









# The Athenry and Tuam Extension to Claremorris Railway Company, Limited.

## DIRECTORS :

WILLIAM LOMBARD MURPHY, Esq., M.D., Dartry, Upper Rathmines, Co. Dublin  
(Chairman).

JAMES WILLIAM LOMBARD, Esq., Folkestone House, Terenure, Co. Dublin.

EDGAR ANDERSON, Esq., M.A., B.A.I., J.P., Stanford House, Foxrock, Co. Dublin.

JOHN J. DUDLEY, Esq., 60 Wellington Road, Dublin.

GERALD V. MURPHY, Esq., 48 Palmerston Road, Dublin.

\*THE RIGHT HONORABLE LORD ORANMORE AND BROWNE, Castle Macgarrett,  
Claremorris.

\*COL. W. J. SAUNDERS KNOX-GORE, Belleek Manor, Ballina.

\* Representing the Guaranteeing Area.

*Secretary and Offices.*—T. M. MURPHY, 39 Dame Street, Dublin.

*Engineer.*—W. BARRINGTON, M.Inst. C.E., Clare Chambers, Limerick.

*Solicitors.*—O'CONNOR AND DUDLEY, 40 Westmoreland Street, Dublin.

*Bankers.*—THE BANK OF IRELAND, DUBLIN.

## REPORT OF THE DIRECTORS AND STATEMENT OF FINANCIAL ACCOUNTS FOR THE YEAR ENDED 31st OCTOBER, 1923,

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 21st FEBRUARY, 1924, at**  
**11.30 o'clock, in the forenoon.**

The Accounts for the year are presented herewith duly audited.

In the April half-year there was a Profit of £1,641 and in the October half-year, £1,934,  
or a Total for the Year of £3,575. The amount to be paid by the County to make up the  
Guaranteed Dividend for the year is £345. This sum is repayable to the County in equal shares  
by the Treasury and the Working Company.

The Warrants for the Guaranteed Dividend to 30th April, 1923, were issued  
on 26th November, last, and it is proposed that those for the Half-Year to 31st October, 1923,  
be posted on the 26th May to the Shareholders on the Register on this date.

The Directors regret to announce the death in December last of Mr. W. J. Kennedy  
who had been Secretary and Accountant of the Company since its inception. They have  
appointed Mr. Thomas M. Murphy to succeed him.

The retiring Directors, Mr. James W. Lombard, and Mr. Gerald V. Murphy, being eligible,  
offer themselves for re-election ; as does also the Company's Auditor, Mr. T. Pollock.

WILLIAM LOMBARD MURPHY,

*Chairman*

COMPANY'S OFFICES,  
39 DAME STREET,  
DUBLIN, 31st January, 1924.

# Athenry and Tuam Extension to Claremorris Railway Company, Limited.

## STATEMENT OF ACCOUNTS FOR YEAR ENDED 31st OCTOBER, 1923.

### STATEMENT OF SHARE CAPITAL CREATED, SHOWING PROPORTION ISSUED.

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 ...	98,000	98,000	—	98,000	—
Ordinary (Unguaranteed) Shares ...	2,000	2,000	—	2,000	—
	£100,000	£100,000	—	£100,000	—

### RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.—TO 31st OCTOBER, 1923.

TO EXPENDITURE.	Amount Expended to 31st Oct., 1922.	Amount Expended during the current Year.	Total.	BY RECEIPTS.	Amount Received to 31st Oct., 1922.	Amount Received during the current Year.	Total.
	£	£	£		£	£	£
On Line open for Traffic, &c. ...	93,400	—	93,400	Shares ...	100,000	—	100,000
Rolling Stock ...	6,600	—	6,600				
	£100,000	—	£100,000		£100,000	—	£100,000

The Line was opened on the 30th April, 1894, and is worked under agreement by the Great Southern and Western Railway Co. for 50 per cent. of the Gross Receipts, with a minimum rent of £1,326 in each half-year. The agreement was made perpetual by the Great Southern and Western Co.'s Amalgamation Act, 1900, in consideration of that Company agreeing to recoup the County Mayo the remaining moiety of the amount paid under its guarantee after deducting the Treasury contribution—thus relieving the County practically of any liability in connection with the undertaking;

### Dr.                      RECEIPTS AND EXPENDITURE IN RESPECT OF THE WHOLE UNDERTAKING,                      Cr. FOR THE YEAR ENDED 31st OCTOBER, 1923.

TO EXPENDITURE.	1923.		1922.	BY RECEIPTS.	1923.		1922.
	£	s. d.	£		£	s. d.	£
April Half-year ...	294	1 8	376	April Half-year ...	1,935	5 2	1,998
October Half-year ...	273	17 9	292	October Half-year ...	2,207	6 6	2,201
Total for Year ...	567	19 5	668	Total for Year ...	4,142	11 8	4,199
Dividend for twelve months at 4 per cent. per annum on £98,000 ...	3,920	0 0	3,920	Amount Payable by County Mayo:—			
				April Half-year ..	£318	16 6	
				October Half-year	£ 26	11 3	
					345	7 9	389
	4,487	19 5	4,588		4,487	19 5	4,588

Dr.

## GENERAL BALANCE SHEET.—31st OCTOBER, 1923.

Cr.

	1923.	1922.		1923.	1922.
	£ s. d.	£		£ s. d.	£
To Sundry Outstanding Accounts ...	1,147 6 2	1,248	By Amount due by the County of Mayo	26 11 3	52
„ Amount due to Bankers ...	—	—	„ Cash in Bank on Dividend A/c. ...	82 0 9	92
„ Unclaimed Dividends ..	82 0 9	92	„ Cash in Bank on Current A/c. ...	842 10 3	828
„ Outstanding Dividends ...	1,470 0 0	1,372	„ 5 per cent. War Loan (£1,000) (cost)	950 0 0	950
„ Guaranteed Dividend Account ...	1,960 0 0	1,960	„ Amount due by other Companies ...	2,186 5 6	2,181
			„ Sundry Outstanding Accounts ...	2 13 6	—
			„ Traffic Suspense Account ...	225 17 2	226
			„ Interest Suspense Account ...	343 8 6	343
	£ 4,659 6 11	4,672		£ 4,659 6 11	4,672

T. M. MURPHY, *Accountant to the Company.*

## ROLLING STOCK.—31st OCTOBER, 1923.

2 Locomotive Engines. } In possession of, and maintained  
 30 Open Goods Wagons. } by, the Working Company.

## CERTIFICATE RESPECTING THE PERMANENT WAY, &amp;c.

I hereby certify that the whole of the Company's Permanent Way, Stations, Buildings, and Works, Engines and Wagons have, during the past year, been maintained in as good working condition and repair as the conditions prevailing in the country permitted.

WILLIAM BARRINGTON, M.INST.C.E., *Engineer.*

LIMERICK, 1st November, 1923.

(Signed for the Board of Directors) { W. LOMBARD MURPHY, Chairman of the Company.  
 T. M. MURPHY, Secretary of the Company.

## AUDITOR'S REPORT TO SHAREHOLDERS.

I have examined the foregoing Balance Sheet and the Revenue Account for the Year ended 31st October, 1923, and have obtained all the information and explanations required by me. The Revenue Account has been charged with all expenses, which, in my opinion, ought to be paid thereout, and the said Balance Sheet is, in my opinion, properly drawn up so as to exhibit a true and correct view of the Company's affairs, as shown by the Books of the Company.

T. POLLOCK, *Company's Auditor.*

DUBLIN, 11th December, 1923.

**THE ATHENRY & TUAM EXTENSION  
TO CLAREMORRIS RAILWAY  
COMPANY, LIMITED.**

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Report of the Directors  
AND  
Financial Accounts

FOR  
YEAR ENDED 31ST OCTOBER, 1923.

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**NOTICE TO THE SHAREHOLDERS.**

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NOTICE is hereby given that the Ordinary Annual General Meeting of the Shareholders of the Athenry and Tuam Extension to Clarenorris Railway Company, Limited, will be held at the Company's Offices, 39 Dame Street, Dublin, on **THURSDAY**, the 21st day of **FEBRUARY, 1924**, at 11.30 o'clock, in the forenoon, for the purpose of transacting the business of the Company.

By Order,

T. M. MURPHY,  
*Secretary.*

COMPANY'S OFFICES,  
39 DAME STREET, DUBLIN.  
*29th January, 1924.*

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.—21ST FEBRUARY, 1924.  
DIVIDEND PAYABLE.—26TH MAY, 1924.

PRINTED BY ALEX. THOM & Co., (Ltd.), GROW ST., DUBLIN



SECRETARY'S OFFICE,  
RECEIVED  
21 MAR. 1924  
No.....  
G. S. & T. R.

Ballinascarthy and Timoleague Junction Light Railway,  
AND  
Timoleague and Courtmacsherry Extension Light Railway.

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STATEMENT OF ACCOUNTS  
AND  
STATISTICAL RETURNS

FOR THE YEAR ENDED 31ST DECEMBER, 1923.

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C. B. S. C. RLY.  
TRAFFIC MANAGER'S OFFICE,  
MAR 20 1924  
R.....

C. B. S. C. RLY.  
TRAFFIC MANAGER'S OFFICE,  
MAR 20 1924  
R.....

CORK :  
EAGLE PRINTING WORKS, SOUTH MALL.

1924



COMMITTEE OF MANAGEMENT.

D. HART, (CHAIRMAN).

D. COUGHLAN,

J. O'NEILL.

J. O'BRIEN.

M. HOLLAND.

GENERAL MANAGER :

W. C. R. COE.

SECRETARY :

J. P. O'BRIEN.

ENGINEER :

J. BOWEN.

OFFICES :

RAILWAY STATION, TIMOLEAGUE.

# Ballinascarthy and Timoleague Junction Light Railway AND Timoleague and Courtmacsherry Extension Light Railway.

FINANCIAL ACCOUNTS and STATISTICAL RETURNS for the Year ended 31st DECEMBER, 1923.

## PART I.—FINANCIAL ACCOUNTS.

**No. 1 (a) Nominal Capital Authorised and Created.**

SPECIAL ACTS.	Capital Authorised.			Capital Created.			Balance.		
	Shares and Stock.	Loans or Deben- ture. Stock.	Total	Shares and Stock.	Loans or Deben- ture. Stock.	Total	Shares and Stock.	Loans or Deben- ture. Stock.	Total
Order in Council 1888 and 1889...	£ 35,000	£ ...	£ 35,000	£ 35,000	£ ...	£ 35,000	£ ...	£ ...	£ ...
TOTAL ...	35,000	...	35,000	35,000	...	35,000	...	...	...

**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.
GUARANTEED 5 per cent. SHARES ...	£ 35,000	£ ...	£ 35,000	£ ...	£ 35,000	£ ...	£ ...	£ ...
TOTAL ...	35,000	...	35,000	...	35,000	...	...	...

Dr.

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

Cr.

To Expenditure	Amount expended to 31st December, 1923	Amount expended during year as per No. 5	TOTAL	By Receipts	Amount received to 31st December 1923	Amount received during Year	TOTAL
Lines open for Traffic ...	£ ...	...	£ ...	Shares and Stocks (No. 2)	£ 35,000	£ ...	£ 35,000
LESS Government Grant	...	...	...	Loans (No. 3) ...	...	...	...
Received from Revenue ...	...	...	...	Debenture Stocks (No. 3)	...	...	...
Rolling Stock ...	35,000	...	35,000	TOTAL ...	...	...	...
LESS Sales ...	...	...	...	Premiums on De- benture Stocks	...	...	...
Manufacturing & Repairing Works and Plant— Land and Buildings ...	...	...	...	Discounts on Shares and Stocks	...	...	...
Plant and Machinery ...	...	...	...	DEDUCT :—	...	...	...
Total Capital expended upon Railway ...	...	...	...	Balance of Premiums and Discounts ...	...	...	...
Total Expenditure ...	35,000	...	35,000	TOTAL Receipts	35,000	...	35,000
				By Balance ...	...	...	...
TOTAL ...	...	...	£35,000	TOTAL	...	...	35,000

## No. 5.—Details of Capital Expenditure for Year ended 31st December, 1923.

	Land and Compensation	Construction of Way & Stations, Engineering, &c.	Law Charges and Parliamentary Expenses.	TOTAL.
Lines belonging to the County Council and worked by the Committee open for Traffic ... ..	£ s. d. ...	£ s. d. ...	£ s. d. ...	£ s. d. Nil.
Rolling Stock ... ..	...	...	...	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	Subsequently until completion	TOTAL.
Lines belonging to the County Council and worked by the Committee open for Traffic ... ..	£ ...	£ ...	£ ...
Works not yet commenced and in abeyance ... ..	...	...	...
TOTAL ... ..	...	...	...

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

See Statement	Gross Receipts.	Expenditure	Net Receipts.	Year 1922.		
				Gross Receipts	Expenditure	Net Receipts.
10 Railway	£ s. d. 2,898 13 2	£ s. d. 4,282 0 4	£ s. d. Loss. 1,383 7 2	£ 2212	£ 5780	£ s. d. Loss. 3568 10 8
TOTAL ... ..	2,898 13 2	4,282 0 4	1,383 7 2	2212	5,780	3568 10 8
Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921 ... ..		£963 14 9	703 14 9			
Miscellaneous Receipts (Net)—			495 12			
Rents from Houses and Lands ... ..			Nil.			
Other Rents ... ..						
Contributions from County Council of Cork:—						
For half-year ended 30th June, 1923 ... ..		£1294 12 5				
For half-year ended 31st December, 1923 ... ..		875 0 0				
			3,133 7 2			5318 10 8
Total Net Income ... ..			1,750 0 0			1750 0 0

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

	Year 1922.	
	£ s. d.	£ s. d.
Net Income (as per Statement No. 8) ... ..	1,750 0 0	1750 0 0
Dividends on 5 per cent. Guaranteed Shares:—		
7,000 Shares of £5 each, £35,000 at 5 per cent. per annum—		
For half-year 30th June, 1923 ... ..	£875 0 0	875 0 0
For half-year 31st December, 1923 ... ..	875 0 0	875 0 0
TOTAL ... ..	£1,750 0 0	£1750 0 0

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

	Year 1922.	
	£ s. d.	£ s. d.
Balance available for Dividends and Reserve, after Payment of Fixed Charges, Year 1923 (as per Account No. 9) ... ..	1,750 0 0	1750 0 0
Deduct—		
Interim Dividends paid 1st October, 1923, at 5 per cent. per annum, for half-year ended 30th June, 1923 ... ..	875 0 0	875 0 0
Amount placed to Reserve ... ..	...	...
Undivided Balance at 31st December, 1923, carried to Balance Sheet ... ..	£875 0 0	£875 0 0

No. 10.—Receipts and Expenditure in respect of Railway Working.

Dr.

Cr.

To Expenditure.	1922		Percentage of Traffic Receipts		By Gross Receipts.		1922		Percentage of Traffic Receipts	
	£	s. d.	1923 %	1922 %	£	s. d.	£	s. d.	1923 %	1922 %
SEE ABSTRACTS.										
A.—Maintenance and Renewal of Way and Works	755	13 5	26.65	64.92	49	0 5	40			
B.—Maintenance and Renewal of Rolling Stock—					437	6 9	328			
(1) Locomotives	£241	19 5	8.53	41.67						
(2) Carriages	125	1 4	4.41	5.17						
(3) Wagons	487	6 11	17.19	31.36						
C.—Locomotive Running Expenses	854	7 8			4	6 0	10			
D.—Traffic Expenses	1123	12 10	39.63	45.30			490	13 2		
E.—General Charges—	930	16 11	32.83	47.31						
H.—Mileage, Demurrage and Wagon Hire	483	13 11	17.06	25.60	20	18 10	98			
Parliamentary Expenses and Law Charges	27	6 7			75	10 2	52			
Compensation (Accidents and Losses)—										
Passengers	£3	10 1								
Workmen	23	13 3								
Damage and Loss of Goods, Property, &c.	12	16 4								
Rates	39	19 8	1.41	2.12	1799	8 8	1122			
National Insurance Act, 1911—	19	16 0								
Health					105	8 10	145			
Unemployment	£35	11 8			318	5 3	309			
	11	1 8			25	1 5	72			
Total Traffic Expenditure	£4282	0 4	151.00	255.65	2248	4 2	1799		79.50	75.71
									100.00	100.00
					2835	6 4				
					63	6 10	36			
					2808	13 2	2212			
					1383	7 2	3568			
					£4282	0 4	5780			

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

	£	s.	d.	£	s.	d.	1922 £
Superintendence—							
Salaries ... ..	71	17	6				75
Office Expenses, etc ... ..	—						
				71	17	6	
Maintenance of Roads, Bridges and Works—							
Earthworks ... ..	—						21
Bridges, Tunnels, Culverts, Retaining Walls, and other Works ... ..	—						
Roads and Fences ... ..	5	5	0				16
				5	5	0	
Maintenance of Permanent Way—							
Renewal of Running Lines ... ..							
Wages ... ..	—						
Materials ... ..	—						
Engine Power and Wagon Repairs ... ..	—						
Repair of Running Lines and Sidings—							
Wages ... ..	638	3	2				695
Materials ... ..	15	14	3				554
Engine Power and Wagon Repairs ... ..	—						
				653	17	5	
Maintenance of Signalling ... ..	—						
Maintenance of Telegraphs ... ..	—						
Maintenance of Stations and Buildings—							
Stations, Depots and Offices ... ..	22	3	6				31
Engine Sheds ... ..	2	10	0				21
Carriage Sheds ... ..	—						
Locomotive Workshops ... ..	—						
Carriage Workshops ... ..	—						
Wagon Workshops ... ..	—						
Other Buildings ... ..	—						
				24	13	6	
TOTAL ... ..				£755	13	5	1413

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

## (1) LOCOMOTIVES.

## (2) CARRIAGES.)

	£	s.	d.	£	s.	d.	1922 £		£	s.	d.	£	s.	d.	1922 £
Superintendence—									Superintendence—						
Salaries ... ..	5	10	0				6		Salaries ... ..	2	10	0			3
Office Expenses ... ..	—								Office Expenses ... ..	—					
															2 10 0
Complete Renewals—									Complete Renewals—						
Wages ... ..	—								Wages ... ..	—					
Materials ... ..	—								Materials ... ..	—					
Repairs and Partial Renewals									Repairs and Partial Renewals						
Wages ... ..	200	19	10				330		Wages ... ..	86	0	0			99
Materials ... ..	35	9	7				568		Materials ... ..	36	11	4			10
															122 11 4
Purchase of New Locomotives									Purchase of New Carriages						
Workshop Expenses—									Workshop Expenses—						
Repairs and Renewal of Machinery and Plant ... ..							3		Repairs and Renewal of Machinery and Plant ... ..	—					
Other Expenses ... ..	—								Other Expenses ... ..	—					
TOTAL ... ..				£241	19	5	907		TOTAL ... ..				£125	1	4 112

## (3) WAGONS.

	£	s.	d.	£	s.	d.	1922 £
Superintendence—							
Salaries ... ..	2	10	0				3
Office Expenses ... ..	—						
							2 10 0
Complete Renewals—							
Wages ... ..	—						
Materials ... ..	—						
Repairs and Partial Renewals—							
Wages ... ..	198	6	6				284
Materials ... ..	286	10	5				396
							484 16 11
Purchase of New Wagons ... ..	—						
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant ... ..	—						
Other Expenses ... ..	—						
TOTAL ... ..				£487	6	11	683

## Abstract C.—Locomotive Running Expenses.

## Abstract D.—Traffic Expenses.

			1922						1922				
			£	s.	d.	£	s.	d.	£	s.	d.	£	
Superintendence—													
Salaries ...	10	0	0			10							
Office Expenses ...				10	0	0							
Steam Train Working—													
Wages connected with the Running of Locomotive Engines ...	621	5	6			566							
Fuel ...	461	0	4			370							
Water ...	10	0	0			10							
Lubricants ...	14	12	0			17							
Other Stores, including Clothing ...	6	15	0			13							
Miscellaneous ...													
				1113	12	10							
TOTAL ...				1123	12	10	986						
Salaries and Wages—													
Superintendence ...													
Stationmasters and Clerks ...	353	15	10									359	
Signalmen and Gatemen ...													
Ticket Collectors, Policemen, Porters, etc. ...	139	8	9									142	
Guards ...	257	18	2									239	
									751	2	9		
Fuel, Lighting, Water and General Stores ...	21	13	4									14	
Clothing ...	25	3	11									17	
Printing, Advertising, Stationery, Stamps, Tickets ...	60	3	1									35	
Expenses of Joint Station and Junctions ...	51	6	7									175	
Wagon Covers, etc. ...													
Cleansing, Lubricating and Lighting of Vehicles ...									12	10	0	8	
Shunting Expenses (other than Mechanical) Wages ...													
Other Expenses ...													
Working of Stationary Engines, Hoists, Cranes, etc. ...													
Coal, etc., Tipping Expenses ...													
Railway Clearing Houses Expenses ...	3	19	3									33	
Miscellaneous Expense ...	4	18	0									7	
TOTAL ...									£	930	16	11	1029

## Abstract E.—General Charges.

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

			1922						1922					
			£	s.	d.	£	s.	d.	Receipts	Expenditure	Balance	Re-ceipts	Expen-diture	Bal-ance
Directors' Fees & Expenses fixed by Order in Council ...	63	0	0	65										
Co. Surveyor's Inspection Fees ...	9	9	0	9										
Auditors' Fees ...	16	16	0	17										
Board of Trade Arbitrators' Fees and Expenses ...	30	1	2	11										
Salaries of Secretary, General Manager, Accountant & Clerks ...	321	5	0	363										
Office Expenses do. do. ...	4	6	11	5										
Fire Insurance ...	8	8	9	8										
Superannuation and Benevolent Funds, Pensions, etc. ...	14	0	0	56										
Subscriptions and Donations ...														
Miscellaneous Expenses ...	16	7	1	23										
TOTAL ...	£483	13	11	557										
									£	s.	d.	£	s.	d.
Mileage and Demurrage—														
Passenger Train Vehicles ...														
Goods Train Vehicles ...														
Hire of—														
Passenger Train Vehicles ...														
Goods Train Vehicles ...	38	7	0	65	13	7	27	6	7					
TOTAL ...	38	7	0	65	13	7	27	6	7					

Dr.

## No. 18.—General Balance Sheet.

Cr.

			1922						1922				
			£	s.	d.	£	s.	d.	£	s.	d.	£	
To Amount due to Bankers ...													
Temporary Loans ...													
Unpaid Interest and Dividends ...													
Interest and Dividends payable or accruing and provided for ...													
Amount due to Railway Companies and Committees ...													
Amount due to Railway Clearing Houses Accounts payable ...													
Miscellaneous Accounts ...													
General Insurance Fund ...													
Depreciation Funds ...													
Railway ...	3505	16	5	1186									
Locomotive Renewals ...	55	0	0										
Irish Railways (Settlement of Claims Act), 1921. Compensation Account ...	388	8	10	89									
Reserve Account ...													
Balance available for Dividends and Reserve, as per Account No. 9 ...	£1750												
LESS Interim Dividends paid, as per Statement No. 9 (a) ...	£875	875	0	0	875								
	4824	5	3	2150									
									£	4824	5	3	2150



## 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.	Total of Single Track including Sidings.	1922
	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.
Lines owned by the Co. Council— Main and Principal Lines ...	M. Ch. 9 0	M. Ch. ...	M. Ch. ...	M. Ch. ...	M. Ch. ...	M. Ch. 9 0	M. Ch. 1 0	M. Ch. 10 0	M. Ch. 10 0	
Total of miles owned ...	9 0	...	...	...	...	9 0	1 0	10 0	10 0	
Total of miles leased or worked ...	...	...	...	...	...	...	...	...	...	
<b>TOTAL ...</b>	<b>9 0</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>9 0</b>	<b>1 0</b>	<b>10 0</b>	<b>10 0</b>	

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

	M.	Ch.
Lines owned by the Co. Council ...	10	0
Lines leased or Worked by the Co. Council ...	...	...
<b>Total ...</b>	<b>10</b>	<b>0</b>

## II.—ROLLING STOCK.

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

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

Description.	No	1922		Number.	Seats or Berths.				Year
		No.			1st. Class.	2nd. Class.	3rd. Class.	Total	1922
Tender Engines ...	Nil.	Nil.	PASSENGER CARRIAGES.						
			Carriages of Uniform Make	2	—	—	100	100	2
			Composite Carriages	2	20	—	55	75	2
			Miscellaneous	—	—	—	—	—	—
			<b>TOTAL ...</b>	<b>4</b>	<b>20</b>	<b>—</b>	<b>155</b>	<b>175</b>	<b>4</b>
			Total Passenger Carriages ...	4					4
Tank Engines ...	2	2	OTHER COACHING VEHICLES.						
			Luggage, Parcel and Brake Vans ...	—					—
			Carriage Trucks ...	—					—
			Horse Boxes ...	—					—
			Miscellaneous	—					—
			Total other Coaching Vehicles ...	—					—
Tenders ...	Nil.	Nil.	Total Coaching Vehicles ...	4					4

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

	Number	1922 No.
Open Wagons—		
Under 8 tons ... ..	4	4
8 and up to 12 tons ... ..	—	—
Over 12 and up to 20 tons ... ..	—	—
Over 20 tons (other than special) ... ..	—	—
Covered Wagons—		
Under 8 tons ... ..	16	16
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 ... ..	—	—
Rail and Timber Trucks (including Twin Trucks) ... ..	—	—
Brake Vans ... ..	1	1
Miscellaneous ... ..	—	—
<b>TOTAL</b> ... ..	<b>21</b>	<b>21</b>

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

Houses.	Number	1922 No.
Houses and Cottages for Servants	5	5

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

	1922
Quantities of Principal Materials used:—	
Ballast ... ..	350 ya ds
Fencing ... ..	—
Rails ... ..	—
Sleepers ... ..	200
200	500
Miles maintained:—	
Miles of Road ... ..	10
Miles of Road reduced to Single Track:—	
Running Lines ... ..	9
Sidings ... ..	1
Miles of Track renewed ... ..	—
Additional Miles of Track re-sleepered ... ..	—

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

	In Owner's Workshops Number	By Contract Number	TOTAL.	1922
Locomotives renewed ... ..	—	—	—	—
Locomotives repaired:—				
Heavy Repairs ... ..	1	—	1	1
Light " ... ..	1	—	1	1
Locomotives under or awaiting repair at end of year ... ..	—	—	—	—
Coaching Vehicles—				
Carriages renewed ... ..	—	—	—	—
Carriages repaired—				
Heavy repairs ... ..	—	—	—	—
Light " ... ..	3	—	3	4
Carriages under or awaiting repair at end of year ... ..	1	—	1	—
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 ... ..	4	—	4	4
Light " ... ..	4	—	4	8
Wagons under or awaiting repair at end of year ... ..	2	—	2	1

XII.—Engine Mileage.

1923

1922

	Train Miles (Loaded Train)			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 Engines Miles	Train Miles (Loaded Train)			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 Engines Miles			
	C'chg	Goods	Total	C'chg	Goods	Total				C'chg	Goods	Total	C'chg	Goods	Total				C'chg	Goods	Total
A.—MILES RUN IN RELATION TO THE COMMITTEE'S TRAFFIC RECEIPTS:—																					
Over the Committee's system by the Engines ...	4,591	4,645	9,236	4,591	5,086	9,677	—	787	10,464	3,388	4,496	7,884	3,388	5,095	8,483	—	791	9,274			
Over the Committee's system by other Companies Engines ...																					
TOTAL	4,591	4,645	9,236	4,591	5,086	9,677	—	787	10,464	3,388	4,496	7,884	3,388	5,095	8,483	—	791	9,274			
B.—MILES RUN IN RELATION TO THE COMMITTEE'S EXPENDITURE:—																					
By the Committee's Engines over Lines owned leased ...	4,591	4,645	9,236	4,591	5,086	9,677	—	787	10,692	3,388	4,496	7,884	3,388	5,095	8,483	—	791	9,763			
TOTAL	4,591	4,645	9,236	4,591	5,086	9,677	—	787	10,692	3,388	4,496	7,884	3,388	5,095	8,483	—	791	9,763			
C.—MILES RUN BY THE COMMITTEE'S ENGINES:—																					
(1)—Steam Tender and Tank Engines—																					
Over Lines owned, leased ...	4,591	4,645	9,236	4,591	5,086	9,677	—	787	10,692	3,388	4,496	7,884	3,388	5,095	8,483	—	791	9,763			
TOTAL	4,591	4,645	9,236	4,591	5,086	9,677	—	787	10,692	3,388	4,496	7,884	3,388	5,095	8,483	—	791	9,763			

## XIII.—Passenger Traffic and Receipts.

Class of Passenger	Number	Receipts	Average Fare per Passenger	Number originating on the System	YEAR 1922.			
					Number	Receipts	Average Fare per Passenger	No. originating on the System
Ordinary—		£	d.			£	d.	
1st Class ... ..	751	49	15.66	137	750	40	12.89	124
3rd Class ... ..	10,406	437	10.10	4,128	9,213	328	8.54	3,216
TOTAL ... ..	11,157	486	10.26	4,265	9,963	368	8.87	3,340
Season—								
1st Class ... ..	—	—	—	—	—	—	—	—
3rd Class ... ..	1	4		1	1	10		1

## XIV.—Goods Traffic and Receipts.

	Tonnage	Receipts	Average Receipt per ton	Tonnage originating on the System.	YEAR 1922.			
					Tonnage	Receipts	Average Receipt per Ton	Tonnage orgtng on the System
Merchandise ... ..	Tons	£	s d.	Tons	Tons	£	s. d.	Tons
Coal, Coke and Paten Fuel ... ..	7,284	1,799	4 3	6,182	4,052	1,121	5 6	2,319
Other Minerals ... ..	1,825	318	3 5	1,746	1,599	309	3 10	1,256
	522	25	0 11	522	986	73	1 6	834
TOTAL ... ..	9,631	2,142		8,450	6,637	1,503	—	4,409
	Number			Number originating on the System	Number			Number originating on the System
Live Stock ... ..	3,972	105		3,908	5 265	145		5,246

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

Originating on the Owner's System.	Tons.	1922 Tons
Ale and Porter (including empties) ... ..	44	34
Bacon and Hams, Butter and Eggs ... ..	111	91
Brewers' Grains ... ..	...	...
Bricks, common ... ..	...	...
Flour and Bran, Sharps and other Flour		
Mill Offal ... ..	331	173
Grain ... ..	5028	1677
Groceries (excluding Bacon, Hams and Butter) ... ..	31	...
Manure ... ..	...	...
Oil Cake and Cattle Foods ... ..	67	...
Potatoes ... ..	17	6
Stone for Roadmaking purposes ... ..	11	...
Timber ... ..	11	...
TOTAL ... ..	5640	1981

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

Originating on the Owner's System.	1923 Number	1922 Number
Horses ... ..	4	1
Cattle ... ..	1109	1483
Calves ... ..	247	219
Sheep ... ..	81	1364
Pigs ... ..	1767	2179
Miscellaneous ... ..	...	...
TOTAL ... ..	3908	5246

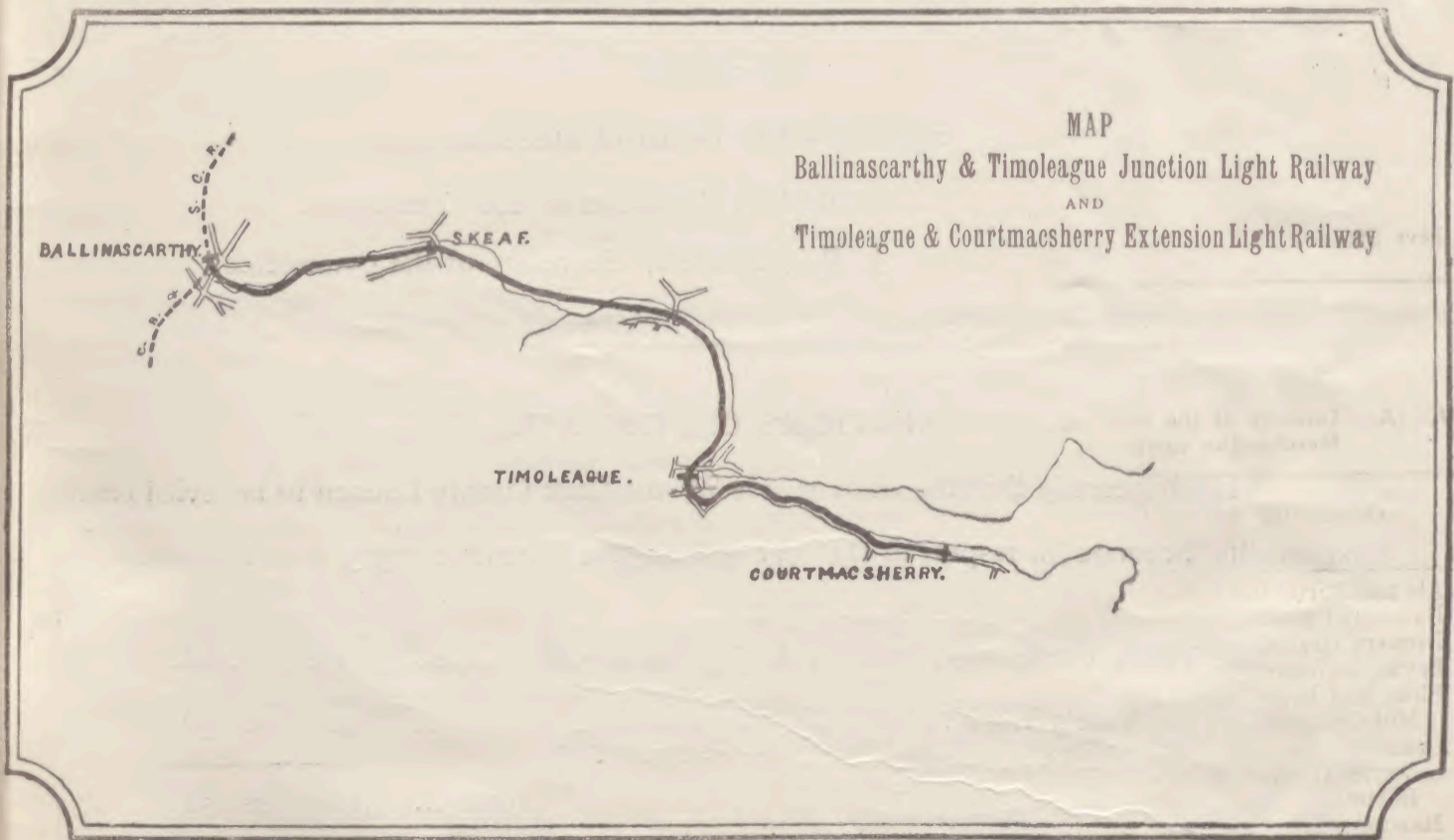
1913-1914-1915-1916-1917-1918-1919-1920-1921-1922-1923

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

	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923
	£	£	£	£	£	£	£	£	£	£	£
Total Expenditure on Capital Account (No. 4) ...	35000	35000	35000	35000	35000	35000	35000	35000	35000	35000	35000
Gross Receipts from Business carried on by the Committee (No. 8) ...	...	...	...	...	...	...	...	...	...	...	...
Revenue Expenditure on ditto. (No. 8) ...	1830	1599	1714	1694	...	...	...	...	...	2212	2899
Net Receipts of ditto. (No. 8) ... Loss	839	1036	1035	1177	839	888	863	860	863	3568	1383
Proportion of amount Receivable under Irish Railways (Settlement of Claims) Act, 1921 ...	...	...	...	...	...	...	...	...	...	2729	964
Miscellaneous Receipts net (No. 8) ...	...	...	...	...	...	...	...	...	...	...	...
Total Net Income (No. 8) ...	...	...	...	...	...	...	...	...	...	...	...
Interest, Rentals, and other Fixed Charges (No. 9) ...	...	...	...	...	...	...	...	...	...	...	...
Dividends on Guaranteed Stocks (No. 9) ...	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Balance after Payment of Preference Dividends (No. 9) ...	...	...	...	...	...	...	...	...	...	...	...
Dividend on Ordinary Stock (No. 9) ...	...	...	...	...	...	...	...	...	...	...	...
Rate per cent. ...	...	...	...	...	...	...	...	...	...	...	...
Surplus or Deficit ...	...	...	...	...	...	...	...	...	...	...	...
Appropriation to Reserve ...	...	...	...	...	...	...	...	...	...	...	...
Brought forward from previous years ...	...	...	...	...	...	...	...	...	...	...	...
Carried forward to subsequent years ...	...	...	...	...	...	...	...	...	...	...	...

(Signed)

J. P. O'BRIEN, Accountant of the Committee



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

CERTIFICATE RESPECTING PERMANENT WAY, &c.

I hereby certify that the whole of the Committee's Permanent Way, Stations, Buildings, and other Works have, during the past year, been maintained in good working condition and repair, except Courtmacsherry Station Buildings which are being re-constructed.

J. BOWEN, ENGINEER.

5th January, 1924.

CERTIFICATE RESPECTING ROLLING STOCK.

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

MICHAEL FOLEY, LOCOMOTIVE SUPERINTENDENT

5th January, 1924.

Signed for the Board of Directors,

D. HART, Chairman of the Committee.

J. P. O'BRIEN, Secretary of the Committee

AUDITOR'S CERTIFICATE.

I hereby certify that the amount due by the Cork County Council to be levied off the Guaranteeing Baronies, in respect of the year ending 31st December, 1923, is as follows:—

One Year's Guaranteed Interest on £35,000 @ 5%	...	£1750	os. od.
<i>Net</i> Loss on Year's Working <i>after deducting</i> ...	...	419	12s. 5d.
<i>£963.14.9 taken from balance of</i>			
<i>Guaranteeing Barons</i>			
Total ...		£2169	12s. 5d.

RICHARD CONNOLLY,

Auditor for the County Council of the County of Cork.

4th March, 1924.

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Nos. 1(b), 1(c), 3, 4 (a), 7, 11, 12, 13, 14, 15, 16, 17 and Abstracts F, G. and L. J., are omitted, not being applicable.

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Abstracts I. (b), II. (b), (c), (f), and Nos. III. IV., V., VI., VII., and IX., not being applicable, are omitted.





# **BALLYCASTLE RAILWAY COMPANY.**

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## **DIRECTORS.**

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ROBERT P. WOODSIDE, ESQ., Carnsampson, Ballycastle, Chairman.

ROGER CASEMENT, ESQ., Magherintemple, Ballycastle, Deputy-Chairman.

CAPT. S. J. LYLE, Derganagh, Ballycastle.

THOMAS MACAFEE, ESQ., Currysicken, Ballymoney.

HUGH M'C. HAMILTON, ESQ., The Gables, Ballymoney.

MAJOR JOHN A. TORRENS, Moylena, Muckamore, Co. Antrim.

O. B. GRAHAM, ESQ., Larchfield, Lisburn.

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## **REPORT OF DIRECTORS**

**For Year ended 31st December, 1923.**

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Presented herewith is Statement of Accounts for Year 1923.

The Board record with much regret the death of Mr. H. M. M'Gildowny, who, for 35 years, was a Director, 25 as Chairman of the Company, in which he took a deep interest.

Mr. Thomas Macafee has been co-opted a Director in the room of the late Mr. M'Gildowny, and Mr. Hugh M'C. Hamilton in that of the late Mr. James Cameron.

At the approaching Meeting, Mr. R. P. Woodside, Director, and Mr. T. B. Hamilton, Auditor, retire by rotation, and are eligible for re-election.

The Resolutions referred to in the notice to the Shareholders, dated 21st January, 1924, were unanimously adopted at the Extraordinary General Meeting held on the 8th February. It has been decided to close the line for traffic on and from 24th March next, unless other arrangements can be made.

R. P. WOODSIDE, Chairman.

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

To Expenditure.	Amount expended to 31st December, 1922.	Amount expended during Year.	Total.	By Receipts.	Amount received to 31st December, 1922.	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
<b>TOTAL EXPENDITURE</b> ...	103,997 8 9	...	103,997 8 9	<b>TOTAL RECEIPTS</b> ...	99,725 15 2	...	99,725 15 2
				By Balance ... ..	...	...	4,271 13 6
<b>TOTAL</b> ... ..	...	£ 103,997 8 9		<b>TOTAL</b> ... ..	...	£ 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, 1923.**

	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, 1924.	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
				45,167	0	0
<i>Deduct</i> balance at Debit (as per Capital Account No. 4)	...	...	...	4,271	13	7
<b>TOTAL</b>	...	...	...	<b>40,895</b>	<b>6</b>	<b>5</b>

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

See Statement.	Gross Receipts.	Expenditure.	Net Receipts.	Year 1922.		
				Gross Receipts.	Expenditure.	Net Receipts.
	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d
10 Railway	8,213 1 10	11,266 1 0	Loss. 3,052 19 2	8,416 11 1	11,398 5 1	Loss. 2,981 14 0
Proportion of Amount Receivable under Irish Railways (Settlement of Claims) Act, 1921			3,756 0 0			3,425 0 0
Miscellaneous Receipts (Net)—						
Rents from Houses and Lands	...	...	Dr. 56 7 0			50 6 10
Other Rents, including Lump-sum Tolls	...	...	9 13 0			7 18 2
Transfer Fees	...	...	0 10 0			1 5 0
General Interest	...	...	124 18 3			38 9 4
Income Tax recovered	...	...	423 3 0			...
<b>Total Net Income</b>	...	...	£ 1204 18 1			541 5 4

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

	£	s	d	£	s	d
Balance brought forward from last year's Account	850	16	6			
Net Income (as per Statement No. 8)	1,204	18	1	1,459	10	8
<b>TOTAL</b>	<b>2,055</b>	<b>14</b>	<b>7</b>	<b>2,000</b>	<b>16</b>	<b>0</b>
<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	...	...	...	1,149	19	6
Balance after Payment of Fixed Charges	905	15	1			850 16 6
Balance carried forward to next year's Accounts	905	15	1			850 16 6

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

NIL

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

Dr.

Cr.

	To Expenditure.		Year 1922		Percentage of Traffic Receipts.		By Gross Receipts.		Year 1922		Percentage of Traffic Receipts.		
	£	s d	£	s d	1923	1922	PER CENT.	PER CENT.	£	s d	1923	1922	
<i>See Abstracts.</i>													
A—Maintenance and Renewal of Way and Works	2,844	9 1	3,768	18 2	34.63	44.78	Passenger Train Traffic:—						
B—Maintenance and Renewal of Rolling Stock—							Ordinary Passengers—						
(1) Locomotives	907	7 0	574	9 3			First Class	146	3 3	133	17 1		
(2) Carriages	426	12 4	323	1 1			Second Class	328	9 1	354	19 5		
(3) Wagons	656	13 11	481	7 6			Third Class	2,779	12 11	2,865	5 0		
C—Locomotive Running Expenses	2,796	1 4	1,378	17 10	34.24	16.39	Season Tickets—			3,254	5 3	3,354	1 6
D—Traffic Expenses	2,598	9 5	2,635	1 10			First Class	1	4 4	1	4 4		
E—General Charges	5,394	10 9	5,229	9 0	65.68	62.13	Second Class	...		...			
Iaw Charges	716	7 11	751	12 8	8.72	8.93	Third Class	157	7 3	166	15 8		
Compensation (Accidents and Losses)—	5	11 4	...	...	.04	...	Total Receipts from Passengers	3,412	16 10	3,522	1 6		
Passengers (Insurance)	33	16 3	34	17 0			Mails	400	0 0	353	2 6		
Workmen	69	1 9	81	4 0			Parcels up to 2 cwt., Parcels Post, and Excess Luggage	524	11 9	535	19 10		
Damage and Loss of Goods, Property, &c.	17	16 10	11	8 0			Other Merchandise by Passenger Trains	264	17 1	206	8 9		
Rates	120	14 10	127	9 0	1.47	1.51	Total Passenger Train Receipts	4,602	5 8	4,617	12 7	56.04	
Taxes	83	5 2	89	8 7	1.02	1.06	Goods Train Traffic—						
National Insurance—	...	...	Cr. 20	6 0	...	Cr. 24	Merchandise	2,453	1 3	2,744	3 1		
Health	38	6 3	37	10 0			Live Stock	379	7 0	377	18 10		
Unemployment	34	3 10	35	5 10			Coal, Coke and Patent Fuel	453	11 1	406	6 7		
Miscellaneous	72	10 1	72	15 10	.88	.87	Other Minerals	324	16 10	270	10 0		
Total Expenditure	11,266	1 0	11,398	5 1	137.17	135.43	Total Goods Train Receipts	3,610	16 2	3,798	18 6	43.96	
							Total Traffic Receipts	8,213	1 10	8,416	11 1	100.00	
							Loss on Working	3,052	19 2	2,981	14 0		
<b>TOTAL</b>	<b>£11,266</b>	<b>1 0</b>	<b>£11,398</b>	<b>5 1</b>			<b>TOTAL</b>	<b>£11,266</b>	<b>1 0</b>	<b>£11,398</b>	<b>5 1</b>		

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

					Year 1922		
Superintendence—					£ s d	£ s d	£ s d
Salaries ... ..	...	...	...	...	103 8 10		138 18 0
Office Expenses, etc. ... ..	...	...	...	...	1 11 9		5 0 0
						105 0 7	
Maintenance of Roads, Bridges and Works—							
Bridges, Tunnels, Culverts, Retaining Walls and other Works ... ..	...	...	...	...	31 0 3		49 15 5
Roads and Fences .. ..	...	...	...	...	269 14 3		107 5 4
						300 14 6	
Maintenance of Permanent Way—							
Renewal of Running Lines—							
Wages ... ..	...	...	...	...	...		...
Materials ... ..	...	...	...	...	...		...
Repair of Running Lines and Sidings—							
Wages ... ..	...	...	...	...	1,579 6 8		1747 9 11
Materials ... ..	...	...	...	...	674 8 2		1351 18 6
						2,253 14 10	
Maintenance of Signalling ... ..	...	...	...	...	25 2 1		4 19 7
Maintenance of Telegraphs ... ..	...	...	...	...	7 4 8		93 12 3
						32 6 9	
Maintenance of Stations and Buildings—							
Stations, Depots and Offices ... ..	...	...	...	...	79 13 4		124 18 11
Engine and Carriage Sheds, Workshops, and other Buildings ... ..	...	...	...	...	72 19 1	152 12 5	85 0 3
<b>TOTAL</b> ... ..	...	...	...	...		£ 2,844 9 1	3768 18 2

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

**(1) Locomotives.**

**(2) Carriages.**

				Year 1922			
Superintendence—							
Salaries ... ..	...	...	...	...	£ s d	£ s d	£ s d
Office Expenses ... ..	...	...	...	...	51 14 6		69 8 0
					9 8 6	61 3 0	10 3 11
Repairs and Partial Renewals—							
Wages ... ..	...	...	...	...	342 2 7		205 8 2
Materials .. ..	...	...	...	...	371 4 4		191 16 0
						723 6 11	
Workshop Expenses—							
Repair and Renewals of Machinery and Plant ... ..	...	...	...	...		122 17 1	87 13 2
Other Expenses ... ..	...	...	...	...		10 0 0	10 0 0
<b>TOTAL</b> ... ..	...	...	...	...	£ 907 7 0		574 9 3

				Year 1922			
Superintendence—							
Salaries ... ..	...	...	...	...	£ s d	£ s d	£ s d
Office Expenses ... ..	...	...	...	...	51 14 1		69 8 0
						51 14 1	1 10 0
Repairs and Partial Renewals:							
Wages ... ..	...	...	...	...	149 0 2		164 10 11
Materials ... ..	...	...	...	...	215 13 9		77 14 9
						364 13 11	
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant ... ..	...	...	...	...	10 4 4		9 17 5
Other Expenses ... ..	...	...	...	...		10 4 4	...
<b>TOTAL</b> ... ..	...	...	...	...	£ 426 12 4		323 1 1

**(3) Wagons.**

					Year 1922		
Superintendence—					£ s d	£ s d	£ s d
Salaries ... ..	...	...	...	...	51 14 1		69 8 0
Office Expenses ... ..	...	...	...	...	0 10 3		1 7 6
						52 4 4	
Repairs and Partial Renewals—							
Wages ... ..	...	...	...	...	238 16 1		181 0 7
Materials ... ..	...	...	...	...	358 4 10		214 13 1
						597 0 11	
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant ... ..	...	...	...	...	7 8 8		14 18 4
Other Expenses ... ..	...	...	...	...	..		...
						7 8 8	...
<b>TOTAL</b> .. ..	...	...	...	...	£ 656 13 11		481 7 6

**ABSTRACT C—LOCOMOTIVE RUNNING EXPENSES.**

	Year 1922		
	£ s d	£ s d	£ s. d.
Superintendence— Salaries ... ..	103 8 6		138 18 0
Office Expenses ... ..	1 15 6		2 11 0
		105 4 0	
Steam Train Working— Wages connected with the Running of Locomotive En- gines ... ..	1183 5 3		1152 3 6
Fuel ... ..	1387 0 11		1205 15 0
Water ... ..	38 6 0		42 9 10
Lubricants ... ..	66 12 2		68 6 2
Other Stores, including Cloth- ing ... ..	15 13 0		24 18 4
Miscellaneous ... ..			
		2,690 17 4	
<b>TOTAL ... ..</b>	<b>£ 2,796 1 4</b>		<b>2,635 1 10</b>

**ABSTRACT D—TRAFFIC EXPENSES.**

	Year 1922		
	£ s d	£ s d	£ s. d.
Salaries and Wages— Stationmasters and Clerks ...	1109 12 10		1096 12 10
Signalmen and Gatemen ...	70 7 3		72 12 10
Porters, &c. ... ..	885 13 7		886 13 7
Guards ... ..	212 6 5		200 6 5
		2278 0 1	2256 0 1
Fuel, Lighting, Water, and General Stores ...	61 2 9		45 12 9
Clothing ... ..	32 5 9		45 12 9
Printing, Advertising, Stationery, Stamps, and Tickets ... ..		96 7 8	89 7 8
Wagon Covers, &c. ... ..	28 17 4		61 17 4
Lubricating, and Lighting of Vehicles ...	41 1 3		50 1 3
Railway Clearing House Expenses ...	55 14 7		40 14 7
Miscellaneous Expenses ... ..	5 0 0		4 0 0
<b>TOTAL ... ..</b>	<b>£ 2598 9 5</b>		<b>2594 9 5</b>

**ABSTRACT E—GENERAL CHARGES.**

	Year 1922	
	£ s d	£ s. d.
Auditors .. ..	6 6 0	6 6 0
Salaries of Secretary, General Manager and Clerks	629 0 5	636 16 0
Office Expenses, ditto. ditto. ...	43 4 8	31 16 7
Fire Insurance ... ..	23 4 0	26 19 3
Miscellaneous Expenses ... ..	14 12 9	49 14 10
<b>TOTAL ... ..</b>	<b>£ 716 7 11</b>	<b>751 12 8</b>

**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.**

(Not applicable to this Company.)

**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.)

**No. 18—GENERAL BALANCE SHEET.**

Dr.	Year 1922		Cr.	Year 1922	
	£ s d	£ s. d.		£ s d	£ s.
To Unpaid Interest and Dividends	88 0 6	88 0 6	By Capital Account, Balance at Debit thereof, as per Account No. 4 ...	4,271 13 7	4,271 13
Interest payable or accruing and provided for ...	563 19 9	563 19 9	Cash at Bankers and in hand £987 0 3		2,378 16
Amount due to Railway Companies and Committees ...	57 9 10	496 13 1	„ on Deposit at Interest 2,000 0 0	2,987 0 3	
Amount due Ry. Clearing Houses	190 12 9	236 13 8	Stock of Stores and Materials ...	612 15 8	862 9
Accounts payable ...	662 18 2	869 10 5	Outstanding Traffic Accounts ...	158 9 4	153 17
General Reserve Fund ...	2,500 0 0	2,500 0 0	Amount due by Postmaster-General	100 0 0	100 0
Locomotive Renewal Account	2,218 2 3	2,218 2 3	Miscellaneous Accounts ...	56 19 6	56 19
Balance, per Account No. 9 ...	905 15 1	850 16 6			
Irish Railways (Settlement of Claims) Act Account, Balance ...	1,000 0 0				
<b>£ 8,186 18 4</b>		<b>7,823 16 2</b>		<b>£ 8,186 18 4</b>	<b>7,823 16</b>



## 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 1922
	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 1922.	
	M.	Ch.	M.	Ch.
Lines Owned by the Company	16	11	16	11

#### II—ROLLING STOCK.

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

Description.	Number.	Year 1922.
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 1922.	
		1st Class	2nd Class	3rd Class	Total.	Number	Seats.
<b>PASSENGER CARRIAGES</b>							
Carriages of uniform Class ...	9	...	...	500	500	10	520
Composite Carriages ...	3	48	60	30	138	3	138
Miscellaneous ...	...	...	...	...	...	...	...
<b>Total Passenger Carriages ...</b>	<b>12</b>	<b>48</b>	<b>60</b>	<b>530</b>	<b>638</b>	<b>13</b>	<b>658</b>
<b>OTHER COACHING VEHICLES.</b>							
Luggage, Parcel, and Brake Vans	2					2	
<b>Total Coaching Vehicles ...</b>	<b>14</b>					<b>15</b>	

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

	Number.	Year 1922.	
		Number	Seats
Open Wagons— Under 8 tons ...	39	...	39
Covered Wagons— Under 8 tons .	15	...	15
Cattle Trucks ...	5	...	5
<b>TOTAL</b> ...	<b>59</b>	...	<b>59</b>

**(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—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 (IF ANY).**

(Not applicable to this Company.)

	Year 1922	In Company's Workshops, Number.	Year 1922
Locomotives repaired— Heavy repairs	...	1	2
Light "	...	20	16
Locomotives under or awaiting repair at end of year	...	1	1
Coaching Vehicles—			
Carriages repaired— Heavy repairs	...	4	5
Light "	...	30	25
Carriages under or awaiting repair at end of year	...	1	1
Others repaired— Heavy repairs	...	1	1
Light "	...	5	4
Others under or awaiting repair at end of year	...	...	1
Wagons repaired— Heavy repairs	...	15	22
Light "	...	36	38
Wagons under or awaiting repair at end of year	...	4	4

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

	Year 1922	Year 1922
Quantities of principal materials used—		
Ballast	1,025 Yards.	2,520 Yards
Fencing	1/4 Mile.	1/2 Mile.
Rails	...	21 Tons.
Sleepers	1,567	2,550
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	...	...

XII—ENGINE MILEAGE.

	Year 1922.									
	Train Miles. (Loaded Trains).		Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey).		Total Engine Miles.	Other Miles (Assisting, Light, &c.).	Shunting Miles.		Total Engine Miles.	
	Coaching	Goods.	Coaching	Goods.			Coaching.	Goods.		
A.—MILES RUN IN RELATION TO THE COMPANY'S RECEIPTS :— Over the Company's System by the Company's Engines	23,664	8,960	23,696	8,960	38,366	100	1,855	3,755	41	37,246
B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE— By the Company's Engines over Lines owned, Leased, or worked by the Company	23,664	8,960	23,696	8,960	39,246	980	1,855	3,755	2,409	39,614
C.—MILES RUN BY THE COMPANY'S ENGINES :— STEAM TENDER AND TANK ENGINES :— Over Lines owned, Leased, or worked by the Company	23,664	8,960	23,696	8,960	39,246	980	1,855	3,755	2,409	39,614

## XIII—PASSENGER TRAFFIC and RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1922			
					Number	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
						£	d.	
Ordinary—		£	d.			£	d.	
1st Class ... ..	1,168	146	30.00	573	894	134	35.97	612
2nd „ ... ..	2,728	328	28.85	1,995	2,919	355	29.18	2,329
3rd „ ... ..	50,911	2,780	13.10	38,608	48,399	2,865	14.40	41,705
Total ... ..	54,807	3,254	14.25	41,176	52,212	3,354	15.41	44,646
Season *								
1st Class ... ..	...	1	...	...	...	1	...	...
2nd „ ... ..	...	...	...	...	...	...	...	...
3rd „ ... ..	28	157	...	26	28	167	...	27

\*Calculated on an annual basis.

## XIV—GOODS TRAFFIC and RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1922			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
					Tons	£	d.	Tons
Merchandise ... ..	7,083	2,453	83.11	4,806	8,747	2,744	75.28	6,329
Coal, Coke, and Patent Fuel	2,251	454	48.40	43	2,095	406	46.51	143
Other Minerals ... ..	1,745	325	44.70	1,214	1,463	271	44.45	1,248
TOTAL ... ..	11,079	3,232	70.01	6,063	12,305	3,421	66.72	7,720
	Number.			Number originating on the Company's System.	Number.			Number originating on the Company's System.
Live Stock ... ..	5,028	379	...	5,028	5,130	378	...	5,130

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

Originating on the Company's System.	Tons.	Year 1922.	
		Tons.	
Ale and Porter (including empties) ... ..	29	35	
Bacon and Hams, Butter and Eggs ... ..	177	201	
Bricks, common ... ..	...	4	
Flour and Bran, Sharps and other Flour Mill Offal	299	257	
Grain ... ..	158	310	
Groceries (excluding Bacon, Hams and Butter) ...	73	70	
Manure ... ..	409	420	
Oil Cake and Cattle Foods ... ..	561	573	
Potatoes ... ..	2,222	3,498	
Timber ... ..	15	22	
Sand and Gravel ... ..	1,126	1,111	
Lime ... ..	36	91	

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

Originating on the Company's System.	Number	Year 1922.	
		Number	
Horses ... ..	...	...	...
Cattle ... ..	2,445	2,289	
Calves ... ..	79	72	
Sheep ... ..	2,467	2,757	
Pigs ... ..	37	12	
Miscellaneous ... ..	...	...	...
TOTAL ... ..	5,028	5,130	

## XVI.—SUMMARY OF FINANCIAL RESULTS SECURED.

	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923
	£	£	£	£	£	£	£	£	£	£
Total Expenditure on Capital Account (No. 4) ...	103,997	103,997	103,997	103,997	103,997	103,997	103,997	103,997	103,997	103,997
Gross Receipts from Businesses cd. on by Co. (No. 8)	5,944	5,481	6,043	...	...	...	...	...	8,416	8,213
Revenue Expenditure on ditto (No. 8) ... ..	4,208	4,420	5,042	...	...	...	...	...	11,398	11,266
Net Receipts of ditto (No. 8) ... ..	1,736	1,061	1,001	1,214	1,116	1,188	1,126	Dr. 658	Dr. 2,982	Dr. 3,051
Miscellaneous Receipts net (No. 8) ... ..	46	46	47	42	44	46	103	1,352	3,523	4,258
Total Net Income (No. 8) ... ..	1,782	1,106	1,048	1,256	1,160	1,234	1,229	694	541	1,208
Interest, Rentals, and other Fixed Charges (No. 9) ...	1,221	1,210	1,210	1,216	1,179	1,147	1,140	1,142	1,150	1,150
Appropriation to Locomotive Renewal Account ...	561	...	...	...	...	...	...	...	...	...
Brought forward from previous year ... ..	1,977	1,977	1,873	1,710	1,750	1,731	1,818	1,907	1,460	851
Carried forward to next year ... ..	1,977	1,873	1,710	1,750	1,731	1,818	1,907	1,460	851	906

HAMILTON M'ALLEN, 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.

11th February, 1924.

J. A. Q. BRADSHAW, *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 good working order and repair.

11th February, 1924.

J. A. Q. BRADSHAW, *Locomotive Superintendent.*

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(Signed for the Board of Directors).

R. P. WOODSIDE, *Chairman of the Company.*

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

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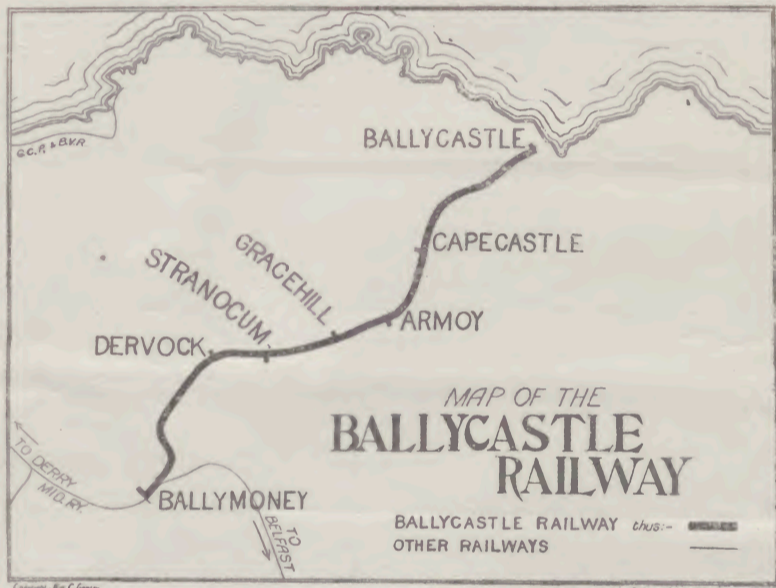
**Auditors' Certificate.**

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We hereby certify that we have examined the Accounts of the Ballycastle Railway Company for year ending 31st December, 1923, and that the foregoing contains a full and true Statement of the financial condition of the Company.

THOMAS B. HAMILTON, }  
H. A. M'ALISTER, } *Auditors.*

BALLYMONEY, 9th February, 1924.





**Ballycastle Railway Company.**

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**Report of the Directors**

AND

**Statement of Accounts**

*Year ended 31st December, 1923.*

---

NOTICE is hereby given, that the Annual Ordinary General Meeting of the Shareholders of the Company will be held in the COMPANY'S OFFICE, RAILWAY STATION, BALLYMONEY, on Friday, 29th day of February, 1924, 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 18th February until after the Meeting.

(By Order).

HAMILTON M'ALLEN,  
SECRETARY.

*Ballymoney, 8th February, 1924.*



**Gallinrobe and Claremorris Light Railway  
Company, Limited.**

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**REPORT OF DIRECTORS**

AND

**STATEMENT OF ACCOUNTS**

FOR

SIX MONTHS ENDED 31<sup>ST</sup> OCTOBER, 1923,

TO BE

**SUBMITTED TO THE PROPRIETORS**

AT THE

**Sixty-eighth Ordinary General Meeting**

TO BE HELD AT THE

OFFICES OF THE COMPANY,

*41, DAME STREET, DUBLIN,*

ON FRIDAY, 24<sup>TH</sup> OCTOBER, 1924,

AT 12 O'CLOCK, NOON.

**Directors :**

DAVID TELFORD, Esq., F.C.A., Northcote, Temple Gardens,  
Rathmines, Dublin.

WILFRED FITZGERALD, Esq., 1 St. Andrew Street, Dublin.

JOSEPH TATLOW, Esq., Kalafat, Dalkey, Co. Dublin.

Hallinrobe and Claremorris Light Railway Company.  
LIMITED.

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DIRECTORS' REPORT.

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*Directors' Report and Statement of Accounts for Half-year ended 31st October, 1923, to be submitted to the Shareholders at the Sixty-eighth Ordinary General Meeting of the Company, to be held at the Company's Offices, 41 Dame Street, Dublin, on Friday, 24th October, 1924, at 12 o'clock, noon*

---

The Directors have pleasure in submitting their Report and Statement of Accounts for the Half-year ended 31st October, 1923, duly audited.

The Government Control of the Irish Railways terminated on the 15th August, 1921. The Irish Railways' (Settlement of Claims) Act, 1921, however, provides that until further provision is made by the Council of Ireland the amount payable to Owning Companies under Working Agreements shall be the same as in the datum period ended in the year 1913.

The Revenue of the Company, therefore, from Traffic Receipts is on the same basis as it was during Government Control, namely, 50 per cent. of the Gross Traffic Receipts for the datum half-year ended 31st October, 1913. For this period the total Receipts amounted to £2,172 14s. 2d., 50 per cent. of which, as heretofore, is retained by the Midland Great Western Railway Company for Working, as per Agreement, and 50 per cent.—£1,086 7s. 1d. plus Interest and Transfer Fees constitutes the Revenue of the Company for the half-year under report.

By Account No. 11 it will be seen that the amount to be contributed by the Mayo County Council is £808 18s. 2d.

D. TELFORD, *Chairman.*

A. WRIGHT, *Secretary.*

41 DAME STREET, DUBLIN,

25th July, 1924.

BALLINROBE AND CLAREMORRIS LIGHT RAILWAY COMPANY, LIMITED.

*Statement of Accounts, made up to 31st October, 1923.*

No. 1—STATEMENT OF CAPITAL AUTHORISED.

ORDER IN COUNCIL		5 per cent. Guaranteed Shares	Unguaranteed Shares
		£ s. d.	£ s. d.
The Ballinrobe and Claremorris Light Railway Order, 1890		71,644 0 0	18,356 0 0

No. 2—STATEMENT OF SHARE CAPITAL CREATED, SHOWING PORTION RECEIVED

DESCRIPTION	Amount Created			Amount Received			Calls in Arrear			Amount not yet Called Up			Amount Unissued		
	£	s	d.	£	s	d.	£	s	d.	£	s	d.	£	s	d.
Five per cent. Guaranteed Shares	71,644	0	0	71,640	0	0	NIL.	NIL.	NIL.	NIL.	NIL.	4	0	0	
Unguaranteed Shares	18,356	0	0	NIL.			NIL.	NIL.	NIL.	NIL.	NIL.	18,356	0	0	
Total	£90,000	0	0	£71,640	0	0	NIL.	NIL.	NIL.	NIL.	NIL.	£18,360	0	0	

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

NIL

No. 4—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

	Amount expended to 30th April, 1923	Amount expended during Half-year 31st October, 1923	Total	BY RECEIPTS— Guaranteed Shares per Account No. 2	Amount received to 30th April, 1923	Amount received during Half-year 31st October, 1923	Total amount received
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
To EXPENDITURE— Amount expended on Line, per Engineers' Certificates	71,640 0 0	—	71,640 0 0		71,640 0 0	—	71,640 0 0
	71,640 0 0	—	71,640 0 0		71,640 0 0	—	71,640 0 0

No. 5—DETAILS OF CAPITAL EXPENDITURE FOR THE HALF-YEAR ENDED 31st OCTOBER, 1923.

NIL

No. 6—RETURN OF WORKING STOCK.

NIL.

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

NIL.

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

	£	s.	d.
Guaranteed Capital created, but not yet issued, per Account No. 2	4	0	0
do.			
Un-guaranteed	18,356	0	0
	£18,360	0	0

## No. 9—REVENUE ACCOUNT.

	£	s.	d.		£	s.	d.
To Traffic Charges, see Abstract D . . .	25	9	3				
General Charges, see Abstract E . . .	100	10	10				
" Balance . . .	982	1	10				
By Amount of Receipts payable in respect of half-year to 31st October, 1923, under the provisions of Order in Council dated 22nd December, 1916, and the Irish Railways (Settlement of Claims) Act, 1921, being the Traffic Receipts for the datum half-year, viz.:—to 30th April, 1913 . . .				2,172	14	2	
<u>Less Amount retained by M.G.W.R. Co. under agreement for working, viz.: 50 per cent. . .</u>				1,086	7	1	
					1,086	7	1
By Transfer Fees . . .				-	-	-	2
" Interest . . .				-	-	-	14
					-	-	0
					-	-	19
					-	-	0
					-	-	10
				£1,108	1	11	£1,108
							1
					1,086	7	1

## No. 10—NET REVENUE ACCOUNT.

	£	s.	d.		£	s.	d.
To Balance, see Account No. 13 . . .	982	1	10				
By Balance, Revenue Account No. 9 . . .							982
							1
							10

## No. 11—PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

Six Months' Dividend (subject to deduction for Income Tax) to 31st Oct., 1923, at 5 per cent. on £71,640	£982	1	10	£	1,791	0	0
Available from Net Revenue Account No. 10	808	18	2				
Amount to be contributed by Mayo County Council					1,791	0	0



No. 12—ABSTRACTS.

A. MAINTENANCE OF WAY AND WORKS.		
NIL.		
B. LOCOMOTIVE POWER.		
NIL.		
C. REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.		
NIL.		
D. TRAFFIC EXPENSES.		
Half-year ended 31st Oct., 1922		Half-year ended 31st Oct., 1923
£ s. d. 15 17 2	Clearing House Expenses	£ s. d. 25 9 3
£15 17 2		£25 9 3
E. GENERAL CHARGES.		
Half-year ended 31st Oct., 1922		Half-year ended 31st Oct., 1923
£ s. d. 9 12 0	Directors' Fees	£ s. d. 9 16 0
9 9 0	Auditors' Fees	4 4 0
10 17 0	Government Arbitrators' Fees and Expenses	10 11 0
32 10 0	Salaries	32 10 0
32 5 9	Printing, Stationery, Books and Office Charges	24 3 10
...	Miscellaneous Expenses	...
...	Legal Charges	...
21 1 11	Rates and Taxes	14 1 0
...	Survey Fees	...
...	County Council Auditor's Fees	5 5 0
£115 15 8		£100 10 10

No. 13—GENERAL BALANCE SHEET

	£	s.	d.		£	s.	d.
<b>TO NET REVENUE ACCOUNT—</b>							
Balance at Credit thereof, as per Account No. 10	982	1	10	By Cash on Current, Deposit, and Dividend Accounts in National Bank, Ltd., and Interest accrued	2,755	9	11
Balance at Credit of Net Revenue Account at 30th April, 1923	822	19	10	„ Midland Great Western Railway Co., Amount due by them	547	16	0
„ Dividend Warrants outstanding at Bankers	204	1	9				
„ Baronia! Guarantee—Amount contributed by Galway County Council for half-year to 30th April, 1923	968	0	2				
„ Sundry Creditors	84	4	4				
„ Income Tax Account	241	18	0				
	£3,303	5	11		£3,303	5	11

No. 14—MILEAGE STATEMENT

	Miles Authorised	Miles Constructed	Miles to be Constructed	Miles worked by Engines
Line Owned by Company	12	12	—	12

No. 15—STATEMENT OF TRAIN MILEAGE.

Six Months ended 31st Oct., 1922		Six Months ended 31st Oct., 1923
12,276	Passengers, Goods, and Cattle Trains	15,677

D. TELFORD,  
W. FITZGERALD } *Directors.*

AUDITORS' REPORT

We report to the Shareholders that we have examined the foregoing Accounts and Balance Sheet with the Books of the Company and the Vouchers relating thereto and have obtained all the information and explanations required by us. In our 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 our information, and the explanations given to us, and as shown by the Books of the Company; and we further certify that they have been prepared in accordance with the provisions of Agreement entered into with His Majesty's Government, and which are continued in Irish Railways' (Settlement of Claims) Act, 1921. Clause 3.



# Ballinrobe and Claremorris Light Railway Company LIMITED.

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NOTICE is hereby given that the Sixty-eighth Ordinary General Half-yearly Meeting of the Shareholders of the Company will be held at the Company's Offices, 41 Dame Street, Dublin, on Friday, 24th October, 1924, at 12 o'clock, noon, to receive the Directors' Report, and for other General Business of the Company.

The Transfer Books of the Company will be closed from the 17th to the 31st October, 1924, both days inclusive.

Dated this 16th day of October, 1924.

By Order,

A. WRIGHT,

*Secretary.*

OFFICES—41 DAME STREET, DUBLIN

Ballinrobe and Claremorris Light Railway  
Company, Limited.

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REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS

FOR

SIX MONTHS ENDED 30th APRIL, 1923,

TO BE

SUBMITTED TO THE PROPRIETORS

AT THE

Sixty-seventh Ordinary General Meeting

TO BE HELD AT THE

OFFICES OF THE COMPANY,

*41, DAME STREET, DUBLIN,*

ON FRIDAY, 25th APRIL, 1924,

AT 12 O'CLOCK, NOON.

**Directors :**

DAVID TELFORD, Esq., F.C.A., Northcote, Temple Gardens.  
Rathmines, Dublin.

WILFRED FITZGERALD, Esq., 1 St. Andrew Street, Dublin.

JOSEPH TATLOW, Esq., Kalafat, Dalkey, Co. Dublin.

Ballinrobe and Claremorris Light Railway Company.  
LIMITED.

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DIRECTORS' REPORT.

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*Directors' Report and Statement of Accounts for Half-year ended 30th April, 1923, to be submitted to the Shareholders at the Sixty-seventh Ordinary General Meeting of the Company, to be held at the Company's Offices, 41 Dame Street, Dublin, on Friday, 25th April, 1924, at 12 o'clock, noon.*

---

The Directors have pleasure in submitting their Report and Statement of Accounts for the Half-year ended 30th April, 1923, duly audited.

The Government Control of the Irish Railways terminated on the 15th August, 1921. The Irish Railways' (Settlement of Claims) Act, 1921, however, provides that until further provision is made by the Council of Ireland the amount payable to Owning Companies under Working Agreements shall be the same as in the datum period ended in the year 1913.

The Revenue of the Company, therefore, from Traffic Receipts is on the same basis as it was during Government Control, namely, 50 per cent. of the Gross Traffic Receipts for the datum half-year ended 30th April, 1913. For this period the total Receipts amounted to £1,871 16s. od., 50 per cent. of which, as heretofore, is retained by the Midland Great Western Railway Company for Working, as per Agreement, and 50 per cent.—£935 18s. 3d. plus Interest and Transfer Fees constitutes the Revenue of the Company for the half-year under report.

By Account No. 11 it will be seen that the amount to be contributed by the Mayo County Council is £968 os. 2d.

Mr. Joseph Tatlow retires by rotation from the Board, and, being eligible, offers himself for re-election.

The Auditors, Messrs. Craig, Gardner & Co., also retire, and offer themselves for re-election.

D. TELFORD, *Chairman.*

A. WRIGHT, *Secretary.*

41 DAME STREET, DUBLIN,

*3rd January, 1924.*



# BALLINROBE AND CLAREMORRIS LIGHT RAILWAY COMPANY, LIMITED.

*Statement of Accounts, made up to 30th April, 1923.*

## No. 1—STATEMENT OF CAPITAL AUTHORISED.

ORDER IN COUNCIL		5 per cent. Guaranteed Shares		Unguaranteed Shares		
	£	s.	d.	£	s.	d.
The Ballinrobe and Claremorris Light Railway Order, 1890	71,644	0	0	18,356	0	0

## No. 2—STATEMENT OF SHARE CAPITAL CREATED, SHOWING PORTION RECEIVED

DESCRIPTION	Amount Created			Amount Received			Calls in Arrear			Amount not yet Called Up			Amount Unissued		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Five per cent. Guaranteed Shares	71,644	0	0	71,640	0	0	NIL.	NIL.	NIL.	NIL.	NIL.	4	0	0	
Unguaranteed Shares	18,356	0	0	NIL.			NIL.	NIL.	NIL.	NIL.	NIL.	18,356	0	0	
Total	£90,000	0	0	£71,640	0	0	NIL.	NIL.	NIL.	NIL.	NIL.	£18,360	0	0	

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

NIL

No. 4—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

	Amount expended to 31st October, 1922		Amount expended during Half-year 30th April, 1923		Total	---	Amount received to 31st October, 1922	Amount received during Half-year 30th April, 1923		Total amount received	
	£	s. d.	£	s. d.				£	s. d.		£
To EXPENDITURE— Amount expended on Line, per Engineers' Certificates	71,640	0 0	—	—	71,640	0 0	71,640	0 0	—	71,640	0 0
	71,640	0 0	—	—	71,640	0 0	71,640	0 0	—	71,640	0 0
						By RECEIPTS—					
						Guaranteed Shares per Account No. 2					

No. 5—DETAILS OF CAPITAL EXPENDITURE FOR THE HALF-YEAR ENDED 30th APRIL, 1923.

NIL

No. 6—RETURN OF WORKING STOCK.

NIL.

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

NIL.

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

	£	s.	d.
Guaranteed Capital created, but not yet issued, per Account No. 2		4	0
do.		0	0
Unguaranteed do.	18,356	0	0
	£18,360	0	0



No. 12—ABSTRACTS.

A. MAINTENANCE OF WAY AND WORKS.		
NIL.		
B. LOCOMOTIVE POWER.		
NIL.		
C. REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.		
NIL.		
D. TRAFFIC EXPENSES.		
Half-year ended 30th April, 1922		Half-year ended 30th April, 1923
£ s. d. 39 14 1	Clearing House Expenses	£ s. d. 19 2 10
£39 14 1		£19 2 10
E. GENERAL CHARGES.		
Half-year ended 30th April, 1922		Half-year ended 30th April, 1923
£ s. d. 10 0 0	Directors' Fees	£ s. d. 9 16 0
4 4 0	Auditors' Fees	4 4 0
10 15 0	Government Arbitrators' Fees and Expenses	10 3 2
32 10 0	Salaries	32 10 0
35 15 3	Printing, Stationery, Books and Office Charges	18 11 9
43 1 0	Rates and Taxes	21 1 11
12 12 0	Annual Inspection of Line	12 12 0
10 10 0	County Council Auditor's Fees	5 5 0
£159 7 3		£114 3 10

No. 13—GENERAL BALANCE SHEET.

	£	s.	d.		£	s.	d.
<b>TO NET REVENUE ACCOUNT—</b>				<b>By Cash on Current, Dividend and Deposit</b>			
Balance at Credit thereof, as per Account No. 10	822	19	10	Accounts in National Bank, Ltd.	2,264	6	1
Balance at Credit of Net Revenue Account at 31st October, 1922	977	2	6	Midland Great Western Railway Co., Amount due by them	511	2	7
Baronial Contribution to 31st October, 1922	813	17	6	Income Tax Account	108	7	0
Dividend Warrants outstanding at Bankers	201	5	1				
Sundry Creditors	68	10	9				
	<hr/>						
	£2,883	15	8		£2,883	15	8

No. 14—MILEAGE STATEMENT

	Miles Authorised	Miles Constructed	Miles to be Constructed	Miles worked by Engines
Line Owned by Company	12	12	—	12

No. 15—STATEMENT OF TRAIN MILEAGE.

Six Months ended 30th April, 1922		Six Months ended 30th April, 1923
16,458	Passengers, Goods, and Cattle Trains	9,563

AUDITORS' REPORT

D. TELEFORD,  
W. FITZGERALD } *Directors.*

We report to the Shareholders that we have examined the foregoing Accounts and Balance Sheet with the Books of the Company and the Vouchers relating thereto and have obtained all the information and explanations required by us.

In our 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 our information, and the explanations given to us, and as shown by the Books of the Company; and we further certify that they have been prepared in accordance with the provisions of Agreement entered into with His Majesty's Government, and which are continued in Irish Railways' (Settlement of Claims) Act, 1921, Clause 3.



# Ballinrobe and Claremorris Light Railway Company LIMITED.

---

NOTICE is hereby given that the Sixty-seventh Ordinary General Half-yearly Meeting of the Shareholders of the Company will be held at the Company's Offices, 41 Dame Street, Dublin, on Friday, 25th April 1924, at 12 o'clock, noon, to receive the Directors' Report, and for other General Business of the Company.

The Transfer Books of the Company will be closed from the 16th to the 30th April, 1924, both days inclusive.

Dated this 17th day of April, 1924.

By Order,

A. WRIGHT,

*Secretary.*

OFFICES—41 DAME STREET, DUBLIN.



# **BANTRY EXTENSION RAILWAY.**

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Cork, Bandon and South Coast  
Railway Company.

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## **REPORT OF DIRECTORS**

AND

## **STATEMENT OF ACCOUNTS**

OF THE

### **BANTRY EXTENSION RAILWAY**

*For the Year ended 31st DECEMBER, 1923.*

TO BE

Submitted to the Proprietors of the Bantry Extension Railway

• AT THEIR

**EIGHTY-FIRST GENERAL MEETING**

TO BE HELD AT THE COMPANY'S OFFICES AT

**ALBERT QUAY, CORK,**

ON

*THURSDAY, 21st FEBRUARY, 1924.*

AT 11.35 O'CLOCK, A.M.



**Directors.**

THEODORE F. CARROLL, *Chairman*, Cork.

COLONEL JAMES M. SUGRUE, Cork, *Deputy Chairman*.

JOSEPH PIKE, Cork.

DR. WILLIAM L. MURPHY, Dublin.

RT.-HON. JONATHAN HOGG, Dublin

T. J. CANTY, Clonakilty.

ALFRED R. MACMULLEN, Cork.

REGINALD BENCE-JONES, Clonakilty.

HUGH FRENCH, Queenstown.

**Secretary.**

R. H. LESLIE.

**Offices.**

ALBERT QUAY, CORK



# BANTRY EXTENSION RAILWAY.

(CONSTRUCTED BY THE CORK, BANDON AND SOUTH COAST RAILWAY  
COMPANY AS A SEPARATE UNDERTAKING).

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The Directors beg to submit herewith to the Proprietors the Audited Accounts of the Bantry Extension Railway for the Year ended the 31st December, 1923.

Under the "Irish Railways (Settlement of Claims) Act 1921" the provision that in the case of lines worked by Companies at a percentage of Receipts or otherwise the sums paid to the owning Companies for the year ended next before 1st January, 1914 should be deemed to be the sums payable to the owning Companies under their working agreements during the period of Government control continues in force until the Council of Ireland otherwise provide. The Company's Traffic Receipts and Working Expenses for the year ended 31st December, 1923, are accordingly the same as those for the year 1913.

The Nett Receipts for the year 1923 are therefore taken as the same as for the year 1913, viz. :—	...	£6,159	4	11
From this sum there has to be deducted—				
12 Months Debenture Stock Interest	...	1,750	0	0
				<hr/>
Leaving a Nett Balance for the year of ...	...	£4,409	4	11
Of this Balance the Cork, Bandon and South Coast Railway Company retain for working expenses 70 per cent. ...	... ..	3,086	9	5
				<hr/>
Leaving available a sum of	... ..	£1,322	15	6
				<hr/>

which has been paid to the Cork County Council in reduction of the amount contributed by the Baronies as shewn in Account No 11.

THEODORE F. CARROLL, *Chairman*

Albert Quay,

Cork, 24th January, 1924.

## DETAILS OF EARNINGS.

YEAR	Gross Receipts		Deduct	Net Balance		Retained by	Balance	
	£	s. d.	Debiture Interest	£	£ s. d.	C. B. & S. C. R. Co. for Working Expenses	£	s. d.
1st July to 31st Dec., 1881 ...	1,396	13 10	875	521	13 10	521	13 10	—
1882 ...	2,936	16 7	1,750	1,186	16 7	1,186	16 7	—
1883 ...	3,257	5 8	1,750	1,507	5 8	1,507	5 8	—
1884 ...	3,126	0 6	1,750	1,376	0 6	1,376	0 6	—
1885 ...	3,314	19 8	1,750	1,564	19 8	1,564	19 8	—
1886 ...	3,208	17 1	1,750	1,458	17 1	1,458	17 1	—
1887 ...	3,242	7 10	1,750	1,492	7 10	1,492	7 10	—
1888 ...	3,426	19 10	1,750	1,676	19 10	1,676	19 10	—
1889 ...	3,965	17 7	1,750	2,215	17 7	2,215	17 7	—
1890 ...	4,207	19 10	1,750	2,457	19 10	2,457	19 10	—
1891 ...	4,933	10 11	1,750	2,283	10 11	2,283	10 11	—
1892 ...	3,725	7 7	1,750	1,975	7 7	1,975	7 7	—
1893 ...	3,083	6 8	1,750	1,333	6 8	1,333	6 8	—
1894 ...	3,439	17 7	1,750	1,689	17 7	1,689	17 7	—
1895 ...	3,873	4 1	1,750	2,123	4 1	2,123	4 1	—
1896 ...	3,923	7 7	1,750	2,173	7 7	2,173	7 7	—
1897 ...	4,063	3 9	1,750	2,313	3 9	2,313	3 9	—
1898 ...	3,912	3 4	1,750	2,162	3 4	2,162	3 4	—
1899 ...	4,266	12 8	1,750	2,516	12 8	2,516	12 8	—
1900 ...	4,642	16 5	1,750	2,892	16 5	2,892	16 5	—
1901 ...	4,753	17 3	1,750	3,003	17 3	3,003	17 3	—
1902 ...	5,108	5 9	1,750	3,358	5 9	3,022	9 2	335 16 7
1903 ...	5,009	14 11	1,750	3,259	14 11	2,933	15 5	325 19 6
1904 ...	4,952	19 8	1,750	3,202	19 8	3,202	19 8	—
1905 ...	5,307	8 7	1,750	3,557	8 7	3,201	13 9	355 14 10
1906 ...	5,750	8 2	1,750	4,000	8 2	3,200	6 7	800 1 7
1907 ...	5,526	0 7	1,750	3,776	0 7	3,020	16 4	755 4 3
1908 ...	5,537	10 2	1,750	3,787	10 2	3,030	0 1	757 10 1
1909 ...	5,765	3 9	1,750	4,015	3 9	3,212	3 0	803 0 9
1910 ...	5,965	0 5	1,750	4,215	0 5	3,372	0 4	843 0 1
1911 ...	5,963	16 10	1,750	4,213	16 10	3,371	1 6	842 15 4
1912 ...	5,905	15 11	1,750	4,155	15 11	3,324	12 9	831 3 2
1913 ...	6,159	4 11	1,750	4,409	4 11	3,086	9 5	1,322 15 6
1914 ...	5,903	11 11	1,750	4,153	11 11	3,322	17 7	830 14 4
1915 ...	6,201	17 7	1,750	4,451	17 7	3,116	6 4	1,335 11 3
1916 ...	6,547	3 5	1,750	4,797	3 5	3,070	3 9	1,726 19 8
1917 ...	6,159	4 11	1,750	4,409	4 11	3,086	9 5	1,322 15 6
1918 ...	6,159	4 11	1,750	4,409	4 11	3,086	9 5	1,322 15 6
1919 ...	6,159	4 11	1,750	4,409	4 11	3,086	9 5	1,322 15 6
1920 ...	6,159	4 11	1,750	4,409	4 11	3,086	9 5	1,322 15 6
1921 ...	6,159	4 11	1,750	4,409	4 11	3,086	9 5	1,322 15 6
1922 ...	6,159	4 11	1,750	4,409	4 11	3,086	9 5	1,322 15 6
1923 ...	6,159	4 11	1,750	4,409	4 11	3,086	9 5	1,322 15 6
Total ...	204,520	3 3	74,375	130,145	3 3	109,019	7 10	21,125 15 5

# BANTRY EXTENSION RAILWAY.

*Statement of Accounts for Year ended 31st December, 1923.*

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

ACT OF PARLIAMENT.	CAPITAL AUTHORISED.			CAPITAL CREATED AND SANCTIONED.			BALANCE.		
	Stock and Shares.	Loans.	Total.	Stock and Shares.	Loans.	Total	Stock and Shares.	Loans.	Total
Ilen Valley Railway— Bantry Extension Railway Act, 1878 ... ..	£ 70,000	£ 35,000	£ 105,000	£ 70,000	£ 35,000	£ 105,000	£ —	£ —	£ —

## 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.	
	Stock and Shares.	Loans.	Stock and Shares.	Loans.	Stock and Shares.	Loans.	Stock and Shares.	Loans.	Stock and Shares.	Loans.
Baronial Guarantee Stock ... ..	...	£ 40,000	£ 40,000	...	£ Nil.	...	£ Nil.	£ Nil.	£ Nil.	£ Nil.
Ordinary Stock .. ...	...	£ 30,000	£ 30,000	...	£ Nil.	...	£ Nil.	£ Nil.	£ Nil.	£ Nil.
		£ 70,000	£ 70,000		£ Nil.		£ Nil.	£ 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.
...	35,000	0	0



To EXPENDITURE—	Amount Expended		BY RECEIPTS—		Amount Received	
	£	s. d.	£	s. d.	£	s. d.
On Line open for Traffic	105,000	0 0	Shares, per Account No. 2	70,000	0 0	
			Debiture Stock, per Account No. 3	35,000	0 0	
	105,000	0 0		105,000	0 0	

No. 5—DETAILS OF CAPITAL EXPENDITURE FOR 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 31ST DECEMBER, 1923.

	1922	1923	1922	1923
£1,750	To Year's Interest on £35,000, 5 per Cent. Debiture Stock	£1,750	0 0	£6,159
4,409	Net Revenue Account	4,409	4 11	By Revenue
£6,159		£6,159	4 11	£6,159
				4 11
				£6,159
				4 11

## No. 10—NET REVENUE ACCOUNT TO 31st DECEMBER, 1923.

1922	1923	1922	1923
£3,086	To Cork, Bandon and South Coast Railway Company for Working Expenses ... £3,086 9 5	£4,409	By Balance from Revenue Account ... £4,409 4 11
1,323	„ Cork County Council .. .. . 1,322 15 6		
£4,409	£4,409 4 11	£4,409	£4,409 4 11

## No. 11—ACCOUNT OF REVENUE RECEIVED AND PAID IN RESPECT OF THE BARONIAL GUARANTEE STOCK.

EXPENDITURE		RECEIPTS	
	£ s. d.		£ s. d.
To Amount paid to Cork County Council for refund to Baronies .. .. .	9,259 8 6	By Amount received from the Guaranteeing Baronies as per last Account .. .. .	59,133 13 1
„ Balance due to Baronies .. .. .	51,874 4 7	„ Add Costs of levying same .. .. .	2,000 0 0
	61,133 13 1		61,133 13 1

	£	s.	d.	£	s.	d.
To Unpaid Dividend Warrants	11	19	11	...	...	...
" Suspense Account	10	0	0	...	...	...
" Guaranteeing Baronies	51,874	4	7	...	...	...
	51,896	4	6			
				By Munster and Leinster Bank	...	...
				" Baronial Guarantee Account	...	...
						51,874 4 7
						51,896 4 6

## No. 13—MILEAGE STATEMENT.

Lines owned by Company	Miles Authorised	Miles Constructed	Miles to be Constructed	Miles worked by Engines
...	11½	11½	—	—

## No. 14—STATEMENT OF TRAIN MILEAGE.

Return made by Cork, Bandon and South Coast Railway Company.

THEODORE F. CARROLL, *Chairman.*  
R. H. LESLIE, *Secretary.*

We hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Company.

ALBERT QUAY  
Cork, 21st January, 1924.

W. C. L. SULLIVAN,  
ERNEST C. HITCHMOUGH,  
(*Incorporated Accountant,*) } *Auditors*

# BANTRY EXTENSION RAILWAY.

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Cork, Bandon and South Coast Railway Company.

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NOTICE IS HEREBY GIVEN that the EIGHTY-FIRST ORDINARY GENERAL MEETING of the Proprietors of the BANTRY EXTENSION RAILWAY will be held in the Offices of the Cork Bandon and South Coast Railway Company, at Albert Quay, Cork, on THURSDAY, the 21st FEBRUARY, 1924, at 11.35 o'clock, a.m., to receive the Directors' Report and Statement of Accounts for the Year ended 31st December, 1923, and for the transaction of such business as is incidental to an Ordinary General Meeting.

The Transfer Books will be closed from the 8th February to the 21st February, both days inclusive.

By Order of the Board,

R. H. LESLIE,  
SECRETARY.

Albert Quay, Cork,

22nd January, 1924.

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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 the address at present registered in the Company's books.*

BELFAST AND COUNTY DOWN RAILWAY

Belfast and County Down Railway Company.

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Report of the Directors,  
Financial Accounts  
AND  
Statistical Returns

For Year ending 31st December, 1923.

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

ANNUAL GENERAL MEETING,

TO BE HELD IN

THE BOARD-ROOM, at BELFAST TERMINUS,

On Thursday, the 21st day of February, 1924,

at Half-past Eleven o'clock, forenoon.

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

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BELFAST

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

1924.



# BELFAST AND COUNTY DOWN RAILWAY.

## Report of the Directors and Statement of Financial Accounts

FOR YEAR ENDING 31st DECEMBER, 1923,

To be submitted to the Proprietors at the Annual General Meeting, to be held in the Board Room at Belfast Terminus, on Thursday, the 21st day of February, 1924, at half-past Eleven o'clock in the forenoon.

### DIRECTORS.

THOMAS RICHARDSON, Springfield, Lisburn—*Chairman*.

LIEUT.-COL., The Right Hon. R. D. PERCEVAL-MAXWELL, D.S.O., D.L., Finnebrogue, Downpatrick—*Deputy-Chairman*.

THOMAS BARBOUR, J.P., The Priory, Marino, Co. Down.

SIR THOMAS J. DIXON, BART., Cairndhu, Larne.

SIR SAMUEL KELLY, C.B.E., Bryansfield, Bangor, Co. Down.

JAMES HURST, The Hill, Drumanness, Ballynahinch, Co. Down.

### REPORT OF THE DIRECTORS.

Your Directors beg to submit herewith the Statement of Accounts, which has been duly audited, and the Statistical Returns, for the year ending 31st December, 1923, together with corresponding details for the previous year.

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

	£	s.	d.
PER ACCOUNT No. 8—			
Gross Receipts	384,548	4	10
Expenditure	329,602	17	0
	54,945	7	10
Miscellaneous Receipts (Net) from Rents, Tolls, etc.	7,951	16	1
TOTAL NET INCOME	62,897	3	11
PER ACCOUNT No. 9—			
Add Balance from last Account	7,479	14	8
	70,376	18	7
Less Interest, Rentals and other Fixed Charges	16,929	2	10
	53,447	15	9
Less Dividends on Guaranteed and Preference Stocks	24,500	5	0
Balance available for Dividend on ORDINARY STOCK	28,947	10	9
An Interim Dividend at the rate of 5 per cent. per annum, less Income Tax, was paid for the half-year ending 30th June, 1923, amounting to	£11,065	10	0
Your Directors recommend that a Dividend be declared on the Ordinary Stock of the Company for the half-year ending 31st December, 1923, at the rate of 5 per cent. per annum, less Income Tax (making a Total Dividend of 5 per cent. for the year), absorbing	11,065	10	0
	22,131	0	0
leaving a balance to be carried forward to the current year of ..	£6,816	10	9

The Expenditure on Capital Account amounted to £15,120 4s. 5d. For particulars see Account No. 5.

During the year six miles of Running Lines have been renewed, and further similar work is in progress.

The old Timber Trestle Bridge spanning the Connswater River on the Bangor Branch has been replaced by a new Steel Girder Bridge on concrete piers, and nine other Bridges have also been renewed during the year.

Track Circuiting on the Up Main and Up Branch Lines has been installed at Ballymacarrett Junction.

The Down Platforms at Cultra and Craigavad Stations have been lengthened, and a new house for the Station Master at Helen's Bay is in course of erection.

The new Shunting Engine referred to in last year's Report has been received, and is working satisfactorily. Two new Tank Locomotives of an improved type have been ordered from Messrs. Beyer, Peacock & Co., Ltd., Manchester, to replace two old Locomotives.

The eight additional Third Class Carriages mentioned in the Report of last year have been completed, and are now in traffic, and nine Wagons specially constructed for use in the Permanent Way Department have also been built in the Company's Workshops as additions to stock.

A Scheme has been agreed between the Irish Railway Companies and the Representatives of the Railwaymen's Unions establishing Machinery of Negotiation for Ireland, to deal with the questions of Wages, Conditions of Service, and Hours of Duty.

The following Directors retire by rotation, and are eligible for re-election :—  
Lieut.-Col. the Right Hon. R. D. Perceval-Maxwell, D.S.O., D.L., and Sir Samuel Kelly, C.B.E.

Mr. J. A. Forster is the retiring Auditor, and offers himself for re-election.

The Dividend Warrants will be posted on February 29th, and in order to ensure prompt delivery, Proprietors are requested to give notice to the Secretary, without delay, of any change of address.

Proxies are requested to be lodged with the Secretary not less than 48 hours before the time appointed to hold the Meeting.

THOMAS RICHARDSON, *Chairman.*

H. E. MELLOR, *Secretary.*

Board Room,

Belfast, 23rd January, 1924.



# FINANCIAL ACCOUNTS AND STATISTICAL RETURNS

FOR THE

YEAR ENDING 31st DECEMBER, 1923.

## 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, 1923 .. .. .	£ ..	£ 358,666	£ ..	£ 220,666	£ 138,000	£ 358,666	£ 358,666
Existing at 31st December, 1922 .. .. .	£ ..	£ 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 .. .. .							£ 5,442
							£ 5,442
							£ 373,224
Total amount raised by Loans and Debenture Stocks as above .. .. .							£ 358,666
Balance being available borrowing powers at 31st December, 1923 .. .. .							£ 14,558

Dr.

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

Cr.

To Expenditure.	Amount expended to 31st December, 1922.		Amount expended during Year, as per No. 5.		Total.	By Receipts.	Amount received to 31st December, 1922.		Amount received during Year.		Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
Lines open for Traffic .. .. .	1,219,078	1	1	817	0	0	1,219,895	1	1	Shares and Stocks (No. 2) .. .. .	991,091	0	0
Rolling Stock .. .. .	272,461	18	5	13,317	15	8	285,779	14	1	Debenture Stocks (No. 3) .. .. .	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 .. .. .	9,155	17	1	..	..	..	9,155	17	1	Premiums on Debenture Stocks .. .. .	16,760	8	5
Total Capital expended upon Railway .. .. .	1,507,524	7	7	14,134	15	8	1,521,659	3	3	Total Premiums .. .. .	105,235	2	6
Road Vehicles employed in the collection and delivery of Parcels and Goods and in the conveyance of Passengers—													
Goods and Parcels Road Vehicles .. .. .	1,659	10	0	..	..	..	1,659	10	0	Discounts on Shares and Stocks .. .. .	2,040	0	0
Passenger Road Vehicles .. .. .	1,942	8	9	..	..	..	1,942	8	9	Balance of Premiums and Discounts .. .. .	103,195	2	6
Hotels .. .. .	102,842	19	6	..	..	..	102,842	19	6	Treasury Grant (Downpatrick, Killough & Ardglass Railway)	30,000	0	0
Land, Property, etc., not forming part of the Railway or Stations—													
Not used in connection with Railway working..	11,607	11	6	985	8	9	12,593	0	3	Total Receipts .. .. .	1,482,952	2	6
Total Expenditure .. .. .	1,625,576	17	4	15,120	4	5	1,640,697	1	9	By Balance .. .. .	..	..	..
TOTAL .. .. .	£ 1,640,697	1	9	£ 1,640,697	1	9	TOTAL .. .. .	£ 1,640,697	1	9	£ 1,640,697	1	9

No. 4 (a).—SUBSCRIPTIONS TO OTHER COMPANIES.  
(Not applicable to this Company.)

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDING 31st DECEMBER, 1923.

	Land and Compensation.		Construction of Way & Stations, Engineering, &c.		Law Charges and Parliamentary Expenses.		Total.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
<b>LINES</b> belonging to the COMPANY OPEN for TRAFFIC—								
Ballymacarrett Junction—Track Circuiting .. .. .	..	..	..	..	696	0 0	..	696 0 0
Cutra—Platform Extension .. .. .	..	..	..	..	67	0 0	..	67 0 0
Craigavad—Platform Extension .. .. .	..	..	..	..	158	0 0	..	158 0 0
Ballynahinch Junction—Carriage Shed (destroyed by fire) .. .. .	..	..	..	..	Cr. 104	0 0	..	Cr. 104 0 0
								817 0 0
<b>ROLLING STOCK—</b>								
Coaching Vehicles—Eight Additional Carriages .. .. .	..	..	..	..	11,468	11 9		
Service Vehicles—Nine Rail Wagons .. .. .	..	..	..	..	1,849	3 11		
								13,317 15 8
								14,134 15 8
Total Capital Expended upon Railway .. .. .								
<b>LAND, PROPERTY, &amp;c., not forming part of the RAILWAY or STATIONS :—</b>								
Helen's Bay—Stationmaster's House .. .. .	..	..	..	..	..	..	..	985 8 9
								15,120 4 5
Total Capital Expenditure for the year .. .. .								

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, 1924	Subsequently until completion.	Total.
£	£	£	£
.. Lines belonging to the Company open for Traffic .. .. .	..	..	..
.. Rolling Stock .. .. .	..	..	..
TOTAL .. .. .	£ ..	..	..
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)) .. .. .	..	..	..	..	..	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) .. .. .	..	..	..	..	..	14,558	0 0
						134,558	0 0
Deduct, balance at Debit (as per Capital Account No. 4) .. .. .	..	..	..	..	..	157,744	19 3
						23,186	19 3
						Dr £	23,186 19 3
						TOTAL	.. .. .

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

See State- ment.		Gross Receipts.	Expenditure.	Net Receipts.	Year 1922.		
					Gross Receipts.	Expenditure.	Net Receipts.
					£ s. d.	£ s. d.	£ s. d.
10	Railway .. .. .	333,355 0 7	286,557 12 5	46,797 8 2	347,128	301,459	45,669
11	Omnibuses and other Passenger Vehicles not running on the Railway	2,261 8 7	1,515 7 8	746 0 11	2,357	1,724	633
15	Hotels and Refreshment Rooms .. .. .	48,931 15 8	41,529 16 11	7,401 18 9	53,290	46,355	6,935
	<b>TOTAL</b> .. .. .	<b>384,548 4 10</b>	<b>329,602 17 0</b>	<b>54,945 7 10</b>	<b>402,775</b>	<b>349,538</b>	<b>53,237</b>
Miscellaneous Receipts (Net)—							
	Rents from Houses and Lands .. .. .			736 1 7			659
	Other Rents .. .. .			1,549 3 6			1,325
	Transfer Fees .. .. .			53 17 6			38
	General Interest .. .. .			1,817 3 2			1,419
	Tolls on Belfast Central Railway, per Great Northern Railway Co. (Ireland) .. .. .			570 10 1			414
	Amount received from Down County Council for Dividend on Baronial Guaranteed Shares .. .. .			510 0 0			510
	Profit on Sale of Government Securities .. .. .			2,715 0 3			623
	<b>TOTAL NET INCOME</b> .. .. .			<b>£ 62,897 3 11</b>			<b>58,225</b>

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

										Year 1922		
										£ s. d.	£	
	Balance brought forward from last year's Account .. .. .										7,479 14 8	9,795
	Net Income (as per Statement No. 8) .. .. .										62,897 3 11	58,225
	<b>TOTAL</b> .. .. .										<b>70,376 18 7</b>	<b>68,020</b>
Deduct—Interest, Rentals, and other Fixed Charges—										£ s. d.		
	Rent Charges .. .. .									189 8 0	189	
	Chief Rents, Wayleaves, &c., including Lump-sum Tolls .. .. .									773 2 0	753	
	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	
	<b>TOTAL</b> .. .. .									<b>13,929 2 10</b>	<b>13,909</b>	
	Income Tax .. .. .									3,000 0 0	..	
	<b>TOTAL</b> .. .. .										<b>16,929 2 10</b>	<b>13,909</b>
	Balance after Payment of Fixed Charges .. .. .										53,447 15 9	54,111
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	
	<b>TOTAL,</b> .. .. .									<b>24,500 5 0</b>	<b>24,500</b>	
	Balance available for Dividend on Ordinary Stock .. .. .										£ 28,947 10 9	29,611
	Dividend on Ordinary Stock at 5 per cent. .. .. .									22,131 0 0	22,131	
	Balance carried forward to next year's Account .. .. .									6,816 10 9	7,480	
										£ 28,947 10 9	29,611	

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

										£ s. d.	£	
	Balance available for Dividends and Reserve after payment of Fixed Charges, Year 1923 (as per Account No. 9) .. .. .										53,447 15 9	54,111
Deduct—												
Interim Dividends Paid—										£ s. d.		
	3 per cent. Baronial Guaranteed Shares (to 31st December, 1923) .. .. .	at 3 per cent.								510 0 0	510	
	5 per cent. Preference Stock .. .. .	at 2½ "								6,203 10 6	6,204	
	4½ per cent. "A" Preference Stock (to 31st December, 1923) .. .. .	at 4½ "								2,250 0 0	2,250	
	4 per cent. Preference Stock .. .. .	at 2 "								4,666 12 0	4,667	
	Ordinary Stock .. .. .	at 2½ "								11,065 10 0	11,065	
										24,695 12 6	24,696	
	Undivided Balance at 31st December, carried to Balance Sheet .. .. .									£ 28,752 3 3	29,415	

Dr.

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

Cr.

To Expenditure.	Year 1922.			Percentage of Traffic Receipts.			Year 1922.	By Gross Receipts.			Percentage of Traffic Receipts.			
	£	s.	d.	Per cent.	Per cent.	Per cent.		£	s.	d.	£	s.	d.	Per cent.
<i>See Abstracts.</i>														
<b>A.—Maintenance and Renewal of Way and Works ..</b>	74,303	11	8	22·26	22·80	78,871	7,967	30,970	120,499	158,726	7	2	161,543	79·86
<b>B.—Maintenance and Renewal of Rolling Stock—</b>														
(1) Locomotives ..	16,358	1	9			17,126	7,556	15	3				16,449	
(2) Carriages ..	17,703	7	9			26,482	30,970	2	6				55,577	
(3) Wagons ..	9,022	16	0			11,892	120,499	9	5				200	
<b>C.—Locomotive Running Expenses ..</b>	60,082	3	9	12·91	16·05	54,966	14,846	5	6				16,449	
<b>D.—Traffic Expenses ..</b>	80,226	9	9	42·04	39·23	80,715	19,252	11	3	69,346	14	1	72,226	
<b>E.—General Charges ..</b>				5·07	5·10	17,655	13,420	9	5	247,325	12	6	252,324	
Law Charges ..				·04	·12	401	5,997	16	10	2,450	0	0	2,450	
Parliamentary Expenses ..				·07	··	3	19,418	6	3	18,555			18,555	
Compensation (Accidents and Losses)—							633	10	1	22,061			22,061	
Passengers ..						4	633	10	1	22,061			22,061	
Workmen ..	774	6	7			784	633	10	1	617			617	
Damage and Loss of Goods, Property, etc. ..						11	19,418	6	3	22,061			22,061	
<b>F.—Less, Expenses of Collection and Delivery ..</b>	802	12	1	·24	·23	799	18,784	16	2	21,444			21,444	
Rates ..	8,095	16	10	2·43	2·83	9,787	268,560	8	8	276,218			276,218	
National Insurance Acts—														
Health ..						757							47,516	
Unemployment ..						840							5,302	
<b>G.—Running Powers (Balance) ..</b>	1,544	10	3	·46	·46	1,597	36,950	18	6	42,214			42,214	
	14	4	8	··	Cr. 01	Cr. 40	6,727	4	1	6,963			6,963	
<b>Total Traffic Expenditure ..</b>	285,464	18	11	85·52	86·81	300,254	65,220	16	3	69,659			69,659	19·54
Miscellaneous ..	1,092	13	6			1,205							345,877	100·00
<b>Total Expenditure ..</b>	286,557	12	5			301,459	194	4	10	99			99	
<b>Net Receipts ..</b>	46,797	8	2			45,669	2,114	15	5	2,118			2,118	
<b>TOTAL ..</b>	£ 333,355	0	7			£ 347,128	Dr 2,735	4	7	Dr 966			347,128	
							£ 333,355	0	7	£ 347,128			347,128	

H.—Mileage, Demurrage, and Wagon Hire (Balance)

Miscellaneous ..

