18 6	3
Total .. .. .						1,348 5 8	1,298

## (2)—Carriages.

	£	s.	d.	£	s.	d.	Year 1915.
Superintendence—							£
Salaries .. .. .	62	2	0				61
Office Expenses .. .. .							1
						62 2 0	62
Complete Renewals—							
Wages .. .. .	9	6	3				..
Materials .. .. .							9 6 3
Repairs and Partial Renewals—							
Wages .. .. .	91	12	7				76
Materials .. .. .	100	6	1				107
						191 18 8	183
Purchase of New Carriages .. .. .							..
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant .. .. .							..
Other Expenses .. .. .	0	10	0				1
						0 10 0	..
Total .. .. .						263 16 11	246

## (3)—Wagons.

	£	s.	d.	£	s.	d.	Year 1915.
Superintendence—							£
Salaries .. .. .	62	3	0				61
Office Expenses .. .. .							..
						62 3 0	61
Complete Renewals—							
Wages .. .. .	26	16	0				131
Materials .. .. .							136
						26 16 0	267
Repairs and Partial Renewals—							
Wages .. .. .	187	8	2				79
Materials .. .. .	207	17	8				79
						395 5 10	158
Purchase of New Wagons .. .. .							..
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant .. .. .							..
Other Expenses .. .. .	0	10	0				1
						0 10 0	..
Total .. .. .						484 14 0	487

**ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.**

	£ s. d.		Year 1915.	
	£	s. d.	£	Year 1915.
Superintendence—				
Salaries .. ..	71	10 0		72
Office Expenses ..	6	1 10		2
			77 11 10	74
Steam Train Working—				
Wages connected with the running of Locomotive Engines ..	781	5 0		793
Fuel .. ..	1,902	5 7		1,622
Water .. ..	23	12 4		22
Lubricants .. ..	72	19 0		65
Other Stores, including clothing .. ..	18	4 11		17
Miscellaneous .. ..	0	12 9		..
			2,798 19 7	2,519
Electric Train Working—				
Wages of Motormen ..	..	..	..	..
Electric Current .. ..	..	..	..	..
Lubricants .. ..	..	..	..	..
Other Stores, including clothing .. ..	..	..	..	..
Total .. ..	..	..	2,876 11 5	2,593

**ABSTRACT D.—TRAFFIC EXPENSES.**

	£ s. d.		Year 1915.	
	£	s. d.	£	Year 1915.
Salaries and Wages—				
Superintendence ..	255	13 8		254
Stationmasters & Clerks	572	15 11		556
Signalmen and Gatemen	132	16 4		133
Ticket Collectors, Policemen, Porters, etc. ..	495	17 9		465
Guards .. ..	275	8 4		265
			1,732 12 0	1,673
Fuel Lighting, Water and General Stores			289 16 5	214
Clothing .. ..			36 6 0	44
Printing, Advertising, Stationery, Stamps and Tickets .. ..			103 10 8	107
Wagon Covers, etc. .. ..			0 16 3	9
Expenses of Joint Stations and Junctions			100 0 0	100
Cleansing, Lubricating and Lighting of Vehicles .. ..			52 18 3	38
Shunting Expenses (other than mechanical) .. ..			..	..
Working of Stationary Engines, Hoists, Cranes, etc. .. ..			..	..
Coal, etc., Tipping Expenses .. ..			..	..
Railway Clearing House Expenses ..			79 18 6	78
Miscellaneous Expenses .. ..			28 13 9	25
Total .. ..	..	..	2,424 11 10	2,288

**ABSTRACT E.—GENERAL CHARGES.**

	£ s. d.		Year 1915.	
	£	s. d.	£	Year 1915.
Directors' Fees voted by Shareholders ..	..	..	..	..
Fees Paid to and Expenses of Directors on Joint Committees not included in Abstract J. .. ..	..	..	..	..
Auditors and Public Accountants (fees, clerkage and expenses) .. ..	30	0 0		30
Salaries of Secretary, General Manager, Accountant and Clerks .. ..	298	12 10		297
Office Expenses, ditto, ditto .. ..	82	1 4		92
Rating expenses .. ..	..	..	..	..
Fire Insurance .. ..	18	5 9		19
Superannuation and Benevolent Funds, Pensions, etc. .. ..	..	..	..	..
Subscriptions and Donations .. ..	3	2 0		15
Miscellaneous Expenses .. ..	90	14 8		83
Total .. ..	..	..	522 16 7	536

**ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.**

	£ s. d.		Year 1915.	
	£	s. d.	£	Year 1915.
Salaries and Wages .. ..	20	6 6		18
Rent, Rates and Taxes .. ..	..	..	..	..
Maintenance of Horses .. ..	41	11 8		37
Maintenance of Horse Vehicles .. ..	2	0 0		2
Maintenance of Motors .. ..	..	..	..	..
Amounts Paid for Hired Cartage .. ..	5	18 3		8
Miscellaneous .. ..	..	..	..	..
Total .. ..	..	..	69 16 5	65
Amount Charged to Passenger Train Traffic .. ..	..	..	..	..
Amount Charged to Goods Traffic .. ..	..	..	69 16 5	65

**ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.**

(Not applicable to this Company.)

**ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.**

(Not applicable to this Company.)

**ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.**

(Not applicable to this Company.)



## PART II. STATISTICAL RETURNS.

### I.—MILEAGE OF LINES.

#### (A).—Mileage of Lines open for Traffic.

	Running Lines.						Sidings reduced to Single Track.	Total of Single Track, including Sidings.	Year 1915
	Length of Road. First Track.	Second Track.	Third Track.	Fourth Track.	Over four Tracks (reduced to Single Track.)	Total Miles (reduced to Single Track.)			Total of Single Track, including Sidings.
	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.
Lines Owned by the Company—									
Main and Principal Lines .. .. .	37 0	0 27	.. ..	.. ..	.. ..	37 27	3 3	40 30	40 30
Minor and Branch Lines .. .. .	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Lines Jointly Owned (Company's share of Ownership)	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
Other Joint Lines .. .. .	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
TOTAL .. .. .	37 0	0 27	.. ..	.. ..	.. ..	37 27	3 3	40 30	40 30
Do. year 1915 .. .. .	37 0	0 27				37 27	3 3	40 30	

#### (B).—Mileage of Lines authorised but not open for Traffic.

	Miles Authorised.	Miles Constructed and not Open for Traffic.		Miles under Construction.	Miles not Commenced, or in Abeyance.
	Length of Road.	Length of Road.	Length (including Sidings) Reduced to Single Track.	Length of Road.	Length of Road.
	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.
Lines Owned by the Company .. .. .	.. ..	.. ..	.. ..	.. ..	.. ..
Widenings and Additions .. .. .	.. ..	.. ..	.. ..	.. ..	.. ..
Joint Lines (Company's share of Ownership) .. .. .	.. ..	.. ..	.. ..	.. ..	.. ..
TOTAL .. .. .	.. ..	.. ..	.. ..	.. ..	.. ..

#### (C).—MILEAGE OF LINES RUN OVER BY THE COMPANY'S ENGINES.

	Year 1915
	M. Ch.
Lines owned by the Company .. .. .	37 27
„ Partly Owned .. .. .	.. ..
„ Leased, or Worked by the Company .. .. .	.. ..
„ Leased, or Worked Jointly .. .. .	.. ..
„ over which the Company exercises Running Powers .. .. .	.. ..
TOTAL .. .. .	37 27

## II.—ROLLING STOCK.

## (A.)—Steam Locomotives and Tenders.

Description.	Number.	Year 1915.
		Number.
Tender Engines .. .. .	—	—
Tank Engines—		
0—4—2 .. .. .	6	6
0—4—4 .. .. .	1	1
	7	7
Tenders .. .. .	—	—

## (B.)—Rail Motor Vehicles.

(Not applicable to this Company.)

## (C.)—Trains Worked by Electric Power.

(Not applicable to this Company.)

## (D.)—Coaching Vehicles (other than Electric).

## (E.)—Merchandise and Mineral Vehicles.

Description.	Number	Seats or Berths.				Year 1915.	
		1st Class.	2nd Class.	3rd Class.	Total.	Number	Seats or Berths, Total.
PASSENGER CARRIAGES.							
Carriages of uniform Class .. .. .	11	54	..	330	384	11	384
Composite Carriages .. .. .	2	16	..	50	66	2	66
Restaurant Cars .. .. .	..	..	..	..	..	..	..
Miscellaneous .. .. .	..	..	..	..	..	..	..
TOTAL .. .. .	13	70	..	380	450	13	450
Sleeping .. .. .	..	..	..	..	..	..	..
Total Passenger Carriages .. .. .	13				450	13	450
OTHER COACHING VEHICLES ..							
Post Office Vans .. .. .	..					..	..
Luggage, Parcel and Brake Vans .. .. .	5					5	
Carriage Trucks .. .. .	..					..	
Horse Boxes .. .. .	2					2	
Miscellaneous .. .. .	..					..	
Total other Coaching Vehicles .. .. .	7					7	
Total Coaching Vehicles .. .. .	20					20	

Description.	Number	Year 1915.
		Number
Open Wagons—		
Under 8 tons .. .. .	41	41
8 and up to 12 tons .. .. .	..	..
Over 12 and up to 20 tons .. .. .	2	2
Over 20 tons (other than special) .. .. .	..	..
Covered Wagons—		
Under 8 tons .. .. .	38	38
8 and up to 12 tons .. .. .	..	..
Over 12 and up to 20 tons .. .. .	..	..
Over 20 tons .. .. .	..	..
Special Wagons (for loads of exceptional dimensions and weight) .. .. .	..	..
Cattle Trucks .. .. .	10	10
Rail and Timber Trucks, including Twin Trucks .. .. .	4	4
Brake Vans .. .. .	..	..
Miscellaneous .. .. .	2	2
TOTAL .. .. .	97	97

## (F.)—Railway Service Vehicles and Horses for Shunting.

Description.	Number.	Year 1915.
		Number.
Gasholder Trucks .. .. .	..	..
Locomotive Coal Wagons .. .. .	..	..
Ballast Wagons .. .. .	10	10
Mess and Tool Vans .. .. .	..	..
Breakdown Cranes .. .. .	..	..
Travelling Cranes .. .. .	..	..
Miscellaneous .. .. .	..	..
TOTAL .. .. .	10	10
Horses for Shunting .. .. .	—	—

**III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS, GOODS, AND PASSENGERS.**

Description.	Number	Year 1915.
		Number.
<b>Goods and Parcels Road Vehicles:—</b>		
Road motors for goods and parcels .. .. .	..	..
Horse wagons and carts .. .. .	2	2
Miscellaneous .. .. .	..	..
<b>Total</b> .. .. .	<b>2</b>	<b>2</b>
<b>Passenger Road Vehicles:—</b>		
Road motors .. .. .	..	..
Tramcars .. .. .	..	..
Omnibuses .. .. .	..	..
Cabs .. .. .	..	..
Miscellaneous .. .. .	..	..
<b>Total</b> .. .. .	<b>..</b>	<b>..</b>
Horses for road vehicles .. .. .	1	1

**IV.—STEAMBOATS.**

(Not applicable to this Company.)

**V.—CANALS.**

(Not applicable to this Company.)

**VI.—DOCKS, HARBOURS, AND WHARVES.**

(Not applicable to this Company.)

**VII.—HOTELS.**

(Not applicable to this Company.)

**VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.**

Land.	Acreage
Agricultural Land .. .. .	..
Urban and suburban land .. .. .	..
Houses.	Number
Labouring class dwellings .. .. .	..
Houses and cottages for Company's servants .. .. .	..
Other houses and cottages .. .. .	..

## X.— MAINTENANCE AND RENEWAL OF WAY AND WORKS. (Abstract A.)

	Year 1915.			
Quantities of Principal Materials used—				
Ballast .. .. .	600 C. Yards		576 C. Yards	
Fencing .. .. .	$\frac{1}{4}$ Mile		$\frac{1}{4}$ Mile	
Rails .. .. .	T. C.		T. C.	
	60	18	61	0
Sleepers .. .. .	1,200		1,932	
Miles Maintained—				
Miles of Road .. .. .	M. Ch.		M. Ch.	
	37	0	37	0
Miles of Road reduced to Single Track—				
(a) Running Lines .. .. .	37	27	37	27
(b) Sidings .. .. .	3	3	3	3
Miles of Track renewed .. .. .	60		60	

## XI.— MAINTENANCE AND RENEWAL OF ROLLING STOCK. (Abstract B.)

	In Company's Workshops.	By Contract.	Total.	Year 1915.
				Total
Locomotives Renewed .. .. .				
Locomotives Repaired—				
Heavy Repairs .. .. .	3		3	2
Light „ .. .. .	208		208	87
Locomotives under or awaiting Repair at end of year .. .. .	1		1	1
Rail Motor and Electric—				
Train Vehicles, etc., Renewed .. .. .				
Train Vehicles, etc., Repaired .. .. .				
Heavy Repairs .. .. .				
Light „ .. .. .				
Train Vehicles, etc., under or awaiting Repair at end of year .. .. .				
Coaching Vehicles—				
(a) Carriages Renewed .. .. .				
Carriages Repaired—				
Heavy Repairs .. .. .	10		10	1
Light „ .. .. .	58		58	53
Carriages under or awaiting Repair at end of year .. .. .	2		2	1
(b) Others Renewed .. .. .				
Others Repaired—				
Heavy Repairs .. .. .				
Light „ .. .. .				
Others under or awaiting Repair at end of year .. .. .				
Wagons Renewed .. .. .	2		2	
Wagons Repaired—				
Heavy Repairs .. .. .	7		7	18
Light „ .. .. .	159		159	118
Wagons under or awaiting Repair at end of year .. .. .	4		4	5

**XII.—ENGINE MILEAGE.**

	YEAR, 1915.																				
	Train Miles. (Loaded Trains.)			Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.)			Shunting Miles.		Other Miles, (Assist- ing, Light, &c.)		Total Engine Miles.		Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.)			Shunting Miles.		Other Miles, (Assist- ing, Light, &c.)		Total Engine Miles.	
	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.
A.—MILES RUN IN RELATION TO THE COMPANY'S RECEIPTS—																					
Over the Company's System by the Company's Engines .. ..																					
Over the Company's System by other Company's Engines .. ..																					
Add Company's proportion (according to ownership) of miles run on joint account over Joint Lines not included in Abstract J. .. ..																					
TOTAL .. ..																					
B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE—																					
By the Company's Engines over Lines owned, leased, or worked by the Company .. ..																					
By the Company's Engines over other Company's Lines .. ..																					
Add Company's proportion (according to ownership) of miles run on Joint Account over Joint Lines not included in Abstract J. .. ..																					
TOTAL .. ..																					
C.—MILES RUN BY THE COMPANY'S ENGINES:																					
Over Lines owned, leased, or worked by the Company .. ..																					
Over all Joint Lines .. ..																					
Over other Companies' Lines .. ..																					
TOTAL .. ..																					

\* All Trains are mixed Passenger and Goods.

## XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	YEAR 1915.			
					Number.	Receipts	Average Fare per Passenger.	Number originating on the Company's System.
Ordinary—		£	s. d.			£	s. d.	
1st Class .. ..	6,282	335	1 0·8	5,874	6,132	312	1 0·21	5,776
2nd „ .. ..	—	—	—	—	—	—	—	—
3rd „ .. ..	101,109	2,712	6·43	95,692	102,914	2,757	6·43	90,918
Workmen .. ..	—	—	—	—	—	—	—	—
<b>TOTAL .. ..</b>	<b>107,391</b>	<b>3,047</b>	<b>6·81</b>	<b>101,566</b>	<b>109,046</b>	<b>3,069</b>	<b>6·75</b>	<b>102,694</b>
Season—								
1st Class .. ..	4	25	—	4	4	25	—	4
2nd „ .. ..	—	—	—	—	—	—	—	—
3rd „ .. ..	—	—	—	—	1	1½	—	1

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	YEAR 1915.			
					Tonnage.	Receipts	Average Receipt per Ton.	Tonnage originating on the Company's System.
	Tons	£	s. d.	Tons	Tons.	£	s. d.	Tons.
Merchandise .. ..	16,357	3,453	4 2·66	5,283	17,175	3,571	4 1·9	4,937
Coal, Coke and Patent Fuel	5,708	656	2 3·58	86	5,032	595	2 4·38	87
Other Minerals .. ..	4,499	316	1 4·85	4,237	2,525	210	1 7·96	2,171
<b>TOTAL .. ..</b>	<b>26,564</b>	<b>4,425</b>	<b>3 3·98</b>	<b>9,606</b>	<b>24,734</b>	<b>4,376</b>	<b>3 6·46</b>	<b>7,195</b>
	Number.			Number originating on the Company's System.	Number.			Number originating on the Company's System.
Live Stock .. ..	7,151	335	—	7,151	6,598	333	—	6,597

## XV. (A).—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

Originating on the Company's System.	Tons.	Year, 1915.
		Tons.
Minerals—		
Stone .. ..	1,963	1,039
Merchandise—		
Round Timber .. ..	314	7
Pigs, dead .. ..	602	581
Grass Seed .. ..	620	546
Eggs .. ..	1,388	1,255
Butter .. ..	405	352

## XV. (B).—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAIN.

Originating on the Company's System.	Number.	Year, 1915.
		Number.
Horses .. ..	320	356
Cattle .. ..	3,037	3,210
Calves .. ..	1,291	1,314
Sheep .. ..	2,094	174
Pigs .. ..	409	1,544
Miscellaneous .. ..	—	—
<b>TOTAL .. ..</b>	<b>7,151</b>	<b>6,598</b>

## XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEAR.

	1913.	1914.	1915.	1916.
	£	£	£	£
Total Expenditure on Capital Account (No. 4) .. ..	134,448	134,477	134,606	134,606
Gross Receipts from businesses carried on by the Company (No. 8) ..	9,100	8,893	8,558	8,615
Revenue Expenditure on ditto (No. 8) .. ..	9,368	9,376	9,830	10,099
Net Receipts on ditto (No. 8) .. ..	Loss 268	Loss 483	Loss 1,273	Loss 1,484
Miscellaneous Receipts Net (No. 8) .. ..	6,753	6,981	7,771	7,821
Total Net Income (No. 8) .. ..	6,485	6,497	6,497	6,338
Interest, Rentals, and other Fixed Charges (No. 9) .. ..	—	12	12	12
Dividends on Guaranteed and Preference Stocks (No. 9) .. ..	6,165	6,165	6,165	6,165
Balance after payment of Preference Dividends (No. 9) .. ..	—	—	—	—
Dividend on Ordinary Stock (No. 9) .. ..	—	—	—	—
Rate per cent. .. ..	—	—	—	—
Appropriation to Reserve .. ..	320	320	320	160
Brought forward from previous years .. ..	—	—	—	—
Carried forward to subsequent years .. ..	—	—	—	—

P. M. SORAGHAN, Accountant of the Company.

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**CERTIFICATE RESPECTING THE PERMANENT WAY, &c.**

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works have, during the past Year, been maintained in good working condition and repair.

**J. J. S. BARNHILL, Engineer.**

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**CERTIFICATE RESPECTING THE ROLLING STOCK.**

I hereby certify that the whole of the Company's Plant, Engines, Carriages, Wagons, Machinery, and Tools have, during the past Year, been maintained in good working order and repair.

**G. AKERLIND, Loco. Supt.**

*(Signed for the Board of Directors)*

**H. de F. MONTGOMERY,**

*Chairman of the Company.*

**HORACE S. SLOAN,**

*Secretary of the Company.*

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**AUDITOR'S REPORT.**

I report to the Shareholders that I have examined the foregoing Accounts and Balance Sheet of the Clogher Valley Railway Company, Ltd., with the Books of the Company and the Vouchers relating thereto, and have obtained all the information and explanations I have required.

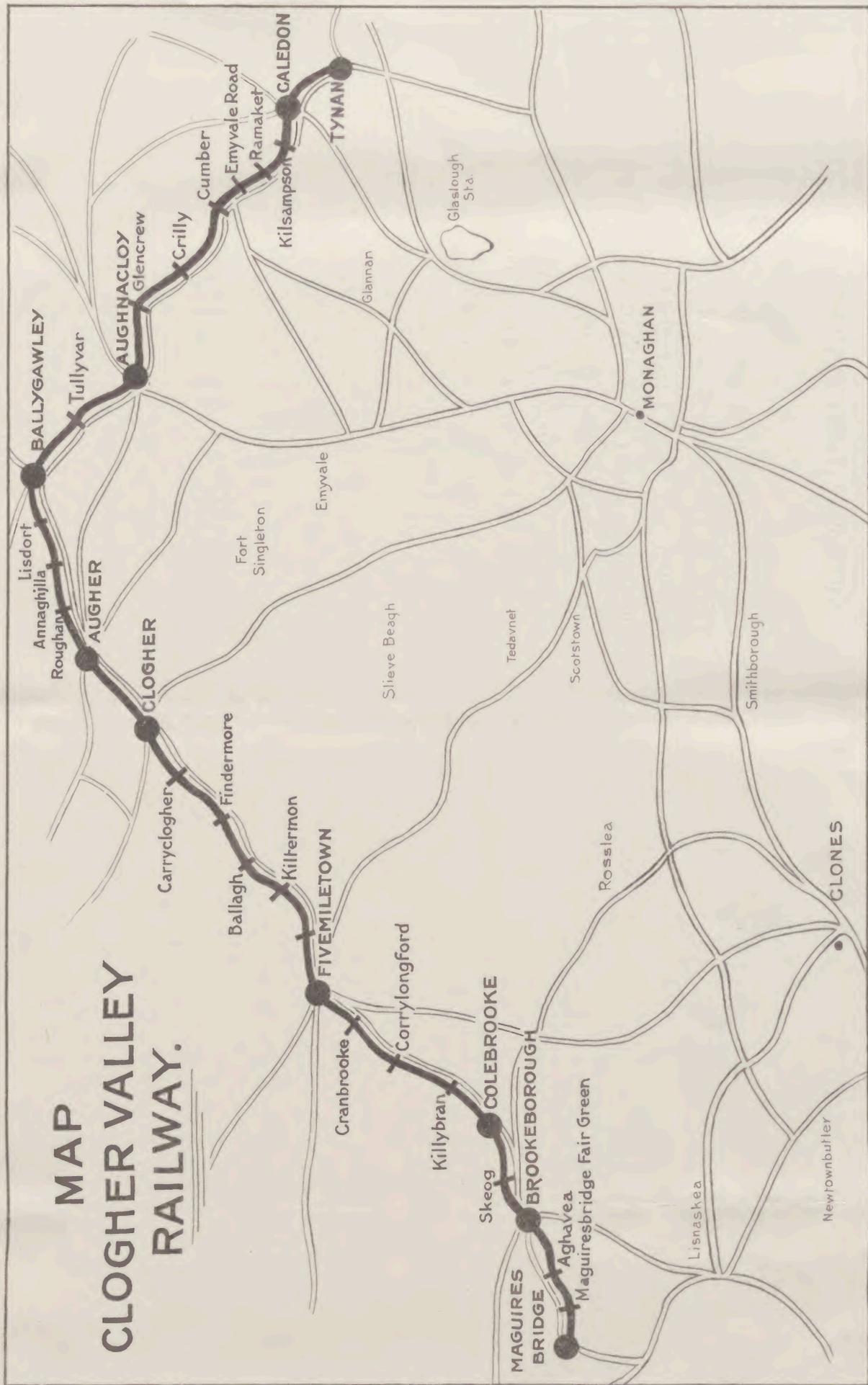
In my opinion the said Accounts and Balance Sheet are properly drawn up, so as to exhibit a true and correct view of the state of the Company's affairs according to the best of my information and the explanations given to me, and as shown by the Books of the Company.

I certify that the Dividends proposed to be declared on the Company's shares is bona-fide due thereon, after charging the Revenue of the year with all expenses which, in my judgment, ought to be paid thereout.

**EDWARD BAILEY, F.C.A., Auditor.**

BELFAST, 22nd November, 1916.

# MAP CLOGHER VALLEY RAILWAY.



**Clogher Valley Railway Company,  
LIMITED.**

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**REPORT OF THE DIRECTORS**

AND

**Statement of Accounts,**

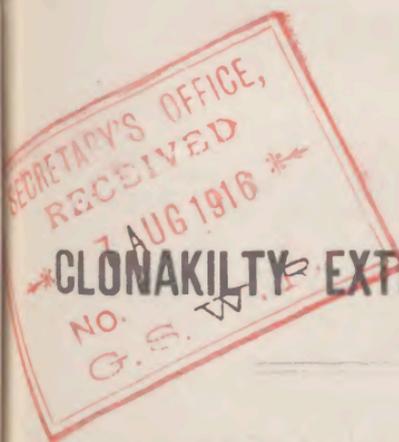
*30th SEPTEMBER, 1916.*

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**N**OTICE is hereby given that the Yearly Ordinary General Meeting of the Proprietors of the Clogher Valley Railway Company, Limited, will be held at the Offices of the Company, Aughnaeloy, on **MONDAY**, the 11th day of December, 1916, at Half-past [Twelve o'clock p.m., to receive Report of the Directors and Statement of Accounts, and to transact other usual Business.

Dated this 22nd day of November, 1916.

**HORACE S. SLOAN,**  
*Secretary.*



**CLONAKILTY EXTENSION RAILWAY CO.**

**REPORT OF DIRECTORS**

AND

**STATEMENT OF ACCOUNTS**

*For Six Months ending 30th June, 1916,*

TO BE

**SUBMITTED TO THE SHAREHOLDERS**

AT THE

**SIXTY-THIRD HALF-YEARLY GENERAL MEETING**

TO BE HELD AT THE

**OFFICES OF THE COMPANY, ALBERT QUAY, CORK,**

ON

*WEDNESDAY, 16th AUGUST, 1916*

AT 11.35 O'CLOCK A.M

**Directors.**

SAVAGE FRENCH, Esq., D.L., *Chairman*

T. J. CANTY, Esq., J.P.

THEODORE F. CARROLL, Esq

JOSEPH PIKE, Esq., D.L.

R. H. LESLIE, *Secretary.*

**Offices.**

ALBERT QUAY, CORK.

**Bankers.**

MUNSTER AND LEINSTER BANK LIMITED

## CLONAKILTY EXTENSION RAILWAY COMPANY.

The Directors beg to submit herewith to the Proprietors the Audited Accounts of the Company for the Half-year ended the 30th June, 1916

The Gross Receipts for the Half-years ended 30th June, 1916 and 1915, were as follows:—

	1916		1915
Passengers, Parcels,		...	
Mails, &c.	£1,121 9 9	...	£1,040 8 10
Goods, Cattle, &c.	1,549 12 11	...	1,533 0 6
	<u>£2,671 2 8</u>	...	<u>£2,573 9 4</u>

Showing an increase of £97 13s. 4d.

After providing for the Debenture Interest and Barcnial Guarantee Dividend, and placing a sum of £50 to General Purposes Fund, a sum of £390 16s 10d. appears to credit of Net Revenue Account, and out of this the Directors recommend the payment of a Dividend on the Ordinary Stock at the rate of 2 per cent. per annum for the half-year, carrying forward £140 16s. 10d. to next Account.

SAVAGE FRENCH, *Chairman*  
R. H. LESLIE, *Secretary.*

Albert Quay,

Cork, 2nd August, 1916.

# CLONAKILTY EXTENSION RAILWAY COMPANY

*Statement of Accounts for Half-year ended 30th June, 1916.*

## No. 1.—STATEMENT OF CAPITAL AUTHORISED AND CREATED BY THE COMPANY.

ACTS OF PARLIAMENT	CAPITAL AUTHORISED			CAPITAL CREATED AND SANCTIONED			BALANCE		
	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total
	Clonakilty Extension Railway Act, 1881 ... Cork and Bandon Railway Clonakilty Extension Act, 1884 ... ..	£ 40,000	£ 20,000	£ 60,000	£ 40,000	£ 20,000	£ 60,000	£ —	£ —

## No. 2.—STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

Description	Amount Created	Amount Received	Calls in Arrears	Amount Uncalled	Amount Unissued
Baronial Guarantee Stock ... ..	£ 15,000	£ 15,000	Nil.	Nil.	Nil.
Ordinary Stock ... ..	25,000	25,000	Nil.	Nil.	Nil.
	40,000	40,000	Nil.	Nil.	Nil.

## No. 3.—CAPITAL RAISED BY DEBENTURE STOCK.

Total amount authorised and raised by Debenture Stock in respect of Capital created as per Statement No. 1 ... ..	£	s.	d.
	20,000	0	0

## No. 3a.—ACCOUNT OF PRESENTMENTS FOR DIVIDEND ON BARONIAL GUARANTEE STOCK.

**Dr.** No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. **Gr.**

TO EXPENDITURE	Amount Expended		Amount Received	
	£	d.	£	d.
on Line open for Traffic	60,000	0 0	40,000	0 0
	<u>60,000</u>	<u>0 0</u>	<u>40,000</u>	<u>0 0</u>
			20,000	0 0
			<u>60,000</u>	<u>0 0</u>

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR—Nil.

No. 6.—LINE WORKED BY CORK, BANDON AND SOUTH COAST RAILWAY COMPANY.

No. 7.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT—Nil.

No. 8.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE—Nil.

No. 9.—REVENUE ACCOUNT TO JUNE 30TH, 1916.

	1915.	1916.	1916.
To Cork, Bandon & South Coast Railway Co.	£ 1,416	£ 1,469	By Traffic Receipts, as per Account rendered by Working Company—
Working Expenses, as per Agreement	97	2 5	Passengers, Parcels, &c. ...
General Charges Account, No. 12	1,064	122 15 10	Goods and Cattle ...
Balance to Nett Revenue Account		1,082 16 5	£ 2,671 2 8
			Miscellaneous Receipts ...
			Transfer Fees ...
			<u>0 10 0</u>
			£ 2,674 14 8
	<u>2,577</u>	<u>2,577</u>	<u>£ 2,674 14 8</u>





*Clonakilty Extension Railway Company.*

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NOTICE IS HEREBY GIVEN that the SIXTY-THIRD HALF-YEARLY ORDINARY GENERAL MEETING of the Proprietors of the CLONAKILTY EXTENSION RAILWAY COMPANY will be held at the Offices of the Company, Albert Quay, Cork, on WEDNESDAY, the 16th August, 1916, at 11.35 o'clock, a.m., to receive the Directors' Report and Statement of Accounts for the Half-year ending 30th June, 1916, and for the transaction of such business as is incidental to a Half-Yearly Ordinary General Meeting of the Company.

The Transfer Books will be closed from the 3rd August to the 16th August, both days inclusive.

By Order of the Board,

R. H. LESLIE,  
*Secretary.*

Albert Quay, Cork,  
20th July, 1916.

The Dividends on the Baronial Guarantee and Ordinary Stocks will be paid on 1st September to the Proprietors registered on 16th August, 1916.

*Proprietors are requested, in case of change of address, to notify the same in writing to the Secretary. This Report is forwarded to address at present registered in the Company's books.*

RECEIVED  
8 FEB 1917  
No. ....  
S. W. R.

# CLONAKILTY EXTENSION RAILWAY CO.

## REPORT OF DIRECTORS

AND

## STATEMENT OF ACCOUNTS

*For Six Months ending 31st December, 1916,*

TO BE

SUBMITTED TO THE SHAREHOLDERS

AT THE

SIXTY-FOURTH HALF-YEARLY GENERAL MEETING

TO BE HELD AT THE

**IMPERIAL HOTEL, CORK,**

ON

*THURSDAY, 15th FEBRUARY, 1917.*

AT 12.35 O'CLOCK P.M.

Directors.

SAVAGE FRENCH, Esq., D.L., *Chairman*

T. J. CANTY, Esq., J.P.

THEODORE F. CARROLL, Esq

JOSEPH PIKE, Esq., D.L.

R. H. LESLIE, *Secretary.*

Offices.

ALBERT QUAY, CORK.

Bankers.

MUNSTER AND LEINSTER BANK LIMITED

# CLONAKILTY EXTENSION RAILWAY COMPANY.

The Directors beg to submit herewith to the Proprietors the Audited Accounts of the Company for the Half-year ended the 31st December, 1916

The Gross Receipts for the Half-years ended 31st December, 1916 and 1915, were as follows:—

	1916		1915
Passengers, Parcels,			
Mails, &c.           ...	£1,293 14 2	...	£1,295 9 4
Goods, Cattle, &c.   ...	1,716 6 2	...	1,645 19 8
	<u>£3,010 0 4</u>	...	<u>£2,941 9 0</u>

Showing an increase of £68 11s. 4d.

After providing for the Debenture Interest and Baronial Guarantee Dividend for the six months ending 31st December, 1916, and placing £100 to General Purposes Fund, there remains a balance of £539 7s. 11d. at credit of Net Revenue Account, and out of this the Directors recommend the payment of a Dividend on the Ordinary Stock at the rate of 3½ per cent. per annum for the half-year, carrying forward to next Account. £101 17s. 11d.

Mr. T. J. Canty and Mr. T. F. Carroll, Directors, retire by rotation, and being eligible they offer themselves for re-election.

Mr. R. Munro, the retiring Auditor, also offers himself for re-election.

SAVAGE FRENCH, *Chairman*  
R. H. LESLIE, *Secretary*.

Albert Quay,  
Cork, 1st February, 1917.

# CLONAKILTY EXTENSION RAILWAY COMPANY.

*Statement of Accounts for Half-year ended 31st December, 1916.*

## No. 1.—STATEMENT OF CAPITAL AUTHORISED AND CREATED BY THE COMPANY.

ACTS OF PARLIAMENT	CAPITAL AUTHORISED			CAPITAL CREATED AND SANCTIONED			BALANCE		
	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total
	£	£	£	£	£	£	£	£	£
Clonakilty Extension Railway Act, 1881 ...	40,000	20,000	60,000	40,000	20,000	60,000	—	—	—
Cork and Bandon Railway Clonakilty Extension Act, 1884 ...	—	—	—	—	—	—	—	—	—

## No. 2.—STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

Description	Amount Created		Amount Received		Calls in Arrears		Amount Unissued	
	£	s.	£	s.	£	s.	£	s.
Baronial Guarantee Stock ...	—	—	15,000	—	Nil.	—	Nil.	—
Ordinary Stock ...	—	—	25,000	—	Nil.	—	Nil.	—
	—	—	40,000	—	Nil.	—	Nil.	—

## No. 3.—CAPITAL RAISED BY DEBENTURE STOCK.

Total amount authorised and raised by Debenture Stock in respect of Capital created as per Statement No. 1		£	s.	d.
...	...	20,000	0	0

## No. 3a.—ACCOUNT OF PRESENTMENTS FOR DIVIDEND ON BARONIAL GUARANTEE STOCK.

**Dr.** No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. **Cr.**

TO EXPENDITURE	Amount Expended		Amount Received	
	£	d.	£	d.
on Line open for Traffic	60,000	0 0	40,000	0 0
	60,000	0 0	20,000	0 0
			60,000	0 0

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR—Nil.

No. 6.—LINE WORKED BY CORK, BANDON AND SOUTH COAST RAILWAY COMPANY.

No. 7.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT—Nil.

No. 8.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE—Nil.

No. 9.—REVENUE ACCOUNT TO DECEMBER 31ST, 1916.

	1915.	1916.	1916.
To Cork, Bandon & South Coast Railway Co.	£	£	By Traffic Receipts, as per Account rendered by Working Company—
Working Expenses, as per Agreement ...	1,618	1,655 10 2	Passengers, Parcels, &c. ...
General Charges Account, No. 12 ...	93	115 6 6	Goods and Cattle ...
Balance to Nett Revenue Account ...	1,234	1,243 0 10	Miscellaneous Receipts ...
			Transfer Fees ...
			£3,010 0 4
			2 14 8
			1 2 6
			£3,013 17 6
2,945	2,945		



To Net Revenue, as per Account No. 10	£	s.	d.	£	s.	d.
Debiture Stock Interest accrued and provided for	539	7	11	180	15	3
Baronial Guarantee Dividend accrued and provided for	65	13	4	1,946	17	7
Unpaid Dividends	375	0	0	133	9	9
General Purposes Fund	30	1	4			
	1,250	0	0			
	£2,261	2	7	£2,261	2	7
By Cash at Bankers						
Cork, Bandon and South Coast Railway Co.						
Income Tax						

## No. 14—MILEAGE STATEMENT.

Lines owned by Company	Miles Authorised	Miles Constructed	Miles to be Constructed	Miles worked by Engines
.....	8½	8½	—	—

## No. 15—STATEMENT OF TRAIN MILEAGE.

Return made by Cork, Bandon and South Coast Railway Company.

SAVAGE FRENCH, *Chairman*.  
R. H. LESLIE, *Secretary*.

We hereby certify that the foregoing Half-yearly Accounts contain a full and true statement of the financial condition of the Company, and that the Dividends proposed to be declared on the several Stocks are *bona fide* due thereon after charging the Revenue for the Half-year with all expenses which, in our judgment, ought to be paid thereout.

ALBERT QUAY,  
Cork, 22nd January, 1917.

ERNEST C. HITCHMOUGH,  
ROBERT MUNRO, } *Auditors*.  
(*Incorporated Accountant*),  
(*Incorporated Accountant*),

## *Clonakilty Extension Railway Company.*

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NOTICE IS HEREBY GIVEN that the SIXTY-FOURTH HALF-YEARLY ORDINARY GENERAL MEETING of the Proprietors of the CLONAKILTY EXTENSION RAILWAY COMPANY will be held at the IMPERIAL HOTEL, Cork, on THURSDAY, the 15th February, 1917, at 12.35 o'clock, p.m., to receive the Directors' Report and Statement of Accounts for the Half-year ending 31st December, 1916, and for the transaction of such business as is incidental to a Half-Yearly Ordinary General Meeting of the Company.

The Transfer Books will be closed from the 2nd February, to the 15th February, both days inclusive.

By Order of the Board,

R. H. LESLIE,  
*Secretary.*

Albert Quay, Cork,  
16th January, 1917.

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The Dividends on the Baronial Guarantee and Ordinary Stocks will be paid on March 1st to the Proprietors registered on 15th February, 1917.

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*Proprietors are requested, in case of change of address, to notify the same in writing to the Secretary. This Report is forwarded to address at present registered in the Company's books.*



Dublin and South Eastern Railway Company.

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REPORT OF THE DIRECTORS,  
AND  
STATEMENT OF FINANCIAL ACCOUNTS  
AND  
STATISTICAL RETURNS  
FOR  
Year ending 31st December, 1916.

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To be submitted to the Proprietors at the Annual General Meeting to be held at the Company's Offices, Westland Row, Dublin, on WEDNESDAY, the 28th day of FEBRUARY, 1917, at 12 o'clock, noon.

# DUBLIN AND SOUTH EASTERN RAILWAY CO.

## Directors :

FREDERIC W. PIM, Lonsdale, Blackrock, Co. Dublin, *Chairman*.

FRANK BROOKE, D.L., J.P., Ardeen, Shillelagh, Co. Wicklow, *Deputy-Chairman*.

JAMES PIM, Merdon, Dalkey, Co. Dublin.

SIR THOMAS HENRY GRATTAN ESMONDE, Bart., M.P., Ballinastragh, Gorey, Co. Wexford.

HENRY G. BURGESS, Eglinton House, Eglinton Park, Kingstown, Co. Dublin.

EDWARD KENRICK BUNBURY-TIGHE, D.L., J.P., Woodstock, Innistioge, Co. Kilkenny.

RICHARD W. BOOTH, J.P., Victoria House, Dalkey, Co. Dublin.

## Auditors :

MARCUS GOODBODY, Talbot Lodge, Blackrock, Co. Dublin.

E. N. EDWARDS, 6 Mount Eden Road, Donnybrook.

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## REPORT OF THE DIRECTORS.

Your Directors submit herewith the Accounts for the Year ending 31st December, 1916, duly verified by your Auditors and examined and approved by Messrs. Price, Waterhouse, & Co., Chartered Accountants.

The following is a summary of Receipts and Expenditure on Revenue Account, as compared with the year 1915.

Per Account No. 8:—

	1915	1916
Gross Receipts of Railway, &c.	£289,531	£302,632
Expenditure	181,533	199,533
	<hr/>	<hr/>
Net Receipts	107,998	103,099
Miscellaneous Receipts net:—		
From Rents, Interest, &c.	7,916	8,407
	<hr/>	<hr/>
Total Net Income	115,914	111,506

Per Account No. 9:—

Add Balance from last Account	12,462	10,019
	<hr/>	<hr/>
Deduct—Interest, Rents, and other fixed charges	128,376	121,525
	<hr/>	<hr/>
Balance after payment of fixed charges	33,562	25,126
Deduct—Appropriation to Reserve	5,000	2,100
	<hr/>	<hr/>
Interim Dividend paid on Consolidated Preference Stock at 4% per annum	28,562	23,026
	<hr/>	<hr/>
Leaving a Balance of	9,271	9,271
	<hr/>	<hr/>
	£19,291	£13,755

Your Directors, having placed to the General Reserve Account the amount of £2,100, as shown above, recommend, out of the balance remaining, payment of a Dividend at the rate of four per cent. per annum on the Consolidated Preference Stock for the half-year ending 31st December, 1916, amounting to £9,271, leaving a balance of £4,484 to be carried to next account.

## REVENUE: RECEIPTS AND EXPENDITURE.

The Traffic Receipts show an increase of £12,921 in comparison with the figures for 1915, being confined to Parcels, Merchandise, and Live Stock Traffic, but owing to the prevailing high prices of materials, particularly that of coal, the increased cost of working has absorbed more than this amount.

## CAPITAL ACCOUNT.

The expenditure on Capital Account, exclusive of the expenditure in respect of the Diversion Railways, and of the purchase of two plots of land adjacent to Stations, amounted to £371 2s. 4d., being the cost of the equipment of the Refreshment Saloons at Harcourt Street and Westland Row, purchased from the late tenant, whose lease expired in the middle of the year.

## DIVERSION RAILWAYS.

Messrs. Naylor Bros., the contractors for the construction of the Diversion Railways, relinquished the contract for the Bray Head to Greystones section in April last, and Mr. William Henn Hinde, of the firm of Messrs. Hinde & Cheeke, has taken up the contract for completion. Out of the total 1,100 yards of tunnel, 951 yards have been excavated. The shortage of labour mentioned in last year's report was further accentuated during the past year.

## "SINN FEIN" DISTURBANCES.

During the disturbances which occurred in April and May last the traffic was for a time entirely suspended, and afterwards considerably restricted, by the orders of the Military Authorities, who took possession of some important Stations on the Line, and used the Company's plant and equipment for military purposes. A claim for compensation for the losses thus incurred has been lodged with the Government.

## STATE CONTROL.

In pursuance of an Order in Council made on the 22nd December, 1916, under the provisions of the Regulation of the Forces Act, 1871, the control of the Irish Railways was taken over by the Government as from midnight of 31st December, 1916, for which purpose an Executive Committee was appointed, composed of the General Managers of certain Companies, with the Under-Secretary for Ireland as Chairman.

Negotiations as to Compensation to be paid by the Government are at present proceeding between the Board of Trade and the Irish Railways Executive Committee.

## GENERAL MANAGER.

Your Directors have appointed Mr. John Coghlan, who for twenty-one years has been the Company's Traffic Manager, to the position of General Manager, which has been vacant since the retirement of Mr. Reid in November, 1915.

## DIRECTORS AND AUDITORS.

The Directors retiring by rotation are Mr. F. W. Pim (Chairman) and Captain E. K. B. Tighe, who, being eligible, offer themselves for re-election.

Mr. E. N. Edwards, one of your Auditors, also retires, and presents himself for re-election.

FREDERIC W. PIM, *Chairman.*

R. D. GRIFFITH, *Secretary.*

SECRETARY'S OFFICE,

WESTLAND ROW STATION,

DUBLIN, 8th February, 1917.

*N.B.—A form of Proxy is enclosed, which any Proprietor who may be unable to attend the Meeting is requested to sign and return to the Secretary so that he may receive it not later than 12 noon on Monday, the 26th February. Any special direction of any Proprietor will be observed.*

The Dividend Warrants are intended to be posted on 2nd March next. Proprietors are particularly requested to advise the Secretary, before that date, of any change of address.

# DUBLIN AND SOUTH EASTERN RAILWAY

Financial Accounts & Statistical Returns for the year ending 31st December, 1916.

## PART I.

### FINANCIAL ACCOUNTS

#### No. 1 (a)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

Special Acts	Capital Authorised			Capital Created			Balance		
	Shares and Stock	Loans or Debenture Stock	Total	Shares and Stock	Loans or Debenture Stock	Total	Shares and Stock	Loans or Debenture Stock	Total
	£	£	£	£	£	£	£	£	£
1. Special Acts conferring Capital powers which have been fully exercised.	1,430,557	1,381,225	2,811,782	1,430,557	1,381,225	2,811,782	—	—	—
TOTAL ..	1,430,557	1,381,225	2,811,782	1,430,557	1,381,225	2,811,782	—	—	—

#### No. 1 (b)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

*Not Applicable.*

#### No. 1 (c)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

Special Acts	Capital Authorised			Capital Created			Balance		
	Shares and Stock	Loans or Debenture Stock	Total	Shares and Stock	Loans or Debenture Stock	Total	Shares and Stock	Loans or Debenture Stock	Total
	£	£	£	£	£	£	£	£	£
Dublin and South Eastern Railway (City of Dublin Junction Railways) jointly with Great Northern Railway Co., (I.) and City of Dublin Steam Packet Co.—47 and 48 Vic., Cap. 188, 1884. ....	225,000	—	225,000	225,000	—	225,000	—	—	—
Dublin & South Eastern Railway (New Ross and Waterford Extension Railways). Separate Guarantee—60 and 61 Vic., Cap. 201, 1897, 63 and 64 Vic., Cap. 156, 1900 ....	100,000	—	100,000	100,000	—	100,000	—	—	—
TOTAL ...	325,000	—	325,000	325,000	—	325,000	—	—	—

No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a), SHOWING THE PROPORTION ISSUED.

Description	Amount created	Amount issued	Nominal additions to Capital	Nominal deductions from Capital	Amount on which Dividend is payable	Amount which does not rank for Dividend until a future date	Calls in arrear	Amount uncalled	Amount unissued
	£	£	£	£	£	£	£	£	£
Consolidated Preference Stock 4 per cent. ... ..	463,567	463,350	217	—	463,567	—	—	—	—
Consolidated Ordinary Stock	966,990	1,106,800	—	139,810	966,990	—	—	—	—
<b>TOTAL</b>	<b>£ 1,430,557</b>	<b>1,570,150</b>	<b>217</b>	<b>139,810</b>	<b>1,430,557</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>

No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS.

	RAISED BY LOANS	RAISED BY ISSUE OF DEBENTURE STOCKS						Total raised by Loans and Debenture Stocks
		Amount of Stocks	Nominal Addition on Consolidation and Conversion	EXISTING AMOUNT OF STOCKS				
				Consolidated (A), at 4 per cent.	Consolidated (B), at 4 per cent.	Total Debenture Stocks		
	£	£ s. d.	£ s. d.	£	£	£	£	
Existing at 31st December, 1916 ...	Nil	953,226 13 4	77,998 6 8	701,189	330,036	1,031,225	1,031,225	
Existing at 31st December, 1915 ...	Nil	953,226 13 4	77,998 6 8	701,189	330,036	1,031,225	1,031,225	
Increase ... ..	—	—	—	—	—	—	—	
Decrease ... ..	—	—	—	—	—	—	—	
Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created, as per Statement No. 1 (a)							1,381,225	
Total amount raised by Debenture Stocks as above ... ..							1,031,225	
Balance, being available borrowing powers at 31st December, 1916 ... ..							£ 350,000	

Cr.

## No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Dr.

To Expenditure	Amount expended to 31st December, 1915	Amount expended during Year, as per No. 5	Total	By Receipts	Amount received to 31st December, 1915	Amount received during Year	Total
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Lines open for Traffic ... ..	2,051,979 8 1	4,013 13 9	2,055,993 1 10	Shares and Stocks (No. 2) ... ..	1,570,150 0 0	—	1,570,150 0 0
Lines not open for Traffic—				Debenture Stocks (No. 3) ... ..	953,226 13 4	—	953,226 13 4
Bray Head to Greystones	43,043 0 0	8,678 16 1	51,721 16 1	Premiums on Debenture Stocks ...	19,060 17 2	—	19,060 17 2
Diversion ... ..							
Lines Leased ... ..	247,383 7 10	—	247,383 7 10				
Rolling Stock ... ..	306,078 13 11	—	306,078 13 11				
Manufacturing and Repairing Works and Plant—							
Land and Buildings ... ..	1,158 10 0	—	1,158 10 0				
Plant and Machinery ... ..	10,538 19 9	—	10,538 19 9				
Total Capital expended upon Railway	2,660,181 19 7	12,692 9 10	2,672,874 9 5				
Hotels ... ..	33,605 11 0	371 2 4	33,976 13 4				
Land, Property, &c., not forming part of the Railway or Stations—							
Used in connection with Railway working ... ..	1,780 0 0	—	1,780 0 0				
Not used in connection with Railway working ... ..	31,604 4 6	—	31,604 4 6	TOTAL RECEIPTS	£ 2,542,437 10 6	—	2,542,437 10 6
Subscription to Wicklow Foreshore Protective Works ... ..	1,000 0 0	—	1,000 0 0				
TOTAL ... ..	£ 2,728,171 15 1	13,063 12 2	2,741,235 7 3	By Balance ... ..	£ 198,797 16 9	—	198,797 16 9
				TOTAL	£ 2,741,235 7 3	—	2,741,235 7 3



## No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See State- ment		Gross Receipts.		Expenditure.		Net Receipts.		Year 1915		
		£	s. d.	£	s. d.	£	s. d.	Gross Receipts.	Expendi- ture.	Net Receipts.
10	Railway	302,632	5 10	199,532	16 9	103,099	9 1	289,531	181,533	107,998
	Miscellaneous Receipts (Net)—									
	Rents from Houses and Lands			2,413	1 11					2,522
	Rents from Hotels, Refreshment Rooms, and Restaurant Cars			1,060	10 3					1,313
	Other Rents, including Lump-sum Tolls			3,912	14 9					3,644
	Transfer Fees			39	7 6					37
	Interest and Dividends from Investments in other Companies ;— City of Dublin Junction Railways			221	4 11					204
	General Interest			759	13 0					196
						8,406	12 4			
	TOTAL NET INCOME			£		111,506	1 5			£ 115,914

## No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

	£	s.	d.	Year 1915 £
Balance brought forward from last year's Account	10,019	11	10	12,462
Net Income (as per Statement No. 8)	111,506	1	5	115,914
TOTAL	121,525	13	3	128,376
Deduct—Interest, Rentals, and other Fixed Charges—				
Chief Rents, Wayleaves, &c., including Lump-sum Tolls	1,700	0	0	1,700
Interest on Debenture Stocks—				
Consolidated (A) at 4 per cent.	£28,047	11	2	28,048
Consolidated (B) at 4 per cent.	13,201	8	10	13,201
	41,249	0	0	41,249
Rent of, and Guaranteed Interest on, Worked Lines—				
Dublin and Kingstown Leased Line	30,000	0	0	30,000
City of Dublin Junction Railways—				
Guarantee	£4,000	0	0	4,000
Proportion of Net Receipts	6,375	16	3	6,269
	10,375	16	3	10,269
New Ross and Waterford Extension Railways—				
Guarantee	£4,000	0	0	4,000
Proportion of Net Receipts	1,560	4	6	884
	5,560	4	6	4,884
Interest on Lloyd's Bonds	7,514	1	10	6,712
TOTAL	96,399	2	7	94,814
Balance after payment of Fixed Charges	25,126	10	8	33,562
Appropriation to Reserve and other Special Purposes—				
General Reserve Fund	2,100	0	0	5,000
Coast Defence Reserve Account	—	—	—	5,000
TOTAL	23,026	10	8	28,562
Dividends on Preference Stocks—				
Consolidated Preference Stock, at 4 per cent. per annum	18,542	13	8	18,542
Balance available for Dividends on Consolidated Ordinary Stock—				
Dividend on Consolidated Ordinary Stock,	£	s.	d.	
Balance carried forward to next Year's Account	4,483	17	0	10,014

## No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

	£	s.	d.	£
Balance available for Dividends after payment of Fixed Charges, Year 1916 (as per Account No. 9)	23,026	10	8	28,562
Deduct—				
Interim Dividends paid :—				
4 % Consolidated Preference Stock, at 2 per cent.	9,271	6	10	9,271
Consolidated Ordinary Stock,	—	—	—	—
	9,271	6	10	9,271
Undivided Balance at 31st December, carried to Balance Sheet	£			19,291



**ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.**

	£ s. d.		£ s. d.		Year 1915
	£	s.	d.	£	£
Superintendence—					
Salaries ... ..	1,797	0	11		2,000
Office Expenses, &c. ... ..	62	4	10		44
				1,859	2,044
Maintenance of Roads, Bridges, and Works—					
Earthworks ... ..	349	7	7		280
Bridges, Tunnels, Culverts, Retaining Walls, and other Works ... ..	18,681	13	6		7,536
Roads and Fences ... ..	851	6	10		894
Deduct—Amount taken from “Coast Defence Reserve Account” ... ..	19,882	7	11		
	5,000	0	0	14,882	8,710
Maintenance of Permanent Way—					
Renewal of Running Lines—					
Wages ... ..	171	11	8		991
Materials ... ..	1,892	13	2		7,337
Engine Power and Waggon Repairs ... ..	492	17	6		149
				2,557	8,477
Repair of Running Lines and Sidings—					
Wages ... ..	10,882	9	2		10,430
Materials ... ..	2,587	15	7		3,174
Engine Power and Waggon Repairs ... ..	162	0	0		440
				13,632	14,044
Maintenance of Signalling ... ..	565	3	11		731
Maintenance of Telegraphs ... ..	1,005	13	8		973
				1,570	1,704
Maintenance of Stations and Buildings—					
Stations, Depôts, and Offices ... ..	2,324	4	10		2,149
Engine Sheds ... ..	238	4	6		276
Carriage Sheds ... ..	2	6	0		3
Locomotive Workshops ... ..	24	17	0		19
Waggon Workshops ... ..	—	—	—		3
Other Buildings ... ..	145	11	7		348
				2,735	2,798
<b>TOTAL ... ..</b>	<b>£</b>	<b>37,237</b>	<b>2</b>	<b>3</b>	<b>37,777</b>

**ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.****(1) LOCOMOTIVES.**

	£ s. d.		£ s. d.		Year 1915
	£	s.	d.	£	£
Superintendence—					
Salaries ... ..	455	11	2		449
Office Expenses ... ..	65	5	3		57
				520	506
Repairs and Partial Renewals—					
Wages ... ..	5,771	3	4		5,290
Materials ... ..	4,394	7	8		4,650
				10,165	9,940
Workshop Expenses—					
Repairs and Renewals of Machinery and Plant ... ..	198	10	1		185
Other Expenses ... ..	1,465	11	0		1,271
				1,664	1,456
				12,350	11,902
Deduct—Engine Power supplied to and by the Company (Balance) ... ..				468	602
<b>TOTAL ... ..</b>	<b>£</b>	<b>11,882</b>	<b>5</b>	<b>6</b>	<b>11,300</b>
Deduct amount realised from sale of Old Engines ... ..		2,100	0	0	—
				9,782	11,300

**(2) CARRIAGES.**

	£ s. d.		£ s. d.		Year 1915
	£	s.	d.	£	£
Superintendence—					
Salaries ... ..	227	16	2		277
Office Expenses ... ..	48	0	5		45
				275	322
Complete Renewals—					
Wages ... ..	—	—	—		161
Materials ... ..	—	—	—		1,123
					1,284
Repairs and Partial Renewals—					
Wages ... ..	1,997	4	0		1,958
Materials ... ..	1,259	2	3		1,679
				3,256	3,637
Workshop Expenses—					
Repairs and Renewals of Machinery and Plant ... ..	37	5	7		—
Other Expenses ... ..	480	2	5		419
				517	420
<b>TOTAL ... ..</b>	<b>£</b>	<b>4,049</b>	<b>10</b>	<b>10</b>	<b>5,669</b>

**(3) WAGGONS.**

	£ s. d.		£ s. d.		Year 1915
	£	s.	d.	£	£
Superintendence—					
Salaries ... ..	227	15	8		277
Office Expenses ... ..	30	5	11		24
				258	301
Complete Renewals—					
Wages ... ..	—	—	—		23
Materials ... ..	—	—	—		171
					194
Repairs and Partial Renewals—					
Wages ... ..	1,924	18	8		1,374
Materials ... ..	2,107	2	9		1,564
				4,032	2,938
Workshop Expenses—					
Repairs and Renewals of Machinery and Plant ... ..	38	2	3		11
Other Expenses ... ..	467	8	3		367
				505	378
<b>TOTAL ... ..</b>	<b>£</b>	<b>4,795</b>	<b>13</b>	<b>6</b>	<b>3,811</b>

**ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.**

	£ s. d.		Year 1915	
	£	s. d.	£	s. d.
Superintendence—				
Salaries ...	910	2 0	820	
Office Expenses ...	138	12 9	118	
			1,048	14 9
Steam Train Working—				
Wages connected with the Running of Locomotive Engines ...	11,451	14 10	11,140	
Fuel ...	57,244	18 3	37,192	
Water ...	1,021	12 10	872	
Lubricants ...	1,156	11 7	847	
Other Stores, including				
Clothing ...	1,171	2 9	898	
Miscellaneous ...	233	11 10	182	
			72,279	12 1
			73,328	6 10
			51,131	
			52,069	
Deduct—Engine Power supplied to and by the Company (Balance) ...	2,322	2 9	1,325	
<b>TOTAL</b> ...	<b>£ 71,006</b>	<b>4 1</b>	<b>50,744</b>	

**ABSTRACT D.—TRAFFIC EXPENSES.**

	£ s. d.		Year 1915	
	£	s. d.	£	s. d.
Salaries and Wages—				
Superintendence ...	2,219	8 2	3,055	
Stationmasters and Clerks ...	9,563	8 8	9,820	
Signalmen and Gate-men ...	6,668	19 11	5,988	
Ticket Collectors, Policemen, Porters, &c. ...	12,223	14 8	12,077	
Guards ...	2,964	16 2	2,918	
			33,640	7 7
Fuel, Lighting, Water, and General Stores	4,024	7 6	3,970	
Clothing ...	600	14 10	701	
Printing, Advertising, Stationery, Stamps, and Tickets ...	1,619	8 4	1,720	
Waggon Covers, &c. ...	537	8 6	435	
Expenses of Joint Stations and Junctions	Cr 1,300	1 0	Cr 1,186	
Cleansing, Lubricating, and Lighting of Vehicles ...	3,975	9 2	3,075	
Shunting Expenses (other than Mechanical)—				
Wages ...	683	3 11	641	
Other Expenses ...	12	2 1	3	
			695	6 0
Working of Stationary Engines, Hoists, Cranes, &c. ...	259	19 9	232	
Railway Clearing House Expenses ...	904	9 10	894	
Miscellaneous Expenses ...	789	5 7	828	
<b>TOTAL</b> ...	<b>£ 45,746</b>	<b>16 1</b>	<b>45,171</b>	

**ABSTRACT E.—GENERAL CHARGES.**

	£ s. d.		Year 1915	
	£	s. d.	£	s. d.
Directors' Fees voted by Shareholders ...	1,750	0 0		
Less amount voluntarily surrendered (year ended 31st December) ...	350	0 0		
			1,400	0 0
Auditors and Public Accountants ...	290	2 2	276	
Salaries of Secretary, General Manager, Accountant, and Clerks ...	4,943	14 2	6,492	
Office Expenses, ditto ...	714	14 7	856	
Rating Expenses ...	72	7 0	—	
Fire, &c., Insurance ...	256	12 10	340	
Superannuation and Benevolent Funds, Pensions, &c. ...	2,946	12 1	2,091	
Subscriptions and Donations ...	21	13 0	51	
Miscellaneous Expenses ...	504	15 5	424	
<b>TOTAL</b> ...	<b>£ 11,150</b>	<b>11 3</b>	<b>12,155</b>	

**ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.**

	£ s. d.		Year 1915	
	£	s. d.	£	s. d.
Amounts paid for Hired Cartage ...	3,125	6 5	2,981	
<b>TOTAL</b> ...	<b>£ 3,125</b>	<b>6 5</b>	<b>2,981</b>	
Amount charged to Passenger Train Traffic ...	2,052	1 7	1,994	
Amount charged to Goods Traffic ...	1,073	4 10	987	

**ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.**

*Not Applicable.*

**ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGGON HIRE.**

	Receipts		Expenditure		Balance		Year 1915		
	£	s. d.	£	s. d.	£	s. d.	Receipts	Expenditure	Balance
Mileage and Demurrage—									
Passenger Train Vehicles ...	2	9 6	126	4 8	Dr. 123	15 2	6	101	Dr. 95
Goods Train Vehicles ...	136	9 8	74	10 7	Cr. 61	19 1	202	60	Cr. 142
Hire of—									
Passenger Train Vehicles ...	—	—	—	—	—	—	—	—	—
Goods Train Vehicles ...	—	—	—	—	—	—	—	—	—
<b>TOTAL</b> ...	<b>£ 138</b>	<b>19 2</b>	<b>200</b>	<b>15 3</b>	<b>Dr. 61</b>	<b>16 1</b>	<b>208</b>	<b>161</b>	<b>Cr. 47</b>

**ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES—RECEIPTS AND EXPENDITURE.**

*Not Applicable.*

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

*Not Applicable.*

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

*Not Applicable.*

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

*Not Applicable.*

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS, AND WHARVES.

*Not Applicable.*

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

*Not Applicable.*

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

*Not Applicable.*

No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

*Not Applicable.*

## No. 18.—GENERAL BALANCE SHEET.

Dr.

	Year 1915		Year 1915	Year 1915		Year 1915	Year 1915
	£	s. d.		£	s. d.		
To amount due to Bankers	24,303	16 4	—	—	—	—	—
Temporary Loans	3,000	0 0	15,800	—	—	—	—
Lloyd's Bonds	166,600	0 0	153,600	—	—	—	—
Unpaid Interest and Dividends	1,189	18 9	1,450	—	—	—	—
Interest and Dividends payable or accruing and provided for	15,301	8 7	15,211	—	—	—	—
Amount due to Railway Companies and Committees	2,323	16 7	2,151	—	—	—	—
Amount due to Irish Railway Clearing House	2,609	6 11	1,917	—	—	—	—
Accounts payable	19,673	1 4	18,707	—	—	—	—
Liabilities accrued	15,830	15 10	18,217	—	—	—	—
Miscellaneous Accounts	23,607	6 4	7,990	—	—	—	—
Dublin and Kingstown Railway Rent	15,000	0 0	15,000	—	—	—	—
Depreciation Fund—							
Railways—Deferred Maintenance	6,145	16 10	—	—	—	—	—
Worked Lines Suspense Account	69,000	0 0	69,000	—	—	—	—
General Reserve	4,100	0 0	2,000	—	—	—	—
General Insurance Reserve	5,000	0 0	5,000	—	—	—	—
Coast Defence Reserve Account	—	—	5,000	—	—	—	—
Balance available for Dividends and Reserve as per Account No. 9	25,126	10 8	33,562	—	—	—	—
Less transferred to Reserve	2,100	0 0	5,000	—	—	—	—
Less Interim Dividends paid as per Statement No. 9 (a)	23,026	10 8	28,562	—	—	—	—
	9,271	6 10	9,271	—	—	—	—
	13,755	3 10	19,291	—	—	—	—
	387,440	11 4	350,334	—	—	—	—
By Capital Account, Balance at Debit thereof, as per Account No. 4	198,797	16 9	—	—	—	—	—
Cash in hand	—	—	4,333	15 11	—	—	—
Cash on Deposit at Interest	—	—	9,459	1 5	—	—	—
Investment in Stock held by the Company, not charged as Capital Expenditure	13,792	17 4	—	—	—	—	—
Advances to other Companies, not charged as Capital Expenditure (Separate Undertakings)	3,698	15 10	—	—	—	—	—
Stock of Stores and Materials	68,307	0 11	—	—	—	—	—
Outstanding Traffic Accounts	45,634	2 9	—	—	—	—	—
Amount due by Railway Companies and Committees	6,104	3 0	—	—	—	—	—
Amount due by Railway Clearing House	4,374	12 10	—	—	—	—	—
Amount due by Postmaster-General	3,035	5 7	—	—	—	—	—
Accounts Receivable	3,849	7 2	—	—	—	—	—
Miscellaneous Accounts	18,999	15 4	—	—	—	—	—
	20,546	13 10	—	—	—	—	—
	387,440	11 4	350,334	—	—	—	—

Year 1915

£

£

185,734

6,905

15,900

22,805

3,694

68,595

31,759

8,094

3,107

2,601

3,868

3,980

16,097

387,440

11 4

350,334

## PART II.

## STATISTICAL RETURNS.

## I.—MILEAGE OF LINES.

## (A.)—MILEAGE OF LINES OPEN FOR TRAFFIC.

	RUNNING LINES										Sidings reduced to Single Track	Total of Single Track including Sidings	Year 1916 Total of Single Track including Sidings			
	Length of Road. First Track		Second Track.		Third Track.		Fourth Track.		Over four Tracks (reduced to Single Track)					Total Miles (reduced to Single Track).		
	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.
Lines owned by Company—																
Main and Principal Lines—																
Harcourt Street to Wexford ...	92	69	19	71	0	7	0	2	—	—	112	69	17	0	129	69
Dalkey to Shanganagh Junc.	3	79	3	79	—	—	—	—	—	—	7	78	0	21	8	19
Maemine Junction to New Ross	18	64	0	5	—	—	—	—	—	—	18	69	1	41	20	30
Total of Main and Principal Lines	115	52	23	75	0	7	0	2	—	—	139	56	18	62	158	38
Minor and Branch Lines—																
Woodenbridge Junction to Shillelagh ...	16	51	0	9	—	—	—	—	—	—	16	60	1	49	18	29
Wicklow Junction to Wicklow, old Station ...	0	45	—	—	—	—	—	—	—	—	0	45	0	67	1	32
Kingstown to Carlisle Pier ...	0	18	0	10	—	—	—	—	—	—	0	28	0	7	0	35
TOTAL ...	133	6	24	14	0	7	0	2	—	—	157	29	21	25	178	54
Lines jointly owned (Company's share of Ownership)—																
Abbey Junction to Salvation Lane (Waterford) ...	0	8	0	8	—	—	—	—	—	—	0	16	—	—	0	16
Total Lines jointly owned ...	0	8	0	8	—	—	—	—	—	—	0	16	—	—	0	16
Total miles of Lines owned and Company's share of Lines jointly owned ...	133	14	24	22	0	7	0	2	—	—	157	45	21	25	178	70
Lines Leased or Worked—																
By the Company—																
City of Dublin Junction Railways ...	1	23	1	18	0	12	0	12	—	—	2	65	0	28	3	13
New Ross and Waterford Extension Railways ...	13	39	0	19	—	—	—	—	—	—	13	58	0	76	14	54
Dublin and Kingstown Rly. ...	8	5	8	5	0	8	0	8	0	8	16	34	4	47	21	1
TOTAL ...	22	67	9	42	0	20	0	20	0	8	32	77	5	71	38	68
Jointly with other Companies (Company's share)—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other jointly leased or worked Lines ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total miles of Lines leased or worked, and Company's share of Lines jointly leased or worked ...	22	67	9	42	0	20	0	20	0	8	32	77	5	71	38	68
GRAND TOTAL .	156	1	33	64	0	27	0	22	0	8	190	42	27	16	217	58

(B.)—MILEAGE OF LINES AUTHORISED BUT NOT OPEN FOR TRAFFIC.

	Miles Authorised.		Miles Constructed and not Open for Traffic.			Miles under Construction.		Miles not Commenced, or in Abeyance.		
	Length of Road.		Length of Road:	Length (including Sidings) Reduced to Single Track.		Length of Road.		Length of Road.		
	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.
Lines Owned by the Company—										
New Lines—										
Bray Head to Greystones Diversion ... ..	1	71	—	—	—	—	1	61	0	10
TOTAL ... ..	1	71	—	—	—	—	1	61	0	10
<i>Ditto, Year 1915</i> ... ..	1	71	—	—	—	—	1	61	0	10
Widenings and Additions—										
TOTAL ... ..	—	—	—	—	—	—	—	—	—	—
<i>Ditto Year 1915</i> ... ..	—	—	—	—	—	—	—	—	—	—
Joint Lines (Company's Share of Ownership)—										
New Lines ... ..	—	—	—	—	—	—	—	—	—	—
<i>Ditto 1915</i> ... ..	—	—	—	—	—	—	—	—	—	—
Widenings and Additions ... ..	—	—	—	—	—	—	—	—	—	—
<i>Ditto 1915</i> ... ..	—	—	—	—	—	—	—	—	—	—

(C.)—MILEAGE OF LINES RUN OVER BY THE COMPANY'S ENGINES.

	Miles		Year 1915	
	M.	Ch.	M.	Ch.
Lines Owned by the Company ... ..	133	6	133	6
" Partly Owned ... ..	0	25	0	25
" Leased, or Worked by the Company ... ..	22	67	22	67
" Leased, or Worked Jointly ... ..	—	—	—	—
" over which the Company exercises Running Powers continuously ... ..	—	—	—	—
TOTAL ... ..	156	18	156	18
Add—				
Lines over which the Company exercises Running Powers occasionally ... ..	—	—	—	—
TOTAL ... ..	156	18	156	18

II.—ROLLING STOCK.

(A)—STEAM LOCOMOTIVES AND TENDERS.

Description	Number	Year 1915	
		Number	
Tender Engines—			
0 4 2 ...	8	8	
0 6 0 ...	11	11	
4 4 0 ...	6	6	
2 4 0 ...	5	5	
Tank Engines—			
0 4 0 ...	2	2	
0 4 2 ...	2	2	
2 2 2 ...	2	2	
4 4 2 ...	4	4	
2 4 0 ...	12	12	
2 4 2 ...	15	18	
	67	70	
Tenders ... ..	30	30	

(B.)—RAIL MOTOR VEHICLES.

Not Applicable.

(C.)—TRAINS WORKED BY ELECTRIC POWER.

Not Applicable.

(D.)—COACHING VEHICLES (OTHER THAN ELECTRIC).

	Number	Seats or Berths				Year 1915	
		1st Class	2nd Class	3rd Class	Total	Number	Seats or Berths Total
Passenger Carriages—							
Carriages of Uniform Class	170	1,186	2,566	5,234	8,986	170	8,931
Composite Carriages ...	25	541	719	108	1,368	25	1,378
Restaurant Cars ...	5	36	48	240	324	5	324
Miscellaneous ...	—	—	—	—	—	—	—
TOTAL ...	200	1,763	3,333	5,582	10,678	200	10,633
Sleeping ...	—	—	—	—	—	—	—
Total Passenger Carriages	200				10,678	200	10,633
Other Coaching Vehicles—							
Post Office Vans ...	2					2	
Luggage, Parcel and Brake Vans ...	33					33	
Carriage Trucks ...	7					7	
Horse Boxes ...	21					21	
Miscellaneous ...	7					7	
Total other Coaching Vehicles ...	70					70	
Total Coaching Vehicles	270					270	

(E.)—MERCHANDISE AND MINERAL VEHICLES.

	Number
Open Waggons—	
Under 8 tons ...	12
8 and up to 12 tons ...	315
Covered Waggons—	
Under 8 tons ...	514
8 and up to 12 tons ...	—
Mineral Waggons—	
Under 8 tons ...	—
8 and up to 12 tons ...	—
Special Waggons (for loads of exceptional dimensions and weight) ...	1
Cattle Trucks ...	161
Rail and Timber Trucks (including Twin Trucks) ...	30
Brake Vans ...	24
Miscellaneous ...	12
TOTAL ...	1,069

(F.)—RAILWAY SERVICE VEHICLES, AND HORSES FOR SHUNTING.