Ministry of Transport ..

TOTAL ..

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

											£ s. d.			£ s. d.			Year 1922. £
Superintendence—																	
Salaries .. .. .	..	..	..	..	..	..	..	..	..	..	2,835	5	9			2,882	
Office Expenses .. .. .	..	..	..	..	..	..	..	..	..	..	177	1	4			128	
														3,012	7	1	3,010
Maintenance of Roads, Bridges and Works—																	
Earthworks .. .. .	..	..	..	..	..	..	..	..	..	..	102	16	5			29	
Bridges, Tunnels, Culverts, Retaining Walls, and other Works .. .. .	..	..	..	..	..	..	..	..	..	..	10,939	6	4			11,632	
Roads and Fences .. .. .	..	..	..	..	..	..	..	..	..	..	2,809	19	10			1,693	
														13,852	2	7	13,354
Maintenance of Permanent Way—																	
Renewal of Running Lines—																	
Wages .. .. .	..	..	..	..	..	..	..	..	..	..	6,160	1	9			4,288	
Materials .. .. .	..	..	..	..	..	..	..	..	..	..	16,997	19	6			14,113	
Engine Power and Wagon Repairs .. .. .	..	..	..	..	..	..	..	..	..	..	226	11	6			298	
														23,384	12	9	18,699
Repair of Running Lines and Sidings—																	
Wages .. .. .	..	..	..	..	..	..	..	..	..	..	17,145	17	0			18,163	
Materials .. .. .	..	..	..	..	..	..	..	..	..	..	5,796	2	11			4,429	
Engine Power and Wagon Repairs .. .. .	..	..	..	..	..	..	..	..	..	..	122	19	9			564	
														23,064	19	8	23,156
Maintenance of Signalling .. .. .	..	..	..	..	..	..	..	..	..	..				3,124	17	7	2,798
Maintenance of Telegraphs .. .. .	..	..	..	..	..	..	..	..	..	..				722	2	1	574
Maintenance of Stations and Buildings—																	
Stations, Depots and Offices .. .. .	..	..	..	..	..	..	..	..	..	..	5,255	2	10			4,668	
Engine Sheds .. .. .	..	..	..	..	..	..	..	..	..	..	730	4	8			2,893	
Carriage Sheds .. .. .	..	..	..	..	..	..	..	..	..	..	392	10	6			85	
Locomotive Workshops .. .. .	..	..	..	..	..	..	..	..	..	..	186	10	1			87	
Carriage Workshops .. .. .	..	..	..	..	..	..	..	..	..	..	346	15	6			207	
Wagon Workshops .. .. .	..	..	..	..	..	..	..	..	..	..	105	8	1			57	
Other Buildings .. .. .	..	..	..	..	..	..	..	..	..	..	125	18	3			140	
														7,142	9	11	8,137
Transfer to Renewal Fund .. .. .														74,303	11	8	69,728
																	9,143
TOTAL .. .. .											£			74,303	11	8	78,871

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

## (1) Locomotives.

				Year 1922.			
				£	£		
Superintendence—							
Salaries .. .. .	£	s. d.	£	s. d.	£		
Office Expenses .. .. .	792	0 8			782		
	51	11 0			49		
				843	11 8	831	
Repairs and Partial Renewals—							
Wages .. .. .	5,050	4 5			5,984		
Materials .. .. .	2,893	2 6			2,349		
				7,943	6 11	8,333	
Purchase of New Locomotives .. .. .			5,430	0 0	Cr. 325		
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant .. .. .	523	10 2			243		
Other Expenses .. .. .	1,722	13 4			1,833		
				2,246	3 6	2,076	
				16,463	2 1	10,915	
Deduct, Engine Power supplied by the Company .. .. .				102	6 1	156	
				16,360	16 0	10,759	
Transfer to or from Renewal Fund .. .. .				Cr. 2	14 3	Dr. 6,367	
TOTAL .. .. .				£	16,358	1 9	17,126

## (2) Carriages.

				Year 1922.			
				£	£		
Superintendence—							
Salaries .. .. .	£	s. d.	£	s. d.	£		
Office Expenses .. .. .	396	0 4			391		
	25	15 6			24		
				421	15 10	415	
Complete Renewals—							
Wages .. .. .	..	..			..		
Materials .. .. .	..	..			..		
				..	..	..	
Repairs and Partial Renewals—							
Wages .. .. .	6,220	6 4			6,270		
Materials .. .. .	7,540	7 1			7,718		
				13,760	13 5	13,988	
Purchase of Carriages .. .. .						2,800	
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant .. .. .	89	14 1			125		
Other Expenses .. .. .	395	19 6			896		
				485	13 7	1,021	
				14,668	2 10	18,224	
Transfer to Renewal Fund .. .. .				3,035	4 11	8,258	
TOTAL .. .. .				£	17,703	7 9	26,482

## (3) Wagons.

				Year 1922.			
				£	£		
Superintendence—							
Salaries .. .. .	£	s. d.	£	s. d.	£		
Office Expenses .. .. .	396	0 4			391		
	25	15 6			25		
				421	15 10	416	
Complete Renewals—							
Wages .. .. .	..	..			..		
Materials .. .. .	..	..			..		
				..	..	..	
Repairs and Partial Renewals—							
Wages .. .. .	2,632	18 9			2,731		
Materials .. .. .	5,688	2 11			4,187		
				8,321	1 8	6,918	
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant .. .. .	122	12 11			58		
Other Expenses .. .. .	301	16 0			500		
				424	8 11	558	
				9,167	6 5	7,899	
Transfer to or from Renewal Fund .. .. .				Cr. 144	10 5	Dr. 3,993	
TOTAL .. .. .				£	9,022	16 0	11,892

## ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	£ s. d.		Year	
			1922.	
			£	
Superintendence—				
Salaries ..	792	0 9	782	
Office Expenses ..	51	11 0	49	
			843	11 9
Steam Train Working—				
Wages connected with the Running of Locomotive Engines ..	23,969	17 5	23,078	
Fuel ..	31,512	4 1	27,811	
Water ..	1,953	19 7	1,780	
Lubricants ..	749	12 5	713	
Other Stores, including Clothing ..	917	8 10	794	
Miscellaneous ..	511	6 1	443	
			59,614	8 5
			60,458	0 2
Deduct, Engine Power supplied by the Company ..			375	16 5
			484	
<b>TOTAL</b> ..	£		60,082	3 9

## ABSTRACT D.—TRAFFIC EXPENSES.

	£ s. d.		Year	
			1922.	
			£	
Salaries and Wages—				
Superintendence ..	4,097	1 8	4,067	
Stationmasters and Clerks ..	19,334	0 10	19,382	
Signalmen and Gatemen ..	9,079	17 5	8,818	
Ticket Collectors, Policemen, Porters, etc. ..	25,994	11 3	26,718	
Guards ..	5,856	2 2	5,664	
			64,361	13 4
Fuel, Lighting, Water and General Stores ..	4,838	8 10	5,180	
Clothing ..	1,119	9 11	1,322	
Printing, Advertising, Stationery, Stamps and Tickets ..	3,044	3 11	3,152	
Wagon Covers, etc. ..	371	18 8	411	
Cleansing, Lubricating, and Lighting of Vehicles	3,764	1 10	3,315	
Shunting Expenses (other than Mechanical)—				
Wages ..	1,737	15 11	1,752	
Other Expenses ..	18	6 5	32	
			1,756	2 4
Working of Stationary Engines, Hoists, Cranes, &c. ..			9	10 4
Railway Clearing Houses Expenses ..			262	16 0
Miscellaneous Expenses ..			698	4 7
<b>TOTAL</b> ..	£		80,226	9 9

## ABSTRACT E.—GENERAL CHARGES.

	£ s. d.		Year	
			1922.	
			£	
Directors' Fees voted by Shareholders	1,500	0 0	1,500	
Auditors and Public Accountants ..	199	5 0	200	
Salaries of Secretary, General Manager, Accountant, and Clerks ..	10,698	18 3	11,114	
Office Expenses, ditto ditto ..	988	8 7	918	
Fire Insurance ..	806	7 0	894	
Superannuation and Benevolent Funds, Pensions, &c. ..	2,384	6 11	2,217	
Subscriptions and Donations ..	31	10 0	42	
Miscellaneous Expenses ..	324	7 2	770	
<b>TOTAL</b> ..	£		16,933	2 11

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

	£ s. d.		Year	
			1922.	
			£	
Salaries and Wages ..	407	9 4	470	
Maintenance of Motors ..	486	2 10	553	
Amounts paid for Hired Cartage ..	4,220	10 0	4,497	
Miscellaneous ..	339	15 11	399	
<b>TOTAL</b> ..	£		5,453	18 1
Amount Charged to Passenger Train Traffic ..	£		633	10 1
Amount Charged to Goods Traffic ..	£		4,820	8 0

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

	Receipts.	Payments.	Balance.	Year 1922.							
				Receipts.	Payments.	Balance.					
				£ s. d.	£ s. d.	£ s. d.					
Passenger Train Traffic ..	35	4 8	255	5 0	Dr. 220	0 4	73	157	Dr. 84		
Goods Train Traffic ..	217	1 10	11	6 2	Cr. 205	15 8	185	61	Cr. 124		
<b>TOTAL</b> ..	£		252	6 6	266	11 2	Dr. 14	4 8	258	218	Cr. 40

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

	Receipts.	Expenditure.	Balance.	Year 1922.					
				Receipts.	Expenditure.	Balance.			
				£ s. d.	£ s. d.	£ s. d.			
Mileage and Demurrage—									
Passenger Train Vehicles ..	25	16 0	11	12 1	14	3 11	35	12	23
Goods Train Vehicles ..	199	16 0	36	11 1	163	4 11	106	30	76
Hire of—									
Passenger Train Vehicles ..	25	16 0	9	0 0	16	16 0	..	..	..
Goods Train Vehicles ..	..	..	..	..	..	..	..	..	..
<b>TOTAL</b> ..	£		251	8 0	57	3 2	141	42	99

## 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	By Gross Receipts.				Year
				1922.					1922.
	£	s.	d.	£					£
Maintenance of Motors .. .. .	551	1	9	602	Passengers .. .. .	2,081	19	5	2,151
Traffic Expenses .. .. .	645	1	11	788	Miscellaneous .. .. .	179	9	2	206
Miscellaneous .. .. .	319	4	0	334					
Total Expenditure .. .. .	1,515	7	8	1,724					
Balance .. .. .	746	0	11	633					
Total .. .. .	£ 2,261	8	7	2,357	Total .. .. .	£ 2,261	8	7	2,357

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

(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.)

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

To Expenditure.				Year	By Gross Receipts.				Year			
				1922,					1922,			
	£	s.	d.	£					£			
Salaries and Wages .. .. .	5,500	9	8	5,196	Total Receipts from Hotels and from Sale of Provisions, &c., in Refreshment Rooms ..				48,931	15	8	53,290
Provisions, Wines and Spirits consumed .. .. .	26,189	3	11	29,720								
Repairs and Maintenance .. .. .	2,323	2	4	2,853								
Heating and Lighting .. .. .	1,353	15	0	1,258								
Rents .. .. .	181	0	0	86								
Rates .. .. .	540	13	0	473								
Taxes .. .. .	142	6	3	161								
Miscellaneous .. .. .	4,599	6	9	5,208								
Total Expenditure .. .. .	40,829	16	11	44,955								
Transfer to Renewal Fund .. .. .	700	0	0	1,400								
				41,529								
Balance .. .. .	7,401	18	9	6,935								
TOTAL .. .. .	£ 48,931	15	8	53,290	TOTAL .. .. .	£ 48,931	15	8	53,290			



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 1922.				Year 1922.		
			£ s d.	£				£ s d.	£
To Amount due to Bankers .. .. .			3,862 15 2	3,010	By Capital Account, Balance at Debit thereof, as per Account No. 4 .. .. .			157,744 19 3	142,625
Unpaid Interest and Dividends .. .. .			777 10 7	662	Cash in hand .. .. .		£ s d.	1,513 17 0	
Interest and Dividends payable or accruing and provided for (Warrants issued on 31st December) .. .. .			6,094 1 5	5,898	Cash on Deposit at Interest .. .. .		13,798 0 9	15,311 17 9	16,059
Amount due to Railway Clearing Houses .. .. .					Investments in Government Securities .. .. .		95,073 17 7	57,450	
Accounts payable .. .. .			22,056 7 3	21,566	Investment in Stock held by the Company not charged as Capital Expenditure .. .. .		3,637 1 6	3,637	
Liabilities accrued .. .. .			4,717 15 0	4,105	Stock of Stores and Materials .. .. .		40,260 9 4	39,419	
Miscellaneous Accounts .. .. .			1,225 0 4	573	Outstanding Traffic Accounts .. .. .		5,848 8 6	6,145	
Irish Railways (Settlement of Claims) Act, 1921			93,500 10 7	93,506	Amount due by Railway Companies .. .. .		2,111 19 1	2,139	
Depreciation or Renewal Funds—					Amount due by Railway Clearing Houses .. .. .		566 17 2	247	
Railway (including Arrears of Maintenance)			77,821 8 1	74,184	Amount due by Postmaster-General .. .. .		593 6 7	589	
Hotels .. .. .			16,225 11 8	15,073	Accounts Receivable .. .. .		251 2 6	451	
Steamboat Suspense Account .. .. .			41,638 3 8	41,638	Miscellaneous Accounts .. .. .		30,807 19 3	76,017	
General Reserve Fund—	£	s. d.							
At 31st December, 1922	55,147	12 10							
Dividends on Investments..	388	18 8							
			55,536	11 6					
Balance available for Dividends and Reserve as per Account No. 9 .. .. .	53,447	15 9							
Less, Interim Dividends paid as per Statement No. 9 (a)	24,695	12 6							
			28,752	3 3					
			£ 352,207	18 6				£ 352,207	18 6
				344,778					344,778

## 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 1922.
	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.	M. Ch.
<b>Lines owned by Company—</b>									
<b>Main and Principal Lines—</b>									
Belfast to Castlewella .. .. .	42 30	9 48	0 32	0 20	0 10	52 60	17 29	70 9	70 9
<b>Minor and Branch Lines—</b>									
Bangor Branch .. .. .	11 58	11 58	0 28	..	..	23 64	2 21	26 5	26 5
Donaghadee Branch .. .. .	14 20	0 30	..	..	..	14 50	2 56	17 26	17 26
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
<b>TOTAL ..</b>	<b>80 0</b>	<b>22 1</b>	<b>0 60</b>	<b>0 20</b>	<b>0 10</b>	<b>103 11</b>	<b>24 0</b>	<b>127 11</b>	<b>127 11</b>
<i>Year, 1922 ..</i>	<i>80 0</i>	<i>22 1</i>	<i>0 60</i>	<i>0 20</i>	<i>0 10</i>	<i>103 11</i>	<i>24 0</i>	<i>127 11</i>	

#### (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.

	M. Ch.	Year 1922.
	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
<b>TOTAL .. .. .</b>	<b>82 60</b>	<b>82 60</b>

## II.—ROLLING STOCK.

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

Description.	Number.	Year 1922.
		Number.
<b>Tender Engines:—</b>		
<b>Wheel Type:—</b>		
2 — 4 — 0 .. .. .	1	1
0 — 6 — 0 .. .. .	4	4
<b>Tank Engines:—</b>		
<b>Wheel Type:—</b>		
0 — 4 — 2 .. .. .	3	3
2 — 4 — 2 .. .. .	5	6
4 — 4 — 2 .. .. .	12	12
0 — 6 — 4 .. .. .	1	..
4 — 6 — 4 .. .. .	4	4
	<b>30</b>	<b>30</b>
Tenders .. .. .	5	5

#### (B.)—Rail Motor Vehicles.

	Number.	Carrying Capacity.	Year 1922.	
			Number.	Carrying Capacity.
		Seats.		Seats.
Steam Power .. .. .	3	208	3	208

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

(Not applicable to this Company.)

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

	Number	Seats.				Year 1922.	
		1st Class.	2nd Class.	3rd Class.	Total.	Number	Seats, Total.
<b>PASSENGER CARRIAGES.</b>							
Carriages of uniform class .. ..	147	656	2,400	4,932	8,048	139	7,488
Composite Carriages	39	496	1,104	370	1,970	39	1,992
<b>Total Passenger Carriages ..</b>	<b>186</b>	<b>1,152</b>	<b>3,564</b>	<b>5,302</b>	<b>10,018</b>	<b>178</b>	<b>9,480</b>
<b>OTHER COACHING VEHICLES</b>							
Luggage, Parcel, and Brake Vans ..	9					9	
Carriage Trucks ..	2					2	
Horse Boxes ..	10					10	
Miscellaneous ..	4					4	
<b>Total other Coaching Vehicles ..</b>	<b>25</b>					<b>25</b>	
<b>Total Coaching Vehicles ..</b>	<b>211</b>					<b>203</b>	

(E.)—Merchandise and Mineral Vehicles.

	Number.	Year 1922.
		Number.
<b>Open Wagons—</b>		
8 and up to 12 tons .. ..	374	374
<b>Covered Wagons—</b>		
8 and up to 12 tons .. ..	305	305
Rail and Timber Trucks .. ..	10	10
Brake Vans .. ..	14	14
<b>TOTAL .. ..</b>	<b>703</b>	<b>703</b>

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

	Number.	Year 1922.
		Number.
Gasholder Trucks .. ..	2	2
Locomotive Coal Wagons .. ..	40	38
Locomotive Ash Wagons .. ..	2	2
Ballast Wagons .. ..	36	36
Rail Wagons .. ..	9	..
Mess and Tool Vans .. ..	2	2
<b>TOTAL .. ..</b>	<b>91</b>	<b>80</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 1922.
		Number.
<b>Goods and Parcels Road Vehicles—</b>		
Road Motors .. ..	3	3
<b>Passenger Road Vehicles—</b>		
Road Motors .. ..	2	2
Horses for Road Vehicles .. ..	..	..

IV.—STEAMBOAT.

(Not applicable to this Company.)

V.—CANALS.

(Not applicable to this Company.)

VI.—DOCKS, HARBOURS AND WHARVES.

(Not applicable to this Company.)

VII.—HOTELS.

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

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

Land.	Acreage.	Year 1922.
		Acreage
Agricultural Land .. ..	..	..
Urban and Suburban Land .. ..	..	..
Houses.	Number.	Year 1922.
		Number
Houses and Cottages for Company's Servants	46	46

## IX.—OTHER INDUSTRIES.

(None.)

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

													Year 1922.	
Quantities of principal Materials used—														
Ballast	..	..	..	..	..	..	..	..	..	..	..	..	3,941 tons	6,249 tons
Fencing	..	..	..	..	..	..	..	..	..	..	..	..	3½ miles	1 mile
Rails	..	..	..	..	..	..	..	..	..	..	..	..	1,103 tons	550 tons
Sleepers	..	..	..	..	..	..	..	..	..	..	..	..	13,522	7,677
Miles maintained—													m. ch.	m. ch.
Miles of Road	..	..	..	..	..	..	..	..	..	..	..	..	80 0	80 0
Miles of Road reduced to single track—														
Running Lines	..	..	..	..	..	..	..	..	..	..	..	..	103 11	103 11
Sidings	..	..	..	..	..	..	..	..	..	..	..	..	24 0	24 0
Miles of track renewed	..	..	..	..	..	..	..	..	..	..	..	..	6 4	4 16

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

										In Company's Workshops. Number.	By Contract. Number.	Total.	Year 1922. Total
Locomotives renewed	..	..	..	..	..	..	..	..	..	..	1	1	..
Locomotives repaired—													
Heavy repairs	..	..	..	..	..	..	..	..	..	15	..	15	13
Light „	..	..	..	..	..	..	..	..	..	5	..	5	7
Locomotives under or awaiting repair at end of year	..	..	..	..	..	..	..	..	..	4	..	4	3
Rail Motor—													
Train Vehicles, &c., renewed	..	..	..	..	..	..	..	..	..	..	..	..	..
Train Vehicles, &c., repaired—													
Heavy Repairs	..	..	..	..	..	..	..	..	..	..	..	..	1
Light „	..	..	..	..	..	..	..	..	..	3	..	3	..
Train Vehicles, &c. under or awaiting repair at end of year	..	..	..	..	..	..	..	..	..	..	..	..	..
Coaching Vehicles—													
Carriages renewed	..	..	..	..	..	..	..	..	..	..	..	..	..
Carriages repaired—													
Heavy repairs	..	..	..	..	..	..	..	..	..	34	..	34	37
Light „	..	..	..	..	..	..	..	..	..	52	..	52	54
Carriages under or awaiting repair at end of year	..	..	..	..	..	..	..	..	..	6	..	6	7
Others renewed	..	..	..	..	..	..	..	..	..	..	..	..	..
Others repaired—													
Heavy repairs	..	..	..	..	..	..	..	..	..	3	..	3	6
Light „	..	..	..	..	..	..	..	..	..	8	..	8	3
Others under or awaiting repair at end of year	..	..	..	..	..	..	..	..	..	3	..	3	1
Wagons renewed—													
Completely renewed	..	..	..	..	..	..	..	..	..	..	..	..	..
Partially „	..	..	..	..	..	..	..	..	..	10	..	10	7
Wagons repaired—													
Heavy repairs	..	..	..	..	..	..	..	..	..	73	..	73	93
Light „	..	..	..	..	..	..	..	..	..	611	..	611	661
Wagons under or awaiting repair at end of year	..	..	..	..	..	..	..	..	..	26	..	26	20

XII.—ENGINE MILEAGE.

	Year 1922																			
	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.		Total.	Total Train Miles.		Total.	Shunting Miles.		Total.	Total Engine Miles.		Total.	Total Train Miles.		Total.					
	Coaching.	Goods.		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 .. .. .	630,468	101,509	731,977	645,308	102,515	747,823	94,993	85,157	26,363	954,336	601,068	99,371	700,439	615,235	100,659	715,894	87,932	86,000	29,653	919,479
Over the Company's System by other Companies' Engines .. .. .	9,140	2,516	11,656	9,156	2,516	11,672	2,150	1,558	40	15,420	8,154	2,511	10,665	8,214	2,513	10,727	1,594	1,545	118	13,984
TOTAL .. .. .	639,608	104,025	743,633	654,464	105,031	759,495	97,143	86,715	26,403	969,756	609,222	101,882	711,104	623,449	103,172	726,621	89,526	87,545	29,771	933,463
B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE—																				
By the Company's Engines over Lines owned, leased, or worked by the Company .. .. .	630,468	101,509	731,977	645,308	102,515	747,823	94,993	85,157	33,537	961,510	601,068	99,371	700,439	615,235	100,659	715,894	87,932	86,000	38,165	927,991
By the Company's Engines over other Companies' Lines .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
By other Companies' Engines over the Company's Line .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL .. .. .	630,468	101,509	731,977	645,308	102,515	747,823	94,993	85,157	33,537	961,510	601,068	99,371	700,439	615,235	100,659	715,894	87,932	86,000	38,165	927,991
C.—MILES RUN BY THE COMPANY'S ENGINES :—																				
(1) Steam Tender and Tank Engines—																				
Over Lines owned, leased, or worked by the Company .. .. .	630,468	101,509	731,977	645,308	102,515	747,823	94,993	85,157	33,537	961,510	601,068	99,371	700,439	615,235	100,659	715,894	87,932	86,000	38,165	927,991
Over other Companies' Lines .. .. .	..	1,092	1,092	..	1,092	1,092	..	1,217	126	2,435	..	1,076	1,076	..	1,076	1,076	..	1,096	307	2,479
TOTAL .. .. .	630,468	102,601	733,069	645,308	103,607	748,915	94,993	86,374	33,663	963,945	601,068	100,447	701,515	615,235	101,735	716,970	87,932	87,096	38,472	930,470
(2) Steam Rail Motors—																				
Over lines owned, leased, or worked by the Company .. .. .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL .. .. .	630,468	102,601	733,069	645,308	103,607	748,915	94,993	86,374	33,663	963,945	601,068	100,447	701,515	615,235	101,735	716,970	87,932	87,096	38,472	930,470

**XIII.—PASSENGER TRAFFIC AND RECEIPTS.**

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1922.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
Ordinary—		£ s. d.	s. d.			£	s. d.	
1st Class .. .. .	80,507	7,556 15 3	1 10.53	71,438	72,891	7,967	2 2.23	71,388
2nd „ .. .. .	498,229	30,670 2 6	1 2.77	498,163	486,604	31,051	1 3.31	486,140
3rd „ .. .. .	2,716,884	120,499 9 5	10.64	2,691,651	2,582,433	122,525	11.39	2,564,811
Workmen .. .. .	841,712	19,252 11 3	5.49	841,712	830,454	18,555	5.36	830,454
<b>TOTAL</b> .. .. .	<b>4,137,332</b>	<b>177,978 18 5</b>	<b>10.32</b>	<b>4,102,964</b>	<b>3,972,382</b>	<b>180,098</b>	<b>10.88</b>	<b>3,953,388</b>
Season—								
1st Class .. .. .	893	14,846 5 6		891	978	16,449		891
2nd „ .. .. .	4,486	54,316 0 7		4,475	4,487	55,577		4,475
Company's Employees, etc. .. .. .	62	184 8 0		51	59	200		51

**XIV.—GOODS TRAFFIC AND RECEIPTS.**

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1922.			
					Tonnage.	Receipts.	Average Receipt per ton.	Tonnage originating on the Company's System.
Merchandise .. .. .	Tons. 72,594	£ s. d. 36,950 18 6	s. d. 10 2.16	Tons. 70,459	Tons. 79,502	£ 42,214	s. d. 10 7.44	Tons. 77,494
Coal, Coke and Patent Fuel .. .. .	66,735	11,657 12 5	3 5.92	66,735	66,721	11,609	3 5.76	66,721
Other Minerals .. .. .	53,479	9,885 1 3	3 8.36	53,290	49,469	8,873	3 7.05	49,469
<b>TOTAL</b> .. .. .	<b>192,808</b>	<b>58,493 12 2</b>	<b>6 0.81</b>	<b>190,484</b>	<b>195,692</b>	<b>62,696</b>	<b>6 4.89</b>	<b>193,684</b>
	Number	£ s. d.		Number originating on the Company's System.	Number.	£		Number originating on the Company's System.
Live Stock .. .. .	84,386	6,727 4 1	—	84,386	83,910	6,963	—	83,910

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

Originating on the Company's System.	Tons.	Year 1922	
		Tons.	Tons.
Ale and Porter (including Empties) .. .. .	1,222	1,540	
Bacon and Hams, Butter and Eggs .. .. .	639	766	
Brewers' Grains .. .. .	226	376	
Bricks, common .. .. .	11,787	5,008	
Coal, Coke and Patent Fuel .. .. .	66,735	66,721	
Flour and Bran, Sharps and other Flour Mill Offal	6,091	6,774	
Grain .. .. .	10,016	11,427	
Groceries (excluding Bacon, Ham and Butter) .. .. .	1,651	1,785	
Manure .. .. .	8,645	9,432	
Oil Cake and Cattle Foods .. .. .	2,659	2,950	
Potatoes .. .. .	7,659	11,198	
Sand .. .. .	6,301	4,661	
Stone for Road-making purposes .. .. .	24,624	29,621	
Timber .. .. .	5,768	5,274	
<b>TOTAL</b> .. .. .	<b>154,023</b>	<b>157,533</b>	

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

Originating on the Company's System.	Number.	Year 1922	
		Number.	Number.
Horses .. .. .	183	390	
Cattle .. .. .	33,621	34,870	
Calves .. .. .	2,483	2,398	
Sheep .. .. .	46,011	45,107	
Pigs .. .. .	2,062	1,109	
Miscellaneous .. .. .	26	36	
<b>TOTAL</b> .. .. .	<b>84,386</b>	<b>83,910</b>	

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

	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923
Total Expenditure on Capital Account (No. 4) .. .. .	£ 1,569,550	£ 1,571,015	£ 1,576,812	£ 1,583,381	£ 1,591,815	£ 1,600,693	£ 1,637,468	£ 1,625,565	£ 1,625,577	£ 1,640,697
Gross Receipts from Businesses carried on by the Company (No. 8) .. .. .	192,748	206,153	220,625	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	402,775	384,548
Revenue Expenditure on ditto (No. 8) .. .. .	122,846	137,947	148,509	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .	349,538	329,600
Net Receipts of ditto (No. 8) .. .. .	69,902	68,206	72,116	63,233	66,888	61,546	66,398	54,951	53,237	54,948
Miscellaneous Receipts net (No. 8) .. .. .	2,911	2,791	3,000	3,002	3,680	5,537	3,571	3,936	4,988	7,952
Total Net Income (No. 8) .. .. .	72,813	70,997	75,116	66,235	70,568	67,083	69,969	58,887	58,225	62,900
Interest, Rentals, and other Fixed Charges (No. 9) .. .. .	14,527	14,123	16,522	13,823	13,823	13,823	17,291	14,339	13,909	16,929
Dividends on Guaranteed and Preference Stocks (No. 9) .. .. .	24,500	24,500	24,500	24,500	24,500	24,500	24,500	24,500	24,500	24,500
Balance after payment of Preference Dividends (No. 9) .. .. .	33,786	32,374	34,094	27,912	32,245	28,760	28,178	20,048	19,816	21,468
Dividend on Ordinary Stock (No. 9) .. .. .	28,770	28,770	28,770	28,770	28,771	28,770	28,770	22,131	22,131	22,131
Rate per cent. .. .. .	6½%	6½%	6½%	6½%	6½%	6½%	6½%	5%	5%	5%
Surplus or Deficit .. .. .	+ 5,016	+ 3,604	+ 5,324	— 858	+ 3,474	— 10	— 592	— 2,083	— 2,315	— 663
Appropriation to Reserve .. .. .	2,000	.. .. .	5,000	.. .. .	3,000	.. .. .	.. .. .	.. .. .	.. .. .	.. .. .
Brought forward from previous year .. .. .	5,921	8,937	12,540	12,864	12,006	12,480	12,470	11,878	9,795	7,480
Carried forward to subsequent year .. .. .	8,937	12,540	12,864	12,006	12,480	12,470	11,878	9,795	7,480	6,817

**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.

23rd January, 1924.

P. A. ARNOTT,  
*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 good working order and repair.

23rd January, 1924.

J. L. CROSTHWAIT,  
*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.

BELFAST,  
4th February, 1924.

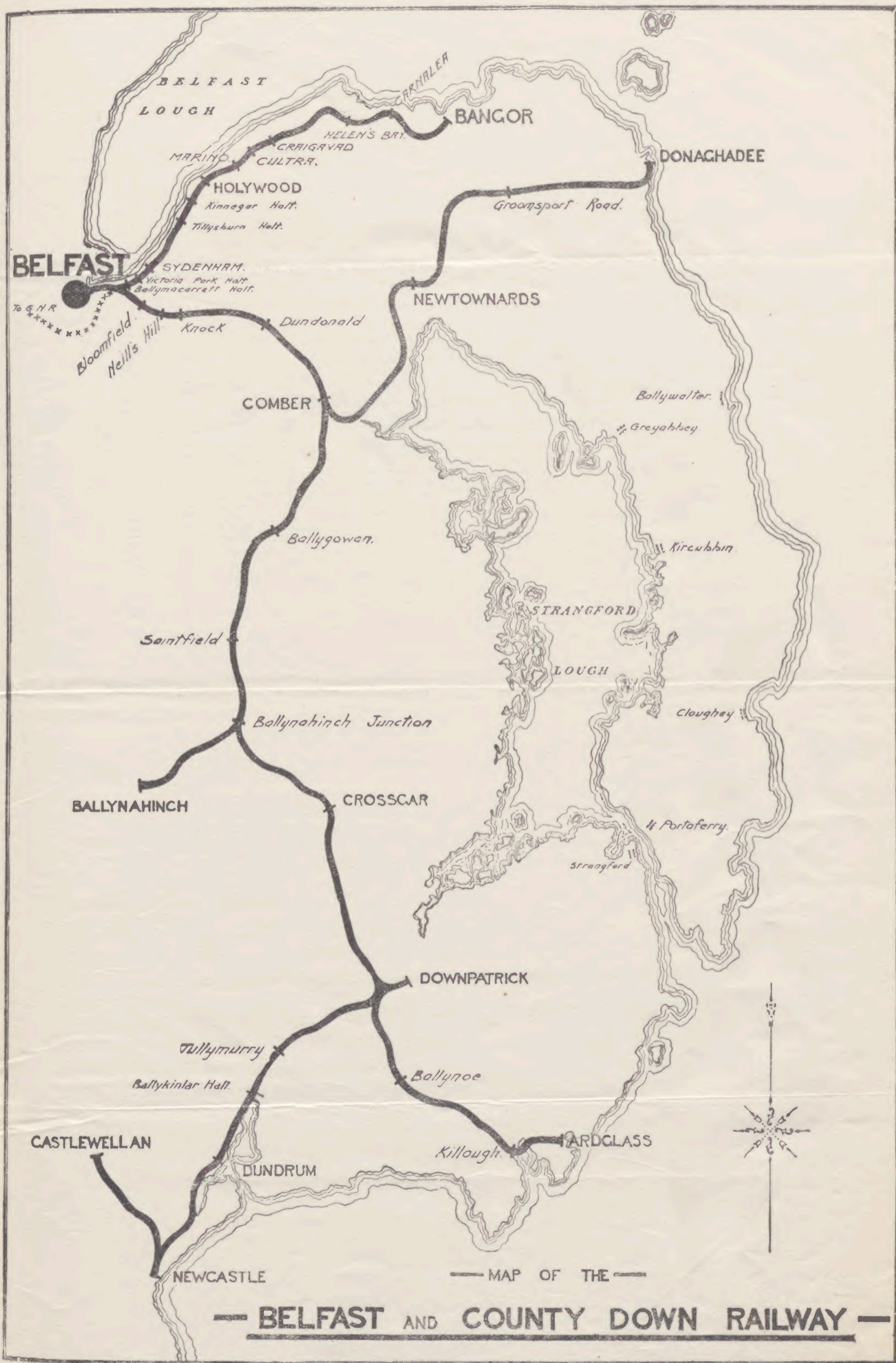
W. H. PEAT,  
J. A. FORSTER, } *Auditors.*

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

SECRETARY'S OFFICE

12 FEB. 1924  
BELFAST AND COUNTY DOWN  
RAILWAY.

REPORT OF THE DIRECTORS

AND

FINANCIAL ACCOUNTS

AND

STATISTICAL RETURNS

FOR THE YEAR ENDING

31st of December, 1923.

[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 21st day of February, 1924, at Half-past Eleven o'clock in the forenoon, to transact the general business of the Company.

The TRANSFER BOOKS of the Company WILL BE CLOSED on and from THURSDAY, the 7th day of February, 1924, until after the Meeting.

H. E. MELLOR, *Secretary*.

Queen's Quay, Belfast,  
25th January, 1924.

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.

ANNUAL MEETING, 21st February, 1924.  
DIVIDENDS PAYABLE 1st March, 1924.

Blessington and Poulaphouca Steam Tramway Co.  
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Blessington & Poulaphouca Steam Tramway Company.

FINANCIAL ACCOUNTS

AND

Statistical Returns

FOR

Year ending 31st December, 1923.

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# Blessington and Poulaphouca Steam Tramway Co.

## DIRECTORS—

T. H. RICHARDSON.

J. B. KERR.

T. B. JOBSON.

F. T. GICK.

Secretary—H. O. TISDALL.

Engineer and Manager—G. H. GIBSON.

## FINANCIAL ACCOUNTS FOR THE YEAR ENDED 31st DECEMBER, 1923.

### No. Ia.—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 Debenture Stock.	Total.
	£	£	£	£	£	£	£	£	£
Order in Council, 1889 ..	20,000	5,000	25,000	20,000	5,000	25,000	—	—	—

### No. Ib.—Nominal Capital authorised and created by the Company jointly with some other Company.

(Not Applicable to this Company).

### No. Ic.—Nominal Capital authorised and created by some other Company on which the Company jointly or separately guaranteed fixed Dividends.

(Not Applicable to this Company).

### No. 2.—Share Capital and Stock created, showing the proportion received.

DESCRIPTION.	Amount Created.	Amount Issued.	Nominal Addition to or Deduction 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.
	£	£	£	£	£	£	£	£
Ordinary Shares ...	20,000	20,000	—	20,000	—	—	—	—

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

100 Debenture Bonds of £50 each	...	...	...	...	...	...	...	£5,000
---------------------------------	-----	-----	-----	-----	-----	-----	-----	--------

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

TO EXPENDITURE.	Amount Expended to 31st Dec., 1922.	Expended during year.	Total.	BY RECEIPTS.		Amount Received to 31st Dec., 1922.	Amount Received during Year.	Total.
Lines open for Traffic ...	£ 24,300	£ —	£ 24,300	Shares (No. 2) ...	...	£ 20,000	£ —	£ 20,000
Rolling Stock ...	—	—	—	Debentures (No. 3) ...	...	5,000	—	5,000
Legal and Parliamentary ...	700	—	700					
	25,000	—	25,000			25,000	—	25,000

**No. 4a.—Subscriptions to other Companies.**

(Not Applicable to this Company).

**No. 5.—Details of Capital Expenditure for year ended December 31st, 1923.**

Nil.

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

Nil.

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

Nil.

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

See Statement		Gross Receipts		Expenditure		Net Receipts		Year 1922
		£	s. d.	£	s. d.	£	s. d.	Net Receipts
10	Railway ... ..	710	13 2	1,086	17 11	Dr. 376	4 9	Dr. 348
	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>710</b>	<b>13 2</b>	<b>1,086</b>	<b>17 11</b>	<b>Deficit</b>		<b>Deficit</b>
	Portion of Amount receivable under Irish Railways (Settlement of Claim) Act, 1921 ... ..					376	4 9	Dr. 348
						318	2 4	313
						<b>Dr. 58</b>	<b>2 5</b>	<b>Dr. 35</b>
	Miscellaneous Receipts (Net) ... ..							
	Rents from Houses and Lands ... ..			1	7 2			
	Rents from Hotels ... ..							
	Other Rents, including lump-sum tolls ... ..							
	Interest and dividends from investments in other Companies ... ..							
	Transfer Fees ... ..			0	2 6			1
	General Interest ... ..							1
	Special Items ... ..			7	11 3			2
						9	0 11	
	<b>Total Net Income</b> ... ..					<b>Dr. 49</b>	<b>1 6</b>	<b>Dr. 31</b>

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

	1923		1922
	£	s. d.	£
Balance brought forward from last year's Account ... ..	—	—	—
Net Revenue (as per Statement No. 8) ... ..	Dr. 49	1 6	Dr. 31
Appropriation from Reserve ... ..	—	—	7
Deduct Rentals ... ..	—	—	186
Ministry of Transport ... ..	—	—	—
	<b>Dr. 49</b>	<b>1 6</b>	<b>Dr. 224</b>
Net Revenue at 31st December, 1922 ... ..	£3,716	19 4	
Debenture Interest for year, 1922 ... ..	250	0 0	3,493
	<b>Dr. 4,016</b>	<b>0 10</b>	<b>Dr. 3,717</b>

**No. 9a.—Statement of Interim Dividend Paid.**

(Not Applicable to this Company.)

To Expenditure	£ s. d.	Year 1922	Percentage of Traffic Receipts		By Gross Receipts	£ s. d.	Year 1922	Percentage of Traffic Receipts	
			1923	1922				1923	1922
<i>See Abstracts</i>		£				£ s. d.	£		
A—Maintenance and Renewal of Ways and Works	...	178	32.53	25.65	Passenger Train Traffic:—				
B—Maintenance and Renewal of Rolling Stock—					Ordinary Passenger:—				
(1) Locomotives ...	233 10 1	193	32.95	27.96	First Class ...	24 17 7	31	3.52	4.47
(2) Carriages ...	48 9 2	68	6.76	9.80	Third Class ...	331 6 1	275	46.62	39.62
(3) Wagons ...	96 18 6				Season Tickets ...		...	...	...
C—Locomotive Running Expenses ...	162 1 7	136	13.66	19.59	Total Receipts from Passengers ...		306	50.14	44.09
D—Traffic Expenses ...	187 5 2	163	22.81	23.49	Mails ...				
E—General Charges ...		181	26.34	25.94	Parcels ...	11 17 8	12	1.69	1.73
Law Charges ...		71	11.41	10.23	Other Merchandise by Passenger Train	1 13 4	3	0.28	0.43
Parliamentary Expenses ...		...	0.27	...	Total Passenger Train Receipts		321	52.11	46.25
Compensation (Accidents and Losses)—					Goods Train Traffic—				
Passengers ...	12 10 0	13	1.83	1.87	Merchandise ...	285 19 3	274	40.28	39.49
Workmen ...	3 9 8	2	0.48	0.29	Live Stock ...	8 14 7	36	1.27	5.33
Damage and Loss of Goods, Property, etc.	...				Coal, Coke and Patent Fuel	41 0 2	60	5.78	8.64
Rates and Taxes ...		21	1.81	3.02	Other Minerals	3 19 6	2	0.56	0.29
National Insurance—					Total Goods Train Receipts ...		372	47.89	53.75
Health ...	1 14 8	2	0.28	0.29	Total Traffic Receipts ...		693	100.00	100.00
Unemployment	4 6 8	4	0.56	0.57	Mileage, Demurrage and Wagon Hire (balance)				
H—Mileage, Demurrage and Wagon Hire		10	1.40	1.44	Miscellaneous	1 5 0	1		
Miscellaneous ...					Loss on Railway Working ...				
Total Expenditure ...	1,086 17 11	1,042	153.09	150.14					
Net Receipts ...									
Total	1,086 17 11	1,042							







## STATISTICAL RETURNS.

### I.—MILEAGE OF LINES.

#### (A.)—MILEAGE OF LINES OPEN FOR TRAFFIC.

	RUNNING LINES.												Sidings reduced to Single Track	1923 Total of Single Track including Sidings		1922 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 Undertaking— Main and Principal Lines. .	4	54	0	3	—	—	—	—	4	57	0	8	4	65	4	65	
Lines Leased or Worked by Undertaking—Main and Principal Lines ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Total for 1922 ...	4	54	0	3	—	—	—	—	4	57	0	8	4	65	4	65	

(B.)—MILEAGE OF LINES AUTHORISED BUT NOT OPEN FOR TRAFFIC.—Not Applicable.

(C.)—MILEAGE OF LINES RUN OVER BY THE COMPANY'S ENGINES.—Not Applicable.

### II.—ROLLING STOCK.

(A.)—STEAM LOCOMOTIVES.	(B.)—RAIL MOTOR VEHICLES.	(C.)—TRAINS WORKED BY ELECTRIC POWER.
Nil.	Nil.	Not Applicable.
(D.)—COACHING VEHICLES.	(E.)—MERCHANDISE & MINERAL VEHICLES	(F.)—RAILWAY SERVICE VEHICLES.
Nil.	Nil.	Nil.

- |   |   |                        |
|---|---|------------------------|
| <p>III. Horses and Road Vehicles employed in the Collection and Delivery of Parcels and Goods and in the Conveyance of Passengers.</p> <p>IV. Steam Boats.</p> <p>V. Canals.</p> <p>VI. Docks, Harbours and Wharves.</p> <p>VII. Hotels.</p> <p>VIII. Land, Property, etc., not forming part of the Railway or Station.</p> <p>IX. Other Industries (if any).</p> | } | <b>Not Applicable.</b> |
|---|---|------------------------|

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

Quantities of Principal Materials used—												
Ballast ... ..	...	...	...	...	...	...	...	...	...	...	Nil	
Rails ... ..	...	...	...	...	...	...	...	...	...	...	Nil	
Sleepers ... ..	...	...	...	...	...	...	...	...	...	...	280	
Miles Maintained—											M.	C.
Miles of Road ... ..	...	...	...	...	...	...	...	...	...	...	4	54
" reduced to single track ... ..	...	...	...	...	...	...	...	...	...	...	4	57
Sidings ... ..	...	...	...	...	...	...	...	...	...	...	0	8

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK (Abstract B.)—Not Applicable.

#### XII.—ENGINE MILEAGE.

	Year 1923.			Year 1922.		
	Steam.	Petrol.	Total.	Steam.	Petrol.	Total.
Mileage run by Dublin and Blessington Steam Tramways Co.'s Engines ... ..	7,033	—	7,033	6,534	—	6,534
Total ... ..	7,033	—	7,033	6,534	—	6,534

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**XIII.—PASSENGER TRAFFIC AND RECEIPTS.**

Class of Passengers	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System	Year 1922.			
					Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
Ordinary—			s. d.			£	s. d.	
1st Class ...	677	25	0 8-86	17	759	31	0 9-80	13
3rd Class ...	9,484	331	0 8-37	2,858	7,492	275	0 8-80	2,321
Total ...	10,161	356	0 8-41	2,875	8,251	306	0 8-90	2,334
Season Tickets ...	—	—	—	—	—	—	—	—

**XIV.—GOODS TRAFFIC AND RECEIPTS.**

	Tonnage	Receipts	Average Receipts per ton	Tonnage originating on the Company's System.	Year 1922			
					Tonnage	Receipts	Average Receipts per ton.	Tonnage originating on the Company's System
Merchandise ...	1,681	£ 286	s. d. 3 8-06	1,082	1,355	£ 274	s. d. 4 0-53	539
Coal and Coke ...	368	41	2 2-74	—	387	60	3 1-21	—
Other Minerals ...	30	4	2 8-00	—	20	2	2 0-00	14
Total ...	2,079	331	3 2-21	1,082	1,762	336	3 9-76	553
	Number			Number originating on the Company's System.	Number			Number originating on the Company's System
Live Stock ...	287	9	—	287	965	37	—	885

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

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

Originating on the Company's System.	Tons.		Originating on the Company's System.	Number.	
	Year 1923	Year 1922.		Year 1923	Year 1922.
Cut Stone ...	30	13	Horses ...	2	2
Timber ...	909	341	Cattle ...	12	241
			Calves ...	2	66
			Sheep and Lambs ...	264	559
			Pigs ...	6	17
			Miscellaneous ...	1	—
Total ...	939	354	Total ...	287	885

**XVI.—SUMMARY OF FINANCIAL RESULTS SECURED.**

	1916.	1917.	1918.	1919.	1920	1921.	1922.	1923.
	£	£	£	£	£	£	£	£
Total Expenditure on Capital Account ...	25,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Net Receipts from Business carried on by Co.	De. 344	Cr. 121	Cr. 140	Cr. 44	Cr. 217	Cr. 187	De. 35	Dr. 58
Miscellaneous Receipts ...	—	Cr. 6	Cr. 1	Cr. 3	Cr. 10	—	4	9
Total Net Income ...	De. 344	Cr. 127	Cr. 141	Cr. 47	Cr. 227	Cr. 187	De. 31	Dr. 49
Interest, Rentals and other Fixed Charges	283	275	250	252	423	262	443	250
Dividend on Guaranteed Shares ...	—	—	—	—	—	—	—	—
Balance after Payment of Guaranteed Shares	—	—	—	—	—	—	—	—
Dividend on Ordinary Shares ...	—	—	—	—	—	—	—	—
Appropriation to Reserve ...	—	—	—	—	—	—	—	—
Brought forward from previous years ...	De. 2,001	De. 2,633	De. 2,781	De. 2,891	De. 2,972	De. 3,168	De. 3,243	Dr. 3,717
Carried forward to subsequent years ...	De. 2,633	De. 2,781	De. 2,891	De. 2,972	De. 3,168	De. 3,243	De. 3,717	Dr. 4,016

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.

Terenure, Co. Dublin.  
26th January, 1924.

G. H. GIBSON,  
Engineer.

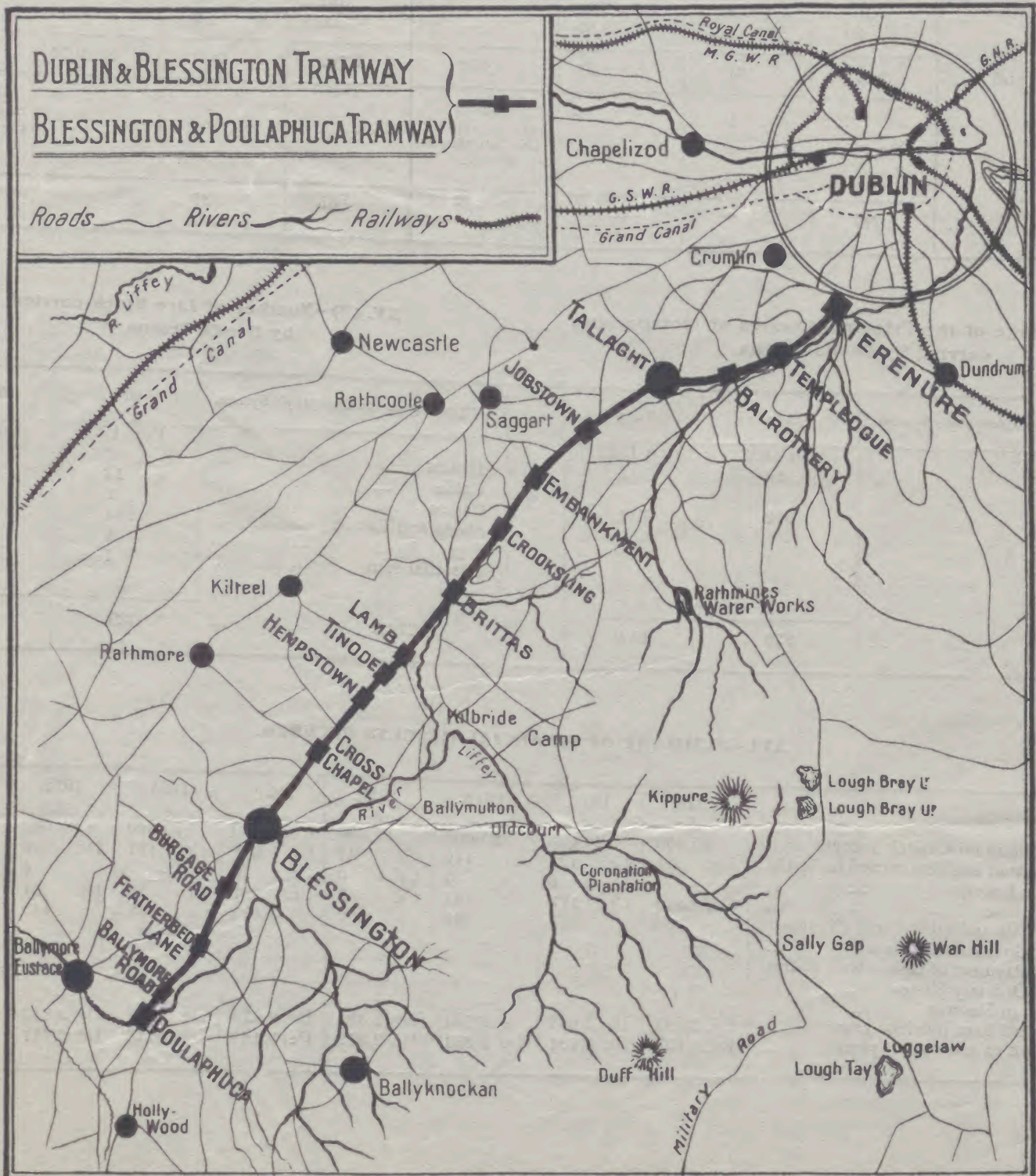
Signed for the Board of Directors

{ T. H. RICHARDSON, *Chairman of the Company.*  
H. O. TISDALL, *Secretary of the Company.*

We have examined the foregoing Accounts, compared same with the Books of the undertaking, and found them to agree.  
In our opinion the Accounts as above set out, disclose the true financial position of the undertaking.

31 Dame Street, Dublin.  
4th February, 1924.

KEVANS & SON,  
(Chartered Accountants),  
Auditors.







Cork & Macroom Direct Railway  
C O M P A N Y .

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REPORT OF THE DIRECTORS

AND

STATEMENT OF ACCOUNTS

FOR

The YEAR ENDED 31st DECEMBER, 1923,

TO BE SUBMITTED AT THE

**Annual General Meeting of the Shareholders,**

TO BE HELD AT THE

Company's Offices, Capwell, Cork,

ON

FRIDAY, the 22nd FEBRUARY, 1924,

**At the hour of 12.15 p.m. o'clock.**

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# CORK and MACROOM DIRECT RAILWAY.

## DIRECTORS.

### Chairman :

JOHN E. HARDING, Clondrohid House, Macroom, Co. Cork.

### Deputy Chairman :

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

TIMOTHY J. TWOMEY, Macroom, Co. Cork.

RICHARD TWOMEY, Eason's Avenue, Cork.

JOHN ENGLISH, 1, Inniscarrig, Western Road, Cork.

### Secretary :

JOHN J. BARRY.

## REPORT

*of the Directors to be submitted to the Proprietors at the Annual General Meeting to be held at the Company's Offices, Capwell, Cork. on Friday, the 22nd day of February, 1924, at 12.15 p.m.*

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

### Per Account No. 8:—

	1923	1922
Receipts of Railway, &c. ... ..	£18,376 16 7	£26,778
Expenditure . . . . .	20,980 4 8	25,491
	<u>Dr. £2,603 8 1</u>	<u>1,287</u>
Proportion of Amount received under Irish Railways (Settlement of Claims) Act, 1921 ... ..	10,000 0 0	7,360
Miscellaneous Receipts (Net) from Rents, Interest, &c. . . . .	714 17 1	275
Total Net Income ... ..	£8,111 9 0	8,922

### Per Account No. 9:—

<i>Add</i> —Balance from last Account ... ..	437 3 4	430
	<u>£8,548 12 4</u>	<u>9,352</u>
<i>Deduct</i> :—		
Interest, &c. ... ..	3,025 4 0	3,025
	<u>£5,523 8 4</u>	<u>6,327</u>
Dividend on Preference Shares ... ..	2,207 10 0	2,208
Balance available for Dividend on Ordinary Shares ... ..	<u>£3,315 18 4</u>	<u>4,119</u>

The Directors regret to announce the line was closed up to the 10th May during the year owing to circumstances over which they had no control.

The Directors recommend that after appropriating the sum of £10,000 from the Company's share of the Compensation received under the Irish Railways (Settlement of Claims) Act, 1921, a Dividend be declared on the Ordinary Shares of the Company for the Half-year ended 31st December, 1923, at the

rate of 3 per cent. per annum, less Income Tax, making with the Interim Dividend of 3 per cent. per annum paid for the Half-year ended 30th June, 1923, 3 per cent. for the year; the said Dividend and the Dividend on the 5 per cent. Preference Shares for the Half-year ended 31st December, 1923, to be payable on 1st March next to the Proprietors who were registered at the closing of the Transfer Books on 8th February, 1924.

	1923	1922
Interim Dividend at the rate of 3 per cent. per annum on the Ordinary Shares for Half-year ended 30th June, 1923 ...	£1,380 15 0	£2,301
3 per cent. per annum on the Ordinary Shares for the Half-year ended 31st December, 1923 ... ..	1,380 15 0	1,381
	<u>£2,761 10 0</u>	<u>3,682</u>
Leaving a balance to be carried to next Account of ...	554 8 4	437
	<u>£3,315 18 4</u>	<u>4,119</u>

The Directors retiring by rotation are John E. Harding, Esq., and Timothy J. Twomey, Esq., and being eligible offer themselves for re-election.

The retiring Auditor is D. McDonnell, M.A., LL.D., who 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 20th February, 1924.

JOHN E. HARDING, Chairman.

Capwell Terminus,  
Cork, 25th January, 1924.

# CORK & MACROOM DIRECT RAILWAY COMPANY.

Financial Accounts and Statistical Returns for the Year ended  
31st December, 1923.

## 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 ... ..	186,200	99,168	235,368	186,200	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	...	...	...	...
	186,200	186,200	186,200	...	...	...	...

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

	Raised by Issue of Debenture Stock At 4 per cent.	Total
Existing at 31st December, 1923 ... ..	£ 75,630	£ 75,630
Ditto at 31st December, 1922 ... ..	75,630	75,630
Increase ... ..	...	...
Decrease ... ..	...	...
Total amount authorised to be raised by Loans and Debenture Stock, in respect of Capital created	...	79,168
Total amount raised by Loans and Debenture Stock as above	...	75,630
Balance, being available borrowing powers at 31st December, 1923 ... ..	...	3,538

Dr.

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

Cr.

	Amount Expended to Dec. 31st, 1922.		Amount Expended during the year		TOTAL.		By RECEIPTS:	Amount Received to Dec. 31st, 1922.		Amount received during the year		TOTAL.	
	£	s. d.	£	s. d.	£	s. d.		£	s. d.	£	s. d.	£	s. d.
To EXPENDITURE							Shares, per Account No. 2	136,200	0 0	...	...	136,200	0 0
Lines open for Traffic	195,046	10 4	...	...	195,046	10 4	Debenture Stock, per Account No. 3	75,630	0 0	...	...	75,630	0 0
Working Stock...	26,846	17 8	...	...	26,846	17 8	Premium on Debenture Stock	1,018	2 6	...	...	1,018	2 6
							Land Sold	75	0 0	...	...	75	0 0
							Balance of amount transferred from Net Revenue Account	5,628	8 10	...	...	5,628	8 10
							Balance ... ..	218,551	11 4	...	...	218,551	11 4
													3,343 16 8
	221,895	8 0	...	...	221,895	8 0							221,895 8 0

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

(Not applicable to this Company.)

## No. 5—Details of Capital Expenditure, for the year ended, 31st December, 1923.

Nil.

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

	ESTIMATED FURTHER EXPENDITURE.		
	During the Year ending	Subsequently until completion	TOTAL.
	£ s. d.	£ s. d.	£ s. d.
Lines belonging to Company open for Traffic	...	...	...
Works not yet commenced and in abeyance	...	...	...
	Not	ascertained.	

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

Balance of available Borrowing Powers, 31st December, 1923, per Statement No. 3	...	...	...	£3,538	0 0
Deduct Debit Balance in Capital Account No. 4	...	...	...	3,343	16 8
Balance	...	...	...	£194	3 4

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

See Statement	YEAR 1923			YEAR 1922		
	Gross Receipts	Expenditure	Net Receipts	Gross Receipts	Expenditure	Net Receipts
	£ s. d.	£ s. d.	£ s. d.	£	£	£
10 Railway ... ..	18,376 16 7	20,980 4 8	Dr. 2,603 8 1	26,778	25,491	1,287
Total ... ..	18,376 16 7	20,980 4 8	Dr. 2,603 8 1	26,778	25,491	1,287
Proportion of Compensation under Irish Railway's (Settlement of Claims) Act, 1921 ... ..			10,000 0 0			7,360
Miscellaneous Receipts (Net) :—						
Rents from Houses and Lands .. ..			125 5 0			74
Other Rents, including Lump-sum Tolls ... ..			24 9 7			75
Transfer Fees ... ..			4 7 6			4
General Interest ... ..			560 15 0			121
Total Net Income ... ..			8,111 9 0			8,921

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

	1923	1922
	£ s. d.	£
Balance brought forward from last year's Account .. ..	437 3 4	430
Appropriation from Reserve Account .. ..	...	...
Net Income (as per Statement No. 8) ... ..	8,111 9 0	8,922
Total ... ..	8,548 12 4	9,352
Deduct—Interest on Debenture Stock .. ..	3,025 4 0	...
General Interest .. ..	...	3,025
Balance after Payment of Fixed Charges .. ..	5,523 8 4	6,327
Appropriation to Reserve Account ... ..	...	...
Dividend on 5 per cent. Preference Shares ... ..	5,523 8 4	6,327
Dividend on Ordinary Shares, 3 per cent. per annum ... ..	2,207 10 0	2,208
Balance available for Dividend on Ordinary Shares ... ..	3,315 18 4	4,119
Dividend on Ordinary Stock, 3 per cent. per annum ... ..	2,761 10 0	3,682
Balance carried to next year's accounts ... ..	554 8 4	437

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

	1923	1922
	£ s. d.	£
Balance available for Dividends and Reserves, after payment of fixed charges, year 1923 (as per Account No. 9) ... ..	5,523 8 4	6,327
Deduct—Interim Dividend paid September, 1923 :—		
Dividend on Preference Shares, 2½ per cent. ... ..	£1,103 15 0	
Ordinary Shares, 1½ per cent. ... ..	1,380 15 0	
Amount placed to Reserve ... ..	...	...
Undivided Balance at 31st December, 1923, carried to Balance Sheet ... ..	2,484 10 0	3,405
	3,038 18 4	2,922



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

	1923		1922
	£	s. d.	£
Superintendence—			
Salaries .....	486	17 11	
Office Expenses, etc. ....	0	10 6	
			437 8 5
Maintenance of Roads, Bridges and Works—			
Earthworks .....	}	355 2 1	
Bridges, Tunnels, Culverts, Retaining Walls and other Works .....			
Roads and Fences .....			
			355 2 1
Maintenance of Permanent Way—			
Renewal of Running Lines—			
Wages .....			
Materials .....			
Engine Power and Wagon Repairs .....			
Repairs of Running Lines and Sidings—			
Wages .....	2,103	2 10	
Material, less Materials Sold .....	814	3 10	
Engine Power and Wagon Repairs .....			
			2,917 6 8
Maintenance of Signalling .....	10	2 6	
Maintenance of Telegraphs .....	21	17 2	
Maintenance of Stations and Buildings—			
Stations, Depots and Offices .....	}	291 18 4	
Engine Sheds .....			
Carriage Sheds .....			
Locomotive Workshops .....			
Carriage Workshops .....			
Wagon Workshops .....			
Other Buildings .....			
			31 19 8
			291 18 4
Transfer from Arrears of Maintenance Account .....			4,033 15 2
			1,000 0 0
Total .....			3,033 15 2
			5,111

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

(1)—Locomotives.

(2)—Carriages.

	1923		1922		1923		1922
	£	s. d.	£		£	s. d.	£
Superintendence—							
Salaries .....	140	0 0			70	0 0	
Office Expenses .....	2	12 0					70
			142 12 0	144			70 0 0
Complete Renewals—							
Wages .....							
Materials .....							
Repairs and Partial Renewals—							
Wages .....	563	13 10			416	13 11	
Materials .....	135	15 3			87	1 3	
			699 9 1	1,163			503 15 2
Purchase of Locomotives .....							
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant .....	44	4 10	44 4 10	66	44	4 10	44 4 10
Less to Suspense Account .....							
Add from .....							
Total .....			886 5 11	1,373			618 0 0
							913

(3)—Wagons.

	1923		1922
	£	s. d.	£
Superintendence—			
Salaries .....	70	0 0	
Office Expenses .....			
			70 0 0
Complete Renewals—			
Wages .....			
Materials .....			
Repairs and Partial Renewals—			
Wages .....	543	17 10	
Materials .....	536	18 6	
			1,080 16 4
Purchase of New Wagons .....			
Workshop Expenses—			
Repairs of Renewals of Machinery and Plant .....	}		
Other Expenses .....			
			44 4 10
Total .....			1,195 1 2
			1,205

## Abstract C.—Locomotive Running Expenses.

## Abstract D.—Traffic Expenses.

	1923			1922				1923			1922		
	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
Superintendence—													
Salaries ... ..	140	0	0					473	6	0			
Office Expenses ... ..	2	11	11					2,893	15	10			
				142	11	11	144						
Steam Train Working—													
Wages connected with the Running of Locomotive Engines ... ..	1,760	4	1										
Fuel ... ..	1,420	3	11										
Water ... ..	74	3	6										
Lubricants ... ..	91	12	2										
Other Stores, including Clothing ... ..													
				3,346	3	8	3,257				7,264	4	0
													8,327
Deduct—Engine Power supplied to and by the Company (Balance) ... ..											190	11	11
													225
											70	11	9
													245
											227	12	2
													293
											88	14	4
													14
											28	0	4
													72
											20	0	0
													20
											96	9	5
													110
Total ... ..				3,488	15	7	3,401	Total ... ..			7,986	3	11
													9,306

## Abstract E.—General Expenses.

	1923			1922		
	£	s.	d.	£	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 ... ..	586	14	0	616		
Office Expenses do. do ... ..	54	1	8	37		
Rating Expenses ... ..						
Fire Insurance ... ..	16	17	6	17		
Superannuation and Benevolent Funds, Pensions, &c. ... ..	274	13	0	259		
Subscriptions and Donations ... ..						
Miscellaneous Expenses, &c. ... ..	218	10	6	417		
Total ... ..	1,670	16	8	1,866		

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





**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	1922	
	M.	Ch.			M.	Ch.	M.	Ch.
Lines Owned by the Company—								
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.

	1922	
	M.	Ch.
Lines Owned by the Company	24	40
Lines Leased or Worked by the Company	..	..
Total	24	40

**II.—ROLLING STOCK**

(A).—Steam Locomotives and Tenders.

DESCRIPTION	1922	
	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,

(E).—Merchandise and Mineral Vehicles.

D).—Coaching Vehicles (other than Electric)

	Number	Seats or Berths				1922
		1st Class	2nd Class	3rd Class	Total	
Passenger Carriages—						
Carriages of Uniform Class	22	116	100	840	1,056	22
Composite Carriages	1	16	20	...	36	1
Miscellaneous	..	..	..	..	..	..
Total	23	132	120	840	1,092	23
Total Passenger Carriages	23				1,092	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

	Number	1922
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	51	51
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	24	24
Rail and Timber Trucks (including Twin Trucks)	3	3
Brake Vans	3	3
Miscellaneous	..	..
Total	105	105

(F)—Railway Service Vehicles.

	Number	1922
Ballast Wagons ... ..	12	12
Travelling Cranes ... ..	..	..
Miscellaneous ... ..	..	..
<b>Total ... ..</b>	<b>12</b>	<b>12</b>

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

	Number	1922
Houses and Cottages for Company's Servants ...	11	11

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

	1923	1922
Quantities of Principal materials used—		
Ballast ... ..	...	...
Fencing ... ..	250 yds.	1,500 yds.
Rails ... ..	500 "	...
Sleepers ... ..	2,625 "	2,058 "
Miles maintained—		
Miles of road ... ..	miles 27 3/4	miles 27 3/4
Miles of road reduced to single track—		
Running Lines ... ..	24 1/2	24 1/2
Sidings ... ..	3 1/2	3 1/2
Miles of track renewed ... ..	...	...

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

	In Company's Workshops Number	By Contract Number	Total	Total 1922
Locomotives renewed ... ..	...	...	...	...
Locomotives repaired—				
Heavy repairs ... ..	...	...	...	1
Light " ... ..	1	...	1	2
Locomotives under or awaiting repairs at end of year ...	1	...	1	1
Coaching Vehicles—				
Carriages renewed ... ..	...	...	...	...
Carriages repaired—				
Heavy repairs ... ..	2	...	2	1
Light " ... ..	10	...	10	6
Carriages under or awaiting repairs at end of year ...	1	...	1	2
Others renewed ... ..	...	...	...	...
Others repaired—				
Heavy repairs ... ..	...	...	...	...
Light " ... ..	1	...	1	2
Others under or awaiting repairs at end of year ...	...	...	...	...
Wagons renewed—				
Completely renewed ... ..	...	...	...	...
Partially ... ..	2	...	2	1
Wagons repaired—				
Heavy repairs ... ..	10	...	10	10
Light " ... ..	28	...	28	37
Wagons under or awaiting repairs at end of year ...	7	...	7	3

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

XII.—Engine Mileage.

	1923										1922									
	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	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
	Coaching	Goods	Total	Coaching	Goods	Total	Coaching	Goods			Coaching	Goods	Total	Coaching	Goods	Total	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 ...	27595	10363	37958	27735	10584	38319	531	8576	147	47573	25173	13498	38671	25240	13639	38879	213	8212	36	47340
Over the Company's System by other Company's Engines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>Total ... ..</b>	<b>27595</b>	<b>10363</b>	<b>37958</b>	<b>27735</b>	<b>10584</b>	<b>38319</b>	<b>531</b>	<b>8576</b>	<b>147</b>	<b>47573</b>	<b>25173</b>	<b>13498</b>	<b>38671</b>	<b>25240</b>	<b>13639</b>	<b>38879</b>	<b>213</b>	<b>8212</b>	<b>36</b>	<b>47340</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 ...	27595	10363	37958	27735	10584	38319	531	8576	1023	48449	25173	13498	38671	25240	13639	38879	213	8212	744	48048
By the Company's Engines over other Company's Lines ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>Total ... ..</b>	<b>27595</b>	<b>10363</b>	<b>37958</b>	<b>27735</b>	<b>10584</b>	<b>38319</b>	<b>531</b>	<b>8576</b>	<b>1023</b>	<b>48449</b>	<b>25173</b>	<b>13498</b>	<b>38671</b>	<b>25240</b>	<b>13639</b>	<b>38879</b>	<b>213</b>	<b>8212</b>	<b>744</b>	<b>48048</b>
<b>C.—Miles run by the Company's Engines—</b>																				
Over lines owned, leased, or worked by the Company ...	27595	10363	37958	27735	10584	38319	531	8576	1023	48449	25173	13498	38671	25240	13639	38879	213	8212	744	48048
Over all Joint Lines ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Over other Companies' Lines ... ..	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>Total ... ..</b>	<b>27595</b>	<b>10363</b>	<b>37958</b>	<b>27735</b>	<b>10584</b>	<b>38319</b>	<b>531</b>	<b>8576</b>	<b>1023</b>	<b>48449</b>	<b>25173</b>	<b>13498</b>	<b>38671</b>	<b>25240</b>	<b>13639</b>	<b>38879</b>	<b>213</b>	<b>8212</b>	<b>744</b>	<b>48048</b>

XIII.—Passenger Traffic and Receipts.

CLASS OF PASSENGER					1922			
	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
		£	s. d.			£	s. d.	
Ordinary—								
1st Class ... ..	1,412	256	3 7-51	1,374	1,388	182	2 7-46	1,388
2nd „ ... ..	7,356	1,000	2 8-80	7,356	7,658	1,040	2 8-59	7,658
3rd „ ... ..	56,438	5,493	1 11-35	55,844	58,051	5,464	1 10-58	58,051
Total ... ..	65,206	6,749	2 0-65	64,574	67,097	6,686	1 11-91	67,097
Season—			£ s. d.				£ s. d.	
1st Class ... ..	1/4	4	16 0 0	1/4	2 1/4	21	9 6 8	2 1/4
2nd „ ... ..	4	68	17 0 0	4	3	54	18 0 0	3
3rd „ ... ..	19 1/4	168	8 0 0	19 1/4	15	216	14 8 0	15

XIV.—Goods Traffic and Receipts.

					1922			
	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
	Tons	£	s. d.	Tons	Tons	£	s. d.	Tons
Merchandise ... ..	12,607	7,995	12 8-20	12,607	22,999	14,977	13 0-28	22,999
Coal, Coke, and Patent Fuel ... ..	2,474	951	7 8-33	2,474	3,471	1,356	7 9-75	3,471
Other Minerals ... ..	273	66	4 10-02	273	364	72	3 11-47	364
Total ... ..	15,354	9,012	11 8-86	15,354	26,834	16,405	12 2-72	26,834
	Number	£	Average per head	Number originating on the Company's System	Number	£	Average per head	Number originating on the Company's System
			s. d.				s. d.	
Live Stock ... ..	16,075	1,519	1 10-67	16,075	22,236	2,093	1 10-59	22,236

XV. (A.)—Tonnage of the following Traffics carried by Goods Trains.

	1923	1922
	Tons	Tons
Ale and Porter ... ..	1,144	1,319
Bacon and Hams, Butter and Eggs ... ..	162	6
Bricks, Common ... ..	8	31
Flour and Bran, Sharps and other Mill Offal ... ..	2,171	3,096
Grain ... ..	1,571	2,072
Manure ... ..	270	1,555
Oil Cake and Cattle Food ... ..	85	156
Potatoes ... ..	79	174
Timber ... ..	314	350
Total ... ..	5,804	8,759

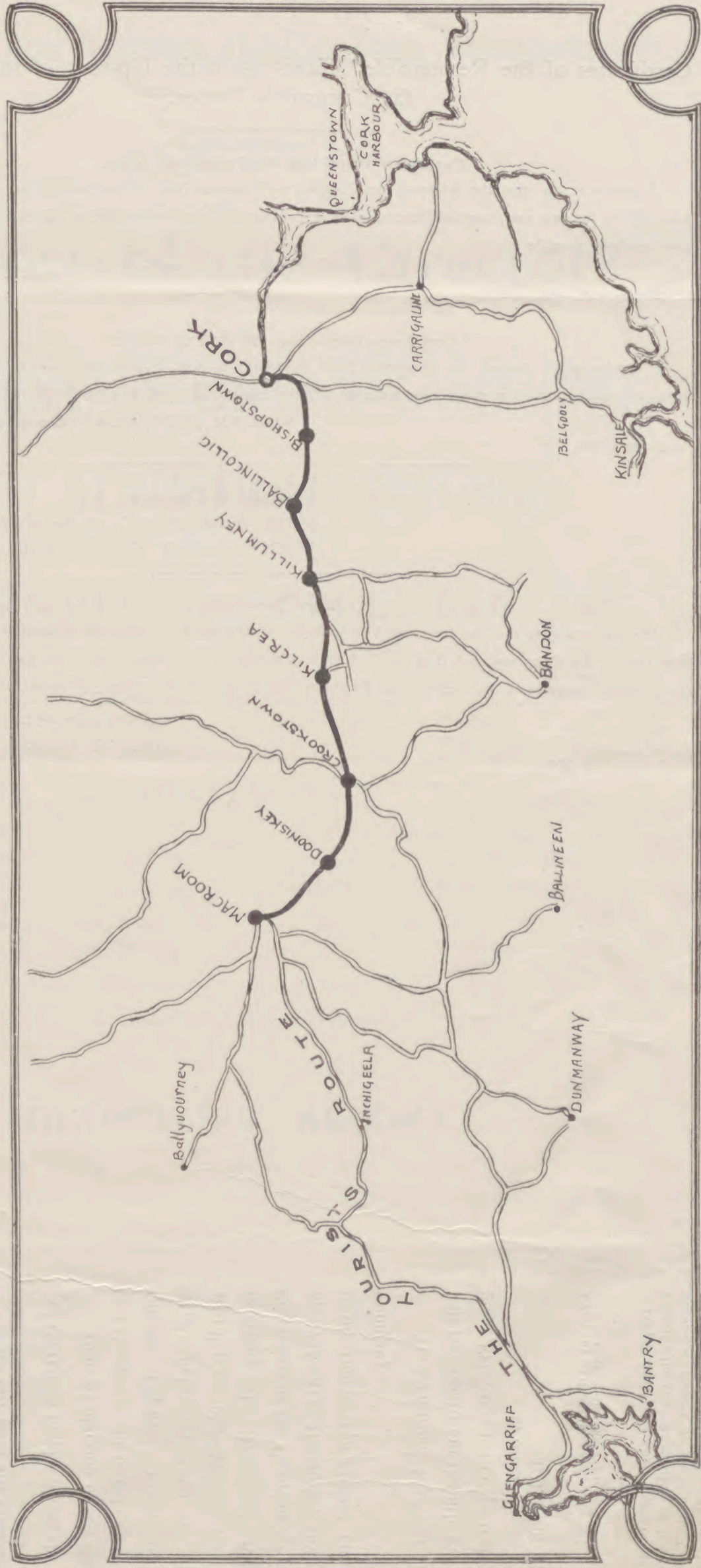
XV. (B.)—Number of Live Stock carried by Goods Trains.

	1923.	1922
Horses ... ..	43	101
Cattle ... ..	2,139	3,214
Calves ... ..	2,337	2,685
Sheep ... ..	2,184	3,761
Pigs ... ..	9,298	12,475
Miscellaneous ... ..	...	...
Total ... ..	16,075	22,236

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

	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923
Total Expenditure on Capital Account (No. 4)	£ 221,625	£ 221,670	£ 221,715	£ 221,760	£ 221,805	£ 221,850	£ 221,895	£ 221,895	£ 221,895	£ 221,895
Gross Receipts from Business carried on by the Company (No. 8) ... ..	21,887	23,043	23,066	...	...	...	...	...	26,777	18,377
Revenue Expenditure on ditto (No. 8) ... ..	13,524	14,027	14,689	...	...	...	...	...	25,491	20,980
Net Receipts (No. 8) ... ..	8,364	9,016	8,378	8,384	8,726	8,714	8,654	7,632	1,286	Dr. 2,603
Appropriation from Irish Railways (Settlement of Claims) Act, 1921 ... ..	...	...	...	...	...	...	...	946	7,360	10,000
Miscellaneous Receipts net (No. 8) ... ..	177	184	175	167	157	144	282	365	275	715
Total Net Income (No. 8) ... ..	8,541	9,200	8,553	8,751	8,883	8,888	8,936	8,943	8,921	8,111
Interest, Rentals, and other Fixed Charges (No. 9) ... ..	3,110	3,078	3,041	3,121	3,098	3,025	3,025	3,025	3,025	3,025
Dividends on Preference Shares (No. 9) ... ..	2,208	2,208	2,208	2,208	2,208	2,208	2,208	2,208	2,208	2,208
Balance after Payment of Preference Dividends (No. 9) ... ..	3,833	3,796	3,994	4,194	4,089	4,062	4,084	4,112	4,119	3,316
Dividend on Ordinary Stock (No. 9) ... ..	3,452	3,107	3,222	3,682	3,682	3,682	3,682	3,682	3,682	2,762
Rate per cent. ... ..	3 3/4	3 3/8	3 1/2	4%	4%	4%	4%	4%	4%	3%
Surplus or Deficit ... ..	230	808	83	260	105	27	22	28	7	117
Appropriation from Reserve ... ..	200	...	...	...	...	...	...	...	...	...
Appropriation to Reserve ... ..	...	500	...	...	...	...	...	...	...	...
Brought forward from previous years ... ..	411	381	689	772	512	407	380	402	430	437
Carried forward to subsequent years ... ..	381	689	772	512	407	380	402	430	437	554

CORK AND MACROOM DIRECT RAILWAY CO.



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 the exceptional conditons have rendered possible.

RICHARD EVANS, M. INST. C.E.I., Engineer.

January 15th, 1924.

Certificate respecting the 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, as the exceptional conditions have rendered possible.

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

January 19th, 1924.

Signed for the Board of Directors,

JOHN E. HARDING, Chairman of the Company.  
JOHN J. BARRY, Secretary of the Company.

Auditors' Certificate.

We 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 our judgment, to be paid thereout.

DAVID McDONNELL, M.A., LL.D.  
JOHN L. LYONS.

February 6th, 1924.

Cork & Macroom Direct Railway Company.

REPORT OF THE DIRECTORS AND STATEMENT OF ACCOUNTS For Year ended 31st December, 1923.

NOTICE is hereby given, that the Annual General Meeting of the Shareholders of this Company will be held at the Company's Offices, Capwell, Cork, on FRIDAY, 22nd February, 1924, at the hour of 12.15 p.m. o'clock, for the purpose of receiving the Directors' Report and a Statement of the Company's Accounts made up to the 31st December, 1923, and for the transaction of the general business of the Company.

The Transfer Books of the Company will be closed from the 8th February to the 22nd February, both days inclusive.

BY ORDER,  
JOHN J. BARRY,  
Secretary.  
Company's Offices, Capwell,  
Cork, 25th January, 1924.

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 - 22nd February.  
DIVIDENDS PAYABLE - 1st March.

# Castleberg and Victoria Bridge Tramway Company.

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## Report of the Directors

AND

### STATEMENT OF FINANCIAL ACCOUNTS

### AND STATISTICAL RETURNS

FOR

### YEAR ENDED 31st DECEMBER, 1923.

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#### DIRECTORS:

REV. W. F. HENDERSON,  
Riverview Manse, Castleberg, *Chairman.*

A. A. CROCKETT, Esq.,  
Templemore Park, Londonderry,  
*Deputy Chairman.*

SIR E. C. HERDMAN, H.M.L.,  
Carricklee, Strabane.

MAJOR G. F. V. LEARY, M.B., J.P.,  
Castleberg.

A. LEITCH, Esq., M.D.,  
Breezemount, Castleberg.

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#### DIRECTORS' REPORT.

Statement of Accounts for year ending 31st December, 1923, are presented herewith.

The Working Expenses for year amounted to £6,243 10s 2d and the Traffic Receipts to £4,753 2s 7d, leaving a deficit of £1,490 7s 7d.

The sum of £1,000 has been withdrawn from Reserve and £492 6s 11d from Deferred Maintenance Account.

There remains a Credit Balance of £300 6s 3d on No. 9 Account, which is being carried forward.

The Directors retiring by rotation, Mr. A. A. CROCKETT and Major G. F. V. LEARY, being eligible, offers themselves for re-election.

The Auditor retiring, Mr. GEORGE F. MOORE, being eligible, offers himself for re-election.

SECRETARY'S OFFICE,  
CASTLEBERG,

7th February, 1924.

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# Castleberg and Victoria Bridge Tramway Company.

## FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED 31st DECEMBER, 1923.

### 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.	Total.	Shares.	Loans.	Total.	Shares.	Loans.	Total.
	£	£	£	£	£	£	£	£	£
Castleberg and Victoria Bridge Tramway Act, 1883 ...	20,000	7,000	27,000	20,000	7,000	27,000	...	...	...

#### 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 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.
	£	£	£	£	£	£	£	£
A or Guaranteed Shares ...	13,000	13,000	...	13,000	...	...	...	...
B or Ordinary Shares ...	7,000	6,080	...	6,080	...	...	920	
Total	£ 20,000	19,080		19,080			920	

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

	Raised by Loans.			Raised by Issue of Debenture Stock.			Total Amount Raised by Loans and by Debenture Stock.		
	£	s	d	£	s	d	£	s	d
Existing at 31st December, 1922 ...	5,500	0	0	.....	.....	.....	5,500	0	0
„ 31st December, 1923 ...	.....	.....	.....	.....	.....	.....	5,500	0	0
Decrease ...	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total amount authorised to be raised by Loans in respect of Capital created, as per Statement No. 1 (a) ...	.....	.....	.....	.....	.....	.....	7,000	0	0
Total amount raised by Loans, as above ...	.....	.....	.....	.....	.....	.....	5,500	0	0
Balance, being available Borrowing Powers, on 31st December, 1923 ...	.....	.....	.....	.....	.....	.....	1,500	0	0

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

Cr.

Dr.

To Expenditure.	Amount expended to 31st December, 1922.	Amount expended during year, as per No. 5.	Total.	By Receipts.	Amount received to 31st December, 1922.	Amount received during Year.	Total.
	£ s d	£ s d	£ s d		£ s d	£ s d	£ s d
Lines open for Traffic	...	...			19,080 0 0	...	19,080 0 0
Lines not open for Traffic—							
New Lines	...	...			5,500 0 0	...	5,500 0 0
Widenings of and additions to existing Lines	25,121 10 2		25,121 10 2				
Rolling Stock	...	...					
Manufacturing and Repairing Works and Plant—							
Land and Buildings	...	...					
Plant and Machinery	...	...					
Total Capital expended upon Railway	...	...					
Land, Property, etc., not forming part of the Railway or Stations—							
(a) Used in connection with Railway working	...	...					
(b) Not used in connection with Railway working	...	...					
Other Industries	...	...					
Special Items	...	...					
Total Expenditure	25,121 10 2		25,121 10 2	Total Receipts	24,580 0 0	...	24,580 0 0
				By Balance	...	...	541 10 2
			25,121 10 2				25,121 10 2

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

(Not Applicable to this Company.)

## No. 5—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1923.

	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, 1924.	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.) ) ... ..	...	...
Share Capital created, but not yet received (as per Statement No. 2)—		
Amount Unissued ... ..	920 0 0	
Loan Capital Credited, but not yet available (as per Statement No. 3) ... ..	1,500 0 0	
		2,420 0 0
Deduct Balance at Debit (as per Capital Account No. 4) ... ..	...	541 10 2
Total ... ..	...	1,878 9 10

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

See Statement.		Gross Receipts.	Expenditure.	Net Deficit.	Year 1922.		
					Gross Receipts.	Expenditure.	Net Receipts.
		£ s d	£ s d	£ s d	£	£	£
10	Railway	4,753 2 7	6,243 10 2	1,490 7 7	5,307	5,085	222
16	Other separate businesses carried on by the Company	...	...	...	...	...	...
	Total	4,753 2 7	6,243 10 2	1,490 7 7	5,307	5,085	222
	Proportion of amount receiveable under Irish Railways (Settlement of Claims) Act, 1921			...			1,364
	Miscellaneous Receipts (Net)—						
	Rent from Houses and Lands			5 4 0			5
	Transfer Fees			0 2 6			1
	Special Items			4 15 8			5
	High Court of Justice			...			1
	Arrears of Maintenance—Abstract A. (1918/21)			140 3 10			...
	"    "    "    "    A. (Received 1923)			205 6 3			...
	"    "    "    "    B. (1918/21)			146 16 10			...
	General Interest			25 15 9			...
	Withdrawal from Reserve			1,000 0 0			...
	Total Net Income			37 17 3			1,598

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

				Year 1922.	
				£ s d	£
	Balance brought forward from last year's Account			854 15 0	1,326
	Net Income (as per Statement No. 8)			37 17 3	1,598
	Appropriation from Reserve			...	...
	TOTAL			892 12 3	2,924
	Balance from last Account			...	...
	Interest on Loans			£230 0 0	230
	Income Tax—Deficiency			362 6 0	475
	Allocation to Reserve			592 6 0	1,364
	Balance, after payment of Fixed Charges			...	855
	Balance available			...	...
	Balance carried forward to next year's Account			£300 6 3	855
				300 6 3	855

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

(Not applicable to this Company.)

	Year 1923.		Year 1922.		Percentage of Traffic Receipts.		By Gross Receipts.	Year 1923.		Year 1922.		Percentage of Traffic Receipts.	
	£	s d	£	s d	Per Cent.	Per Cent.		£	s d	£	s d	Per Cent.	Per Cent.
<i>See Abstracts</i>													
A—Maintenance and Renewal of Way and Works	2,082	19 3	865	3 8	43·82	16·32	Passenger Train Traffic :—	111	16 8	101	3 7	1,150	13 9
B—Maintenance and Renewal of Rolling Stock—							Ordinary Passenger—	1,091	8 6	1,150	13 9		
(1) Locomotives	593	2 11	706	15 0			First Class	26	6 6	29	5 0		
(2) Carriages	158	0 4	35	14 4			Third Class	13	11 0	12	12 0		
(3) Wagons	221	13 8	195	1 5	20·55	17·63	Season Tickets—			39	17 6		
C—Locomotive Running Expenses	1,480	7 0	1,441	14 11			First Class						
D—Traffic Expenses	961	12 10	1,060	18 2	51·38	47·17	Third Class			1,243	2 8	1,293	14 4
E—General Charges			503	0 8	10·59	9·94	Workmen's Tickets			44	16 2	36	0 0
Law Charges							Total Receipts from Passengers			85	12 10	130	8 5
Parliamentary Expenses							Mails			39	19 4	20	16 5
Compensation (Accidents and Losses)—							Parcels up to 2 cwt., Parcels Post, and Excess Luggage and Other Merchandise by Passenger Train						
Passengers	35	11 0	20	0 0			F—Less Expenses of Collection and Delivery						
Workmen	28	5 3	29	1 7			Total Passenger Train Receipts	1,413	11 0	1,480	19 2	29·75	27·09
Damage and Loss of Goods, Property, etc.	2	2 6	30	18 8	1·39	1·51	Goods Train Traffic—			2,992	9 1		
Rates and Taxes			65	18 9			Merchandise	2,463	6 8				
Payments under National Insurance Act, 1911—							F—Less expenses of Collection and Delivery						
Health	18	14 0	15	17 4			Live Stock	292	0 2			364	3 7
Unemployment	44	10 10	37	10 0	1·33	1·00	Coal, Coke, and Patent Fuel	516	11 1			389	1 8
Total Expenditure	6,243	10 2	5,084	12 6	131·51	95·81	Other Minerals	67	13 8			80	1 4
Net Receipts			222	2 4			Total Goods Train Receipts	£3,339	11 7	3,339	11 7	3,825	15 8
							Total Traffic Receipts	4,753	2 7			100·0	100·0
							Deficit	1,490	7 7				
							Total	6,243	10 2	6,243	10 2	5,306	14 10

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

	1923.		1922.	
	£	s d	£	s d
Superintendence—				
Salaries ... ..	28	4 6		
Office Expenses, etc. ... ..				
			28	4 6
Maintenance of Roads, Bridges, and Works—				
Earthworks ... ..				
Bridges, Tunnels, Culverts, Retaining Walls and Other Works ... ..			8	4 6
Roads and Fences ... ..			1	0 0
Maintenance of Permanent Way:—				
Renewal of Running Lines—				
Wages ... ..				
Materials ... ..				
Engine Power and Wagon Repairs ... ..				
Repair of Running Lines and Sidings—				
Wages ... ..	767	5 11	563	2 1
Materials, less old Materials Sold ... ..	1,206	7 6	199	15 10
Engine Power and Wagon Repairs ... ..				
			1,973	13 5
Maintenance of Signalling ... ..				
Maintenance of Telephones ... ..				
Maintenance of Stations and Buildings—				
Stations, Depôts and Offices ... ..	36	8 10	14	8 4
Engine Sheds ... ..	0	3 1	0	2 0
Carriage Sheds ... ..				
Locomotive Workshops ... ..				
Carriage and Wagon Workshops ... ..				
Other Buildings ... ..	44	9 5	41	6 5
			81	1 4
Total ... ..			2,082	19 3
			865	3 8

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

## (1)—LOCOMOTIVES.

	1923.		1922.	
	£	s d	£	s d
Superintendence—				
Salaries ... ..	28	17 9	28	17 9
Office Expenses ... ..	0	11 0		
			29	8 9
Complete Renewals ... ..				
Repairs and Partial Renewals—				
Wages ... ..	329	2 8	360	13 1
Materials ... ..	231	11 8	311	1 11
			560	14 4
Purchase of New Locomotives ... ..				
Workshop Expenses—				
Repairs and Renewals of Machinery and Plant ... ..	2	19 10	6	2 3
Other Expenses ... ..				
			2	19 10
Total ... ..			593	2 11
			706	15 0

## (2)—CARRIAGES.

	1923.		1922.	
	£	s d	£	s d
Superintendence—				
Salaries ... ..	7	4 6	7	4 6
Office Expenses ... ..				
			7	4 6
Complete Renewals—				
Wages ... ..				
Materials ... ..				
Repairs and Partial Renewals—				
Wages ... ..	80	16 10	24	8 11
Materials ... ..	69	3 10	3	6 5
			150	0 8
Purchase of New Carriages ... ..				
Workshop Expenses—				
Repairs and Renewals of Machinery and Plant ... ..	0	15 2	0	14 6
Other Expenses ... ..				
			0	15 2
Total ... ..			158	0 4
			35	14 4

## (3)—WAGONS.

	1923.		1922.	
	£	s d	£	s d
Superintendence—				
Salaries ... ..	14	8 10	14	8 10
Office Expenses ... ..				
			14	8 10
Complete Renewals—				
Wages ... ..				
Materials ... ..				
Repairs and Partial Renewals—				
Wages ... ..	162	18 9	120	13 3
Materials ... ..	43	6 1	58	11 7
			206	4 10
Purchase of New Wagons ... ..				
Workshop Expenses—				
Repairs and Renewals of Machinery and Plant ... ..	1	0 0	1	7 9
Other Expenses ... ..				
			1	0 0
Total ... ..			221	13 8
			195	1 5

## ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	1923.			1922.		
	£	s	d	£	s	d
Superintendence—						
Salaries ...	28	17	9	28	17	9
Office Expenses ...						
				28	17	9
Steam Train Working—						
Wages connected with the running of Locomotive Engines ...	513	9	10	508	13	7
Fuel ...	883	4	1	824	14	10
Water ...	2	10	2			
Lubricants ...	40	10	8	58	8	11
Other Stores, including Clothing ...	11	14	6	19	2	1
Miscellaneous ...				1	17	9
				1,451	9	3
Total ...				1,480	7	0
				1,441	14	11

## ABSTRACT D.—TRAFFIC EXPENSES.

	1923.			1922.		
	£	s	d	£	s	d
Salaries and Wages—						
Superintendence ...	20	0	0			
Station Masters and Clerks ...	278	13	0			
Ticket Collectors, Porters, etc. ...	319	13	11			
Guards ...	138	0	4			
				756	7	3
Fuel, Lighting, Water and General Stores	19	4	9	41	11	3
Clothing ...	13	0	0	18	8	9
Printing, Advertising, Stationery, Stamps and Tickets ...	67	2	0	46	15	11
Wagon Covers, etc. ...	0	7	6	14	4	7
Expenses of Joint Stations and Junctions	9	6	6	20	10	9
Cleansing, Lubricating and Lighting of Vehicles ...	2	19	2	3	6	1
Railway Clearing House Expenses ...	65	16	7	65	0	7
Miscellaneous Expenses ...	27	9	1	43	18	6
Total ...				961	12	10
				1,060	18	2

## ABSTRACT E.—GENERAL CHARGES.

	1923.			1922.		
	£	s	d	£	s	d
Directors' Fees voted by Shareholders ...						
Auditors and Public Accountants (fees, clerkage and expenses) ...	10	0	0	10	0	0
Salaries of Secretary, General Manager, Accountant and Clerks ...	420	0	0	427	16	0
Office Expenses, ditto, ditto ...	35	13	6	48	7	3
Rating Expenses ...						
Fire Insurance ...	18	8	3	18	8	3
Subscriptions and Donations ...	2	2	0	2	2	0
Miscellaneous Expenses ...	16	16	11	20	8	10
Total ...	503	0	8	527	2	4

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

	1923.			1922.		
	£	s	d	£	s	d
Amount paid for hired Cartage ...						

## 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.)

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.

	1923				1923		
	£	s	d		£	s	d
To Sundry Accounts owing by the Company— Ulster Bank, Capital Account ...	640	19	10	By Capital Account—Balance at Debit thereof, as per Account No. 4 ...	541	10	2
Interest payable or accruing and provided for ...	88	12	6	High Court of Justice, Ireland—Chancery Division (suspense) ...	99	9	8
Amount due Railway Clearing Houses ...	433	12	6	General Stores—Stock of Materials on hand ...	377	17	11
Amount due other Railway Companies ...	115	18	10	Traffic Accounts due to the Company ...	214	11	1
Net Revenue Account—Balance ...	300	6	3	Cash at Bankers on Revenue Account ...	603	17	3
Reserve ...	2,261	0	0	Cash at Bankers on Dividend Account ...	31	8	11
Unpaid Dividend ...	31	8	11	Deposit ...	3,261	0	0
Income Tax ...	156	1	9	Cash on hand ...	3	10	6
Liabilities accrued ...	437	9	3	Amount due by G. Post Office ...	44	16	2
Government Compensation Account ...	662	11	10				
Do. do. do. (Arrears of Maintenance Claim) ...	50	0	0				
	5,178	1	8		5,178	1	8



## 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.	1922	
	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 ... ..	7 12	...	...	...	...	7 12	0 6	7 18	7 18	
Minor and Branch Lines ... ..	...	...	...	...	...	...	...	...	...	
Total ... ..	7 12	...	...	...	...	7 12	0 6	7 18	7 18	

## (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.

	1923		1922	
	M. Ch.	M. Ch.	M. Ch.	M. Ch.
Lines owned by the Company ... ..	7 18	7 18	7 18	7 18
Total ... ..	7 18	7 18	7 18	7 18

II.—ROLLING STOCK.

(A.)—STEAM LOCOMOTIVES AND TENDERS.

Description.						Number.	1922 Number.
Tender Engines						...	...
Tank Engines—							
	2	6	0	...	...	1	1
	0	4	4	...	...	1	1
	0	4	0	...	...	1	1
						3	3
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).

Description.	Number	Seats or Berths.				1922
		1st Class.	2nd Class.	3rd Class.	Total.	
PASSENGER CARRIAGES.						
Carriages of uniform Class	3	26	...	74	100	3
Composite Carriages...	2	14	...	38	52	2
Total	5	40	...	112	152	5
Sleeping ...	...	...	...	...	...	...
Total Passenger Carriages	5				152	5
OTHER COACHING VEHICLES.						
Post Office Vans	...					...
Luggage, Parcel, and Brake Vans	2					2
Carriage Trucks	...					...
Horse Boxes	...					...
Miscellaneous	...					...
Total other Coaching Vehicles	...					...
Total Coaching Vehicles	7					7

(E.)—MERCHANDISE AND MINERAL VEHICLES.

Description.	1923	1922
	Number	Number
Open Wagons—		
Under 8 tons	7	7
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	19	19
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	1	1
Rail and Timber Trucks, including Twin Trucks	...	...
Brake Vans	...	...
Miscellaneous	...	...
Total	29	29

(F.)—RAILWAY SERVICE VEHICLES AND HORSES FOR SHUNTING.

Description.	Number.
NIL.	

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.

Land.								Acreage.	
Agricultural Land	...	...	...	...	...	...	...		
Urban and Suburban Land	...	...	...	...	...	...	...		
Houses.								Number.	1922. Number.
Labouring Class Dwellings	...	...	...	...	...	...	...	...	...
Houses and Cottages for Company's Servants	...	...	...	...	...	...	1	1	1
Other Houses and Cottages	...	...	...	...	...	...	1	1	1

IX.—OTHER INDUSTRIES.

(Not applicable to this Company.)

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

	1923.	1922.
Quantities of Principal Materials used—		
Ballast	...	...
Fencing	...	...
Rails	6,240 yards	...
Sleepers	1,000	...
Miles Maintained—		
Miles of Road	7 6	7 6
Miles of Road reduced to Single Track—		
(a) Running Lines	7 12	7 12
(b) Sidings	0 6	0 6
Miles of Track renewed	...	...

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

	In Company's Workshops.	By Contract.	TOTAL, 1923.	TOTAL, 1922.
Locomotives Renewed	...	...	...	...
Locomotives Repaired—				
Heavy Repairs	1	...	1	2
Light „	4	...	4	4
Locomotives under or awaiting Repair at end of year	1	...	1	...
Coaching Vehicles—				
(a) Carriages Renewed	...	...	...	...
Carriages Repaired—				
Heavy Repairs	...	...	...	1
Light „	2	...	2	4
Carriages under or awaiting Repair at end of year	1	...	1	...
(b) Others Renewed	...	...	...	...
Others Repaired—				
Heavy Repairs	...	...	...	...
Light „	2	...	2	1
Others under or awaiting Repairs at end of year	...	...	...	...
Wagons Renewed	...	...	...	...
Wagons Repaired—				
Heavy Repairs	...	...	...	4
Light „	12	...	12	28
Wagons under or awaiting Repairs at end of year	...	...	...	...

XII.—ENGINE MILEAGE.

	1922.																										
	Train Miles.			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.)			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.	Coach- ing.	Goods.	Total.	Coach- ing.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coach- ing.	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 ...																											
	8,712	5,519	14,231	8,712	5,519	14,231	*	1,642		15,873		8,691	6,361	15,052	*	1,826		16,878		8,691	6,361	15,052	*	1,826		16,878	
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 ...																											
	8,712	5,519	14,231	8,712	5,519	14,231	*	1,642		15,873		8,691	6,361	15,052	*	1,826		16,878		8,691	6,361	15,052	*	1,826		16,878	
TOTAL ...																											
C.—MILES RUN BY THE COMPANY'S ENGINES																											
Over Lines owned, leased, or worked by the Company ...																											
	*	*	*	*	*	*	*	*				*	*	*	*	*	*				*	*	*	*	*	*	
TOTAL ...																											

\* All Trains are mixed Passenger and Goods.

## XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passengers.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1922.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
Ordinary—		£	d					
1st Class ...	1,691	112	15·89	1,523	1,590	101	15·24	1,375
2nd „ ...	...	...	...	...	...	...	...	...
3rd „ ...	23,225	1,091	11·28	20,262	26,157	1,151	10·56	22,359
Workmen ...	...	...	...	...	...	...	...	...
Total ...	24,916	1,203	11·58	21,785	27,747	1,252	10·83	23,734
Season—			s d				s d	
1st Class ...	9	36	57 9·33	9	10	29	58 0·00	10
2nd „ ...	...	...	...	...	...	...	...	...
3rd „ ...	9	14	31 1·33	9	7	13	27 1·71	7

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1922.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
Merchandise ...	Tons. 7,035	£ 2,463	s d 7 0·02	Tons. 2,082	Tons. 9,427	£ 2,992	s d 6 4·17	Tons. 5,407
Coal, Coke, and Patent Fuel	2,574	517	4 0·20	26	2,116	389	3 8·12	...
Other Minerals ...	519	68	2 7·44	293	293	80	5 5·53	51
Total ...	10,128	3,048	6 0·22	2,401	11,836	3,461	5 10·18	5,458
	Number.			Number originating on the Company's System.	Number.			Number originating on the Company's System.
Live Stock ...	4,801	292	...	4,757	6,926	364		6,883

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

Originating on the Company's System.	1923. Tons.	1922. Tons.
Minerals—		
Oxide of Iron ...	...	...
Brick ...	89	27
Sand ...	204	18
Merchandise—		
Pigs, dead ...	285	211
Grain ...	632	1,004
Potatoes ...	206	2,621

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

Originating on the Company's System.	1923.	1922.
Horses ...	2	...
Cattle ...	2,343	3,307
Calves ...	914	467
Sheep ...	1,482	3,047
Pigs ...	16	62
Miscellaneous ...	...	...
Total ...	4,757	6,883

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

	1922.	1923.
Total Expenditure on Capital Account (No. 4) ...	£ 21,522	£ 21,522
Gross Receipts from businesses carried on by the Company (No. 8) ...	5,307	4,753
Revenue Expenditure on ditto (No. 8) ...	5,085	6,243
Net Receipts on ditto (No. 8) ...	222	Deficit 1,490
Miscellaneous Receipts (Net) (No. 8) ...	1,376	1,528
Total Net Income (No. 8) ...	1,598	38
Interest, Rentals, and other Fixed Charges (No. 9) ...	705	592
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. ...	...	...
Appropriation to Reserve ...	1,364	...
Withdrawal from Reserve ...	...	1,000
Brought forward from previous years ...	1,326	855
Carried forward to subsequent years ...	855	300

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.

31st December, 1923:

THOS. SMITH, *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.

31st December, 1923.

G. H. POLLARD, *Loco. Supt.*

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(Signed for the Board of Directors) {  
W. F. HENDERSON, *Chairman of the Company.*  
W. J. DAVIDSON, *Secretary of the Company.*

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AUDITORS' CERTIFICATE.

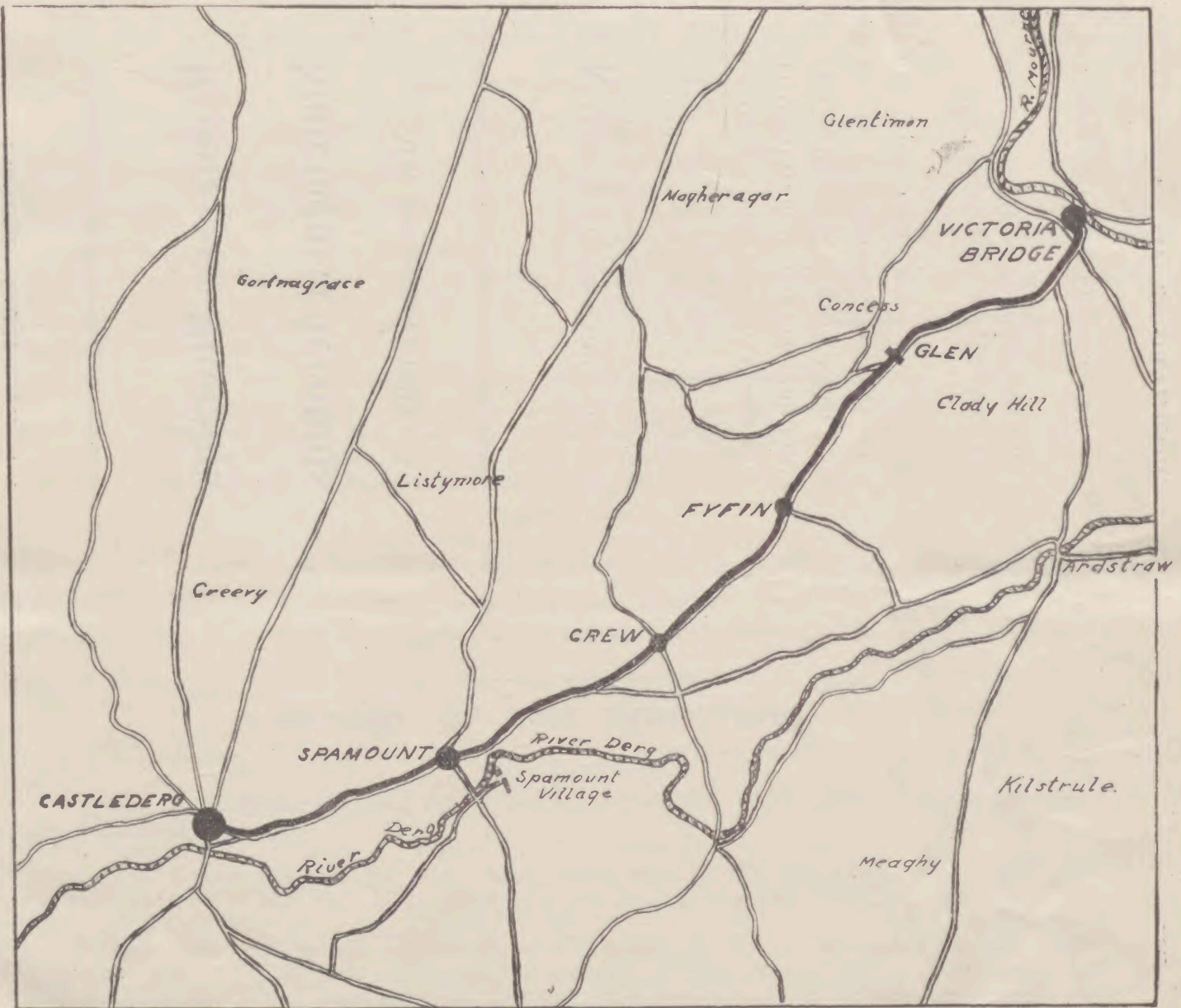
We have examined the foregoing Accounts, have compared them with the Books of the Company, and certify that they contain a full and true statement of the financial condition of the Company.