	Number	Year 1915	
		Number	
Gasholder Trucks .. ...	4	4	
Locomotive Coal Waggons ... ..	30	30	
Ballast Waggons ... ..	15	15	
Mess and Tool Vans ... ..	9	9	
Breakdown Cranes ... ..	—	—	
Travelling Cranes ... ..	2	2	
Miscellaneous ... ..	2	2	
TOTAL ...	62	62	
Horses for Shunting ... ..	—	—	

**HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS, AND IN THE CONVEYANCE OF PASSENGERS.**

*Not Applicable.*

**IV.—STEAMBOATS.**

*Not Applicable.*

**V.—CANALS.**

*Not Applicable.*

**VI.—DOCKS, HARBOURS AND WHARVES.**

*Not Applicable.*

**VII.—HOTELS.**

**VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.**

Name	Situation
Marine Station Hotel, Bray ...	Bray, County Wicklow
Barry's Railway Hotel, Rathdrum	Rathdrum, County Wicklow

Land	Acreage	Year 1915
		Acreage.
	A. R. P.	A. R. P.
Agricultural Land ... ..	55 2 10	55 2 10
Urban and Suburban Land ... ..	32 0 12	32 0 12
Houses	Number	Number.
Labouring Class Dwellings ... ..	—	—
Houses and Cottages for Company's Servants ... ..	115	115
Other Houses and Cottages ... ..	5	5

**IX.—OTHER INDUSTRIES.**

*Not Applicable.*

## X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

			Year 1916	
				Total
Quantities of principal materials used—				
Ballast ... ..	7,697	Yards	1,693	Yards
Fencing ... ..	—		—	
Rails ... ..	301	Tons	554	Tons
Sleepers ... ..	11,901	Number	12,520	Number
Miles maintained—				
Miles of Road ... ..	156		156	
Miles of road reduced to single track—				
Running Lines ... ..	190½		190½	
Sidings ... ..	27		27	
Miles of track renewed ... ..	3¼		4¼	

## XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

	In Company's Workshops. Number	By Contract. Number	Total	Year 1916
				Total
Locomotives renewed ... ..	—	—	—	—
Locomotives repaired—				
Heavy repairs ... ..	14	—	14	17
Light repairs ... ..	74	—	74	38
Locomotives under or awaiting repair at end of year ... ..	9	—	9	11
Coaching Vehicles—				
Carriages renewed ... ..	—	—	—	1
Carriages repaired—				
Heavy repairs ... ..	45	—	45	55
Light repairs ... ..	66	—	66	93
Carriages under or awaiting repair at end of year ... ..	32	—	32	17
Others renewed ... ..	—	—	—	—
Others repaired—				
Heavy repairs ... ..	17	—	17	22
Light repairs ... ..	14	—	14	27
Others under or awaiting repair at end of year ... ..	9	—	9	6
Waggons renewed—				
Completely renewed ... ..	—	—	—	—
Partially renewed ... ..	—	—	—	—
Waggons repaired—				
Heavy repairs ... ..	328	—	328	251
Light repairs ... ..	460	—	460	369
Waggons under or awaiting repair at end of year ... ..	31	—	31	56

	TRAIN MILES (Loaded Trains)		TOTAL TRAIN MILES (including Empty Trains run for Traffic purposes on either the Forward or Return Journey)		Shunting Miles		Other Miles (assisting Light, &c.)	Total Engine Miles	TRAIN MILES (Loaded Trains)		TOTAL TRAIN MILES (including Empty Trains run for Traffic purposes on either the Forward or Return Journey)		Shunting Miles		Other Miles (assisting Light, &c.)	Total Engine Miles		
	Coaching	Goods	Coaching	Goods	Coaching	Goods			Coaching	Goods	Coaching	Goods	Coaching	Goods			Coaching	Goods
	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	
<b>A.—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS</b>																		
Over the Company's System by the Company's Engines.....	815,863	259,471	1,075,334	828,893	268,075	1,096,968	58,777	149,268	53,713	268,398	1,172,609	918,035	278,206	1,196,241	67,845	152,456	56,967	1,473,509
Over the Company's System by other Companies' Engines.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL.....</b>	<b>815,863</b>	<b>259,471</b>	<b>1,075,334</b>	<b>828,893</b>	<b>268,075</b>	<b>1,096,968</b>	<b>58,777</b>	<b>149,268</b>	<b>53,713</b>	<b>268,398</b>	<b>1,172,609</b>	<b>918,035</b>	<b>278,206</b>	<b>1,196,241</b>	<b>67,845</b>	<b>152,456</b>	<b>56,967</b>	<b>1,473,509</b>
<b>B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE—</b>																		
By the Company's Engines over Lines owned, leased, or worked by the Company.....	814,276	258,159	1,072,435	827,300	266,732	1,094,032	58,777	149,268	105,528	267,129	1,169,616	916,311	276,918	1,193,229	67,845	152,456	95,704	1,509,234
By the Company's Engines over other Companies' Lines.....	1,587	2,733	4,320	1,593	2,764	4,357	—	6,728	2,080	4,378	6,102	1,724	4,397	6,121	6,818	2,640	—	15,579
By other Companies' Engines over the Company's Line.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL.....</b>	<b>815,863</b>	<b>260,892</b>	<b>1,076,755</b>	<b>828,893</b>	<b>269,496</b>	<b>1,098,389</b>	<b>58,777</b>	<b>155,996</b>	<b>107,608</b>	<b>271,507</b>	<b>1,175,718</b>	<b>918,035</b>	<b>281,315</b>	<b>1,199,350</b>	<b>67,845</b>	<b>159,274</b>	<b>98,344</b>	<b>1,524,813</b>
<b>C.—MILES RUN BY THE COMPANY'S ENGINES—</b>																		
(1) <i>Steam Tender and Tank Engines—</i>																		
Over Lines owned, leased, or worked by the Company.....	814,276	258,159	1,072,435	827,300	266,732	1,094,032	58,777	149,268	105,528	267,129	1,169,616	916,311	276,918	1,193,229	67,845	152,456	95,704	1,509,234
Over all Joint Lines.....	762	366	1,128	765	381	1,146	—	—	604	370	1,191	821	379	1,200	—	—	1,260	2,460
Over other Companies' Lines.....	825	2,367	3,192	828	2,383	3,211	—	6,728	1,476	4,008	4,911	903	4,018	4,921	6,818	2,640	1,380	13,119
<b>TOTAL.....</b>	<b>815,863</b>	<b>260,892</b>	<b>1,076,755</b>	<b>828,893</b>	<b>269,496</b>	<b>1,098,389</b>	<b>58,777</b>	<b>155,996</b>	<b>107,608</b>	<b>271,507</b>	<b>1,175,718</b>	<b>918,035</b>	<b>281,315</b>	<b>1,199,350</b>	<b>67,845</b>	<b>159,274</b>	<b>98,344</b>	<b>1,524,813</b>
(2) <i>Electric Traction—</i>																		
Over Lines owned, leased, or worked by the Company.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Over all Joint Lines.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Over other Companies' Lines.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
(3) <i>Steam, Petrol, &amp;c., Rail Motors—</i>																		
Over Lines owned, leased, or worked by the Company.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Over all Joint Lines.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Over other Companies' Lines.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL.....</b>	<b>815,863</b>	<b>260,892</b>	<b>1,076,755</b>	<b>828,893</b>	<b>269,496</b>	<b>1,098,389</b>	<b>58,777</b>	<b>155,996</b>	<b>107,608</b>	<b>271,507</b>	<b>1,175,718</b>	<b>918,035</b>	<b>281,315</b>	<b>1,199,350</b>	<b>67,845</b>	<b>159,274</b>	<b>98,344</b>	<b>1,524,813</b>

## XIII—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1915			
					Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
Ordinary—		£	s. d.			£	s. d.	
1st Class ...	224,483	13,556	1 2.49	183,184	219,640	12,722	1 1.90	182,355
2nd Class ...	827,839	25,518	0 7.39	798,244	921,719	27,269	0 7.10	911,783
3rd Class ...	2,821,383	88,899	0 7.56	2,449,303	2,934,648	85,867	0 7.02	2,728,624
Workmen ...	211,822	4,657	0 5.27	211,822	369,988	8,736	0 5.66	369,988
<b>TOTAL ...</b>	<b>4,085,527</b>	<b>132,630</b>	<b>0 7.79</b>	<b>3,642,553</b>	<b>4,445,995</b>	<b>134,594</b>	<b>0 7.26</b>	<b>4,192,750</b>
Season—								
1st Class ...	310	3,750	—	310	323	3,846	—	323
2nd Class ...	706	5,518	—	706	819	5,840	—	819
3rd Class ...	609	3,685	—	609	584	3,420	—	584

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1915			
					Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System
	Tons	£	s. d.	Tons	Tons	£	s. d.	Tons
Merchandise ...	183,857	80,311	8 8.83	160,714	188,141	69,485	7 4.63	166,551
Coal, Coke, and Patent Fuel ...	42,363	6,982	3 3.55	29,025	38,174	4,932	2 7.00	31,295
Other Minerals ...	78,001	9,045	2 3.83	67,383	86,491	8,804	2 0.04	79,234
<b>TOTAL ...</b>	<b>304,221</b>	<b>96,338</b>	<b>6 4.00</b>	<b>257,122</b>	<b>312,806</b>	<b>83,221</b>	<b>5 3.85</b>	<b>277,080</b>
	Number.			Number originating on the Company's System.	Number			Number originating on the Company's System
Live Stock ...	200,143	15,600	—	189,709	180,502	14,768	—	173,802

## XV.—(A) TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS

Originating on the Company's System	Tons	Year 1915
		Tons
Minerals—		
Stone ...	58,912	56,909
Bricks ...	—	11,976
Merchandise—		
Grain, as per Classification ...	70,393	63,069
Ale and Porter in Casks ...	13,996	11,497
Artificial Manure ...	16,694	18,447
Timber, round and sawn ...	9,826	14,621
<b>TOTAL ...</b>	<b>169,821</b>	<b>176,519</b>

## XV.—(B) NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

Originating on the Company's System	Number	Year 1915
		Number
Horses ...	3,464	6,469
Cattle ...	39,231	36,635
Calves ...	4,226	4,489
Sheep ...	65,171	50,666
Pigs ...	77,617	75,543
Miscellaneous ...	—	—
<b>TOTAL ...</b>	<b>189,709</b>	<b>173,802</b>

## XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

	1913	1914	1915	1916
	£	£	£	
Total Expenditure on Capital Account (No. 4) ...	2,651,362	2,711,806	2,728,171	2,741,235
Gross Receipts from Businesses carried on by the Company (No. 8) ...	286,860	284,820	289,531	302,632
Revenue Expenditure on ditto (No. 8) ...	168,461	174,733	181,533	199,533
Net Receipts of ditto (No. 8) ...	118,399	110,087	107,998	103,099
Miscellaneous Receipts, net (No. 8) ...	8,546	7,955	7,916	8,407
Total Net Income (No. 8) ...	126,945	118,042	115,914	111,506
Interest, Rentals, and other Fixed Charges (No. 9) ...	89,547	92,434	94,814	96,399
Dividends on Preference Stocks (No. 9) ...	18,543	18,543	18,543	18,543
Balance after Payment of Preference Dividends (No. 9) ...	18,856	7,065	15,019	6,584
Dividend on Ordinary Stock (No. 9) ...	9,670	4,835	—	—
Rate per cent. ...	1%	1%	—	—
Surplus or Deficit ...	+9,186	+2,230	+2,557	-3,435
Appropriation to Reserve ...	8,000	—	5,000	2,100
Brought forward from previous year ...	9,046	10,232	12,462	10,019
Carried forward to subsequent year ...	10,232	12,462	10,019	4,484

## Certificates of the Responsible Officers as to the Up-keep of the whole of the Company's Property.

### CERTIFICATE RESPECTING THE PERMANENT WAY.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other works, have, during the past Year, been maintained in good Working Condition and Repair, as far as practicable under the circumstances arising from the War.

6th February, 1917.

C. E. MOORE, *Engineer.*

### CERTIFICATE RESPECTING THE ROLLING STOCK

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Waggon, Machinery and Tools, have, during the past Year, been maintained in good Working Order and Repair, as far as practicable under the circumstances arising from the War.

6th February, 1917.

R. CRONIN, *Locomotive Superintendent.*

(Signed for the Board of Directors)

FREDERIC W. PIM,  
*Chairman of the Company.*

R. D. GRIFFITH,  
*Secretary of the Company.*

### AUDITORS' CERTIFICATE

We hereby certify that the foregoing Accounts (Nos 1 to 18), contain a full and true statement of the financial condition of the Company, and that the dividend proposed to be declared on the Consolidated Preference Stock 4 per cent. is *bonâ fide* due thereon, after charging the Revenue of the Year with all expenses which ought, in our judgment, to be paid thereout.

MARCUS GOODBODY, }  
EDWIN N. EDWARDS, } *Auditors.*

13th February, 1917.

Examined and approved

PRICE, WATERHOUSE & CO., *Chartered Accountants.*

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**Report of the Directors,**

**Financial Accounts**

AND

**Statistical Returns**

or the Year ending 31st December, 1916.

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NOTICE is hereby given that the next Ordinary General Meeting of the Proprietors of this Company will be held at the Company's Offices, Westland Row Station, Dublin, on WEDNESDAY, the 28th day of FEBRUARY, 1917, at 12 o'clock noon, for the purpose of receiving a Report and Statement of Accounts from the Directors, and for transacting the business of the General Meeting.

FREDERIC W. PIM, *Chairman.*

R. D. GRIFFITH, *Secretary.*

SECRETARY'S OFFICE,

WESTLAND ROW STATION,

DUBLIN, 8TH FEBRUARY, 1917.

No. 33.

Dublin & South Eastern Railway Co.  
(NEW ROSS AND WATERFORD EXTENSION RAILWAYS.)



THIRTY-THIRD HALF-YEARLY

STATEMENT OF ACCOUNTS

HALF-YEAR ENDING 30th JUNE, 1916.

Dublin

BROWNE & NOLAN, LTD., PRINTERS, NASSAU STREET.

**Directors.**

FREDERIC W. PIM, *Chairman.*

FRANK BROOKE, D.L., J.P., *Deputy-Chairman.*

HENRY GIVENS BURGESS.

RICHARD W. BOOTH, J.P.

SIR THOMAS H. GRATTAN ESMONDE, BART. M.P.

JAMES PIM.

EDWARD KENRICK BUNBURY TIGHE, D.L., J.P.

DUBLIN AND SOUTH EASTERN RAILWAY COMPANY—30TH JUNE, 1916.  
(NEW ROSS AND WATERFORD EXTENSION RAILWAYS)

No. 1.—STATEMENT OF CAPITAL AUTHORISED AND CREATED BY THE COMPANY.

ACTS OF PARLIAMENT	CAPITAL AUTHORISED			CAPITAL CREATED OR SANCTIONED			BALANCE		
	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total
60 & 61 Vic., Cap. 201—1897 63 & 64 Vic., Cap. 156—1900	£ s. d. 200,000 0 0	£ s. d. 100,000 0 0	£ s. d. 300,000 0 0	£ s. d. 200,000 0 0	£ s. d. —	£ s. d. 200,000 0 0	£ s. d. —	£ s. d. 100,000 0 0	£ s. d. 100,000 0 0
Total ...	200,000 0 0	100,000 0 0	300,000 0 0	200,000 0 0	—	200,000 0 0	—	100,000 0 0	100,000 0 0

No. 2.—STATEMENT OF CAPITAL STOCK CREATED, SHOWING THE PROPORTION RECEIVED.

DESCRIPTION	Amount Created		Amount Received		Calls in Arrear		Amount Uncalled		Amount Unissued	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Four per cent. Guaranteed Stock	100,000	0 0	100,000	0 0	—	—	—	—	—	—
Unguaranteed Stock	100,000	0 0	—	—	—	—	—	—	100,000	0 0
Total ...	200,000	0 0	100,000	0 0	—	—	—	—	100,000	0 0

No. 3.—CAPITAL RAISED BY DEBENTURE STOCKS.

	£	s.	d.
Nil	—		
Total amount authorised to be raised by Loans and by Debenture Stock, in respect of Capital created as per Statement No. 1	100,000	0	0
Total Amount raised by Debenture Stock as above	—		
Available Borrowing Powers at 30th June, 1916	100,000	0	0

DR.

No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

CR

TO EXPENDITURE:—	Expended to 31st Dec., 1915		Expended during Half-year		Total	Received to 31st Dec., 1915		Received during Half-year		Total	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.		
On Lines open for Traffic	242,069	6 11	—		242,069	6 11	100,000	0 0	—	100,000	0 0
Waterford Joint Lines	15,596	7 3	—		16,596	7 3	390	0 0	—	390	0 0
	258,665	14 2	—		258,665	14 2	99,610	0 0	—	99,610	0 0
							159,055	14 2		159,055	14 2
							258,665	14 2		258,665	14 2

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING  
30TH JUNE, 1916.

	£	s.	d.	£	s.	d.
Nil	—	—	—	—	—	—

No. 6.—RETURN OF WORKING STOCK.

Line worked by Dublin and South Eastern Railway Company.

No. 7.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	FURTHER EXPENDITURE		
	During the Half-Year ending 31st Dec., 1916	In subsequent Half-Years	Total
ON LINES OPEN FOR TRAFFIC:—	£	£	£
Land and Compensation ...	Not ascertained	Not ascertained	—
	—	—	—

No. 8.—CAPITAL POWERS AND OTHER ASSETS, AVAILABLE TO MEET  
FURTHER EXPENDITURE, AS PER NO. 7.

	£	s.	d.
Loan Capital authorised, but not yet created or sanctioned, as per No. 1 .. .. .	100,000	0	0
Share Capital Created, but not yet received, as per No. 2 .. .. .	100,000	0	0
Total Loan and Share Capital .. .. .	200,000	0	0
Less, Debit Balance on Capital Account, as per No. 4 .. .. .	159,055	14	2
Amount available, exclusive of value of surplus land .. .. .	40,944	5	10



Dr.

No. 10.—NET REVENUE ACCOUNT.—HALF-YEAR ENDING 30TH JUNE, 1916.

Cr.

1915	1916		1915		1916							
	£	s. d.	£	s. d.	£	s. d.						
2,000	0	0	To Dividend on 4 per cent. Guaranteed Stock ..	2,000	0	0	By Balance from Revenue Account No. 9 ..	2,482	11	9		
850	0	0	„ Rent, Way Leave, &c. ..	850	0	0	„ Dublin and South Eastern Ry. Co., in respect of Guaranteed Dividend ..	2,000	0	0		
1,341	2	6	„ General Interest Account ..	1,632	11	9						
<b>4,191</b>	<b>2</b>	<b>6</b>		<b>4,482</b>	<b>11</b>	<b>9</b>				<b>4,482</b>	<b>11</b>	<b>9</b>

No. 11.—PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

	NIL
--	-----

No. 12.—ABSTRACTS.

Half-year ending 30th June, 1915	NIL.		Half-year ending 30th June, 1916		
£	s.	d.	£	s.	d.
3	3	0	General Charges .. .. .	—	—
<b>3</b>	<b>3</b>	<b>0</b>			

*Dr.* No. 13—GENERAL BALANCE, 30TH JUNE, 1916. *Cr.*

	£	s.	d.		£	s.	d.
To Guaranteed Dividends and Interest accrued and provided for, etc...	2,005	14	0	By Capital Account, Balance at Debit thereof, as per No. 4 .. .. .	159,055	14	2
.. Loan .. .. .	100,000	0	0	.. Balance due by Bankers	22	3	3
.. Debt due to D. & S. E. Rly. Co., on account of Capital Expenditure	61,283	5	6	.. Amounts due by other Companies .. .. .	1,247	19	3
.. Sundry Outstanding Accounts .. .. .	258	2	0	.. Sundry Outstanding Accounts .. .. .	3,221	4	10
	163,547	1	6		163,547	1	6

No. 14—MILEAGE STATEMENT.

	Miles authorised		Miles constructed		Miles constructing or to be constructed		Miles worked by Engines	
	M.	C.	M.	C.	M.	C.	M.	C.
Lines owned .. .. .	13	45	13	45	—	—	13	45
Do. Partly owned .. .. .	0	22	0	22	—	—	0	22
Total .. .. .	13	67	13	67	—	—	13	67

No. 15—STATEMENT OF TRAIN MILEAGE.

Half-year ending 30th June 1915		Half-year ending 30th June 1916
19,565	Passenger Trains .. .. .	17,674
9,527	Goods .. .. .	9,519
29,092		27,193

FREDERIC W. PIM, *Chairman of Dublin and South Eastern Railway Company.*

JOHN NEVILLE, *Accountant of Dublin and South Eastern Railway Company.*

AUDITORS' CERTIFICATE.

We, the Auditors of the Dublin and South Eastern Railway Company, hereby certify that the foregoing Accounts and Balance Sheet contain a full and true statement of the financial condition of the New Ross and Waterford Extension Railways Separate Undertaking, after charging the Revenue of the Half-year with all expenses which, in our judgment, ought to be paid thereout.

MARCUS GOODBODY, } *Auditors.*  
EDWIN N. EDWARDS, }

8th August, 1916.

No. 34.

Dublin & South Eastern Railway Co  
(NEW ROSS AND WATERFORD EXTENSION RAILWAYS.)



THIRTY-FOURTH HALF-YEARLY

STATEMENT OF ACCOUNTS

HALF-YEAR ENDING 31st DECEMBER, 1916.

Dublin:

BROWNE & NOLAN, LTD., PRINTERS, NASSAU STREET.

Directors.

FREDERIC W. PIM, *Chairman.*

FRANK BROOKE, D.L., J.P., *Deputy-Chairman.*

HENRY GIVENS BURGESS.

RICHARD W. BOOTH, J.P.

SIR THOMAS H. GRATTAN ESMONDE, BART., M.P.

JAMES PIM.

EDWARD KENRICK BUNBURY TIGHE, D.L., J.P.

DUBLIN AND SOUTH EASTERN RAILWAY COMPANY—31ST DECEMBER, 1916.  
(NEW ROSS AND WATERFORD EXTENSION RAILWAYS)

No. 1.—STATEMENT OF CAPITAL AUTHORISED AND CREATED BY THE COMPANY.

ACTS OF PARLIAMENT	CAPITAL AUTHORISED			CAPITAL CREATED OR SANCTIONED			BALANCE		
	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
60 & 61 Vic., Cap. 201—1897 63 & 64 Vic., Cap. 156—1900	200,000 0 0	100,000 0 0	300,000 0 0	200,000 0 0	—	200,000 0 0	—	100,000 0 0	100,000 0 0
Total ...	200,000 0 0	100,000 0 0	300,000 0 0	200,000 0 0	—	200,000 0 0	—	100,000 0 0	100,000 0 0

No. 2.—STATEMENT OF CAPITAL STOCK CREATED, SHOWING THE PROPORTION RECEIVED.

DESCRIPTION	Amount Created		Amount Received		Calls in Arrear		Amount Uncalled		Amount Unissued	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Four per cent. Guaranteed Stock	100,000	0 0	100,000	0 0	—	—	—	—	—	—
Unguaranteed Stock	100,000	0 0	—	—	—	—	—	—	100,000	0 0
Total	200,000	0 0	100,000	0 0	—	—	—	—	100,000	0 0



No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDING  
31ST DECEMBER, 1916.

	£	s.	d.	£	s.	d.
Nil	—	—	—	—	—	—

No. 6.—RETURN OF WORKING STOCK.

Line worked by Dublin and South Eastern Railway Company.

No. 7.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	FURTHER EXPENDITURE		
	During the Half-Year ending 30th June, 1917	In subsequent Half-Years	Total
ON LINES OPEN FOR TRAFFIC :—	£	£	£
Land and Compensation ...	Not ascertained	Not ascertained	—
	—	—	—

No. 8.—CAPITAL POWERS AND OTHER ASSETS, AVAILABLE TO MEET  
FURTHER EXPENDITURE, AS PER NO. 7.

	£	s.	d.
Loan Capital authorised, but not yet created or sanctioned, as per No. 1 .. .. .	100,000	0	0
Share Capital Created, but not yet received, as per No. 2 .. .. .	100,000	0	0
Total Loan and Share Capital .. .. .	200,000	0	0
Less, Debit Balance on Capital Account, as per No. 4 .. .. .	159,055	14	2
Amount available, exclusive of value of surplus land .. .. .	40,944	5	10

No. 9.—REVENUE ACCOUNT.—HALF-YEAR ENDING 31ST DECEMBER, 1916.

Dr.

Cr.

1915	EXPENDITURE	1916	Total	1915	RECEIPTS	1916	Total
£ s. d.		£ s. d.	£ s. d.	£ s. d.	By Passengers, viz. :— Class No.	£ s. d.	£ s. d.
102 3 8	To Rates and Taxes .. ..	102 10 6			First.....535		
—	" Miscellaneous .. ..	—		37 19 6	Second..1,479	64 0 5	
2,398 4 8	" Dublin and South Eastern Ry. Co. 50% of Traffic and Miscellaneous Receipts .. ..	2,858 12 6		157 19 1	Third...33,738	119 14 6	
2,500 8 4	Total Working Expenses ..		2,961 3 0	1,472 1 7	Season Tickets 14	1,712 18 2	
				1,668 0 2		1,896 13 1	
				13 7 9		15 19 3	
				1,681 7 11		1,912 12 4	
				433 13 2	By Parcels, Horses, Carriages, &c...	373 12 7	
				15 18 2	" Mails .. ..	15 18 2	
				2,130 19 3		2,302 3 1	
				1,716 14 4	" Merchandise and Minerals ..	2,119 6 8	
				948 4 5	" Live Stock .. ..	1,295 4 11	
				2,664 18 9		3,414 11 7	
				4,795 18 0	Total Traffic Receipts ..	5,716 14 8	
				0 11 4	" Miscellaneous Receipts ..	0 10 5	
				27 10 5	" Rents Receivable .. ..	26 19 9	
				—	" Transfer Fees .. ..	0 2 6	
				27 10 5		27 2 3	
2,323 11 5	" Balance to Net Revenue Account		2,783 4 4				
4,823 19 9			5,744 7 4	4,823 19 9		5,744 7 4	

Dr.

## No. 10.—NET REVENUE ACCOUNT.—HALF-YEAR ENDING 31ST DECEMBER, 1916.

Cr.

1915		1916		1915		1916			
£	s. d.	£	s. d.	£	s. d.	£	s. d.		
2,000	0 0	To Dividend on 4 per cent. Guaranteed Stock ..	2,000	0 0	2,323	11 5	By Balance from Revenue Account No. 9 ..	2,783	4 4
850	0 0	„ Rent, Way Leave, &c. ..	850	0 0	2,000	0 0	„ Dublin and South Eastern Ry. Co., in respect of Guaranteed Dividend ..	2,000	0 0
1,473	11 5	„ General Interest Account ..	1,933	4 4					
<u>4,323</u>	<u>11 5</u>		<u>4,783</u>	<u>4 4</u>	<u>4,323</u>	<u>11 5</u>		<u>4,783</u>	<u>4 4</u>

## No. 11.—PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

NIL
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## No. 12.—ABSTRACTS.

NIL.
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Dr. No. 13—GENERAL BALANCE, 31ST DECEMBER, 1916. Cr.

	£	s.	d.		£	s.	d.
To Guaranteed Dividends and Interest accrued and provided for, etc...	2,005	14	0	By Capital Account, Balance at Debit thereof, as per No. 4 .. .. .	159,055	14	2
„ Loan .. .. .	100,000	0	0	„ Balance due by Bankers	44	0	4
„ Debt due to D. & S. E. Rly. Co., on account of Capital Expenditure	61,283	5	6	„ Amounts due by other Companies .. .. .	1,693	10	6
„ Sundry Outstanding Accounts .. .. .	265	14	9	„ Sundry Outstanding Accounts .. .. .	2,761	9	3
	163,554	14	3		163,554	14	3

No. 14—MILEAGE STATEMENT.

	Miles authorised		Miles constructed		Miles constructing or to be constructed		Miles worked by Engines	
	M.	C.	M.	C.	M.	C.	M.	C.
Lines owned .. .. .	13	45	13	45	—	—	13	45
Do. Partly owned.. ..	0	22	0	22	—	—	0	22
Total .. .. .	13	67	13	67	—	—	13	67

No. 15—STATEMENT OF TRAIN MILEAGE.

Half-year ending 31st Dec., 1915	—						Half-year ending 31st Dec., 1916
19,381	Passenger Trains	..	..	..	..	18,012	
9,004	Goods	..	..	..	..	9,124	
28,385						27,136	

FREDERIC W. PIM, *Chairman of Dublin and South Eastern Railway Company.*

M. J. MAGUIRE, *Accountant of Dublin and South Eastern Railway Company.*

AUDITORS' CERTIFICATE.

We, the Auditors of the Dublin and South Eastern Railway Company, hereby certify that the foregoing Accounts and Balance Sheet contain a full and true statement of the financial condition of the New Ross and Waterford Extension Railways Separate Undertaking, after charging the Revenue of the Half-year with all expenses which, in our judgment, ought to be paid thereout.

MARCUS GOODBODY, }  
EDWIN N. EDWARDS, } *Auditors.*

13th February, 1917

# Dublin and South Eastern Railway Co.

(CITY OF DUBLIN JUNCTION RAILWAYS.)

## STATEMENT OF ACCOUNTS

(FOURTH ANNUAL STATEMENT)

YEAR ENDING 31st DECEMBER, 1916.

---

DUBLIN :  
BROWNE AND NOLAN, LTD., PRINTERS, NASSAU STREET.

Members of Joint Committee.

FREDERIC W. PIM, <i>Chairman</i> ,	}	Dublin and South Eastern Railway Company.
FRANK BROOKE, D.L., J.P.,		
E. K. B. TIGHE, D.L., J.P.,		
GERALD F. BRUNSKILL,	}	City of Dublin Steam Packet Company.
JOHN MURPHY,		
SIR WILLIAM WATSON, D.L., J.P.,		
EDWARD WATSON, J.P.,		
FANE VERNON, D.L.,	}	Great Northern Railway Company (Ireland).
WILLIAM P. CAIRNES,		

EASTERN RAILWAY. 31st DECEMBER.

No. 1—STATEMENT OF CAPITAL AUTHORISED AND CREATED BY THE COMPANY.

ACTS OF PARLIAMENT	CAPITAL AUTHORISED			CAPITAL CREATED OR SANCTIONED			BALANCE		
	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total	Stock and Shares	Loans	Total
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
47 & 48 Vic., Cap. 182—1884 } 50 & 51 Vic., Cap. 188—1887 }	300,000 0 0	100,000 0 0	400,000 0 0	300,000 0 0	100,000 0 0	400,000 0 0	—	—	—
57 & 58 Vic., Cap. 90—1894 } 60 & 61 Vic., Cap. 123—1897 }	—	50,000 0 0	50,000 0 0	—	50,000 0 0	50,000 0 0	—	—	—
Total	300,000 0 0	150,000 0 0	450,000 0 0	300,000 0 0	150,000 0 0	450,000 0 0	—	—	—

No. 2—STATEMENT OF CAPITAL STOCK CREATED, SHOWING THE PROPORTION RECEIVED.

DESCRIPTION	Amount Created		Amount Received		Calls in Arrear		Amount Uncalled		Amount Unissued	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Unguaranteed Stock, Act 1887	...	...	25,000 0 0	25,000 0 0	—	—	—	—	—	—
Four per cent. Preference Stock, Act 1887	...	...	50,000 0 0	50,000 0 0	—	—	—	—	—	—
Four per cent. Guaranteed Stock, Acts 1884 and 1887	...	...	225,000 0 0	225,000 0 0	—	—	—	—	—	—
Total	...	...	300,000 0 0	300,000 0 0	—	—	—	—	—	—

NO. 3.—CAPITAL RAISED BY DEBENTURE STOCK.

	4 per cent. 1884 & 1887		4 per cent. 1884 & 1887		Total
	£	s. d.	£	s. d.	
Existing at 31st December, 1915	..	..	..	..	£ s. d.
Existing at 31st December, 1916	..	..	*30,230	0 0	130,230 0 0
* Including £6,000 issued as cover for temporary loan.	..	..	*30,230	0 0	130,230 0 0
Total amount authorised to be raised by Debenture Stock in respect of Capital created as per Statement No. 1	...	...			150,000 0 0
Total Amount raised by Debenture Stock (not including the £6,000 referred to above) ...	...	...			124,330 0 0
Balance, being available Borrowing Powers at 31st December, 1916 ...	...	...			25,770 0 0

DR.

NO. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

	Expended to 31st Dec., 1915		Expended during year	Total		Received to 31st Dec., 1915		Received during year	Total	
	£	s. d.		£	s. d.	£	s. d.		£	s. d.
To EXPENDITURE—										
On Lines open for Traffic ...	424,527	10 7	Cr. 287 15 8	424,239	14 11	By RECEIPTS—				
						Stocks, per Account No. 2 ...	300,000	0 0	—	300,000 0 0
						Debenture Stock (Acct. No. 3)	124,230	0 0	—	124,230 0 0
						Sale of Surplus Lands, Pre- mium and Discount on issue of Debenture Stock ...				
Balance ...			...	424,239	14 11		1,626	6 4	—	1,626 6 4
				1,616	11 6		425,856	6 4	—	425,856 6 4
				425,856	6 4					

CR.

No. 5—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDING  
31ST DECEMBER, 1916.

	£	s.	d.	£	s.	d.
Nil	—			—		

No. 6—RETURN OF WORKING STOCK.

Line worked by Dublin and South Eastern Railway Company.

No. 7—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	FURTHER EXPENDITURE					
	During the Year ending 31st Dec., 1917		In subsequent Years		Total	
	£	s. d.	£	s. d.	£	s. d.
Lines Open for Traffic ...	Unascertained		Unascertained		—	
	—		—		—	

No. 8—CAPITAL POWERS, AND OTHER ASSETS, AVAILABLE TO MEET  
FURTHER EXPENDITURE, AS PER NO. 7.

	£	s.	d.
Loan Capital created, but not received, as per No. 3 ...	25,770	0	0
Credit Balance to Capital Account, as per No. 4 ...	1,616	11	5
Amount available, exclusive of value of surplus land ...	<b>27,386</b>	<b>11</b>	<b>5</b>



*Dr.* No. 10.—NET REVENUE ACCOUNT.—YEAR ENDING 31ST DECEMBER, 1916. *Cr.*

1915		1916		1915		1916	
£	s. d.	£	s. d.	£	s. d.	£	s. d.
11,824	19 8	...	11,824 19 8	6,269	9 10	...	6,375 16 4
9,000	0 0	To Debit Balance from last Year's Account	...	9,000	0 0	By Balance from Revenue Account No. 9.	...
4,969	4 0	" Interest on Guaranteed Stock	...	4,869	4 0	" Guaranteed Interest payable by:—	...
240	0 0	" Interest on Debenture Stock	...	240	0 0	Dublin and South Eastern Railway Co.	4,000 0 0
1,060	5 10	do. (Temporary Loan)	...	1,166	12 4	City of Dublin Steam Packet Co.	3,000 0 0
		General Interest Account	..			Great Northern Railway Co. (Ireland)	2,000 0 0
				27,200	16 0	Balance (See No. 13)	...
<b>27,094</b>	<b>9 6</b>			<b>27,094</b>	<b>9 6</b>		<b>27,200 16 0</b>

No. 11—PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

NIL.
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No. 12—ABSTRACTS.

Year ending 31st Dec., '15	TRAFFIC CHARGES	Year ending 31st Dec., '16
£ s. d.		£ s. d.
76 10 10	Railway Clearing House Expenses, &c. ...	62 17 3
<b>76 10 10</b>		<b>62 17 3</b>

## Dr. No. 13—GENERAL BALANCE, 31ST DECEMBER, 1916. Cr.

	£	s.	d.		£	s.	d.
To Capital Account for Balance at Credit thereof, as per No. 4 ..	1,616	11	5	By Net Revenue Account for Balance at Debit thereof, as per No. 10	11,824	19	8
„ Interest accrued and provided for ..	7,104	12	0	„ Amounts due by other Companies ..	6,685	0	6
„ Unpaid Dividends, &c. ..	243	19	7	„ Sundry Outstanding Accounts ..	493	6	1
„ Debt due to D. & S. E. Ry. Co., on account of Capital Expenditure ..	7,023	15	5				
	<b>19,003</b>	<b>6</b>	<b>3</b>		<b>19,003</b>	<b>6</b>	<b>3</b>

## No. 14—MILEAGE STATEMENT.

	Miles authorised			Miles constructed			Miles constructing or to be constructed			Miles worked by Engines		
	M.	F.	Y.	M.	F.	Y.	M.	F.	Y.	M.	F.	Y.
Lines owned ..	1	2	33	1	2	33	—	—	—	1	2	33

## No. 15—STATEMENT OF TRAIN MILEAGE.

Year ending 31st Dec., 1915	—				Year ending 31st Dec., 1916
31,097	Passenger Trains ..	..	..	..	16,257
1,682	Goods ..	..	..	..	1,515
<b>32,779</b>			Total ..	..	<b>17,772</b>

FREDERIC W. PIM, *Chairman of Dublin & South Eastern Ry. Co.*  
M. J. MAGUIRE, *Accountant of Dublin & South Eastern Ry. Co.*

## AUDITORS' CERTIFICATE.

WE, the Auditors of the Dublin and South Eastern Railway Company, hereby certify that the foregoing Accounts and Balance Sheet contain a full and true statement of the financial condition of the City of Dublin Junction Railways Separate Undertaking, after charging the Revenue of the Year with all expenses which, in our judgment, ought to be paid thereout.

MARCUS GOODBODY, } *Auditors.*  
EDWIN N. EDWARDS, }

13th February, 1917.

**Donoughmore Extension Light Railway**  
**COMPANY LTD.**

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**REPORT**

OF THE

**Committee of Management**

AND

**Statement of Accounts**

FOR

**The Year ending 31st December, 1916,**

TO BE SUBMITTED TO THE

**Annual General Meeting of the Shareholders,**

TO BE HELD AT THE

**COMPANY'S OFFICES, Western Road, CORK,**

ON

**TUESDAY, the 20th FEBRUARY, 1917.**

**At the Hour of 12.30 o'clock p.m.**

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(A) Steam Locomotives and Tenders	...	...	...	...	...	10
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# COMMITTEE OF MANAGEMENT.

---

## Chairman.

J. BYRNES, Esq., Magoola, Dripsey.

J. HENCHION, Esq., Clonmoyle, Coachford.

MATHEW TWOMEY, Esq., Kilblafer, Dripsey.

MICHAEL O'SULLIVAN, Esq., Dromahane.

DANIEL LANE, Esq., Tullig, Coachford.

T. J. O'HANLON, Esq., Gowlane, Donoughmore.

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## DIRECTORS.

### Chairman.

SIR GEORGE ST. JOHN COLTHURST, Bart., D.L

M. J. DALY, Esq.

JOHN J. MAHONY, Esq.

### Secretary.

T. O'CONNOR.

### Offices

WESTERN ROAD TERMINUS, CORK.

# REPORT.

---

The Committee of Management begs to submit the Audited Statement of Accounts for the Year ended 31st December, 1916.

The Gross Receipts for the year amounted to £1,822, as against £1,762, showing an increase of £60 when compared with the year 1915.

The Expenditure for the year amounts to £2,523, as against £2,174, for the year 1915.

In pursuance of an Order in Council made on the 22nd December, 1916, under the provisions of the Regulations of the Forces Act, 1871, the Control of the Irish Railways, was taken over by the Government as from midnight of 31st December, 1916, for which purpose an Executive Committee was appointed, composed of General Managers of certain Companies, with the Under Secretary for Ireland as Chairman. Negotiations as to Compensation to be paid by the Government are at present proceeding between the Board of Trade and the Irish Railway Executive Committee.

JOHN BYRNES, Chairman.

T. O'CONNOR, Secretary.

Western Road Terminus,

Cork, 20th January, 1917.

# DONOUGHMORE EXTENSION LIGHT RAILWAY COMPANY LIMITED.

Financial Accounts and Statistical Returns for the Year  
ended 31st December, 1916.

## **PART I.—FINANCIAL ACCOUNTS.**

### No. 1.—Statement of Capital authorized by the Company.

Capital authorised by Privy Council	£35,000 0 0
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### No. 2.—Statement of Capital showing Proportion Received.

Description	Amount Created	Amount Received	Calls in Arrears	Amount Uncalled	Amount Unissued
Baronial Guaranteed Shares, £5 each	£30,000	£30,000	Nil.	—	—
Ordinary Shares, £5 each	5,000	3,000	Nil.	2,000	2,000
Total	35,000	33,000	Nil.	2,000	2,000

### No. 3.—Not Applicable.

### No. 4—Receipts and Expenditure on Capital Account.

Dr.	No. 4—Receipts and Expenditure on Capital Account.			Cr.			
	Amount Expended up to 31st Dec., 1915.	Amount Expended during year ended 31st Dec., 1916.	TOTAL				
TO EXPENDITURE:—	£ s. d.	£ s. d.	£ s. d.	BY RECEIPTS—	£ s. d.	£ s. d.	£ s. d.
On Lines open for Traffic	30,130 15 2	...	30,130 15 2	Guaranteed Shares allotted	20,000 0 0	...	30,000 0 0
Rolling Stock	2,970 0 0	...	2,970 0 0	Ordinary Shares	3,000 0 0	...	3,000 0 0
Balance	...	...	6 2 4	Premium on Shares	106 17 6	...	106 17 6
	33,100 15 2		33,106 17 6		33,106 17 6		33,106 17 6

### No. 5.—Details of Capital Expenditure for the year ended 31st December, 1916.

NIL.

## No. 6.—Estimate of further Expenditure on Capital Account.

	FURTHER EXPENDITURE.								
	During the Year ending 31st Dec. 1916.			In subsequent Years			Total		
	£	s.	d.	£	s.	d.	£	s.	d.
Lines belonging to Company open for Traffic				Not ascertained.					

## No. 7.—Capital Powers and other Assets available to meet further Expenditure on Capital Account.

Capital Created and not yet issued	£	s.	d.	2,000	0	0
Balance as Credit, per Account No. 4				6	2	4
				2,006	2	4

## No. 8.—Revenue Receipts and Expenditure of the Whole Undertaking.

See Statement		1916			1915																			
		Gross Receipts	Expenditure	Net Receipts																				
		£	s.	d.	£	s.	d.																	
10	Railway	1,804	0	7	2,523	9	3	Loss— 719	8	8	1,742	13	1	2,174	7	4	Loss— 431	14	3					
	Total	1,804	0	7	2,523	9	3				1,742	13	1	2,174	7	4	431	14	3					
	Miscellaneous Receipts (Net)—																							
	Rents from Houses and Lands				£12	12	0												12	13	0			
	Other Rents, including Lump-sum Tolls				5	12	0												5	19	0			
	Transfer Fees																		0	12	6			
	General Interest																							
								18	4	0														
	Loss on Working							701	4	8											412	9	9	
	Received from County Council for half-year ended 30th June, 1916							938	6	4												768	3	1
	Net Income							237	1	8												355	13	4

## No. 9.—Proposed Appropriation of Net Income.

	1916		1915	
	£	s. d.	£	s. d.
Net Income as per Statement No. 8	237	1 8	355	13 4
Due by County Council to 31st December, 1916	962	18 4	844	6 8
Dividend on 4% Guaranteed Shares, 6,000 Shares of £5 each, £30,000 at 4% per annum	1,200	0 0	1,200	0 0

## No. 9 (a)—Statement of Interim Dividends Paid.

	1916		1915	
	£	s. d.	£	s. d.
Interim Dividend paid on £30,000 4% Guaranteed Shares, half-year ended 30th June, 1916	600	0 0	600	0 0



## Abstract A.—Maintenance and Renewals of Way and Works

	1916		1915
	£ s. d.	£ s. d.	£
Superintendence—			
Salaries, Office Expenses, etc. ... ..	60 6 10	60 6 10	60
Maintenance of Permanent Way—			
Wages ... ..	285 0 6		259
Materials ... ..	221 5 5		205
Engine Power ... ..	4 4 11		—
Maintenance of Telephone ... ..	5 0 0	515 10 10	5
Repairs of Roads, Bridges, Signals, and other Works ... ..			—
Maintenance of Stations and Buildings ... ..	7 9 3	7 9 3	54
Miles Maintained—			
Single ... 8½ ... ..			
Total ... ..		583 6 11	583

## Abstract B.—Maintenance and Renewal of Rolling Stock.

## (1)—Locomotives.

## (2)—Carriages.

	1916		1915		1916		1915
	£ s. d.	£ s. d.	£		£ s. d.	£ s. d.	£
Superintendence—				Superintendence—			
Salaries, Office Expenses, etc. ...	9 0 3	9 0 3	10	Salaries, Office Expenses, etc. ...	9 0 3	9 0 3	10
Complete Renewals—				Complete Renewals—			
Wages ... ..				Wages ... ..			
Materials ... ..				Materials ... ..			
Repairs and Partial Renewals—				Repairs and Partial Renewals—			
Wages ... ..	87 13 4		75	Wages ... ..	21 15 7		21
Materials ... ..	156 1 5		72	Materials ... ..	31 7 1		23
		243 14 9				53 2 8	
		252 15 0	157			62 2 11	54

## (3)—Wagons.

	1916		1915
	£ s. d.	£ s. d.	£
Superintendence—			
Salaries, Office Expenses, etc. ... ..	9 0 3	9 0 3	10
Complete Renewals—			
Wages ... ..			
Materials ... ..			
Repairs and Partial Renewals—			
Wages ... ..	17 1 4		18
Materials ... ..	14 4 5		27
		31 5 9	
		40 6 0	55

## Abstract C.—Locomotive Running Expenses.

	1916		1915
	£	s. d.	£
Steam Train Working ... ..	...	...	...
Wages connected with the Running of Locomotive Engines ... ..	176	13 10	179
Fuel ... ..	697	16 9	479
Water ... ..	—	—	—
Lubricants ... ..	52	17 3	36
Clothing ... ..	2	15 0	—
	930 2 10		
	930 2 10		694

## Abstract D.—Traffic Expenses.

	1916		1915
	£	s. d.	£
Salaries and Wages ... ..	306	17 8	314
Fuel, Lighting, and General Stores ... ..	26	12 3	20
Printing, Advertising, Stationery, Tickets, &c. ... ..	23	9 10	26
Wagon Covers and Ropes ... ..	—	—	—
Clothing ... ..	4	18 0	5
Miscellaneous Expenses ... ..	4	10 1	5
Total ... ..	366 7 10		370

## Abstract E.—General Charges.

	1916		1915
	£	s. d.	£
Committee of Management ... ..	—	—	—
Auditors ... ..	12	12 0	13
Arbitrators ... ..	18	18 0	19
Salaries—Secretary, Accountant, &c. ... ..	100	0 0	100
County Surveyor ... ..	8	8 0	8
Office Expenses, Stamps, &c. ... ..	2	3 2	2
Miscellaneous Expenses ... ..	1	0 11	3
Insurance ... ..	25	16 0	26
Total ... ..	168 18 1		171

Dr.

## No. 13.—General Balance Sheet.

Cr.

	1916		1915			1916		1915	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
To Capital Account—Balance per Account No. 4	6	2 4	6	2 4	By Interim Dividend paid per Account No. 9 (b)	600	0 0	600	0 0
„ Interest on Guaranteed Dividend, 1 year to 31st December, 1916 ... ..	1,200	0 0	1,200	0 0	„ Due by County Council to 31st December 1916, as per Account No. 9 ... ..	962	18 4	844	6 8
„ Dividends Outstanding ... ..	108	9 3	52	6 2	„ Outstanding Accounts ... ..	2	10 0	2	10 0
„ Outstanding Accounts ... ..	27	13 9	27	14 4	„ Munster and Leinster Bank ... ..	64	15 11	8	1 0
„ Cork and Muskerry Railway ... ..	287	18 11	168	14 10					
	1,630 4 3		1,454 17 8			1,630 4 3		1,454 17 8	

## PART II.—STATISTICAL RETURNS.

### I.—MILEAGE OF LINES.

#### (A).—Mileage of Lines open for Traffic.

	RUNNING LINES.				
	Length of Road First Track	Second Track	Third Track	Sidings reduced to Single Track	Total
Lines Owned by the Company—	M.	Ch.			M. Ch.
Main and Principal Line ... ..	8	40	...	...	22½
Total ... ..	8	40	...	...	22½ 8 62½

#### (C).—Mileage of Lines run over by the Company's Engines.

	1916		1915	
	M.	Ch.	M.	Ch.
Lines Owned by the Company ... ..	8	62½	8	62½
Lines Leased or Worked by the Company ... ..	...	...	...	...
Total ... ..	8	62½	8	62½

### II.—ROLLING STOCK.

#### (A)—Steam Locomotives and Tenders.

DESCRIPTION	Number	Number
	1916	1915
Tender Engines ... ..	...	...
Tank Engines—0-4-4 ... ..	1	1
	1	1
Tenders ... ..	...	...

(D)—Coaching Vehicles (other than Electric).

	1916		Seats or Berths.			1915	
	Number	1st Class	2nd Class	3rd Class	Total	Number	
<b>PASSENGER CARRIAGES.</b>							
Carriages of Uniform Class...	1			40	40	1	
Composite Carriages	1	10		30	40	1	
Miscellaneous ...							
<b>TOTAL</b> ...	<b>2</b>	<b>10</b>		<b>70</b>	<b>80</b>	<b>2</b>	
Total Passenger Carriages...	2					2	
<b>OTHER COACHING VEHICLES.</b>							
Luggage, Parcel, and Brake Vans ...	1					1	
Carriage Trucks							
Horse Boxes							
Miscellaneous							
Total other Coaching Vehicles							
<b>Total Coaching Vehicles</b>	<b>3</b>					<b>3</b>	

(E)—Merchandise and Mineral Vehicles.

	1916	1915
	Number	Number
<b>Open Wagons—</b>		
Under 8 tons ...	10	10
8 and up to 12 tons		
Over 12 and up to 20 tons		
Over 20 tons (other than special)		
<b>Covered Wagons—</b>		
Under 8 tons ..	2	2
8 and up to 12 tons		
Over 12 and up to 20 tons		
Over 20 tons ...		
<b>Mineral Wagons ...</b>		
Under 8 tons		
8 and up to 12 tons		
Over 12 and up to 20 tons		
Over 20 tons ...		
<b>Special Wagons (for loads of exceptional dimensions and weight) ...</b>		
Cattle Trucks		
Rail and Timber Trucks (including Twin Trucks)		
Brake Vans		
Miscellaneous		
<b>TOTAL</b> ...	<b>12</b>	<b>12</b>

(F)—Railway Service Vehicles.

	1916	1915
	Number	Number
Ballast Wagons		
Travelling Cranes		
Miscellaneous ...		
<b>TOTAL</b> ...		

X.—Maintenance and Renewal of Way and Works. (Abstract A).

	1916		1915	
	M.	Ch.	M.	Ch.
<b>Quantities of principal materials used—</b>				
Ballast ...	128 cubic yds.		54 cubic yds.	
Fencing ...	1 2 0		1 0 3	
Rails ...	982		330 No.	
Sleepers No. ...				
<b>Miles maintained—</b>				
Miles of road ...	8	40	8	40
<b>Miles of road reduced to single track—</b>				
Running Lines ...	8	40	8	40
Sidings ...		22½	0	22½
Miles of track renewed ...				

VIII.—Land, Property, etc., not forming part of the Railway or Stations.

	1916	1915
	Number	Number
Houses and Cottages for Company's Servants ...	9	9

Abstracts B. & C. and Nos. III., IV., V., VI VII. and IX. not being applicable to this Company are omitted.

## XI.—Maintenance and Renewal of Rolling Stock (Abstract B.)

	In Company's Workshops Number	By Contract Number	Total	
			1916	1915
Locomotives renewed ... ..	...	...	...	...
Locomotives repaired—				
Heavy repairs ... ..	...	...	...	...
Light „ ... ..	...	...	...	...
Locomotives under or awaiting repair at end of year ... ..	...	...	...	...
Coaching Vehicles—				
Carriages renewed ... ..	*	*	*	*
Carriages repaired—				
Heavy repairs ... ..	...	...	...	...
Light „ ... ..	...	...	...	...
Carriages under or awaiting repair at end of year ... ..	...	...	...	...
Others renewed ... ..	...	...	...	...
Others repaired—				
Heavy repairs ... ..	...	...	...	...
Light „ ... ..	...	...	...	...
Others under or awaiting repair at end of year ... ..	...	...	...	...
Wagons renewed—				
Completely renewed ... ..	...	...	...	...
Partially „ ... ..	...	...	...	...
Wagons repaired—				
Heavy repairs ... ..	...	...	...	...
Light „ ... ..	...	...	...	...
Wagons under or awaiting repair at end of year ... ..	...	...	...	...

\* Repairs executed by Cork and Muskerry Railway Co.

## XII.—Engine Mileage.

1916.

	Train Miles (Loaded Trains)			Total Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey)			Shunting Miles		Other Miles (Assis- ting, Light, &c.)	Total Engines Miles	Year 1915
	Coach- ing	Goods	Total	Coach- ing	Goods	Total	Coach- ing	Goods			
A.—Miles run in relation to the Company's Traffic Receipts—											
Over the Company's System by the Company's Engines ... ..	...	...	...	...	...	...	...	...	...	...	...
Over the Company's System by other Companies' Engines ... ..	...	...	...	...	...	...	...	...	...	...	...
Total ... ..	...	...	...	...	...	...	...	...	...	...	...
B.—Miles run in relation to the Company's Expenditure—											
By the Company's Engines over Lines owned, leased, or worked by the Company ... ..	*	*	17,958	*	*	17,958	*	971	7,755	26,684	26,473
By the Companies' Engines over other Companies' Lines ... ..	...	...	...	...	...	...	...	...	...	...	...
Total ... ..	...	...	...	...	...	...	...	...	...	...	...
C.—Miles run by the Company's Engines—											
Over lines owned, leased, or worked by the Company ... ..	...	...	...	...	...	...	...	...	...	...	...
Over all Joint Lines ... ..	...	...	...	...	...	...	...	...	...	...	...
Over other Companies' Lines ... ..	...	...	...	...	...	...	...	...	...	...	...
Total ... ..	...	...	...	...	...	...	...	...	...	...	...

\* All Trains are Mixed Passenger and Goods.

XIII.—Passenger Traffic and Receipts.

Class of Passenger	1916				1915			
	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
Ordinary—			d.			£	d.	
1st Class	1,378	£ 36	6.26	424	1,669	44	6.32	645
2nd "	44,753	798	4.26	33,364	44,088	785	4.27	32,971
3rd "								
Total	46,131	884	4.32	33,788	45,707	829	4.35	33,616
Season—		£	£ s. d.				£ s. d.	
1st Class								
2nd "	9	24	2 13 4	9	8	20	2 10 0	8
3rd "								
Total	9	24	2 13 4	9	8	20	2 10 0	8

XIV.—Goods Traffic and Receipts.

	1916				1915			
	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System
Merchandise	Tons	£	s. d.	Tons	£	s. d.	Tons	
Coal, Coke, and Patent Fuel	6,496	653	2 0	2,168	630	1 9	1,812	
Other Mineral	894	47	1 0½	—	41	0 10½	—	
	230	12	1 0½	—	12	1 0	—	
Total	7,620	712	1 10	2,168	683	1 8	1,812	
Live Stock	Number			Number originating on the Company's System	Number		Number originating on the Company's System	
	6,195	£ 114	d 4.41	6,195	£ 111	4.3d.	6,129	

XV. (A.)—Tonnage of the Principal Classes of Minerals and Merchandise carried by Goods Trains.

	1916 Tons	1915 Tons
Grain ... ..	287	443
Lime ... ..	209	192
Minerals (Coal) ... ..	894	914
<b>TOTAL</b> ... ..	<b>1,390</b>	<b>1,549</b>

XV. (B.)—Number of Live Stock carried by Goods Trains

	1916 Number	1915 Number
Horses ... ..	6	1
Cattle ... ..	1,810	1,768
Calves ... ..	—	—
Sheep ... ..	1,506	1,177
Pigs ... ..	2,873	3,173
Miscellaneous ... ..	—	—
<b>TOTAL</b> ... ..	<b>6,195</b>	<b>6,129</b>

XVI.—Summary of Financial Results secured in comparison with those for past years.

	1913	1914	1915	1916
Total Expenditure on Capital Account (No. 4) ... ..	£ 33,101	£ 33,101	£ 33,101	£ 33,101
Gross Receipts from Business carried on by the Company (No. 5) ... ..	1,719	1,717	1,742	1,804
Revenue Expenditure on ditto (No. 8) ... ..	2,087	2,085	2,174	2,523
Net Receipts of ditto (No. 8) ... ..	Loss 368	368	432	719
Miscellaneous Receipts net (No. 8) ... ..	21	22	19	18
Total Net Income (No. 8) ... ..	487	505	355	237
Interest, Rentals, and other Fixed Charges (No. 9) ... ..	—	—	—	—
Dividend on Guaranteed Shares (No. 9) ... ..	1,200	1,200	1,200	1,200
Appropriation to Reserve ... ..	—	—	—	—
Brought forward from previous years ... ..	—	—	—	—
Carried forward to subsequent years ... ..	—	—	—	—

DANIEL O'LEARY, Accountant, Cork and Muskerry Railway

## Certificates of the Responsible Officers as to the Up-keep of the Whole of the Company's Property.

### Certificate respecting the Permanent Way, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works, have, during the past Year, been maintained in good working condition and repair.

W. H. HILL, *Engineer*,  
Cork and Muskerry Railway.

January 17th, 1917.

### Certificate respecting Rolling Stock.

I hereby certify that all the Company's Plant, Engines, Carriages, Wagons, &c., in use, have, during the past Year, been maintained in good working order and repair.

GEORGE JOHNSTON, *Locomotive Engineer*.  
Cork and Muskerry Railway.

January 18th, 1917.

Signed for the Committee of Management,

JOHN BYRNES, *Chairman*.  
T. O'CONNOR, *Secretary*.

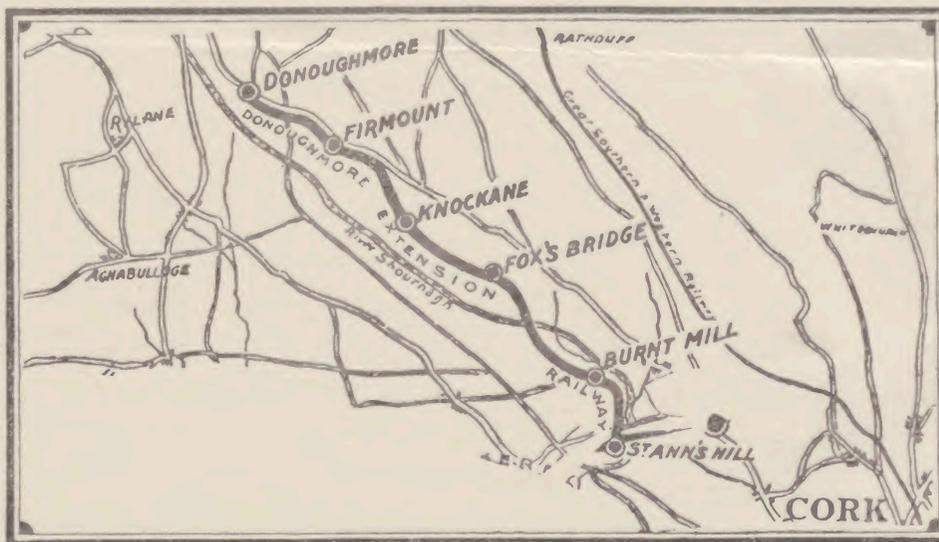
### Auditor's Certificate.

I hereby certify that the foregoing Accounts contain a full and true statement of the Financial condition of the Company.

JOHN A. KILKEARY, F.A.A., *Auditor*.

January 20th, 1917.

Map of the Donoughmore Extension Light Railway.



RECEIVED  
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G. B. 47

**DONOUGHMORE EXTENSION LIGHT  
RAILWAY CO Ltd.**

Report of the Committee of Management

**STATEMENT OF ACCOUNTS**  
AND  
**31st December, 1916.**

NOTICE is hereby given, that the Annual General Meeting of the Shareholders of this Company will be held at the Offices, Western Road, Cork, on **TUESDAY, 20th February, 1917**, at the hour of 12.30 o'clock p.m., for the purpose of receiving the Report, and a Statement of the Accounts made up to the 31st December, 1916, and for the transaction of the general business of the Company.

The Transfer Books of the Company will be closed from the 6th February to the 20th February, both days inclusive.

BY ORDER,  
**T. O'CONNOR,**

SECRETARY.  
Company's Offices, Western Road,  
Cork, 20th January, 1917.

Proprietors are requested, in case of change of address, to notify the same in writing to the Secretary. The address at present registered in the Company's Books is that to which this Report is now forwarded.

**ANNUAL MEETING - 20th FEBRUARY, 1917.**  
**Dividends Payable, March and September.**

Dublin & Kingstown Railway Company.

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS

FOR

HALF-YEAR ENDED 31st AUGUST, 1916.

TO BE SUBMITTED TO THE PROPRIETORS AT THE

ONE HUNDRED AND FORTY-FIRST HALF-YEARLY  
GENERAL MEETING,

Under the Extension Act, 10 Vic. cap. 213.

TO BE HELD AT

No. 36 COLLEGE GREEN, DUBLIN,

ON THURSDAY, 28th SEPTEMBER, 1916,

AT ELEVEN O'CLOCK, A.M.

DUBLIN AND KINGSTOWN RAILWAY COMPANY.

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Dublin, 12th September, 1916.

The Half-yearly General Meeting of the Proprietors will be held at the Company's Office, No. 36 COLLEGE GREEN, in the City of Dublin, on Thursday, 28th instant, at 11 o'clock, a.m., to receive a Report and Statement of Accounts for the six months ended 31st August, 1916, and to transact other business.

By order of the Directors,

J. HAROLD PIM,

*Secretary.*

The Transfer Books will be closed on and after Wednesday, 13th inst., until the day of meeting.

## Directors.

RIGHT HON. LAURENCE A. WALDRON, *Chairman.*

WILLIAM HONE.

JOHN JAMESON.

SIR JOHN G. NUTTING, BART.

WILLIAM ROBERTSON.

JOSEPH TATLOW.

### No. 3. CAPITAL RAISED BY LOANS, AND DEBENTURE STOCK.

	RAISED BY LOANS.		RAISED BY DEBENTURE STOCK.		TOTAL RAISED BY LOAN AND DEBENTURE STOCK.
		At 4 per cent. £300	At 3½ per cent.	£61,000	£61,300
Existing at 29th February, 1916	...	...	...	£61,000	£61,300
„ 31st August, 1916	...	£300 outstanding (Interest thereon ceased on 1st September, 1888)	„	.. £61,000	£61,300
Increase	...	—	—	—	—
Decrease	...	—	—	—	—
Total Amount authorized to be raised by Loans and by Debenture Stock in respect of Capital created	...	£300	...	...	£110,000
Total Amount raised by Loans, as above	...	£300	...	...	£61,300
„ „ Debenture Stock	...	...	...	...	£61,300
Balance, being available borrowing powers at 31st August, 1916	...	...	...	...	£48,700

### No. 4. Dr. RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. Cr.

	Amount Expended during Half-year.			Amount Received to 29th February, 1916.			Amount Received during Half-year.		
	£	s.	d.	£	s.	d.	£	s.	d.
To Expenditure—									
On Lines open for Traffic	418,553	7	7						
	418,553	7	7	418,553	7	7			
							By Receipts—		
							Stock	350,000	0
							Loans	61,300	0
							Premium on Stock sold	406	5
							Balance	6,847	2
	418,553	7	7	418,553	7	7	Total.	418,553	7

NO. 5. DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 31ST AUGUST, 1916.

Nil.

NO. 6. RETURN OF WORKING STOCK.

Refer to Lessees—The Dublin and South-Eastern Railway Company.

NO. 7. ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Nil.

NO. 8. CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE.

	£	s.	d.
Loan Capital authorized or created, but not yet received	48,700	0	0

NO. 9. REVENUE ACCOUNT.

Dr.		Cr.	
Half-year ended 31st August, 1916.	EXPENDITURE.	Half-year ended 31st August, 1916.	RECEIPTS.
£	s.	£	s.
171	8	6	
1,539	10	2	
13,291	2	11	
15,002	1	7	
			By Cash received from Dublin and South-Eastern Railway Company, on Account of Rent, to 1st July, 1916
			Special and Miscellaneous Receipts
			15,000
			4
			2
			9
			15,004
			2
			9

No. 14.

MILEAGE STATEMENT.

	Miles authorized.		Miles constructed.		Miles constructing or to be constructed.	Miles worked by Engines.
	M.	CH.	M.	CH.		
Lines owned by the Company,	...	...	...	...	—	—
Lines worked,	...	...	...	...	—	—
Lines rented,	...	...	...	...	—	—
Total,	8	14	8	14	—	—

No 15.

STATEMENT OF TRAIN MILEAGE.

Refer to Lessees—The Dublin and South-Eastern Railway Company.

*Signed,*

LAUCE A. WÁLDRON, Chairman.

J. HAROLD PIM, Secretary.





Dublin & Kingstown Railway Company.



REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS

FOR

HALF-YEAR ENDED 28<sup>TH</sup> FEBRUARY, 1917.

TO BE SUBMITTED TO THE PROPRIETORS AT THE

ONE HUNDRED AND FORTY-SECOND HALF-YEARLY  
GENERAL MEETING,

Under the Extension Act, 10 Vic. cap. 213,

TO BE HELD AT

No. 36 COLLEGE GREEN, DUBLIN,

ON MONDAY, 26<sup>TH</sup> MARCH, 1917,

AT THREE O'CLOCK, P.M.

## DUBLIN AND KINGSTOWN RAILWAY COMPANY.

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Dublin, 12th March, 1917.

The Half-yearly General Meeting of the Proprietors will be held at the Company's Office, No. 36 COLLEGE GREEN, in the City of Dublin, on Monday, 26th instant, at 3 o'clock, p.m., to receive a Report and Statement of Accounts for the six months ending 28th February, 1917, and to transact other business.

By order of the Directors,

J. HAROLD PIM,

*Secretary.*

The Transfer Books will be closed on and after Tuesday, 13th inst., until the day of meeting.

## Directors.

THE RIGHT HON. LAURENCE A. WALDRON, *Chairman.*

WILLIAM HONE.

JOHN JAMESON.

SIR JOHN G. NUTTING, BART.

WILLIAM ROBERTSON.

JOSEPH TATLOW.

## Dublin and Kingstown Railway Company.

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### DIRECTORS' REPORT.

IN the Statement of Accounts now before you, the balance available for Dividend—including a surplus of £2,572 4s. 10d carried from the previous account—amounts to £13,048 9s. 9d.

The Board now declares for the half-year ending 28th February last, a Dividend on the Capital Stock of the Company at the rate of 8 per cent. per annum (less Income Tax), amounting to £10,500 0s. 0d., leaving £2,548 9s. 9d. to be brought forward to next account.

The Directors who retire by rotation are Mr. William Hone and the Right Hon. Laurence A. Waldron, who, being eligible, offer themselves for re-election.

The warrants for the Dividend now declared will be payable to the Proprietors on the 2nd proximo.

Signed on behalf of the Board of Directors,

LAURIE A. WALDRON,  
Chairman.

36 College Green, Dublin,  
12th March, 1917.

# DUBLIN AND KINGSTOWN RAILWAY COMPANY

LINE LEASED TO DUBLIN AND SOUTH-EASTERN RAILWAY COMPANY.

HALF-YEAR ENDED 28TH FEBRUARY, 1917.

## No. 1. STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY.

ACTS OF PARLIAMENT.	CAPITAL AUTHORIZED.			CAPITAL CREATED.			BALANCE.		
	Stock.	Loans.	Total.	Stock.	Loans.	Total.	Stock.	Loans.	Total.
By 23rd Vic. cap. 62, Capital consolidated, reduced, and declared ...	£ 350,000	£ 70,000 and 40,000 Contingent	£ 460,000	£ 350,000	£ 70,000	£ 420,000	£ —	£ 40,000 Contingent.	£ 40,000
	350,000	110,000	460,000	350,000	70,000	420,000	—	40,000	40,000

## No. 2. STATEMENT OF STOCK CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

DESCRIPTION.	AMOUNT RECEIVED.			AMOUNT UNCALLED.			AMOUNT CANCELLED.		
	Amount Created.	Amount Received.	Calls in Arrear.	Amount Uncalled.	Amount Canceled.	Amount Created.	Amount Received.	Calls in Arrear.	
General Capital Stock, all issued at par	£ 350,000	£ 350,000	£ —	£ —	£ —	£ —	£ —	£ —	
...	350,000	350,000	—	—	—	—	—	—	

**No. 3.**

**CAPITAL RAISED BY LOANS, AND DEBENTURE STOCK.**

	RAISED BY LOANS.		RAISED BY DEBENTURE STOCK.		TOTAL RAISED BY LOANS AND DEBENTURE STOCK.
	At 4 per cent. £300	At 3½ per cent. £61,000	At 3½ per cent. £61,000	At 3½ per cent. £61,000	
Existing at 31st August, 1916 ...	...	...	...	...	£61,300
" 26th February, 1917 ...	£300 outstanding (Interest thereon ceased on 1st September, 1888)	...	" ..	" ..	£61,300
Increase ...	—	—	—	—	—
Decrease ...	—	—	—	—	—
Total Amount authorized to be raised by Loans and by Debenture Stock in respect of Capital created	...	...	...	...	£110,000
Total Amount raised by Loans, as above	£300	...	£300	...	£61,300
" " Debenture Stock	...	...	£61,000	...	£61,300
Balance, being available borrowing powers at 28th February, 1917	...	...	...	...	£48,700

**No. 4.**

**RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.**

	Dr.		Cr.		Total.
	Amount Expended to 31st August, 1916.	Amount Expended during Half-year.	Amount Received to 31st August, 1916.	Amount Received during Half-year.	
To Expenditure—	£	£	£	£	£
On Lines open for Traffic ...	418,553 7 7	—	350,000 0 0	—	350,000 0 0
			61,300 0 0	—	61,300 0 0
			Premium on Stock sold 406 5 0	—	406 5 0
			Balance ... 6,847 2 7	—	6,847 2 7
	418,553 7 7	—	418,553 7 7	—	418,553 7 7

Nil.

**NO. 6.** RETURN OF WORKING STOCK.

Refer to Lessees—The Dublin and South-Eastern Railway Company.

**NO. 7.** ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Nil.

**NO. 8.** CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE.

	£	s.	d.
Loan Capital authorized or created, but not yet received	48,700	0	0

**NO. 9.** REVENUE ACCOUNT.

Dr.		Cr.	
Half-year ended 29th February, 1916.	Half-year ended 28th February, 1917.	Half-year ended 29th February, 1916.	Half-year ended 28th February, 1917.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
To General Charges	173 10 11	By Cash received from Dublin and South-Eastern Railway Company, on Account of Rent, to 1st January, 1917	15,000 0 0
" Income Tax	8,748 0 9	" Special and Miscellaneous Receipts	3 10 0
" Law Costs	—		
" Balance, carried to Net Revenue Account	11,081 18 4		
12,954 2 3		15,002 13 0	15,003 10 0

NET REVENUE ACCOUNT

No. 10. *Dr.*

*Cr.*

Half-year ended 20th February, 1916.	EXPENDITURE	Half-year ended 28th February, 1917.	Half-year ended 29th February, 1916.	RECEIPTS	Half-year ended 28th February, 1917.
£ s. d.		£ s. d.	£ s. d.		£ s. d.
885 2 9	To Interest on Debenture Stock	800 12 6	2,042 18 1	By Balance brought from last half-year's Account	2,572 4 10
13,708 16 10	" Balance available for dividend	13,048 9 9	12,354 2 3	do. Revenue Account, No. 9	11,081 18 4
			77 9 3	" Bankers' & General Interest Acct.	75 9 1
			119 10 0	" Interest on Investments	119 10 0
14,593 19 7		13,849 2 3	14,593 19 7		13,849 2 3

No. 11.

APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

Half-year ended 20th Feb., 1916.	APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.	Half-year ended 28th Feb., 1917.
£ s. d.		£ s. d.
13,708 16 10	Balance available for Dividend, as per Account No. 10	13,048 9 9
11,608 6 8	Ordinary Stock (being at the rate of 8 per cent. per annum, less Income Tax, at 5s.)	10,500 0 0
2,100 10 2	Balance to next Half-year	2,548 9 9

No. 12.

ABSTRACTS.

A—Maintenance of Way and Works.  
B—Locomotive Power.

C—Repairs and Renewals of Carriages and Wagons  
D—Traffic Expenses.

Half-year ended 29th February, 1916.

£	s.	d.
100	0	0
50	0	0
27	2	0
1	10	0

Direction ...  
Secretary ...  
Office Expenses ...  
Miscellaneous Charges ...

178 12 0

Half-year ended 28th February, 1917.

£	s.	d.
100	0	0
50	0	0
21	1	11
2	9	0

173 10 11

No. 13.

Dr.

To Net Revenue Account, Balance at Credit thereof, as per Account No. 10 ...  
Unpaid Dividends and Interest ...  
Debenture Interest due ...  
Reserve Fund ...  
Sundry Creditors ...

£	s.	d.
13,048	9	9
73	16	8
800	12	6
11,251	8	10
142	10	6

GENERAL BALANCE SHEET.

Cr.

By Capital Account No. 4 Dr. Balance ...  
Cash on Deposit and at call ...  
Investments at cost—  
£4,000 Port of London Authority 4 per cent. "B" Stock £4,107 8 9  
£500 Dublin Port and Docks Board 5 per cent. Mortgage Bonds, 1920 500 3 0  
35 A. Guinness, Son, & Co.'s Pref. Shares ... 506 13 3  
£100 Dublin Port and Docks Board 7<sup>0</sup> Mortgage Bonds, 1921 98 2 9  
£200 Canada 4<sup>1</sup>/<sub>2</sub> per cent. Bonds, 1920/25 ... 200 1 0  
£100 Dublin Port and Docks Board 4 per cent. Mortgage, Red. 1919... 97 12 9

Cash in Bank ...

£	s.	d.
6,847	2	7
12,722	11	6

5,510 1 6  
237 2 8

25,316 18 3

25,316 18 3

No. 14.

MILEAGE STATEMENT.

	Miles authorized.		Miles constructed.		Miles constructing or to be constructed.	Miles worked by Engines.
	M.	CH.	M.	CH.		
Lines owned by the Company,	...	...	...	...	—	—
Lines worked,	...	...	...	...	—	—
Lines rented,	...	...	—	—	—	—
Total,	8	14	8	14	—	—

No 15.

STATEMENT OF TRAIN MILEAGE.

Refer to Lessees—The Dublin and South-Eastern Railway Company.

*Signed,*

LAUCE A. WALDRON, *Chairman.*

J. HAROLD PIM, *Secretary.*





GREAT SOUTHERN AND WESTERN  
RAILWAY.

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REPORT OF DIRECTORS,  
FINANCIAL ACCOUNTS

AND

STATISTICAL RETURNS

FOR

YEAR ENDED 31st DECEMBER, 1916.

*To be submitted to the Proprietors at the Annual General Meeting to be held at Kingsbridge  
Terminus, Dublin, on Wednesday, the 28th day of February, 1917, at 2 o'clock, p.m.*

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DIRECTORS.

*Chairman :*

SIR WILLIAM J. GOULDING, BART., D.L., Millicent, Sallins, Co. Kildare.

*Deputy Chairman :*

ROBERT F. S. COLVILL, Esq., J.P., Coolock House, Coolock, Co. Dublin.

---

GEORGE JAMESON, Esq., Bettyglen, Raheny, Co. Dublin.

EBEN. PIKE, Esq., J.P., Kilcrenagh, Carrigrohane, Co. Cork.

FREDERICK C. PILKINGTON, Esq., J.P., D.L., Westbury, Stillorgan, Co. Dublin.

WILLIAM P. GEOGHEGAN, Esq., J.P., Rockfield, Stradbroom, Blackrock, Co. Dublin.

LORD ARTHUR BUTLER, Kilkenny Castle, Kilkenny.

NICHOLAS J. SYNNOTT, Esq., J.P., Furness, Naas, Co. Kildare.

JAMES PERRY GOODBODY, Esq., J.P., D.L., Inchmore House, Clara, King's Co.

ANTHONY E. GRAVES, Esq., J.P., Rockenham, Waterford.

WILLIAM M. MURPHY, Esq., J.P., Dartry, Upper Rathmines, Co. Dublin.

MAJOR HUGH A. HENRY, J.P., Firmont. Sallins, Co. Kildare.

# Great Southern and Western Railway.

## REPORT OF THE DIRECTORS,

WITH FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE  
YEAR ENDED 31st DECEMBER, 1916.

*To be submitted to the Proprietors at the Annual General Meeting, to be held at Two o'clock,  
p.m., on Wednesday, 28th February, 1917, at Kingsbridge Terminus, Dublin.*

The Directors submit herewith the Statement of Accounts, which has been duly audited and verified, and the Statistical Returns, for the year ended 31st December, 1916.

The following is a summary of the Receipts and Expenditure on Revenue Account:—

	1916.	1915.
	£	£
Per Account No. 8—		
Gross Receipts of Railway, &c. ... ..	1,822,309	1,753,456
Expenditure ... ..	1,220,952	1,075,876
	<hr/>	<hr/>
Miscellaneous Receipts (net) from rents, interest, &c.	601,357 25,723	677,580 31,562
TOTAL NET INCOME ... ..	<hr/> 627,080	<hr/> 709,142
Per Account No. 9—		
Add Balance from last Account ... ..	104,470	69,900
	<hr/>	<hr/>
Deduct:—	731,550	779,042
Interest, Rentals, and other fixed charges ...	226,767	225,596
	<hr/>	<hr/>
Dividends on Guaranteed, Preference and Geashill Extension Stocks ... ..	504,783 182,700	553,446 182,700
Balance available for Dividend on Ordinary Stock	<hr/> £322,083	<hr/> £370,746

The Interim Dividend of £2 0s. 0d. per cent. which was paid on the Ordinary Consolidated Stock for the half-year ended 30th June, 1916, absorbed £106,510, leaving a balance of £215,573, out of which the Directors recommend payment of a dividend of £2 10s. 0d. per cent. on the Ordinary Consolidated Stock for the half-year ended 31st December, 1916, making £4 10s. 0d. per cent. for the whole year, and leaving a balance of £82,435 to be carried forward to the next year's account.

The Dividends paid on the Ordinary Consolidated Stock for the year 1915 were £2 5s. 0d. per cent. for the half-year ended 30th June, and £2 15s. 0d. per cent. for the half-year ended 31st December, making £5 0s. 0d. per cent. for the year, with a balance of £104,470 carried forward.

In pursuance of an Order in Council made on the 22nd December, 1916, under the provisions of the Regulation of the Forces Act, 1871, the control of the Irish Railways was taken over by the Government as from midnight of 31st December, 1916, for which purpose an Executive Committee was appointed, composed of General Managers of certain Companies, with the Under Secretary for Ireland as Chairman.

Negotiations as to Compensation to be paid by the Government are at present proceeding.

George Jameson, Esq., Eben. Pike, Esq., and William P. Geoghegan, Esq., are the Directors retiring by rotation, and, being eligible, offer themselves for re-election.

One of the Auditors, Mr. E. White, also retires, and offers himself for re-election.

WILLIAM J. GOULDING,

*Chairman.*

KINGSBRIDGE TERMINUS, DUBLIN,

*16th February, 1917.*

# GREAT SOUTHERN AND WESTERN RAILWAY.

*Financial Accounts and Statistical Returns for the Year ended 31st December, 1916.*

## PART I.

### FINANCIAL ACCOUNTS.

#### No. 1 (a)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

Special Acts, or Certificates of the Board of Trade.	Capital Authorised.			Capital Created.			Balance.		
	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.
	£	£	£	£	£	£	£	£	£
I. Special Acts or Certificates of the Board of Trade conferring capital powers which have been fully exercised... ..	10,193,990	4,183,010	14,377,000	10,193,990	4,183,010	14,377,000	—	—	—
II. Special Acts conferring capital powers which have not yet been fully exercised :—									
Great Southern and Western Railway Act, 1903 ...	150,000	50,000	200,000	—	—	—	150,000	50,000	200,000
TOTAL ... ..	£10,343,990	4,233,010	14,577,000	10,193,990	4,183,010	14,377,000	150,000	50,000	200,000

#### No. 1 (b)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

Not applicable to this Company.