Castlederg,  
13th February, 1924.

R. A. SCOTT,  
GEO. F. MOORE, } *Auditors.*







MAP—CASTLEBERG AND VICTORIA BRIDGE TRAMWAY.

**Castlederg and Victoria Bridge  
Tramway Company.**

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**Report of the Directors**  
AND  
**Statement of Accounts**

**31st December, 1923.**

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**N**OTICE IS HEREBY GIVEN that the  
Yearly Ordinary General Meeting of the  
Proprietors of the Castlederg and Victoria  
Bridge Tramway Company will be held at  
the Offices of the Company, Castlederg, on  
**THURSDAY**, the 28th day of **FEBRUARY**,  
1924, at 12.45 p.m., to receive Report of the  
Directors and Statement of Accounts, and to  
transact other usual business.

The Transfer Books will be closed from  
14th to 28th February (both days inclusive).

Dated this 7th day of February, 1924.

**W. J. DAVIDSON,**  
SECRETARY.

# Cavan and Leitrim Railway Company, Limited.

## REPORT OF THE DIRECTORS, STATEMENT OF ACCOUNTS, AND STATISTICAL RETURNS

FOR YEAR ENDED 1st NOVEMBER, 1923,

TO BE SUBMITTED TO THE PROPRIETORS at the ANNUAL GENERAL MEETING

to be held at the Company's Offices, 19 and 20 FLEET STREET, DUBLIN,

On THURSDAY, 28th FEBRUARY, 1924, at 12 noon.

### 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.*

MICHAEL CURRAN, Esq., Rathcor, Granard, Co. Longford.

REV. J. G. DIGGES, M.A., Clooneahir, Lough Rynn, R.S.O., Co. Leitrim.

R. H. MACRORY, Esq., B.L., 7 Fitzwilliam Square, Dublin.

ANDREW MOONEY, Esq., Drumshambo, Co. Leitrim.

THOMAS MCGIVNEY, Esq., Cornee, Mohill, Co. Leitrim.

JOHN MCGOWAN, Esq., Belturbet, Co. Cavan.

THOMAS O'REILLY, Esq., Ballyconnell, Co. Cavan.

FRANCIS QUINN, Esq., Killafort, Garadice, Ballinamore, Co. Leitrim.

PATRICK ARTHUR HAMILTON REID, Esq., Holmston, Kingstown,  
Co. Dublin.

Rt. Hon. GEORGE F. STEWART, P.C., D.L., Lough Rynn, Dromod,  
and 6 Leinster Street, Dublin.

WILTON VAUGH, Esq., Leitrim, Carrick on-Shannon.

#### *Arbitrators appointed under the Tramways (Ireland) Act.*

EUGENE O'N. CLARKE, Esq., County Surveyor for County Leitrim, Carrick-on-Shannon.

HENRY O'REILLY, Esq., County Surveyor for County Cavan, Cavan.

GEORGE V. MALONEY, Esq., LL.B., Solicitor, Cootehill, Co. Cavan.

THOMAS RICE O'BEIRNE, Esq., Ballinamore.

#### *Company's Auditors:—*

W. B. CARSON, Esq., Meudon, Swords, Co. Dublin.

P. H. GRIERSON, Esq., The Gwanda, Shankill, Co. Dublin.

#### *Secretary and General Manager:—*

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

### REPORT OF THE DIRECTORS.

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

The Gross receipts for the year amounted to £24,462 16s. 7d.; and the expenditure to £30,781 6s. 10d., showing a net loss on working of £6,318 10s. 3d.

The Guaranteed 5% Dividend on Undertaking No. 1 was paid on the 15th February inst. A further half year's instalment of the arrears of the Guarantee on Undertaking No. 2 has been received and the Warrants were sent to the shareholders on the 8th ulto.

A scheme of Machinery of Negotiation for Ireland to deal with the questions of wages, and conditions of service has, by agreement between the Railway Companies and the Railwaymen's Unions, been set up, and negotiations are at present proceeding in connection therewith.

The Directors who retire by rotation are Messrs. H. J. B. Clements, D.L., and R. H. Macrory, B.L. They are eligible and offer themselves for re-election.

A proposal will also be submitted to the Meeting to fill the vacancy on the Board caused by the death of the late Major Hunt.

The retiring Auditors, Messrs. W. B. Carson and P. H. Grierson, offer themselves for re-election.

H. J. B. CLEMENTS,

*Chairman.*

19 AND 20 FLEET STREET, DUBLIN.

18th February, 1924.

(C. &amp; L. R.—1923.)

# CAVAN AND LEITRIM RAILWAY COMPANY, LTD.

## FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR YEAR ENDED 1st NOVEMBER, 1923,

### 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

#### 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., 1922.	Amount Expended during Year as per No. 5	TOTAL.	By RECEIPTS.	Amount Received to 1st Nov., 1922.	Amount Received during Year.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
<b>LINES OPEN FOR TRAFFIC.</b>				<b>SHARES AND STOCK (A/c. No. 2).</b>			
Undertaking No. 1 ...	38,670 14 6	—	38,670 14 6	Undertaking No. 1 ...	45,300 0 0	—	45,300 0 0
Consolidated Undertaking No. 2	129,105 16 5	—	129,105 16 5	Consolidated Undertaking No. 2	149,385 0 0	—	149,385 0 0
<b>ROLLING STOCK.</b>							
Undertaking No. 1 ...	6,620 3 11	—	6,620 3 11	<b>PREMIUMS ON SHARES AND STOCKS.</b>			
Consolidated Undertaking No. 2	21,277 12 1	—	21,277 12 1	Undertaking No. 1	607 12 10		
<b>MANUFACTURING AND REPAIRING WORKS AND PLANT.</b>				Consolidated Undertaking No. 2 ...	1,776 16 0		
<b>Land and Buildings—</b>				<b>SHARE CAPITAL SINKING FUND.</b>			
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	48 0 0	11,183 14 11	Consolidated Undertaking No. 2 ...	10,440 0 0		
<b>Plant and Machinery—</b>				<b>PROFIT ON BOARD OF WORKS LOAN ACCOUNT.</b>			
Undertaking No. 1 ...	311 3 9	—	311 3 9	Undertaking No. 1	79 14 2		
Consolidated Undertaking No. 2 ...	998 7 7	—	998 7 7	Consolidated Undertaking No. 2 ...	256 0 11		
<b>TOTAL CAPITAL EXPENDED ON RAILWAY.</b>	<b>212,228 15 11</b>	<b>48 0 0</b>	<b>212,276 15 11</b>	<b>TOTAL PREMIUMS</b>	<b>16,410 3 11</b>		
<b>LAND, PROPERTY, &amp; C., NOT FORMING PART OF THE RAILWAY OR STATIONS.</b>				<b>DISCOUNTS ON SHARES &amp; STOCKS.</b>			
(a) Used in connection with Railway Working ...				Undertaking No. 1	34 4 0		
(b) Not used in connection with Railway Working				Consolidated Undertaking No. 2	154 14 2		
				<b>TOTAL DISCOUNTS</b>	<b>188 18 2</b>		
				<b>BALANCE OF PREMIUMS AND DISCOUNTS ...</b>	<b>16,221 5 9</b>	—	<b>16,221 5 9</b>
<b>TOTAL EXPENDITURE ...</b>	<b>212,228 15 11</b>	<b>48 0 0</b>	<b>212,276 15 11</b>	<b>TOTAL RECEIPTS ...</b>	<b>210,906 5 9</b>	—	<b>210,906 5 9</b>
<b>To BALANCE ...</b>	—	—	—	<b>By BALANCE ...</b>	—	—	<b>1,370 10 2</b>
<b>TOTAL ...</b>	—	—	<b>£ 212,276 15 11</b>	<b>TOTAL ...</b>	—	—	<b>£ 212,276 15 11</b>

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

[Not applicable to this Company.]

## No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 1st NOVEMBER, 1923.

	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>				
Lands in Co. Leitrim ...		—	48 0 0	48 0 0
				48 0 0
<b>ROLLING STOCK:—</b>				—
<b>MANUFACTURING AND REPAIRING WORKS AND PLANT:—</b>				
				<b>TOTAL CAPITAL EXPENDED UPON RAILWAY ...</b>
				<b>48 0 0</b>
<b>LAND, PROPERTY, &amp;c., NOT FORMING PART OF THE RAILWAY OR STATIONS:—</b>				
(a) Used in connection with Railway Working ...				
(b) Not used in connection with Railway Working ...				
				<b>TOTAL CAPITAL EXPENDITURE FOR THE YEAR ...</b>
				<b>48 0 0</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 1st Nov., 1924.	Subsequently until Completion.	Total.
£	£	£	£
LINES BELONGING TO THE COMPANY OPEN FOR TRAFFIC:—	}	Not ascertained.	
ROLLING STOCK:—			
MANUFACTURING AND REPAIRING WORKS AND PLANT:—			
TOTAL			

## 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)) ...	98,000	0	0			
STOCK AND SHARE CAPITAL CREATED BUT NOT YET RECEIVED (AS PER STATEMENT No. 2):—						
Amount Unissued (Undertaking No. 1) ...	2,700	0	0			
Amount Unissued (Consolidated Undertaking No. 2) ...	4,615	0	0			
						105,315 0 0
Deduct Balance at Debit (as per Capital Account No. 4) ...						1,370 10 2
TOTAL ...				£	103,944	9 10

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

				Year 1922.
		£	s. d.	£
RECEIPTS	...	24,406	5 10	24,280
EXPENDITURE	...	30,742	5 4	77,092
		<b>DR.</b>	<b>6,335 19 6</b>	<b>DR.</b> 52,812
Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921	...			52,583
		<b>DR.</b>	<b>6,335 19 6</b>	<b>DR.</b> 229
MISCELLANEOUS RECEIPTS (Net):—				
Rents from Houses and Lands	...	26	10 5	25
Other Rents, including lump-sum Tolls	...	16	2 10	DR. 2
Transfer Fees	...	13	17 6	4
General Interest	...			—
Amount of Guarantee payable by County Cavan for Year ending 1st November, 1923	...	2,628	3 6	2,363
Amount of Guarantee payable by County Leitrim for Year ending 1st November, 1923	...	14,024	11 9	8,539
<b>TOTAL NET INCOME</b>	...	<b>10,373</b>	<b>6 6</b>	<b>10,700</b>

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

				Year 1922.
		£	s. d.	£
BALANCE BROUGHT FORWARD	...			—
NET INCOME (as per Statement No. 8)	...	10,373	6 6	10,700
		<b>TOTAL</b>	<b>10,373 6 6</b>	<b>10,700</b>
<i>Deduct</i> —Interest, Rentals, and other Fixed Charges.				
Chief Rents, Wayleaves, &c., including lump-sum Tolls	...			...
Interest on Loans	...			...
General Interest	...	39	1 6	366
		<b>TOTAL</b>		
<b>BALANCE AFTER PAYMENT OF FIXED CHARGES</b>	...	<b>10,334</b>	<b>5 0</b>	<b>10,334</b>
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
		<b>10,334</b>	<b>5 0</b>	<b>10,334</b>

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

[Not applicable to this Company.]





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

(C. &amp; L. R.—1923.)

	£	s.	d.	£	s.	d.	Year 1922.
<b>SUPERINTENDENCE—</b>							
Salaries ...	448	12	7				£ 391
Office Expenses, &c. ...	23	5	3				21
				471	17	10	412
<b>MAINTENANCE OF ROADS, BRIDGES, AND WORKS—</b>							
Earthworks ...							—
Bridges, Tunnels, Culverts, Retaining Walls, and other Works ...	67	9	11				2
Roads and Fences ...	84	16	5				126
				152	6	4	128
<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 ...	6,398	9	5				7,758
Materials ...	194	5	1				26,868
Engine Power and Wagon Repairs ...	312	3	5				1,863
				6,904	17	11	36,489
<b>MAINTENANCE OF SIGNALLING ...</b>							
				72	2	0	112
<b>MAINTENANCE OF TELEGRAPHS ...</b>							
				97	15	11	113
<b>MAINTENANCE OF STATIONS AND BUILDINGS—</b>							
Stations, Depots, and Offices ...	357	10	2				540
Engine Sheds ...	17	14	8				9
Carriage Sheds ...	10	9	5				39
Locomotive Workshops ...							23
Carriage Workshops ...							—
Wagon Workshops ...							—
Other Buildings ...	26	3	5				105
				411	17	8	716
<b>TOTAL</b> ...				£ 8,110	17	8	37,970

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

(1)—Locomotives.

(2)—Carriages.

	£	s.	d.	Year 1922	£	s.	d.	Year 1922
<b>SUPERINTENDENCE—</b>								
Salaries ...	76	7	7	105				
Office Expenses ...	6	4	3	4				
				82	11	10		109
<b>COMPLETE RENEWALS—</b>								
Wages ...								
Materials ...								
<b>REPAIRS AND PARTIAL RENEWALS—</b>								
Wages ...	1,551	4	9	2,846				
Materials ...	428	8	4	10,039				
				1,979	13	1		12,885
<b>PURCHASE OF NEW LOCOMOTIVES</b>								
<b>WORKSHOP EXPENSES—</b>								
Repair and Renewals of Machinery and Plant ...								
Other Expenses ...	1	1	0	5				
				2,063	5	11		12,999
<b>Deduct Engine Power supplied by the Company (Balance) ...</b>								
				55	13	9		1,090
<b>TOTAL</b> ...				£ 2,007	12	2		11,909
<b>SUPERINTENDENCE—</b>								
Salaries ...					25	9	2	35
Office Expenses ...					6	4	3	4
								31
<b>COMPLETE RENEWALS—</b>								
Wages ...								
Materials ...								
<b>REPAIRS AND PARTIAL RENEWALS—</b>								
Wages ...	519	9	6	471				
Materials ...	112	11	7	511				
								632
<b>PURCHASE OF NEW CARRIAGES ...</b>								
								1
<b>WORKSHOP EXPENSES—</b>								
Repairs and Renewals of Machinery and Plant ...					14	3		14
Other Expenses ...								3
								...
<b>TOTAL</b> ...					£ 664	8	9	1,021

(3)—Wagons.

	£	s.	d.	Year 1922
<b>SUPERINTENDENCE—</b>				
Salaries ...	127	6	1	175
Office Expenses ...	6	4	3	4
				133
<b>COMPLETE RENEWALS—</b>				
Wages ...				
Materials ...				
<b>REPAIRS AND PARTIAL RENEWALS—</b>				
Wages ...	1,013	4	1	1,653
Materials ...	392	10	1	3,329
				1,405
<b>PURCHASE OF NEW WAGONS</b>				
<b>WORKSHOP EXPENSES—</b>				
Repairs and Renewals of Machinery and Plant ...				
Other Expenses ...	14	2		1
				1
<b>TOTAL</b> ...	£ 1,539	18	8	5,162

(C. &amp; L. R.—1923.)

## ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	Year 1922	
	£ s. d.	£
<b>SUPERINTENDENCE—</b>		
Salaries ... ..	76 7 7	105
Office Expenses ... ..	6 4 3	4
	82 11 10	109
<b>STEAM TRAIN WORKING—</b>		
Wages connected with the running of Locomotive Engines ...	3,734 19 8	4,123
Fuel ... ..	4,402 5 4	4,480
Water ... ..	255 3 11	383
Lubricants ... ..	67 7 0	121
Other Stores, including Clothing	85 16 6	180
Miscellaneous. ... ..	37 3 0	65
	8,582 15 5	9,352
	8,665 7 3	9,461
Deduct—Engine Power supplied by the Company (Balance) ... ..	256 9 8	773
<b>TOTAL</b> ... ..	£ 8,408 17 7	8,688

## ABSTRACT D.—TRAFFIC EXPENSES.

	Year 1922	
	£ s. d.	£
<b>SALARIES AND WAGES—</b>		
Superintendence ... ..	976 10 7	1,288
Stationmasters and Clerks ... ..	2,274 19 9	2,359
Signalmen and Gatemen ... ..	86 13 10	87
Ticket Collectors, Policemen, Porters, &c. ... ..	2,018 5 6	2,138
Guards ... ..	542 1 6	654
	5,898 11 2	6,526
<b>FUEL, LIGHTING, WATER, AND GENERAL STORES</b>		
CLOTHING ... ..	261 7 5	384
PRINTING, ADVERTISING, STATIONERY, STAMPS, AND TICKETS ... ..	99 6 5	97
WAGON COVERS, &c. ... ..	312 4 11	393
EXPENSES OF JOINT STATIONS AND JUNCTIONS	45 18 0	158
CLEANSING, LUBRICATING, AND LIGHTING OF VEHICLES ... ..	63 16 5	77
SHUNTING EXPENSES (OTHER THAN MECHANICAL)—	33 16 10	112
Wages ... ..		
Other Expenses ... ..		
WORKING OF STATIONARY ENGINES, HOISTS, CRANES, &c. ... ..		
COAL, &c., TIPPING EXPENSES ... ..		
RAILWAY CLEARING HOUSE EXPENSES ... ..	223 4 7	189
MISCELLANEOUS EXPENSES ... ..	53 16 10	43
<b>TOTAL</b> ... ..	£ 6,992 2 7	7,979

## ABSTRACT E.—GENERAL CHARGES.

	Year 1922	
	£ s. d.	£
DIRECTORS' FEES VOTED BY SHAREHOLDERS ... ..	112 7 0	141
AUDITORS AND PUBLIC ACCOUNTANTS ... ..	96 15 0	68
SALARIES OF SECRETARY, GENERAL MANAGER, ACCOUNTANT, AND CLERKS ... ..	1,334 6 6	1,252
OFFICE EXPENSES Do. ... ..	251 9 0	383
FIRE INSURANCE ... ..	94 8 9	94
SUPERANNUATION AND BENEVOLENT FUNDS, PENSIONS, &c. ... ..	—	144
SUBSCRIPTIONS AND DONATIONS ... ..	—	4
MISCELLANEOUS EXPENSES ... ..	269 4 7	818
<b>TOTAL</b> ... ..	£ 2,158 10 10	2,904

## 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.

	1923		1922.			1923		1922.	
	£	s. d.	£			£	s. d.	£	
TO AMOUNT DUE TO BANKERS ...	—		19,152		By CAPITAL ACCOUNT, BALANCE AT DEBIT THEREOF, AS PER ACCOUNT NO. 4	1,370	10 2	1,323	
UNPAID INTEREST AND DIVIDENDS ...	8,520	3 8	5,741		CASH AT BANKERS AND IN HAND ...	£383	10 11	—	
INTEREST AND DIVIDENDS PAYABLE OR ACCRUING AND PROVIDED FOR.	9,734	5 0	9,734		CASH ON DEPOSIT AT INTEREST ...	8,000	0 0	8,383	10 11
AMOUNT DUE TO RAILWAY COMPANIES AND COMMITTEES.	—		—		STOCK OF STORES AND MATERIALS ...	2,375	16 3	3,722	
AMOUNT DUE TO RAILWAY CLEARING HOUSES.	1,802	6 5	5,470		OUTSTANDING TRAFFIC ACCOUNTS ...	1,099	8 8	2,779	
ACCOUNTS PAYABLE ...	13,019	5 5	20,674		AMOUNT DUE BY RAILWAY CLEARING HOUSES	—		—	
LIABILITIES ACCRUED ...	855	7 10	1,473		AMOUNT DUE BY POSTMASTER-GENERAL	—		—	
MISCELLANEOUS ACCOUNTS (INCLUDING BALANCE OF COMPENSATION (SETTLEMENT OF CLAIMS) ACT, 1921).	5,956	9 10	9,331		ACCOUNTS RECEIVABLE ...	1,979	16 11	53,377	
GENERAL RESERVE FUND ...	4,324	16 6	4,425		AMOUNT DUE BY CO. CAVAN ...	2,628	3 6	2,362	
BALANCE AVAILABLE FOR DIVIDENDS AS PER ACCOUNT NO. 9.	—		—		AMOUNT DUE BY CO. LEITRIM ...	26,158	11 5	12,134	
					MISCELLANEOUS ACCOUNTS ...	216	16 10	303	
	£44,212	14 8	76,000			£44,212	14 8	76,000	

# 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 1922.			
	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 COMPANY—</b>												
MAIN AND PRINCIPAL LINES— Belturbet to Dromod	33	72	0	38	—	—	49 16	3 66	53	02	53	02
MINOR AND BRANCH LINES— Ballinamore to Arigna	14	66	—	—	—	—						
TOTAL	48	58	0	38	—	—	49 16	3 66	53	02	53	02
<b>LINES LEASED OR WORKED BY COMPANY—</b>												
Arigna to Aughabehy	4	18	—	—	—	—	4 18	0 41	4	59	4	59
TOTAL	52	76	0	38	—	—	53 34	4 27	57	61	57	61
<i>Ditto, Year 1922</i>	52	76	0	38	—	—	53 34	4 27	57	61	57	61

## (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.	Length of Road.	Length of Road.		
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 1922	
	m.	ch.
LINES OWNED BY THE COMPANY	49	16
LANDS PARTLY OWNED	—	—
LINES LEASED OR WORKED BY THE COMPANY	4	18
LINES LEASED OR WORKED JOINTLY	—	—
LINES OVER WHICH THE COMPANY EXERCISES RUNNING POWERS	—	—
TOTAL	53	34

## II.—ROLLING STOCK.

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

DESCRIPTION.	NUMBER.	Year 1922.	
		Number.	
TENDER ENGINES	—	—	—
TANK ENGINES—	8	8	8
4-4-0	1	1	1
0-6-4	—	—	—
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 1922.	
		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 1922.	
		Number	Year 1922.
<b>OPEN WAGONS—</b>			
Under 8 tons ...	60	60	
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 ...	—	—	
<b>SPECIAL WAGONS (for loads of exceptional dimensions and weight)</b>			
...	—	—	
CATTLE TRUCKS ...	20	20	
RAIL AND TIMBER TRUCKS (including Twin Trucks)	2	2	
BRAKE VANS ...	—	—	
MISCELLANEOUS ...	—	—	
TOTAL ...	161	161	

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

	NUMBER.	Year 1922.
		Number.
CASHHOLDER TRUCKS ...	—	—
LOCOMOTIVE COAL WAGONS ...	—	—
BALLAST WAGONS ...	6	6
MESS AND TOOL VANS ...	—	—
BREAKDOWN CRANES ...	—	—
TRAVELLING CRANES ...	1	1
MISCELLANEOUS ...	1	1
TOTAL ...	8	8
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.]

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

LAND.	ACREAGE.	Year 1922.
		Acreege
AGRICULTURAL LAND ... ..	—	—
URBAN AND SUBURBAN LAND ... ..	—	—
HOUSES.	NUMBER.	Year 1922.
		Number
LABOURING CLASS DWELLINGS ... ..	—	—
HOUSES AND COTTAGES FOR COMPANY'S SERVANTS ... ..	30	30
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 1922.	
	Tons.	C. Yds.
Ballast ... ..	3,247	2,739
Fencing ... ..	290 L. Yds.	170 L. Yds.
Rails ... ..	122 Tons.	1,993 Tons.
Sleepers ... ..	6,060	20,895
MILES MAINTAINED—	M.	CH.
Miles of road ... ..	52	76
Miles of road reduced to single track :—		
(a) Running Lines ... ..	53	34
(b) Sidings ... ..	4	27
MILES OF TRACK RENEWED	1	00
		21
		11

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

	IN COMPANY'S WORKSHOPS.	BY CONTRACT.	TOTAL.	Year 1922.
	NUMBER.	NUMBER.		Total.
LOCOMOTIVES RENEWED ... ..	—	—	—	—
LOCOMOTIVES REPAIRED—				
Heavy Repairs ... ..	1	—	1	4
Light Repairs ... ..	2	—	2	4
Locomotives under or awaiting repair at end of year ... ..	1	—	1	2
COACHING VEHICLES—				
Carriages Renewed ... ..	—	—	—	—
Carriages Repaired—				
Heavy Repairs ... ..	—	—	—	1
Light Repairs ... ..	17	—	17	14
Carriages under or awaiting repair at end of year ... ..	1	—	1	1
Others Renewed ... ..	—	—	—	—
Others Repaired—				
Heavy Repairs ... ..	2	—	2	1
Light Repairs ... ..	10	—	10	14
Others under or awaiting repair at end of year ... ..	—	—	—	—
WAGONS RENEWED—				
Completely Renewed ... ..	—	—	—	—
Partially Renewed ... ..	4	—	4	12
WAGONS REPAIRED—				
Heavy Repairs ... ..	25	—	25	12
Light Repairs ... ..	136	—	136	115
Wagons under or awaiting repair at end of year ... ..	2	—	2	4

XII.—ENGINE MILEAGE.

	Year 1922.																							
	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.		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.	Coach- ing.	Goods.	Total.	Coaching.	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 ... 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.	32,712	41,472	74,184	32,712	41,472	74,184	1,206	15,641	1,612	92,643	31,364	39,772	71,136	31,364	39,772	71,136	8,159	10,346	11,215	100,856	8,159	10,346	11,215	100,856
TOTAL ...	32,712	41,472	74,184	32,712	41,472	74,184	1,206	15,641	1,612	92,643	31,364	39,772	71,136	31,364	39,772	71,136	8,159	10,346	11,215	100,856	8,159	10,346	11,215	100,856
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.	32,712	41,472	74,184	32,712	41,472	74,184	1,206	15,641	1,612	92,643	31,364	39,772	71,136	31,364	39,772	71,136	8,159	10,346	11,215	100,856	8,159	10,346	11,215	100,856
TOTAL ...	32,712	41,472	74,184	32,712	41,472	74,184	1,206	15,641	1,612	92,643	31,364	39,772	71,136	31,364	39,772	71,136	8,159	10,346	11,215	100,856	8,159	10,346	11,215	100,856
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	743	743	743	935	935	935	157	157	157	935	157	157	157	157	157	157	157	157	157	157	157	157	157	157
TOTAL ...	743	743	743	935	935	935	157	157	157	935	157	157	157	157	157	157	157	157	157	157	157	157	157	157
Over other Company's Lines	32,712	42,215	74,927	32,712	42,407	75,119	1,206	15,641	1,612	93,578	31,364	39,907	71,271	31,364	39,929	71,293	8,159	10,346	11,215	101,013	8,159	10,346	11,215	101,013
TOTAL ...	32,712	42,215	74,927	32,712	42,407	75,119	1,206	15,641	1,612	93,578	31,364	39,907	71,271	31,364	39,929	71,293	8,159	10,346	11,215	101,013	8,159	10,346	11,215	101,013

## XIII.—PASSENGER TRAFFIC AND RECEIPTS.

CLASS OF PASSENGER.	NUMBER.	RECEIPTS.	AVERAGE FARE PER PASSENGER.	NUMBER ORIGINATING ON THE COMPANY'S SYSTEM.	Year 1922.			
					Number.	Receipts.	Average Fare per Passenger.	Number Originating on the Company's System.
ORDINARY—		£	s. d.			£	s. d.	
First Class ... ..	5,363	679	2 6·39	4,869	4,388	613	2 9·53	4,318
Third Class ... ..	71,184	4,685	1 3·39	64,680	64,534	4,108	1 3·28	62,659
WORKMEN ... ..	—	—	—	—	—	—	—	—
TOTAL ... ..	76,547	5,364	1 4·82	69,549	68,922	4,721	1 4·44	66,977
SEASON—		£				£		
First Class ... ..	1	15	—	1	1	15	—	1
Third Class ... ..	2	6	—	2	9	6	—	9

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	TONNAGE.	RECEIPTS.	AVERAGE RECEIPT, PER TON.	TONNAGE ORIGINATING ON THE COMPANY'S SYSTEM.	Year 1922.			
					Tonnage.	Receipts.	Average Receipt, per Ton.	Tonnage Originating on the Company's System.
MERCHANDISE ... ..	Tons. 23,667	£ 11,211	s. d. 9 6·17	Tons. 5,012	Tons. 24,912	£ 12,184	s. d. 9 9·38	Tons. 5,918
COAL, COKE, AND PATENT FUEL ... ..	7,980	1,787	4 5·74	5,111	7,588	1,591	4 2·32	3,435
OTHER MINERALS ... ..	1,143	247	4 3·86	588	929	196	4 2·63	536
TOTAL ... ..	32,690	13,245	8 1·24	10,711	33,429	13,971	8 4·15	9,889
	NUMBER.	£		NUMBER ORIGINATING ON THE COMPANY'S SYSTEM.	NUMBER.	£		NUMBER ORIGINATING ON THE COMPANY'S SYSTEM.
LIVE STOCK ... ..	44,580	4,823		41,924	42,071	4,596		41,755

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

ORIGINATING ON THE COMPANY'S SYSTEM.	Tons.	Year
		1922.
		Tons.
ALE AND PORTER (including EMPTIES) ... ..	1,132	1,012
BACON AND HAMS, BUTTER AND EGGS ... ..	1,484	1,387
BREWERS' GRAINS ... ..	—	—
BRICKS, COMMON ... ..	32	—
FLOUR AND BRAN, SHARPS, AND OTHER FLOUR MILL OFFAL ... ..	92	267
GRAIN ... ..	87	222
GROCERIES (excluding BACON, HAMS AND BUTTER) ... ..	84	88
MANURE ... ..	1	6
OIL CAKE AND CATTLE FOODS ... ..	5	7
POTATOES ... ..	22	29
STONE FOR ROADMAKING PURPOSES ... ..	2	—
TIMBER ... ..	265	956
DEAD PIGS ... ..	1,141	1,102
TOTAL ... ..	4,347	5,076

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

ORIGINATING ON THE COMPANY'S SYSTEM.	NUMBER.	Year
		1922.
		Number.
HORSES ... ..	129	105
CATTLE ... ..	19,308	19,616
CALVES ... ..	3,787	3,658
SHEEP ... ..	7,972	8,282
PIGS ... ..	10,723	10,083
MISCELLANEOUS ... ..	5	11
TOTAL ... ..	41,924	41,755

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

	1914.	1915.	1916.	1917.	1918.	1919.	1920.	1921.	1922.	1923.
TOTAL EXPENDITURE ON CAPITAL ACCOUNT (No. 4) ... ..	210,919	211,018	211,018	211,182	211,631	211,838	212,229	212,229	212,229	212,277
GROSS RECEIPTS FROM BUSINESSES CARRIED ON BY THE COMPANY (No. 8) ... ..	14,009	14,101	13,674	—	—	—	—	—	24,280	24,406
PROPORTION OF COMPENSATION UNDER IRISH RAILWAYS (SETTLEMENT OF CLAIMS) ACT, 1921 ... ..	—	—	—	—	—	—	—	4,228	52,583	—
REVENUE EXPENDITURE ON BUSINESSES CARRIED ON BY THE COMPANY (No. 8) ... ..	13,429	13,225	14,355	—	—	—	—	—	77,092	30,742
NET RECEIPTS OF BUSINESSES CARRIED ON BY THE COMPANY (No. 8) ... ..	580	876	Dr. 681	987	959	966	968	1,027	Dr. 229	Dr. 6336
MISCELLANEOUS RECEIPTS NET (No. 8) ... ..	9,768	9,495	11,035	9,374	9,398	9,368	9,607	9,586	10,929	16,709
TOTAL NET INCOME (No. 8) ... ..	10,348	10,371	10,354	10,361	10,357	10,334	10,575	10,613	10,700	10,373
INTEREST, RENTALS, AND OTHER FIXED CHARGES (No. 9) ... ..	14	37	20	27	23	—	241	279	366	39
DIVIDEND ON GUARANTEED STOCK (No. 9) ... ..	9,734	9,734	9,734	9,734	9,734	9,734	9,734	9,734	9,734	9,734
BALANCE AFTER PAYMENT OF DIVIDEND ON GUARANTEED STOCK (No. 9) ... ..	—	—	—	—	—	—	—	—	—	—
SURPLUS ... ..	—	—	—	—	—	—	—	—	—	—
APPROPRIATION TO RESERVE ... ..	600	600	600	600	600	600	600	600	600	600
BROUGHT FORWARD FROM PREVIOUS YEARS ... ..	—	—	—	—	—	—	—	—	—	—
CARRIED FORWARD TO SUBSEQUENT YEARS ... ..	—	—	—	—	—	—	—	—	—	—



**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.

S. M. CONSIDINE, *Engineer*

BALLINAMORE, 1st November, 1923.

**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.

J. SHANKS, for *Locomotive Superintendent*.

BALLINAMORE, 1st November, 1923.

(Signed for the Board of Directors)

{ H. J. B. CLEMENTS,  
*Chairman of the Company.*  
R. R. STEWART,  
*Secretary of the Company.*

**AUDITORS' CERTIFICATE.**

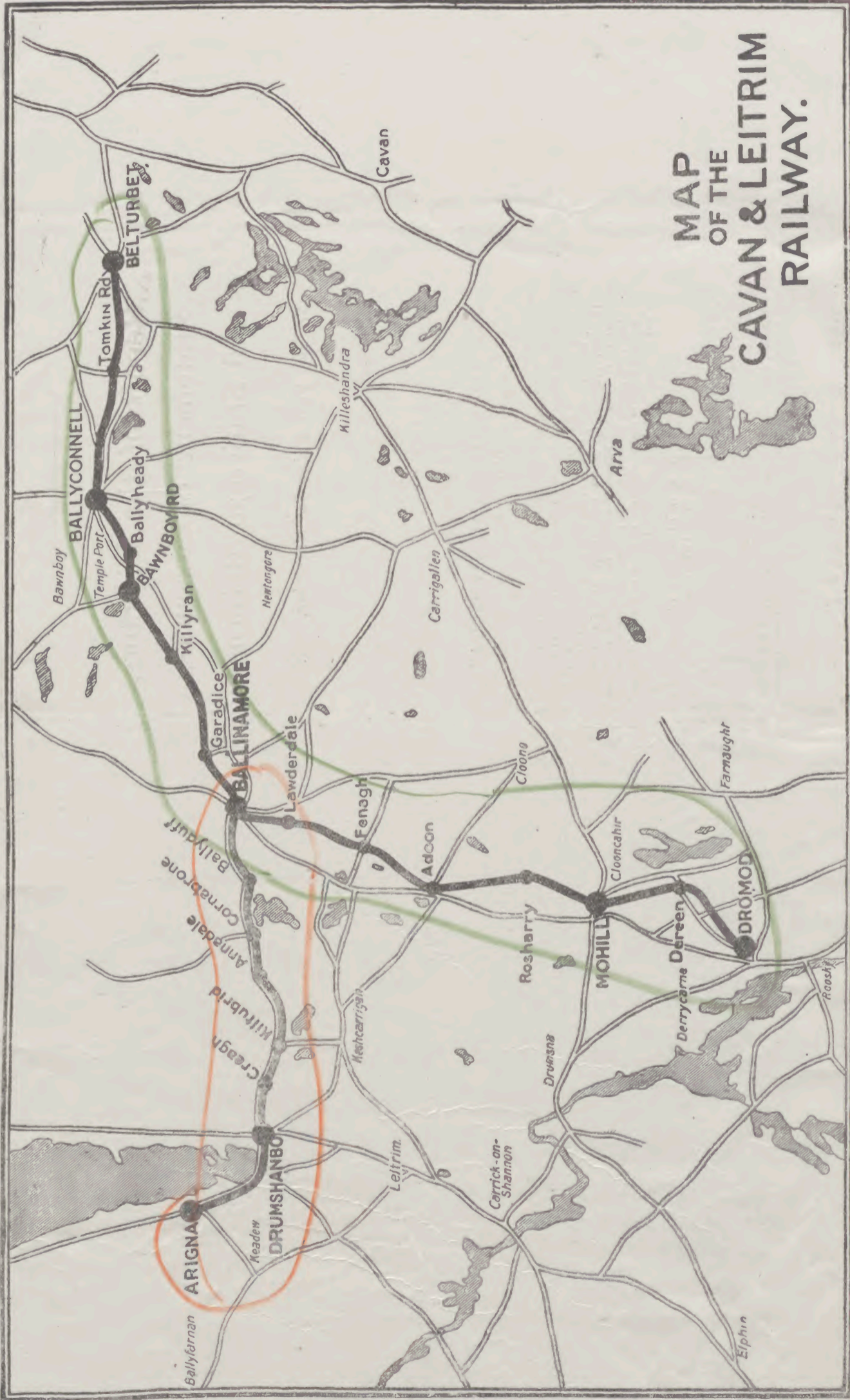
We certify that all our requirements as auditors have been complied with in accordance with the provisions of Section 113 of the Companies (Consolidation) Act, 1908 ; that we have examined the foregoing Accounts ; that they contain a full and true statement of the financial condition of the Company ; 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.

W. B. CARSON, } *Auditors.*  
P. H. GRIERSON, }

DUBLIN, 24th January, 1924.



MAP  
OF THE  
CAVAN & LEITRIM  
RAILWAY.



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

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

*For the Year ended 1st November, 1923.*

*(Copy of Advertisement).*

**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 AND 20 FLEET STREET, DUBLIN, on THURSDAY, the 28th day of FEBRUARY next, at 12 noon, precisely, to receive the Report of the Directors' Statement of Accounts and Statistical Returns for the year ended 1st November, 1923, and to transact the ordinary business of the Company. The Transfer Books of the Company will be closed on the 30th January, 1924, and re-opened on the 16th February, 1924.

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

19 and 20 Fleet Street, Dublin.  
*2nd January, 1924.*

*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. - 28th February, at noon.  
DIVIDENDS PAYABLE. - 15th Feb. and 15th Aug. in each year.

Printed by Sealy, Bryers & Walker, Cross-street, Dublin.

# CLONAKILTY EXTENSION RAILWAY COMPANY.

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## REPORT OF DIRECTORS

AND

## STATEMENT OF ACCOUNTS

*For the Year ending 31st December, 1923,*

TO BE

SUBMITTED TO THE SHAREHOLDERS

AT THE

SEVENTY-FIRST GENERAL MEETING

TO BE HELD AT THE OFFICES OF

The Cork Bandon and South Coast Railway Company,

ALBERT QUAY, CORK,

ON

*THURSDAY, 21st FEBRUARY, 1924.*

AT 11.30 O'CLOCK A.M.

Directors.

THEODORE F. CARROLL, *Chairman.*

T. J. CANTY.

COLONEL JAMES M. SUGRUE.

W. C. R. COE.

R. H. LESLIE, *Secretary.*

Offices.

ALBERT QUAY, CORK.

Bankers.

MUNSTER AND LEINSTER BANK LIMITED.

(1923).

## CLONAKILTY EXTENSION RAILWAY COMPANY.

The Directors beg to submit herewith to the Proprietors the Audited Accounts of the Company for the year ended the 31st December, 1923.

Under the "Irish Railways (Settlement of Claims) Act 1921" the provision that in the case of lines worked by Companies at a percentage of Receipts or otherwise the sums paid to the owning Companies for the year ended next before 1st January, 1914, should be deemed to be the sums payable to the owning Companies under their working agreements during the period of Government control continues in force until the Council of Ireland otherwise provide. The Company's Traffic Receipts and Working Expenses for the year ended 31st December, 1923, are accordingly the same as those for the year 1913.

After providing for Debenture Interest and the Preference Dividend to 31st December, 1923, and placing £100 to General Purposes Fund, there remains a balance of £915 9s. 1d.

The Dividend paid at the rate of 2 per cent. per annum on the ordinary stock for the half-year ending June 30th, 1923, absorbed £250, and a balance remains of £665 9s. 1d. which will admit of a Final Dividend for the year to 31st December, 1923, at the rate of 4 per cent. per annum for the half-year, making 3 per cent. for the whole year, and carrying forward £165 9s. 1d.

The Dividend paid for the year 1922, after placing £50 to General Purposes Fund, was 3 per cent., and £135 was carried forward.

The Baronial Guarantee expired on 28th August, 1921. From that date under the Clonakilty Extension Act 1881 the "Baronial Guarantee" Stock for Fifteen thousand pounds became Preference Stock in the Capital of the Company entitled to a preferential dividend of five pounds per cent. out of the profits of each year.

Colonel J. M. Sugrue and Mr. W. C. R. Coe, Directors, retire by rotation and being eligible they offer themselves for re-election.

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

THEODORE F. CARROLL, *Chairman.*

Albert Quay,

Cork, 30th January, 1924.

(1923).

# CLONAKILTY EXTENSION RAILWAY COMPANY.

*Statement of Accounts for Year ended 31st December, 1923.*

## 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	Stock and Shares	Loans	Total	Stock and Shares	Loans
Clonakilty Extension Railway Act, 1881 ...	£ 40,000	£ 20,000	£ 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 Uncalled		Amount Unissued	
	£	s.	£	s.	£	s.	£	s.	£	s.
Preference 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. **Dr.**

	Amounts Expended		Amount Received	
	£	d.	£	d.
To EXPENDITURE				
on Line open for Traffic	60,000	0 0	40,000	0 0
	<u>60,000</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 YEAR ENDED DECEMBER 31st, 1923.

	1922.	1923.	1923.
To Cork, Bandon & South Coast Railway Co.			
Working Expenses, as per Agreement	£3,068	11 9	By Traffic Receipts, as per Account rendered by Working Company ...
General Charges Account, No. 12	107	2 8	... £5,579 5 1
Balance to Nett Revenue Account	2,329	10 8	
		<u>5,579 5 1</u>	<u>£5,579 5 1</u>

No. 10.—NET REVENUE ACCOUNT YEAR ENDED 31st DECEMBER, 1923.

		1922.	1923.
	£		
1922.	{	To 12 Months' Interest on Debenture Stock to 31st December, 1923	£ 300 0 0
		" 12 Months' Preference Dividend to 31st December, 1923	750 0 0
		" General Purposes Fund	100 0 0
		" Income Tax	35 8 5
		" Balance carried to Account No. 11	915 9 1
		<u>£2,600 17 6</u>	
		2,529	<u>£2,600 17 6</u>
		93	£135 9 6
		2,329	2,343 10 8
		22	22 10 0
		4	7 1 6
		77	89 0 0
		1	0 7 6
		3	2 18 4
			By Balance from last Year
			" Balance from Revenue Account, No. 9
			" Rents from Houses and Lands
			" Other Rents
			" Interest and Dividends from Investments
			" Transfer Fees
			" General Interest

No. 11.—PROPOSED APPROPRIATION OF BALANCE AVAILABLE.

		1922	1923
		£885	£915 9 1
		250	250 0 0
		£685	£665 9 1
		500	500 0 0
		135	£165 9 1
			Balance available, as per Account No. 10
			Less Interim Dividend Paid 1st September, 1923
			Balance Carried to General Balance Sheet
			Proposed Dividend on Ordinary Shares at 4 per cent. per annum
			Carry forward

No. 12.—ABSTRACTS, YEAR ENDED 31st DECEMBER, 1923.

		1922	1923
		£80	£80 10 0
		25	18 14 0
		50	50 0 0
		20	16 7 6
		6	1 11 2
		<u>£181</u>	<u>£167 2 8</u>
		E. General Charges—	
			Salaries and Auditors' Fees
			Printing and Stationery
			Directors' Fees
			Income Tax
			Miscellaneous Expenses
			Line worked by
			Cork and Brandon
			Company
			Maintenance of Way and Works, &c.
			Locomotive Power
			Repairs and Renewals of Carriages and Waggonis
			Traffic Expenses

No. 13—GENERAL BALANCE SHEET AT 31st DECEMBER, 1923.

Dr.

Cr.

To Net Revenue, as per Account No. 10	£915	9	1	£	s.	d.	£	s.	d.
Less Interim Dividend Paid 1st Sept.	250	0	0				204	14	8
Debiture Stock Interest accrued and provided for				665	9	1	690	1	6
Preference Dividend provided for				66	13	4			
Unpaid Dividends				375	0	0			
Miscellaneous Accounts				57	0	3			
General Purposes Fund				5	5	0			
				1,400	0	0			
				£2,569	7	8	£2,569	7	8

By Cash at Bankers ... ..  
 ,, Cork, Bandon and South Coast Railway Co. ... ..  
 ,, Investments at Cost Price :—  
 £1,500 5 per cent. War Loan 1929-1947  
 £250 5 per cent. National War Bonds, 1928

No. 14—MILEAGE STATEMENT.

Lines owned by Company	Miles Authorised	Miles Constructed	Miles to be Constructed	Miles worked by Engines
.....	8 1/4	8 1/4	—	—

No. 15—STATEMENT OF TRAIN MILEAGE.

Return made by Cork, Bandon and South Coast Railway Company.

THEODORE F. CARROLL, *Chairman*,  
 R. H. LESLIE, *Secretary*.

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 for the Year with all expenses which, in our judgment, ought to be paid thereout.

ALBERT QUAY,  
 Cork, 21st January, 1924.

ERNEST C. HITCHMOUGH,  
*(Incorporated Accountant,)*  
 W. C. L. SULLIVAN  
*Auditors.*

## *Clonakilty Extension Railway Company.*

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NOTICE IS HEREBY GIVEN that the SEVENTY-FIRST ORDINARY GENERAL MEETING of the Proprietors of the CLONAKILTY EXTENSION RAILWAY COMPANY will be held in the Offices of the Cork Bandon and South Coast Railway Company at ALBERT QUAY TERMINUS, Cork, on THURSDAY, the 21st February, 1924, at 11.30 o'clock, a.m., to receive the Directors' Report and Statement of Accounts for the Year ending 31st December, 1923, and for the transaction of such business as is incidental to an Ordinary General Meeting of the Company.

The Transfer Books will be closed from the 8th February, to the 21st February, both days inclusive.

By Order of the Board,

R. H. LESLIE,  
*Secretary.*

Albert Quay, Cork,  
22nd January, 1924.

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The Dividends on the Baronial Guarantee and Ordinary Stocks will be paid on March 1st to the Proprietors registered on 21st February, 1924.

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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.*

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

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Report of the Directors,

Statement of Accounts

AND

Statistical Returns.

For the Year ended 31st December, 1923

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TO BE SUBMITTED TO THE PROPRIETORS

AT THE

Annual General Meeting

To be held in the COMMERCIAL BUILDINGS, CORK,

On Thursday, the 28th day of February, 1924,

At the hour of 12 o'clock noon.

---

CORK:

Printed by Purcell & Company, Patrick Street.

1924.

Cork Bandon and South Coast Railway Company.

---

DIRECTORS.

*Chairman :*

THEODORE F. CARROLL, Cork.

*Deputy Chairman :*

COLONEL JAMES M. SUGRUE, Cork.

---

JOSEPH PIKE, Cork.

DR. WM. LOMBARD MURPHY, Dublin.

THE RIGHT HONBLE. JOHNATHAN HOGG, Dublin.

T. J. CANTY, Clonakilty.

ALFRED R. MACMULLEN, Oriel House, Ballincollig.

REGINALD BENCE-JONES, Lisselan, Clonakilty.

HUGH FRENCH, Cuskinny, Queenstown.

*Secretary :*

ROBERT H. LESLIE.

# Cork Bandon & South Coast Railway Company.

## REPORT.

The Directors submit herewith the Statement of Accounts, which has been duly audited and verified, for the year ended 31st December, 1923.

In consequence of the destruction of Bridges mentioned in last Report, the Company's Line remained closed until the 20th February, 1923. On that date a limited Service was commenced between Cork and Bandon, but it was not until the following 23rd May that repairs had been carried out sufficiently to allow of the full Train Services being resumed over the whole system.

The Station Buildings maliciously damaged or destroyed by fire in January of last year are being gradually rebuilt.

Referring to the Circular sent to the Proprietors in May, 1922, the Directors have to report that sanction has not yet been received for the proposed Amalgamation with the Great Southern and Western Railway Company. The Government have under consideration the question of the unification of the Railways in the Irish Free State.

Out of the £75,658 allocated to this Company under the Irish Railways (Settlement of Claims) Act, 1921, a further sum of £23,535 has been allocated to Net Revenue Account as shewn in Account No. 8.

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

	1923	1922
	£	£
Per Account No. 8—		
Receipts of Railway, &c. ... ..	121,852	113,356
Expenditure ... ..	108,917	105,646
Net Receipts ... ..	12,935	7,710
Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921 ... ..	23,535	29,700
Miscellaneous Receipts (net) from Rents, Interest, &c. ... ..	1,227	1,098
Total Net Income ... ..	37,697	38,508
Per Account No. 9—		
Add—		
Balance from last Account ... ..	3,460	3,531
Deduct—		
Interest, Rentals, and other Fixed Charges ..	41,157	42,039
	16,374	17,196
	24,783	24,843
Dividends on Preference Stocks ... ..	16,583	16,583
Balance available for Dividend on Ordinary Stock ... ..	8,200	£8,260

The Dividend paid on the ordinary Stock at the rate of 2 per cent. per annum for the half-year ended 30th June, 1923, absorbed £2,400, and a balance remains of £5,800 which will admit of a Final Dividend for the year ended 31st December, 1923, at the rate of 2 per cent. per annum for the half-year, making 2 per cent. for the whole year, carrying forward £3,400 to next year's Account.

The Dividend paid on the ordinary Stock for the year, 1922, was £2 per cent. and £3,460 was carried forward.

The following Directors retire by rotation, viz. :—Dr. William Lombard Murphy, The Right Honble. Mr. Jonathan Hogg, and Mr. T. J. Canty, and being eligible, they offer themselves for re-election.

Mr. W. C. L. Sullivan, 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 noon on Tuesday, 26th February.

THEODORE F. CARROLL, *Chairman.*

Albert Quay Terminus,  
Cork, 7th February, 1924.



## Cork Bandon and South Coast Railway Company.

*Financial Accounts and Statistical Returns for the Year ended 31st December, 1923.*

### 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 ...	£ 613,008	£ 246,700	£ 859,708	£ 613,008	£ 246,700	£ 859,708	...	...	...
II. 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. The Profits of the Ilen Valley Section to be ascertained by deducting from the gross Receipts of that Section 52 per cent. thereof.	68,370	...	68,370	...	68,370	...	...	...
4 per cent. Preference Stock, 1900 ...	53,500	25,235	15,315	...	15,315	...	...	12,950
Ordinary Stock ...	240,000	...	240,000	...	240,000	...	...	...
TOTAL ...	675,008	25,235	636,569	...	636,569	...	...	13,204

## 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, 1922	£	£	£	£	£	£
Existing at 31st December, 1923	...	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, 1923						£1,670

Dr.

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

Cr.

To Expenditure	Amount expended to 31st December, 1922		Amount expended during Year, as per No. 5		Total	By Receipts	Amount received to 31st December 1922		Amount received during Year		Total			
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		
Lines open for Traffic	745,399	18	3	438	8	0	745,838	6	3	Shares and Stocks, (No. 2)	636,569	0	0	
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	
Land and Buildings	375	0	0	...	...	...	375	0	0	TOTAL	881,599	0	0	
Plant and Machinery	2,098	16	10	...	...	...	2,098	16	10					
Total Capital expended upon Railway	850,084	9	10	438	8	0	850,522	17	10	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	25,875	0	0	...	...	...	25,875	0	0	DEDUCT :—				
Total Expenditure	883,551	6	9	438	8	0	883,989	14	9	Balance of Premiums and Discounts	53,310	1	10	
										Total	828,288	18	2	
										Government Grant received	15,000	0	0	
										Total Receipts	843,288	18	2	
										By Balance	...	...	...	
TOTAL	...	...	...	£	883,989	14	9			TOTAL	£	883,989	14	9

## 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, 1923.

	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 ... ..	438	8	0							438	8	0
Rolling Stock ... ..												Nil
	438	8	0							438	8	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 ... ..	...	...	...
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 ... ..	£	13,204
		91,204
Available borrowing powers (as per Statement No. 3) ... ..		1,670
		92,874
Deduct Balance at Debit (as per Capital Account No. 4) ... ..		40,700
TOTAL ... ..	£	52,174

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

See Statement		Gross Receipts	Expenditure	Net Receipts	Year 1922		
					Gross Receipts	Expenditure	Net Receipts
10	Railway ... ..	£ 121,851 13 4	£ 108,900 17 8	£ 12,950 15 8	£ 113,357	£ 105,632	£ 7,725
15	Refreshment Room ... ..	..	16 3 1	Dr. 16 3 1	..	15	Dr. 15
	<i>Total</i> ... ..	121,851 13 4	108,917 0 9	12,934 12 7	113,357	105,647	7,710
	Government (Settlement of Claims) Act, 1921, Compensation Account		.. ..	23,534 14 6			29,700
	Miscellaneous Receipts (Net)—						
	Rents from Houses and Lands ... ..			187 13 4			118
	Other Rents, including Lump-sum Tolls ... ..			183 8 4			112
	Interest and Dividends from Investments in other Companies—						
	Clonakilty Extension Railway Ordinary Stock			225 0 0			225
	Shares in Bantry Bay Steam Ship Company ... ..			168 15 0			169
	Transfer Fees ... ..			30 15 0			21
	General Interest .. ..			431 2 9			453
	<i>Total Net Income</i> ... ..			37,696 1 6			38,508

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

							Year 1922		
							£	s. d.	£
Balance brought forward from last year's Account	...	...	...	...	...	...	3,460	16 9	3,532
Net Income (as per Statement No. 8)	...	...	...	...	...	...	37,696	1 6	38,508
Appropriation from Reserve	...	...	...	...	...	...	...	...	...
			TOTAL	...	...	...	41,156	18 3	42,040
Deduct—Interest, Rentals, and other Fixed Charges :—									
Chief Rents	...	...	...	...	£448 12 3	...			467
Interest on Debenture Stocks—4 per cent. on £253,987	...	...	...	...	10,159 9 6	...			10,159
5 per cent. Interest on £35,000 Bantry Extension Railway Debenture Stock	...	...	...	...	1,750 0 0	...			1,750
General Interest	...	...	...	...	...	...			...
Clonakilty Extension Railway Company's share of Traffic Receipts	...	...	...	...	2,510 13 4	...			2,511
Bantry Extension Railway's share of Traffic Receipts	...	...	...	...	1,322 15 6	...			1,323
Interest on Temporary Loans	...	...	...	...	...	...			...
Income Tax	...	...	...	...	182 12 6	...			987
			TOTAL	...	...	...	16,374	3 1	17,197
Balance after payment of Fixed Charges	...	...	...	...	...	...	24,782	15 2	24,843
Appropriation to Reserve Account	...	...	...	...	...	...	...	...	...
							24,782	15 2	24,843
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	16,583
							8,200	0 0	8,200
Dividend on Ordinary Stock at the rate of 2 per cent. per annum	...	...	...	...	£4,800 0 0	...			...
Balance carried forward to next year's Account	...	...	...	...	3,400 0 0	...			...
			TOTAL	...	...	...	£8,200	0 0	...

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

							Year 1922		
							£	s. d.	£
Balance available for Dividends and Reserve, after payment of Fixed Charges, Year 1923 (as per Account No. 9)	...	...	...	...	...	...	24,782	15 2	24,843
Deduct—									
Interim Dividends paid 1st September, 1922 :—									
Dividend on No. 1 Preference Stock, 5½ per cent., £48,000, 5½ per cent., per annum	...	...	...	...	£1,320 0 0	...			...
„ No. 2 „ „ 4 „ „ 38,246, 4 „ „ „	...	...	...	...	764 18 5	...			...
„ West Cork „ „ 4 „ „ 178,629, 4 „ „ „	...	...	...	...	3,572 11 7	...			...
„ Kinsale „ „ 4 „ „ 48,009, 4 „ „ „	...	...	...	...	960 3 7	...			...
„ Ilen Valley „ „ 4 „ „ 68,370, 4 „ „ „	...	...	...	...	1,367 8 0	...			...
„ Preference Stock, 4 per cent. (1900)	...	...	...	...	306 6 0	...			...
„ Ordinary Stock	...	...	...	...	2,400 0 0	...			...
							10,691	7 7	10,691
Undivided Balance at 31st December, 1923, carried to Balance Sheet	...	...	...	...	...	...	14,091	7 7	14,152



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

	Year 1921		Year 1922	
	£	s. d.	£	s. d.
Superintendence—				
Salaries ... ..	928	6 4		
Office Expenses, etc. ... ..	241	17 6		
			1,170	3 10
Maintenance of Roads, Bridges, and Works—				
Earthworks ... ..	56	4 10		
Bridges, Tunnels, Culverts, Retaining Walls, and other Works ...	1,040	15 5		
Roads and Fences ... ..	740	19 8		
			1,837	19 11
Maintenance of Permanent Way—				
Renewal of Running Lines—				
Wages ... ..	1,259	3 2		
Materials ... ..	3,697	11 3		
Engine Power and Wagon Repairs ... ..	366	9 8		
			5,323	4 1
Repair of Running Lines and Sidings—				
Wages ... ..	10,195	15 7		
Materials ... ..	5,425	6 11		
Engine Power and Wagon Repairs ... ..	732	19 2		
			16,354	1 8
Maintenance of Signalling ... ..	764	1 8		
Maintenance of Telegraphs ... ..	342	16 9		
			1,106	18 5
Maintenance of Stations and Buildings—				
Stations, Depots, and Offices ... ..	1,382	5 9		
Engine Sheds ... ..	137	16 10		
Carriage Sheds... ..	2	18 8		
Locomotive Workshops ... ..	...	...		
Carriage Workshops ... ..	3	8 6		
Wagon Workshops ... ..	...	...		
Other Buildings ... ..	644	18 1		
			2,171	7 10
<b>Total</b> ... ..			<b>£ 27,963</b>	<b>15 9</b>
				<b>24,524</b>

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

## (1)—LOCOMOTIVES.

## (2)—CARRIAGES.

	Year 1921		Year 1922	
	£	s. d.	£	s. d.
Superintendence—				
Salaries ... ..	281	9 3		
Office Expenses ... ..	14	9 6		
			295	18 9
Complete Renewals—				
Wages ... ..	...	...		
Materials ... ..	...	...		
Repairs and Partial Renewals—				
Wages ... ..	4,104	16 10		
Materials ... ..	2,892	2 4		
			6,996	19 2
Purchase of New Locomotives ... ..				
Workshop Expenses—				
Repairs and Renewals of Machinery and Plant ... ..	279	6 0		
Other Expenses ... ..	416	1 7		
			695	7 7
			7,988	5 6
Deduct Engine Powersupplied by the Company			207	15 0
				7,466
				598
<b>Total</b> ... ..			<b>£ 7,780</b>	<b>10 6</b>
				<b>6,868</b>
Superintendence—				
Salaries ... ..	140	14 7		
Office Expenses ... ..	15	0 0		
			155	14 7
Complete Renewals—				
Wages ... ..	...	...		
Materials ... ..	...	...		
Repairs and Partial Renewals—				
Wages ... ..	2,786	1 4		
Materials ... ..	545	11 3		
			3,331	12 7
Purchase of New Carriages ... ..				
Workshop Expenses—				
Repairs and Renewals of Machinery and Plant ... ..	41	19 5		
Other Expenses ... ..	254	16 2		
			296	15 7
<b>Total</b> ... ..			<b>£ 3,784</b>	<b>2 9</b>
				<b>4,262</b>

## (3)—WAGONS.

	Year 1921		Year 1922	
	£	s. d.	£	s. d.
Superintendence—				
Salaries ... ..	147	8 11		
Office Expenses ... ..	13	0 0		
			160	8 11
Complete Renewals—				
Wages ... ..	...	...		
Materials ... ..	...	...		
Repairs and Partial Renewals—				
Wages ... ..	3,329	4 6		
Materials ... ..	1,069	8 5		
			4,398	12 11
Purchase of New Wagons ... ..				
Workshop Expenses—				
Repairs and Renewals of Machinery and Plant ... ..	37	6 9		
Other Expenses ... ..	221	10 0		
			258	16 9
<b>Total</b> ... ..			<b>£ 4,817</b>	<b>18 7</b>
				<b>8,931</b>

## Abstract C.—Locomotive Running Expenses.

	£ s. d.		Year 1922	
	£	s. d.	£	s. d.
Superintendence—				£
Salaries ... ..	588	13 6		602
Office Expenses ... ..	84	16 4		33
			673	9 10
Steam Train Working—				
Wages connected with the Running of Locomotive Engines ... ..	9,650	13 0		8,636
Fuel ... ..	10,533	9 7		8,927
Water ... ..	581	17 3		395
Lubricants ... ..	376	7 11		360
Other Stores, including Clothing ... ..	378	8 5		389
Miscellaneous ... ..	23	15 11		8
			21,544	12 1
			22,218	1 11
Deduct Engine Power supplied by the Company			642	7 10
				582
<b>Total</b> ... ..	£	21,575 14 1		18,768

## Abstract D.—Traffic Expenses.

	£ s. d.		Year 1922	
	£	s. d.	£	s. d.
Salaries and Wages—				£
Superintendence ... ..	1,338	13 8		1,428
Stationmasters and Clerks ... ..	8,410	3 1		8,725
Signalmen and Gatemen ... ..	3,585	2 0		2,835
Ticket Collectors, Policemen, Porters, &c. ... ..	7,855	11 7		8,096
Guards ... ..	2,041	16 5		1,475
			23,231	6 9
Fuel, Lighting, Water, and General Stores ... ..			1,207	12 2
Clothing ... ..			527	9 10
Printing, Advertising, Stationery, Stamps, and Tickets ... ..			1,224	4 9
Wagon Covers, &c. ... ..			72	0 4
Cleansing, Lubricating and Lighting of Vehicles ... ..			1,080	4 2
Shunting Expenses (other than Mechanical)—				
Wages ... ..	£881	15 8		
Other Expenses ... ..		8 5 6		
			890	1 2
Working of Stationary Engines, Hoists, Cranes, &c. ... ..			3	0 4
Coal, &c., Tipping Expenses ... ..				
Railway Clearing Houses Expenses ... ..			197	17 4
Miscellaneous Expenses ... ..			213	10 1
				176
<b>Total</b> ... ..			28,647	6 11
				28,392

## Abstract E.—General Charges.

	£ s. d.		Year 1922	
	£	s. d.	£	s. d.
Directors' Fees voted by Shareholders ... ..	500	0 0		500
Auditors and Public Accountants ... ..	60	0 0		60
Salaries of Secretary, General Manager, Accountant, and Clerks ... ..	4,803	18 9		4,590
Office Expenses ditto ditto ... ..	485	7 11		481
Fire Insurance ... ..	75	7 8		75
Superannuation and Benevolent Funds, Pensions, &c. ... ..	1,109	4 2		1,351
Subscriptions and Donations ... ..	82	1 0		11
Miscellaneous Expenses ... ..	370	0 1		354
<b>Total</b> ... ..	£	7,485 19 7		7,422

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

	£ s. d.		Year 1922	
	£	s. d.	£	s. d.
Amounts paid for Hired Cartage ... ..	268	7 7		364
Miscellaneous ... ..				
<b>Total</b> ... ..	£	268 7 7		364
Amount charged to Passenger Train Traffic		50 12 2		86
Amount charged to Goods Traffic ... ..		217 15 5		278

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

	Receipts		Expenditure		Balance		Year 1922		
							Receipts	Expenditure	Balance
	£	s. d.	£	s. d.	£	s. d.	£	£	£
Mileage and Demurrage—									
Passenger Train Vehicles... ..	0	12 11	0	6 0	0	6 11	80		80
Goods Train Vehicles ... ..	83	8 4	29	9 6	53	18 10	49	4	45
Hire of—									
Passenger Train Vehicles... ..									
Goods Train Vehicles ... ..	48	1 8	23	1 9	24	19 11	18	15	3
<b>Total</b> ... ..	£	132 2 11	52	17 3	79	5 8	147	19	128

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

	Year 1923			Year 1922
	£	s.	d.	£
By Receipts—Passengers, Parcels, &c. and Mails ... ..	10,818	17	2	8,765
„ Goods and Live Stock ... ..	16,020	12	10	17,118
Total Receipts ... ..	26,839	10	0	25,883
To Maintenance, Working and other charges	16,613	0	10	15,440
„ Balance available to pay dividend ... ..	10,226	9	2	10,843

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

	Year 1923			Year 1922
	£	s.	d.	£
By Receipts—Passengers, Parcels, &c., and Mails ... ..	2,012	2	0	1,672
„ Goods and Live Stock ... ..	1,949	17	8	1,624
Total Receipts ... ..	3,961	19	8	3,296
To Maintenance, Working and other charges	7,502	19	8	7,655
„ Balance available to pay dividend ..	Nil			Nil

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

	Year 1923			Year 1922
	£	s.	d.	£
By Receipts—Passengers, Parcels, &c., and Mails ... ..	5,318	7	0	4,957
„ Goods and Live Stock ... ..	7,450	4	7	7,041
Total Receipts ... ..	12,768	11	7	11,998
To 52 per cent. of receipts for Maintenance and Working charges ... ..	6,639	13	2	6,239
„ Balance available to pay Dividend for year 1923 ... ..	6,128	18	5	5,759

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

To Expenditure	1923		Year 1922	By Gross Receipts.	1923		Year 1922
	£	s. d.	£		£	s. d.	£
Salaries and Wages ... ..	..		..	Total Receipts from Hotels and Sale of Provisions, &c., in Refreshment Rooms and Cars ... ..	..		..
Provisions, Wines and Spirits consumed ... ..	..		..	By Revenue ... ..	16	3 1	15
Repairs and Maintenance of Hotels and Refreshment Rooms, and of Fittings, Furniture &c., of Refreshment Cars ... ..	..		..				
Heating and Lighting of Hotels and Refreshment Rooms ... ..	..		..				
Rents ... ..	..		..				
Rates ... ..	7	3 10	6				
Taxes ... ..	8	6 3	8				
Miscellaneous ... ..	0	13 0	1				
Total Expenditure ... ..	16	3 1	15				
Balance ... ..	..		..				
Total ... ..	£	16 3 1	15	Total ... ..	£	16 3 1	15



Dr.

## No. 18—General Balance Sheet.

Cr.

	Year 1922				Year 1922		
	£	s.	d.		£	s.	d.
To Amount due to Bankers ... ..	...	...	...	By Capital Account, Balance at Debit thereof, as per Account No. 4 ...	40,700	16	7
Temporary Loans ... ..	...	...	...	Amount due by Bankers... ..	16,710	6	7
Unpaid Interest and Dividends ...	802	18	10	Investments in Stocks and Shares held by the Company, not charged as Capital Expenditure ... ..	2,410	0	0
Interest and Dividends payable or accruing and provided for ...	5,954	14	9	Stock of Stores and Materials ... ..	32,761	3	0
Amount due to Railway Companies and Committees ... ..	690	1	6	Outstanding Traffic Accounts ... ..	3,134	14	9
Amount due to Railway Clearing Houses	...	...	...	Amount due by Railway Companies and Committees ... ..	...	...	...
Miscellaneous Accounts ... ..	17,705	18	9	Amount due by Railway Clearing Houses	...	...	...
Baltimore Extension Railway Company Suspense Account ... ..	13,537	2	2	Amount due by Postmaster-General ...	350	0	0
General Insurance Fund ... ..	6,736	17	0	Accounts Receivable ... ..	4,438	4	10
Irish Railways (Settlement of Claims) Act, 1921, Compensation Account ...	22,304	8	3	Miscellaneous Accounts ... ..	5,616	14	7
Depreciation Funds:—				Baltimore Extension Railway Company	13,537	2	2
Railway ... ..	26,553	17	8				
Ballinphellic Ropeway ... ..	4,281	16	0				
Reserve Account ... ..	7,000	0	0				
Balance available for Dividends and Reserve as per Account No. 9 :—							
Dividends ... £24,782 15 2							
Less Interim Dividends paid as per Statement No.9 (a) 10,691 7 7	14,091	7	7				
	£ 119,659	2	6		£ 119,659	2	6
			144,269				144,269

## 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	1922							
	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.	C.				
Lines owned by the Company—	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.						
Main and Principal Lines—																
Cork to Skibbereen ... ..	53	60	2	10	0	42	...	...	56	32	12	03	68	35	68	35
Bantry Bay Extension ... ..	1	30	...	...	...	...	...	...	1	30	...	...	1	30	1	30
Total of Main and Principal Lines ...	55	10	2	10	0	42	...	...	57	62	12	03	69	65	69	65
Minor and Branch Lines—																
Kinsale Junction to Kinsale ... ..	10	60	...	...	...	...	...	...	10	60	0	57	11	37	11	37
Total of miles owned ... ..	65	70	2	10	0	42	...	...	68	42	12	60	81	22	81	22
Lines leased or worked by the Company—																
Bantry Extension Railway:—																
Drimoleague to Bantry ... ..	11	20	...	...	...	...	...	...	11	20	1	20	12	40	12	40
Clonakilty Extension Railway:—																
Clonakilty Junction to Clonakilty ...	9	0	...	...	...	...	...	...	9	0	1	14	10	14	10	14
Baltimore Extension Railway:—																
Skibbereen to Baltimore ... ..	8	0	...	...	...	...	...	...	8	0	0	64	8	64	8	64
Total of miles leased or worked ... ..	28	20	...	...	...	...	...	...	28	20	3	18	31	38	31	38
Grand Total ... ..	94	10	2	10	0	42	...	...	96	62	15	78	112	60	112	60

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

	Year 1923		Year 1922	
	M.	Ch.	M.	Ch.
Lines Owned by the Company ... ..	65	70	65	70
Lines Leased or Worked by the Company...	28	20	28	20
TOTAL ... ..	94	10	94	10

II.—ROLLING STOCK.

(A)—Steam Locomotives and Tenders.

DESCRIPTION	1923	1922
	Number	Number
Tender Engines ... ..	Nil	Nil
Tank Engines—		
4—6—0	9	9
4—4—2	3	3
0—6—0	5	5
4—4—0	2	2
2—4—0	1	1
	20	20
Tenders ... ..	Nil	Nil

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

	Number	1923 Seats or Berths.				Year 1922	
		1st Class	2nd Class	3rd Class	Total	Number	Seats or Berths Total
<b>PASSENGER CARRIAGES.</b>							
Carriages of Uniform class ... ..	37	482	—	1,300	1,782	40	1,914
Composite carriages	13	100	—	398	498	15	574
Miscellaneous ... ..	—	—	—	—	—	—	—
<b>TOTAL ... ..</b>	<b>50</b>	<b>582</b>	<b>—</b>	<b>1,698</b>	<b>2,280</b>	<b>55</b>	<b>2,488</b>
Total Passenger Carriages...	50					55	
<b>OTHER COACHING VEHICLES.</b>							
Luggage, Parcel, and Brake Vans ... ..	8					9	
Carriage Trucks ... ..	2					2	
Horse Boxes ... ..	2					2	
Miscellaneous ... ..	—					—	
Total other Coaching Vehicles ... ..	12					13	
Total Coaching Vehicles ... ..	62					68	

(E)—Merchandise and Mineral Vehicles.

	Number	Number
	1923	1922
Open Wagons—		
Under 8 tons ... ..	—	—
8 and up to 12 tons ... ..	100	100
Over 12 and up to 20 tons ... ..	—	—
Over 20 tons (other than special) ... ..	—	—
Covered Wagons—		
Under 8 tons ... ..	120	123
8 and up to 12 tons ... ..	28	28
Over 12 and up to 20 tons ... ..	4	4
Over 20 tons ... ..	—	—
Mineral Wagons—		
Under 8 tons ... ..	55	55
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 ... ..	110	107
Rail and Timber Trucks (including Twin Trucks) ... ..	14	14
Brake Vans ... ..	13	13
Miscellaneous ... ..	1	1
<b>TOTAL ... ..</b>	<b>445</b>	<b>445</b>

(F)—Railway Service Vehicles.

	Number	Number
	1923	1922
Ballast Wagons ... ..	22	22
Travelling Cranes ... ..	1	1
Miscellaneous ... ..	—	—
<b>TOTAL ... ..</b>	<b>23</b>	<b>23</b>

VI.—Docks, Harbours, and Wharves.

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

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

Houses	Number	1922
Houses and Cottages for Company's Servants ... ..	13	13



## XIII.—Passenger Traffic and Receipts.

Class of Passenger	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System	Year 1922			
					Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
		£	s. d.			£	s. d.	
Ordinary—								
1st Class ... ..	16,068	5,970	7 5	15,828	11,081	3,826	6 10	11,004
3rd „ ... ..	205,427	33,813	3 3	200,846	144,367	23,201	3 3	142,160
<b>TOTAL ... ..</b>	<b>221,495</b>	<b>39,783</b>	<b>...</b>	<b>216,674</b>	<b>155,448</b>	<b>27,027</b>	<b>...</b>	<b>153,164</b>
Season—			£ s. d.			£ s. d.		
1st Class ... ..	6	143	23 16 8	6	30	553	18 8 8	30
3rd „ ... ..	22	399	18 2 9	22	76	945	12 8 8	76

## XIV.—Goods Traffic and Receipts.

	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System	Year 1922			
					Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System
	Tons	£	s. d.	Tons	Tons	£	s. d.	Tons
Merchandise ... ..	76,113	54,790	14 5	65,173	81,725	58,371	14 3	76,789
Coal, Coke, and Patent Fuel ... ..	7,739	2,928	7 7	4,744	9,815	4,197	8 6	3,500
Other Minerals ... ..	5,409	1,281	4 9	4,740	8,057	1,810	4 5	6,552
<b>TOTAL ... ..</b>	<b>89,261</b>	<b>58,999</b>	<b>...</b>	<b>74,657</b>	<b>99,597</b>	<b>64,378</b>	<b>...</b>	<b>86,841</b>
	Number	£		Number originating on the Company's System	Number	£		Number originating on the Company's System
Live Stock ... ..	114,833	14,089	...	110,145	86,734	10,539	...	80,961

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

Originating on the Company's System	Tons 1923	Tons 1922
Ale and Porter (including empties) ... ..	4,634	3,460
Bacon and Hams, Butter and Eggs ... ..	3,145	3,922
Brewers' Grains ... ..	...	112
Bricks, common ... ..	71	17
Flour and Bran, Sharps and other Flour Mill Offal ... ..	9,555	19,057
Grain ... ..	26,106	25,824
Groceries (excluding Bacon, Hams, and Butter) ... ..	1,820	1,682
Manure ... ..	5,136	7,212
Oil Cake and Cattle Foods ... ..	946	774
Potatoes ... ..	283	1,012
Stone for Roadmaking purposes ... ..	3,456	2,974
Timber ... ..	1,414	1,619
<b>Total ... ..</b>	<b>56,566</b>	<b>67,665</b>

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

Originating on the Company's System	Number	Year 1922
		Number
Horses ... ..	544	438
Cattle ... ..	22,577	19,067
Calves ... ..	13,750	7,770
Sheep ... ..	14,517	16,161
Pigs ... ..	58,711	37,525
Miscellaneous ... ..	46	...
<b>Total ... ..</b>	<b>110,145</b>	<b>80,961</b>

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

	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923
	£	£	£	£	£	£	£	£	£	£	£
Total Expenditure on Capital Account (No. 4) ... ..	865,343	865,343	865,343	880,343	883,551	883,551	883,551	883,551	883,551	883,551	883,990
Gross Receipts from business carried on by the Company (No. 8) ... ..	107,507	106,775	112,209	115,361	—	—	—	—	—	113,356	121,852
Revenue Expenditure on ditto (No. 8) ... ..	63,942	65,985	72,033	75,898	—	—	—	—	—	105,646	108,917
Net Receipts of ditto (No. 8) ... ..	43,565	40,790	40,176	39,963	42,330	42,115	42,609	42,651	39,213	7,710	12,935
Proportion of Amount Receivable under Irish Railways (Settlement of Claims) Act, 1921 ... ..	—	—	—	—	—	—	—	—	—	29,700	23,535
Miscellaneous Receipts net (No. 8) ... ..	760	754	781	716	822	778	831	674	798	1,098	1,227
Total Net Income (No. 8) ... ..	44,325	41,544	40,957	40,679	43,152	42,893	43,440	43,325	40,011	38,508	37,697
Interest, Rentals, and other Fixed Charges (No. 9)* ... ..	19,210	16,664	17,235	17,753	17,256	16,979	17,313	17,524	17,613	17,196	16,374
Dividends on Guaranteed and Preference Stocks (No. 9) ... ..	15,967	16,582	16,582	16,583	16,583	16,583	16,583	16,583	16,583	16,583	16,583
Balance after Payment of Preference Dividends (No. 9) ... ..	9,147	8,298	7,140	6,343	9,313	9,331	9,544	9,218	5,815	4,729	4,740
Dividend on Ordinary Stock (No. 9) ... ..	8,700	7,500	6,000	6,000	8,700	8,700	8,700	7,200	7,200	4,800	4,800
Rate per cent. ... ..	3 $\frac{3}{8}$	3 $\frac{3}{8}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	3 $\frac{3}{8}$	3 $\frac{3}{8}$	3 $\frac{3}{8}$	3	3	2	2
Surplus or Deficit ... ..	+447	+798	+1,140	+343	+613	+631	+844	+2,018	-1,385	-71	-60
Appropriation to Reserve ... ..	500	500	500	500	500	500	500	2,000	...	...	...
Brought forward from previous years ... ..	3,582	3,529	3,827	4,467	4,310	4,423	4,554	4,898	4,916	3,531	3,460
Carried forward to subsequent years ... ..	3,529	3,827	4,467	4,310	4,423	4,554	4,898	4,916	3,531	3,460	3,460

NOTE\*—The Fixed Charges (No. 9) in the Year 1913 amounting to £19,210 included a Special Payment of £1,990 on the acquisition of the Ilen Valley Railway.

(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.**

---

CERTIFICATE RESPECTING PERMANENT WAY, &c.

I hereby certify that since the Line was re-opened in May last the Company's Permanent Way, Stations, Buildings and other works have been maintained in good working order and repair, and that the greater part of the reconstruction and repairs, rendered necessary owing to Malicious Injury, have been carried out.

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

Cork, 18th January, 1924.

---

CERTIFICATE RESPECTING ROLLING STOCK.

I hereby certify that since the Line was re-opened in May last, with the exception of five carriages maliciously destroyed, the whole of the Company's working plant, engines, carriages, wagons, machinery and tools have been maintained in good working order and repair.

J. W. JOHNSTONE, *Locomotive Engineer.*

Cork, 18th January, 1924.

Signed for the Board of Directors,

THEODORE F. CARROLL, *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, 30th January, 1924.

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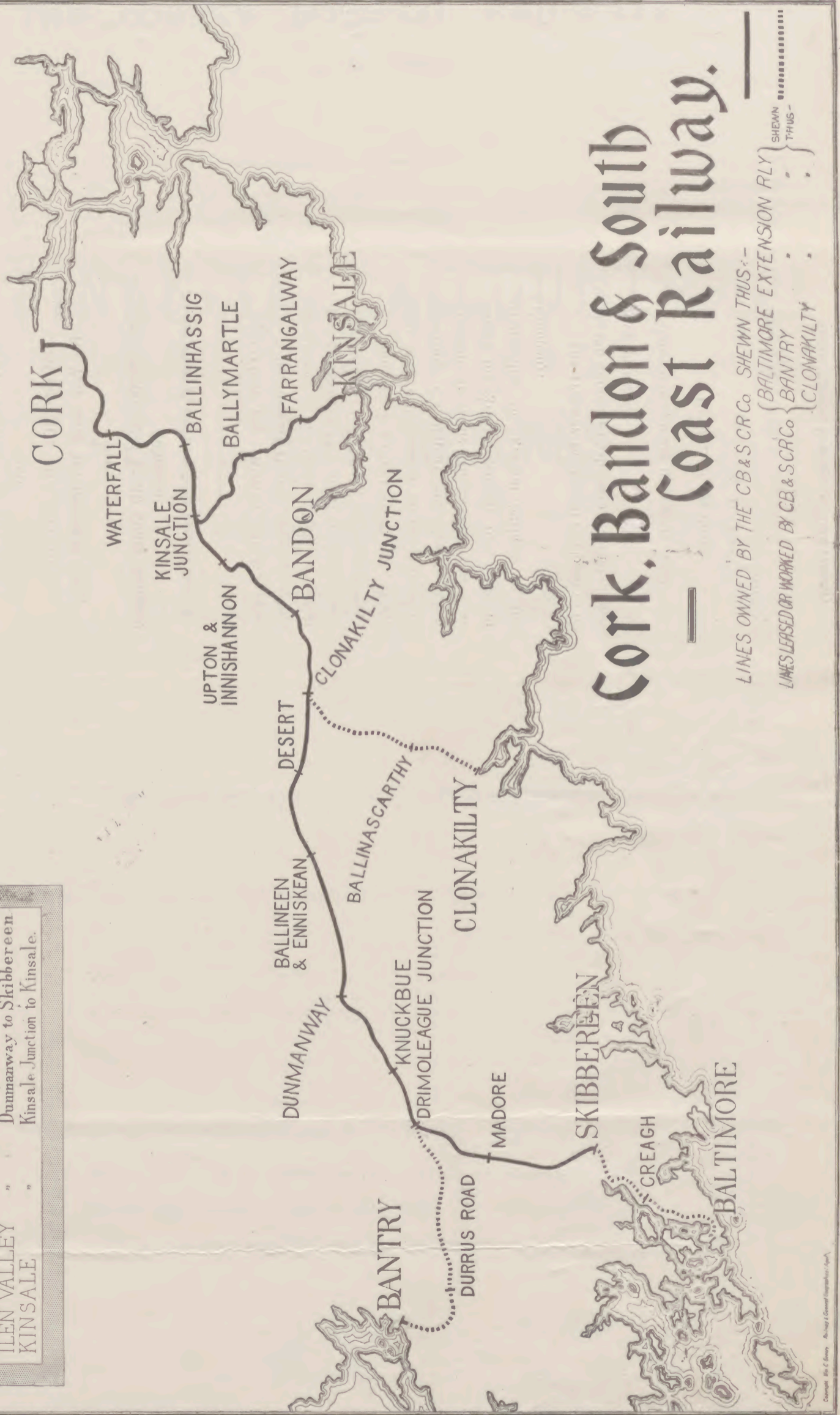
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WEST CORK SECTION:-  
 Bandon to Dunmanway.  
 Dunmanway to Skibbereen.  
 Kinsale Junction to Kinsale.



# Cork, Bandon & South Coast Railway.

LINES OWNED BY THE CB & SCRC Co. SHEWEN THUS:—  
 { BALTIMORE EXTENSION RLY } SHEWEN  
 { BANTRY } THUS  
 { CLONAKILTY }

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

Report of the Directors

AND

Statement of Accounts,

For Year ended 31st DECEMBER, 1923.

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

**One Hundred and Forty-Sixth General Meeting.**

**N**OTICE IS HEREBY GIVEN, that the Annual General Meeting of the Proprietors of this Company will be held at the **COMMERCIAL BUILDINGS**, South Mall, in the City of Cork, on **THURSDAY**, the 28th day of **FEBRUARY**, 1924, 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, 1923, and of transacting the general business of the Company.

The Transfer Books will be closed from the 8th February to the 28th February, both days inclusive.

Dated this 24th day of January, 1924.

By order of the Board,

**R. H. LESLIE,**  
*Secretary.*

*Albert Quay Terminus,  
Cork.*

**Annual General Meeting - 28th February.**  
**Dividends Payable - 6th March.**



# THE COUNTY DONEGAL RAILWAYS

JOINT COMMITTEE.

---

## FINANCIAL ACCOUNTS

AND

## STATISTICAL RETURNS

FOR THE YEAR ENDED

31<sup>ST</sup> DECEMBER, 1923.

---

### MEMBERS OF JOINT COMMITTEE.

#### Representatives of the Great Northern Railway Company (Ireland) :

R. ASHHURST GRADWELL, Esq., Dowth Hall, Drogheda.

THOMAS F. COOKE, Esq., H.M.L., Caw, Londonderry.

W. B. CARSON, Esq., Mevdon, Swords, Co. Dublin.

#### Representatives of the London Midland and Scottish Railway Company :

Major JOHN A. W. O. TORRENS, D.L., Moylena, Muckamore, Co. Antrim

FRANK TATLOW, Esq., C.B.E., Duffield, Derby.

A. F. COOKE, Esq., Government House, Londonderry.

THE COUNTY DONEGAL RAILWAYS  
JOINT COMMITTEE.

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE  
YEAR ENDED 31<sup>ST</sup> DECEMBER, 1923.

PART I.

FINANCIAL ACCOUNTS.

No. 1 (a). Nominal Capital Authorised, and Created by the Committee.

No. 1 (b). Nominal Capital Authorised, and Created by the Committee jointly with some other Company.

No. 1 (c). Nominal Capital Authorised, and Created by some other Company on which the Committee 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.

Dr.		No. 4—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.						Cr.	
To Expenditure.	Amount expended to 31st December, 1922.	Amount expended during Year, as per No. 5.	Total.	By Receipts.	Amount received to 31st December, 1922.	Amount received during Year.	Total.		
	£ s d	£ s d	£ s d		£ s d	£ s d	£ s d		
Lines open for Traffic ...	341,977 14 1	...	341,977 14 1	Amount received by late Donegal Railway Company	308,443 7 0	...	308,443 7 0		
Rolling Stock ...	57,994 8 11	...	57,994 8 11	Amount provided by Owning Companies—					
<i>(Not including Rolling Stock to the value of £19,500 provided by the Treasury free of cost to the Committee.)</i>				Great Northern Railway Company (Ireland)...	158,500 0 0	...	158,500 0 0		
Manufacturing and Repairing Works and Plant—				London Midland and Scottish Railway Company ...	158,500 0 0	...	158,500 0 0		
Land and Buildings ...	1,815 1 10	...	1,815 1 10						
Plant and Machinery ...	1,950 12 4	...	1,950 12 4						
Total Capital expended upon Railway ...	403,737 17 2	...	403,737 17 2	TOTAL RECEIPTS ...	625,443 7 0	...	625,443 7 0		
land, Property, &c., not forming part of the Railway or Stations—				By Balance ...	...	...	1,463 7 5		
Not used in connection with Railway working ...	1,668 17 3	...	1,668 17 3						
Subscriptions to other Companies (for details, see Table No. 4 (a)) ...	221,500 0 0	...	221,500 0 0	TOTAL	...	...	£ 626,906 14 5		
TOTAL EXPENDITURE	£ 626,906 14 5	...	626,906 14 5						

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

Name.	Amount.	Nature of Security or Investment.
	£	
The Strabane and Letterkenny Railway Company ...	120,000	12,000 Ordinary Shares of £10 each.
Do. do. ...	101,500	Debenture Stock.
	£221,500	

## No. 5—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1923.

	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.

Expenditure to date on Principal Works in Progress.	Estimated Further Expenditure.		
	During the Year ending 31st December, 1924.	Subsequently until Completion.	Total.
£	£	£	£
Not Ascertained.			

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

The Capital required is provided by the Great Northern Railway Company (Ireland) and the London Midland and Scottish Railway Company in equal proportions.

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

See Statement.		Gross Receipts.	Expenditure.	Net Receipts.	Year 1922.		
					Gross Receipts.	Expenditure.	Net Receipts.
		£ s d	£ s d	£ s d	£	£	£
10	Railway ... ..	67,676 11 6	63,853 7 7	3,823 3 11	65,351	66,609	Loss 1,258
Miscellaneous Receipts (Net)—							
	Rents from Houses and Lands ... ..			390 17 9			309
	Other Rents, including Lump-sum Tolls ... ..			396 4 2			135
	Interest from Investments in other Companies— Strabane and Letterkenny Railway Company ... ..			2,861 5 4			2,836
	General Interest ... ..			185 13 4			87
	Deficiency Charged to Owing Companies:— Great Northern Railway Company (Ireland) ... ..			3,903 1 0			6,677
	London Midland and Scottish Railway Company ... ..			3,903 0 11			6,677
	Total Net Income ... ..			15,463 6 5			15,463

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

	Year 1922.		
	£ s d	£ s d	£
Net Income (as per Statement No. 8) ... ..		15,463 6 5	15,463
Deduct :—Interest, Rentals and other Fixed Charges—			
Chief Rents, Wayleaves, &c. ... ..	200 0 0		200
Strabane and Letterkenny Railway Company—Proportion of Gross Receipts ... ..	2,986 1 3		2,986
		3,186 1 3	3,186
Balance after Payment of Fixed Charges ... ..		12,277 5 2	12,277
Amount payable to London Midland and Scottish Railway Company under Section 35 of Great Northern (Ireland) and Midland Railways Act, 1906, viz. :—4 per cent. per annum on £306,931 12s 6d ... ..		12,277 5 2	12,277

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

Not applicable to this Committee.

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

Dr.

Cr.

Dr.	To Expenditure.	Year 1922.		Per Centage of Traffic Receipts.		By Gross Receipts.	Year 1922.		Per Centage of Traffic Receipts.	
		£	s d	1923.	1922.		£	s d	1923.	1922.
<i>See Abstracts</i>										
A—Maintenance and Renewal of Way and Works		18,216	13 7	21,121	28 29	Passenger Train Traffic— Ordinary Passengers— First Class Third Class	1,955	12 11	1,680	18,983
B—Maintenance and Renewal of Rolling Stock—										
(1) Locomotives	£ s d	4,910	18 9	4,589	14 59	Season Tickets— First Class Third Class	45	11 6	138	20,663
(2) Carriages		2,051	13 0	1,964	11 37	Workmen's Tickets	428	19 6	417	555
(3) Wagons		2,435	8 3	2,000		Total Receipts from Passengers				
C—Locomotive Running Expenses	£ s d	13,202	2 8	14,387	46 65	Mails				21,218
D—Traffic Expenses		16,842	9 7	17,028	5 07	Parcels, Parcels Post, and Excess Luggage	2,322	6 9	2,661	1,562
E—General Charges				31,415	0 02	Other Merchandise by Passenger Train	783	11 8	723	
Law Charges				3,417		F—Less—Expenses of Collection and Delivery				
Compensation (Accidents and Losses)	£ s d			6		Total Passenger Train Receipts	3,103	18 3	3,384	42 91
Passengers				300		Merchandise				29,844
Workmen				114		F—Less—Expenses of Collection and Delivery				18
Damage and Loss of Goods, Property, &c.				414		Live Stock	28,120	2 9	29,826	
Rates				1,253		Coal, Coke, and Patent Fuel	4,206	3 1	4,436	
National Insurance Acts—						Other Minerals	3,913	12 11	3,032	
Health	£ s d			235		Total Goods Train Receipts	527	18 1	521	
Unemployment				172		Total Traffic Receipts				57 09
Total Traffic Expenditure		63,266	11 8	66,586	98 23	H—Mileage, Demurrage, and Wagon Hire (Balance)				100 00
Miscellaneous		586	15 11	23		Miscellaneous				161
Total Expenditure		63,853	7 7	66,609		Balance				65,351
Net Receipts		3,823	3 11			Total				1,258
Total		£ 67,676	11 6	66,609						66,609

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

	Year 1922		
	£	s	d
Superintendence—			
Salaries	247	5	5
Office Expenses, etc.	14	4	9
		261	10 2
Maintenance of Roads, Bridges, and Works—			
Earthworks	30	9	5
Bridges, Culverts, Tunnels, Retaining Walls and other Works	338	3	0
Roads and Fences	1,586	12	10
		1,955	5 3
Maintenance of Permanent Way:—			
Repair of Running Lines and Sidings—			
Wages	10,918	4	2
Materials	2,193	13	7
Engine Power and Wagon Repairs	199	3	5
		13,311	1 2
Maintenance of Signalling	492	12	1
Maintenance of Telegraphs	452	2	8
		944	14 9
Maintenance of Stations and Buildings—			
Stations, Depôts, and Offices	1,161	17	7
Engine Sheds	178	0	7
Carriage Sheds	45	6	11
Locomotive Workshops	269	17	0
Carriage Workshops	19	17	2
Wagon Workshops	19	17	1
Other Buildings	49	5	11
		1,744	2 3
<b>Total</b>		<b>£ 18,216</b>	<b>13 7</b>

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

(1) Locomotives.				(2) Carriages.					
			Year 1922				Year 1922		
£	s	d	£	£	s	d	£		
Superintendence—				Superintendence—					
Salaries	27	8	2	130	Salaries	60	18	8	
Office Expenses	13	14	0	4	Office Expenses	3	19	1	
			41 2 2	134			64 17 9	135	
Repairs and Partial Renewals—				Repairs and Partial Renewals—					
Wages	2,886	0	6	3,186	Wages	1,371	5	11	
Materials	2,893	4	0	1,854	Materials	412	18	2	
			5,779 4 6	5,040			1,784 4 1	1,624	
Workshop Expenses—				Workshop Expenses—					
Repairs and Renewals of Machinery and Plant	84	18	7	90	Repairs and Renewals of Machinery and Plant	50	4	6	
Other Expenses	292	19	4	292	Other Expenses	152	6	8	
			377 17 11	382			202 11 2	205	
Deduct—Engine Power supplied by the Committee			6,198 4 7	5,556					
			1,287 5 10	967					
<b>Total</b>			<b>£ 4,910 18 9</b>	<b>4,589</b>	<b>Total</b>			<b>£ 2,051 13 0</b>	<b>1,964</b>

**(3) Wagons.**

			Year 1922		
£	s	d	£	s	d
Superintendence—					
Salaries	60	18	8		
Office Expenses	4	1	11		
				65	0 7
Repairs and Partial Renewals—					
Wages	1,342	8	9		
Materials	825	7	10		
				2,167	16 7
Workshop Expenses—					
Repairs and Renewals of Machinery and Plant	50	4	5		
Other Expenses	152	6	8		
				202	11 1
<b>Total</b>			<b>£ 2,435</b>	<b>8 3</b>	<b>2,000</b>

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

	£ s d		Year 1922	
			£ s d	£
Superintendence—				
Salaries ... ..	91	7 11		174
Office Expenses ... ..	12	9 6		7
			103 17 5	181
Steam Train Working—				
Wages connected with the running of Locomotive Engines	7,551	0 7		7,906
Fuel ... ..	8,402	3 1		8,199
Water ... ..	191	6 0		179
Lubricants ... ..	254	3 5		409
Other Stores, including clothing	290	11 7		385
Miscellaneous ... ..	53	18 2		28
			16,743 2 10	17,106
			16,847 0 3	17,387
Deduct—Engine Power supplied by the Committee			3,644 17 7	2,900
Total ... ..	£ 13,202	2 8		14,387

**ABSTRACT D.—TRAFFIC EXPENSES.**

	£ s d		Year 1922	
			£ s d	£
Salaries and Wages—				
Superintendence ... ..	1,433	4 3		1,456
Station Masters and Clerks ... ..	6,608	11 8		6,688
Signalmen and Gatemen ... ..	824	1 7		758
Ticket Collectors, Porters, &c. ... ..	4,446	5 7		4,728
Guards ... ..	1,420	18 4		1,283
			14,733 1 5	14,863
Fuel, Lighting, Water and General Stores ... ..	322	14 7		235
Clothing ... ..	245	6 0		406
Printing, Advertising, Stationery, Stamps & Tickets	500	12 5		501
Wagon Covers, &c. ... ..	—			5
Cleansing, Lubricating, and Lighting of Vehicles	348	12 6		325
Shunting Expenses, Wages	£115	16 0		103
Other Expenses	0	7 8		1
			116 3 8	104
Working of Cranes, &c. ... ..	7	2 5		26
Railway Clearing Houses Expenses ... ..	534	9 6		520
Miscellaneous Expenses... ..	34	7 1		43
Total ... ..	£ 16,842	9 7		17,028

**ABSTRACT E.—GENERAL CHARGES.**

	£ s d		Year 1922	
			£ s d	£
Directors' Fees ... ..	300	0 0		300
Auditors ... ..	50	0 0		50
Salaries of Secretary, Accountant, and Clerks	1,309	4 3		1,267
Office Expenses, ditto ditto ... ..	197	13 11		151
Fire Insurance ... ..	80	6 10		78
Superannuation Fund, Pensions, &c. ... ..	1,127	11 7		1,379
Miscellaneous Expenses ... ..	199	0 6		192
Total ... ..	£ 3,263	17 1		3,417

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

	£ s d		Year 1922	
			£ s d	£
Amounts paid for Hired Cartage ... ..	12	2 6		18
Amount charged to Passenger Train Traffic ... ..	2	0 2		—
Amount charged to Goods Traffic ... ..	10	2 4		18

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

Not applicable to this Committee.

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

	Receipts.	Expenditure.	Balance (Credit).	Year 1922.		
				Receipts.	Expenditure.	Balance (Credit).
				£ s d	£ s d	£ s d
Mileage and Demurrage—						
Passenger Train Vehicles ... ..	10	16 0	10	16 0	...	...
Goods Train Vehicles ... ..	26	2 10	14	12 5	11	7 4
Hire of—						
Passenger Train Vehicles ... ..	464	0 0	464	0 0	340	340
Goods Train Vehicles ... ..	1,042	17 1	1,042	17 1	867	867
Total ... ..	£ 1,543	15 11	1,532	5 6	1,218	7 1,211

**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.

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 COMMITTEE.

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

No. 17—ELECTRIC POWER AND LIGHT ACCOUNT.

Not applicable to this Committee.

No. 18—GENERAL BALANCE SHEET.

Dr.

Cr.

		Year 1922.				Year 1922.			
		£	s d	£			£		
To Unpaid Interest and Dividends of late Donegal Railway Company ...	1,350	11	0	1,351	By Capital Account, Balance at Debit thereof, as per Account No. 4 ...	1,463	7 5	1,463	
Amount due to Railway Companies and Committees ...	842	0	0	4,840	Cash at Bankers and in hand ...	8,491	5 9	5,801	
Amount due to Railway Clearing Houses	1,175	0	5	1,714	Cash on Deposit at Interest ...	...	...	4,000	
Accounts payable ...	815	11	4	971	Stock of Stores and Materials ...	5,402	10 8	7,103	
Liabilities accrued ...	2,108	7	6	1,648	Outstanding Traffic Accounts ...	2,153	15 3	1,848	
Miscellaneous Accounts ...	7,283	9	0	3,436	Amount due by Railway Companies and Committees ...	25,764	15 9	11,420	
Compensation under Irish Railways (Settlement of Claims) Act, 1921 ...	26,871	0	0	26,871	Amount due by Postmaster-General ...	367	4 9	200	
Depreciation Funds— Railway (including Arrears of Maintenance) ...	4,453	6	8	4,741	Accounts receivable ...	840	8 4	13,737	
					Miscellaneous Accounts ...	418	18 0	...	
	£	44,902	5 11	45,572		£	44,902	5 11	45,572



## 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 1922.
	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 COMMITTEE :—</b>									
<b>MAIN AND PRINCIPAL LINES—</b>									
Strabane to Killybegs ... ..	50 54	0 67	0 6	0 2		51 49	5 43	57 12	57 12
Stranorlar to Glenties ... ..	24 41	0 10				24 51	1 6	25 57	25 57
<b>TOTAL OF MAIN AND PRINCIPAL LINES ...</b>	<b>75 15</b>	<b>0 77</b>	<b>0 6</b>	<b>0 2</b>		<b>76 20</b>	<b>6 49</b>	<b>82 69</b>	<b>82 69</b>
<b>MINOR AND BRANCH LINES—</b>									
Donegal to Ballyshannon ... ..	15 56	0 11				15 67	1 27	17 14	17 14
<b>TOTAL, ... ..</b>	<b>90 71</b>	<b>1 8</b>	<b>0 6</b>	<b>0 2</b>		<b>92 7</b>	<b>7 76</b>	<b>100 3</b>	<b>100 3</b>
<b>LINES LEASED OR WORKED :—</b>									
<b>BY THE COMMITTEE—</b>									
The Strabane and Letterkenny Railway...	19 17	0 24				19 41	1 62	21 23	21 23
<b>GRAND TOTAL, ... ..</b>	<b>110 8</b>	<b>1 32</b>	<b>0 6</b>	<b>0 2</b>		<b>111 48</b>	<b>9 58</b>	<b>121 26</b>	<b>121 26</b>
<i>Do. Year 1922 ... ..</i>	<i>110 8</i>	<i>1 32</i>	<i>0 6</i>	<i>0 2</i>		<i>111 48</i>	<i>9 58</i>	<i>121 26</i>	<i>121 26</i>

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

Not applicable to this Committee.

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

			Year 1922.
	M.	Ch.	M. Ch.
Lines Owned by the Committee ... ..	90	71	90 71
„ Leased or Worked by the Committee ... ..	19	17	19 17
„ Owned by London Midland and Scottish Railway Company ... ..	14	22	14 22
	<b>124</b>	<b>30</b>	<b>124 30</b>

II.—ROLLING STOCK.

(A.)—Steam Locomotives and Tenders.

Owned by	Description.	Number.	Year 1922.	
			Number.	
The County Donegal Railways Joint Committee.	Tank Engines—			
	2 — 4 — 0 ...	1	1	
	4 — 6 — 0 ...	6	6	
	4 — 4 — 4 ...	2	2	
	4 — 6 — 4 ...	4	4	
	2 — 6 — 4 ...	5	5	
	Tenders ...	18 Nil.	18 Nil.	
The Strabane and Letter- kenny Railway Company, and Maintained by County Donegal Railways Joint Committee.	Tank Engines—			
	2 — 6 — 4 ...	3	3	
	Tenders ...	Nil.	Nil.	

(B.)—Rail Motor Vehicles.

(C.)—Trains Worked by Electric Power.

Not applicable to this Committee.

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

Owned by	Description.	Number.	Seats or Berths.			Year 1922.	
			First Class.	Third Class.	Total.	Number.	Seats or Berths Total.
The County Donegal Railways Joint Committee.	PASSENGER CARRIAGES—						
	Carriages of uniform Class ...	31	28	1,232	1,260	31	1,260
	Composite Carriages ...	12	130	302	432	12	472
	Total Passenger Carriages ...	43	158	1,534	1,692	43	1,732
	OTHER COACHING VEHICLES—						
Horse Boxes ...	3				3		
Total other Coaching Vehicles ...	3				3		
Total Coaching Stock ...	46				46		
The Strabane and Letter- kenny Railway Company, and Maintained by County Donegal Railways Joint Committee.	PASSENGER CARRIAGES—						
	Carriages of uniform Class ...	8		450	450	10	510
	Composite Carriages ...	5	48	160	208	3	156
	Total Passenger Carriages ...	13	48	610	658	13	666
Total Coaching Stock ...	13				13		

(E.)—Merchandise and Mineral Vehicles.

Owned by	Description.	Number.	Year 1922.	
			Number.	
The County Donegal Railways Joint Committee.	Open Wagons—			
	Under 8 tons ...	94	94	
	8 and up to 12 tons ...	—	1	
	Over 12 tons ...	1	—	
	Covered Wagons—			
	Under 8 tons ...	135	133	
Cattle Trucks ...	13	15		
Total ...	243	243		
The Strabane and Letterkenny Railway Company, and Maintained by County Donegal Railways Joint Committee.	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.**

	Number.	Year 1922.
		Number.
Locomotive Coal Wagons and Ballast Wagons ... ..	18	18
Tool Van ... ..	1	1
Miscellaneous ... ..	1	1
	20	20
Horses for Shunting ... ..	Nil	Nil.

**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 Committee.

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

Land.	Acreage.	Year 1922.
		Acreage.
	A R P	A R P
Agricultural Land ... ..	37 2 0	37 2 0
Urban and Suburban Land ... ..	.....	.....
Houses.	Number.	Number.
Houses and Cottages for Committee's Servants ... ..	46	46
Other Houses and Cottages ... ..	2	2

**IX.—OTHER INDUSTRIES.**

Not applicable to this Committee.

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

								Year 1922				
Quantities of Principal Materials used—												
Ballast	...	...	...	...	...	...	...	1,615 Cubic Yds.	1,276	Cubic Yds.		
Fencing	...	...	...	...	...	...	...	1 Mile	—	Miles		
Rails	...	...	...	...	...	...	...	3 Tons	2	Tons		
Sleepers	...	...	...	...	...	...	...	10,250 Number	9,999	Number		
Miles Maintained—												
Miles of Road	...	...	...	...	...	...	...	M.	Ch.	M.	Ch.	
								110	8	110	8	
Miles of Road reduced to Single Track—												
Running Lines	...	...	...	...	...	...	...	111	48	111	48	
Sidings	...	...	...	...	...	...	...	9	58	9	58	
Miles of Track Renewed	...	...	...	...	...	...	...	...	...	...	...	