#### No. 1 (c)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

Special Acts.	Capital Authorised.			Capital Created.			Balance.		
	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.
	£	£	£	£	£	£	£	£	£
The Dividends or Interest at a rate not exceeding 3½ per cent. per annum on the Capital authorised by the Acts enumerated below is guaranteed jointly by the Company and the Great Western Railway Company under the Fishguard and Rosslare Railways and Harbours Act, 1903 :—									
Fishguard Bay Railway and Pier Act, 1893 ... ..	120,000	40,000	160,000	120,000	40,000	160,000	—	—	—
Fishguard and Rosslare Railways and Harbours Act, 1894	60,000	20,000	80,000	60,000	20,000	80,000	—	—	—
Fishguard and Rosslare Railways and Harbours (Steam Vessels) Act, 1895 ...	50,000	12,500	62,500	50,000	12,500	62,500	—	—	—
Fishguard and Rosslare Railways and Harbours Act, 1898	891,500	250,000	1,141,500	891,500	250,000	1,141,500	—	—	—
Fishguard and Rosslare Railways and Harbours Act, 1899	1,250,000	500,000	1,750,000	1,250,000	500,000	1,750,000	—	—	—
TOTAL ... ..	£2,371,500	822,500	3,194,000	2,371,500	822,500	3,194,000	—	—	—

**No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a), SHOWING THE PROPORTION ISSUED.**

Description.	Amount created.	Amount issued.	Nominal additions to or deductions from Capital.	Amount on which Dividend is payable.	Amount which does not rank for Dividend until a future date.	Calls in arrear.	Amount uncalled.	Amount unissued.
	£	£	£	£	£	£	£	£
Four per Cent. Guaranteed Preference Stock ... ..	2,776,377	2,776,184	—	2,776,184	—	—	—	193
Four per Cent. £10 Baronial Guaranteed Shares, Co. Sligo ... ..	80,000	80,000	—	80,000	—	—	—	—
Four per cent. £10 Baronial Guaranteed Shares, Co. Mayo ... ..	40,000	40,000	—	40,000	—	—	—	—
Four per Cent. Preference Stock ... ..	1,779,293	1,779,293	—	1,779,293	—	—	—	—
Great Southern and Western Railway North Wall Extension, Lines 1 and 2—£100 Shares ... ..	126,800	126,800	—	126,800	—	—	—	—
Geashill Extension Stock ... ..	27,480	27,480	—	27,480	—	—	—	—
Ordinary Stock ... ..	5,364,040	5,325,520	—	5,325,520	—	—	—	38,520
<b>TOTAL ... ..</b>	<b>£10,193,990</b>	<b>10,155,277</b>	<b>—</b>	<b>10,155,277</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>38,713</b>

**No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.**

	Raised by Loans.	Raised by issue of Debenture Stock at 4 per cent.			Total raised by Loans and Debenture Stock.
		Amount of Stock.	Nominal Additions or Deductions on Conversion.	Total Debenture Stock.	
		£	£	£	£
Existing at 31st December, 1916 ... ..	Nil.	4,005,414	—	4,005,414	4,005,414
Existing at 31st December, 1915 ... ..	Nil.	3,983,879	—	3,983,879	3,983,879
Increase ... ..	—	21,535	—	21,535	21,535
Total amount authorised to be raised by Loans and Debenture Stock in respect of Capital created as per Statement No. 1 (a)					4,183,010
Total amount raised by Loans and Debenture Stock as above					4,005,414
Balance, being available borrowing powers at 31st December, 1916					...£ 177,596

Dr.

## No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Cr.

To Expenditure.	Amount expended to 31st Dec., 1915.	Amount expended during Year, as per No. 5.	TOTAL.	By Receipts.	Amount received to 31st Dec., 1915.	Amount received during Year.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Lines open for Traffic	11,570,197 13 11	2,755 1 11	11,572,952 15 10	Shares and Stocks (No. 2)	10,155,277 0 0	...	10,155,277 0 0
Lines leased	5,165 7 6	...	5,165 7 6	Debenture Stock (No. 3)	3,983,879 0 0	21,535 0 0	4,005,414 0 0
Rolling Stock	1,909,431 7 3	...	1,909,431 7 3				
Manufacturing and Repairing Works and Plant:							
Land and Buildings	281,536 9 9	Cr. 4 6 0	281,532 3 9	Premiums on Shares and Stocks	225,550 8 3	...	
Plant and Machinery	111,041 8 11	...	111,041 8 11	Premiums on Debenture Stock	324,902 14 0	...	
				Total Premiums	550,453 2 3	...	
Total Capital expended upon Railway	13,877,372 7 4	2,750 15 11	13,880,123 3 3	Discounts on Shares and Stocks	25,308 2 2	...	
Horses	1,105 3 2	Cr. 82 5 4	1,022 17 10	Discounts on Debenture Stock	4,476 14 7	...	
Docks, Harbours, and Wharves	26,747 0 0	...	26,747 0 0	Total Discounts	29,784 16 9	...	
Hotels	136,373 2 10	27,133 17 6	163,507 0 4	Balance of Premiums and Discounts	525,042 9 8	Dr. 4,374 4 2	520,668 5 6
Electric Power Stations, &c.	20,074 12 3	...	20,074 12 3	Treasury Grants:—			
Land, Property, &c., not forming part of the Railway or Stations:—				Headford and Kenmare Railway	50,000 0 0	...	50,000 0 0
Used in connection with Railway working	11,090 10 4	...	11,090 10 4	West Kerry (Killorglin and Valencia) Railway	85,000 0 0	...	85,000 0 0
Not used in connection with Railway working	290,895 4 3	3,734 17 3	294,630 1 6	TOTAL RECEIPTS	14,799,198 9 8	17,160 15 10	14,816,359 5 6
Subscriptions to other Companies (for details, see Table No. 4 (a))	600,000 0 0	...	600,000 0 0	By Balance	...	...	180,836 0 0
				TOTAL	...	...	14,997,195 5 6
TOTAL CAPITAL EXPENDITURE	£14,963,658 0 2	33,537 5 4	14,997,195 5 6				



## No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Expenditure to date on Principal Works in Progress.		Estimated Further Expenditure.		
		During the Year ending 31st December, 1917	Subsequently until completion.	TOTAL.
£	Lines belonging to the Company open for traffic :—	£	£	£
			Not ascertained	
17,800	Rolling Stock :— Balance of amount sanctioned for additional Wagons ...	—	22,000	22,000
	TOTAL ... ..£	—	22,000	22,000
	Works not yet commenced and in abeyance ... ..	...	...	—

## No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a))	...	...	...	£	s.	d.
				200,000	0	0
Stock and Share Capital created but not yet received (as per Statement No. 2) :—						
Amount unissued ... ..	...	...	...	38,713	0	0
Available borrowing powers (as per Statement No. 3)	...	...	...	177,596	0	0
				416,309	0	0
Deduct balance at Debit (as per Capital Account No. 4)	...	...	...	180,836	0	0
TOTAL	...	...	...£	235,473	0	0

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See Statement.		Gross Receipts.		Expenditure.		Net Receipts.		Year 1915.					
		£	s	d.	£	s	d.	£	s	d.			
10	Railway ... ..	1,769,285	13	4	1,173,003	0	5	596,282	12	11	1,744,620	1,064,519	680,101
14	Docks, Harbours, and Wharves ...	9,986	17	8	8,349	3	11	1,637	13	9	8,836	11,357	Dd. 2,521
15	Hotels and Refreshment Rooms and Cars, where catering is carried on by the Company ... ..	43,036	0	9	39,599	17	4	3,436	3	5	—	—	—
	TOTAL ... ..	1,822,308	11	9	1,220,952	1	8	601,356	10	1	1,753,456	1,075,876	677,580
Miscellaneous Receipts (Net)—													
	Rents from Houses and Lands ... ..							6,117	2	3			4,981
	Rents from Hotels ... ..												Dd. 357
	Other Rents, including Lump-sum Tolls ... ..							4,286	10	1			8,749
	Interest and Dividends from Investments in other Companies :—												
	Fishguard and Rosslare Railways and Harbours Co. ... ..							1,750	0	0			1,750
	Transfer Fees ... ..							310	0	0			338
	General Interest ... ..							1,609	2	8			5,102
	Baronial Guarantees :—												
	Cashel Extension Railway ... ..				1,400	0	0						1,400
	Claremorris to Swinford Railway ... ..				Dd.	99	8	0					Dd. 343
	Collooney to Swinford Railway ... ..				Dd.	364	3	10					Dd. 611
	Farranfore and Killorglin Railway ... ..				3,000	0	0						3,000
	Headford and Kenmare Railway ... ..				2,400	0	0						2,400
	Kanturk and Newmarket Railway ... ..				1,402	12	11						1,242
	Tullow Extension Railway ... ..				1,111	6	6						1,111
	West Kerry (Killorglin and Valencia) Railway ... ..				2,800	0	0						2,800
								11,650	7	7			10,999
	TOTAL NET INCOME ... ..							£	627,079	12	8		709,142

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

							Year 1915.				
							£	s	d.		
	Balance brought forward from last year's Account ... ..						104,470	8	3	69,900	
	Net Income (as per Statement No. 8) ... ..						627,079	12	8	709,142	
	TOTAL ... ..						731,550	0	11	779,042	
Deduct—Interest, Rentals, and other Fixed Charges—											
	Interest on Superannuation and other Funds ... ..						4,224	0	11	4,222	
	Interest on Debenture Stock... ..						160,202	11	2	159,355	
	Rent of and Guaranteed Interest on Leased and Worked Lines :—										
	Athenry and Tuam Extension to Claremorris Railway ... ..						3,787	3	5	3,919	
	Southern Railway ... ..						4,813	7	7	4,641	
	Tralee and Fenit Railway ... ..						1,180	2	7	1,617	
	Fishguard and Rosslare Railways and Harbours (in Ireland) ... ..						40,806	5	1	40,840	
	Dividends payable or accruing on Four per Cent. £10 Baronial Guaranteed Shares :—										
	County Sligo ... ..				£3,200	0	0				
	County Mayo ... ..				1,600	0	0				
							4,800	0	0	4,800	
	Dividend payable to London and North Western Railway ... ..						5,966	1	6	5,289	
	Refund of Guarantee to County Mayo ... ..						317	10	5	243	
	Sinking Fund for Terminable Guarantee ... ..						670	0	0	670	
	TOTAL ... ..						226,767	2	8	225,596	
	Balance after payment of Fixed Charges ... ..						504,782	18	3	553,446	
Dividends on Guaranteed, Preference, and Geashill Extension Stocks :—											
	Dividend on 4 per Cent. Guaranteed Preference Stock at 4 per Cent. per annum, ... ..						111,047	7	2	111,047	
	Dividend on 4 per Cent. Preference Stock at 4 per Cent. per annum ... ..						71,171	14	4	71,172	
	Dividend on Geashill Extension Stock (payable out of the Net Receipts of the Geashill Extension separate undertaking) at 1½ per cent. per annum ... ..						480	18	0	481	
	TOTAL ... ..						182,699	19	6	182,700	
	Balance available for Dividend on Ordinary Stock ... ..						£322,082	18	9	370,746	
	Dividend on Ordinary Stock, at 4½ per cent. per annum... ..						239,648	8	0	266,276	
	Balance carried forward to next year's account ... ..						82,434	10	9	104,470	
							£	322,082	18	9	370,746

No. 9. (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

							Year 1915.				
							£	s	d.		
	Balance available for Dividends and Reserve, after payment of Fixed Charges, Year, 1916 (as per Account No. 9) ... ..						504,782	18	3	553,446	
Deduct Interim Dividends paid :—											
	On 4 per Cent. Guaranteed Preference Stock at 2 per Cent. ... ..						55,523	13	7	55,524	
	On 4 per Cent. Preference Stock at 2 per Cent. ... ..						35,585	17	2	35,586	
	On Geashill Extension Stock at ¾ per Cent. ... ..						206	2	0	206	
	On Ordinary Stock at 2 per Cent. ... ..						106,510	8	0	119,824	
							197,826	0	9	211,140	
	Undivided Balance at 31st December, carried to Balance Sheet ... ..						£	306,956	17	6	342,306



ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

		£ s. d.		£ s. d.		Year 1915
						£
Superintendence :—						
Salaries	...	13,579	0 11			13,470
Office Expenses, etc.	...	1,160	2 7			1,182
				14,739	3 6	14,652
Maintenance of Roads, Bridges, and Works :—						
Earthworks	...	3,427	5 2			2,289
Bridges, Tunnels, Culverts, Retaining Walls, and other Works	...	13,793	16 8			15,505
Roads and Fences	...	17,382	14 0			16,402
Maintenance of Permanent Way :—				34,603	15 10	34,196
Renewal of Running Lines :—						
Wages	...	4,321	3 11			5,479
Materials	...	23,407	17 2			23,827
Engine Power and Wagon Repairs	...	2,031	0 3			1,435
				29,760	1 4	30,741
Repair of Running Lines and Sidings :—						
Wages	...	64,627	3 4			64,718
Materials	...	18,007	6 0			30,215
Engine Power and Wagon Repairs	...	4,355	4 3			3,283
				86,989	13 7	98,216
Maintenance of Signalling	...			10,049	7 2	11,699
Maintenance of Telegraphs	...			4,406	19 5	4,235
Maintenance of Stations and Buildings :—						
Stations, Depots, and Offices	...	16,696	8 7			12,855
Engine Sheds	...	2,445	11 11			2,430
Carriage Sheds	...	110	7 0			111
Locomotive Workshops	...	1,091	10 9			7,565
Carriage Workshops	...	95	18 5			100
Wagon Workshops	...	33	13 6			77
Other Buildings	...	726	14 8			562
				21,200	4 10	23,700
				201,749	5 8	217,439
Add Transfer to Depreciation Fund	...			35,290	0 0	7,000
TOTAL				£ 237,039	5 8	224,439

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1)—Locomotives.

		£ s. d.		£ s. d.		Year 1915
						£
Superintendence—						
Salaries	...	3,443	4 1			3,429
Office Expenses	...	376	8 2			360
				3,819	12 3	3,789
Complete Renewals :—						
Wages	...	2,173	16 9			1,582
Materials	...	2,349	15 3			1,863
				4,523	12 0	3,445
Repairs and Partial Renewals :—						
Wages	...	33,819	16 2			33,721
Materials	...	20,388	1 10			24,666
				54,207	18 0	58,387
Workshop Expenses :—						
Repair and Renewals of Machinery and Plant	...	14,979	15 3			8,377
Other Expenses	...	2,805	8 7			8,689
				17,785	3 10	17,066
				80,336	6 1	82,687
Add Transfer to Depreciation Fund	...	15,235	0 0			9,000
				95,571	6 1	91,687
Deduct—Engine Power supplied to and by the Company (Balance)		2,942	4 3			3,343
TOTAL		£		92,629	1 10	88,344

(2)—Carriages.

		£ s. d.		£ s. d.		Year 1915
						£
Superintendence :—						
Salaries	...	1,835	5 7			1,770
Office Expenses	...	126	3 9			117
				1,961	9 4	1,887
Complete Renewals :—						
Wages	...	2,527	5 3			12,274
Materials	...	6,807	8 0			16,971
				9,334	13 3	29,245
Repairs and Partial Renewals :—						
Wages	...	15,446	15 3			15,164
Materials	...	16,076	13 3			13,655
				31,523	8 6	28,819
Workshop Expenses :—						
Repairs and Renewals of Machinery and Plant	...	545	7 7			766
Other Expenses	...	6,444	7 11			5,705
				6,989	15 6	6,471
				49,809	6 7	66,422
Add Transfer to Depreciation Fund,	...			14,135	0 0	—
TOTAL		£		63,944	6 7	66,422

(3)—Wagons.

		£ s. d.		£ s. d.		Year 1915
						£
Superintendence :—						
Salaries	...	1,835	5 6			1,770
Office Expenses	...	126	3 10			117
				1,961	9 4	1,887
Complete Renewals :—						
Wages	...	5,034	17 11			5,228
Materials	...	17,743	1 11			20,154
				22,777	19 10	25,382
Repairs and Partial Renewals :—						
Wages	...	9,575	9 3			8,537
Materials	...	10,321	13 8			7,605
				19,897	2 11	16,142
Workshop Expenses :—						
Repairs and Renewals of Machinery and Plant	...	411	8 6			577
Other Expenses	...	4,861	11 3			4,304
				5,272	19 9	4,881
				49,909	11 10	48,292
Add Transfer to Depreciation Fund	...			5,462	0 0	—
TOTAL		£		55,371	11 10	48,292

## ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	£	s.	d.	Year 1915.	
				£	s. d.
Superintendence :—					
Salaries ...	6,587	2	11	6,569	
Office Expenses ...	408	12	7	439	
				6,995	15 6
Steam Train Working :					
Wages connected with the Running of Locomotive Engines	85,257	15	1	80,297	
Fuel ...	197,833	15	6	149,707	
Water ...	7,144	9	4	6,332	
Lubricants ...	3,653	3	5	2,847	
Other Stores, including Clothing ...	7,211	10	1	6,487	
Miscellaneous ...	3,913	14	6	3,981	
				305,014	7 11
				312,010	3 5
Deduct—Engine Power supplied to and by the Company. (Balance) ...				9,936	8 1
				248,869	
TOTAL ...	£			302,073	15 4

## ABSTRACT D.—TRAFFIC EXPENSES.

	£	s.	d.	Year 1915.	
				£	s. d.
Salaries and Wages :—					
Superintendence ...	18,689	14	8		
Stationmasters and Clerks ...	50,551	16	8		
Signalmen and Gate-men ...	27,120	16	3		
Ticket Collectors, Policemen, Porters, &c. ...	85,083	17	6		
Guards ...	14,842	11	4		
				196,288	16 5
Fuel, Lighting, Water, and General Stores ...				24,074	8 0
Clothing ...				4,308	11 7
Printing, Advertising, Stationery, Stamps, and Tickets ...				7,702	16 11
Wagon Covers, &c. ...				3,502	18 11
Expenses of Joint Stations and Junctions ...				Cr. 545	0 0
Cleansing, Lubricating, and Lighting of Vehicles ...				12,914	13 10
Shunting Expenses (other than Mechanical) :—					
Wages ...	7,152	7	4		
Other Expenses ...	1,228	15	5		
				8,381	2 9
Working of Stationary Engines, Hoists, Cranes, &c. ...				7,280	13 1
Railway Clearing Houses Expenses ...				4,573	4 0
Miscellaneous Expenses ...				4,181	7 10
TOTAL ...	£			272,663	13 4

## ABSTRACT E.—GENERAL CHARGES.

	£	s.	d.	Year 1915.	
				£	s. d.
Directors' Fees voted by Shareholders	5,000	0	0	5,000	
Auditors and Public Accountants ...	502	10	0	450	
Salaries of Secretary, General Manager, Accountant, and Clerks ...	19,466	16	8	18,759	
Office Expenses, ditto, ditto.	2,205	7	11	2,197	
Rating Expenses ...	1,157	7	4	200	
Fire Insurance ...	1,535	4	10	1,352	
Superannuation and Benevolent Funds, Pensions, &c. ...	12,226	14	6	11,828	
Subscriptions and Donations ...	479	16	10	523	
Miscellaneous Expenses ...	3,601	3	5	4,126	
TOTAL ...	£			46,175	1 6

## ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

	£	s.	d.	Year 1915.	
				£	s. d.
Amounts paid for Hired Cartage ...	12,546	10	2		
TOTAL ...	£			12,546	10 2
Amount charged to Passenger Train traffic ...				3,099	5 9
Amount charged to Goods traffic				9,447	4 5

## ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

	Receipts.	Payments.	Balance.	Year 1915.		
				Receipts.	Payments.	Balance.
				£	£	£
Passenger Train Traffic ...	380	—	380	407	—	407
Goods Train Traffic ...	260	—	260	276	—	276
TOTAL ...	£ 640	—	Cr. 640	683	—	Cr. 683

## ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

	Receipts.	Expenditure.	Balance.	Year 1915.		
				Receipts.	Expenditure.	Balance.
				£	£	£
Mileage and Demurrage :—						
Passenger Train Vehicles ...	281	192	88	324	342	18
Goods Train Vehicles ...	3,912	3,980	Dr. 68	3,554	4,054	500
Hire of :—						
Passenger Train Vehicles ...	1,207	—	1,207	—	—	—
Goods Train Vehicles ...	75	—	75	—	—	—
TOTAL ...	£ 5,476	4,173	Cr. 1,303	3,878	4,396	Dr. 518

## ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

Not applicable to this Company.

## No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

Not applicable to this Company.

## No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

Not applicable to this Company.

## No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

Not applicable to this Company.

## No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS, AND WHARVES.

Dr.

Cr.

To Expenditure.	Year 1915.		By Gross Receipts.	Year 1915.	
	£	s. d.		£	s. d.
Superintendence ... ..	147	2 10	Harbour Dues ... ..	177	10 7
Maintenance ... ..	4,347	18 1	Light Dues ... ..	15	12 4
Dredging— Transfer from Suspense Account ... ..	—		Wharf and Pier Dues ... ..	6,372	9 4
Wages not included in above ...	3,745	5 5	Cranage and other Services ...	3,421	5 5
Rates ... ..	105	10 2			
Miscellaneous ... ..	3	7 5	Total Receipts ... ..	9,986	17 8
Total Expenditure ... ..	8,349	3 11	Balance ... ..		2,521
Balance ... ..	1,637	13 9			
TOTAL ... ..	9,986	17 8	TOTAL ... ..	9,986	17 8

## No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

Dr.

Cr.

To Expenditure.	£		By Gross Receipts.	£	
	s.	d.		s.	d.
Salaries and Wages ... ..	7,392	13 6	Total Receipts from Hotels and from Sale of Provisions, etc., in Refreshment Rooms and Cars ... ..	43,036	0 9
Provisions, Wines and Spirits consumed ...	21,944	1 0			
Repairs and Maintenance of Hotels and Refreshment Rooms, and of Fittings, Furniture, etc., of Refreshment Cars ... ..	2,390	11 7			
Heating and Lighting of Hotels and Refreshment Rooms ... ..	2,183	12 7			
Rents ... ..	425	4 8			
Rates ... ..	1,069	13 1			
Taxes ... ..	843	4 11			
Miscellaneous ... ..	2,810	16 0			
Total Expenditure ... ..	39,059	17 4			
Add Transfer to Depreciation Fund ...	540	0 0			
	39,599	17 4			
Balance ... ..	3,436	3 5			
TOTAL ... ..	43,036	0 9	TOTAL ... ..	43,036	0 9

## No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

Not applicable to this Company.

Dr.

No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

Cr.

	Year 1915.			Number of Units.	Year 1915.		
	£	s.	d.		£	s.	d.
Superintendence :—							
Salaries ...	179	14	7				
Office Expenses ...	6	15	10				
Total Superintendence	186	10	5				
Generation :—							
Maintenance of Buildings ...	78	14	5				
Maintenance of Plant, Machinery and Tools	419	12	6				
Maintenance of Feeders, Cables and Accessories ...	8	3	3				
Salaries and Wages ...	1,158	18	1				
Fuel, including Carriage, &c. ...	3,192	9	6				
Oil, Waste, Water, and Stores ...	174	12	6				
Special Items ...	4	10	0				
Total Generation ...	5,037	0	3				
Distribution :—							
Maintenance of Feeders, Mains and Apparatus	0	12	4				
Maintenance of Meters, Switches, Fuses, Lamps, &c. ...	349	17	8				
Salaries and Wages ...	358	14	0				
	709	4	0				
Rates, &c. ...	60	12	4				
Special Expenditure—Power Plant ...	10,081	5	10				
TOTAL ...	16,074	12	10	4,643	797,323	16,074 12 10	753,907 4,643
Current supplied :—							
For Power ...	657,677	14,055	0 6	615,505	2,786		
For Lighting ...	138,001	1,995	19 3	135,903	1,825		
To other Consumers ...	1,645	23	13 1	2,499	32		

Dr.

No. 18.—GENERAL BALANCE SHEET.

Cr.

	31st Dec., 1915.				31st Dec., 1915.			
	£	s.	d.		£	s.	d.	
To Amount due to Bankers ...	35,367	16	9	34,723	By Capital Account, Balance at Debit thereof, as per Account No. 4 ...	180,836	0 0	164,459
Unpaid Interest and Dividends ...	5,446	4	10	5,726	Cash in hand ...	26,378	10 2	21,458
Interest and Dividends payable or accruing and provided for ...	62,683	7	11	69,562	Cash on Deposit at Interest ...	20,000	0 0	60,000
Amount due to Railway Companies and Committees ...	24,618	1	7	24,695	Stock acquired on Amalgamation of other Lines ...	6,140	19 0	6,141
Amount due to Irish Railway Clearing House ...	30,759	15	0	17,174	Investments in Consols and Government Securities (at cost) ...	299	12 11	300
Superannuation and other Provident Funds ...	107,048	2	3	105,714	Investments in Stocks and Shares held by the Company, not charged as Capital Expenditure (at cost) ...	103,229	9 11	120,277
Accounts payable ...	97,106	17	11	68,675	(Market Value at 31st Dec., '16, £76,121:6:6)	103,529	2 10	120,577
Liabilities accrued ...	17,342	3	2	8,846	Stock of Stores and Materials ...	397,897	1 9	313,496
Miscellaneous Accounts ...	30,696	6	6	18,287	Outstanding Traffic Accounts ...	76,265	18 10	64,454
Fire Insurance Fund ...	21,791	4	1	20,577	Amount due by Railway Companies and Committees ...	18,929	10 11	10,504
Depreciation Funds :—					Amount due by Railway Clearing House ...	14,656	16 8	11,630
Railway ...	87,572	16	4	16,000	Amount due by Postmaster-General ...	12,402	3 10	12,602
Other Businesses ...	3,689	9	10	2,334	Accounts Receivable ...	31,876	14 11	30,730
General Reserve Fund ...	190,000	0	0	190,000	Miscellaneous Accounts ...	85,485	13 11	62,950
					Temporary advance to Fishguard and Rosslare Railways and Harbours Co.	46,680	10 10	45,588
Balance available for Dividends and Reserve as per Account No. 9 ...	504,782	18	3	553,446				
Less Interim Dividends paid as per Statement No. 9 (a) ...	197,826	0	9	211,140				
	306,956	17	6	342,306				
TOTAL ...	1,021,079	3	8	924,619		1,021,079	3 8	924,619

PART II.  
STATISTICAL RETURNS.

I.—MILEAGE OF LINES. (A)—Mileage of Lines open for Traffic.

	Running Lines.						Sidings reduced to Single Track.	Total of Single Track, including Sidings.	31st Dec., 1915.	
	Length of Road First Track.	Second Track.	Third Track.	Fourth Track.	Over four Tracks (reduced to Single Track).	Total Miles (reduced to Single Track).			Total of Single Track, including Sidings.	Total of Single Track, including Sidings.
	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.	
Lines owned by Company :—										
Main and Principal Lines :—										
Dublin (Kingsbridge) to Queenstown ...	180 65	177 14	4 36	1 27	- 59	364 41	58 39	423 -	422 25	
North Wall Lines ...	6 45	5 76	- 18	- 12	- 1	12 72	6 47	19 39	19 35	
Maryboro' to Waterford (Newrath Junction) ...	58 27	1 68	- 5	...	...	60 20	3 57	63 77	63 77	
Limerick to Waterford (Salvation Lane) ...	80 28	33 56	- 53	- 32	- 45	115 54	17 75	133 49	133 34	
Mallow to Fermoy ...	16 75	- 79	- 25	- 2	...	18 21	2 50	20 71	20 71	
Mallow to Killarney ...	39 76	1 34	- 21	...	...	41 51	2 60	44 31	44 31	
Total of Main and Principal Lines ...	382 76	221 7	5 78	1 73	1 25	613 19	92 8	705 27	704 33	
Minor and Branch Lines :—										
Sallins Junction to Tullow ...	34 59	2 73	...	...	...	37 52	3 68	41 40	41 40	
Curragh Branch ...	- 37	- 33	- 3	...	...	- 73	...	- 73	- 73	
Cherryville Junction to Kilkenny ...	48 39	23 77	- 3	...	...	72 39	4 7	76 46	76 56	
Bagnalstown to Ballywilliam ...	20 67	- 15	...	...	...	21 2	- 37	21 39	21 39	
Portarlinton to Athlone ...	39 2	1 14	- 8	...	...	40 24	3 17	43 41	43 41	
Clara to Banagher ...	17 56	- 22	...	...	...	17 78	- 72	18 70	18 70	
Conniberry Junction to Mountmellick ...	6 61	- 18	...	...	...	6 79	- 18	7 17	7 17	
Ballybrophy to Killonan ...	53 4	1 8	- 1	...	...	54 13	2 30	56 43	56 42	
Roscrea to Birr ...	12 39	- 2	...	...	...	12 41	1 7	13 48	13 48	
Birdhill to Killaloe ...	3 57	- 11	...	...	...	3 68	- 27	4 15	4 15	
Goold's Cross to Cashel ...	5 67	- 7	...	...	...	5 74	- 50	6 44	6 43	
Charleville Junction to Patrickswell ...	17 43	- 43	...	...	...	18 6	- 51	18 57	18 76	
Fermoy to Mitchelstown ...	11 51	- 13	...	...	...	11 64	1 1	12 65	12 65	
Banteer to Newmarket ...	8 46	- 19	...	...	...	8 65	1 29	10 14	10 14	
Headford Junction to Kenmare ...	19 56	- 31	- 2	...	...	20 9	1 31	21 40	21 40	
Killarney to Tralee ...	22 8	- 59	- 7	...	...	22 74	3 75	26 69	26 65	
Farranfore to Killorglin ...	12 40	- 27	- 1	...	...	12 68	1 74	14 62	14 62	
Killorglin to Valentia ...	26 60	- 50	...	...	...	27 30	- 70	28 20	28 20	
Gortalea to Castleisland ...	4 57	- 5	...	...	...	4 62	- 69	5 51	5 51	
Queenstown Junction to Youghal ...	20 52	1 14	- 19	...	...	22 5	1 32	23 37	23 37	
Limerick to Tralee ...	70 19	- 79	- 19	...	...	71 37	6 37	77 74	77 73	
Ballingrane to Foynes... ..	9 37	- 3	...	...	...	9 40	- 53	10 13	10 13	
Limerick to Athenry (Ennis Junction) ...	61 3	1 49	...	...	...	62 52	2 43	65 15	65 14	
Athenry (Tuam Junction) to Tuam ...	15 70	- 36	...	...	...	16 26	2 12	18 38	18 32	
Claremorris (North) to Collooney ...	46 36	1 10	...	...	...	47 46	2 38	50 4	50 4	
Total ... ..	973 22	260 5	6 61	1 73	1 25	1,243 26	136 76	1,380 22	1,379 43	
Ditto—Year 1915 ... ..	973 19	260 1	6 57	1 74	1 25	1,243 16	136 27	1,379 43	—	
Lines leased or worked :—										
By the Company :—										
Athenry and Tuam Extension to Claremorris Railway ...	16 78	- 41	...	...	...	17 39	- 59	18 18	18 18	
Ballywilliam and Palace East Railway ...	3 6	...	...	...	...	3 6	...	3 6	3 6	
Southern Railway ... ..	24 21	- 31	...	...	...	24 52	- 74	25 46	25 46	
Tralee and Fenit Railway ... ..	8 49	...	...	...	...	8 49	2 32	11 1	11 -	
Fishguard and Rosslare Railways and Harbours Company's Lines (in Ireland) ...	103 54	4 59	...	...	...	108 33	8 3	116 36	117 79	
Total ... ..	156 48	5 51	...	...	...	162 19	12 8	174 27	175 69	
Jointly with other Companies (Company's share) :—										
As enumerated in Abstract J. ... ..	...	...	...	...	...	...	...	...	...	
Other Jointly leased or worked Lines :—										
Waterford, Salvation Lane, to Abbey Junction	- 17	- 17	...	...	...	- 34	- 10	- 44	- 44	
Total miles of Lines leased or worked, and Company's share of Lines jointly leased or worked	156 65	5 68	...	...	...	162 53	12 18	174 71	176 33	
GRAND TOTAL ... ..	1,130 7	265 73	6 61	1 73	1 25	1,405 79	149 14	1,555 13	1,555 76	
Ditto Year 1915 ... ..	1,130 4	265 69	6 57	1 74	1 25	1,405 69	150 7	1,555 76	1,555 76	

(B).—Mileage of Lines authorised but not open for Traffic.

	Miles Authorised.	Miles constructed and not Open for Traffic.		Miles under Construction.	Miles not Commenced, or in Abeyance.
	Length of Road.	Length of Road.	Length (including Sidings) Reduced to Single Track.	Length of Road.	Length of Road.
	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.
LINES OWNED BY THE COMPANY :—					
New Lines ... ..	-	-	-	-	-

## I.—(C)—Mileage of Lines Run Over by Company's Engines.

	31st Dec., 1915.		31st Dec., 1915.	
	M.	CH.	M.	CH.
Lines Owned by the Company ... ..	973	22	973	19
Lines Partly Owned ... ..	—	—	—	—
Lines Leased, or Worked by the Company ... ..	156	48	156	48
Lines Leased, or Worked Jointly ... ..	—	22	—	22
Lines over which the Company exercises Running Powers continuously ... ..	8	50	8	50
<b>TOTAL</b> ... ..	<b>1,138</b>	<b>62</b>	<b>1,138</b>	<b>59</b>

## II.—ROLLING STOCK.

## (A)—Steam Locomotives and Tenders.

Description.	Number.	31st Dec., 1915.	
		Number.	
<b>TENDER ENGINES :—</b>			
Wheel Type :			
4 6—0	7	6	
4 4—0	85	85	
2—6—0	11	11	
2—4—0	12	12	
0—6—0	136	136	
<b>TANK ENGINES :—</b>			
Wheel Type :			
4 8 0	1	1	
4 4—2	14	14	
2—4—2	7	7	
0—6—4	7	7	
0—6—2	2	2	
0—6—0	16	16	
0—4—4	19	20	
0—4—2	3	3	
0—4—0	1	1	
	<b>321</b>	<b>321</b>	
<b>TENDERS</b> ... ..	<b>228</b>	<b>228</b>	

## (B)—Rail Motor Vehicles.

Not applicable to this Company.

## (C)—Trains worked by Electric Power.

Not applicable to this Company.

## (D)—Coaching Vehicles (other than Electric).

	No.	Seats or Berths.				31st Dec., 1915	
		1st Class.	2nd Class.	3rd Class.	Total.	No.	Seats or Berths Total.
<b>PASSENGER CARRIAGES</b>							
Carriages of uniform class.	371	873	748	21,058	22,679	368	22,491
Composite Carriages	169	2,353	2,775	2,128	7,256	169	7,256
Restaurant Cars ...	10	129	132	90	351	10	351
<b>Total</b> ...	<b>550</b>	<b>3,355</b>	<b>3,655</b>	<b>23,276</b>	<b>30,286</b>	<b>547</b>	<b>30,098</b>
Sleeping ...	—	—	—	—	—	—	—
<b>Total passenger carriages</b> ...	<b>550</b>				<b>30,286</b>	<b>547</b>	<b>30,098</b>
<b>OTHER COACHING VEHICLES.</b>							
Post Office Vans ...	25					25	
Luggage, Parcel, and Brake Vans ...	109					109	
Carriage Trucks ...	48					48	
Horse Boxes ...	130					134	
Miscellaneous ...	71					71	
<b>Total other Coaching Vehicles</b> ...	<b>383</b>					<b>387</b>	
<b>Total Coaching Vehicles</b> ...	<b>933</b>					<b>934</b>	

## (E)—Merchandise and Mineral Vehicles.

	Number.	31st Dec., 1915.	
		Number.	
<b>Open Wagons :—</b>			
Under 8 tons ... ..	—	3	
8 and up to 12 tons ... ..	3,128	3,146	
Over 12 and up to 20 tons ... ..	20	20	
Over 20 tons (other than special)	1	1	
<b>Covered Wagons :—</b>			
Under 8 tons ... ..	392	433	
8 and up to 12 tons ... ..	2,296	2,287	
Over 12 and up to 20 tons ... ..	—	—	
Over 20 tons ... ..	4	4	
<b>Mineral Wagons</b> ... ..	<b>—</b>	<b>—</b>	
<b>Special Wagons (for loads of exceptional dimensions and weight)</b> ... ..	<b>—</b>	<b>—</b>	
<b>Cattle Trucks</b> ... ..	<b>1,467</b>	<b>1,424</b>	
<b>Rail and Timber Trucks (including Twin Trucks)</b> ... ..	<b>196</b>	<b>187</b>	
<b>Brake Vans</b> ... ..	<b>131</b>	<b>131</b>	
<b>Miscellaneous</b> ... ..	<b>1</b>	<b>1</b>	
<b>TOTAL</b> ... ..	<b>7,636</b>	<b>7,637</b>	

## (F)—Railway Service Vehicles, and Horses for Shunting.

	Number.	31st Dec., 1915.	
		Number.	
Gasholder Trucks ... ..	14	14	
Locomotive Coal Wagons ... ..	274	274	
Ballast Wagons... ..	230	234	
Mess and Tool Vans ... ..	34	34	
Breakdown Cranes ... ..	2	2	
Travelling Cranes ... ..	4	4	
Miscellaneous ... ..	82	82	
<b>TOTAL</b> ... ..	<b>640</b>	<b>644</b>	
<b>Horses for Shunting</b> ... ..	<b>8</b>	<b>9</b>	

**III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS, AND IN THE CONVEYANCE OF PASSENGERS.**

Not applicable to this Company.

**IV.—STEAMBOATS.**

Not applicable to this Company.

**V.—CANALS.**

Not applicable to this Company.

**VI.—DOCKS, HARBOURS, AND WHARVES.**

Name.	Length of Quay.
	Feet.
Waterford Riverside Wharves ... ..	1,522
Rosslare Harbour (worked by the Company) ... ..	1,530

**VII.—HOTELS.**

Name.	Situation.
Great Southern Hotel ...	Killarney, Co. Kerry.
New Hotel and Boarding Establishment ... ..	Killarney, do.
Great Southern Hotel ...	Caragh Lake, do.
Great Southern Hotel ...	Kenmare do.
Great Southern Hotel ...	Parknasilla do.
Great Southern Hotel ...	Waterville do.
Station Hotel ...	Cork.
Station Hotel ...	Limerick Junction.

**VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.**

Land.	Acreage.	31st Dec., 1915		
		Acreage.		
	A. R. P.	A.	R.	P.
Agricultural Land ... ..	509 0 8	538	3	38
Urban and Suburban Land ...	162 1 23	186	0	7
	Houses.	Number.		
	Number.	Number.		
Houses and Cottages for Company's Servants ... ..	705	701		
Other Houses and Cottages ...	31	33		

**IX.—OTHER INDUSTRIES (IF ANY).**

Not applicable to this Company.

## X.—MAINTENANCE AND RENEWALS OF WAY AND WORKS (ABSTRACT A.).

										Year 1915.				
Quantities of principal materials used :—														
Ballast	...	...	...	...	...	...	...	...	...	cubic yards	73,958	72,777		
Fencing	...	...	...	...	...	...	...	...	...	miles	12 $\frac{3}{4}$	25		
Rails	...	...	...	...	...	...	...	...	...	tons	2,377	2,682		
Sleepers	...	...	...	...	...	...	...	...	...	number	64,950	80,124		
Miles maintained :—										M.	CH.	M.	CH.	
Miles of road	...	...	...	...	...	...	...	...	...		1,130	7	1,130	4
Miles of road reduced to single track :—														
Running Lines	...	...	...	...	...	...	...	...	...		1,405	79	1,405	69
Sidings	...	...	...	...	...	...	...	...	...		148	79	149	73
Miles of track renewed	...	...	...	...	...	...	...	...	...		16	44	17	58

## XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

										In Company's Workshops.		
										Number.	Number.	
											Year 1915.	
Locomotives renewed	...	...	...	...	...	...	...	...	...		1	1
Locomotives repaired :—												
Heavy repairs	...	...	...	...	...	...	...	...	...		123	138
Light repairs	...	...	...	...	...	...	...	...	...		18	22
Locomotives under or awaiting repair at end of year	...	...	...	...	...	...	...	...	...		40	38
Coaching Vehicles												
Carriages renewed	...	...	...	...	...	...	...	...	...		5	19
Carriages repaired :—												
Heavy repairs	...	...	...	...	...	...	...	...	...		169	145
Light repairs	...	...	...	...	...	...	...	...	...		1,857	2,032
Carriages under or awaiting repair at end of year	...	...	...	...	...	...	...	...	...		78	76
Others renewed	...	...	...	...	...	...	...	...	...		—	—
Others repaired :—												
Heavy repairs	...	...	...	...	...	...	...	...	...		80	107
Light repairs	...	...	...	...	...	...	...	...	...		730	649
Others under or awaiting repair at end of year	...	...	...	...	...	...	...	...	...		30	38
Wagons renewed :—												
Completely renewed	...	...	...	...	...	...	...	...	...		184	210
Partially renewed	...	...	...	...	...	...	...	...	...		—	—
Wagons repaired :—												
Heavy repairs	...	...	...	...	...	...	...	...	...		1,263	1,241
Light repairs	...	...	...	...	...	...	...	...	...		9,215	8,389
Wagons under or awaiting repair at end of year	...	...	...	...	...	...	...	...	...		113	144

XII.—ENGINE MILEAGE.

	Year 1915.																			
	Train Miles. (Loaded Trains.)		Total Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.)		Shunting Miles.		Other Miles (Assis- ting, Light, &c.)		Train Miles. (Loaded Trains.)		Total Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.)		Shunting Miles.		Other Miles. (Assis- ting, Light, &c.)					
	Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.	Coaching.	Goods.				
	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.				
A.—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS:—																				
Over the Company's System by the Company's Engines ...	3,426,820	2,114,552	5,541,372	3,458,276	2,336,280	5,794,556	163,246	1,217,367	384,053	7,559,222	3,600,827	2,139,362	5,740,189	3,633,764	2,360,013	5,993,777	171,275	1,223,004	399,381	7,787,437
Over the Company's System by other Companies' Engines ...	33	...	33	33	...	33	...	...	...	33	...	1,692	1,692	...	1,692	...	...	47	1,739	
TOTAL ...	3,426,853	2,114,552	5,541,405	3,458,309	2,336,280	5,794,589	163,246	1,217,367	384,053	7,559,255	3,600,827	2,141,054	5,741,881	3,633,764	2,361,705	5,995,469	171,275	1,223,004	399,428	7,789,176
B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE:—																				
By the Company's Engines over Lines owned, leased, or worked by the Company ...	3,424,472	2,113,640	5,538,112	3,455,840	2,335,314	5,791,154	163,246	1,215,479	755,143	7,925,022	3,598,464	2,138,413	5,736,877	3,631,310	2,359,002	5,990,312	171,275	1,220,176	786,244	8,168,007
By the Company's Engines over other Companies' Lines	2,916	2,517	5,433	3,335	2,904	6,239	...	13,432	550	20,221	2,960	2,698	5,658	3,382	3,056	6,438	...	12,235	507	19,180
By other Companies' Engines over the Company's Line ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	3,427,388	2,116,157	5,543,545	3,459,175	2,338,218	5,797,393	163,246	1,228,911	755,693	7,945,243	3,601,424	2,141,111	5,742,535	3,634,692	2,362,058	5,996,750	171,275	1,232,411	786,751	8,187,187
C.—MILES RUN BY THE COMPANY'S ENGINES:—																				
(1) Steam Tender and Tank Engines:—																				
Over Lines owned, leased, or worked by the Company ...	3,424,472	2,113,640	5,538,112	3,455,840	2,335,314	5,791,154	163,246	1,215,479	755,143	7,925,022	3,598,464	2,138,413	5,736,877	3,631,310	2,359,002	5,990,312	171,275	1,220,176	786,244	8,168,007
Over other Companies' Lines	14,915	8,961	23,876	15,354	9,460	24,814	...	15,416	1,166	41,396	15,012	8,937	23,949	15,435	9,449	24,884	...	15,850	1,140	41,874
TOTAL ...	3,439,387	2,122,601	5,561,988	3,471,194	2,344,774	5,815,968	163,246	1,230,895	756,309	7,966,418	3,613,476	2,147,350	5,760,826	3,646,745	2,368,451	6,015,196	171,275	1,236,026	787,384	8,209,881

## XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1915.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
		£	s. d.			£	s. d.	
Ordinary :—								
1st Class ...	223,308	66,401	5 11·36	204,972	195,744	55,189	5 7·67	180,074
2nd Class ...	285,998	36,169	2 6·35	282,959	286,363	35,508	2 5·76	282,907
3rd Class ...	6,014,909	538,804	1 9·5	5,702,849	6,136,759	559,582	1 9·88	5,830,285
Workmen ...	59,662	749	3·01	59,662	48,442	612	3·03	48,442
TOTAL ...	6,583,877	642,123	1 11·41	6,250,442	6,667,308	650,891	1 11·43	6,341,708
Season :—								
1st Class ...	147	2,200	—	147	132	2,012	—	132
2nd Class ...	549	5,294	—	549	524	5,221	—	524
3rd Class ...	549	7,248	—	549	522	6,789	—	522

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1915.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
	Tons.	£	s. d.	Tons.	Tons.	£	s. d.	Tons.
Merchandise ...	1,585,060	594,403	7 6	1,365,993	1,560,289	581,754	7 5·48	1,343,016
Coal, Coke, and Patent Fuel ...	513,012	103,215	4 0·29	499,757	495,283	86,010	3 5·68	490,962
Other Minerals ...	107,125	20,811	3 10·62	101,019	113,308	20,476	3 7·37	109,048
TOTAL ...	2,205,197	718,429	6 6·19	1,966,769	2,168,880	688,240	6 4·16	1,943,026
	Number.			Number originating on the Company's System.	Number.			Number originating on the Company's System.
Live Stock ...	1,725,544	177,869	—	1,632,422	1,585,909	168,885	—	1,474,397

## XV.—(A) TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

Originating on the Company's System.	Tons.	Year 1915.	
		Tons	
Coal, Coke and Patent Fuel ...	499,757	490,962	
Brewers' Grains ...	32,708	34,552	
Ale and Porter in Casks ...	193,516	203,984	
Artificial Manures ...	77,727	83,383	
Grain as per Classification ...	441,948	460,524	
Timber, Round and Sawn ...	91,135	77,996	
TOTAL ...	1,336,791	1,351,401	

## XV.—(B) NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

Originating on the Company's System.	Number.	Year 1915.	
		Number.	
Horses ...	27,619	30,322	
Cattle ...	512,251	452,413	
Calves ...	150,122	140,818	
Sheep ...	372,235	299,339	
Pigs ...	568,232	549,455	
Miscellaneous ...	1,963	2,050	
TOTAL ...	1,632,422	1,474,397	

## XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

	1913.	1914.	1915.	1916.
	£	£	£	£
Total Expenditure on Capital Account (No. 4) ...	14,886,088	14,929,122	14,963,658	14,997,195
Gross Receipts from Businesses carried on by the Company (No. 8) ...	1,639,743	1,651,228	1,753,456	1,822,309
Revenue Expenditure on ditto (No. 8) ...	956,940	993,084	1,075,876	1,220,952
Net Receipts of ditto (No. 8) ...	682,803	658,144	677,580	601,357
Miscellaneous Receipts net (No. 8) ...	33,215	30,470	31,562	25,723
Total Net Income (No. 8) ...	716,018	688,614	709,142	627,080
Interest, Rentals, and other Fixed Charges (No. 9) ...	220,163	226,110	225,596	226,767
Dividends on Guaranteed and Preference Stocks (No. 9) ...	179,395	179,399	182,700	182,700
Balance after Payment of Preference Dividends (No. 9) ...	316,460	283,105	300,846	217,613
Dividend on Ordinary Stock (No. 9) ...	266,276	266,276	266,276	239,648
Rate per cent. ...	5%	5%	5%	4½%
Surplus ...	50,184	16,829	34,570	—
Deficit ...	—	—	—	22,035
Appropriation to Reserve ...	50,000	—	—	—
Brought forward from previous years ...	52,887	53,071	69,900	104,470
Carried forward to subsequent years ...	53,071	69,900	104,470	82,435

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works, have, during the past Year, been maintained in good working condition and repair, so far as possible under the circumstances arising from the War.

25th January, 1917.

A. GORDON,  
*Engineer.*

CERTIFICATE RESPECTING THE ROLLING STOCK, &c.

I hereby certify that the whole of the Company's Workshops, Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools, also Steam Tugs, have, during the past Year, been maintained in good working order and repair, so far as Naval and Military requirements have permitted.

INCHICORE, DUBLIN.

24th January, 1917.

E. A. WATSON,  
*Locomotive Engineer.*

Signed for the Board of Directors, { WILLIAM J. GOULDING,  
*Chairman of the Company.*  
ROBERT CRAWFORD.  
*Secretary of the Company.*

AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Accounts, Numbers 1 to 18, contain a full and true statement of the financial condition of the Company, and that the dividends proposed to be declared on the several Stocks and Shares are *bona fide* due thereon, after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

STANLEY HARRINGTON, }  
E. WHITE, } *Auditors.*

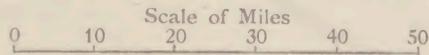
Examined and Approved.

PRICE, WATERHOUSE, & Co.,  
*Chartered Accountants.*

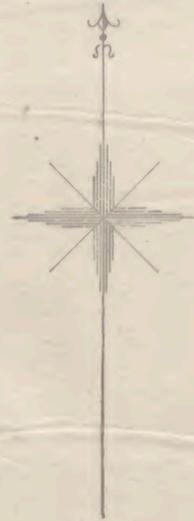
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# GREAT SOUTHERN AND WESTERN RAILWAY. Map explanatory of the System.



Lines owned by G. S. & W. R. Co. thus.....  
Lines Leased or Worked thus.....  
Running powers exercised thus.....



Great Southern & Western Railway Company.

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**REPORT OF THE DIRECTORS,  
FINANCIAL ACCOUNTS  
AND  
STATISTICAL RETURNS  
FOR  
YEAR ENDED 31ST DECEMBER, 1916.**

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GREAT SOUTHERN AND WESTERN  
RAILWAY COMPANY.

NOTICE is hereby given that the Annual General Meeting of the Proprietors of this Company will be held at Kingsbridge Terminus, Dublin, on Wednesday, the 28th day of February, 1917, at 2 o'clock, p.m., for the purpose of receiving from the Directors the Report, Financial Accounts, and Statistical Returns for the year ended 31st December, 1916, and for the transaction of the general business of the Company.

By order of the Board,  
**ROBERT CRAWFORD,**  
Secretary.

Dated this 2nd day of February, 1917.  
KINGSBRIDGE TERMINUS,  
DUBLIN.

---

ANNUAL MEETING—28th February, 1917.  
DIVIDEND PAYABLE—1st March, 1917.

# Great Southern and Western Railway.

Central Ireland Railway Separate Undertaking (Geashill Extension, Great Southern and Western Railway).

Constituted a Separate Capital and Undertaking under the Central Ireland Railway Acts, 1866 and 1896, the Waterford and Central Ireland Acts, 1873 and 1877, and the Great Southern and Western and Waterford and Central Ireland Railway Companies Amalgamation Act, 1900.

Financial Accounts and Statistical Returns for the Year ended 31st December, 1916.

## PART I.—FINANCIAL ACCOUNTS.

### No. 1 (a) NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

Special Acts.	Capital Authorised.			Capital Created.			Balance.		
	Shares and Stock.	Loans or Debenture Stock. •	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.
	£	£	£	£	£	£	£	£	£
Special Acts conferring capital powers which have been fully exercised :—The Central Ireland Railways Act, 1866, as amended by the Waterford and Central Ireland Act, 1873; the Waterford and Central Ireland Railway (Transfer) Act, 1877; and the Great Southern and Western and Waterford and Central Ireland Railway Companies Amalgamation Act, 1900 ... ..	27,480	—	27,480	27,480	—	27,480	—	—	—
<b>TOTAL</b>	£ 27,480	—	27,480	27,480	—	27,480	—	—	—

### No. 2 SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a) SHOWING THE PROPORTION ISSUED.

Description.	Amount created.	Amount issued.	Nominal additions to or deductions from Capital.	Amount on which Dividend is payable.	Amount which does not rank for Dividend until a future date.	Calls in arrear.	Amount uncalled.	Amount unissued.
Geashill Extension Stock	£ 27,480	£ 27,480	£ —	£ 27,480	£ —	£ —	£ —	£ —

### Dr No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. Cr.

To Expenditure.	Amount expended to 31st Dec., 1915.	Amount expended during Year, as per No. 5.	TOTAL.	By Receipts.	Amount received to 31st Dec., 1915.	Amount received during Year.	TOTAL.			
Lines open for Traffic	£ 28,131	s. 0	d. 0	£ 28,131	s. 0	d. 0	£ 28,131	s. 0	d. 0	
				Stock (No. 2) ...	£ 27,480	s. 0	d. 0	£ 27,480	s. 0	d. 0
				Balance ...	—	—	651	0	0	
<b>TOTAL ...</b>	—	—	28,131 0 0	<b>TOTAL ...</b>	—	—	28,131 0 0			

### No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1916.

	Land and Compensation.	Construction of Way and Stations, Engineering, &c.	Law Charges and Parliamentary Expenses.	TOTAL.
Nil	£ —	s. —	d. —	£ —

### No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Expenditure to date on Principal Works in Progress.	Estimated Further Expenditure.		
	During the Year ending 31st December, 1917.	Subsequently until completion.	TOTAL.
—	£ —	£ —	£ —

### No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Nil.
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PART II.—STATISTICAL RETURNS.

I.—MILEAGE OF LINE. (a) MILEAGE OF LINES OPEN FOR TRAFFIC.

	Running Lines.			Sidings reduced to Single Track.	Total of Single Track, including Sidings.	31st Dec., 1915.
	Length of Road, First Track.	Second Track.	Total Miles (reduced to Single Track).			Total of Single Track, including Sidings.
	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.
Lines owned by the Separate Undertaking ... ..	6 61	0 18	6 79	0 18	7 17	7 17

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1915.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
Ordinary :—		£	s. d.			£	s. d.	
1st Class ... ..	109	6	1 1·21	21	183	9	11·8	24
2nd Class ... ..	415	17	9·83	85	451	18	9·58	103
3rd Class ... ..	18,995	423	5·34	9,486	19,714	345	4·2	9,997
Workmen ... ..	—	—	—	—	—	—	—	—
TOTAL ... ..	19,519	446	5·48	9,592	20,348	372	4·39	10,124
Season :—								
1st Class ... ..	2	1	—	1	—	—	—	—
2nd Class ... ..	5	4	—	—	8	8	—	—
3rd Class ... ..	37	48	—	—	35	45	—	2

XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1915.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
Merchandise ... ..	Tons. 8,829	£ 967	s. d. 2 2·29	Tons. 2,705	Tons. 9,736	£ 978	s. d. 2 0·11	Tons. 2,709
Coal, Coke, and Patent Fuel	3,052	130	10·22	93	2,702	123	10·93	15
Other Minerals ... ..	990	49	11·88	16	1,465	69	11·3	9
TOTAL ... ..	12,871	1,146	1 9·37	2,814	13,903	1,170	1 8·2	2,733
	Number.			Number originating on the Company's System.	Number.			Number originating on the Company's System.
Live Stock ... ..	10,027	145	—	7,525	11,294	146	—	9,118

XV. (a)—Tonnage of the Principal Classes of Minerals and Merchandise carried by Goods Trains.

Originating on the Company's System.	Tons.	Year 1915.
		Tons.
Coal, Coke, and Patent Fuel ... ..	93	15
Brewers' Grains ... ..	—	—
Artificial Manure ... ..	—	—
Grain as per Classification ... ..	648	1,065
Timber, Round and Sawm ... ..	339	241
TOTAL ... ..	1,080	1,321

XV. (b).—Number of Live Stock carried by Goods Trains.

Originating on the Company's System.	Number.	Year 1915.
		Number.
Horses ... ..	—	1
Cattle ... ..	474	451
Calves ... ..	149	35
Sheep ... ..	162	46
Pigs ... ..	6,740	8,585
Miscellaneous ... ..	—	—
TOTAL ... ..	7,525	9,118

	1913.	1914.	1915.	1916.
	£	£	£	£
Total Expenditure on Capital Account (No. 4) ... ..	28,131	28,131	28,131	28,131
Gross Receipts from Businesses carried on by the Company (No. 8) ... ..	1,698	1,830	1,863	1,929
Revenue Expenditure on ditto (No. 8) ... ..	1,189	1,281	1,304	1,350
Net Receipts of ditto (No. 8) ... ..	509	549	559	579
Miscellaneous Receipts Net (No. 8) ... ..	7	6	6	6
Total Net Income ... ..	516	555	565	585
Dividend on Geashill Extension Stock at 1½ per cent. ... ..	481	481	481	481
Surplus ... ..	35	74	84	104
Brought forward from Previous Years ... ..	20	55	129	213
Carried forward to Subsequent Years ... ..	55	129	213	317

C. E. RILEY, *Accountant of Great Southern and Western Railway Company.*

WILLIAM J. GOULDING.

*Chairman of Great Southern and Western Railway Company.*

Signed for the Board of Directors

ROBERT CRAWFORD.

*Secretary of Great Southern and Western Railway Company.*

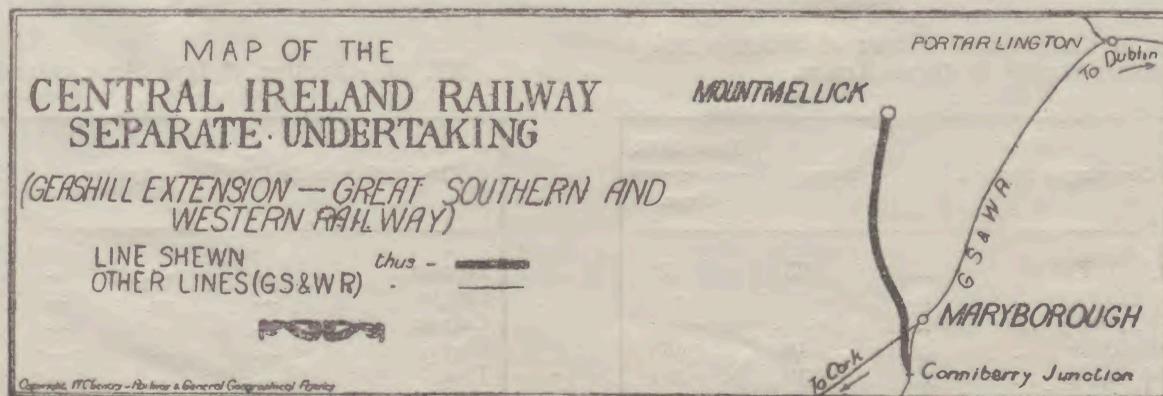
AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Separate Undertaking, and that the Dividend proposed to be declared on the Stock of the Separate Undertaking is *bona fide* due thereon, after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

STANLEY HARRINGTON.

E. WHITE.

Auditors.



Great Northern Railway Company (Ireland).

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REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS AND  
STATISTICAL RETURNS

FOR

Year ended 31st December, 1916.

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To be submitted to the Proprietors at the Annual General Meeting to be held at the Company's Terminus, Amiens Street, in the City of Dublin, on Tuesday, the 20th day of February, 1917, at Twelve o'clock, noon.



FALCONER, PRINTER, DUBLIN.

Great Northern Railway Company (Ireland).

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ANNUAL GENERAL MEETING at the Terminus, Dublin.

20th FEBRUARY, 1917.

Name, \_\_\_\_\_

Address, \_\_\_\_\_

\_\_\_\_\_

N.B.—If you attend the Meeting, please write your Name and Address in full on this slip, and present it at the door on entering, in order that a correct list of those present may be made.

T. MORRISON, Secretary.

THE UNIVERSITY OF CHICAGO

DEPARTMENT OF CHEMISTRY

ANNUAL REPORT FOR THE YEAR 1925

CHICAGO, ILLINOIS

1926

1926

Published by the University of Chicago Press  
in order to provide a record of the work  
done in the Department of Chemistry

1926

## Great Northern Railway Company (Ireland).

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### Directors :

FANE VERNON, Esq., Chairman.

WILLIAM P. CAIRNES, Esq., Deputy-Chairman.

J. MILNE BARBOUR, Esq.

WILLIAM BURTON CARSON, Esq.

GEORGE SMITH CLARK, Esq.

T. F. COOKE, Esq.

CAPT. W. L. A. GOULDING,

R. ASHHURST GRADWELL, Esq.

H. S. GUINNESS, Esq.

LT.-COLONEL J. C. W. MADDEN.

WICKHAM H. B. MOORHEAD, Esq.

HENRY PLEWS, Esq.

JAMES T. READE, Esq.

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NOTE.—Proprietors of not less than £250 Ordinary Stock can, by timely written application to the Secretary, obtain Passes over the Company's Line for the purpose of attending the Annual General Meeting.

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The Dividend Warrants will be posted on the 28th February. Proprietors are particularly requested to advise the Secretary, immediately, of any change of Address.

# REPORT OF THE DIRECTORS

OF THE

## Great Northern Railway Company (Ireland)

To be submitted to the Proprietors at the Annual General Meeting to be held at the Terminus of the Company, in the City of Dublin, on Tuesday, the 20th day of February, 1917, at Twelve o'clock, noon.

The Financial Accounts and Statistical Returns for the year ended the 31st December, 1916, are presented with this Report.

The following is a Summary of the Receipts and Expenditure on Revenue Account:—

Per Account No. 8 :—	1916	1915	Increase	Decrease
Gross Receipts of Railway -	£1,306,952	£1,243,212	63,740	—
Expenditure - - -	896,647	809,035	87,612	—
Miscellaneous Receipts (net) from Rents, Interest, &c. -	£410,305	£434,177	—	23,872
	19,000	17,300	1,700	—
Total net Income -	£429,305	£451,477	—	22,172
<b>Per Account No. 9 :—</b>				
Add Balance from last Account	65,020	60,460	4,560	—
	£494,325	£511,937	—	17,612
Less Interest, Rentals, and other fixed charges, &c. - - -	144,305	154,113	—	9,808
	£350,020	£357,824	—	7,804
Less Dividends on Preference Stock - - -	79,967	70,016	9,951	—
Balance available for Dividends on Ordinary Stock - - -	£270,053	£287,808	—	17,755

The Directors recommend that a Dividend be declared on the Ordinary Stock of the Company for the half-year ended the 31st December, 1916, at the rate of 6 per cent. per annum, less Income Tax, making, with the Interim Dividend of 5 per cent. per annum paid for the half-year ended the 30th June, 1916, 5½ per cent. for the year. The said Dividend on the Ordinary Stock, and the Dividend for the half-year ended 31st December, 1916, on the Consolidated 4 per cent. Preference

Stock, to be payable on the 1st March next to the Proprietors who were registered at the closing of the Transfer Books on the 24th January, 1917.

Interim Dividend at the rate of 5 per cent. per annum on the Ordinary Stock for the half-year ended the 30th June, 1916 ...	£101,267 4 6
6 per cent. per annum on the Ordinary Stock for the half-year ended the 31st December, 1916 ...	121,520 13 5
	<hr/>
	£222,787 17 11
Leaving a balance to be carried to next Account of ...	47,264 12 6
	<hr/>
	<u>£270,052 10 5</u>

The Expenditure on Capital Account for the year has amounted to £31,967 0s. 3d., details of which will be found in Account No. 5.

In pursuance of an Order in Council made on the 22nd December, 1916, under the provisions of the Regulation of the Forces Act, 1871, the control of the Irish Railways was taken over by the Government as from midnight of 31st December, 1916, for which purpose an Executive Committee was appointed, composed of the General Managers of certain Companies, with the Under-Secretary for Ireland as Chairman.

Negotiations as to Compensation to be paid by the Government are at present proceeding between the Board of Trade and the Irish Railways Executive Committee.

The Directors who retire by rotation, and who are eligible and offer themselves for re-election, are Mr. Fane Vernon, Mr. H. S. Guinness, Mr. W. B. Carson, and Captain W. L. A. Goulding.

The retiring Auditor is Mr. Marcus Goodbody, who is eligible and offers himself for re-election.

By Order,

T. MORRISON,

*Secretary.*

AMIENS STREET TERMINUS,

DUBLIN, 23rd January, 1917.

# GREAT NORTHERN RAILWAY CO. (IRELAND).

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED  
31ST DECEMBER, 1916.

## PART I.—FINANCIAL ACCOUNTS.

### No. 1 (a)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

SPECIAL ACTS	CAPITAL AUTHORISED			CAPITAL CREATED			BALANCE			
	Shares and Stock	Loans or Debenture Stock	TOTAL	Shares and Stock	Loans or Debenture Stock	TOTAL	Shares and Stock	Loans or Debenture Stock	TOTAL	
I. Special Acts conferring capital powers which have been fully exercised.....	£ 7,152,514	s. 0	£ 2,603,188	s. 14	£ 9,755,702	s. 14	£ 7,152,514	s. 0	£ 2,603,188	s. 14
TOTAL.....£	<b>7,152,514</b>	<b>0</b>	<b>2,603,188</b>	<b>14</b>	<b>9,755,702</b>	<b>14</b>	<b>7,152,514</b>	<b>0</b>	<b>2,603,188</b>	<b>14</b>

NOTE.—An amount equivalent to the Interest and Dividends upon £491,090 Capital Stock of the Midland Railway Company, issued under the provisions of the Great Northern Railway (Ireland) and Midland Railway Act, 1906, is chargeable upon the Receipts of the County Donegal Joint Railways, any deficiency in which is guaranteed jointly by the Great Northern (Ireland) and Midland Railway Companies. (See Abstract J.)

### No. 1 (b)—Nominal Capital Authorised, and Created by the Company jointly with some other Company.

*(Not applicable to this Company.)*

### No. 1 (c) Nominal Capital Authorised, and Created by some other Company on which the Company either jointly or separately guarantees fixed Dividends.

*(Not applicable to this Company.)*

### No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a) SHOWING THE PROPORTION ISSUED.

DESCRIPTION	Amount created	Amount issued	Nominal Additions to Capital	Amount on which Dividend is payable	Amount which does not rank for Dividend until a future date	Calls in arrear	Amount uncalled	Amount unissued
Consolidated 4 per cent. Guaranteed Stock	£ 869,270	£ 727,416	£ 141,854	£ 869,270	—	—	—	—
Consolidated 4 per cent. Preference Stock	2,000,000	1,992,870	6,310	1,999,180	—	—	—	820
Ordinary Stock .....	4,283,244	4,050,689	—	4,050,689	—	—	—	232,555
TOTAL.....£	<b>7,152,514</b>	<b>6,770,975</b>	<b>148,164</b>	<b>6,919,139</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>233,375</b>

### No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

	RAISED BY LOANS	RAISED BY ISSUE OF DEBENTURE STOCK			Total raised by Loans and Debenture Stock					
	Total Loans	Amount of Stock	Nominal Additions on Conversion	Existing amount of Stock						
Existing at 31st December, 1916.....	Nil	£ 2,221,530	s. 11	d. 2	£ 2,341,831	s. 0	d. 2	2,341,831	0	2
Existing at 31st December, 1915.....	Nil	2,221,530	11	2	120,300	9	0	2,341,831	0	2
Increase .....	—	—	—	—	—	—	—	—	—	—
Decrease .....	—	—	—	—	—	—	—	—	—	—
Total amount authorised to be raised by Loans and Debenture Stock in respect of Capital created, as per Statement No. 1 (a) .....										2,603,188 14 0
Less :—Amount created but not yet available.....					£40,000	0	0			
Capitalised value of Rent Charges in accordance with Section 5 of the Land Clauses Consolidation Acts Amendment Act, 1860.....					1,252	0	0			
Total deduction .....										41,252 0 0
Total amount raised by Loans and Debenture Stock as above.....										2,561,936 14 0
Balance being available borrowing powers at 31st December, 1916 .....										2,341,831 0 2
										<b>220,105 13 10</b>

Dr.

## No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Cr.

To EXPENDITURE	Amount expended to 31st Dec., 1915		Amount expended during Year as per No. 5		TOTAL		BY RECEIPTS	Amount received to 31st Dec., 1915		Amount received during Year		TOTAL	
	£	s. d.	£	s. d.	£	s. d.		£	s. d.	£	s. d.	£	s. d.
Lines open for Traffic .....	8,003,538	13 6	15,289	13 9	8,018,828	7 3	Shares and Stocks (No. 2) .....	6,770,950	0 0	25	0 0	6,770,975	0 0
Lines not open for Traffic—							Debtenture Stocks (No. 3) .....	2,221,530	11 2	—	—	2,221,530	11 2
New Lines .....	2,876	12 5	3,131	1 3	6,007	13 8	Forfeited and merged Shares, &c. ....	55,240	0 2	—	—	55,240	0 2
Widenings of and additions to existing Lines .....	15,503	0 0	38	6 1	15,541	6 1	Amount to December 31st, 1916						
Lines jointly owned—County Donegal Railways Joint Committee	156,500	0 0	—	—	156,500	0 0	£	435,325	1 4				
Rolling Stock .....	1,351,269	11 3	9,524	13 6	1,360,794	4 9	s. d.	101,770	9 7				
Manufacturing and Repairing Works and Plant—							Total Premiums .....	537,095	10 11				
Land and Buildings .....	63,644	12 3	2,645	18 6	66,290	10 9	Discounts on Shares and Stocks .....	25,393	0 0				
Plant and Machinery .....	42,806	4 5	792	0 2	43,688	4 7	Balance of Premiums and Discounts .....	511,702	10 11			511,702	10 11
Total Capital expended upon Railway .....	9,636,228	13 10	31,421	13 3	9,667,650	7 1	TOTAL RECEIPTS .....	9,559,423	2 3	25	0 0	9,559,448	2 3
Hotels .....	63,904	2 4	—	—	63,904	2 4	By Balance .....					286,659	16 11
Electric Power Stations, &c. ....	20,125	11 10	—	—	20,125	11 10	TOTAL .....					9,846,107	19 2
Land, Property, &c., not forming part of the Railway or Stations—													
Used in connection with Railway working .....	21,262	13 5	—	—	21,262	13 5							
Not used in connection with Railway working .....	70,619	17 6	545	7 0	71,165	4 6							
Subscriptions to other Companies (for details see Table No. 4 (a)) .	2,000	0 0	—	—	2,000	0 0							
TOTAL EXPENDITURE .....	9,814,140	18 11	31,967	0 3	9,846,107	19 2							

## No. 4 (a)—SUBSCRIPTIONS TO OTHER COMPANIES.

NAME	AMOUNT	NATURE OF SECURITY OR INVESTMENT
Castlederg and Victoria Bridge Tramway Company .....	£ 2,000	Ordinary Shares

### No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1916.

	Land and Compensation		Construction of Way and Stations, Engineering, &c.		Law Charges and Parliamentary Expenses		TOTAL	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
<b>LINES BELONGING TO THE COMPANY OPEN FOR TRAFFIC:—</b>								
Dublin—New Goods Offices .....	—		4,654	2 2	—		4,654	2 2
Belfast—New Sidings, Weighbridge: Auxiliary Store at Adelaide, Cattle Depot at Maysfields, &c. ....	(Cr.) 126	7 6	3,612	18 0	53	8 9	3,539	19 3
Finaghy—New Overline Bridge .....	—		1,563	6 0	—		1,563	6 0
Sundry Works at Various Stations .....	62	12 6	4,554	1 10	915	12 0	5,532	6 4
							15,289	13 9
<b>LINES BELONGING TO THE COMPANY NOT OPEN FOR TRAFFIC:—</b>								
<b>New Lines:—</b>								
Dundalk—New Line to Quays .....	2,958	4 11	97	19 4	74	17 0	3,131	1 3
<b>Widenings of and Additions to Existing Lines:—</b>								
Belfast—Widening Line .....	—		—		38	6 1	38	6 1
<b>ROLLING STOCK:—</b>								
<b>Carriages:—</b>								
3 Composite .....					3,600	0 0		
<b>Wagons:—</b>								
4 Goods Brake Vans .....					1,931	0 8		
11 Nine T n Covered .....					1,752	1 7		
7 Cattle Trucks .....					800	17 2		
4 Timber Trucks .....					1,440	14 1		
							9,524	13 6
<b>MANUFACTURING AND REPAIRING WORKS AND PLANT:—</b>								
<b>Land and Buildings:—</b>								
Dundalk .....					194	10 0		
Do. Belfast .....					2,451	8 6		
							2,645	18 6
Plant and Machinery—Dundalk .....							792	0 2
							31,421	13 3
<b>LAND PROPERTY, &amp;c., NOT FORMING PART OF THE RAILWAY OR STATIONS:—</b>								
Not used in connection with Railway Working .....							545	7 0
							31,967	0 3
<b>TOTAL CAPITAL EXPENDITURE FOR THE YEAR .....</b>								

### No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Expenditure to date on Principal Works in Progress		ESTIMATED FURTHER EXPENDITURE		
		During the Year ending 31st December, 1917	Subsequently until completion	TOTAL
£	<b>LINES BELONGING TO THE COMPANY OPEN FOR TRAFFIC:—</b>	£	£	£
65,000	Belfast—Sidings, &c., at Adelaide .....	17,000	—	17,000
	Sundry Works at various Stations .....	8,500	—	8,500
	<b>LINES BELONGING TO THE COMPANY NOT OPEN FOR TRAFFIC:—</b>			
6,000	<b>New Lines:—</b>			
	Dundalk New Line .....	—	24,000	24,000
33,500	<b>Widenings of and additions to existing Lines:—</b>			
	Belfast Widenings .....	3,500	—	3,500
	Knockmore to Lisburn: Land .....			
	<b>ROLLING STOCK:—</b>			
	Wagons .....	7,000	—	7,000
	<b>MANUFACTURING AND REPAIRING WORKS AND PLANT:—</b>			
	Land and Buildings—Belfast .....	5,000	—	5,000
	<b>TOTAL.....</b>	<b>£ 41,000</b>	<b>24,000</b>	<b>65,000</b>
	<b>WORKS NOT YET COMMENCED AND IN ABEYANCE.....</b>			—

### No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	£	s. d.	£	s. d.
Stock, Share, and Loan Capital authorised, but not yet created (as per Statement No. 1 (a) ) .....			Nil	
Stock and Share Capital created but not yet received (as per Statement No. 2):—				
Amount unissued .....	233,375	0 0	233,375	0 0
Loan Capital created but not yet available (as per Statement No. 3).....	40,000	0 0	260,105	13 10
Available Borrowing Powers (as per Statement No. 3).....	220,105	13 10		
			493,480	13 10
Deduct Balance at Debit (as per Capital Account No. 4) .....			286,659	16 11
<b>TOTAL.....</b>			<b>£ 206,820</b>	<b>16 11</b>

## No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See Statement		Gross Receipts	Expenditure	Net Receipts	Year 1915		
					Gross Receipts	Expenditure	Net Receipts
					£	£	£
10	RAILWAY .....	1,306,951 18 0	896,647 4 10	410,304 13 2	1,243,212	809,035	434,177
	MISCELLANEOUS RECEIPTS (NET) :—						
	Rents from Houses and Lands .....			4,025 1 3			4,767
	Rent from Hotels, Refreshment Rooms and Cars .....			1,111 7 10			1,170
	Other Rents, including Lump-sum Tolls .....			3,828 19 9			4,315
	Interest and Dividends from Investments in other Companies :—						
	Castleberg and Victoria Bridge Tramway Co.—Ordinary Shares .....			17 0 0			—
	Transfer Fees .....			183 17 6			253
	General Interest .....			6,766 4 1			3,914
	Joint Lines—Abstract J—Company's proportion of Receipts other than in respect of Railway Working .....			1,927 11 0			1,741
	Baronial Guarantees :—						
	Cavan County Council .....			340 0 0			340
	Louth County Council .....			800 0 0			800
	TOTAL NET INCOME .....			£ 429,304 14 7			451,477

## No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

		Year 1915
	£ s. d.	£
BALANCE BROUGHT FORWARD FROM LAST YEAR'S ACCOUNT .....	65,020 4 3	60,460
NET INCOME (AS PER STATEMENT NO. 8) .....	429,304 14 7	451,477
TOTAL .....	£ 494,324 18 10	511,937
DEDUCT—		
INTEREST, RENTALS, AND OTHER FIXED CHARGES :—	£ s. d.	
Interest on Superannuation and other Funds .....	2,317 8 0	2,128
Rent-charges and Annuities .....	61 15 7	62
Chief Rents, Wayleaves, &c., including Lump-sum Tolls .....	1,192 13 6	1,260
Interest on Consolidated 4 per cent. Debenture Stock .....	93,673 4 10	93,673
Interest on Consolidated 4 per cent. Guaranteed Stock .....	34,770 16 0	34,771
Joint Lines—Abstract J—Company's proportion .....	7,968 11 8	7,739
City of Dublin Junction Railway, Guarantee .....	2,000 0 0	2,000
Interest on New Preference Stock Issued April 1915 .....	—	5,773
	141,984 9 7	147,406
DEPRECIATION OF INVESTMENTS .....	2,320 14 10	6,707
TOTAL .....	144,305 4 5	154,113
BALANCE AFTER PAYMENT OF FIXED CHARGES &c. ....	350,019 14 5	357,824
DIVIDEND ON PREFERENCE STOCK :—		
Consolidated 4 per cent. Preference Stock .....	79,967 4 0	70,016
BALANCE AVAILABLE FOR DIVIDEND ON ORDINARY STOCK .....	£ 270,052 10 5	287,808
Dividend on Ordinary Stock at 5½ per cent. per annum .....	222,787 17 11	222,788
Balance carried forward to next year's Accounts .....	47,264 12 6	65,020
	£ 270,052 10 5	287,808

## No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

		Year 1915
	£ s. d.	£
BALANCE AVAILABLE FOR DIVIDENDS AND RESERVE, AFTER PAYMENT OF FIXED CHARGES, YEAR 1916 (AS PER ACCOUNT NO. 9) .....	350,019 14 5	357,824
DEDUCT—INTERIM DIVIDENDS PAID :—	£ s. d.	
On Consolidated 4 per cent. Preference Stock at 2 per cent. ....	39,983 12 0	35,008
On Ordinary Stock at 2½ per cent. ....	101,267 4 6	101,267
	141,250 16 6	136,275
UNDIVIDED BALANCE AT 31ST DECEMBER, CARRIED TO BALANCE SHEET .....	£ 208,768 17 11	221,549



# Railway Benevolent Institution

FOR THE RELIEF OF

Railway Officers and Servants, their Orphans, Widows,  
and Children, when in distressed circumstances.