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

								In Committee's Workshops.	Year 1922		
								Number.	Number		
Locomotives Repaired—											
Heavy Repairs	...	...	...	...	...	...	...	5	5		
Light „	...	...	...	...	...	...	...	1	1		
Locomotives under or awaiting Repair at end of year	...	...	...	...	...	...	...	5	4		
Coaching Vehicles—											
Carriages Repaired—											
Heavy Repairs	...	...	...	...	...	...	...	22	22		
Light „	...	...	...	...	...	...	...	56	22		
Carriages under or awaiting Repair at end of year	...	...	...	...	...	...	...	4	5		
Others Repaired—											
Heavy Repairs	...	...	...	...	...	...	...	...	...		
Light „	...	...	...	...	...	...	...	1	...		
Others under or awaiting Repair at end of year	...	...	...	...	...	...	...	...	...		
Wagons Repaired—											
Heavy Repairs	...	...	...	...	...	...	...	48	42		
Light „	...	...	...	...	...	...	...	212	130		
Wagons under or awaiting Repair at end of year	...	...	...	...	...	...	...	11	8		

## XII.—ENGINE MILEAGE.

Year 1922.

	Year 1922.																
	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.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.		
																Coaching.	Goods.
A.—MILES RUN IN RELATION TO THE COMMITTEE'S TRAFFIC RECEIPTS—																	
Over the Committee's System by the Committee's Engines ...	121,842	99,144	220,986	121,917	99,170	221,087	2,365	22,256	1,113	246,821	111,967	112,152	223,831	3,263	29,476	671	257,241
B.—MILES RUN IN RELATION TO THE COMMITTEE'S EXPENDITURE—																	
By the Committee's Engines over Lines Owned, Leased, or Worked by the Committee ...	121,842	99,144	220,986	121,917	99,170	221,087	2,365	22,256	4,596	250,304	111,967	112,152	223,831	3,263	29,476	2,860	259,430
C.—MILES RUN BY THE COMMITTEE'S ENGINES—STEAM TANK ENGINES—																	
Over Lines Owned, Leased, or Worked by the Committee ...	121,842	99,144	220,986	121,917	99,170	221,087	2,365	22,256	4,596	250,304	111,967	112,152	223,831	3,263	29,476	2,860	259,430
Over other Company's Lines ...	16,560	19,793	36,353	16,589	19,808	36,397	1,445	13,343	320	51,505	15,854	15,854	36,479	1,973	17,366	149	55,967
Total ...	138,402	118,937	257,339	138,506	118,978	257,484	3,810	35,599	4,916	301,809	127,821	128,006	260,310	5,236	46,842	3,009	315,397

**XIII.—PASSENGER TRAFFIC AND RECEIPTS.**

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Committee's System.	Year 1922.				
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Committee's System.	
									£
Ordinary—									
1st Class ... ..	8,707	1,956	4 5·92	7,280	8,470	1,680	3 11·60	6,926	
3rd „ ... ..	265,609	20,542	1 6·56	242,562	238,954	18,983	1 7·06	227,274	
Workmen ... ..	...	...	...	...	...	...	...	...	...
<b>TOTAL ... ..</b>	<b>274,316</b>	<b>22,498</b>	<b>1 7·68</b>	<b>249,842</b>	<b>247,424</b>	<b>20,663</b>	<b>1 8·04</b>	<b>234,200</b>	
Season—									
1st Class ... ..	5	46	...	5	10	138	...	10	
3rd „ ... ..	48	429	...	48	39	417	...	39	
	53	475	...	53	49	555	...	49	

**XIV.—GOODS TRAFFIC AND RECEIPTS.**

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Committee's System.	Year 1922.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Committee's System.
Merchandise ... ..	46,480	28,120	12 1·20	18,207	54,780	29,826	10 10·67	23,443
Coal, Coke, and Patent Fuel ... ..	19,404	3,914	4 0·41	439	15,559	3,032	3 10·77	512
Other Minerals ... ..	1,968	528	5 4·39	949	2,353	521	4 5·14	1,292
<b>TOTAL ... ..</b>	<b>67,852</b>	<b>32,562</b>	<b>9 7·18</b>	<b>19,595</b>	<b>72,692</b>	<b>33,379</b>	<b>9 2·20</b>	<b>25,247</b>
	Number.	£		Number originating on the Committee's System.	Number.	£		Number originating on the Committee's System.
Live Stock ... ..	47,082	4,206		46,172	51,094	4,436		50,308

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

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

Originating on the Committee's System.	Tons.	Year 1922.		Originating on the Committee's System.	Number.	Year 1922.	
		Tons.	Receipts.			Number.	Receipts.
Merchandise Traffic—				Horses ... ..	126	99	
Grain ... ..	6,500	8,816		Cattle ... ..	22,435	22,714	
Potatoes ... ..	1,545	4,844		Calves ... ..	4,675	4,665	
Eggs ... ..	2,184	2,323		Sheep ... ..	18,406	22,221	
Pork ... ..	755	547		Pigs ... ..	530	599	
Mineral Traffic—				Miscellaneous ... ..	—	10	
Coal ... ..	439	512					
<b>Total ... ..</b>	<b>11,423</b>	<b>17,072</b>		<b>Total ... ..</b>	<b>46,172</b>	<b>50,308</b>	

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

	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923
Total Expenditure on Capital Account (No. 4) ...	£ 625,627	£ 625,697	£ 625,713	£ 625,746	£ 625,746	£ 625,746	£ 626,475	£ 626,907	£ 626,907	£ 626,907
Gross Receipts from Businesses carried on by the Committee (No. 8) ...	39,924	40,883	41,062	*	*	*	*	*	65,351	67,676
Revenue Expenditure on do. do. (No. 8) ...	27,831	30,096	33,309	*	*	*	*	*	66,609	63,853
Net Receipts of do. do. (No. 8) ...	12,093	10,787	7,753	9,720	10,035	10,079	10,108	2,701	Loss 1,258	3,823
Miscellaneous Receipts, Net (No. 8) ...	3,165	4,691	8,184	5,767	5,430	5,366	5,355	12,762	16,721	11,640
Total Net Income (No. 8) ...	15,258	15,478	15,937	15,487	15,465	15,445	15,463	15,463	15,463	15,463
Interest, Rentals, and other Fixed Charges (No. 9) ...	2,981	3,201	3,660	3,210	3,188	3,168	3,186	3,186	3,186	3,186
Amount payable for Interest on Capital (No. 9) ...	12,277	12,277	12,277	12,277	12,277	12,277	12,277	12,277	12,277	12,277

\* These items are omitted by the authority of the Government.

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

I hereby certify that the whole of the County Donegal Railways Permanent Way, Stations, Buildings, and other Works have, during the Year ended December 31st, 1923, been maintained in good working condition and repair.

W. K. WALLACE,  
*Engineer.*

24th January, 1924.

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

I hereby certify that the whole of the Committee's Plant, Engines, Carriages, Wagons, Machinery, Tools, etc., have, during the Year ended December 31st, 1923, been maintained in good working order and repair.

GEO. T. GLOVER,  
*Locomotive Engineer.*

24th January, 1924.

(Signed for the Joint Committee)

R. ASHHURST GRADWELL,  
*Member of the Committee.*

HENRY FORBES,  
*Secretary of the Committee.*

**Auditors' Certificate.**

We hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Committee.

J. G. SHANAHAN, }  
JOHN QUIREY, } AUDITORS.

16th February, 1924.

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LETTERKENNY

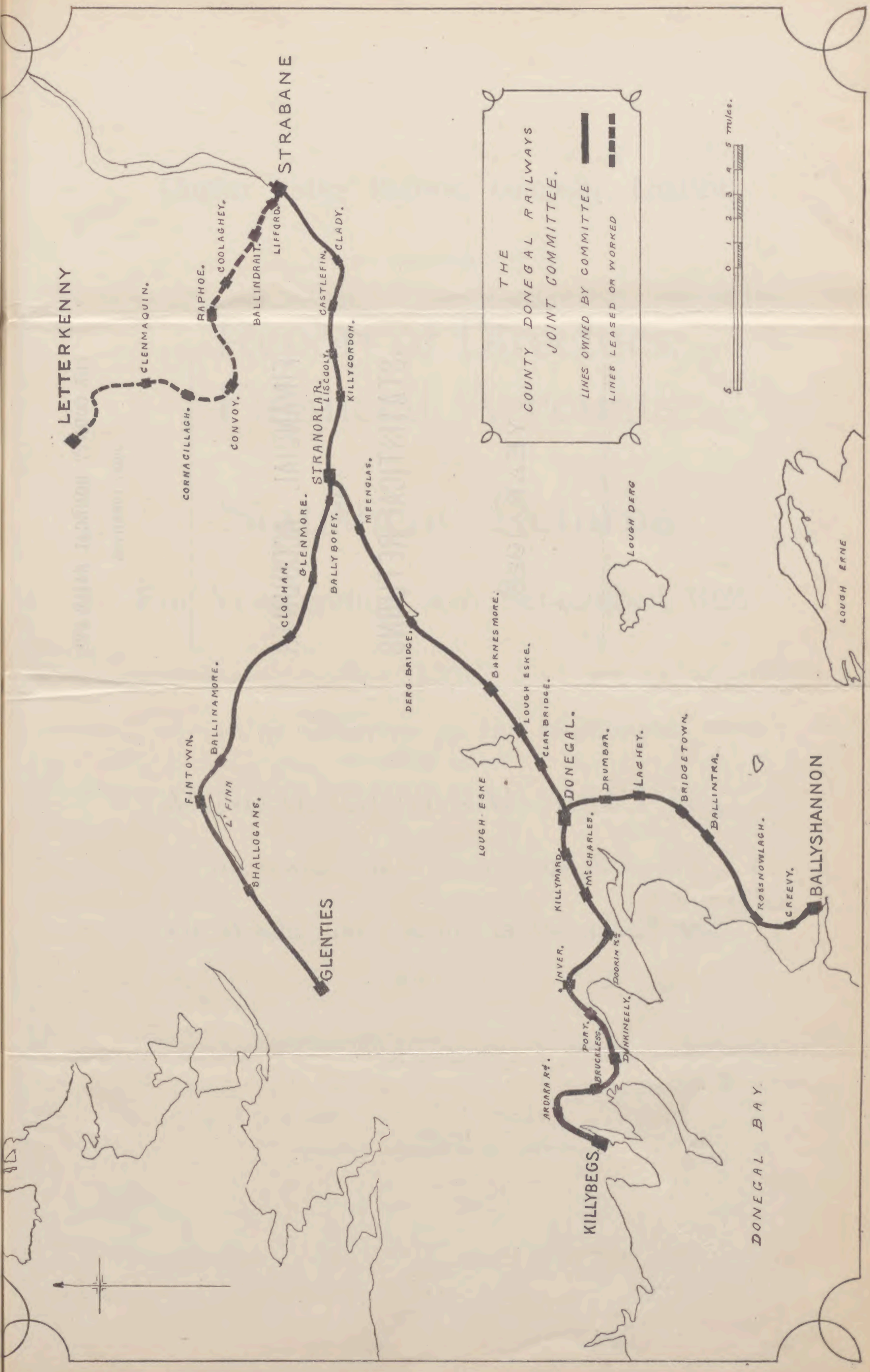
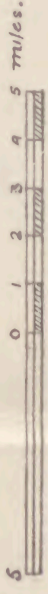
STRABANE

GLENTIES

THE  
COUNTY DONEGAL RAILWAYS  
JOINT COMMITTEE.

LINES OWNED BY COMMITTEE

LINES LEASED OR WORKED



THE COUNTY DONEGAL RAILWAYS

JOINT COMMITTEE.

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FINANCIAL ACCOUNTS

AND

STATISTICAL RETURNS

---

YEAR 1923.

---

Clogher Valley Railway Company, Limited.

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Report of Directors,  
Financial Accounts

AND

Statistical Returns

For Year ending 30th September, 1923.

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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 31st day of December, 1923,

at 12-30 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*,  
Captain Sir BASIL S. BROOKE, Bart., D.L., C.B.E., M.C., Colebrooke, Brookeborough, *Deputy-Chairman*.  
JOHN LENDRUM, Esq., J.P., Cleen, Fivemiletown.  
HUGH TREANOR, Esq., J.P., Killaney, Clogher  
JACKSON STEWART, Esq., Lislane, Fivemiletown.  
JOSEPH SPEER, Esq., Aghnacloy.  
PATRICK M'GEE, Esq., Kilelay, Augher.  
W. D. GRAHAM, Esq., Cranbrooke, Fivemiletown.

## Rural District Directors.

ANDREW SCHOLES, Esq., Abbey Lodge, Maguiresbridge.  
JOHN BLOOMFIELD, Esq., Brookeborough.  
WILLIAM COOTE, Esq., M.P., J.P., Woollen Mills, Clogher.  
DAVID WRIGHT, Esq., J.P., Aghnacloy.  
ARCHIBALD I. HADDEN, Esq., J.P., Lisbeg, Ballygawley.  
MAJOR WM. STEWART, J.P., Daisy Hill, Clogher.  
JAMES MCGRANN, Esq., Curlagh, Caledon.  
FRANCIS CULLEN, Esq., J.P., Dromess, Caledon.

## Arbitrators Appointed by the Board of Trade.

Captain J. R. YOUNG, Scottish Provident Buildings, Belfast.  
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., Coates' Buildings, Castle Street, Belfast.

## Secretary and General Manager.

HORACE S. SLOAN, Aghnacloy, Co. Tyrone.

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## REPORT OF DIRECTORS

FOR

*Year ending 30th September, 1923.*

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The Statement of Accounts for above period, duly audited, are presented herewith.

No final settlement has yet been reached regarding Wages and Conditions of Service of the Company's employees, negotiations are at present proceeding between the Committee appointed by the Railway Companies and the representatives of the Railway Unions.

The Directors who retire by rotation, and who are eligible and offer themselves for re-election, are Messrs. Joseph Speer and Patrick McGee.

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

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

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

SECRETARY'S OFFICE,  
AUGHNACLOY, 3rd December, 1923,

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# Clogher Valley Railway Company, Limited.

FINANCIAL ACCOUNTS and STATISTICAL RETURNS for the YEAR ENDED  
30th SEPTEMBER, 1923.

## 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	—	—	—	—	—	—	18,000
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, 1923.

	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. 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.
£		£	£	£
..	Purchase of Railways .. .. .	NOT DETERMINED.		
..	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 .. .. .			
..	Manufacturing and repairing works and plant .. ..			
..	Subscriptions to other Companies .. .. .			
..	Special Items .. .. .			
..	Miscellaneous .. .. .			
	Total .. .. .			
..	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).) ..						
Stock and Share Capital created but not yet received (as per Statement No. 2)—						
Calls in arrear .. .. .						
Amount uncalled .. .. .						
Amount unissued .. .. .	26,690	0	0			
				26,690	0	0
Deduct Balance at Debit (as per Capital Account No. 4) .. .. .					399	2 6
Total .. .. .				26,290	17	6

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

See Statement.		Gross Receipts.	Expenditure.	Net Receipts.	Year 1922		
					Gross Receipts.	Expenditure.	Net Receipts.
		£ s. d.	£ s. d.	£ s. d.	£	£	£
10	Railway .. .. .	17,655 13 6	20,963 0 1	3,307 6 7	18,444	23,421	4,977
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>17,655 13 6</b>	<b>20,963 0 1</b>	<b>3,307 6 7</b>	<b>18,444</b>	<b>23,421</b>	<b>4,977</b>
	Portion of Amount receivable under Irish Railways (Settlement of Claims) Act, 1921 .. .. .			3,194 18 9			4,874
				112 7 10			103
	Miscellaneous Receipts (Net)—						
	Rents from Houses and Lands .. .. .		£86 4 2	..			134
	Rents from Hotels .. .. .			..			19
	Other Rents, including lump-sum tolls .. .. .		18 0 9	..			6
	Interest and dividends from investments in other Companies .. .. .			..			
	Transfer fees .. .. .		6 4 6	..			
	General Interest .. .. .		12 13 10	..			
	Special Items .. .. .		1 4 7	..			
				124 7 10			159
	Receipts .. .. .			12 0 0			56
	Contributions from County Councils of Tyrone and Fermanagh—						
	For half-year ended 31st March, 1923 .. .. .		£3,082 15 0	..			3,082
	For half-year ended 30th September, 1923 .. .. .		3,082 15 0	..			3,083
				6,165 10 0			6,165
	<b>Total Net Income .. .. .</b>			<b>6,177 10 0</b>			<b>6,221</b>

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

				Year 1922.		
				£ s. d.	£	
Balance brought forward from last year's account .. .. .				..	..	
Net Income (as per Statement No. 8) .. .. .				6,177 10 0	6,221	
Appropriation from Reserve .. .. .				..	..	
			<b>TOTAL .. .. .</b>	<b>6,177 10 0</b>	<b>6,221</b>	
Deduct—Interest Rentals and other Fixed Charges—				£ s. d.		
Chief Rents, Wayleaves, &c., including lump-sum tolls .. .. .				12 0 0	12	
General Interest .. .. .				12 0 0	44	
					56	
Dividends on 5 per cent. Guaranteed Shares:—				6,165 10 0	6,165	
Shares of £10 each=£123,310						
at Five per cent. per annum—						
for Half-year ended 31st March, 1923 .. .. .				3,082 15 0	3,082	
for Half-year ended 30th September, 1923 .. .. .				3,082 15 0	3,083	
			<b>TOTAL .. .. .</b>	<b>6,165 10 0</b>	<b>6,165</b>	

No. 9 (a).—STATEMENT OF INTERIM DIVIDEND PAID.  
(Not applicable to this Company.)

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

Dr.

Cr.

To Expenditure.	Year		Percentage of Traffic Receipts.		By Gross Receipts.			Year		Percentage of Traffic Receipts.	
	£	s. d.	1923	1922	£	s. d.	£	s. d.	1923	1922	
See Abstracts											
A—Maintenance and Renewal of Ways and Works ..	5,521	4 1	31.38	36.4	471	10 0	5,443	2 11	504	4,717	
B—Maintenance and Renewal of Rolling Stock—											
(1) Locomotives ..	1,773	5 10							5,221		
(2) Carriages ..	749	10 9			8	16 8			10		
(3) Wagons ..	949	11 7			1	8 0			34		
	3,472	8 2	19.74	20.75			10	4 8	44		
C—Locomotive Running Expenses ..	5,490						3	6 0			
D—Traffic Expenses ..	5,848						5,456	13 7	5,265		
E—General Charges ..	10,472	16 9	59.53	61.73			175	0 0	175		
Law Charges ..	966	8 0	5.49	5.59					660		
Parliamentary Expenses ..									510		
Compensation (Accidents and Losses)—											
Passengers ..											
Workmen ..	264	3 9			626	11 1					
Damage and Loss of Goods, Property, etc. ..	29	1 11			938	3 8					
	293	5 8	1.67	1.63	1,564	14 9					
Rates and Taxes ..	102	17 4	.59	.59							
Payments under National Insurance Act, 1911—											
Health ..	88										
Unemployment ..	65										
	134	0 1	.76		7,505	2 6			9,128		
Total Expenditure ..	20,963	0 1	119.16	.83			10,396	12 3	11,756		64.01
							17,593	0 7	18,366		100
							62	12 11	78		
							17,655	13 6	18,444		
							3,307	6 7	4,977		
	20,963	0 1		127.52			20,963	0 1	23,421		

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

	£ s. d.	£ s. d.	Year 1922 £
Superintendence—			
Salaries .. .. .	76 16 6		84
Office Expenses, etc. .. .. .	2 18 4		5
		79 14 10	89
Maintenance of Roads, Bridges, and Works—			
Earthworks .. .. .	.. .. .		
Bridges, Tunnels, Culverts, Retaining Walls and other Works	21 10 0		25
Roads and Fences .. .. .	102 5 1		94
		123 15 1	119
Maintenance of Permanent Way :—			
Renewal of Running Lines—			
Wages .. .. .			
Materials .. .. .			
Engine Power and Wagon Repairs .. .. .			
Repair of Running Lines and Sidings—			
Wages .. .. .	3,326 6 11		3,514
Materials .. .. .	1,730 13 10		2,768
Engine Power and Wagon Repairs .. .. .	5 14 5		3
		5,062 15 2	6,285
Maintenance of Signalling .. .. .		35 6 2	5
Maintenance of Telephones .. .. .		70 16 5	12
Maintenance of Stations and Buildings—			
Stations, Depots and Offices .. .. .	94 4 9		126
Engine Sheds .. .. .	10 18 7		3
Carriage Sheds .. .. .			10
Locomotive Workshops .. .. .	3 0 9		6
Carriage Workshops .. .. .	2 18 3		
Wagon Workshops .. .. .	3 12 6		
Other Buildings .. .. .	34 1 7		30
		148 16 5	175
Total .. .. .		5,521 4 1	6,685

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

## (1)—Locomotives.

## (2)—Carriages.

	£ s. d.	£ s. d.	Year 1922 £
Superintendence—			
Salaries .. .. .	187 3 6		187
Office Expenses .. .. .	10 13 7		5
		197 17 1	192
Complete Renewals—			
Wages .. .. .			
Materials .. .. .			
Repairs and Partial Renewals—			
Wages .. .. .	1,028 7 0		1,102
Materials .. .. .	287 11 1		348
Purchase of New Locomotives .. .. .		1,315 18 1	1,450
Workshop Expenses—			
Repairs and Renewals of Machinery and Plant .. .. .	44 13 0		42
Other Expenses .. .. .	214 17 8		235
		259 10 8	277
Total .. .. .		1,773 5 10	1,919

	£ s. d.	£ s. d.	Year 1922 £
Superintendence—			
Salaries .. .. .	136 15 8		137
Office Expenses .. .. .	6 15 3		3
		143 10 11	140
Complete Renewals—			
Wages .. .. .			
Materials .. .. .			
Repairs and Partial Renewals—			
Wages .. .. .	378 9 3		373
Materials .. .. .	126 18 10		121
Purchase of New Carriages .. .. .		505 8 1	494
Workshop Expenses—			
Repairs and Renewals of Machinery and Plant .. .. .	5 19 11		2
Other Expenses .. .. .	94 11 10		97
		100 11 9	99
Total .. .. .		749 10 9	733

## (3)—Wagons.

	£ s. d.	£ s. d.	Year 1922 £
Superintendence—			
Salaries .. .. .	137 5 10		137
Office Expenses .. .. .	7 13 11		3
		144 19 9	140
Complete Renewals—			
Wages .. .. .			
Materials .. .. .			
Repairs and Partial Renewals—			
Wages .. .. .	490 0 3		591
Materials .. .. .	184 14 2		281
		674 14 5	872
Purchase of New Wagons .. .. .			
Workshop Expenses—			
Repairs and Renewals of Machinery and Plant .. .. .	10 9 6		10
Other Expenses .. .. .	119 7 11		136
		129 17 5	146
Total .. .. .		949 11 7	1,158

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

	£	s.	d.	£	s.	d.	Year 1922
							£
Superintendence—							
Salaries .. ..	183	3	1				179
Office Expenses ..	21	15	4				6
Steam Train Working—				204	18	5	185
Wages connected with the running of Locomotive Engines ..	2,288	6	7				2,404
Fuel .. ..	2,313	13	1				2,613
Water .. ..	78	8	10				108
Lubricants .. ..	61	18	6				93
Other Stores, including Clothing .. ..	106	10	11				87
Miscellaneous .. ..	3	3	5				
Electric Train Working—				4,852	1	4	5,305
Wages of Motormen .. ..							
Electric Current .. ..							
Lubricants .. ..							
Other Stores, including Clothing .. ..							
<b>Total .. ..</b>				<b>5,056</b>	<b>19</b>	<b>9</b>	<b>5,490</b>

**ABSTRACT D.—TRAFFIC EXPENSES.**

	£	s.	d.	£	s.	d.	Year 1922
							£
Salaries and Wages—							
Superintendence .. ..	844	10	0				820
Stationmasters & Clerks ..	1,535	12	9				1,800
Signalmen and Gatemen ..	120	18	0				121
Ticket Collectors, Police men, Porters, etc. ..	1,332	5	7				1,552
Guards .. ..	607	13	0				621
				4,440	19	4	4,914
Fuel Lighting, Water and General Stores ..	251	17	8				286
Clothing .. ..	53	0	0				48
Printing, Advertising, Stationery ..				203	9	10	192
Stamps and Tickets .. ..							
Wagon Covers, etc. .. ..							
Expenses of Joint Stations and Junctions ..	100	0	0				113
Cleansing, Lubricating and Lighting of Vehicles .. ..	82	10	7				94
Shunting Expenses (other than mechanical) .. ..							
Working of Stationary Engines, Hoists, Cranes, etc. .. ..							
Coal, etc., Tipping Expenses .. ..							
Railway Clearing House Expenses .. ..	238	1	6				159
Miscellaneous Expenses .. ..	45	18	1				42
<b>Total .. ..</b>				<b>5,415</b>	<b>17</b>	<b>0</b>	<b>5,848</b>

**ABSTRACT E.—GENERAL CHARGES.**

	£	s.	d.	Year 1922
				£
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) .. ..	50	2	6	51
Salaries of Secretary, General Manager, Accountant and Clerks .. ..	683	4	10	696
Office Expenses, ditto, ditto .. ..	95	2	9	135
Rating expenses .. ..				
Fire Insurance .. ..	18	5	9	19
Superannuation and Benevolent Funds Pensions, etc. .. ..				
Subscriptions and Donations .. ..				
Miscellaneous Expenses .. ..	119	12	2	126
<b>Total .. ..</b>	<b>966</b>	<b>8</b>	<b>0</b>	<b>827</b>

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

	£	s.	d.	Year 1922
				£
Salaries and Wages .. ..	55	14	5	57
Rent, Rates and Taxes .. ..				
Maintenance of Horses .. ..	34	11	8	54
Maintenance of Horse Vehicles .. ..				
Maintenance of Motors .. ..				
Amounts Paid for Hired Cartage .. ..	1	10	6	5
Miscellaneous .. ..				
<b>Total .. ..</b>	<b>91</b>	<b>16</b>	<b>7</b>	<b>116</b>
Amount Charged to Passenger Train Traffic .. ..				
Amount Charged to Goods Traffic .. ..	91	16	7	116

**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).

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.

	Year 1922				Year 1922			
	£	s.	d.		£	s.	d.	
To Amount due to Bankers .. .. .			1,849	By Capital Account, Balance at Debit thereof, as per Account No. 4 ..	399	2	6	
Temporary Loans and Calls paid in advance .. .. .								
Lloyd's Bonds .. .. .			173	Cash at Bankers and in hand .. .. .	4,842	9	9	
Unpaid Interest and Dividends ..	177	5	6	Cash on Deposit at Interest .. .. .	7,000	0	0	
Interest and Dividends payable or accruing and provided for ..	1,541	7	6		11,842	9	9	
Amount due to Railway Companies and Committees .. .. .		8	6	Investments in Consols and Government Securities .. .. .				
Amount due Railway Clearing-house Savings Bank .. .. .	1,904	18	8	Investments in Stocks and Shares held by the Company, not charged as Capital Expenditure .. .. .				
Superannuation and other Provident Funds .. .. .			83	Investments of Superannuation and other Provident Funds .. .. .				
Accounts Payable .. .. .	8,431	9	6	Stock of Stores and Materials ..	4,774	3	1	
Liabilities Accrued .. .. .	575	7	4	Outstanding Traffic Accounts ..	337	8	0	
Miscellaneous Accounts .. .. .				Amount due by Railway Companies and Committees .. .. .				
Fire Insurance Fund .. .. .				Amount due by Railway Clearing-house				
Depreciation Funds .. .. .	84	6	3	Amount due by Postmaster-General	65	12	6	
Railway .. .. .				Accounts receivable .. .. .	230	5	0	
Steamboats (including Insurance Fund) .. .. .				Miscellaneous Accounts .. .. .				
Other businesses .. .. .				Suspense Accounts .. .. .				
General Reserve Fund .. .. .	2,106	0	0	Amounts due by County Councils of Tyrone and Fermanagh .. .. .	3,082	15	0	
	£	s.	d.					
Balance available for Dividends and Reserve as per Account No. 9	6,165	10	0					
Less Interim Dividends paid as per Statement No. 9 (a) .. .. .								
	6,165	10	0					
	£	20,997	11	5	£	20,997	11	5
			16,192				16,192	

## 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 1922	
	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 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 .. .. .	..	..	..	..	..	..	..	..	..	
<b>TOTAL .. .. .</b>	<b>37 0</b>	<b>0 27</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>37 27</b>	<b>3 3</b>	<b>40 30</b>	<b>40 30</b>	

#### (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>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>

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

	Year 1922	
	M. Ch.	M. Ch.
Lines owned by the Company .. .. .	37 27	37 27
„ Partly Owned .. .. .	..	..
„ Leased, or Worked by the Company .. .. .	..	..
„ Leased, or Worked Jointly .. .. .	..	..
„ over which the Company exercises Running Powers .. .. .	..	..
<b>TOTAL .. .. .</b>	<b>37 27</b>	<b>37 27</b>



## II.—ROLLING STOCK.

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

Description.	Number.	Year 1922
		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 1922	
		1st Class.	2nd Class.	3rd Class.	Total.	Number	Seats or Berths, Total.
<b>PASSENGER CARRIAGES.</b>							
Carriages of uniform Class .. .. .	11	54	..	330	384	11	384
Composite Carriages .. .. .	2	16	..	50	66	2	66
Restaurant Cars .. .. .	..	..	..	..	..	..	..
Miscellaneous .. .. .	..	..	..	..	..	..	..
<b>TOTAL .. .. .</b>	<b>13</b>	<b>70</b>	<b>..</b>	<b>380</b>	<b>450</b>	<b>13</b>	<b>450</b>
Sleeping .. .. .	..	..	..	..	..	..	..
<b>Total Passenger Carriages .. .. .</b>	<b>13</b>				<b>450</b>	<b>13</b>	<b>450</b>
<b>OTHER COACHING VEHICLES</b>							
Post Office Vans .. .. .	..					..	..
Luggage, Parcel and Brake Vans .. .. .	5					5	
Carriage Trucks .. .. .	..					..	..
Horse Boxes .. .. .	2					2	
Miscellaneous .. .. .	..					..	..
<b>Total other Coaching Vehicles .. .. .</b>	<b>7</b>					<b>7</b>	
<b>Total Coaching Vehicles .. .. .</b>	<b>20</b>					<b>20</b>	

Description.	Number	Year 1922
		Number
<b>Open Wagons—</b>		
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) .. .. .	..	..
<b>Covered Wagons—</b>		
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
<b>TOTAL .. .. .</b>	<b>97</b>	<b>97</b>

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

Description.	Number.	Year 1922
		Number.
Gasholder Trucks .. .. .	..	..
Locomotive Coal Wagons .. .. .	..	..
Ballast Wagons .. .. .	10	10
Mess and Tool Vans .. .. .	..	..
Breakdown Cranes .. .. .	..	..
Travelling Cranes .. .. .	..	..
Miscellaneous .. .. .	..	..
<b>TOTAL .. .. .</b>	<b>10</b>	<b>10</b>
Horses for Shunting .. .. .	..	..

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

Description.	Number	Year 1922
		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	Year 1922
		Acreage
Agricultural Land .. .. .	..	..
Urban and suburban land .. .. .	..	..
<b>Houses.</b>	<b>Number</b>	<b>Number</b>
Labouring class dwellings .. .. .	..	..
Houses and cottages for Company's servants .. .. .	2	2
Other houses and cottages .. .. .	1	1

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

												Year 1922	
Quantities of Principal Materials used—													
Ballast	..	..	..	..	..	..	..	..	..	..	..	300 C. Yards	352 C. Yards
Fencing	..	..	..	..	..	..	..	..	..	..	..	$\frac{1}{2}$ Mile	$\frac{1}{2}$ Mile
Rails ..	..	..	..	..	..	..	..	..	..	..	..	185 Tons	194 Tons
Sleepers	..	..	..	..	..	..	..	..	..	..	..	285	250
Miles Maintained—												M.	Ch.
Miles of Road	..	..	..	..	..	..	..	..	..	..	..	37	0
Miles of Road reduced to Single Track—													
(a) Running Lines	..	..	..	..	..	..	..	..	..	..	..	37	27
(b) Sidings	..	..	..	..	..	..	..	..	..	..	..	3	3
Miles of Track renewed	..	..	..	..	..	..	..	..	..	..	..	2	5
												2	0

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

								In Company's Workshops.	By Contract.	Total.	Year 1922 Total
Locomotives Renewed .. .. .											
Locomotives Repaired—											
Heavy Repairs	..	..	..	..	..	..	6		6		
Light „	..	..	..	..	..	..	6		6	9	
Locomotives under or awaiting Repair at end of year .. .. .								1		1	2
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	..	..	..	..	..	..	3		3	4	
Light „	..	..	..	..	..	..	14		14	4	
Carriages under or awaiting Repair at end of year .. .. .											1
(b) Others Renewed .. .. .											
Others Repaired—											
Heavy Repairs	..	..	..	..	..	..	2		2	4	
Light „	..	..	..	..	..	..	7		7	6	
Others under or awaiting Repair at end of year .. .. .								1		1	1
Wagons Renewed .. .. .											2
Wagons Repaired—											
Heavy Repairs	..	..	..	..	..	..	10		10	19	
Light „	..	..	..	..	..	..	60		60	75	
Wagons under or awaiting Repair at end of year .. .. .								2		2	2

**XII.—ENGINE MILEAGE.**

	YEAR, 1922.																				
	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.)		Train Miles. (Laded 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.	
	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.
<b>A.—MILES RUN IN RELATION TO THE COMPANY'S RECEIPTS—</b>																					
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>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 .. .. .																					
By other 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 .. .. .																					
<b>C.—MILES RUN BY THE COMPANY'S ENGINES :</b>																					
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 1922			
					Number.	Receipts.	Average Fare per Passenger	Number originating on the Company's System.
Ordinary—		£	s. d.			£	s. d.	
1st Class .. ..	4,251	471	2 2·59	3,880	4,151	504	2 5·14	2,902
2nd „ .. ..	—	—	—	—	—	—	—	—
3rd „ .. ..	86,382	4,972	1 1·81	80,959	85,457	4,717	1 1·25	80,575
Workmen .. ..	88	3	8·18	88				
TOTAL .. ..	90,721	5,446	1 2·41	84,927	89,608	5,221	1 1·98	84,477
Season—								
1st Class .. ..	1	9	—	1	2	10	—	2
2nd „ .. ..	—	—	—	—	—	—	—	—
3rd „ .. ..	1	1	—	1	10	34	—	10

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per ton.	Tonnage originating on the Company's System.	YEAR 1922.			
					Tonnage.	Receipts	Average Receipt per ton	Tonnage originating on the Company's System.
	Tons	£	s. d.	Tons	Tons	£	s. d.	Tons
Merchandise .. ..	15,412	7,505	9 8·86	3,952	18 260	9,128	9 11·97	5,212
Coal, Coke and Patent Fuel ..	5,299	1,308	4 11·24	128	5,888	1,336	4 6·46	89
Other Minerals .. ..	3,551	642	3 7·39	3,099	2,735	480	3 6·12	2,538
TOTAL .. ..	24,262	9,455	7 9·53	7,179	26,883	10,944	8 1·7	7,839
	Number.			Number originating on the Company's System.	Number			Number originating on the Company's System.
Live Stock .. ..	9,947	942	—	9,947	8,807	812	—	8,807

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

Originating on the Company's System.	Tons.	Year, 1922
		Tons.
Minerals—		
Stone .. ..	2,473	1,821
Merchandise—		
Pigs, dead .. ..	384	315
Grass Seed .. ..	373	317
Eggs .. ..	1,542	1,523
Butter .. ..	348	402
Potatoes .. ..	55	1,141

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

Originating on the Company's System.	Number.	Year, 1922
		Number.
Horses .. ..	98	97
Cattle .. ..	6,020	5,052
Calves .. ..	781	1,132
Sheep .. ..	2,394	2,069
Pigs .. ..	654	455
Miscellaneous .. ..	—	2
TOTAL .. ..	9,947	8,807

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

	1922	1923
Total Expenditure on Capital Account (No. 4) .. ..	£ 134,677	£ 134,677
Gross Receipts from businesses carried on by the Company (No. 8) ..	23,318	20,851
Revenue Expenditure on ditto (No. 8) .. ..	23,421	20,963
Net Receipts on ditto (No. 8) .. ..	Loss 103	Loss 112
Miscellaneous Receipts Net (No. 8) .. ..	159	124
Total Net Income (No. 8) .. ..	6,221	6,178
Interest, Rentals, and other Fixed Charges (No. 9) .. ..	56	12
Dividends on Guaranteed and Preference Stocks (No. 9) .. ..	6,166	6,166
Balance after payment of Preference Dividends (No. 9) .. ..	..	..
Dividend on Ordinary Stock (No. 9)		
Rate per cent. .. ..	..	..
Appropriation to Reserve .. ..	..	..
Brought forward from previous years .. ..	..	..
Carried forward to subsequent years .. ..	..	..

P. M. SORAGHAN, 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.

**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.

**D. N. M'CLURE, Loco. Supt.**

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*(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.

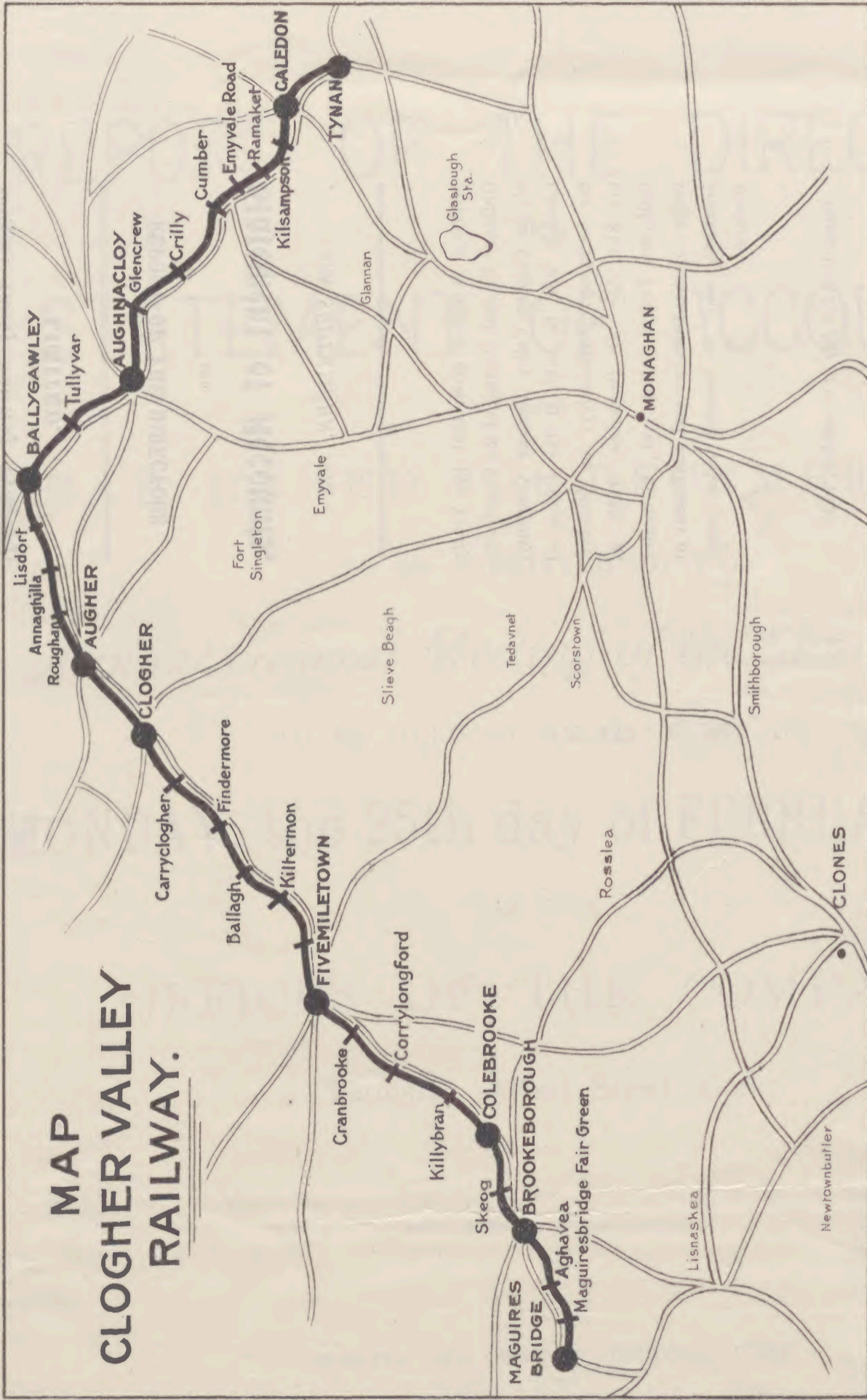
In my opinion the said Accounts and Balance Sheet are properly drawn up, so as to exhibit a true and correct view of the state of the Company's affairs according to the best of my information and the explanations given to me, and as shown by the Books of the Company.

I certify that the Dividends proposed to be declared on the Company's shares are 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, 24th November, 1923,

# MAP CLOGHER VALLEY RAILWAY.



**Clogher Valley Railway Company,**

**LIMITED.**

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**REPORT OF THE DIRECTORS**

AND

**Statement of Accounts,**

30th SEPTEMBER, 1923.

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NOTICE 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, Aughnacloy, on Monday, the 31st day of December, 1923, 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 3rd day of December, 1923.

**HORACE S. SLOAN,**

*Secretary.*



Cork, Blackrock & Passage Railway  
COMPANY.

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REPORT OF THE DIRECTORS  
AND  
STATEMENT OF ACCOUNTS  
FOR  
YEAR ENDED 31st DECEMBER, 1923,

TO BE SUBMITTED TO THE

*Annual General Meeting of the Shareholders,*

TO BE HELD AT **12.15 P.M.**, ON

MONDAY, the 25th day of FEBRUARY, 1924

AT THE

OFFICES OF THE COMPANY,

Terminus, Albert Street, Cork.

---

PURCELL AND COMPANY, PRINTERS, CORK.

1924.



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# Cork, Blackrock & Passage Railway COMPANY.

TERMINUS - - ALBERT STREET, CORK.

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## DIRECTORS.

### Chairman :

THE RIGHT HONOURABLE SIR STANLEY HARRINGTON.

### Deputy Chairman :

KINGSMILL B. WILLIAMS.

JOHN H. SUGRUE. THEODORE F. CARROLL.

### Secretary :

RICHARD J. COPINGER.

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## R E P O R T

*of the Directors for year ended 31st December, 1923, to be submitted to the Proprietors at the Annual General Meeting, to be held in the Company's Offices, Albert Street, Cork, on Monday, the 25th day of February, 1924, at 12.15 p.m.*

The Span of the Douglas Viaduct, which was maliciously destroyed on the 8th August, 1922, was temporarily repaired by the Railway Maintenance and Repair Corps, and traffic was resumed on the Line on the 23rd April, 1923.

The permanent Span was put in in December, 1923.

On the 25th January, 1923, Blackrock Booking Office and Signal Cabin were maliciously burnt, and on the 28th January, 1923, Rochestown Signal Cabin, Passage Station and Signal Cabin and the Workshops, together with two 1st class Carriages, four 3rd class Carriages, and one Goods Wagon, were maliciously burned; and on the same date Monkstown Station and Signal Cabin were also maliciously destroyed.

Rochestown, Passage and Monkstown Signal Cabins have been re-built, and money on account has been received from the Government. The contracts have been let for the replacing of Blackrock Ticket Office and Signal Cabin, and Passage and Monkstown Station Buildings.

The six destroyed Carriages have been replaced, and portion of the cost has been paid by the Government, but the Company will have to bear a very large sum.

The Net Income amounts to £5,988, made up as follows :—

Receipts of Railway, &c. ...	... £27,860
Expenditure ... ..	... 32,360
	Dr. 4,500
Proportion of Amount receivable under Irish Railways (Settlement of Claims) Act, 1921	8,480
Miscellaneous Receipts (net) ... ..	2,008
	Total Net Income ... .. 5,988

Interest on the Board of Works Loan and on the 1846, 1881, and 1896 Debenture Stocks has been paid to date.

Interest on the 1901 Debenture Stock is 13 years in arrears to 31st December, 1923.†

The Director retiring by rotation is Mr. John Henry Sugrue, who being eligible, offers himself for re-election.

The Auditor retiring by rotation is Mr. George C. Tolerton, 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 12.30 p.m. on FRIDAY, 22nd FEBRUARY, 1924.

STANLEY HARRINGTON, *Chairman.*  
R. J. COPINGER, *Secretary.*

# Cork, Blackrock, and Passage Railway Company.

*Financial Accounts and Statistical Returns for Year ended 31st December, 1923.*

## 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. 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.

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.
	£	£	£	£	£	£	£	£
Five per Cent. Preference Shares of 1868 (£20 each) £2,000 ...								
<i>Less</i> 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	...	26,000	...	...	...	...
Four per Cent. Preference Shares of 1896 ... .. £10 ,, ...	80,000	80,000	...	80,000	...	...	...	...
Ordinary Shares (undivided) ... .. £20 ,, ...		53,600	...	53,600	...	...	...	...
Do. Preferred ... .. £10 ,, ...	118,340	32,370	...	32,370	...	...	...	...
Do. Deferred ... .. £10 ,, ...		32,370	...	32,370	...	...	...	...
Total ... ..	225,940	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, 1923 ... X...	£ 65,000	£ 135,330	£ 2,500	£ 300	£ 132,530	£ 200,330
Existing 31st December, 1922 ...	£ 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, 1923 ...						£ 5,000

Dr

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

Cr

To Expenditure	Amount expended to 31st December, 1922			Total	By Receipts	Amount received to 31st December, 1922			Total
	£	s.	d.			£	s.	d.	
Lines open for Traffic ...	356,321	14	5	356,321 14 5	Shares and Stock (No. 2) ...	225,940	0	0	225,940 0 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 0
Manufacturing and Repairing Works and Plant—					Debenture Stock (No. 3) ...	135,330	0	0	135,330 0 0
Land and Buildings ...	4,868	0	0	4,868 0 0	TOTAL ...	426,270	0	0	426,270 0 0
Plant and Machinery ...	854	0	0	854 0 0	Sundries ...	1,832	8	3	1,832 8 3
Total Capital expended on Railway ...	394,950	3	2	394,950 3 2	Premium on Shares ...				
Steam Vessels ...	20,127	18	8	20,127 18 8	Premium on Debenture Stock ...				
Special Items ...	10,685	0	6	10,685 0 6	Total Premiums ...				
Total Expenditure ...	425,763	2	4	425,763 2 4	Discount on Shares & Stock ...				
					Balance of Premiums and Discount ...				
					Total Receipts ...	428,102	8	3	428,102 8 3
To Balance ...				2,339 5 11	By Balance ...				
TOTAL ...				428,102 8 3	TOTAL ...				428,102 8 3

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

NOT APPLICABLE.

## No. 5.—Details of Capital Expenditure for Year ended 31st December, 1923.

	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	...	...	...	...	...	...	...	...	...	...	...	...
Steam Vessels	...	...	...	...	...	...	...	...	...	...	...	...
Total	...	...	...	...	...	...	...	...	...	...	...	...

## 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.

	£	£	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 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)	...	2,339	5	11
Total	...	7,339	5	11



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

See Statement		Gross Receipts	Expenditure	Net Receipts	Year 1922.		
					Gross Receipts	Expenditure	Net Receipts.
10	Railway ... ..	£ 19,612 13 1	£ 22,002 9 11	Dr. 2,389 16 10	£ 17,747	£ 16,837	£ 910
12	Steamers ... ..	8,246 19 1	10,357 0 5	Dr. 2,110 1 4	11,861	11,671	190
	Total ... ..	27,859 12 2	32,359 10 4	Dr. 4,499 18 2	29,608	28,508	1,100
	Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921 ... ..			8,480 0 0			3,520
	Miscellaneous Receipts Net—						
	Rents from Houses and Lands ... ..			91 10 8			106
	Other Rents, including Lump-sum Tolls ... ..			759 5 7			505
	Transfer Fees ... ..			1 5 0			2
	General Interest ... ..			1,155 10 4			218
	Total Net Income ... ..			£ 5,987 13 5			5,451

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

								1922.			
								£	s.	d.	
Balance brought forward from last year's Account	...	...	...	...	...	...	...	Dr. 28,009	13	6	Dr. 25,279
Net Income (as per Statement No. 8)	...	...	...	...	...	...	...	5,987	13	5	5,451
Appropriation from Reserve	...	...	...	...	...	...	...	...			
							Total	Dr. 22,022	0	1	Dr. 19,828
Add—Interest, Rentals, and other Fixed Charges :—											
Chief Rents, Wayleaves, &c., including Lump-sum Tolls	...	...	...	...	...	£149 17 0					155
Interest on Loans from Commissioners of Public Works	...	...	...	...	...	2,600 0 0		4 90			2,600
Interest on Debenture Stocks Act of 1846	...	...	...	...	...	1,818 9 0					1,819
Do. do. 1881	...	...	...	...	...	344 0 0					344
Do. do. 1896	...	...	...	...	...	1,064 0 0			5 26		1,064
Do. do. 1901	...	...	...	...	...	2,200 0 0					2,200
General Interest	...	...	...	...	...						
								8,176	6	0	8,182
							Total	Dr. 30,198	6	1	Dr. 28,010

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

NIL

## No. 10—Receipts and Expenditure in respect of Railway Working.

Cr.

See Abstracts	To Expenditure	1923		1922		1923		1922		Percentage of Traffic Receipts	Percentage of Traffic Receipts
		£	s. d.	£	Per cent.	£	Per cent.	£	Per cent.		
A.—Maintenance and Renewal of Ways and Works	..	2,652	6 5	2,438	13.75	..	..	..	..	..	..
B.—Maintenance and Renewal of Rolling Stock—	..	..	..	..	..	..	..	..	..	..	..
(1) Locomotives	..	..	..	833	..	..	..	..	..	..	..
(2) Carriages	..	..	..	708	..	..	..	..	..	..	..
(3) Wagons	..	..	..	157	..	..	..	..	..	..	..
C.—Locomotive Running Expenses	..	4,927	6 5	1,698	9.58	..	..	..	..	..	..
D.—Traffic Expenses	..	..	..	3,616	..	..	..	..	..	..	..
E.—General Charges	..	..	..	5,417	..	..	..	..	..	..	..
Law Charges	..	..	..	9,033	50.94	..	..	..	..	..	..
Parliamentary Expenses	..	..	..	2,009	11.33	..	..	..	..	..	..
Compensation (Accidents and Losses)—	..	..	..	..	..	..	..	..	..	..	..
Passengers	..	..	..	..	..	..	..	..	..	..	..
Workmen	..	..	..	131	..	..	..	..	..	..	..
Damage and Loss of Goods,	..	..	..	97	..	..	..	..	..	..	..
Property, &c.	..	..	..	3	..	..	..	..	..	..	..
Rates	..	198	5 7	231	1.30	..	..	..	..	..	..
Taxes	..	707	13 4	790	4.45	..	..	..	..	..	..
National Insurance Act, 1911—	..	367	2 6	428	2.41	..	..	..	..	..	..
Health	..	..	..	66	..	..	..	..	..	..	..
Unemployment	..	..	..	145	..	..	..	..	..	..	..
Total Traffic Expenditure	..	22,002	9 11	16,838	94.95	..	..	..	..	..	..
H—Mileage, Demurrage, and Wagon Hire (Balance)	..	..	..	..	..	..	..	..	..	..	..
Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total Expenditure	..	22,002	9 11	16,838	..	..	..	..	..	..	..
Net Receipts	..	..	..	909	..	..	..	..	..	..	..
Total	..	22,002	9 11	17,747	..	..	..	..	..	..	..
See Abstracts	..	..	..	..	..	..	..	..	..	..	..
Passenger Train Traffic—	..	..	..	..	..	..	..	..	..	..	..
Ordinary Passengers—	..	..	..	..	..	..	..	..	..	..	..
First Class	..	3,356	7 8	..	..	..	..	..	..	..	..
Third Class	..	11,806	13 10	..	..	..	..	..	..	..	..
Season Tickets—	..	..	..	..	..	..	..	..	..	..	..
First Class	..	822	8 4	..	..	..	..	..	..	..	..
Third Class	..	863	5 5	..	..	..	..	..	..	..	..
Workmen's Tickets	..	..	..	..	..	..	..	..	..	..	..
Total Receipts from Passengers	..	15,163	1 6	15,163	..	..	..	..	..	..	..
Mails	..	..	..	..	..	..	..	..	..	..	..
Parcels up to 2 cwt., Parcels Post, and Excess Luggage	..	638	18 10	..	..	..	..	..	..	..	..
Other Merchandise by Passenger Trains	..	53	14 9	..	..	..	..	..	..	..	..
F—Less Expenses of Collection and Delivery	..	692	13 7	..	..	..	..	..	..	..	..
Goods Train Traffic—	..	..	..	..	..	..	..	..	..	..	..
Merchandise	..	..	..	..	..	..	..	..	..	..	..
Expenses of Collection and Delivery	..	172	0 7	..	..	..	..	..	..	..	..
Live Stock	..	..	..	..	..	..	..	..	..	..	..
Coal, Coke, and Patent Fuel	..	123	12 8	..	..	..	..	..	..	..	..
Other Minerals	..	56	10 2	..	..	..	..	..	..	..	..
Total Goods Traffic Receipts	..	1,590	1 4	..	..	..	..	..	..	..	..
Total Traffic Receipts	..	1,773	14 2	1,773	..	..	..	..	..	..	..
Mileage, Demurrage, and Wagon Hire (Balance)	..	..	..	..	..	..	..	..	..	..	..
Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total Receipts	..	19,496	0 8	19,496	100.0	..	..	..	..	..	..
Total	..	22,002	9 11	17,747	..	..	..	..	..	..	..

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

	1923			1922
	£	s.	d.	£
Superintendence—				£
Salaries .. .. .	168	0	0	168
Office Expenses, etc. .. .. .	..	..	..	
				168
Maintenance of Roads, Bridges, and Works—				
Earthworks .. .. .	1	15	4	2
Bridges, Tunnels, Culverts, Retaining Walls, and other Works ..	104	5	0	107
Roads and Fences .. .. .	41	2	8	29
Maintenance of Permanent Way .. .. .				138
Renewal of Running Lines—				
Wages .. .. .	..	..	..	
Materials .. .. .	..	..	..	
Engine Power and Wagon Repairs .. .. .	..	..	..	
Repair of Running Lines and Sidings—				
Wages .. .. .	1,629	4	7	1,557
Materials .. .. .	283	11	2	205
Engine Power and Wagon Repairs .. .. .	5	9	6	..
				1,762
Maintenance and Signalling .. .. .	146	18	5	133
Maintenance of Telegraphs .. .. .	137	7	8	69
				202
Maintenance of Stations and Buildings—				
Stations, Depots, and Offices .. .. .	128	9	0	136
Engine Sheds .. .. .	6	3	1	7
Carriage Sheds .. .. .	..	..	..	
Locomotive Workshops .. .. .	..	..	..	
Carriage Workshops .. .. .	..	..	..	
Wagon Workshops .. .. .	..	..	..	
Other Buildings .. .. .	..	..	..	25
				168
				2,652 6 5
Total .. .. .				2,438

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

## (1)—LOCOMOTIVES.

## (2)—CARRIAGES.

	1923			1922		1923			1922
	£	s.	d.	£		£	s.	d.	£
Superintendence—					Superintendence—				
Salaries .. .. .	111	11	11	74	Salaries .. .. .	109	9	0	65
Office Expenses .. .. .	..	..	..		Office Expenses .. .. .	..	..	..	..
				74					65
Complete Renewals—					Complete Renewals—				
Wages .. .. .	..	..	..		Wages .. .. .	..	..	..	..
Materials .. .. .	..	..	..		Materials .. .. .	2,819	5	0	..
									2,819 5 0
Repairs & Partial Renewals—					Repairs & Partial Renewals—				
Wages .. .. .	544	13	7	445	Wages .. .. .	511	12	2	392
Materials .. .. .	229	17	1	245	Materials .. .. .	232	8	2	193
				690	Purchase of New Carriages ..				585
Purchase of New Locomotives					Workshop Expenses—				
Workshop Expenses—					Repairs and Renewals of				
Repairs and Renewals of					Machinery and Plant ..	24	4	5	28
Machinery and Plant ..	102	15	0	34	Other Expenses .. .. .	28	16	1	30
Other Expenses .. .. .	32	7	2	35					
									53 0 6
				69					58
Total .. .. .	1,021	4	9	833	Total .. .. .	3,725	14	10	708

## (3)—WAGONS.

	1923			1922
	£	s.	d.	£
Superintendence—				
Salaries .. .. .	17	10	3	13
Office Expenses .. .. .	..	..	..	
				13
Complete Renewals—				
Wages .. .. .	..	..	..	
Materials .. .. .	..	..	..	
Repairs and Partial Renewals—				
Wages .. .. .	110	16	5	90
Materials .. .. .	40	12	8	41
				131
Purchase of New Wagons .. .. .				
Workshop Expenses—				
Repairs and Renewals of Machinery and Plant ..	5	3	6	6
Other Expenses .. .. .	6	4	0	7
				13
Total .. .. .				157

**Abstract C.—Locomotive Running Expenses.**

	1923			1922		
	£	s.	d.	£	s.	d.
Superintendence— Salaries .. .. .	326	11	9			295
Office Expenses .. .. .						
Steam Train Working— Wages connected with the Running of Locomotive Engines .. .. .				326	11	9
Fuel .. .. .	1,747	2	2			1,569
Water .. .. .	2,440	1	10			1,537
Lubricants .. .. .	90	0	11			45
Other Stores, including Clo- thing .. .. .	63	9	8			71
Miscellaneous .. .. .	50	2	6			79
	28	2	1			20
				4,418	19	2
						3,321
<b>Total .. .. .</b>	<b>4,745</b>	<b>10</b>	<b>11</b>	<b>3,616</b>		
Less Engine Power supplied to the Permanent Way Department .. .. .				5	9	6
<b>Total .. .. .</b>	<b>4,740</b>	<b>1</b>	<b>5</b>	<b>3,616</b>		

**Abstract D.—Traffic Expenses.**

	1923			1922		
	£	s.	d.	£	s.	d.
Salaries and Wages— Superintendence .. .. .						£
Stationmasters and Clerks .. .. .	2,283	7	1			1,952
Signalmen and Gatemen .. .. .	704	16	3			638
Ticket Collectors, Policemen Porters, &c. .. .. .	1,557	15	10			1,384
Guards .. .. .	331	7	9			298
				4,877	6	11
						4,272
Fuel, Lighting, Water, and General Stores..	380	10	3			372
Clothing .. .. .	51	16	3			124
Printing, Advertising, Stationery, Stamps, and Tickets .. .. .	171	16	3			162
Wagon Covers, &c. .. .. .						
Cleansing, Lubricating & Lighting of Vehicles	326	13	5			294
Shunting Expenses, other than Mechanical— Wages .. .. .						£
Other Expenses .. .. .						
Working of Stationary Engines, Hoists, Cranes, &c. .. .. .						
Coal, &c., Tipping Expenses .. .. .						
Railway Clearing Houses Expenses .. .. .		20	0		0	20
Miscellaneous Expenses .. .. .	139	12	11			173
<b>Total .. .. .</b>	<b>5,967</b>	<b>16</b>	<b>0</b>	<b>5,417</b>		

**Abstract E.—General Charges.**

	1923			1922		
	£	s.	d.	£	s.	d.
Directors' Fees voted by Shareholders .. .. .	250	0	0			250
Auditors and Public Accountants .. .. .	40	0	0			53
Salaries of Secretary, General Manager, Accountant, and Clerks .. .. .	2,400	3	4			2,566
Office Expenses ditto ditto .. .. .	253	14	11			163
Rating Expenses .. .. .						
Fire Insurance .. .. .	107	13	2			117
Superannuation and Benevolent Funds, Pensions, &c. .. .. .	2	0	0			2
Subscriptions and Donations .. .. .	2	2	0			2
Miscellaneous Expenses .. .. .	100	14	11			200
	3,156	8	4			3,353
Less Proportion charged to Steamboats, No. 12	934	5	0			1,344
<b>Total .. .. .</b>	<b>2,222</b>	<b>3</b>	<b>4</b>	<b>2,009</b>		

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

	1923			1922		
	£	s.	d.	£	s.	d.
Salaries and Wages .. .. .						
Rent, Rates, and Taxes .. .. .						
Amount Paid for Hired Cartage .. .. .	173	15	7			199
Miscellaneous .. .. .						
<b>Total .. .. .</b>	<b>173</b>	<b>15</b>	<b>7</b>	<b>199</b>		
Amount charged to Passenger Train Traffic	1	15	0			1
Amount charged to Goods Traffic .. .. .	172	0	7			198

**Abstract G.—Running Powers—Receipts and Payments in respect of Running Power Expenses.**

(NOT APPLICABLE).

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

(NOT APPLICABLE).

**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.

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

To Expenditure	1923	1922	By Gross Receipts	1923	1922
	£ s. d.	£		£ s. d.	£
Salaries and Wages ... ..	4,586 0 11	5,004	Passengers ... ..	3,481 6 4	6,057
Fuel ... ..	1,411 7 5	1,376	Parcels ... ..	716 9 3	652
Stores, Lubricants, Water, &c. ... ..	86 12 0	128	Mails ... ..	46 13 4	
Repairs ... ..	1,241 1 6	1,818	Merchandise ... ..	3,899 8 2	5,030
Harbour Fees and Light Dues ... ..	30 15 0	28	Live Stock ... ..	103 2 0	122
Miscellaneous ... ..	1,796 18 7	1,770	Miscellaneous ... ..		
Working Expenses ... ..	9 152 15 5	10,124	Total Receipts .. ..	8,246 19 1	11,861
Add Proportion of General Charges ... ..	934 5 0	1,344	Balance ... ..	2,110 1 4	
Depreciation and Insurance ... ..	270 0 0	203	Total ... ..	10,357 0 5	11,861
Total Expenditure ... ..	10,357 0 5	11,671			
Balance ... ..		190			
Total ... ..	10,357 0 5	11,861			

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

NOT APPLICABLE.

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

NIL.

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.

Dr. No. 18 —General Balance. Cr.

To	1923	1922	By	1923	1922
	£ s. d.	£		£ s. d.	£
To Capital Account Balance at credit thereof as per Account No. 4 ... ..	2,339 5 11	2,339	By Net Income Account Balance at Debit thereof, as per Statement No. 9 ... ..	30,198 6 1	28,010
„ Interest on Loan accrued ... ..	423 16 9	424	„ Cash at Bankers and in hand ... ..	3,974 8 0	
„ Unpaid Dividends and Interest ... ..	219 1 5	234	„ Cash on Deposit at In- terest ... ..		
„ Interest on Debenture Stock accrued ... ..	30,213 4 6	28,013	„ Investments in Consols and Government Securities at Cost Price ... ..	16,056 11 9	10,267
„ Amount due to Railway Clearing House ... ..			„ Invested in Irish Free State Loan at Cost Price ... ..	950 0 0	
„ Accounts Payable ... ..	4,950 2 11	3,654	„ Stock of Stores and Materials ... ..	3,397 5 11	3,632
„ Irish Railways (Settlement of Claims) Act, 1921 ... ..	13,266 5 8	7,476	„ Outstanding Traffic Accounts ... ..	140 1 0	251
„ Depreciation Funds:— Railway (including Arrears of Main- tenance) ... ..	2,134 8 4	2,727	„ Accounts Receivable ... ..	1,814 15 4	966
„ Steamers ... ..	3,219 3 1	3,219	„ Amounts due by Railway Companies and Committees ... ..		
			„ Lodged with Bank of Ireland to meet land claims under Arbitrator's Award, which is to be withdrawn on settlement	234 0 6	234
Total ... ..	56,765 8 7	48,086	Total ... ..	56,765 8 7	48,086

## 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
	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 the Company ... ..	16 —	2 13	... ..	... ..	... ..	18 13	2 22	20 35
<i>Ditto Year 1922</i> ... ..	16 —	2 13	... ..	... ..	... ..	18 13	2 22	20 35

#### (B)—Miles of Lines Authorised, but not open for Traffic.

NIL.

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

	1923		1922	
	M.	Ch.	M.	Ch.
Lines Owned by the Company	16	0	16	0
Total	16	0	16	0

### II.—ROLLING STOCK.

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

Description.	1923 Number	1922 Number
Tender Engines—		
Tank Engines—		
2—4—2	4	4
	4	4
Tenders—		

#### (B)—Rail Motor Vehicles.

NOT APPLICABLE.

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

NOT APPLICABLE.

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

	Number	Seats or Berths.			1922	
		1st Class	3rd Class	Total	Number	Seats or Berths Total
Passenger Carriages—						
Carriages of Uniform Class ... ..	20	264	597	861	28	1,164
Composite Carriages ... ..	3	56	49	105		
Miscellaneous ... ..						
Total ... ..	23	320	646	966	28	1,164
Total Passenger Carriages	23				28	
Other Coaching Vehicles—						
Carriage Trucks ... ..	—				...	...
Total Coaching Vehicles ...	23				28	

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

	1923		1922	
	Number	Number	Number	Number
Open Wagons—				
Under 8 tons ... ..	12	12		
8 and up to 12 tons ... ..	...	...		
Covered Wagons—				
Under 8 tons ... ..	9	10		
8 and up to 12 tons ... ..	...	...		
Cattle Trucks ... ..	10	10		
Brake Vans ... ..	2	2		
Miscellaneous ... ..	...	...		
Total ... ..	33	34		

#### (F)—Railway Service Vehicles.

NIL.

#### III.—Horses and Road Vehicles employed in the Collection and Delivery of Parcels, Goods, and Conveyance of Passengers.

NOT APPLICABLE.

## IV.—Steamboats.

	Number	Total Horse-Power	Total Registered Tonnage
Steamboats of 250 tons net and under ... ..	3	78	139
Grand Total ... ..	...	...	...
Do. Year 1922 ... ..	3	78	139

## V.—Canals.

NOT APPLICABLE.

## VI.—Docks, Harbours and Wharves.

	Length of Quay Lineal Feet
Passage Quay ... ..	668
Cobh (Queenstown) Jetty ... ..	75
	<hr/> 743

## VII.—Hotels.

NOT APPLICABLE.

## VIII—Land, Property, &amp;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 ... ..	2
Other houses and cottages ... ..	

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

Table with columns for 1922 Total, In Company's Workshops Number, By Contract Number, and 1922 Total. Rows list maintenance items like Locomotives repaired, Heavy repairs, Light, etc., with corresponding counts.

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

Table with columns for 1923 and 1922. Rows list quantities of principal materials used (Ballast, Fencing, Rail, Sleepers) and miles maintained (Miles of road, Miles of road reduced to single track, Running Lines, Sidings, Miles of track renewed).

XII.—Engine Mileage.

Large table with columns for 1922 Train Miles (Loaded, Empty, Shunting, Other), Total Train Miles, Total Engine Miles, and Total Miles. Rows are categorized into A (Traffic Receipts), B (Company's System), and C (Company's Engines).



## XIII.—Passenger Traffic and Receipts.

Class of Passengers	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System	Year 1922			
					Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
Ordinary—		£	s. d.			£	s. d.	
1st Class .. .. .	34,074	3,356	1 11.64	34,051	31,025	2,878	1 10.25	31,011
3rd „ .. .. .	232,043	11,807	1 0.21	231,581	204,493	9,596	0 11.26	204,235
Workmen .. .. .	1,872	45	0 5.77	1,872	29,292	534	0 4.38	29,292
Total .. .. .	267,989	15,208		267,504	264,810	13,008	..	264,538
Season—								
1st Class .. .. .	64	822		64	60	885	..	60
3rd „ .. .. .	113	863		113	90	735	..	90

## XIV.—Goods Traffic and Receipts.

	Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System	Year 1922			
					Tonnage	Receipts	Average Receipt per Ton	Tonnage originating on the Company's System
	Tons	£	s. d.	Tons	Tons	£	s. d.	Tons
Merchandise .. .. .	2,099	1,590	15 1.80	2,099	2,696	1,918	14 2.74	2,696
Coal, Coke, and Patent Fuel .. .. .	257	57	4 5.23	257	921	212	4 7.24	921
Other Minerals .. .. .	18	4	4 5.33	18	38	10	5 3.16	38
Total .. .. .	2,374	1,651		2,374	3,655	2,140	..	3,655
	Number			Number originating on the Company's System	Number			Number originating on the Company's System
Live Stock .. .. .	2,366	124		2,366	3,053	172	..	3,053

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

	1923 Tons	1922 Tons
Ale and Porter (including empties) .. .. .	662	357
Bacon and Hams, Butter and Eggs .. .. .	29	24
Brewers' Grains .. .. .	..	..
Bricks, Common .. .. .	3	12
Flour and Bran, Sharps and other Flour Mill Offal .. .. .	140	190
Grain .. .. .	100	121
Groceries (excluding Hams, Bacon and Butter)	105	93
Manure .. .. .	88	226
Oil Cake and Cattle Foods .. .. .	47	17
Potatoes .. .. .	34	69
Stone for Roadmaking purposes .. .. .	..	..
Timber .. .. .	97	38
Total .. .. .	1,305	1,147

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

	1923 Number	1922 Number
Horses .. .. .	3	3
Cattle .. .. .	308	538
Calves .. .. .	28	90
Sheep .. .. .	1,858	2,237
Pigs .. .. .	169	181
Miscellaneous .. .. .	..	4
Total .. .. .	2,366	3,053

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

	1914 £	1915 £	1916 £	1917 £	1918 £	1919 £	1920 £	1921 £	1922 £	1923 £
Total Expenditure on Capital Account (No. 4) .. .. .	429,054	428,448	425,674	425,674	425,674	425,738	425,738	425,763	425,763	425,763
Gross Receipts from Businesses carried on by the Company (No. 8) .. .. .	23,569	25,071	26,769	*	*	*	*	*	29,608	27,860
Revenue Expenditure on ditto (No. 8) .. .. .	16,968	21,670	20,499	*	*	*	*	*	28,508	32,360
Net Receipts of ditto (No. 8) .. .. .	6,601	3,401	6,270	6,611	7,191	6,501	6,174	2,509	1,100	Dr. 4,500
Miscellaneous Receipts net (No. 8) .. .. .	244	162	195	289	260	251	313	386	830	2,008
Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921 .. .. .	..	..	..	..	..	..	..	2,970	3,520	8,480
Total Net Income (No. 8) .. .. .	6,845	3,563	6,465	6,900	7,451	6,752	6,487	5,865	5,450	5,988
Interest, Rentals, and other Fixed Charges (No. 9) .. .. .	8,124	8,147	8,155	8,141	8,192	8,216	8,191	8,189	8,181	8,176
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 .. .. .	1,279	4,584	1,690	1,241	741	1,464	1,704	2,324	2,731	2,188
Appropriation to or from Reserve .. .. .	..	..	..	..	..	..	..	..	..	..
Brought forward from previous years— <i>Deficit</i> .. .. .	10,252	11,531	16,115	17,805	19,046	19,787	21,251	22,955	25,279	28,010
Carried forward to subsequent years— <i>Deficit</i> .. .. .	11,531	16,115	17,805	19,046	19,787	21,251	22,955	25,279	28,010	30,198

\* These Items are omitted by the authority of the Government.

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, since the 23rd April, 1923, been maintained in good working condition and repair except such portions as were maliciously destroyed. No maintenance work was done on the railway portion of the undertaking between 1st January, 1923, and 23rd April, 1923, when the Railway was re-opened for traffic. The steamer piers have been efficiently maintained during the whole year.

R. H. GOOD, M. Inst. C.E.,  
*General Manager and Engineer.*

Cork, 28th January, 1924.

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**CERTIFICATE RESPECTING ROLLING STOCK, &c.**

I hereby certify that the Company's Engines, Carriages, and Wagons have from the 23rd April, 1923, and the Working Plant, Machinery, Tools, Marine Engines and Steam Vessels, during the whole of the past year, been maintained in good working order and repair, except such portions as were maliciously damaged.

JAMES INMAN, M.I., Mar. E.,  
*Locomotive and Marine Engineer.*

Passage West, Co. Cork, 29th January, 1924.

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

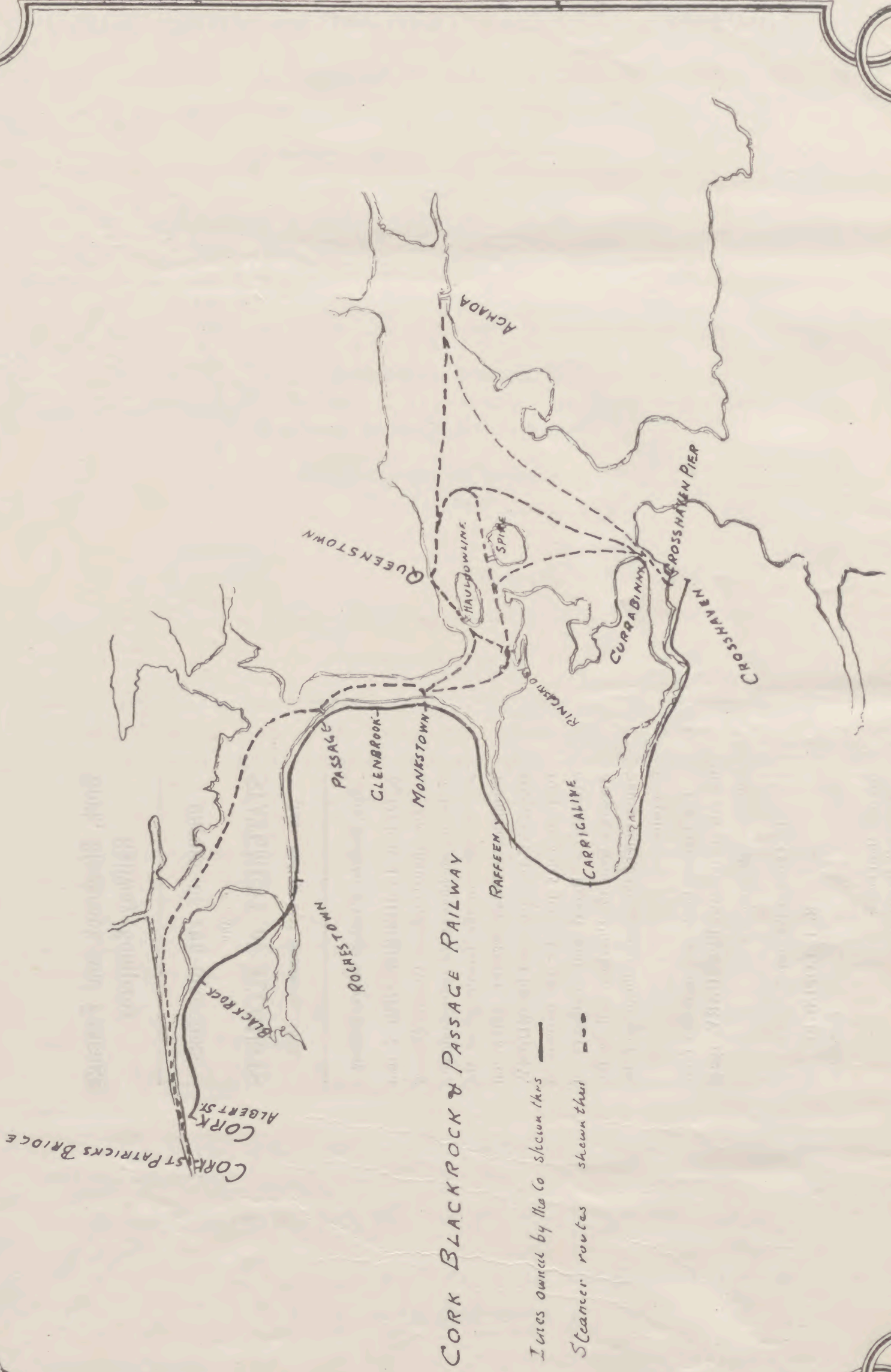
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**AUDITORS' CERTIFICATE.**

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.*

12th February, 1924.



**CORK BLACKROCK & PASSAGE RAILWAY**

Lines owned by the Co. shown thus —

Steamer routes shown thus - - -

CORK ST. PATRICKS BRIDGE  
 CORK ST. ALBERT ST.  
 BLACKROCK

ROCKSTOWN

PASSAGE  
 GLENBROOK

MONKSTOWN

RAFFLEEN

CARRIGALINE

RINGFORD

HAULBOWLINE

SPIKE

CURRA BINNA

CROSSHAVEN PIER

CROSSHAVEN

ACNODA

QUEENSTOWN

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

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**REPORT OF THE DIRECTORS**

AND

**STATEMENT OF ACCOUNTS**

**Year ending 31st December, 1923.**

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**Gork, Blackrock & Passage Railway Company.**

**NOTICE 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 **MONDAY, the 25th day of FEBRUARY, 1924, at 12.15 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 11th to the 25th **FEBRUARY, 1924**, both days inclusive.

By Order of the Board,

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

Terminus, Albert Street,  
Cork, 14th January, 1924.

# Cork and Muskerry Light Railway

## COMPANY LIMITED.

COMPANY'S OFFICES - WESTERN ROAD, CORK.

### Directors.

SIR GEORGE ST. JOHN COLTHURST, Bart., The Castle, Blarney.

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

PATRICK O'LEARY, Esq., Aghabullogue, Coachford, Co. Cork.

THOMAS J. HEALY, Esq., Clonmoyle, Coachford, Co. Cork.

MICHAEL AHERN, Esq., Dromasmole, St. Anne's Hill, Co. Cork.

### Rural District Directors.

T. J. GOLDEN, Esq., for Cork.

TIMOTHY MURRAY, Esq., for Cork.

MICHAEL MURPHY, Esq., for Macroom.

### General Manager and Secretary.

T. O'CONNOR.

### Engineer.

W. H. HILL.

### Solicitors.

Messrs. BOURKE & DORGAN.

## REPORT

*of the Directors to be submitted to the Proprietors at the Annual General Meeting to be held in the Company's Offices, Western Road, Cork, on Saturday, the 23rd day of February, 1924, at 12.30 o'clock p.m.*

Your Directors beg to submit herewith the Accounts for the Year ended 31st December, 1923, duly certified by your Auditor.

On the 14th August, 1922, the Public Road Bridge at Leemount which carries our line of rails was destroyed, and from January 1st to 21st May, 1923 when the Bridge was restored, all Goods and Live Stock Traffic was suspended.

Owing to labour trouble in the City our Goods Traffic was again practically suspended from July 16th to October 29th when full traffic service was resumed.

The loss on working for the year amounts to £609 5s. 3d. as against a gain of £636 3s. 11d. for year 1922.

Sir Geo. St. John Colthurst, Bart., retires from the Directors by rotation, he is eligible and offers himself for re-election.

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

GEORGE ST. JOHN COLTHURST, Chairman.

T. O'CONNOR, Secretary.

# CORK & MUSKERRY LIGHT RAILWAY COMPANY LIMITED.

Financial Accounts for the Year ended 31st December, 1923.

## PART I.—FINANCIAL ACCOUNTS.

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

Guaranteed Capital authorised by Privy Council	...	...	...	...	...	...	...	...	...	£75,000 0 0
--	-----	-----	-----	-----	-----	-----	-----	-----	-----	-------------

### 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 - Statement of Capital showing Proportion Received.

Description	Amount Authorised	Amount Received	Calls in Arrears	Amount Uncalled	Amount Unissued
Guaranteed Shares, 5 per cent.	£ 75,000	£ 75,000	Nil	Nil	Nil
Total	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., 1922	Amount Expended during year ended 31st Dec., 1923	TOTAL		Amount Received up to 31st Dec., 1922	Amount Received during year ended 31st Dec., 1923	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	68,923 10 2	...	77,539 14 5	Guaranteed Shares allotted	75,000 0 0	...	75,000 0 0
Rolling Stock	8,620 17 6	...	...	Premium on Shares	2,809 9 6	...	2,809 9 6
Balance	...	<i>Cy.</i> 4 13 3	<i>Cr.</i> 269 15 1		...	...	...
	77,544 7 8		77,809 9 6		77,809 9 6		77,809 9 6

### No. 5—Details of Capital Expenditure for the year ended 31st December, 1923.

NIL.

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

	FURTHER EXPENDITURE		
	During the Year ending 31st Dec., 1923	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.

Balance as Credit, per Account No. 4	£	s.	d.
	269	15	1

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

See Statement	1923			1922		
	Gross Receipts	Expenditure	Net Receipts			
10	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Railway	11,352 7 2	14,603 12 3	Loss 3,251 5 1	13,779 9 0	16,198 11 2	Loss 2,419 2 2
Total	11,352 7 2	14,603 12 3	Loss 3,251 5 1	13,779 9 0	16,198 11 2	Loss 2,419 2 2
Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921			2,238 6 2			2,540 0 0
			1,012 18 11			120 17 10
Appropriation from Reserve		£281 11 7				391 17 2
Miscellaneous Receipts (Net)						86 8 5
Rents from Houses and Lands		78 10 4				32 8 0
Other Rents, including Lump-sum Tolls		32 8 0				4 12 6
Transfer Fees		2 17 6				
General Interest		8 6 3				
			403 13 8			123 8 11
Loss on Working			609 5 3			
Contribution from County Council of Cork for half-year ended 30th June, 1923			2,484 5 3			183 4 9
" " " " 31st December, 1923						2,930 11 4
Total Income			1,875 0 0			3,750 0 0

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

	1923		1922
	£	s. d.	£
Net Income as per Statement No. 8	1,875	0 0	3,750
Due by Co. Council to 31st December, 1923	1,875	0 0	..
Dividend on £75,000 Five per cent. Guaranteed Shares at 5% per annum	3,750	0 0	3,750

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

	1923		1922
	£	s. d.	£
Interim Dividend paid on £75,000 5% Guaranteed Shares, half-year ended 30th June, 1923	1,875	0 0	1,875

## No. 10—Receipts and Expenditure in respect of Railway Working.

By Expenditure	1923		Percentage of Traffic Receipts	1922		Percentage of Traffic Receipts	By Gross Receipts		1923		Percentage of Traffic Receipts	1922		Percentage of Traffic Receipts
	£	s. d.		£	s. d.		£	s. d.	£	s. d.		£	s. d.	
<i>See Abstracts</i>														
A—Maintenance and Expenses of Way and Works ..	2,274	1 11	20·08	7,196	15 5	23·03	Passenger Train Traffic—							
B—Maintenance and Removal of Rolling Stock—							Ordinary Passengers—							
(1) Locomotives ..	1,179	6 0	10·36	1,099	18 2	7·92	First Class ..	1,791	17 1			1,952	18 9	
(2) Carriages ..	376	15 4	3·31	452	0 2	3·25	Third Class ..	5,583	17 3			5,879	9 0	
(3) Wagons ..	336	2 6	2·96	328	6 7	2·36	Season Tickets—							
C—Locomotive Running Expenses ..	3,664	6 5	32·27	3,843	8 3	27·68	First Class ..	77	0 6			79	17 6	
D—Traffic Expenses ..	4,958	7 10	43·31	5,561	1 11	40·06	Third Class ..	178	14 8			198	0 0	
E—General Charges ..	1,483	13 10	13·06	1,423	4 5	10·32	Total Receipts from Passengers ..	7,681	9 6			8,110	5 3	
Legal Expenses, &c. ..	27	12 0	·24	34	10 6	·25	Mails ..	417	18 6			24	2 2	
Compensation, Damage and Loss of Goods ..	15	3 0	·13	1	5 2	·01	Parcels up to 2 cwt., Parcels Post and Excess Luggage ..	426	18 2			604	5 10	
Rates ..	165	8 1	14·57	170	8 10	1·22	Other Merchandise by Passenger Trains ..	278	5 1			504	4 4	
Taxes ..	38	13 4	·29	33	9 1	·23	Total Passenger Train Receipts ..	8,754	11 3			9,242	17 7	67·08
Rent ..							Goods Train Traffic—							
National Insurance Act, 1911—							Merchandise ..	1,783	12 6			3,326	6 7	
Health ..	53	8 2	·46	54	2 8	·36	Live Stock ..	458	10 7			715	2 2	
Unemployment ..	35	13 10	·31				Coke, Coal and Patent Fuel ..	336	10 3			479	13 0	
Total Traffic Expenditure ..	14,603	12 3	141·32	16,198	11 2	116·71	Other Minerals ..	19	2 7			15	9 8	
							Total Goods Train Receipts ..	2,597	15 11			4,536	11 5	32·92
Total Expenditure ..	14,603	12 3		16,198	11 2		Total Traffic Receipts ..	11,352	7 2			13,779	9 0	100
							Loss on Working ..	3,251	5 1			2,419	2 2	
Total ..	14,603	12 3		16,198	11 2		Total ..	14,603	12 3			16,198	11 2	



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

	1923		1922
	£ s. d.	£ s. d.	
Superintendence—			
Salaries .. .. .	219	15 7	228
Other Expenses, &c. ....		219 15 7	3
Maintenance of Permanent Way—			
Wages .. .. .	1,648	19 5	2,091
Materials .. .. .	331	0 11	651
Clothing .. .. .		1,980 0 4	
Repairs of Roads, Bridges, and other Works .. .. .			
Repairs of Stations and Buildings .. .. .	74	6 0	223
Miles Maintained—			
Single ... 18 .. .. .			
<b>Total</b> .. .. .	<b>2,274</b>	<b>1 11</b>	<b>3,197</b>

Abstract B.—Maintenance and Renewal of Rolling Stock.

(1)—Locomotives.

(2)—Carriages.

	1923			1922				1923			1922		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Superintendence—							Superintendence—						
Salaries .. .. .	66	11 2		89	11 5		Salaries .. .. .	66	11 2		89	11 5	
Office Expenses, &c. ....			66 11 2				Office Expenses, &c. ....			66 11 2			
Complete Renewals—							Complete Renewals—						
Wages .. .. .							Wages .. .. .						
Materials .. .. .							Materials .. .. .						
Repairs and Partial Renewals—							Repairs and Partial Renewals—						
Wages .. .. .	640	12 11		758	2 0		Wages .. .. .	168	15 1		197	6 1	
Materials .. .. .	472	1 11		252	4 9		Materials .. .. .	126	9 1		165	2 8	
			1,112 14 10							310 4 2			
			1,179 6 0		1,099 18 2					376 15 4		452 0 2	

(3)—Wagons.

	1923		1922	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Superintendence—				
Salaries .. .. .	66	11 1	89	11 5
Office Expenses, &c. ....		66 11 1		
Complete Renewals—				
Wages .. .. .				
Materials .. .. .				
Repairs and Partial Renewals—				
Wages .. .. .	156	15 2	150	9 10
Materials .. .. .	112	16 3	88	5 4
		269 11 5		
		336 2 6		328 6 7

## Abstract C.—Locomotive Running Expenses.

	1923		1922	
	£	s. d.	£	s. d.
Steam Train Working ... ..				
Wages connected with the Running of Locomotive Engines ...	1,747	12 10	1,959	3 1
Fuel ... ..	1,721	2 5	1,609	14 11
Water ... ..	18	0 9	18	0 5
Lubricants ... ..	177	10 5	256	9 10
		3,664 6 5		
			3,843	8 3
		3,664 6 5		

## Abstract D.—Traffic Expenses.

	1923		1922	
	£	s. d.	£	s. d.
Salaries and Wages ... ..				
Superintendence ... ..	355	17 0	354	6 8
Stationmasters and Clerks ... ..	2,408	3 2	2,579	19 6
Signalmen and Gatemen ... ..	401	11 2	444	9 3
Ticket Collectors, Policemen, Porters, &c. ... ..	1,017	0 2	1,216	19 8
Guards ... ..	396	15 9	454	6 2
		4,579 7 3		
Fuel, Lighting, Water, and General Stores ... ..		168 5 10	239	3 11
Advertising, &c. ... ..		0 10 0	1	8 6
Printing, Stationery, and Tickets ... ..		138 5 0	204	11 11
Wagon Covers and Ropes ... ..		17 14 0		
Miscellaneous Expenses ... ..				
Clothing ... ..		54 5 9	65	16 4
Total ... ..		4,958 7 10	5,561	1 11

## Abstract E.—General Charges.

	1923		1922	
	£	s. d.	£	s. d.
Directors' Fees ... ..	161	14 0	137	9 0
Auditors and Arbitrators ... ..	44	2 0	42	0 0
County Surveyor ... ..	18	18 0	18	18 0
Salaries—Secretary, General Manager, Accountant, &c. ... ..	751	11 3	721	4 11
Office Expenses, Stamps, &c. ... ..	21	15 11	20	10 1
Advertising ... ..	17	9 6	19	2 6
Railway Clearing House Expenses ... ..	20	0 0	20	0 0
Telephone Expenses ... ..	169	6 3	68	0 5
Miscellaneous Expenses ... ..	134	16 2	180	1 6
Insurance ... ..	144	0 9	175	18 0
Total ... ..	1,483	18 10	1,423	4 5

Dr.

## No. 18.—General Balance Sheet.

Cr.

	1923		1922			1923		1922	
	£	s. d.	£			£	s. d.	£	
To Capital Account—Balance per Account No. 4 ... ..	269	15 1	265		By Interim Dividend paid to 30th June, as per Account No. 9 (a) ... ..	1,875	0 0	1,875	0 0
„ Interest on Guaranteed Dividend, 1 year to 31st December, 1923 ... ..	3,750	0 0	3,750		„ Amount due by Co. Council ... ..	1,875	0 0	2,978	0 0
„ Dividends Unpaid ... ..	1,604	7 2	696		„ Sundry Accounts due to Company ... ..	494	15 10	89	
„ Sundry Accounts due by Company ... ..	582	5 9	499		„ General Stores, Stock of Materials on hands	2,698	12 11	3,811	
„ Reserve Account ... ..	1,758	2 5	1,505		„ Donoughmore Railway ... ..	71	5 2	41	
„ Depreciation Account (Railway) ... ..	320	5 11	126		„ Munster and Leinster Bank ... ..	1,270	2 5		
„ Munster and Leinster Bank, for Balance ... ..			1,805						
	8,284	16 4	8,746			8,284	16 4	8,746	

## PART II.—STATISTICAL RETURNS.

### I.—MILEAGE OF LINES.

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

	RUNNING LINES.					
	Length of Road 1st Track	Second Track	Third Track	Sidings reduced to Single Track	Total	1923
Lines Owned by the Company—	M.	Ch.		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.

	1923		1922	
	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	
	1923	1922
Tender Engines	...	...
Tank Engines—0-4-4	7	7
	7	7
Tenders	...	...

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

	Seats or Berths.					1922 Number
	1923 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.

	1923		1922	
	Number	Number	Number	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.

	1923		1922	
	Number	Number	Number	Number
Ballast Wagons	...	...	11	11
Travelling Cranes	...	...	...	...
Miscellaneous	...	...	...	...
TOTAL	...	...	11	11

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

	1923				1922			
	M.		Ch.		M.		Ch.	
<b>Quantities of principal materials used—</b>								
Ballast	58 cubic yds.				280 cubic yds.			
Fencing	0	8	1	27	4	3	0	0
Rails	2	11	0	12	2	14	0	0
Sleepers No.	371				322			
<b>Miles maintained—</b>								
Miles of Road	17	60		17	60			
<b>Miles of road reduced to single track—</b>								
Running Lines	17	60		17	60			
Sidings	0	65		0	65			
Miles of track renewed								

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

	1923		1922	
	Number	Number	Number	Number
Houses and Cottages for Company's Servants	16		16	

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	
			1923	1922
Locomotives renewed	...	...	...	...
Locomotives repaired—				
Heavy repairs	2	..	2	2
Light „	10	...	10	11
Locomotives under or awaiting repair at end of year	2	..	2	3
Coaching Vehicles—				
Carriages renewed	...	...	...	...
Carriages repaired—				
Heavy repairs	6	...	6	4
Light „	18	...	18	7
Carriages under or awaiting repair at end of year	1	..	1	1
Others renewed	...	...	...	...
Others repaired—				
Heavy repairs	4	...	4	3
Light „	5	...	5	4
Others under or awaiting repair at end of year	1	...	1	1
Wagons renewed—				
Completely renewed	...	...	...	...
Partially	...	...	...	...
Wagons repaired—				
Heavy repairs	23	...	23	32
Light „	31	...	31	21
Wagons under or awaiting repair at end of year	3	..	3	7

XII.—Engine Mileage.

	1923										1922									
	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	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	Total	Coaching	Goods	Total	Coaching	Goods			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	29,970	8,934	38,904	29,970	8,934	38,904	...	3,855	67	42,826	...	...	37,518	...	...	37,518	...	3,047	131	
Over the Company's System by other Companies' Engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Total	29,970	8,934	38,904	29,970	8,934	38,904	...	3,855	67	42,826	...	...	37,518	...	...	37,518	...	3,047	131	
B.—Miles run in relation to the Company's Expenditure—																				
By the Company's Engines over Lines owned, leased, or worked by the Company	29,970	8,934	38,904	29,970	8,934	38,904	...	3,855	326	42,085	...	...	37,518	...	...	37,518	...	3,047	131	
By the Company's Engines over other Companies' Lines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Total	29,970	8,934	38,904	29,970	8,934	38,904	...	3,855	326	43,085	...	...	37,518	...	...	37,518	...	3,047	131	
C.—Miles run by Company's Engines—																				
Over lines owned, leased, or worked by the Company	29,970	8,934	38,904	29,970	8,934	38,904	...	3,855	326	43,085	...	...	37,518	...	...	37,518	...	3,047	131	
Over all Joint Lines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Over other Companies' Lines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Total	29,970	8,934	38,904	29,970	8,934	38,904	...	3,855	326	43,085	...	...	37,518	...	...	37,518	...	3,047	131	

XIII.—Passenger Traffic and Receipts.

Class of Passenger	1923				1922			
	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	28,472	£ 1,792	d. 15.10	28,134	32,561	£ 1,953	d. 14.39	32,245
2nd „	123,654	5,584	10.83	106,867	135,322	5,879	10.42	118,822
3rd „	...	...	...	...	...	...	...	...
Total	152,126	7,376	11.63	135,021	167,883	7,832	11.19	131,067
Season—								
1st Class	4-5/6	£ 77	£ s. d.	4-5/6	5	£ 80	...	5
2nd „	...	...	...	...	...	...	...	...
3rd „	21-11/12	179	...	16-5/6	24 2/3	198	...	19 1/3

## XIV.—Goods Traffic and Receipts.

	1923				1922			
	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
	Tons	£	s. d.		Tons	£	s. d.	Tons
Merchandise ... ..	4,036	1,784	8 10	3,697	8,228	3,326	8 1	7,724
Coal, Coke, and Patent Fuel ... ..	1,617	387	4 2	1,617	2,184	480	4 4	2,184
Other Minerals ... ..	167	19	2 7	167	61	15	4 11	61
<b>Total ... ..</b>	<b>5,820</b>	<b>2,140</b>	<b>7 4</b>	<b>5,481</b>	<b>10,473</b>	<b>3,821</b>	<b>7 3</b>	<b>9,969</b>
	Number			Number originating on the Company's System	Number			Number originating on the Company's System
Live Stock ... ..	8,121	459	1 13	4,561	12,109	£715	1 18	7,854

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

Originating on the Company's System	Tons 1923	Tons 1922
Ale and Porter (including empties) ... ..	504	591
Bacon and Hams, Butter and Eggs ... ..	352	693
Brewers' Grains ... ..	...	...
Bricks, Common ... ..	4	13
Flour and Bran, Sharps and other Flour Mill Offal	726	945
Grain ... ..	1,444	3,073
Groceries (excluding Hams, Bacon and Butter)...	81	125
Manure ... ..	214	1,255
Oil Cake, Cattle Foods ... ..	90	145
Potatoes ... ..	52	222
Stone for Road-making Purposes ... ..	...	...
Timber ... ..	86	163

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

Originating on the Company's System	1923 Number	1922 Number
Horses ... ..	...	...
Cattle ... ..	3,219	4,469
Calves ... ..	...	...
Sheep ... ..	2,193	3,592
Pigs ... ..	2,709	4,048
Miscellaneous ... ..	...	...
<b>Total ... ..</b>	<b>8,121</b>	<b>12,109</b>

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

	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923
	£	£	£	£	£	£	£	£	£	£	£
Total Expenditure on Capital Account (No. 4) ... ..	77,596	77,593	77,589	77,583	77,587	77,571	77,565	77,557	77,549	77,544	77,539
Gross Receipts from Business carried on by the Company (No. 8)...	11,377	11,088	11,363	11,965	...	...	...	...	...	16,711	13,591
Revenue Expenditure on ditto (No. 8) ... ..	7,566	7,696	3,553	9,176	...	...	...	...	...	16,198	14,604
Net Receipts of ditto (No. 8) ... ..	3,811	3,392	2,810	2,789	3,746	3,745	3,756	3,622	3,485	513	1,013
Miscellaneous Receipts net (No. 8) ... ..	340	658	1,539	1,361	404	404	394	528	665	3,237	404
Total Net Income (No. 8) ... ..	4,151	4,050	4,350	4,150	4,150	4,150	4,150	4,150	4,150	3,750	1,875
Interest, Rentals, and other Fixed Charges (No. 9) ... ..	...	...	...	...	...	...	...	...	...	...	...
Dividend on Guaranteed Shares (No. 9) ... ..	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750	3,750
Appropriation to Reserve ... ..	401	300	600	400	400	400	400	400	400	...	...
Brought forward from previous years ... ..	...	...	...	...	...	...	...	...	...	...	...
Carried forward to subsequent years ... ..	...	...	...	...	...	...	...	...	...	...	...

J. O'CONNELL,

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 order and repair.

W. H. HILL, Engineer.

January 25th, 1924.

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 24th, 1924.

Signed by the Board of Directors.

GEORGE ST. JOHN COLTHURST, Chairman of the Company.

T. O'CONNOR, Secretary of the Company.

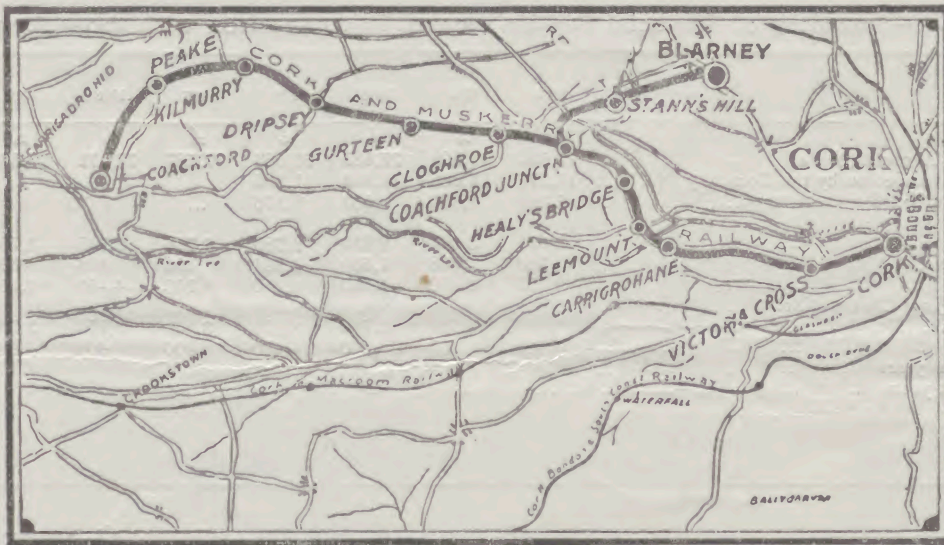
Auditor's Certificate.

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.

JAMES W. HAROLD, Auditor.

January 18th, 1924.

Map of the Cork and Muskerry Light Railway.



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**Gork and Muskerry Light Railway  
Company Limited.**

**Report of the Directors  
AND  
Statement of Account,**

**31st December, 1928.**

---

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 Saturday 23rd, February, 1924, at the hour of 12 30 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, 1923, and for the transaction of the general business of the Company.

The Transfer Books of the Company will be closed from the 9th February to the 23rd February, both days inclusive.

BY ORDER,

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

Company's Office, Western Road,  
Cork, 25th January, 1924.

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 - 23rd FEBRUARY, 1924.  
DIVIDENDS PAYABLE, March and Sept. each year.**



CARRICKFERGUS HARBOUR JUNCTION RAILWAY

Revenue Account

Year ended 31st December 1923

	£	s	d		
To L.M. & S.Rly, N.C.C. for working and upkeep.	276.	7.	4	By Irish Railway Executive	3.19.11
" Irish Railway Clearing House	8.	7.	4	" London Mid & S.Rly, N.C.C.	297.10.9
" Urban Rates	24.	2.	8	" Carrickfergus Harbour Commission	25.3.9
" Secretary	25.	-.	-	" Rent of Severance	10.-
" Office Expenses, Bank Fees, etc.	2.	-.	8	" Grass	1.-.-
" Arbitrators Fees £18.18.-				" Balance - Loss	40.15.7
" Law Costs 10.-.-					
" Auditors Fees 4.4.-	33.	2.	-		
	<u>369.</u>	<u>-.</u>	<u>-</u>		<u>369.-.-</u>
" Balance 40.15.7				" Amount forward from 1922	232.18.7
" Dividends on Guaranteed Capital 325.-.-				" Contributions from Co. Council	126.9.2
	<u>365.15.7</u>			" Balance	<u>6.7.10</u>
" Balance £6.7.10					<u>365.15.7</u>



# CORK CITY RAILWAYS.

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED 31st DECEMBER, 1923.

## 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.
	£	£	£	£	£	£	£	£	£
The Cork City Railways Act, 1906, Sections 29 and 41 ... ..	100,000	50,000	150,000	100,000	50,000	150,000	...	...	...

### 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.
	£	£	£
Ordinary Shares of £10 each ... ..	100,000	100,000	100,000

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

		Raised by Debenture Stock at Four per Cent.
		£
Existing at 31st December, 1923 ... ..		39,300
Existing at 31st December, 1922 ... ..		39,300
Total amount authorised to be raised by Loans and Debenture Stocks in respect of Capital created, as per Statement No. 1 (a) ...		50,000
Total amount raised by Debenture Stock as above... ..		39,300
Balance being available borrowing powers at 31st December, 1923 ... ..		£ 10,700

Dr.

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

Cr.

To Expenditure.	Amount expended to 31st Dec., 1922.	Amount expended during Year.	Total.	By Receipts.	Amount received to 31st Dec., 1922.	Amount received during Year.	Total.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Lines open for Traffic ... ..	161,689 12 8	...	161,689 12 8	Shares and Stocks (No. 2) ...	100,000 0 0	...	100,000 0 0
				Debenture Stocks (No. 3) ...	39,300 0 0	...	39,300 0 0
				Treasury Grant ... ..	25,000 0 0	...	25,000 0 0
<b>TOTAL EXPENDITURE</b> £	161,689 12 8	...	161,689 12 8				
To Balance ... ..			2,610 7 4				
		<b>TOTAL</b> ... £	164,300 0 0	<b>TOTAL RECEIPTS</b> ... £	164,300 0 0	...	164,300 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, 1923. (NIL.)

No. 6.—ESTIMATE OF FURTHER EXPENDITURE ON CAPITAL ACCOUNT. (NIL.)

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

	£	s.	d.
Available Borrowing Powers (as per Statement No. 3) ... ..	10,700	0	0
Add Balance at credit (as per Capital Account No. 4) ... ..	2,610	7	4
TOTAL ... ..	£ 13,310	7	4

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

See Statement.	Gross Receipts.	Expenditure.	Net Loss.	Year 1922.		
				Gross Receipts.	Expenditure	Net Loss.
	£ s. d.	£ s. d.	£ s. d.	£	£	£
10 Railway ... ..	1,371 4 9	6,036 12 5	4,665 7 8	1,976	6,059	4,083
Amount received under Section 2, Sub-section 2, of the Irish Railways (Settlement of Claims) Act, 1921 ... ..		£ s. d. 1,448 0 0				1,430
Miscellaneous Receipts (Net):—						
Rents ... ..		8 0				7
General Interest ... ..		18 18 1	1,467 6 1			3
Net Loss ... ..			3,198 1 7			1,440
Balance brought from last year's Account ... ..			16,221 4 9			13,578
TOTAL NET LOSS ... ..			£ 19,419 6 4			16,221

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

Not applicable to this Company.