The "Railway Benevolent Institution" was established in 1858, and the extent of its usefulness depends in a very large measure upon public support. It provides for the necessitous Widows of Railway Men, and Maintains and Educates their Orphan Children; Annuities and Money Allowances are granted to Widows and Members who, through old age, disease, or accident, are unable any longer to work for their living. Relief is also granted irrespective of membership, to needy Railway Officers and Servants, their Widows and Orphans, and immediate dependants.

Since the establishment of the Institution in 1858, assistance has been rendered to 196,591 persons, as under:—

- 6,366 Widows of men killed ;
- 20,867 Widows of men dying of sickness ;
- 164,873 men injured by accidents ;
- 3,917 men disabled by old age and other causes ;
- 568 children and other dependants incapable of earning their living, and also incapacitated women employees :

and in addition to these

- 4,941 Widows and disabled Servants have received pensions of from £5 to £30 per annum ;
- 2,330 children of both sexes have been educated and maintained.

At the present time 2,542 Widows and Members are receiving annuities which alone involve an annual liability of £41,829, and 333 children are being reared, trained, and educated in Orphanages and other schools at a cost of upwards of £9,000 per annum.

The Irish Branch was established in 1891. It is managed by the principal officers of the Irish Railway Companies, and all claims upon the Institution by Irish Railway officers and servants, their widows and orphans, are dealt with by the Irish Committee.

Contributions may be forwarded to Mr. J. F. Clinch, the Secretary of the Institution in Ireland, Railway Clearing House, 5, Kildare-street, Dublin ; or to any Member of the Committee.

## IRISH BRANCH.

### COMMITTEE OF MANAGEMENT.

CHAIRMAN—C. A. MOORE, Esq., General Manager, Belfast and County Down Railway

T. A. ARMSTRONG, Esq., General Manager	..	Sligo, Leitrim and Northern Counties
J. BAGWELL, Esq., General Manager	..	Great Northern (Ireland).
H. G. BURGESS, Esq., Irish Traffic Manager	..	London and North Western.
J. COGHLAN, Esq., General Manager	..	Dublin and South Eastern.
J. COWIE, Esq., Secretary and Manager	..	Midland Railway, Northern Counties
R. CRAWFORD, Esq., Secretary	..	Great Southern and Western.
E. J. O'B. CROKER, Esq., late Irish Traffic Manager	..	Great Western.
B. GAMBLE, Esq., Goods Manager	..	Great Northern (Ireland).
G. T. GLOVER, Esq., Loco. Engineer	..	Great Northern (Ireland).
R. H. GOOD, Esq., General Manager	..	Cork, Blackrock and Passage.
P. A. HAY, Esq., Secretary	..	Midland Great Western.
J. INGRAM, Esq., Secretary	..	Irish Railway Clearing House.
M. F. KEOGH, Esq., General Manager	..	Midland Great Western.
J. R. KERR, Esq., General Manager	..	Cork, Bandon and South Coast.
R. H. LESLIE, Esq., Secretary	..	Cork, Bandon and South Coast.
B. MALCOLM, Esq., Loco. Superintendent	..	Midland Railway, Northern Counties
and Permanent Way Engineer	..	Great Northern (Ireland).
R. J. MOORE, Esq., Superintendent of the Line	..	Great Northern (Ireland).
T. MORRISON, Esq., Secretary	..	Great Northern (Ireland).
W. H. MORTON, Esq., Loco. Engineer	..	Midland Great Western.
E. A. NEALE, Esq., General Manager	..	Great Southern and Western.
W. P. O'NEILL, Esq., Chief Engineer	..	Midland Great Western.
J. J. O'SULLIVAN, Esq., General Manager	..	Corris.
H. PLEWS, Esq., Director	..	Great Northern (Ireland).
A. G. REID, Esq., late General Manager & Secretary	..	Dublin and South Eastern.
S. J. SHANNON, Esq., late Chief Engineer	..	Dublin and South Eastern.
G. E. SMYTH, Esq., Superintendent of the Line	..	Great Southern and Western.
J. TATLOW, Esq., Director	..	Midland Great Western.

(Auditor—M. O'NEILL, Esq., late Audit Accountant .. Midland Great Western)

Bankers—ROYAL BANK OF IRELAND, DUBLIN.

Secretary in Ireland:

J. F. CLINCH, Irish Railway Clearing House, 5, Kildare-street, Dublin.

This Institution affords an opportunity for those who sympathise with Railway Servants to help them in the time of need. The extent of its usefulness depends in a very large measure upon public support.

Railway Officers subscribe 10s. 6d. per annum to constitute them Members; Railway Servants, 8s. per annum, or they may subscribe 2s. per annum to the Orphanage Department only. Of the funds contributed by the public, donations not exceeding £5,000 per annum, are applicable to a Special Benevolent Fund for relieving distress amongst Officers or Servants, whether Members of the Institution or not, and their Widows, Orphans, and immediate dependants. The remainder of the funds contributed by the public are apportioned between an Officers' Department and a Servants' Department, after providing for all liabilities, in proportion to the amount the Members severally subscribe.

The Irish Committee are empowered to provide for the maintenance and education of Orphans in approved orphanages or schools in Ireland.

Should the funds be insufficient to provide annuities or school benefits for all qualified applicants, there is an election by ballot, and the election of Annuity-tants and Orphans is vested in the Subscribers.

In dispensing relief, the Rules of the Institution provide that "the most necessitous must at all times be first relieved."

## DONATIONS AND SUBSCRIPTIONS.

A Donation of One Hundred Guineas in one sum, or in payments of not less than Ten Guineas each, constitutes the Donor a Patron or Patroness for life, with the privilege of Fifteen Votes.

A Donation of Fifty Guineas in one sum, or in payments of not less than Ten Guineas each, constitutes the Donor a Vice-President for life, with the privilege of Six Votes.

A Donation of Ten Guineas constitutes the Donor a Life Subscriber, with the privilege of One Vote.

A yearly payment of One Guinea (or in Quarterly or Half-yearly instalments) constitutes a Subscriber, with the privilege of Two Votes.

An annual subscription of Half-a-Guinea constitutes a Subscriber, with One Vote.

Donors and Subscribers have the privilege of recommending Applicants qualified for Relief from the Special Benevolent Fund, but are only called upon to exercise their voting powers when elections by ballot are necessary.

## ANNUITIES BEARING FOUNDER'S NAME.

**RULE 24.** That upon any donor paying to the funds of the Institution a sum of money or stock sufficient to purchase one or more perpetual annuities, such annuity or annuities, unless otherwise desired, shall bear the founder's name, and he or she shall have the right of nominating a properly qualified person to an immediate pension and of supplying any vacancy during his or her lifetime, but that after his or her death the right of filling future vacancies shall belong to the Institution. That upon any person bequeathing to the funds of the Institution, money or stock for the purpose of establishing one or more annuities such annuity or annuities, shall, unless otherwise desired, bear the founder's name, and be applicable as desired or directed by the donor.

## MANAGEMENT.

The Board of Management consists of the President, Trustees, Treasurers (who are Members by virtue of their respective offices), and Sixty Subscribers, thirty of whom retire annually by rotation, but are eligible for re-election.

The management of the Institution in Ireland is vested in the Irish Committee.

## APPEAL.

The Committee of Management respectfully and earnestly hope that the Shareholders of Railways individually will contribute liberally to this Appeal, which affords an opportunity of shewing appreciation of the excellent manner in which the general transport service has been conducted by railway men, notwithstanding the enormous demands made upon it by the Naval and Military Authorities and the great depletion of the staffs on the various Lines owing to the magnificent response made by their fellow-workers in answer to their Country's Call—upwards of 140,000 railway men in the United Kingdom having joined one or other of the Forces

PATRON—DONATION 100 GUINEAS.  
 VICE-PRESIDENT—DONATION 50 GUINEAS.

LIFE SUBSCRIPTION 10 GUINEAS.  
 ANNUAL SUBSCRIPTION 1 GUINEA.

*Please enter my name amongst the Contributors to the Railway Benevolent*

*Institution, for the sum of* £..... *ANNUAL SUBSCRIPTION* £..... *for which I enclose*

*a Cheque, crossed Royal Bank of Ireland (or Post Office Order payable at Dublin).*

*The receipt should be addressed as under:—*

*Name*.....  
 (Kindly state whether Mrs., Miss, Revd., or other title.)

*Address*.....  
 .....

To MR. J. F. CLINCH,  
*secretary, Irish Branch of the*  
*Railway Benevolent Institution,*  
*5, Kildare-street, Dublin.*..... 1917

### ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS

	£	s.	d.	£	s.	d.	Year 1915
Superintendence—							£
Salaries .....	6,031	4	6				6,205
Office Expenses, &c. ....	713	10	7				896
				6,744	15	1	7,101
Maintenance of Roads, Bridges, and Works—							
Earthworks .....	4,807	18	10				4,549
Bridges, Tunnels, Culverts, Retaining Walls and other Works .....	21,548	4	0				15,176
Roads and Fences .....	8,927	3	11				8,405
				35,283	6	9	28,130
Maintenance of Permanent Way—							
Renewal of Running Lines—							
Wages .....	4,276	5	6				5,200
Materials .....	20,374	18	0				42,976
Engine Power and Wagon Repairs .....	2,338	8	5				2,245
				26,989	11	11	50,361
Repair of Running Lines and Sidings—							
Wages .....	40,025	9	10				39,345
Materials .....	6,602	1	0				8,936
Engine Power and Wagon Repairs .....	1,698	19	9				1,746
				48,326	10	7	50,027
				75,316	2	6	100,388
Maintenance of Signalling .....				7,659	10	7	6,923
Maintenance of Telegraphs .....				2,858	17	3	2,689
Maintenance of Electric Track Equipment .....				112	5	6	17
Maintenance of Stations and Buildings—							
Stations, Depots and Offices .....	16,368	5	2				17,295
Engine Sheds .....	1,584	4	8				2,079
Carriage Sheds .....	92	8	1				4
Locomotive Workshops .....	967	2	8				319
Carriage Workshops .....	515	0	7				73
Wagon Workshops .....	84	17	6				20
Other Buildings .....	726	11	8				469
				20,338	10	4	20,259
				148,313	8	0	165,507
Transfer to Railway Depreciation Funds (Net) .....				27,206	15	1	13,573
<b>TOTAL</b> .....				<b>175,520</b>	<b>3</b>	<b>1</b>	<b>179,080</b>

### ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

## (1)—LOCOMOTIVES

## (2)—CARRIAGES

(1)—LOCOMOTIVES				(2)—CARRIAGES			
	£	s.	d.		£	s.	d.
Superintendence—				Superintendence—			
Salaries .....	1,584	6	10	Salaries .....	1,096	17	10
Office Expenses .....	309	16	3	Office Expenses .....	187	11	7
Repairs and Partial Renewals—				Complete Renewals—			
Wages .....	20,018	4	1	Wages .....	3,058	3	5
Materials .....	14,880	4	7	Materials .....	7,382	0	10
Purchase of New Locomotives .....							
Workshop Expenses—				Repairs and Partial Renewals—			
Repairs and Renewals of Machinery and Plant .....	1,505	0	0	Wages .....	7,018	19	10
Other Expenses .....	7,469	17	8	Materials .....	10,071	8	4
				Workshop Expenses—			
				Repairs and Renewals of Machinery and Plant .....	321	12	2
				Other Expenses .....	2,536	8	9
Transfer to Railway Depreciation Funds (net) .....							
Deduct—Engine Power supplied to and by the Company (Balance) .....							
<b>TOTAL</b> .....	<b>£ 69,383</b>	<b>4</b>	<b>2</b>	<b>TOTAL</b> .....	<b>£ 35,549</b>	<b>15</b>	<b>2</b>

## (3)—WAGONS

	£	s.	d.	£	s.	d.	Year 1915
Superintendence—							£
Salaries .....	1,096	17	11				880
Office Expenses .....	166	1	1				222
				1,262	19	0	1,102
Complete Renewals—							
Wages .....	625	14	10				573
Materials .....	4,210	13	10				3,955
				4,836	8	8	4,528
Repairs and Partial Renewals—							
Wages .....	8,984	8	5				8,931
Materials .....	14,726	12	9				15,506
				23,711	1	2	24,437
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant .....	215	9	6				289
Other Expenses .....	2,481	1	3				1,930
				2,696	10	9	2,219
Transfer to Railway Depreciation Funds (Net) .....							
				32,506	19	7	32,286
				4,000	4	10	3,709
<b>TOTAL</b> .....				<b>36,507</b>	<b>4</b>	<b>5</b>	<b>35,995</b>

**ABSTRACT C.—Locomotive Running Expenses.**

**ABSTRACT D.—Traffic Expenses.**

	Year 1915				Year 1915		
	£	s.	d.		£	s.	d.
Superintendence—							
Salaries .....	2,363	13	2	2,331			10,598
Office Expenses .....	408	14	11	547			40,039
							19,241
			2,772 8 1	2,878			56,358
Steam Train Working:—							10,671
Wages connected with the Running of Locomotive Engines .....	52,837	11	4	52,953			141,057 10 9
Fuel .....	152,078	13	3	102,291			136,907
Water .....	5,124	7	2	4,987			18,904 2 1
Lubricants .....	3,973	4	5	3,754			3,146 2 11
Other Stores, including Clothing .....	4,826	8	7	3,699			2,712
Miscellaneous .....	2,243	19	6	2,477			7,653
			221,084 4 3	170,161			2,691 1 11
							Cr. 333
Electric Train (Tram) Working:—							8,525
Wages of Motormen .....	500	0	9	464			
Electric Current .....	4,749	14	4	3,872			
Lubricants .....	0	9	6	1			
Other Stores, including Clothing .....	33	5	8	5			
			5,283 10 3	4,342			
			229,140 2 7	177,381			
Deduct—							
Engine Power supplied to and by the Company (Balance) .....			4,048 17 3	4,244			
TOTAL .....	£	225,091	5 4	173,137			189,469

**ABSTRACT E.—General Charges.**

**ABSTRACT F.—Expenses of Collection and Delivery of Parcels and Goods.**

	Year 1915				Year 1915		
	£	s.	d.		£	s.	d.
Directors' Fees voted by Shareholders .....	5,250	0	0	5,250			1,186
Auditors and Public Accountants .....	525	0	0	525			27
Salaries of Secretary, General Manager, Accountant and Clerks .....	15,589	8	2	15,775			1,256
Office Expenses do. do. do. .....	2,186	7	3	2,577			35
Rating Expenses .....	723	17	0	170			32,655 8 3
Fire Insurance .....	2,257	5	4	1,322			27
Superannuation and Benevolent Funds, Pensions, &c. .....	10,427	10	7	10,074			
Subscriptions and Donations .....	460	14	0	298			
Miscellaneous Expenses .....	1,931	9	5	2,190			
TOTAL .....	£	39,351	11 9	38,182			35,317 19 2
							30,788
							Amount charged to Passenger Train Traffic .....
							4,002 10 3
							2,890
							Amount charged to Goods Traffic .....
							31,315 8 11
							27,898

**ABSTRACT G.—Running Powers.—Receipts and Payments in Respect of Running Power Expenses.**

				Year 1915						
	Receipts	Payments	Balance (Credit)	Receipts	Payments	Balance (Credit)				
	£	s.	d.	£	s.	d.				
Passenger Train Traffic .....	253	11	0	42	7	7	211 3 5	179	61	118
Goods Train Traffic .....	46	13	10	87	9	9	(Dr.) 40 15 11	22	6	16
TOTAL .....	300	4	10	129	17	4	170 7 6	201	67	134

**ABSTRACT H.—Mileage, Demurrage, and Wagon Hire.**

				Year 1915						
	Receipts	Expenditure	Balance (Credit)	Receipts	Expenditure	Balance (Credit)				
	£	s.	d.	£	s.	d.				
Mileage and Demurrage—										
Passenger Train Vehicles .....	321	2	0	483	5	5	(Dr.) 162 3 5	277	539	(Dr.) 262
Goods Train Vehicles .....	7,351	9	5	6,303	12	2	1,047 17 3	5,392	4,039	1,353
Hire of—										
Passenger Train Vehicles .....	1,125	0	0	5	5	0	1,119 15 0	1,514	6	1,508
Goods Train Vehicles .....	—	—	—	—	—	—	—	—	—	—
TOTAL .....	£	8,797	11 5	6,792	2 7	2,005 8 10	7,183	4,584	2,599	

## ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

	County Donegal Railways Joint Committee		Year 1915
	£	s. d.	£
GROSS RECEIPTS.			
PASSENGER TRAIN TRAFFIC:—			
Ordinary Passengers—			
First Class .....	512	1 8	513
Second Class .....	1,809	10 1	1,761
Third Class .....	13,664	1 0	12,939
		15,985 12 9	15,210
Season Tickets—			
First Class .....	20	5 0	—
Second Class .....	15	7 7	14
Third Class .....	195	17 3	131
Workmen's Tickets .....		231 9 10	145
		16 4 4	4
TOTAL RECEIPTS FROM PASSENGERS .....		16,233 6 11	15,359
Mails .....		941 14 9	897
Parcels up to 2 cwt., Parcels Post, and Excess Luggage .....	2,179	3 11	2,181
Other Merchandise by Passenger Trains .....	1,110	12 10	951
	3,289	16 9	3,132
Less Expenses of Collection and Delivery .....		8 10 8	8
		3,281 6 1	3,124
TOTAL PASSENGER TRAIN RECEIPTS .....		20,456 7 9	19,380
GOODS TRAIN TRAFFIC:—			
Merchandise .....	14,928	5 6	15,640
Less Expenses of Collection and Delivery .....		120 2 8	114
	14,808	2 10	15,526
Live Stock .....	2,588	1 11	2,530
Coal, Coke, and Patent Fuel .....	1,890	9 3	1,978
Other Minerals .....	386	3 1	580
TOTAL GOODS TRAIN RECEIPTS .....		19,672 17 1	20,614
TOTAL TRAFFIC RECEIPTS .....		40,129 4 10	39,994
MILEAGE, DEMURRAGE AND WAGON HIRE (BALANCE) .....		861 11 4	827
MISCELLANEOUS .....		70 18 0	62
TOTAL RECEIPTS .....	£	41,061 14 2	40,883
Company's Proportion of Total Receipts in respect of Railway Working .....	£	20,530 17 1	20,441
Company's Proportion of Other Receipts (Net) .....	£	1,927 11 0	1,741
EXPENDITURE.			
Maintenance and Renewal of Way and Works .....		6,981 6 0	6,945
Maintenance and Renewal of Rolling Stock—			
Locomotives .....	1,070	18 10	1,433
Carriages .....	1,021	3 10	914
Wagons .....	1,100	12 0	832
		3,192 14 8	3,179
Locomotive Running Expenses .....	10,492	6 7	8,602
Traffic Expenses .....	7,606	18 5	7,366
		18,099 5 0	15,968
General Charges .....		2,171 11 7	2,126
Law Charges .....		27 5 6	29
Compensation (Accidents and Losses):—			
Passengers .....	635	0 0	86
Workmen .....	152	15 9	148
Damage and Loss of Goods, Property, &c. ....	91	3 3	66
		878 19 0	300
Rates .....		740 1 6	763
National Insurance:—			
Health .....	168	0 11	168
Unemployment .....	10	1 9	10
		178 2 8	178
War Bonus to Staff .....		1,032 6 0	611
TOTAL TRAFFIC EXPENDITURE .....		33,301 11 11	30,089
Miscellaneous .....		6 19 8	7
TOTAL EXPENDITURE .....	£	33,308 11 7	30,096
Company's Proportion of Total Expenditure in respect of Railway Working .....	£	16,654 5 10	15,048
Company's Proportion of Interest, Rentals, and other Fixed Charges .....	£	7,968 11 8	7,739

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES.

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS AND OF REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

[Abstracts Nos. 11 to 16 not applicable to this Company.]



## PART II.—STATISTICAL RETURNS.

## I.—MILEAGE OF LINES.

## (A)—MILEAGE OF LINES OPEN FOR TRAFFIC.

	RUNNING LINES										Year 1915							
	Length of Road First Track		Second Track		Third Track		Fourth Track		Over four Tracks (Reduced to Single Track)		Total Miles (Reduced to Single Track)		Sidings Reduced to Single Track		Total of Single Track including Sidings		Total of Single Track, including Sidings	
	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.
<b>LINES OWNED BY COMPANY:—</b>																		
<b>Main and Principal Lines—</b>																		
Dublin to Belfast .....	112	48	112	48	3	57	1	67	0	12	230	72	41	27	272	19	271	26
Portadown Junction to Clones Junction .....	38	78	23	43	0	3	—	—	—	—	62	44	6	79	69	43	69	43
Portadown Junction to Omagh .....	41	8	14	76	0	33	0	5	—	—	56	42	5	18	61	60	61	60
Dundalk to Londonderry .....	121	36	12	19	1	67	0	21	—	—	135	63	16	58	152	41	152	33
<b>TOTAL OF MAIN AND PRINCIPAL LINES .....</b>	<b>314</b>	<b>10</b>	<b>163</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>12</b>	<b>485</b>	<b>61</b>	<b>70</b>	<b>22</b>	<b>556</b>	<b>3</b>	<b>555</b>	<b>2</b>
<b>Minor and Branch Lines—</b>																		
Oldcastle Branch .....	39	42	1	14	0	6	—	—	—	—	40	62	4	8	44	70	44	70
Bundoran „ .....	35	62	0	62	—	—	—	—	—	—	36	44	3	14	39	58	39	58
Armagh to Warrenpoint .....	28	12	1	40	0	9	—	—	—	—	29	61	6	71	36	52	36	47
<b>Branches off Main Line—</b>																		
Between Dublin and Belfast .....	70	19	8	23	0	9	—	—	—	—	78	51	14	24	92	75	92	75
„ Portadown and Clones .....	37	56	0	54	0	3	—	—	—	—	38	33	3	58	42	11	42	5
„ „ Omagh .....	14	17	0	65	0	18	—	—	—	—	15	20	2	8	17	28	17	28
„ Dundalk and Londonderry .....	16	74	0	52	0	5	—	—	—	—	17	51	5	54	23	25	23	30
Howth Tramway (Electric) .....	5	22	0	63	—	—	—	—	—	—	6	5	0	32	6	37	6	37
<b>TOTAL .....</b>	<b>561</b>	<b>74</b>	<b>177</b>	<b>79</b>	<b>6</b>	<b>50</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>12</b>	<b>748</b>	<b>68</b>	<b>110</b>	<b>51</b>	<b>859</b>	<b>39</b>	<b>858</b>	<b>32</b>
<b>LINES JOINTLY OWNED (COMPANY'S SHARE OF OWNERSHIP)—</b>																		
<b>As enumerated in Abstract J—</b>																		
County Donegal Railways Joint Committee .....	45	36	0	44	0	3	0	1	—	—	46	4	3	78	50	2	50	2
Other Joint Lines .....	0	14½	0	9½	—	—	—	—	—	—	0	24	0	24	0	48	0	48
<b>TOTAL .....</b>	<b>45</b>	<b>50½</b>	<b>0</b>	<b>53½</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>—</b>	<b>—</b>	<b>46</b>	<b>28</b>	<b>4</b>	<b>22</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>50</b>
<b>LINES LEASED OR WORKED:—</b>																		
<b>Jointly with other Companies (Company's Share)—</b>																		
<b>As enumerated in Abstract J—</b>																		
County Donegal Railways Joint Committee—																		
Strabane and Letterkenny Railway .....	9	48	0	12	—	—	—	—	—	—	9	60	0	71	10	51	10	51
<b>GRAND TOTAL .....</b>	<b>617</b>	<b>12½</b>	<b>178</b>	<b>64½</b>	<b>6</b>	<b>53</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>12</b>	<b>804</b>	<b>76</b>	<b>115</b>	<b>64</b>	<b>920</b>	<b>60</b>	<b>919</b>	<b>53</b>
Do. Do: YEAR 1915 .....	617	12½	178	64½	6	53	2	14	0	12	804	76	114	57	919	53		

## (B)—MILEAGE OF LINES AUTHORIZED, BUT NOT OPEN FOR TRAFFIC.

	Miles Authorised		Miles Constructed and not Open for Traffic			Miles under Construction		Miles not Commenced or in Abeyance		
	Length of Road		Length of Road		Length (including Sidings) Reduced to Single Track	Length of Road		Length of Road		
	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.
<b>LINES OWNED BY THE COMPANY:—</b>										
<b>New Lines—</b>										
Railways in Dundalk .....	1	25	—	—	—	—	—	—	1	25
<b>TOTAL .....</b>	<b>1</b>	<b>25</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>1</b>	<b>25</b>
<i>Total—Year 1915 .....</i>	<i>1</i>	<i>25</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>1</i>	<i>25</i>
<b>Widenings and Additions—</b>										
Dunmurry to Belfast .....	2	29.8	—	—	—	—	—	—	2	29.8
<b>TOTAL .....</b>	<b>2</b>	<b>29.8</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>2</b>	<b>29.8</b>
<i>Total—Year 1915 .....</i>	<i>2</i>	<i>29.8</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>2</i>	<i>29.8</i>

## (C)—MILEAGE OF LINES RUN OVER BY THE COMPANY'S ENGINES.

	Year 1915			
	M.		Ch.	
Lines Owned by the Company .....	556	52	556	52
„ Partly Owned .....	0	29	0	29
„ over which the Company exercises Running Powers continuously .....	8	51	8	51
<b>TOTAL .....</b>	<b>565</b>	<b>52</b>	<b>565</b>	<b>52</b>
Add:—				
Lines over which the Company exercises Running Powers occasionally .....	—	—	—	—
<b>TOTAL .....</b>	<b>565</b>	<b>52</b>	<b>565</b>	<b>52</b>

II.—ROLLING STOCK.

(A)—STEAM LOCOMOTIVES AND TENDERS.

Description	Number	Year 1915 Number
<b>TENDER ENGINES :—</b>		
Wheel Type—		
2 — 4 — 0 .....	9	9
4 — 4 — 0 .....	75	75
0 — 6 — 0 .....	86	86
	170	170
<b>TANK ENGINES :—</b>		
Wheel Type—		
4 — 4 — 2 .....	5	5
4 — 4 — 0 .....	13	13
2 — 4 — 2 .....	6	6
0 — 6 — 4 .....	4	4
0 — 6 — 2 .....	4	4
0 — 6 — 0 .....	1	1
0 — 4 — 0 .....	1	1
	34	34
<b>TOTAL.....</b>	<b>204</b>	<b>204</b>
<b>TENDERS.....</b>	<b>170</b>	<b>170</b>

(B)—RAIL MOTOR VEHICLES.

(Not applicable to this Company)

(C)—TRAINS (TRAMS) WORKED BY ELECTRIC POWER.

	Number	Carrying Capacity	Year 1915	
			Number	Carrying Capacity
Passenger Cars .....	10	Seats 682	10	Seats 682
Goods Car.....	1	—	1	—
<b>TOTAL.....</b>	<b>11</b>		<b>11</b>	

(D)—COACHING VEHICLES (OTHER THAN ELECTRIC).

(E)—MERCHANDISE AND MINERAL VEHICLES.

	Number	SEATS OR BERTHS				Year 1915			Number	Year 1915 Number
		1st Class	2nd Class	3rd Class	Total	Number	Seats or Berths Total			
<b>PASSENGER CARRIAGES :—</b>										
Carriages of Uniform Class .....	262	614	924	14,118	15,656	259	15,590	Open Wagons—		
Composite Carriages .....	116	1,586	2,507	1,325	5,418	115	5,276	Under 8 tons .....	594	641
Restaurant Carriages .....	5	74	84	—	158	4	124	8 and up to 12 tons .....	1,788	1,774
Miscellaneous .....	2	12	12	36	60	2	60	Over 12 and up to 20 tons .....	3	4
<b>TOTAL.....</b>	<b>385</b>	<b>2,286</b>	<b>3,527</b>	<b>15,479</b>	<b>21,292</b>	<b>380</b>	<b>21,050</b>	Over 20 tons (other than special) ...	2	2
Sleeping .....	Nil				Nil	Nil	Nil	<b>Covered Wagons—</b>		
<b>TOTAL PASSENGER CARRIAGES</b>	<b>385</b>				<b>21,292</b>	<b>380</b>	<b>21,050</b>	Under 8 tons .....	203	240
<b>OTHER COACHING VEHICLES :—</b>										
Post Office Vans .....	8	NOTE.—Nine of the above vehicles have been temporarily converted into an Ambulance Train.				8		8 and up to 12 tons .....	2,299	2,197
Luggage, Parcels, and Brake Vans .....	62					62		Over 12 and up to 20 tons .....	30	32
Carriage Trucks .....	45					45		Cattle Trucks.....	653	646
Horse Boxes.....	100					100		Rail and Timber Trucks (including Twin Trucks) .....	122	118
Miscellaneous .....	88					88		Brake Vans .....	103	99
<b>TOTAL OTHER COACHING VEHICLES</b>	<b>303</b>					<b>303</b>		Miscellaneous .....	14	14
<b>TOTAL COACHING VEHICLES .....</b>	<b>688</b>					<b>683</b>		<b>TOTAL.....</b>	<b>5,811</b>	<b>5,767</b>

(F)—RAILWAY SERVICE VEHICLES AND HORSES FOR SHUNTING.

	Number	Year 1915 Number
Locomotive Coal Wagons .....	100	100
Ballast Wagons .....	147	147
Mess and Tool Vans .....	9	7
Breakdown Cranes .....	2	2
Travelling Cranes .....	13	13
Miscellaneous .....	24	24
<b>TOTAL.....</b>	<b>295</b>	<b>293</b>
Horses for Shunting .....	2	2

**III. HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS, AND IN THE CONVEYANCE OF PASSENGERS.**

	Number	Year 1915
		Number
<b>GOODS AND PARCELS ROAD VEHICLES :—</b>		
Horse Wagons and Carts .....	28	25
TOTAL.....	28	25
<b>HORSES FOR ROAD VEHICLES .....</b>	24	22

**IV.—STEAMBOATS.**

*(Not applicable to this Company.)*

**V.—CANALS.**

*(Not applicable to this Company.)*

**VI.—DOCKS, HARBOURS AND WHARVES.**

*(Not applicable to this Company.)*

**VII.—HOTELS.**

**VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.**

Name	Situation	Land	Acreage	Year 1915
				Acreage
Great Northern Hotel .....	Bundoran, Co. Donegal	Agricultural Land.....	A. R. P. 203 2 37	a. r. p. 199 3 24
		Urban and Suburban Land .....	34 3 9	34 3 9
Great Northern Hotel .....	Warrenpoint, Co. Down			
Great Northern Hotel .....	Rostrevor, Co. Down	Houses	Number	Year 1915
				Number
		Labouring Class Dwellings .....	5	5
		Houses and Cottages for Company's Servants...	291	289
		Other Houses and Cottages .....	10	10

## IX.—OTHER INDUSTRIES (IF ANY).

(Not applicable to this Company.)

## X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

	Year 1916		Year 1915	
	M.	Chs.	M.	Chs.
QUANTITIES OF PRINCIPAL MATERIALS USED :—				
Ballast .....	71,523 cubic yards		90,000 cubic yards	
Fencing .....	3 M. 1,252 yds.		5 M. 538 yds.	
Rails .....	2,442 tons		3,608 tons	
Sleepers .....	36,558 number		67,534 number	
MILES MAINTAINED :—				
Miles of Road .....	561	74	561	74
Miles of road reduced to Single Track—				
Running Lines .....	748	68	748	68
Sidings .....	110	51	109	44
MILES OF TRACK RENEWED .....	17	68	25	75

## XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

	In Company's Workshops	By Contract	Total	Year 1915
	Number	Number		Total
LOCOMOTIVES RENEWED .....	—	—	—	5
LOCOMOTIVES REPAIRED—				
Heavy repairs .....	67	—	67	70
Light repairs .....	20	—	20	30
LOCOMOTIVES UNDER OR AWAITING REPAIR AT END OF YEAR .....	31	—	31	28
ELECTRIC TRAIN (TRAMS):—				
Tram Vehicles renewed .....	—	—	—	—
Tram Vehicles repaired—				
Heavy repairs .....	3	—	3	3
Light repairs .....	4	—	4	8
Tram Vehicles under or awaiting repair at end of year .....	—	—	—	—
COACHING VEHICLES—				
Carriages renewed .....	4	—	4	6
Carriages repaired—				
Heavy repairs .....	103	—	103	88
Light repairs .....	752	—	752	659
Carriages under or awaiting repair at end of year .....	37	—	37	32
Others renewed .....	—	—	—	—
Others repaired—				
Heavy repairs .....	29	—	29	19
Light repairs .....	855	—	855	814
Others under or awaiting repair at end of year .....	13	—	13	24
WAGONS RENEWED—				
Completely renewed .....	26	—	26	46
Partially renewed .....	83	—	83	117
WAGONS REPAIRED—				
Heavy repairs .....	633	—	633	530
Light repairs .....	10,053	—	10,053	10,719
WAGONS UNDER OR AWAITING REPAIR AT END OF YEAR .....	177	—	177	121

XII.—ENGINE MILEAGE.

YEAR 1915.

	Train Miles (Loaded Trains)		Total Train Miles (including Empty Trains run for Traffic purposes on either the Forward or Return Journey)		Shunting Miles		Other Miles (Assisting Light, &c.)	Total Engine Miles	Electric Train (Tram) Miles	Total Train Miles (Loaded Trains)	Train Miles (Loaded Trains)		Total Train Miles (including Empty Trains run for Traffic purposes on either the Forward or Return Journey)		Shunting Miles		Other Miles (Assisting Light, &c.)	Total Engine Miles	Electric Train (Tram) Miles			
	Coaching	Goods	Coaching	Goods	Coaching	Goods					Coaching	Goods	Coaching	Goods	Coaching	Goods				Coaching	Goods	Coaching
							Total	Total	Total	Total												
<b>A—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS—</b>																						
Over the Company's System by the Company's Engines.....	2,453,812	1,261,708	3,715,520	2,468,803	1,302,659	3,771,462	228,529	886,551	210,178	5,096,720	69,904	2,513,156	1,263,867	3,777,023	2,534,709	1,310,954	3,845,663	240,853	881,206	5,205,863	65,109	
Over the Company's System by other Companies' Engines.....	3,305	1,031	4,336	3,312	1,037	4,349	2,257	2	94	6,702	—	3,307	1,064	4,371	3,307	1,066	4,373	1,989	1	6,504	—	
TOTAL.....	2,457,117	1,262,739	3,719,856	2,472,115	1,303,696	3,775,811	230,786	886,553	210,272	5,103,422	69,904	2,516,463	1,264,931	3,781,394	2,538,016	1,312,020	3,850,036	242,842	881,207	5,212,367	65,109	
<b>B—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE—</b>																						
By the Company's Engines over Lines owned, leased, or worked by the Company.....	2,453,812	1,259,307	3,713,119	2,468,803	1,299,539	3,768,342	228,529	866,551	410,237	5,273,659	69,904	2,513,156	1,261,466	3,774,622	2,534,709	1,307,834	3,842,543	240,853	861,206	468,628	5,413,230	65,109
By the Company's Engines over other Companies' Lines.....	—	2,572	2,572	—	3,462	3,462	—	20,000	—	23,462	—	—	2,499	2,499	—	3,316	3,316	—	20,000	—	23,316	—
By other Companies' Engines over the Company's Line.....	3,305	1,031	4,336	3,312	1,037	4,349	2,257	2	94	6,702	—	3,307	1,064	4,371	3,307	1,066	4,373	1,989	1	6,504	—	
TOTAL.....	2,457,117	1,262,910	3,720,027	2,472,115	1,304,038	3,776,153	230,786	886,553	410,331	5,303,823	69,904	2,516,463	1,265,029	3,781,492	2,538,016	1,312,216	3,850,232	242,842	881,207	468,769	5,443,050	65,109
<b>C—MILES RUN BY THE COMPANY'S ENGINES—</b>																						
(1) Steam Tender and Tank Engines—																						
Over Lines owned, leased, or worked by the Company.....	2,453,812	1,259,307	3,713,119	2,468,803	1,299,539	3,768,342	228,529	866,551	410,237	5,273,659	—	2,513,156	1,261,466	3,774,622	2,534,709	1,307,834	3,842,543	240,853	861,206	468,628	5,413,230	—
Over other Companies' Lines.....	10,606	5,052	15,658	10,936	5,942	16,878	3,120	21,550	12	41,560	—	10,778	4,963	15,761	11,084	5,800	16,884	3,130	21,555	164	41,733	—
TOTAL.....	2,464,418	1,264,359	3,728,777	2,479,739	1,305,481	3,785,220	231,649	888,101	410,249	5,315,219	—	2,523,934	1,266,449	3,790,383	2,545,793	1,313,634	3,859,427	243,983	882,761	468,792	5,454,963	—
(2) Electric Traction—Trams—																						
Over Lines owned, leased or worked by the Company.....	—	—	—	—	—	—	—	—	—	—	69,904	—	—	—	—	—	—	—	—	—	—	65,109
TOTAL.....	2,464,418	1,264,359	3,728,777	2,479,739	1,305,481	3,785,220	231,649	888,101	410,249	5,315,219	69,904	2,523,934	1,266,449	3,790,383	2,545,793	1,313,634	3,859,427	243,983	882,761	468,792	5,454,963	65,109

## XIII.—Passenger Traffic and Receipts.

Class of Passengers	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System	Year 1915			
					Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
						£	s. d.	
Ordinary—		£	s. d.		£	s. d.		
1st Class .....	129,853	34,325	5 3.44	117,907	117,785	29,089	4 11.28	107,020
2nd Class .....	414,964	42,815	2 0.76	406,713	419,001	42,066	2 0.10	408,899
3rd Class .....	5,753,222	396,228	1 4.53	5,530,464	5,782,693	378,712	1 3.72	5,571,827
Workmen .....	284,176	3,025	2.55	284,176	242,434	2,686	2.66	242,434
<b>TOTAL.....</b>	<b>6,582,215</b>	<b>476,393</b>	<b>1 5.37</b>	<b>6,339,260</b>	<b>6,561,913</b>	<b>452,553</b>	<b>1 4.55</b>	<b>6,330,180</b>
Season—								
1st Class .....	314	3,487	—	314	278	3,003	—	278
2nd Class .....	1,541	12,583	—	1,541	1,433	11,451	—	1,433
3rd Class .....	886	6,446	—	886	803	6,261	—	803
<b>TOTAL.....</b>	<b>2,741</b>	<b>22,516</b>	<b>—</b>	<b>2,741</b>	<b>2,514</b>	<b>20,715</b>	<b>—</b>	<b>2,514</b>

## XIV.—Goods Traffic and Receipts.

	Tonnage	Receipts	Average Receipt per ton	Tonnage originating on the Company's System	Year 1915			
					Tonnage	Receipts	Average Receipts per ton	Tonnage originating on the Company's System
						£	s. d.	
Merchandise .....	Tons	£	s. d.	Tons	Tons	£	s. d.	Tons
Coal, Coke and Patent Fuel .....	1,081,067	447,102	8 3.26	925,034	1,051,231	429,510	8 2.06	893,203
Other Minerals .....	388,976	70,661	3 7.60	366,458	367,286	63,483	3 5.48	344,548
	120,633	20,465	3 4.72	106,193	117,641	19,364	3 3.50	100,762
<b>TOTAL.....</b>	<b>1,590,676</b>	<b>538,228</b>	<b>6 9.21</b>	<b>1,397,685</b>	<b>1,536,158</b>	<b>512,357</b>	<b>6 8.05</b>	<b>1,338,513</b>
	Number			Number originating on the Company's System	Number			Number originating on the Company's System
Live Stock .....	714,386	74,993		550,851	656,600	71,516		499,156

## XV.—(A) Tonnage of the Principal Classes of Minerals and Merchandise carried by Goods Trains.

Originating on the Company's System	Tons	Year 1915	
		Tons	£
Merchandise Traffic—			
Grain .....	349,085	313,120	
Timber, &c. ....	46,164	57,857	
Flax, Tow, &c. ....	61,708	59,609	
Groceries, Bacon, &c. ....	63,105	69,407	
Potatoes .....	73,767	52,067	
Manure .....	41,555	44,570	
Ale and Porter .....	26,028	25,181	
Grass Seed .....	16,059	17,295	
Oil and Tallow .....	20,953	24,249	
Dead Meat and Pigs .....	13,909	16,421	
Coal, Coke and Patent Fuels .....	366,458	344,548	
Other Minerals—			
Stones, Bricks &c. ....	42,643	48,252	
<b>TOTAL.....</b>	<b>1,121,434</b>	<b>1,072,576</b>	

## XV.—(B) Number of Live Stock carried by Goods Trains.

Originating on the Company's System	Number	Year 1915	
		Number	£
Horses .....	23,246	20,029	
Cattle .....	264,591	250,788	
Calves .....	35,462	34,252	
Sheep .....	175,992	151,872	
Pigs .....	47,831	40,347	
Miscellaneous .....	3,729	1,868	
<b>TOTAL.....</b>	<b>550,851</b>	<b>499,156</b>	

## XVI.—Summary of Financial Results Secured in comparison with those of past years.

	1913	1914	1915	1916
Total Expenditure on Capital Account (No. 4) .....	£ 9,624,219	£ 9,713,467	£ 9,814,141	£ 9,846,108
Gross Receipts from Businesses carried on by the Company (No. 8) .....	1,191,286	1,207,872	1,243,212	1,306,952
Revenue Expenditure on ditto (No. 8) .....	748,478	770,276	809,035	896,647
Net Receipts of ditto (No. 8) .....	442,808	437,596	434,177	410,305
Miscellaneous Receipts, Net (No. 8) .....	14,823	14,618	17,300	19,000
Total Net Income (No. 8) .....	457,631	452,214	451,477	429,305
Interest, Rentals and other Fixed Charges (No. 9) .....	144,295	143,679	154,113	144,305
Dividend on Preference Stocks (No. 9) .....	69,959	70,016	70,016	79,967
Balance after payment of Preference Dividends (No. 9) .....	243,377	238,519	227,348	205,033
Dividend and Bonus on Ordinary Stock (No. 9) .....	242,997	222,782	222,788	222,788
Dividend—Rate per cent. ....	5½ %	5½ %	5½ %	5½ %
Bonus do. ....	10/- %	—	—	—
Surplus or Deficit .....	+ 380	+ 15,737	+ 4,560	— 17,755
Brought forward from previous year .....	44,343	44,723	60,460	65,020
Carried forward to subsequent year .....	44,723	60,460	65,020	47,265

J. SHANKS,  
Accountant of the Company.

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works, have, during the past year, been maintained in good Working Condition and Repair.

F. A. CAMPION, *Chief Engineer.*

Dublin, 18th January, 1917.

CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools, have, during the past year, been maintained in good Working Order and Repair.

A. W. DENNISS, *for G. T. GLOVER, Locomotive Engineer.*

Dundalk, 23rd January, 1917.

(SIGNED FOR BOARD OF DIRECTORS)

FANE VERNON,

*Chairman of the Company.*

T. MORRISON.

*Secretary of the Company.*

**AUDITORS' CERTIFICATE.**

We hereby certify that the foregoing Accounts (Nos. 1 to 18) contain a full and true Statement of the Financial condition of this Company, and that the Dividends proposed to be declared on the several Stocks and Shares are *bonâ fide* due thereon, after charging the Revenue of the Year with all expenses which ought, in our judgment, to be paid thereout.

H. LEOPOLD PIM.

MARCUS GOODBODY.

} Auditors.

Examined and approved,

DELOITTE, PLENDER, GRIFFITHS & CO.,

Chartered Accountants.

5, London Wall Buildings,

LONDON, E.C.

Dublin, 31st January, 1917.

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# Great Northern Railway Co. (I.)

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## Report of the Directors

AND

## Statement of Accounts

Year ended 31st December, 1916.

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Notice is hereby given that the next Ordinary Annual General Meeting of the Proprietors of the Great Northern Railway Company (Ireland) will be held at the Company's Terminus, Amiens Street, in the City of Dublin, on Tuesday, the 20th day of February, 1917, at Twelve o'clock, noon, to receive a Report from the Directors and Statement of Accounts for the year ended the 31st December, 1916, for the election of Directors and an Auditor, for the Declaration of Dividends, and for the transaction of the General Business of the Company.

Dated this 31st day of January, 1917.

T. MORRISON,  
Secretary of the Company.

Amiens Street Terminus, Dublin.



THE GRAND CANAL.

REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS,

FOR THE

Six Months ending 30th June, 1916.

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THE GRAND CANAL HOUSE,

JAMES'S STREET HARBOUR, DUBLIN.



The Grand Canal.

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REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS,

FOR THE

Six Months ending 30th JUNE, 1916.

## LIST OF DIRECTORS.

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### Chairman.

THE RIGHT HON<sup>BLE</sup> LAURENCE A. WALDRON, P.C.

### Directors.

FRANK DILLON.

LORD FREDERICK FITZGERALD.

JOHN M'CANN.

MATTHEW J. MINCH, J.P.

WILLIAM M. MURPHY, J.P.

HARRY SAMUEL SANKEY.

## Grand Canal Company.

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NOTICE IS HEREBY GIVEN, that the books for the registration of the ordinary and preference shares of this Company will be closed from the 27th July, 1916, to the 10th August, 1916, both days inclusive.

Copies of the report and statement of accounts for the half-year ending 30th June, 1916, will be distributed to the Shareholders, and ready for delivery on application at the Company's offices, James's Street Harbour, Dublin, on and after Thursday, 10th August, 1916.

By Order,

THOS. DELANEY,  
*Secretary.*

GRAND CANAL HOUSE,  
JAMES'S STREET HARBOUR,  
DUBLIN, 18th July, 1916.

Dividend payable, 1st September, 1916.

# Grand Canal Company.

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## DIRECTORS' REPORT

*For Half-year ending 30th June, 1916.*

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The directors submit herewith the accounts duly audited for the half-year ending 30th June, 1916.

The net revenue account, after payment of debenture interest, shows an available balance of £13,782 18s. 5d.

It is proposed to pay a dividend at the rate of 3 per cent., less income tax, on the preference shares, absorbing £4,994 5s. 0d., and at the rate of 2 per cent., less income tax, on the ordinary shares, absorbing £3,329 10s. 0d., and to write off £1,202 0s. 6d. for depreciation of investments, and that £4,257 2s. 11d. be carried forward to next account.

The receipts from freights and tolls show a decrease of £11,641 2s. 7d., and the total revenue a decrease of £11,354 1s. 7d.

The total expenditure shows a decrease of £5,780 9s. 9d.

The main line leading to the Shannon, Limerick, etc., was closed to traffic for three months by reason of the breach which occurred in the Canal near Edenderry in January last. Just as the traffic was resumed, the Sinn Féin Rebellion broke out, which caused an almost total cessation of our carrying trade. The losses due to these two causes cannot have cost the Company less than £11,000 in traffic receipts

The actual cost of making good the Edenderry breach has been ascertained at £6,475 11s. 4d., and has been provided for from the Accident and Contingency Fund.

LAU<sup>CE</sup>. A. WALDRON,

*Chairman.*

GRAND CANAL HOUSE,

DUBLIN, 27th July, 1916.

## ENGINEER'S CERTIFICATE.

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DUBLIN, 3rd August, 1916.

GENTLEMEN,

I have examined the canal, supplies, steamers, and plant, and find they have been maintained in good working condition during the past half year.

In my last report, I gave particulars of the breach near Edenderry. Notwithstanding very trying weather, the repair was carried out and traffic resumed early in April

There is no special new work proposed for the coming half year, to which special attention should be drawn.

H. WAYTE, M.I.C.E.I., A.M.I.M.E.,

*Engineer.*

To the Directors of the Grand Canal Co.

# GRAND CANAL COMPANY.

HALF-YEAR ENDING 30TH JUNE, 1916.

NO. 1.—STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY.

Acts of Parliament	Capital Authorized				Capital Created				Balance Unissued						
	Stock and Shares		Loans		Total		Shares		Loans		Total		Stock	Loans	Total
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.			
Ordinary Shares ...	332,950	0	0	—	—	332,950	0	0	332,950	0	0	—	—	—	£
Preference do. ...	332,950	0	0	—	—	332,950	0	0	332,950	0	0	—	—	—	—
Preference Stock ...	100,000	0	0	—	—	100,000	0	0	36,600	0	0	63,400	—	—	63,400
Grand Canal Act, 1894	765,900	0	0	—	—	765,900	0	0	702,500	0	0	63,400	—	—	63,400

∞

NO. 2.—STATEMENT OF STOCK CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

Description	Amount of Shares			Amount Received	Calls In Arrear	Amount Uncalled	Amount Cancelled
	£	s.	d.				
Preference and Ordinary Shares issued pursuant to the Grand Canal Act, 1894 ...	665,900	0	0	665,900	0	0	—
... ..	665,900	0	0	665,900	0	0	—







No. 8.—NET REVENUE ACCOUNT.

Dr.

Cr.

Half-year ending 30th June, 1915.	Half-year ending 30th June, 1916.	Half-year ending 30th June, 1915.	Half-year ending 30th June, 1916.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
To Interest on Debenture Stock, (36,600 at 3 per cent. per annum, less Income Tax) - - -	549 0 0	5,114 1 6	By Balance from last Half-year's Account - - -
„ Balance available for Dividend -	13,782 18 5	11,138 8 8	„ Balance Revenue Account No. 7
	<u>14,331 18 5</u>	<u>16,252 10 2</u>	
15,760 13 11			8,767 1 7
16,252 10 2			<u>5,564 16 10</u>
			<u>14,331 18 5</u>

No. 9.—PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

Half year ending 30th June, 1915.	Half-year ending 30th June, 1916.
£ s. d.	£ s. d.
15,260 13 11	12,580 17 11
Available for Dividend, as per Account No. 8	£13,782 18 5
Less Depreciation of Investments - - -	1,202 0 6
Dividend on Preference Shares, £32,950, at £3 per cent. per annum - - -	£4,994 5 0
„ Ordinary Shares, £32,950, at £2 „ „ - - -	3,329 10 0
	<u>8,323 15 0</u>
10,439 7 5	8,323 15 0
4,821 6 6	<u>4,257 2 11</u>
	Balance to next Half-year - - -

A. REPAIRS, LABOURERS' WAGES, AND MAINTENANCE OF LINE.			B. LOCK-KEEPERS' WAGES.		
Half-year ending 30th June, 1915	£	s. d.	Half-year ending 30th June, 1915	£	s. d.
Repairs of Banks and Trackways—Circular and Main Lines—Dublin to Lowlown	107	9 10	Lock-Keepers on Circular Line ... Main Line	126	12 4
Barrow Line	19	12 6	" " Barrow Line and Mountmellick Canal	332	16 5
Shannon Line—Lowlown to River Shannon	304	12 11	" " Shannon Line and Ballinasloe Canal	195	4 0
Kilbeggan Canal	—	—	" " Kildare Canal (Naas and Corbally)	326	17 7
Ballinasloe Canal	—	—	" " Barrow River	33	18 0
Mountmellick Canal	—	—	" " Drawbridge-Keepers at Monasterevan and Portarlington	156	7 10
Repairs and Strengthening Embankments	99	10 4		14	16 10
Cleansing and Care of Supplies	173	13 9		1,188	3 0
Cleansing Boundary Drains	122	2 1			
Dredging and Weed Cutting	637	2 9			
Repairs of Company's Working Boats	127	16 11			
" " and Renewals of Lock Gates	830	15 1			
" " of Bridges	96	5 7			
" " Locks, Tunnels, Harbours, Jetties, Overfalls and Quays	814	2 11			
" " Houses, Stores, Stables, Messenger and Yard Clerk	648	3 1			
Conveyance of Stores and Workmen	30	14 1			
Turpikes, Care of	23	2 5			
Repairs, Salaries and Wages—Docks, Ringsend	3	0 0			
	204	14 5			
<b>4,242 16 8</b>					
C. SALARIES AND ALLOWANCES.			D. LOCK-KEEPERS' WAGES.		
Half-year ending 30th June, 1915	£	s. d.	Half-year ending 30th June, 1915	£	s. d.
Directors' Fees	250	0 0	Lock-Keepers on Circular Line ... Main Line	126	12 4
Auditors' Fees	25	0 0	" " Barrow Line and Mountmellick Canal	332	16 5
Officers' Salaries	1,239	13 6	" " Shannon Line and Ballinasloe Canal	195	4 0
Directors' and Officers' Travelling Expenses	100	16 1	" " Kildare Canal (Naas and Corbally)	326	17 7
Pensions to Officers and Agents Incidental	171	7 0	" " Barrow River	33	18 0
			" " Drawbridge-Keepers at Monasterevan and Portarlington	156	7 10
<b>1,786 16 7</b>				14	16 10
				1,188	3 0

## ABSTRACTS D, E, AND F.

D. RENT, TAXES, AND MISCELLANEOUS.			F. CARRYING TRADE ACCOUNT.		
Half-year ending 30th June, 1915	Half-year ending 30th June, 1916		Half-year ending 30th June, 1915	Half-year ending 30th June, 1916	
£ s. d.	£ s. d.		£ s. d.	£ s. d.	
1,699 0 8	...	Income Tax	2,976 10 10	2,897 1 0	Haulage of Boats by Horses
147 2 11	...	Rents Paid	5,471 2 0	4,732 8 8	Motor Boats
1,466 6 9	...	Taxes	139 4 1	—	Towing and Cargo Steamers
32 0 9	...	Printing and Stationery	583 6 10	211 0 7	Shannon Steamers
10 8 0	...	Advertising	2,371 14 5	1,950 2 6	Wages of Crews of Boats
185 16 10	...	Incidentals	289 16 4	692 1 4	Repairs of Boats
31 12 1	...	Postage and Receipt Stamps, portion of	1,022 5 10	289 9 2	Hire of Boats Chartered by the Co. Agency and Labourage—Dublin, and all Stations
3,572 8 0	1,880 10 7		3,728 19 5	3,311 14 6	Shannon Tolls
			1,083 1 2	569 14 11	Compensation for Losses
			72 9 8	51 16 1	Postage and Receipt Stamps - portion of
			145 6 9	115 4 1	Books, Stationery, and Advertising
			104 12 4	108 10 11	Car-hire and Travelling
			32 5 3	27 19 9	Insurance
			163 16 5	73 19 0	Gas at James's Street Harbour
			102 7 3	98 15 9	Incidentals
			631 0 7	697 2 9	Stores Supplied to Boats
			782 9 5	580 13 2	
			19,700 8 7	16,407 14 2	
E. SUNDRIES.					
Half-year ending 30th June, 1915	Half-year ending 30th June, 1916		Half-year ending 30th June, 1915	Half-year ending 30th June, 1916	
£ s. d.	£ s. d.		£ s. d.	£ s. d.	
157 13 1	170 4 2	Parliamentary and Law Expenses...	145 6 9	115 4 1	
164 16 11	143 10 7	National Insurance Act	104 12 4	108 10 11	
280 5 11	250 0 0	Compensation to Workmen	32 5 3	27 19 9	
250 0 0	600 0 0	New Boat (on account)	163 16 5	73 19 0	
375 0 0	...	New Water Meter, balance of	102 7 3	98 15 9	
1,227 15 11	1,163 14 9		631 0 7	697 2 9	



## No. 14.—MILEAGE STATEMENT.

GRAND CANAL COMPANY'S LINES.	Miles
Circular and Main Lines—Ringsend Docks, Dublin to Lowtown	29 $\frac{3}{4}$
Barrow Line—Lowtown to River Barrow - - -	28 $\frac{1}{2}$
Do. Athy to Waterford - - - - -	72
Shannon Line—Lowtown to River Shannon - - -	53 $\frac{1}{2}$
Kilbeggan Canal - - - - -	8 $\frac{1}{4}$
Ballinasloe Canal - - - - -	14
Mountmellick Canal - - - - -	11 $\frac{1}{2}$
Kildare Canal (Naas and Corbally) - - - - -	7 $\frac{1}{4}$
Blackwood Canal - - - - -	4
Miltown Canal - - - - -	6 $\frac{1}{2}$
Edenderry Canal - - - - -	1
Lateral Canal (Lowtown) - - - - -	1 $\frac{1}{2}$
	237 $\frac{3}{4}$
OTHER NAVIGATIONS TRADED OVER :—	
Shannon Navigation—Carrick to Limerick - - -	123
	360 $\frac{3}{4}$ miles.

LAUCÉ A WALDRON,

*Chairman.*

JOHN A. CAMPION,

*Accountant.*

We have examined the foregoing accounts of the Grand Canal Co. for the half year ending the 30th June, 1916, with the books and vouchers, and found same correct.

EDWARD KEVANS,

Chartered Accountant,  
(Kevans & Sons),

THOMAS GEOGHEGAN,

Chartered Accountant,

} *Auditors.*

7th August, 1916.





# THE GRAND CANAL.



## REPORT OF THE DIRECTORS

AND

## STATEMENT OF ACCOUNTS,

FOR THE

Six Months ending 31st December, 1916,

TO BE

SUBMITTED TO THE PROPRIETORS

AT THE

ANNUAL GENERAL MEETING,

TO BE HELD AT

THE GRAND CANAL HOUSE,

JAMES'S STREET HARBOUR, DUBLIN,

AT THREE O'CLOCK P.M.

*On Thursday, 15th February, 1917.*



The Grand Canal.

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REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS,

FOR THE

Six Months ending 31st DECEMBER, 1916.

## LIST OF DIRECTORS.

---

### Chairman.

THE RIGHT HON<sup>BLE</sup> LAURENCE A. WALDRON, P.C.

### Deputy Chairman.

MATTHEW J. MINCH, J.P.

### Directors.

FRANK DILLON.

LORD FREDERICK FITZGERALD.

JOHN M'CANN.

WILLIAM M. MURPHY, J.P.

HARRY SAMUEL SANKEY.

## Grand Canal Company.

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NOTICE IS HEREBY GIVEN, that the ANNUAL GENERAL MEETING OF THE SHAREHOLDERS will be held at GRAND CANAL HOUSE, JAMES'S STREET HARBOUR, DUBLIN, on THURSDAY, 15th FEBRUARY, 1917, at three o'clock, p.m., for the purpose of receiving a statement of the accounts of the company for the half-year ending 31st December last, and the auditors' report thereon, together with the report of the directors, to declare a dividend, to elect seven directors, and also to elect an auditor.

The books for the transfer of shares will be closed from the 1st February to the 15th February, 1917, both days inclusive.

By Order,

THOS. DELANEY,

*Secretary.*

GRAND CANAL HOUSE,

JAMES'S STREET HARBOUR,

DUBLIN, 22nd *January*, 1917.

The Annual General Meeting, 15th February, 1917.

Dividend payable, 1st March, 1917.

The transfer books will be closed on and after  
Thursday, 1st February, until after day of meeting.

# Grand Canal Company.

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## DIRECTORS' REPORT

*For Half-year ending 31st December, 1916.*

---

The directors submit herewith the accounts duly audited for the half-year ending 31st December, 1916.

The net revenue account, after payment of debenture interest, shows an available balance of £12,418 10s. 3d.

It is proposed to recommend the payment of a dividend at the rate of 3 per cent., less income tax, on the preference shares, absorbing £4,994 5s. 0d., and at the rate of 2 per cent., less income tax, on the ordinary shares, absorbing £3,329 10s. 0d., and that £4,094 15s. 3d. be carried forward to next account.

The gross receipts from freights and tolls show a decrease of £1,817 5s. 2d., compared with the corresponding period of last year. The expenditure shows a decrease of £1,020 5s. 6d.

LAU<sup>CE</sup>. A. WALDRON,  
*Chairman.*

GRAND CANAL HOUSE,

DUBLIN, 25th January, 1917.

## ENGINEER'S CERTIFICATE.

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DUBLIN, 1st February, 1917.

GENTLEMEN,

I have examined the canal, supplies, steamers, and plant, and find they have been maintained in good working condition during the past half year.

There is no special new work proposed for the coming half year, to which special attention should be drawn.

H. WAYTE, M.I.C.E.I., A.M.I.M.E.,

*Engineer.*

To the Directors of the Grand Canal Co.

# GRAND CANAL COMPANY.

HALF-YEAR ENDING 31st DECEMBER, 1916.

## NO. 1.—STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY.

Acts of Parliament	Capital Authorized			Capital Created			Balance Unissued		
	Stock and Shares	Loans	Total	Shares	Loans	Total	Stock	Loans	Total
	£ s. d.	£	£ s. d.	£ s. d.	£	£ s. d.	£	£	£
Ordinary Shares ...	332,950 0 0	—	332,950 0 0	332,950 0 0	—	332,950 0 0	—	—	—
Preference do. ...	332,950 0 0	—	332,950 0 0	332,950 0 0	—	332,950 0 0	—	—	—
Debenture Stock ...	100,000 0 0	—	100,000 0 0	36,600 0 0	—	36,600 0 0	63,400	—	63,400
Grand Canal Act, 1894	765,900 0 0	—	765,900 0 0	702,500 0 0	—	702,500 0 0	63,400	—	63,400

00

## NO. 2.—STATEMENT OF STOCK CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

Description	Amount of Shares		Amount Received		Calls In Arrear		Amount Uncalled		Amount Cancelled	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Preference and Ordinary Shares issued pursuant to the Grand Canal Act, 1894 ...	665,900	0 0	665,900	0 0	—	—	—	—	—	—
...	665,900	0 0	665,900	0 0	—	—	—	—	—	—





Half-year ending 31st Dec., 1916.	EXPENDITURE.		Half-year ending 31st Dec., 1916.	RECEIPTS.		Half-year ending 31st Dec., 1916.
£ s. d.	£	s. d.	£	s. d.	£	s. d.
4,272 15 4	To Maintenance of Way, Works, and Stations—See Abstract <b>A</b>	5,394 1 6	30,156 9 9	By Freights and Tonnage	29,054 5 11	4 5 11
1,208 2 9	" Lock-keepers' Wages—See Abstract <b>B</b>	1,181 10 11	4,055 0 8	" Tolls	3,339 13 4	54 6 7
1,898 8 11	" Salaries and Allowances—See Abstract <b>C</b>	1,790 13 4	3,806 3 10	" Dockage and Wharfage	3,677 12 9	
2,269 13 0	" Rents, Taxes, and Miscellaneous—See Abstract <b>D</b>	2,143 10 2	1,204 12 5	" Rents		
1,283 14 4	" Law Costs and Sundries—See Abstract <b>E</b>	1,461 17 1	1,168 5 11	" Ringsend Floating and Graving Docks, Dues and Wharfage	1,497 15 1	
18,077 8 1	" Carrying Trade Account—See Abstract <b>F</b>	18,058 14 11	4 15 0	" Dublin Corporation Water Rent	1,008 18 5	
11,569 18 10	" Balance carried to Net Revenue Account	8,710 7 4	61 11 5	" Transfer Fees	4 2 6	
			58 9 3	" Old Stores and Sundries sold	104 0 8	
				" Interest on Deposit Account		
40,580 1 3		38,740 15 3	40,580 1 3		38,740 15 3	

The above account contains the entire receipts and expenditure of the concern, from 1st July to 31st December, 1916, and has been examined by the directors, as required by the Companies Act; they certify that out of the general surplus of receipts over expenditure, a dividend may be made to the extent of £3 per cent. per annum on the preference shares, and £2 per cent. per annum on the ordinary shares of the company.

LAUCH. A. WALDRON,  
Chairman.

Dr.

## No. 8.—NET REVENUE ACCOUNT.

Cr.

Half-year ending 31st Dec., 1915.	Half-year ending 31st Dec., 1916.	Half-year ending 31st Dec., 1915.	Half-year ending 31st Dec., 1916.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
549 0 0	549 0 0	4,821 6 6	4,257 2 11
To Interest on Debenture Stock, (36,600 at 3 per cent. per annum)			By Balance from last Half-year's Account -
15,842 5 4	12,418 10 3	11,569 18 10	" Balance Revenue Account No. 7
	12,967 10 3	16,391 5 4	
16,391 5 4			12,967 10 3

## No. 9—PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

Half year ending 31st Dec., 1915.	Half year ending 31st Dec., 1916.
£ s. d.	£ s. d.
15,842 5 4	12,418 10 3
Available for Dividend, as per Account No. 8	-
Dividend on Preference Shares, £32,950, at £3 per cent. per annum	£4,994 5 0
" Ordinary Shares, £32,950, at £2 "	3,329 10 0
7,075 3 9	8,323 15 0
8,767 1 7	4,094 15 3
	Balance to next Half-year -





	£	s.	d.		£	s.	d.
Unclaimed Dividends - - - - -	347	15	0	Capital Account, Balance at Debit thereof, as per Account No. 4 - - - - -	18,162	3	8
Net Revenue Account, Balance to Credit thereof as per Account No. 8 - - - - -	12,418	10	3	Baggot-street Houses - - - - -	2,924	9	11
Sundry Outstanding Accounts - - - - -	6,100	7	4	Cash at Bank - - - - -	2,818	11	6
Reserve Funds, No. 1 - - - - -	16,851	12	4	Do. on Loan at Call - - - - -	4,500	0	0
Do. No. 2, Baggot-street Houses - - - - -	2,924	9	11	Outstanding Rents - - - - -	3,322	8	9
Accident Insurance and Contingency Fund, No. 1	3,837	3	5	Do. Freights - - - - -	5,193	6	7
Do. do. No. 2	506	5	5	Do. Tolls, &c. - - - - -	410	16	2
New Boats (Reserve on Account) - - - - -	1,850	0	0	Do. Dublin Corporation Water Rent - - - - -	515	13	6
Suspense Account - - - - -	113	1	1	Do. For Repairs of Traders' Boats - - - - -	376	9	10
Stores (Reserve on Account) - - - - -	500	0	0	Stores, on hands - - - - -	4,477	11	10
				Coal do. - - - - -	81	3	0
				Forage do. - - - - -	156	15	9
				Horsing Establishment (Horses 56) - - - - -	559	14	3
				Accident Insurance and Contingency Fund Investments—			
				£1,500, India 3% Stock - - - - -	1,950	0	0
				£1,500, do. 3½% " - - - - -			
				As Market Price 30th June, 1916.			
	45,449	4	9		45,449	4	9

## No. 14.—MILEAGE STATEMENT.

GRAND CANAL COMPANY'S LINES.	Miles
Circular and Main Lines—Ringsend Docks, Dublin to Lowtown	29 $\frac{3}{4}$
Barrow Line—Lowtown to River Barrow - - -	28 $\frac{1}{2}$
Do. Athy to Waterford - - - - -	72
Shannon Line—Lowtown to River Shannon - - -	53 $\frac{1}{2}$
Kilbeggan Canal - - - - -	8 $\frac{1}{4}$
Ballinasloe Canal - - - - -	14
Mountmellick Canal - - - - -	11 $\frac{1}{2}$
Kildare Canal (Naas and Corbally) - - - - -	7 $\frac{1}{4}$
Blackwood Canal - - - - -	4
Miltown Canal - - - - -	6 $\frac{1}{2}$
Edenderry Canal - - - - -	1
Lateral Canal (Lowtown) - - - - -	1 $\frac{1}{2}$
	237 $\frac{3}{4}$
OTHER NAVIGATIONS TRADED OVER:—	
Shannon Navigation—Carrick to Limerick - - -	123
	360 $\frac{3}{4}$ miles.

LAUCE A WALDRON,

*Chairman.*

JOHN A. CAMPION,

*Accountant.*

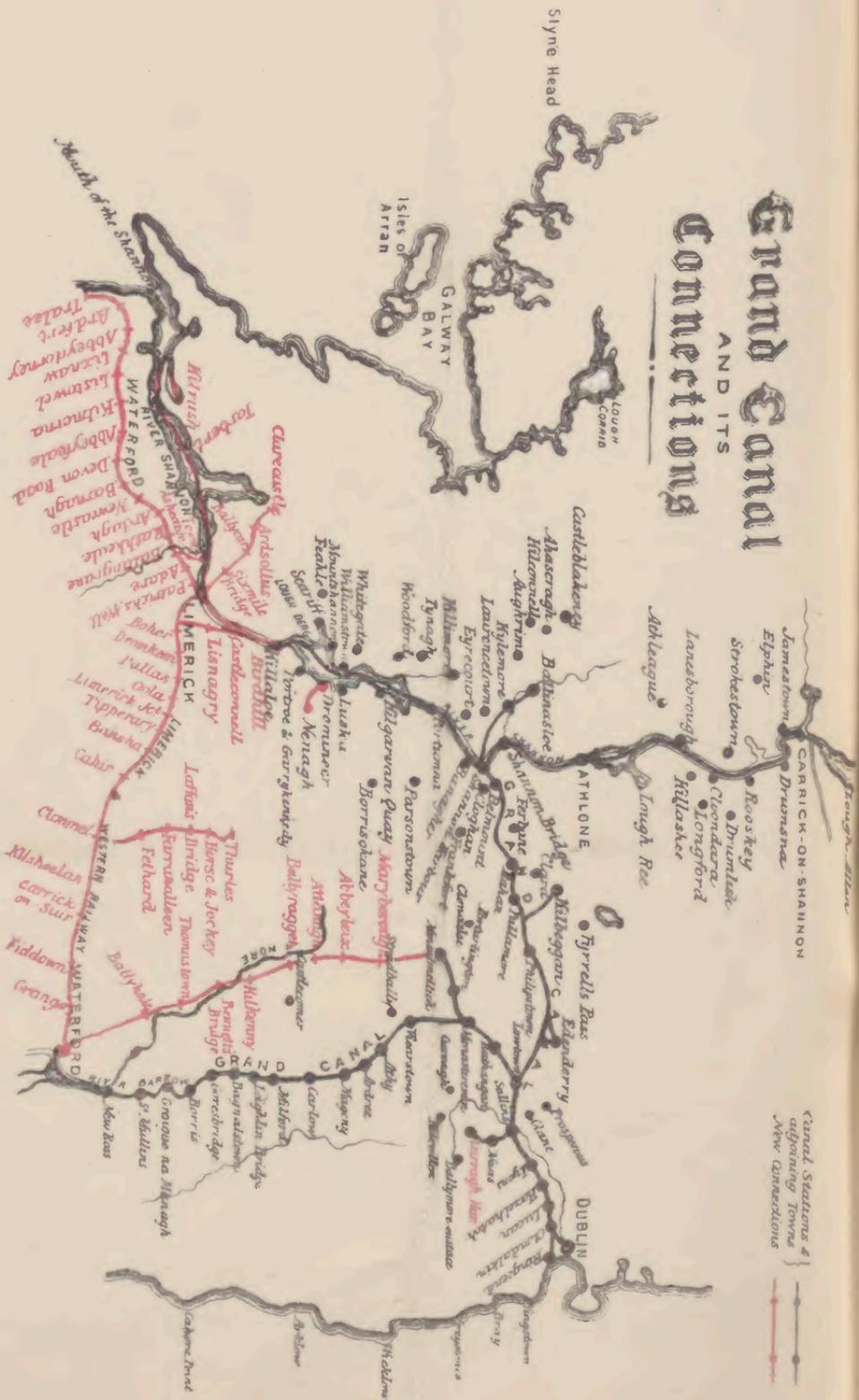
We have examined the foregoing accounts of the Grand Canal Co. for the half-year ending the 31st December, 1916, with the books and vouchers, and found same correct.

EDWARD KEVANS, Chartered Accountant, (Kevans & Sons),	} <i>Auditors.</i>
THOMAS GEOGHEGAN, Chartered Accountant,	

5th February, 1917.



# Grand Canal AND ITS Connections



# LONDONDERRY AND LOUGH SWILLY RAILWAY COMPANY.

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## REPORT OF THE DIRECTORS

— AND —

### *Statement of Financial Accounts and Statistical Returns*

— FOR —

YEAR ENDED 31st DECEMBER, 1916.

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#### DIRECTORS.

\* 1. SIR JOHN M'FARLAND, BART., CHAIRMAN, Aberfoyle, Londonderry.

† 2. MAJOR HENRY J. M'CORKELL, D L., Glengallaugh, Derry.

† 3. EDWARD DOHERTY, Esq., Glen House, Clonmany.

† 4. JOHN BREWSTER, Esq., St. Mura's, Fahan.

† 5. I. J. TREW COLQUHOUN, Esq., Rockfort, Buncrana.

† Retire February, 1917.  
" " 1918.  
" " 1919.

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#### DIRECTORS' REPORT.

Your Directors beg to submit herewith the Accounts for Year ended 31st December, 1916.

The Receipts from all sources show an increase of £863 9s 10d, and the Working Expenses an increase of £5,737 0s 3d, when compared with the corresponding period of 1915.

The customary reports from the officers in charge of the Permanent Way and Rolling Stock are attached.

After paying Working Expenses, Interest on Mortgages and Debenture Stock, and other charges, and placing £1,000 to Reserve Fund and £3,000 to General Renewal Fund, a sum of £12,621 16s 3d remains available for Dividends.

From this balance the Directors recommend the usual Dividend of Five per Cent. on the Preference Stock, and Seven per Cent. on the Ordinary Stock, which, after deducting the interim Dividend paid for the Half-year ended 30th June, leaves £6,217 9s 3d to be carried forward to next Year's Account.

In pursuance of an Order in Council made on the 22nd December, 1916, under the provisions of the Regulation of the Forces Act, 1871, the control of the Irish Railways was taken over by the Government as from Midnight on the 31st December, 1916, for which purpose an Executive Committee was appointed, composed of General Managers of certain Companies, with the Under Secretary for Ireland as Chairman.

Negotiations as to compensation to be paid by the Government are at present proceeding between the Board of Trade and the Irish Railway Executive Committee.

EDWARD DOHERTY, Esq., Director, retires by rotation, but offers himself for re-election, being duly qualified.

The retiring Auditor is Mr. ROBERT GRAHAM, who is eligible, and offers himself for re-election.

(By Order,)

JOHN M'FARLAND, *Chairman.*

H. HUNT, *Secretary.*

SECRETARY'S OFFICE,  
PENNYBURN,

LONDONDERRY, 8th February, 1917.

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No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Dr.

Cr.

To Expenditure.	Amount Expended to 31st December, 1916.	Amount Expended during Year, as per No. 5.	Total.	By Receipts.	Amount Received to 31st December, 1916.	Amount paid off during Year.	Total.
	£ s d	£ s d	£ s d		£ s d	£ s d	£ s d
On Lines open for Traffic	117,416 0 4	117,416 0 4	117,416 0 4	Shares and Stock, per Account No. 2	110,944 10 0		110,944 10 0
Working Stock	49,456 5 6	49,456 5 6	49,456 5 6	Loans, per Account No. 3	10,548 0 0		10,548 0 0
				Debenture Stock, per Account No. 3	24,150 0 0		24,150 0 0
				Premium on Shares and Stock	£509 19 0		
				Do. Debenture Stock	3 2 6		
				Total Receipts	146,155 11 6		146,155 11 6
				By Balance			20,716 14 4
Total Expenditure	166,872 5 10	166,872 5 10	166,872 5 10	Total,			166,872 5 10

## No. 4 (a)— SUBSCRIPTIONS TO OTHER COMPANIES.

(Not applicable to this Company.)

## No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1916.

	Land and Compensation.			Construction of Way and Stations, Engineering, &c.			Law Charges and Parliamentary Expenses.			TOTAL.		
	£	s	d	£	s	d	£	s	d	£	s	d
<i>NIL.</i>												

## No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

£		ESTIMATED FURTHER EXPENDITURE.		
		During the Year ending 31st December, 1916.	Subsequently until Completion.	TOTAL.
		£	£	£
NOT DETERMINED.				

## No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	£	s	d	£	s	d
Share and Loan Capital authorised but not yet created (as per Statement No. 1 (a))	25,000	0	0			
Share Capital created but not yet received (as per Statement No. 2)—						
Calls in Arrear	2,520	10	0			
Amount Unissued	31,535	0	0			
Loan Capital created but not yet available (as per Statement No. 3)	9,687	0	0			
					68,742	10 0
Deduct Balance at Debit (as per Capital Account No. 4)					20,716	14 4
Total					£48,025	15 8



To Expenditure.	Year		Percentage of Traffic Receipts.		Year	By Gross Receipts.		Percentage of Traffic Receipts.	
	1915.	1916.	1915.	1916.		1915.	1916.	1915.	1916.
<i>See Abstracts</i>									
A—Maintenance and Renewal of Way and Works	£ 4,020 0 6	£ 5,490	8·04	11·28					
B—Maintenance and Renewal of Rolling Stock—									
(1) Locomotives	£ 3,728 11 8	1,482	7·46	3·04	1,088 18 3	922			
(2) Carriages	£ 705 0 9	706	1·41	1·45	1,865 18 10	1,870			
(3) Wagons	£ 570 0 8	598	1·14	1·23	19,332 0 8	19,073			
C—Locomotive Running Expenses	£ 5,003 13 1	2,786	10·01	5·72	22,286 17 9	21,865			
D—Traffic Expenses	£ 8,319 11 6	9,421	25·74	19·34	692 6 6	727			
E—General Charges	£ 21,192 11 2	17,209	42·38	35·33	22,979 4 3	22,592			
Law Charges	£ 1,418 14 11	1,593	2·84	3·27	588 9 3	753			
Parliamentary Expenses	£ 768	768	...	1·57	...	3,057			
Compensation (Accidents and Losses)—	£ 59 18 9	...	...	...	...	2,970			
Passengers	£ 11 12 2	...	...	...	...	6,027			
Workmen	£ 241 12 10	...	...	...	...	330			
Damage and Loss of Goods, Property, etc.	£ 313 3 9	159	...	...	...	5,697			
Rates and Taxes	£ 2,535 6 9	769	5·07	1·58	5,807 13 9	29,042			59·63
Payments under National Insurance Act, 1911—	£ 173 15 6	187	...	...	...	18,630			
Health	£ 11 12 9	9	...	...	...	1,639			
Unemployment	£ 185 8 3	196	...	...	...	16,991			
H—Mileage, Demurrage, &c.—Balance, Dr.	£ 51 18 7	14	...	...	...	1,519			
Total Expenditure	£ 34,720 17 6	28,984	69·43	59·51	20,629 2 1	19,659			41·25
Net Receipts	£ 15,411 9 2	19,959	...	...	50,004 9 4	48,701			100·00
	£ 50,132 6 2	48,943	...	...	127 16 10	242			...
	£ 50,132 6 2	48,943	...	...	50,132 6 2	48,943			100·00

ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

	£	s	d	£	s	d	Year 1915 £
Superintendence—							
Salaries ...	211	17	6				232
Office Expenses, etc. ...	21	10	9				17
Maintenance of Roads, Bridges, and Works—				233	8	3	249
Earthworks ...	32	3	4				16
Bridges, Tunnels, Culverts, Retaining Walls, and Other Works	186	6	0				173
Roads and Fences ...	172	15	11				250
Maintenance of Permanent Way:—				391	5	3	439
Renewal of Running Lines—							
Wages ...							
Materials ...							
Engine Power and Wagon Repairs ...							
Repair of Running Lines and Sidings—							
Wages ...	2,826	4	0				3,286
Materials, less old Materials Sold ...	246	1	4				559
Engine Power and Wagon Repairs ...							
Maintenance of Signalling ...				3,072	5	4	3,845
Maintenance of Telegraph ...				8	17	4	143
Maintenance of Stations and Buildings—				109	3	10	80
Stations, Depots, and Offices ...	167	17	6				652
Engine Sheds ...	6	18	4				3
Carriage Sheds ...							1
Locomotive Workshops ...							4
Carriage and Wagon Workshops ...							1
Other Buildings ...	30	4	8				73
				205	0	6	734
Total ...				4,020	0	6	5,490

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1)—LOCOMOTIVES.

	£	s	d	£	s	d	Year 1915 £
Superintendence—							
Salaries ...	147	16	6				149
Office Expenses ...	14	15	1				15
Complete Renewals ...				162	11	7	164
Repairs and Partial Renewals—							
Wages ...	1,345	1	10				844
Materials ...	1,880	9	4				906
Less—Scrap sold							1,750
							693 Cr.
Purchase of New Locomotives ...				3,225	11	2	1,057
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant				340	8	11	261
Other Expenses ...							
Total ...				3,728	11	8	1,482

(2)—CARRIAGES.

	£	s	d	£	s	d	Year 1915 £
Superintendence—							
Salaries ...	70	14	0				64
Office Expenses ...	7	4	10				7
Complete Renewals—				77	18	10	71
Wages ...							
Materials ...							
Repairs and Partial Renewals—							
Wages ...	380	18	0				387
Materials ...	214	19	2				225
Purchase of New Carriages						595	17
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant				31	4	9	23
Other Expenses ...							
Total ...				705	0	9	706

(3)—WAGONS.

	£	s	d	£	s	d	Year 1915 £
Superintendence—							
Salaries ...	70	15	1				64
Office Expenses ...	7	4	10				8
Complete Renewals—				77	19	11	72
Wages ...							
Materials ...							
Repairs and Partial Renewals—							
Wages ...	305	12	0				310
Materials ...	155	3	10				193
Purchase of New Wagons ...				460	15	10	503
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant				31	4	11	23
Other Expenses ...							
Total ...				570	0	8	598

## ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	£	s	d	£	s	d	Year 1915
Superintendence—							
Salaries ...	147	17	7				£149
Office Expenses ...							..
				147	17	7	149
Steam Train Working—							
Wages connected with the running of Locomotive Engines ...	1,802	7	2				1,730
Fuel ...	10,309	2	10				7,096
Water ...	197	19	4				104
Lubricants ...	217	15	1				162
Other Stores, including Clothing ...	196	0	11				180
Miscellaneous ...	1	16	9				...
				12,725	2	1	9,272
Total ...				12,872	19	8	9,421

## ABSTRACT D.—TRAFFIC EXPENSES.

	£	s	d	£	s	d	Year 1915
Salaries and Wages—							
Superintendence ...	466	16	8				£419
Station Masters and Clks. ...	2,678	16	6				2,613
Signalmen ...	136	13	5				132
Ticket Collectors, Porters, etc. ...	2,299	14	7				2,132
Guards ...	775	9	4				719
				6,357	10	6	6,015
Fuel, Lighting, Water and General Stores	429	10	4				442
Clothing ...	95	12	4				101
Printing, Advertising, Stationery, Stamps, and Tickets ...	482	4	10				483
Wagon Covers, etc. ...	196	1	1				112
Cleansing, Lubricating and Lighting of Vehicles ...	401	11	4				317
Shunting ...	169	5	1				167
Railway Clearing House Expenses ...	111	14	0				93
Miscellaneous Expenses ...	76	2	0				58
Total ...				8,319	11	6	7,788

## ABSTRACT E.—GENERAL CHARGES.

	£	s	d	Year 1915
Directors' Fees voted by Shareholders ...	350	0	0	£350
Board of Trade Arbitrators (fees and expenses) ...				...
Auditors and Public Accountants (fees, clerkage and expenses) ...	18	12	0	21
Salaries of Secretary, General Manager, Accountant and Clerks ...	852	18	7	730
Office Expenses, ditto, ditto ...	109	12	8	96
Rating Expenses ...				64
Fire Insurance ...	58	7	0	58
Subscriptions and Donations ...	6	11	6	260
Miscellaneous Expenses ...	22	13	2	14
Total ...	1,418	14	11	1,593

## ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

	£	s	d	Year 1915
Salaries and Wages ...				£
Rent, Rates, and Taxes ...				...
Maintenance of Horses ...				...
Maintenance of Horse Vehicles ...				...
Amounts paid for Hired Cartage ...	1,890	5	7	1,970
Miscellaneous ...				...
	1,890	5	7	1,970
Amount charged to Passenger Train Traffic ...	266	17	5	331
Amount charged to Goods Traffic ...	1,623	8	2	1,639

## ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

(Not applicable to this Company.)

## ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

	1916.			1915.		
	Receipts.	Expenditure.	Balance (Debit).	Receipts.	Expenditure.	Balance (Debit).
	£	s	d	£	£	£
Mileage and Demurrage—						
Passenger Train Vehicles ...	0	0	10	4	1	3
Goods Train Vehicles ...	15	5	5	9	26	17
Hire of—						
Passenger Train Vehicles ...	...	...	...	...	...	...
Goods Train Vehicles ...	...	...	...	...	...	...
Total ...	15	6	3	13	27	14

## ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

(Not applicable to this Company.)

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

(Not applicable to this Company.)

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

(Not applicable to this Company.)

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

(Not applicable to this Company.)

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES.

(Not applicable to this Company.)

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

(Not applicable to this Company.)

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

(Not applicable to this Company.)

No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

(Not applicable to this Company.)

Dr.

No. 18.—GENERAL BALANCE SHEET.

Cr.

	£	s	d	Year 1915		£	s	d	Year 1915
To Bankers ... ..				£	By Capital Account, Balance at debit thereof, as per Account No. 4 ...	20,716	14	4	20,717
Amounts due to other Companies ...	3,116	9	0	2,964	Cash at Bankers—Current Account ...	79	19	1	1,546
Do. Railway Clearing Houses ...	1,098	7	1	948	Do. on Deposit ...	2,089	5	0	1,089
Sundry Outstanding Accounts ...	9,367	9	4	6,853	General Stores—Stock of Materials on hand ...	3,948	2	4	1,951
Fire Insurance Fund ...	420	0	0	380	Traffic Accounts due to the Company	2,513	19	1	2,721
General Renewal Fund ...	15,508	8	11	12,508	Sundry Outstanding Accounts ...	7,762	5	10	7,851
Reserve Fund ...	14,500	0	0	13,500	Funds Invested ...	13,176	7	9	13,506
Balance available for Dividend, &c., as per Account No. 9—					” ” War Loan ...	3,000	0	0	...
Dividends ... £12,621 16 3					Amounts due by other Companies	143	13	8	...
Less Interim Dividends paid as per Account No. 9	3,202	3	6						
	9,419	12	9	12,228					
	53,430	7	1	49,381		53,430	7	1	49,381

## PART II.

**STATISTICAL RETURNS.**

## I.—MILEAGE OF LINES.

## (A.)—MILEAGE OF LINES OPEN FOR TRAFFIC.

	RUNNING LINES.						Sidings reduced to Single Track.	Total of Single Track, including Sidings.	Year 1915.
	Length of Road First Track.	Second Track.	Third Track.	Fourth Track.	Over four Tracks (reduced to Single Track).	Total Miles (reduced to Single Track).			Total of Single Track, including Sidings.
	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.
Lines Owned by the Company— Main and Principal Lines ... ..	82 40	...	...	...	...	...	4 75	87 35	87 35
Lines Leased or Worked— Letterkenny Railway, Farland to Letterkenny ...	16 40	...	...	...	...	...	1 40	18 0	18 0
Total ... ..	99 0	...	...	...	...	...	6 35	105 35	105 35
Do. Year 1915 ... ..	99 0	...	...	...	...	...	6 35	105 35	

## (B.)—MILEAGE OF LINES AUTHORISED BUT NOT OPEN FOR TRAFFIC.

	Miles Authorised.	Miles Constructed and not Open for Traffic.		Miles under Construction.	Miles not Commenced, or in Abeyance.
		Length of Road.	Length (including Sidings) Reduced to Single Track.		
	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.
Lines Owned by the Company ... ..	...	...	...	...	...
Total ... ..	...	...	...	...	...

## (C.)—MILEAGE OF LINES RUN OVER BY THE COMPANY'S ENGINES.

	Year 1916.	Year 1915.
	M. Ch.	M. Ch.
Lines owned by the Company ... ..	82 40	82 40
Lines Leased or Worked by the Company ... ..	16 40	16 40
Total ... ..	99 0	99 0

II.—ROLLING STOCK.

(A.)—STEAM LOCOMOTIVES AND TENDERS.

Description.					Number.	Year 1915.
Tender Engines ... ..					2	2
Tank Engines—						
4—6—0 ... ..					4	4
4—6—2 ... ..					8	8
4—8—4 ... ..					2	2
					16	16
Tenders ... ..					2	2

(B.)—RAIL MOTOR VEHICLES.

(Not applicable to this Company.)

(C.)—TRAINS WORKED BY ELECTRIC POWER.

(Not applicable to this Company.)

(D.)—COACHING VEHICLES (OTHER THAN ELECTRIC).

Description.	Number	Seats or Berths.				Year 1915.	
		1st Class.	2nd Class.	3rd Class.	Total.	Number	Seats or Berths. Total.
PASSENGER CARRIAGES.							
Carriages of uniform Class ...	25	...	...	1,370	1,370	25	1,370
Composite Carriages ...	12	220	272	123	615	12	615
Miscellaneous ...	7	...	...	180	180	7	180
Total ...	44	220	272	1,673	2,165	44	2,165
Sleeping ...	<i>Nil.</i>				<i>Nil.</i>	<i>Nil.</i>	<i>Nil.</i>
Total Passenger Carriages ...	44				2,165	44	2,165
OTHER COACHING VEHICLES.							
Post Office Vans ...	...					...	
Luggage, Parcel, and Brake Vans ...	4					4	
Carriage Trucks ...	...					...	
Horse Boxes ...	1					1	
Miscellaneous ...	3					3	
Total other Coaching Vehicles ...	8					8	
Total Coaching Vehicles ...	52					52	

(E.)—MERCHANDISE AND MINERAL VEHICLES.

Description.	Number	Year 1915.
Open Wagons—		
Under 8 tons ... ..	162	162
8 and up to 12 tons ... ..	...	...
Over 12 and up to 20 tons ... ..	...	...
Over 20 tons (other than special) ... ..	...	...
Covered Wagons—		
Under 8 tons ... ..	101	101
8 and up to 12 tons ... ..	...	...
Over 12 and up to 20 tons ... ..	...	...
Over 20 tons ... ..	...	...
Special Wagons (for loads of exceptional dimensions and weight) ... ..	...	...
Cattle Trucks ... ..	5	5
Rail and Timber Trucks, including Twin Trucks ... ..	4	4
Brake Vans ... ..	5	5
Miscellaneous ... ..	1	1
Total ... ..	278	278

(F.)—RAILWAY SERVICE VEHICLES AND HORSES FOR SHUNTING.

Description.	Number.	Year 1915.
Break-down Van ... ..	1	1
Horses for Shunting ... ..	1	1



X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS. (ABSTRACT A.)

								Year 1916	Year 1915		
Quantities of Principal Materials used—											
Ballast	...	...	...	...	...	...	...	330 C. Yds.	3,040 C. Yds.		
Fencing	...	...	...	...	...	...	...	...	...		
Rails	...	...	...	...	...	...	...	...	...		
Sleepers	...	...	...	...	...	...	...	1,335	884		
Miles Maintained—								M.	C.	M.	C.
Miles of Road	...	...	...	...	...	...	...	105	35	105	35
Miles of Road reduced to Single Track—								M.	C.	M.	C.
(a) Running Lines	...	...	...	...	...	...	...	100	65	100	65
(b) Sidings	...	...	...	...	...	...	...	4	50	4	50
Miles of Track renewed	...	...	...	...	...	...	...	...	...	...	...

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK. (ABSTRACT B.)

					In Company's Workshops.	By Contract.	TOTAL.	Year 1915 Total.
Locomotives Renewed	..	...	...	...	...	...	...	...
Locomotives Repaired—								
Heavy Repairs	...	...	...	...	2	...	2	2
Light	„	...	...	...	8	...	8	9
Locomotives under or awaiting Repair at end of year	...	...	...	...	8	...	8	5
Coaching Vehicles—								
(a) Carriages Renewed	...	...	...	...	...	...	...	...
Carriages Repaired—								
Heavy Repairs	...	...	...	...	5	...	5	4
Light	„	...	...	...	21	...	21	19
Carriages under or awaiting Repair at end of year	...	...	...	...	2	...	2	1
(b) Others Renewed	...	...	...	...	...	...	...	...
Others Repaired—								
Heavy Repairs	...	...	...	...	...	...	...	2
Light	„	...	...	...	7	...	7	2
Others under or awaiting Repairs at end of year	...	...	...	...	...	...	...	...
Wagons completely Renewed	...	...	...	...	...	...	...	...
Wagons partially Renewed	...	...	...	...	3	...	3	10
Wagons Repaired—								
Heavy Repairs	...	...	...	...	3	...	3	5
Light	„	...	...	...	72	...	72	85
Wagons under or awaiting Repair at end of year	...	...	...	...	5	...	5	3

XII.—ENGINE MILEAGE.

	Year 1915.												Total Engine Miles.				
	Train Miles. (Loaded Trains.)			Train Miles. (Including Empty Trains run for Traffic Purposes or Return Journey.)			Shunting Miles.			Other Miles (Assist- ing, Light, &c.)							
	Coach- ing.	Goods.	Total.	Coach- ing.	Goods.	Total.	Coach- ing.	Goods.	Total.	Coach- ing.	Goods.	Total.					
														Coach- ing.	Goods.	Total.	
A.—MILES RUN IN RELATION TO THE COMPANY'S RECEIPTS—																	
Over the Company's System by the Company's Engines ...	129,602	129,602	259,204	...	...	...	14,253	14,253	2,293	290,003	131,567	131,566	263,133	14,253	14,253	1,984	293,623
TOTAL ...	129,602	129,602	259,204	...	...	...	14,253	14,253	2,293	290,003	131,567	131,566	263,133	14,253	14,253	1,984	293,623
B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE—																	
By the Company's Engines over Lines owned, leased, or worked by the Company ...	129,602	129,602	259,204	...	...	...	14,253	14,253	2,293	290,003	131,567	131,566	263,133	14,253	14,253	1,984	293,623
TOTAL ...	129,602	129,602	259,204	...	...	...	14,253	14,253	2,293	290,003	131,567	131,566	263,133	14,253	14,253	1,984	293,623
C.—MILES RUN BY THE COMPANY'S ENGINES																	
Over Lines owned, leased, or worked by the Company ...	129,602	129,602	259,204	...	...	...	14,253	14,253	2,293	290,003	131,567	131,566	263,133	14,253	14,253	1,984	293,623
TOTAL ...	129,602	129,602	259,204	...	...	...	14,253	14,253	2,293	290,003	131,567	131,566	263,133	14,253	14,253	1,984	293,623

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1915.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
		£	s d			£	s d.	
Ordinary—								
1st Class ...	11,372	1,089	1 10·98	10,649	11,361	922	1 7·47	10,814
2nd „ ...	26,136	1,866	1 5·13	25,598	29,434	1,870	1 3·25	28,963
3rd „ ...	456,026	19,332	10·17	443,465	500,262	19,073	9·15	485,227
Workmen ...					...	...	...	...
Total ...	493,534	22,287	10·84	479,712	541,057	21,865	9·69	525,004
Season—								
1st Class ...	43	153		43	38	132		38
2nd „ ...	54	115		54	65	132		65
3rd „ ...	738	424		738	961	413		961

XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1915.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
	Tons.	£	s d	Tons.	Tons.	£	s d.	Tons.
Merchandise ...	60,150	17,523	5 9·92	56,631	63,271	16,991	5 4·45	60,061
Coal, Coke, and Patent Fuel	9,541	935	1 11·52	9,541	7,603	772	2 0·38	7,603
Other Minerals ...	6,862	696	2 0·34	6,846	4,709	377	1 7·21	4,512
Total ...	76,553	19,154	5 0·05	73,018	75,583	18,140	4 8·00	72,176
	Number.			Number originating on the Company's System.	Number.			Number originating on the Company's System.
Live Stock ...	25,761	1,475		25,761	27,434	1,518		27,434

XV. (A).—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY MIXED TRAINS.

Description.	Tons.	Year 1915.
Merchandise—Grain, &c. ...	24,617	24,306
Building Material ...	2,807	4,946
Groceries, &c. ...	16,370	19,692
Farm Produce ...	7,017	3,078
Manure ...	3,239	3,979
Cured Herrings, &c. ...	1,243	1,151
Railway Material ...	78	780
Minerals—Coal ...	9,039	6,664
Stones ...	2,773	2,371
Brick ...	201	358
Ore, &c. ...	934	441
Ballast ...	4,251	1,707
	72,569	69,473

XV. (B).—NUMBER OF LIVE STOCK CARRIED BY MIXED TRAINS.

Description.	No.	Year 1915.
Horses ...	321	518
Cattle ...	13,252	15,486
Calves ...	1,434	1,585
Sheep ...	8,531	8,006
Pigs ...	1,646	1,493
Miscellaneous ...	577	346
Total ...	25,761	27,434

XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEAR.

	Year 1913.	Year 1914.	Year 1915.	Year 1916.
	£	£	£	£
Total Expenditure on Capital Account (No. 4) ...	166,872	166,872	166,872	166,872
Gross Receipts from businesses carried on by the Company (No. 8) ...	44,074	46,382	48,943	50,132
Revenue Expenditure on ditto (No. 8) ...	28,460	29,022	28,984	34,721
Net Receipts on ditto (No. 8) ...	15,613	17,360	19,959	15,411
Miscellaneous Receipts Net (No. 8) ...	1,203	1,398	1,475	1,139
Total Net Income (No. 8) ...	16,816	18,758	21,434	16,551
Interest, Rentals, and other Fixed Charges (No. 9) ...	6,998	7,389	8,475	8,624
Dividends on Guaranteed and Preference Stocks (No. 9) ...	2,881	2,881	2,881	2,881
Balance after payment of Preference Dividends (No. 9) ...	15,558	16,023	12,549	9,741
Dividend on Ordinary Stock (No. 9) ...	3,523	3,523	3,523	3,523
Dividend Rate per cent. ...	7%	7%	7%	7%
Surplus ...	plus 413	plus 465	minus 3,474	minus 2,808
Appropriation to Reserve and General Renewal ...	3,000	4,500	7,500	4,000
Brought forward from previous years ...	11,622	12,035	12,500	9,025
Carried forward to subsequent years ...	12,035	12,500	9,025	6,217

CERTIFICATES OF THE RESPONSIBLE OFFICERS AS TO THE UPKEEP  
OF THE WHOLE OF THE COMPANY'S PROPERTY.

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CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works have, during the past year, been maintained in working order and repair so far as has been possible, having regard to the conditions and circumstances set up in consequence of the War.

R. B. NEWELL, *Engineer.*

PENNYBURN,  
7th February, 1917.

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CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools have, during the past year, been maintained in working order and repair so far as has been possible, having regard to the conditions and circumstances set up in consequence of the War.

E. MASLIN, *Locomotive Superintendent.*

PENNYBURN,  
5th February, 1917.

(SIGNED FOR BOARD OF DIRECTORS)

JOHN M'FARLAND,  
*Chairman of the Company.*

H. HUNT,  
*Secretary of the Company.*

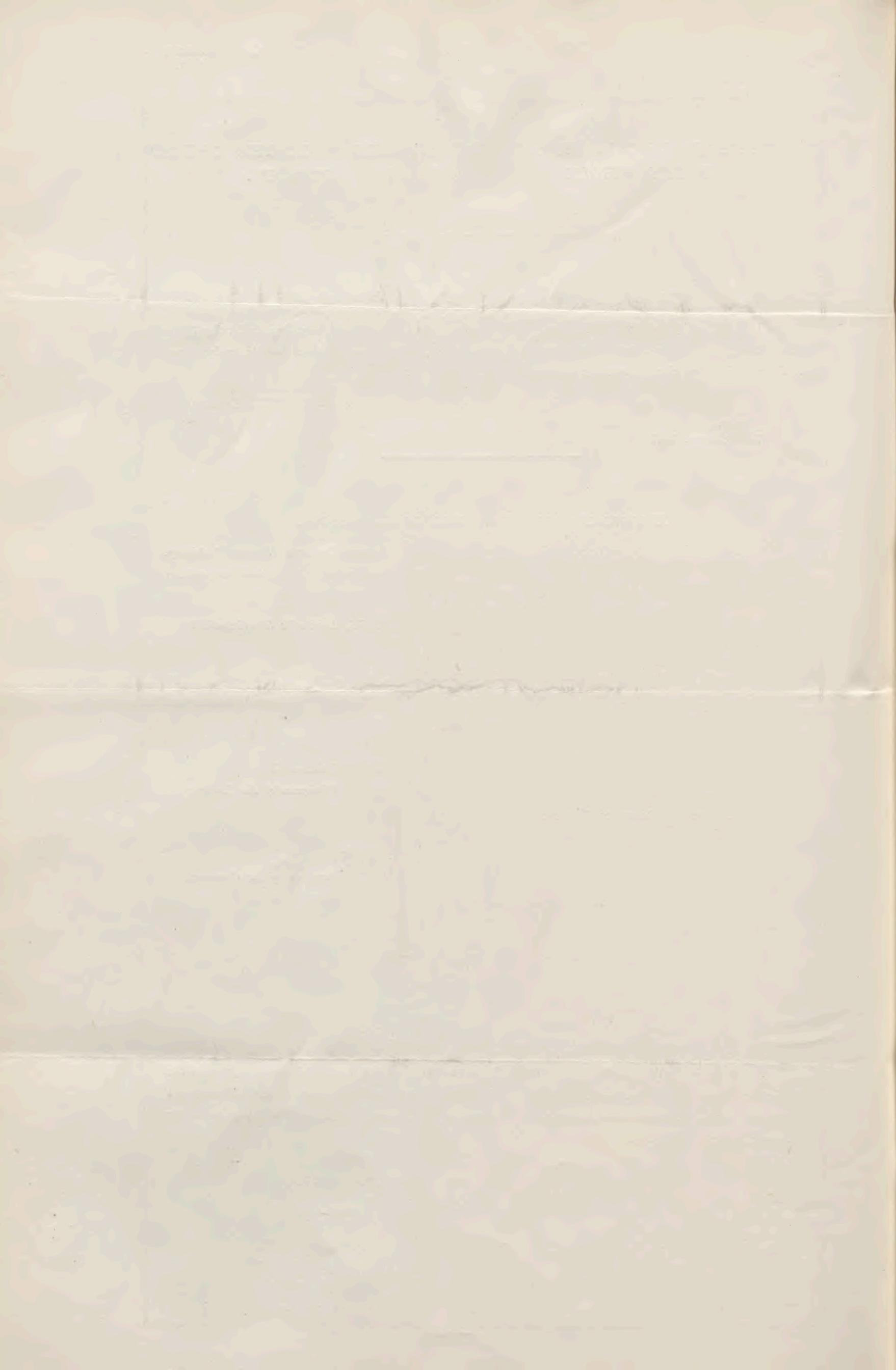
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AUDITORS' CERTIFICATE.

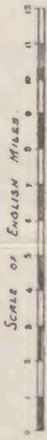
We hereby certify that the foregoing Accounts (Nos. 1 to 18) contain a full and true Statement of the Financial condition of this Company, and that the dividends proposed to be declared on the several Stocks and Shares are *bona-fide* due thereon, after charging the Revenue of the Year with all expenses which ought, in our judgment, to be paid thereout.

ROBERT GRAHAM, }  
PETER MEEHAN, } *Auditors.*

PENNYBURN,  
8th February, 1917.

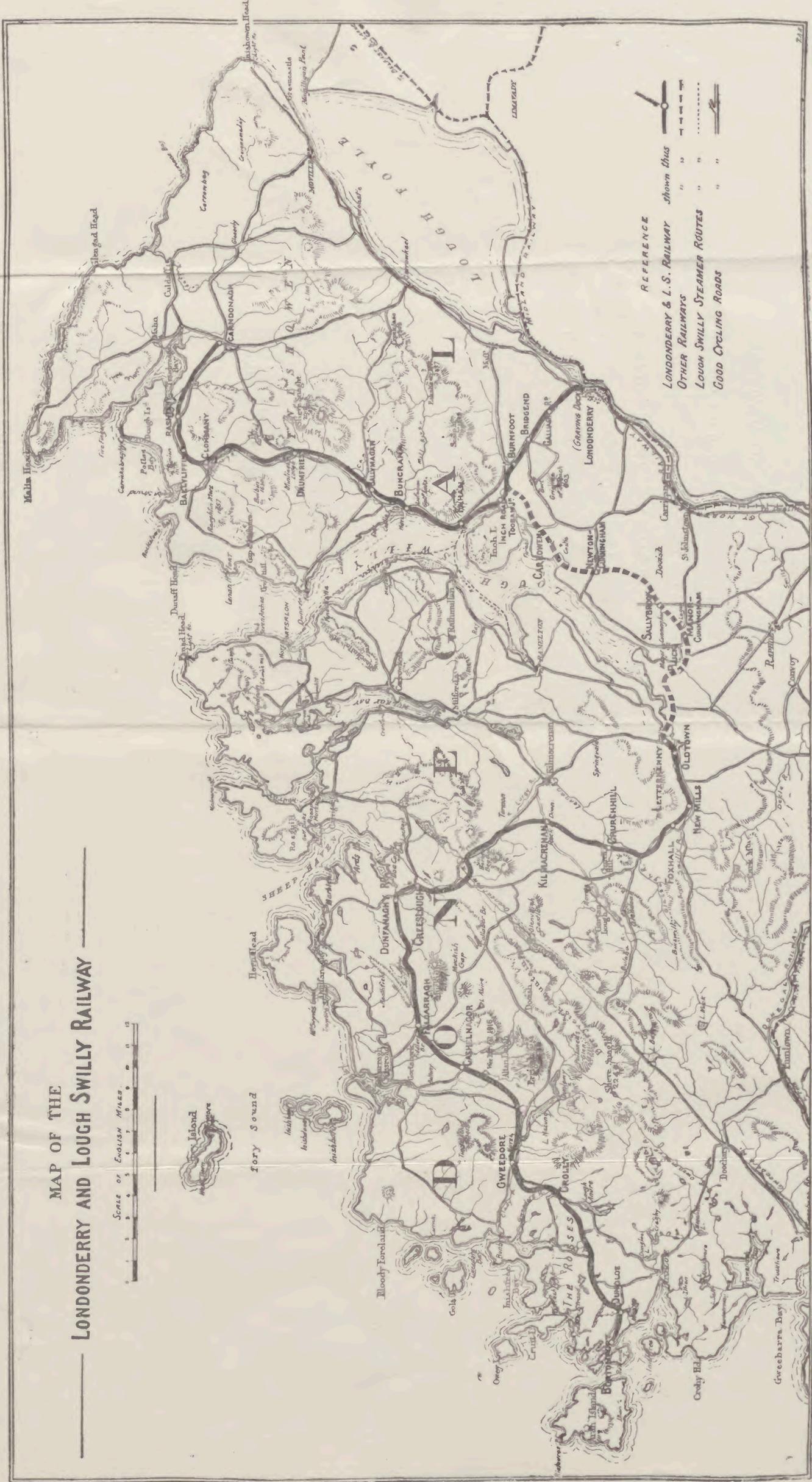


# MAP OF THE LONDONDERRY AND LOUGH SWILLY RAILWAY



REFERENCE

- LONDONDERRY & L.S. RAILWAY shown thus
- OTHER RAILWAYS
- LOUGH SWILLY STEAMER ROUTES
- GOOD CYCLING ROADS



1:25,000

1:25,000

1:25,000

**Londonderry and Lough Swilly  
Railway Company.**

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**REPORT OF THE DIRECTORS**

AND

**STATEMENT OF ACCOUNTS**

**Year ended 31st December, 1916.**

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NOTICE is hereby given that the Yearly Ordinary General Meeting of the Proprietors of the Londonderry and Lough Swilly Railway Company will be held at the Offices of the Company, Pennyburn, Londonderry, on MONDAY, the 26th day of FEBRUARY, 1917, at TWELVE o'clock noon, to receive Report of the Directors and Statement of Accounts, and to transact other usual Business.

Dated this 12th day of February, 1917.

**H. HUNT,**  
*Secretary.*

Midland Great Western Railway of Ireland  
Company.

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Report of the Directors  
Statement of Accounts  
AND  
Statistical Returns

FOR YEAR ENDED 31<sup>ST</sup> DECEMBER, 1916.

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TO BE SUBMITTED TO THE PROPRIETORS

AT THE

ANNUAL GENERAL MEETING

TO BE HELD AT

BROADSTONE TERMINUS, DUBLIN,

ON THURSDAY, THE 15<sup>TH</sup> DAY OF FEBRUARY, 1917,

AT ONE O'CLOCK.

---

DUBLIN :

Printed by BROWNE AND NOLAN, LIMITED, Nassau Street.

1917.

# Midland Great Western Railway of Ireland Company.

## Directors:

### Chairman:

MAJOR H. C. CUSACK, J.P., Abbeville House, Malahide.

### Deputy-Chairman:

SIR WALTER RICHARD NUGENT, BART., M.P., D.L., Donore, Multyfarnham.  
 PATRICK J. BRADY, M.P., Glona, Booterstown, Co. Dublin.  
 HUBAND GEORGE GREGG, J.P., Clonmore, Stillorgan.  
 ARTHUR JACKSON, J.P., Lisroyan, Sligo.  
 THE RIGHT HON. LORD MACDONNELL, G.C.S.I., K.C.V.O., St. Stephen's Green  
 Club, Dublin.  
 JOSEPH TATLOW, Kalafat, Dalkey, Co. Dublin.

## Auditors:

THOMAS GEOGHEGAN, A.C.A., 4 College Green, Dublin.  
 WILLIAM E. HOLMES, 26 Lower Bridge Street, Dublin.

### ORDINARY AND PREFERENCE STOCKS OF THE COMPANY TO WHICH VOTING POWER IS ATTACHED.

STOCKS	TRANSFER BOOKS		DIVIDENDS PAYABLE
	Close	Re-open	
Five per cent. Preference .. ..	January 25th	February 16th	March 1st
Four per cent. Preference .. ..			
Consolidated .. ..			

NOTE.—Proprietors holding *in their own right* not less than £200 of these Stocks, to which alone voting power is attached, can, by written application to the Secretary, stating the Station, obtain a pass over the Company's Line to attend the Annual Meeting, and are qualified to vote.

Passes will be posted on Saturday, 10th February, and will be valid for the journey to Broadstone up to and including the morning Train on 15th February, and for returning after the Meeting up to and including 17th February.

**The Dividend Warrants will be posted on the 28th February. Proprietors are requested to advise the Secretary, immediately, of any change of address.**

## Midland Great Western Railway of Ireland Company.

### REPORT OF THE DIRECTORS

TO BE SUBMITTED TO THE PROPRIETORS AT THE ANNUAL GENERAL MEETING TO BE HELD  
AT 1 P.M., ON THURSDAY, 15TH FEBRUARY, 1917, AT BROADSTONE STATION, DUBLIN.

In pursuance of an Order in Council made on the 22nd December, 1916, under the provisions of the Regulation of the Forces Act, 1871, the control of the Irish Railways was taken over by the Government as from midnight of 31st December, 1916, for which purpose an Executive Committee was appointed, composed of General Managers of certain Companies, with the Under Secretary for Ireland as Chairman.

Negotiations as to Compensation to be paid by the Government are at present proceeding between the Board of Trade and the Irish Railway Executive Committee.

The Statement of Accounts and Statistical Returns for the Year ended 31st December, 1916, duly audited and verified, are submitted with this Report.

The following is a summary of the Receipts and Expenditure on Revenue Account :—

	1916 £
<i>Per Account No. 8.</i>	
Gross receipts of Railway, &c. . . . .	686,417
Expenditure . . . . .	479,069
	<hr/>
Miscellaneous receipts (net) from rents, interest, &c. . . . .	207,348
	9,806
	<hr/>
Total net income . . . . .	217,154
<i>Per Account No. 9.</i>	
Add Balance from last account . . . . .	20,021
	<hr/>
	237,175
<i>Deduct :—</i>	
Interest, rentals and other fixed charges . . . . .	123,146
	<hr/>
Dividends on Guaranteed and Preference Stocks . . . . .	114,029
	58,181
	<hr/>
Balance available for Dividend on Ordinary Stock . . . . .	55,848

The Interim Dividend of Ten Shillings per cent. which was paid on the Ordinary Stock for the half-year ended 30th June, 1916, absorbed £11,850, leaving a balance of £43,997, out of which the Directors recommend the payment of a final Dividend of £1 10s. 0d. per cent., making with the Interim Dividend £2 per cent. for the year, and leaving £8,447 to be carried to next year's account.

Owing to the disturbances which took place in Ireland during April and May, 1916, the train service was for some days totally suspended, and afterwards materially curtailed, involving a serious loss of revenue, on account of which a claim has been lodged with the Government, and awaits adjudication.

The Directors to retire by rotation are Mr. H. G. GREGG, J.P., Rt. Hon. Lord MACDONNELL, G.C.S.I., K.C.V.O., and Sir WALTER NUGENT, Bart., M.P., and, being eligible, they offer themselves for re-election.

Mr. THOMAS GEOGHEGAN, A.C.A., one of your Auditors, retires by rotation and offers himself for re-election.

The Statutory Certificates of the Engineers, as to the state of the Line and the Rolling Stock, are appended.

A Form of Proxy is enclosed, and any Proprietor unable to attend in person is requested to sign and return it, so as to reach the Secretary not later than One o'clock on Tuesday, 13th February.

H. CUSACK,  
*Chairman.*

BROADSTONE TERMINUS, DUBLIN,  
*1st February, 1917.*



To Expenditure	Amount Expended to 31st Dec., 1915.		Amount Expended during year as per No. 3.		Total		By Receipts	Amount Received to 31st Dec., 1915.		Amount Received during year		Total	
	£	s. d.	£	s. d.	£	s. d.		£	s. d.	£	s. d.	£	s. d.
LINES OPEN FOR TRAFFIC	5,631,399	8 8	3,335 16 4	5,634,735	5 0		SHARES AND STOCKS (No. 2)	4,201,762	0 0	—	4,201,762	0 0	
ROLLING STOCK	908,451	4 7	2,815 16 1	911,267	0 8		DEBENTURE STOCKS (No. 3)	2,347,966	0 0	—	2,347,966	0 0	
MANUFACTURING AND REPAIRING WORKS AND PLANT							PARLIAMENTARY GRANTS	440,000	0 0	—	440,000	0 0	
Land and Buildings	72,519	1 0	1,000 0 0	73,519	1 0		Premium on Shares and Stocks	157,453	3 2				
Plant and Machinery	41,249	15 6	4,933 8 1	46,183	3 7		Premiums on Debenture Stocks	132,622	14 9				
TOTAL CAPITAL EXPENDITURE UPON RAILWAY	6,653,619	9 9	12,085 0 6	6,665,704	10 3		TOTAL PREMIUMS	190,075	17 11				
ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS, AND IN THE CONVEYANCE OF PASSENGERS:—							DISCOUNT ON SHARES AND STOCKS	21,909	5 10				
Passenger Road Vehicles	1,694	10 0	—	1,694	10 0		DISCOUNT ON DEBENTURE STOCKS	250	0 0				
CANAL	335,265	6 6	Cr. 747 7 9	334,517	18 9		TOTAL DISCOUNTS	£ 22,159	5 10				
DOCKS, HARBOURS AND WHARVES	71,961	17 8	—	71,961	17 8		BALANCE OF PREMIUMS AND DISCOUNTS	167,916	12 1	—	167,916	12 1	
HOTELS	70,703	4 5	—	70,703	4 5		TOTAL RECEIPTS	7,157,644	12 1	—	7,157,644	12 1	
ELECTRIC POWER STATIONS, &c.	1,144	15 5	—	1,144	15 5		BY BALANCE	63,780	12 3	..	63,780	12 3	
LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS:—							TOTAL	7,221,425	4 4	..	7,221,425	4 4	
Used in connection with Railway Working	22,329	12 7	—	22,329	12 7								
Not used in connection with Railway Working	53,368	15 3	—	53,368	15 3								
TOTAL EXPENDITURE	7,210,087	11 7	11,337 12 9	7,221,425	4 4								

No. 4 (a).—SUBSCRIPTIONS TO OTHER COMPANIES.

NOT APPLICABLE TO THIS COMPANY.

## No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED DECEMBER 31st, 1916.

	Land and Compensation		Construction of Way and Stations, Engineering, etc.		Law Charges and Parliamentary Expenses		Total		
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
<b>LINES BELONGING TO THE COMPANY OPEN FOR TRAFFIC—</b>									
Land at Athlone, Athenry, and Oughterard	1,414	1 11	—	—	204	8 1	1,618	10 0	
Broadstone—Carriage Vacuum Cleaning Plant	—	—	52	6 9	—	—	—	—	
Liffey Junction—Track Circuiting	—	—	341	5 3	—	—	—	—	
Athlone—Dormitories for Enginemen	—	—	1,185	2 8	—	—	—	—	
Dunboyne—Water Supply	—	—	138	11 8	—	—	1,717	6 4	
<b>ROLLING STOCK—</b>									
Engines—Superheaters for	—	—	—	—	—	—	1,165	16 1	
Carriages—Steam Heating Apparatus	—	—	—	—	—	—	1,527	11 8	
Track Circuiting	—	—	—	—	—	—	122	8 4	
<b>TOTAL CAPITAL EXPENDED UPON RAILWAY</b>							6,151	12 5	
<b>MANUFACTURING AND REPAIRING WORKS AND PLANT—</b>									
Broadstone—Addition to Boiler Shop	—	—	—	—	—	—	1,000	0 0	
Electric Crane for Boiler Shop (Moiety)	—	—	—	—	—	—	500	0 0	
Additional Machinery for existing Shops	—	—	—	—	—	—	4,433	8 1	
<b>CANALS—</b>									
Proceeds, obsolete plant sold, &c.	—	—	—	—	—	(Cr.)	747	7 9	
<b>TOTAL CAPITAL EXPENDITURE FOR THE YEAR</b>							£	11,337	12 9

## No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Expenditure to Date on Principal Works in Progress.	Estimated Further Expenditure.			
	During the Year ending 31st December, 1917	Subsequently until Completion.	Total.	
£ s. d.	£ s. d.	£ s. d.	£ s. d.	
<b>LINES BELONGING TO THE COMPANY OPEN FOR TRAFFIC—</b>				
Ballymoe Goods Store	500 0 0	—	500 0 0	
<b>ROLLING STOCK—</b>				
Engines—Superheaters for	2,350 0 0	—	2,350 0 0	
Carriages—Steam Heating	1,500 0 0	—	1,500 0 0	
Track Circuiting	150 0 0	—	150 0 0	
<b>MANUFACTURING AND REPAIRING WORKS AND PLANT—</b>				
Band Saw for Wagon Shop	950 0 0	—	950 0 0	
1,717 0 0 Hotel at Rosse's Point, Co. Sligo	—	17,000 0 0	17,000 0 0	
<b>TOTAL</b>		£ 5,450 0 0	17,000 0 0	22,450 0 0
Works not yet Commenced and in abeyance				

## No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	£ s. d.	£ s. d.
Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a))	305,000 0 0	—
Stock and Share Capital created but not yet received (as per Statement No. 2—)	—	—
Amount Unissued	330,218 0 0	635,218 0 0
Loan Capital created but not yet available (as per Statement No. 3)	—	—
Available Borrowing Powers (as per Statement No. 3)	—	—
Deduct Balance at Debit (as per Capital Account No. 4)	—	63,780 12 3
<b>TOTAL</b>	£	571,437 7 9

## No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See Statement		Gross Receipts.		Expenditure.		Net Receipts.		Year 1915		
		£	s. d.	£	s. d.	£	s. d.	Gross Receipts	Expenditure	Net Receipts
10	Railway .. .. .	671,623	7 10	463,872	12 7	207,750	15 3	652,940	435,061	217,879
11	Omnibuses and other Passenger Vehicles not running on Railway .. .. .	391	9 6	860	13 8	Dr. 469	4 2	615	1,184	Dr. 569
13	Canals .. .. .	3,910	0 6	6,512	15 5	Dr. 2,602	14 11	4,337	5,999	Dr. 1,662
14	Docks, Harbours and Wharves .. .. .	3,791	11 1	1,465	14 6	2,325	16 7	3,793	1,595	2,198
15	Hotels, Refreshment Rooms and Cars, where catering is carried on by the Company	6,700	12 3	6,356	16 3	343	16 0	7,224	6,276	948
	<b>TOTAL ..</b>	<b>£ 686,417</b>	<b>1 2</b>	<b>479,068</b>	<b>12 5</b>	<b>207,348</b>	<b>8 9</b>	<b>668,909</b>	<b>450,115</b>	<b>218,793</b>
	<b>MISCELLANEOUS RECEIPTS (Net)—</b>									
	Rents from Houses and Lands .. .. .					4,302	19 0			4,801
	Rents from Hotels .. .. .					225	5 9			1,542
	Other Rents, including Lump Sum Tolls .. .. .					4,422	1 0			3,029
	Transfer Fees .. .. .					117	0 0			113
	Baronial Guarantee .. .. .					600	0 0			600
	Interest on Government Stock—Royal Canal Deposit .. .. .					138	9 4			—
	<b>TOTAL NET INCOME ..</b>	<b>£</b>		<b>£</b>		<b>217,154</b>	<b>3 10</b>			<b>228,878</b>

## No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

	Year 1915	
	£	s. d.
Balance brought forward from last year's Account .. .. .	20,020	17 7
Net Income (as per Statement No. 8) .. .. .	217,154	3 10
<b>TOTAL .. .. .</b>	<b>237,175</b>	<b>1 5</b>
<b>Deduct—INTEREST, RENTALS, AND OTHER FIXED CHARGES—</b>		
Chief Rents, Wayleaves, &c., including lump sum Tolls .. .. .	460	1 6
Interest on Debenture Stocks:—@ 4% .. .. .	£55,077	1 6
“ “ @ 4½% .. .. .	32,696	18 0
“ “ @ 4½% .. .. .	9,076	10 0
Interest on Rentcharge Stock, @ 4% .. .. .	96,850	9 6
Interest on Rentcharge Stock, @ 4% .. .. .	18,089	8 8
Rent of and Guaranteed Interest on Leased and Worked Lines—		
Ballinrobe and Claremorris Railway .. .. .	1,984	15 9
Loughrea and Attymon Railway .. .. .	1,396	18 5
Debenture Interest Suspense .. .. .	1,000	0 0
General Interest .. .. .	3,364	15 6
<b>TOTAL .. .. .</b>	<b>123,146</b>	<b>9 4</b>
<b>Balance after Payment of Fixed Charges .. .. .</b>	<b>114,028</b>	<b>12 1</b>
Dividends on Guaranteed and Preference Stocks—		
On 5% Preference Stock, .. .. .	15,000	0 0
On 4% “ “ .. .. .	43,181	0 8
<b>TOTAL .. .. .</b>	<b>58,181</b>	<b>0 8</b>
<b>Balance available for Dividend on Ordinary Stock .. .. .</b>	<b>55,847</b>	<b>11 5</b>
Dividend on Ordinary Stock, at 2% per annum .. .. .	47,400	0 0
Balance carried forward to next year's Account .. .. .	8,447	11 5
	55,847	11 5
	67,421	
	47,400	
	20,021	
	67,421	

## No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

	Year 1915	
	£	s. d.
Balance available for Dividends and Reserve after payment of Fixed Charges, Year 1916 (as per Account No. 9) .. .. .	114,028	12 1
<b>Deduct—Interim Dividend paid on Preference Stock @ 2½% .. .. .</b>	<b>7,500</b>	<b>0 0</b>
Interim Dividend paid on Preference Stock @ 2% .. .. .	21,590	10 4
Interim Dividend paid on Ordinary Stock @ ½% .. .. .	11,850	0 0
	40,940	10 4
<b>Undivided Balance at 31st December, carried to Balance Sheet .. .. .</b>	<b>£ 73,088</b>	<b>1 9</b>
		72,811



## ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

	£	s.	d.	Year 1915
<b>SUPERINTENDENCE—</b>				
Salaries .. .. .	4,427	3	8	4,530
Office Expenses, &c. .. .. .	284	11	8	440
				4,711 15 4
<b>MAINTENANCE OF ROADS, BRIDGES, AND WORKS—</b>				
Earthworks .. .. .	370	4	0	245
Bridges, Tunnels, Culverts, Retaining Walls and other Works .. .. .	1,732	16	4	1,611
Roads and Fences .. .. .	3,233	9	7	3,901
				5,336 9 11
<b>MAINTENANCE OF PERMANENT WAY—</b>				
<b>Renewal of Running Lines—</b>				
Wages .. .. .	2,305	11	11	4,405
Materials .. .. .	2,634	11	4	15,926
Engine Power and Wagon Repairs .. .. .	566	8	11	1,210
				21,541
<b>REPAIR OF RUNNING LINES AND SIDINGS—</b>				
Wages .. .. .	38,687	10	8	34,840
Materials .. .. .	20,646	0	6	19,657
Engine Power and Wagon Repairs .. .. .	3,036	14	7	1,381
				62,370 5 9
Maintenance of Signalling .. .. .				2,289 13 7
Maintenance of Telegraphs .. .. .				2,666 3 7
				13,263 7 2
<b>MAINTENANCE OF STATIONS AND BUILDINGS—</b>				
Stations, Depots, and Offices .. .. .	10,509	17	3	9,586
Engine Sheds .. .. .	670	12	3	835
Carriage Sheds .. .. .	149	3	4	189
Locomotive Workshops .. .. .	1,626	8	4	1,742
Carriage Workshops .. .. .	73	15	2	27
Wagon Workshops .. .. .	233	10	10	11
Other Buildings .. .. .	—			—
				96,144 7 6
<b>TOTAL</b> .. .. .				<b>106,435</b>

## ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1)—Locomotives.

(2)—Carriages.

	£	s.	d.	Year 1915		£	s.	d.	Year 1915
<b>SUPERINTENDENCE—</b>					<b>SUPERINTENDENCE—</b>				
Salaries .. .. .	701	15	11	628	Salaries .. .. .	429	0	5	514
Office Expenses .. .. .	131	12	1	172	Office Expenses .. .. .	16	9	0	21
				833 8 0					445 9 5
<b>COMPLETE RENEWALS—</b>					<b>COMPLETE RENEWALS—</b>				
Wages .. .. .	—			702	Wages .. .. .	304	9	2	384
Materials .. .. .	—			1,080	Materials .. .. .	429	7	8	614
				1,782					733 16 10
<b>REPAIRS AND PARTIAL RENEWALS—</b>					<b>REPAIRS AND PARTIAL RENEWALS—</b>				
Wages .. .. .	15,698	17	5	14,544	Wages .. .. .	4,883	2	3	4,649
Materials .. .. .	9,316	16	11	7,384	Materials .. .. .	3,183	1	6	5,107
				21,928					8,066 3 9
<b>WORKSHOP EXPENSES—</b>					<b>WORKSHOP EXPENSES—</b>				
Repairs and Renewals of Machinery & Plant .. .. .	4,371	19	2	2,652	Repairs and Renewals of Machinery & Plant .. .. .	841	1	0	354
Other Expenses .. .. .	345	1	9	658	Other Expenses .. .. .	218	7	7	181
				3,310					1,059 8 7
				4,717 0 11					
				30,566 3 3					
Deduct Engine Power supplied to, and by the Company (Balance) .. .. .				644 0 0					
				27,820					
<b>TOTAL</b> .. .. .				<b>29,922 3 3</b>	<b>TOTAL</b> .. .. .				<b>11,823</b>

(3)—Wagons.

	£	s.	d.	Year 1915
<b>SUPERINTENDENCE—</b>				
Salaries .. .. .	289	0	2	476
Office Expenses .. .. .	49	7	1	64
				338 7 3
<b>COMPLETE RENEWALS—</b>				
Wages .. .. .	1,750	9	5	1,492
Materials .. .. .	5,127	5	6	6,011
				7,503
<b>REPAIRS AND PARTIAL RENEWALS—</b>				
Wages .. .. .	6,465	18	11	4,004
Materials .. .. .	7,961	19	8	3,697
				7,701
<b>WORKSHOP EXPENSES—</b>				
Repairs and Renewals of Machinery and Plant .. .. .	1,210	17	1	547
Other Expenses .. .. .	200	2	8	195
				742
				14,427 18 7
				1,410 19 9
<b>TOTAL</b> .. .. .				<b>23,055 0 6</b>



## ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

	Receipts	Expenditure	Balance	Year 1915.		
				Receipts	Expenditure	Balance
	£ s. d.	£ s. d.	£ s. d.	£	£	£
Mileage and Demurrage—						
Passenger Train Vehicles .. .. .	250 6 1	178 5 2	Cr. 72 0 11	129	16	Cr. 113
Goods Train Vehicles .. .. .	3,107 16 5	5,330 4 3	Dr. 2,222 7 10	2,228	4,152	Dr. 1,924
Hire of—						
Passenger Train Vehicles .. .. .	—	—	—	—	—	—
Goods Train Vehicles .. .. .	—	—	—	—	—	—
TOTAL .. .. .	£ 3 358 2 6	5 508 9 5	2 150 6 11	2,357	4 168	Dr. 1,811

## ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES—RECEIPTS AND EXPENDITURE.

NOT APPLICABLE TO THIS COMPANY.

## No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

Dr.

Cr.

To Expenditure	Year 1915		By Gross Receipts	Year 1915	
	£ s. d.	£		£ s. d.	£
Maintenance of Motors .. .. .	337 3 8	217	Passengers .. .. .	391 9 6	600
Traffic Expenses .. .. .	151 3 2	140	Miscellaneous .. .. .	—	15
Miscellaneous .. .. .	372 6 10	402			
Tourist Motor Cars Depreciation Fund .. .. .	—	425	Total Receipts .. .. .	391 9 6	615
			Balance .. .. .	469 4 2	569
TOTAL .. .. .	£ 860 13 8	1,184	TOTAL .. .. .	£ 860 13 8	1,184

## No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

NOT APPLICABLE TO THIS COMPANY.

Dr.

## No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

Cr.

To Expenditure	Year 1915		By Gross Receipts	Year 1915	
	£ s. d.	£		£ s. d.	£
Superintendence .. .. .	177 9 3	177	Tolls .. .. .	1,671 16 6	2,054
Wages of Toll Clerk, Lock-keepers, &c. .. .. .	1,161 6 8	1,164	Wharfage and Cranage .. .. .	—	—
Maintenance of Canal .. .. .	4,201 9 6	4,115	Rents (Net Receipts) .. .. .	2,238 4 0	2,143
Rates .. .. .	472 10 0	527	Miscellaneous .. .. .	—	1
Taxes .. .. .	—	—	Interest on 2½ per Cent. Government Stock (See A/c No. 8) .. .. .	—	139
Miscellaneous (Depreciation) .. .. .	500 0 0	16			
			Total Receipts .. .. .	3,910 0 6	4,337
			Balance .. .. .	2,602 14 11	1,662
TOTAL .. .. .	£ 6,512 15 5	5,999	TOTAL .. .. .	£ 6,512 15 5	5,999

## No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES.

Dr,

Cr,

To Expenditure		Year 1915		By Gross Receipts		Year 1915	
		£	s. d.	£			£
Superintendence	.. .. .	120	14 0	113	Dock Dues—		
Maintenance	.. .. .	593	2 4	920	On Ships	.. .. .	956 3 4
Wages not included in above	.. .. .	174	16 0	139	On Goods	.. .. .	1,648 14 5
Rates	.. .. .	552	7 2	393	Wharf and Pier Dues	.. .. .	325 16 2
Taxes	.. .. .	—	—	—	Cranage and other Services	.. .. .	814 8 0
Miscellaneous	.. .. .	24	15 0	30	Rent	.. .. .	—
					Miscellaneous	.. .. .	46 9 2
<b>Total Expenditure</b>	.. .. .	<b>1,465</b>	<b>14 6</b>	<b>1,595</b>			
<b>Balance</b>	.. .. .	<b>2,325</b>	<b>16 7</b>	<b>2,198</b>			
<b>TOTAL</b>	.. .. .	<b>£ 3,791</b>	<b>11 1</b>	<b>3,793</b>	<b>TOTAL</b>	.. .. .	<b>£ 3,791 11 1</b>

## No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS AND CARS, WHERE CATERING IS CARRIED ON BY THE COMPANY.

Dr.

Cr.

To Expenditure		Year 1915		By Gross Receipts		Year 1915	
		£	s. d.	£			£
Salaries and Wages	.. .. .	950	4 6	965	Total Receipts from Hotels	.. .. .	6,700 12 3
Provisions, Wines and Spirits Consumed	.. .. .	2,610	15 2	2,713			7,224
Repairs and Maintenance of Fittings, Furniture, &c., at Hotels	.. .. .	672	18 7	452			
Heating and Lighting of Hotels	.. .. .	538	4 4	328			
Rents	.. .. .	181	9 6	237			
Rates	.. .. .	132	11 9	175			
Taxes	.. .. .	47	3 7	35			
Miscellaneous	.. .. .	1,223	8 10	1,370			
<b>Total Expenditure</b>	.. .. .	<b>6,356</b>	<b>16 3</b>	<b>6,276</b>			
<b>Balance</b>	.. .. .	<b>343</b>	<b>16 0</b>	<b>948</b>			
<b>TOTAL</b>	.. .. .	<b>£ 6,700</b>	<b>12 3</b>	<b>7,224</b>	<b>TOTAL</b>	.. .. .	<b>£ 6,700 12 3</b>

## No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

NOT APPLICABLE TO THIS COMPANY.



## PART II.—STATISTICAL RETURNS.

## I.—MILEAGE OF LINES.

## (A)—Mileage of Lines Open for Traffic.

	Running Line						Sidings reduced to Single Track	Total of Single Track including Sidings	Year 1915
	Length of Road, First Track	Second Track	Third Track	Fourth Track	Over Four Tracks (reduced to Single Track)	Total Miles (reduced to Single Track)			
	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.			
<b>LINES OWNED BY COMPANY—</b>									
<b>Main and Principal Lines—</b>									
Broadstone to Galway .. .. .	126 74	104 26	—	—	—	231 20	25 79	257 19	257. 19
Athlone to Westport .. .. .	83 4	20 9	—	—	—	103 13	10 68	114 1	114. 1
Mullingar to Sligo .. .. .	84 46	33 8	—	—	—	117 54	10 71	128 45	128. 45
<b>Total of Main and Principal Lines .. .. .</b>	<b>294 44</b>	<b>157 43</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>452 7</b>	<b>47 58</b>	<b>499 65</b>	<b>499 65</b>
<b>Minor and Branch Lines—</b>									
Galway to Clifden .. .. .	48 7	1 8	—	—	—	49 15	3 76	53 11	53.11
Clonsilla to Kingscourt .. .. .	43 8	12 9	—	—	—	55 17	6 62	61 79	61.79
Manulla to Killala .. .. .	28 43	0 38	—	—	—	29 1	3 26	32 27	32.27
Westport to Achill .. .. .	26 36	0 32	—	—	—	26 68	2 0	28 68	28.68
Inny Junction to Cavan .. .. .	24 58	0 44	—	—	—	25 22	2 40	27 62	27.62
Kilmessan to Athboy .. .. .	12 15	0 20	0 4	—	—	12 39	1 9	14 28	14.28
Kilfree to Ballaghaderreen .. .. .	9 64	—	—	—	—	9 64	0 57	10 41	10.41
Nesbit Junction to Edenderry .. .. .	9 29	0 9	—	—	—	9 38	0 79	10 37	10.37
Streamstown to Clara .. .. .	7 29	—	—	—	—	7 29	0 64	8 13	8.13
Crossdoney to Killeshandra .. .. .	7 1	—	—	—	—	7 1	0 69	7 70	7.70
Liffey Junction to North Wall .. .. .	3 12	3 12	0 5	—	—	6 29	6 5	12 34	12.34
Westport to Westport Quay .. .. .	2 5	0 3	—	—	—	2 8	0 27	2 35	2.35
<b>TOTAL .. .. .</b>	<b>516 31</b>	<b>175 58</b>	<b>0 9</b>	<b>—</b>	<b>—</b>	<b>692 18</b>	<b>77 72</b>	<b>770 10</b>	<b>770.10</b>
<b>Lines Jointly Owned (Company's share of ownership, as enumerated in Abstract I) .. .. .</b>									
<b>TOTAL .. .. .</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>
<b>LINES LEASED OR WORKED BY THE COMPANY—</b>									
Ballinrobe and Carenmorris Railway .. .. .	12 48	—	—	—	—	12 48	1 6	13 54	13.54
Loughrea and Attymon Railway .. .. .	9 7	—	—	—	—	9 7	2 11	11 18	11.18
<b>TOTAL .. .. .</b>	<b>21 55</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>21 55</b>	<b>3 17</b>	<b>24 72</b>	<b>24.72</b>
<b>GRAND TOTAL .. .. .</b>	<b>538 6</b>	<b>175 58</b>	<b>0 9</b>	<b>—</b>	<b>—</b>	<b>713 73</b>	<b>81 9</b>	<b>795 2</b>	<b>791.79</b>
<b>GRAND TOTAL—YEAR 1915 .. .. .</b>	<b>538 6</b>	<b>175 58</b>	<b>0 9</b>	<b>—</b>	<b>—</b>	<b>713 73</b>	<b>81 9</b>	<b>795 2</b>	<b>791.79</b>

## 1.—MILEAGE OF LINES—continued.

## (B)—Mileage of Lines Authorised but not open for Traffic.

NOT APPLICABLE TO THIS COMPANY.

## (C)—Mileage of Lines Run Over by the Company's Engines.

	Year 1915	
	M. CH.	M. CH.
Lines Owned by the Company .. .. .	516 31	516 31
„ Leased or Worked by the Company .. .. .	21 55	21 55
<b>TOTAL .. .. .</b>	<b>538 6</b>	<b>538 6</b>

II.—ROLLING STOCK.

(A)—Steam Locomotives and Tenders.				
Description	Number	Year 1915		
		Number		
(B)—Rail Motor Vehicles. NOT APPLICABLE TO THIS COMPANY				
(C)—Trains worked by Electric Power. NOT APPLICABLE TO THIS COMPANY				
Tender Engines (Wheel types)				
2-4-0	32	32		
4-4-0	22	22		
0-6-0	68	68		
Tank Engines				
0 6 0	17	17		
	139	139		
Tenders .. .. .	122	122		

(D)—Coaching Vehicles (other than Electric).

(E)—Merchandise and Mineral Vehicles.

	Number	Seats or Berths			Year 1915			Number	Year 1915 Number	
		1st Class	3rd Class	Total	Number	Seats or Berths Total				
<b>PASSENGER CARRIAGES</b>										
Carriages of Uniform Class .. .. .	173	1442	5625	7067	154	6,611				
Composite Carriages	37	584	754	1338	37	1,338				
Restaurant Cars ..	2	24	24	48	2	48				
Miscellaneous ..	1	24	—	24	20	525				
<b>TOTAL ..</b>	<b>213</b>	<b>2074</b>	<b>6403</b>	<b>8477</b>	<b>213</b>	<b>8,522</b>				
Sleeping .. .. .	—	—	—	—	—	—				
Total Passenger Carriages ..	213			8477	213	8,522				
<b>OTHER COACHING VEHICLES</b>										
Post Office Vans ..	4				4					
Luggage, Parcels, & Brake Vans ..	39				39					
Carriage Trucks ..	24				24					
Horse Boxes ..	60				60					
Miscellaneous ..	60				60					
Total other Coaching Vehicles ..	187				187					
Total Coaching Vehicles ..	400				400					
								<b>TOTAL .. .. .</b>	<b>2,862</b>	<b>2,862</b>
<b>OPEN WAGONS—</b>										
Under 8 Tons .. .. .							176	186		
8 and up to 12 Tons ..							200	175		
Over 12 and up to 20 Tons ..							—	—		
Over 20 Tons (other than special) ..							—	—		
<b>COVERED WAGONS—</b>										
Under 8 Tons .. .. .							1712	1,742		
8 and up to 12 Tons ..							40	10		
Over 12 and up to 20 Tons ..							—	—		
Over 20 Tons .. .. .							—	—		
<b>MINERAL WAGONS—</b>										
Under 8 Tons .. .. .							—	—		
8 and up to 12 Tons ..							—	—		
Over 12 and up to 20 Tons ..							—	—		
Over 20 Tons .. .. .							—	—		
<b>Special Wagons (for loads of exceptional dimensions and weight)</b>										
Cattle Trucks .. .. .							6	6		
Rail and Timber Trucks (including Twin Trucks)							589	604		
Brake Vans .. .. .							74	74		
Miscellaneous .. .. .							63	63		
							2	2		

(F)—Railway Service Vehicles, and Horses for Shunting.

	Number	Year 1915 Number
Gasholder Trucks .. .. .	—	—
Locomotive Coal Wagons .. .. .	140	140
Ballast Wagons .. .. .	138	138
Mess and Tool Vans .. .. .	7	7
Breakdown Cranes .. .. .	1	1
Travelling Cranes .. .. .	2	2
Rail Motor Vehicles .. .. .	1	—
Miscellaneous .. .. .	4	4
<b>TOTAL .. .. .</b>	<b>293</b>	<b>292</b>
Horses for Shunting .. .. .	2	2

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS, AND IN THE CONVEYANCE OF PASSENGERS.

	Number	Year 1915 Number
PASSENGER ROAD VEHICLES—		
Road Motors .. .. .	3	3

IV.—STEAMBOATS.

NOT APPLICABLE TO THIS COMPANY

V.—CANALS.

Name	Length in Miles
Royal Canal .. .. .	96

VI.—DOCKS, HARBOURS, AND WHARVES.

Name	Length of Quay
Spencer Dock .. .. .	CH. 43

VII.—HOTELS.

Name	Situation
Railway Hotel, Galway .. .. .	Co. Galway
Railway Hotel, Recess .. .. .	Co. Galway
Railway Hotel, Mallaranny .. .. .	Co. Mayo

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

Land	Acreage	Year 1915 Acreage	Houses	Number	Year 1915 Number
Agricultural Land .. .. .	36	36	Labouring Class Dwellings .. .. .	—	—
Urban and Suburban Land .. .. .	36	36	Houses and Cottages for Company's Servants	486	486
			Other Houses and Cottages .. .. .	15	15

## IX.—OTHER INDUSTRIES (IF ANY).

NOT APPLICABLE TO THIS COMPANY.

## X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

										Year 1916.	Year 1915.
QUANTITIES OF PRINCIPAL MATERIALS USED—											
Ballast	..	..	..	..	..	..	..	..	..	60,797 c. yds.	51,674 c. yds.
Fencing	..	..	..	..	..	..	..	..	..	34 miles	39 miles
Rails	..	..	..	..	..	..	..	..	..	461 tons	1,806 tons
Sleepers	..	..	..	..	..	..	..	..	..	58,572 No.	65,250 No.
MILES MAINTAINED—										M:	C:
Miles of Road	..	..	..	..	..	..	..	..	..	538	0
Miles of Road reduced to Single Track—										M:	C:
Running Lines	..	..	..	..	..	..	..	..	..	714	0
Sidings	..	..	..	..	..	..	..	..	..	81	0
Miles of Track Renewed	..	..	..	..	..	..	..	..	..	4	5

## XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

	IN COMPANY'S WORKSHOPS	
	Number	Year 1915 Number
Locomotives Renewed	—	1
LOCOMOTIVES REPAIRED—		
Heavy Repairs	43	40
Light    "	95	41
Locomotives under or awaiting Repair at end of year	12	16
RAIL MOTOR AND ELECTRIC—		
Train Vehicles, &c., Renewed	—	—
Train Vehicles, &c., Repaired—		
Heavy Repairs	—	1
Light    "	—	—
Train Vehicles, &c., under or awaiting Repair at end of year	—	—
COACHING VEHICLES—		
Carriages Renewed	—	1
Carriages Repaired—		
Heavy Repairs	43	74
Light    "	10	48
Carriages under or awaiting Repair at end of year	3	6
Others Renewed	2	—
Others Repaired—		
Heavy Repairs	75	32
Light    "	27	27
Others under or awaiting Repair at end of year	4	1
WAGONS RENEWED—		
Completely Renewed	59	80
Partially    "	—	—
WAGONS REPAIRED—		
Heavy Repairs	583	449
Light    "	3,962	2,935
Wagons under or awaiting Repair at end of year	149	166



## XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passengers	Number	Receipts	Average Fare per Passenger	Number Originating on the Company's System	Year 1915			
					Number	Receipts	Average Fare per Passenger	Number Originating on the Company's System
		£	s. d.			£	s. d.	
ORDINARY—								
1st Class .. .. .	108,508	37,065	6 9-98	101,712	117,018	34,936	5-11-65	109,906
3rd .. .. .	1,386,840	167,682	2 5-01	1,282,763	1,502,633	162,179	2 1-90	1,404,601
TOTAL .. .. .	1,495,348	204,747	2 8-86	1,384,475	1,619,651	197,115	2 5-20	1,514,507
SEASON—								
1st Class .. .. .	217	3,141	—	—	209	2,982	—	—
3rd .. .. .	150	1,327	—	—	143	1,237	—	—

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage	Receipts	Average Receipt per Ton	Tonnage Originating on the Company's System	Year 1915			
					Tonnage	Receipts	Average Receipt per Ton	Tonnage Originating on the Company's System
	Tons	£	s. d.	Tons	Tons	£	s. d.	Tons
Merchandise .. .. .	529,641	251,349	9 5-89	336,062	511,598	243,872	9 6-40	328,165
Coal, Coke, and Patent Fuel .. .. .	104,766	25,117	4 9-54	36,872	113,243	27,797	4-10-91	47,259
Other Minorals .. .. .	17,334	4,228	4-10-54	9,677	27,533	5,059	3 8-09	12,113
TOTAL .. .. .	651,741	280,694	8 7-36	382,611	652,374	278,073	8 6-30	387,537
	Number			Number Originating on the Company's System	Number			Number Originating on the Company's System
Live Stock .. .. .	1,035,383	98,730		920,108	918,592	89,485		844,046

## XV.—(A) TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

Originating on the Company's System	Tons	Year 1915	
		Tons	Tons
Coal, Coke and Patent Fuel .. .. .	36,872	47,259	
Grain—as per Classification .. .. .	111,322	120,269	
Artificial Manure .. .. .	24,172	28,817	
Timber (Round and Sawed) .. .. .	28,295	25,615	
Potatoes .. .. .	4,934	2,544	
Eggs .. .. .	16,659	16,001	
TOTAL .. .. .	222,254	240,505	

## XV.—(B) NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

Originating on the Company's System.	Number	Year 1915	
		Number	Number
Horses .. .. .	10,504	9,144	
Cattle .. .. .	288,988	274,470	
Calves .. .. .	28,198	21,883	
Sheep .. .. .	365,556	331,635	
Pigs .. .. .	226,862	206,914	
Miscellaneous .. .. .	—	—	
TOTAL .. .. .	920,108	844,046	

## XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

	1913	1914	1915	1916
	£	£	£	£
Total Expenditure on Capital Account (No. 4) .. .. .	6,765,221	6,767,182	6,770,088	7,221,425
Gross Receipts from Businesses carried on by the Company (No. 8.)	660,190	665,961	668,909	685,917
Revenue Expenditure on ditto (No. 8) .. .. .	418,929	428,566	450,116	478,569
Net Receipts of ditto (No. 8) .. .. .	241,261	237,395	218,793	207,348
Miscellaneous Receipts, Net (No. 8) .. .. .	9,776	9,879	10,084	9,806
Total Net Income (No. 8) .. .. .	251,037	247,274	228,877	217,154
Interest, Rentals, and other Fixed Charges (No. 9) .. .. .	121,077	121,599	120,408	123,146
Dividends on Guaranteed and Preference Stocks (No. 9) .. .. .	58,181	58,181	58,181	58,181
Balance after Payment of Preference Dividends (No. 9) .. .. .	71,779	67,495	50,288	55,848
Dividend on Ordinary Stock (No. 9) .. .. .	71,100	47,400	47,400	47,400
Rate per cent .. .. .	3%	2%	2%	2%
Surplus or Deficit .. .. .	+ 679	+ 10,095	+ 2,888	— 11,573
Appropriation to Reserve .. .. .	—	10,000	—	—
Brought forward from previous years .. .. .	6,359	7,038	17,133	20,021
Carried forward to subsequent years .. .. .	7,038	17,133	20,021	8,448

WM. SMYTH, Accountant of the Company.

CERTIFICATE RESPECTING THE PERMANENT WAY, ETC.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, Canal, and other Works have, during the past year, been maintained in good working condition and repair.

W. PURCELL O'NEILL, *Chief Engineer.*

DUBLIN, January 31st, 1917.

CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery and Tools have, during the past year, been maintained in good working order and repair.

W. H. MORTON, *Locomotive Engineer.*

DUBLIN, January 31st, 1917.

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SIGNED FOR THE BOARD OF DIRECTORS

H. CUSACK,

*Chairman of the Company.*

PERCY A. HAY,

*Secretary of the Company*

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AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Accounts contain a full and true statement of the Financial condition of the Company; and that the Dividends proposed to be declared on the several Stocks are *bona fide* due thereon, after charging the revenue of the Year with all expenses which ought, in our judgment, to be paid thereout.

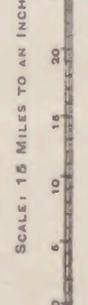
THOMAS GEOGHEGAN, *Chartered Accountant.*

W. E. HOLMES.

DUBLIN, 1st February, 1917.



# MAP OF THE MIDLAND GREAT WESTERN RAILWAY OF IRELAND.



-  Lines owned by M.G.W. Railway
-  Lines leased to M.G.W. Railway
-  Lines over which M.G.W. Railway has running powers
-  Other Railways
-  County Boundaries

*Midland Great Western Railway of  
Ireland Company.*

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REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS

FOR

*Year ended 31st December, 1916*

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Notice is hereby given that the next General or Ordinary Meeting of the Proprietors in the Company will be held at the Company's Offices, Broadstone Terminus, in the City of Dublin, on Thursday, the 15th day of February next, at the hour of One o'clock in the afternoon, to receive the Report of the Directors, Statement of Accounts, and Statistical Returns for the year ended 31st December, 1916, and to transact the ordinary business of the Company.

Dated this 30th day of January 1917.

H. C. CUSACK, *Chairman.*

PERCY A. HAY, *Secretary.*

BROADSTONE TERMINUS  
DUBLIN.

PRIVATE

MIDLAND RAILWAY COMPANY

NORTHERN COUNTIES COMMITTEE.

---

FINANCIAL ACCOUNTS

AND

STATISTICAL RETURNS

FOR YEAR ENDED

31ST DECEMBER, 1916

---

MEMBERS OF COMMITTEE.

---

CHAIRMAN—MAJOR JOHN A. W. O. TORRENS, Ardagh, Strandtown, Belfast

CHARLES BOOTH, Elmhurst, Aigburth, Liverpool.

ARCHIBALD F. COOKE, Government House, Londonderry.

Sir WILLIAM CRAWFORD, Mount Randal, Belfast.

H. TYLSTON HODGSON, Harpenden, Herts.

G. MURRAY SMITH, Gumley Hall, Market Harborough.

# MIDLAND RAILWAY COMPANY

NORTHERN COUNTIES COMMITTEE.

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## Financial Accounts and Statistical Returns for Year Ended 31st December, 1916.