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

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

See Abstracts.	To Expenditure.	Year 1922.	Percentage of Traffic Receipts.		By Gross Receipts.	Year 1922.	Percentage of Traffic Receipts.	
			1923.	1922.			1923.	1922.
			£ s. d.	£			Percent.	Per cent.
A—Maintenance and Renewal of Way and Works ... ..	2,053 17 5	1,303	149.78	65.95	Passenger Train Traffic—			
£ s. d.					Passengers—			
C—Locomotive Running Expenses ... ..	972 3 4	1,845			First Class ... ..	7 19 6	3	
D—Traffic Expenses ... ..	2,725 4 0	2,587			Third Class ... ..	- 1 0	23	
	3,697 7 4	4,432	269.64	224.36	Total Receipts from Passengers ... ..		1 0 6	26
E—General Charges ... ..	167 10 11	72	12.22	3.62	Parcels up to 2 cwt., Parcels Post, and Excess Luggage		199 2 3	173
Law Charges ... ..	2 6 6	126	17	6.36	Total Passenger Train Receipts ... ..		200 2 9	199
Compensation (Damage and Loss of Goods, Property, &c.) ... ..	—	—	—	—	Goods Train Traffic—			
Rates ... ..	58 9 11	59	4.26	3.01	Merchandise ... ..	974 18 4	1,370	
National Insurance:—					Live Stock ... ..	75 19 4	94	
Health ... ..	29 17 10	29	2.18	1.44	Coal, Coke and Patent Fuel ... ..	98 9 6	280	
Total Traffic Expenditure	6,009 9 11	6,021	438.25	304.74	Other Minerals ... ..	21 14 10	33	
H—Mileage, Demurrage and Wagon Hire ... ..	27 2 6	38			Total Goods Train Receipts ..	1,171 2 0	1,777	85.41 89.95
TOTAL ... ..	£ 6,036 12 5	6,059			Total Traffic Receipts ... ..	1,371 4 9	1,976	100.00 100.00
					Loss on Working ... ..	4,665 7 8	4,083	
					TOTAL ... ..	£ 6,036 12 5	6,059	

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

	£	s.	d.	Year 1922.	
				£	£
Maintenance of Roads, Bridges and Works :—					
Bridges and other works ... ..	1,300	18	9		877
Roads and Fences ... ..	270	8	10		—
				1,571	7 7
Maintenance of Permanent Way :—					
Repair of Running Lines and Sidings :—					
Wages ... ..	360	19	10		264
Materials ... ..	40	1	5		13
				401	1 3
Maintenance of Signalling ... ..				58	18 11
Maintenance of Telegraphs ... ..				22	9 8
<b>TOTAL</b> ... ..	<b>£</b>			<b>2,053</b>	<b>17 5</b>
					<b>1,803</b>

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

(1) Locomotives.      (2) Carriages.      (3) Wagons.

*Not applicable to this Company.*

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

	£	s.	d.	Year 1922.
				£
Engine Power supplied by Great Southern and Western Railway Company ...	972	3	4	1,845

**ABSTRACT D.—TRAFFIC EXPENSES.**

	£	s.	d.	Year 1922.	
				£	£
Salaries and Wages :—					
Superintendence ... ..	150	0	0		150
Stationmasters and Clerks ... ..	5	17	5		5
Signalmen and Gatemen ... ..	709	0	2		677
Ticket Collectors, Police-men, Porters, &c. ... ..	1,314	14	5		1,160
Guards ... ..	66	12	10		123
				2,246	4 10
					2,115
Fuel, Lighting, Water and General Stores ...	397	13	6		404
Clothing ... ..	16	18	8		19
Printing, Advertising, Stationery, Stamps and Tickets ... ..	2	9	8		6
Shunting Expenses (other than mechanical):—					
Wages ... ..	60	3	4		45
Miscellaneous Expenses ... ..	1	14	0		Cr. 2
<b>TOTAL</b> ... ..	<b>£</b>			<b>2,725</b>	<b>4 0</b>
					<b>2,587</b>

**ABSTRACT E.—GENERAL CHARGES.**

	£	s.	d.	Year 1922.
				£
Office Expenses ... ..	163	4	6	47
Miscellaneous Expenses ... ..	4	6	5	25
<b>TOTAL</b> ... ..	<b>£</b>			<b>72</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.**

*Not applicable to this Company.*

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

	Expenditure.	Year 1922.
		Expenditure.
Mileage and Demurrage ... ..	£ 27 s. 2 d. 6	£ 38

**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.*

**No. 18.—GENERAL BALANCE SHEET.**

Dr.	Year 1922.			Year 1922.			Cr.
	£	s.	d.	£	£	s.	d.
To Capital Account Balance at Credit thereof, as per Account No. 4 ...	2,610	7	4	2,610	By Cash at Bankers ... ..	2,410	0 11
„ Amount due to Railway Companies ...	19,453	3	6	16,381	„ Stock of Stores and Materials ...	21	13 1
„ Accounts payable ... ..	3	3	0	4	„ Amount due by Railway Companies	32	12 4
„ Depreciation Funds (including Arrears of Maintenance) :—					„ Accounts receivable ... ..	213	11 6
Railway ... ..	30	10	4	31	„ Net Revenue, Balance at Debit thereof as per Account No. 8 ... ..	19,419	6 4
<b>TOTAL</b> ... ..	<b>£</b>			<b>22,097</b>	<b>£</b>	<b>22,097</b>	<b>4 2</b>
				<b>18,026</b>			<b>18,026</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 1922.			
	Length of Road, First Track.			Total Miles (reduced to Single Track).							Total of Single Track, including Sidings.			
	M.	Ch.	Lks.	M.	Ch.	Lks.		M.	Ch.	Lks.	M.	Ch.	Lks.	
Lines owned by Company—														
Main Line—														
Albert Quay to Glanmire Road	...	...	...	...	...	...	57	38	...	9	38	...	66	76
Branch Line—														
Victoria Quay Line	...	...	...	...	...	...	45	44	...	—	—	...	45	44
TOTAL	...	...	...	...	...	...	1	22	82	1	22	82	9	38
Do. Year 1922	...	...	...	...	...	...	1	22	82	1	22	82	9	38

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

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

### II.—ROLLING STOCK.

(A).—Steam Locomotives and Tenders.

(B).—Rail Motor Vehicles.

(C).—Trains worked by Electric Power.

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

(E).—Merchandise and Mineral Vehicles.

(F).—Railway Service Vehicles, and 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.

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

### IX.—OTHER INDUSTRIES.

*Not applicable to this Company.*

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

							Year 1922.					
							.....Yards					
Quantities of principal materials used :—												
Ballast	...	...	...	...	...	...	.....Tons					
Rails	...	...	...	...	...	...	.....Tons					
Sleepers	...	...	...	...	...	...	.....Tons					
Miles maintained :—												
Miles of road	...	...	...	...	...	...	M.	Ch.	Lks.	M.	Ch.	Lks.
	...	...	...	...	...	...	1	22	82	1	22	82
Miles of road reduced to single track—												
Running Lines	...	...	...	...	...	...	1	22	82	1	22	82
Sidings	...	...	...	...	...	...	—	9	38	—	9	38
Miles of track renewed	...	...	...	...	...	...	—	—	—	—	—	—

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

Not applicable to this Company.

## 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 ENGINE MILES.
	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 other Companies' Engines ... ..	26	642	668	32	656	688	—	2,478	—	3,166
<i>Ditto</i> Year 1922 ... ..	238	1,038	1,276	239	1,038	1,277	—	4,857	—	6,134
B—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE:— By other Companies' Engines over the Company's Line ... ..	52	1,284	1,336	64	1,312	1,376	—	117	213	1,706
<i>Ditto</i> Year 1922 ... ..	476	2,076	2,552	478	2,076	2,554	—	2,698	1,168	6,420

## XIII.—PASSENGER TRAFFIC AND RECEIPTS.

CLASS OF PASSENGERS.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1922.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
Ordinary:—		£ s. d.	s. d.		Military.	£ s. d.	s. d.	
1st Class ... ..	13	— 19 6	1 6	—	30	2 8 0	1 7.2	—
3rd „ ... ..	2	— 1 0	6	—	909	23 1 2	6.09	—
TOTAL ... ..	15	1 0 6	1 4.4	—	939	25 9 2	6.51	—

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1922.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
	Tons.	£ s. d.	s. d.	Tons.	Tons.	£	d.	Tons.
Merchandise ... ..	29,290	974 18 4	7.99	15,118	46,381	1,370	7.09	24,351
Coal, Coke and Patent Fuel ... ..	1,952	98 9 6	1 0.11	1,695	6,240	280	10.76	6,143
Other Minerals ... ..	418	21 14 10	1 0.48	29	741	33	10.66	225
TOTAL ... ..	31,660	1,095 2 8	8.30	16,842	53,362	1,683	7.57	30,719
	Number.			Number originating on the Company's System.	Number.			Number originating on the Company's System.
Live Stock ... ..	7,246	75 19 4	—	1,105	8,222	94	—	197

XV. (A).—TONNAGE OF THE PRINCIPAL  
CLASSES OF MINERALS AND MERCHANDISE  
CARRIED BY GOODS TRAINS.XV. (B).—NUMBER OF LIVE STOCK CARRIED  
BY GOODS TRAINS.

Originating on the Company's System.	Tons.	Year 1922.	
		Tons.	
Ale and Porter (including empties) ... ..	1,147	935	
Bacon and Hams, Butter and Eggs ... ..	7	—	
Brewers' Grains ... ..	—	17	
Bricks, common ... ..	—	20	
Flour, Bran, Sharps and other Flour Mill Offal	181	237	
Grain ... ..	11,116	21,102	
Groceries (excluding Bacon, Hams and Butter)	8	4	
Oil Cake and Cattle Food ... ..	3	2	
Paraffin Oil ... ..	1,488	1,634	
Potatoes ... ..	—	98	
Timber ... ..	113	72	
TOTAL ... ..	14,063	24,111	

Originating on the Company's System.	Number.	Year 1922.	
		Number.	
Horses ... ..	14	19	
Cattle ... ..	589	13	
Calves ... ..	8	—	
Sheep and Lambs ... ..	—	40	
Pigs ... ..	494	125	
TOTAL ... ..	1,105	197	

**XVI.—SUMMARY OF FINANCIAL RESULTS SECURED.**

	1914.	1915.	1916.	1917.	1918.	1919.	1920.	1921.	1922.	1923.
	£	£	£	£	£	£	£	£	£	£
Total Expenditure on Capital Account (No. 4) ...	164,126	164,126	164,216	164,216	164,235	164,310	164,310	164,310	161,690	161,600
Gross Receipts from Railway (No. 8) ...	1,223	1,701	1,969	<i>Dr. 603</i>	<i>Dr. 406</i>	493	773	2,136	1,976	1,371
Revenue Expenditure on Railway (No. 8) ...	2,728	2,685	3,345	756	938	1,837	2,117	4,047	6,059	6,036
Amount received under Section 2, Sub-section 2 of the Irish Railways (Settlement of Claims) Act, 1921. (No. 8) ...	—	—	—	—	—	—	—	—	1,430	1,448
Miscellaneous Receipts, net (No. 8) ...	16	6	11	9	24	36	36	17	10	19
Total Net Loss (No. 8) ...	1,489	978	1,365	1,350	1,320	1,308	1,308	1,894	2,643	3,198
General Interest (No. 9) ...	—	—	—	—	—	—	—	—	—	—

R. COPE, *Accountant of the Company.*

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

I hereby certify that the whole of the Permanent Way and Works of the Cork City Railways have, during the year 1923, been maintained in good working condition and repair.

JOHN F. SIDES, *Engineer.*

28th January, 1924.

(Signed for the Board of Directors) { CHURCHILL, *Chairman of the Company.*  
F. R. E. DAVIS, *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.

H. R. PRIDEAUX, }  
J. D. AIKMAN, } *Auditors.*

14th February, 1924.



# INDEX.

## PART I.

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(D) Coaching Vehicles (other than Electric)	4
(E) Merchandise and Mineral Vehicles	4
(F) Railway Service Vehicles, and Horses for Shunting	4
III.—Horses and Road Vehicles employed in the Collection and Delivery of Parcels and Goods and in the Conveyance of Passengers	4
IV.—Steamboats	4
V.—Canals	4
VI.—Docks, Harbours, and Wharves	4
VII.—Hotels	4
VIII.—Land, Property, &c., not forming part of the Railway or Stations	4
IX.—Other Industries	4
X.—Maintenance and Renewal of Way and Works (Abstract A)	4
XI.—Maintenance and Renewal of Rolling Stock (Abstract B)	5
XII.—Engine mileage	5
XIII.—Passenger Traffic and Receipts	5
XIV.—Goods Traffic and Receipts	5
XV. (A).—Tonnage of the Principal Classes of Minerals and Merchandise carried by Goods Trains	5
XV. (B).—Number of Live Stock carried by Goods Trains	5
XVI.—Summary of Financial Results secured	6

Certificates of the Responsible Officer as to the Upkeep of the whole of the Company's Property	6
Auditors' Certificate	6
Map	8

Directors.

THE RT. HON. VISCOUNT CHURCHILL, G.C.V.O., Carlton Club, Pall Mall, London, S.W.1, *Chairman.*

SIR S. ERNEST PALMER, BART., 10, Grosvenor Crescent, London, S.W.1

THE RT. HON. LORD BARRYMORE, 20, Hill St., Mayfair, London, W.1.

JOSEPH PIKE, Esq., 17, Cadogan Place, London, S.W.1.

SIR JAMES LONG, Spy Hill Villa, Queenstown, Co. Cork.

**Dork City Railways.**

**FINANCIAL ACCOUNTS AND  
STATISTICAL RETURNS**

FOR THE YEAR ENDED

**31st DECEMBER, 1923.**

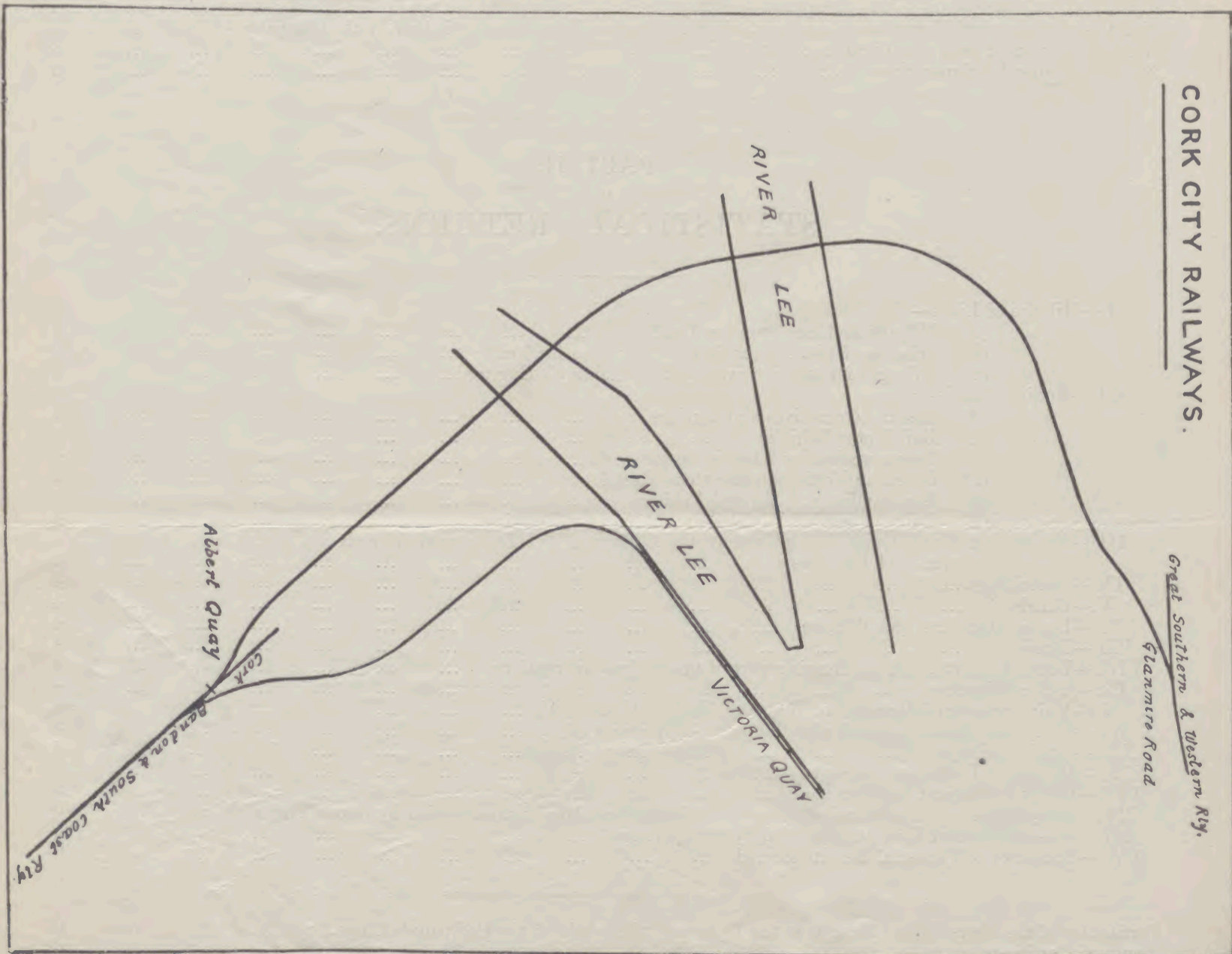
CORK CITY RAILWAYS.—Notice is hereby given that the Next General Meeting of the Proprietors of this Company will be held, pursuant to Act of Parliament, at the principal Office of the Company, Paddington Station, London, W. 2, on Thursday, the Fourteenth day of February next, at thirty-five minutes past two o'clock in the afternoon, for the general purposes of business, and to elect an Auditor in place of one retiring by rotation.

CHURCHILL, *Chairman.*  
F. R. E. DAVIS, *Secretary.*

January 31st, 1924.

50—U. 43—2-24.

Waterlow & Sons Limited, London Wall, London.



# Donoughmore Extension Light Railway Company Limited.

COMPANY'S OFFICES - - WESTERN ROAD, CORK.

.....

## **Committee of Management.**

PATRICK BUCKLEY, M.C.C., Gilcaugh, St. Ann's Hill, Chairman.

DENIS MURRAY, Courtbrack, Blarney.

DAVID MULLANE, Ballykerwick, Donoughmore.

T. J. GOLDEN, Gurrane, Donoughmore.

W. L. KELLEHER, Inniscarra.

PATRICK CROWLEY, M.C.C., Lyre, Banteer.

## **Directors.**

SIR GEORGE ST. JOHN COLTHURST, BART., D.L., Chairman.

M. J. DALY, Esq.

| JOHN J. MAHONY, Esq.

## **Secretary.**

T. O'CONNOR.

~~~~~

## REPORT

*of the Committee of Management to be submitted to the Proprietors at the Annual General Meeting to be held in the Company's Offices, Western Road, Cork, on Saturday, the 23rd day of February, 1924, at 12.50 o'clock p.m.*

~~~~~

The Committee of Management begs to submit the Audited Statement of Accounts for the year ended 31st December, 1923.

The Gross Receipts for the year amount to £1,586 14s. 8d., against £2,045 11s 2d., a decrease of £458 16s. 6d., this loss is no doubt due to the dislocation of traffic for the greater part of the year under review.

The Loss on Working for the year amounts to £352 os. 3d., as against £352 1s. 7d. for the year 1922.

PATRICK BUCKLEY, Chairman.

T. O'CONNOR, Secretary.

Western Road Terminus,  
Cork, 30th January, 1924.

# Donoughmore Extension Light Railway Company Limited.

Financial Accounts for the Year ended 31st December, 1923.

## PART I.—FINANCIAL ACCOUNTS.

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

Capital authorised by Privy Council	£35,000 0 0
-------------------------------------	-------------

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—Statement of Capital showing Proportion Received.

Description	Amount Created	Amount Received	Calls in Arrears	Amount Uncalled	Amount Unissued
Baronial Guaranteed Shares, £1 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

*to see Table N. 9.*

No. 3—Not Applicable.

Dr.

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

Cr.

	Amount Expended up to 31st Dec., 1922.			Amount Expended during year ended 31st Dec., 1923.			TOTAL			Amount Received up to 31st Dec., 1922.			Amount Received during year ended 31st Dec., 1923.			TOTAL			
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
To EXPENDITURE:—																			
On Lines open for Traffic	30,130	15	2	...	...	...	30,130	15	2	By RECEIPTS—									
Rolling Stock	2,970	0	0	...	...	...	2,970	0	0	Guaranteed Shares allotted	30,000	0	0	...	...	...	30,000	0	0
Balance	...	...	...	...	...	...	6	2	4	Ordinary Shares	3,000	0	0	...	...	...	3,000	0	0
										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, 1923.

NIL.
------

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

	FURTHER EXPENDITURE					
	During the Year ending 31st Dec. 1923.		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.
Balance as Credit, per Account No 4	2,000	0	0
	6	2	4
	2,006	2	4

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

See Statement	1923			1922		
	Gross Receipts	Expenditure	Net Receipts	Gross Receipts	Expenditure	Net Receipts
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
10 Railway	1,586 14 8	4,244 2 4	Loss 2,657 7 8	2,045 11 2	4,221 10 9	Loss 2,175 19 7
Total	1,586 14 8	4,244 2 4	Loss 2,657 7 8	2,045 11 2	4,221 10 9	Loss 2,175 19 7
Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921			2,215 10 11			1,789 0 0
Miscellaneous Receipts (Net)—			441 16 9			386 19 7
Rents from Houses and Lands		£22 8 0				
Other Rents, including Lump-sum Tolls		5 12 0				
Transfer Fees		0 2 6				
General Interest		61 14 0	89 16 6			34 18 0
Loss on Working			352 0 3			352 1 7
Received from County Council for half-year ended 30th June, 1923			884 3 2			874 2 0
			482 2 11			482 0 5

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

	1923	1922
	£ s. d.	£
Net Income as per Statement No. 8	482 2 11	482
Due by County Council to 31st December, 1923	717 17 1	718
Dividend on 4% Guaranteed Shares, 6,000 Shares of £5 each, £30,000 at 4% per annum	1,200 0 0	1,200

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

	1923	1922
	£ s. d.	£
Interim Dividend paid on £30,000 4% Guaranteed Shares, half-year ended 30th June, 1923	600 0 0	600

## No. 10—Receipts and Expenditure in respect of Railway Working.

By Expenditure	1923		Percentage of Traffic Receipts	1922		Percentage of Traffic Receipts	By Gross Receipts		1923		Percentage of Traffic Receipts	1922		Percentage of Traffic Receipts
	£	s. d.		£	s. d.		£	s. d.	£	s. d.		£	s. d.	
<i>See Abstracts</i>														
A—Maintenance and Expenses of Way and Works	1,009	11 7	63·64	1,172	12 2	57·36	Passenger Train Traffic—							
B—Maintenance and Removal of Rolling Stock—							Ordinary Passengers—							
(1) Locomotives	378	5 11	23·75	326	11 0	15·94	First Class	54	12 4			45	5 4	
(2) Carriages	148	11 7	9·25	137	12 1	6·74	Third Class	905	0 3			919	4 3	
(3) Wagons	117	1 7	7·25	101	10 9	4·98	Season Tickets—							
C—Locomotive Running Expenses	1,289	2 9	65·50	1,162	5 11	56·82	First Class	23	13 11			23	19 8	
D—Traffic Expenses	895	18 4	56·21	946	13 7	46·30	Third Class					988	9 3	
E—General Charges	401	13 1	25·32	201	5 0	14·22	Total Receipts from Passengers			988	6 6			
Legal Expenses, &c.				24	7 0	1·17	Mails							
Compensation, Damage and Loss of Goods							Parcels up to 2 cwt., Parcels Post and Excess Luggage							
Rates	85	12 8	2·24	37	4 0	1·80	Other Merchandise by Passenger Trains							
Rent	1	17 0	·11	1	17 0	·21	Total Passenger Train Receipts			1,025	4 8			51·93
National Insurance Act, 1911—							Goods Train Traffic—							
Health				16	7 10	·83	Merchandise	389	0 5					
Unemployment							Coke, Coal and Patent Fuel	35	19 11					
							Other Minerals	7	19 6					
							Live Stock	138	10 2					
Total Traffic Expenditure	4,244	2 4	254·30	4,218	16 6	206·45	Total Goods Train Receipts			561	10 0			48·07
Miscellaneous				2	14 3		Total Traffic Receipts			1,586	14 8			100·00
Total Expenditure	4,244	2 4		4,221	10 9		Loss on Working			2,657	7 8			
Total	4,244	2 4		4,221	10 9		Total			4,244	2 4			

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

	1923		1922
	£ s. d.	£ s. d.	
Superintendence—			
Salaries .. .. .	108	15 2	108
Other Expenses, &c. ... ..	...	...	...
		108 15 2	
Maintenance of Permanent Way—			
Wages ... .. .	652	9 7	780
Materials ... .. .	203	18 4	270
		856 7 11	
Clothing ... .. .			
Repairs of Roads, Bridges, Signals, and other Works ... ..			
Repairs of Stations and Buildings ... .. .	49	8 6	16
		49 8 6	
Miles Maintained—			
Single ... 18 ... .. .			
Total ... .. .		1,009 11 7	1,173

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

(1)—Locomotives.

(2)—Carriages.

	1923			1922				1923			1922		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Superintendence—							Superintendence—						
Salaries ... .. .	18	6 1				24 11 5	Salaries ... .. .	18	6 1				24 11 5
Office Expenses, &c. ... ..						...	Office Expenses, &c. ... ..						...
				18	6 1						18	6 1	
Complete Renewals—							Complete Renewals—						
Wages ... .. .						...	Wages ... .. .						...
Materials ... .. .						...	Materials ... .. .						...
Repairs and Partial Renewals—							Repairs and Partial Renewals—						
Wages ... .. .	214	10 3				225 17 8	Wages ... .. .	57	8 1				57 17 1
Materials ... .. .	145	9 7				76 1 11	Materials ... .. .	72	17 5				55 3 7
				359	19 10						180	5 6	
				378	5 11	326 11 0					148	11 7	137 12 1

(3)—Wagons.

	1923			1922		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Superintendence—						
Salaries ... .. .	18	6 0				24 11 5
Office Expenses, &c. ... ..						...
				18	6 0	
Complete Renewals—						
Wages ... .. .						...
Materials ... .. .						...
Repairs and Partial Renewals—						
Wages ... .. .	56	6 2				47 5 5
Materials ... .. .	42	9 5				29 13 11
				98	15 7	
				117	1 7	101 10 9

## Abstract C.—Locomotive Running Expenses.

	1923		1922	
	£	s. d.	£	s. d.
Steam Train Working				
Wages connected with the Running of Locomotive Engines	562	17 8	596	0 2
Fuel	627	13 2	515	12 8
Water				
Lubricants	48	11 11	50	13 1
		1,239 2 9		
			1,162	5 11
		1,239 2 9		

## Abstract D.—Traffic Expenses.

	1923		1922	
	£	s. d.	£	s. d.
Salaries and Wages—				
Superintendence				
Stationmasters and Clerks	451	18 10	486	0 9
Signalmen and Gatemen	59	12 10	63	1 6
Ticket Collectors, Policemen, Porters, &c.	217	2 3	205	9 1
Guards	134	4 6	153	5 3
		862 18 5		
Fuel, Lighting, Water, and General Stores		6 13 10	11	4 2
Advertising, &c.		4 7 9	6	14 8
Printing, Stationery, and Tickets		11 12 7	5	1 7
Wagon Covers and Ropes				
Miscellaneous Expenses		3 0 0	7	15 6
Clothing		7 5 9	12	1 5
		895 18 4		
Total			946	13 7

## Abstract E.—General Charges.

	1923		1922	
	£	s. d.	£	s. d.
Committee of Management				
Auditors	12	12 0	12	12 0
Arbitrators	18	18 0	18	18 0
Salaries—Secretary, General Manager, Accountant, &c.	256	0 0	130	0 0
County Surveyor	8	8 0	8	8 0
Office Expenses, Stamps, &c.	33	7 0	31	10 6
Railway Clearing House Expenses				
Telephone Expenses	5	0 0	11	8 0
Miscellaneous Expenses	29	5 0	35	2 0
Insurance	38	3 1	43	6 6
Total	401	13 1	291	5 0

Dr.

## No. 18.—General Balance Sheet.

Cr.

	1923		1922			1923		1922	
	£	s. d.	£			£	s. d.	£	
To Capital Account—Balance per Account No. 4	6	2 4	6		By Interim Dividend paid per Account No. 9 (a)	600	0 0	600	
„ Interest on Guaranteed Dividend, 1 year to 31st December, 1923	1,200	0 0	1,200		„ Due by County Council to 31st December, 1923, as per Account No. 9	717	17 1	718	
„ Dividends Outstanding	125	2 2	514		„ Outstanding Accounts	18	3 4	21	
„ Outstanding Accounts	28	14 1	36		„ Munster and Leinster Bank	1,559	8 0	1,917	
„ Cork and Muskerry Railway	71	5 2	41						
„ Depreciation Fund (Railway)	1,464	4 8	1,459						
	2,895	8 5	3,255			2,895	8 5	3,255	



## 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	1922
Lines Owned by the Company—	M. Ch.			M. Ch.	M. Ch.	M. Ch.
Main and Principal Line ... ..	8 40	...	..	22½	8 62½	8 62½
Total ... ..	8 40	...	...	22½	8 62½	8 62½

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

	1923		1922	
	M. Ch.	M. Ch.	M. Ch.	M. Ch.
Lines Owned by the Company ... ..	8 62½	8 62½	8 62½	8 62½
Lines Leased or Worked by the Company	...	...	...	...
Total ... ..	8 62½	8 62½	8 62½	8 62½

### II.—ROLLING STOCK.

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

DESCRIPTION	Number	Number
	1923	1922
Tender Engines ... ..	...	...
Tank Engines—0-4-4 ... ..	1	1
Total ... ..	1	1
Tenders ... ..	...	...

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

	1923	Seats or Berths				1922
	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 ... ..	...	...	...	...	...	...
Total ... ..	2	10	...	70	80	2
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 ... ..	...	...	...	...	...	...
Total Coaching Vehicles ... ..	3					3

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

	1923	1922
	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 ... ..	...	...
Total ... ..	12	12

#### (F)—Railway Service Vehicles.

	1923	1922
	Number	Number
Ballast Wagons ... ..	...	...
Travelling Cranes ... ..	...	...
Miscellaneous ... ..	...	...
Total ... ..	...	...

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

	1923	1922
	Number	Number
Houses and Cottages for Company's Servants ... ..	9	9

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

	1923		1922	
	M.	Ch.	M.	Ch.
<b>Quantities of principal materials used—</b>				
Ballast ... ..	352	cubic yds.	...	...
Rails ... ..	...	Tons cwt. qrs. lbs	4	2 14
Fencing ... ..	26	...	...	...
Sleepers ... ..	173	...	392	...
<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 ... ..	0	22½	0	22½
Miles of track renewed ... ..	...	...	...	...

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

	In Company's Workshops Number	By Contract Number	Total	
			1923	1922
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.

	1923										1922									
	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	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
	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	...	...	12,838	...	...	12,838	...	2,606	...	15,444	...	...	10,710	...	...	10,710	...	585	44	11,339
Over the Company's System by other Companies' Engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	...	...	12,838	...	...	12,838	...	2,606	...	15,444	...	...	10,710	...	...	10,710	...	585	44	11,339
B.—Miles run in relation to the Company's Expenditure— By the Company's Engines over Lines owned, leased, or worked by the Company	...	...	12,838	...	...	12,838	...	2,606	144	15,588	...	...	10,710	...	...	10,710	...	585	44	11,339
By the Company's Engines over other Companies' Lines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	...	...	12,838	...	...	12,838	...	2,606	144	15,588	...	...	10,710	...	...	10,710	...	585	44	11,339
C.—Miles run by Company's Engines— Over lines owned, leased, or worked by the Company	...	...	12,838	...	...	12,838	...	2,606	144	15,588	...	...	10,710	...	...	10,710	...	585	44	11,339
Over all Joint Lines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Over other Companies' Lines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	...	...	12,838	...	...	12,838	...	2,606	144	15,588	...	...	10,710	...	...	10,710	...	585	44	11,339

XIII.—Passenger Traffic and Receipts.

Class of Passenger	1923				1922			
	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	931	£ 55	d. 14.17	362	796	£ 45	d. 13.56	350
2nd ”	...	...	...	...	...	...	...	...
3rd ”	24,281	905	8.94	18,489	24,559	919	8.69	18,375
Total	25,212	960	9.13	18,851	25,355	964	8.84	18,725
Season— 1st Class	...	£	£ s. d.	...	...	£	£ s. d.	...
2nd ”	...	...	...	...	...	...	...	...
3rd ”	5-1/12	24	...	5-1/12	5	24	...	5

## XIV.—Goods Traffic and Receipts.

	1923				1922			
	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
	Tons	£	s. d.		Tons	£	s. d.	Tons
Merchandise ... ..	1,393	389	5 7	339	3,107	782	5 0	504
Coal, Coke, and Patent Fuel ... ..	276	36	2 7	...	353	43	2 5	...
Other Minerals ... ..	70	8	2 3	...	7	5	14 3	...
Total ... ..	1,739	433	4 11	339	3,467	830	4 9	504
	Number			Number originating on the Company's System	Number			Number originating on the Company's System
Live Stock ... ..	3,560	129	8·7	3,560	4,255	153	8·62	4,255

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

Originating on the Company's System	Tons 1923	Tons 1922
Ale and Porter (including empties) ... ..	...	...
Bacon and Hams, Butter and Eggs ... ..	...	...
Brewers' Grains ... ..	...	...
Bricks, Common ... ..	...	...
Flour and Bran, Sharps and other Flour Mill Offal ... ..	...	...
Grain ... ..	...	...
Groceries (excluding Hams, Bacon and Butter) ... ..	...	...
Manure ... ..	...	...
Oil Cake, Cattle Foods ... ..	...	...
Potatoes ... ..	...	...
Stone for Road-making Purposes ... ..	...	...
Timber ... ..	...	...

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

Originating on the Company's System	1923 Number	1922 Number
Horses ... ..	...	...
Cattle ... ..	1,189	1,218
Calves ... ..	...	...
Sheep ... ..	1,124	1,494
Pigs ... ..	1,247	1,543
Miscellaneous ... ..	...	...
Total ... ..	3,560	4,255

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

	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923
	£	£	£	£	£	£	£	£	£	£	£
Total Expenditure on Capital Account (No. 4) ... ..	33,101	33,101	33,101	33,101	33,101	33,101	33,101	33,101	33,101	33,101	33,101
Gross Receipts from Business carried on by the Company (No. 8) ... ..	1,719	1,717	1,742	1,804	...	...	...	...	...	3,835	3,802
Revenue Expenditure on ditto (No. 8) ... ..	2,087	2,085	2,174	2,523	...	...	...	...	...	4,222	4,244
Net Receipts of ditto (No. 8) ... ..	Dr. 368	368	432	719	386	386	397	382	373	387	442
Miscellaneous Receipts net (No. 8) ... ..	21	22	19	18	22	22	22	27	31	35	90
Total Net Income (No. 8) ... ..	478	505	355	237	478	478	470	476	488	482	482
Interest, Rentals, and other Fixed Charges (No. 9) ... ..	...	...	...	...	...	...	...	...	...	...	...
Dividend on Guaranteed Shares (No. 9) ... ..	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
Appropriation to Reserve ... ..	...	...	...	...	...	...	...	...	...	...	...
Brought forward from previous years ... ..	...	...	...	...	...	...	...	...	...	...	...
Carried forward to subsequent years ... ..	...	...	...	...	...	...	...	...	...	...	...

J. O'CONNELL,

Accountant, Cork &amp; 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 30th, 1924.

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 31st, 1924.

Signed by the Board of Directors.

PATRICK BUCKLEY, *Chairman of the Company*.  
T. O'CONNOR, *Secretary of the Company*.

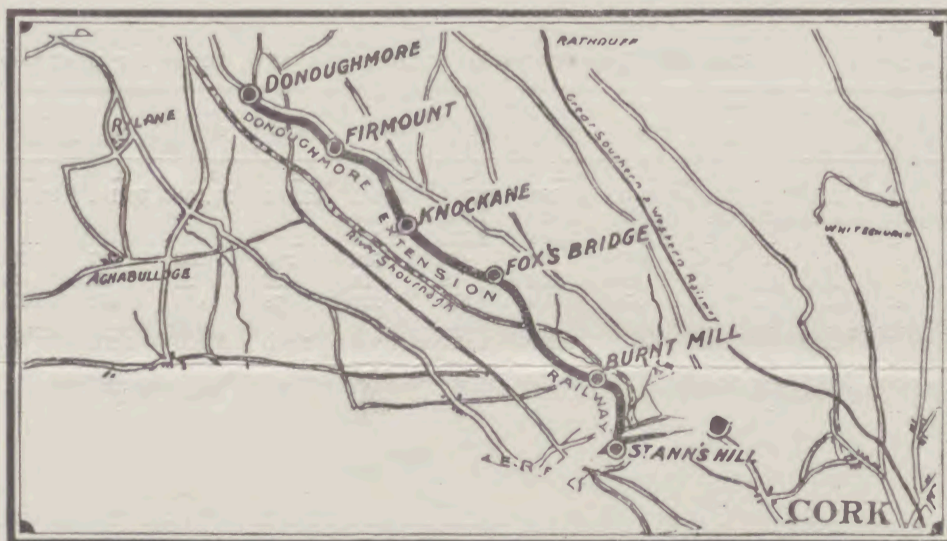
Auditors' Certificate.

I hereby certify that the foregoing Accounts contain a full and true statement of the Financial condition of the Company.

JOHN T. HEALY, *Auditor*.

January 19th, 1924.

Map of the Donoughmore Extension Light Railway.



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# Donoughmore Extension Light Railway Co. Ltd.

## Report of the Committee of Management AND Statement of Accounts,

31st December, 1923

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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 Saturday 23rd, February, 1924, at the hour of 12.50 o'clock p.m., for the purpose of receiving the Report and a Statement of the Accounts made up to the 31st December, 1923, and for the transaction of the general business of the Company.

The Transfer Books of the Company will be closed from the 9th February to the 23rd February, both days inclusive.

BY ORDER,

T. O'CONNOR,

SECRETARY.

Company's Office, Western Road,  
Cork, 30th January, 1924.

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 - 23rd FEBRUARY, 1924.**  
**DIVIDENDS PAYABLE, March and September**

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, 1923.

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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 Thursday, the 28th day of FEBRUARY, 1924, at 12 o'clock, noon.

# DUBLIN AND SOUTH EASTERN RAILWAY CO.

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## Directors :

SIR THOMAS HENRY GRATTAN ESMONDE, BART. (*Senator*), Ballynastragh, Gorey,  
Co. Wexford, *Chairman*.

THE RIGHT HON. HENRY GIVENS BURGESS, P.C. (*Senator*), Eglinton House,  
Eglinton Park, Dun Laoghaire, Co. Dublin, *Deputy Chairman*.

FREDERIC W. PIM, Esq., Lonsdale, Blackrock, Co. Dublin.

RICHARD W. BOOTH, Esq., Killowen, Shrewsbury Road, Co. Dublin.

JEREMIAH MACVEAGH, Esq., B.L., 1 Gordon Square, London, W.C.

JOHN BOLGER, Esq., Ferns, Co. Wexford.

JAMES C. R. LARDNER, Esq., K.C., 22 Ailesbury Road, Dublin.

## Auditor :

E N EDWARDS, Esq., 6 Mount Eden Road, Donnybrook, Co. Dublin.

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## REPORT OF THE DIRECTORS.

Your Directors submit herewith the Accounts for the Year ending 31st December, 1923, duly verified by your Auditor and examined and approved by Messrs. Price, Waterhouse & Company, Chartered Accountants.

After providing for the payment of all Fixed Charges, and transferring £12,800 from the amount received under the provisions of the "Irish Railways (Settlement of Claims) Act, 1921," there appears a balance of £31,791, out of which the Dividend at the rate of 4 per cent. per annum on the Consolidated Preference Stock, paid in respect of the half-year ending 30th June last, absorbs £9,271.

Out of the balance remaining your Directors now recommend payment of a Dividend at the rate of 4 per cent per annum on the Consolidated Preference Stock for the half-year ending 31st December, 1923, amounting to £9,271, and a Dividend of one per cent. for the year on the Consolidated Ordinary Stock, amounting to £9,670, leaving £3,579 to be carried to next Account.



## WAGES AND CONDITIONS OF SERVICE OF THE STAFF.

No radical alteration in Rates of Wages and Conditions of Service occurred in 1923, but the small changes made in Wages were mostly of a higher tendency, notably those affecting Shop Men and General Labourers in the Locomotive and Permanent Way Departments.

A scheme for negotiation in the matter of Wages and Conditions of Service has been agreed upon between the Irish Railway Companies and the Railway Workers' Unions, by which it is hoped that reasonable modifications of the present conditions will be mutually arranged.

## DAMAGES ARISING OUT OF POLITICAL DISTURBANCES.

Since 1922 a further claim has been lodged under the Malicious Injuries Act, amounting to £52,027 17s. 0d. in respect of malicious damage to the Company's Buildings, Works, and Plant, during the early months of the year, which, with the claim of £32,078 19s. 3d. lodged up to 31st December, 1922, brings the Company's total claim to £84,106 16s. 3d.

About £30,000 has been expended towards making good the damage, and the Government advanced £17,000 up to the 31st December last on account of this expenditure. Since that date a further advance of £6,000 on account has been received.

## DIRECTORS.

The Directors retiring by rotation are Mr. John Bolger and Mr. James C. R. Lardner, K.C., who, being eligible, offer themselves for re-election.

## AUDITOR.

The Directors greatly regret to record the death of Mr. Marcus Goodbody in August last. Mr. Goodbody was one of the Shareholders' Auditors from the year 1906 until the time of his death.

The vacant Auditorship is due to be filled by election at the coming Annual General Meeting.

THOMAS H. GRATTAN ESMONDE, *Chairman.*  
R. D. GRIFFITH, *Secretary.*

SECRETARY'S OFFICE,  
WESTLAND ROW STATION,  
8th February, 1924.

*N.B.—A Form of Proxy is being sent under separate cover, 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 o'clock noon on Tuesday, 26th February. Any special direction of any Proprietor will be observed.*

The Dividend Warrants are intended to be posted on 4th 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 and Statistical Returns for the Year ending 31st December, 1923.

### 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 and 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	—	—	—	—
TOTAL ... ..	£ 1,430,557	£ 1,570,150	£ 217	£ 139,810	£ 1,430,557	£ —	£ —	£ —	£ —

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			Total Debenture Stocks			
	£	s.	d.	£	s.	d.	£	£	
Existing at 31st December, 1923 ...	Nil	953,226	13 4	77,998	6 8	701,189	330,036	1,031,225	1,031,225
Existing at 31st December, 1922 ...	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 1923 ... ..	—	—	—	—	—	—	—	—	£ 350,000

Dr. No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. Cr.

To Expenditure	Amount expended to 31st December, 1922	Amount expended during Year as per No. 5	Total	By Receipts	Amount received to 31st December, 1922	Amount received during Year	Total
	£	s.	d.	£	s.	d.	£
Lines open for Traffic ... ..	2,122,258	8 11	—	Shares and Stocks (No. 2) ...	1,570,150	0 0	1,570,150
Lines Leased ... ..	247,383	7 10	—	Debenture Stocks (No. 3) ...	953,226	13 4	953,226
Rolling Stock ... ..	310,210	10 5	—	Premiums on Debenture Stocks	19,060	17 2	19,060
Manufacturing and Repairing Works and Plant—							
Land and Buildings ... ..	1,158	10 0	—				
Plant and Machinery ... ..	15,289	3 1	—				
Total Capital expended upon Railway ... ..	2,696,300	0 3	—	TOTAL RECEIPTS ... ..	£ 2,542,437	10 6	£ 2,542,437
Hotels ... ..	34,719	2 1	—				
Land, Property, &c., not forming part of the Railway or Stations—				By Balance ... ..			223,770
Used in connection with Railway working ... ..	1,780	0 0	—				
Not used in connection with Railway working ... ..	32,408	13 7	—				
Subscription to Wicklow Fore-shore Protective Works ... ..	1,000	0 0	—				
TOTAL ... ..	£ 2,766,207	15 11	£ 2,766,207	15 11			£ 2,766,207

No. 4 (a).—SUBSCRIPTIONS TO OTHER COMPANIES.—*Not Applicable.*

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDING  
31st DECEMBER, 1923.

Nil.

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

Unascertained.

## 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))	...	...	£	—
Stock and Share Capital created, but not yet received (as per Statement No. 2)	...	...	—	—
Available borrowing powers (as per Statement No. 3)	...	...	350,000	—
			350,000	
Debit balance on Capital Account (as per No. 4)	...	...	£223,770	5 5

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

See Statement		Gross Receipts		Expenditure		Net Receipts		Year 1922		
		£	s. d.	£	s. d.	£	s. d.	Gross Receipts	Expenditure	Net Receipts
10	Railway	512,749	6 1	412,403	1 1	100,346	5 0	498,068	411,861	86,207
15	Refreshment Rooms and Cars where catering is carried on by the Company	11,164	19 11	9,087	19 2	2,077	0 9	12,307	9,796	2,511
	TOTAL	523,914	6 0	421,491	0 3	102,423	5 9	510,375	421,657	88,718
	Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921					12,800	0 0			22,000
	Miscellaneous Receipts (net)—									
	Rents from Houses and Lands			3,171	6 7					2,908
	Rents from Hotels			Dr. 35	9 6					21
	Other Rents, including Lump-sum Tolls			5,073	3 1					5,022
	Transfer Fees			104	7 6					83
	Interest and Dividends from Investments									172
						8,313	7 8			3,206
	Total Net Income					£	123,536	13 5		118,924

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

					Year 1923		Year 1922
					£	s. d.	£
Balance brought forward from last year's Account	...	...	...	...	3,511	19 0	3,555
Net Income (as per Statement No. 8)	...	...	...	...	123,536	13 5	118,924
	TOTAL				127,048	12 5	122,479
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
Do. Proportion of Net Receipts	...	...	...	5,504	9 3		5,421
					9,504	9 3	9,421
New Ross and Waterford Extension Railways—Guarantee	...	...	...	£4,000	0 0		4,000
Do. Proportion of Net Receipts	...	...	...	368	17 3		372
					4,368	17 2	4,372
General Interest	...	...	...	...	8,434	15 11	4,012
	TOTAL				95,257	2 5	90,754
Balance after payment of Fixed Charges	...	...	...	...	31,791	10 0	31,725
Dividends on Preference Stocks—Consolidated Preference Stock, at 4 per cent. per annum	...	...	...	...	18,542	13 8	18,543
Balance available for Dividends on Consolidated Ordinary Stock	...	...	...	...	£	13,248	16 4
Dividend on Consolidated Ordinary Stock, at one per cent. per annum	...	...	...	...	9,669	18 0	9,670
Balance carried forward to next Year's Account	...	...	...	...	3,578	18 4	3,512

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

					£	s. d.	£
Balance available for Dividends and Reserve, after payment of Fixed Charges (as per Account No. 9)	...	...	...	...	31,791	10 0	31,725
Deduct—Interim Dividend paid :—4 per cent. Consolidated Preference Stock, at 2 per cent.	...	...	...	...	9,271	6 10	9,272
Undivided Balance at 31st December, carried to Balance Sheet	...	...	...	...	£	22,520	3 2

Dr.

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

Main table showing To Expenditure and By Gross Receipts with columns for Year 1922, Percentage of Traffic Receipts, and various sub-categories like Maintenance and Renewal of Way and Works, Locomotive Running Expenses, etc.

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

Abstract A table detailing maintenance and renewal costs, including Superintendence, Maintenance of Roads, Bridges and Works, Permanent Way, Repairs of Running Lines and Sidings, Signalling, Telegraphs, Stations and Buildings, and Transfer from Depreciation Fund.

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

## (1) LOCOMOTIVES.

	£	s.	d.	£	s.	d.	Year 1922
Superintendence—							£
Salaries ... ..	999	2	5				995
Office Expenses ... ..	59	6	11				82
				1,058	9	4	1,077
Purchase of New Locomotives ... ..							19,326
Repairs and Partial Renewals—							
Wages ... ..	24,722	19	6				20,486
Materials ... ..	10,152	3	7				10,862
				34,875	3	1	31,348
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant ... ..	569	4	2				779
Other Expenses ... ..	2,905	12	9				3,213
				3,474	16	11	3,992
				39,408	9	4	55,743
Deduct—Engine Power supplied to and by the Company (Balance) ... ..				652	12	0	1,185
				38,755	17	4	54,558
Transfer from Suspense Account ... ..							19,326
„ to Suspense Account ... ..	10,293	1	8				2,342
				10,293	1	8	21,668
TOTAL ... ..	£			28,462	15	8	32,890

## (2) CARRIAGES.

	£	s.	d.	£	s.	d.	Year 1922
Superintendence—							£
Salaries ... ..	499	11	6				497
Office Expenses ... ..	31	7	7				49
				530	19	1	546
Repairs and Partial Renewals—							
Wages ... ..	8,137	7	0				11,774
Materials ... ..	3,952	12	7				11,035
				12,089	19	7	22,809
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant ... ..	38	8	5				275
Other Expenses ... ..	673	19	7				1,013
				712	8	0	1,288
				13,333	6	8	24,643
Transfer from Depreciation Fund ... ..							12,756
„ to Suspense Account ... ..	2,406	1	10				105
				2,406	1	10	12,861
TOTAL ... ..	£			10,927	4	10	11,782

## (3) WAGGONS.

	£	s.	d.	£	s.	d.	Year 1922
Superintendence—							£
Salaries ... ..	499	11	0				497
Office Expenses ... ..	30	4	11				38
				529	15	11	535
Repairs and Partial Renewals—							
Wages ... ..	6,540	15	11				6,854
Materials ... ..	3,829	9	6				6,782
				10,370	5	5	13,636
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant ... ..	35	3	2				64
Other Expenses ... ..	648	10	0				779
				683	13	2	843
Transfer to Suspense Account ... ..							11,583
				1,117	6	1	938
TOTAL ... ..	£			10,466	8	5	14,076

## ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	£	s.	d.	£	s.	d.	Year 1922
Superintendence—							£
Salaries ... ..	1,998	4	10				1,990
Office Expenses ... ..	123	15	10				149
				2,122	0	8	2,139
Steam Train Working—							
Wages connected with the Running of Locomotive Engines ... ..	41,272	15	0				37,814
Fuel ... ..	56,731	14	5				49,300
Water ... ..	2,465	15	3				2,334
Lubricants ... ..	1,505	9	8				1,399
Other Stores, including Clothing ... ..	2,511	12	10				1,845
Miscellaneous ... ..	881	11	5				401
				105,368	18	7	93,093
				107,490	19	3	95,232
Deduct—Engine Power supplied to and by the Company (Balance) ... ..				2,299	3	0	2,664
TOTAL ... ..	£			105,191	16	3	92,568

## ABSTRACT D.—TRAFFIC EXPENSES.

	£	s.	d.	£	s.	d.	Year 1922
Salaries and Wages—							£
Superintendence ... ..	7,154	1	11				7,153
Stationmasters and Clerks ... ..	26,002	5	6				25,573
Signalmen and Gatemen ... ..	15,952	13	7				16,823
Ticket Collectors, Policemen, Porters, &c. ... ..	42,950	19	4				41,695
Guards ... ..	5,906	15	0				5,720
				97,966	15	4	96,964
Fuel, Lighting, Water, and General Stores ... ..	4,820	18	11				5,399
Clothing ... ..	2,448	1	1				1,293
Printing, Advertising, Stationery, Stamps, and Tickets ... ..	4,639	6	7				4,079
Wagon Covers, &c. ... ..	281	12	7				294
Expenses of Joint Stations and Junctions ... ..	Cr. 1,400	0	0				Cr. 1,437
Cleaning, Lubricating, and Lighting of Vehicles ... ..	5,249	9	4				5,146
Shunting Expenses (other than Mechanical)							
Wages ... ..	2,685	13	3				2,448
Other Expenses ... ..	1	18	11				1
				2,687	12	2	2,449
Working of Stationary Engines, Hoists, Cranes, &c. ... ..	433	15	1				245
Railway Clearing House Expenses ... ..	2,168	16	3				1,462
Miscellaneous Expenses ... ..	1,139	4	8				1,066
TOTAL ... ..	£			120,435	12	0	116,960

## ABSTRACT E.—GENERAL CHARGES.

	£	s.	d.	£	s.	d.	Year 1922
Directors' Fees voted by Shareholders ... ..	2,500	0	0				2,500
Auditors and Public Accountants ... ..	235	13	4				330
Salaries of Secretary, General Manager, Accountant, and Clerks ... ..	10,498	8	6				10,641
Office Expenses, ditto ditto ... ..	1,474	0	11				1,775
Rating Expenses ... ..	15	6	3				—
Fire, &c., Insurance ... ..	459	14	9				468
Superannuation and Benevolent Funds, Pensions, &c. ... ..	5,255	13	11				5,398
Subscriptions and Donations ... ..	48	15	0				57
Miscellaneous Expenses ... ..	1,381	5	10				2,980
TOTAL ... ..	£			21,868	18	6	24,149

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

	£	s.	d.	£	s.	d.	Year 1922
Amounts paid for Hired Cartage ... ..	3,650	8	11				3,705
TOTAL ... ..	£			3,650	8	11	3,705
Amount charged to Passenger Train Traffic ... ..				2,823	12	8	2,919
Amount charged to Goods Traffic ... ..				826	16	3	786

## 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 1922		
				Receipts	Expenditure	Balance
	£ s. d.	£ s. d.	£ s. d.	£	£	£
Mileage and Demurrage—						
Passenger Train Vehicles ... ..	9 3 0	103 17 8	Dr. 94 14 8	5	152	Dr. 147
Goods Train Vehicles ... ..	99 10 5	184 3 9	Dr. 84 13 4	74	8	Cr. 66
Hire of—						
Passenger Train Vehicles ... ..	—	—	—	—	—	—
Goods Train Vehicles ... ..	—	—	—	—	—	—
TOTAL ... ..	£ 108 13 5	288 1 5	Dr. 179 8 0	79	160	Dr. 81

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

*Not Applicable.*

## No. 1.—RECEIPTS AND EXPENDITURE IN RESPECT OF OMNIBUSES AND OTHER PASSENGER VEHICLES NOT RUNNING ON THE RAILWAY.

*Not Applicable.*

## No. 11a.—RECEIPTS AND EXPENSES IN RESPECT OF GOODS MOTOR LORRIES NOT RUNNING ON THE RAILWAY AND NOT ENGAGED IN COLLECTION AND DELIVERY OF TRAFFIC.

*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 REFRESHMENT ROOMS AND CARS WHERE CATERING IS CARRIED ON BY THE COMPANY.

To EXPENDITURE		Year 1922	BY GROSS RECEIPTS		Year 1922
	£ s. d.	£		£ s. d.	£
Salaries and Wages ... ..	1,210 0 8	1,152	Total Receipts from Refreshment Rooms and Cars ...	11,164 19 11	12,307
Provisions, Wines and Spirits consumed... ..	6,859 14 2	7,366			
Repairs and Maintenance of Refreshment Rooms, and of Fittings, Furniture, etc., of Refreshment Cars ... ..	51 6 10	69			
Heating and Lighting of Refreshment Rooms ... ..	268 13 1	280			
Rates ... ..	270 14 6	287			
Taxes ... ..	153 17 0	172			
Miscellaneous ... ..	273 12 11	470			
Total Expenditure ... ..	9,087 19 2	9,796			
Balance ... ..	2,077 0 9	2,511			
TOTAL ... ..	£ 11,164 19 11	12,307	TOTAL ... ..	£ 11,164 19 11	12,307

## 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.*

Dr.

## No. 18—GENERAL BALANCE SHEET

Cr.

			Year 1922				Year 1922	
	£	s. d.	£		£	s. d.	£	
To Temporary Loans ... ..	179,400	0 0	179,400		By Capital Account, Balance at Debit thereof, as per Account No. 4 ... ..	223,770	5 5	223,770
Unpaid Interest and Dividends ... ..	1,665	16 4	1,753		Cash at Bankers and in hand £14,282 1 10			4,013
Interest and Dividends payable or accruing and provided for ... ..	15,242	0 5	15,368		Cash on Deposit at Interest 55,000 0 0			34,415
Amount due to Railway Companies and Committees ... ..	2,672	9 6	2,893		Investments in Government Securities (at cost) ... ..	69,282	1 10	38,428
Amount due to Railway Clearing Houses ... ..			4,294		Advances to other Companies, not charged as Capital Expenditure (Separate Undertakings)	71,928	0 0	72,038
Accounts payable ... ..	21,807	2 4	30,448		Stock of Stores and Materials ... ..	49,430	17 7	64,855
Liabilities accrued ... ..	52,957	19 5	53,420		Outstanding Traffic Accounts ... ..	5,596	16 11	11,097
Miscellaneous Accounts ... ..	13,888	4 4	13,365		Amount due by Railway Companies and Committees ... ..	6,321	8 10	6,347
Irish Railways (Settlement of Claims) Act, 1921—Balance ... ..	99,486	0 0	112,286		Amounts due by Railway Clearing Houses ... ..	83	2 0	
Dublin and Kingstown Railway Rent ... ..	15,000	0 0	15,000		Amount due by Postmaster-General ... ..	6,645	12 6	6,646
Worked Lines Suspense Account ... ..	69,000	0 0	69,000		Accounts Receivable ... ..	8,130	2 3	86,697
General Reserve ... ..	12,000	0 0	12,000		Miscellaneous Accounts ... ..	9,886	2 4	18,255
General Insurance Reserve ... ..	5,000	0 0	5,000		"Malicious Injuries" Suspense Account ... ..	13,001	13 3	8,547
Balance available for Dividends and Reserve, as per Account No. 9 ... ..	31,791	10 0	31,725					
Less Interim Dividend paid, as per Statement No. 9 (a) ... ..	9,271	6 10	9,272					
	22,520	3 2	22,453					
	£ 510,639	15 6	536,680			£ 510,639	15 6	536,680

## 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 1922				
	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.	
Lines owned by Company—																	
Main and Principal Lines—																	
Harcourt Street to Wexford ... ..	92	69	19	71	0	7	0	2	—	—	112	69	17	49	130	38	130 38
Dalkey to Shanganagh Junction ... ..	3	79	3	79	—	—	—	—	—	—	7	78	0	21	8	19	8 19
Macmine Junction to New Ross ... ..	18	64	0	5	—	—	—	—	—	—	18	69	1	45	20	34	20 34
Total of Main and Principal Lines ... ..	115	52	23	75	0	7	0	2	—	—	139	56	19	35	159	11	159 11
Minor and Branch Lines—																	
Woodenbridge Junction to Shillelagh ... ..	16	51	0	9	—	—	—	—	—	—	16	60	1	49	18	29	18 29
Wicklow Junction to Wicklow Old Station ... ..	0	45	—	—	—	—	—	—	—	—	0	45	0	67	1	32	1 32
Dun Laoghaire to Carlisle Pier ... ..	0	18	0	10	—	—	—	—	—	—	0	28	0	7	0	35	0 35
TOTAL ... ..	133	6	24	14	0	7	0	2	—	—	157	29	21	78	179	27	179 27
Lines jointly owned (Company's share of Ownership)—																	
Abbey Junction to Salvation Lane (Waterford) ... ..	0	8	0	8	—	—	—	—	—	—	0	16	—	—	0	16	0 16
Total Lines jointly owned ... ..	0	8	0	8	—	—	—	—	—	—	0	16	—	—	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	78	179	43	179 43
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	3 13
New Ross and Waterford Extension Railways ... ..	13	39	0	19	—	—	—	—	—	—	13	58	0	76	14	54	14 54
Dublin and Kingstown Railway ... ..	8	5	8	5	0	8	0	8	0	8	16	34	4	47	21	1	21 1
TOTAL ... ..	22	67	9	42	0	20	0	20	0	8	32	77	5	71	38	68	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	38 68
GRAND TOTAL ... ..	156	1	33	64	0	27	0	22	0	8	190	42	27	69	218	31	218 31
Do. do. Year 1922 ... ..	156	1	33	64	0	27	0	22	0	8	190	42	27	69	218	31	218 31

(B.) MILEAGE OF LINES AUTHORISED BUT NOT OPEN FOR TRAFFIC.—*Not applicable.*

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

											Year 1922			
											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 1922	
		Number	Number
Tender Engines—			
0 4 2	...	5	7
0 6 0	...	11	11
4 4 0	...	6	6
2 4 0	...	4	5
2 6 0	...	2	2
Tank Engines—			
0 4 0	...	1	1
0 4 2	...	1	1
2 2 2	...	—	2
4 4 2	...	4	4
2 4 0	...	12	12
2 4 2	...	13	13
		59	64
Tenders	...	28	31

## (D.)—COACHING VEHICLES (OTHER THAN ELECTRIC).

Description	Number	SEATS OR BERTHS				Year 1922	
		1st Class	2nd Class	3rd Class	Total	Number	Seats or Berths, Total
Passenger Carriages—							
Carriages of Uniform Class	170	1,821	—	7,318	9,139	170	9,139
Composite Carriages	22	498	—	856	1,354	22	1,354
Restaurant Cars	5	36	—	300	336	5	336
Miscellaneous	—	—	—	—	—	—	—
	TOTAL	197	2,355	8,474	10,829	197	10,829
Sleeping	...	—	—	—	—	—	—
Total Passenger Carriages	197				10,829	197	10,829
Other Coaching Vehicles—							
Post Office Vans	2					2	
Luggage, Parcel and Brake Vans	34					34	
Carriage Trucks	7					7	
Horse Boxes	21					21	
Miscellaneous	7					7	
Total other Coaching Vehicles	71					71	
Total Coaching Vehicles	268					268	

(B.)—RAIL MOTOR VEHICLES.—*Not Applicable.*(C.)—TRAINS WORKED BY ELECTRIC POWER.—*Not Applicable.*

## (E.)—MERCHANDISE AND MINERAL VEHICLES.

Description	Number	Year 1922	
		Number	Number
Open Waggons—			
Under 8 tons	12	12	
8 and up to 12 tons	315	315	
Covered Waggons—			
Under 8 tons	—	—	
8 and up to 12 tons	508	508	
Mineral Waggons—			
Under 8 tons	—	—	
8 and up to 12 tons	—	—	
Special Waggons (for loads of exceptional dimensions and weight)	1	1	
Cattle Trucks	161	161	
Rail and Timber Trucks (including Twin Trucks)	30	30	
Brake Vans	24	24	
Miscellaneous	12	12	
TOTAL	1,063	1,063	

## (F.)—RAILWAY SERVICE VEHICLES, AND HORSES FOR SHUNTING.

Description	Number	Year 1922	
		Number	Number
Gasholder Trucks	4	4	
Locomotive Coal Waggons	30	30	
Ballast Waggons	23	23	
Mess and Tool Vans	9	9	
Breakdown Cranes	—	—	
Travelling Cranes	2	2	
Miscellaneous	5	5	
TOTAL	73	73	
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.*

IV.—STEAMBOATS.—*Not Applicable.*

V.—CANALS.—*Not Applicable.*

VI.—DOCKS, HARBOURS AND WHARVES.—*Not Applicable.*

VII.—HOTELS.

Name	Situation	Name	Situation
Marine Station Hotel, Bray	Bray, County Wicklow	Railway Hotel, Rathdrum	Rathdrum, County Wicklow

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

Land	Acreage	1922		Houses	Number	1922
		A	R			Number
Agricultural Land	10 3 22	10	3	22	—	—
Urban and Suburban Land	32 0 12	32	0	12	118	118
					5	5

IX.—OTHER INDUSTRIES.—*Not Applicable.*

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

		Year 1922				Year 1922	
Quantities of principal materials used—				Miles maintained—			
Ballast	9,294 C. yds.	17,400 C. yds.		Miles of Road	156	156	
Fencing	8 Miles	18½ Miles		Miles of road reduced to single track—			
Rails	941 Tons	1,753 Tons		Running Lines	190½	190½	
Sleepers	13,641 Number	30,638 Number		Sidings	27½	27½	
				Miles of track renewed	6½	13½	

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

	In Company's Workshops Number	By Contract Number	Total	Year 1922		In Company's Workshops Number	By Contract Number	Total	Year 1922
				Total					Total
Locomotives renewed	—	—	—	2	Coaching Vehicles—				
Locomotives repaired—					Others repaired—				
Heavy repairs	15	2	17	12	Heavy repairs	16	—	16	13
Light repairs	98	—	98	95	Light repairs	46	—	46	15
Locomotives under or awaiting repair at end of year	15	—	15	21	Others under or awaiting repair at end of year	7	—	7	7
Coaching Vehicles—					Waggons renewed—				
Carriages renewed	—	—	—	—	Completely renewed	—	—	—	—
Carriages repaired—					Partially renewed	—	—	—	—
Heavy repairs	31	—	31	35	Waggons repaired—				
Light repairs	164	—	164	133	Heavy repairs	94	—	94	111
Carriages under or awaiting repair at end of year	22	—	22	21	Light repairs	609	—	609	711
Others renewed	—	—	—	—	Waggons under or awaiting repair at end of year	84	—	84	71

XII.—ENGINE MILEAGE.

	YEAR 1922																		
	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	TOTAL TRAIN MILES (including Empty Trains run for Traffic purposes on either the Forward or Return Journey)				Other Miles (Assisting, Light, &c.)	Total Engine Miles	
	Coaching	Goods	Total	Coaching	Goods	Total	Coaching	Goods	Total	Coaching			Goods	Total	Coaching	Goods			Total
											Coaching	Goods					Total	Coaching	
<b>A—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS</b>																			
Over the Company's System by the Company's Engines ...	893,393	172,997	1,066,390	899,864	178,097	1,077,961	50,081	104,478	56,915	1,289,435	814,074	169,407	983,481	175,616	997,396	45,882	98,587	50,531	1,192,396
Over the Company's System by other Companies' Engines ...	5,600	21,980	27,580	5,600	21,980	27,580	—	—	—	27,580	—	—	—	—	—	—	—	—	—
<b>TOTAL</b> ...	<b>898,993</b>	<b>194,977</b>	<b>1,093,970</b>	<b>905,464</b>	<b>200,077</b>	<b>1,105,541</b>	<b>50,081</b>	<b>104,478</b>	<b>56,915</b>	<b>1,317,015</b>	<b>814,074</b>	<b>169,407</b>	<b>983,481</b>	<b>175,616</b>	<b>997,396</b>	<b>45,882</b>	<b>98,587</b>	<b>50,531</b>	<b>1,192,396</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 ...	892,592	171,740	1,064,332	899,060	176,756	1,075,816	50,081	103,881	90,748	1,320,526	813,137	168,189	981,326	174,351	995,191	45,882	98,262	88,547	1,227,882
By the Company's Engines over other Companies' Lines ...	801	1,839	2,640	804	1,961	2,765	—	1,929	2,337	7,031	937	1,647	2,584	1,742	2,682	—	1,400	2,347	6,429
By other Companies' Engines over the Company's Line ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL</b> ...	<b>893,393</b>	<b>173,579</b>	<b>1,066,972</b>	<b>899,864</b>	<b>178,717</b>	<b>1,078,581</b>	<b>50,081</b>	<b>105,810</b>	<b>93,085</b>	<b>1,327,557</b>	<b>814,074</b>	<b>169,836</b>	<b>983,910</b>	<b>176,093</b>	<b>997,873</b>	<b>45,882</b>	<b>99,662</b>	<b>90,894</b>	<b>1,234,311</b>
<b>C—MILES RUN BY THE COMPANY'S ENGINES—</b>																			
(1) <i>Steam Tender and Trestle Engines—</i>																			
Over Lines owned, leased, or worked by the Company ...	892,592	171,740	1,064,332	899,060	176,756	1,075,816	50,081	103,881	90,748	1,320,526	813,137	168,189	981,326	174,351	995,191	45,882	98,262	88,547	1,227,882
Over all Joint Lines ...	385	274	659	386	293	679	—	—	679	1,358	450	263	713	274	725	—	—	725	1,450
Over other Companies' Lines ...	416	1,565	1,981	418	1,668	2,086	—	1,929	1,658	5,673	487	1,384	1,871	1,468	1,957	—	1,400	1,622	4,979
<b>TOTAL</b> ...	<b>893,393</b>	<b>173,579</b>	<b>1,066,972</b>	<b>899,864</b>	<b>178,717</b>	<b>1,078,581</b>	<b>50,081</b>	<b>105,810</b>	<b>93,085</b>	<b>1,327,557</b>	<b>814,074</b>	<b>169,836</b>	<b>983,910</b>	<b>176,093</b>	<b>997,873</b>	<b>45,882</b>	<b>99,662</b>	<b>90,894</b>	<b>1,234,311</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>893,393</b>	<b>173,579</b>	<b>1,066,972</b>	<b>899,864</b>	<b>178,717</b>	<b>1,078,581</b>	<b>50,081</b>	<b>105,810</b>	<b>93,085</b>	<b>1,327,557</b>	<b>814,074</b>	<b>169,836</b>	<b>983,910</b>	<b>176,093</b>	<b>997,873</b>	<b>45,882</b>	<b>99,662</b>	<b>90,894</b>	<b>1,234,311</b>

## XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System	Year 1922			
					Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
Ordinary		£	s. d.			£	s. d.	
1st Class ... ..	606,528	38,252	1 3.13	582,297	528,934	35,790	1 4.23	515,289
2nd Class ... ..	—	—	—	—	66,283	3,374	1 0.21	59,200
3rd Class ... ..	4,463,266	190,193	10.23	4,206,648	3,420,645	171,857	1 0.05	3,300,236
Workmen ... ..	97,592	2,210	5.43	97,592	109,998	2,399	5.23	109,998
<b>TOTAL</b> ... ..	<b>5,167,386</b>	<b>231,655</b>		<b>4,886,537</b>	<b>4,125,860</b>	<b>213,420</b>		<b>3,984,723</b>
Season—								
1st Class ... ..	596	10,328	—	596	663	11,288	—	663
2nd Class ... ..	—	—	—	—	216	2,940	—	216
3rd Class ... ..	2,106	20,434	—	2,106	1,771	18,181	—	1,771

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage	Receipts	Average Receipt per ton	Tonnage originating on the Company's System	Year 1922			
					Tonnage	Receipts	Average Receipt per ton	Tonnage originating on the Company's System
Merchandise ... ..	Tons 130,268	£ 126,399	s. d. 19 4.87	Tons 105,386	Tons 117,898	£ 126,940	s. d. 21 6.42	Tons 110,386
Coal, Coke, and Patent Fuel ... ..	39,221	11,416	5 9.85	29,497	35,870	11,730	6 6.48	26,736
Other Minerals ... ..	51,772	13,154	5 0.97	44,297	42,028	12,506	5 11.41	32,965
<b>TOTAL</b> ... ..	<b>221,261</b>	<b>150,969</b>	<b>13 7.75</b>	<b>179,180</b>	<b>195,796</b>	<b>151,176</b>	<b>15 5.3</b>	<b>170,087</b>
				Number originating on Company's System				Number originating on Company's System
Live Stock ... ..	Number 189,772	29,562	—	156,265	Number 192,032	31,795	—	183,888

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

Originating on the Company's System	Tons	Year 1922	
		Tons	Tons
Ale and Porter (including empties) ... ..	9,806	10,222	
Bacon and Hams, Butter and Eggs ... ..	3,869	4,012	
Brewers' Grains ... ..	—	25	
Bricks, Common ... ..	2,979	2,687	
Flour and Bran, Sharps and Other Flour Mill Offal ... ..	15,513	15,813	
Grain ... ..	25,584	26,106	
Groceries (excluding Bacon, Hams and Butter) ... ..	4,133	3,943	
Manure ... ..	12,932	11,809	
Oil Cake and Cattle Foods ... ..	3,086	3,048	
Potatoes ... ..	673	1,156	
Stone for Roadmaking Purposes ... ..	32,519	23,175	
Timber ... ..	3,862	3,363	
<b>TOTAL</b> ... ..	<b>114,956</b>	<b>105,359</b>	

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

Originating on the Company's System	Number	Year 1922	
		Number	Number
Horses ... ..	1,313	1,406	
Cattle ... ..	39,442	37,882	
Calves ... ..	4,001	1,050	
Sheep ... ..	48,967	82,690	
Pigs ... ..	62,542	60,860	
Miscellaneous ... ..	—	—	
<b>TOTAL</b> ... ..	<b>156,265</b>	<b>183,888</b>	

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

	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923
	£	£	£	£	£	£	£	£	£	£
Total Expenditure on Capital Account (No. 4) ... ..	2,711,806	2,728,171	2,741,235	2,756,374	2,760,160	2,761,515	2,761,667	2,762,963	2,766,208	2,766,208
Gross Receipts from Businesses carried on by the Company (No. 8) ... ..	284,820	289,531	302,632	—	—	—	—	—	510,375	523,914
Revenue Expenditure on ditto (No. 8) ... ..	174,733	181,533	199,533	—	—	—	—	—	421,657	421,491
Net Receipts of ditto (No. 8) ... ..	110,087	107,998	103,099	118,287	122,833	129,040	120,422	105,004	88,718	102,423
Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921 (No. 8) ... ..	—	—	—	—	—	—	—	9,670	22,000	12,800
Miscellaneous Receipts, net (No. 8) ... ..	7,955	7,916	8,407	6,271	5,160	4,989	6,316	7,143	8,206	8,314
Total Net Revenue (No. 8) ... ..	118,042	115,914	111,506	124,558	128,043	134,029	126,738	121,817	118,924	123,537
Interest, Rentals, and other Fixed Charges No. 9) ... ..	92,434	94,814	96,399	96,772	96,755	97,638	98,130	97,856	90,754	95,257
Dividends on Preference Stocks (No. 9) ... ..	18,543	18,543	18,543	18,543	18,543	18,543	18,543	18,543	18,543	18,543
Balance after Payment of Preference Dividends (No. 9) ... ..	7,065	2,558	Dr. 3,435	9,243	12,746	17,848	10,065	5,418	9,627	9,737
Dividends on Ordinary Stock (No. 9) ... ..	4,835	—	—	—	9,670	19,340	9,670	9,670	9,670	9,670
Rate per cent. ... ..	3%	—	—	—	1%	2%	1%	1%	1%	1%
Surplus or Deficit ... ..	+2,230	+2,557	-3,435	+9,243	+3,076	-1,492	+396	-4,252	-43	+67
Appropriation to Reserve ... ..	—	5,000	2,100	5,900	2,000	—	—	—	—	—
Brought forward from previous years ... ..	10,232	12,462	10,019	4,484	7,827	8,903	7,411	7,807	3,555	3,512
Carried forward to subsequent years ... ..	12,462	10,019	4,484	7,827	8,903	7,411	7,807	3,555	3,512	3,579

The Gross Receipts and Revenue Expenditure figures for years 1917–1921 inclusive, are omitted by the authority of the Government.

R. D. GRIFFITH, 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.

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 existing conditions.

5th February, 1924.

C. E. MOORE, *Engineer.*

#### CERTIFICATE RESPECTING THE ROLLING STOCK.

I hereby certify that the whole of the Company's Plant, Engines, Tenders, Carriages, Waggons, Machinery and Tools, have, during the past Year, been maintained in good Working Order and Repair, having regard to the existing conditions.

5th February, 1924.

G. H. WILD, *Locomotive Superintendent.*

(Signed for the Board of Directors) { THOMAS H. GRATTAN ESMONDE, *Chairman of the Company.*  
R. D. GRIFFITH, *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, and that the dividends proposed to be declared on the several stocks, are *bonâ fide* due thereon, after charging the Revenue of the Year with all expenses which ought, in my judgment, to be paid thereout, and after transferring to Suspense Account the sum of £7,637 9s. 6d. as appears from abstract "A.", and the sum of £13,816 9s. 7d. as appears from Abstract "B.", in respect of Expenditure incurred during the year upon making good Malicious Injuries.

5th February, 1924.

EDWIN N. EDWARDS, *Auditor.*

Examined and approved.

PRICE, WATERHOUSE & CO., *Chartered Accountants.*

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Railway & General Geographical Agency

Dublin & South Eastern Railway

**Report of the Directors,  
Financial Accounts**

AND

**Statistical Returns**

For the Year ending 31st December, 1923.

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ONE HUNDRED AND FORTY-FOURTH

GENERAL MEETING.

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 Thursday, the 28th day of February, 1924, 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.

T. H. GRATAN ESMONDE, *Chairman.*

R. D. GRIFFITH, *Secretary.*

SECRETARY'S OFFICE,

WESTLAND ROW STATION,

DUBLIN 12th February, 1924.

Dublin and South Eastern Railway Co.

(CITY OF DUBLIN JUNCTION RAILWAYS.)

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STATEMENT OF ACCOUNTS

YEAR ENDING 31st DECEMBER, 1923.

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### Members of Joint Committee.

SIR THOMAS H. GRATTAN ESMONDE, BART. ( <i>Senator</i> ), <i>Chairman</i> .	}	Dublin and South Eastern Railway Company.
FREDERIC W. PIM, ESQ.,		
RICHARD W. BOOTH, ESQ.,		
JAMES C. R. LARDNER, ESQ., K.C.		
RICHARD JONES, ESQ.,	}	City of Dublin Steam Packet Company.
WILFRED FITZGERALD, ESQ.,		
JOHN MURPHY, ESQ.,		
EDWARD WATSON, ESQ.,		
WILLIAM P. CAIRNES, ESQ.,	}	Great Northern Railway Company (Ireland)
H. S. GUINNESS, ESQ.,		





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

	4 per cent. 1884 & 1887		4 per cent. 1894 & 1897		Total	
	£	s. d.	£	s. d.	£	s. d.
Existing at 31st December, 1923	...	...	...	...	...	...
Existing at 31st December, 1922	...	...	...	...	...	...
* Including £6,000 issued as cover for temporary loan.	...	...	...	...	...	...
Total amount authorised to be raised by Debenture Stock in respect of Capital created as per Statement No. 1	100,000	0	*30,230	0	130,230	0
Total Amount raised by Debenture Stock (not including the £6,000 referred to above)	100,000	0	*30,230	0	130,230	0
Balance, being available Borrowing Powers at 31st December, 1923	...	...	...	...	25,770	0

DE.

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

CR.

	Expended to 31st Dec., 1922		Expended during year	Total		Received to 31st Dec., 1922		Received during year	Total	
	£	s. d.		£	s. d.	£	s. d.		£	s. d.
To EXPENDITURE—										
On Lines open for Traffic ...	424,239	14 11	—	424,239	14 11	300,000	0 0	—	300,000	0 0
Balance ...			...	424,239	14 11			—	124,230	0 0
				1,616	11 5					
				425,856	6 4	1,626	6 4	—	1,626	6 4
				425,856	6 4	425,856	6 4	—	425,856	6 4

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

Loan Capital created, but not yet received, as per No. 3 ...	£	s. d.
	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 ...	27,386	11 5

	1923		1922	
	£	s. d.	£	s. d.
Receipts in respect of Railway Working compiled in accordance with the provisions of Section 3 of the "Irish Railways (Settlement of Claims) Act, 1921"	7,851	9 3	7,851	9 3
Expenditure	3,656	7 10	3,656	7 10
Rents Receivable	4,195	1 5	4,195	1 5
Transfer Fees	1,304	2 10	1,222	0 7
	5	5 0	3	12 6
	5,504	9 3	5,420	14 6

No. 11—PROPOSED APPROPRIATION OF NET INCOME.

	1923		1922	
	£	s. d.	£	s. d.
Net Income as per Statement No. 10	5,504	9 3	5,420	14 6
Guaranteed Dividends payable by :—				
Dublin and South Eastern Railway Co.			4,000	0 0
City of Dublin Steam Packet Co.			3,000	0 0
Great Northern Railway Co. (Ireland)			2,000	0 0
Deduct :—	9,000	0 0	9,000	0 0
Debit Balance from last year's Account	14,504	9 3	14,420	14 6
Interest on Guaranteed Stock	11,824	19 8	11,824	19 8
Interest on Debenture Stock	9,000	0 0	9,000	0 0
"    "    (Temporary Loan)	4,969	4 0	4,969	4 0
General Interest Account	240	0 0	240	0 0
	295	5 3	211	10 6
	26,329	8 11	26,245	14 2
	11,824	19 8	11,824	19 8
Balance (See No. 13.)				

## Dr. No. 13—GENERAL BALANCE SHEET, 31ST DECEMBER, 1923. Cr.

	£	s.	d.		£	s.	d.
To Capital Account— Balance at Credit thereof, as per No. 4..	1,616	11	5	By Net Revenue Account— Balance at Debit thereof, as per No. 11	11,824	19	8
„ Interest accrued and provided for .. ..	7,104	12	0	„ Cash at Bankers ..	105	5	0
„ Unpaid Dividends, &c.	105	1	8	„ Amounts due by other Companies .. ..	6,942	9	6
„ Debt due to D. & S. E. Ry. Co., on account of Capital Expenditure .. ..	10,801	2	3	„ Sundry Outstanding Accounts .. ..	754	13	2
	19,627	7	4		19,627	7	4

THOMAS H. GRATTAN ESMONDE,

*Chairman of Dublin & South Eastern Ry. Co.*

R. D. GRIFFITH,

*Accountant of Dublin & South Eastern Ry. Co.*

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AUDITOR'S CERTIFICATE.

I, the Auditor 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 my judgment, ought to be paid thereout.

EDWIN N. EDWARDS, *Auditor*

5th February, 1924.

Dublin & South Eastern Railway Co.  
(NEW ROSS AND WATERFORD EXTENSION RAILWAYS.)

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FORTY-EIGHTH HALF-YEARLY

STATEMENT OF ACCOUNTS

HALF-YEAR ENDING 31st DECEMBER, 1923.

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28.  
558  
630

**Directors.**

SIR THOMAS H. GRATTAN ESMONDE, BART. (*Senator*),  
*Chairman.*

THE RIGHT HON. HENRY GIVENS BURGESS, P.C.,  
*(Senator).*

FREDERIC W. PIM.

RICHARD W. BOOTH.

JEREMIAH MACVEAGH, B.L.

JOHN BOLGER.

JAMES C. R. LARDNER, K.C.

**DUBLIN AND SOUTH EASTERN RAILWAY COMPANY, 31ST DECEMBER, 1923.**  
(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. 3—CAPITAL RAISED BY DEBENTURE STOCKS.

Nil		—	
		£	s. d.
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 31st December, 1923 .. .. .		100,000	0 0

Dr.

No. 4—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

Cr.

TO EXPENDITURE:—	Expended to 30th June, 1923		Total		Expended during Half-year		Received to 30th June, 1923		Received during Half-year		Total	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
On Lines open for Traffic	244,402	6 3	244,402	6 3			100,000	0 0	—	—	100,000	0 0
Waterford Joint Lines ..	16,596	7 3	16,596	7 3	By RECEIPTS:—		390	0 0	—	—	390	0 0
						Stocks, per Account No. 2						
						Less, Discount on Stock issued						
						Balance .. .. .			99,610	0 0	—	—
									161,388	13 6	260,998	13 6

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

	£	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 .. .. .	161,388	13	6
Amount available, exclusive of value of surplus land .. .. .	38,612	6	6



	1923		1922	
	£	s. d.	£	s. d.
Receipts in respect of Railway Working compiled in accordance with the provisions of Section 3 of the "Irish Railways (Settlement of Claims) Act, 1921"	..	..	5,150	15 8
Expenditure .. .. .	..	..	2,689	19 2
	2,460	16 6	2,468	7 8
Rents Receivable .. .. .	..	..	43	12 0
Transfer Fees .. .. .	..	..	0	5 0
	2,504	13 6	2,504	13 6

No. 10—PROPOSED APPROPRIATION OF NET INCOME.

	1923		1922	
	£	s. d.	£	s. d.
Net Income (as per Statement No. 9) .. .. .	2,504	13 6	2,504	13 6
Add, amount subscribed by D. & S. E. Co. in respect of their Guarantee .. .. .	2,000	0 0	2,000	0 0
	4,504	13 6	4,504	13 6
Deduct—Interest, Rentals and other Fixed Charges:—				
Interest on 4 per Cent. Guaranteed Stock .. .. .	2,000	0 0	2,000	0 0
Rent, Wayleave, &c. .. .. .	850	0 0	850	0 0
General Interest .. .. .	1,654	13 6	1,654	13 6
	4,504	13 6	4,504	13 6

## Dr. No. 13—GENERAL BALANCE SHEET, 31ST DECEMBER, 1923. Cr.

	£	s.	d.		£	s.	d.
To Unpaid Interest and Dividends ..		5	18	5	By Capital Account, Balance at Debit thereof, as per No. 4 ..	161,388	13 6
„ Guaranteed Dividends accrued and provided for ..	2,000	0	0		„ Cash at Bankers ..	5	18 5
„ Loan ..	100,000	0	0		„ Sundry Outstanding Accounts ..	2,107	11 4
„ Debt due to D. & S. E. Rly. Co., on account of Capital Expenditure	61,283	5	6				
„ Amounts due to other Companies ..	212	19	4				
	163,502	3	3			163,502	3 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., 1923	Half-year ending 31st Dec., 1922
Passenger Trains .. .. .	..	..	..	..	11,830	21,056
Goods Trains .. .. .	..	..	..	..	7,245	13,714
					19,075	34,770

THOMAS H. GRATTAN ESMONDE, *Chairman of Dublin and South Eastern Railway Company.*

R. D. GRIFFITH, *Accountant of Dublin and South Eastern Railway Company.*

## AUDITOR'S CERTIFICATE.

I, the Auditor 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 my judgment, ought to be paid thereout.

EDWIN N. EDWARDS, *Auditor.*

5th February, 1924.

SECRETARY'S OFFICE,  
RECEIVED  
20 SEP. 1923  
G. S. ...

Dublin & Kingstown Railway Company

REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS

FOR

HALF-YEAR ENDED 31st AUGUST, 1923.

TO BE SUBMITTED TO THE PROPRIETORS AT THE

ONE HUNDRED AND FIFTY-FIFTH HALF-YEARLY  
GENERAL MEETING

Under the Extension Act, 10 Vic. cap. 213,

TO BE HELD AT

No. 36 COLLEGE GREEN, DUBLIN,

ON THURSDAY, 27th SEPTEMBER, 1923,

AT ELEVEN O'CLOCK, A.M.

DUBLIN AND KINGSTOWN RAILWAY COMPANY.

---

Dublin, 13th September, 1923.

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, 27th inst., at 11 o'clock, a.m., to receive a Report and Statement of Accounts for the six months ending 31st August, 1923, and to transact other usiness.

By order of the Directors,

J. HAROLD PIM,

*Secretary.*

The Transfer Books will be closed on and after Thursday, 13th inst., until the day of meeting.

## Directors.

JOSEPH TATLOW, *Chairman.*

RICHARD P. PIM, *Deputy Chairman.*

ROBERT F. S. COLVILL.

WILFRED FITZGERALD.

WILLIAM ROBERTSON.

WILLIAM SULLIVAN.

# Dublin and Kingstown Railway Company.

## DIRECTORS' REPORT.

IN the Statement of Accounts now before you, the balance available for Dividend—including a surplus of £1,241 19s. 1d. carried from the previous account—amounts to £11,605 2s. 4d.

The Board now declares for the half-year ending 31st August last, a Dividend on the Capital Stock of the Company at the rate of  $7\frac{3}{4}$  per cent. per annum (less Income Tax), amounting to £10,171 17s. 6d., leaving £1,433 4s. 10d. to be brought forward to next account.

A claim has been made upon the Company in respect of the Corporation Profits Tax. The Directors are advised that the Company can claim exemption; but the authorities oppose this, and are taking legal action. The case, it is expected, will be brought before the Courts at an early date. Your Directors will do their best to protect your interests.

The Board regret very much to have to record the resignation of the Right Hon. Laurence A. Waldron, who has been a most valued Director of the Company, and has filled the office of Chairman for many years. To meet the vacancy the Board have co-opted as a Director Mr. William Sullivan of Novara House, Bray.

The warrants for the Dividend now declared will be payable to the Proprietors on the 1st proximo.

Signed on behalf of the Board of Directors,

J. TATLOW,  
Chairman.

36 College Green, Dublin,  
13th September, 1923.

# DUBLIN AND KINGSTOWN RAILWAY COMPANY

LINE LEASED TO DUBLIN AND SOUTH-EASTERN RAILWAY COMPANY.

HALF-YEAR ENDED 31st AUGUST, 1923.

## 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 Created.	Amount Received.	Calls in Arrear.	Amount Uncalled.	Amount Cancelled.
	General Capital Stock, all issued at par	£ 350,000	£ 350,000	£ —	£ —
...	...	...	...	...	...
	350,000	350,000	—	—	—

### CAPITAL RAISED BY LOANS, AND DEBENTURE STOCK.

**No. 3.**

RAISED BY LOAN.		RAISED BY DEBENTURE STOCK.		TOTAL RAISED BY LOAN AND DEBENTURE STOCK.
Existing at 28th February, 1923	... ..	At 4 per cent. £300	At 3½ per cent. £61,000	£61,300
" 31st August, 1923	... ..	" £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				
Total Amount raised by Loans, as above	... ..	... .. £300	... ..	£110,000
" "	... ..	... ..	... .. £61,000	£61,300
Balance, being available borrowing powers at 31st August, 1923	... ..	... ..	... ..	£48,700

### RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. Cr.

**No. 4.**

	Amount Expended to 28th February, 1923.	Amount Expended during Half-year.	Total.	Amount Received to 28th February, 1923.	Amount Received during Half-year.	Total.
	s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
To Expenditure—						
On Lines open for Traffic ... ..	418,553 7 7	—	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	—	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.

*Dr.*

REVENUE ACCOUNT.

*Cr.*

Half-year ended 31st August, 1922.	Half-year ended 31st August, 1923.	EXPENDITURE.	Half-year ended 31st August, 1923.	RECEIPTS.	Half-year ended 31st August, 1923.
£ s. d.	£ s. d.		£ s. d.		£ s. d.
4,187 5 5	192 0 0	To General Charges	15,000 0 0	By Cash received from Dublin and South-Eastern Railway Company, on Account of Rent, to 1st January, 1923	15,000 0 0
24 19 6	3,848 7 6	" Income Tax	7 9 6	Special and Miscellaneous Receipts	3 17 6
10,599 7 8	10 0 0	" Law Charges	15,007 9 6		
	10,953 10 0	" Balance, carried to Net Revenue Account			
15,007 9 6	15,003 17 6				

No. 10. Dr.

NET REVENUE ACCOUNT.

Cr.

Half-year ended 31st August, 1922.	EXPENDITURE.	Half-year ended 31st August, 1923.	Half-year ended 31st August, 1922.	RECEIPTS	Half-year ended 31st August, 1923.
£ s. d.		£ s. d.	£ s. d.		£ s. d.
791 14 7	To Interest on Debenture Stock ...	800 12 6	948 5 7	By Balance brought from last half-year's Account ...	1,241 19 1
10,984 0 5	" Balance available for dividend ...	11,605 2 4	10,599 7 8	do. Revenue Account, No. 9 ...	10,953 10 0
			64 19 3	" Bankers' & General Interest Acct. ...	51 3 3
			163 2 6	" Interest on Investments ...	159 2 6
11,775 15 0		12,405 14 10	11,775 15 0		12,405 14 10

No. 11.

APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

Half-year ended 31st Aug., 1922.		Half-year ended 31st Aug., 1923.
£ s. d.		£ s. d.
10,984 0 5	Balance available for Dividend, as per Account No. 10 ...	11,605 2 4
10,058 17 1	Ordinary Stock (being at the rate of 7 $\frac{3}{4}$ per cent. per annum, less Income Tax, at 5s.) ...	10,171 17 6
925 3 4	Balance to next Half-year ...	1,433 4 10

No. 12.

ABSTRACTS.



E—GENERAL CHARGES.

Half-year ended 31st August, 1922.				Half-year ended 31st August, 1923.	
£	s.	d.	£	s.	d.
100	0	0	100	0	0
50	0	0	50	0	0
45	16	11	42	0	0
Direction			...	...	...
Secretary			...	...	...
Office Expenses			...	...	...
195 16 11			192 0 0		

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,

J. TATLOW, Chairman  
J. HAROLD FIM, Secretary.





Dublin & South Eastern Railway Co.

(NEW ROSS AND WATERFORD EXTENSION RAILWAYS.)

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FORTY-SEVENTH HALF-YEARLY

STATEMENT OF ACCOUNTS

*HALF-YEAR ENDING 30th JUNE, 1923.*

---

Directors.

SENATOR SIR THOMAS H. GRATTAN ESMONDE, BART.,  
*Chairman.*

SENATOR THE RIGHT HON. HENRY GIVENS BURGESS,  
P.C.

FREDERIC W. PIM.

RICHARD W. BOOTH.

JEREMIAH MACVEAGH, B.L.

JOHN BOLGER.

JAMES C. R. LARDNER, K.C.



DUBLIN AND SOUTH EASTERN RAILWAY COMPANY, 30TH JUNE, 1923.  
 (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. 9—RECEIPTS AND EXPENDITURE IN RESPECT OF THE WHOLE UNDERTAKING.

	1923		1922	
	£	s. d.	£	s. d.
Receipts in respect of Railway Working compiled in accordance with the provisions of Section 3 of the "Irish Railways (Settlement of Claims) Act, 1921"	4,749	4 1	4,738	7 7
Expenditure	2,292	13 3	2,292	13 3
	2,456	10 10	2,445	14 4
Rents Receivable	47	17 8	58	10 2
Transfer Fees	0	5 0	—	—
	2,504	13 6	2,504	13 6

*gross total*  
11737

No. 10—PROPOSED APPROPRIATION OF NET INCOME.

	1923		1922	
	£	s. d.	£	s. d.
Net Income (as per Statement No. 9)	2,504	13 6	2,504	13 6
Add, amount subscribed by D. & S. E. Co. in respect of their Guarantee	2,000	0 0	2,000	0 0
	4,504	13 6	4,504	13 6
Deduct—Interest, Rentals and other Fixed Charges:—				
Interest on 4 per Cent. Guaranteed Stock	2,000	0 0	2,000	0 0
Rent, Wayleave, &c.	850	0 0	850	0 0
General Interest	1,654	13 6	1,654	13 6
	4,504	13 6	4,504	13 6

## Dr. No. 13—GENERAL BALANCE SHEET, 30TH JUNE, 1923. Cr.

	£	s.	d.		£	s.	d.
To Unpaid Interest and Dividends ..	5	16	11	By Capital Account, Balance at Debit thereof, as per No. 4 ..	161,388	13	6
„ Guaranteed Dividends accrued and provided for ..	2,000	0	0	„ Cash at Bankers ..	5	16	11
„ Loan ..	100,000	0	0	„ Sundry Outstanding Accounts ..	2,208	16	4
„ Debt due to D. & S. E. Rly. Co., on account of Capital Expenditure	61,283	5	6				
„ Amounts due to other Companies ..	314	4	4				
	<b>163,603</b>	<b>6</b>	<b>9</b>		<b>163,603</b>	<b>6</b>	<b>9</b>

## 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 ..	<b>13</b>	<b>67</b>	<b>13</b>	<b>67</b>	—	—	<b>13</b>	<b>67</b>

*Not due after 1st Jan 24  
are paid out of profits*

## No. 15—STATEMENT OF TRAIN MILEAGE.

	Half-year ending 30th June, 1923	Half-year ending 30th June, 1922
Passenger Trains .. .. .	6,193	11,378
Goods Trains .. .. .	7,417	7,146
	<b>13,610</b>	<b>18,524</b>

THOMAS H. GRATTAN ESMONDE, *Chairman of Dublin and South Eastern Railway Company.*

R. D. GRIFFITH, *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.

1st August, 1923. MARCUS GOODBODY }  
EDWIN N. EDWARDS, } *Auditors.*

Dublin & Kingstown Railway Company



REPORT OF DIRECTORS

AND

STATEMENT OF ACCOUNTS

FOR

HALF-YEAR ENDED 29<sup>TH</sup> FEBRUARY, 1924.

TO BE SUBMITTED TO THE PROPRIETORS AT THE

ONE HUNDRED AND FIFTY-SIXTH HALF-YEARLY  
GENERAL MEETING

Under the Extension Act, 10 Vic. cap. 213,

TO BE HELD AT

No. 36 COLLEGE GREEN, DUBLIN,

ON THURSDAY, 27<sup>TH</sup> MARCH, 1924,

AT ELEVEN O'CLOCK, A.M.

DUBLIN AND KINGSTOWN RAILWAY COMPANY.

---

Dublin, 13th March, 1924.

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, 27th inst., at 11 o'clock, a.m., to receive a Report and Statement of Accounts for the six months ending 29th February, 1924, and to transact other business.

By order of the Directors,

R. STANLEY STOKES,

*Secretary.*

The Transfer Books will be closed on and after Monday, 17th inst., until the day of meeting.

## Directors.

JOSEPH TATLOW, *Chairman.*

RICHARD P. PIM, *Deputy Chairman.*

ROBERT F. S. COLVILL.

WILFRED FITZGERALD.

WILLIAM ROBERTSON.

WILLIAM SULLIVAN.

# Dublin and Kingstown Railway Company.

## DIRECTORS' REPORT.

IN the Statement of Accounts now before you, the balance available for Dividend—including a surplus of £1,433 4s. 10d. carried from the previous account—amounts to £11,623 18s. 6d.

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  $7\frac{3}{4}$  per cent. per annum (less Income Tax), amounting to £10,171 17s. 6d., leaving £1,457 1s. 0d. to be brought forward to next account.

The action which the authorities are taking against the Company, in respect of the Corporation Profits Tax, and which, in our Report of September last, we stated it was expected would be before the Courts at an early date, has been postponed. Your Directors can only repeat that they will do their best to protect your interests.

The law costs in connexion therewith incurred up to the end of the half-year are included in Account No. 9.

It is understood that legislation dealing with the amalgamation and re-organization of Railways in the Free State will shortly be introduced.

The Directors who retire by rotation are Mr. Wilfred FitzGerald and Mr. William Sullivan, who, being eligible, offer themselves for re-election.

The Secretary of the Company having resigned, Mr. R. Stanley Stokes, F.C.A., has been appointed Secretary in his place.

The warrants for the Dividend now declared will be payable to the Proprietors on the 1st proximo.

Signed on behalf of the Board of Directors,

J. TATLOW,  
Chairman.

36 College Green, Dublin,  
13th March, 1924.



# DUBLIN AND KINGSTOWN RAILWAY COMPANY

LINE LEASED TO DUBLIN AND SOUTH-EASTERN RAILWAY COMPANY.

HALF-YEAR ENDED 29TH FEBRUARY, 1924.

## 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 Created.	Amount Received.	Calls in Arrear.	Amount Uncalled.	Amount Cancelled.
	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 LOAN.		RAISED BY DEBENTURE STOCK.		TOTAL RAISED BY LOAN AND DEBENTURE STOCK	
Existing at 31st August, 1923	...	At 4 per cent. £300	At 3½ per cent. £61,000	£61,300	£61,300		
" 29th February, 1924	...	" £300 outstanding (Interest thereon ceased on 1st September, 1888)	" ..	£61,300	£61,300		
Increase	...	—	—	—	—		
Decrease	...	—	—	—	—		
Total Amount authorized to be raised by Loans and by Debenture Stock in respect of Capital created	...	£300	...	£110,000	£110,000		
Total Amount raised by Loans, as above	...	£300	...	£61,300	£61,300		
" " Debenture Stock	...	...	...	...	...		
Balance, being available borrowing powers at 29th February, 1924	...	...	...	£48,700	£48,700		

No. 4.

Dr. RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT. Cr.

		Amount Expended to 31st August, 1923.		Amount Expended during Half-year.		Total.		Amount Received to 31st August, 1923.		Amount Received during Half-year.		Total.	
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
To Expenditure—													
On Lines open for													
Traffic	...	418,553	7 7	—		418,553	7 7			—		350,000	0 0
												61,300	0 0
												—	
												406	5 0
												6,847	2 7
		418,553	7 7	—		418,553	7 7	418,553	7 7	—		418,553	7 7

By Receipts—  
 Stock ... 350,000 0 0  
 Loans ... 61,300 0 0  
 Premium on Stock sold ... 406 5 0  
 Balance ... 6,847 2 7

NO. 5. DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 29TH FEBRUARY, 1924.

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. Dr. REVENUE ACCOUNT. Cr.

Half-year ended 28th February, 1923.	EXPENDITURE.	Half-year ended 28th February, 1924.	Half-year ended 28th February, 1923.	RECEIPTS.	Half-year ended 29th February, 1924.
£ s. d.		£ s. d.	£ s. d.		£ s. d.
195 5 6	To General Charges	192 0 10		By Cash received from Dublin and South-Eastern Railway Company, on Account of Rent, to 1st January, 1924	15,000 0 0
3,691 10 10	" Income Tax	3,725 13 0	15,000 0 0	" Special and Miscellaneous Receipts	16 15 5
51 2 6	" Law Charges	105 15 0	27 7 9		
11,089 8 11	" Balance, carried to Net Revenue Account	10,993 6 7	15,027 7 9		
15,027 7 9		15,016 15 5			15,016 5 5

No. 10. Dr.

NET REVENUE ACCOUNT.

Cr.

Half-year ended 29th February, 1923.	Half-year ended 29th February, 1924.	Half-year ended 28th February, 1923.	Half-year ended 28th February, 1924.	RECEIPTS	Half-year ended 29th February, 1924.
£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.
808 2 0	1,420 2 3	925 3 4		By Balance brought from last half-year's Account ... ..	1,433 4 10
800 12 6	800 12 6	11,089 8 11		do. Revenue Account, No. 9 ... ..	10,993 6 7
11,413 16 7	11,628 18 6	50 11 7		" Bankers' & General Interest Acct. ... ..	39 1 11
		163 2 6		" Interest on Investments ... ..	179 2 6
		794 4 9		" Investments realised during half-year ... ..	1,204 17 5
13,022 11 1	13,849 13 3	13,022 11 1			13,849 13 3

No. 11.

APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

Half-year ended 28th Feb., 1923.	Half-year ended 29th Feb., 1924.	Half-year ended 29th Feb., 1924.
£ s. d.	£ s. d.	£ s. d.
11,413 16 7	11,628 18 6	11,628 18 6
10,171 17 6	10,171 17 6	10,171 17 6
1,241 19 1	1,457 1 0	1,457 1 0

No. 12.

ABSTRACTS.

A—Maintenance of Way and Works.  
B—Locomotive Power.

C—Repairs and Renewals of Carriages and Wagons  
D—Traffic Expenses

Do not apply.

Dr.	£	s.	d.		£	s.	d.
To Net Revenue Account, Balance at Credit thereof, as per Account No. 10	11,628	18	6	By Capital Account No. 4 Dr. Balance	...	...	...
" Unpaid Dividends and Interest	94	5	7	" Cash on Deposit and at call	...	...	6,847 2 7
" Debenture Interest due	800	12	6	" Investments at cost—	...	...	11,650 0 0
" Reserve Fund	13,247	17	4	£4,000 Port of London Authority	£4,107	8	9
" Sundry Creditors	290	16	3	4 per cent. " B " Stock	506	13	3
				35 A. Guinness, Son, & Co.'s Pref.	200	1	0
				Shares	494	4	8
				200 Canada 4½ per cent. Bonds, 1920/25	98	16	11
				£500 Dublin Port and Docks Board	593	1	8
				6% Mortgage, Red. Jan., 1925	86	1	6
				£100 Dublin Port and Docks Board	821	12	0
				6% Mortgage, Red. June 24, 1924	598	10	3
				£600 Dublin Port and Docks Board	...	...	...
				6% Mortgage, Red. July 24, 1924	...	...	...
				£100 Dublin Port and Docks Board	...	...	...
				4% Mortgage Bonds, May, 1924	...	...	...
				£800 War 5% Loan, 1929/47	...	...	...
				£600 Treasury 4½% Bonds, 1930	...	...	...
				Cash in Bank	7,506	10	0
					58	17	7
					26,062	10	2

E--GENERAL CHARGES.

Half-year ended 28th February, 1923.	Half-year ended 20th February, 1924.		
£ s. d.	£	s.	d.
Direction ...	100	0	0
Secretary ...	50	0	0
Office Expenses ...	44	5	6
Miscellaneous Charges ...	1	0	0
	195	5	6

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, ...	8	14	8	14	—	—
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,

J. TATLOW, Chairman.







192  
192  
384  
116  
500

SECRETARY'S OFFICE,  
RECEIVED  
20 MAR. 1924  
No. ....  
G. S. & W. R.

Dublin and Blessington Steam Tramway Undertaking.

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FINANCIAL ACCOUNTS

AND

Statistical Returns

FOR

Year ending 31st December, 1923.

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# Dublin and Blessington Steam Tramway Undertaking.

*The County Surveyor of the County of Dublin acting under Interim  
Management Order, 29th August, 1916.*

Secretary—H. O. TISDALL.

Manager—G. H. GIBSON.

Engineer—G. H. GIBSON.

## FINANCIAL ACCOUNTS FOR THE YEAR ENDED 31st DECEMBER, 1923.

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

See State- ment		Gross Receipts			Expenditure			Net Receipts		Year 1922 Net Receipts	
		£	s.	d.	£	s.	d.	£	s.	d.	
10	Railway	11,358	19	9	18,941	2	7	Dr. 7,582	2	10	Cr. 6,826
	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	...	...	...	...	...	...	...	...	...	...
	Total	11,358	19	9	18,941	2	7	Deficit			Deficit
								7,582	2	10	6,826
	Portion of Amount receivable under Irish Railways (Settlement of Claim) Act, 1920	...	...	...	...	...	...	7,385	8	2	5,148
								196	14	8	1,678
	Miscellaneous Receipts (Net)	...	...	...	...	...	...				
	Rents from Houses and Lands	...	...	...	...	...	...				
	Rents from Hotels	...	...	...	...	...	...				
	Other Rents, including lump-sum tolls	...	...	...	...	...	...				
	Interest and dividends from investments in other Companies	...	...	...	...	...	...				
	Transfer Fees	...	...	...	...	...	...				
	General Interest	...	...	...	...	...	...	106	6	9	
	Special Items	...	...	...	...	...	...	5	15	0	25
								112	1	9	
								84	12	11	1,653
	Baronial Guarantees. Receipts	...	...	...	...	...	...				
	Co. Dublin	...	...	...	...	...	...	1,113	10	11	
	Co. Wicklow	...	...	...	...	...	...	1,113	10	11	
								2,227	1	10	3,804
	Total Net Income	...	...	...	...	...	...	2,142	8	11	2,151

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

	1923			1922
	£	s.	d.	£
Balance brought forward from last year's Account	...	...	...	—
Net Revenue (as per Statement No. 8)	Dr. 2,142	8	11	Dr. 2,151
Appropriation from Reserve	—	—	—	—
Deduct Rentals	142	8	11	151
	2,000	0	0	2,000
Amount payable to Dublin and Blessington Steam Tramway Co. in respect of Dividends on 5 per cent. Guaranteed Shares of that Company for half-year ended 30th June, 1923	£1,000	0	0	
" " " " 31st December, 1923	1,000	0	0	
	2,000	0	0	2,000

### No. 9a.—Statement of Interim Dividend Paid.

(Not Applicable to this Company.)