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- No. 1 (a) Nominal Capital Authorised, and Created by the Company.
- No. 1 (b) Nominal Capital Authorised, and Created by the Company jointly with some other Company.
- No. 1 (c) Nominal Capital Authorised, and Created by some other Company on which the Company either jointly or separately guarantees fixed dividends.
- No. 2 Share Capital and Stock Created, as per Statement No. 1 (a), showing the proportion issued.
- No. 3 Capital Raised by Loans and Debenture Stocks.

**Not applicable to this Committee.**

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NOTE—Capital is issued by the Midland Railway Company under the Midland Railway (Belfast and Northern Counties Purchase) Act, 1903.

Dr.

## No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Cr.

To Expenditure	Amount expended to 31st Dec. 1915.	Amount expended during year, as per No. 5.	Total.	By Receipts.	Total.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.
Lines open for Traffic .....	2,605,830 4 5	3,527 8 8	2,609,357 13 1	Midland Railway Company	
Lines jointly owned.....	1,475 11 8	..	1,475 11 8	to 31st December, 1915.....	3,433,326 17 0
Rolling Stock.....	551,966 15 10	..	551,966 15 10	Year 1916... ..	3,706 11 0
Manufacturing and Repairing Works and Plant—					
Land and Buildings.....	33,906 6 4	..	33,906 6 4		
Plant and Machinery .....	13,570 16 4	..	13,570 16 4		
Total Capital expended upon Railway .....	3,206,749 14 7	3,527 8 8	3,210,277 3 3		
Horses.....	3,947 6 6	..	3,947 6 6		
Road Vehicles employed in the collection and delivery of Parcels and Goods, and in the conveyance of Passengers—					
Goods and Parcels Road Vehicles	2,124 19 3	..	2,124 19 3		
Passenger Road Vehicles.....	260 3 6	..	260 3 6		
Steamboats.....	21,510 0 0	..	21,510 0 0		
Hotels .....	116,528 16 8	..	116,528 16 8		
Land, Property, etc., not forming part of the Railway or Stations—					
Not used in connection with Railway working .....	24,205 16 6	179 2 4	24,384 18 10		
Subscriptions to other Companies (for details, see Table No. 4 (a).)	18,000 0 0	..	18,000 0 0		
Belfast Central Railway— Redemption of Rent.....	40,000 0 0	..	40,000 0 0		
<b>TOTAL EXPENDITURE.....£</b>	<b>3,433,326 17 0</b>	<b>3,706 11 0</b>	<b>3,437,033 8 0</b>	<b>TOTAL RECEIPTS .....</b>	<b>£ 3,437,033 8 0</b>

## No. 4. (a)—SUBSCRIPTIONS TO OTHER COMPANIES.

Name.	Amount.	Nature of Security or Investment.
	£ s. d.	
Ballycastle Railway Company.....	18,000 0 0	1,800 Ordinary Shares of £10 each.

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1916.

	Land and Compensation.	Construction of Way and Stations, Engineering, &c.	Law Charges and Parliamentary Expenses.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Lines belonging to the Company open for traffic:—				
Additional Station and Siding Accommodation, etc. :—				
Belfast .....	..	68 1 7	..	68 1 7
Magheramorne .....	..	1,887 19 9	..	1,887 19 9
Randalstown .....	..	108 2 5	..	108 2 5
Londonderry .....	..	1,277 7 8	..	1,277 7 8
Tamlaght (Killygullib).....	..	238 1 2	..	238 1 2
Tablet Apparatus removed.....	..	Cr. 108 2 10	..	Cr. 108 2 10
Land near Londonderry.....	..	..	55 18 11	55 18 11
TOTAL CAPITAL EXPENDED UPON RAILWAY.....				3,527 8 8
Land Property, etc., not forming part of the railway or stations :—				
Not used in connection with railway working :—				
Whitehead: Additional Workman's Cottage.....				179 2 4
TOTAL CAPITAL EXPENDITURE FOR THE YEAR.....				£ 3,706 11 0

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Expenditure to date on Principal Works in Progress.		Estimated Further Expenditure.		
		During the Year ending 31st Dec., 1917.	Subsequently until completion.	Total.
£		£	£	£
Lines belonging to the Company open for Traffic :—				
Additional Station and Siding Accommodation, etc. :				
100	Belfast .....	100	Further	100
—	Castlerock .....	200	Expenditure	200
			Deferred	
	TOTAL.....	300		300

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Not applicable to this Committee.

## No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See State- ment.		Gross Receipts.	Expenditure.	Net Receipts.	Year 1915.		
					Gross Receipts.	Expenditure.	Net Receipts.
		£ s. d.	£ s. d.	£ s. d.	£	£	£
10	Railway .....	451,760 1 10	325,048 10 8	126,711 11 2	416,347	280,331	136,016
11	Omnibuses and other Passenger Vehicles not running on the Railway .....	106 14 2	657 16 0	Dr. 551 1 10	99	674	Dr. 575
—	Steamboats .....	5,656 5 8	7,659 5 11	Dr. 2,003 0 3	5,656	7,925	Dr. 2,269
15	Hotels, and Refreshment Rooms and Cars where Catering is carried on by the Company .....	26,263 2 7	28,005 19 10	Dr. 1,742 17 3	26,036	27,054	Dr. 1,018
	<b>TOTAL</b> .....	<b>483,786 4 3</b>	<b>361,371 12 5</b>	<b>122,414 11 10</b>	<b>448,138</b>	<b>315,984</b>	<b>132,154</b>
<b>MISCELLANEOUS RECEIPTS (Net)—</b>							
	Rents from Houses and Lands .....			1,531 16 2			178
	Other Rents .....			1,260 16 8			1,505
	Interest on Investment in Larne and Stranraer Steamship Joint Committee .....			860 8 0			860
	General Interest .....			504 0 4			298
	Tolls on Belfast Central Railway per Great Northern Railway Company (Ireland) .....			1,179 15 6			1,152
	Proportion of Guaranteeing Companies' contributions towards loss in working Larne and Stranraer Steamers—less Interest on Subscribed Capital .....			2,859 2 11			3,167
	<b>TOTAL NET INCOME</b> .....		£	<b>130,610 11 5</b>			<b>139,314</b>

## No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

		Year 1915.
	£ s. d.	£
Balance brought forward from last year's Account .....	2,230 18 7	5,850
Net Income (as per Statement No. 8) .....	130,610 11 5	139,314
<b>TOTAL</b> .....	<b>132,841 10 0</b>	<b>145,164</b>
<b>Deduct—Interest, Rentals and other Fixed Charges—</b>	£ s. d.	
Interest on Superannuation and other Funds .....	60 17 1	81
Chief Rents, Wayleaves, &c. ....	1,325 2 11	1,264
Interest on Temporary Loans .....	116 15 11	171
Proportion of Depreciation of Investment in Consols (now Converted into War Loan Stock)—Larne and Stranraer Steamship Joint Committee .....	856 2 8	856
	<b>2,358 18 7</b>	<b>2,372</b>
Amount available for payment of Interest on Capital .....	130,482 11 5	142,792
Amount appropriated for Interest on Capital invested in the undertaking .....	130,482 11 5	140,561
<b>SURPLUS—as per Balance Sheet</b> .....	£	<b>2,231</b>

## No. 9 (a)—STATEMENT OF INTERIM DIVIDENDS PAID.

Not applicable to this Committee.

Dr.

No. 10.—RECEIPTS AND EXPENDITURE IN RESPECT OF RAILWAY WORKING.

Cr.

To Expenditure.	Year. 1915.		Percentage of Traffic Receipts.		Year. 1915.	By Gross Receipts		Percentage of Traffic Receipts.	
	£	s. d.	1916.	1915.		1916.	1915.	Per cent.	Per cent.
A.—Maintenance and Renewal of Way and Works .....	64,574	15 10	14.41	13.32	55,085	14.41	13.32	14.41	13.32
B.—Maintenance and Renewal of Rolling Stock—									
(1) Locomotives .....	20,507	9 3			17,759				
(2) Carriages .....	13,885	5 0			11,013				
(3) Wagons .....	14,647	0 0			12,574				
	49,039	14 3	10.94	10.00	41,346	10.94	10.00	10.94	10.00
C.—Locomotive Running Expenses .....	101,092	18 2			78,858				
D.—Traffic Expenses .....	83,236	3 0			77,588				
	184,329	1 2	41.12	37.32	156,446	41.12	37.32	41.12	37.32
E.—General Charges .....	13,616	4 5	3.04	3.20	13,239	3.04	3.20	3.04	3.20
Law Charges .....	283	14 4	0.06	0.19	783	0.06	0.19	0.06	0.19
Compensation (Accidents and Losses)—									
Passengers .....	9	17 1			27				
Workmen .....	1,000	0 0			1,000				
Damage and Loss of Goods, Property, &c. 1,114	16 4				1,158				
	2,124	13 5	0.47	0.53	2,185	0.47	0.53	0.47	0.53
Rates .....	8,294	1 4	1.85	2.03	8,415	1.85	2.03	1.85	2.03
National Insurance—									
Health .....	1,165	10 10			1,219				
Unemployment .....	129	12 3			155				
	1,295	3 1	0.29	0.33	1,374	0.29	0.33	0.29	0.33
TOTAL TRAFFIC EXPENDITURE .....	323,557	7 10	72.18	67.42	278,873	72.18	67.42	72.18	67.42
Miscellaneous .....	1,491	2 10			1,458				
TOTAL EXPENDITURE .....	325,048	10 8			280,331				
NET RECEIPTS .....	126,711	11 2			136,016				
TOTAL .....	451,760	1 10			416,347				
By Gross Receipts									
Ordinary Passengers—									
First Class .....	11,901	3 5			8,739				
Second Class .....	9,496	18 8			8,688				
Third Class .....	142,857	11 6			135,823				
	164,255	13 7			155,250				
Season Tickets—									
First Class .....	2,173	11 1			2,056				
Second Class .....	3,500	7 9			3,201				
Third Class .....	10,354	5 8			8,856				
Workmen's Tickets .....	16,028	4 6			14,113				
	2,313	7 9			2,886				
TOTAL RECEIPTS FROM PASSENGERS	182,597	5 10			170,249				
Mails .....	12,311	0 0			12,311				
Parcels up to 2 cwt., Parcels Post and Excess Luggage .....	20,420	2 9			20,420				
Other Merchandise by Passenger Trains	18,092	17 5			18,092				
	38,513	0 2			38,513				
F.—Less Expenses of Collection and Delivery	2,576	6 1			34,489				
	35,936	14 1			217,049				
TOTAL PASSENGER TRAIN RECEIPTS	230,844	19 11			217,049				
GOODS TRAIN TRAFFIC:—									
Merchandise .....	164,855	4 10			144,788				
F.—Less Expenses of Collection and Delivery .....	183,117	4 4			7,042				
	18,261	19 6			27,110				
Live Stock .....	8,527	1 1			17,632				
Coal, Coke and Patent Fuel .....	27,957	11 3			196,572				
Other Minerals .....	16,055	12 9							
TOTAL GOODS TRAIN RECEIPTS .....	217,395	9 11			196,572				
TOTAL TRAFFIC RECEIPTS .....	448,240	9 10			413,621				
H.—Mileage, Demurrage and Wagon Hire (Balance) .....	83	14 6			327				
Miscellaneous .....	3,435	17 6			2,399				
TOTAL .....	451,760	1 10			416,347				

## ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

	£ s. d.		£ s. d.		Year 1915.
	£	s. d.	£	s. d.	£
Superintendence—					
Salaries .....	2,272	0 3			2,260
Office Expenses, &c. ....	234	9 9			261
			2,506	10 0	
Maintenance of Roads, Bridges and Works—					
Earthworks .....	476	3 4			584
Bridges, Tunnels, Culverts, Retaining Walls and other Works .....	2,481	12 1			2,400
Roads and Fences .....	4,363	3 4			4,282
			7,320	18 9	
Maintenance of Permanent Way—					
Renewal of Running Lines—					
Wages .....	308	1 0			354
Materials .....	1,368	7 9			1,823
Engine Power and Wagon Repairs .....	27	14 2			15
Repair of Running Lines and Sidings—			1,704	2 11	
Wages .....	18,297	3 10			16,600
Materials .....	4,749	4 11			3,572
Engine Power and Wagon Repairs .....	621	13 5	23,668	2 2	712
			25,372	5 1	
Maintenance of Signalling .....			2,342	19 11	3,264
Maintenance of Telegraphs .....			1,123	10 2	1,049
			3,466	10 1	
Maintenance of Stations and Buildings—					
Stations, Depôts and Offices .....	5,266	0 1			6,886
Engine Shed .....	402	17 7			491
Carriage Sheds .....	20	13 3			67
Locomotive Workshops .....	76	3 9			164
Carriage Workshops .....	17	11 10			101
Wagon Workshops .....	14	2 4			141
Other Buildings .....	111	3 1			59
			5,908	11 11	
			44,574	15 10	45,085
Transfer to Railway Depreciation Fund .....			20,000	0 0	10,000
TOTAL .....			£ 64,574	15 10	55,085

## ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1) Locomotives.				(2) Carriages.			
	£ s. d.		Year 1915.		£ s. d.		Year 1915.
	£	s. d.	£		£	s. d.	£
Superintendence—				Superintendence—			
Salaries .....	692	7 4	609	Salaries .....	346	3 9	305
Office Expenses .....	85	4 6	68	Office Expenses .....	42	12 4	34
			777 11 10				388 16 1
Complete Renewals—				Complete Renewals—			
Wages .....	54	2 8	38	Wages .....	..		65
Materials .....	841	13 7	44	Materials .....	..		926
			895 16 3				..
Repairs and Partial Renewals—				Repairs and Partial Renewals—			
Wages .....	8,095	14 5	8,592	Wages .....	6,058	15 3	5,504
Materials .....	4,257	18 0	6,209	Materials .....	4,884	16 1	3,764
			12,353 12 5				10,943 11 4
Workshop Expenses .....				Workshop Expenses—			
Repairs and Renewals of Machinery and Plant .....	373	1 11	155	Repairs and Renewals of Machinery and Plant .....	186	11 1	78
Other Expenses .....	1,732	13 0	675	Other Expenses .....	866	6 6	337
			2,105 14 11				1,052 17 7
			16,132 15 5				12,385 5 0
Transfer to Railway Depreciation Fund .....			4,000 0 0	Transfer to Railway Depreciation Fund .....			1,500 0 0
			16,390				11,013
Add—Engine Power supplied to and by the Company (balance) .....			20,132 15 5				..
			374 13 10				..
			17,390				..
TOTAL .....	£ 20,507	9 3	17,759	TOTAL .....	£ 13,885	5 0	11,013

## (3) Wagons.

	£ s. d.		£ s. d.		Year 1915.
	£	s. d.	£	s. d.	£
Superintendence—					
Salaries .....	346	3 9			304
Office Expenses .....	42	12 5			34
			388	16 2	
Complete Renewals—					
Wages .....	200	10 5			91
Materials .....	3,700	14 7			1,500
			3,901	5 0	
Repairs and Partial Renewals—					
Wages .....	3,616	15 8			3,514
Materials .....	5,687	5 9			6,716
			9,304	1 5	
Workshop Expenses—					
Repairs and Renewals of Machinery and Plant .....	186	11 3			78
Other Expenses .....	866	6 2			337
			1,052	17 5	
TOTAL .....	£ 14,647	0 0			12,574



## ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES—RECEIPTS AND EXPENDITURE.

Not applicable to this Committee.

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES  
NOT RUNNING ON THE RAILWAY.

Dr.

Cr.

To Expenditure.	Year 1915.		By Gross Receipts.	Year 1915.	
	£ s. d.	£		£ s. d.	£
Maintenance of Horses.....	447 4 0	449	Passengers.....	106 14 2	99
Maintenance of Horse Vehicles.....	40 19 11	23			
Maintenance of Motors.....	..	5			
Maintenance of Buildings.....	1 17 5	21	Balance.....	551 1 10	575
Traffic Expenses.....	123 4 11	127			
Miscellaneous.....	44 9 9	49			
TOTAL.....£	657 16 0	674	TOTAL.....£	657 16 0	674

## No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

Dr.

Cr.

OMITTED UNDER AUTHORITY OF BOARD OF TRADE.

The Steamboats jointly owned by the Company and the Portpatrick and Wigtownshire Railways Joint Committee, were placed under Government Control on 5th August, 1914.

## No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

## No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS, AND WHARVES

Not applicable to this Committee.

**No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS  
AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.**

<i>Dr.</i>			<i>Cr.</i>					
To Expenditure.		Year 1915.	By Gross Receipts.		Year 1915.			
	£ s. d.	£		£ s. d.	£			
Salaries and Wages .....	4,437 1 7	4,665	Total Receipts from Hotels and from Sale of Provisions, &c., in Refreshment Rooms and Cars.....	26,263 2 7	26,036			
Provisions, Wines and Spirits consumed .....	14,780 1 11	14,183						
Repairs and Maintenance of Hotels and Refreshment Rooms, and of Fittings, Furniture, &c., of Refreshment Cars .....	2,790 15 3	1,988						
Heating and Lighting of Hotels and Refreshment Rooms .....	2,785 6 4	2,319						
Rents .....	65 1 0	65						
Rates .....	526 5 4	535						
Taxes .....	158 11 2	161						
Miscellaneous .....	2,230 6 6	2,370						
<b>Total Expenditure .....</b>	<b>27,773 9 1</b>	<b>26,286</b>				Balance .....	1,742 17 3	1,018
Transfer to Depreciation Fund.....	232 10 9	768						
<b>TOTAL.....£</b>	<b>28,005 19 10</b>	<b>27,054</b>	<b>TOTAL.....£</b>	<b>28,005 19 10</b>	<b>27,054</b>			

**No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON  
BY THE COMPANY.**

**No. 17—ELECTRIC POWER AND LIGHT ACCOUNT.**

Not applicable to this Committee.

**No 18—GENERAL BALANCE SHEET.**

<i>Dr.</i>			<i>Cr.</i>		
		Year 1915.			Year 1915.
	£ s. d.	£		£ s. d.	£
To Temporary Loans.....	2,320 0 0	3,155	By Cash at Bankers and in hand. . £8,356 19 11		
Amount due to Railway Companies and Committees .....	6,600 13 0	23,907	Cash on Deposit at Interest... 749 2 4	9,106 2 3	733
Amount due to Railway Clearing Houses ..	5,038 16 5	8,095	Investment in Government Securities .....	18,351 10 9	35,260
Superannuation and other Provident Funds	4,003 5 11	3,615	Stock of Stores and Materials.....	76,770 9 10	52,944
Accounts Payable.....	21,711 1 5	14,416	Outstanding Traffic Accounts .....	22,414 7 9	21,833
Liabilities Accrued .....	1,586 16 1	2,784	Amount due by Railway Companies and Committees .....	1,917 17 0	5,441
Miscellaneous Accounts .....	17,563 17 7	13,655	Amount due by Postmaster-General .....	2,580 4 9	2,579
Midland Railway Co. ....	24,668 0 9	31,285	Accounts Receivable.....	5,067 18 6	4,081
Redemption of Lease .....	297 9 4	272	Miscellaneous Accounts .....	5,865 3 11	3,174
Depreciation Funds :—			Portrush Harbour Company—		
Railway .....	36,500 0 0	11,000	Tramway Loan Account .....	1,593 13 4	1,594
Steamboats (including Insurance Fund)	20,529 6 5	18,608			
Hotels.....	2,848 1 2	2,616			
Unappropriated Balance of Net Income as per Account No. 9 .....	..	2,231			
<b>£</b>	<b>143,667 8 1</b>	<b>135,639</b>	<b>£</b>	<b>143,667 8 1</b>	<b>135,639</b>

## PART II.

### STATISTICAL RETURNS.

#### I.—MILEAGE OF LINES.

##### (A.)—Mileage of Lines Open for Traffic.

	Running Lines.						Sidings reduced to Single Track.	Total of Single Track, including Sidings.	Year 1915.
	Length of Road. First Track.	Second Track.	Third Track.	Fourth Track.	Over four Tracks (reduced to single Track).	Total miles (reduced to Single Track).			Total of Single Track, including Sidings.
	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.
<b>LINES OWNED BY COMPANY :—</b>									
<b>MAIN AND PRINCIPAL LINES—</b>									
Broad Gauge :									
Belfast to Londonderry .....	95 18	36 63	0 68	0 32	0 20	133 41	28 75	162 36	162 36
Greenisland to Larne Harbour .....	17 47	4 36	0 47	0 9	0 1	22 60	5 55	28 35	28 5
Cookstown Line .....	28 70	0 66	—	—	—	29 56	5 41	35 17	35 17
Portrush Branch .....	5 72	0 50	0 14	—	—	6 56	1 38	8 14	8 14
Narrow Gauge :									
Larne Harbour to Retreat .....	41 44	0 34	—	—	—	41 78	7 39	49 37	49 37
Londonderry to Strabane .....	14 22	0 26	—	—	—	14 48	1 23	15 71	15 69
<b>TOTAL OF MAIN AND PRINCIPAL LINES</b> .....	<b>203 33</b>	<b>43 35</b>	<b>1 49</b>	<b>0 41</b>	<b>0 21</b>	<b>249 19</b>	<b>50 31</b>	<b>299 50</b>	<b>299 18</b>
<b>MINOR AND BRANCH LINES—</b>									
Broad Gauge :									
Ballyclare Branch .....	3 47	0 11	—	—	—	3 58	0 61	4 39	4 39
Derry Central Line .....	29 19	0 74	—	—	—	30 13	2 4	32 17	32 17
Draperstown Line .....	6 51	—	—	—	—	6 51	0 57	7 28	7 28
Limavady Junction to Dungiven .....	13 42	—	—	—	—	13 42	2 21	15 63	15 63
Goods Lines .....	0 73	—	—	—	—	0 73	—	0 73	0 73
Narrow Gauge :									
Doagh Branch .....	5 78	—	—	—	—	5 78	1 22	7 20	7 20
Portstewart Tramway .....	1 67	0 10	—	—	—	1 77	0 3	2 0	2 0
<b>TOTAL</b> .....	<b>265 10</b>	<b>44 50</b>	<b>1 49</b>	<b>0 41</b>	<b>0 21</b>	<b>312 11</b>	<b>57 39</b>	<b>369 50</b>	<b>369 18</b>
<b>LINES JOINTLY OWNED (COMPANY'S SHARE OF OWNERSHIP) :—</b>									
Broad Gauge :									
Portrush Harbour Tramway .....	0 16	—	—	—	—	0 16	0 6	0 22	0 22
<b>GRAND TOTAL</b> .....	<b>265 26</b>	<b>44 50</b>	<b>1 49</b>	<b>0 41</b>	<b>0 21</b>	<b>312 27</b>	<b>57 45</b>	<b>369 72</b>	<b>369 40</b>
Ditto. Year 1915 .....	265 26	44 34	1 52	0 41	0 21	312 14	57 26	369 40	

##### (B.)—Mileage of Lines Authorised but not Open for Traffic.

	Miles Authorised.	Miles constructed and not Open for Traffic.		Miles under Construction.	Miles not commenced, or in Abeyance.
	Length of Road.	Length of Road.	Length (including Sidings) Reduced to Single Track.	Length of Road.	Length of Road.
	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.
<b>LINES OWNED BY THE COMPANY :—</b>					
New Lines—					
Coleraine Deviation .....	0 54	..	..	..	0 54
Ditto Year 1915 .....	0 54	..	..	..	0 54

##### (C.)—Mileage of Lines Run Over by the Company's Engines.

	Year 1915.	
	M. Ch.	M. Ch.
Lines Owned by the Company .....	250 68	250 68
Lines Partly Owned .....	0 31	0 31
Lines over which the Company exercises Running Powers continuously .....	1 60	1 60
<b>TOTAL</b> .....	<b>252 79</b>	<b>252 79</b>
Add—Lines over which the Company exercises Running Powers occasionally .....	4 51	4 51
<b>TOTAL</b> .....	<b>257 50</b>	<b>257 50</b>

II.—ROLLING STOCK.

(A.)—Steam Locomotives and Tenders.

Description.	Number.	Year
		1915. Number.
Tender Engines :—		
2 — 4 — 0 .....	26	26
4 — 4 — 0 .....	22	22
0 — 6 — 0 .....	16	16
0 — 4 — 2 .....	1	1
Tank Engines —		
2 — 4 — 0 .....	6	6
0 — 4 — 0 .....	5	5
0 — 4 — 2 .....	2	2
0 — 6 — 0 .....	3	3
2 — 6 — 0 .....	1	1
2 — 4 — 2 .....	4	4
	86	86
Tenders .....	65	65

(B.)—Rail Motor Vehicles.

(C.)—Trains Worked by Electric Power.

Not applicable to this Committee.

(D.)—Coaching Vehicles (other than Electric).

(E.)—Merchandise and Mineral Vehicles.

	Number	Seats or Berths.				Year 1915.	
		1st Class.	2nd Class.	3rd Class.	Total.	Number	Seats or Berths, Total
PASSENGER CARRIAGES.							
Carriages of uniform class	146	411	100	6,742	7,253	146	7,253
Composite Carriages .....	76	1,109	1,295	851	3,255	76	3,255
Restaurant Cars .....	4	124	..	..	124	4	124
Total Passenger Carriages	226	1,644	1,395	7,593	10,632	226	10,632
OTHER COACHING VEHICLES							
Post Office Vans .....	3					3	
Luggage, Parcel and Brake Vans .....	39					39	
Carriage Trucks .....	8					8	
Horse Boxes .....	23					23	
Miscellaneous .....	79					79	
Total other Coaching Vehicles .....	152					152	
TOTAL COACHING VEHICLES	378					378	

	Number.	Year 1915. Number.
Open Wagons—		
Under 8 tons .....	394	394
8 and up to 12 tons .....	958	956
Over 12 and up to 20 tons .....	97	97
Over 20 tons (other than special) .....	6	6
Covered Wagons—		
Under 8 tons .....	768	768
Mineral Wagons—		
Under 8 tons .....	89	89
8 and up to 12 tons .....	60	60
Special Wagons (for loads of exceptional dimensions and weight) .....	3	3
Cattle Trucks .....	29	29
Rail and Timber Trucks .....	52	52
Brake Vans .....	39	41
TOTAL .....	2,495	2,495

(F.)—Railway Service Vehicles and Horses for Shunting.

	Number.	Year 1915. Number.
Gasholder Trucks .....	3	3
Locomotive Coal Wagons .....	37	37
Ballast Wagons and Ballast Brake Vans .....	73	73
Mess and Tool Vans .....	3	3
Breakdown Cranes .....	1	1
Travelling Cranes .....	5	5
Miscellaneous .....	2	2
TOTAL .....	124	124
Horses for Shunting .....	5	5

**III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS, AND IN THE CONVEYANCE OF PASSENGERS.**

**IV.—STEAMBOATS.**

	Number.	Year 1915.	Date of Construction	Indicated Horse Power.	Registered Tonnage. Tons.	
		Number.				
Goods and Parcels Road Vehicles—			Steamboats over 250 tons net—			
Road Motors for Goods and Parcels.....	1	1	Princess Maud .....	1904	6,000	687
Horse Wagons and Carts.....	169	155	Princess Victoria .....	1912	7,500	702
Miscellaneous.....	3	3				
<b>TOTAL.....</b>	<b>173</b>	<b>159</b>				
				(Number)		
			<b>TOTAL.....</b>	<b>2</b>	<b>13,500</b>	<b>1,389</b>
			<i>Do. Year 1914....</i>	<i>2</i>	<i>13,500</i>	<i>1,389</i>
Passenger Road Vehicles—			The above Steamboats are owned jointly by the Company and the Portpatrick and Wigtownshire Railways Joint Committee, the ownership proportions being 21.403% and 78.597% respectively.			
Omnibuses.....	7	7				
Cabs .....	4	4				
Miscellaneous.....	3	3				
<b>TOTAL.....</b>	<b>14</b>	<b>14</b>				
Horses for Road Vehicles .....	136	138				

**V.—CANALS.**

**VI.—DOCKS, HARBOURS, AND WHARVES.**

Not applicable to this Committee.

**VII.—HOTELS.**

**VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.**

Name.	Situation.	Land.	Acreage.	Year 1915.
			Acreage.	
Northern Counties	Portrush	Agricultural Land .....	..	..
Midland Station	Belfast	Urban and Suburban Land .....	..	..
Laharna	Larne			
		Houses.	Number.	Year 1915.
				Number.
		Houses and Cottages for Company's Servants.....	109	109
		Other Houses and Cottages .....	10	10

**IX.—OTHER INDUSTRIES.**

Not applicable to this Committee.

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

		Year 1915.
Quantities of principal materials used—		
Ballast .....	2,485 Cubic Yards	4,113 Cubic Yards
Fencing .....	1 Mile	7 Miles
Rails .....	81 Tons	254 Tons
Sleepers .....	8,589 Number	5,261 Number
Miles maintained—		
Miles of Road .....	M. Ch.	M. Ch.
	265 26	265 26
Miles of road reduced to single track—		
Running Lines .....	312 27	312 14
Sidings .....	57 45	57 26
Miles of Track renewed .....	0 48	1 36

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

	In Company's Workshops.	Year 1915.
	Number.	Total.
Locomotives Renewed .....	..	..
Locomotives Repaired—		
Heavy repairs .....	27	38
Light „ .....	14	11
Locomotives under or awaiting repair at end of year .....	8	6
Coaching Vehicles—		
Carriages renewed .....	..	1
Carriages repaired—		
Heavy repairs .....	75	60
Light „ .....	181	189
Carriages under or awaiting repair at end of year .....	12	13
Others renewed .....	4	4
Others repaired—		
Heavy repairs .....	12	1
Light „ .....	104	100
Others under or awaiting repair at end of year .....	5	2
Wagons Renewed—		
Completely renewed .....	25	13
Partially „ .....	142	165
Wagons Repaired		
Heavy repairs .....	135	129
Light „ .....	1,394	1,512
Wagons under or awaiting repair at end of year .....	54	42



## XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1915.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
Ordinary—		£	s. d.			£	s. d.	
1st Class .....	88,664	11,901	2 8-21	80,462	82,183	8,739	2 1-52	75,333
2nd Class .....	106,352	9,497	1 9-43	103,439	100,581	8,688	1 8-73	97,872
3rd Class .....	3,370,828	142,858	0 10-17	3,274,434	3,301,170	135,823	0 9-87	3,229,750
Workmen .....	275,684	2,313	0 2-01	275,684	323,795	2,886	0 2-14	323,795
<b>Total</b> .....	<b>3,841,528</b>	<b>166,569</b>	<b>0 10-41</b>	<b>3,734,019</b>	<b>3,807,729</b>	<b>156,136</b>	<b>0 9-84</b>	<b>3,726,760</b>
Season—								
1st Class .....	183	2,174	—	183	200	2,056	—	200
2nd Class .....	330	3,560	—	330	335	3,201	—	335
3rd Class .....	1,457	10,354	—	1,458	1,253	8,856	—	1,253

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton	Tonnage originating on the Company's System.	Year 1915.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
	Tons	£	s. d.	Tons.	Tons.	£	s. d.	Tons.
Merchandise .....	559,308	164,855	5 10-74	517,871	514,017	144,788	5 7-60	468,122
Coal, Coke, and Patent Fuel .....	204,274	27,957	2 8-85	204,309	205,319	27,110	2 7-69	205,319
Other Minerals .....	138,071	16,056	2 3-91	137,627	172,316	17,632	2 0-56	171,835
<b>TOTAL</b> .....	<b>901,653</b>	<b>208,868</b>	<b>4 7-60</b>	<b>859,807</b>	<b>891,652</b>	<b>189,530</b>	<b>4 3-01</b>	<b>845,274</b>
	Number.			Number originating on the Company's System.	Number.			Number originating on the Company's System.
Live Stock .....	188,946	8,527	—	153,658	163,124	7,042	—	131,398

## XV. (A.)—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

Originating on the Company's System.	Tons.	Year 1915.	
		Tons	Value
Merchandise .....			
Grain .....	152,336	145,641	
Potatoes .....	106,364	65,580	
Flax, Tow, Linen and Yarn .....	39,918	41,516	
Timber .....	10,653	11,766	
Packed Manures .....	18,803	21,976	
Coal, Coke, Patent Fuel, &c. ....	204,309	205,319	
Other Minerals—			
Iron Ore .....	28,935	40,946	
Stone .....	20,237	33,009	
Sand .....	7,619	10,273	
<b>TOTAL</b> .....	<b>589,174</b>	<b>576,026</b>	

## XV. (B.)—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

Originating on the Company's System.	Number.	Year 1915.	
		Number	Value
Horses .....	1,520	1,463	
Cattle .....	86,315	79,492	
Calves .....	9,153	8,529	
Sheep .....	49,750	40,428	
Pigs .....	6,654	1,363	
Miscellaneous .....	266	103	
<b>TOTAL</b> .....	<b>153,658</b>	<b>131,398</b>	

## XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

	1913.	1914.	1915.	1916.
Total Expenditure on Capital Account (No. 4) .....	3,411,399	3,428,604	3,433,327	3,437,033
Gross Receipts from Businesses carried on by the Company (No. 8) .....	444,179	434,264	448,138	483,786
Revenue Expenditure on ditto (No. 8) .....	307,802	303,870	315,984	361,371
Net Receipts of ditto (No. 8) .....	136,377	130,394	132,154	122,415
Miscellaneous Receipts net (No. 8) .....	8,885	7,813	7,160	8,196
Total Net Income (No. 8) .....	145,262	138,207	139,314	130,611
Interest, Rentals, and other Fixed Charges (No. 9) .....	2,472	2,434	2,372	2,359
Appropriated for Interest on Capital .....	140,105	140,063	140,561	130,483
Surplus or Deficit .....	2,685	4,290	3,619	12,469
Appropriation to Reserve .....	—	—	—	—
Brought forward from previous year .....	7,455	10,140	5,850	2,231
Carried forward to next year .....	10,140	5,850	2,231	—

Examined and approved

For Accountant, Midland Rly. Co.,  
S. BOWER.

JOHN QUIREY,

Accountant of the Committee.

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**Certificate Respecting the Permanent Way, &c.**

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other works have, during the past year, been maintained in good working condition and repair, so far as has been possible under the exceptional conditions consequent upon the War.

27th January, 1916.

BOWMAN MALCOLM, *Engineer.*

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**Certificate Respecting the Rolling Stock, &c.**

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools have, during the past year, been maintained in good working order and repair, so far as has been possible under the exceptional conditions consequent upon the War.

27th January, 1916.

BOWMAN MALCOLM, *Locomotive Engineer.*

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(Signed for the Committee)

JOHN A. TORRENS,  
*Chairman of the Committee.*

JAMES COWIE,  
*Secretary of the Committee*

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**Auditors' Certificate**

We hereby certify that the above Yearly Accounts of the Northern Counties Committee contain a full and true Statement of its financial condition.

21st February, 1917.

G. WALTER KNOX,

GERALD MARSH,

} *Auditors.*



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**Midland Railway Company**  
(Northern Counties Committee).

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**Financial Accounts**  
AND  
**Statistical Returns.**

**YEAR 1916.**

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Sligo, Leitrim, and Northern Counties Railway Company.

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# REPORT OF DIRECTORS

Statement of Accounts and  
Statistical Returns

FOR YEAR ENDED 31st DECEMBER, 1916.

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TO BE SUBMITTED TO THE PROPRIETORS

AT THE

ANNUAL GENERAL MEETING

TO BE HELD AT

RAMSAY'S HOTEL, SLIGO,

*On Wednesday, the 28th day of FEBRUARY, 1917,*

AT ONE O'CLOCK.

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NOTICE OF MEETING.

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Sligo, Leitrim, and Northern Counties Railway Company.

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Notice is hereby given that the Annual General Meeting of the Shareholders of this Company will be held on Wednesday, the 28th day of February, 1917, at One o'clock, precisely, at Ramsay's Hotel, Sligo, to receive a Report from the Directors on the affairs of the Company, and for the general business of the Company.

The Transfer Books for C Debenture Stock will be closed from the 15th day of February, 1917, to the 28th day of February, 1917, both days inclusive.

JOSSLYN GORE-BOOTH, *Chairman.*

JOHN DUFF, *Secretary.*

COMPANY'S OFFICE,  
ENNISKILLEN,  
12th February, 1917.

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Sligo, Leitrim, and Northern Counties Railway Company.

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Directors:

SIR JOSSLYN GORE-BOOTH, BART., CHAIRMAN, Lissadell, Sligo.

CAPTAIN GEORGE HEWSON, DEPUTY-CHAIRMAN, Dromahair.

J. A. COOPER, ESQ., J.P., Rahelly, Castlegarren, Sligo.

LIEUT.-COL. JAMES CAMPBELL, Hermitage, Sligo.

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# Sligo, Leitrim, and Northern Counties Railway Company.

## REPORT OF DIRECTORS.

TO BE SUBMITTED TO THE SHAREHOLDERS AT THE ANNUAL GENERAL MEETING ON  
28TH FEBRUARY, 1917.

The Statement of Accounts and Statistical Returns for the Year ended 31st December, 1916, duly audited and verified, is submitted with this Report.

The following is a summary of the Receipts and Expenditure on Revenue Account:—

Per Account No. 8.

Gross Receipts of Railway	....	....	£30,736	6	7
Expenditure	....	....	23,401	7	9
			£7,334	18	10
Miscellaneous receipts (net) from rents, interest, &c.			226	18	10
Total net income	....	....	£7,561	17	8

Per Account No. 9.

Add Balance from last Account	....	....	395	10	0
			£7,957	7	8

After payment of amount due for Running Powers, and Interest on A and B Debenture Stocks, there remains £1,267 3s. 6d. out of which the Directors recommend that a Dividend at the rate of one per Cent. for the year be paid on C Debenture Stock, and that the balance, £477 7s. 5d. be carried forward.

“ In pursuance of an Order in Council made on the 22nd December, 1916, under the provisions of the Regulation of the Forces Act, 1871, the control of the Irish Railways was taken over by the Government as from midnight of 31st December, 1916, for which purpose an Executive Committee was appointed, composed of General Managers of certain Companies, with the Under-Secretary for Ireland as Chairman.

“ Negotiations as to Compensation to be paid by the Government are at present proceeding between the Board of Trade and the Irish Railway Executive Committee.”

One of the Directors, SIR JOSSLYN GORE-BOOTH, Bart., retires by rotation, and being eligible, offers himself for re-election.

One of the Auditors, Mr. PIM, also retires, and offers himself for re-election.

JOSSLYN GORE-BOOTH,  
*Chairman.*

JOHN DUFF,  
*Secretary.*

# Sligo, Leitrim, and Northern Counties Railway Company.

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED 31st DECEMBER, 1916.

## PART I. FINANCIAL ACCOUNTS.

No. 1 (a)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY.

Special Acts	Capital Authorised			Capital Created			Balance		
	Shares and Stock	Loans or Debenture Stock	Total	Shares and Stock	Loans or Debenture Stock	Total	Shares and Stock	Loans or Debenture Stock	Total
	£	£	£	£	£	£	£	£	£
I. 38th and 39th Vic., Cap. 197, 1875 .. .. .	200,000	100,000	300,000	200,000	100,000	300,000	—	—	—
II. Borrowing Powers under Scheme of arrangement, filed 14th July, 1897, and enrolled 6th January, 1898 .. .. .	—	190,000	190,000	—	186,781	186,781		3,219	3,219
TOTAL, .. .. .	200,000	290,000	490,000	200,000	286,781	486,781	—	3,219	3,219

No. 1 (b)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

NOT APPLICABLE TO THIS COMPANY.

No. 1 (c)—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

NOT APPLICABLE TO THIS COMPANY.

## No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a), SHOWING THE PROPORTION ISSUED.

Description	Amount created	Amount issued	Nominal addition to or deductions from Capital	Amount on which Dividend is payable	Amount which does not rank for Dividend until a future date	Calls in arrear	Amount uncalled	Amount unissued
	£	£	£	£	£	£	£	£
A. or Preference Capital .. .. .	50,000	50,000	—	50,000	—	—	—	—
Ordinary Capital .. .. .	150,000	150,000	—	150,000	—	—	—	—
<b>TOTAL .. .. .</b>	<b>£200,000</b>	<b>200,000</b>	<b>—</b>	<b>200,000</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>

## No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS.

	Raised by Loans	Raised by issue of Debenture Stocks							Total raised by Loans and Debenture Stocks
		Amount of Stocks	Nominal Additions or Deductions on Conversion	Existing Amount of Stock				Total Debenture Stocks	
				At 3½ per cent. A Cumulative	At 4 per cent. B Cumulative	At 4 per cent. C Non-Cumulative	At 4 per cent. D Non-Cumulative		
£	£	£	£	£	£	£	£	£	
Existing at 31st December, 1916	Nil	286,781	—	100,000	40,000	78,981	67,800	286,781	286,781
Existing at 31st December, 1915	—	286,781	—	100,000	40,000	78,981	67,800	286,781	286,781
Increase .. .. .	—	—	—	—	—	—	—	—	—
Decrease .. .. .	—	—	—	—	—	—	—	—	—
Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created as per Statement No.1(a) ..									290,000
Less—Amount created but not yet available .. .. .									£ —
Total amount raised by Loans and Debenture Stocks as above .. .. .									286,781
Balance being available borrowing powers at 31st December, 1916 .. .. .									£ *3,219

\* Includes £1,019 C. Debs and £2,200 D. Debs.



## No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Expenditure to date on Principal Works in Progress		Estimated Further Expenditure		
		During the Year ending 31st Dec., 1917	Subsequently until completion	Total
£		£	£	£
	Lines belonging to the Company open for traffic .. .. .	uncertain	uncertain	—
	Rolling Stock .. .. .	uncertain	uncertain	—
	<b>TOTAL</b> .. .. .	£		
	Works not yet commenced and in abeyance .. .. .			

## No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	£	£ s. d.
Stock, Share, and Loan Capital authorised but not yet created (as per Statement No. 1 (a)) .. .. .	—	3,219 0 0
Stock and Share Capital created but not yet received (as per Statement No. 2)—		
Calls in arrear .. .. .	—	
Amounts uncalled .. .. .	—	
Amount unissued .. .. .	—	
Loan Capital created but not yet available (as per Statement No. 3) .. .. .	—	
Available borrowing powers (as per Statement No. 3) .. .. .	—	3,219 0 0
Deduct balance at Debit (as per Capital Account No. 4) .. .. .		829 7 3
<b>TOTAL</b> .. .. .	£	2,389 12 9

## No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See Statement.	Gross Receipts.	Expenditure	Net Receipts.	1915		
				Gross Receipts	Expenditure	Net Receipts
	£ s. d.	£ s. d.	£ s. d.	£	£	£
10 Railway .. .. .	30,736 6 7	23,401 7 9	7,334 18 10	29,588	19,882	9,706
Miscellaneous Receipts (Net)—						
Rents from Houses and Lands .. .. .			7 17 6			8
Other Rents, including Lump-sum Tolls .. .. .			40 5 0			43
Transfer Fees .. .. .			1 15 0			2
General Interest .. .. .			171 16 4			132
Special Items .. .. .			5 5 0			5
<b>TOTAL NET INCOME</b> .. .. .			£ 7,561 17 8			9,896

## No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

										1915			
							£	s.	d.	£	s.	d.	£
Balance brought forward from last year's Account	..	..	..	..	..	..	..	..	335	10	0	963	
Net Income (as per Statement No. 8)	..	..	..	..	..	..	..	..	7,561	17	8	9,896	
TOTAL							..	..	..	7,957	7	8	10,859
Deduct—Interest, Rentals, and other Fixed Charges—													
Chief Rents, Wayleaves, &c., including Lump-sum Tolls	..	..	..	..	..	..	1,590	4	2			1,586	
Interest on Debenture Stocks:—													
A Debentures, 3½ %	..	..	..	..	..	..	3,500	0	0			3,500	
B Debentures, 4 %	..	..	..	..	..	..	1,600	0	0			1,600	
General Interest	..	..	..	..	..	..	—					—	
Special Items	..	..	..	..	..	..	—					—	
TOTAL							..	..	..	6,690	4	2	6,686
Balance after payment of Fixed Charges	..	..	..	..	..	..	..	..	1,267	3	6	4,173	
Appropriation to Permanent Way and Locomotive Renewals Account	..	..	..	..	..	..	..	..	—			2,000	
Balance carried to Balance Sheet	..	..	..	..	..	..	..	..	1,267	3	6	2,173	
Less Interest at One per Cent. on C Debenture Stock	..	..	..	..	..	..	..	..	789	16	1	1,777	
Balance carried forward to next years' Account	..	..	..	..	..	..	..	..	477	7	5	396	

## No. 9 (a)—STATEMENT OF INTERIM DIVIDENDS PAID.

NOT APPLICABLE TO THIS COMPANY.



## ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

	1915	
	£ s. d.	£
Superintendence—		
Salaries .. .. .	292 10 0	293
Office Expenses, &c. .. .. .	29 16 9	40
	322 6 9	333
Maintenance of Roads, Bridges and Works—		
Earthworks .. .. .	1 11 7	24
Bridges, Tunnels, Culverts, Retaining Walls, and other Works .. .. .	194 18 7	236
Roads and Fences .. .. .	284 19 5	264
	481 9 7	524
Maintenance of Permanent Way—		
Renewal of Running Lines—		
Wages .. .. .	—	—
Materials .. .. .	—	—
Engine Power and Wagon Repairs .. .. .	—	—
Repair of Running Lines and Sidings—		
Wages .. .. .	2222 6 8	2,522
Materials .. .. .	1014 15 6	863
Engine Power and Wagon Repairs .. .. .	—	351
	3237 2 2	3,736
Maintenance of Signalling .. .. .	34 8 11	42
Maintenance of Telegraphs .. .. .	36 17 3	88
	71 6 2	130
Maintenance of Stations and Buildings—		
Stations, Depots, and Offices .. .. .	162 7 6	220
Engine Sheds .. .. .	12 11 0	8
Carriage Sheds .. .. .	—	—
Locomotive Workshops .. .. .	22 2 1	9
Carriage Workshops .. .. .	4 15 5	1
Wagon Workshops .. .. .	14 8 11	184
Other Buildings .. .. .	179 18 4	103
	396 3 3	524
	4508 7 11	5,247
Transfer to Railway Depreciation Funds (net) .. .. .	927 18 10	690
TOTAL .. .. .	£5436 6 9	4,557

## ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

## (1) Locomotives.

	1915	
	£ s. d.	£
Superintendence—		
Salaries .. .. .	112 10 0	113
Office Expenses .. .. .	10 0 0	10
	122 10 0	123
Complete Renewals—		
Wages .. .. .	—	—
Materials .. .. .	—	—
Repairs and Partial Renewals—		
Wages .. .. .	476 3 0	520
Materials .. .. .	539 6 8	1,357
	1015 9 8	1,877
Purchase of New Locomotive	—	—
Workshop Expenses—		
Repairs and Renewals of Machinery and Plant .. .. .	288 7 6	4
Other Expenses .. .. .	10 10 1	13
	298 17 7	17
	1436 17 3	2,017
Transfer to Railway Depreciation Funds (net)	929 8 6	767
TOTAL .. .. .	£ 2366 5 9	1,250

## (2) Carriages

	1915	
	£ s. d.	£
Superintendence—		
Salaries .. .. .	40 10 0	41
Office Expenses .. .. .	10 0 0	10
	50 10 0	51
Complete Renewals—		
Wages .. .. .	—	—
Materials .. .. .	—	—
Repairs and Partial Renewals—		
Wages .. .. .	229 0 4	197
Materials .. .. .	217 0 9	247
	446 1 1	444
Purchase of New Carriages	—	—
Workshop Expenses—		
Repairs and Renewals of Machinery and Plant .. .. .	—	—
Other Expenses .. .. .	4 9 4	6
	4 9 4	6
TOTAL .. .. .	£ 501 0 5	501

## (3) Wagons.

	1915	
	£ s. d.	£
Superintendence—		
Salaries .. .. .	40 10 0	41
Office Expenses .. .. .	10 0 0	10
	50 10 0	51
Complete Renewals—		
Wages .. .. .	—	—
Materials .. .. .	—	—
Repairs and Partial Renewals—		
Wages .. .. .	276 1 7	409
Materials .. .. .	833 17 1	822
	1109 18 8	1,231
Purchase of New Wagons	—	—
Workshop Expenses—		
Repairs and Renewals of Machinery and Plant .. .. .	—	—
Other Expenses .. .. .	4 9 4	6
	4 9 4	6
TOTAL .. .. .	£ 1164 18	1,288

## ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

			1915.
	£	s. d.	£
Superintendence :—			
Salaries .. ..	16	0 0	16
Office Expenses .. ..	10	0 0	10
			26 0 0
Steam Train Working :—			
Wages connected with the Running of Locomotive Engines	1303	7 4	1375
Fuel .. ..	5869	19 4	4530
Water .. ..	1	2 1 9	107
Lubricants .. ..	116	12 8	105
Other Stores, including Clothing	129	8 11	110
Miscellaneous .. ..			
			7552 10 0
TOTAL .. ..	£	7578 10 0	6253

## ABSTRACT D.—TRAFFIC EXPENSES.

			1915.
	£	s. d.	£
Salaries and Wages :—			
Superintendence .. ..	153	0 0	138
Stationmasters and Clerks .. ..	756	0 10	722
Signalmen and Gatemen .. ..	257	12 9	245
Ticket Collectors, Policemen, Porters, &c. .. ..	884	11 11	939
Guards .. ..	264	12 10	268
			2315 18 4
Fuel, Lighting, Water and General Stores .. ..	195	3 8	147
Clothing .. ..	44	13 1	47
Printing, Advertising, Stationery, Stamps, and Tickets .. ..	172	9 7	213
Wagon Covers, &c. .. ..			
Expenses of Joint Stations and Junctions	699	8 9	712
Cleansing, Lubricating and Lighting of Vehicles	53	18 2	72
Shunting Expenses (other than Mechanical :—			
Wages .. ..	60	18 4	60
Other Expenses .. ..			
			60 18 4
Railway Clearing House Expenses .. ..	244	18 4	234
Miscellaneous Expenses .. ..	146	0 1	138
TOTAL .. ..	£	3933 8 4	3935

## ABSTRACT E.—GENERAL CHARGES.

			1915.
	£	s. d.	£
Directors' Fees voted by Shareholders .. ..	157	0 0	150
Auditors and Public Accountants .. ..	34	10 0	36
Salaries of Secretary, General Manager, Accountant and Clerks .. ..	545	0 0	545
Office Expenses, ditto .. ..	17	4 8	17
Fire Insurance .. ..	41	1 3	95
Superannuation Fund and Gratuities to Employees on leaving Service .. ..	20	17 4	21
Subscriptions and Donations .. ..	19	19 0	19
Miscellaneous Expenses .. ..	50	4 6	43
TOTAL .. ..	£	878 16 9	926

## ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

NOT APPLICABLE TO THIS COMPANY.

## ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

NOT APPLICABLE TO THIS COMPANY.

## ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

				1915		
	Receipts	Expenditure	Balance	Receipts	Expenditure	Balance
	£	s. d.	£	£	£	£
Mileage and Demurrage—						
Passenger Train Vehicles .. ..	100	9 5	23 8 8	77	0 9	68
Goods Train Vehicles .. ..	918	10 1	793 9 8	125	0 5	72
Hire of—						
Passenger Train Vehicles .. ..	—	—	—	—	—	—
Goods Train Vehicles .. ..	—	—	—	—	—	—
TOTAL .. ..	£	1018 19 6	816 18 4	202 1 2	892	752 140

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

NOT APPLICABLE TO THIS COMPANY.

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

NOT APPLICABLE TO THIS COMPANY.

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

NOT APPLICABLE TO THIS COMPANY.

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

NOT APPLICABLE TO THIS COMPANY.

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS, AND WHARVES.

NOT APPLICABLE TO THIS COMPANY.

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

NOT APPLICABLE TO THIS COMPANY.

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

NOT APPLICABLE TO THIS COMPANY.

Dr.

## No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

Cr.

	1915				1915			
	£ s. d.	£ s. d.	£		Number of Units	£ s. d.	Number of Units	£
Superintendence—								
Salaries .. .. .	1 0 0		1					
Office Expenses .. .. .	0 10 0		1					
Total Superintendence .. .. .		1 10 0	2	Current supplied—				
Generation—				For Traction .. .. .	—		—	
Maintenance of Buildings .. .. .	—		1	„ Power .. .. .	—		—	
Maintenance of Plant, Machinery, and Tools .. .. .	3 10 7		7	„ Lighting .. .. .	823	30 4 0	973	44
Maintenance of Feeders, Cables, and Accessories .. .. .	—		—	To other Consumers .. .. .	—		—	
Salaries and Wages .. .. .	5 7 9		13					
Fuel, including Carriage, &c. .. .. .	—		—					
Oil, Waste, Water and Stores .. .. .	9 19 8		12					
Special Items .. .. .	—		—					
Total Generation .. .. .		18 18 0	33					
Distribution—								
Maintenance of Feeders, Mains, and Apparatus .. .. .	—		—					
Maintenance of Meters, Switches, Fuses, Lamps, &c. .. .. .	4 15 3		8					
Salaries and Wages .. .. .	5 0 9		1					
Royalties, &c., payable for use of Patents .. .. .	—	9 16 0	9					
Rents payable .. .. .	—		—					
Rates .. .. .	—		—					
Taxes .. .. .	—		—					
Special Charges— (To be enumerated)								
TOTAL .. .. .		30 4 0	44	TOTAL .. .. .	823	30 4 0	973	44

Dr.

## No. 18.—GENERAL BALANCE SHEET.

Cr.

	1915			1915	
	£ s. d.	£		£ s. d.	£
To Capital Account, Balance at Credit thereof, as per Account No. 4 .. .. .	—	—	By Capital Account, Balance at Debit thereof, as per Account No. 4 .. .. .	829 7 3	829
Amount due to Bankers .. .. .	—	—	Cash at Bankers .. .. .	273 1 5	
Amount due to Railway Companies and Committees .. .. .	1,223 4 1	1,264	Cash on Deposit .. .. .	3,016 11 3	3,871
Amount due to Railway Clearing Houses .. .. .	210 5 8	—	Investments in 4% War Loan .. .. .	1,985 19 0	1,986
Accounts payable .. .. .	435 0 11	547	Treasury Bills (at cost) .. .. .	985 15 1	—
Miscellaneous Accounts .. .. .	272 19 10	201	Stocks of Stores and Materials .. .. .	5,474 15 4	4,719
Depreciation Funds—			Outstanding Traffic Accounts .. .. .	323 12 6	274
Railway .. .. .	9,438 3 4	7,174	Amount due by Railway Companies and Committees .. .. .	140 16 2	173
General Reserve .. .. .	1,000 0 0	1,000	Amount due by Railway Clearing Houses .. .. .	602 0 4	287
Balance available for Dividends as per Account No. 9 .. .. .	1 267 3 6	2,173	Amount due by Postmaster-General	125 0 0	125
	£ 13,846 17 4	12,359	Accounts Receivable .. .. .	—	—
			Miscellaneous Accounts .. .. .	89 18 6	95
				£ 13,846 17 4	12,359



II.—ROLLING STOCK.

(A.)—Steam Locomotives and Tenders.

Description	Number	1915	
		Number	
Tender Engine :—	—	—	—
Tank Engines :—			
0—6—4 ..	7	7	
0—6—2 ..	2	2	
0—6—0 ..	1	1	
	10	10	
Tenders *.. ..	—	—	

(B.)—Rail Motor Vehicles.

NOT APPLICABLE TO THIS COMPANY.

(C.)—Trains worked by Electric Power.

NOT APPLICABLE TO THIS COMPANY.

(D.)—Coaching Vehicles (other than Electric).

	Number	Seats or Berths.				1915	
		1st Class	2nd Class	3rd Class	Total	Number	Seats or Berths, Total
<b>PASSENGER CARRIAGES.</b>							
Carriages of uniform class ..	5	—	—	360	360	5	360
Composite Carriages ..	6	120	120	100	340	7	400
Restaurant Cars ..	—	—	—	—	—	—	—
Miscellaneous ..	6	—	—	216	216	6	216
Total ..	17	120	120	676	916	18	976
Sleeping ..	—	—	—	—	—	—	—
Total passenger carriages	17				916	18	976
<b>OTHER COACHING VEHICLES.</b>							
Post Office Vans ..	—					—	
Luggage, Parcel and Brake Vans ..	—					—	
Carriage Trucks ..	2					2	
Horse Boxes ..	1					1	
Miscellaneous ..	10					10	
Total other Coaching Vehicles ..	13					1	
Total Coaching Vehicles ..	30					31	

(E.)—Merchandise and Mineral Vehicles.

	Number	1915	
		Number	
<b>Open Wagons—</b>			
Under 8 tons ..	—	—	—
8 and up to 12 tons ..	—	—	—
Over 12 and up to 20 tons ..	—	—	—
Over 20 tons (other than special) ..	—	—	—
<b>Covered Wagons—</b>			
Under 8 tons ..	109	109	
8 and up to 12 tons ..	—	—	
Over 12 and up to 20 tons ..	—	—	
Over 20 tons ..	—	—	
<b>Mineral Wagons—</b>			
Under 8 tons ..	43	43	
8 and up to 12 tons ..	—	—	
Over 12 and up to 20 tons ..	—	—	
Over 20 tons ..	—	—	
<b>Special Wagons (for loads of exceptional dimensions and weight)</b>			
Cattle Trucks ..	30	30	
Rail and Timber Trucks (including Twin Trucks) ..	2	2	
Brake Vans ..	6	6	
Miscellaneous ..	—	—	
Total ..	190	190	

(F.)—Railway Service Vehicles, and Horses for Shunting.

	Number	1915	
		Number	
Gasholder Trucks ..	—	—	
Locomotive Coal Wagons ..	—	—	
Ballast Wagons ..	10	10	
Mess and Tool Vans ..	1	1	
Breakdown Cranes ..	—	—	
Travelling Cranes ..	—	—	
Miscellaneous ..	—	—	
TOTAL ..	11	11	
Horses for Shunting ..	—	—	

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS,  
AND IN THE CONVEYANCE OF PASSENGERS.

NOT APPLICABLE TO THIS COMPANY.

IV.—STEAMBOATS.

NOT APPLICABLE TO THIS COMPANY.

V.—CANALS.

NOT APPLICABLE TO THIS COMPANY.

VI.—DOCKS, HARBOURS, AND WHARVES.

NOT APPLICABLE TO THIS COMPANY.

VII.—HOTELS.

NOT APPLICABLE TO THIS COMPANY.

VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

NOT APPLICABLE TO THIS COMPANY.

IX.—OTHER INDUSTRIES.

NOT APPLICABLE TO THIS COMPANY.

## X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A).

								1915	
Quantities of principal materials used—									
Ballast	..	..	..	..	..	..	..	2,730 C. Yards	4,580 C. Yards
Fencing	..	..	..	..	..	..	..	2½ Miles	3 Miles
Rails	..	..	..	..	..	..	..	Nil Tons	Nil Tons
Sleepers	..	..	..	..	..	..	..	1,370	2,053
Miles maintained—									
Miles of road	..	..	..	..	..	..	..	M. C. 45 61	M. C. 45 61
Miles of road reduced to single track—									
Running Lines	..	..	..	..	..	..	..	43 21	43 21
Sidings	..	..	..	..	..	..	..	2 40	2 40
Miles of track renewed	..	..	..	..	..	..	..	Nil	Nil

## XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B).

								In Company's Workshops. Number	By Contract. Number	Total	1915 Total
Locomotives renewed	..	..	..	..	..	..	..	—	—	—	—
Locomotives repaired—											
Heavy Repairs	..	..	..	..	..	..	..	4	—	4	4
Light „	..	..	..	..	..	..	..	37	—	37	44
Locomotives under or awaiting repair at end of year	..	..	..	..	..	..	..	4	—	4	2
Coaching Vehicles—											
Carriages renewed	..	..	..	..	..	..	..	—	—	—	—
Carriages repaired—											
Heavy repairs	..	..	..	..	..	..	..	3	—	3	3
Light „	..	..	..	..	..	..	..	14	—	14	19
Carriages under or awaiting repair at end of year	..	..	..	..	..	..	..	3	—	3	3
Others renewed	..	..	..	..	..	..	..	—	—	—	—
Others repaired—											
Heavy repairs	..	..	..	..	..	..	..	—	—	—	3
Light „	..	..	..	..	..	..	..	12	—	12	10
Others under or awaiting repair at end of year	..	..	..	..	..	..	..	1	—	1	—
Wagons renewed—											
Completely renewed	..	..	..	..	..	..	..	—	—	—	—
Partially	..	..	..	..	..	..	..	—	—	—	34
Wagons repaired—											
Heavy repairs	..	..	..	..	..	..	..	6	2	8	16
Light „	..	..	..	..	..	..	..	99	—	99	38
Wagons under or awaiting repair at end of year	..	..	..	..	..	..	..	29	—	29	10

XII.—ENGINE MILEAGE.

	Train Miles (Loaded Trains)		Total Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey)		Shunting Miles		Other Miles (Assist- ing, Light, &c.)	Total Engine Miles	Train Miles (Loaded Trains)		Total Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey)		Shunting Miles		Other Miles (Assist- ing, Light, &c.)	Total Engine Miles		
	Coaching	Goods	Coaching	Goods	Coach- ing	Goods			Coach- ing	Goods	Coaching	Goods	Coaching	Goods			Coach- ing	Goods
A.—MILES RUN IN RELATION TO THE COM- PANY'S TRAFFIC RECEIPTS—																		
Over the Company's System by the Company's Engines ..	107,402	31,640	139,042	107,402	31,940	139,042	6,310	42,963	476	188,791	107,979	44,781	152,760	6,335	44,975	601	204,671	
Over the Company's System by other Companies' Engines ..																		
TOTAL ..	107,402	31,640	139,042	107,402	31,640	139,042	6,310	42,963	476	188,791	107,979	44,781	152,760	6,335	44,975	601	204,671	
B.—MILES RUN IN RELATION TO THE COM- PANY'S EXPENDITURE—																		
By the Company's Engines over Lines owned, leased, or worked by the Company ..	97,407	26,643	124,050	97,407	26,643	124,050	5,048	25,778	476	155,352	96,449	39,016	135,465	5,068	269,85	601	168,119	
By the Company's Engines over other Companies' Lines ..	9,995	4,997	14,992	9,995	4,997	14,992	1,262	17,185	—	33,439	11,530	5,765	17,295	1,267	17,990	—	36,552	
By other Companies' Engines over the Company's Line ..																		
TOTAL ..	107,402	31,640	139,042	107,402	31,640	139,042	6,310	42,963	476	188,791	107,979	44,781	152,760	6,335	44,975	601	204,671	
C.—MILES RUN BY THE COMPANY'S ENGINES																		
<i>Steam Tender and Tank Engines—</i>																		
Over Lines owned, leased, or worked by the Company ..	97,407	26,443	124,050	97,407	26,643	124,050	5,048	25,778	476	155,352	96,449	39,016	135,465	5,065	26,985	601	168,119	
Over all Joint Lines ..	9,995	4,997	14,992	9,995	4,997	14,992	1,252	17,185	—	33,439	11,530	5,765	17,295	1,267	17,990	—	36,552	
Over other Companies' Lines ..																		
TOTAL ..	107,402	31,640	139,042	107,402	31,640	139,042	6,310	42,913	476	188,791	107,979	44,781	152,760	6,335	44,975	601	204,671	
TOTAL ..	107,402	31,640	139,042	107,402	31,640	139,042	6,310	42,913	476	188,791	107,979	44,781	152,760	6,335	44,975	601	204,671	

1915

## XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System	1915			
					Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
Ordinary—		£	s. d.			£	s. d.	
1st Class .. ..	1,363	271	4 0	1,083	1,604	271	3 5	1,235
2nd „ .. ..	4,588	645	2 10	4,093	5,275	664	2 6	4,234
3rd „ .. ..	120,512	8,541	1 5	163,446	146,897	8,239	1 1	113,997
Workmen .. ..	—	—	—	—	—	—	—	—
Total .. ..	126,463	9,457	—	108,622	153,776	9,174	—	119,466
Season—								
1st Class .. ..	3	9	—	3	4	16	—	4
2nd „ .. ..	13	42	—	13	11	23	—	11
3rd „ .. ..	52	80	—	52	47	69	—	47

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System	1915			
					Tonnage	Receipts	Average Receipt per ton	Tonnage originating on the Company's system
Merchandise .. ..	Tons	£	s. d.		Tons.	£	s. d.	Tons
Coal, Coke & Patent Fuel..	54,116	12,331	4 7	23,538	55,496	12,496	4 6	27,681
Other Minerals .. ..	11,277	1,798	3 2	866	6,124	736	2 5	2,317
	1,052	112	2 2	384	1,977	245	2 6	1,170
TOTAL] .. ..	66,445	14,241	—	24,788	63,597	13,477	—	31,168
	Number			Number originating on the Company's System	Number			Number Originating on the Company's System
Live Stock .. ..	60,368			38,793	67,392			37,861

## XV. (A).—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

Originating on the Company's System	Tons	1915	
		Tons	
Coal .. ..	926	2,251	
Round Timber .. ..	1,538	629	
Agricultural Manure and Slag .. ..	372	1,192	
Grain, as per Classification .. ..	13,224	17,089	
Butter .. ..	777	629	
Eggs .. ..	1,524	1,232	
TOTAL .. ..	18,361	23,022	

## XV. (B).—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

Originating on the Company's System	Number	1915	
		Number	
Horses .. ..	446	693	
Cattle .. ..	22,506	22,176	
Calves .. ..	6,338	6,961	
Sheep .. ..	6,158	4,603	
Pigs .. ..	2,597	2,817	
Miscellaneous .. ..	748	611	
TOTAL .. ..	38,793	37,861	

## XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.

	1913	1914	1915	1916
Total Expenditure on Capital Account .. ..	£487,662	£487,662	£487,662	£487,662
Gross Receipts from Businesses carried on by the Company .. ..	31,206	30,833	29,588	30,736
Revenue Expenditure on ditto. .. ..	21,007	20,130	19,882	23,401
Net Receipts of ditto .. ..	10,199	10,703	9,706	7,335
Miscellaneous Receipts net .. ..	115	144	190	227
Total Net Income .. ..	10,314	10,847	9,895	7,562
Interest, Rentals, and other Fixed Charges .. ..	6,700	6,696	6,686	6,690
Interest on C Debenture Stock .. ..	1,777	1,777	1,777	790
Appropriation from Depreciation Funds .. ..	792	1,485	1,457	271
Do. to do. .. ..	3,000	3,000	2,000	2,535
Brought forward from previous year .. ..	1,961	1,590	963	396
Carried forward to subsequent years .. ..	1,590	963	396	477

**Certificates of the Responsible Officers as to the Upkeep of the whole of the Company's Property.**

I hereby Certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works, have, during the past year, been maintained in good Working Condition and Repair.

MANORHAMILTON,  
12th February, 1917.

H. E. WYNNE, A.M.I.C.E.,  
*Engineer.*

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools, have, during the past year, been maintained in good Working Order and Repair.

MANORHAMILTON,  
12th February, 1917.

E. SHANKS,  
*Locomotive Superintendent.*

(Signed for the Board of Directors)

JOSSLYN GORE-BOOTH,  
*Chairman of the Company.*

JOHN DUFF,  
*Secretary of the Company.*

**Auditors' Certificate.**

We hereby certify that the foregoing Accounts (Nos. 1 to 18) contain a full and true Statement of the Financial condition of this Company, and that the Dividend proposed to be declared on the C Debenture Stock is *bona-fide* due thereon after charging the Revenue of the Year with all expenses which ought in our judgment to be paid thereout.

J. HAROLD PIM, F.C.A.,  
R. STANLEY STOKES, A.C.A., } *Auditors.*

Dublin, 14th February, 1917.

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Lines over which the Company exercises Running Powers continuously

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## The following are Serving their Country :—

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CAPTAIN GEO. HEWSON, DEPUTY CHAIRMAN .		18th Battalion Royal Irish Rifles.
F. W. WILSON, TRAFFIC DEPARTMENT . . .	.	Second Lieutenant, 9th Battalion Royal Inniskilling Fusiliers.
F. W. DAVIDSON, do. do. . . . .	.	Second Lieutenant, 10th Battalion Royal Inniskilling Fusiliers.
W. J. CLARKE, . . . . . (Killed).	.	Sergeant 2nd Battalion Connaught Rangers.
JAS. HAZLETT, LOCO. DEPARTMENT . . . . .	.	Private, 4th Battalion Royal Irish Rifles.
J. KEANEY, LOCO. DEPARTMENT . . . . .	.	Private, 1st Battalion Royal Innis- killing Fusiliers.
GEORGE McCOMAS, TRAFFIC DEPARTMENT (Killed).	.	} Privates, 11th Battalion Royal Inniskilling Fusiliers.
W. PRESCOTT do. do. . . . .	.	
R. SIBERRY, do. do. . . . . (Killed).	.	Private, Cycling Corps, 16th Divi- sion.

Sligo, Leitrim, and Northern Counties  
Railway Company



Report of the Directors,  
Statement of Accounts,

AND

Statistical Returns

*For the Year ended 31st December, 1916.*

THE STRABANE AND LETTERKENNY RAILWAY  
COMPANY.

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Report of the Directors

AND

STATEMENT OF ACCOUNTS

AND

STATISTICAL RETURNS

FOR THE

**YEAR ENDED 31st DECEMBER, 1916.**

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To be Submitted to the Proprietors at the

**Annual General Meeting of the Company,**

TO BE HELD IN THE

Offices, Strabane Railway Station,

On Friday, the 23rd day of February, 1917,

AT 11.45 O'CLOCK A.M.

## The Strabane and Letterkenny Railway Company.

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### DIRECTORS:

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P. M'MENAMIN, Esq., J.P., Strabane (*Chairman*).  
E. M'FADDEN, Esq., Letterkenny.  
E. T. HERDMAN, Esq., D.L., Sion House, Sion Mills, Co. Tyrone.

Appointed by the Great-Northern Railway Company (Ireland):—

WILLIAM P. CAIRNES, Esq., Stameen, Drogheda.  
H. S. GUINNESS, Esq., Burton Hall, Stillorgan,  
Co. Dublin.

Appointed by the Midland Railway Company:—

MAJOR JOHN A. O. W. TORRENS, Ardagh, Strandtown, Belfast.  
A. F. COOKE, Esq., Government House, Londonderry.

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## REPORT OF DIRECTORS

FOR

YEAR ENDED 31st DECEMBER, 1916.

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The Statement of Accounts and Statistical Returns for the Year ended 31st December, 1916, are presented herewith.

The Gross Receipts of the Railway amounted to £7,284, and the Expenditure amounted to £3,976, leaving the Net Receipts £3,308.

Mr. E. T. HERDMAN, one of your Directors, retires by rotation, and, being eligible, offers himself for re-election.

The retiring Auditor is Mr. E. BUCKLEY, C.A., who is eligible, and offers himself for re-election.

In pursuance of an Order in Council made on the 22nd December, 1916, under the provisions of the Regulation of the Forces Act, 1871, the control of the Irish Railways was taken over by the Government as from midnight of 31st December, 1916, for which purpose an Executive Committee was appointed, composed of General Managers of certain Companies, with the Under-Secretary for Ireland as Chairman.

Negotiations as to Compensation to be paid by the Government are at present proceeding between the Board of Trade and the Irish Railway Executive Committee.

HENRY FORBES, SECRETARY.

# The Strabane and Letterkenny Railway Company.

## FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED 31st DECEMBER, 1916.

### PART I.

## FINANCIAL ACCOUNTS.

#### No. 1 (a).—NOMINAL CAPITAL AUTHORISED AND CREATED BY THE COMPANY.

Special Acts.	Capital Authorised.			Capital Created.			Balance.		
	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.
	£	£	£	£	£	£	£	£	£
I.—Special Acts conferring Capital Powers, which have been fully exercised ... ..	90,000	95,000	185,000	90,000	95,000	185,000	...	...	...
II.—Special Act conferring Capital Powers, which has not been fully exercised— Strabane, Raphoe, and Convoy Railway (Extension to Letterkenny) Act, 1904	50,000	25,000	75,000	49,320	25,000	74,320	680	...	680
Total ...	£ 140,000	120,000	260,000	139,320	120,000	259,320	680	...	680

#### No. 1 (b).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY THE COMPANY JOINTLY WITH SOME OTHER COMPANY.

#### No. 1 (c).—NOMINAL CAPITAL AUTHORISED, AND CREATED BY SOME OTHER COMPANY ON WHICH THE COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

**Not applicable to this Company.**

#### No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a), SHOWING THE PROPORTION ISSUED.

Description.	Amount Created.	Amount Issued.	Amount on which Dividend is Payable.	Calls in Arrear.	Shares Cancelled.	Amount Uncalled.	Amount Unissued.
	£	£	£	£	£	£	£
Ordinary Shares ... ..	121,730	121,730	120,296	...	250	1,184	...
Guaranteed Shares ... ..	17,590	17,550	17,510	...	40	...	40
Total ...	£ 139,320	139,280	137,806	...	290	1,184	40

#### No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS.

		Raised by issue of Debenture Stock at 4 per cent.	Total.
		£	£
Existing at 31st December, 1916 ... ..	...	101,500	101,500
Existing at 31st December, 1915 ... ..	...	101,500	101,500
Increase ... ..	...	...	...
Decrease ... ..	...	...	...
Total Amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created, as per Statement No. 1 (a)	...	...	120,000
Total Amount raised by Loans and Debenture Stocks as above	...	...	101,500
Balance, being available borrowing powers, at 31st December, 1916	...	...	£ 18,500

No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Dr.

Cr.

To Expenditure.	Amount Expended to 31st December, 1915.	Amount Expended during Year, as per No. 5.	Total.	By Receipts.	Amount Received to 31st December, 1915.	Amount Received during Year.	Total.
	£ s d	£ s d	£ s d		£ s d	£ s d	£ s d
Lines open for Traffic	219,258 1 2	Cr. 25 0 0	219,233 1 2	Shares and Stocks (No. 2)	137,806 0 0	...	137,806 0 0
Rolling Stock	19,848 2 6	...	19,848 2 6	Debenture Stock (No. 3)	101,500 0 0	...	101,500 0 0
Total Capital expended upon Railway	239,106 3 8	Cr. 25 0 0	239,081 3 8				
Total Expenditure	£ 239,106 3 8	Cr. 25 0 0	239,081 3 8		239,306 0 0	...	239,306 0 0
To Balance	...	...	224 16 4	Total	...	...	239,306 0 0
Total	...	...	£ 239,306 0 0				

## No. 4 (a)—SUBSCRIPTIONS TO OTHER COMPANIES.

Not applicable to this Company.

## No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31ST DECEMBER, 1916.

	Land and Compensation.	Construction of Way and Stations, Engineering, &c.	Total.
	£ s d	£ s d	£ s d
Lines open for Traffic—			
Letterkenny—Surplus Land ... ..	Cr. 25 0 0	...	Cr. 25 0 0

## No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

NOT ASCERTAINED.

## No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	£	£ s d
Stock, Share and Loan Capital authorised but not yet created (as per Statement No. 1 (a)) ...	680	
Stock and Share Capital created but not yet received (as per Statement No. 2)—		
Amount Uncalled ... ..	1,184	
Amount Unissued ... ..	40	
		1,904 0 0
Available Borrowing Powers (as per Statement No. 3) ... ..		18,500 0 0
Add—Balance at Credit (as per Capital Account No. 4) ... ..		224 16 4
Total ... ..	£	20,628 16 4

No. 8—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See Statement.		Year 1916.			Year 1915.		
		Gross Receipts.	Expenditure.	Net Receipts.	Gross Receipts.	Expenditure.	Net Receipts.
		£ s d	£ s d	£ s d	£	£	£
10	Railway ... ..	7,284 0 6	3,976 0 0	3,308 0 6	6,670	3,815	2,855
	Miscellaneous Receipts—						
	Rents from Houses and Lands ... ..			9 3 3			6
	Other Rents ... ..			1 5 2			1
	Transfer Fees ... ..			0 2 6			...
	General Interest ... ..			6 9 3			6
	Dividends on Guaranteed Shares payable by—						
	Donegal County Council ... ..		£640 8 0			640	
	Letterkenny Urban District Council ... ..		60 0 0			60	
				700 8 0			700
	Total Net Income ... ..		£	4,025 8 8		£	3,568

No. 9—PROPOSED APPROPRIATION OF NET INCOME.