To Expenditure	£ s. d.	Year 1922	Percentage of Traffic Receipts		By Gross Receipts	£ s. d.	Year 1922	Percentage of Traffic Receipts	
			1923	1922				1923	1922
<i>See Abstracts</i>									
A—Maintenance and Renewal of Ways and Works	...	£ 5,143 3 4	2,861	45 56	Passenger Train Traffic:—	£ 531 17 2	517	4 71	4 46
B—Maintenance and Renewal of Rolling Stock—					Ordinary Passenger:—				
(1) Locomotives ...	2,690 16 3		3,257	23 84	First Class ...				
(2) Carriages ...	625 8 9		1,234	5 54	Third Class ...	7,729 0 6	6,374	63 76	54 98
(3) Wagons ...	1,250 17 5				Season Tickets ...				
C—Locomotive Running Expenses ...	4,713 18 4	£ 4,567 2 5	1,878	11 08	Total Receipts from Passengers ...	90 17 5	97	0 80	0 84
D—Traffic Expenses ...	2,183 14 9	6,897 13 1	2,301	19 34	Mails ...	401 4 9	553	3 55	4 78
E—General Charges ...		1,480 8 10	1,779	13 11	Parcels ...		489	4 51	4 21
Law Charges ...		175 13 6	162	1 56	Other Merchandise by Passenger Train	555 17 0	42	0 42	0 36
Parliamentary Expenses ...					Total Passenger Train Receipts	8,776 19 8			
Compensation (Accidents and Losses)—					Goods Train Traffic—				
Passengers ..	125 0 0		125	1 11	Merchandise ...	1,538 3 0	1687	13 63	14 55
Workmen ...	118 0 10		151	1 05	Live Stock ...	263 1 4	413	2 33	3 56
Damage and Loss of Goods, Property, etc	17 5	243 18 3	1		Coal, Coke and Patent Fuel	218 10 8	314	1 94	2 70
Rates and Taxes ...		231 10 1	171	2 06	Other Minerals ...	491 0 10	1108	4 35	9 56
National Insurance—					Total Goods Train Receipts ...				
Health ...	59 4 0		54	0 52	Total Traffic Receipts ...	2,510 15 10			
Unemployment ...	142 9 1	201 13 1	130	1 26	Mileage, Demurrage and Wagon Hire (balance)				
H—Mileage, Demurrage and Wagon Hire					Miscellaneous ...	65 5 8	59		
Miscellaneous ...					Loss on Railway Working ...				
Total Expenditure ...		£ 18,941 2 7	18,772	167 79					
Net Receipts ...									
Total		£ 18,941 2 7	18,772	161 91					

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

	£ s. d.		£ s. d.		Year 1922
	£	s. d.	£	s. d.	£
Superintendence—					
Salaries ... ..	27	6 0	—	—	27
Office Expenses ... ..	2	0 0	—	—	3
			29	6 0	30
Maintenance of Permanent Way—					
Repair of Running Lines and Sidings					
Wages ... ..	1,940	9 4	...	...	1,688
Materials ... ..	1,624	16 7	...	...	925
			3,565	5 11	2,613
Maintenance of Telephone ... ..			27	1 7	23
Maintenance of Stations and Buildings—					
Stations, Depots and Offices	82	19 7	...	...	159
Engine Sheds ... ..			...	...	1
Carriage Sheds ... ..	197	6 0	...	...	29
Locomotive Workshops ... ..	16	13 7	...	...	6
Carriage and Wagon Workshops ... ..			...	...	...
Other Buildings ... ..	14	19 4	...	...	...
			311	18 6	195
Complete Renewals ... ..			1,209	11 4	...
<b>Total ... ..</b>			<b>5,143</b>	<b>3 4</b>	<b>2 861</b>

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

**(1) Locomotives.**

	£ s. d.		£ s. d.		Year 1922
	£	s. d.	£	s. d.	£
Superintendence—					
Salaries ... ..	123	5 6			124
Office Expenses ... ..	15	0 6			3
			138	6 0	127
Repairs and Partial Renewals—					
Wages ... ..	1,503	3 11			1460
Materials ... ..	386	9 9			718
			1,889	13 8	2178
Purchase of New Locomotives ... ..			Cr. 250	0 0	593
Workshop Expenses—					
Repairs and Renewals of Machinery and Plant ... ..	743	9 7			248
Other Expenses ... ..	169	7 0			111
			912	16 7	359
<b>Total ... ..</b>			<b>2,690</b>	<b>16 3</b>	<b>3257</b>

**(2) Carriages.**

	£ s. d.		£ s. d.		Year 1922
	£	s. d.	£	s. d.	£
Superintendence—					
Salaries ... ..	41	1 10			41
Office Expenses ... ..					—
					41 1 10
Repairs and Partial Renewals—					
Wages ... ..	373	11 9			417
Materials ... ..	210	15 2			481
					584 6 11
Purchase of New Carriages					898
Workshop Expenses—					
Repairs and Renewals of Machinery and Plant ... ..					295
Other Expenses ... ..					...
<b>Total ... ..</b>					<b>625 8 9 1,234</b>

**(3) Wagons.**

	£ s. d.		£ s. d.		Year 1922
	£	s. d.	£	s. d.	£
Superintendence—					
Salaries ... ..	82	3 8			83
Office Expenses ... ..					—
					82 3 8
Repairs and Partial Renewals ... ..					
Wages ... ..	747	3 4			835
Materials ... ..	421	10 5			960
			1,168	13 9	1,795
Purchase of New Wagons					...
Workshop Expenses—					
Repairs and Renewals of Machinery and Plant ... ..					...
Other Expenses ... ..					...
<b>Total ... ..</b>			<b>1,250</b>	<b>17 5</b>	<b>1,878</b>

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

	£ s. d.	£ s. d.	Year 1922 £
Superintendence—			
Salaries ... ..	123 5 6		124
Office Expenses ... ..	10 3 8		8
		133 9 2	
Steam Train Working—			132
Wages connected with the running of Locomotive Engines ... ..	2,618 13 1	—	2,323
Fuel ... ..	1,507 5 2	—	1,632
Water ... ..	158 12 8	—	195
Lubricants ... ..	192 14 11	—	230
Other Stores, including Clothing ... ..	66 18 8	—	83
Miscellaneous ... ..	1 17 5	—	...
		4,546 1 11	4,463
Electric Train Working—			
Wages ... ..	—	—	—
Petrol ... ..	25 15 3	—	59
Lubricants ... ..	8 12 0	—	13
Other Stores, including Clothing ... ..	—	—	—
		34 7 3	72
Total ... ..		4,713 18 4	4,667

**ABSTRACT D.—TRAFFIC EXPENSES.**

	£ s. d.	£ s. d.	Year 1922 £
Salaries and Wages—			
Superintendence ... ..	—	—	—
Stationmasters and Clerks ... ..	506 12 6		539
Porters, &c. ... ..	382 0 0		378
Guards ... ..	904 5 3		944
		1,792 17 9	1,861
Fuel, Lighting and General Stores ... ..		15 1 1	32
Clothing ... ..		40 12 3	38
Printing, Advertising, Stationery, Stamps and Tickets ... ..		258 18 7	253
Wagon Covers, etc. ... ..		—	—
Cleansing, Lubricating and Lighting of Vehicles ... ..		35 15 10	72
Working of Crane ... ..		—	—
Miscellaneous Expenses ... ..		40 9 3	45
Total ... ..		2,183 14 9	2,301

**ABSTRACT E.—GENERAL CHARGES.**

	£ s. d.	Year 1922 £
Directors' Fees (Interim Manager) ... ..	126 0 0	226
Auditors and Public Accountants ... ..	65 2 0	53
Salaries of Secretary, General Manager, Accountant and Clerks ... ..	1,092 14 2	1187
Office Expenses ... ..	152 9 6	260
Fire Insurance ... ..	30 3 9	30
Miscellaneous Expenses ... ..	13 19 5	23
Total ... ..	1,480 8 10	1779

**ABSTRACT F.—Expenses of Collection and Delivery of Parcels and Goods**

G.—Running Powers—Receipts and Payments in respect of Running Power Expenses

H.—Mileage, Demurrage, and Wagon Hire

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.**

	£ s. d.	Year 1922 £		£ s. d.	Year 1922 £
To Sundry Creditors ... ..	4,537 7 4	5,051	By Rates ... ..	67 1 4	45
„ Irish Railway Clearing House ... ..	—	368	„ Blessington and Poulaphouca S. T. Co. ... ..	701 5 9	642
			„ Cash at Bankers and in hands ... ..	2,340 17 8	3,299
			„ Accounts Receivable ... ..	135 3 5	326
			„ Stock of Stores and Materials ... ..	1,065 17 4	1,107
			„ Due by Counties Dublin and Wicklow ... ..	227 1 10	—
	£4,537 7 4	5,419		£4,537 7 4	5,419

## STATISTICAL RETURNS.

### I.—MILEAGE OF LINES.

#### (A.)—MILEAGE OF LINES OPEN FOR TRAFFIC.

	RUNNING LINES.										Sidings reduced to Single Track		1923 Total of Single Track including Sidings		1922 Total of Single Track including Sidings	
	Length of Road First Track		Second Track		Third Track		Fourth Track		Over Four Tracks (reduced to Single Track)							
	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.
Lines owned by Undertaking— Main and Principal Lines .	15	73	0	60	—	—	—	—	—	—	16	53	0	25	16	78
Lines Leased or Worked by Undertaking—Main and Principal Lines ...	4	54	0	3	—	—	—	—	—	—	4	57	0	8	4	65
Total for 1922 ...	20	47	0	63	—	—	—	—	—	—	21	30	0	33	21	63

#### (B.)—MILEAGE OF LINES AUTHORISED BUT NOT OPEN FOR TRAFFIC.—Not Applicable.

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

										Year 1923		Year 1922		
										M.	Ch.	M.	Ch.	
Lines owned by the Company ...	...	...	...	...	...	...	...	...	...	...	15	73	15	73
„ Leased or Worked by the Company ...	...	...	...	...	...	...	...	...	...	...	4	54	4	54

### II.—ROLLING STOCK.

#### (A.)—STEAM LOCOMOTIVES.

Description.	Number 1923		Number 1922	
	M.	Ch.	M.	Ch.
Tank Engines ...	2	4	2	2
„ „ ...	0	4	3	3
Total ...	2	8	5	5

#### (B.)—RAIL MOTOR VEHICLES.

Description.	Number 1923	Carrying Capacity 1923	Number 1922	
			Number	Carrying Capacity
Petrol Power ...	2	156	2	156
Total ...	2	156	2	156

#### (C.)—TRAINS WORKED BY ELECTRIC POWER.—Not Applicable.

#### (D.)—COACHING VEHICLES (OTHER THAN ELECTRIC).

	SEATS OR BERTHS, 1923.				Year 1922	
	Number	1st Class.	3rd Class.	Total.	Number	Seats or Berths
Passenger Carriages—						
Carriages of Uniform Class	3	—	210	210	4	210
Composite Carriages ...	7	153	305	458	7	514
Restaurant Cars ...	—	—	—	—	—	—
Miscellaneous ...	—	—	—	—	—	—
Total ...	10	153	515	668	11	724
Other Coaching Vehicles— Nil.						
Total Coaching Vehicles ...	10				11	—

#### (E.)—MERCHANDISE & MINERAL VEHICLES

Description.	Number	
	1923	1922
Open W'gs.—Under 8 tons	32	32
Covered „ „	8	8
Mineral „ „	—	—
Special Wagons	—	—
Cattle Trucks ...	11	11
Rail and Timber Trucks	4	4
Brake Vans ...	—	—
Miscellaneous ...	—	—
Total ...	55	55

#### (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. Steam Boats.
- V. Canals.
- VI. Docks, Harbours and Wharves.
- VII. Hotels.
- VIII. Land, Property, etc., not forming part of the Railway or Station.
- IX. Other Industries (if any).

} **Not Applicable.**

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

Quantities of Principal Materials used—											Year 1922			
Ballast	...	...	...	...	...	...	...	...	...	...	230 yds.	25 yards		
Rails	...	...	...	...	...	...	...	...	...	...	100 tons	Nil		
Sleepers	...	...	...	...	...	...	...	...	...	...	3,700	1,716		
Miles Maintained—											M.	C.	M.	C.
Miles of Road	...	...	...	...	...	...	...	...	...	...	15	73	15	73
„ reduced to single track	...	...	...	...	...	...	...	...	...	...	16	53	16	53
Sidings	...	...	...	...	...	...	...	...	...	...	0	25	0	25

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

	In Company's Workshop No.	By Contract No.	Total	Year 1922.		
				In Company's Workshop No.	By Contract No.	Total.
<b>Locomotives Repaired—</b>						
Heavy Repairs	2	Nil	2	2	Nil	2
Light „	2	Nil	2	1	Nil	1
Locomotives under or awaiting repairs at end of year	1	Nil	1	1	Nil	1
<b>Rail Motor and Electric—</b>						
Heavy Repairs	Nil	Nil	Nil	1	Nil	1
Rail Motor and Electric under or awaiting repairs at end of year	1	Nil	1	1	Nil	1
<b>Coaching Vehicles.</b>						
<b>Carriages Repaired—</b>						
Heavy Repairs	3	1	4	1	2	3
Light „	108	Nil	108	120	Nil	120
Carriages under or awaiting repairs at end of year	1	Nil	1	1	1	2
<b>Wagons Repaired—</b>						
Heavy Repairs	30	Nil	30	25	Nil	25
Light „	178	Nil	178	190	Nil	190
Wagons under or awaiting repairs at end of year	10	Nil	10	8	Nil	8

## XII.—ENGINE MILEAGE.

	Year 1923.			Year 1922.		
	Steam.	Petrol.	Total.	Steam.	Petrol.	Total.
On Dublin and Blessington Line	71,902	—	71,902	73,486	161	73,647
On Blessington and Poulaphouca Line	7,033	—	7,033	6,534	—	6,534
Total	78,935	—	78,935	80,020	161	80,181

## XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passengers	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System	Year 1922.			
					Number	Receipts	Average Fare per Passenger	Number originating on the Company's System
Ordinary—		£	s. d.			£	s. d.	
1st Class	9,296	532	1 1·09	9,279	7,877	517	1 3·75	7,864
3rd Class	200,323	7,197	0 8·62	199,363	168,902	6,373	0 9·05	168,206
Total	209,619	7,729	0 8 85	208,642	176,779	6,890	0 9 35	176,070
Season Tickets	17	91	—	—	17	97	—	—

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage	Receipts	Average Receipts per ton	Tonnage originating on the Company's System.	Year 1921			
					Tonnage	Receipts	Average Receipts per ton.	Tonnage originating on the Company's System
Merchandise	3,106	£ 1,538	s. d. 9 10·84	2,023	3,043	£ 1,687	s. d. 11 1·05	2,504
Coal and Coke	661	218	6 7·15	661	930	314	6 9·03	930
Other Minerals	4,238	491	2 3·80	4,207	10,526	1,108	2 1·26	10,513
Total	8,005	2,247	5 7·36	6,891	14,499	3,109	4 3·46	13,947
	Number			Number originating on the Company's System.	Number			Number originating on the Company's System
Live Stock	2,972	263	—	2,949	4,968	413		4,156



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

Originating on the Company's System.	Tons.	
	Year 1923	Year 1922.
Beer and Porter ... ..	434	537
Bread ... ..	204	233
Mill Stuffs ... ..	186	269
Oats ... ..	42	76
Sand ... ..	4,142	6,956
Stone (Broken) ... ..	44	3,564
<b>Total ... ..</b>	<b>5,052</b>	<b>11,635</b>

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

Originating on the Company's System.	Number.	
	Year 1923	Year 1922.
Horses ... ..	66	22
Cattle ... ..	648	959
Calves ... ..	88	69
Sheep and Lambs ... ..	1,944	2,961
Pigs ... ..	199	138
Miscellaneous ... ..	9	7
<b>Total ... ..</b>	<b>2,949</b>	<b>4,156</b>

**XVI.—SUMMARY OF FINANCIAL RESULTS SECURED.**

	1916.	1917.	1918.	1919.	1920.	1921.	1922.	1923.
	£	£	£	£	£	£	£	£
Total Expenditure on Capital Account ...	De. 9,206	De. 1,732	De. 688	De. 2,006	De. 713	De. 1,358	De. 6,826	De. 7,582
Net Receipts from Business carried on by Co.	Cr. 2	Cr. 74	Cr. 6	Cr. 7	Cr. 7	Cr. 7	Cr. 25	Cr. 112
Miscellaneous Receipts ... ..	De. 9,204	De. 1,658	De. 682	De. 1,999	De. 706	De. 1,351	De. 6,801	De. 7,470
Interest, Rentals and other Fixed Charges	125	107	107	158	134	163	151	142
Dividend on Guaranteed Shares ...	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Balance after Payment of Guaranteed Shares	—	—	—	—	—	—	—	—
Dividend on Ordinary Shares ...	—	—	—	—	—	—	—	—
Appropriation to Reserve ... ..	—	—	—	—	—	—	—	—
Brought forward from previous years ...	—	—	—	—	—	—	—	—
Carried forward to subsequent years ...	—	—	—	—	—	—	—	—

**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.

Terenure, Co. Dublin.  
26th January, 1924.

G. H. GIBSON,  
*Engineer.*

**CERTIFICATE RESPECTING THE ROLLING STOCK.**

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

Templeogue, 26th January, 1924.

F. C. DOYLE,  
*Locomotive Engineer.*

W. COLLEN, *Interim Manager.*

H. O. TISDALL, *Secretary and Accountant.*

We have examined the foregoing Accounts, compared same with the Books of the undertaking, and found them to agree.

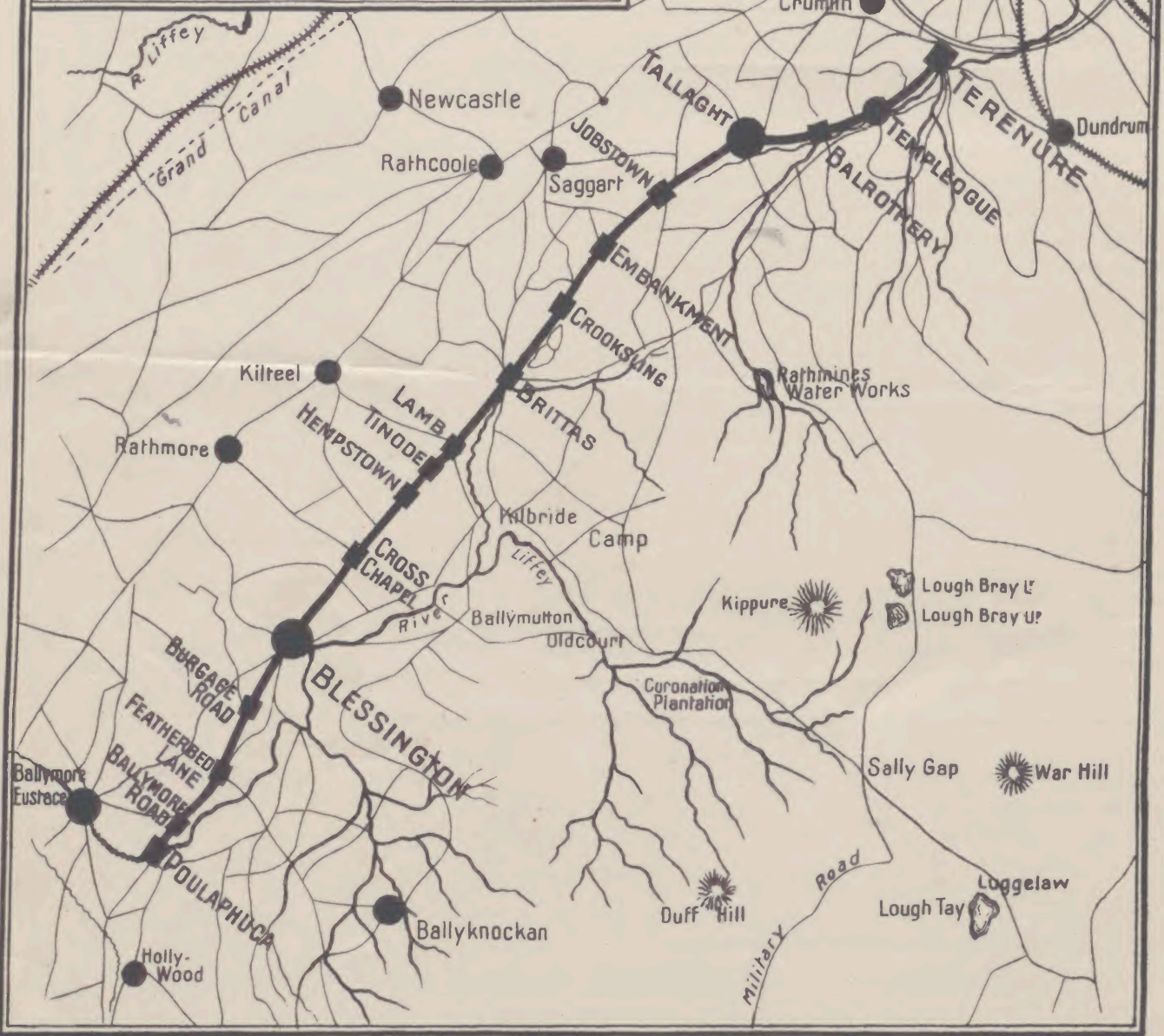
In our opinion the Accounts as above set out, disclose the true financial position of the undertaking.

31 Dame Street, Dublin.  
4th February, 1924.

KEVANS & SON,  
*(Chartered Accountants),  
Auditors.*

**DUBLIN & BLESSINGTON TRAMWAY**  
**BLESSINGTON & POULAPHUCA TRAMWAY**

Roads — Rivers — Railways



**Dundalk Newry and Greenore Railway.**FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED  
31<sup>ST</sup> DECEMBER, 1923.PART I.  
FINANCIAL ACCOUNTS.

The following Accounts and Abstracts are not applicable to this 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. 4 (a). Subscriptions to other Companies.  
 No. 9 (a). Statement of Interim Dividends paid.  
 No. 10. Abstract F. Expenses of collection and delivery of Parcels and Goods.  
 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. 16. Receipts and Expenditure in respect of other separate businesses carried on by the Company.

**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.
	£	£	£	£	£	£	£	£	£
Dundalk and Greenore Act, 1863 .....	110,000	36,600	146,600	110,000	36,600	146,600	....	....	....
Dundalk and Greenore Act, 1867 .....	50,000	16,600	66,600	50,000	16,600	66,600	....	....	....
Dundalk Newry and Greenore Act, 1873 ....	240,000	80,000	320,000	240,000	80,000	320,000	....	....	....
London and North Western (New Lines, &c.) Act, 1876.....	51,000	16,800	67,800	51,000	16,800	67,800	....	....	....
TOTAL.....£	451,000	150,000	601,000	451,000	150,000	601,000	....	....	....

**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.	Amount uncalled.
	£	£	£	£	£
Ordinary £25 Shares .....	451,000	451,000	387,500	900	62,600

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

	Raised by Loans.	Raised by issue of L. & N. W. Debenture Stock at 4 per cent.
Existing at 31st December, 1923.....	Nil.	£ 133,200
Existing at 31st December, 1922.....	Nil.	133,200
Increase.....	....	....
Decrease .....	....	....
Total amount authorised to be raised by Loans and Debenture Stock in respect of Capital created as per Statement No. 1 (a) .....		150,000
Less—Amount created but not yet available .....		16,800
		133,200
Total Amount raised by Debenture Stock as above .....		133,200
Balance, being available borrowing powers at 31st December, 1923 .....		....

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

To Expenditure.	Amount expended to 31st December, 1922.		Amount expended during Year, as per No. 5.		TOTAL.	By Receipts.	Amount received to 31st December, 1922.		Amount received during Year.		TOTAL.
	£	s. d.	£	s. d.			£	s. d.	£	s. d.	
Lines open for Traffic .....	366,923	18 5	....	....	366,923 18 5	Shares (No. 2) .....	387,500	0 0	....	....	387,500 0 0
Rolling Stock .....	39,235	6 7	....	....	39,235 6 7	Debenture Stock (No. 3) ....	133,200	0 0	....	....	133,200 0 0
Total Capital expended upon Railway .....	406,159	5 0	....	....	406,159 5 0						
Docks, Harbours, and Wharves .....	55,442	3 10	....	....	55,442 3 10						
Hotels .....	26,410	14 0	....	....	26,410 14 0						
Electric Power Stations, &c. ....	3,233	10 8	....	....	3,233 10 8						
Land, Property, &c., not forming part of the Railway or Stations:— Not used in connection with Railway Working ..	27,838	11 1	....	....	27,838 11 1						
TOTAL EXPENDITURE.. £	519,084	4 7	....	....	£ 519,084 4 7						
To Balance .....					1,615 15 5						
TOTAL .....					£ 520,700 0 0	TOTAL RECEIPTS..... £	520,700	0 0	....	....	520,700 0 0

**No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1923.**

NIL.

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

NIL.

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

	£	s. d.	£	s. d.
Stock and Share Capital created but not yet received (as per Statement No. 2):—				
Calls in Arrear .....	900	0 0		
Amount uncalled .....	62,600	0 0		
			63,500	0 0
Loan Capital created but not yet available (as per Statement No. 3) .....			16,800	0 0
			80,300	0 0
Add—Balance at Credit (as per Capital Account No. 4) .....			1,615	15 5
TOTAL .....			£ 81,915	15 5

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

See Statement.	Gross Receipts.	Expenditure.	Net Receipts.	Year 1922.		
				Gross Receipts.	Expenditure.	Net Receipts.
	£	£	£	£	£	£
10 Railway .....	27,794 14 10	51,756 17 11	Dr. 23,962 3 1	27,382	50,470	Dr. 23,088
14 Docks, Harbours, and Wharves .....	1,842 17 0	4,920 5 9	Dr. 3,077 8 9	2,309	5,382	Dr. 3,073
15 Hotels, and Refreshment Rooms where catering is carried on by the Company .....	9,914 5 1	9,842 15 2	71 9 11	8,087	8,118	Dr. 31
TOTAL .....	£ 39,551 16 11	66,519 18 10	Dr. 26,968 1 11	37,778	63,970	Dr. 26,190
Miscellaneous Receipts (Net)—						
Rents from Houses and Land .....		824 6 9			1,211	
Other Rents, including Lump-sum Tolls .....		61 10 5			62	
General Interest .....		387 7 5			Dr. 25	
			1,273 4 7			1,244
TOTAL NET LOSS .....			£ Dr. 25,694 17 4			£ Dr. 24,944

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

	£	s. d.	£
Deficiency brought from last year's account .....	Dr. 98,255	15 5	Dr. 73,311
Net Loss (as per Statement No. 8) .....	Dr. 25,694	17 4	Dr. 24,944
DEFICIENCY AT 31ST DECEMBER CARRIED TO BALANCE SHEET .....	Dr. 123,950	12 9	Dr. 98,255

To Expenditure.	Year 1922.		Percentage of Traffic Receipts.		By Gross Receipts.	Year 1922.		Percentage of Traffic Receipts.	
	£	s. d.	1923.	1922.		£	s. d.	1923.	1922.
<i>See Abstracts.</i>									
A—Maintenance and Renewal of Way and Works .....	8,834	6 1	13,763	50.87	137	13 10			
B—Maintenance and Renewal of Rolling Stock—					129				
(1) Locomotives .....	2,991				6,102				
(2) Carriages .....	3,228								
(3) Wagons .....	2,360	2 0							
C—Locomotive Running Expenses .....	4,888	7 0	6,348	23.46					
D—Traffic Expenses .....	7,890								
E—General Charges .....	35,535	17 7	27,847	102.92					
Law Charges .....	532	18 6	770	2.84					
Compensation (Accidents and Losses)—	139	14 9	404	1.49					
Passengers .....									
Workmen .....	158	17 11							
Damage and Loss of Goods, Property, &c. ....	319	18 7							
F—Rates .....	478	16 6	378	1.40					
National Insurance—	208	19 8	230	0.85					
Health .....									
Unemployment .....	211								
G—Running Powers (Balance) .....	512	18 2	513	1.90					
	Cr. 63	4 1	Cr. 76	Cr. 0.28					
Total Traffic Expenditure .....	51,068	14 2	50,177	185.45					
H—Mileage, Demurrage, and Wagon Hire (Balance) .....	455	4 9	130						
Miscellaneous .....	232	19 0	163						
TOTAL EXPENDITURE .....	£ 51,756	17 11	50,470						
					Passenger Train Traffic—				
					Ordinary Passengers—				
					First Class .....	137	13 10		
					Second Class .....	191	0 11		
					Third Class .....	5,704	8 1		
					Season Tickets—				
					First Class .....	1			
					Second Class .....	38	5 5		
					Third Class .....	139	18 6		
					Workmen's Tickets .....				
						198	3 11		
						53	16 6		
					Total Receipts from Passengers .....	6,285	3 3		
					Mails .....				
						2	16 8		
					Parcels up to 2 cwt., Parcels Post, and Excess Luggage .....				
					Other Merchandise by Passenger Trains ..	1,190			
						1,689			
					Total Passenger Train Receipts .....	2,604	0 4		
						8,892	0 3		
					Goods Train Traffic—				
					Merchandise .....	7,738	4 5		
					Live Stock .....	6,931	5 7		
					Coal, Coke, and Patent Fuel .....	1,466	2 1		
					Other Minerals .....	14	0 4		
					Total Goods Train Receipts .....	16,149	12 5		
					Total Traffic Receipts .....	25,041	12 8		
					Miscellaneous .....	2,753	2 2		
					Total Receipts .....	27,794	14 10		
					Net Loss .....	23,962	3 1		
					TOTAL .....	£ 51,756	17 11		

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

	£ s. d.	£ s. d.	Year 1922. £
Superintendence—			
Salaries .....	68 15 0		30
Office Expenses, &c. ....	3 7 2	72 2 2	3
Maintenance of Roads, Bridges, and Works—			
Earthworks .....	Cr. 2 7 5		1
Bridges, Tunnels, Culverts, Retaining Walls, and other Works .....	985 10 0		1,053
Roads and Fences .....	677 0 8	1,660 3 3	1,069
Maintenance of Permanent Way—			
Repair of Running Lines and Sidings—			
Wages .....	5,101 14 11		5,645
Materials .....	Cr. 20 15 2		2,348
Engine Power and Wagon Repairs .....	54 19 11	5,135 19 8	40
Maintenance of Signalling .....	247 6 6		164
Maintenance of Telegraphs .....	166 3 7	413 10 1	62
Maintenance of Stations and Buildings—			
Stations, Depôts, and Offices .....	1,289 17 2		3,106
Engine Sheds .....	137 1 7		214
Other Buildings .....	125 12 2		28
		1,552 10 11	
<b>TOTAL .....</b>	<b>£</b>	<b>8,834 6 1</b>	<b>13,763</b>

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

**(1) LOCOMOTIVES.**

**(2) CARRIAGES.**

	£ s. d.	£ s. d.	Year 1922. £
Superintendence—			
Salaries .....	64 3 4		74
Office Expenses .....	3 4 0	67 7 4	4
Repairs and Partial Renewals—			
Wages .....	755 4 6		873
Materials .....	1,099 1 3	1,854 5 9	1,719
Workshop Expenses—			
Repairs and Renewals of Machinery and Plant .....	54 3 3		57
Other Expenses .....	263 11 0	317 14 3	285
		2,239 7 4	3,012
Deduct—Engine Power supplied to and by the Company (Balance) .....		48 14 9	21
<b>TOTAL .....</b>	<b>£</b>	<b>2,190 12 7</b>	<b>2,991</b>

	£ s. d.	£ s. d.	Year 1922. £
Superintendence—			
Salaries .....	1 10 0		2
Office Expenses .....	0 2 4	1 12 4	...
Repairs and Partial Renewals—			
Wages .....	219 18 8		26
Materials .....	110 7 1	330 5 9	93
Workshop Expenses—			
Repairs and Renewals of Machinery and Plant .....	1 9 4		1
Other Expenses .....	4 5 0	5 14 4	7
<b>TOTAL .....</b>	<b>£</b>	<b>337 12 5</b>	<b>129</b>

**(3) WAGONS.**

	£ s. d.	£ s. d.	Year 1922. £
Superintendence—			
Salaries .....	103 15 2		117
Office Expenses .....	4 10 5	108 5 7	6
Repairs and Partial Renewals—			
Wages .....	1,183 15 9		1,380
Materials .....	681 10 2	1,865 5 11	1,302
Workshop Expenses—			
Repairs and Renewals of Machinery and Plant .....	92 15 1		90
Other Expenses .....	293 15 5	386 10 6	333
<b>TOTAL .....</b>	<b>£</b>	<b>2,360 2 0</b>	<b>3,228</b>

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

	Year 1922.		Year 1923.
	£ s. d.	£ s. d.	
Superintendence—			£
Salaries .....	400 19 2		356
Office Expenses .....	19 5 9		18
		420 4 11	
Steam Train Working—			
Wages connected with the Running of Locomotive Engines ..	4,144 9 9		3,527
Fuel .....	3,517 5 7		3,706
Water .....	45 19 0		60
Lubricants .....	96 5 6		95
Other Stores, including Clothing	120 2 10		114
Miscellaneous .....	69 8 4		56
		7,993 11 0	7,558
		8,413 15 11	7,932
Deduct—Engine Power supplied to and by the Company (Balance) .....		152 0 3	42
TOTAL .....	£	8,261 15 8	7,890

**ABSTRACT D.—TRAFFIC EXPENSES.**

	Year 1922.		Year 1923.
	£ s. d.	£ s. d.	
Salaries and Wages—			
Superintendence .....	100 0 0		100
Stationmasters and Clerks .....	6,264 0 8		4,065
Signalmen and Gatemen .....	1,192 9 6		1,160
Ticket Collectors, Policemen, Porters, &c. ....	12,316 18 9		8,766
Guards .....	709 14 9		678
		20,583 3 8	
Fuel, Lighting, Water, and General Stores .....	1,419 19 11		860
Clothing .....	247 13 2		99
Printing, Advertising, Stationery, Stamps, and Tickets .....	408 18 7		266
Expenses of Joint Stations and Junctions .....	1,577 7 6		1,308
Cleansing, Lubricating, and Lighting of Vehicles ..	698 7 7		679
Shunting Expenses (other than Mechanical)—			
Wages .....	595 13 3		459
Working of Stationary Engines, Hoists, Cranes, &c. ....	1,121 2 9		960
Railway Clearing Houses Expenses .....	435 8 11		537
Miscellaneous Expenses .....	186 6 7		20
TOTAL .....	£	27,274 1 11	19,957

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

**ABSTRACT E.—GENERAL CHARGES.**

	Year 1922.	
	£ s. d.	£
Office Expenses .....	68 7 9	28
Fire Insurance .....	63 9 0	136
Superannuation and Benevolent Funds, Pensions, &c. ....	354 3 5	290
Subscriptions and Donations .....	10 0 0	10
Miscellaneous Expenses .....	36 18 4	306
TOTAL .....	£ 532 18 6	770

	Year 1922.			Year 1923.		
	Receipts.	Payments.	Balance.	Receipts.	Payments.	Balance.
	£ s. d.	£ s. d.	£ s. d.	£	£	£
Passenger Train Traffic ..	78 15 9	.....	Cr. 78 15 9	£ 162	.....	Cr. 162
Goods Train Traffic ....	5 4 2	20 15 10	15 11 8	4	90	86
TOTAL .....	£ 83 19 11	20 15 10	Cr. 63 4 1	166	90	Cr. 76

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

	Year 1922.			Year 1923.		
	Receipts.	Expenditure.	Balance.	Receipts.	Expenditure.	Balance.
	£ s. d.	£ s. d.	£ s. d.	£	£	£
Mileage and Demurrage:—						
Passenger Train Vehicles .....	22 10 11	41 19 6	Dr. 19 8 7	1	69	Dr. 68
Goods Train Vehicles ..	163 8 3	599 4 5	Dr. 435 16 2	30	92	Dr. 62
TOTAL .....	£ 185 19 2	641 3 11	Dr. 455 4 9	31	161	Dr. 130

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

To Expenditure.	Year 1922.		By Gross Receipts.	Year 1923.	
	£ s. d.	£		£ s. d.	£
Superintendence .....	93 19 3	93	Wharf and Pier Dues .....	542 0 7	748
Maintenance .....	1,316 19 4	1,597	Rents .....	6 0 0	.....
Dredging .....	0 18 6	38	Craneage and other Services .....	1,294 16 5	1,561
Wages not included in above .....	1,853 11 9	2,107		1,842 17 0	2,309
Rates .....	191 16 1	210	Balance .....	3,077 8 9	3,073
Miscellaneous .....	1,463 0 10	1,337			
TOTAL .....	£ 4,920 5 9	5,382	TOTAL .....	£ 4,920 5 9	5,382

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

*Dr.* *Cr.*

To Expenditure.	Year 1922.		By Gross Receipts.	Year 1922.				
	£ s. d.	£		£ s. d.	£			
Salaries and Wages .....	1,492 18 3	1,397	Total Receipts from Hotels and from Sale of Provisions, &c., in Refreshment Rooms .....	9,914 5 1	8,037			
Provisions, Wines, and Spirits consumed .....	5,810 7 4	4,348						
Repairs and maintenance of Hotels and Refreshment Rooms .....	636 2 8	1,234						
Heating and Lighting of Hotels and Refreshment Rooms .....	489 7 5	642						
Rates .....	91 6 0	101						
Taxes .....	10 7 9	10						
Miscellaneous .....	532 5 9	246						
<b>Total Expenditure.....</b>	<b>9,062 15 2</b>	<b>8,478</b>						
L. M. & S. Company's proportion of Profit.....	780 0 0	<i>Cr.</i> 360						
Balance.....	71 9 11	....				Balance .....	....	31
<b>TOTAL.....</b>	<b>£ 9,914 5 1</b>	<b>8,118</b>	<b>TOTAL.....</b>	<b>£ 9,914 5 1</b>	<b>8,118</b>			

**No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.**

*Dr.* *Cr.*

	Year 1922.		Number of Units.	Year 1922.	
	£ s. d.	£		£ s. d.	£
<b>Superintendence:—</b>			<b>Current supplied:—</b>		
Salaries .....	70 2 10	56		For Power .....	116 11 6
Office Expenses .....	....	....	„ Lighting .....	1,355 6 3	1,137
		70 2 10			
<b>Generation:—</b>					
Maintenance of Buildings .....	4 4 5	32			
Maintenance of Plant, Machinery, and Tools.....	60 10 3	31			
Maintenance of Feeders, Cables, and Accessories .....	2 5 2	1			
Salaries and Wages .....	693 14 4	519			
Fuel, including Carriage, &c.....	503 13 0	463			
Oil, Waste, Water, and Stores ....	20 14 11	20			
		1,285 2 1			
<b>Distribution:—</b>					
Maintenance of Feeders, Mains, and Apparatus .....	11 9 3	10			
Maintenance of Meters, Switches, Fuses, Lamps, &c.....	6 3 7	10			
		17 12 10			
Rates .....	37 0 0	41			
Hydraulic Machinery, Boilers Suspense Account ....	62 0 0	62			
<b>TOTAL .....</b>	<b>£ 1,471 17 9</b>	<b>1,245</b>	<b>TOTAL .....</b>	<b>23,611</b>	<b>£1,471 17 9</b>

**No. 18.—GENERAL BALANCE SHEET.**

*Dr.* *Cr.*

	Year 1922.			Year 1922.	
	£ s. d.	£		£ s. d.	£
To Capital Account, Balance at Credit thereof (as per Account No. 4).....	1,615 15 5	1,616	By Cash at Bankers and in hand .....	15,986 16 5	6,869
Outstanding Traffic Accounts .....	2,396 13 9	....	Stock of Stores and Materials .....	3,763 3 2	4,757
Amount due to Railway Companies and Committees .....	344,257 3 10	327,485	Outstanding Traffic Accounts .....	....	631
Amount due to Irish Railway Clearing House	1,000 0 0	1,050	Amount due by Railway Companies and Committees .....	1,513 7 10	1,304
Accounts payable .....	3,461 12 1	2,588	Amount due by Irish Railway Clearing House..	2,494 7 6	2,605
Miscellaneous Accounts .....	467 7 5	467	Accounts receivable .....	3,303 11 11	2,132
Depreciation Funds, including provision for Arrears of Maintenance—Railway.....	9,993 11 11	9,993	Renewal of Hydraulic Boilers, Greenore .....	1,078 4 10	1,140
Compensation under the Irish Railways (Settlement of Claims) Act, 1921.....	39,314 0 0	19,582	Deficiency (as per Account No. 9) .....	123,950 12 9	98,255
			Debenture Interest not charged to Net Income	250,416 0 0	245,088
<b>£ 402,506 4 5</b>	<b>362,781</b>		<b>£ 402,506 4 5</b>	<b>362,781</b>	



**PART II.**  
**STATISTICAL RETURNS.**

The following Returns are not applicable to this Company :—

- I.—Mileage of Lines.
  - (B) Mileage of Lines authorised but not open for Traffic.
- II—Rolling Stock.
  - (B) Rail Motor Vehicles.
  - (C) Trains worked by Electric Power.
- 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.
- IX.—Other Industries.

**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 1922.	
	Length of Road.	Single Track.			Total of Single Track, including Sidings.	
Lines owned by the Company—	m.	ch.	m.	ch.	m.	ch.
Newry to Greenore.....	13	54	66		14	40
Greenore to Dundalk.....	13	14	3 27		16	41
<b>TOTAL.....</b>	<b>26</b>	<b>68</b>	<b>4 13</b>		<b>31</b>	<b>1</b>
<i>Ditto ditto Year 1922.....</i>	<i>26</i>	<i>68</i>	<i>4 13</i>		<i>31</i>	<i>1</i>

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

	Year 1922.	
	m.	ch.
Lines owned by the Company .....	26	68
Lines over which the Company exercises Running Powers continuously .....	2	52
<b>TOTAL .....</b>	<b>29</b>	<b>40</b>

**II.—ROLLING STOCK.**

**(A)—STEAM LOCOMOTIVES AND TENDERS.**

Description.	Wheel Type.	Number.	Year 1922.
			Number.
Tank Engines .....	0—6—0	6	6

**(D)—COACHING VEHICLES (OTHER THAN ELECTRIC).**

Description.	Number.	Seats or Berths.				Year 1922.	
		1st Class.	2nd 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	69	48	64	181	5	181
	12	69	48	414	531	12	531
<b>OTHER COACHING VEHICLES.</b>							
Luggage, Parcel, and Brake Vans	4					4	
Carriage Trucks .....	1					1	
Horse Boxes .....	6					6	
	11					11	
<b>TOTAL COACHING VEHICLES..</b>	<b>23</b>					<b>23</b>	

**(E)—MERCHANDISE AND MINERAL VEHICLES.**

Description.	Number.	Year 1922.
		Number.
Open Wagons— Under 8 tons .....	32	32
Covered Wagons— Under 8 tons .....	74	74
Mineral Wagons— 8 and up to 12 tons.....	50	50
Cattle Trucks .....	40	40
Rail and Timber Trucks (including Twin Trucks)	3	3
Brake Vans .....	3	3
<b>TOTAL.....</b>	<b>202</b>	<b>202</b>

**(F)—RAILWAY SERVICE VEHICLES.**

Description.	Number.	Year 1922.
		Number.
Ballast Wagons.....	4	4
Travelling Crane .....	1	1
<b>TOTAL.....</b>	<b>5</b>	<b>5</b>

**VI.—DOCKS, HARBOURS, AND WHARVES.**

Name.	Length of Quay.
Dundalk Quay .....	852 feet.
Greenore Dock .....	816 ..
Greencastle Pier Head.....	27 ..

**VII.—HOTELS.**

Name.	Situation.
Greenore Hotel .....	Greenore.

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

Land.	Acreage.			Year 1922.			
	a.	r.	p.	Acreage.			
Agricultural Land .....	143	2	8	143	2	8	
Urban and Suburban Land .....	5	2	0	5	2	0	
Houses.				Number.		Number.	
Houses and Cottages for Company's Servants				47		47	
Other Houses and Cottages .....				15		15	

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

	Year 1922.			
Quantities of principal materials used—				
Ballast .....	Cubic yards		2,239	
Sleepers .....	Number		1,007	
Fencing .....	Miles.	Yds.	Miles.	Yds.
	.....	880	2	40
Miles maintained—				
Miles of road.....	M.	Ch.	M.	Ch.
	26	68	26	68
Miles of road reduced to single track—				
Running Lines.....	26	68	26	68
Sidings .....	4	13	4	13

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

	In Company's Workshops.	Year 1922.
	Number.	In Company's Workshops.
		Number.
Locomotives repaired—		
Heavy repairs .....	3	2
Light ,, .....	2	2
Locomotives under or awaiting repair at end of year .....	1	1
Coaching Vehicles—		
Others repaired—		
Light repairs.....	12	4
Others under or awaiting repair at end of year .....	.....	2
Wagons repaired—		
Heavy repairs .....	12	21
Light ,, .....	44	54
Wagons under or awaiting repair at end of year .....	11	9

**XII.—ENGINE MILEAGE.**

	Year 1922.																			
	Train Miles. (Loaded Trains.)			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.	Total.	Coaching.	Goods.	Total.	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.....	63,640	39,567	103,207	63,659	42,374	106,033	3,560	33,014	1,001	143,608	60,895	30,783	91,678	61,001	33,488	94,489	3,880	22,990	52	121,411
Over the Company's System by other Companies' Engines.....	.....	167	167	.....	234	234	.....	.....	.....	234	.....	121	121	.....	242	242	.....	.....	.....	242
<b>TOTAL.....</b>	<b>63,640</b>	<b>39,734</b>	<b>103,374</b>	<b>63,659</b>	<b>42,608</b>	<b>106,267</b>	<b>3,560</b>	<b>33,014</b>	<b>1,001</b>	<b>143,842</b>	<b>60,895</b>	<b>30,904</b>	<b>91,799</b>	<b>61,001</b>	<b>33,730</b>	<b>94,731</b>	<b>3,880</b>	<b>22,990</b>	<b>52</b>	<b>121,653</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.....	62,047	38,761	100,808	62,065	41,235	103,300	1,853	31,639	3,110	139,902	59,332	29,897	89,229	59,438	32,242	91,680	2,385	21,291	2,719	118,075
By the Company's Engines over other Companies' Lines.....	1,593	806	2,399	1,594	1,139	2,733	1,707	1,375	8	5,823	1,563	886	2,449	1,563	1,246	2,809	1,495	1,699	.....	6,003
By other Companies' Engines over the Company's Lines.....	.....	167	167	.....	234	234	.....	.....	.....	234	.....	121	121	.....	242	242	.....	.....	.....	242
<b>TOTAL.....</b>	<b>63,640</b>	<b>39,734</b>	<b>103,374</b>	<b>63,659</b>	<b>42,608</b>	<b>106,267</b>	<b>3,560</b>	<b>33,014</b>	<b>3,118</b>	<b>145,959</b>	<b>60,895</b>	<b>30,904</b>	<b>91,799</b>	<b>61,001</b>	<b>33,730</b>	<b>94,731</b>	<b>3,880</b>	<b>22,990</b>	<b>2,719</b>	<b>124,320</b>
<b>C.—MILES RUN BY THE COMPANY'S ENGINES—</b>																				
<i>Steam Tender and Tank Engines—</i>																				
Over Lines owned, leased, or worked by the Company.....	62,047	38,761	100,808	62,065	41,235	103,300	1,853	31,639	3,110	139,902	59,332	29,897	89,229	59,438	32,242	91,680	2,385	21,291	2,719	118,075
Over other Companies' Lines.....	5,144	815	5,959	5,145	1,150	6,295	3,921	1,375	8	11,599	4,807	888	5,695	4,807	1,248	6,055	3,473	1,701	2	11,231
<b>TOTAL.....</b>	<b>67,191</b>	<b>39,576</b>	<b>106,767</b>	<b>67,210</b>	<b>42,385</b>	<b>109,595</b>	<b>5,774</b>	<b>33,014</b>	<b>3,118</b>	<b>151,501</b>	<b>64,139</b>	<b>30,785</b>	<b>94,924</b>	<b>64,245</b>	<b>33,490</b>	<b>97,735</b>	<b>5,858</b>	<b>22,992</b>	<b>2,721</b>	<b>129,306</b>

**XIII.—PASSENGER TRAFFIC AND RECEIPTS.**

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1922.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
Ordinary—		£	s. d.			£	s. d.	
1st Class .....	1,427	138	1 11½	674	1,635	139	1 8½	777
2nd „ .....	2,638	191	1 5½	2,306	1,604	129	1 7½	1,337
3rd „ .....	115,442	5,704	0 11½	93,579	119,576	6,102	1 0½	99,122
Workmen .....	2,610	54	0 5	2,610	4,732	97	0 5	4,732
<b>TOTAL.....</b>	<b>122,117</b>	<b>6,087</b>	<b>1 0</b>	<b>99,169</b>	<b>127,547</b>	<b>6,467</b>	<b>1 0½</b>	<b>105,968</b>
Season—								
1st Class.....	.....	.....	.....	.....	.....	.....	.....	.....
2nd „ .....	3	38	.....	3	3	51	.....	3
3rd „ .....	20	160	.....	20	38	386	.....	38

**XIV.—GOODS TRAFFIC AND RECEIPTS.**

Description of Traffic.	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1922.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
Merchandise .....	Tons. 24,725	£ 7,738	s. d. 6 3	Tons. 9,072	Tons. 22,152	£ 12,405	s. d. 11 2½	Tons. 9,454
Coal, Coke, and Patent Fuel.....	9,134	1,466	3 2½	9,089	4,437	576	2 7½	4,421
Other Minerals .....	173	14	1 7½	173	572	188	6 7	572
<b>TOTAL.....</b>	<b>34,032</b>	<b>9,218</b>	<b>5 5</b>	<b>18,334</b>	<b>27,161</b>	<b>13,169</b>	<b>9 8½</b>	<b>14,447</b>
	Number.	£		Number originating on the Company's System.	Number.	£		Number originating on the Company's System.
Live Stock.....	199,103	6,932	.....	194,753	64,423	4,102	.....	63,941

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

Originating on the Company's System.	Tons.	Year 1922.	
		Tons.	Tons.
Ale and Porter (including empties).....	74	13	
Bacon and Hams, Butter and Eggs .....	712	859	
Brewers' Grains .....	19	46	
Bricks, Common .....	112	31	
Flour and Bran, Sharps, and other Flour Mill Offal .....	638	731	
Grain .....	897	289	
Groceries (excluding Bacon, Hams, and Butter).....	56	104	
Manure .....	119	181	
Potatoes .....	2,961	2,316	
Stone for Roadmaking Purposes.....	45	441	
Timber .....	52	143	
Oil Cake and Cattle Foods .....	17	.....	
<b>TOTAL.....</b>	<b>5,702</b>	<b>5,159</b>	

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

Originating on the Company's System.	Number.	Year 1922.	
		Number.	Number.
Horses .....	7,287	5,022	
Cattle.....	75,619	47,631	
Calves .....	1,718	190	
Sheep .....	83,847	7,850	
Pigs .....	26,217	3,246	
Miscellaneous .....	65	2	
<b>TOTAL.....</b>	<b>194,753</b>	<b>63,941</b>	

**XVI.—SUMMARY OF FINANCIAL RESULTS SECURED.**

	1914.	1915.	1916.	1917.	1918.	1919.	1920.	1921.	1922.	1923.
	£	£	£	£	£	£	£	£	£	£
Total Expenditure on Capital Account ....(No. 4)	519,084	519,084	519,084	519,084	519,084	519,084	519,084	519,084	519,084	519,084
Gross Receipts from Businesses carried on by the Company .....	20,264	20,818	22,521	.....	.....	.....	.....	.....	37,778	39,552
Revenue Expenditure from Businesses carried on by the Company .....	24,709	25,291	26,153	.....	.....	.....	.....	.....	63,970	66,520
Net Receipts from Businesses carried on by the Company .....	Dr. 4,446	Dr. 4,473	Dr. 3,632	Dr. 2,694	Dr. 2,680	Dr. 2,682	Dr. 2,673	Dr. 13,405	Dr. 26,192	Dr. 26,968
Miscellaneous Receipts (Net) .....	1,702	1,340	1,410	1,056	1,194	1,181	901	1,146	1,248	1,273
Total Net Loss .....	Dr. 2,744	Dr. 3,133	Dr. 2,222	Dr. 1,638	Dr. 1,486	Dr. 1,501	Dr. 1,772	Dr. 12,259	Dr. 24,944	Dr. 25,695
Interest, Rentals, and other Fixed Charges (No. 9) .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Deficiency brought forward from previous years ..	46,557	49,301	52,434	54,656	56,294	57,780	59,280	61,052	73,311	98,255
Deficiency carried forward to subsequent years....	49,301	52,434	54,656	56,294	57,780	59,281	61,052	73,311	98,255	123,950

The remainder of the corresponding figures for the years 1917 to 1921, inclusive, are omitted by the authority of the Government.

J. FRED<sup>K</sup> GEE, Accountant of the Company.

CERTIFICATES RESPECTING THE UPKEEP OF THE COMPANY'S PROPERTY.

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

E. C. TRENCH, *Chief Engineer.*

February, 1924.

We hereby certify that the whole of the Company's Plant, Engines, Carriages, Wagons, Machinery, and Tools, so far as relate to our respective Departments, have, during the past year, been maintained in good working order and repair.

GEORGE HUGHES, *Chief Mechanical Engineer.*

R. W. REID, *Carriage and Wagon Superintendent.*

February, 1924.

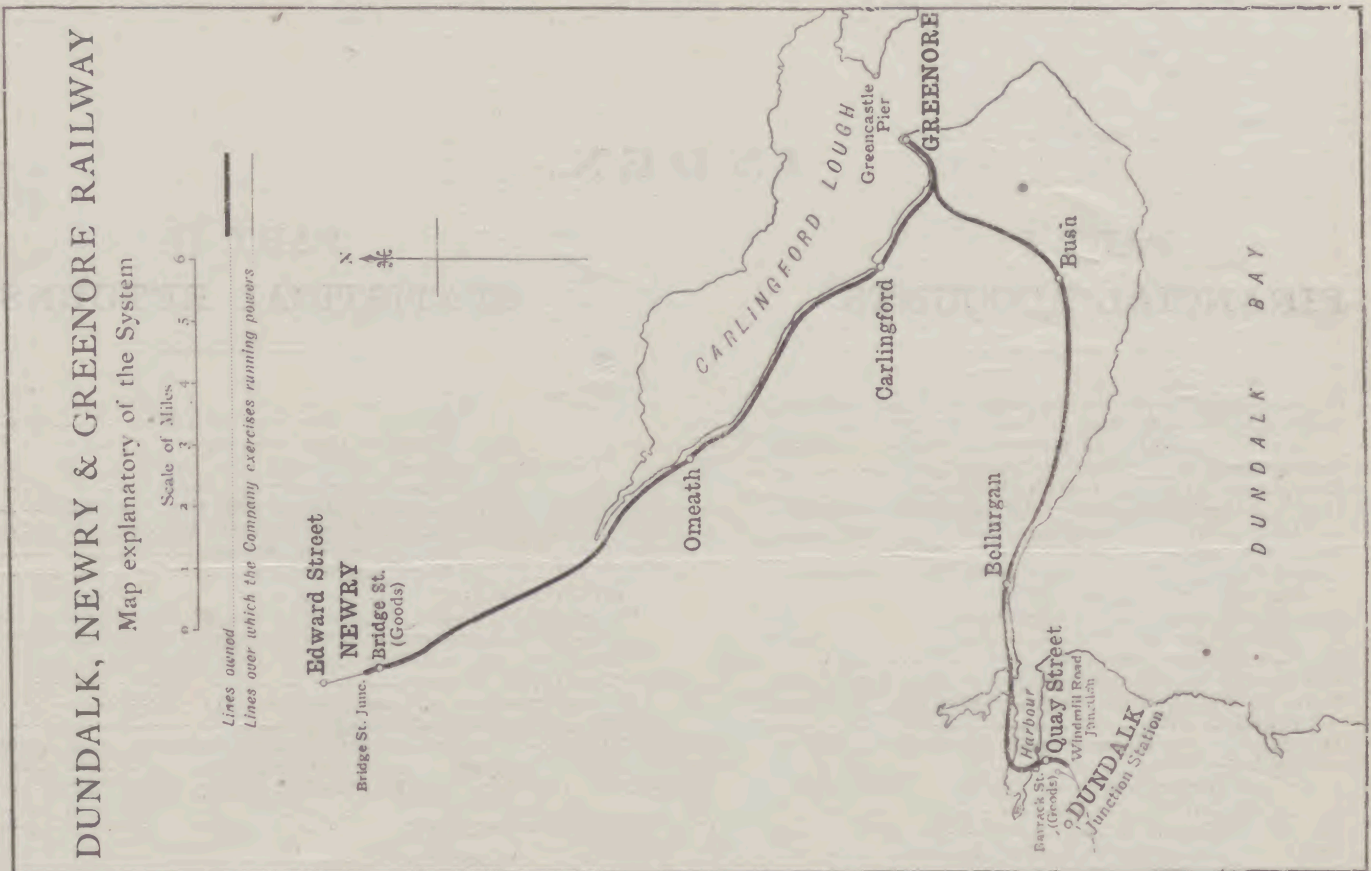
Signed for the Board of Directors { A. HOLLAND-HIBBERT,  
*Chairman of the Company.*  
R. C. IRWIN, *Secretary of the Company.*

AUDITORS' CERTIFICATE.

We hereby certify that the foregoing Accounts contain a full and true statement of the financial condition of the Company.

H. WADE DEACON,  
N. E. WATERHOUSE, } *Auditors.*

February, 1924.



**Dundalk Newry & Greenore Railway  
Company.**

**FINANCIAL ACCOUNTS  
AND  
STATISTICAL RETURNS  
FOR THE YEAR ENDED  
31st DECEMBER, 1923.**

[Copy of Advertisement.]  
**DUNDALK NEWRY AND GREENORE RAILWAY  
COMPANY.**

**NOTICE IS HEREBY GIVEN** that the next **ORDINARY GENERAL MEETING** of the Dundalk Newry and Greenore Railway Company will be held at Euston Station, London, N. W., on Friday, the 29th February, 1924, at 11.30 a. m. precisely, for the transaction of the general business of the Company.

**ARTHUR HENRY HOLLAND-HIBBERT, Chairman.**  
**ROBERT CHRISTOPHER IRWIN, Secretary.**  
**EUSTON STATION, LONDON, N. W. 1.**  
*14th February, 1924.*

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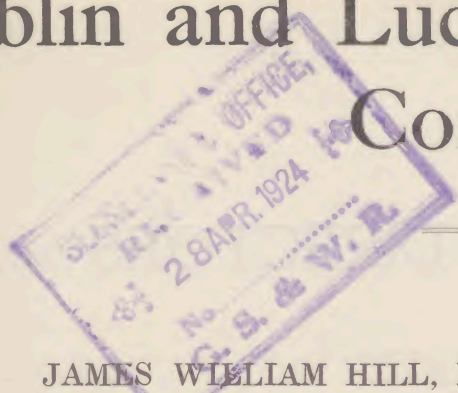
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# Dublin and Lucan Electric Railway Company.



## Directors :

JAMES WILLIAM HILL, Esq., J.P., Clanaboy, Lucan (*Chairman*).  
EDGAR ANDERSON, Esq., M.A., J.P., Stanford House, Foxrock, Co. Dublin.  
ALFRED B. COYLE, Esq., J.P., 7 Anglesea Street, Dublin.  
GERALD V. MURPHY, Esq., 7 Anglesea Street, Dublin.  
J. PLUNKETT DILLON, Esq., 25 Suffolk Street, Dublin.

## Solicitors :

MESSRS. D. & T. FITZGERALD, St. Andrew Street.

## Auditors :

MESSRS. CRAIG GARDNER & CO., Dame Street.

## Secretary, Engineer and Manager :

D. McDOWALL GROSART, A.M.Inst.E.E., J.P.

## Offices :

CONYNGHAM ROAD TERMINUS, DUBLIN.

---

Report of the Directors to be submitted to the Shareholders at the Seventy-third Ordinary General Meeting of the Company to be held on THURSDAY, the 1st MAY, 1924, in the Board Room, Conyngham Road Terminus, Dublin, at 12 o'clock, noon.

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## REPORT OF DIRECTORS

FOR

YEAR ENDED 31st DECEMBER, 1923.

---

Your Directors submit herewith the Accounts for the year ending December 31st, 1923, duly verified by your Auditors.

# REPORT OF THE DIRECTORS

OF THE

## DUBLIN AND LUCAN ELECTRIC RAILWAY,

To be submitted to the Shareholders at the Annual General Meeting to be held at the Company's Offices, Conyngham Road, Dublin, on Thursday, the 1st day of May, 1924, at 12 o'clock, noon.

---

After providing for Debenture Interest to date, and transferring £2,000 from the amount received under the provisions of The Irish Railways (Settlement of Claims) Act, 1921, there is an available Balance of £332 18s. 4d., which the Directors recommend shall be carried to next account.

The Director retiring by rotation is Mr. J. Plunkett Dillon, who, being eligible, offers himself for re-election.

Your former Auditor, Mr. Gilmore, retired during the year and your Directors under the circumstances requested Messrs. Craig Gardner & Co., to conduct the Audit for the year 1923.

Messrs. Craig Gardner & Co., now offer themselves for Election by the Shareholders as Auditors for the ensuing year.

JAMES W. HILL, *Chairman.*

D. McDOWALL GROSART,

*Secretary to the Company.*



# DUBLIN & LUCAN ELECTRIC RAILWAY

## FINANCIAL ACCOUNTS AND STATISTICAL RETURNS

*For Year ended 31st December, 1923.*

### 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.	Deben- ture Stock.	Total.	Shares and Stock.	Deben- ture Stock.	Total.	Shares and Stock.	Deben- ture Stock.	Total.
	£	£	£	£	£	£		£	£
Dublin and Lucan Steam Tramway Order in Council, 1880 ...	30,000	10,000	40,000	30,000	10,000	40,000	—	—	—
Dublin and Lucan Steam Tramway Order in Council, 1896 ...	7,000	2,330	9,330	7,000	2,330	9,330	—	—	—
Dublin and Lucan Electric Railway Order in Council, 1897 ...	12,000	4,000	16,000	12,000	4,000	16,000	—	—	—
Dublin and Lucan Electric Railway Order in Council, 1901 ...	3,750	1,250	5,000	3,750	1,250	5,000	—	—	—
Dublin and Lucan Electric Railway Order in Council, 1910 ...	—	—	—	—	—	—	—	—	—
	52,750	17,580	70,330	52,750	17,580	70,330	—	—	—

#### 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 THIS COMPANY EITHER JOINTLY OR SEPARATELY GUARANTEES FIXED DIVIDENDS.

*(Not applicable to this Company.)*

No. 2—SHARE CAPITAL 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 will not rank for Dividend until a later date	Calls in Arrear	Amount Uncalled	Amount Unissued
	£	£	£	£	£	£	£	£
3,000 Ordinary Shares of £10 each under Order, 1880 .. .. .	30,000	30,000	—	30,000	—	—	—	—
700 5% Cumulative Preference Shares under Order, 1896 ..	7,000	7,000	—	7,000	—	—	—	—
1,200 5% Cumulative Preference Shares under Order, 1897 ..	12,000	12,000	—	12,000	—	—	—	—
375 5% Cumulative Preference Shares under Order, 1901 ..	3,750	—	—	—	—	—	—	3,750
	52,750	49,000	—	49,000	—	—	—	3,750

No. 3—CAPITAL RAISED BY DEBENTURE STOCK.

	Amount of Stock	Nominal Addition or deduction on conversion	Existing Amount of Stock.		
			At 5%	At 5½%	Total Debenture Stock
			£	£	£
Existing at 31st December, 1922 .. .. .	16,330	—	10,000	6,330	16,330
Do. do. do. 1923 .. .. .	16,330	—	10,000	6,330	16,330
Increase .. .. .	—	—	—	—	—
Decrease .. .. .	—	—	—	—	—
Total amount authorised to be raised by Debenture Stocks in respect of Capital as per Statement No. 1 (a) .. .. .					17,580
Total amount raised by Debenture Stock as above .. .. .					16,330
Balance being available Borrowing Powers at 31st December, 1923 .. .. .					1,250

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

Dr.

Cr.

To Expenditure	Amount Expended to 31st Dec., 1922	Amount Expended during the year as per No. 5	Total	By Receipts	Amount received to 31st Dec., 1922	Amount Received during the year	Total
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
LINES OPEN FOR TRAFFIC				By SHARES AND STOCKS—No. 2	49,000 0 0	—	49,000 0 0
Manufacturing and Repairing Works				„ Debenture Stock No. 3	16,330 0 0	—	16,330 0 0
Land and Buildings	62,935 8 8	—	62,935 8 8	„ Amount Transferred from Revenue Account	6,384 8 9	—	6,384 8 9
Plant and Machinery				„ TOTAL RECEIPTS	71,714 8 9	—	71,714 8 9
ROLLING STOCK	10,924 17 7	—	10,924 17 7	„ BALANCE			
ELECTRIC LIGHT SUPPLY PLANT	73,860 6 3	—	73,860 6 3				
	1,328 2 2	—	1,328 2 2				
TOTAL EXPENDITURE	75,188 8 5	—	75,188 8 5	TOTAL			
TOTAL			75,188 8 5				75,188 8 5

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

(Not applicable to this Company.)

No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1922.

	1923.	1922.
	Nil.	Nil.
Total Capital Expenditure for the year ... ..	Nil.	Nil.

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.	£	s.	d.
Stock, Shares, and Loan Capital authorised but not created (as per Statement 1 (a))						
Stock and Share Capital created but not yet received (as per Statement No. 2). Amount unissued ... ..	3,750	0	0			
Available Borrowing Powers (as per Statement No. 3) ... ..	1,250	0	0	5,000	0	0
Deduct Balance at Debit (as per Capital Account No. 4) ... ..	—			3,473	19	8
Total ... ..	—			1,526	0	4

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

See Statement	—	1923.			1922.		
		Gross Receipts.	Expenditure.	Nett Loss.	Gross Receipts.	Expenditure.	Nett Loss.
10	Railway ...	12,203 10 0	13,942 14 5	1739 4 5	12,393 6 3	15,020 13 2	2,627 6 11
	Total ...	—	—	1739 4 5	—	—	2,627 6 11

No. 9.—PROPOSED APPROPRIATION OF NETT INCOME.

	1923		1922	
	£	s. d.	£	s. d.
Balance brought from last year's Account .. .. .	904	9 3	1,339	2 8
Nett Income (as per Statement No. 8) .. .. .	...		..	
Appropriation from Suspense Account, viz.,				
Compensation—Irish Railways (Settlement of Claims) Act, 1921 .. .. .	2,000	0 0	3,500	0 0
Nett Loss (as per Statement No. 8) .. .. .				
Total .. .. .		1,165 4 10	..	2,211 15 9
Deduct Fixed Charges—				
Interest on Debenture Stocks—£10,000 @ 5% .. .. .	500	0 0	500	0 0
6,330 @ 5¼% .. .. .	332	6 6	332	6 6
		832 6 6		832 6 6
Balance after Payment of fixed charges .. .. .	..	332 18 4	..	1,379 9 3
Dividend Paid on 1900 Cumulative Preference Shares, 1 half-year .. .. .	..	...	..	475 0 0
		332 18 4		904 9 3
Balance forward to next Account .. .. .	..	332 18 4	..	904 9 3

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

	1923	1922		
	£	s. d.	£	s. d.
Balance available for Dividend .. .. .	332	18 4	904	9 3
Undivided Balance at 31st December carried to Balance Sheet, .. .. .	332	18 4	904	9 3

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

TO EXPENDITURE.	1923.		1922.		BY GROSS RECEIPTS.	1923.		1922.	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
See Abstracts.					See Abstracts.				
A.—Maintenance and Renewal of Way and Works ... ..	—	—	1,338	6 3	Passenger Traffic ... ..	9,966	11 0	9,987	9 6
B.—Maintenance and Renewal of Rolling Stock, Carriages and Wagons ... ..	—	—	2,074	4 2	Sea on Tickets ... ..	736	8 3	737	1 1
C.—Electric Tram Working ... ..	4,937	10 8	—	—	Workmen's Tickets ... ..	15	6 3	48	1 10
D.—Traffic Expenses ... ..	3,269	19 7	8,207	10 3	Total Receipts from Passengers	10,718 5 6			10,772 12 5
E.—General Charges ( <i>Less Interest</i> ) ... ..	—	—	1,604	4 1	Parcels up to 2 cwt., and Excess Luggage	507	2 10	678	14 6
Law Charges ... ..	—	—	—	—	Merchandise, Coal, etc. ... ..	257	18 10	370	15 9
Compensation (Accident and Losses)	—	—	—	—	Cycle Storage ... ..	443	13 6	397	7 10
Passengers ... ..	—	—	—	—	Balance down ... ..	—	—	1,849	12 4
Workmen ... ..	—	—	—	—				1,208	15 2
Damage and Loss of Goods, Property, &c. ... ..	—	—	—	—				1,849	12 4
Rates ... ..	—	—	552	8 3					
Nett Receipts ... ..	—	—	—	—				13,776	13 0
Total Expenditure ... ..	—	—	13,776	13 0					
Miscellaneous ... ..	—	—	166	1 5	Balance ... ..	—	—	—	—
Balance ... ..	—	—	1,849	12 4	Miscellaneous ... ..	—	—	276	9 4
Nett Receipts ... ..	—	—	—	—	Loss on Working ... ..	—	—	1,739	4 5
Total ... ..	—	—	2,015	13 9	Total ... ..	—	—	2,015	13 9

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

	1923.		1922.	
	£	s. d.	£	s. d.
MAINTENANCE AND RENEWAL OF PERMANENT WAY—				
Wages ... ..	692	4 2	714	9 10
Materials ... ..	247	14 0	276	19 2
		939 18 2		991 9 0
MAINTENANCE OF STATIONS AND BUILDINGS ...	—	398 8 1	—	154 19 8
		1,338 6 3		1,146 8 8

ABSTRACT B.—MAINTENANCE AND RENEWAL OF CARRIAGES AND WAGONS.

	1923.		1922.	
	£	s. d.	£	s. d.
COMPLETE RENEWALS—				
Wages ... ..	Nil.		Nil.	
Materials ... ..	Nil.	Nil.	Nil.	Nil.
REPAIRS AND PARTIAL RENEWALS—				
Wages ... ..	1,516	13 10	1,572	14 1
Materials ... ..	557	10 4	874	13 3
		2,074 4 2		2,447 7 4
Total ... ..	—	2,074 4 2	—	2,447 7 4

ABSTRACT C.—ELECTRIC TRAM WORKING.

	1923.		1922.	
	£	s. d.	£	s. d.
Electric Current per Account 17 ... ..	4,929	6 1	5,471	6 10
Lubricants ... ..	8	4 7	10	19 8
Total ... ..	—	4,937 10 8	—	5,482 6 6

**ABSTRACT D.—TRAFFIC EXPENSES.**

	1923			1922.		
	£	s.	d.	£	s.	d.
Salaries and Wages ... ..	2,797	11	2	3,088	16	7
Lighting, Water and General Stores ... ..	91	11	8	81	3	2
Clothing ... ..	104	7	6	59	9	0
Printing, Advertisements, Stationery, Stamps and Tickets ... ..	178	11	4	150	7	5
Wagon Covers ... ..	—			—		
Miscellaneous Expenses ... ..	97	17	11	111	12	3
	3,269	19	7	3,491	8	5

**ABSTRACT E.—GENERAL CHARGES.**

	1923.			1922.		
	£	s.	d.	£	s.	d.
Directors' Fees voted by Shareholders ... ..	200	0	0	200	0	0
Auditors' and Public Accountants' Fees, Clerkeage and Expenses ... ..	12	12	0	12	12	0
Salaries of Secretary, General Manager, Accountant and Clerks ... ..	921	5	0	1,046	10	0
Office Expenses ... .. do. ... ..	6	12	8	13	12	3
Telephones ... ..	68	11	8	94	4	9
Fire and Accident Insurance ... ..	214	16	1	175	17	8
Interest ... ..	—			71	14	10
Subscriptions and Donations ... ..	—			—		
Miscellaneous Expenses ... ..	44	4	10	41	14	10
National Health and Unemployment Insurance ... ..	136	1	10	135	2	1
	1,604	4	1	1,791	8	5

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

*(Not applicable to this Company.)*

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

*(Not applicable to this Company.)*

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

*(Not applicable to this Company.)*

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

*(Not applicable to this Company.)*

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**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.)*

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

*(Not applicable to this Company.)*

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

*(Not applicable to this Company.)*

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No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

GENERATION AND DISTRIBUTION—	1923.		1922.		CURRENT SUPPLIED FOR—	No. of Units.	1923		No. of Units.	1922.				
	£	s.	d.	£			s.	d.		£	s.	d.		
Maintenance of Buildings	—		—		Traction and Lighting ...	171,886	4,929	6	1	174,440	5,471	6	10	
Do. of Plant, Machinery, and Tools ...	601	13	11	1,083	To other Consumers ...	22,800	896	9	5	20,119	776	8	8	
Do. of Wires and Poles ...	478	1	0	420	„ Fittings sold ...	—	29	11	8		28	12	0	
Salaries and Wages ...	1,140	12	8	959										
Fuel, including Carriage	3,393	13	8	3,553										
Oil, Waste, Water and Stores ...	79	1	1	135										
Rents Payable ...	12	0	0	11										
Rates ...	150	4	10	111										
	£5,855	7	2	£6,276										
							£	5,855	7	2		£6,276	7	6

No. 18.—GENERAL BALANCE SHEET.

Dr.				Cr.														
		1923.		1922.				1923.		1922.								
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.					
To Amount due to Bankers		369	5	7	Nil			By Capital Account, Balance at Debit thereof as per Account No. 4 ...	3,473	19	8	3,473	19	8				
„ Unpaid Interest and Dividends ...		28	2	11	28	2	11	„ Cash in hands ...	10	0	0	24	13	7				
„ Interest and Dividends Payable or accruing and Provided for ...		182	1	5	182	1	5	„ Cash in Bank ...	4,049	16	6	332	5	11				
„ Liabilities accrued ...		3,166	3	10	3,839	12	4	„ Stock of Stores and Materials ...	1,089	19	6	1,237	9	2				
„ Wages accrued ...		71	9	10	45	11	0	„ Outstanding Traffic Accounts, &c. ...	1,190	15	1	1,260	7	11				
„ Directors' Fees ...		—			—			„ Suspense Account— Loss by Raids, etc. ...	—			545	7	7				
„ Season Tickets Unexpired ...		73	2	5	104	7	10	„ Insurance, in advance ...	27	16	10	35	0	11				
„ Suspense Account Irish Railway (Settlement of Claims) Act, 1921 ...		5,619	3	3	1,805	0	0											
„ Balance available for Dividend and Reserve, as per Account No. 9		332	18	4	904	9	3											
		£	9,842	7	7	£6,909	4	9				£	9,842	7	7	£6,909	4	9

# PART II.

## STATISTICAL RETURNS.

### I.—MILEAGE OF LINES.

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

	Miles.	Total.
Lines Owned by the Company ... ..	7	7
Lines Leased by the Company ... ..	$\frac{1}{2}$	$\frac{1}{2}$

#### (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 Trams.

	Miles.	Total.
Lines Owned by the Company ... ..	7	7
Lines Leased and Worked by the Company ... ..	$\frac{1}{2}$	$\frac{1}{2}$

### II.—ROLLING STOCK.

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

#### (B.)—Rail Motor Vehicles.

*(Not applicable to this Company.)*

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

Description.	Number.	
Motor Cars ... ..	8	
Electric Locomotive ... ..	1	
Trailer Cars—Open Type ... ..	4	
Do. Closed ... ..	2	
Total ... ..	15	

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

*(Not applicable to this Company.)*

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

	Number.	
Open Wagons—under 8 Tons ... ..	14	
Covered Wagons—under 8 Tons ... ..	5	
Rail and Timber Truck ... ..	1	
	20	

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

*(Not applicable to this Company.)*

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III.—HORSES AND ROAD VEHICLES EMPLOYED IN THE COLLECTION OF 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.—HOTELS.

*(Not applicable to this Company.)*

---

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

*(Not applicable to this Company.)*

---

X.—MAINTENANCE AND RENEWAL OF WAYS AND WORKS.

*(Not applicable to this Company.)*

---

XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

	1923
	In Company's Workshop.
	Number
Rail, Motor and Electric Tram Vehicles renewed	0

**XII.—TRAM MILEAGE.**

	1923.		1922.	
	Miles.		Miles.	
Over the Company's System—				
Electric Traction Passenger ... ..	83,554		86,326	
Do. do. Goods ... ..	2,044		4,158	
Over Leased Line—				
Electric Traction Passenger ... ..	5,787		6,099	
Total ... ..		91,385		96,583

**XIII.—PASSENGER TRAFFIC RECEIPTS.**

	1923.		1922.	
	Number.	Receipts.	Number.	Receipts.
Class of Passenger—		£ s. d.		£ s. d.
Ordinary ... ..	} 405,363	9,966 11 0	} 421,087	9,987 9 6
Workmen ... ..		15 6 3		48 1 10
Season ... ..		736 8 3		737 1 1
Total ... ..	405,363	10,718 5 6	421,087	10,772 12 5

**XIV.—GOODS TRAFFIC RECEIPTS.**

	1923.	1922.
	£ s. d.	£ s. d.
Merchandise, Coal, &c. ... ..	257 18 10	370 15 9

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

*(Not applicable to this Company.)*

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

*(Not applicable to this Company.)*

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

	1913.	1914.	1915.	1916.	1917.	1918.	1919.	1920.	1921.	1922.	1923.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Total Expenditure on Capital Account (No. 4) ... ..	839 2 9	18 0 0	70 16 4	18 17 0	355 17 5	—	—	—	—	—	—
Gross Receipts from Business carried on by the Company (No. 8) ... ..	7,407 8 5	7,367 0 8	7,510 19 10	7,615 2 11	11,017 11 1	14,254 14 10	18,183 14 2	23,092 8 11	21,295 3 3	12,393 6 3	12,203 10 0
Revenue Expenditure on ditto (No. 8) ... ..	6,320 18 8	6,308 7 9	6,516 5 9	6,998 4 6	9,894 2 7	12,807 11 3	17,025 14 2	21,174 5 8	20,726 10 11	15,020 13 2	13,942 14 5
Nett Receipts of ditto (No. 8) ... ..	1,086 9 9	1,058 12 11	994 14 1	616 18 5	1,123 8 6	1,446 13 7	1,058 0 0	1,868 3 3	568 12 4	2,627 6 11	1,739 4 5
Total Nett Income (No. 8) ... ..	1,086 9 9	1,058 12 11	994 14 1	616 18 5	1,123 8 6	1,446 13 7	1,058 0 0	1,868 3 3	568 12 4	2,627 6 11	1,739 4 5
Interests, Rentals, and other Fixed Charges (No. 9) ... ..	880 15 6	805 5 0	828 18 0	832 6 6	832 6 6	832 6 6	832 6 6	832 6 6	832 6 6	832 6 6	832 6 6
Dividends on Preference Stocks (No. 9) ... ..	475 0 0	—	—	—	475 0 0	475 0 0	475 0 0	475 0 0	475 0 0	—	—
Balance after Payment of Fixed Charges (No. 9) ... ..	109 1 7	362 9 6	528 5 7	312 17 6	603 19 6	743 6 7	494 0 1	1,054 16 10	1,339 2 8	904 9 3	332 18 4
Brought forward from Previous Year ... ..	378 7 4	109 1 7	362 9 6	528 5 7	312 17 6	603 19 6	743 6 7	494 0 1	1,054 16 10	1,339 2 8	904 9 3
Carried forward to Subsequent Year ... ..	109 1 7	362 9 6	528 5 7	312 17 6	603 19 6	743 6 7	494 0 1	1,054 16 10	1,339 2 8	904 9 3	332 18 4

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I certify that the Permanent Way and Works have been maintained in good working order and repair during the past year.

D. McDOWALL GROSART,  
*Engineer.*

31st December, 1923.

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CERTIFICATE RESPECTING PLANT AND ROLLING STOCK.

I certify that the Company's Plant, Engines, Carriages, Wagons, Machinery and Tools have been maintained in good order and condition during the past year.

D. McDOWALL GROSART,  
*Engineer.*

31st December, 1923.

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AUDITORS' CERTIFICATE.

We have examined the foregoing Financial Accounts and Balance Sheet, and compared same with the Books of the Company. In our opinion they contain a full and true statement of the affairs of the Company according to the best of our information and the explanations given to us, and as shown by the Books of the Company. All our requirements as Auditors have been complied with.

CRAIG GARDNER & CO., *Auditors.*

DAME STREET,  
DUBLIN,

16th April, 1924.

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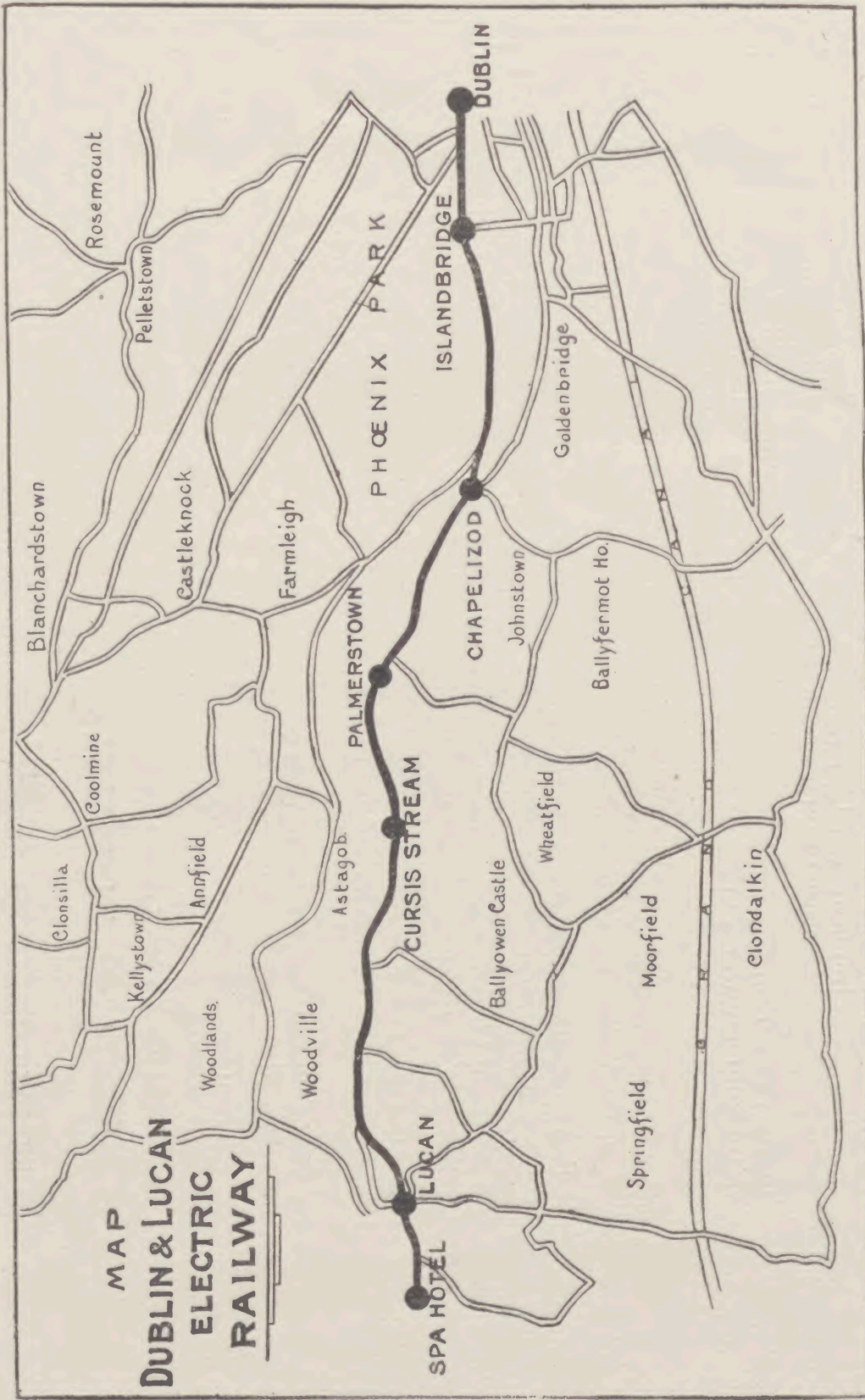
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(B) Mileage of Lines authorised but not open for Traffic	...	...	...	...	...
(C) Mileage of Lines run over by the Company's Engines	...	...	...	...	...
II.—Rolling Stock—					
(A) Steam Locomotives and Tenders	...	...	...	...	...
(B) Rail Motor Vehicles	...	...	...	...	...
(C) Trains worked by Electric Power	...	...	...	...	...
(D) Coaching Vehicles other than Electric	...	...	...	...	...
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XIII.—Passenger Traffic and Receipts	...	...	...	...	...
XIV.—Goods Traffic and Receipts	...	...	...	...	...
XV. (A).—Tonnage of the Principal Classes of Minerals and Merchandise carried by Goods Trains	...	...	...	...	...
XV. (B).—Number of Live Stock carried by Goods Trains	...	...	...	...	...
XVI.—Summary of Financial Results secured in comparison with those for past years	...	...	...	...	...
Certificates of the Responsible Officers as to the Upkeep of the whole of the Company's Property	...	...	...	...	...
Auditor's Certificate	...	...	...	...	...
Map	...	...	...	...	...



**MAP  
DUBLIN & LUCAN  
ELECTRIC  
RAILWAY**



Dublin and Lucan Electric  
Railway Company.

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REPORT OF THE DIRECTORS

AND

**STATEMENT OF ACCOUNTS**  
AND STATISTICAL RETURNS

FOR

*Year ended 31st December, 1923.*

To be submitted to the Shareholders on  
**THURSDAY, 1st day of May, 1924.**

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**N**OTICE IS HEREBY GIVEN that the next

Annual General Meeting of the Proprietors of this Company will be held at Conyngham Road Terminus, on Thursday, 1st day of May, 1924, at the hour of 12 o'clock, noon, for the purpose of receiving the Report of the Directors and Statement of Accounts and Statistical Returns for the past year, and for transacting the other ordinary business of the Company.

The Transfer Books of the Company will be closed from the 24th April to the 7th May, 1924, both days inclusive.

By Order,

D. McDOWALL GROSART,  
*Secretary of the Company.*

Conyngham Road Terminus,

Dublin, *16th April, 1924.*

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.

GIANT'S CAUSEWAY,  
PORTRUSH AND BUSH VALLEY RAILWAY AND TRAMWAY CO.  
PREMIER ELECTRIC TRAMWAY.

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**Directors.**

J. STEWART-MOORE, Esq., D.L., CHAIRMAN.

ALEXANDER B. STUART, Esq. | WILLIAM A. TRAILL, Esq.  
LIEUT.-COL. WILLIAM STEWART TRAILL, D.S.O., D.L.

**Managing Director and Engineer.**

WILLIAM A. TRAILL, Esq., C.E. M.A. Ing.

**Secretary and Manager.**

MR. WILLIAM McCURDY.

**OFFICES : PORTRUSH.**

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**Report of Directors and Statement of Accounts**

*To be submitted to the Shareholders at the Forty-sixth Ordinary Meeting  
of the Company, to be held at the Company's Offices, Portrush,  
on , , 1924, at the hour of 12 o'clock noon.*

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**DIRECTORS' REPORT.**

# ENGINEER'S REPORT.

## STATEMENT OF ACCOUNTS

*For Year ended 31st December, 1923.*

<b>No. 1—STATEMENT OF CAPITAL AUTHORISED.</b>			
ACT OF PARLIAMENT.	CAPITAL AUTHORISED		
	Shares	Loans	Total
Giant's Causeway, Portrush, and Bush Valley Railway and Tramways Act, 1880, and Act of 1885	£50,000	£25,000	£75,000

<b>No. 3—CAPITALS RAISED BY LOANS AND DEBENTURE STOCK.</b>			
	Loans at 5 per cent.	Debenture Stock at 4 per cent.	Total
Existing at Dec. 31, 1923 .. .. .	Mortgage .. £10,000	£15,000	£25,000

<b>No. 4—RECEIPT AND EXPENDITURE ON CAPITAL ACCOUNT.</b>		Cr.
EXPENDITURE.	RECEIPTS.	
To Construction and Equipment of Line up till Dec. 31, 1923 .. .. . £56,411 0 5  To Balance .. .. . £2,656 4 6	By Receipts— By 1,182 A Shares of £10 ea. £11,820 0 0 „ 1,368 B „ „ 13,680 0 0 „ Debenture Stock .. .. . £25,500 0 0 „ Mortgage Loan, Causeway Extension .. 15,000 0 0 „ Miscellaneous Receipts .. .. . 16,000 0 0 „ Balance .. .. . 3,254 15 11 .. .. . 2,656 4 6 £56,411 0 5	£56,411 0 5

<b>No. 5—RETURN OF WORKING STOCK.</b>		Dec. 31, 1923.
Steam Tramway Engines .. .. . Electric Power Station, Bushmills, Water Turbines .. .. . Tramcars—5 Electric Cars, 18 Ordinary Cars .. .. . Wagon .. .. .	.. .. . .. .. . .. .. . .. .. .	2 1 23 1

<b>No. 8—REVENUE RECEIPTS AND EXPENDITURE OF THE WHOLE UNDERTAKING.</b>			
GROSS RECEIPTS	EXPENDITURE	NET RECEIPTS	
£3,900 7 0½	£3,890 2 2	£10 4 10½	
RAILWAY— Miscellaneous Receipts (Net)— Rents Receivable .. .. . £12 12 0 Less „ Payable .. .. . 167 7 5		Dr. 154 15 5 Total Net Income Deficiency .. .. . £144 10 6½	

**STATEMENT OF ACCOUNTS.—continued.**

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

Net Income per Statement No. 8—	..	..	..	..	..	..	Deficiency	£144 10 6½
Balance from last year deficiency	..	..	..	..	..	..	..	54 17 6
Deduct Debenture Interest year 1923	..	£461 5 0						
„ Interest Causeway Line Mortgage	..	500 0 0					Deficiency	£199 8 0½
„ General Interest	..	6 13 10						967 18 10
							Balance carried to next year's account deficiency	£1,167 6 10½

Dr.	<b>No. 11.—GENERAL BALANCE SHEET.</b>						Cr.	
To Temporary Loan	..	..	£69 15 10				By Capital Account Balance at Debit thereof	£2,656 4 6
„ Arrears Debenture Interest (unpaid)	..	1,500 0 0					„ Stores on hands	765 6 10
„ DEPRECIATION FUNDS—							„ Cash on hands	48 14 10
Railway (including Arrears of							„ Traffic Accounts	6 5 2
Maintenance)	..	3,110 13 7					„ Accounts receivable	25 12 2
„ Irish Railways (Settlement of Claims)	..						„ Investments (at Cost)	5,071 18 4
Act, 1921—Balance	..	4,327 0 0					„ Net Revenue Balance	1,167 6 10½
„ Interest on Investments	..	258 14 6						
„ Amount due Bankers	..	202 15 0						
„ Accounts payable	..	272 9 9½						
		£9,741 8 8½						£9,741 8 8½

**No 12—STATEMENT OF TRAIN MILEAGE.**

Mileage run during the year—Electricity	..	..	..	..	..	..	29,356
„ „ Steam	..	..	..	..	..	..	1,364
							Total Miles, 30,720

**No. 13—NUMBER OF PASSENGERS CARRIED AND ORIGINATING ON COMPANY'S SYSTEM.**

ORDINARY—							No.
One class only	..	..	..	..	..	..	84,650
SEASON—							No.
One class only	..	..	..	..	..	..	21

I have Audited the above Balance Sheet with the Books and Vouchers of the Company, and have obtained all the information and explanations I have required, and certify that such Balance Sheet is, in my opinion, properly drawn up, so as to exhibit a true and correct view of the state of the Company's affairs at 31st December, 1923, according to the best of my information and the explanations given to me, and as shown by the Books of the Company.

ROBERT F. STEEDMAN, A.C.I.S., Auditor.

7th February, 1924.

**GIANT'S CAUSEWAY, PORTRUSH AND BUSH VALLEY RAILWAY  
AND TRAMWAY COMPANY, LIMITED.**

NOTICE IS HEREBY GIVEN THAT THE ORDINARY GENERAL MEETING of the SHAREHOLDERS of the Giant's Causeway, Portrush, and Bush Valley Railway and Tramway Company, Limited, will be held at the Company's Offices, Portrush, on \_\_\_\_\_, 1924, at 12 o'clock noon, for the transaction of the ordinary business of the Company.

By order.

PORTRUSH, \_\_\_\_\_, 1924.

WILLIAM McCURDY, SECRETARY.



Great Northern Railway Company (Ireland).

Great Northern Railway Company (Ireland)

# REPORT OF THE DIRECTORS

AND

## STATEMENT OF ACCOUNTS AND STATISTICAL RETURNS

FOR

Year Ended 31st December, 1923.

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To be submitted to the Proprietors at the Annual General Meeting to be held in the Minor Hall, Howard Street (adjacent to Great Victoria Street Station), Belfast, on Wednesday, the 13th day of February, 1924, at 12.30 o'clock, p.m.





Great Northern Railway Company (Ireland).

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ANNUAL GENERAL MEETING

IN THE MINOR HALL, HOWARD STREET, BELFAST,  
13th FEBRUARY, 1924.

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.

J. B. STEPHENS, *Secretary.*



REPORT OF THE DIRECTORS

# Great Northern Railway Company (Ireland).

## Directors:

WILLIAM P. CAIRNES, Esq., Chairman.

SIR GEORGE S. CLARK, BART., Deputy-Chairman.

J. MILNE BARBOUR, Esq.

WILLIAM BURTON CARSON, 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.

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.

The Dividend Warrants will be posted on February 29th. 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 in the Minor Hall, Howard Street, Belfast, on Wednesday, the 13th day of February, 1924, at 12.30 o'clock, p.m.

The Financial Accounts and Statistical Returns for the year ended 31st December, 1923, are presented with this Report.

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

	1923.	1922.	Increase.	Decrease.
	£	£	£	£
<b>Per Account No. 8 :—</b>				
Receipts of Railway, &c. ...	2,267,103	2,162,174	104,929	—
Expenditure ...	1,827,605	1,874,387	—	46,782
Net Receipts ...	439,498	287,787	151,711	—
Appropriation from amount received under Irish Railways (Settlement of Claims) Act, 1921 ...	—	115,000	—	115,000
Miscellaneous Receipts (Net) from Rents, Interest, &c. ...	62,475	30,236	32,239	—
Total Net Income ...	501,973	433,023	68,950	—
<b>Per Account No. 9 :—</b>				
Add—Balance from last Account	45,653	44,277	1,376	—
Deduct :—	547,626	477,300	70,326	—
Interest, Rentals and other fixed charges, &c. ...	194,631	149,146	45,485	—
	352,995	328,154	24,841	—
Dividends on Preference Stock ...	79,967	79,967	—	—
Balance available for Dividend on Ordinary Stock ...	£273,028	248,187	24,841	—

The Directors recommend that a Dividend be declared on the Ordinary Stock of the Company, for the Half-year ended 31st December, 1923, at the rate of 6 per cent. per annum, making, with the Interim Dividend of 4 per cent. per annum paid for the half-year ended 30th June, 1923, 5 per cent. for the year, and that, in addition, a bonus be declared at the rate of 10s. per £100 Ordinary Stock—the said Dividend and bonus, and the Dividend on the

Consolidated 4 per cent. Preference Stock, for the half-year ended 31st December, 1923, to be payable, less Income Tax, on 1st March next to the Proprietors who were registered at the closing of the Transfer Books on 14th January, 1924.

Interim Dividend at the rate of 4 per cent. per annum on the Ordinary Stock for the half-year ended 30th June, 1923 ... ..	£81,014
6 per cent. per annum on the Ordinary Stock for the half-year ended 31st December, 1923 ... ..	121,521
Bonus on the Ordinary Stock ... ..	20,253
	<u>£222,788</u>
Leaving a balance to be carried to next Account of ...	50,240
	<u>£273,028</u>

The total Expenditure on Capital Account has been increased by £4,231, as per Account No. 4.

The Directors have to record, with very deep regret, the death of Mr. Fane Vernon, which occurred on 10th February, 1923, shortly after the issue of the last Report, and to which reference was made at the Annual Meeting on 27th February. Mr. Vernon was associated with the Company as Director, Deputy Chairman and Chairman for a period of thirty-three years, and during the whole of that time he rendered valuable service in the Company's interest. In accordance with the resolution passed by the Proprietors on 10th February, 1915, the vacancy caused by Mr. Vernon's death will not be filled.

Practically the whole of the damage which, during the past two and a half years, was maliciously caused to the Company's property has now been made good.

By agreement between the Companies and the Railwaymen's Trade Unions a scheme of Machinery for Negotiation in connection with Wages and Conditions of Service has been established, which it is hoped will result in fair and equitable adjustment of these questions.

The fact of your Railway being partly in the Irish Free State, and partly in Northern Ireland, involves considerable complications in the matter of Income Tax. Pending a decision as to the "appropriate rate" applicable to the Company, Income Tax was deducted in full from the dividends paid on 1st September last. The matter has now been settled, and adjustments will be made accordingly in the dividends payable on 1st March next.

It is with much regret that the Directors report the death, in August last of Mr. Marcus Goodbody, who since 1908 acted efficiently as one of the Auditors. It will be necessary for the Shareholders to appoint a successor to him. The Accounts for the past year have been certified by Mr. H. Leopold Pim, the retiring Auditor, who is eligible and offers himself for re-election.

The Directors who retire by rotation, and who are eligible and offer themselves for re-election, are Mr. William P. Cairnes, Mr. J. Milne Barbour, and Mr. T. F. Cooke.

By Order,

J. B. STEPHENS,

*Secretary.*

AMIENS STREET STATION,

DUBLIN, 22nd January, 1924.

# GREAT NORTHERN RAILWAY CO. (IRELAND).

FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED  
31st DECEMBER, 1923.

## 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	
	£	s.	£	s.	£	s.	£	s.	£	s.	£	s.	£	s.	£	s.	£	s.
I. Special Acts conferring capital powers which have been fully exercised.....	7,152,514	0	2,603,188	14	9,755,702	14	7,152,514	0	2,603,188	14	9,755,702	14	—	—	—	—	—	—
TOTAL	£ 7,152,514	0	2,603,188	14	9,755,702	14	7,152,514	0	2,603,188	14	9,755,702	14	—	—	—	—	—	—

NOTE.—An amount equivalent to the Interest and Dividends upon £306,932 Capital Stock of the London, Midland & Scottish Railway Company, issued under the provisions of the Great Northern Railway (Ireland) and Midland Railways 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 London, Midland & Scottish 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	£ 7,152,514	6,770,975	148,164	6,919,139	—	—	—	233,375

### 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	Total Debenture Stock at 4 per cent.											
			£	s.	d.	£	s.	d.	£	s.	d.						
Existing at 31st December, 1923 .....	Nil		2,221,530	11	2	120,300	9	0	2,341,831	0	2	2,341,831	0	2			
Existing at 31st December, 1922 .....	Nil		2,221,530	11	2	120,300	9	0	2,341,831	0	2	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, 1923 .....													2,341,831	0	2		
															220,105	13	10

Dr.			Cr.				
No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.			No. 4 (a)—SUBSCRIPTIONS TO OTHER COMPANIES.				
To EXPENDITURE	Amount expended to 31st Dec., 1922.	Amount expended during Year, as per No. 5	TOTAL	By RECEIPTS	Amount received to 31st Dec., 1922.	Amount received during Year	TOTAL
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Lines open for Traffic .....	8,085,029 19 8	4,216 16 5	8,089,246 16 1	Shares and Stocks (No. 2) .....	6,770,975 0 0	—	6,770,975 0 0
Lines jointly owned—County Donegal Railways Joint Committee .....	158,500 0 0	—	158,500 0 0	Debenture Stocks (No. 3) .....	2,221,530 11 2	—	2,221,530 11 2
Rolling Stock .....	1,456,186 6 8	—	1,456,186 6 8	Forfeited and merged Shares, &c. ....	55,240 0 2	—	55,240 0 2
Manufacturing and Repairing Works and Plant—							
Land and Buildings .....	78,641 5 3	—	78,641 5 3				
Plant and Machinery .....	52,632 0 6	—	52,632 0 6				
Total Capital expended upon Railway .....	9,830,989 12 1	4,216 16 5	9,835,206 8 6				
Hotels .....	52,157 0 10	—	52,157 0 10				
Electric Power Stations, &c. ....	19,869 16 3	—	19,869 16 3				
Land, Property, &c., not forming part of the Railway or Stations—							
Used in connection with Railway working .....	21,289 2 5	—	21,289 2 5				
Not used in connection with Railway working .....	72,154 7 10	13 15 8	72,168 3 6				
Subscriptions to other Companies [for details see Table No. 4 (a)] .....	2,000 0 0	—	2,000 0 0				
TOTAL EXPENDITURE .....	9,998,459 19 5	4,230 12 1	10,002,690 11 6				
				TOTAL RECEIPTS .....	9,559,448 2 3	—	9,559,448 2 3
				By Balance .....			443,242 9 3
				TOTAL .....			10,002,690 11 6

NATURE OF SECURITY OR INVESTMENT  
 Ordinary Shares

AMOUNT  
 £  
 2,000

NAME  
 Castlederg and Victoria Bridge Tramway Company .....

**No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1923.**

	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>								
Killester—New Halt.....	—		1,523	12 5	—		1,523	12 5
Sundry Works at various Stations.....	300	0 0	2,358	4 6	34	19 6	2,693	4 0
<b>TOTAL CAPITAL EXPENDED UPON RAILWAY .....</b>								<b>4,216 16 5</b>
<b>LAND, PROPERTY, &amp;C., NOT FORMING PART OF THE RAILWAY OR STATIONS :—</b>								
Not used in connection with Railway Working .....							13	15 8
<b>TOTAL CAPITAL EXPENDITURE FOR THE YEAR..... £</b>								<b>4,230 12 1</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, 1924	Subsequently until completion	TOTAL
£	£	£	£
<b>LINES BELONGING TO THE COMPANY OPEN FOR TRAFFIC :—</b>			
Sundry Works at various Stations .....	23,700	—	23,700
ROLLING STOCK.....	16,500	—	16,500
<b>MANUFACTURING AND REPAIRING WORKS AND PLANT :—</b>			
Land and Buildings.....	6,200	—	6,200
Machinery and Plant .....	3,600	—	3,600
<b>TOTAL.....£</b>	<b>50,000</b>	<b>—</b>	<b>50,000</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.	£	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		
Available Borrowing Powers (as per Statement No. 3) .....	220,105	13 10	260,105	13 10
Deduct Balance at Debit (as per Capital Account No. 4) .....			493,480	13 10
			443,242	9 3
<b>TOTAL..... £</b>			<b>50,238</b>	<b>4 7</b>



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

See State- ments		Gross Receipts		Expenditure		Net Receipts		Year 1922		
								Gross Receipts	Expenditure	Net Receipts
		£	s. d.	£	s. d.	£	s. d.	£	£	£
10	Railway .....	2,232,973	5 11	1,795,961	0 6	437,012	5 5	2,128,742	1,840,572	288,170
15	Hotels and Refreshment Rooms and Cars where Catering is carried on by Company	34,129	17 7	31,644	12 0	2,485	5 7	33,432	33,815	(Dr.) 383
	TOTAL.....	£2,267,103	3 6	£1,827,605	12 6	£439,497	11 0	2,162,174	1,874,387	287,787
	Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921.....									115,000
	MISCELLANEOUS RECEIPTS (NET) :—									
	Rents from Houses and Lands .....					891	2 3			567
	Other Rents, including Lump-sum Tolls .....					4,712	5 11			4,542
	Transfer Fees .....					270	1 0			237
	General Interest .....					53,884	13 8			22,407
	Joint Lines—Abstract J.—Company's proportion of Receipts other than in respect of Railway Working.....					1,917	0 3			1,683
	Baronial Guarantee—Louth County Council .....					800	0 0			800
	TOTAL NET INCOME.....					£501,972	14 1			433,023

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

			Year 1922
	£	s. d.	£
BALANCE BROUGHT FORWARD FROM LAST YEAR'S ACCOUNT .....	45,652	18 2	44,277
NET INCOME (AS PER STATEMENT No. 8).....	501,972	14 1	433,023
TOTAL.....	£547,625	12 3	477,300
DEDUCT—			
INTEREST, RENTALS, AND OTHER FIXED CHARGES :—			
Interest on Superannuation and other Funds.....	3,589	7 7	3,386
Rent-charges and Annuities .....	61	15 7	62
Chief Rents, Wayleaves, &c., including Lump-sum Tolls.....	1,098	10 8	1,102
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.....	7,731	13 3	7,732
City of Dublin Junction Railway, Guarantee.....	2,000	0 0	2,000
Deficiency of Income Tax.....	51,705	5 10	7,778
	194,630	13 9	150,504
ADJUSTMENT OF INVESTMENTS DEPRECIATION .....			(Cr.) 1,358
TOTAL.....	194,630	13 9	149,146
BALANCE AFTER PAYMENT OF FIXED CHARGES, &c.....	352,994	18 6	328,154
DIVIDEND ON PREFERENCE STOCK :—			
Consolidated 4 per cent. Preference Stock.....	79,967	4 0	79,967
BALANCE AVAILABLE FOR DIVIDEND ON ORDINARY STOCK.....	£273,027	14 6	248,187
Dividend on Ordinary Stock at 5 per cent. per annum.....	202,534	9 0	202,534
Bonus of 10s per £100 Ordinary Stock .....	20,253	8 11	—
Balance carried forward to next year's Accounts.....	50,239	16 7	45,653
	£273,027	14 6	248,187

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

			Year 1922
	£	s. d.	£
BALANCE AVAILABLE FOR DIVIDENDS AND RESERVE, AFTER PAYMENT OF FIXED CHARGES, YEAR 1923 (AS PER ACCOUNT No. 9).....	352,994	18 6	323,154
DEDUCT—INTERIM DIVIDENDS PAID :—			
On Consolidated 4 per cent. Preference Stock at 2 per cent.....	39,983	12 0	39,983
On Ordinary Stock at 2 per cent.....	81,013	15 7	81,014
	120,997	7 7	120,997
UNDIVIDED BALANCE AT 31ST DECEMBER, CARRIED TO BALANCE SHEET.....	£231,997	10 11	207,157





**ABSTRACT C.—Locomotive Running Expenses.**

	£ s. d.		£ s. d.		Year 1922
					£
Superintendence :—					
Salaries .....	7,824	12 6			7,599
Office Expenses.....	1,064	10 3			1,182
			8,889	2 9	8,781
Steam Train Working :—					
Wages connected with the Running of Locomotive Engines	160,587	4 8			157,016
Fuel.....	161,460	19 11			142,176
Water.....	7,889	15 2			7,874
Lubricants.....	5,323	18 9			6,519
Other Stores, including Clothing...	9,319	16 10			9,826
Miscellaneous.....	6,660	17 5			6,610
			351,242	12 9	330,021
Electric Train (Tram) Working :—					
Wages of Motormen.....	1,393	12 6			1,351
Electric Current.....	5,516	7 5			5,761
Lubricants.....	11	15 10			1
Other Stores, including Clothing...	6	13 5			11
			6,928	9 2	7,124
Deduct :—			367,060	4 8	345,926
Engine Power supplied to and by the Company (Balance).....			9,531	18 11	14,356
<b>TOTAL.....£</b>			<b>357,528</b>	<b>5 9</b>	<b>331,570</b>

**ABSTRACT D.—Traffic Expenses.**

	£ s. d.		£ s. d.		Year 1922
					£
Salaries and Wages :—					
Superintendence.....	20,672	14 3			21,417
Stationmasters and Clerks...	95,638	0 3			97,110
Signalmen and Gatemen.....	54,637	6 4			58,590
Ticket Collectors, Policemen, Porters, &c. ....	170,457	1 4			168,962
Guards .....	22,471	3 6			23,480
			363,876	5 8	369,559
Fuel, Lighting, Water and General Stores.....	27,674	17 4			31,192
Clothing .....	8,561	6 0			8,120
Printing, Advertising, Stationery, Stamps and Tickets.....	10,882	8 9			18,009
Wagon Covers, &c.....	2,551	3 1			1,860
Expenses of Joint Stations and Junctions (Cr.)	1,328	7 6			(Cr.) 1,803
Cleaning, Lubricating and Lighting of Vehicles	16,103	15 10			16,383
Shunting Expenses (other than Mechanical) :—					
Wages .....	21,028	4 4			21,411
Other Expenses.....	193	10 1			341
			21,221	14 5	21,752
Working of Stationery Engines, Hoists, Cranes &c.....	3,029	4 5			3,155
Railway Clearing Houses Expenses.....	7,695	3 3			7,151
Miscellaneous Expenses.....	3,222	5 0			3,287
<b>TOTAL.....£</b>			<b>463,489</b>	<b>16 3</b>	<b>478,665</b>

**ABSTRACT E.—General Charges.**

	£ s. d.		Year 1922
			£
Directors' Fees voted by Shareholders.....	4,433	14 0	4,700
Auditors and Public Accountants.....	630	0 0	630
Salaries of Secretary, General Manager, Accountant and Clerks.....	27,691	6 0	26,909
Office Expenses do. do. do. ....	5,493	18 11	4,267
Rating Expenses.....	87	10 0	—
Fire Insurance.....	4,670	0 9	5,217
Superannuation and Benevolent Funds, Pensions, &c.....	12,676	12 3	12,633
Subscriptions and Donations.....	198	11 10	116
Miscellaneous Expenses.....	3,370	3 4	6,358
<b>TOTAL.....£</b>	<b>59,251</b>	<b>17 1</b>	<b>60,830</b>

**ABSTRACT F.—Expenses of Collection and Delivery of Parcels and Goods.**

	£ s. d.		Year 1922
			£
Salaries and Wages.....	2,830	14 11	2,775
Rent, Rates and Taxes.....	57	3 4	58
Maintenance of Horses.....	1,462	17 7	1,792
Maintenance of Horse Vehicles.....	56	1 9	68
Amounts Paid for Hired Cartage.....	41,607	0 8	45,905
Miscellaneous.....	91	12 1	124
<b>TOTAL.....£</b>	<b>46,105</b>	<b>10 4</b>	<b>50,722</b>
Amount charged to Passenger Train Traffic.....	3,304	12 3	4,007
Amount charged to Goods Traffic.....	42,800	18 1	46,715

**ABSTRACT G.—Running Powers.—Receipts and Payments in Respect of Running Power Expenses.**

				Year 1922		
	Receipts	Payments	Balance (Credit)	Receipts	Payments	Balance
	£ s. d.	£ s. d.	£ s. d.	£	£	£
Passenger Train Traffic.....	301 17 1	81 17 5	219 19 8	292	78	214
Goods Train Traffic.....	37 15 1	207 8 0	(Dr.) 169 12 11	(Dr.) 167	219	(Dr.) 386
<b>TOTAL.....£</b>	<b>339 12 2</b>	<b>289 5 5</b>	<b>50 6 9</b>	<b>125</b>	<b>297</b>	<b>(Dr.) 172</b>

**ABSTRACT H.—Mileage, Demurrage, and Wagon Hire.**

				Year 1922		
	Receipts	Expenditure	Balance (Debit)	Receipts	Expenditure	Balance (Debit)
	£ s. d.	£ s. d.	£ s. d.	£	£	£
Mileage and Demurrage—						
Passenger Train Vehicles.....	317 18 8	510 4 7	192 5 11	194	388	194
Goods Train Vehicles.....	4,526 14 10	8,696 4 7	4,169 9 9	2,969	4,108	1,139
Hire of—						
Passenger Train Vehicles.....	—	—	—	—	—	—
Goods Train Vehicles.....	—	—	—	—	—	—
<b>TOTAL.....£</b>	<b>4,844 13 6</b>	<b>9,206 9 2</b>	<b>4,361 15 8</b>	<b>3,163</b>	<b>4,496</b>	<b>1,333</b>

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

		County Donegal Railways Joint Committee		Year 1922
		£	s. d.	£
<b>GROSS RECEIPTS.</b>				
PASSENGER TRAIN TRAFFIC :—				
Ordinary Passengers—				
First Class .....		1,955	12 11	1,680
Third Class .....		20,542	6 4	18,983
				22,497 19 3
				20,663
Season Tickets—				
First Class .....		45	11 6	138
Third Class .....		428	19 6	417
				474 11 0
				555
Workmen's Tickets .....				
TOTAL RECEIPTS FROM PASSENGERS.....				22,972 10 3
				21,218
Mails .....				
				1,561 17 4
				1,562
Parcels up to 2 cwt., Parcels Post, and Excess Luggage.....				
				2,322 6 9
Other Merchandise by Passenger Trains.....				
				783 11 8
				3,105 18 5
Less Expenses of Collection and Delivery.....				
				2 0 2
				3,103 18 3
				3,384
TOTAL PASSENGER TRAIN RECEIPTS.....				27,638 5 10
				26,164
GOODS TRAIN TRAFFIC :—				
Merchandise.....				
				28,130 5 1
Less Expenses of Collection and Delivery.....				
				10 2 4
				28,120 2 9
				29,826
Live Stock.....				
				4,206 3 1
				4,436
Coal, Coke, and Patent Fuel.....				
				3,913 12 11
				3,032
Other Minerals.....				
				527 18 1
				521
TOTAL GOODS TRAIN RECEIPTS.....				36,767 16 10
				37,815
TOTAL TRAFFIC RECEIPTS.....				64,406 2 8
				63,979
MILEAGE, DEMURRAGE AND WAGON HIRE (BALANCE).....				
				1,532 5 6
				1,211
MISCELLANEOUS .....				
				1,738 3 4
				161
TOTAL RECEIPTS.....		£		67,676 11 6
				65,351
Company's Proportion of Total Receipts in respect of Railway Working.....				
		£		33,838 5 9
				32,676
Company's Proportion of Other Receipts (Net).....				
		£		1,917 0 3
				1,683
<b>EXPENDITURE.</b>				
Maintenance and Renewal of Way and Works.....				
				18,216 13 7
				21,121
Maintenance and Renewal of Rolling Stock :—				
Locomotives.....				
				4,910 18 9
				4,590
Carriages.....				
				2,051 13 0
				1,964
Wagons.....				
				2,435 8 3
				1,999
				9,398 0 0
				8,553
Locomotive Running Expenses.....				
				13,202 2 8
				14,387
Traffic Expenses.....				
				16,842 9 7
				17,028
				30,044 12 3
				31,415
General Charges.....				
				3,263 17 1
				3,417
Law Charges .....				
				16 5 8
				6
Compensation (Accidents and Losses) :				
Workmen .....				
				300 0 0
				300
Damage and Loss of Goods, Property, &c.....				
				82 15 11
				114
				382 15 11
				414
Rates.....				
				1,521 5 11
				1,253
National Insurance :—				
Health .....				
				236 19 9
				235
Unemployment .....				
				186 1 6
				172
				423 1 3
				407
TOTAL TRAFFIC EXPENDITURE.....				63,266 11 8
				66,586
Miscellaneous .....				
				586 15 11
				23
TOTAL EXPENDITURE.....		£		63,853 7 7
				66,609
Company's Proportion of Total Expenditure in respect of Railway Working.....				
		£		31,926 13 9
				33,304
Company's Proportion of Interest, Rentals, and other Fixed Charges.....				
		£		7,731 13 3
				7,732

**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. 16.—RECEIPTS AND EXPENDITURE IN RESPECT OF OTHER SEPARATE BUSINESSES CARRIED ON BY THE COMPANY.**

[Abstracts Nos. 11, 12, 13, 14, and 16 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.**

To Expenditure	Year 1922		By Gross Receipts	Year 1922	
	£	s. d.		£	s. d.
Salaries and Wages.....	5,163	1 6	Total Receipts from Hotels and from Sale of Provisions, &c., in Refreshment Rooms and Cars.....	34,129	17 7
Provisions, Wines and Spirits consumed.....	19,986	11 10	Balance (Loss) .....	—	
Repairs and Maintenance of Hotels and Refreshment Rooms, and of Fittings, Furniture, &c., of Refreshment Cars.....	925	0 9			
Heating and Lighting of Hotels and Refreshment Rooms .....	992	13 5			
Rents.....	122	14 0			
Rates.....	780	0 10			
Taxes.....	341	1 10			
Miscellaneous.....	1,515	2 3			
	29,826	6 5			
Transfer to Depreciation Funds (Net).....	1,818	5 7			
Total Expenditure.....	31,644	12 0			
Balance.....	2,485	5 7			
<b>TOTAL.....</b>	<b>£ 34,129</b>	<b>17 7</b>	<b>TOTAL.....</b>	<b>£ 34,129</b>	<b>17 7</b>

**Dr. No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT. Cr.**

	Year 1922		Number of Units	Year 1922	
	£	s. d.		Number of Units	£
Superintendence :—					
Salaries.....	558	13 0			
Office Expenses.....	172	0 0			
Total Superintendence.....	730	13 0			
Generation :—					
Maintenance of Buildings.....	126	9 10			
Maintenance of Plant, Machinery and Tools.....	886	17 8			
Maintenance of Feeders, Cables, and Accessories.....	83	7 10			
Salaries and Wages.....	2,784	14 9			
Fuel, including Carriage.....	3,462	2 9			
Oil, Waste, Water and Stores	482	13 4			
Total Generation.....	7,826	6 2			
Distribution :—					
Maintenance of Feeders, Mains and Apparatus.....	354	6 9			
Maintenance of Meters, Switches, Fuses, Lamps, &c.	824	17 6			
Salaries and Wages.....	227	16 0			
Total Distribution.....	1,407	0 3			
Rates.....	326	13 10			
Transfer to Depreciation Fund.....	10,290	13 3			
	2,076	0 0			
<b>TOTAL.....</b>	<b>£ 12,366</b>	<b>13 3</b>	<b>TOTAL.....</b>	<b>£ 12,366</b>	<b>13 3</b>

**Dr. No. 18.—GENERAL BALANCE SHEET. Cr.**

			Year 1922				Year 1922
		£	s. d.	£			£
To Unpaid Interest and Dividends.....	13,713	4 4	12,539	By Capital Account, Balance at Debit thereof, as per Account No. 4.....	443,242	9 3	439,012
Interest and Dividends payable or accruing and provided for.....	48,571	16 6	48,506				
Amount due to Railway Companies and Committees .....	16,209	10 8	8,738	Cash at Bankers and in hand 27,456 1 6			37,585
Savings Bank.....	26,551	10 6	24,245	Cash on Deposit at Interest 50,000 0 0			5,250
Superannuation and other Provident Funds	95,956	5 1	89,919		77,456	1 6	42,835
Accounts payable.....	96,265	4 6	61,515	Investments in Government Securities (at cost, which is less than market price, at 31st December, 1923).....	1,361,520	10 0	706,177
Liabilities accrued.....	66,204	12 10	60,550	Advance to County Donegal Railways Joint Committee, not charged as Capital Expenditure .....	—		2,000
Miscellaneous Accounts.....	151,585	2 5	88,827	Stock of Stores and Materials.....	204,104	2 0	195,995
Compensation under Irish Railways (Settlement of Claims) Act, 1921, Balance.....	469,994	0 0	469,994	Outstanding Traffic Accounts.....	49,795	0 0	48,973
Fire Insurance Fund.....	50,768	3 0	45,154	Amount due by Railway Companies and Committees .....	3,338	0 2	4,421
Depreciation Funds :—				Amount due by Railway Clearing Houses	4,734	0 6	15,216
Railway (including Arrears of Maintenance)	803,874	8 9	662,867	Amount due by Postmasters'-General.....	17,189	1 3	16,396
Hotels .....	29,612	6 2	27,910	Accounts Receivable.....	31,063	6 11	360,657
General Reserve Fund.....	125,000	0 0	125,000	Miscellaneous Accounts.....	33,861	4 1	101,239
Balance available for Dividends and Reserve as per Account No. 9.....	552,994	18 6	328,154				
Less Interim Dividends paid as per Statement No. 9 (a)	120,997	7 7	120,997				
	231,997	10 11	207,157				
<b>£ 2,226,303</b>	<b>15 8</b>	<b>1,932,921</b>	<b>£ 2,226,303</b>	<b>15 8</b>	<b>1,932,921</b>		

## PART II.—STATISTICAL RETURNS.

## I.—MILEAGE OF LINES.

## (A)—MILEAGE OF LINES OPEN FOR TRAFFIC.

	RUNNING LINES										Year 1922								
	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	59	1	67	0	17	230	79	45	50	276	49	276	49	
Portadown Junction to Clones Junction.....	38	78	23	45	0	3	—	—	—	—	62	46	6	79	69	45	69	45	
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	37	1	68	0	17	—	—	135	78	16	41	152	39	152	37	
<b>TOTAL OF MAIN AND PRINCIPAL LINES.....</b>	<b>314</b>	<b>10</b>	<b>163</b>	<b>46</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>17</b>	<b>486</b>	<b>5</b>	<b>74</b>	<b>28</b>	<b>560</b>	<b>33</b>	<b>560</b>	<b>31</b>	
<b>Minor and Branch Lines—</b>																			
Oldcastle Branch.....	39	42	1	14	0	6	—	—	—	—	40	62	4	10	44	72	44	72	
Bundoran Branch.....	35	62	0	62	—	—	—	—	—	—	36	44	3	14	39	58	39	58	
Armagh to Warrenpoint.....	28	12	1	40	0	9	—	—	—	—	29	61	6	72	36	53	36	48	
<b>Branches off Main Line—</b>																			
Between Dublin and Belfast.....	70	16	8	26	0	9	—	—	—	—	78	51	14	66	93	37	93	37	
„ Portadown and Clones.....	37	56	0	50	0	4	—	—	—	—	38	30	3	63	42	13	42	13	
„ „ Omagh.....	14	17	0	75	0	18	—	—	—	—	15	30	2	18	17	48	17	34	
„ Dundalk and Londonderry.....	16	76	0	55	0	5	—	—	—	—	17	56	5	70	23	46	23	46	
Howth Tramway (Electric).....	5	22	0	63	—	—	—	—	—	—	6	5	0	32	6	37	6	37	
<b>TOTAL.....</b>	<b>561</b>	<b>73</b>	<b>178</b>	<b>31</b>	<b>6</b>	<b>54</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>17</b>	<b>749</b>	<b>24</b>	<b>115</b>	<b>53</b>	<b>864</b>	<b>77</b>	<b>864</b>	<b>56</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	15	0	9	—	—	—	—	—	—	0	24	0	25	0	49	0	49	
<b>TOTAL.....</b>	<b>45</b>	<b>51</b>	<b>0</b>	<b>53</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>23</b>	<b>50</b>	<b>51</b>	<b>50</b>	<b>51</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>12</b>	<b>179</b>	<b>16</b>	<b>6</b>	<b>57</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>17</b>	<b>805</b>	<b>32</b>	<b>120</b>	<b>67</b>	<b>926</b>	<b>19</b>	<b>925</b>	<b>78</b>	
<i>Do., Do., Year 1922.....</i>	<i>617</i>	<i>12</i>	<i>179</i>	<i>11</i>	<i>6</i>	<i>57</i>	<i>2</i>	<i>10</i>	<i>0</i>	<i>17</i>	<i>805</i>	<i>27</i>	<i>120</i>	<i>51</i>	<i>925</i>	<i>78</i>			

## (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 1922		Year 1922	
	M.	Ch.	M.	Ch.
Lines Owned by the Company.....	556	51	556	51
„ 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>51</b>	<b>565</b>	<b>51</b>
Add :—				
Lines over which the Company exercises Running Powers occasionally.....	—	—	—	—
<b>TOTAL.....</b>	<b>565</b>	<b>51</b>	<b>565</b>	<b>51</b>

## II.—ROLLING STOCK.

## (A)—STEAM LOCOMOTIVES AND TENDERS.

Description	Number	Year 1922 Number
<b>TENDER ENGINES :—</b>		
Wheel Type—		
2—4—0 .....	4	4
4—4—0 .....	71	71
0—6—0 .....	101	101
	176	176
<b>TANK ENGINES :—</b>		
Wheel Type—		
4—4—2 .....	10	10
4—4—0 .....	1	1
2—4—2 .....	6	6
0—6—4 .....	4	4
0—6—2 .....	4	4
0—6—0 .....	1	1
	26	26
<b>TOTAL.....</b>	<b>202</b>	<b>202</b>
<b>TENDERS .....</b>	<b>176</b>	<b>176</b>

## (B)—RAIL MOTOR VEHICLES.

(Not applicable to this Company.)

## (C)—TRAINS (TRAMS) WORKED BY ELECTRIC POWER.

	Number	Carrying Capacity	Year 1922	
			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).

	Number	SEATS OR BERTHS				Year 1922	
		1st Class	2nd Class	3rd Class	Total	Number	Seats or Berths Total
<b>PASSENGER CARRIAGES :—</b>							
Carriages of Uniform Class...	245	518	1,170	13,578	15,266	244	15,198
Composite Carriages.....	125	1,696	3,305	1,535	6,536	123	6,223
Restaurant Carriages.....	4	62	72	—	134	4	134
Miscellaneous .....	1	12	12	24	48	1	48
<b>TOTAL.....</b>	<b>375</b>	<b>2,288</b>	<b>4,559</b>	<b>15,137</b>	<b>21,984</b>	<b>372</b>	<b>21,603</b>
Sleeping .....	Nil				Nil	Nil	Nil
<b>TOTAL PASSENGER CARRIAGES.....</b>	<b>375</b>				<b>21,984</b>	<b>372</b>	<b>21,603</b>
<b>OTHER COACHING VEHICLES :—</b>							
Post Office Vans.....	6					6	
Luggage, Parcels, and Brake Vans .....	65					61	
Carriage Trucks.....	43					46	
Horse Boxes.....	100					100	
Miscellaneous .....	88					89	
<b>TOTAL OTHER COACHING VEHICLES</b>	<b>302</b>					<b>302</b>	
<b>TOTAL COACHING VEHICLES.....</b>	<b>677</b>					<b>674</b>	

## (E)—MERCHANDISE AND MINERAL VEHICLES.

	Number	Year 1922 Number
<b>Open Wagons :—</b>		
Under 8 tons.....	61	101
8 and up to 12 tons.....	1,986	1,971
Over 12 and up to 20 tons.....	1	1
Over 20 tons (other than special)	—	—
<b>Covered Wagons :—</b>		
Under 8 tons.....	70	99
8 and up to 12 tons.....	2,954	2,934
Over 12 and up to 20 tons.....	12	13
<b>Cattle Trucks.....</b>	<b>654</b>	<b>642</b>
<b>Rail and Timber Trucks (including Twin Trucks).....</b>	<b>110</b>	<b>105</b>
<b>Brake Vans.....</b>	<b>109</b>	<b>110</b>
<b>Miscellaneous .....</b>	<b>10</b>	<b>12</b>
<b>TOTAL.....</b>	<b>5,967</b>	<b>5,988</b>

## (F)—RAILWAY SERVICE VEHICLES AND HORSES FOR SHUNTING.

	Number	Year 1922 Number
Departmental Locomotives .....	2	2
Locomotive Coal Wagons.....	250	244
Ballast Wagons and Brakes.....	169	165
Mess and Tool Vans .....	2	2
Breakdown Cranes .....	2	2
Travelling Cranes .....	13	13
Miscellaneous .....	39	41
<b>TOTAL.....</b>	<b>477</b>	<b>469</b>
Horses for Shunting .....	1	1



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

	Number	Year 1922
		Number
GOODS AND PARCELS ROAD VEHICLES :—		
Horse Wagons and Carts.....	29	29
TOTAL.....	29	29
HORSES FOR ROAD VEHICLES.....	24	25

**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	Year 1922		
			Acreage	Acreage	
			A.	R.	P.
Great Northern Hotel.....	Bundoran, Co. Donegal	Agricultural Land.....	197	3	36
		Urban and Suburban Land.....	35	0	10
Great Northern Hotel.....	Rostrevor, Co. Down				
		Houses	Year 1922		
			Number		
		Labouring Class Dwellings.....	5		5
		Houses and Cottages for Company's Servants.....	294		294
		Other Houses and Cottages.....	9		9

## IX.—OTHER INDUSTRIES (IF ANY).

(Not applicable to this Company.)

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

QUANTITIES OF PRINCIPAL MATERIALS USED :—	YEAR 1923		Year 1922	
	M.	Chs.	M.	Chs.
Ballast.....	78,700	c. yds.	83,850	c. yards
Fencing.....	14 M.	1,056 yds.	13 M.	200 yds.
Rails.....	2,127½	tons	2,374½	tons
Sleepers.....	44,944	number	82,832	number
MILES MAINTAINED :—				
Miles of Road.....	561	73	561	73
Miles of road reduced to Single Track—				
Running Lines.....	749	24	749	19
Sidings.....	115	53	115	37
MILES OF TRACK RENEWED.....	15	24	17	36

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

	In Company's Workshops	By Contract	Total	Year 1922 Total.
	Number	Number		
LOCOMOTIVES RENEWED.....	—	—	—	—
LOCOMOTIVES REPAIRED :—				
Heavy repairs.....	66	—	66	68
Light repairs.....	8	—	8	10
LOCOMOTIVES UNDER OR AWAITING REPAIR AT END OF YEAR.....	28	—	28	35
ELECTRIC TRAIN (TRAMS) :—				
Tram Vehicles renewed.....	—	—	—	—
Tram Vehicles repaired—				
Heavy repairs.....	1	—	1	—
Light repairs.....	10	—	10	15
Tram Vehicles under or awaiting repair at end of year.....	—	—	—	—
COACHING VEHICLES :—				
Carriages renewed.....	5	—	5	5
Carriages repaired—				
Heavy repairs.....	138	—	138	120
Light repairs.....	115	—	115	95
Carriages under or awaiting repair at end of year.....	33	—	33	39
Others renewed.....	—	—	—	1
Others repaired—				
Heavy repairs.....	37	—	37	25
Light repairs.....	410	—	410	342
Others under or awaiting repair at end of year.....	10	—	10	10
WAGONS RENEWED :—				
Completely renewed.....	95	—	95	58
Partially renewed.....	51	—	51	70
WAGONS REPAIRED :—				
Heavy repairs.....	706	—	706	617
Light repairs.....	6,517	—	6,517	6,414
WAGONS UNDER OR AWAITING REPAIR AT END OF YEAR.....	135	—	135	264

XII.—ENGINE MILEAGE.

	YEAR 1922.																						
	Train Miles (Loaded Trains)			Total Train Miles (including Empty Trains run for Traffic purposes on either the Forward or Return Journey)			Train Miles (Loaded Trains)			Total Train Miles (including Empty Trains run for Traffic purposes on either the Forward or Return Journey)													
	Coaching	Goods	Total	Coaching	Goods	Total	Coaching	Goods	Total	Coaching	Goods	Total											
<b>A—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS—</b>																							
Over the Company's System by the Company's Engines.....	2,041,866	1,067,630	3,109,496	2,060,678	1,109,480	3,170,158	159,961	870,576	147,300	4,347,995	80,364	1,921,760	1,016,405	2,938,165	1,940,992	1,040,697	2,981,689	171,357	812,168	131,356	4,096,570	72,279	
Over the Company's System by other Companies' Engines...	3,240	1,092	4,332	3,240	1,092	4,332	1,976	1,217	128	7,653	—	3,244	1,078	4,322	3,244	1,078	4,322	1,978	1,098	309	7,707	—	
<b>TOTAL.....</b>	<b>2,045,106</b>	<b>1,068,722</b>	<b>3,113,828</b>	<b>2,063,918</b>	<b>1,110,572</b>	<b>3,174,490</b>	<b>161,937</b>	<b>871,793</b>	<b>147,428</b>	<b>4,355,648</b>	<b>80,364</b>	<b>1,925,004</b>	<b>1,017,483</b>	<b>2,942,487</b>	<b>1,944,236</b>	<b>1,041,775</b>	<b>2,986,011</b>	<b>173,335</b>	<b>813,266</b>	<b>131,665</b>	<b>4,104,277</b>	<b>72,279</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...	2,041,866	1,065,229	3,107,095	2,060,678	1,106,360	3,167,038	159,961	850,576	350,025	4,527,600	80,364	1,921,760	1,014,004	2,935,764	1,940,992	1,037,577	2,978,569	171,357	792,168	376,188	4,318,282	72,279	
By the Company's Engines over other Companies' Lines.....	—	2,308	2,308	—	3,017	3,017	—	20,000	—	23,017	—	—	2,239	2,239	—	2,812	2,812	—	20,000	—	22,812	—	
By other Companies' Engines over the Company's Line...	3,240	1,092	4,332	3,240	1,092	4,332	1,976	1,217	128	7,653	—	3,244	1,078	4,322	3,244	1,078	4,322	1,978	1,098	309	7,707	—	
<b>TOTAL.....</b>	<b>2,045,106</b>	<b>1,068,629</b>	<b>3,113,735</b>	<b>2,063,918</b>	<b>1,110,469</b>	<b>3,174,387</b>	<b>161,937</b>	<b>871,793</b>	<b>350,153</b>	<b>4,558,270</b>	<b>80,364</b>	<b>1,925,004</b>	<b>1,017,321</b>	<b>2,942,325</b>	<b>1,944,236</b>	<b>1,041,467</b>	<b>2,985,703</b>	<b>173,335</b>	<b>813,266</b>	<b>376,497</b>	<b>4,348,801</b>	<b>72,279</b>	
<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...	2,041,866	1,065,229	3,107,095	2,060,678	1,106,360	3,167,038	159,961	850,576	350,025	4,527,600	—	1,921,760	1,014,004	2,935,764	1,940,992	1,037,577	2,978,569	171,357	792,168	376,188	4,318,282	—	
Over other Companies' Lines...	9,418	5,084	14,502	9,712	6,037	15,749	2,150	21,558	40	39,497	—	8,432	5,010	13,442	8,770	5,829	14,599	1,594	21,545	110	37,848	—	
<b>TOTAL.....</b>	<b>2,051,284</b>	<b>1,070,313</b>	<b>3,121,597</b>	<b>2,070,390</b>	<b>1,112,397</b>	<b>3,182,787</b>	<b>162,111</b>	<b>872,134</b>	<b>350,065</b>	<b>4,567,097</b>	—	<b>1,930,192</b>	<b>1,019,014</b>	<b>2,949,206</b>	<b>1,949,762</b>	<b>1,043,406</b>	<b>2,993,168</b>	<b>172,951</b>	<b>813,713</b>	<b>376,298</b>	<b>4,356,130</b>	—	
(2) Electric Traction—Trams— Over Lines owned, leased or worked by the Company...	—	—	—	—	—	—	—	—	—	—	80,364	—	—	—	—	—	—	—	—	—	—	72,279	
<b>TOTAL.....</b>	—	—	—	—	—	—	—	—	—	—	<b>80,364</b>	—	—	—	—	—	—	—	—	—	—	<b>72,279</b>	
<b>TOTAL.....</b>	<b>2,051,284</b>	<b>1,070,313</b>	<b>3,121,597</b>	<b>2,070,390</b>	<b>1,112,397</b>	<b>3,182,787</b>	<b>162,111</b>	<b>872,134</b>	<b>350,065</b>	<b>4,567,097</b>	<b>80,364</b>	<b>1,930,192</b>	<b>1,019,014</b>	<b>2,949,206</b>	<b>1,949,762</b>	<b>1,043,406</b>	<b>2,993,168</b>	<b>172,951</b>	<b>813,713</b>	<b>376,298</b>	<b>4,356,130</b>	<b>72,279</b>	



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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.

F. A. CAMPION, *Chief Engineer.*

*Dublin, 12th January, 1924.*

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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 good Working Order and Repair.

G. T. GLOVER, *Locomotive Engineer.*

*Dundalk, 17th January, 1924.*

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(SIGNED FOR THE BOARD OF DIRECTORS)

W. P. CAIRNES,  
*Chairman of the Company.*

J. B. STEPHENS,  
*Secretary of the Company.*

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AUDITOR'S CERTIFICATE.

I 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 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 my judgment, to be paid thereout.

H. LEOPOLD PIM, *Auditor.*

Examined and approved,  
DELOITTE, PLENDER, GRIFFITHS & CO.,  
Chartered Accountants,  
5, London Wall Buildings,  
LONDON, E.C.

*Dublin, 28th January, 1924*

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# Report of the Directors

AND

## Statement of Accounts

Year ended 31st December, 1923.

(*Copy of Advertisement.*)

NOTICE is hereby given that the next Ordinary Annual General Meeting of the Proprietors will be held in the Minor Hall, Howard Street (adjacent to Great Victoria Street Station), Belfast, on Wednesday, 13th day of February, 1924, at 12.30 o'clock, p.m., to receive a Report from the Directors and Statement of Accounts for the year ended 31st December, 1923, for the election of Directors and Auditors, for the Declaration of Dividends, and for the transaction of the general Business of the Company.

Dated this 28th day of January, 1924.

J. B. STEPHENS,  
*Secretary.*

Amiens Street Station,  
Dublin.



# GREAT SOUTHERN AND WESTERN RAILWAY COMPANY

## DIRECTORS.

CHAIRMAN—THE RIGHT HONOURABLE SIR WILLIAM J. GOULDING, BART., P.C., D.L., Millicent, Sallins, Co. Kildare.

DEPUTY CHAIRMAN—HUGH A. HENRY, ESQ., Keadeen, Newbridge, Co. Kildare.

ROBERT F. S. COLVILL, ESQ., Coolock House, Coolock, Co. Dublin.

THE MOST HONOURABLE THE MARQUIS OF ORMONDE, Kilkenny Castle, Kilkenny.

SIR HENRY J. FORDE, The Manor of St. John, Waterford.

THE RIGHT HONOURABLE THE EARL OF KENMARE, C.V.O. Kenmare House, Killarney.

CHRISTOPHER D. EVANS, ESQ., St. Helen's, Lucan, Co. Dublin.

ALFRED ROBINSON MACMULLEN, ESQ., Oriel House, Ballincollig, Co. Cork.

JAMES P. GOODBODY, ESQ., Summerville, Limerick.

W. LOMBARD MURPHY, ESQ., M.D., Dartry, Upper Rathmines Co. Dublin.

JOSEPH X. MURPHY, ESQ., Ashurst, Merrion Avenue, Blackrock, Co. Dublin.

## REPORT OF THE DIRECTORS

FOR THE

YEAR ENDED 31st DECEMBER, 1923.

To be submitted to the Proprietors at the Annual General Meeting, to be held at Two o'clock, p.m., on Wednesday, 27th February, 1924, at Kingsbridge Terminus, Dublin.

The Directors submit herewith the Financial Accounts and Statistical Returns for the Year ended 31st December, 1923, which have been prepared in accordance with the First Schedule to the Railway Companies (Accounts and Returns) Act, 1911.

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

	1923.	1922.
Per Account No. 8.	£	£
Receipts ... ..	2,840,025	2,471,460
Expenditure ... ..	2,294,788	2,536,718
Net Receipts ... ..	545,237	Dr. 65,258
Appropriation from the Compensation received under Section 2 of the Irish Railways (Settlement of Claims) Act, 1921 ... ..	—	550,000
Miscellaneous Receipts (Net) from Rents, Interest, etc. ...	40,843	23,707
<b>TOTAL NET INCOME</b> ... ..	<b>586,080</b>	<b>508,449</b>
 Per Account No. 9.		
<i>Add</i> —Balance from last Account ... ..	13,647	87,263
	<hr/> 599,727	<hr/> 595,712
<i>Deduct</i> —Interest, Rentals, and Other fixed Charges ...	242,477	239,599
	<hr/> 357,250	<hr/> 356,113
Dividends on Guaranteed, Preference and Geashill Extension Stocks ... ..	182,700	182,700
	<hr/> 174,550	<hr/> 173,413
Balance available for Dividend on Ordinary Stock ...	<hr/> <u>174,550</u>	<hr/> <u>173,413</u>

The Interim Dividend of £1 10s. 0d. per cent. which was paid on the Ordinary Consolidated Stock for the half-year ended 30th June, 1923, absorbed £79,883, leaving a balance of £94,667. The Directors recommend that a Dividend of £1 10s. 0d. per cent. be paid on the Ordinary Consolidated Stock for the half-year ended 31st December, 1923, making £3 per cent. for the whole year, and leaving a balance of £14,784 to be carried forward to next year's account.

Your Directors are glad to be able to report that admirable progress has been made in the restoration of your property, which was so seriously damaged during the year 1922; all your bridges with the exception of Ballyvoyle Viaduct have been restored.

The Cross-Channel route *via* Fishguard and Rosslare was opened for traffic in September last, and Passenger, Goods and Live Stock Services are in regular operation.

The restoration of order has enabled the Government forces to vacate the Great Southern Hotel, Killarney, and your Board are making every effort to have it, together with your Hotels at Parknasilla and Caragh Lake, ready for opening before Whitsuntide.

Since the issue of the last Report in which allusion was made to a provisional agreement made with the Directors of the Cork, Bandon and South Coast Company with a view to Amalgamation, similar agreements have been entered into with the Midland Great Western, Cork and Macroom, and Cork, Blackrock and Passage Railway Companies, at the request of the Government.

On the completion of the Agreements with these Companies, a Joint Committee was formed consisting of representatives of your Company, the Midland Great Western and the Cork, Bandon and South Coast Companies, which Committee submitted proposals to the Government for the embodiment of a scheme of Amalgamation in a Government measure.

The Directors report with deep regret that Mr. R. F. S. Colvill has expressed the desire to be relieved from the responsibilities of the Deputy-Chairmanship of the Company, which he had occupied with great distinction for twenty-one years. The position has been filled by the appointment of Mr. Hugh A. Henry.

The Directors further regret to announce the death of Mr. J. Perry Goodbody, who had been a Director of the Company for twenty-two years, and whose business experience and wise counsel were always of great service to the Board.

The resignation of The Right Honourable L. A. Waldron owing to ill-health was also a great loss to your Board, and they desire to express their grief that the illness, which was the cause of his resignation, has terminated in his death.

They also deeply regret the sudden death of Mr. Frederick Coddington Pilkington, a very valued Director, who was a member of your Board for the past twenty-six and a half years, and who also acted in your interests as a member of the Board of the Fishguard Company with great ability.

In the Report of the 15th February, 1923, your Directors mentioned that they did not intend filling the vacancy caused by the retirement of Mr. T. M. Healy, K.C., now Governor-General. During the autumn of last year this vacancy, and the deaths to which allusion has been made above, rendered it necessary to co-opt three new Directors, and the vacancies, save that arising from the death of Mr. Pilkington, have been filled by the co-option of Mr. James P. Goodbody, Dr. W. Lombard Murphy, and Mr. Joseph X. Murphy, gentlemen whose names are exceedingly well known in the Irish business world. Pending further negotiations between the Government and the Railways in the Irish Free State it is not proposed to fill the vacant seat on the Board.

The Directors, to their great regret, have to report the loss the Company have sustained by the retirement of their Secretary, Mr. Robert Crawford, through illness, which has unfortunately terminated fatally. He was connected with the Company for nearly forty years, and for the last fourteen years ably discharged the duties of Secretary. His place has been filled by the appointment of Mr. C. E. Riley, the Chief Accountant, as Secretary and Accountant of the Company.

Mr. Croker Barrington who was the Company's esteemed Solicitor for over twenty years, resigned during the year, and his place has been filled by the appointment of Mr. Edward White, formerly one of your Auditors. His acceptance of this position involved his resignation as an Auditor of the Company, and you will be called upon to fill the vacancy at the General Meeting. The Accounts for the past year have been signed by your other auditor, The Right Honourable Sir Stanley Harrington, who retires by rotation and, being eligible, offers himself for re-election.

The following Directors retire from Office by rotation, and they offer themselves for re-election:—  
Mr. H. A. Henry, Mr. James P. Goodbody, and Dr. W. Lombard Murphy.

WILLIAM J. GOULDING,

*Chairman.*

KINGSBRIDGE TERMINUS, DUBLIN,

8th February, 1924.

# GREAT SOUTHERN AND WESTERN RAILWAY.

*Financial Accounts and Statistical Returns for the Year ended 31st December, 1923.*

## 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.
	£	£	£	£	£	£	£	£	£
Special Acts or Certificates of the Board of Trade conferring capital powers which have been fully exercised... ..	10,343,990	4,233,010	14,577,000	10,343,990	4,233,010	14,577,000	—	—	—

#### 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	—	—	—
<b>TOTAL ... ..</b>	<b>2,371,500</b>	<b>822,500</b>	<b>3,194,000</b>	<b>2,371,500</b>	<b>822,500</b>	<b>3,194,000</b>	<b>—</b>	<b>—</b>	<b>—</b>



Cr.

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

Dr.

To EXPENDITURE.	Amount expended to 31st Dec., 1922.			Amount expended during Year as per No. 5.			TOTAL.			By RECEIPTS.	Amount received to 31st Dec., 1922.			Amount received during Year.			TOTAL.		
	£	s.	d.	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.	£	s.	d.
Lines open for Traffic ...	11,562,782	19	5	4,317	1	2	11,567,100	0	7	Shares and Stocks (No. 2) ...	10,155,277	0	0	—	—	10,155,277	0	0	
Lines Leased ...	5,175	7	6	—	—	5,175	7	6	Debiture Stocks (No. 3) ...	4,081,558	0	0	—	—	4,081,558	0	0	0	
Rolling Stock ...	1,909,431	7	3	—	—	1,909,431	7	3	Premiums on Shares and Stocks ...	225,547	4	8	—	—	—	—	—	—	
Manufacturing and Repairing Works and Plant—									Premiums on Debenture Stocks ...	324,902	14	0	—	—	—	—	—	—	
Land and Buildings ...	282,971	6	3	218	16	0	283,190	2	3	Total Premiums ...	550,449	18	8	—	—	—	—	—	
Plant and Machinery ...	138,932	4	3	690	5	0	139,622	9	3	Discounts on Shares and Stocks ...	25,308	2	2	—	—	—	—	—	
Total Capital expended upon Railway	13,899,293	4	8	5,226	2	2	13,904,519	6	10	Discounts on Debenture Stocks ...	5,500	4	8	—	—	—	—	—	
Horses ...	515	17	4	Cr. 82	0	0	433	17	4	Total Discounts ...	30,808	6	10	—	—	—	—	—	
Docks, Harbours, and Wharves ...	26,747	0	0	—	—	26,747	0	0	Balance of Premiums and Discounts ...	519,641	11	10	—	—	—	—	—	—	
Hotels ...	166,417	7	2	Cr. 474	12	3	165,942	14	11	Treasury Grants—	—	—	—	—	—	—	—	—	
Electric Power Stations, &c. ...	20,074	12	3	—	—	20,074	12	3	Headford and Kenmare Railway ...	50,000	0	0	—	—	—	—	—	—	
Land, Property, &c., not forming part of the Railway or Stations—									West Kerry (Killorglin and Valentia) Railway ...	85,000	0	0	—	—	—	—	—	—	
Used in connection with Railway working ...	11,090	10	4	—	—	11,090	10	4	TOTAL RECEIPTS ...	14,891,476	11	10	—	—	—	—	—	—	
Not used in connection with Railway working ...	285,829	0	7	—	—	285,829	0	7	By Balance ...	—	—	—	—	—	—	—	—	—	
Subscriptions to other Companies (for details see Table No. 4 (a)) ...	600,000	0	0	—	—	600,000	0	0	TOTAL	—	—	—	—	—	—	—	—	—	
TOTAL EXPENDITURE ...	£ 15,009,967	12	4	4,669	9	11	15,014,637	2	3	£15,014,637	2	3	—	—	—	—	—	—	

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

Name.	Amount.	Nature of Security or Investment.
RAILWAY COMPANIES—	£	
Fishguard and Rosslare Railways and Harbours Co. ...	550,000	Shares and Stocks of Fishguard and Rosslare Railways and Harbours Co.
Southern Railway ...	50,000	Shares of Southern Railway Co.

## No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1923.

	Land and Compensation			Construction of Way and Stations, Engineering, &c.			Law Charges and Parliamentary Expenses.			TOTAL.	
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.
Lines belonging to the Company open for Traffic—											
Additional Land and Accommodation at Various Stations ... ..	87	4	3	667	9	4	22	17	6	777	11
Alterations and Additions to Signalling Apparatus ...	—			1,918	10	1	—			1,918	10
Enlargement of Engine Turntable ... ..	—			1,621	0	0	—			1,621	0
										4,317	1
Manufacturing and Repairing Works and Plant—											
Inchicore—Additional Accommodation in Workshops ... ..										218	16
Inchicore—Additional Machinery ... ..										690	5
										5,226	2
Horses—											
Reduction in Stock ... ..										Cr. 82	0
Hotels—											
Furniture—Reduction in Stock ... ..										Cr. 474	12
										£	4,669 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, 1924	Subsequently until completion.	TOTAL.
£	£	£	£
—			
Lines belonging to the Company open for traffic—			
Sundry works at stations and sidings ... ..	10,000	—	10,000
TOTAL ... ..	10,000	—	10,000
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.	£	s.	d.
Stock and Share Capital created but not yet received (as per Statement No. 2)—						
Amount unissued ... ..				188,713	0	0
Loan Capital created but not yet available (as per Statement No. 3) ... ..	50,000	0	0			
Available borrowing powers (as per Statement No. 3) ... ..	101,452	0	0	151,452	0	0
				340,165	0	0
Deduct balance at Debit (as per Capital Account No. 4) ... ..				123,160	10	5
TOTAL ... ..				£	217,004	9 7

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

See Statement.		Gross Receipts.		Expenditure.		Net Receipts.		Year 1922.		
		£	s. d.	£	s. d.	£	s. d.	Gross Receipts.	Expenditure.	Net Receipts.
10	Railway ... ..	2,780,045	10 4	2,235,390	0 6	544,655	9 10	2,416,221	2,466,870	Dr. 50,649
14	Docks, Harbours, and Wharves ...	8,882	4 2	11,488	11 9	Dr. 2,606	7 7	9,380	17,809	Dr. 8,429
15	Hotels and Refreshment Rooms and Cars where catering is carried on by the Company ...	51,097	3 4	47,909	5 0			45,859	52,039	Dr. 6,180
	TOTAL ... ..	2,840,024	17 10	2,294,787	17 3	545,237	0 7	2,471,460	2,536,718	Dr. 65,258
	Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921									550,000
	Miscellaneous Receipts (Net)—									Dr. 2,477
	Rents from Houses and Lands ... ..					1,484	10 11			4,194
	Other Rents, including Lump-sum Tolls ... ..					4,289	10 10			
	Interest and Dividends from investments in other Companies :—									
	Fishguard and Rosslare Railways and Harbours Co. ... ..					1,750	0 0			1,750
	Transfer Fees ... ..					486	0 0			358
	General Interest ... ..					22,631	10 5			9,626
	Baronial Guarantees ... ..					7,345	3 5			7,364
	Colliery Lines.—Loss Recoverable from the Government ... ..					2,855	16 1			2,892
	TOTAL NET INCOME ... ..			£		586,079	12 3			508,449

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

	Year 1922.	
	£	s. d.
Balance brought forward from last year's Account ... ..	13,647	19 7
Net Income (as per Statement No. 8) ... ..	586,079	12 3
TOTAL ... ..	599,727	11 10
Deduct—Interest, Rentals, and other Fixed Charges—		
Interest on Superannuation and other Funds ... ..	4,260	10 1
Interest on Debenture Stock at 4 per cent. ... ..	160,281	11 2
Interest on 7 per cent. Redeemable (1925) Debenture Stock ... ..	5,216	6 8
Rent of and Guaranteed Interest on Leased and Worked Lines :—		
Athenry and Tuam Extension to Claremorris Railway ... ..	5,049	7 9
Southern Railway ... ..	6,374	6 11
Tralee and Fenit Railway ... ..	2,157	16 10
Fishguard and Rosslare Railways and Harbours (in Ireland) ... ..	43,440	15 6
Dividends payable or accruing on Four per cent. £10 Baronial Guaranteed Shares :—		
County Sligo ... ..	£3,200	0 0
County Mayo ... ..	1,600	0 0
Dividend payable to London Midland and Scottish Railway ... ..	4,800	0 0
Refund of Guarantee to County Mayo ... ..	10,057	1 11
Sinking Fund for Terminable Guarantee ... ..	169	11 11
Deficiency of Income Tax ... ..	670	0 0
TOTAL ... ..	242,477	8 9
Balance after payment of Fixed Charges ... ..	357,250	3 1
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
Dividend on 4 per cent. Preference Stock at 4 per cent. per annum ... ..	71,171	14 5
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
TOTAL ... ..	182,699	19 7
Balance available for Dividend on Ordinary Stock ... ..	174,550	3 6
Dividend on Ordinary Stock, at 3 per cent. per annum ... ..	159,765	12 0
Balance carried forward to next year's account ... ..	14,784	11 6
	£	174,550 3 6

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

	Year 1922.	
	£	s. d.
Balance available for Dividends and Reserve, after payment of Fixed Charges, Year 1923 (as per Account No. 9) ... ..	357,250	3 1
Deduct Interim Dividends paid :—		
4 per cent. Guaranteed Preference Stock at 2 per cent. ... ..	55,523	13 7
4 per cent. Preference Stock at 2 per cent. ... ..	35,585	17 3
Geashill Extension Stock at ¾ per cent. ... ..	206	2 0
Ordinary Stock at 1½ per cent. ... ..	79,882	16 0
	171,198	8 10
Undivided Balance at 31st December, carried to Balance Sheet ... ..	£	186,051 14 3

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

Dr.

Cr.

See Abstracts.	To Expenditure.	Year 1922.		Percentage of Traffic Receipts.		Year 1922.	By Gross Receipts.		Year 1922.		Percentage of Traffic Receipts.	
		£	s. d.	Per cent.	Per cent.		£	s. d.	Per cent.	Per cent.		
A—Maintenance and Renewal of Way and Works	...	440,317	15 4	15.97	25.28	607,048	...	...	38,204	...	...	...
B—Maintenance and Renewal of Rolling Stock—	...	273,349	...	9.36	11.38	273,349	...	...	66,886	3 2	...	...
(1) Locomotives	258,023	17 5	...	4.93	5.85	140,484	...	...	33,853	3 10	...	...
(2) Carriages	135,963	16 2	...	5.66	6.71	161,179	...	...	599,022	...	...	...
(3) Wagons	156,171	8 0	...	...	...	575,012	...	...	671,079	...	...	...
C—Locomotive Running Expenses	485,548	5 4	...	17.61	19.68	472,393	...	...	23,569	...	...	...
D—Traffic Expenses	542,238	16 8	...	19.67	23.70	569,040	...	...	716	...	...	...
E—General Charges	...	76,133	5 8	2.76	3.05	73,132	...	...	695,364	...	...	...
Law Charges	...	5,004	19 8	.18	.62	14,918	...	...	97,461	...	...	...
Compensation (Accidents and Losses)—	...	1,027,787	2 0	...	...	1,041,433	...	...	103,159	...	...	...
Passengers	...	...	...	.04	.86	20,636	...	...	79,538	...	...	...
Workmen	...	...	...	.39	.45	10,746	...	...	182,697	...	...	...
Damage and Loss of Goods, Property, &c.	9,515	12 4	...	.34	.45	10,869	...	...	4,719	...	...	...
Rates	...	21,309	8 0	3.54	3.97	42,251	...	...	205,799	10 8	...	...
Tithe Rent Charges	...	97,473	16 4	—	—	95,394	...	...	1,195,367	2 11	...	...
National Insurance Acts:	...	24	0 9	...	...	31	...	...	958,446	...	...	...
Health	6,642	7 4	...	...	...	...	...	...	12,525	...	...	...
Unemployment	6,779	19 7	...	.24	.36	7,212	...	...	945,921	...	...	...
G—Running Powers (Balance)	...	13,422	6 11	.25	.36	8,522	...	...	303,744	...	...	...
Total Traffic Expenditure	...	Cr. 815	7 1	Cr. .03	Cr. .03	Cr. 813	...	...	1,430,774	19 9	...	56.65
Miscellaneous	...	4,573	11 4	80.91	102.63	2,464,140	...	...	2,400,977	2 8	...	100.00
Total Expenditure	...	2,235,390	0 6	...	...	2,466,870	...	...	1,561,914	19 9	...	59.57
Net Receipts	...	544,655	9 10	...	...	Dr. 50,649	...	...	2,757,282	2 8	...	100.00
Total	...	2,780,045	10 4	...	...	2,416,221	...	...	3,923	1 2	...	...
									18,840	6 6	...	...
									2,780,045	10 4	...	...

H—Mileage, Demurrage, and Wagon Hire (Balance)

Miscellaneous ...

Total ...



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

		£ s. d.		£ s. d.		Year 1922
						£
Superintendence—						
Salaries	...	27,973	2 6			25,169
Office Expenses, etc.	...	4,197	13 8			3,890
						29,059
Maintenance of Roads, Bridges and Works—						
Earthworks	...	5,749	14 2			6,830
Bridges, Tunnels, Culverts, Retaining Walls and other Works	...	34,027	10 1			66,843
Roads and Fences	...	21,088	0 6			39,201
						112,874
Maintenance of Permanent Way—						
Renewal of Running Lines—						
Wages	...	6,297	11 11			13,045
Materials	...	30,773	2 7			67,019
Engine Power and Wagon Repairs	...	4,361	5 8			5,654
						85,718
Repair of Running Lines and Sidings—						
Wages	...	113,627	16 1			147,513
Materials	...	14,919	9 6			44,682
Engine Power and Wagon Repairs	...	1,799	11 5			7,307
						199,502
						171,778 17 2
Maintenance of Signalling		21,568	19 6			27,722
Maintenance of Telegraphs		8,996	11 7			6,898
						34,620
Maintenance of Stations and Buildings—						
Stations, Depots and Offices	...	15,160	3 0			28,314
Engine Sheds	...	2,816	7 5			6,157
Carriage Sheds	...	69	8 11			574
Locomotive Workshops	...	1,235	12 4			1,335
Carriage Workshops	...	3	6 11			4
Wagon Workshops	...	219	2 6			171
Other Buildings	...	935	8 5			1,142
						37,697
						20,439 9 6
						315,819 18 8
Add Transfer to Depreciation Fund						124,497 16 8
TOTAL						440,317 15 4

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

## (1) Locomotives.

		£ s. d.		£ s. d.		Year 1922
						£
Superintendence—						
Salaries	...	8,816	6 2			8,699
Office Expenses	...	819	2 5			923
						9,622
Complete Renewals—						
Wages	...	—	—			—
Materials	...	1,599	1 8			2,599
						2,599
Repairs and Partial Renewals—						
Wages	...	94,090	1 7			84,258
Materials	...	72,456	14 10			82,662
						166,920
Purchase of New Locomotives						
Workshop Expenses—						
Repair and Renewals of Machinery and Plant	...	13,592	8 7			11,966
Other Expenses	...	38,249	19 11			33,545
						45,511
						229,953 7 7
						40,898 4 7
Depreciation Fund—Transfer						D/d 22,545
						270,851 12 2
Deduct—Engine Power supplied to and by the Company (Balance)						12,827 14 9
TOTAL						273,350

## (2) Carriages.

		£ s. d.		£ s. d.		Year 1922
						£
Superintendence—						
Salaries	...	4,379	4 8			4,361
Office Expenses	...	256	11 2			291
						4,652
Complete Renewals—						
Wages	...	—	—			—
Materials	...	12,801	16 3			—
						12,801 16 3
Repairs and Partial Renewals—						
Wages	...	49,700	7 2			43,854
Materials	...	28,022	0 5			32,013
						77,722 7 7
Workshop Expenses—						
Repairs and Renewals of Machinery and Plant	...	1,437	5 7			1,503
Other Expenses	...	20,488	7 2			17,284
						21,925 12 9
						117,085 12 5
Add Transfer to Depreciation Fund						18,878 3 9
TOTAL						140,484

## (3) Wagons.

		£ s. d.		£ s. d.		Year 1922
						£
Superintendence—						
Salaries	...	4,379	4 7			4,361
Office Expenses	...	256	11 3			292
						4,653
Complete Renewals—						
Wages	...	—	—			—
Materials	...	—	—			57,037
						57,037
Repairs and Partial Renewals—						
Wages	...	31,921	19 11			16,845
Materials	...	39,083	4 4			25,926
						42,771
Purchase of New Wagons						55,925
Workshop Expenses—						
Repairs and Renewals of Machinery and Plant	...	1,084	5 4			1,134
Other Expenses	...	15,456	2 7			13,039
						14,173
						16,540 7 11
						92,181 8 0
Depreciation Fund—Transfer						D/d 13,380
TOTAL						161,179

## ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	£ s. d.		£ s. d.		Year
					1922
					£
Superintendence—					
Salaries ...	15,411	6 5			14,770
Office Expenses ...	915	15 8			1,004
			16,327	2 1	15,774
Steam Train Working—					
Wages connected with the Running of Locomotive Engines ...	238,608	15 3			225,918
Fuel ...	212,256	18 3			208,982
Water ...	13,884	9 8			12,628
Lubricants ...	5,881	1 9			6,432
Other Stores, including Clothing ...	12,687	5 9			13,472
Miscellaneous ...	13,802	8 7			8,853
			497,120	19 3	476,285
			513,448	1 4	492,059
Deduct—Engine Power supplied to and by the Company (Balance) ...			27,899	16 0	19,666
TOTAL ...			£ 485,548	5 4	472,393

## ABSTRACT D.—TRAFFIC EXPENSES.

	£ s. d.		£ s. d.		Year
					1922
					£
Salaries and Wages—					
Superintendence ...	36,920	7 10			37,750
Stationmasters and Clerks ...	105,519	11 7			110,800
Signalmen and Gatemen	58,000	6 7			63,084
Ticket Collectors, Policemen, Porters, &c. ...	174,793	14 7			193,624
Guards ...	33,353	12 1			34,810
			408,587	12 8	440,068
Fuel, Lighting, Water, and General Stores ...	34,051	7 2			31,934
Clothing ...	5,762	19 0			8,272
Printing, Advertising, Stationery, Stamps and Tickets ...	12,152	2 7			12,462
Wagon Covers, &c. ...	5,084	17 2			2,473
Expenses of Joint Stations and Junctions ...	2,210	5 5			Cr. 1,664
Cleansing, Lubricating, and Lighting of Vehicles ...	22,713	13 8			23,943
Shunting Expenses (other than Mechanical):—					
Wages ...	18,006	19 7			20,052
Other Expenses ...	908	2 4			1,066
			18,915	1 11	21,118
Working of Stationary Engines, Hoists, Cranes, &c. ...	8,531	9 4			12,204
Railway Clearing Houses Expenses ...	8,238	10 3			10,059
Miscellaneous Expenses ...	15,990	17 6			8,171
TOTAL ...			£ 542,238	16 8	569,040

## ABSTRACT E.—GENERAL CHARGES.

	£ s. d.		Year
			1922
			£
Directors' Fees voted by Shareholders	5,000	0 0	5,000
Auditors and Public Accountants ...	552	10 0	553
Salaries of Secretary, General Manager, Accountant, and Clerks ...	33,188	0 3	35,770
Office Expenses ditto. ditto.	4,115	10 7	4,478
Rating Expenses ...	298	8 9	200
Fire Insurance ...	3,727	14 8	3,732
Superannuation and Benevolent Funds, Pensions, &c. ...	23,977	5 10	17,082
Subscriptions and Donations ...	438	18 10	534
Miscellaneous Expenses ...	4,834	16 9	5,783
TOTAL ...	£ 76,133	5 8	73,132

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

	£ s. d.		Year
			1922
			£
Amounts paid for Hired Cartage ...	14,216	5 3	17,244
TOTAL ...	£ 14,216	5 3	17,244
Amount charged to Passenger Train traffic ...	4,148	13 1	4,719
Amount charged to Goods traffic	10,067	12 2	12,525

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

	Receipts.	Payments.	Balance.	Year 1922				
				Receipts.	Payments.	Balance.		
				£ s. d.	£ s. d.	£ s. d.		
Passenger Train Traffic ...	294	13 0	294	13 0	347	—	347	
Goods Train Traffic ...	520	14 1	520	14 1	466	—	466	
TOTAL ...	£ 815	7 1	—	815	7 1	813	—	813

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

	Receipts.	Expenditure.	Balance.	Year 1922					
				Receipts.	Expenditure.	Balance.			
				£ s. d.	£ s. d.	£ s. d.			
Mileage and Demurrage—									
Passenger Train Vehicles ...	491	8 3	154	1 11	337	6 4	548	293	255
Goods Train Vehicles ...	5,437	7 11	1,851	13 1	3,585	14 10	2,570	1,447	1,123
TOTAL ...	£ 5,928	16 2	2,005	15 0	3,923	1 2	3,118	1,740	1,378

**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 1922.		By Gross Receipts.	Year 1922.	
	£	s. d.	£	£	s. d.
Superintendence ... ..	441	14 6	456	Harbour Dues ... ..	281 1 2
Maintenance ... ..	5,546	17 6	7,261	Light Dues ... ..	23 15 1
Wages not included in above ...	5,311	14 8	6,666	Wharf and Pier Dues ... ..	2,649 6 8
Rates ... ..	150	7 10	115	Cranage and other Services ...	5,928 1 3
Miscellaneous ... ..	10	8 0	8		
Total Expenditure ... ..	11,461	2 6	14,506	Total Receipts ... ..	8,882 4 2
Add Transfer from Suspense Account	27	9 3	3,303	Balance ... ..	2,606 7 7
<b>TOTAL ... ..£</b>	<b>11,488</b>	<b>11 9</b>	<b>17,809</b>	<b>TOTAL ... ..£</b>	<b>11,488 11 9</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 1922.		By Gross Receipts.	Year 1922.	
	£	s. d.	£	£	s. d.
Salaries and Wages ... ..	12,366	7 7	13,553	Total Receipts from Hotels and from Sale of Provisions, etc., in Refreshment Rooms and Cars ...	51,097 3 4
Provisions, Wines and Spirits consumed ... ..	24,796	19 0	25,942		
Repairs and Maintenance of Hotels and Refreshment Rooms, and of Fittings, Furniture, etc., of Refreshment Cars ... ..	3,429	16 9	4,556		
Heating and Lighting of Hotels and Refreshment Rooms ... ..	1,591	9 9	1,639		
Rents ... ..	270	7 10	297		
Rates ... ..	1,306	10 1	1,614		
Taxes ... ..	516	17 7	491		
Miscellaneous ... ..	3,430	16 5	3,747		
Total Expenditure ... ..	47,709	5 0	51,839		
Add Transfer to Depreciation Fund	200	0 0	200		
	47,909	5 0	52,039		
Balance ... ..	3,187	18 4	Dr. 6,180		
<b>TOTAL ... ..£</b>	<b>51,097</b>	<b>3 4</b>	<b>45,859</b>	<b>TOTAL ... ..£</b>	<b>51,097 3 4</b>

**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			Year 1922	
	£	s. d.	£	s. d.	Number of Units.	£	s. d.
Superintendence—							
Salaries ...	336	12 2					
Office Expenses ...	39	9 1					
Total Superintendence			376	1 3			
Generation—							
Maintenance of Buildings ...	175	18 4					
Maintenance of Plant, Machinery and Tools	303	8 1					
Maintenance of Feeders, Cables and Accessories ...	20	2 10					
Salaries and Wages	3,175	6 10					
Fuel, including Carriage, &c. ...	3,735	13 9					
Oil, Waste, Water and Stores ...	102	18 4					
Special Items ...	1,094	11 2					
Total Generation ...			8,607	19 4			
Distribution—							
Maintenance of Feeders, Mains and Apparatus	169	19 5					
Maintenance of Meters, Switches, Fuses, Lamps, &c. ...	221	0 9					
Salaries and Wages ...	1,046	10 3					
Total Distribution ...			1,437	10 5			
Rates ...			137	1 1			
Special Charges— Sundries ...			26	0 6			
TOTAL ...	£		10,584	12 7			
					904,957	10,584	12 7
							916,128
							10,844

Dr.

## No. 18.—GENERAL BALANCE SHEET.

Cr.

			Year			Year 1922.	
	£	s. d.	£	s. d.	£	s. d.	£
To Amount due to Bankers ...	26,747	9 2	12,324				
Unpaid Interest and Dividends ...	9,016	4 5	9,417				
Interest and Dividends payable or accruing and provided for ...	64,663	17 5	64,682				
Amount due to Railway Companies and Committees ...	23,747	13 0	23,708				
Amount due to Irish Railway Clearing House ...	9,309	7 4	13,763				
Superannuation and other Provident Funds ...	111,060	3 3	106,966				
Accounts payable ...	172,939	11 0	203,203				
Liabilities accrued ...	30,338	18 5	37,269				
Miscellaneous Accounts ...	385,681	13 1	263,587				
Compensation under Irish Railways (Settlement of Claims) Act, 1921	329,640	5 4	330,140				
Fire Insurance Fund ...	30,921	11 8	28,897				
Depreciation Funds:—							
Railway ...	782,241	19 8	529,298				
Other Businesses ...	8,291	10 9	4,970				
General Reserve Fund ...	150,000	0 0	150,000				
	£	s. d.					
Balance available for Dividends and Reserve as per Account No. 9 ...	357,250	3 1	356,113				
Less Interim Dividends paid as per Statement No. 9 (a) ...	171,198	8 10	184,512				
			186,051	14 3			
			£ 2,320,651	18 9	1,949,825		
By Capital Account, Balance at Debit thereof, as per Account No. 4 ...	123,160	10 5					
Cash at Bankers and in hand ...	64,210	4 3					
Cash on Deposit at Interest ...	840,000	0 0					
					904,210	4 3	268,111
Stock acquired on Amalgamation of other Lines ...	6,140	19 0					6,141
Investments in Consols and Government Securities (at cost) ...	76,841	8 1					5,504
(Market Value at 31st Dec. '23, £76,426 0 2)							
	£	s. d.					
Investments in Stocks and Shares held by the Company, not charged as Capital Expenditure:—							
Redeemable (at cost) 49,744 18 2 (Market Value at 31st Dec., '23, £40,986 1 11)							
Irredeemable (at Market price) ... 8,377 17 6							
					58,122	15 8	59,070
Stock of Stores and Materials ...	604,739	17 4					660,526
Outstanding Traffic Accounts ...	143,469	1 10					97,687
Amount due by Railway Companies and Committees ...	6,278	15 11					6,970
Amount due by Railway Clearing House	44,710	5 7					3,236
Amount due by Postmaster-General	18,732	1 4					21,057
Accounts Receivable ...	158,797	2 8					527,905
Miscellaneous Accounts ...	29,520	11 5					27,543
Income Tax on Depreciation Funds—							
Suspense Account ...	144,935	0 0					144,935
Temporary advance to Fishguard and Rosslare Railways and Harbours Co.	993	5 3					2,649
					£ 2,320,651	18 9	1,949,825

**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 1922.	
	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>										
Dublin (Kingsbridge) to Cobh—Queenstown	181 29	177 14	4 38	1 27	— 59	365 7	58 14	423 21	423 21	
North Wall Lines ... ..	6 43	5 73	— 18	— 12	— 1	12 67	7 6	19 73	19 73	
Maryboro' to Waterford (Newrath Junction)	58 27	1 65	— 5	...	...	60 17	3 45	63 62	63 62	
Limerick to Waterford (Salvation Lane) ...	80 28	33 62	— 53	— 32	— 45	115 60	17 47	133 27	133 28	
Mallow to Fermoy ... ..	16 75	— 79	— 25	— 2	...	18 21	2 52	20 73	20 73	
Mallow to Killarney ... ..	39 75	1 34	— 21	...	...	41 50	2 61	44 31	44 31	
<b>Total of Main and Principal Lines ...</b>	<b>383 37</b>	<b>221 7</b>	<b>6 0</b>	<b>1 73</b>	<b>1 25</b>	<b>613 62</b>	<b>91 65</b>	<b>705 47</b>	<b>705 48</b>	
<b>Minor and Branch Lines—</b>										
Dublin (Kingsbridge) to Cobh—Queenstown	194 43	8 10	— 30	...	...	203 3	15 69	218 72	218 72	
Limerick to Waterford (Salvation Lane) ...	289 66	6 5	— 21	...	...	296 12	18 62	314 74	314 74	
Mallow to Fermoy ... ..	11 51	— 13	...	...	...	11 64	1 1	12 65	12 65	
Mallow to Killarney ... ..	94 27	2 31	— 10	...	...	96 68	10 10	106 78	106 77	
<b>Total ... ..</b>	<b>973 64</b>	<b>237 66</b>	<b>6 61</b>	<b>1 73</b>	<b>1 25</b>	<b>1,221 49</b>	<b>137 47</b>	<b>1,359 16</b>	<b>1,359 16</b>	
<i>Ditto</i> ... <i>Year 1922</i> ...	973 64	237 66	6 61	1 73	1 25	1,221 49	137 47	1,359 16	...	
<b>Lines leased or worked—</b>										
<b>By the Company—</b>										
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 47	
Tralee and Fenit Railway ... ..	8 49	...	...	...	...	8 49	2 41	11 10	11 10	
Fishguard and Rosslare Railways and Harbours Company's Lines (in Ireland) ...	103 56	4 59	...	...	...	108 35	8 4	116 39	116 41	
Athy and Wolfhill Railway ... ..	10 4	— 39	...	...	...	10 43	— 62	11 25	11 25	
Castlecomer Colliery Railway (to Castlecomer Station) ... ..	10 3	— 24	...	...	...	10 27	2 41	12 68	12 63	
<b>Total ... ..</b>	<b>176 57</b>	<b>6 34</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>183 11</b>	<b>15 41</b>	<b>198 52</b>	<b>198 50</b>	
<b>Jointly with other Companies (Company's Share)—</b>										
Waterford, Salvation Lane to Abbey Junction	— 17	— 17	...	...	...	— 34	— 10	— 44	— 44	
<b>Total miles of Lines leased or worked, and Company's share of Lines jointly leased or worked</b>	<b>176 74</b>	<b>6 51</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>183 45</b>	<b>15 51</b>	<b>199 16</b>	<b>199 14</b>	
<b>GRAND TOTAL ... ..</b>	<b>1,150 58</b>	<b>244 37</b>	<b>6 61</b>	<b>1 73</b>	<b>1 25</b>	<b>1,405 14</b>	<b>153 18</b>	<b>1,558 32</b>	<b>1,558 30</b>	
<i>Ditto</i> ... <i>Year 1922</i> ...	1,150 58	244 37	6 61	1 73	1 25	1,405 14	153 16	1,558 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.	Length of Road.		
	M. CH.	M. CH.	M. CH.	M. CH.	M. CH.			
<b>LINES OWNED BY THE COMPANY:—</b>								
New Lines ... ..	—	—	—	—	—			
<i>Ditto</i> ... <i>Year 1922</i> ...	—	—	—	—	—			

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

	Year 1922.	
	M. CH.	M. CH.
Lines Owned by the Company ... ..	973 64	973 64
Lines Leased or Worked by the Company ...	176 57	176 57
Lines Leased or Worked Jointly ... ..	— 22	— 22
Lines over which the Company exercises Running Powers continuously	8 50	8 50
<b>TOTAL ... ..</b>	<b>1,159 33</b>	<b>1,159 33</b>

## II.—ROLLING STOCK.

## (A)—Steam Locomotives and Tenders.

Description.	Number.	Year 1922.	
		Number.	
<b>TENDER ENGINES :—</b>			
Wheel Type :			
4—6—0	16	16	
4—4—0	85	85	
2—6—0	10	10	
2—4—0	10	12	
0—6—0	129	130	
<b>TANK ENGINES :—</b>			
Wheel Type :			
4—8—0	1	1	
4—4—2	14	14	
2—4—2	7	7	
0—6—4	3	3	
0—6—2	2	2	
0—6—0	18	18	
0—4—4	17	18	
0—4—0	2	2	
	314	318	
<b>TENDERS</b> ... ..	239	239	

## (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 1922.	
		1st Class.	2nd Class.	3rd Class.	Total.	Number.	Seats or Berths Total.
<b>PASSENGER CARRIAGES</b>							
Carriages of uniform class ...	341	1,041	748	18,819	20,608	363	21,871
Composite Carriages	148	2,087	2,400	2,022	6,509	166	7,155
Restaurant Cars ...	10	129	132	90	351	10	351
<b>Total</b> ...	499	3,257	3,280	20,931	27,468	539	29,378
<b>Total passenger carriages</b> ...	499				27,468	539	29,378
<b>OTHER COACHING VEHICLES.</b>							
Post Office Vans ...	26					26	
Luggage, Parcel and Brake Vans ...	103					112	
Carriage Trucks ...	44					44	
Horse Boxes ...	116					117	
Miscellaneous ...	68					70	
<b>Total other Coaching Vehicles</b>	357					369	
<b>Total Coaching Vehicles</b> ...	856					908	

## (E)—Merchandise and Mineral Vehicles.

	Number.	Year 1922.	
		Number.	
<b>Open Wagons—</b>			
8 and up to 12 tons ...	3,203	3,260	
Over 12 and up to 20 tons ...	20	20	
Over 20 tons (other than special)	—	1	
<b>Covered Wagons—</b>			
Under 8 tons ... ..	312	328	
8 and up to 12 tons ...	2,385	2,455	
Over 20 tons ... ..	—	1	
<b>Cattle Trucks</b> ... ..	1,429	1,459	
<b>Rail and Timber Trucks</b> (including Twin Trucks) ... ..	212	216	
<b>Brake Vans</b> ... ..	131	134	
<b>Miscellaneous</b> ... ..	1	1	
<b>TOTAL</b> ... ..	7,693	7,875	

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

	Number.	Year 1922.	
		Number.	
Gasholder Trucks ... ..	14	14	
Locomotive Coal Wagons ... ..	272	274	
Ballast Wagons... ..	213	219	
Mess and Tool Vans ... ..	34	34	
Breakdown Cranes ... ..	4	2	
Travelling Cranes ... ..	3	4	
Miscellaneous ... ..	78	80	
do. Departmental Locomotives ... ..	11	11	
<b>TOTAL</b> ... ..	629	638	
<b>Horses for Shunting</b> ... ..	5	6	

## 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 ... ..	1,444
Rosslare Harbour (worked by the Company) ... ..	1,530

## VII.—HOTELS.

Name.	Situation.
Great Southern Hotel ... ..	Killarney, Co. Kerry.
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, &amp;c., NOT FORMING PART OF THE RAILWAY OR STATIONS.

Land.	Acreage.	Year 1922.	
		Acreage.	
	A.	R.	P.
Agricultural Land ... ..	530	0	13
Urban and Suburban Land ... ..	175	2	5
<b>Houses.</b>	<b>Number.</b>	<b>Year 1922.</b>	
		<b>Number.</b>	
Houses and Cottages for Company's Servants ... ..	706	705	
Other Houses and Cottages ... ..	24	27	

## IX.—OTHER INDUSTRIES (IF ANY). Not applicable to this Company.

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

										Year 1922.		
Quantities of principal materials used—												
Ballast	...	...	...	...	...	...	...	...	...	cubic yards	47,760	32,031
Fencing	...	...	...	...	...	...	...	...	...	miles	4	24
Rails	...	...	...	...	...	...	...	...	...	tons	1,495	2,430
Sleepers	...	...	...	...	...	...	...	...	...	number	22,507	48,520
Miles maintained—												
Miles of road	...	...	...	...	...	...	...	...	...	M. Ch.	1,150 58	M. 1,151
Miles of road reduced to single track—												
Running Lines	...	...	...	...	...	...	...	...	...		1,405 14	1,405
Sidings	...	...	...	...	...	...	...	...	...		153 4	153
Miles of track renewed	...	...	...	...	...	...	...	...	...		8 74	16

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

							In Company's Workshops. Number.	By Contract. Number.	Total.	Year 1922. Total.
Locomotives renewed	...	...	...	...	...	...	—	—	—	6
Locomotives repaired—										
Heavy repairs	...	...	...	...	...	...	110	—	110	99
Light repairs	...	...	...	...	...	...	25	—	25	20
Locomotives under or awaiting repair at end of year	...	...	...	...	...	...	49	—	49	51
Coaching Vehicles—										
Carriages renewed	...	...	...	...	...	...	4	—	4	—
Carriages repaired—										
Heavy repairs	...	...	...	...	...	...	158	—	158	139
Light repairs	...	...	...	...	...	...	1,151	—	1,151	900
Carriages under or awaiting repair at end of year	...	...	...	...	...	...	78	—	78	55
Others repaired—										
Heavy repairs	...	...	...	...	...	...	82	—	82	60
Light repairs	...	...	...	...	...	...	360	—	360	278
Others under or awaiting repair at end of year	...	...	...	...	...	...	34	—	34	47
Wagons renewed—										
Completely renewed	...	...	...	...	...	...	—	—	—	234
Wagons repaired—										
Heavy repairs	...	...	...	...	...	...	1,733	—	1,733	445
Light repairs	...	...	...	...	...	...	6,970	—	6,970	5,843
Wagons under or awaiting repair at end of year	...	...	...	...	...	...	210	—	210	163

XII.—ENGINE MILEAGE.

	Year 1922.																			
	Train Miles. (Loaded Trains.)			Total Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.)			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.	Total Engine Miles.					
	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.								
													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 ...	2,046,351	1,375,797	3,422,148	2,080,459	1,525,936	3,586,395	80,562	809,171	209,917	4,686,045	2,096,331	1,308,951	3,405,282	2,113,096	1,432,659	3,545,755	76,300	798,212	209,537	4,629,804
TOTAL ...	2,046,351	1,375,797	3,422,148	2,060,459	1,525,936	3,586,395	80,562	809,171	209,917	4,686,045	2,096,331	1,308,951	3,405,282	2,113,096	1,432,659	3,545,755	76,300	798,212	209,537	4,629,804
B.—MILES RUN IN RELATION TO THE COMPANY'S EXPEN- DITURE— By the Company's Engines over Lines owned, leased, or worked by the Company ...	2,045,253	1,375,121	3,420,374	2,059,359	1,525,229	3,584,588	80,562	808,498	488,514	4,972,162	2,095,188	1,308,450	3,403,638	2,111,952	1,432,123	3,544,075	76,300	796,945	495,698	4,913,018
By the Company's Engines over other Companies' Lines ...	9,070	23,406	32,476	9,047	24,161	33,208	—	3,932	1,623	38,763	1,334	824	2,158	1,399	2,465	2,465	...	2,227	315	5,007
TOTAL ...	2,054,323	1,398,527	3,452,850	2,068,406	1,549,390	3,617,796	80,562	812,430	500,137	5,010,925	2,096,522	1,309,274	3,405,796	2,113,351	1,433,189	3,546,540	76,300	799,172	496,013	4,918,025
C.—MILES RUN BY THE COMPANY'S ENGINES— (1) Steam Tender and Tank Engines— Over Lines owned, leased, or worked by the Company ...	2,045,253	1,375,121	3,420,374	2,059,359	1,525,229	3,584,588	80,562	808,498	488,514	4,972,162	2,095,188	1,308,450	3,403,638	2,111,952	1,432,123	3,544,075	76,300	796,945	495,698	4,913,018
Over other Companies' Lines ...	12,514	27,571	40,085	12,557	28,537	41,094	—	4,797	2,253	48,144	5,693	5,297	10,990	5,759	5,557	11,316	...	3,137	932	15,385
TOTAL ...	2,057,767	1,402,692	3,460,459	2,071,916	1,553,766	3,625,682	80,562	813,295	500,767	5,020,306	2,100,881	1,313,747	3,414,628	2,117,711	1,437,680	3,555,391	76,300	800,082	496,630	4,928,403



## XIII. PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	Year 1922.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
		£	s. d.			£	s. d.	
Ordinary—								
1st Class ...	91,920	66,886	14 6·64	86,838	62,452	38,204	12 2·82	58,153
2nd Class ...	116,577	40,503	6 11·38	114,819	105,696	33,853	6 4·87	103,767
3rd Class ...	3,638,140	773,175	4 3·00	3,542,835	3,284,332	599,021	3 7·77	3,188,823
Workmen ...	25,368	499	4·72	25,368	31,260	716	5·50	31,260
<b>TOTAL ...</b>	<b>3,872,005</b>	<b>881,063</b>	<b>4 6·61</b>	<b>3,769,860</b>	<b>3,483,740</b>	<b>671,794</b>	<b>3 10·28</b>	<b>3,382,003</b>
Season—								
1st Class ...	116	3,081		116	136	3,676		136
2nd Class ...	358	7,640		358	389	8,179		389
3rd Class ...	402	10,027		402	445	11,714		445

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1922.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
	Tons.	£	s. d.	Tons.	Tons.	£	s. d.	Tons.
Merchandise ...	1,031,462	1,028,465	19 11·30	942,616	978,340	945,921	19 4·05	881,283
Coal, Coke, and Patent Fuel ...	415,368	193,199	9 3·63	413,934	383,090	161,205	8 4·99	380,622
Other Minerals ...	57,667	22,741	7 10·64	55,389	47,623	19,304	8 1·28	46,257
<b>TOTAL ...</b>	<b>1,504,497</b>	<b>1,244,405</b>	<b>16 6·51</b>	<b>1,411,939</b>	<b>1,409,053</b>	<b>1,126,430</b>	<b>15 11·86</b>	<b>1,308,162</b>
	Number.			Number originating on the Company's System.	Number			No. originating on the Company's System.
Live Stock ...	1,302,819	317,510		1,266,798	1,236,028	303,744		1,190,776

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

Originating on the Company's System.	Tons.	Year 1922.	
		Tons	
Ale and Porter (including empties) ...	160,951	147,058	
Bacon and Hams, Butter and Eggs ...	57,200	56,164	
Brewers' Grains ...	10,920	11,931	
Bricks, Common ...	10,705	5,623	
Flour and Bran, Sharps and other Flour Mill Offal	112,631	135,444	
Grain ...	214,290	155,808	
Groceries (excluding Bacon, Hams and Butter) ...	25,161	24,725	
Manure ...	76,073	72,638	
Oil Cake and Cattle Foods ...	9,275	7,643	
Potatoes ...	6,018	10,343	
Stone for Roadmaking purposes ...	130	37	
Timber ...	34,891	23,659	
<b>TOTAL ...</b>	<b>718,245</b>	<b>651,073</b>	

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

Originating on the Company's System.	Number.	Year 1922.	
		Number	
Horses ...	12,218	10,970	
Cattle ...	432,499	440,014	
Calves ...	117,969	79,752	
Sheep ...	262,436	311,047	
Pigs ...	441,133	348,859	
Miscellaneous ...	543	134	
<b>TOTAL ...</b>	<b>1,266,798</b>	<b>1,190,776</b>	

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

	1914.	1915.	1916.	1917.	1918.	1919.	1920.	1921.	1922.	1923.
Total Expenditure on Capital Account (No. 4) ...	£ 14,929,122	£ 14,963,658	£ 14,997,195	£ 14,991,779	£ 14,981,433	£ 14,982,751	£ 14,988,996	£ 15,017,929	£ 15,009,968	£ 15,014,637
Gross Receipts from Businesses carried on by the Company (No. 8) ...	1,651,228	1,753,456	1,822,309	*	*	*	*	*	2,471,460	2,840,025
Revenue Expenditure on ditto (No. 8) ...	993,084	1,075,876	1,220,952	*	*	*	*	*	2,536,718	2,294,788
Net Receipts of ditto (No. 8) ...	658,144	677,580	601,357	689,167	688,927	691,031	689,261	521,280	Dr. 65,258	545,237
Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921 ...	—	—	—	—	—	—	—	—	550,000	—
Miscellaneous Receipts net (No. 8) ...	30,470	31,562	25,723	20,616	20,604	14,390	8,026	7,077	23,707	40,843
Total Net Income (No. 8) ...	688,614	709,142	627,080	709,783	709,531	705,421	697,287	528,357	508,449	586,080
Interest, Rentals, and other Fixed Charges (No. 9)	226,110	225,596	226,767	242,803	230,760	241,747	279,300	252,571	239,599	242,477
Dividends on Guaranteed and Preference Stocks (No. 9) ...	179,399	182,700	182,700	182,700	182,700	182,700	182,700	182,700	182,700	182,700
Balance after payment of Preference Dividends (No. 9) ...	283,105	300,846	217,613	284,280	296,071	280,974	235,287	93,086	86,150	160,903
Dividend on Ordinary Stock (No. 9) ...	266,276	266,276	239,648	266,276	266,276	266,276	213,021	213,021	159,766	159,766
Rate per cent. ...	5%	5%	4 <sup>1</sup> / <sub>2</sub> %	5%	5%	5%	4%	4%	3%	3%
Surplus ...	16,829	34,570	—	18,004	29,795	14,698	22,266	—	—	1,137
Deficit ...	—	—	22,035	—	—	—	—	119,935	73,616	—
Appropriation to or from Reserve ...	—	—	—	Dr. 10,000	—	Dr. 50,000	—	Cr. 100,000	—	—
Brought forward from previous years ...	53,071	69,900	104,470	82,435	90,439	120,234	84,932	107,198	87,263	13,647
Carried forward to subsequent years ...	69,900	104,470	82,435	90,439	120,234	84,932	107,198	87,263	13,647	14,784

\* These items are omitted by the authority of the Government.

C. E. RILEY, 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, as far as was possible under the circumstances arising from the malicious damage done during the recent disturbances.

1st February, 1924.

JOHN F. SIDES,  
*Chief Engineer.*

CERTIFICATE RESPECTING THE ROLLING STOCK, &c.

I hereby certify that the whole of the Company's Workshops, Plant, Engines, Tenders, Carriages, Wagons, (except the Rolling Stock maliciously destroyed) Machinery and Tools, also Steam Tugs, have, during the past year, been maintained in good working order and repair.

31st January, 1924.

J. R. BAZIN,  
*Chief Mechanical Engineer.*

*Signed for the Board of Directors,*

WILLIAM J. GOULDING,  
*Chairman of the Company.*

C. E. RILEY,  
*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, 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 my judgment, to be paid thereout.

STANLEY HARRINGTON,  
*Auditor.*

Examined and approved.

PRICE, WATERHOUSE & Co.,  
*Chartered Accountants.*

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Great Southern and Western Railway Company.

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**REPORT OF THE DIRECTORS**

AND

**STATEMENT OF ACCOUNTS**

FOR

**YEAR ENDED 31ST DECEMBER, 1923.**

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**GREAT SOUTHERN AND WESTERN  
RAILWAY COMPANY, IRELAND.**

NOTICE is hereby given that the next Annual General Meeting of the Proprietors of this Company will be held at the Kingsbridge Terminus, Dublin, on Wednesday, the 27th day of February, 1924, at the hour of two o'clock, p.m., for the purpose of receiving the Report and Statement of Accounts from the Directors for the Year ended 31st December, 1923, and of transacting the general business of the Company.

By Order of the Board,

C. E. RILEY,

*Secretary.*

Dated this 2nd day of February, 1924.  
KINGSBRIDGE TERMINUS, DUBLIN.

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ANNUAL MEETING—27th February, 1924.  
DIVIDEND PAYABLE—1st March, 1924.

# 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, 1923.

## 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., 1922.	Amount expended during Year as per No. 5.	TOTAL.	By Receipts.	Amount received to 31st Dec., 1922.	Amount received during Year.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
Lines open for Traffic	28,131 0 0	—	28,131 0 0	Stock (No. 2) ...	27,480 0 0	—	27,480 0 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, 1923.

	Land and Compensation.	Construction of Way and Stations, Engineering, &c.	Law Charges and Parliamentary Expenses.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Nil	—	—	—	—

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

Expenditure to date on Principal Works in Progress.	Estimated Further Expenditure.			TOTAL.
	During the Year ending 31st December, 1924.	Subsequently until completion.		
£	£	£	£	
—	—	—	—	

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

Nil.	£	£
	—	—

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

	Gross Receipts.	Expenditure.	Net Receipts.	Year 1922		
				Gross Receipts.	Expenditure.	Net Receipts.
Railway Receipts based on year 1913 under Section 3 Irish Railways (Settlement of Claims) Act, 1921 ... ..	£ s. d. 1,698 5 7	£ s. d. 1,188 15 11	£ s. d. 509 9 8	£ 1,184	£ 829	£ 355
Miscellaneous Receipts (Net) —						
Rents from Houses and Lands ... ..			50 7 5			1
Other Rents, including Lump Sum Tolls ... ..			4 18 10			5
Transfer Fees ... ..			0 5 0			—
Total Net Income ... ..			£ 565 0 11			361

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

	£ s. d.	£ s. d.	£ s. d.	Year 1922.	
				£ s. d.	£
Balance brought forward from last year's account ... ..	546 9 6				665
Net Income (as per Statement No. 8) ... ..	565 0 11				362
Total available for Dividend on Geashill Extension Stock ... ..	1,111 10 5				1,027
Dividend on Geashill Extension Stock at 1½ per cent. per annum ... ..	£ s. d. 480 18 0				481
Balance carried forward to next year's account ... ..	630 12 5				546
	£ 1,111 10 5				1,027

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

	£ s. d.	£ s. d.	£ s. d.	Year 1922.	
				£ s. d.	£
Balance available for Dividends (as per Account No. 9) ... ..	1,111 10 5				1,027
Deduct Interim Dividend at ¾ per cent. ... ..	206 2 0				206
Undivided Balance at 31st December, carried to Balance Sheet ... ..	£ 905 8 5				821

ACCOUNTS Nos. 10 to 17 and Abstracts A to J are not applicable to this Undertaking.

Dr.

## No. 18.—GENERAL BALANCE SHEET.

Cr.

£ s. d.	£ s. d.	31st Dec., 1922.	£ s. d.	31st Dec., 1922.
		£		£
To Balance available for Dividends and Reserve, as per Account No. 9. 1,111 10 5		£ 1,027	By Capital Account—Balance at Debit thereof, as per Account No. 4. 651 0 0	651
Less Interim Dividend paid as per Statement No. 9 (a) 206 2 0		206	Amount due by Great Southern and Western Railway Company 254 8 5	170
	905 8 5	821		
	£ 905 8 5	821		£ 905 8 5 821

## 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., 1922.
	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	— 17	6 78	— 19	7 17	7 17

RETURNS I. (B), I. (C) and II. to XV. are not applicable to this Undertaking.



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

	1914.	1915.	1916.	1917.	1918.	1919.	1920.	1921.	1922.	1923.
	£	£	£	£	£	£	£	£	£	£
Total Expenditure on Capital Account (No. 4) ...	28,131	28,131	28,131	28,131	28,131	28,131	28,131	28,131	28,131	28,131
Net Receipts from Businesses carried on by the Company (No. 8) ...	549	559	579	509	509	509	509	664	355	509
Miscellaneous Receipts (No. 8) ...	6	6	6	6	6	5	29	5	7	56
Total Net Income ...	555	565	585	515	515	515	538	669	362	565
Dividend on Geashill Extension Stock at 1½ per cent. ...	481	481	481	481	481	481	481	481	481	481
Surplus ...	74	84	104	34	34	34	57	188	—	84
Deficit ...	—	—	—	—	—	—	—	—	119	—
Brought forward from previous years ...	55	129	213	317	351	386	420	477	665	546
Carried forward to subsequent years...	129	213	317	351	386	420	477	665	546	630

C. E. RILEY, Accountant of Great Southern and Western Railway Company.

Signed for the Board of Directors

WILLIAM J. GOULDING,

Chairman of Great Southern and Western Railway Company.

C. E. RILEY,

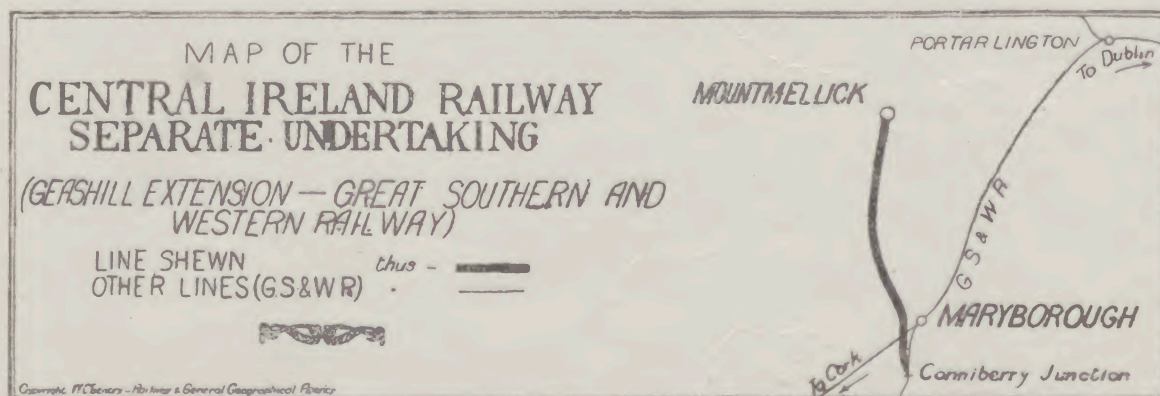
Secretary of Great Southern and Western Railway Company.

### AUDITOR'S CERTIFICATE.

I 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 my judgment, to be paid thereout.

STANLEY HARRINGTON.

Auditor.



Great Southern and Western Railway.

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Central Ireland Railway Separate  
Undertaking (Geashill Extension, Great  
Southern and Western Railway).

**STATEMENT OF ACCOUNTS.**

**YEAR ENDED 31st DEC., 1923.**

# LETTERKENNY RAILWAY

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## STATEMENT OF ACCOUNTS

FOR THE

*Half-Year ended 30th June, 1923*

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DUBLIN

PRINTED FOR THE STATIONERY OFFICE

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1923

THE LETTERKENNY RAILWAY—HALF-YEAR ENDED 30TH JUNE, 1923.

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 £	Total £	Stock and Shares £	Loans £	Total £	Stock and Shares £	Loans £	Total £
	The Letterkenny Railway Act, 1860 . . . . .	100,000	33,300	133,300	100,000	...	100,000	...	...
Do. 1866 . . . . .	50,000	16,500	66,500	...	...	...	...	...	50,000
Do. 1871 . . . . .	...	123,000	123,000	...	100,000	100,000	...	23,000	23,000
Total . . . . .	150,000	172,800	322,800						
LESS—EXTINGUISHED BY									
The Letterkenny Railway Act, 1871 . . . . .	...	49,800	49,800	...	...	...	...	...	...
Total . . . . .	150,000	123,000	273,000	100,000	100,000	200,000	50,000	23,000	73,000

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.	£	s. d.	£	s. d.
Ordinary Shares . . . . .	100,000	0 0	57,155	0 0	8,305	0 0	...	...	34,540	0 0

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

	RAISED BY LOANS			RAISED BY ISSUE OF DEBENTURE STOCK			Total raised by Loans and by Debenture Stock
	Government Loan	At 5 per cent.	Total Loans	At per cent.	Total Debenture Stock	Total Debenture Stock	
Loan Capital	£ s. d. 85,000 0 0	£ 2,750	£ s. d. 87,750 0 0	£ ...	£ ...	£ s. d. 87,750 0 0	
Increase	...	...	...	...	...	...	
Decrease	...	...	...	...	...	...	
Total Amount authorized to be raised by Loans and by Debenture Stock, in respect of Capital created as per Statement No. 1							
Total Amount raised by Loans and by Debenture Stock	£ s. d. 87,750 0 0	£ 1,545 11 6	£ s. d. 89,295 11 6	£ 87,750 0 0	£ 1,545 11 6	£ s. d. 90,840 11 6	
Less Repayments as per Account No. 4	£ s. d. 5,045 11 6	£ 0 0 0	£ s. d. 5,045 11 6	£ 0 0 0	£ 0 0 0	£ s. d. 5,045 11 6	
Balance, being available. Borrowing Powers, at 30th June, 1923	£ s. d. 82,249 8 6	£ 0 0 0	£ s. d. 82,249 8 6	£ 0 0 0	£ 0 0 0	£ s. d. 82,249 8 6	



No Expenditure

No. 6.—RETURN OF WORKING STOCK.

Not Applicable

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

No further Expenditure contemplated at present.

No. 8.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE, AS PER No. 7.

Stock and Loan Capital authorized, but not yet created or sanctioned, per Account No. 1 . . .	£73,000	0	0
Capital Stock created, but not yet received, per Account No. 2—			
Calls in Arrear . . .	£8,305	0	0
Amount Unissued . . .	34,540	0	0
Available Borrowing Powers, per Account No. 3 . . .	42,845	0	0
	13,795	11	6
	£129,640	11	6
Less Capital Account Balance at debit thereof, per Account No. 4 . . .	4,381	13	8
Balance available . . .	£125,258	17	10

Dr.

## NO. 9.—REVENUE ACCOUNT.

Cr.

EXPENDITURE	Half-year ended 30th June, 1922	Half-year ended 30th June, 1923	RECEIPTS	Half-year ended 30th June, 1922	Half-year ended 30th June, 1923
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
To Londonderry and Lough Swilly Railway Company, percentage of receipts (as in 1913) for working the line and supplying the necessary rolling stock	2,241 1 9	2,244 7 9	By Passengers— 1st Class . . . . . 2nd Class . . . . . 3rd Class . . . . . Excess Fares . . . . . Total . . . . .	3,361 6 1	3,361 6 1
General Charges, as per Abstract E . . . . .	132 11 8	143 6 11	„ Parcels, &c. . . . .		
„ Balance carried to Net Revenue Account . . . . .	2,373 13 5	2,387 14 8	„ Merchandise . . . . . „ Minerals . . . . . „ Live Stock . . . . .		
	1,021 18 4	1,012 17 1	„ Markets . . . . . „ Rent and Fees . . . . .	12 2 3 22 3 5	15 10 2 23 15 6
	3,393 11 9	3,400 11 9		3,361 6 1	3,400 11 9

Receipts in respect of Railway Working under the terms of the Agreement with the Government in respect of the Control of Railways.



To Balance from last Half-year's Account " Interest on 1st and 3rd Mortgages	Half-year ended 30th June, 1922		Half-year ended 30th June, 1923		Half-year ended 30th June, 1922	Half-year ended 30th June, 1923
	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
	1,013 19 2	635 3 5			1,021 18 4	1,012 17 1
	1,029 6 2	1,029 6 2			1,021 7 0	651 12 6
	2,043 5 4	1,664 9 7			2,043 5 4	1,664 9 7
				By Balance from Revenue A/c No. 9		
				„ Balance		

## No 11.—PROPOSED APPROPRIATION OF BALANCE.

Balance, available for Dividend, as per Account No. 10	Nil.
Balance to next Half-year	Nil

## No. 12.—ABSTRACT E.—GENERAL EXPENSES.

Half-year to 30th June, 1922		Half-year to 30th June, 1923
£ s. d.		£ s. d.
95 6 10	Rates and Taxes	97 11 5
6 0 0	Arbitrators' Fees	22 1 0
4 4 0	Auditors' Fees	4 4 0
9 18 6	Travelling Expenses	18 2 4
16 16 4	Printing and Stationery, &c.	1 8 2
132 11 8		143 6 11

Dr.

No. 13.—GENERAL BALANCE SHEET.

Cr.

	£	s.	d.		£	s.	d.
To Unpaid Dividends and Interest, viz. :—				By Capital Account, Balance at debit thereof, as per Account No. 4	4,381	13	8
1st Mortgage Debt . . . . .	£1,938	3	6	Net Revenue Account, Balance at debit thereof, as per Account No. 10 . . . . .	651	12	6
3rd do. . . . .	5,522	7	0	Amount due by Londonderry and Lough Swilly Railway Company . . . . .	2,453	13	5
„ Sundry Outstanding Accounts . . . . .				Cash . . . . .	593	18	9
					8,080	18	4

No. 13A.—GUARANTEED LOAN ACCOUNT (2nd Mortgage).

	£	s.	d.		£	s.	d.
To amount received from Grand Jury, County Londonderry *	43,910	10	0	By total amount paid to Board of Works by Guaranteeing Bodies on foot of 2nd Mortgage . . . . .	68,917	12	7
„ amount received from Grand Jury, County Donegal †	25,007	2	7	„ Amount of Instalment due 1st May, 1923 . . . . .	216	17	6
„ amount uncertified . . . . .	216	17	6		69,134	10	1

\* New Londonderry County Borough Council. † New Donegal County Council.

	Miles authorized	Miles constructed	Miles worked by Engines
Lines owned by Company . . . . .	16½	16½	16½
Total . . . . .	16½	16½	16½
Foreign Lines worked over . . . . .	...	...	...
Total . . . . .	16½	16½	16½

No. 15.—STATEMENT OF TRAIN MILEAGE.

Half-year ended 30th June, 1922	Half-year ended 30th June, 1923
20,469	21,584
Mixed Goods and Passenger Trains	

OFFICE OF PUBLIC WORKS, DUBLIN, 29th September, 1923

J. J. HEALY, Secretary to the Commissioners of Public Works,  
 T. MACINERNEY, Accountant

We, the Auditors of the Letterkenny Railway, have examined the Accounts for the Half-year ended 30th June, 1923, and we hereby certify that the said Accounts contain a full and true Statement of the Financial condition of the Railway; and that the Revenue Account of the Half-year has been charged with all expenses which, in our judgment, ought to be paid thereout.

EDWIN LILLER.  
 ARTHUR MANLY }  
 Auditors

Dublin, 2nd October, 1923.



# LETTERKENNY RAILWAY

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## STATEMENT OF ACCOUNTS

FOR THE

*Half-Year ended 31st December, 1923*

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DUBLIN

PRINTED FOR THE STATIONERY OFFICE

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1924

THE LETTERKENNY RAILWAY—HALF-YEAR ENDED 31ST DECEMBER, 1923.

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 £	Total £	Stock and Shares £	Loans £	Total £	Stock and Shares £	Loans £
The Letterkenny Railway Act, 1866	100,000	33,300	133,300	100,000	...	100,000	...	...
Do. 1866	50,000	16,500	66,500	...	...	...	...	50,000
Do. 1871	...	123,000	123,000	...	100,000	100,000	...	23,000
Total	150,000	172,800	322,800					
LESS—EXTINGUISHED BY								
The Letterkenny Railway Act, 1871	...	49,800	49,800	...	...	...	...	...
Total	150,000	123,000	273,000	100,000	100,000	200,000	50,000	23,000
								73,000

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
		£ 100,000 0 0	£ 57,155 0 0	£ 8,306 0 0	£ 34,540 0 0



Dr.

## No. 4—REVENUE AND EXPENDITURE OF CAPITAL ACCOUNT.

Cr.

	Amount expended to 30th June, 1923		Amount expended during Half-year		Total		Amount received to 30th June, 1923		Amount received during Half-year		Total	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
<i>To Expenditure—</i>												
On Lines opened for Traffic, No. 5	145,852	5 2	Nil		145,852	5 2		57,155	0 0	Nil		57,155 0 0
To Expenditure 1898-1916, transferred from Capital Suspense	2,477	2 3	Nil		2,477	2 3						
	148,329	7 5			148,329	7 5		86,204	8 6	Nil		86,204 8 6
Less Amount received as compensation for lands taken by Strabane and Letterkenny Railway Company, & Londonderry and Co. Swilly Railway Co.	588	5 3			588	5 3		143,359	8 6	...		143,359 8 6
								...		...		4,981 13 8
								Balance				147,741 2 2
	147,741	2 2			147,741	2 2						

*By Receipts—*  
 Shares and Stock, per Account, No. 2  
 Loans, per Account, No. 3, £87,750 0 0  
 Less repayments 1,545 11 6



No Expenditure

No. 6.—RETURN OF WORKING STOCK.

Not Applicable

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

No further Expenditure contemplated at present.

No. 8.—CAPITAL POWERS AND OTHER ASSETS AVAILABLE TO MEET FURTHER EXPENDITURE, AS PER No. 7.

Stock and Loan Capital authorized, but not yet created or sanctioned, per Account No. 1	£73,000	0	0
Capital Stock created, but not yet received, per Account No. 2—			
Calls in Arrear	£8,305	0	0
Amount Unissued	34,540	0	0
Available Borrowing Powers, per Account No. 3	42,845	0	0
	13,795	11	6
	£129,640	11	6
Less Capital Account Balance at debit thereof, per Account No. 4	4,381	13	8
Balance available	£125,258	17	10

Dr.

## NO. 9.—REVENUE ACCOUNT.

Cr.

EXPENDITURE	Half-year ended 31st Dec., 1923	Half-year ended 31st Dec., 1922	RECEIPTS	Half-year ended 31st Dec., 1923	Half-year ended 31st Dec., 1922
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
To Londonderry and Lough Swilly Railway Company, percentage of receipts (as in 1913) for working the line and supplying the necessary rolling stock	2,404 7 1	2,409 11 8	By Passengers— 1st Class . . . . . 2nd Class . . . . . 3rd Class . . . . . Excess Fares . . . . . Total . . . . .		
General Charges, as per Abstract E . . . . .	192 4 2	153 1 6	Parcels, &c. . . . .		3,668 7 6
	2,596 11 3	2,562 13 2	Merchandise . . . . . Minerals . . . . .		
Balance carried to Net Revenue Account . . . . .	1,102 8 11	1,432 10 11	Live Stock . . . . .	3,668 7 6	3,668 7 6
			Markets . . . . .	9 4 11	11 3 8
			Rent and Fees . . . . .	21 7 9	27 9 11
			Refund of Income Tax over paid 1921/2 . . . . .		3,707 1 1
					288 3 0
	3,699 0 2	3,995 4 1		3,699 0 2	3,995 4 1

Receipts in respect of Railway Working under the terms of the Agreement with the Government in respect of the Control of Railways.

	Half-year ended 31st Dec., 1923		Half-year ended 31st Dec., 1922		Half-year ended 31st Dec., 1922
	£	s. d.	£	s. d.	
To Balance from last Half-year's Account	651	12 6	1,021	7 0	1,432 10 11
„ Interest on 1st and 3rd Mortgages	1,046	7 4	1,046	7 4	635 3 5
	1,697	19 10	2,067	14 4	2,067 14 4
					By Balance from Revenue A/c No. 9
					„ Balance . . . . .

No 11.—PROPOSED APPROPRIATION OF BALANCE.

Balance, available for Dividend, as per Account No. 10	Nil.
Balance to next Half-year	Nil

No. 12.—ABSTRACT E.—GENERAL EXPENSES.

Half-year to 31st Dec., 1923		Half-year to 31st Dec., 1922	
£	s. d.	£	s. d.
172	6 5	145	14 6
9	9 0	3	3 0
4	4 0	4	4 0
6	4 9		
192	4 2	153	1 6

Dr.

## No. 13.—GENERAL BALANCE SHEET.

Cr.

	£	s.	d.	£	s.	d.
To Unpaid Dividends and Interest, viz. :—						
1st Mortgage Debt . . . . .	£2,915	4	6			
3rd do. . . . .	5,591	13	4			
„ Sundry Outstanding Accounts . . . . .				8,506	17	10
				620	7	10
				9,127	5	8
By Capital Account, Balance at debit thereof, as per Account No. 4 . . . . .						4,381
„ Net Revenue Account, Balance at debit thereof, as per Account No. 10 . . . . .						595
„ Amount due by Londonderry and Lough Swilly Railway Company . . . . .						3,748
„ Cash . . . . .						401
						14
						7
				9,127	5	8

## No. 13A.—GUARANTEED LOAN ACCOUNT (2nd Mortgage).

	£	s.	d.	£	s.	d.
To amount received from Grand Jury, County Londonderry * . . . . .	44,470	15	4			
„ amount received from Grand Jury, County Donegal † . . . . .	25,206	9	9			
„ amount certified due by County Donegal . . . . .	70	10	2			
„ amount uncertified . . . . .	14	17	5			
	69,762	12	8			
By total amount paid to Board of Works by Guaranteeing Bodies on foot of 2nd Mortgage . . . . .						69,677
„ Amount of Instalments due to 1st Nov., 1923 . . . . .						85
						7
				69,762	12	8

\* Now Londonderry County Borough Council.

† Now Tironnail County Council.

	Miles authorized	Miles constructed	Miles worked by Engines
Lines owned by Company . . . . .	16½	16½	16½
Foreign Lines worked over . . . . .	16½	16½	16½
Total . . . . .	...	...	...
Total . . . . .	16½	16½	16½

No. 15.—STATEMENT OF TRAIN MILEAGE.

Half-year ended 31st Dec., 1923	Half-year ended 31st Dec., 1922
23,415	19,709
Mixed Goods and Passenger Trains	

OFFICE OF PUBLIC WORKS,  
DUBLIN, 13th March, 1924

J. J. HEALY, Secretary to the Commissioners of Public Works,  
P. T. DIXON, Deputy Accountant

We, the Auditors of the Letterkenny Railway, have examined the Accounts for the Half-year ended 31st Dec., 1923, and we hereby certify that the said Accounts contain a full and true Statement of the Financial condition of the Railway; and that the Revenue Account of the Half-year has been charged with all expenses which, in our judgment, ought to be paid thereout.

Dublin, 14th March, 1924.

EDWIN LILLER.  
ARTHUR MANLY }  
Auditors.



# Listowel & Ballybunion Railway.

## FINANCIAL ACCOUNTS & STATISTICAL RETURNS FOR YEAR ENDED 31st DECEMBER, 1923.

### PART I.

## Financial Accounts.

#### No. 1 (a).—NOMINAL CAPITAL AUTHORISED 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.
Listowel and Ballybunion Railway Act, 1886	£ 22,000	£ 11,000	£ 33,000	£ 22,000	£ 11,000	£ 33,000	£ —	£ —	£ —
Total	22,000	11,000	33,000	22,000	11,000	33,000	—	—	—

#### 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 (2,200 at £10 each)	£ 22,000	£ 22,000	£ —	£ 22,000	£ —	£ —	£ —	£ —
Total	22,000	22,000	—	22,000	—	—	—	—

## 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.	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, 1923 ... ..	10,600	10,600	—	—	—	—	10,600
Existing at 31st December, 1922 ... ..	11,000	11,000	—	—	—	—	11,000
Increase ... ..	—	—	—	—	—	—	—
Decrease ... ..	400	400	—	—	—	—	400
Total Amount authorised to be raised by Loans and Debenture Stock in respect of Capital created, as per Statement No. 1(a)							£ 11,000
Amount created but not yet available ... ..							—
Total Amount raised by Loans as above ... ..							10,600
Balance being available Borrowing Powers at 31st December, 1923 ... ..							400

## No. 4—RECEIPTS &amp; EXPENDITURE ON CAPITAL ACCOUNT.

To Expenditure.	Amount Expended to 31st Dec., 1922.			Amount Expended during year, as per No. 5.	Total.	By Receipts.	Amount Received to 31st Dec., 1922.	Amount Received during year.	Total.				
	£	s.	d.	£	£	s.	d.	£	£	£	s.	d.	
Lines open for Traffic ....	20,500	0	0	—	20,500	0	0	Shares .... 22,000	—	22,000	0	0	
Rolling Stock ....	6,500	0	0	—	6,500	0	0	Loans .... 11,000	—	10,600	0	0	
Manufacturing and Repairing Works and Plant :—													
Land and Buildings ....	5,800	0	0	—	5,800	0	0						
Plant and Machinery ....	200	0	0	—	200	0	0						
Total Capital Expenditure on Railway ....					33,000	0	0						
Land Property not forming part of Railway Stations ....													
Used in connection with Railway Working ....								Total Receipts	—	—	32,600	0	0
Not used in connection with Railway Working ....								By Balance ....	—	—	400	0	0
					TOTAL	£ 33,000	0	0	TOTAL	£ 33,000	0	0	



**No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED 31st DECEMBER, 1923.**

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

NIL.	
------	--

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

NIL.	
------	--

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

	Gross Receipts.	Expenditure.	Net Receipts.	Year 1922.
	£ s. d.	£ s. d.	£ s. d.	£
Railway .....	2,895 9 3	5,698 7 9	Dr. 2,802 18 6	Dr. 1,525
			Dr. 2,802 18 6	Dr. 1,525
Miscellaneous Receipts (Net) :—				
Rents from Houses and Lands .....			53 12 1	54
Other Rents including Lump Sum Tolls .....			2 10 0	3
General Interest .....			51 17 10	22
Total Net Income .....			Dr. 2,694 18 7	Dr. 1,446

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

		1922.
Balance brought forward from last year's account .....	Dr. 714 13 0	732
Transfer from Amount received on account of Malicious Damage .....	873 18 0	
Appropriation from Settlement of Claims Act, 1921 .....	400 0 0	
Net Income (as per Statement No. 8 .....	Dr. 2,694 18 7	Dr. 1446
Total .....	Dr. 2,135 13 7	Dr. 714
Deduct—Interest, Rentals, and other Fixed Charges .....		
Interest on Loans .....	£ s. d. —	—
Deficiency of Income Tax .....	—	—
Total .....	—	—
Balance after payment of Fixed Charges .....	—	Dr. 714
Deficiency carried to Balance Sheet .....	Dr. 2,135 13 7	Dr. 714

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

		Year 1922.
	£ s. d.	£
Balance available for Dividends and Reserve, after payment of Fixed Charges Year 1923 (as per Account No. 9).....	—	—
Interim Dividends paid on Ordinary Shares (£22,000) .....	—	—
Undivided Balance at 31st December, carried to Balance Sheet .....	—	—

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

SEE ABSTRACTS.	To Expenditure.		Year 1922.		By Gross Receipts.		Year 1922.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
<b>A.</b> —Maintenance and Renewal of Way and Works	—	—	1,379	13 4	1,221	—	—	—
<b>B.</b> —Maintenance and Renewal of Rolling Stock :—								
(1) Locomotives	288	6 4			52		142	8 7
(2) Carriages	166	8 6			37			
(3) Wagons	128	18 8			22		1,880	17 0
			583	13 6	111			1,725
<b>C.</b> —Locomotive Running Expenses	1,002	1 11			1,241			32
<b>D.</b> —Traffic Expenses	1,055	4 2			1,214		54	3 8
<b>E.</b> —General Charges			2,057	6 1	2,455			103
Law Charges			643	12 2	673		2,077	9 3
Compensation (Accidents and Losses)—			25	4 0	25		Dr. 7	0 0
Passengers								154
Workmen			28	2 9	44			190
Damage and Loss of Goods, Property, &c.							113	0 2
							2,183	9 5
Rates			21	6 0	21			2,179
National Insurance Acts								530
Health	19	18 8					511	11 9
Unemployment	14	11 4					6	6 11
			34	10 0	38		52	19 8
Total Traffic Expenditure			4,773	7 10	4,588			316
Miscellaneous								883
Total Expenditure			4,773	7 10	4,588		710	8 10
Net Loss		Dr.	1,877	18 7	Dr. 1,525		2,893	18 3
Total			2,895	9 3	£3,063		1	11 0
							2,895	9 3
								£3,063

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

	£ s. d.	£ s. d.	Year 1922. £
Maintenance of Roads, Bridges, and Works—			
Earthworks .....	—		—
Bridges, Tunnels, Culverts, Retaining Walls and other Works .....	113 4 6		269
Roads and Fences .....	87 15 9		87
		201 0 3	356
Maintenance of Permanent Way :—			
Repair of Running Lines and Sidings :—			
Wages .....	737 12 11		822
Materials .....	291 13 7		183
		1,029 6 6	1,005
Maintenance of Stations and Buildings :—			
Stations, Depots and Offices .....	148 13 7		105
Engine Sheds .....	13 0		55
Carriage Sheds .....	—		—
Locomotive Workshops .....	—		—
Carriage Workshops .....	—		—
Wagon Workshops .....	—		—
Other Buildings .....	—		—
		149 6 7	160
		1,379 13 4	1,521
<i>Deduct</i> Transfer from Depreciation Fund .....	—	—	300
			1,221
TOTAL .....	—	£ 1,379 13 4	1,221

**ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.****1.—Locomotives.**

	£ s. d.	£ s. d.	Year 1922. £
Repairs and Partial Renewals—			
Wages .....	154 9 1		210
Materials .....	127 5 10	281 14 11	277
		281 14 11	487
Workshop Expenses :—			
Repair and Renewals of Machinery and Plant .....	—		—
Other Expenses .....		6 11 5	15
		288 6 4	502
<i>Deduct</i> Transfer from Depreciation Fund .....	—	—	450
TOTAL .....		288 6 4	52

**2.—Carriages.**

	£ s. d.	£ s. d.	Year 1922. £
Repairs and Partial Renewals :—			
Wages .....	145 9 2		118
Materials .....	19 4 5	164 13 7	66
		164 13 7	184
Workshop Expenses :—			
Repairs and Renewals of Machinery and Plant .....	—	—	—
Other Expenses .....		1 14 11	3
		166 8 6	187
<i>Deduct</i> Transfer from Depreciation Fund .....	—	—	150
TOTAL .....		£ 166 8 6	37

**3.—Wagons.**

	£ s. d.	£ s. d.	Year 1922. £
Repairs and Partial Renewals :—			
Wages .....	101 14 7	—	81
Materials .....	25 9 3	—	39
		127 3 10	120
Workshop Expenses :—			
Repairs and Renewals of Machinery and Plant .....	—	—	—
Other Expenses .....	—	1 14 10	2
		128 18 8	122
<i>Deduct</i> Transfer from Depreciation Fund .....	—	—	100
TOTAL .....	—	£ 128 18 8	22

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

	Year 1922.		
	£	s.	d.
Steam Train Working—			
Wages connected with the running of Locomotive Engines .....	405	3	5
Fuel .....	527	12	4
Water .....	4	4	8
Lubricants .....	46	1	3
Other Stores, including Clothing .....	19	0	3
Miscellaneous .....	—		
<b>Total .....</b>	<b>£1,002</b>	<b>1</b>	<b>11</b>
			<b>1,241</b>

**ABSTRACT D.—  
TRAFFIC EXPENSES.**

	Year 1922.		
	£	s.	d.
Salaries and Wages—			
Stationmasters & Clerks .....	521	11	1
Signalmen and Gatemen .....	123	19	6
Ticket Collectors, Policemen, Porters, &c. ....	128	3	11
Guards .....	124	6	1
	898	0	7
Fuel Lighting, Water & General Stores .....	83	12	9
Clothing .....	16	5	4
Printing, Advertising, Stationery, Stamps, and Tickets .....	48	3	6
Miscellaneous Expenses .....	9	2	0
<b>Total .....</b>	<b>£1,055</b>	<b>4</b>	<b>2</b>
			<b>1,214</b>

**ABSTRACT E.—GENERAL CHARGES.**

	Year 1922.		
	£	s.	d.
Salaries of Secretary, General Manager, Accountant, and Clerks .....	602	16	9
Office Expenses ditto. ....	31	18	1
Fire Insurance .....	4	3	0
Superannuation and Benevolent Funds, Pensions, &c. ....	1	6	9
Miscellaneous Expenses .....	3	7	7
<b>Total .....</b>	<b>£643</b>	<b>12</b>	<b>2</b>
			<b>673</b>

**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.**

Not applicable to this Company.

**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. 1 (a).—RECEIPTS AND EXPENDITURE IN RESPECT OF GOODS MOTOR LORRIES NOT RUNNING ON THE RAILWAY AND NOT ENGAGED IN COLLECTION AND DELIVERY OF TRAFFIC.**

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 & 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 & 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 1921.		Year 1922.			Year 1921.		Year 1922.	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
To Interest and Dividends payable, or accruing ....	10,533	0 0	9,432		By Capital Account, Balance at Debit thereof, as per Acct. No. 4	400	0 0	—	
Amount due to Bankers ....		15 4	—		Cash at Bankers and in hand .....	—			196
Accounts Payable ....	566	0 5	412		Cash on Deposit at Interest .....	1,100	0 0	—	
Miscellaneous Accounts ....	626	2 0	—		Stock of Stores and Materials ....	1,021	13 1	935	
Compensation under Irish Railways (Settlement of Claims Act) 1921 ....	3,674	19 4	2,029		Outstanding Traffic Accounts .....	35	4 11	38	
Depreciation Fund Railway (including claim for arrears of maintenance.) ...	87	12 5	220		Amount due by Railway Clearing House .....	10	4 8	55	
					Amount due by Postmaster-General .....	—		34	
					Accounts Receivable ....	252	13 3	688	
					Debenture Loan—Interest Suspense	10,533	0 0	9,432	
					Deficiency as per Account No. 9 .....	2,135	13 7	715	
	£	15,488 9 6	12,093			£	15,488 9 6	12,093	

T. C. MOORE,

General Manager.

## PART II.

# Statistical Returns.

### I.—MILEAGE OF LINES.

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

	RUNNING LINES.						Total of Single Track and Sidings.	Total of Single Track including Sidings
	Length of Road First Track.		Second Track.		Sidings.			
	M.	Ch.	M.	Ch.	M.	Ch.		
Lines owned by the Company	9	20	—	—	1	0	10	20

#### (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.	
Lines owned by the Company :—									
New Lines	—	—	—	—	—	—	—	—	—
Ditto, year 1922	—	—	—	—	—	—	—	—	—

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

Lines owned by the Company	9	20
----------------------------	---	----

### II.—ROLLING STOCK.

#### (A) Steam Locomotives.

Description.	Number.	Year 1922.
		Number.
Engines	3	3
Tenders	3	3

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

	No.	SEATS.			Year 1922.	
		1st Class.	3rd Class.	Total.	No	Seats or Berths.
						Total
Passenger Carriages—						
Carriages of Uniform Class	5	8	88	96	9	208
Composite Carriages	3	28	44	72	4	80
Total	8	36	132	168	13	288

#### (B)—Rail Motor Vehicles.

Not applicable to this Company.

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

Not applicable to this Company.

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

	31st Dec., 1922.	
Open Wagons Under 8 tons	2	2
Covered Wagons— Under 8 tons	2	2
Mineral Wagons, 3 ton each	17	17
Total	21	21

#### (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.

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.

	Acreage	Year 1922. Acreage.
Agricultural Land ....	3	3
Urban and Suburban Land ....	—	—

Houses.	Number.	Year 1922. Number
Houses and Cottages for Company's Servants ....	6	6
Other Houses and Cottages ....	—	—

### IX.—OTHER INDUSTRIES (IF ANY).

Not applicable to this Company.

### X.—MAINTENANCE AND RENEWAL OF WAY AND WORKS.

Quantities of Principal Materials used—		Year 1922	
		M. Ch.	M. Ch.
Ballast .....	yards	260	2,130
Fencing .....	yards	645	960
Rails .....	Tons	7	—
Sleepers .....	Number	382	473
Miles maintained (Single Track) .....		9 20	9 20
Sidings .....		1 0	1 0

### XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

	In Company's Workshop.	Year 1922.
Locomotives Repaired—		
Heavy Repairs .....	1	1
Light Repairs .....	19	14
Locomotives under or awaiting repair at end of year .....	1	—
Carriages Repaired—		
Heavy Repairs .....	4	2
Light Repairs .....	27	35
Carriages under or awaiting repair at end of year .....	—	3
Wagons Repaired—		
Heavy Repairs .....	4	2
Light Repairs .....	34	27
Wagons under or awaiting repair at end of year .....	5	6

### 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 Engine Miles
	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.		
C—Miles run by the Company's Engines:—										
(1) Steam Tender and Tank Engines .....	6,411	5,281	11,692	6,411	5,281	11,692	1,269	1,109	776	14,846
Ditto for year 1922 .....	7,117	6,239	13,356	7,117	6,239	13,356	1,628	1,504	—	16,488



## XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.	YEAR 1922.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
Ordinary— 1st Class	1,210	£ 142	s. d. 2-4·16	1,192	985	£ 144	s. d. 2-11·18	974
3rd Class	33,896	1,881	1-1·32	30,681	19,332	1,563	1- 7·40	19,133
TOTAL	35,106	2,023	1-1·83	31,873	20,317	1,707	1- 8·17	20,107
Season— 1st Class	—	—	—	—	2	32	—	2
3rd Class	51	54	—	51	62	71	—	62

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipts per Ton.	Tonnage originating on the Company's System.	YEAR 1922.			
					Tonnage	Receipts	Average Receipts per Ton	Tonnage originating on the Company's system.
Merchandise .....	Tons. 665	£ 511	s. d. 15-4·42	Tons. 665	Tons. 689	£ 530	s. d. 15-4·62	Tons 689
Coal, Coke, and Patent Fuel .....	139	53	7-7·51	139	57	24	8-5·05	57
Other Minerals .....	1,219	257	4-2·60	1,219	1,973	316	3-2·44	1,973
Total .....	2,023	821	8-1·40	2,023	2,719	870	6-4·79	2,719
	Number			No originat- ing on the Company's System.	Number			Number originating on the Company's system.
Live Stock .....	21	6	—	21	46	13	—	46

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

Originating on the Company's System.	Tons. 1923.	Tons. 1922.
Ale and Porter (including empties) .....	149	164
Bacon and Hams, Butter and Eggs .....	66	59
Brewers' Grains .....	—	—
Brick, Common .....	—	4
Flour and Bran Sharps and other Flour Mill Offal .....	38	74
Grain.....	—	5
Groceries (excluding Bacon, Hams and Butter) .....	35	33
Manure .....	10	32
Oil Cake and Cattle Foods .....	—	—
Potatoes .....	—	10
Stone for Road-making purposes .....	—	—
Timber .....	36	51
Total .....	334	432

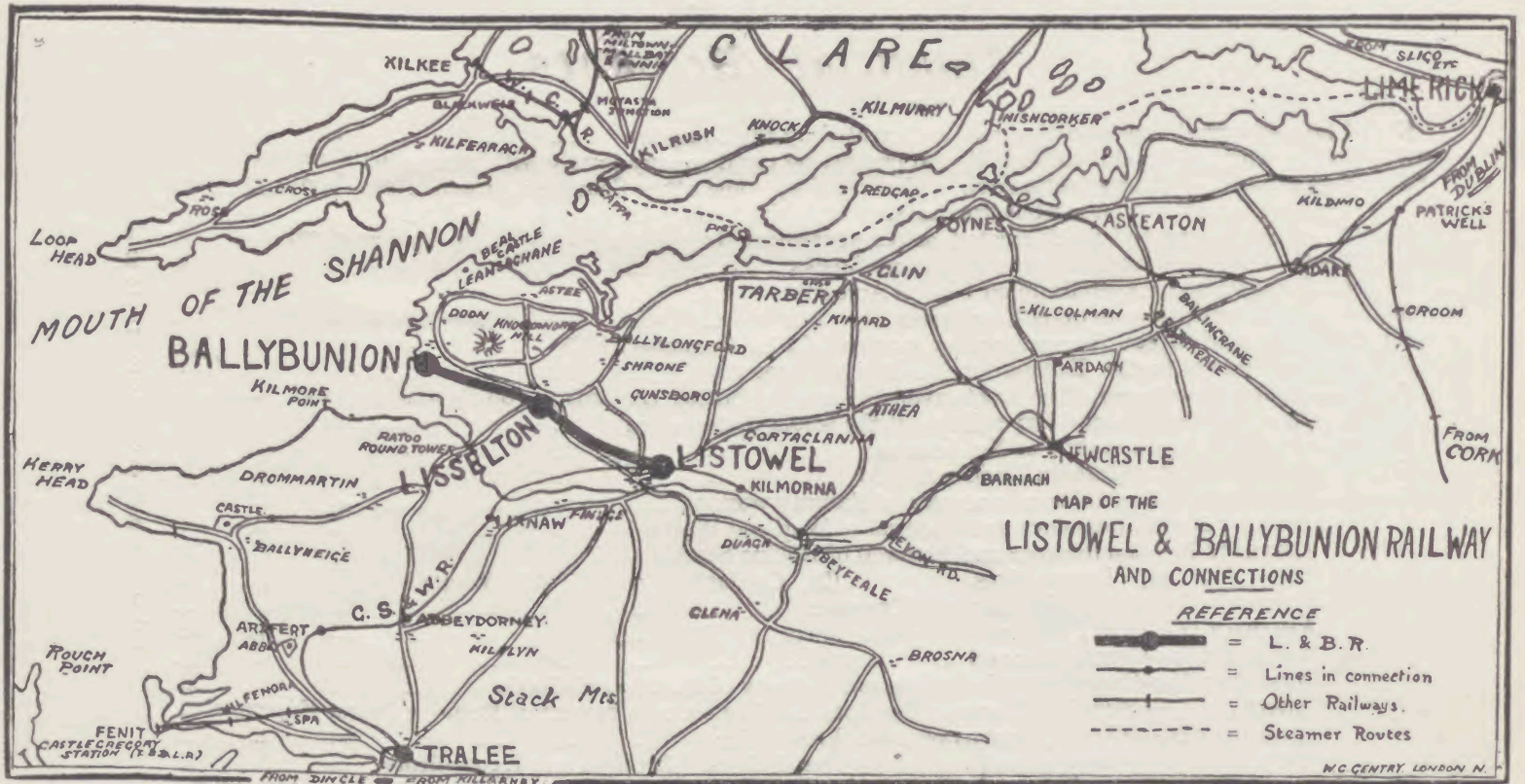
## XV. (B).—NUMBER OF LIVE STOCK CARRIED BY GOODS TRAINS.

Originating on the Company's System.	Number. 1923.	Year 1922 Number.
Horses .....	—	—
Cattle .....	16	35
Calves .....	1	2
Sheep .....	—	4
Pigs .....	4	4
Miscellaneous .....	—	1
Total .....	21	46

**XVI.—SUMMARY OF FINANCIAL RESULTS secured in comparison with those for past years.**

	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923
	£	£	£	£	£	£	£	£	£	£	£
Total Expenditure on Capital Account (No. 4)	33,000	33,000	33,000	33,000	33,000	33,000	33,000	33,000	33,000	33,000	33,000
Net Receipts from Businesses carried on by the Company (No 8.)....	740	<i>Dr.</i> 77	233	—	588	374	359	354	<i>Dr.</i> 264	<i>Dr.</i> 1,525	<i>Dr.</i> 2,803
Miscellaneous Receipts, Net (No. 8)	135	115	138	100	61	49	52	46	28	79	108
Total Net Income (No. 8)	875	38	371	100	649	423	411	400	<i>Dr.</i> 236	<i>Dr.</i> 1,446	2,695
Interest, Rentals, and other Fixed Charges (No. 9)	—	300	300	300	365	491	427	423	420	—	—
Dividends on Guaranteed and Preference Stocks Balance after Payment of Preference Dividends (No 9)											
Dividend on Ordinary Stock (No. 9)											
Rate per cent.											
Surplus											
Deficit											
Appropriation to Reserve											
Brought forward from previous years			1,105	1,176	1,211	1,495	1,427	1,411	1,388	732	
Carried forward to subsequent years			1,176	976	1,495	1,427	1,411	1,388	732	—	
Deficiency carried to Balance Sheet										715	2,136

T. C. MOORE, *General Manager*



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

I Hereby Certify that the whole of the Company's Permanent Way, Stations, Buildings, and other Works, also the Company's Workshops, Plant, Engines, Tenders, Carriages, Wagons, Machinery, and Tools, during the past year have been maintained in good working condition and repair, so far as possible.

LISTOWEL,  
15th March, 1924.

T. C. MOORE,  
General Manager

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*The Accounts and Returns marked with an Asterisk are not applicable to this Company.*

# LONDONDERRY AND LOUGH SWILLY RAILWAY COMPANY.

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## REPORT OF THE DIRECTORS AND Statement of Financial Accounts FOR YEAR ENDED 31st DECEMBER, 1923,

To be submitted to the Annual General Meeting of the Proprietors of the Company,  
to be held at the COMPANY'S OFFICES, PENNYBURN, LONDONDERRY,  
on FRIDAY, 29th FEBRUARY, 1924, at TWELVE o'clock Noon.

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### DIRECTORS.

J. BRICE MULLIN, D.L., *Chairman*, Waterloo Place, Londonderry.  
I. J. TREW COLQUHOUN, *Deputy Chairman*, Cloneen, Buncrana.  
JOHN R. HASTINGS, D.L., Foyle View, Londonderry.  
CHARLES KELLY, Kilty House, Letterkenny.  
BASIL A. T. M'FARLAND, Aberfoyle, Londonderry.

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### DIRECTORS' REPORT.

1. The Financial Accounts and Statistical Returns for the year ended 31st December, 1923, have been prepared in accordance with the Railway Companies (Accounts and Returns) Act, 1911. They have been duly audited and are presented herewith.

2. The Gross Receipts for the year amount to £60,417 19s 9d.

3. The Expenditure amounted to £74,898 19s 2d, compared with £82,374 for the year 1922, but after appropriating the sum of £19,000 from the Company's share of the Compensation received under the Irish Railway (Settlement of Claims) Act, 1921, and transferring £3,000 from the General Renewal and Reserve Funds, the amount available for all purposes is £11,132 14s 5d. After paying Interest on Mortgages, Debenture and County Guaranteed Stocks and other fixed Charges, and placing the sum of £2,362 to the Debit of Revenue to cancel a like sum, included as appreciation of investment in the Accounts for the year 1922, then anticipated but not realised, the sum of £2,211 5s 10d remains, and is carried forward to next year's account.

4. Your Directors regret to report that the lack of employment, and the stagnation of trade, resulting from the failure of the Fishing Industry and other causes, the temporary cessation of the migratory labour, together with the aftermath of the unsettled condition of the country in recent years, have resulted in the Company being unable to earn sufficient revenue to pay working expenses. There is at present, however, hope that the economic conditions are likely to improve in the near future.

5. The Customs Arrangements between Northern Ireland and the Irish Free State, which came into operation on the 1st April, 1923, necessitated the Company making special arrangements at Londonderry and Tooban Junction for the carrying out of the work, and the cost has been placed to Capital Account.

6. In accordance with the sanction given at the Extraordinary Meeting on February 28th, 1923, the acquisition of the lands at Pennyburn under the Company's Act of 1918 has been completed, and the amount which the Company had to pay under the Arbitration Award—namely, £4,556 16s 4d for the lands, and £6,743 3s 8d for consequential damages, as explained at the Meeting on February last, has been paid and debited to Capital. In accordance with the sanction given at the same Meeting, the Company are now working the Steamboat Services between Fahan, Rathmullan, and Ramelton, and considering that the services had been in abeyance so long, and the general slackness of trade in this district, the result, in the opinion of your Directors, justifies the taking over of the service.

7. Pursuant to the sanction given at the Extraordinary Meeting of the Shareholders, held on July 13th, 1923, a Bill has been lodged in Parliament seeking powers to enable the Company to increase their borrowing powers and for other purposes.

8. The Privy Council Orders in connection with the management of the Letterkenny and Burtonport Extension Railway were cancelled as from December 31st, 1922.

9. A scheme has been agreed between the Irish Railway Companies and the representatives of the Railway Workers' Unions establishing machinery of negotiation for Ireland to deal with the question of wages, conditions of service, and hours of duty.

10. The customary reports from the officers in charge of the Permanent Way and Rolling Stock are attached certifying that the Company's Permanent Way, Stations, Buildings, Engines, Carriages, Wagons, Machinery, and Tools, Marine Engines, and Steam and Motor Vessels have, during the past year, been maintained in good working order and repair.

11. The Directors have to record the death in the month of February last of Major H. J. M'CORKELL, who has been a Director of the Company since the year 1887. Major M'Corkell took a deep interest in the welfare of the Line, and his loss is much regretted.

12. The Directors who retire by rotation are I. J. T. COLQUHOUN and BASIL A. T. M'FARLAND. They are eligible, and offer themselves for re-election.

13. The Auditor retiring by rotation is R. STANLEY STOKES, who, being eligible, offers himself for re-election.

J. BRICE MULLIN, *Chairman*.  
H. HUNT, *Secretary*.

SECRETARY'S OFFICE,  
PENNYBURN,

LONDONDERRY, 14th February, 1924.

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*Londonderry and Lough Swilly Railway Company.*

## FINANCIAL ACCOUNTS FOR THE YEAR ENDED 31ST DECEMBER, 1923.

## FINANCIAL ACCOUNTS.

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

Special Acts.	Capital Authorised.				Capital Created.			Balance.		
	County Guaranteed Shares.	Shares and Stock.	Loans.	Total.	Shares.	Loans.	Total.	Shares.	Loans.	Total.
	£	£	£	£	£	£	£	£	£	£
1.—Special Acts conferring Capital Powers, which have been fully exercised ...	10,000	135,000	36,052	181,052	109,955	34,698	144,653	35,045	1,354	36,399
2.—Special Acts conferring Capital Powers, which have not been fully exercised ...	...	...	...	...	...	...	...	...	...	...
L. & L. S. Rly. Act, 1918 ...	...	30,000	10,000	40,000	...	...	...	30,000	10,000	40,000
	10,000	165,000	46,052	221,052	109,955	34,698	144,653	65,045	11,354	76,399
Extinguished by L. & L. S. Rly. Act, 1918 ...	...	35,045	1,354	36,399	...	...	...	35,045	1,354	36,399
Total, ...	10,000	129,955	44,698	184,653	109,955	34,698	144,653	30,000	10,000	40,000

## 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 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.
	£	£	£	£	£	£	£	£
Ordinary Shares ...	50,330	50,330	...	50,330	...	...	...	...
Preference Stock ...	49,625	49,625	...	49,625	...	...	...	...
Carndonagh Extension Order, 1898, County Guaranteed Shares ...	5,000	5,000	..	5,000	...	...	...	...
Burtonport Extension Confirmation Act, 1898, County Guaranteed Shares ...	5,000	5,000	...	5,000	...	...	...	...
Total ...	109,955	109,955	..	109,955	...	...	...	...

## 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 at 3½ per cent.		At 4 per cent.	At 3½ per cent.	Existing amount of Stock. Total Debenture Stock.	
	£	£	£	£	£	£
Existing at 31st December, 1923 ...	10,548	6,400	17,750	24,150	34,698	34,698
Do. 31st December, 1922 ...	10,548	6,400	17,750	24,150	34,698	34,698
Increase ...	...	...	...	...	...	...
Decrease ...	...	...	...	...	...	...
Total Amount authorised to be raised by Loans and by Debenture Stocks, in respect of Capital created, as per Statement No. 1						£ 34,698
Total Amount raised by Loans and by Debenture Stock as above, ...						34,698
Balance, being available borrowing powers, at 31st December, 1923 ...						...

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

Cr.

Dr.	To Expenditure.		Amount Expended to 31st December, 1922.		Amount Expended during Year, as per No. 5.		Total		By Receipts.		Amount Received to 31st December, 1922.		Amount Received during Year.		Total.			
	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d
On Lines open for Traffic	118,227	10	4	1,884	8	9	120,111	19	1	Shares and Stock, per Account No. 2	109,955	0	0	109,955	0	0		
On Lines not open for Traffic—										Loans, per Account No. 3	10,548	0	0	10,548	0	0		
Widenings of and additions to existing Lines	2,943	2	10	11,300	0	0	14,243	2	10	Debenture Stock, per Account No. 3	24,150	0	0	24,150	0	0		
Working Stock	49,456	5	6	—	—	—	49,456	5	6									
Land, Property, etc., not forming part of the Railway or Stations—																		
Used in connection with Railway working	111	0	6	3,172	3	5	3,283	3	11	Cash received on Forfeited Shares	£989	10	0					
Steamboats	—	—	—	5,329	6	6	5,329	6	6	Premium on Shares	509	19	0					
										Do. Debenture Stock	3	2	6					
										Total Receipts	146,155	11	6					
										By Balance								
										Total,	170,737	19	2	192,423	17	10		
Total Expenditure	170,737	19	2	21,685	18	8	192,423	17	10									

Dr.

Total Expenditure

192,423 17 10

46,268 6 4

146,155 11 6

1,502 11 6

144,653 0 0

24,150 0 0

10,548 0 0

109,955 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, 1923.

	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 not open for Traffic—												
Lands at Londonderry authorised under the "L. & L. S. Railway Act, 1918" ... ..	11,300	0	0	...			...			11,300	0	0
Lines belonging to the Company open for Traffic—												
Additional accommodation and sidings for Customs purposes at Tooban Junction, etc. ... ..	...			1,884	8	9	...			1,884	8	9
Land, Property, etc., not forming part of the Railway or Stations :—												
Used in connection with Railway working—												
Dwelling-houses, stores, offices, and other property at Fahan, Rathmullan, Ramelton, and Portsalon ... ..	...			...			...			3,172	3	5
Steamboats—												
Purchase of paddle steamer "Lake of Shadows," two motor boats and equipment ... ..	...			...			..			5,229	6	6
							Total	...		£21,685	18	8

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

£		ESTIMATED FURTHER EXPENDITURE.		
		During the Year ending 31st December, 1924.	Subsequently until Completion.	TOTAL.
		£	£	£
	NOT DETERMINED.			

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

	£	s	d
Share and Loan Capital authorised but not yet created (as per Statement No. 1 (a) ) .. .. .	40,000	0	0
Share Capital created but not yet received (as per Statement No. 2) ... .. .	...		
Loan Capital created but not yet available (as per Statement No. 3) ... .. .	...		
Total ... .. .	40,000	0	0
Balance at Debit (as per Capital Account No. 4) ... .. .	46,268	6	4

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

See Statement.		Gross Receipts.	Expenditure.	Net Receipts.	Year 1922.		
					Gross Receipts.	Expenditure.	Net Receipts.
		£ s d	£ s d	£ s d	£	£	£
10	Railway ... ..	58,261 5 7	73,192 13 9	Loss 14,931 8 2	59,736	82,374	Loss 22,638
12	Steamboats ... ..	1,399 18 9	1,706 5 5	Loss 306 6 8	...	...	...
	Total ... ..	59,661 4 4	74,898 19 2	Loss 15,237 14 10	59,736	82,374	Loss 22,638
	Proportion of Compensation under "Irish Railways (Settlement of Claims) Act, 1921"			19,000 0 0			26,000
	Miscellaneous Receipts (Net)—						
	Rents from Houses and Lands			181 8 0			331
	Transfer Fees			0 15 0			1
	General Interest			574 12 5			270
	Special Items—						
	Market Tolls						23
	Icing of Fish						47
	Appreciation in value of Investment						2,362
	Total Net Income			4,519 0 7			6,396

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

				Year 1923.	Year 1922.
				£ s d	£
Balance brought forward from last year's Account				3,613 13 10	3,014
Net Income (as per Statement No. 8)				4,519 0 7	6,396
Appropriation from Reserve and Renewal Funds				3,000 0 0	5,000
	Total			11,132 14 5	14,410
Deduct :—			£ s d		
Chief Rents			6 2 0		10
Interest on Loans			369 3 6		369
" " 3½% Debenture Stock			621 5 0		621
" " 4% " " "			256 0 0		256
Percentage of Letterkenny Line Receipts			2,450 17 1		2,451
Treasury Moiety Carndonagh Line Surplus			594 5 1		596
" " Burtonport " "			1,861 15 11		1,851
	Total			6,159 8 7	6,154
	Balance after Payment of Fixed Charges			4,973 5 10	8,256
			£ s d		
Appropriation to Reserve and other Special purposes					
" General Renewal Fund					
" Depreciation of Investment			2,362 0 0	2,362 0 0	
	Total			2,611 5 10	8,256
			£ s d		
Dividends on County Guaranteed Stocks			400 0 0		400
" Preference Stock					2,481
	Total			400 0 0	2,881
Balance available for Dividends on Ordinary Stock				2,211 5 10	5,375
Details—					
(Dividend on Ordinary Stock		£			
(Balance carried forward to next year's Accounts		2,211 5 10			
		£2,211 5 10			

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

		£ s d	Year 1923.	Year 1922.
			£ s d	£
Balance available for Dividends, year 1923 (as per Account No. 9)			2,611 5 10	8,256
Deduct Interim Dividend paid on—				
4 per cent. County Guaranteed Stock at 2 per cent.	Half-year to 30th June,	{	200 0 0	200
Preference Stock			200 0 0	1,241
Ordinary Stock				1,258
Undivided Balance to 31st December, 1923, carried to Balance Sheet			2,411 5 10	5,557

	To Expenditure.		Year 1922.		Percentage of Traffic Receipts.		By Gross Receipts.		Year 1922.		Percentage of Traffic Receipts.	
	£	s d	£	s d	Per Cent. 30'30	Per Cent. 39'65	£	s d	£	s d	Per Cent.	Per Cent.
<i>See Abstracts</i>												
A—Maintenance and Renewal of Way and Works	17,165	14 6	23,589									
B—Maintenance and Renewal of Rolling Stock—												
(1) Locomotives	5,670	13 3	6,311		10'01	10'61	347	4 0	330			
(2) Carriages	2,605	2 10	4,000		4'60	6'72	1,367	5 11	1,569			
(3) Wagons	2,548	12 0	4,812		4'50	8'09	20,379	4 6	21,529			
C—Locomotive Running Expenses	18,743	0 11	15,123		19'11	25'42	243	19 11	23,428			
D—Traffic Expenses	21,690	18 4	21,007		33'09	29'64	296	13 2	259			
E—General Charges			38,638		38'29	35'32	1,005	18 9	345			
Law Charges			4,052		71'38	64'96			1,076			
Parliamentary Expenses			3,259	1 9	5'75	6'11						
Compensation (Accidents and Losses)—			Cr. 2 18 0	0		'36						
Passengers												
Workmen												
Damage and Loss of Goods, Property, etc.			43	15 9								
Rates			462	1 10								
Taxes			1,617	9 10	2'86	2'37						
Payments under National Insurance Act, 1911—			Cr. 746	12 2	1'32	3'41						
Health												
Unemployment			320									
H—Mileage, Demurrage, &c.—Balance, Dr.			544									
Total Expenditure	73,192	13 9	82,374		129'20	137'76						
Net Receipts	14,931	8 2	22,638									
	58,261	5 7	59,736									
<i>See Abstracts</i>												
Passenger Train Traffic—												
Ordinary Passengers—												
First Class												
Second Class												
Third Class												
Season Tickets—												
First Class												
Second Class												
Third Class												
Workmen's Tickets												
Total Receipts from Passengers	23,640	6 3	25,108									
Mails			954	6 5								
Parcels up to 2 cwt., Parcels Post, and Excess Luggage			3,772	6 10								
Other Merchandise by Passenger Train			1,855	19 2								
F—Less Expenses of Collection and Delivery			5,628	6 0								
Total Passenger Train Receipts	30,085	10 0	31,696		53'11	53'29						
Goods Train Traffic—												
Merchandise												
Expenses of Collection and Delivery												
Live Stock			20,861	5 10								
Coal, Coke, and Patent Fuel			2,855	16 0								
Other Minerals			2,146	4 1								
Total Goods Train Receipts	26,561	5 11	27,781		46'89	46'71						
Total Traffic Receipts	56,646	15 11	59,477		100'00	100'00						
H—Mileage, Demurrage, &c.												
Miscellaneous			1,614	9 8								
Net Receipts	58,261	5 7	59,736									

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

	£	s	d	£	s	d	Year 1922. £
Superintendence—							
Salaries ...	606	1	1				627
Office Expenses, etc. ...	55	1	6				44
				661	2	7	
Maintenance of Roads, Bridges, and Works—							
Earthworks ...	3	10	0				...
Bridges, Tunnels, Culverts, Retaining Walls, and Other Works ...	335	14	7				206
Roads and Fences ...	1,086	14	0				1,105
				1,425	18	7	
Maintenance of Permanent Way:—							
Renewal of Running Lines—							
Wages ...							1,275
Materials ...							1,476
Engine Power and Wagon Repairs ...							...
Repair of Running Lines and Sidings—							
Wages ...	9,539	17	4				10,585
Materials ...	3,631	9	8				5,433
Engine Power and Wagon Repairs ...							...
				13,171	7	0	
Maintenance of Signalling ...	382	10	0				369
Maintenance of Telegraph ...	313	7	6				250
Maintenance of Stations and Buildings—							
Stations, Depots, and Offices ...	1,035	1	7				1,666
Engine Sheds ...	8	15	9				178
Carriage Sheds ...	0	7	8				16
Locomotive Workshops ...	24	9	3				56
Carriage Workshops ...	6	8	11				9
Wagon Workshops ...	6	8	10				9
Other Buildings ...	129	16	10				285
				1,907	6	4	
Total ...				17,165	14	6	23,589

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1)—LOCOMOTIVES.

	£	s	d	£	s	d	Year 1922. £
Superintendence—							
Salaries ...	419	4	10				384
Office Expenses ...	23	19	9				34
				443	4	7	
Complete Renewals ...							...
Repairs and Partial Renewals—							
Wages ...	2,566	6	1				3,216
Materials ...	1,767	5	6				1,491
				4,333	11	7	
Purchase of New Locomotives ...							...
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant ...				893	17	1	1,186
Other Expenses ...							...
Total ...				5,570	13	3	6,311

(2)—CARRIAGES.

	£	s	d	£	s	d	Year 1922. £
Superintendence—							
Salaries ...	209	12	5				192
Office Expenses ...	10	7	4				15
				219	19	9	
Complete Renewals—							
Wages ...							...
Materials ...							...
Repairs and Partial Renewals—							
Wages ...	1,530	6	5				1,933
Materials ...	709	11	3				1,617
				2,239	17	8	
Purchase of New Carriages ...							...
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant ...				145	5	5	243
Other Expenses ...							...
Total ...				2,605	2	10	4,000

(3)—WAGONS.

	£	s	d	£	s	d	Year 1922. £
Superintendence—							
Salaries ...	209	12	5				192
Office Expenses ...	10	7	4				15
				219	19	9	
Complete Renewals—							
Wages ...							...
Materials ...							...
Repairs and Partial Renewals—							
Wages ...	1,288	19	11				1,962
Materials ...	894	7	0				2,401
				2,183	6	11	
Purchase of New Wagons ...							...
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant ...				145	5	4	242
Other Expenses ...							...
Total ...				2,548	12	0	4,812

ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	£	s	d	£	s	d	Year 1922.
							£
Superintendence—							
Salaries ...	235	10	1				198
Office Expenses ...							...
				235	10	1	198
Steam Train Working—							
Wages connected with the running of Locomotive Engines ...	7,563	11	10				6,849
Fuel ...	9,991	14	7				9,493
Water ...	134	6	2				340
Lubricants ...	224	15	7				254
Other Stores, including							
Clothing ...	592	1	8				497
Miscellaneous ...	1	1	0				...
				18,507	10	10	17,433
Total ...				18,743	0	11	17,631

ABSTRACT D.—TRAFFIC EXPENSES.

	£	s	d	£	s	d	Year 1922.
							£
Salaries and Wages—							
Superintendence ...	1,756	9	5				1,757
Station Masters and Clks. ...	8,839	8	10				8,754
Signalmen ...	318	14	10				301
Ticket Collectors, Porters, etc. ...	5,648	18	11				5,560
Guards ...	1,605	12	9				1,435
				18,169	4	9	17,807
Fuel, Lighting, Water and General Stores ...				478	5	7	508
Clothing ...				371	5	3	335
Printing, Advertising, Stationery, Stamps, and Tickets ...				1,105	4	9	832
Wagon Covers, etc. ...				194	11	2	180
Cleansing, Lubricating and Lighting of Vehicles ...				702	4	7	809
Shunting—Wages ...				440	6	0	272
“ Other Expenses ...				7	11	5	24
Railway Clearing House Expenses ...				113	16	6	123
Miscellaneous Expenses ...				108	8	4	67
Total ...				21,690	18	4	21,007

ABSTRACT E.—GENERAL CHARGES.

	£	s	d	Year 1922.
				£
Directors' Fees voted by Shareholders ...	473	13	4	548
Board of Trade Arbitrators (fees and expenses) ...				...
Auditors and Public Accountants (fees, clerkage and expenses) ...	67	11	2	55
Salaries of Secretary, General Manager, Accountant and Clerks ...	2,034	4	9	2,772
Office Expenses, ditto, ditto ...	353	6	5	486
Rating Expenses ...				...
Fire Insurance ...	91	2	5	78
Subscriptions and Donations ...	2	2	0	5
Miscellaneous Expenses ...	237	1	8	108
Total ...	3,259	1	9	4,052

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

	£	s	d	Year 1922.
				£
Salaries and Wages ...	191	13	8	198
Rent, Rates, and Taxes ...				...
Maintenance of Horses ...	40	0	0	28
Maintenance of Horse Vehicles ...				...
Amounts paid for Hired Cartage ...	1,597	15	6	1,981
Miscellaneous ...				...
	1,829	9	2	2,207
Amount charged to Passenger Train Traffic ...	137	8	8	224
Amount charged to Goods Traffic ...	1,692	0	6	1,981

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

	Year 1923.			Year 1922.		
	Receipts	Expenditure.	Balance.	Receipts.	Expenditure.	Balance (Debit).
	£	s	d	£	£	£
Mileage and Demurrage—						
Passenger Train Vehicles ...						
Goods Train Vehicles ...	15	19	1		3	3
Hire of—						
Passenger Train Vehicles ...						
Goods Train Vehicles ...						
Total ...	15	19	1		3	3

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.)

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

To Expenditure.	Year 1923.	Year 1922.	By Gross Receipts.	Year 1923.	Year 1922.
	£ s d	£		£ s d	£
Salaries and Wages ... ..	1,006 15 4	...	Passengers ... ..	256 15 7	
Fuel ... ..	183 6 10		Parcels ... ..	44 10 1	
Stores, Lubricants, Water, &c. ... ..	189 17 2		Mails ... ..	...	
Repairs ... ..	121 0 2		Merchandise ... ..	1,084 13 1	
Harbour, Pier, and Light Dues ... ..	10 19 9		Live Stock ... ..	14 0 0	
Miscellaneous ... ..	90 7 11		Miscellaneous ... ..	...	
Working Expenses ... ..	1,602 7 2	...			
Depreciation and Insurance ... ..	103 18 3				
Total Expenditure ... ..	1,706 5 5	...			
Balance ... .. <i>Loss</i> ... ..	306 6 8				
Total £	1,399 18 9	...	Total £	1,399 18 9	...

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.

	Year 1923.	Year 1922.		Year 1923.	Year 1922.
	£ s d	£		£ s d	£
To Bankers ... ..	12,090 7 11	...	By Capital Account, Balance at debit thereof, as per Account No. 4 ...	46,268 6 4	24,582
Ministry of Transport (Irish Settlement of Claims Act), 1921 ... ..	9,733 0 0	28,733	Cash at Bankers—Current Account ...	...	22,108
Amounts due to other Companies ... ..	6,691 12 11	4,367	Do. on Deposit ... ..	...	...
Do. Railway Clearing Houses ... ..	345 7 1	175	General Stores—Stock of Materials on hand ... ..	9,301 14 0	13,386
Sundry Outstanding Accounts ... ..	3,311 13 5	2,864	Traffic Accounts due to the Company ...	736 13 1	1,772
Accounts payable ... ..	3,240 14 11	1,807	Miscellaneous Accounts ... ..	1,146 17 2	1,756
Fire Insurance Fund ... ..	700 0 0	660	Funds Invested ... ..	9,614 16 9	11,977
General Renewal Fund ... ..	...	913	Amounts due by other Companies ... ..	94 13 8	116
Burtonport Extension Fund ... ..	...	6,314	Accounts Receivable ... ..	4,294 18 0	6,542
Reserve Funds ... ..	33,233 17 11	31,081	Amounts due by Railway Clearing House ... ..	300 1 0	238
Balance available for Dividend, &c., as per Account No. 9 £2,611 5 10		8,256			
Less Interim Dividends paid as per Account No. 9 (a) £200 0 0	2,411 5 10	2,699			
		5,558			
	71,758 0 0	82,472		71,758 0 0	82,472

## 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 1922.	
	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 the Company— Main and Principal Lines—	82 40	1 5	...	..	...	83 45	5 35	89 0	88 75	
Total ...	82 40	1 5	...	..	...	83 45	5 35	89 0	88 75	
<i>Ditto, Year 1922</i> ...	82 40	1 40	...	..	..	84 0	4 75	88 75	88 75	
Lines Leased or Worked— Letterkenny Railway, Farland to Letterkenny ...	16 40	0 25	...	..	...	16 65	1 40	18 25	18 25	
Grand Total ...	99 0	1 30	...	..	..	100 30	6 75	107 25	107 20	
<i>Ditto, Year 1922</i> ...	99 0	1 65	...	..	...	100 65	6 35	107 20	107 20	

## (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 ...	0 28	...	...	...	0 28
Total ...	0 28	...	...	...	0 28
<i>Total, Year 1922</i> ...	0 28	...	...	...	0 28

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

	Year 1923.	Year 1922.
	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





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

Description.	Number.	Year 1922.
Goods and Parcels Road Vehicles—		
Horse Wagons and Carts	1	1
Horses for Road Vehicles	1	1

## IV.—STEAMBOATS.

	Number.	Total Horse Power.	Total Registered Tonnage.
Steam and Motor Boats of 250 tons net and under	3	380	70
Grand Total	3	380	70
Do. Year 1922	...	...	...

## V.—CANALS.

## VI.—DOCKS, HARBOURS, AND WHARVES.

## VII.—HOTELS.

(Not applicable to this Company.)

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

Land	Acreage.	Year 1922.
Agricultural Land	...	...
Urban and Suburban Land	...	...
Houses.	Number.	
Labouring Class Dwellings	<i>Nil.</i>	<i>Nil.</i>
Houses and Cottages for Company's Servants	76	76
Other Houses and Cottages	1	1

## IX.—OTHER INDUSTRIES (IF ANY).

(Not applicable to this Company.)

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

								Year 1923.	Year 1922
Quantities of Principal Materials used—									
Ballast	...	...	...	...	...	...	1,889 C. Yds.	3,186 C. Yds.	
Fencing	...	...	...	...	...	...	7 Miles	7 Miles	
Rails	...	...	...	...	...	...	152 Tons	137 Tons	
Sleepers	...	...	...	...	...	...	6,197	8,282	
Miles Maintained—								M.	C.
Miles of Road	...	...	...	...	...	...	99	0	
Miles of Road reduced to Single Track—								M.	C.
(a) Running Lines	...	...	...	...	...	...	100	30	
(b) Sidings	...	...	...	...	...	...	6	75	
Miles of Track renewed	...	...	...	...	...	...	...	4.2	

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

				In Company's Workshops.	By Contract.	TOTAL.	Year 1922. TOTAL.
Locomotives Renewed	...	...	...	..		...	...
Locomotives Repaired—							
Heavy Repairs	...	...	...	6		6	7
Light	..	...	...	3		3	1
Locomotives under or awaiting Repair at end of year	...	...	...	2		2	4
Coaching Vehicles—							
(a) Carriages Renewed	...	...	...	...		...	...
Carriages Repaired—							
Heavy Repairs	...	...	...	7		7	12
Light	..	...	...	37		37	33
Carriages under or awaiting Repair at end of year	...	...	...	6		6	5
(b) Others Renewed	...	...	...	...		...	...
Others Repaired—							
Heavy Repairs	...	...	...	1		1	...
Light	..	...	...	3		3	8
Others under or awaiting Repairs at end of year	...	...	...	...		...	...
Wagons completely Renewed	...	...	...	...		...	...
Wagons partially Renewed	...	...	...	14		...	15
Wagons Repaired—							
Heavy Repairs	..	...	...	14		28	41
Light	..	...	...	85		85	70
Wagons under or awaiting Repair at end of year	...	...	...	11		11	16

XII.—ENGINE MILEAGE.

	Year 1922.																			
	Train Miles. (Loaded Trains.)			Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.)			Train Miles. (Loaded Trains.)			Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey.)			Other Miles, (Assist- ing, Light, &c.)	TOTAL ENGINE MILES.						
	Coach- ing.	Goods.	Total.	Coach- ing.	Goods.	Total.	Coach- ing.	Goods.	Total.	Coach- ing.	Goods.	Total.								
															Coach- ing.	Goods.	Shunting Miles.			
A.—MILES RUN IN RELATION TO THE COMPANY'S RECEIPTS—																				
Over the Company's System by the Company's Engines ...	115,769	105,687	221,456	116,267	105,961	222,228	11,001	22,337	4,936	260,502	102,500	93,423	195,923	103,446	93,555	196,981	15,475	15,463	4,532	232,451
TOTAL ...	115,769	105,687	221,456	116,267	105,961	222,228	11,001	22,337	4,936	260,502	102,500	93,423	195,923	103,446	93,555	196,981	15,475	15,463	4,532	232,451
B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE—																				
By the Company's Engines over Lines owned, leased, or worked by the Company ...	115,769	105,687	221,456	116,267	105,961	222,228	11,001	22,337	4,936	260,502	102,500	93,423	195,923	103,446	93,555	196,981	15,475	15,463	4,532	232,451
TOTAL ...	115,769	105,687	221,456	116,267	105,961	222,228	11,001	22,337	4,936	260,502	102,500	93,423	195,923	103,446	93,555	196,981	15,475	15,463	4,532	232,451
C.—MILES RUN BY THE COMPANY'S ENGINES																				
Over Lines owned, leased, or worked by the Company ...	115,769	105,687	221,456	116,267	105,961	222,228	11,001	22,337	5,781	261,347	102,500	93,423	195,923	103,446	93,555	196,981	15,475	15,463	7,312	235,231
TOTAL ...	115,769	105,687	221,456	116,267	105,961	222,228	11,001	22,337	5,781	261,347	102,500	93,423	195,923	103,446	93,555	196,981	15,475	15,463	7,312	235,231



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 good working order and repair.

R. B. NEWELL, *Engineer.*

PENNYBURN,  
5th February, 1924.

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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, Marine Engines, and Steam and Motor Vessels have, during the past year, been maintained in good working order and repair.

W. NAPIER, *Locomotive Superintendent.*

PENNYBURN,  
8th February, 1924.

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(SIGNED FOR BOARD OF DIRECTORS)

J. BRICE MULLIN,  
*Chairman of the Company.*

H. HUNT,  
*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.

J. HAROLD PIM,  
R. STANLEY STOKES, } *Auditors,*  
*Chartered Accountants.*

DUBLIN,  
14th February, 1924.

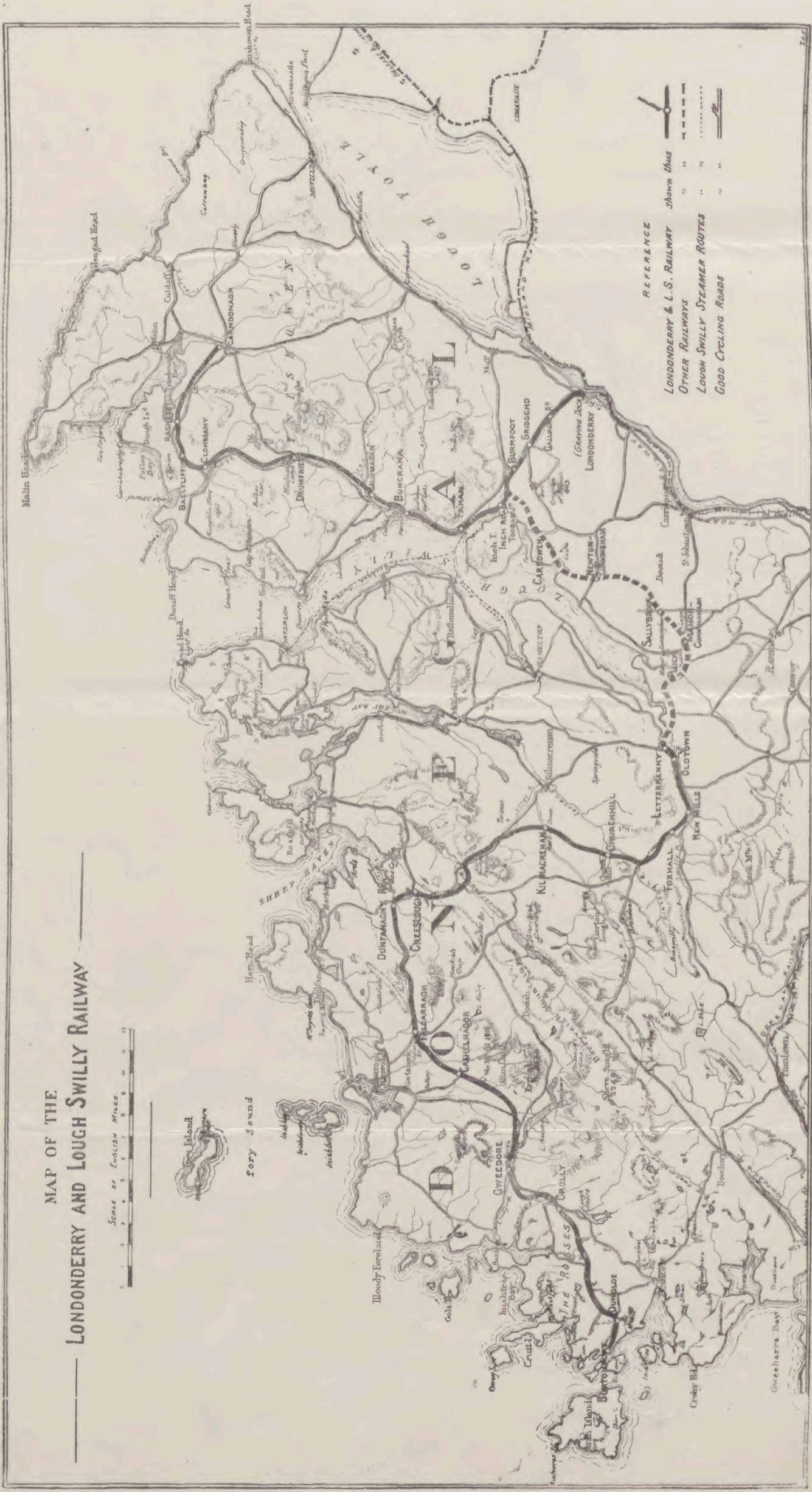


# MAP OF THE LONDONDERRY AND LOUGH SWILLY RAILWAY


SCALE OF ENGLISH MILES  
0 1 2 3 4 5 6 7 8 9 10 11





Fory Sound




REFERENCE

LONDONDERRY & L.S. RAILWAY shown thus 

OTHER RAILWAYS " " 

LOUGH SWILLY STEAMER ROUTES " " 

GOOD CYCLING ROADS " " 

© 1924 L. & L.S.R.

Londonderry and Lough Swilly  
Railway Company.

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## REPORT OF THE DIRECTORS

AND

## STATEMENT OF ACCOUNTS

Year ended 31st December, 1923.

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(COPY OF ADVERTISEMENT.)

Londonderry and Lough Swilly Railway Company.

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**N**OTICE is hereby given that the next Ordinary Annual 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 FRIDAY, the 29th day of FEBRUARY, 1924, at TWELVE o'clock Noon, to receive a Report from the Directors and Statement of Accounts for the year ended 31st December, 1923, for the Election of Directors and Auditors, for the declaration of Dividends, and for the transaction of the General Business of the Company.

The Transfer Books will be closed from the 16th February to the 29th February, both days inclusive.

Dated this 11th day of February, 1924.

H. HUNT,  
*Secretary of the Company.*

Pennyburn,  
Londonderry.



LONDON MIDLAND AND SCOTTISH RAILWAY  
COMPANY

NORTHERN COUNTIES COMMITTEE.

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FINANCIAL ACCOUNTS

AND

STATISTICAL RETURNS

FOR YEAR ENDED

31ST DECEMBER, 1923.

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MEMBERS OF COMMITTEE.

CHAIRMAN—MAJOR JOHN A. W. O. TORRENS, Moylena, Muckamore, Co. Antrim.

CHARLES BOOTH, Elmhurst, Aigburth, Liverpool.

ARCHIBALD F. COOKE, Government House, Londonderry.

OGILVIE B. GRAHAM, Larchfield, Lisburn, Co. Antrim.

MAJOR THE RT. HON. VISCOUNT MASSEREENE AND FERRARD, D.S.O., Antrim Castle, Antrim.

ALFRED H. WIGGIN, Bordesley Hall, Alvechurch, near Birmingham.

FRANK TATLOW, C.B.E., Duffield, Derby.

# LONDON MIDLAND AND SCOTTISH RAILWAY COMPANY

## NORTHERN COUNTIES COMMITTEE.

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### Financial Accounts and Statistical Returns for Year Ended 31st December, 1923.

NOTE.—The Capital and Revenue transactions relating to the Committee's share in the Larne and Stranraer Steamers have been withdrawn from the Accounts for the current year, consequent upon the amalgamation of the constituent Companies interested in the Joint Committee which managed the undertaking. All the accounting transactions have been transferred to the head office of the L. M. S. Railway.

- 
- 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 London Midland and Scottish Railway Company under the Midland Railway (Belfast and Northern Counties Purchase) Act, 1903 and the Railways Act, 1921.

Dr.

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

Cr.

To Expenditure	Amount expended to 31st Dec. 1922.	Amount expended during year, as per No. 5.	Total.	By Receipts.	Total.
	£ s. d.	£ s. d.	£ s. d.		£ s. d.
Lines open for Traffic .....	2,619,317 14 11	<i>Cr.</i> 361 7 7	2,618,956 7 4	London Midland and Scottish Railway Company	
Lines not open for Traffic.....	2,634 1 1	888 16 5	3,522 17 6	to 31st December, 1922.....	3,460,238 15 8
Lines jointly owned.....	1,475 11 8	..	1,475 11 8	Year 1923 .....	<i>Cr.</i> 4,157 5 9
Rolling Stock.....	551,966 15 10	16,825 5 5	568,792 1 3		
Manufacturing and Repairing Works and Plant—					
Land and Buildings.....	33,906 6 4	..	33,906 6 4		
Plant and Machinery .....	14,001 14 5	..	14,001 14 5		
Total Capital expended upon Railway .....	3,223,302 4 3	17,352 14 3	3,240,654 18 6		
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.....	5,616 3 6	..	5,616 3 6		
Steamboats.....	21,510 0 0	<i>Cr.</i> 21,510 0 0	..		
Hotels.....	116,736 5 7	..	116,736 5 7		
Land, Property, etc., not forming part of the Railway or Stations—					
Not used in connection with Railway working.....	29,001 16 7	..	29,001 16 7		
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		
TOTAL EXPENDITURE.....£	3,460,238 15 8	<i>Cr.</i> 4,157 5 9	3,456,081 9 11	TOTAL RECEIPTS .....	£ 3,456,081 9 11

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, 1923.

	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 at Maghera .....	Cr. 4 0 0	..	..	Cr. 4 0 0
Additional Station and Siding Accommodation, etc. :—				
Coleraine—Resignalling .....	..	136 4 8	..	136 4 8
Cookstown—Resignalling .....	..	Cr. 9 9 9	..	Cr. 9 9 9
Works displaced .....	..	Cr. 484 2 6	..	Cr. 484 2 6
Lines belonging to the Company not open for Traffic :—				
Coleraine Deviation .....	..	888 16 5	..	888 16 5
				527 8 10
Rolling Stock :—				
Three. 0—6—0 Goods Locomotives .....				16,825 5 5
Total Capital expended upon Railway .....				17,352 14 3
Steamboats :—				
Larne and Stranraer Steamships .....				Cr. 21,510 0 0
Total Capital Expenditure for the year .....				Cr. £ 4,157 5 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 Dec., 1924.	Subsequently until completion.	Total.
£	Lines belonging to the Company open for Traffic :— Additional Station and Siding Accommodation, etc. :—	£	£	£
136	Coleraine—Resignalling .....	8	..	8
..	Limavady .....	..	536	536
..	Rathkenny .....	..	180	180
Lines belonging to the Company not open for Traffic :—				
3,522	Coleraine Deviation .....	100	..	100
Land, Property, &c., not forming part of the Railway or Stations—Not used in connection with Railway Working :—				
..	Draperstown .....	..	1,800	1,800
Total .....		108	2,516	2,624

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 Statement.		Gross Receipts.	Expenditure.	Net Receipts.	Year 1922.		
					Gross Receipts.	Expenditure.	Net Receipts.
		£ s. d.	£ s. d.	£ s. d.	£	£	£
10	Railway .....	720,323 2 4	606,841 12 7	113,481 9 9	719,455	652,930	66,525
11	Omnibuses and other Passenger Vehicles not running on the Railway.....	71 3 3	1,381 18 0	Dr. 1,310 14 9	1,039	2,557	Dr. 1,518
12	Steamboats .....	..	..	..	10,476	12,653	Dr. 2,177
15	Hotels, and Refreshment Rooms and Cars where Catering is carried on by the Company .....	48,067 7 8	43,366 18 1	4,700 9 7	40,192	40,591	Dr. 399
	<b>TOTAL.....</b>	<b>768,461 13 3</b>	<b>651,590 8 8</b>	<b>116,871 4 7</b>	<b>771,162</b>	<b>708,731</b>	<b>62,431</b>
<b>MISCELLANEOUS RECEIPTS (Net)—</b>							
	Rents from Houses and Lands .....			1,234 6 11			825
	Other Rents .....			1,676 17 5			1,640
	Interest on Investment in Larne and Stranraer Steamship Joint Committee .....			..			860
	General Interest .....			2,384 17 5			1,406
	Tolls on Belfast Central Railway per Great Northern Railway Company (Ireland) .....			1,782 3 5			1,855
	Proportion of Guaranteeing Companies' contributions towards loss in working Larne and Stranraer Steamers—less Interest on Subscribed Capital .....			..			2,177
	<b>TOTAL NET INCOME .....</b>			<b>£ 123,949 9 9</b>			<b>71,194</b>

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

			Year 1922.
	£	s. d.	£
Net Income (as per Statement No. 8) .....	123,949	9 9	71,194
Appropriation from Reserve .....	..	..	20,000
<b>TOTAL.....</b>	<b>123,949</b>	<b>9 9</b>	<b>91,194</b>
<b>Deduct—Interest, Rentals and other Fixed Charges—</b>			
Interest on Superannuation and other Funds .....	44	13 6	49
Chief Rents, Wayleaves, &c.....	1,393	15 3	1,409
Interest on Temporary Loans .....	39	4 0	39
			<b>1,477 12 9</b>
Amount available for payment of Interest on Capital after payment of Fixed Charges .....	122,471	17 0	89,697
Amount appropriated for Interest on Capital invested in the undertaking.....	122,471	17 0	89,697

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

Not applicable to this Committee.



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

		£ s. d.		£ s. d.		Year 1922.
						£
Superintendence—						
Salaries .....		4,571	7 5			4,290
Office Expenses, &c. ....		561	0 1			726
				5,132 7 6		
Maintenance of Roads, Bridges and Works—						
Earthworks .....		750	2 6			4,625
Bridges, Tunnels, Culverts, Retaining Walls and other Works .....		22,896	17 1			42,953
Roads and Fences .....		6,898	1 8			10,019
				30,545 1 3		
Maintenance of Permanent Way—						
Renewal of Running Lines—		£ s. d.				
Wages .....		5,057	10 4			5,307
Materials .....		17,623	14 6			26,573
Engine Power and Wagon Repairs .....		420	0 10			284
Repair of Running Lines and Sidings—				23,101 5 8		
Wages .....		51,139	1 6			50,463
Materials .....		14,986	14 3			10,091
Engine Power and Wagon Repairs .....		1,161	15 4			1,083
				67,287 11 1		
				10,417 9 10		90,388 16 9
Maintenance of Signalling .....						8,199
Maintenance of Telegraphs .....				1,431 1 11		1,741
				11,848 11 9		
Maintenance of Stations and Buildings—						
Stations, Depôts and Offices .....		13,138	17 9			12,739
Engine Sheds .....		882	2 2			1,196
Carriage Sheds .....		298	4 9			444
Locomotive Workshops .....		598	14 9			563
Carriage Workshops .....		75	10 5			224
Wagon Workshops .....		23	17 7			46
Other Buildings .....		366	18 5			423
				15,384 5 10		
				153,299 3 1		181,989
Transfer from Railway Depreciation Fund and Suspense Account .....				Cr. 18,775 18 9		Cr. 23,463
TOTAL .....		£		134,523 4 4		158,526

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

## (1) Locomotives.

## (2) Carriages.

(1) Locomotives.				(2) Carriages.			
		Year 1922.				Year 1922.	
		£				£	
Superintendence—				Superintendence—			
Salaries .....	£ s. d.	£ s. d.	£	Salaries .....	£ s. d.	£ s. d.	£
Office Expenses .....	1,436 11 7		1,452	Office Expenses .....	718 5 10		726
			128				64
		1,560 10 2				780 5 1	
Complete Renewals—				Complete Renewals—			
Wages .....	Cr. 30 17 10		3,992	Wages .....	47 18 9		13
Materials .....	Cr. 170 19 10		7,406	Materials .....	564 7 10		232
		Cr. 201 17 8				612 6 7	
Repairs and Partial Renewals—				Repairs and Partial Renewals—			
Wages .....	13,933 4 11		16,038	Wages .....	11,655 11 0		11,976
Materials .....	13,536 0 9		11,209	Materials .....	6,506 1 10		8,817
						18,161 12 10	
		27,469 5 8		Workshop Expenses—			
Workshop Expenses—				Repairs and Renewals of			
Repairs and Renewals of				Machinery and Plant .....	303 17 7		203
Machinery and Plant .....	607 15 6		659	Other Expenses .....	2,090 8 6		1,925
Other Expenses .....	4,140 16 3		6,260			2,394 6 1	
		4,748 11 9				21,948 10 7	23,956
				Transfer to Railway Depreciation Fund .....		6,887 13 5	5,000
		33,576 9 11	47,144				
Transfer to Railway Depreciation Fund .....		3,655 18 10	..	TOTAL .....		£	28,836 4 0
							28,956
		37,232 8 9	47,144				
Add—Engine Power supplied to and by the							
Company (balance) .....		461 5 9	158				
TOTAL .....		£	37,693 14 6				
			47,302				

## (3) Wagons.

		Year 1922.	
		£	
Superintendence—			
Salaries .....	£ s. d.	£ s. d.	£
Office Expenses .....	718 5 9		726
			64
		780 5 0	
Complete Renewals—			
Wages .....	719 8 0		262
Materials .....	11,465 12 8		4,929
Repairs and Partial Renewals—			
Wages .....	7,775 8 10		8,844
Materials .....	2,667 12 1		11,617
Workshop Expenses—			
Repairs and Renewals of Machinery and Plant .....	303 17 10		203
Other Expenses .....	2,070 8 1		1,925
		2,374 5 11	
		25,782 12 6	28,570
Transfer to or from Railway Depreciation Fund .....		Cr. 3,485 0 8	Dr. 2,300
TOTAL .....		£	22,297 11 10
			30,870

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

	£ s. d.		Year 1922.	
	£	s. d.	£	Year 1922. £
Superintendence—				
Salaries .....	2,873	3 1		2,905
Office Expenses .....	247	17 0		255
			3,121	0 1
Steam Train Working—				
Wages connected with the Running of Locomotive Engines	59,120	18 7		58,724
Fuel .....	66,954	11 1		61,745
Water .....	2,667	18 7		2,415
Lubricants .....	1,856	14 6		2,104
Other Stores, including Clothing	701	3 6		990
Miscellaneous .....	4,064	18 0		4,500
			135,366	4 3
			138,487	4 4
				133,638
Add.—Engine Power supplied to and by the Company (balance) .....			1,825	10 9
				636
<b>TOTAL</b> .....	£		140,312	15 1
				134,274

**ABSTRACT D.—TRAFFIC EXPENSES.**

	£ s. d.		Year 1922.	
	£	s. d.	£	Year 1922. £
Salaries and Wages—				
Superintendence .....	10,028	5 4		11,010
Station Masters and Clerks ....	53,034	17 2		53,210
Signalmen and Gatemen .....	16,707	14 7		16,696
Ticket Collectors, Policemen, Porters, &c. ....	60,669	10 3		64,321
Guards .....	10,860	18 10		10,313
			151,301	6 2
Fuel, Lighting, Water and General Stores .....	8,232	5 1		8,574
Clothing .....	2,718	13 2		2,543
Printing, Advertising, Stationery, Stamps and Tickets .....	7,273	8 5		6,697
Wagon Covers, &c. ....	2,114	5 10		2,659
Expenses of Joint Stations and Junctions .....	Cr. 250	0 0	Cr. 280	Cr. 280
Cleansing, Lubricating and Lighting of Vehicles	4,596	16 7		4,980
Shunting Expenses (other than Mechanical)—				
Wages .....	8,044	6 5		8,274
Other Expenses .....	788	18 9		879
			8,833	5 2
Working of Stationary Engines, Hoists, Cranes, &c.	2,714	0 9		2,884
Railway Clearing House Expenses .....	2,051	13 10		1,904
Miscellaneous Expenses .....	813	6 0		1,013
<b>TOTAL</b> .....	£		190,399	1 0
				195,677

**ABSTRACT E.—GENERAL CHARGES.**

	£ s. d.		Year 1922.	
	£	s. d.	£	Year 1922. £
Directors' Fees .....	1,200	0 0		1,200
Auditors and Public Accountants .....	245	0 0		245
Salaries of Secretary and Manager, Accountant and Clerks .....	11,637	7 11		9,517
Office Expenses..... ditto..... ditto.....	1,431	5 2		1,545
Rating Expenses .....	..	..		308
Superannuation and Benevolent Funds, Pensions, &c. ....	12,133	4 11		12,858
Subscriptions and Donations .....	118	10 0		160
Miscellaneous Expenses .....	1,567	7 11		2,139
<b>TOTAL</b> .....	£		28,332	15 11
				27,972

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

	£ s. d.		Year 1922.	
	£	s. d.	£	Year 1922. £
Salaries and Wages .....	14,975	2 10		15,131
Rent, Rates and Taxes .....	35	0 0		35
Maintenance of Horses.....	5,282	12 5		7,071
Maintenance of Horse Vehicles .....	807	7 3		987
Maintenance of Motors .....	55	10 11		..
Amounts paid for Hired Cartage .....	5,613	9 2		5,733
Miscellaneous.....	327	15 7		278
			27,096	18 2
<i>Deduct</i> :—Cartage performed for other Railway Companies .....	7,585	11 4		7,306
<b>TOTAL</b> .....	£		19,511	6 10
				21,929
Amount charged to Passenger Train Traffic....	3,402	15 9		3,069
Amount charged to Goods Train Traffic .....	16,108	11 1		18,860

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

Not applicable to this Committee.

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

				Year 1922.		
	Receipts.	Expenditure.	Balance.	Receipts.	Expenditure.	Balance.
	£ s. d.	£ s. d.	£ s. d.	£	£	£
Mileage and Demurrage—						
Passenger Train Vehicles.....	79	6 10	162	9 5	Dr. 83	2 7
Goods Train Vehicles .....	1,496	11 11	505	13 4	741	348
Hire of—						
Passenger Train Vehicles.....	..	..	445	0 0	..	341
Goods Train Vehicles .....	170	8 0	1,014	3 1	142	868
<b>TOTAL</b> .....	£		1,746	6 9	2,127	5 10
					380	19 1
				901	1,578	Dr. 677



**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.**

<i>Dr.</i>			<i>Cr.</i>		
To Expenditure.		Year 1922.	By Gross Receipts.		Year 1922.
	£ s. d.	£		£ s. d.	£
Maintenance of Horses.....	295 16 0	400	Passengers .....	71 3 3	793
Maintenance of Horse Vehicles .....	5 3 7	24	Parcels and Mails.....	..	246
Maintenance of Motors .....	..	63	Total Receipts .....	71 3 3	1,039
Maintenance of Buildings .....	..	2	Balance .....	1,310 14 9	1,518
Traffic Expenses .....	277 0 5	1,073			
Miscellaneous.....	10 0	192			
	578 10 0	1,754			
Transfer to Depreciation Fund .....	803 8 0	803			
<b>TOTAL.....</b>	<b>£ 1,381 18 0</b>	<b>2,557</b>	<b>TOTAL .....</b>	<b>£ 1,381 18 0</b>	<b>2,557</b>

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

<i>Dr.</i>			<i>Cr.</i>		
To Expenditure.		Year 1922.	By Gross Receipts.		Year 1922.
	£ s. d.	£		£ s. d.	£
Salaries and Wages .....	..	4,340	Passengers .....	..	3,681
Fuel.....	..	3,336	Parcels .....	..	1,865
Stores, Lubricants, Water, &c. ....	..	366	Mails .....	..	2,622
Repairs .....	..	349	Merchandise .....	..	483
Harbour, Pier, and Light Dues .....	..	747	Live Stock .....	..	1,825
Miscellaneous .....	..	1,745	Total Receipts .....	..	10,476
Working Expenses .....	..	10,883	Balance .....	..	2,177
Depreciation .....	..	1,770			
<b>TOTAL ..</b>	<b>..</b>	<b>12,653</b>	<b>TOTAL .....</b>	<b>..</b>	<b>12,653</b>

**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.			By Gross Receipts.		
	Year 1922.			Year 1922.	
	£	s. d.	£	£	s. d.
Salaries and Wages .....	7,239	12 10	6,750	Total Receipts from Hotels and from Sale of Provisions, &c., in Refreshment Rooms and Cars .....	
Provisions, Wines and Spirits consumed .....	25,319	1 2	23,524	48,067	7 8
Repairs and Maintenance of Hotels and Refreshment Rooms, and of Fittings, Furniture, &c., of Refreshment Cars .....	3,618	2 8	3,313	Balance .....	
Heating and Lighting of Hotels and Refreshment Rooms .....	2,539	3 2	2,568	..	399
Rents .....	14	14 4	15		
Rates .....	891	12 5	955		
Taxes .....	329	5 2	253		
Miscellaneous .....	3,149	19 4	2,935		
Total Expenditure .....	43,101	11 1	40,313		
Transfer to Depreciation Fund.....	265	7 0	278		
	43,366	18 1	40,591		
BALANCE .....	4,700	9 7	..		
TOTAL .....	£ 48,067	7 8	40,591	TOTAL.....£	48,067 7 8 40,591

**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 1922.			Year 1922.	
	£	s. d.	£	£	s. d.
To Temporary Loans.....	980	0 0	980	By Cash at Bankers and in hand .....	
Amount due to Railway Companies and Committees .....	1,014	12 9	5,425	52,186	12 1
Amount due to Railway Clearing Houses ..	10,039	17 9	8,465	Investment in Government Securities .....	
Superannuation and other Provident Funds	24,267	8 1	22,116	..	29,945
Accounts Payable.....	38,146	19 4	34,471	Stock of Stores and Materials.....	
Liabilities Accrued .....	2,337	13 9	3,338	111,042	16 5
Miscellaneous Accounts .....	30,955	6 9	31,442	Outstanding Traffic Accounts .....	
Compensation Payable under Irish Railways (Settlement of Claims) Act, 1921 .....	..	..	251,930	21,399	5 7
Redemption of Lease .....	472	9 4	447	Amount due by Railway Companies and Committees .....	
Depreciation Funds :—				125	0 1
Railway (including Arrears of Maintenance)	387,465	13 2	140,797	Amount due by Postmaster General.....	
Steamboats (including Insurance Fund)	..	..	38,350	3,908	16 9
Hotels.....	3,299	10 10	3,034	Accounts Receivable.....	
	£ 498,979	11 9	540,795	9,417	1 3
				Miscellaneous Accounts .....	
				33,559	15 1
				London Midland and Scottish Railway Co.	
				236,631	11 2
				Portrush Harbour Company—	
				Tramway Loan Account .....	
				1,593	13 4
				Coleraine Deviation—Suspense Account ...	
				29,115	0 0
				Amount due by Government—Irish Railways (Settlement of Claims) Act, 1921 .....	
				..	127,541
				£ 498,979	11 9
				540,795	540,795

## 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 1922.	
	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.
<b>LINES OWNED BY COMPANY:—</b>										
<b>MAIN AND PRINCIPAL LINES—</b>										
<b>Broad Gauge:</b>										
Belfast to Londonderry .....	95 18	36 45	0 68	0 32	0 20	133 23	28 65	162 8	162 8	
Greenisland to Larne Harbour .....	17 47	4 37	0 47	0 9	0 1	22 61	5 44	28 25	28 25	
Cookstown Line .....	28 70	0 68	—	—	—	29 58	5 45	35 23	35 23	
Portrush Branch .....	5 72	0 50	0 14	—	—	6 56	1 38	8 14	8 14	
<b>Narrow Gauge:</b>										
Larne Harbour to Retreat .....	41 44	0 34	—	—	—	41 78	7 63	49 61	49 61	
Londonderry to Strabane .....	14 22	0 26	—	—	—	14 48	1 35	16 3	16 3	
<b>TOTAL OF MAIN AND PRINCIPAL LINES</b> ....	<b>203 33</b>	<b>43 20</b>	<b>1 49</b>	<b>0 41</b>	<b>0 21</b>	<b>249 4</b>	<b>50 50</b>	<b>299 54</b>	<b>299 54</b>	
<b>MINOR AND BRANCH LINES—</b>										
<b>Broad Gauge:</b>										
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	
<b>Narrow Gauge:</b>										
Doagh Branch .....	5 78	—	—	—	—	5 78	1 25	7 23	7 23	
Portstewart Tramway .....	1 67	0 10	—	—	—	1 77	0 3	2 0	2 0	
<b>TOTAL</b> .....	<b>265 10</b>	<b>44 35</b>	<b>1 49</b>	<b>0 41</b>	<b>0 21</b>	<b>311 76</b>	<b>57 61</b>	<b>369 57</b>	<b>369 57</b>	
<b>LINES JOINTLY OWNED (COMPANY'S SHARE OF OWNERSHIP):—</b>										
<b>Broad Gauge:</b>										
Portrush Harbour Tramway .....	0 16	—	—	—	—	0 16	0 6	0 22	0 22	
<b>GRAND TOTAL</b> .....	<b>265 26</b>	<b>44 35</b>	<b>1 49</b>	<b>0 41</b>	<b>0 21</b>	<b>312 12</b>	<b>57 67</b>	<b>369 79</b>	<b>369 79</b>	
<i>Ditto. Year 1922</i> .....	<i>265 26</i>	<i>44 35</i>	<i>1 49</i>	<i>0 41</i>	<i>0 21</i>	<i>312 12</i>	<i>57 67</i>	<i>369 79</i>	<i>369 79</i>	

### (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>					
<b>New Lines—</b>					
Coleraine Deviation .....	0 54	..	..	0 54	..
<i>Ditto. Year 1922</i> .....	<i>0 54</i>	<i>..</i>	<i>..</i>	<i>0 54</i>	<i>..</i>

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

	Year 1922.	
	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>
<i>Add—Lines over which the Company exercises Running Powers occasionally</i> .....	<i>4 51</i>	<i>4 51</i>
<b>TOTAL</b> .....	<b>257 50</b>	<b>257 50</b>

II.—ROLLING STOCK.

(A.)—Steam Locomotives and Tenders.

Description.	Number.	Year
		1922. Number.
<b>Tender Engines :—</b>		
2 — 4 — 0 .....	25	25
4 — 4 — 0 .....	24	24
0 — 6 — 0 .....	19	16
0 — 4 — 2 .....	1	1
<b>Tank Engines :—</b>		
2 — 4 — 0 .....	5	5
0 — 4 — 0 .....	5	5
0 — 4 — 2 .....	.	2
0 — 6 — 0 .....	3	3
2 — 6 — 0 .....	1	1
2 — 4 — 2 .....	6	6
	<b>89</b>	<b>88</b>
<b>Tenders .....</b>	<b>70</b>	<b>66</b>

(B.)—Rail Motor Vehicles.

(C.)—Trains Worked by Electric Power.

Not applicable to this Committee.

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

	Number	Seats or Berths.				Year 1922.	
		1st Class.	2nd Class.	3rd Class.	Total.	Number	Seats or Berths, Total.
<b>PASSENGER CARRIAGES.</b>							
Carriages of uniform class	139	248	100	6,657	7,005	142	7,121
Composite Carriages .....	75	1,037	1,299	852	3,238	76	3,255
Restaurant Cars .....	4	119	..	..	119	4	124
		1,454	1,399	7,509	10,362		10,500
<b>Total Passenger Carriages</b>	<b>218</b>					<b>222</b>	
<b>OTHER COACHING VEHICLES</b>							
Post Office Vans .....	3					3	
Luggage, Parcel and Brake Vans .....	39					39	
Carriage Trucks .....	8					8	
Horse Boxes .....	23					23	
Miscellaneous .....	81					81	
<b>Total other Coaching Vehicles .....</b>	<b>154</b>					<b>154</b>	
<b>TOTAL COACHING VEHICLES</b>	<b>372</b>					<b>376</b>	

(E.)—Merchandise and Mineral Vehicles.

	Number.	Year 1922. Number.
<b>Open Wagons—</b>		
Under 8 tons .....	393	393
8 and up to 12 tons .....	959	959
Over 12 and up to 20 tons .....	97	97
Over 20 tons (other than special) .....	6	6
<b>Covered Wagons—</b>		
Under 8 tons .....	178	196
8 and up to 12 tons .....	588	572
<b>Mineral Wagons—</b>		
Under 8 tons .....	89	89
8 and up to 12 tons .....	60	60
<b>Special Wagons (for loads of exceptional dimensions and weight) .....</b>		
	3	3
Cattle Trucks .....	29	29
Rail and Timber Trucks .....	52	52
Brake Vans .....	39	39
<b>TOTAL .....</b>	<b>2,493</b>	<b>2,495</b>

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

	Number.	Year 1922. Number.
Gasholder Trucks .....	3	3
Locomotive Coal Wagons .....	41	41
Ballast Wagons and Ballast Brake Vans .....	73	73
Mess and Tool Vans .....	3	3
Breakdown Cranes .....	1	1
Travelling Cranes .....	5	5
Sleeping and Mess Vans .....	2	2
Departmental Locomotive .....	1	1
Miscellaneous .....	3	3
<b>TOTAL .....</b>	<b>132</b>	<b>132</b>
<b>Horses for Shunting .....</b>	<b>3</b>	<b>3</b>

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	Date of Construction	Indicated Horse Power.	Registered Tonnage. Tons.
		1922.			
		Number.			
<b>Goods and Parcels Road Vehicles—</b>					
Road Motors for Goods and Parcels.....	1	..			
Horse Wagons and Carts.....	166	167			
Miscellaneous.....	3	3			
<b>TOTAL.....</b>	<b>170</b>	<b>170</b>			
<b>Passenger Road Vehicles—</b>					
Steamboats over 250 tons net* .....					
(Number)					
Total .. Year 1922					
Omnibuses—			2	13,500	1,389
Motor.....	3	3			
Horse.....	6	9			
Cabs .....	1	3			
Miscellaneous.....	1	1			
<b>TOTAL.....</b>	<b>11</b>	<b>15</b>			
Horses for Road Vehicles .....	85	92			

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.	Year 1922.	
			Acreage.	Acreage.
Northern Counties	Portrush	Agricultural Land .....	..	..
Midland Station	Belfast	Urban and Suburban Land .....	A. R. P. 7 2 19	A. R. P. 7 2 19
Laharna	Larne			
			Year 1922	
			Number.	Number
Houses.				
Houses and Cottages for Company's Servants.....			110	110
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 1922
Quantities of principal materials used—		
Ballast .....	4,704 Cubic Yards	3,417 Cubic Yards
Fencing .....	8 Miles	14 $\frac{3}{4}$ Miles
Rails .....	919 Tons	884 Tons
Sleepers .....	38,902 Number	19,818 Number
Miles maintained—		
Miles of Road.....	M. CH. 265 26	M. CH. 265 26
Miles of road reduced to single track—		
Running Lines .....	312 12	312 12
Sidings .....	58 8	58 8
Miles of Track renewed.....	6 70	6 50

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

	In Company's Workshops.	Year 1922.
	Number	Number.
Locomotives Renewed.....	..	2
Locomotives Repaired—		
Heavy repairs .....	35	30
Light „ .....	14	18
Locomotives under or awaiting repair at end of year.....	8	5
Coaching Vehicles—		
Carriages renewed .....	..	..
Carriages repaired—		
Heavy repairs .....	51	52
Light „ .....	377	263
Carriages under or awaiting repair at end of year .....	8	11
Others renewed .....	3	1
Others repaired—		
Heavy repairs .....	23	60
Light „ .....	188	133
Others under or awaiting repair at end of year .....	7	4
Wagons Renewed—		
Completely renewed .....	87	29
Partially „ .....	73	112
Wagons Repaired—		
Heavy repairs .....	78	88
Light „ .....	1,346	1,628
Wagons under or awaiting repair at end of year.....	34	37

## XII.—ENGINE MILEAGE.

Year 1922.

	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	Coaching	Goods	Coaching	Goods	Coaching	Goods	Coaching	Goods	Coaching	Goods	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.....	1,145,461	324,651	1,470,112	1,157,435	326,727	1,484,162	59,580	201,470	82,737	1,827,949	936,526	343,201	1,279,727	946,334	345,748	1,292,082	49,781	229,144	76,854	1,647,861		
Over the Company's System by other Companies' Engines.....	16,560	19,793	36,353	16,589	19,808	36,397	1,445	13,343	320	51,505	15,854	20,580	36,434	15,854	20,639	36,493	1,973	17,366	135	55,967		
<i>Add</i> —Company's proportion (according to ownership) of miles run on Joint Account over Joint Lines not included in Abstract J. ....	..	207	207	..	207	207	..	..	..	207	..	205	205	..	205	205	..	..	..	205		
<b>TOTAL.....</b>	<b>1,162,021</b>	<b>344,651</b>	<b>1,506,672</b>	<b>1,174,024</b>	<b>346,742</b>	<b>1,520,766</b>	<b>61,025</b>	<b>214,813</b>	<b>83,057</b>	<b>1,879,661</b>	<b>952,380</b>	<b>363,986</b>	<b>1,316,366</b>	<b>962,188</b>	<b>366,592</b>	<b>1,328,780</b>	<b>51,754</b>	<b>246,510</b>	<b>76,989</b>	<b>1,704,033</b>		
B—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE— By the Company's Engines over Lines owned, leased or worked by the Company .....	1,145,461	324,651	1,470,112	1,157,435	326,727	1,484,162	59,580	201,470	100,243	1,845,455	936,526	343,201	1,279,727	946,334	345,748	1,292,082	49,781	229,144	103,488	1,674,495		
By the Company's Engines over other Companies' Lines.....	..	5,641	5,641	..	5,641	5,641	..	32,760	..	38,401	..	5,694	5,694	..	5,694	5,694	..	32,550	..	38,244		
By other Companies' Engines over the Company's Lines .....	16,560	19,793	36,353	16,589	19,808	36,397	1,445	13,343	320	51,505	15,854	20,580	36,434	15,854	20,639	36,493	1,973	17,366	135	55,967		
<i>Add</i> —Company's proportion (according to ownership) of miles run on Joint Account over Joint Lines not included in Abstract J. ....	..	207	207	..	207	207	..	..	..	207	..	205	205	..	205	205	..	..	..	205		
<b>TOTAL.....</b>	<b>1,162,021</b>	<b>350,292</b>	<b>1,512,313</b>	<b>1,174,024</b>	<b>352,383</b>	<b>1,526,407</b>	<b>61,025</b>	<b>247,573</b>	<b>100,563</b>	<b>1,935,568</b>	<b>952,380</b>	<b>369,680</b>	<b>1,322,060</b>	<b>962,188</b>	<b>372,286</b>	<b>1,334,474</b>	<b>51,754</b>	<b>279,060</b>	<b>103,623</b>	<b>1,768,911</b>		
C—MILES RUN BY THE COMPANY'S ENGINES— (1) <i>Steam Tender and Tank Engines</i> — Over Lines owned, leased or worked by the Company.....	1,145,461	324,651	1,470,112	1,157,435	326,727	1,484,162	59,580	201,470	100,243	1,845,455	936,526	343,201	1,279,727	946,334	345,748	1,292,082	49,781	229,144	103,488	1,674,495		
Over all Joint Lines.....	..	414	414	..	414	414	..	..	..	414	..	410	410	..	410	410	..	..	..	410		
Over other Companies' Lines.....	..	6,616	6,616	..	6,616	6,616	..	32,760	..	39,376	..	6,657	6,657	..	6,657	6,657	..	32,550	..	39,207		
<b>TOTAL.....</b>	<b>1,145,461</b>	<b>331,681</b>	<b>1,477,142</b>	<b>1,157,435</b>	<b>338,757</b>	<b>1,491,192</b>	<b>59,580</b>	<b>234,230</b>	<b>100,243</b>	<b>1,885,245</b>	<b>936,526</b>	<b>350,268</b>	<b>1,286,794</b>	<b>946,334</b>	<b>352,815</b>	<b>1,299,149</b>	<b>49,781</b>	<b>261,694</b>	<b>103,488</b>	<b>1,714,112</b>		

## XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Number.	Receipts.	Average Fare per Passenger.	Number Originating on the Company's System.	Year 1922.			
					Number.	Receipts.	Average Fare per Passenger.	Number originating on the Company's System.
Ordinary—		£	s. d.			£	s. d.	
1st Class .....	54,426	12,865	4 8·73	47,746	36,350	11,656	6 4·96	32,081
2nd Class .....	88,295	16,871	3 9·86	86,807	74,762	15,945	4 3·19	74,621
3rd Class .....	2,890,936	231,482	1 7·22	2,822,537	2,370,146	208,403	1 9·10	2,315,964
Workmen.....	390,556	7,538	0 4·63	390,556	343,804	6,418	0 4·48	343,804
<b>Total.....</b>	<b>3,424,213</b>	<b>268,756</b>	<b>1 6·84</b>	<b>3,347,646</b>	<b>2,825,062</b>	<b>242,422</b>	<b>1 8·59</b>	<b>2,766,470</b>
Season—								
1st Class .....	201	4,491	—	201	219	4,598	—	219
2nd Class .....	394	7,077	—	394	449	7,690	—	449
3rd Class .....	2,381	31,946	—	2,381	2,436	32,596	—	2,436

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1922.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
	Tons	£	s. d.	Tons.	Tons	£	s. d.	Tons
Merchandise .....	374,276	219,859	11 8·98	348,014	401,911	252,061	12 6·52	368,016
Coal, Coke, and Patent Fuel.....	182,841	54,798	5 11·93	182,659	174,030	51,818	5 11·46	173,562
Other Minerals.....	129,256	27,045	4 2·22	128,367	99,076	22,940	4 7·57	98,222
<b>TOTAL.....</b>	<b>686,373</b>	<b>301,702</b>	<b>8 9·49</b>	<b>659,040</b>	<b>675,017</b>	<b>326,819</b>	<b>9 8·20</b>	<b>639,800</b>
	Number			Number originating on the Company's System.	Number			Number originating on the Company's System.
Live Stock .....	172,239	16,170	—	146,650	172,111	15,764	—	142,967

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

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

Originating on the Company's System.	Tons.	Year 1922	Originating on the Company's System.	Number.	Year 1922
		Tons.			Number.
Merchandise—					
Ale and Porter (including empties) .....	3,017	3,400	Horses .....	121	246
Bacon and Ham, Butter and Eggs .....	7,341	8,525	Cattle .....	88,484	82,188
Flour and Bran, Sharps, and other Flour Mill Offal .....	28,046	27,059	Calves .....	6,747	4,106
Grain .....	57,073	56,665	Sheep .....	47,985	56,026
Groceries (excluding Bacon, Hams and Butter) .....	7,446	9,044	Pigs .....	2,813	364
Manure .....	26,616	30,679	Miscellaneous .....	500	37
Oil Cake and Cattle Foods .....	11,993	10,050			
Potatoes .....	60,910	78,812			
Flax, Tow, Linen and Yarn .....	18,389	17,973			
Timber .....	10,687	10,407			
Coal, Coke, Patent Fuel, &c. ....	182,659	173,562			
Other Minerals—					
Brewers Grains .....	1,389	2,021			
Bricks, Common .....	8,302	5,082			
Iron Ore .....	15,746	11,443			
Sand .....	26,775	16,450			
Stone for Road Making Purposes .....	35,604	24,909			
<b>TOTAL .....</b>	<b>501,993</b>	<b>486,081</b>	<b>TOTAL .....</b>	<b>146,650</b>	<b>142,967</b>



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

	1914.	1915.	1916.	1917.	1918.	1919.	1920.	1921.	1922.	1923.
	£	£	£	£	£	£	£	£	£	£
Total Expenditure on Capital Account (No. 4)	3,428,004	3,433,327	3,437,033	3,437,558	3,436,677	3,442,293	3,450,349	3,455,057	3,460,239	3,456,081
Gross Receipts from Businesses carried on by the Company (No. 8).....	434,264	448,138	483,786	—	—	—	—	—	771,162	768,461
Revenue Expenditure on ditto (No. 8).....	303,870	315,984	361,371	—	—	—	—	—	708,731	651,590
Net Receipts of ditto (No. 8).....	130,394	132,154	122,415	136,227	129,974	132,458	130,581	88,291	62,431	116,871
Miscellaneous Receipts net (No. 8).....	7,813	7,160	8,196	7,898	12,649	12,302	13,269	11,080	8,763	7,078
Total Net Income (No. 8).....	138,207	139,314	130,611	144,125	142,623	144,760	143,850	99,371	71,194	123,949
Interest, Rentals and other Fixed Charges (No. 9).....	2,434	2,372	2,359	2,252	2,241	2,208	2,218	1,347	1,497	1,477
Appropriated for Interest on Capital.....	140,063	140,561	130,483	130,873	131,382	140,821	140,990	100,397	89,697	122,472
Surplus or Deficit.....	4,290	3,619	—	—	—	1,731	642	—	—	—
Appropriation to or from Reserve.....	—	—	—	11,000	9,000	—	—	—	20,000	—
Brought forward from previous year.....	10,140	5,850	2,231	—	—	—	1,731	2,373	—	—
Carried forward to next year.....	5,850	2,231	—	—	—	1,731	2,373	—	—	—

Examined and Approved,  
J. FREDK. GEE.

F. L. SMITH,  
Accountant of the Committee.

## Certificate Respecting the Permanent Way, &amp;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.

20th February, 1924.

W. K. WALLACE,  
Engineer.

## Certificate Respecting the Rolling Stock, &amp;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.

20th February, 1924.

W. K. WALLACE,  
Locomotive Engineer.

(Signed for the Committee)

JOHN A. TORRENS,  
Chairman of the Committee.

JAMES PEPPER,  
Secretary of the Committee.

## 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.

22nd February, 1924.

G. WALTER KNOX, F.C.A.,  
GERALD MARSH, } Auditors.



Larne Line Steamship Route

To Stranorlar

To Heysham

To Heysham

BELFAST

LOUGH NEAGH

COOKSTOWN

**L. M. S.**

**NORTHERN COUNTIES COMMITTEE.**

**REFERENCE.**

- LINES OWNED BY THE COMPANY
- LINES PARTLY OWNED BY THE COMPANY
- LINES LEASED OR WORKED JOINTLY
- LINES OVER WHICH THE COMPANY EXERCISES RUNNING POWERS CONTINUOUSLY



SCALE OF MILES.

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London Midland and Scottish  
Railway Company.  
(Northern Counties Committee)

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Financial Accounts

AND

Statistical Returns.

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YEAR 1923.

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Loughrea and Attymon Light Railway  
Company, Limited.

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# REPORT OF DIRECTORS

AND

# STATEMENT OF ACCOUNTS

FOR

SIX MONTHS ENDED 30TH APRIL, 1923.

TO BE

SUBMITTED TO THE PROPRIETORS

AT THE

## Sixty-eight Ordinary General Meeting

TO BE HELD AT THE

OFFICES OF THE COMPANY,

41, DAME STREET, DUBLIN,

ON FRIDAY, 25th APRIL, 1924,

AT 11 O'CLOCK, A.M.

Directors :

DAVID TELFORD, Esq., F.C.A., Northcote, Temple Gardens  
Dublin.

WILFRED FITZGERALD, Esq., 1 St. Andrew Street, Dublin.

HUBAND G. GREGG, Esq., J.P., The Grove, Old Windsor  
Berks., England.

Baronial Directors :

J. J. HANAFIN, Esq., Loughrea, Co. Galway

W. G. FOGARTY, Esq., Courthouse, Galway.

MARTIN FORDE, Esq., Ballingarry, Loughrea, Co. Galway

A. D. COMYN, Esq., LL.D., Solicitor, Loughrea, Co. Galway

**Loughrea and Attymon Light Railway Company.**  
**LIMITED.**

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**DIRECTORS' REPORT**

*And Statement of Accounts for Six Months ended 30th April, 1923,  
to be submitted to the Shareholders at the Sixty-eighth Ordinary  
General Meeting of the Company, to be held at the Company's  
Offices, 41 Dame street, Dublin, on Friday, 25th April,  
1924, at 11 o'clock, a.m.*

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The Directors have pleasure in submitting their Report and Statement of Accounts for the Half-year ended 30th April, 1923, duly audited.

The Government Control of the Irish Railways terminated on the 15th August, 1921. The Irish Railways' (Settlement of Claims) Act, 1921, however, provides that until further provision is made by the Council of Ireland, the amount payable to Owning Companies under Working Agreements shall be the same as in the datum period ended in the year 1913.

The Revenue of the Company, therefore, from Traffic Receipts is on the same basis as it was during Government Control, namely, 45 per cent. of the Gross Traffic Receipts for the datum half-year ended 30th April, 1913. For this period the total Receipts amounted to £1,453 14s. 11d., 55 per cent. of which, as heretofore, is retained by the Midland Great Western Railway Company for working, as per agreement, and 45 per cent.—£654 3s. 10d., plus interest and transfer fees, constitutes the revenue of the Company for the half-year under report.

By Account No. 11 it will be seen that the amount to be contributed by the Galway County Council is £865 19s. 9d.

Mr. W. G. Fogarty retires by rotation from the Board, and being eligible, offers himself for re-election.

The Auditors, Messrs. Craig, Gardner & Co., also retire, and offer themselves for re-election.

D. TELFORD, *Chairman.*

A. WRIGHT, *Secretary*

41 DAME STREET, DUBLIN,

*3rd January, 1924.*



# I. LOUGHREA AND ATTYMON LIGHT RAILWAY COMPANY, LIMITED.

*Statement of Accounts, made up to 30th April, 1923.*

## No. 1—STATEMENT OF CAPITAL AUTHORISED.

ORDER IN COUNCIL.	5 per cent. Guaranteed Shares		Unguaranteed Shares	
	£	s. d.	£	s. d.
The Loughrea and Attymon Light Railway Order, 1889	54,448	0 0	15,552	0 0

## No. 2—STATEMENT OF SHARE CAPITAL CREATED, SHOWING PORTION RECEIVED.

DESCRIPTION	Amount Created		Amount Received		Calls in Arrears		Amount not yet Called Up		Amount Unissued	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Five per cent. Guaranteed Shares	54,448	0 0	54,445	0 0	NIL.		NIL.		3	0 0
Unguaranteed Shares	15,552	0 0	NIL.		NIL.		NIL.		15,552	0 0
<b>Total</b>	<b>£70,000</b>	<b>0 0</b>	<b>£54,445</b>	<b>0 0</b>	<b>NIL.</b>		<b>NIL.</b>		<b>15,555</b>	<b>0 0</b>

No. 3—CAPITAL RAISED BY LOANS AND DEBENTURE STOCK

NIL

No. 4—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

—	Amount expended to 31st October, 1922	Amount expended during Half-year 30th April, 1923	Total	—	Amount received to 31st October, 1922	Amount received during Half-year 30th April, 1923	Total amount received
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
To EXPENDITURE— Amount expended on Line, per Engineers' Certificates . . . . .	54,445 0 0	—	54,445 0 0		54,445 0 0	—	54,445 0 0
„ Expenditure under agreement with Mid- land Great Western Railway . . . . .	4,800 0 0	—	4,800 0 0	By RECEIPTS— Guaranteed Shares, per Account No. 2 . . . „ Midland Great West- ern Railway's Con- tribution of £4,800	4,800 0 0	—	4,800 0 0
	59,245 0 0	—	59,245 0 0		59,245 0 0	—	59,245 0 0

No. 5—DETAILS OF CAPITAL EXPENDITURE FOR THE HALF-YEAR ENDED 30th APRIL, 1923.

NIL

No. 6—RETURN OF WORKING STOCK.

NIL

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

NIL

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

	£	s.	d.
Guaranteed Capital created, but not yet issued, per Account No. 2		3	0
Unguaranteed do.	15,552	0	0
	£15,555	0	0

No. 9—REVENUE ACCOUNT.

	£	s.	d.		£	s.	d.
To Traffic Charges, see Abstract D	22	2	0				
“ General