	Year 1916.			Year 1915.	
	£ s d	£	£	£	£
Debit Balance brought forward from last year's Account ... ..	12,071 17 3				10,875
Net Income (as per Statement No. 8) ... ..	4,025 8 8				3,568
Total ... ..	8,046 8 7				7,307
Interest, Rentals, and other Fixed Charges—	£ s d	£			
Chief Rents ... ..	5 0 0	5			
Interest on Debenture Stock—					
£101,500 at 4 per cent. per annum ... ..	4,060 0 0	4,060			
Dividends on Guarantee Shares—					
£17,510 at 4 per cent. per annum ... ..	700 8 0	700			
	4,765 8 0				4,765
Debit Balance to next year ... ..	£ 12,811 16 7	£		£	12,072

No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.

Not applicable to this Company.



ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1)—LOCOMOTIVES. (2)—CARRIAGES. (3)—WAGONS.

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

**Abstracts A, B, and C not applicable to this Company.**

ABSTRACT D.—TRAFFIC EXPENSES.

	Year 1916.			Year 1915.
	£	s	d	£
Railway Clearing House Expenses	31	11	0	34

ABSTRACT E.—GENERAL CHARGES.

	Year 1916.			Year 1915.
	£	s	d	£
Directors' Fees	12	12	0	13
Auditors	7	7	0	7
Arbitrator	6	6	0	6
Salaries of Secretary, Accountant, and Clerks	77	0	0	70
Office Expenses	15	10	7	15
Miscellaneous Expenses	1	11	2	2
Total	£ 120	6	9	113

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

	Year 1916.			Year 1915.
	£	s	d	£
Amount paid for Hired Cartage	128	13	4	122
Amount charged to—				
Passenger Train Traffic	8	10	8	8
Goods Train Traffic	120	2	8	114

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

**Abstracts G, H, and J not applicable to this Company.**

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS, AND WHARVES.

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS AND BARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

**Abstracts Nos. 11 to 17 not applicable to this Company.**

Dr. No. 18.—GENERAL BALANCE SHEET. Cr.

	Year 1916.		Year 1915.			Year 1916.		Year 1915.	
	£	s d	£			£	s d	£	
To Capital Account, Balance at Credit thereof, as per Account No. 4 ...	224	16 4	200		By Cash at Bankers and in hand ...	243	13 5	308	
„ Unpaid Interest and Dividends ...	16,481	18 5	15,285		„ Amount due by Railway Companies and Committees ...	3,397	14 8	2,936	
„ Accounts payable ...	171	10 8	181		„ Accounts Receivable ...	350	4 0	350	
					„ Miscellaneous Accounts ...	74	16 9	...	
					„ Net Income—Balance at Debit thereof, as per Account No. 9 ...	12,811	16 7	12,072	
	£ 16,878	5 5	15,666			£ 16,878	5 5	15,666	

## PART II.

# STATISTICAL RETURNS.

### I.—MILEAGE OF LINES.

(A.)—MILEAGE OF LINES OPEN FOR TRAFFIC.

	RUNNING LINES.			Sidings reduced to Single Track.	Total of Single Track, including Sidings.	Year 1915.						
	Length of Road, First Track.	Second Track.	Total Miles (reduced to Single Track).			Total of Single Track, including Sidings.						
Lines Owned by Company—	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.				
Main and Principal Lines—												
Strabane to Letterkenny ... ..	18	73	0	24	19	41	1	62	21	23	21	23

(B.)—MILEAGE OF LINES AUTHORISED BUT NOT OPEN FOR TRAFFIC.

(C.)—MILEAGE OF LINES RUN OVER BY THE COMPANY'S ENGINES.

**Not applicable to this Company.**

### II.—ROLLING STOCK.

(A.)—STEAM LOCOMOTIVES AND TENDERS.

Description.	Number.	Year 1915.	
		Number.	
Tank Engines— 2 — 6 — 4 ... ..	3	3	

(B.)—RAIL MOTOR VEHICLES.

(C.)—TRAINS WORKED BY ELECTRIC POWER.

**Not applicable to this Company.**

(D.)—COACHING VEHICLES (OTHER THAN ELECTRIC).

	Number.	Seats or Berths.				Year 1915.	
		First Class.	Second Class.	Third Class.	Total.	Number.	Seats or Berths.
<b>PASSENGER CARRIAGES.</b>							
Carriages of uniform class ... ..	7	....	....	420	420	7	420
Composite Carriages ... ..	6	60	90	120	270	6	270
Total ... ..	13	60	90	540	690	13	690
Total Passenger Carriages ... ..	13					13	

(E.)—MERCHANDISE AND MINERAL VEHICLES.

	Number.	Year 1915.	
		Number.	
Open Wagons— Under 8 Tons ... ..	10	10	
Covered Wagons— Under 8 Tons ... ..	40	40	
Total ... ..	50	50	

(F.)—RAILWAY SERVICE VEHICLES AND HORSES FOR SHUNTING.

**Not applicable to this Company.**

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS AND IN THE CONVEYANCE OF PASSENGERS.

IV.—STEAMBOATS.

V.—CANALS.

VI.—DOCKS, HARBOURS, AND WHARVES.

VII.—HOTELS.

**Not applicable to this Company.**

VIII.—LAND PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

	Land.								Acreage.			Year 1915.		
									A. R. P.			A. R. P.		
Agricultural Land	...	...	...	...	...	...	...	...	3	0	29	3	3	0
Urban and Suburban Land	...	...	...	...	...	...	...	...	—			—		

	Houses.								Number.		Year 1915.	
											Number.	
Labouring Class Dwellings	...	...	...	...	...	...	...	...	—		—	
Houses and Cottages for Company's Servants	...	...	...	...	...	...	...	...	20		20	

IX.—OTHER INDUSTRIES.

X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (ABSTRACT A.)

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (ABSTRACT B.)

**Not applicable to this Company.**



## XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passengers.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1915.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
		£ s. d.	s. d.			£	s. d.	
Passengers—								
1st Class ... ..	915	90 18 0	1 11·84	530	940	97	2 0·77	567
2nd Class ... ..	4,648	303 11 3	1 3·67	3,241	4,707	309	1 3·76	3,385
3rd Class ... ..	90,747	2,699 14 6	0 7·14	73,849	91,578	2,636	0 6·91	73,426
Total ... ..	96,310	3,094 3 9	0 7·71	77,620	97,225	3,042	0 7·51	77,378
Season—								
1st Class ... ..	...	...	...	...	...	...	...	...
2nd Class ... ..	3	2 15 3	...	3	2	3	...	2
3rd Class ... ..	28	55 10 0	...	28	19	26	...	19
Total ... ..	31	58 5 3	...	31	21	29	...	21

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1915.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
	Tons.	£	s. d.	Tons.	Tons.	£	s. d.	Tons.
Merchandise ... ..	14,401	2,233	3 1·21	7,030	12,922	1,881	2 10·92	6,355
Coal, Coke, and Patent Fuel ...	8,672	462	1 0·78	250	8,189	483	1 2·18	655
Other Minerals ... ..	685	41	1 2·36	296	1,493	98	1 3·75	569
Total ... ..	23,758	2,736	2 3·64	7,576	22,604	2,462	2 2·14	7,579
	Number.			Number originating on the Company's System.	Number.			Number originating on the Company's System.
Live Stock ... ..	17,276	544		15,783	15,606	446	.....	14,436

## XV. (A).—TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.

Originating on the Company's System.	Tons.	Year 1915.	
		Tons.	Tons.
Merchandise Traffic—			
Grain ... ..	2,202	2,629	
Potatoes ... ..	1,482	936	
Eggs ... ..	444	489	
Pork ... ..	636	620	
Mineral Traffic—			
Coal ... ..	250	655	
Total ... ..	5,014	5,329	

## XV. (B).—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

Originating on the Company's System.	Number.	Year 1915.	
		Number.	Number.
Horses ... ..	334	405	
Cattle ... ..	5,183	5,891	
Calves ... ..	5,046	2,321	
Sheep ... ..	4,678	5,330	
Pigs ... ..	453	471	
Miscellaneous ... ..	89	18	
Total ... ..	15,783	14,436	

## XVI.—SUMMARY OF FINANCIAL RESULTS SECURED.

	1913.	1914.	1915.	1916.
	£	£	£	£
Total Expenditure on Capital Account (No. 4) ... ..	239,073	239,073	239,106	239,081
Gross Receipts from Businesses carried on by the Company (No. 8) ...	6,636	6,283	6,670	7,284
Revenue Expenditure on do. do. (No. 8) ... ..	3,784	3,890	3,815	3,976
Net Receipts of do. do. (No. 8) ... ..	2,852	2,393	2,855	3,308
Miscellaneous Receipts Net (No. 8) ... ..	714	714	713	717
Total Net Income (No. 8) ... ..	3,566	3,107	3,568	4,025
Interest, Rentals, and other Fixed Charges (No. 9) ... ..	4,765	4,765	4,765	4,765

HENRY FORBES, Accountant of the Company.

CERTIFICATES OF THE RESPONSIBLE OFFICERS AS TO THE UPKEEP  
OF THE WHOLE OF THE COMPANY'S PROPERTY.

---

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other works have, during the Year ended 31st December, 1916, been maintained in good working condition and repair.

R. M. LIVESEY, *Engineer*  
*to County Donegal Railways Joint Committee.*

3rd January, 1917.

---

CERTIFICATE RESPECTING THE ROLLING STOCK, &c.

I hereby certify that the whole of the Company's Plant, Engines, Carriages, Wagons, &c., have, during the Year ended 31st December, 1916, been maintained in good working order and repair.

R. M. LIVESEY, *Loco. Superintendent*  
*to County Donegal Railways Joint Committee.*

3rd January, 1917.

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(Signed for the Board of Directors)

P. M'MENAMIN, *Chairman of the Company.*

HENRY FORBES, *Secretary of the Company.*

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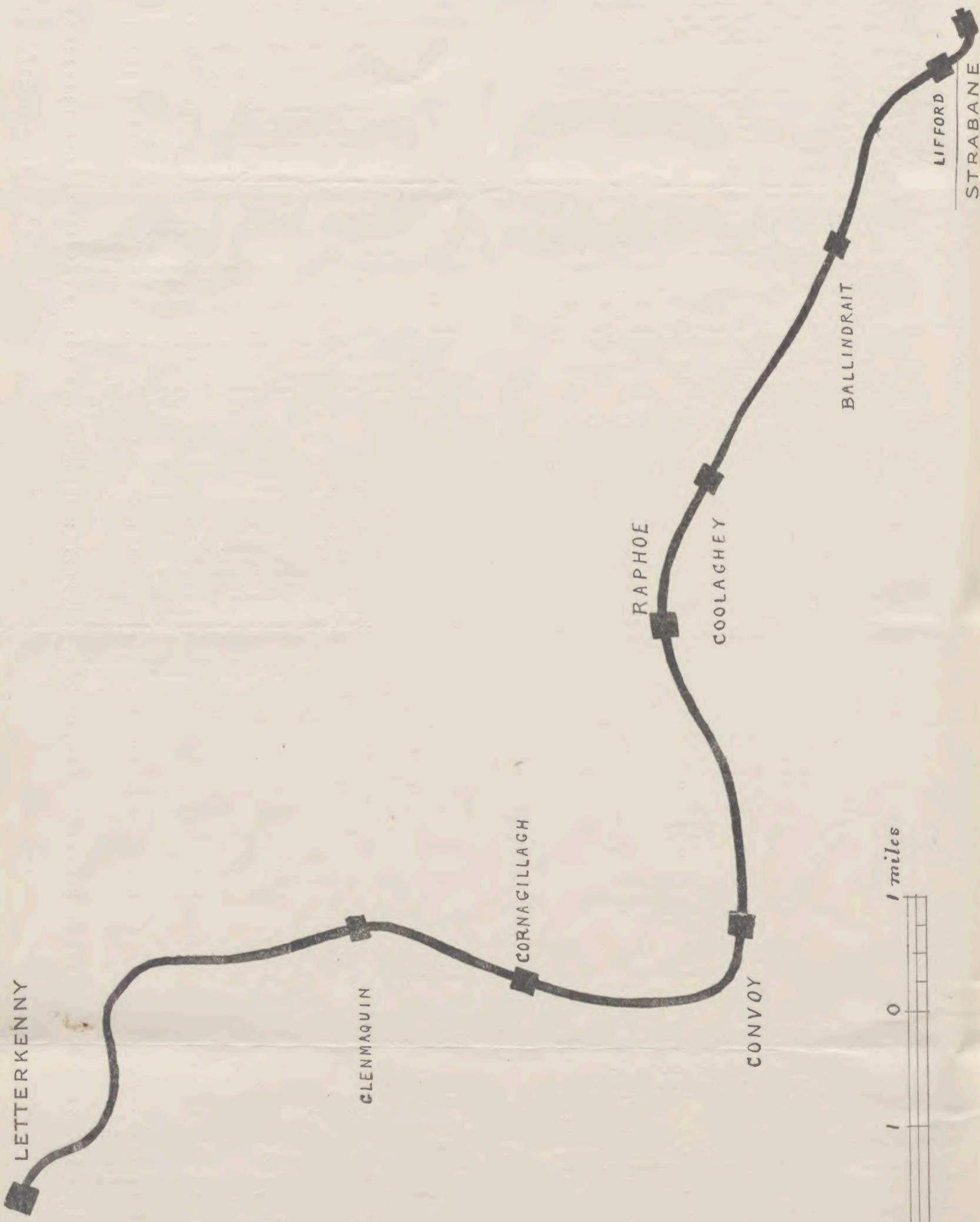
AUDITORS' CERTIFICATE.

We hereby certify that we have examined the foregoing Accounts; that they contain a full and true statement of the financial condition of the Company; and that the Revenue Account has been charged with all expenses which, in our judgment, ought to be paid thereout.

R. GARDNER, }  
E. BUCKLEY, } *Auditors.*

1st February, 1917.







THE STRABANE & LETTERKENNY  
RAILWAY COMPANY.

---

REPORT OF THE DIRECTORS

AND

Statement of Accounts and  
Statistical Returns

FOR

**YEAR ENDED 31st DECEMBER, 1916.**

---

**N**OTICE IS HEREBY GIVEN, that the next Annual General Meeting of the Proprietors of the Strabane and Letterkenny Railway Company will be held in the OFFICES, STRABANE STATION, on FRIDAY, 23rd day of FEBRUARY, 1917, at 11.45 o'clock a.m., for the purpose of transacting the ordinary business of the Company.

The Transfer Books of the Company will be closed on the 12th February, and re-opened on the 23rd February, 1917.

Dated this 9th day of February, 1917.

HENRY FORBES,  
*Secretary of the Company.*

HEAD OFFICE,  
STRABANE,  
Co. DONEGAL.

# Tralee & Dingle Railway Company, Ltd.

## Committee of Management.

THOMAS O'DONNELL, Esq., M.P., B.L., Killorglin (Chairman).  
J. P. O'DONNELL, Esq., M.C.C., Tralee.  
M. J. O'DONNELL, Esq., J.P., M.C.C., Castlegregory.  
T. J. BAKER, Esq., M.C.C., Dingle.  
THOMAS SLATTERY, Esq., J.P., U.D.C., Bridge Street, Tralee.  
THOMAS LAWLOR, Esq., J.P., M.C.C., Ballymacquinn, Ardferf.

## Shareholders' Directors

THOMAS O'DONNELL, Esq., M.P., B.L., Killorglin (Chairman).  
JUSTIN McCARTHY, Esq., J.P., Inch House, Aunascaul.  
MICHAEL O'DONNELL, Esq., Killiney, Castlegregory.  
JOHN O'DONNELL, Esq., M.C.C., Bridge Street, Tralee.  
THOMAS BURKE, Esq., Dingle.

## Arbitrators appointed by the Board of Trade,

SINGLETON GOODWIN, Esq., M.I.C.E., Co. Surveyor, Ballyroe, Tralee  
R. N. McCLURE, Esq., J.P., 20 Denny Street, Tralee.  
CHAS. E. LEAHY, Esq., 2 Lonsdale Road, Bedford Park, London W.

## Company's Auditor.

EUGENE O'SULLIVAN, Esq., J.P., Fair Hill, Killarney.

## Report of Committee of Management

— FOR —

**Year ending 31st December, 1916.**

The Statement of Accounts and Statistical Returns for the year ended 31st December, 1916, duly audited and verified, are submitted herewith.

### RECEIPTS.

The Revenue from all sources amounted to £11,077 0s. 10d., and is the highest on record since the opening of the line.

### EXPENDITURE.

The working expenses amounted to £14,768 6s. 8d., details of which will be found in Account No. 10, and the comparative figures for 1915. Owing to the large increase in the cost of material, particularly coal, and to higher wages, there is an increase under most headings of expenditure, with the exception of "Maintenance and Renewal of Way and Works" (Abstract A), and the reduction in this case is due to the suspension of relaying operations owing to the impossibility of procuring suitable material at the present time. We are pleased to report that there is no increase in the demand on the guaranteeing areas.

In pursuance of an Order in Council made on 22nd December, 1916, under the provisions of the Regulations of the Forces Act, 1871, the control of the Irish Railways was taken over by the Government as from midnight of the 31st December, 1916, for which purpose an Executive Committee was appointed, composed of General Managers of certain Companies, with the Under Secretary for Ireland as Chairman.

Negotiations as to the compensation to be paid by the Government are at present proceeding between the Board of Trade and the Irish Railway Executive Committee.

THOMAS O'DONNELL, Chairman.

Secretary's Office,

T. J. O'CONNELL, Secretary.

Tralee, 28th February, 1917.

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# Tralee and Dingle Light Railway Company Limited.

## FINANCIAL ACCOUNTS & STATISTICAL RETURNS FOR YEAR ENDED 31st DECEMBER, 1916.

### PART I.

## FINANCIAL ACCOUNTS.

#### No. 1.—NOMINAL CAPITAL AUTHORISED AND CREATED BY THE COMPANY.

Special Acts	Capital Authorised			Capital Created.			Balance.		
	Shares and Stock.	Loans or Debenture Stock	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.
The Company's Order in Council 1888	£ 150,000	£ Nil	£ 150,000	£ 150,000	£ —	£ 150,000	£ —	£ —	£ —

#### No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a), SHOWING THE PROPORTION ISSUED.

Description.	Amount Created.	Amount Issued.	Nominal Additions to or deductions from Capital.	Amount on which Dividend is payable.	Amount which does not rank for Dividend until a future date.	Calls in Arrear.	Amount Uncalled.	Amount Unissued.
Guaranteed 4 per cent. shares	£ 120,000	£ 120,000	£ —	£ 120,000	£ —	£ —	£ —	£ —
Less 4 per cent. guaranteed Shares redeemed by Treasury	80,000	80,000	—	80,000	—	—	—	—
Balance	40,000	40,000	—	40,000	—	—	—	—
Ordinary Shares	30,000	30,000	—	—	30,000	—	—	—
Total	70,000	70,000	—	40,000	30,000	—	—	—

**No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.**

To Expenditure.	Amount Expended to 31st Dec., '16.			Total.	By Receipts.	Amount Received to 31st Dec., '16.			Total.
	£	s.	d.			£	£	s.	
Lines open for Traffic ...	126,741	13	4	126,741 13 4	Shares (No. 2)	150,000	—	150,000 0 0	
Rolling Stock ...	14,130	0	0	14,130 0 0					
Manufacturing and Repairing Works and Plant:—									
Land and Buildings ...	8,178	0	0	8,178 0 0					
Plant and Machinery ...	950	6	8	950 6 8					
Total Capital Expenditure on Railway ...	150,600	0	0	150,000 0 0		150,000	—	150,000 0 0	

**No. 8.—REVENUE RECEIPTS AND EXPENDITURE ON THE WHOLE UNDERTAKING.**

See Statement		1915.			1915.								
		Gross Receipts			Expenditure			Net Receipts					
		£	s.	d.	£	s.	d.	£	s.	d.			
10	Railway ...	11,058	7	6	14,768	6	8	3,709	19	2	10,634	14,657	4,023
	Miscellaneous Receipts (Net):—												
	Rent from Houses and Land ...							4	10	0			
	Other Rents ...							14	3	4			
	Transfer Fees ...							—					
	Deficit ...							3,991	5	10			4,023
	Guarantees payable by Kerry Co. Council and Tralee Urban Council:—												
	For half-year ended 30th June, 1916 ...				£2,977	14	10						3,639
	For half-year ended 31st December, 1916 ...				2,391	8	10						2,049
								5,369	3	8			
	Total Net Income ...							1,677	17	10			1,665

**No. 9.—PROPOSED APPROPRIATION OF NET INCOME.**

	Year 1915		
	£	s.	d.
Net Income (as per Statement No. 8) ...	1,677	17	10
General Interest ...	77	17	10
Balance after payment of Fixed Charges ...	1,600	0	0
Dividend on 40,000 Guaranteed Shares at 4 per cent. per annum:—			
For half-year ended 31st May, 1916 ...	800	0	0
For half-year ended 30th November, 1916 ...	800	0	0
	1,600	0	0







## PART II.

# STATISTICAL RETURNS.

### I.—MILEAGE OF LINES

#### (A) Mileage of Lines open for Traffic.

Lines Owned by the Company.	RUNNING LINES.			Sidings reduced to Single Track	Total of Single Track including Sidings.	Year 1915
	Length of Road First Track	Second Track	Total Miles (reduced to Single Track.)			Total of Single Track including Sidings.
	M. Ch.			M. Ch.	M. Ch.	M. Ch.
Main and Principal Line— Tralee to Dingle	32 0	0 40	32 40	0 68	39 28	39 28
Minor and Branch Lines— Castlegregory Junction to Castlegregory	6 0	—	6 0	—	—	—
<b>Total</b>	<b>38 0</b>	<b>0 40</b>	<b>38 40</b>	<b>0 68</b>	<b>39 28</b>	<b>39 28</b>
<b>Total for year 1915</b>	<b>38 0</b>	<b>0 40</b>	<b>38 40</b>	<b>0 68</b>	<b>39 28</b>	

#### (C) Mileage of Lines run over by the Company's Engines.

Lines Owned by the Company	Year 1915.	
	M. Ch.	M. Ch.
...	38 0	38 0

### II.—ROLLING STOCK.

#### (A) Steam Locomotives.

Description.	Number	Year 1915.
		Number
Tank Engines—	..	..
2-6-0	7	7
2-6-2	1	1
	8	8
	—	—

#### (D) Coaching Vehicles.

	Number	Seats.			Year 1915.	
		1st Class	3rd Class	Total	No.	Seats
Passenger Carriages—						
Carriages of Uniform Class	15	..	454	454	15	454
Composite Carriages	5	75	60	135	5	135
<b>Total Passenger Carriages</b>	<b>20</b>	<b>75</b>	<b>514</b>	<b>589</b>	<b>20</b>	<b>589</b>
Other Coaching Vehicles—						
Horse Boxes	1	..	..	..	1	..
<b>Total Coaching Vehicles</b>	<b>21</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>21</b>	<b>..</b>

#### (E) MERCHANDISE AND MINERAL VEHICLES.

		Year 1915 Number
Open Wagons—		
Under 8 tons	4	5
Covered Wagons—		
Under 8 tons	29	29
8 and up to 12 tons	3	3
Cattle Trucks	32	32
Rail and Timber Trucks (including Twin Trucks)	2	2
<b>Total</b>	<b>70</b>	<b>71</b>

**(F).—RAILWAY SERVICE VEHICLES.**

	Number	Year 1915
		Number
Ballast Wagons ... ..	4	5
Locomotive Coal Wagons ... ..	3	1
Total ... ..	7	6

**VIII.—LAND AND PROPERTY, ETC.,**

NOT FORMING PART OF THE RAILWAY OR STATIONS.

Land.	Acreage	Year 1915
		Acreage
Agricultural Land ... ..	—	—
Urban and Suburban Land ... ..	—	—
Houses.	Number	Year 1915
		Number
Houses and Cottages for Company's Servants ... ..	14	14
Other Houses and Cottages ... ..	—	—

**X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS (Abstract A).**

Quantities of Principal Materials used:—	Year 1915			
	1915		1916	
Ballast ... ..	330 c. yards	400 c. yards		
Fencing ... ..	1/2 miles	4 miles		
Rails ... ..	100 tons	477 tons		
Sleepers ... ..	1,320	4,412		
Miles Maintained—	M.	Ch.	M.	Ch.
Miles of road ... ..	38	0	38	0
Miles of road reduced to single track:—				
(a) Running Lines ... ..	38	40	38	40
(b) Sidings ... ..	0	68	0	68
Miles of Track Renewed ... ..	0	60	3	40

**XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (Abstract B).**

	In Company's Workshops Number	By Contract	Total	Year 1915 Total
Locomotives Renewed ... ..	1	..	1	..
Locomotives Repaired—				
Heavy repairs ... ..	3	..	3	4
Light „ ... ..	154	..	154	162
Locomotives under or awaiting Repair at end of year ... ..	3	..	3	1
Carriages renewed ... ..	..	..	..	..
Carriages repaired—				
Heavy repairs ... ..	12	..	12	8
Light „ ... ..	54	..	54	60
Carriages under or awaiting repair at end of year ... ..	3	..	3	1
Wagons renewed ... ..	3	..	3	1
Wagons repaired—				
Heavy repairs ... ..	12	..	12	16
Light „ ... ..	55	..	55	60
Wagons under or awaiting repair at end of year ... ..	4	..	4	2

**XII.—ENGINE MILEAGE**

	Year 1915																			
	Train Miles (Loaded Trains)			Total Train Miles (including Empty Trains run for Traffic Purposes either on Forward or Return Journey)			Shunting Miles		Other Miles (Assist-ing. Light &c')	Total Engine Miles	Train Miles Loaded Trains			Total Train Miles including Empty Trains run for Traffic Purposes, etc.			Shunting Miles		Other Miles (Assist-ing. Light, etc.)	Total Engine Miles
	Coach-ing	Goods	Total	Coach-ing	Goods	Total	Coach-ing	Goods			Coach-ing	Goods	Total	Coach-ing	Goods	Total	Coach-ing	Goods		
A.—Miles run in relation to the Company's Traffic Receipts:— Over the Company's system by the Company's Engines ... ..	32814	32814	65628	34919	34920	69839	..	13048	1319	84206	32523	32524	65047	34628	34629	69257	..	13093	1098	83448
B.—Miles run in relation to the Company's Expenditure by the Company's Engines:— Over line owned by the Company ... ..	32814	32814	65628	34919	34920	69839	..	13048	3463	86350	32523	32524	65047	34628	34629	69257	..	13093	4412	86762
C.—Miles run by the Company's Engines:— Over lines owned by the Company ... ..	32814	32814	65628	34919	34920	69839	..	13048	3463	86350	32523	32524	65047	34628	34629	69257	..	13093	4412	86762

Most trains are mixed Passenger and Goods.

## XIII.—PASSENGER TRAFFIC AND RECEIPTS

Class of Passenger.					1915			
	Number	Receipts.	Average Fare per Passenger	Number originating on the Company's System	Number	Receipts	Average Fare per Passenger.	Number originating on the Company's System
Ordinary—		£	s. d.			£	s. d.	
1st Class ... ..	6,93	578	1 10·23	6,168	6,374	605	1 10·78	6332
3rd ,, ... ..	98,206	3,758	0 9·18	97,966	94,152	3,676	0 9·37	94,103
Total ... ..	104,399	4,336	0 9·96	104,134	100,526	4,281	0 10·22	100,435
Season—								
1st Class ... ..	14	41		14	12	42		12
3rd ,, ... ..	66	102		66	50	55		50

## XIV.—GOODS TRAFFIC AND RECEIPTS.

					1915			
	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System
Merchandise ... ..	Tons	£	s. d.			£	s. d.	Tons
Coal and Coke ... ..	15,735	3,899	4 11	12,524	15,838	3,980	5 0	12,778
Other Minerals ... ..	929	270	5 8	643	901	108	2 4	901
Total ... ..	420	109	5 2	203	507	73	2 10	354
	17,084	4,278	5 0	13,370	17,246	4,161	4 9	14,033
	Number			Number originating on the Company's System	Number			Number originating on the Company's System
Live Stock ... ..	2,0404	993	—	20,404	20,625	£937	—	20,625

## XV. (A).—TONNAGE OF THE PRINCIPAL CLASSES OF MERCHANDISE AND MINERALS CARRIED BY GOODS TRAINS

	Year 1915	
	Tons	Tons
Foodstuffs ... ..	9,282	10,164
Cured Fish ... ..	2,115	1,261
Coal, Coke and Patent Fuel ... ..	929	901
Potatoes ... ..	396	225
Sawn Timber ... ..	413	205
Lime ... ..	199	353
Basic Slag ... ..	190	140
Total ... ..	13,524	13,249

## XV. (B).—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

	Year 1915	
	Number	Number
Horses ... ..	58	81
Cattle ... ..	6,474	7,329
Calves ... ..	437	330
Sheep ... ..	3,541	3,968
Pigs ... ..	9,894	9,007
Miscellaneous ... ..	...	..
Total ... ..	20,404	20,625

## XVI.—SUMMARY OF FINANCIAL RESULTS

	1913	1914	1915	1916
	£	£	£	£
Total Expenditure on Capital Account (No. 4) ...	150,000	150,000	150,000	150,000
Gross Receipts from Business carried on by the Co. (No. 8) ...	10,880	10,495	10,634	11,059
Revenue Expenditure on ditto (No. 8) ... ..	14,120	14,504	14,657	14,768
Net Receipts of ditto (No. 8) ... ..	Dr. 3,240	Dr. 4,009	Dr. 4,033	Dr. 3,709
Miscellaneous Receipts net (No. 8) ... ..	4,899	5,665	5,688	5,387
Total Net Income (No. 8) ... ..	1,660	1,655	1,665	1,678
Interest, Rentals, and other Fixed Charges (No. 9) ...	60	55	65	78
Dividend on Guaranteed Shares (No. 9) ... ..	1,600	1,600	1,600	1,600
Deficit ... ..	4,899	5,664	5,688	5,369

T. J. O'CONNELL, Accountant of the Company.

**CERTIFICATE RESPECTING THE PERMANENT WAY, &c.**

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works, have during the past year been maintained in good working condition and repair.

G. A. F. HICKSON, M.I.C.E.,

TRALEE, 28th February, 1917.

*Engineer.*

**CERTIFICATE RESPECTING THE ROLLING STOCK.**

I hereby certify that the whole of the Company's Plant, Engines, Carriages, Wagons, Machinery and Tools have, during the past year, been maintained in good order and repair.

T. GORMAN,

TRALEE, 28th February, 1917.

*Locomotive Engineer.*

Signed for the Committee of Management

THOMAS O'DONNELL,  
*Chairman of the Company.*

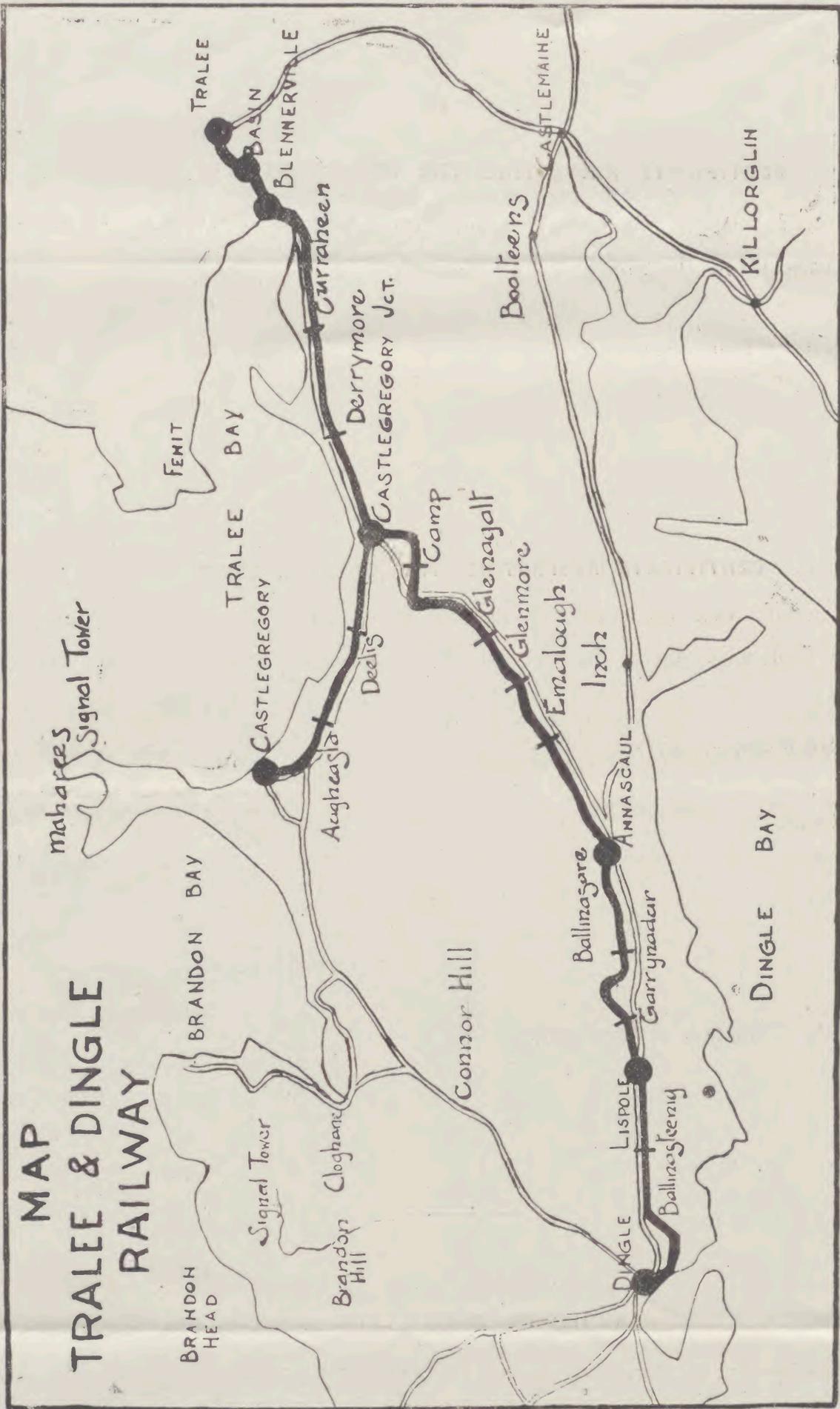
T. J. O'CONNELL,  
*Secretary of the Company.*

**AUDITOR'S CERTIFICATE.**

I hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Company, according to the best of my information and the explanations given to me, and as shown by the books of the Company.

EUGENE O'SULLIVAN, *Auditor.*

TRALEE, 26th February, 1917.





**Tralee & Dingle Railway  
Company.**

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**REPORT OF THE COMMITTEE  
OF MANAGEMENT**

FINANCIAL ACCOUNTS

AND

STATISTICAL RETURNS

*For Year ended 31st December, 1916.*

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**NOTICE IS HEREBY GIVEN** that the **ANNUAL GENERAL MEETING** of the Shareholders of this Company will be held at the Company's Office, Tralee, on **TUESDAY**, the 20th day of **MARCH**, 1917, at 12 o'clock noon, for the purpose of receiving the Directors' Report and Statement of Financial Accounts and Statistical Returns for the year ended 31st December, 1916, and of transacting the General Business of the Company.

The Share Transfer Books will be closed from the 7th to the 20th March, inclusive.

**T. J. O'CONNELL,**  
Secretary.

Secretary's Office,  
Tralee, 28th February, 1917.

O'CONNELL, TRALEE.

# SOUTHERN RAILWAY.

HALF-YEAR ENDED 30th JUNE, 1916.

The Accounts given below are in the forms prescribed by the "Regulation of Railways Act, 1868," omitting those inapplicable to the Company, but retaining the Parliamentary numbers to those given.

No. 1.—STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY.

Acts of Parliament, or Certificates of the Board of Trade	Capital Authorized			Capital created or sanctioned			Balance		
	Stock and Shares	Loans and Debenture Stock	Total	Stock and Shares	Loans and Debenture Stock	Total	Stock and Shares	Loans and Debenture Stock	Total
	£	£	£	£	£	£	£	£	£
1.—28 & 29 Vic., cap. 353, . . . . .	171,000	57,000	228,000	171,000	57,000	228,000			
2.—34 & 35 Vic., cap. 206, . . . . .									
3.—37 & 38 Vic., cap. 196, . . . . .	20,000	6,600	26,600	20,000	6,600	26,600			
4.—41 & 42 Vic., cap. 123, . . . . .	10,000	3,300	13,300	10,000	3,300	13,300			
5.—Scheme in Chancery, confirmed 28th January, 1881, . . . . .	—	115,000	115,000	—	115,000	115,000			
Total, . . . . .	£ 201,000	181,900	382,900	201,000	181,900	382,900			

No. 2.—STATEMENT OF STOCK AND SHARE CAPITAL CREATED, SHOWING THE PROPORTION RECEIVED.

Description	Amount created	Amount received	Calls in Arrear	Amount uncalled	Amount unissued
	£	£ s. d.	£ s. d.	£ s. d.	£
7,132 Ordinary Shares of £10 each, issued under 28 and 29 Vic., cap. 353, . . . . .	71,320	71,320 0 0	—	—	—
Preference Shares, issued under 34 and 35 Vic., cap. 206, . . . . .	70,000	67,650 0 0	220 0 0	1,710 0 0	420
Baronial Guarantee Shares, issued under 41 and 42 Vic. cap. 123, . . . . .	62,900	62,900 0 0	—	—	—
Total, . . . . .	£ 204,220	201,870 0 0	220 0 0	1,710 0 0	420

No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.

Total amount authorized to be raised by Loans and by Debenture Stocks in respect of Capital created, as per Statement No. 1, £57,000, £6,600, £3,300, . . . . .	£	s. d.	£	s. d.
Total amount authorized to be raised by "B" Debenture 4 per cent. Stock by Scheme in Chancery, confirmed 28th January, 1881, enrolled 2nd April, 1881, . . . . .			66,900	0 0
			115,000	0 0
Total amount raised by Loans, . . . . .		£71,084	17	5
Less Receipt as per Account No. 4, . . . . .		1,491	0	0
		69,593	17	5
Less Loan Repayment . . . . .		4,123	7	3
Total amount raised by "B" Debenture Stock, . . . . .			65,470	10 2
			34,803	0 0
			100,273	10 2
Balance, being available Borrowing Powers at 30th June, 1916 . . . . .	£		81,626	9 10

DR.

No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

CR.

	Amount Expended 31st Dec., 1915	Amount Expended during half-year ended 30th June, 1916	Total		Amount Received to 31st Dec., 1915	Less Loans Paid off	Total
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
<i>To Expenditure—</i>				<i>By Receipts—</i>			
On Lines open for traffic and in course of construction (as per No. 5), . . . . .	347,054	Nil.	347,054	Shares and Stock, per Account No. 2, . . . . .	201,870		201,870
Less amount paid by G. S. & W. Rly. Co. for purchase of Cattle Bank, and Agent's Office at Thurles Station . . . . .	1,491		1,491	Loans, per A/c. No. 3, Debenture "B" Stock . . . . .	69,593	4,123	65,470
					34,803	7 3	34,803
	£ 345,563		£ 345,563				302,143
						By Balance,	43,420
							3 2
							£ 345,563

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 30th JUNE, 1916.

Nil.

## No. 7.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

	FURTHER EXPENDITURE		
	During the Half-year ending 30th June, 1916	In subsequent Half-year	Total
Main Line open for Traffic, . . . . .	Nil	Nil	Nil

## No. 8.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE, AS PER No. 7.

	£	s. d.	£	s. d.
Share Capital Authorized or Created but not yet received, as per Account No. 2, . . . . .	2,350	0 0		
Loan Capital Authorized or Created but not yet received, as per Account No. 3, . . . . .	77,503	2 7		
			79,853	2 7

## No. 9.—REVENUE ACCOUNT.

Half-year, 30th June, 1915	EXPENDITURE	Half-year, 30th June, 1916	Half-year, 30th June, 1915	RECEIPTS	Half-year, 30th June, 1916
£ s. d.		£ s. d.	£ s. d.		£ s. d.
3,441 2 6	To Working Expenses charged by Great Southern and Western Railway Company as per Agreement—viz., 60 per cent. on £5,565	3,339 0 0		By Passengers— Subscribers 66 140 7 10 1st Class 625 116 2 6 2nd „ 1,117 107 7 7 3rd „ 33,750 1,759 19 8	
259 7 2	„ General Charges (Abstract E),	227 9 9	2,482 4 5	By Parcels, Horses, Carriages, &c., . . . . .	499 18 0
444 4 6	„ Rent for Use of Thurles Station and Junction Line, maintenance and renewal of Signals, &c.,	450 6 7		„ Mails . . . . .	50 3 9
37 17 6	„ Telegraph Rent, . . . . .	* 37 17 6	367 2 11	„ Merchandise, 11,044 tons	1,873 10 6
17 10 0	„ Clonmel Water Supply . . . . .	17 10 0		„ Minerals, 4,622 tons	434 1 3
				„ Live Stock, 14,363 head	567 3 11
			2,868 7 0	„ Miscellaneous . . . . .	
			1 15 4	„ Rents, Advertising, &c.	
			15 14 6	„ Freight on stone ballast, Laffan's Bridge Station, from 1st July, 1909, to 31st December, 1914 . . . . .	
			5,735 4 2	„ Do., for half-year to 30th June, 1915 . . . . .	
			3,384 0 0		
			242 12 2		
5,161 14 8	„ Balance . . . . .	1,492 16 2			
£9,361 16 4		£5,565 0 0	9,361 16 4		£5,565 0 0

\* This charge may be revised.

## No. 10.—NET REVENUE ACCOUNT.

	£	s. d.		£	s. d.
To Balance from last Account . . . . .	45,249	6 8	By Balance from Revenue Account, No. 9, . . . . .	1,492	16 2
„ Interest on Loan Capital for the Half-year, . . . . .	1,710	4 3	„ Balance carried to General Balance Sheet, No. 13, . . . . .	45,466	14 9
	£46,959	10 11		£46,959	10 11

## No. 12.—ABSTRACTS. A. B. C. &amp; D. not applicable.

## ABSTRACT E.—GENERAL EXPENSES.

Half-year, 30th June, 1915		Half-year, 30th June, 1916
£ s. d.		£ s. d.
3 9 0	Printing and Stationery, &c., . . . . .	3 9 0
251 14 2	Rates and Taxes, . . . . .	219 16 9
4 4 0	Auditors, . . . . .	4 4 0
£259 7 2		£227 9 9

## No. 13.—GENERAL BALANCE SHEET.

	£	s.	d.		£	s.	d.
To Board of Works for Interest, . . . . .	1,360	6	7	By Balance at Debit of Net Revenue Account, No. 10, . . . . .	45,466	14	9
„ “ B ” Debenture Stockholders for Interest, . . . . .	48,881	15	4	„ Balance at Debit of Capital Account, No. 4 . . . . .	43,420	3	2
Temporary Loans and other Outstanding Accounts, as far as same have been ascertained	54,629	15	9	„ Sundry Outstanding Accounts, . . . . .	14,538	11	9
„ Baronial Dividend—Receipts . . . . .	99,667	4	5	„ Amount due from Great Southern and Western Railway Co., . . . . .	1,720	5	11
				„ Suspense, . . . . .	1,024	1	9
				„ Cash . . . . .	80	13	5
				„ Baronial Dividend—Payments . . . . .	98,288	11	4
	£204,539	2	1		£204,539	2	1

## No. 14.—MILEAGE STATEMENT.

	Miles authorised	Miles constructed	Miles Worked by Engines
Lines owned by Company . . . . .	24	24	24

## No. 15.—STATEMENT OF TRAIN MILEAGE.

	Half-year ended 30th June, 1915	Half-year ended 30th June, 1916
	34,015	33,148

Prior to the Commissioners of Public Works entering into possession of this line under the powers conferred on them by the Act 1 & 2 Wm. IV., c. 33, the Directors of this Railway were:—

John Graham (*Chairman*), Genl. J. S. Brownrigg (*Deputy Chairman*), Antony O'Connor, D. P. M'Euen, Wm. Forbes,  
J. J. Guiry, P. V. Guiry, Wm. Henry, Terence M'Mahon, Darby Scully, and R. F. Williams;

and all their rights, powers, and authorities are now vested in the Commissioners of Public Works under and by virtue of the afore-quoted Act.

OFFICE OF PUBLIC WORKS,  
DUBLIN, 11th September, 1916.

H. WILLIAMS, *Secretary to the Commissioners of Public Works.*  
A. H. SIDWELL, for Accountant " " "

We have examined the Books of the Southern Railway for the six months ended 30th June, 1916, and find that the foregoing Account is a full statement of the financial condition of the Line.

DUBLIN, 16th September, 1916.

EDWIN LILLER, }  
O. H. BRADDELL, } *Auditors.*



THE  
Crace and Fenit Railway Company.

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REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS TO

THE

30TH JUNE, 1916,

TO BE SUBMITTED AT THE

GENERAL MEETING OF THE SHAREHOLDERS,

TO BE HELD AT THE OFFICES OF THE COMPANY,

11, VICTORIA STREET, LONDON, S.W.,

*On TUESDAY, the 29th of AUGUST, 1916,*

AT 2.30 O'CLOCK P.M.

Directors.

THE RIGHT HON. THE EARL OF DEVON,

Powderham Castle, Exeter,

*Chairman.*

HECTOR FRANCIS MONRO, ESQ.,

Abbeymead, Chislehurst.

SAMUEL GORDON FRASER, ESQ.,

Askive, Kenmare, Co. Kerry.

WILLIAM HENRY McCOWEN, ESQ.,

Parknadoon, Tralee, Co. Kerry.

TRALEE AND FENIT RAILWAY COMPANY.

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NOTICE IS HEREBY GIVEN, that the ORDINARY HALF-YEARLY MEETING of the Proprietors of the Tralee and Fenit Railway Company will be held at the Company's offices, 11, Victoria Street, London, S.W., on Tuesday, the 29th day of August, 1916, at 2.30 o'clock p.m., for the purpose of receiving the Directors' Report, with Statement of Accounts, for the Half-year ended 30th June, 1916, and for the general business of the Company.

The transfer books of the Company will be closed from the 22nd day of August, 1916, until after the meeting.

Dated this 11th day of August, 1916.

By order,

JAMES GEORGE VOKES,

*Secretary.*

11, VICTORIA STREET,

LONDON, S.W.

# TRALEE AND FENIT RAILWAY COMPANY.

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## DIRECTORS' REPORT

*For the Half-Year ended 30th June, 1916.*

The Directors in submitting their Fifty-eighth Report with Statement of Accounts for the Half-year ended the 30th June, 1916, regret to state that owing to War conditions having seriously affected the shipping of the Port of Fenit the Traffic Receipts show a decrease in comparison with the corresponding Half-year in 1915 of £1,002 5s. 7d.

The Gross Receipts for the Half-year amount to £1,011 9s. 7d., and the Net Receipts, after deducting working expenses, to £404 11s. 10d., as against £2,013 15s. 2d. and £805 10s. 1d. respectively for the corresponding period last year.

The number of Passengers carried was 10,576, representing £258 5s. 7d., as against 11,608, representing £262 3s. 10d., a decrease in number of 1,032, and in amount of £3 18s. 3d.

The Goods show a decrease of 6,424 tons, and in receipts of £427 0s. 2d.

The Mineral traffic has decreased by 11,327 tons, and by £559 7s. 5d. in receipts.

Parcels and miscellaneous traffic has decreased by £12 0s. 2d.

The following table shows the result of the working of the railway since the opening of the line on the 5th July, 1887 (eight miles).

Half-year ending	Gross receipts.			Net receipts.			Earnings per mile per week.			Number of passengers.	Goods and minerals. <i>Tons.</i>
	£	s.	d.	£	s.	d.	£	s.	d.		
31st Dec., 1887 ...	479	5	9	191	14	4	2	6	1	16,927	1,235
30th June, 1888 ...	346	16	3	138	14	6	1	13	4	9,281	1,459
31st Dec., 1888 ...	379	12	0	151	16	10	1	16	6	13,755	1,055
30th June, 1889 ...	669	3	11	267	13	7	3	4	4	10,487	5,546
31st Dec., 1889 ...	775	9	10	310	3	11	3	14	7	14,794	9,262
30th June, 1890 ...	721	4	10	288	9	11	3	9	4	8,725	8,316
31st Dec., 1890 ...	896	11	4	358	12	6	4	6	7	13,526	9,939
30th June, 1891 ...	1,003	12	7	401	9	0	4	16	6	11,919	10,235
31st Dec., 1891 ...	775	5	2	310	2	1	3	14	7	11,280	9,703
30th June, 1892 ...	605	14	8	242	5	10	2	18	3	7,655	7,086
31st Dec., 1892 ...	637	14	7	255	1	10	3	1	4	9,625	7,964
30th June, 1893 ...	806	13	5	322	13	4	3	17	7	9,784	5,806
31st Dec., 1893 ...	371	12	11	148	13	2	1	15	9	11,759	2,584
30th June, 1894 ...	1,169	5	11	467	14	4	5	12	5	10,068	12,087
31st Dec., 1894 ...	779	5	1	311	14	0	3	14	11	12,651	7,101
30th June, 1895 ...	1,101	6	9	440	10	8	5	5	11	11,594	11,637
31st Dec., 1895 ...	708	0	3	283	4	1	3	8	1	10,630	7,559
30th June, 1896 ...	1,116	17	9	446	15	1	5	7	5	13,162	7,086
31st Dec., 1896 ...	833	12	7	333	9	0	4	0	2	12,598	8,774
30th June, 1897 ...	996	8	1	398	11	3	4	15	10	11,017	9,848
31st Dec., 1897 ...	961	4	2	384	9	8	4	12	5	12,246	11,658
30th June, 1898 ...	1,401	6	1	560	10	5	6	14	9	11,775	13,044
31st Dec., 1898 ...	189	18	3	75	19	4	0	18	3	11,606	1,104
30th June, 1899 ...	412	18	6	165	3	5	1	19	8	11,153	597
31st Dec., 1899 ...	858	5	3	343	6	1	4	2	6	14,279	6,433
30th June, 1900 ...	819	14	7	327	17	10	3	18	10	10,423	6,475
31st Dec., 1900 ...	834	4	10	333	13	11	4	0	3	12,957	10,870
30th June, 1901 ...	1,379	2	7	551	13	0	6	12	7	13,887	16,117
31st Dec., 1901 ...	1,220	2	7	488	1	0	5	17	4	12,593	13,072
30th June, 1902 ...	1,543	11	3	617	8	6	7	8	5	11,194	18,472
31st Dec., 1902 ...	1,429	0	8	571	12	3	6	17	5	16,158	16,945
30th June, 1903 ...	1,317	15	11	527	2	4	6	6	8	13,702	12,819
31st Dec., 1903 ...	1,481	9	11	592	12	0	7	2	5	14,198	18,969
30th June, 1904 ...	1,587	1	2	634	16	6	7	12	7	16,144	18,452
31st Dec., 1904 ...	2,208	19	4	883	11	9	10	12	5	15,665	27,399
30th June, 1905 ...	1,457	13	3	583	1	4	7	0	2	13,665	16,108
31st Dec., 1905 ...	1,670	18	10	668	7	6	8	0	7	14,033	21,610
30th June, 1906 ...	1,808	11	6	723	8	7	8	13	11	12,355	22,972
31st Dec., 1906 ...	2,059	1	2	823	12	6	9	18	0	16,665	25,844
30th June, 1907 ...	1,950	3	9	780	1	6	9	7	6	11,528	25,685
31st Dec., 1907 ...	2,594	10	9	1,037	16	4	12	9	6	17,373	34,256
30th June, 1908 ...	1,894	18	9	757	19	6	9	2	2	12,534	28,176
31st Dec., 1908 ...	1,649	13	9	659	17	6	7	18	7	15,382	26,361
30th June, 1909 ...	1,597	4	10	638	17	11	7	13	7	11,943	24,598
31st Dec., 1909 ...	2,281	4	0	912	9	7	10	19	4	17,784	34,390
30th June, 1910 ...	1,836	10	4	734	12	2	8	16	7	12,653	27,548
31st Dec., 1910 ...	2,159	5	8	863	14	3	10	7	7	19,500	31,474
30th June, 1911 ...	2,266	17	0	906	14	10	10	18	0	16,451	34,282
31st Dec., 1911 ...	2,203	1	4	881	4	6	10	11	10	20,234	32,286
30th June, 1912 ...	1,779	3	4	711	13	4	8	11	1	10,753	27,629
31st Dec., 1912 ...	2,076	8	5	830	11	4	9	19	8	14,428	31,832

Half-year ending	Gross receipts.			Net receipts.			Earnings per mile per week.			Number of passengers.	Goods and minerals.
	£	s.	d.	£	s.	d.	£	s.	d.		Tons.
30th June, 1913 ...	2,006	18	7	802	15	5	9	12	11	12,416	31,247
31st Dec., 1913 ...	2,387	0	9	954	16	4	11	9	6	17,327	35,960 <sup>32</sup>
30th June, 1914 ...	2,061	15	5	824	14	2	9	18	3	12,003	33,343
31st Dec., 1914 ...	2,355	15	2	942	6	1	11	6	6	14,809	36,759
30th June, 1915 ...	2,013	15	2	805	10	1	9	13	8	11,608	30,788
31st Dec., 1915 ...	2,049	16	0	819	18	5	9	17	1	18,090	30,805
30th June, 1916 ...	1,011	9	7	404	11	10	4	17	3	10,576	13,037

\* Reduced (in accordance with subsequent correction by Working Company) from 38,848 tons, which originally appeared in December accounts.

The Directors have elected William Henry McCowen, Esquire, of Tralee, to a seat on the Board in the place of the late St. John Henry Donovan, Esquire.

11, VICTORIA STREET, LONDON,

DEVON, *Chairman.*

19th August, 1916.

# TRALEE AND FENIT RAILWAY COMPANY.

30TH JUNE, 1916.

## No. 1.—Statement of Capital authorized and created by the Company.

ACTS OF PARLIAMENT.	CAPITAL AUTHORIZED.			CAPITAL CREATED OR SANCTIONED.			BALANCE.		
	Stock of Shares.	Loans.	Total.	Stock of Shares.	Loans.	Total.	Stock of Shares.	Loans.	Total.
1. The Tralee and Fenit Railway Act, 1880	£ 45,000	£ 15,000	£ 60,000	£ 45,000	£ 15,000	£ 60,000	£ ...	£ ...	£ ...
	45,000	15,000	60,000	45,000	15,000	60,000	...	...	...

## No. 2.—Statement of Stock and Share Capital, showing the proportion received.

DESCRIPTION.	AMOUNT CREATED.		AMOUNT RECEIVED.		CALLS IN ARREAR.		AMOUNT UNCALLED.		AMOUNT UNISSUED.	
	£		£		£		£		£	
Ordinary Shares . . . . .	15,000		13,850		1,150		...	...	...	...
Guaranteed Shares . . . . .	30,000		30,000		...		...	...	...	...
	45,000		43,850		1,150		...	...	...	...

### No. 3.—Capital raised by Loans and Debenture Stock.

	Raised by Loans.		Raised by issue of Debenture Stock.	Total raised by Loans and Debenture Stock.
	At 5 per cent.	Total Loans.		
Existing at 31st December, 1915	£ . . . . .	£ 15,000	Nil.	£ 15,000
Existing at 30th June, 1916	. . . . .	15,000	Nil.	15,000
Increase	. . . . .	...	...	...
Decrease	. . . . .	...	...	...
Total amount authorized to be raised by Loans and Debenture Stock as per Statement No. 1	. . . . .	. . . . .	. . . . .	£ 15,000
Total amount raised by Loans as above	. . . . .	. . . . .	. . . . .	15,000
Balance, being available borrowing powers at 30th June, 1916	. . . . .	. . . . .	. . . . .	. . . . .

### No. 4.—Receipts and Expenditure on Capital Account.

Dr.	Amount Expended to 31st Dec., 1915.	Amount Expended this Half-year.	Total.	Cr.	
				Amount Received to 31st Dec., 1915.	Amount Received this Half-year.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
To EXPENDITURE :—					
On Land Works, &c.	70,741 2 9	...	70,741 2 9	...	43,850 0 0
					15,000 0 0
					58,850 0 0
					11,891 2 9
			£ 70,741 2 9		£ 70,741 2 9
					Balance to General Balance Sheet No. 13

BY RECEIPTS :—  
Shares, as per Acct. No. 2  
Loans, as per Acct. No. 3

No. 5.—Details of the Capital Expenditure.

	Half-year ended 30th June, 1916.
Nil.	£ s. d.
	Nil.

No. 6.—Return of Working Stock.

*Does not apply, the Line being worked by the Great Southern and Western Railway Company.*

No. 7.—Estimate for further Expenditure on Capital Account.

On Lines in course of construction . . . . .

£ s. d.  
Nil.

No. 8.—Capital Powers and other Assets to meet further Expenditure, as per No. 7.

	To 30th June, 1916.
<i>Nil.</i>	<i>Nil.</i>

Dr. Or,  
No. 9.—Revenue Account.

Half-year ended 30th June, 1915.	Half-year ended 30th June, 1916.	Half-year ended 30th June, 1915.	Half-year ended 30th June, 1916.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,208 5 1	606 17 9	262 3 10	258 5 7
171 16 10	171 1 10	35 17 7	23 17 5
16 0 0	16 0 0	980 7 2	553 7 0
40 16 4	37 17 11	725 3 11	165 16 6
17 7 0	13 14 4	7 10 0	7 10 0
1,454 5 3	845 11 10	2 12 8	2 13 1
559 9 11	166 0 3		
£2,013 15 2	£1,011 12 1	2,013 15 2	1,011 9 7
			0 2 6
			£1,011 12 1

EXPENDITURE.

To Working Expenses  
60 per cent. of Receipts paid to the Great  
Southern and Western Railway Company  
General Charges  
Traffic Inspector's Salary  
Arbitration Expenses  
Law Costs

Balance to Net Revenue No. 10

RECEIPTS.

By Passengers  
Parcels, &c.  
Goods  
Minerals  
Mails  
Rents

Transfer Fees

Dr.		No. 10.—Net Revenue Account.		Cr.	
Half-year ended 30th June, 1915.	£ s. d.	Half-year ended 30th June, 1916.	£ s. d.	Half-year ended 30th June, 1916.	£ s. d.
To Balance from last Half-year	8,755 12 11	8,571 16 2	559 9 11	By Balance brought from Revenue Account No. 9	166 0 3
„ Debenture Interest	375 0 0	375 0 0		„ Barony of Trughenackmy, in the County Kerry	750 0 0
„ Guaranteed Share Interest	750 0 0	750 0 0		„ Balance to General Balance Sheet, No. 13	8,832 1 1
„ General Interest	51 18 11	51 5 2	8,623 1 11		
	£9,932 11 10	£9,748 1 4	£9,932 11 10		£ 9,748 1 4

No. 11.—Nil.

Dr.		No. 12.—General Charges (Abstract E).		Cr.	
Half-year ended 30th June, 1915.	£ s. d.	Half-year ended 30th June, 1916.	£ s. d.	Half-year ended 30th June, 1916.	£ s. d.
Directors	50 0 0				50 0 0
Auditor	5 5 0				5 5 0
Salaries of Secretary and Clerks	98 10 0				98 10 0
Office Expenses	18 1 10				17 6 10
	£171 16 10				£171 1 10

Dr.		No. 13.—General Balance Sheet.		Cr.	
Half-year ended 30th June, 1915.	£ s. d.	Half-year ended 30th June, 1916.	£ s. d.	Half-year ended 30th June, 1916.	£ s. d.
To Temporary Loans		2,145 16 6		By Cash at Bankers and on Deposit	216 18 4
„ Interest accruing		1,125 0 0		„ Great Southern and Western Railway Company	404 11 10
„ Outstanding Accounts		10,179 10 0		„ Outstanding Accounts	767 18 0
„ Unpaid Interest		9,412 5 6		„ Barony of Trughenackmy	750 0 0
				„ Balance at debit of Capital Account No. 4.	11,891 2 9
				„ Balance at debit of Net Revenue Account No. 10	8,832 1 1
					£ 22,862 12 0

No. 14.—Mileage Statement.

Lines owned by Company	Miles Authorized.		Miles Constructed.		Miles to be Constructed.		Miles worked by Engines.	
	<i>Miles.</i>	<i>Chains.</i>	<i>Miles.</i>	<i>Chains.</i>	<i>Miles.</i>	<i>Chains.</i>	<i>Miles.</i>	<i>Chains.</i>
	8	..	8	..	Nil.		8	..

No. 15.—Statement of Train Mileage.

Half-year ended 30th June, 1915.		Half-year ended 30th June, 1916.
<i>Miles.</i>		<i>Miles.</i>
6,336	Passenger Trains, Regular and Special	6,320
4,048	do.	2,288
10,384		8,608

DEVON, *Chairman of the Company.*  
 JAMES GEORGE VOKES, *Secretary of the Company.*

AUDITOR'S CERTIFICATE.

I do hereby certify that I have examined the foregoing Accounts of the Tralee and Fenit Railway Company to the 30th June, 1916, and find the same to be a true statement according to the Books of the Company.

JNO. S. CHAPPELOW, F.C.A.,  
 10, Lincoln's Inn Fields, } *Auditor.*

10th August, 1916.



Cralee and Fenit Railway Company.

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# REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS TO

THE

31ST DECEMBER, 1916,

TO BE SUBMITTED AT THE

GENERAL MEETING OF THE SHAREHOLDERS,

TO BE HELD AT THE OFFICES OF THE COMPANY,

11, VICTORIA STREET, LONDON, S.W.,

On *TUESDAY*, the *27th* of *FEBRUARY*, 1917,

AT 2.30 O'CLOCK P.M.

Directors.

THE RIGHT HON. THE EARL OF DEVON,

Powderham Castle, Exeter,

*Chairman.*

HECTOR FRANCIS MONRO, ESQ.,

Abbeymead, Chislehurst.

SAMUEL GORDON FRASER, ESQ.,

Askive, Kenmare, Co. Kerry.

WILLIAM HENRY MCCOWEN, ESQ.,

Parknadoon, Tralce, Co. Kerry.

TRALEE AND FENIT RAILWAY COMPANY.

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NOTICE IS HEREBY GIVEN, that the ORDINARY HALF-YEARLY MEETING of the Proprietors of the Tralee and Fenit Railway Company will be held at the Company's offices, 11, Victoria Street, London, S.W., on Tuesday, the 27th day of February, 1917, at 2.30 o'clock p.m., for the purpose of receiving the Directors' Report, with Statement of Accounts, for the Half-year ended 31st December, 1916, for the re-election of a Director, and for the general business of the Company.

The transfer books of the Company will be closed from the 20th day of February, 1917, until after the meeting.

Dated this 10th day of February, 1917.

By order,

JAMES GEORGE VOKES,

*Secretary.*

11, VICTORIA STREET,

LONDON, S.W.

# TRALEE AND FENIT RAILWAY COMPANY.

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## DIRECTORS' REPORT

*For the Half-Year ended 31st December, 1916.*

The Directors submit their Fifty-ninth Report with Statement of Accounts for the Half-year ended the 31st December, 1916. The Returns indicate a decrease of £117 2s. 8d. in comparison with those for the Half-year ended the 31st December, 1915.

The Gross Receipts for the Half-year amount to £1,932 13s. 4d., and the Net Receipts, after deducting working expenses, to £773 1s. 4d., as against £2,049 16s. 0d. and £819 18s. 5d. respectively for the corresponding Half-year of 1915.

The number of Passengers carried was 17,968, representing £394 12s. 3d., as against 18,090, representing £380 10s. 0d., a decrease in number of 122, and an increase in receipts of £14 2s. 3d.

There has been a decrease in the Goods Traffic of 203 tons, and an increase in receipts of £51 15s. 2d.

The Minerals have decreased by 3,751 tons, and by £181 3s. 2d. in receipts.

The following table shows the result of the working of the railway since the opening of the line on the 5th July, 1887 (eight miles).

Half-year ending	Gross receipts.			Net receipts.			Earnings per mile per week.			Number of passengers.	Goods and minerals.
	£	s.	d.	£	s.	d.	£	s.	d.		
31st Dec., 1887	479	5	9	191	14	4	2	6	1	16,927	1,235
30th June, 1888	346	16	3	138	14	6	1	13	4	9,281	1,459
31st Dec., 1888	379	12	0	151	16	10	1	16	6	13,755	1,053
30th June, 1889	669	13	11	267	13	7	3	4	4	10,487	5,546
31st Dec., 1889	775	9	10	310	3	11	3	14	7	14,794	9,262
30th June, 1890	721	4	10	288	9	11	3	9	4	8,725	8,316
31st Dec., 1890	896	11	4	358	12	6	4	6	7	13,526	9,939
30th June, 1891	1,003	12	7	401	9	0	4	16	6	11,919	10,235
31st Dec., 1891	775	5	2	310	2	1	3	14	7	11,280	9,703
30th June, 1892	605	14	8	242	5	10	2	18	3	7,655	7,086
31st Dec., 1892	637	14	7	255	1	10	3	1	4	9,625	7,964
30th June, 1893	806	13	5	322	13	4	3	17	7	9,784	5,806
31st Dec., 1893	371	12	11	148	13	2	1	15	9	11,759	2,584
30th June, 1894	1,169	5	11	467	14	4	5	12	5	10,068	12,087
31st Dec., 1894	779	5	1	311	14	0	3	14	11	12,651	7,101
30th June, 1895	1,101	6	9	440	10	8	5	5	11	11,594	11,637
31st Dec., 1895	708	0	3	283	4	1	3	8	1	10,630	7,559
30th June, 1896	1,116	17	9	446	15	1	5	7	5	13,162	7,086
31st Dec., 1896	833	12	7	333	9	0	4	0	2	12,598	8,774
30th June, 1897	996	8	1	398	11	3	4	15	10	11,017	9,848
31st Dec., 1897	961	4	2	384	9	8	4	12	5	12,246	11,658
30th June, 1898	1,401	6	1	560	10	5	6	14	9	11,775	13,044
31st Dec., 1898	189	18	3	75	19	4	0	18	3	11,600	1,104
30th June, 1899	412	18	6	165	3	5	1	19	8	11,153	597
31st Dec., 1899	858	5	3	343	6	1	4	2	6	14,279	6,433
30th June, 1900	819	14	7	327	17	10	3	18	10	10,423	6,475
31st Dec., 1900	834	4	10	333	13	11	4	0	3	12,957	10,870
30th June, 1901	1,379	2	7	551	13	0	6	12	7	13,887	16,117
31st Dec., 1901	1,220	2	7	488	1	0	5	17	4	12,593	13,072
30th June, 1902	1,543	11	3	617	8	6	7	8	5	11,194	18,472
31st Dec., 1902	1,429	0	8	571	12	3	6	17	5	16,158	16,945
30th June, 1903	1,317	15	11	527	2	4	6	6	8	13,702	12,819
31st Dec., 1903	1,481	9	11	592	12	0	7	2	5	14,198	18,969
30th June, 1904	1,587	1	2	634	16	6	7	12	7	16,144	18,452
31st Dec., 1904	2,208	19	4	883	11	9	10	12	5	15,665	27,399
30th June, 1905	1,457	13	3	583	1	4	7	0	2	13,665	16,108
31st Dec., 1905	1,670	18	10	668	7	6	8	0	7	14,033	21,610
30th June, 1906	1,808	11	6	723	8	7	8	13	11	12,355	22,972
31st Dec., 1906	2,059	1	2	823	12	6	9	18	0	16,665	25,844
30th June, 1907	1,950	3	9	780	1	6	9	7	6	11,528	25,685
31st Dec., 1907	2,594	10	9	1,037	16	4	12	9	6	17,373	34,256
30th June, 1908	1,894	18	9	757	19	6	9	2	2	12,534	28,176
31st Dec., 1908	1,649	13	9	659	17	6	7	18	7	15,382	26,361
30th June, 1909	1,597	4	10	638	17	11	7	13	7	11,943	24,598
31st Dec., 1909	2,281	4	0	912	9	7	10	19	4	17,784	34,390
30th June, 1910	1,836	10	4	734	12	2	8	16	7	12,653	27,548
31st Dec., 1910	2,159	5	8	863	14	3	10	7	7	19,500	31,474
30th June, 1911	2,266	17	0	906	14	10	10	18	0	16,451	34,282
31st Dec., 1911	2,203	1	4	881	4	6	10	11	10	20,234	32,286
30th June, 1912	1,779	3	4	711	13	4	8	11	1	10,753	27,629
31st Dec., 1912	2,076	8	5	830	11	4	9	19	8	14,428	31,832

Half-year ending	Gross receipts.			Net receipts.			Earnings per mile per week.			Number of passengers.	Goods and minerals.
	£	s.	d.	£	s.	d.	£	s.	d.		
30th June, 1913 ...	2,006	18	7	802	15	5	9	12	11	12,416	31,247
31st Dec., 1913 ...	2,387	0	9	954	16	4	11	9	6	17,327	35,960*
30th June, 1914 ...	2,061	15	5	824	14	2	9	18	3	12,003	33,343
31st Dec., 1914 ...	2,355	15	2	942	6	1	11	6	6	14,809	36,759
30th June, 1915 ...	2,013	15	2	805	10	1	9	13	8	11,608	30,788
31st Dec., 1915 ...	2,049	16	0	819	18	5	9	17	1	18,090	30,805
30th June, 1916 ...	1,011	9	7	404	11	10	4	17	3	10,576	13,037
31st Dec., 1916 ...	1,932	13	4	773	1	4	9	5	10	17,968	26,851

\* Reduced (in accordance with subsequent correction by Working Company) from 38,848 tons, which originally appeared in December accounts.

It has been announced that the Government have taken over the control of the Irish Railways as from the 1st January last, under the provisions of the Regulation of the Forces Act, 1871. It is understood that the compensation to be paid will be based upon the net receipts for the year 1913 as in the case of the English Railways.

The Director who retires by rotation at this Meeting is the Earl of Devon, who, being eligible, offers himself for re-election.

11, VICTORIA STREET, LONDON,

DEVON, *Chairman.*

19th February, 1917.

# TRALEE AND FENIT RAILWAY COMPANY.

31ST DECEMBER, 1916.

No. 1.—Statement of Capital authorized and created by the Company.

ACTS OF PARLIAMENT.	CAPITAL AUTHORIZED.			CAPITAL CREATED OR SANCTIONED.			BALANCE.	
	Stock or Shares.	Loans.	Total.	Stock or Shares.	Loans.	Total.	Stock or Shares.	Loans.
I. The Tralee and Fenit Railway Act, 1880 . . . . .	£ 45,000	£ 15,000	£ 60,000	£ 45,000	£ 15,000	£ 60,000	£ . . .	£ . . .
	45,000	15,000	60,000	45,000	15,000	60,000	... ..	... ..

No. 2.—Statement of Stock and Share Capital, showing the proportion received.

DESCRIPTION.	AMOUNT CREATED.		AMOUNT RECEIVED.		CALLS IN ARREAR.		AMOUNT UNCALLED.		AMOUNT UNISSUED.	
	£		£		£		£		£	
Ordinary Shares . . . . .	15,000		13,850		1,150		£ . . .	£ . . .	£ . . .	£ . . .
Guaranteed Shares . . . . .	30,000		30,000		...		... ..	... ..	... ..	... ..
	45,000		43,850		1,150		... ..	... ..	... ..	... ..

No. 3.—Capital raised by Loans and Debenture Stock.

	Raised by Loans.		Raised by issue of Debenture Stock.	Total raised by Loans and Debenture Stock.
	At 5 per cent.	Total Loans.		
Existing at 30th June, 1916	£ 15,000	£ 15,000	Nil.	£ 15,000
Existing at 31st December, 1916	£ 15,000	£ 15,000	Nil.	£ 15,000
Increase	...	...	...	...
Decrease	...	...	...	...

Total amount authorized to be raised by Loans and Debenture Stock as per Statement No. 1  
Total amount raised by Loans as above

£ 15,000  
£ 15,000

Balance, being available borrowing powers at 31st December, 1916

Dr.

No. 4.—Receipts and Expenditure on Capital Account.

Cr.

To EXPENDITURE:—	Amount Expended to 30th June, 1916.	Amount Expended this Half-year.	Total.	Amount Received to 30th June, 1916	Amount Received this Half-year.	Total
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
On Land Works, &c.	70,741 2 9	...	70,741 2 9	43,850 0 0	...	43,850 0 0
				15,000 0 0	...	15,000 0 0
				58,850 0 0		58,850 0 0
				Balance to General Balance Sheet No. 13		11,891 2 9
			£ 70,741 2 9			£ 70,741 2 9

BY RECEIPTS:—

Shares, as per Acct. No. 2  
Loans, as per Acct. No. 3

Balance to General Balance Sheet No. 13

No. 5.—Details of the Capital Expenditure.

	Half-year ended 31st Dec., 1916.
	£ s. d.
Nil.	Nil.

No. 6.—Return of Working Stock.

*Does not apply, the Line being worked by the Great Southern and Western Railway Company.*

No. 7.—Estimate for further Expenditure on Capital Account.

On Lines in course of construction . . . . .	£ s. d.
	Nil.

No. 8.—Capital Powers and other Assets to meet further Expenditure, as per No. 7.

	To 31st Dec., 1916.
Nil.	Nil.

Dr. Or. No. 9.—Revenue Account.

Half-year ended 31st Dec., 1915.	EXPENDITURE.	Half-year ended 31st Dec., 1916.	Half-year ended 31st Dec., 1915.	RECEIPTS.	Half-year ended 31st Dec., 1916.
£ s. d.		£ s. d.	£ s. d.		£ s. d.
1,229 17 7	To Working Expenses	1,159 12 0	380 10 0	By Passengers	394 12 3
	60 per cent. of Receipts paid to the Great Southern and Western Railway Company		36 16 1	" Parcels and Miscellaneous	35 19 4
19 11 7	" Alterations Fenit Station		915 13 10	" Goods	967 9 0
171 9 4	" General Charges		703 12 8	" Minerals	522 9 6
16 0 0	" Traffic Inspector's Salary	171 17 5	7 10 0	" Mails	7 10 0
102 2 0	" Law Costs	10 13 4	5 13 5	" Rents	4 13 3
34 5 9	" Arbitration Expenses	30 5 0			
		40 7 2			
1,573 6 3		1,412 14 11			
476 9 9	" Balance to Net Revenue No. 10	519 18 5			
£2,049 16 0		£ 1,932 13 4	2,049 16 0		£1,932 13 4

No. 10.—Net Revenue Account.

Dr.		Gr.	
Half-year ended 31st Dec., 1915.	Half-year ended 31st Dec., 1916.	Half-year ended 31st Dec., 1915.	Half-year ended 31st Dec., 1916.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
8,623 1 11	8,832 1 1	476 9 9	519 18 5
375 0 0	375 0 0		
750 0 0	750 0 0		750 0 0
50 4 0	51 2 7	8,571 16 2	8,738 5 3
£9,798 5 11	£10,008 3 8	£9,798 5 11	£10,008 3 8
		By Balance brought from Revenue Account No. 9, Barony of Trughenackmy, in the County Kerry	
		By Balance to General Balance Sheet, No. 13	

No. 11.—Nil.

No. 12.—General Charges (Abstract E).

Half-year ended 31st Dec., 1915.	Half-year ended 31st Dec., 1916.
£ s. d.	£ s. d.
50 0 0	50 0 0
5 5 0	5 5 0
98 10 0	98 10 0
17 14 4	18 2 5
£171 9 4	£171 17 5
Directors	
Auditor	
Salaries of Secretary and Clerks	
Office Expenses	

No. 13.—General Balance Sheet.

Dr.		Gr.	
Half-year ended 31st Dec., 1915.	Half-year ended 31st Dec., 1916.	Half-year ended 31st Dec., 1915.	Half-year ended 31st Dec., 1916.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
2,145 16 6	2,145 16 6	267 4 6	267 4 6
1,125 0 0	1,125 0 0	773 1 4	773 1 4
10,274 14 10	10,274 14 10	747 3 0	747 3 0
9,621 5 6	9,621 5 6	750 0 0	750 0 0
		11,891 2 9	11,891 2 9
		8,738 5 3	8,738 5 3
£23,166 16 10	£23,166 16 10	£23,166 16 10	£23,166 16 10
To Temporary Loans		By Cash at Bankers and on Deposit	
Interest accruing		Great Southern and Western Railway Company	
Outstanding Accounts		Outstanding Accounts	
Unpaid Interest		Barony of Trughenackmy	
		Balance at debit of Capital Account No. 4.	
		Balance at debit of Net Revenue Account No. 10	

No. 14.—Mileage Statement.

Lines owned by Company	Miles Authorized.		Miles Constructed.		Miles to be Constructed.		Miles worked by Engines.	
	<i>Miles.</i>	<i>Chains.</i>	<i>Miles.</i>	<i>Chains.</i>	<i>Miles.</i>	<i>Chains.</i>	<i>Miles.</i>	<i>Chains.</i>
	8		8		<i>Nil.</i>		8	

No. 15.—Statement of Train Mileage.

Half-year ended 31st Dec., 1915.		Half-year ended 31st Dec., 1916.
<i>Miles.</i>		<i>Miles.</i>
6,592	Passenger Trains, Regular and Special	6,408
4,248	do.	3,264
10,840		9,672

DEVON, *Chairman of the Company.*  
 JAMES GEORGE VOKES, *Secretary of the Company.*

AUDITOR'S CERTIFICATE.

I do hereby certify that I have examined the foregoing Accounts of the Tralee and Fenit Railway Company to the 31st December, 1916, and find the same to be a true statement according to the Books of the Company.

JNO. S. CHAPPELOW, F.C.A.,  
 10, Lincoln's Inn Fields, } *Auditor.*

17th February, 1917.

# Waterford & Tramore Railway Company.

## DIRECTORS—

CHARLES E. DENNY, Esq., Ballybrado, Cahir, Co. Tipperary, *Chairman.*

WILLIAM GALLWEY, Esq., D.L., Rockfield, Tramore, *Deputy Chairman.*

EDGAR WHITE, Esq., Gortmore, Waterford.

H. W. D. GOFF, Esq., J.P., Maypark, Waterford.

## REPORT OF THE DIRECTORS

TO BE SUBMITTED

To the Proprietors at the Annual General Meeting of the Company, to be held at the Company's Office, The Terminus, Waterford, at 12 o'clock noon, on Wednesday, the 21st February, 1917.

HEREWITH we beg to submit Statement of Accounts for the year ended 31st December, 1916, which have been duly certified, and also the Statistical Returns for the same period.

The following is a Summary of the Receipts and Expenditure, from which it will be seen that the business of your line continues to show satisfactory progress.

	1917.	1916.
Gross Receipts per Account No. 8	£9184 17 6	£8458
Expenditure	4707 18 7	4531
NETT INCOME	4476 18 11	3927
Balance brought from last Account	2759 5 9	2275
Total	£7236 4 8	£6202
Out of which has been paid or provided for—		
Interest on Loans	£535 18 6	£543
Dividend on Preference Shares	500 0 0	500
Interim Dividend on Original Shares	960 0 0	960
	£1995 18 6	£2003
Leaving a Balance of	£5240 6 2	£4199
which your Directors recommend being appropriated as follows:—		
Final Dividend on Original Shares at the rate of Six per cent. per annum	£1440	£1440
Transfer to Reserve Fund	500	
	1940 0 0	
Balance forward to next Account	£3300 6 2	£2759

Your Directors deeply regret having to record the death, since your last meeting, of their late valued colleague, Mr. John N. White, who for many years had been closely connected with the Company, in which he always took a warm interest.

In pursuance of an Order in Council made on the 22nd December, 1916, under the provisions of the Regulation of Forces Act, 1871, the control of the Irish Railways was taken over by the Government as from midnight of 31st December, 1916, for which purpose an Executive Committee was appointed, composed of the General Managers of certain Companies, with the Under-Secretary for Ireland as Chairman. Negotiations as to Compensation to be paid by the Government are at present proceeding between the Board of Trade and the Irish Railway Executive Committee.

The retiring Directors are Messrs. William Gallwey and Edgar White, and the retiring Auditor, Mr. H. J. Forde, all of whom are eligible and offer themselves for re-election.

CHARLES E. DENNY, *Chairman.*  
ARTHUR PROSSOR, *Secretary.*

BOARD ROOM,  
WATERFORD.



# Waterford and Tramore Railway.

## FINANCIAL ACCOUNTS & STATISTICAL RETURNS FOR YEAR ENDED 31st DECEMBER, 1916.

### PART 1

## Financial Accounts.

#### No. 1 (a).—NOMINAL CAPITAL AUTHORIZED AND CREATED BY THE COMPANY.

SPECIAL ACTS.	CAPITAL AUTHORIZED.			CAPITAL CREATED.			BALANCE.		
	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.	Shares and Stock.	Loans or Debenture Stock.	Total.
	£	£	£	£	£	£	£	£	£
Waterford and Tramore Railway Act, 1851 .....	48,000	16,000	64,000	48,000	16,000	64,000	—	—	—
Waterford and Tramore Railway Amendment Act, 1857 .....	10,000	3,350	13,350	10,000	3,350	13,350	—	—	—
Total .....	58,000	19,350	77,350	58,000	19,350	77,350	—	—	—

#### No. 2.—SHARE CAPITAL AND STOCK CREATED, AS PER STATEMENT No. 1 (a) SHOWING THE PROPORTION ISSUED.

DESCRIPTION.	Amount Created.	Amount Issued.	Nominal addition to or deductions from Capital.	Amount on which Dividend is payable	Amount which does not rank for Dividend until a future date.	Calls in arrear.	Amount Uncalled.	Amount Unissued
	£	£	£	£	£	£	£	£
Original Shares (4,800 at £10 each) .....	48,000	48,000	—	48,000	—	—	—	—
Five per cent. Preference Shares (1,000 at £10 each) .....	10,000	10,000	—	10,000	—	—	—	—
Total .....	58,000	58,000	—	58,000	—	—	—	—

**No. 3.—CAPITAL RAISED BY LOANS AND DEBENTURE STOCKS.**

	RAISED BY LOANS.			RAISED BY THE ISSUE OF DEBENTURE STOCK.				Total raised by Loans and Debenture Stock.
	At 5 per cent.	At 4 per cent.	Total Loans.	Amount of Stock.	Existing Amount of Stock.			
					Nominal Additions or Deduction on Conversion.	At per cent.	Total Debenture Stock.	
Existing at 31st December, 1916	£ 1,000	£ 11,750	£ 12,750	£ —	£ —	£ —	£ —	£ 12,750
Existing at 31st December, 1915	—	£ 13,250	£ 13,250	—	—	—	—	£ 13,250
Increase	1,000	—	—	—	—	—	—	—
Decrease	—	1,500	—	—	—	—	—	500
Total Amount authorized to be raised by Loans and Debenture Stocks in respect of Capital created as per Statement No. 1 (a)								£ 19,350
Amount created but not yet available								6,600
Total Amount raised by Loans as above								12,750
Balance being available Borrowing Powers at 31st December, 1916								6,600

**No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.**

To Expenditure.	Amount Expended to 31st Dec., '15.	Amount Expended during year as per No. 5.	Total.	By Receipts.	Amount Received to 31st Dec., 1915.	Amount Received during year.	Total.
	£ s. d.	£	£ s. d.		£	£	£ s. d.
Lines open for Traffic	62,701 6 9	—	62,701 6 9	Shares	58,000	—	58,000 0 0
Rolling Stock	12,018 13 3	—	12,018 13 3	Loans	12,750	—	12,750 0 0
Manufacturing and Repairing Works and Plant :—							
Land and Buildings	1,200 0 0	—	1,200 0 0				
Plant and Machinery	430 0 0	—	430 0 0				
Total Capital Expenditure on Railway			76,350 0 0				
Land Property not forming part of Railway Stations							
Used in connection with Railway Working				Total Receipts	—	—	70,750 0 0
Not used in connection with Railway Working			1,000 0 0	By Balance	—	—	6,600 0 0
			TOTAL			TOTAL	77,350 0 0

**No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1916.**

NIL.	
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**No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.**

NIL.	
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**No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.**

Loan Capital authorized but not yet received as per Account No. 3	£ 6,600
Less Balance at Debit of Capital Account as per Statement No. 4	6,600
Balance	Nil.

**No. 8.—REVENUE RECEIPTS AND EXPENDITURE ON THE WHOLE UNDERTAKING.**

Sec State- ment.		Gross Receipts.	Expenditure.	Net Receipts.	Year 1915.		
					Gross Receipts.	Expenditure.	Net Receipts.
		£ s. d.	£ s. d.	£ s. d.	£	£	£
10	Railway	9,066 11 0	4,707 18 7	4,358 12 5	8,326	4,531	3,795
	Miscellaneous Receipts (Net) :—						
	Rent from Houses and Land			50 12 3			42
	Other Rents			55 19 7			90
	Transfer Fees			0 12 6			
	General Interest			11 2 2			
	Total Net Income			£4,476 18 11			3,927

**No. 9.—PROPOSED APPROPRIATION OF NET INCOME.**

		Year 1915.	
		£ s. d.	£
Balance brought forward from last year's account		2,759 5 9	2,275
Net Income (as per Statement No. 8)		4,476 18 11	3,927
Total		7,236 4 8	6,202
Deduct—Interest, Rentals, and other Fixed Charges	£ s. d.		
Rent Charges			
Interest on Loans	535 18 6		530
General Interest			13
Total	535 18 6		543
Balance after payment of Fixed Charges		6,700 6 2	5,659
Appropriation to Reserve		500 0 0	
Dividend on Preference Shares for the year		500 0 0	500
Balance available for Dividend on Ordinary Shares		5,700 6 2	5,159
Dividend on Ordinary Shares at 5% per annum	£2,400 0 0		2,400
Balance carried forward to next year's account	£3,300 6 2		2,759

**No. 9 (a).—STATEMENT OF INTERIM DIVIDENDS PAID.**

		Year 1915.	
		£ s. d.	£
Balance available for Dividends and Reserve, after payment of Fixed Charges Year 1916 (as per Statement No. 9)		6,700 6 2	5,659
Interim Dividends paid	{ 5% Preference Shares (at 2½%)	£250 0 0	250
	{ Original Shares (at 2%)	£960 0 0	
Undivided Balance at 31st December, to Balance Sheet		5,490 6 2	4,449



**ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS**

	£ s. d.	£ s. d.	Year 1915. £
Superintendence—			
Salaries .....	10 0 0		11
Office Expenses .....	—		—
		10 0 0	
Maintenance of Roads, Bridges, and Works—			
Bridges, Tunnels, Culverts, Retaining Walls and other Works	64 1 7		27
Roads and Fences .....	57 7 9		124
		121 9 4	151
Maintenance of Permanent Way—			
Renewal of Running Lines :—			
Wages .....	387 11 10		358
Materials .....	47 10 6		219
		435 2 4	577
Maintenance of Signalling .....			—
Maintenance of Stations and Buildings—			
Stations, Depots and Offices .....	116 10 6		96
Locomotive Workshop .....	27 10 3		2
Carriage Workshop .....	—		4
Other Buildings .....	—		—
		144 0 9	102
		710 12 5	841

**ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.**

**1.—Locomotives.**

	£ s. d.	£ s. d.	Year 1915. £
Superintendence—			
Salaries .....		40 0 0	40
Repairs and Partial Renewals—			
Wages .....	257 18 5		204
Materials .....	50 2 8		52
		308 1 1	256
Workshop Expenses—			
Repair and Renewal of Machinery and Plant	2 9 9		5
Other Expenses .....	18 1 9		21
		20 11 6	26
		368 12 7	322

**2.—Carriages.**

	£ s. d.	£ s. d.	Year 1915. £
Superintendence—			
Salaries .....		25 0 0	25
Repairs and Partial Renewals—			
Wages .....	146 6 9		189
Materials .....	45 6 7		75
		191 13 4	264
Workshop Expenses—			
Repairs and Renewal of Machinery & Plant			
Other Expenses .....		13 6 2	11
Total .....		229 19 6	300

**3.—Wagons.**

	£ s. d.	£ s. d.	Year 1915. £
Superintendence—			
Salaries .....		5 0 0	5
Repairs and Partial Renewals—			
Wages .....	37 5 4		21
Materials .....	9 5 5		3
		46 10 9	24
Workshop Expenses—			
Repair and Renewal of Machinery and Plant .....			
Other Expenses .....			
Total .....		51 10 9	29



## PART II.

# Statistical Returns.

### I.—MILEAGE OF LINES.

#### (A) Mileage of Lines open for Traffic.

	RUNNING LINES.				Sidings.	Total Single Track and Sidings.	Year 1915			
	Length of Road First Track.		Second Track.				M. Ch.	M. Ch.	Total of Single Track including Sidings.	
	M.	Ch.	M.	Ch.					M.	Ch.
Lines owned by the Company	7	20	—	—	68	8	8	8	8	

#### (C) Mileage of Lines run over by the Company's Engines.

	Miles. Chains.		Year 1915.	
	Miles.	Chains.	Miles.	Chains.
Lines owned by the Company	8	8	8	8

### II.—ROLLING STOCK.

#### (A) Steam Locomotives.

Description.	Number.	Year 1915.
		Number.
Tank Engines (Wheel Type):—		
2—2—2	2	2
0—4—2	2	2
Total	4	4

#### (D) Coaching Vehicles.

	No.	SEATS.			Year 1915	
		1st Class.	3rd Class.	Total.	No.	Seats
Passenger Carriages—						
Carriages of Uniform Class	18	445	400	845	18	845
Composite Carriages	3	—	60	60	3	60
Total	21	445	460	905	21	905
Brake Vans	1	—	—	—	—	1

## (E) Merchandise and Mineral Vehicles.

		Year 1915. Number.
Open Wagons Under 8 tons	9	9
Covered Wagons— Under 8 tons	2	2
Mineral Wagons	0	0
Total	11	11

## VIII.—LAND AND PROPERTY.

	Acreage.	Year 1915.
Agricultural Land	—	—
Urban and Suburban Land	—	—
Houses and Cottages for Company's Servants	9	9
Other Houses and Cottages	—	—

## X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

Quantities of Principal Materials used—		Year 1915.
Ballast	531 yards	500 yards
Fencing	1 mile	$\frac{1}{4}$ mile
Rails	— tons	—
Sleepers	202	838
Miles maintained (Single Track)	7 $\frac{1}{4}$	7 $\frac{1}{4}$

## XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

	In Company's Workshops.	By Contract.	Total.	Year 1915. Total.
Locomotives Repaired— Heavy Repairs	—	—	—	—
Light Repairs	3	—	3	3
Locomotives under or awaiting repair at end of year	1	—	1	1
Carriages Repaired— Heavy Repairs	—	—	—	1
Light Repairs	21	—	21	18
Carriages under or awaiting repair at end of year	—	—	—	—
Wagons Repaired Heavy Repairs	—	—	—	—
Light Repairs	11	—	11	11
Wagons under or awaiting repair at end of year	—	—	—	—

## XII.—ENGINE MILEAGE.

	Train Miles. Loaded Trains.			Total Train Miles including Empty Trains run for Traffic Purposes either in Forward or Return Journey.			Shunting Miles.		Other Miles (assisting Light, etc.)	Total Engine Miles.	YEAR 1915.									
	Coach- ing.	Goods.	Total.	Coach- ing.	Goods.	Total.	Coach- ing.	Goods.			Train Miles. Loaded Trains.			Total Train Miles includ- ing Empty Trains run for Traffic Purposes, etc.			Shunting Miles.		Other Miles (assist- ing Light, etc.)	Total Engine Miles.
											Coach- ing.	Goods.	Total.	Coach- ing.	Goods.	Total.	Coach- ing.	Goods.		
A.—Miles run in relation to the Company's Traffic Re- ceipts:—Over the Com- pany's system by the Company's Engines	47398	2061	49459	—	—	49459	751	350	107	50667	49343	—	49343	—	—	49343	640	452	70	50505
B.—Miles run in relation to the Company's Expenditure: Over the Company's sys- tem by the Company's Engines	47398	2061	49459	—	—	49459	751	350	305	50865	49342	—	49343	—	—	49343	640	452	218	50653
Miles run by the Company's Engines:—Over lines owned by the Company	47398	2061	49459	—	—	49459	751	350	305	50865	49343	—	49343	—	—	49343	640	452	218	50653

Most Trains are Mixed Passenger and Goods.

**XIII.—PASSENGER TRAFFIC AND RECEIPTS.**

Class of Passenger.	No.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1915.			
					No.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
		£ s. d.	d.			£	d.	
Ordinary—								
1st Class ....	114,164	2,973 13 4	6.25	113,289	104,022	2,678	6.18	102,704
3rd Class ....	270,084	4,327 13 8	3.85	259,040	248,408	3,982	3.85	230,676
Total ....	384,248	7,301 7 0	4.56	372,329	352,430	6,660	4.53	333,380
Season—								
1st Class ....	70	561 8 0	—	70	67	537	—	67
3rd Class ....	46	285 5 0	—	46	44	264	—	44

**XIV.—GOODS TRAFFIC AND RECEIPTS BY PASSENGER TRAIN.**

	Tonnage	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1915.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
		£	s. d.			£	s. d.	
Merchandise ....	1,898	202	2 3	1,898	1,826	201	2 3	1,826
Coal and Coke....	2,234	112	1 0	2,234	2,213	111	1 0	2,213
Other Minerals ....	875	51	1 2	875	715	43	1 2	715
Total ....	5,007	365	1 8	5,007	4,754	355	1 6	4,754
Live Stock ....	169	12	—	—	195	13	—	—

**XV. (A).—TONNAGE OF THE PRINCIPAL CLASSES OF MERCHANDISE AND MINERALS CARRIED BY MIXED TRAINS (Passenger and Goods).**

	Tons.	Year 1915.
		Tons.
Merchandise—		
Grain (Oats) ....	699	408
General Merchandise ....	1199	1418
Minerals—		
Coal and Coke ....	2234	2213
Sand and Gravel ....	875	715
Total ....	5007	4754

**XV. (B).—NUMBER OF LIVE STOCK CARRIED BY MIXED TRAINS (Passenger and Goods).**

Originating on the Company's System.	Number	Year 1915.
		Number
Horses ....	42	33
Cattle ....	2	4
Calves ....	10	13
Sheep ....	1	—
Pigs ....	114	145
Miscellaneous ....	—	—
	169	195

**XVI.—SUMMARY OF FINANCIAL RESULTS.**

	1913.		1914.		1915.		1916.	
	£	s. d.						
Total Expenditure on Capital Account No. 4 ....	77,350	0 0	77,350	0 0	77,350	0 0	77,350	0 0
Gross Receipts from Business carried on by the Company, No. 8 ....	8,432	1 3	7,622	13 11	8,325	18 10	9,066	11 0
Revenue Expenditure on ditto (No. 8) ....	4,741	1 6	4,281	1 7	4,531	8 1	4,707	18 7
Nett Receipts of ditto (No. 8) ....	3,690	19 9	3,341	12 4	3,794	10 9	4,358	12 5
Miscellaneous Receipts, net (No. 8) ....	113	12 8	114	15 5	132	10 4	118	6 6
Total Net Income (No. 8) ....	3,804	12 5	3,456	7 9	3,927	1 1	4,476	18 11
Interest, Rentals, and other Fixed Charges (No. 9) ....	542	14 5	530	0 0	543	0 0	535	18 6
Dividends on Preference Shares (No. 9) ....	500	0 0	500	0 0	500	0 0	500	0 0
Balance after Payment of Preference Dividends (No. 9) ....	2,761	18 0	2,426	7 9	2,884	1 1	3,441	0 5
Dividend on Ordinary Stock (No. 9) ....	2,400	0 0	2,400	0 0	2,400	0 0	2,400	0 0
Rate per cent. ....	5%		5%		5%		5%	
Surplus ....	361	18 0	26	7 9	484	1 1	1,041	0 5
Appropriation to Reserve ....	500	0 0	—		—		500	0 0
Brought forward from previous years ....	2,386	18 11	2,248	16 11	2,275	4 8	2,759	5 9
Carried forward to subsequent years ....	2,248	16 11	2,275	4 8	2,759	5 9	3,300	6 2

**CERTIFICATE RESPECTING THE PERMANENT WAY, &c.**

I Hereby Certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works, have during the past year been maintained in good working condition and repair.

WATERFORD, 3rd February, 1917.

WILLIAM FRIEL, A.M.I.C.E.,  
*Engineer.*

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**CERTIFICATE RESPECTING THE ROLLING STOCK.**

I Hereby Certify that the whole of the Company's Plant, Engines, Carriages, Wagons, Machinery, and Tools have, during the past year, been maintained in good order and repair.

WATERFORD, 3rd February, 1916.

E. G. JOHNSON,  
*Locomotive Engineer.*

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Signed for the Board of Directors

CHARLES E. DENNY,  
*Chairman of the Company.*  
ARTHUR PROSSOR,  
*Secretary of the Company.*

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**AUDITORS' CERTIFICATE**

We Hereby Certify that the foregoing Accounts contain a full and true Statement of the financial condition of the Company, and that the dividends proposed to be declared on the several Stocks and Shares are *bona fide* due thereon after charging the Revenue of the year with all expenses which ought, in our judgment, to be paid thereout.

WATERFORD, 3rd February, 1917.

H. J. FORDE,  
E. W. KELLY, } *Auditors.*

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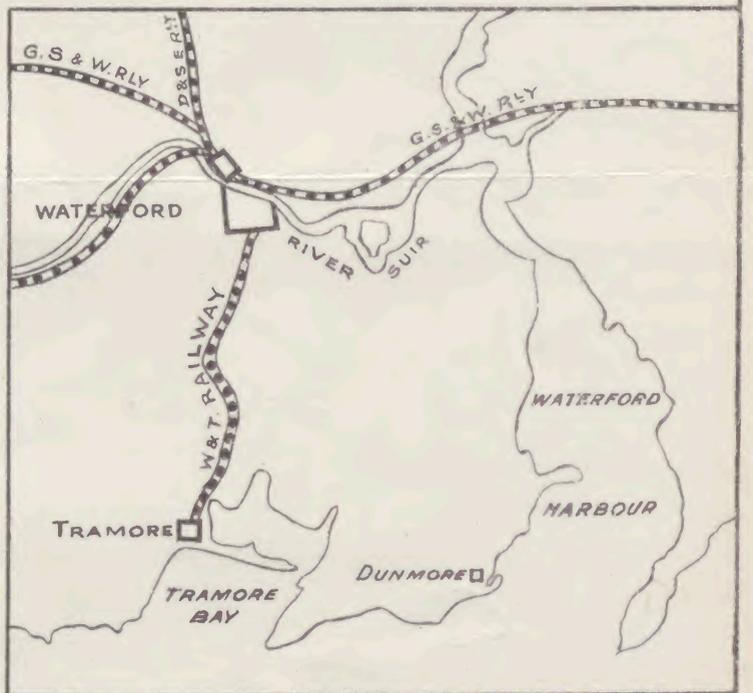
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*The Accounts and Returns marked with an Asterisk are not applicable to this Company.*

# Railway Map OF IRELAND



SECRETARY'S OFFICE  
RECEIVED

21 FEB 1917

No.

G. S. 7. J.

Waterford & Tramway Railway  
Company.

## REPORT OF THE DIRECTORS,

FINANCIAL ACCOUNTS,

AND

STATISTICAL RETURNS,

*For Year ended 31st December, 1916.*

NOTICE IS HEREBY GIVEN THAT THE ANNUAL GENERAL MEETING OF THE PROPRIETORS OF THIS COMPANY WILL BE HELD AT THE COMPANY'S OFFICE, THE TERMINUS, WATERFORD, ON WEDNESDAY, THE 21ST DAY OF FEBRUARY, 1917, AT 12 O'CLOCK NOON, FOR THE PURPOSE OF RECEIVING THE DIRECTORS' REPORT AND STATEMENT OF FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED 31ST DECEMBER, 1916, AND OF TRANSACTING THE GENERAL BUSINESS OF THE COMPANY.

The Share Transfer Books will be closed from the 8th to the 21st February inclusive.

By Order of the Board,

ARTHUR PROSSOR,

*Secretary*

Secretary's Office,

Waterford, 1st February, 1917.

ANNUAL MEETING, 21st February, 1917.

DIVIDENDS PAYABLE, 1st March, 1917.

WEST CLARE RAILWAY COMPANY,  
LIMITED.

---

REPORT OF THE DIRECTORS,

AND

STATEMENT OF FINANCIAL ACCOUNTS

AND

STATISTICAL RETURNS

FOR

YEAR ENDED 31st OCTOBER, 1916

*To be submitted to the Proprietors at the Annual General Meeting to be held at the Company's Offices,  
39 Dame Street, Dublin, on THURSDAY, the 1st day of MARCH, 1917, at 12 o'clock,  
noon.*

*DIRECTORS :*

WILLIAM M. MURPHY, Esq., J.P., Dartry, Upper Rathmines, Co. Dublin (*Chairman*).

JAMES WILLIAM LOMBARD, Esq., Folkestone House, Terenure, Co. Dublin.

EDGAR ANDERSON, Esq., C.E., Glenavon, Merrion Road, Co. Dublin.

JOHN JOSEPH DUDLEY, Esq., 60 Wellington Road, Dublin.

GERALD V. MURPHY, Esq., 7 Anglesea Street, Dublin.

\* DENIS HEALY, Esq., Bodyke, Co. Clare.

\* DANIEL O'BRIEN, Esq., Thornville, Corofin.

\* PETER McINERNEY, Esq., Lisheen, Ballynacally, Ennis.

\* Representing the guaranteeing areas.

*OFFICERS, &c. :*

*Manager.*—P. SULLIVAN, Ennis.

*Engineer-in-Chief.*—WILLIAM BARRINGTON, M.Inst., C.E., Limerick.

*Res. Loco. Engineer.*—W. J. CARTER, Ennis.

*Traffic Auditor.*—R. L. KING, Ennis.

*Company's Auditors.*—CRAIG, GARDNER & CO., Dublin.

*Solicitors.*—O'CONNOR & DUDLEY, Dublin.

*Secretary and Accountant.*—W. J. KENNEDY.

*Head Offices :*

39 DAME STREET, DUBLIN



## REPORT OF THE DIRECTORS

To be submitted to the Proprietors at the Annual General Meeting, to be held at 39 Dame Street,  
Dublin, on THURSDAY, 1st MARCH, 1917, at 12 o'clock, Noon.

The Directors submit herewith the Statement of Accounts, duly audited and verified, and the Statistical Returns, for the Year ended 31st October, 1916.

The following summary shows the results of the year's working compared with the corresponding figures of last year:—

State- ment.		1916.	1915.	1916. Increase.	1916. Decrease.
		£	£	£	£
No. 10.	Gross Receipts of Railway, &c. ... ..	25,288	24,703	—	—
No. 8.	Miscellaneous Receipts (net) from rents, interest, &c. ...	233	212	—	—
	<b>Total Receipts (including South Clare Railway) ...</b>	<b>25,521</b>	<b>24,915</b>	<b>606</b>	—
	<b>Deduct:—</b>				
No. 10.	Traffic Expenditure ... ..	£28,653	25,867	—	—
No. 9.	Interest, Rentals, and other fixed charges ...	336	325	—	—
	<b>Total Expenditure (including South Clare Ry.) ...</b>	<b>28,989</b>	<b>26,192</b>	<b>2,797</b>	—
	<b>Balance, being Net Loss on the Working of both Lines</b>	<b>Dr.3,468</b>	<b>Dr.1,277</b>	<b>Dr.2,191</b>	—
	<b>Add:—</b>				
No. 8.	South Clare Railway Co.'s Payments for Loss on working of that Line ... ..	Cr.4,541	Cr.2,635	1,906	—
	<b>Total, being the Net Earnings of West Clare Railway</b>	<b>1,073</b>	<b>1,358</b>	—	285
No. 8.	Add, County Guarantee (W. C. Rly.) ... ..	5,467	5,182	285	—
	<b>Total Net Income of West Clare Railway Co. ...</b>	<b>6,540</b>	<b>6,540</b>	—	—
No. 9.	Add Balance from last year's Account ... ..	1,635	1,635	—	—
	<b>TOTAL ... ..</b>	<b>8,175</b>	<b>8,175</b>	—	—
No. 9.	Deduct, Dividends paid on Guaranteed Capital, £163,500:— 25th March, 1916, up to 31st January, 1916 ... £3,270 25th September, 1916, up to 31st July, 1916... 3,270	6,540	6,540	—	—
No. 9.	Leaving a Balance available for Dividend accrued on Guaranteed Capital to 31st October last, but not yet payable, of ... ..	£1,635	£1,635	—	—

The working of the West Clare Railway resulted in a loss in the April, or Winter, half-year of £1,247, and a profit in the October, or Summer, half-year, of £2,320, leaving a net profit on the whole year of £1,073, or £285 less than last year.

In pursuance of an Order in Council made on the 22nd of December last, under the provisions of the Regulation of the Forces Act, 1871, the control of the Irish Railways was taken over by the Government as from midnight of the 31st December, 1916, for which purpose an Executive Committee was appointed, composed of the General Managers of certain Companies, with the Under-Secretary for Ireland as Chairman.

Negotiations as to the Compensation to be paid by the Government are at present proceeding between the Board of Trade and the Irish Railways Executive Committee.

The Company finding that considerable loss was being incurred by the carriage of the Mails, gave notice to the Postmaster-General to terminate the Contract as from 1st March, 1917, and, by arrangement, discontinued the Sunday Mail Service as from 1st October last.

The Dividend Warrants will be posted on Monday, the 26th of March, 1917.

Messrs. Craig Gardner & Co., the Company's Auditors, offer themselves for re-election.

WILLIAM M. MURPHY,  
Chairman.

## WEST CLARE RAILWAY COMPANY, LTD.

Financial Accounts and Statistical Returns for the Year  
ended 31st October, 1916.

## PART I. FINANCIAL ACCOUNTS.

## No. 1 (a)—NOMINAL CAPITAL AUTHORISED AND CREATED BY THE COMPANY.

Special Acts.	Capital Authorised.			Capital Created.			Balance.		
	Shares.	Loans or Debenture Stock.	Total.	Shares.	Loans or Debenture Stock.	Total.	Shares.	Loans or Debentures Stock.	Total.
	£	£	£	£	£	£	£	£	£
The Tramways (Ireland) Pro- visional Order (West Clare Railway) Confirmation Act, 1884, 47 & 48 Vic., ch. 217.	180,000	—	180,000	180,000	—	180,000	—	—	—

No. 1 (b.) and No. 1 (c.) not applicable.

## No. 2—SHARE CAPITAL AND STOCK CREATED AS PER STATEMENT No. 1 (a) SHOWING THE PROPORTION ISSUED.

Description.	Amount Created.	Amount Issued.	Nominal Additions to or deductions from Capital.	Amount on which Dividend is payable.	Amount which does not rank for Dividend until a future date.	Calls in Arrear.	Amount Uncalled.	Amount Unissued.
	£	£	£	£	£	£	£	£
Guaranteed shares of £10 each : On which a Dividend of 4 per cent. per annum is guaranteed in perpetuity by the County of Clare ... ..	163,500	163,500	—	163,500	—	—	—	—
Ordinary Shares of £10 each ... ..	16,500	16,500	—	16,500	—	—	—	—
Total ... ..	180,000	180,000	—	180,000	—	—	—	—

No. 3.—Not applicable.

Dr.

## No. 4—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Cr.

To Expenditure.	Amount Expended to 31st Oct., 1916.	Expended during the year.	Total.	By Receipts.	Amount received to 31st Oct., 1916.	Received during the year.	Total.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
LINES OPEN FOR TRAFFIC ...	160,000 0 0	—	160,000 0 0	SHARES (No. 2) ...	180,000 0 0	—	180,000 0 0
ROLLING STOCK ...	20,000 0 0	—	20,000 0 0				
MANUFACTURING AND REPAIRING WORKS AND PLANT:—							
Land and Buildings ...	—	—	—				
Plant and Machinery ...	—	—	—				
TOTAL CAPITAL EXPENDED UPON RAILWAY ... ..	180,000 0 0	—	180,000 0 0				
LAND PROPERTY, &C., NOT FORMING PART OF THE RAILWAY OR STATIONS.							
Used in connection with Railway working ...	—	—	—				
Not used in connection with Railway working ...	—	—	—				
TOTAL EXPENDITURE ...	180,000 0 0	—	180,000 0 0	TOTAL RECEIPTS	180,000 0 0	—	180,000 0 0

NOTE.—Large sums have been spent from time to time, out of Revenue, on Improvements to Stations and Buildings; on the erection of new Offices and Workshops at Ennis, and on additions to Rolling Stock, which sums are not included in above Account.

No. 4 (a)—SUBSCRIPTIONS TO OTHER COMPANIES.

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR.

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

No. 7.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE ON CAPITAL ACCOUNT.

Not applicable.

No. 8.—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.

See Statement.							1916.		1915.
						£	s. d.	£	
10	Railways—West and South Clare (combined)—								
	Gross Receipts						25,287	13 9	24,703
	Expenditure						28,653	7 6	25,867
	Balance, being Loss						<i>Dr.</i> 3,365	13 9	<i>Dr.</i> 1,164
<b>MISCELLANEOUS RECEIPTS (Net) :—</b>									
	Rents from Houses and Lands						£190	17 5	<i>Credits.</i> 177
	Other Rents,						31	11 8	23
	Transfer Fees						10	7 6	12
	General Interest						—		—
	Sundries						—		—
	TOTAL,						£232	16 7	—
<b>Special Items :—</b>									
Amount payable by the South Clare Railways Co., Ltd., viz. :—									
	Loss on working of South Clare line for Half-year ended 30th April, 1916						£1,822	3 1	
	Add Loss on same for Half-year ended 31st October 1916 (Due chiefly to re-laying road)						2,719	0 8	
							4,541	3 9	2,635
Amount payable by County Clare in respect of the West Clare Railway for the year, made up as follows :—									
	Dividend on £163,500 Guaranteed Capital of the Company for Half-year ended 30th April, 1916						£3,270	0 0	
	Add Loss on working of the line for same period						1,247	2 4	
							£4,517	2 4	
<i>Add</i>									
	Like Dividend for Half-year ended 31st October, 1916						£3,270	0 0	
	Deduct Profit on working of Line for same period						2,319	14 3	
							950	5 9	
							5,467	8 1	5,182
							10,241	8 5	8,029
	TOTAL NET INCOME—CARRIED TO ACCOUNT No. 9						6,875	14 8	6,865

No. 9—PROPOSED APPROPRIATION OF NET INCOME.

	1916.	1915.
	£ s. d.	£
Balance brought forward from last year's Account	1,635 0 0	1,635
Net Income (as per Statement No. 8)	6,875 14 8	6,865
Appropriation from Reserve	—	—
TOTAL	8,510 14 8	8,500
DEDUCT—INTEREST, RENTALS, AND OTHER FIXED CHARGES—		
	£ s. d.	
Chief Rents, Wayleaves, &c. :—		
G. S. & W. Railway :—		
Rent for User of Ennis Station	60 0 0	60
Rent for User of Lands of Athenry Railway	51 0 0	51
Interest on Capital Outlay at Ennis Yard	180 0 0	180
	291 0 0	291
Kilrush Harbour Commissioners :—		
Wayleaves, Cappa Pier	5 0 0	8
General Interest	39 14 8	26
TOTAL	335 14 8	325
Balance after payment of Fixed Charges	8,175 0 0	8,175
APPROPRIATION TO RESERVE.	—	—
Balance available for Dividend on Guaranteed Shares	8,175 0 0	8,175
Deduct—Dividend on £163,500 Guaranteed Capital at 4 per cent. per annum	6,540 0 0	6,540
Balance carried forward to next year's Account	1,635 0 0	1,635

No. 9 (a)—STATEMENT OF DIVIDENDS PAID.

	1916.	1915.
	£ s. d.	£
Balance available for Dividends after payment of Fixed charges, as per Account No. 9	8,175 0 0	8,175
Deduct :—		
Dividends paid at 4 per cent. per annum on £163,500 guaranteed Share Capital, viz. :—	£ s. d.	
For Six months ended 31st January, 1916	3,270 0 0	
For Six months ended 31st July, 1916	3,270 0 0	
	6,540 0 0	6,540
Undivided Balance carried to Balance Sheet (being provision for three months dividend to 31st October, 1916)	£1,635 0 0	£1,635

TO EXPENDITURE. (Both Companies).	Year 1916.		Year 1915.		Percentage of Traffic Receipts.	
	£	s. d.	£	s. d.	1916.	1915.
	Per cent.	Per cent.	Per cent.	Per cent.	1916.	1915.
See Abstracts.						
A.—Maintenance and Renewal of Way and Works ...	7,703	15 1	5,508		30.51	22.34
B.—Maintenance and Renewal of Rolling Stock—						
(1) Locomotives ...	1,390	5 5	3,582		5.51	14.53
(2) Carriages ...	446	14 1	559		1.77	2.23
(3) Wagons ...	997	0 10	644		3.95	2.61
C.—Locomotive Running Expenses ...	8,626	15 1	6,484		34.17	26.30
D.—Traffic Expenses ...	6,166	1 9	6,012		24.42	24.39
E.—General Charges ...			2,282		9.34	9.26
Law Charges ...			122		.63	.49
Compensation (Accidents and Losses)—						
Passengers ...	89	4 6				
Workmen (including Insurance Premiums) ...	167	8 9	174			
Damage and Loss of Goods, Property, &c. ...	92	5 1	79			
Rates ...			253		1.38	1.03
National Insurance Act, 1911—			180		.79	.73
Health ...	117	4 7	125			
Unemployment ...	12	18 2	17			
War Allowance ...			142		.51	.57
Miscellaneous ...			93		.48	.37
Total Traffic Expenditure, To Account No. 8 ...	28,653	7 6	25,867		113.48	104.92
Net Receipts (Both Lines) ...						
TOTAL ...	£ 28,653	7 6	£ 25,867			
BY GROSS RECEIPTS. (Both Companies).	Year 1916.		Year 1915.		Percentage of Traffic Receipts.	
	£	s. d.	£	s. d.	1916.	1915.
	Per cent.	Per cent.	Per cent.	Per cent.	1916.	1915.
See Abstracts.						
XIII.—Passenger Train Traffic—						
Ordinary Passengers ...						
First Class ...	2,328	16 2	2,231			
Third Class ...	10,317	14 1	10,015			
Season Tickets—						
First Class ...	101	16 2	110			
Third Class ...	85	6 4	59			
Workmen's Tickets ...	187	2 6	169			
Total receipts from Passengers ...	12,833	12 9	12,415			
Mails ...	986	18 6	1,000			
Parcels under 2 cwt., Parcels Post and Excess Luggage ...	1,195	4 1	1,084			
Other Merchandise by Passenger Trains ...	270	4 6	277			
F.—Less Expenses of Collection and Delivery						
Goods Train Traffic—						
Merchandise ...	5,992	19 6	6,099			
F.—Less Expenses of Collection and Delivery	44	0 6	24			
Live Stock ...	5,948	19 0	6,075			
Coal, Coke, and Patent Fuel ...	2,646	6 9	2,524			
Other Minerals ...	702	13 3	619			
Total Goods Train Receipts ...	9,995	11 1	9,912			
Total Traffic Receipts ...	25,247	15 5	24,653			
Miscellaneous ...	39	18 4	50			
TOTAL TO ACCOUNT NO. 8 ...	25,287	13 9	24,703			
Net Loss on Working (both Lines) ...	3,365	13 9	1,164			
TOTAL ...	28,653	7 6	25,867			

**ABSTRACT A.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.**

	1916.			1915.		
	£	s.	d.	£	s.	d.
<b>SUPERINTENDENCE—</b>						
Salaries	426	3	4			402
Office Expenses, &c.	71	6	5			89
				497	9	9
						491
<b>MAINTENANCE OF ROADS, BRIDGES, AND WORKS—</b>						
Earthworks						—
Bridges, Tunnels, Culverts, Retaining Walls and other Works	121	8	5			207
Roads and Fences	86	14	11			195
Ennistymon Sewerage	5	1	6			—
Miltown Malbay. New Water Supply						40
Extension of Loading Bank—Doonbeg						10
				213	4	10
						452
<b>MAINTENANCE OF PERMANENT WAY—</b>						
<b>Renewal of Running Lines—</b>						
Wages	71	1	6			—
Materials	2,599	14	4			—
Engine Power and Wagon Repairs						—
				2,670	15	10
						—
<b>Repair of Running Lines and Sidings—</b>						
Wages	2,284	11	4			2,084
Materials	1,265	3	1			1,540
Engine Power and Wagon Repairs						—
				3,549	14	5
						3,624
Maintenance of Signalling				59	12	0
						14
Maintenance of Telephones				322	18	9
						28
<b>MAINTENANCE OF STATIONS AND BUILDINGS—</b>						
Stations, Depots, and Offices	107	3	3			245
Engine Sheds	3	12	2			26
Carriage Sheds	3	5	3			52
Locomotive Workshops	8	14	2			20
Carriage Workshops	4	9	5			8
Wagon Workshops						—
Other Buildings	58	14	3			82
Ennis General Offices—Repairing Roof						117
Ennis, Platform Improvement						48
New Goods Store and Office, Ennis						54
New Goods Office, Miltown Malbay						7
Platform Improvements—Kilmurry, Craggacknock, Doonbeg, and Kilkee						70
				185	18	6
						729
War Bonus				204	1	0
						170
<b>TOTAL</b>	<b>£</b>	<b>7,703</b>	<b>15</b>	<b>1</b>		<b>5,508</b>

**ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.**

(1)—Locomotives.

(2)—Carriages.

	1916.			1915.		
	£	s.	d.	£	s.	d.
<b>SUPERINTENDENCE—</b>						
Salaries	182	14	2			162
Office Expenses	3	17	4			10
				186	11	6
						172
<b>REPAIRS AND PARTIAL RENEWALS—</b>						
Wages	800	10	4			860
Materials	100	14	10			2,043
				901	5	2
						2,903
Purchase of New Locomotives						244
<b>WORKSHOP EXPENSES—</b>						
Repairs and Renewals of Machinery and Plant	65	16	0			44
Other Expenses	60	18	5			23
				126	14	5
						67
Stationery Engine—Part Cost of Working				175	14	4
						165
War Bonus						31
<b>TOTAL</b>	<b>£</b>	<b>1,390</b>	<b>5</b>	<b>5</b>		<b>3,582</b>

	1916.			1915.		
	£	s.	d.	£	s.	d.
<b>SUPERINTENDENCE—</b>						
Salaries	91	4	7			84
Office Expenses	1	18	7			4
				93	3	2
						88
<b>REPAIRS AND PARTIAL RENEWALS—</b>						
Wages	246	8	5			370
Materials	107	2	6			161
				353	10	11
						471
Purchase of New Carriages						—
<b>WORKSHOP EXPENSES—</b>						
Repairs and Renewals of Machinery and Plant						—
Other Expenses						—
<b>TOTAL</b>	<b>£</b>	<b>446</b>	<b>14</b>	<b>1</b>		<b>559</b>

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK—continued.

(3) Wagons.

	1916.		1915.
	£	s. d.	£
<b>SUPERINTENDENCE—</b>			
Salaries ... ..	91	4 7	84
Office Expenses ... ..	1	18 7	4
		93 3 2	88
<b>COMPLETE RENEWALS—</b>			
Wages ... ..	99	17 6	84
Materials ... ..	191	16 10	80
		291 14 4	164
<b>REPAIRS AND PARTIAL RENEWALS—</b>			
Wages ... ..	264	18 0	132
Materials ... ..	124	7 3	116
		389 5 3	248
Purchase of New Wagons ... ..	—	—	—
<b>WORKSHOP EXPENSES—</b>			
Repairs and Renewals of Machinery and Plant ... ..	42	14 3	19
Other Expenses ... ..	22	3 10	56
Stationary Engine—Part cost of working ... ..	158	0 0	—
		222 18 1	75
War Bonus ... ..	—	—	69
		£ 997 0 10	644
<b>TOTAL</b> ... ..			

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	1916.		1915.
	£	s. d.	£
<b>SUPERINTENDENCE—</b>			
Salaries ... ..	182	9 2	168
Office Expenses ... ..	3	17 3	8
		186 6 5	176
<b>STEAM TRAIN WORKING—</b>			
Wages connected with the running of Locomotive Engines ... ..	1,448	7 2	1,578
Fuel ... ..	6,570	11 2	4,281
Water ... ..	128	2 1	158
Lubricants ... ..	117	17 1	125
Other Stores, including Clothing ... ..	175	11 2	159
Miscellaneous ... ..	—	—	7
		8,440 8 8	6,308
<b>TOTAL</b> ... ..	£ 8,626	15 1	6,484
Deduct Engine Power supplied to the Permanent Way Department ... ..			
		—	—
<b>TOTAL</b> ... ..	£ 8,626	15 1	6,484

ABSTRACT D.—TRAFFIC EXPENSES.

	1916.		1915.
	£	s. d.	£
<b>SALARIES AND WAGES—</b>			
Superintendence ... ..	579	15 0	525
Stationmasters and Clerks ... ..	1,527	3 8	1,495
Signalmen and Gatemen ... ..	799	12 11	722
Ticket Collectors, Policemen, Porters, &c. ... ..	1,578	10 1	1,329
Guards ... ..	414	5 0	456
		4,899 6 8	4,527
Fuel, Lighting, Water, and General Stores ... ..	421	2 3	335
Clothing ... ..	118	13 8	137
Printing, Advertising, Stationery, Stamps, and Tickets ... ..	267	0 1	347
Wagon Covers, &c. ... ..	7	10 0	28
Expenses of Joint Stations and Junctions ... ..	1	2 4	53
Cleansing, Lubricating, and Lighting of Vehicles ... ..	238	9 3	357
<b>Shunting Expenses (other than Mechanical)—</b>			
Wages ... ..	—	—	—
Other Expenses ... ..	—	—	—
Working of Stationary Engines, Hoists, Cranes, &c. ... ..	—	—	—
Railway Clearing Houses Expenses ... ..	94	10 1	75
Miscellaneous Expenses ... ..	118	7 5	118
War Bonus ... ..	—	—	35
<b>TOTAL</b> ... ..	£ 6,166	1 9	6,012

ABSTRACT E.—GENERAL CHARGES.

	1916.		1915.
	£	s. d.	£
Directors' Fees as fixed by the Companies' Orders in Council ... ..	562	16 0	548
Auditors and Public Accountants (including Baronial Auditor and Board of Trade Arbitrators) ... ..	206	17 0	198
Salaries of Secretary, Accountant, and Clerks ... ..	984	8 10	865
Office Expenses ditto. ditto ... ..	239	18 5	195
Fire and Fidelity Insurance ... ..	128	18 3	159
Superannuation Allowance ... ..	—	—	—
Subscriptions and Donations ... ..	30	4 0	30
Special Investigation into Working of all Departments of the Company ... ..	—	—	42
<b>Miscellaneous Expenses—</b>			
Directors' and Delegates' Hotel and Travelling Expenses ... ..	£88	14 0	126
County Surveyor's Fees ... ..	84	0 0	84
Other Expenses ... ..	32	0 6	35
		204 14 6	
<b>TOTAL</b> ... ..	£ 2,357	17 0	2,282

ABSTRACT F.—EXPENSES OF COLLECTION AND DELIVERY OF PARCELS AND GOODS.

	1916.		1915.
	£	s. d.	£
Salaries and Wages ... ..	—	—	—
Rent, Rates and Taxes ... ..	—	—	—
Maintenance of Horses ... ..	—	—	—
Maintenance of Horse Vehicles ... ..	—	—	—
Maintenance of Motors ... ..	—	—	—
Amounts Paid for Hired Cartage ... ..	77	16 0	59
Miscellaneous ... ..	—	—	—
<b>TOTAL</b> ... ..	£ 77	16 0	59
<b>Amount Charged to:—</b>			
Passenger Train Traffic, Account No. 10 ... ..	33	15 6	35
Goods Traffic, Account No. 10 ... ..	44	0 6	24
<b>TOTAL</b> ... ..	£ 77	16 0	59

ABSTRACT G.—RUNNING POWERS.—RECEIPTS AND PAYMENTS IN RESPECT OF RUNNING POWER EXPENSES.

ABSTRACT H.—MILEAGE, DEMURRAGE, AND WAGON HIRE.

ABSTRACT J.—JOINTLY OWNED AND JOINTLY LEASED LINES.—RECEIPTS AND EXPENDITURE.

No. 11.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

No. 12.—RECEIPTS AND EXPENDITURE IN RESPECT OF STEAMBOATS.

No. 13.—RECEIPTS AND EXPENDITURE IN RESPECT OF CANALS.

No. 14.—RECEIPTS AND EXPENDITURE IN RESPECT OF DOCKS, HARBOURS AND WHARVES.

No. 15.—RECEIPTS AND EXPENDITURE IN RESPECT OF HOTELS, AND OF REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

No. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.

No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

Not applicable to this Company.

Dr. No. 18.—GENERAL BALANCE SHEET. Cr.

	1916.		1915.		1916.		1915.
	£	s. d.	£		£	s. d.	£
To Amount due to Bankers ... ..	342	7 9	—	By Cash at Bankers and in hand	£469	8 4	
Unpaid Interest and Dividends ...	354	18 10	305	Cash on deposit at Interest ...	—	—	469 8 4 1,527
Amount due to Railway Companies ...	—	—	—	Stock of Stores and Materials ...	4,196	10 9	3,386
Amount due to Railway Clearing Houses	—	—	—	Outstanding Traffic Accounts ...	314	18 3	232
Superannuation and other Provident Funds	—	—	—	Amount due by Railway Companies ...	2,752	6 7	884
Accounts Payable ... ..	3,097	0 5	2,251	Amount due by Railway Clearing Houses	321	8 2	299
Liabilities Accrued ... ..	1,540	7 0	868	Amount due by Postmaster-General ...	136	18 6	300
Miscellaneous Accounts ... ..	200	19 1	670	Accounts Receivable ... ..	42	10 4	58
Special Items ... ..	—	—	—	Miscellaneous Accounts ... ..	—	—	—
Depreciation or Renewal Fund:—				Amount due by Clare County Council ...	950	5 9	1,123
Railway ... ..	—	—	—	Suspense Account—Expenditure withdrawn from Summer Half-year of 1916, for inclusion in Winter Half-year of 1917	140	0 0	73
Dividend Reserve Fund ... ..	2,153	13 7	2,153	Special Items:—	—	—	—
Balance available for Guaranteed Dividends, as per Account No. 9 ... 8,175 0 0							
Less Dividends Paid as per Statement No. 9 (a) ... 6,540 0 0							
	1,635	0 0	1,635				
<b>TOTAL ...</b>	<b>9,324</b>	<b>6 8</b>	<b>7,882</b>	<b>TOTAL ...</b>	<b>9,324</b>	<b>6 8</b>	<b>7,882</b>

# PART II. STATISTICAL RETURNS.

## I.—MILEAGE OF LINES. (A).—Mileage of Lines open for Traffic.

	RUNNING LINES.												Sidings reduced to Single Track.	1916.		1915.	
	Length of Road. First Track.		Second Track.		Third Track.		Fourth Track.		Over four Tracks (reduced to Single Track.)		Total Miles (reduced to Single Track.)			Total of Single Track, including Sidings.		Total of Single Track, including Sidings.	
	M.	CH.	M.	CH.	M.	CH.	M.	CH.	M.	CH.	M.	CH.	M.	CH.	M.	CH.	
Lines Owned by the Company— Main and Principal Lines ... ..	27	0	0	70	—	—	—	—	27	70	1	52	29	42	29	42	
Lines Leased or Worked by the Company— Main and Principal Lines ... ..	26	0	0	56	—	—	—	—	26	56	1	32	28	8	28	8	
TOTAL—1916. ... ..	53	0	1	46	—	—	—	—	54	46	3	4	57	50	57	50	
Total for 1915. ... ..	53	0	1	46	—	—	—	—	54	46	3	4	57	50	—	—	

(B).—Mileage of Lines authorised but not open for Traffic.—Not applicable.

## (C).—Mileage of Lines run over by the Company's Engines.

	1916.		1915.	
	M.	CH.	M.	CH.
Lines owned by the Company ... ..	27	0	27	0
Lines Leased, or Worked by the Company ... ..	26	0	26	0
TOTAL ... ..	53	0	53	0

## II.—ROLLING STOCK.

### (A).—Steam Locomotives.

Description.	1916. Number.	1915. Number.
Tank Engines:—		
Wheel Type:—		
0 6 0 ... ..	—	—
2—6—2 ... ..	4	4
0—6—2 ... ..	3	3
4—6—0 ... ..	3	3
TOTAL ... ..	10	10

### (E).—Merchandise and Mineral Vehicles.

Description.	1916. Number.	1915. Number.
Open Wagons— Under 8 tons ... ..	45	45
Covered Wagons— Under 8 tons ... ..	64	64
Mineral Wagons— Under 8 tons ... ..	—	—
Special Wagons ... ..	2	2
Cattle Trucks ... ..	54	54
Rail and Timber Trucks ... ..	4	4
Brake Vans ... ..	—	—
Miscellaneous ... ..	1	1
TOTAL ... ..	170	170

### (B).—Rail Motor Vehicles.

(C).—Trains worked by Electric Power.  
(Not applicable).

### (D).—Coaching Vehicles.

	Num-ber.	1916. Seats.			1915.	
		1st Class.	3rd Class.	Total.	Num-ber.	Total Seats.
PASSENGER CARRIAGES— Carriages of Uniform Class ... ..	19	90	768	858	19	858
Composite Carriages ... ..	8	144	128	272	8	272
Miscellaneous ... ..	—	—	—	—	—	—
TOTAL SEATS ... ..	—	234	896	1,130	—	1,130
Total Passenger Carriages	27				27	—
OTHER COACHING VEHICLES Luggage, Parcel, and Brake Vans ... ..	7				7	—
Carriage Trucks ... ..	—				—	—
Horse Boxes ... ..	1				1	—
Miscellaneous ... ..	—				—	—
Total other Coaching Vehicles ... ..	8				8	—
Total Coaching Vehicles	35				35	—

### (F).—Railway Service Vehicles.

Description.	1916. Number.	1915. Number.
Ballast Wagons ... ..	—	—
Mess and Tool Vans ... ..	2	2
TOTAL ... ..	2	2

III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION AND DELIVERY OF PARCELS AND GOODS, AND IN THE CONVEYANCE OF PASSENGERS.

### IV.—STEAMBOATS.

### V.—CANALS.

VI.—DOCKS, HARBOURS, AND WHARVES.

### VII.—HOTELS.

Not applicable.

## VIII.—LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

Land.	1916. Acreage.	1915. Acreage.	Houses.	1916. Number.	1915. Number.
Agricultural Land ... ..	—	—	Labouring class dwellings ... ..	—	—
Urban and suburban land ... ..	—	—	Houses and cottages for Company's servants ... ..	38	38
			Other houses and cottages ... ..	2	2

## IX.—OTHER INDUSTRIES.

(Not applicable).



**XIII.—PASSENGER TRAFFIC AND RECEIPTS.**

Class of Passenger.	Year 1916.				Year 1915.				
	Number.	Receipts.	Average Fare per Passenger.		Number Originating on the Company's System.	Number.	Receipts.	Average Fare per Passenger.	
			£	d.				£	d.
<b>ORDINARY—</b>									
1st Class ... ..	19,842	2,329	28	17	17,003	20,465	2,231	26	16
3rd Class ... ..	172,765	10,318	14	33	139,856	192,231	10,015	12	42
Workmen ... ..	—	—	—	—	—	—	—	—	—
<b>TOTAL ... ..</b>	<b>192,607</b>	<b>12,647</b>	<b>15</b>	<b>76</b>	<b>156,859</b>	<b>212,696</b>	<b>12,246</b>	<b>13</b>	<b>82</b>
<b>SEASON—</b>		£				£			
1st Class ... ..	6	102	—	6	8	110	—	—	8
3rd Class ... ..	17	85	—	17	13	58	—	—	13

**XIV.—GOODS TRAFFIC AND RECEIPTS.**

	Year 1916.				Year 1915.						
	Tonnage.	Receipts.	Average Receipt per Ton.		Tonnage Originating on the Company's System.	Tonnage.	Receipts.	Average Receipt per Ton.			
			£	s. d.				£	s. d.		
Merchandise ... ..	22,874	5,949	5	2	42	17,142	24,186	6,075	5	0	28
Coal, Coke, and Patent Fuel ... ..	7,967	703	1	9	17	5,541	9,741	619	1	3	25
Other Minerals ... ..	6,769	698	2	0	75	6,157	6,830	694	2	0	38
<b>TOTAL ... ..</b>	<b>37,610</b>	<b>7,350</b>	<b>3</b>	<b>10</b>	<b>90</b>	<b>28,840</b>	<b>40,757</b>	<b>7,388</b>	<b>3</b>	<b>7</b>	<b>50</b>
	Number.	£			Number.	£					
Live Stock ... ..	42,463	2,646	—	—	42,463	40,752	2,524	—	—	—	40,752

**XV.—(A) TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE CARRIED BY GOODS TRAINS.**

	Originating on Company's System, 1916.	Originating on Company's System, 1915.
	Tons.	Tons.
Coal ... ..	5,541	9,545
Turf ... ..	5,305	4,740
Lime, Bricks, and Stone ... ..	739	746
Slag ... ..	99	884
Grain, Flour, and Breadstuffs ... ..	7,043	8,626
Timber and Other Building Materials	256	316
Mineral Waters ... ..	713	720
Porter, &c. ... ..	1,480	1,407
Butter ... ..	1,669	1,544
Eggs ... ..	243	166
Groceries ... ..	307	627
Kelp and Seaweed ... ..	1,653	1,134
Cement ... ..	199	632
Artificial Manures ... ..	72	72
Potatoes, &c. ... ..	205	186
Partly Dressed Stone ... ..	—	—
<b>TOTAL ... ..</b>	<b>25,524</b>	<b>31,345</b>

**XV.—(B) NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.**

	Originating on Company's System, 1916.	Originating on Company's System, 1915.
	Number.	Number.
Horses ... ..	517	630
Cattle ... ..	12,568	13,123
Calves ... ..	4,222	3,753
Sheep and Lambs ... ..	5,523	4,877
Pigs ... ..	19,631	18,369
Miscellaneous ... ..	2	—
<b>TOTAL ... ..</b>	<b>42,463</b>	<b>40,752</b>

**XVI.—SUMMARY OF FINANCIAL RESULTS SECURED IN COMPARISON WITH THOSE FOR PAST YEARS.**

	1913.	1914.	1915.	1916.	191
	£	£	£	£	£
Total Expenditure on Capital Account (No. 4) ... ..	180,000	180,000	180,000	180,000	
Gross Receipts from Businesses carried on by the Company (No. 8) ...	25,060	24,752	24,703	25,288	
Revenue Expenditure on ditto (No. 8) ... ..	23,380	24,454	25,867	28,653	
Net Receipts of ditto (No. 8) ... ..	1,680	298	Dr. 1,164	Dr. 3,365	
Miscellaneous Receipts, Net (No. 8) ... ..	5,159	6,570	8,029	10,241	
Total Net Income (No. 8) ... ..	6,839	6,868	6,865	6,876	
Interest, Rentals, and other Fixed Charges (No. 9) ... ..	299	328	325	336	
Dividends on Guaranteed Shares (No. 9) ... ..	6,540	6,540	6,540	6,540	
Balance after Payment of ditto (No. 9) ... ..	—	—	—	—	
Appropriation to Reserve ... ..	—	—	—	—	
Brought forward from previous year (No. 9) ... ..	1,635	1,635	1,635	1,635	
Carried forward to subsequent year (No. 9) ... ..	1,635	1,635	1,635	1,635	

W. J. KENNEDY, Accountant to the Company.

**CERTIFICATE RESPECTING THE PERMANENT WAY, &c.**

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and Works have, during the past Year, been maintained in good working condition and repair, having regard to the difficulty in obtaining Materials due to the exigencies of the War.

W. BARRINGTON, M. INST. C.E., Engineer-in-Chief.

**CERTIFICATE RESPECTING THE ROLLING STOCK.**

I hereby certify that the whole of the Company's Plant, Engines, Carriages, Wagons, Machinery, and Tools have, during the past Year, been maintained in good working order and repair, having regard to the difficulty in obtaining Materials due to the exigencies of the War.

W. BARRINGTON, M. INST. C.E., Engineer-in-Chief.

(Signed for the Board of Directors)

WILLIAM M. MURPHY, Chairman of the Company.

W. J. KENNEDY, Secretary of the Company

**AUDITORS' CERTIFICATE.**

We hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Company. Expenditure to the amount of £140 has been carried forward in the Balance Sheet, to be dealt with in next Account; subject to this, we certify that the Revenue of the year has been charged with all expenses which, in our judgment, ought to be paid thereout.

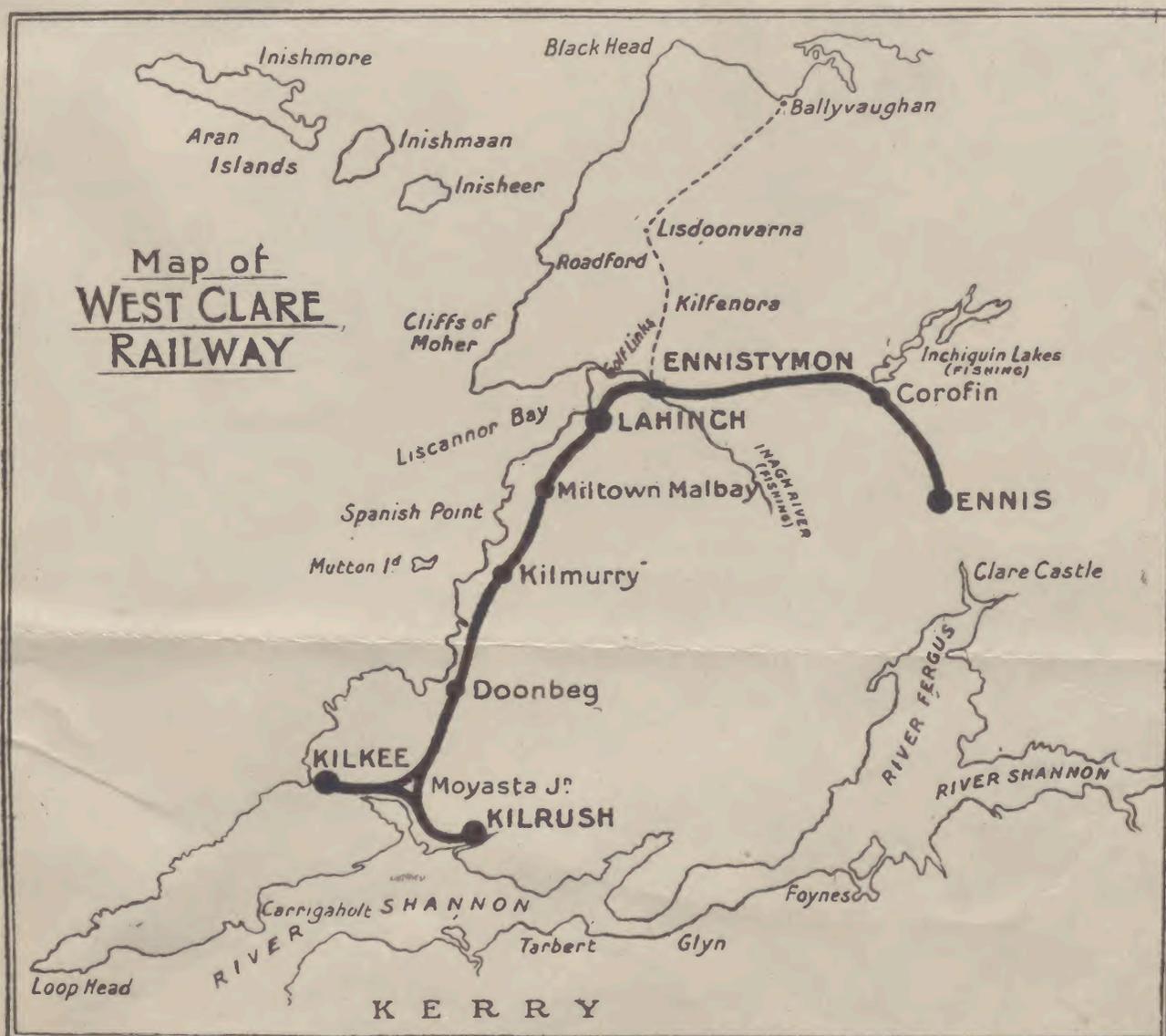
CRAIG, GARDNER & CO., Auditors.

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# SOUTH CLARE RAILWAYS COMPANY, LIMITED.

## DIRECTORS

- WILLIAM M. MURPHY, Esq., J.P., Dartry, Upper Rathmines, Co. Dublin (*Chairman*).  
 JAMES WILLIAM LOMBARD, Esq., Folkestone House, Terenure, Co. Dublin.  
 EDGAR ANDERSON, Esq., C.E., Glenavon, Merrion Road, Co. Dublin.  
 JOHN J. DUDLEY, Esq., 60 Wellington Road, Dublin.  
 \*MICHAEL MESCAL, Esq., Drumellihiy, Cooraclare, Co. Clare.  
 \*JAMES GRIFFIN, Esq., Kinlea House, Kilmihil, Co. Clare.  
 \*JAMES MacCLANCY, Esq., Miltown-Malbay, Co. Clare.  
 \*W. C. DOHERTY, Esq., J.P., Doherty Terrace, Kilkee, Co. Clare.  
 \* Representing the Guaranteeing Area.

*Secretary and Offices.*—W. J. KENNEDY, 39 Dame Street, Dublin.

## REPORT OF THE DIRECTORS.

To be submitted to the Proprietors at the Annual General Meeting to be held at the Offices of the Company, 39 Dame Street, Dublin, on **THURSDAY**, the 1st day of **MARCH, 1917**, at **12.15** o'clock, p.m.

The Accounts for the Year ended the 31st October, 1916, which have been duly audited, are presented herewith

The following is a Summary of the Receipts and Expenditure :—

	APRIL HALF-YEAR 1916.			OCTOBER HALF-YEAR 1916.			YEAR 1916.			YEAR 1915.
	£	s.	d.	£	s.	d.	£	s.	d.	£
Receipts ...	3,873	7	9	5,566	4	4	9,439	12	1	9,223
Expenditure ...	5,695	10	10	8,285	5	0	13,980	15	10	11,857
Loss on Working	1,822	3	1	2,719	0	8	4,541	3	9	2,634

Compared with the 1915 figures, there was an increase of £217 in the Receipts, and an increase of £1,907 in the Expenditure.

During the year two miles of line were relaid with new rails and sleepers and fastenings at a cost of £2,670.

In pursuance of an Order in Council made on the 22nd December, last, under the provisions of the Regulations of the Forces Act, 1871, the control of the Irish Railways was taken over by the Government as from midnight of 31st December, 1916, for which purpose an Executive Committee was appointed, composed of the General Managers of certain Companies, with the Under-Secretary for Ireland as Chairman.

Negotiations as to the Compensation to be paid by the Government are at present proceeding between the Board of Trade and the Irish Railways Executive Committee.

The Warrants for the Guaranteed Dividend at the rate of 4 per cent. per annum for the six months ended 31st January, 1917, will be posted on 26th March next to the Shareholders on the Register on 15th February, 1917.

Messrs. William M. Murphy and John J. Dudley, the Directors retiring by rotation, being eligible, offer themselves for re-election ; as do also the Company's Auditors, Messrs. Craig, Gardner & Co.

WILLIAM M. MURPHY,  
*Chairman.*

COMPANY'S OFFICES,  
39 DAME STREET,  
DUBLIN.

# South Clare Railways Company, Limited.

## STATEMENT OF ACCOUNTS FOR YEAR ENDED 31st OCTOBER, 1916.

### No. 1.—STATEMENT OF CAPITAL AUTHORIZED AND CREATED BY THE COMPANY.

ACTS OF PARLIAMENT.	4 per Cent. Guaranteed £10 Shares.	Ordinary (Unguaranteed) £10 Shares.	Total.
The Companies Acts, 1862 to 1883, and The Tramways Order in Council (Ireland) (South Clare Railways) Confirmation Act, 1890, 53 & 54 Vic., c. 210 ... ..	£ 120,000	£ 20,000	£ 140,000

### No. 2.—STATEMENT OF SHARE CAPITAL CREATED, SHOWING PROPORTION RECEIVED.

DESCRIPTION.	Amount Created.	Amount Issued.	Nominal Additions or Deductions.	Amount on which Dividend is payable.	Amount which does not rank for Dividend until a future date
	£	£	£	£	£
Guaranteed 4 per Cent. Shares ...	120,000	120,000	—	120,000	—
Ordinary (Unguaranteed) Shares ...	20,000	20,000	—	20,000	—
	£140,000	£140,000	—	£140,000	—

### No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.—TO 31st OCTOBER, 1916.

TO EXPENDITURE.	Amount Expended to 31st Oct., 1915.	Amount Expended during the current Year.	Total.	BY RECEIPTS.	Amount Received to 31st Oct., 1915.	Amount Received during the current Year.	Total.
	£	£	£		£	£	£
On Line open for Traffic, &c.	130,000	—	130,000	Shares (No. 2) ...	140,000	—	140,000
Rolling Stock ... ..	10,000	—	10,000				
	£140,000	—	£140,000		£140,000	—	£140,000

The Kilrush and Kilkee Section was opened 13th August, 1892, and the Miltown and Moyasta Section on 23rd December, 1892.

### Dr. No. 9.—RECEIPTS AND EXPENDITURE IN RESPECT OF RAILWAY WORKING. Cr.

(As furnished by the Working Company.)

TO EXPENDITURE.	1916.			1915.			BY GROSS RECEIPTS.			1916.			1915.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Maintenance and Renewal of Way and Works ... ..	—			4,870	6	1	2,934						4,447		
Maintenance and Renewal of Locomotives ... ..	616	15	11				1,444						5,325		
Carriages ... ..	198	4	9				243						481		
Wagons ... ..	312	8	3				280						308		
Equalization of Rolling Stock ... ..	300	0	0				300						89		
				1,427	8	11	2,267						5,420	12	4
Locomotive Running Expenses	3,823	0	10				2,823						2,208		
Traffic Expenses ... ..	2,647	1	2				2,598						638		
				6,470	2	0	5,421						486		
General Charges ... ..	—			920	4	11	919						402		
Law Charges ... ..	—			46	8	2	40						3,837	6	7
Compensation (Accidents and Losses)—													3,734		
Passengers ... ..	—														
Workmen ... ..	51	2	5				46								
Goods and Property, &c.	—														
				51	2	5	—						181	13	2
Rates ... ..				101	13	4	92						9,439	12	1
National Insurance Act, 1911				48	4	6	52						9,223		
Chief Rents, Wayleaves, &c.				—			3						2,634		
Cloak Room Expenses ... ..				—			2								
War Bonuses and Allowances				45	5	6	81								
Total Expenditure ... ..				13,980	15	10	11,857						13,980	15	10
													9,257	18	11
													9,059		
													3,734		
													5		
													97		
													11		
													6		
													25		
													15		
													5		
													164		
													9,223		
													2,634		
													4,541	3	9
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													9,223		
													2,634		
													4,541	3	9
													11,857		
													11,857		
													9,223		

Dr.

## No. 10.—NET REVENUE ACCOUNT.—31st OCTOBER, 1916.

Cr.

	1916.		1915.		1916.		1915.
	£	s. d.	£		£	s. d.	£
To Account No. 9 :—				By Amount Contributed by the County of Clare in respect of :—			
Loss on April Half-year ...	1,822	3 1	1,577	Working Expenses—			
Loss on October Half-year ...	2,719	0 8	1,057	April Half-year ...	1,822	3 1	1,577
	4,541	3 9	2,634	Dividend, ditto ...	2,400	0 0	2,400
Dividend for twelve months at 4 per cent. per annum on £120,000 ...	4,800	0 0	4,800	Dividend, October Half-year ...	2,400	0 0	2,400
Balance carried to next year's account ...	1,200	0 0	1,200	Working Expenses, ditto ...	2,719	0 8	1,057
	10,541	3 9	8,634		9,341	3 9	7,434
				Balance from last year's account ...	1,200	0 0	1,200
					10,541	3 9	8,634

Dr.

## GENERAL BALANCE SHEET.—31st OCTOBER, 1916.

Cr.

	1916.		1915.		1916.		1915.
	£	s. d.	£		£	s. d.	£
To Amount due to Bankers				By Cash at Bankers and in hand ...	1,045	18 9	542
Unpaid Interest and Dividends ...	245	14 10	257	Cash on Deposit at Interest ...	—	—	307
Amount due to other Companies ...	2,752	6 7	884		1,045	18 9	849
Sundry Outstanding Accounts ...	449	15 10	250	Amount due by Co. Clare	5,119	0 8	3,259
Dividend Reserve Fund	1,517	2 2	1,517	Amount due by other Companies ...	—	—	—
Balance available for Guaranteed Dividends 6,000 0 0					6,164	19 5	4,108
Less Dividends paid ... 4,800 0 0							
	1,200	0 0	1,200				
	6,164	19 5	4,108				

## MILEAGE OF LINES OPEN FOR TRAFFIC.

	RUNNING LINES.					
	Length of Road. First Track.	Second Track.	Total Miles reduced to Single Track.	Sidings reduced to Single Track.	Total of Single Track, including Sidings.	
					M.	CH.
Lines owned by the Company :—					M.	CH.
Main and Principal Lines ...	26	0	26 56	1 32	28	8
Minor and Branch Lines ...	—	—	—	—	—	—

## ROLLING STOCK.

(A.)—Steam Locomotives.					(E.)—Merchandise and Mineral Vehicles.				
Description.		Number.			Description.		Number.		
Tank Engines 0 6 2		3			Open Wagons—		—		
(D.)—Coaching Vehicles.					Under 8 tons ...		—		
Description.	Number.	Seats or Berths.			Covered Wagons—				
		1st Class.	3rd Class.	Total.	Under 8 tons ...		6		
PASSENGER CARRIAGES.					Cattle Trucks ...		15		
Carriages of Uniform Class ...	4	—	240	240	Miscellaneous (Water Tank Wagon) ...		1		
Composite Carriages ...	2	36	40	76	Total ...		22		
Miscellaneous ...	—	—	—	—					
Total ...	6	36	280	316					
Total Passenger Carriages	6			316					

**MAINTENANCE AND RENEWAL OF WAY AND WORKS.—CARRIED OUT BY WORKING COMPANY.**

Quantities of Principal Materials used—					Miles Maintained—				
Ballast	...	...	...	— c. yards	Miles of road	...	...	M.	CH.
Fencing	...	...	...	— miles	Miles reduced to single track—	...	...	26	0
Rails	...	...	...	203 $\frac{1}{2}$ $\frac{1}{4}$ tons	(a) Running Lines	...	...	26	56
Sleepers	...	...	...	2 953 No.	(b) Sidings	...	...	1	32
					Miles of track renewed	...	...	2	0

**MAINTENANCE AND RENEWAL OF ROLLING STOCK.**

Maintained by Working Company.

Signed for the Board of Directors { WILLIAM M. MURPHY, *Chairman of the Company.*  
W. J. KENNEDY, *Accountant of the Company.*

**CERTIFICATE RESPECTING THE PERMANENT WAY, &c.**

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works, have, during the past year, been maintained in good working condition and repair, having regard to the difficulty in obtaining materials due to the exigencies of the War.

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W. BARRINGTON, M.Inst.C.E., *Engineer.*

**AUDITORS' CERTIFICATE.**

We hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Company. Subject to certain expenditure carried forward in the Balance Sheet of the Working Company, to be dealt with in the next Account, we certify that the Revenue of the Year has been charged with all expenses which in our judgment ought to be paid thereout.

CRAIG, GARDNER & CO., *Auditors*

**SOUTH CLARE RAILWAY COMPANY,  
LIMITED.**

**Report of the Directors  
AND  
Financial Accounts**

FOR

YEAR ENDED 31ST OCTOBER, 1916.

NOTICE is hereby given that the Annual General Meeting of the Proprietors of the South Clare Railways Company, Limited, will be held at the Company's Offices, 39 Dame Street, Dublin, on **THURSDAY**, the 1st day of **MARCH, 1917**, at 12.15 o'clock, p.m., for the transaction of the business of a General Meeting.

The Transfer Books will be closed from Friday, the 16th day of February, to Thursday, the 15th day of March, 1917, both days inclusive.

By order of the Board,

W. J. KENNEDY,

*Secretary.*

COMPANY'S OFFICES,

39 DAME STREET,

DUBLIN.

7th February, 1917.

ANNUAL MEETING,  
1st MARCH, 1917.

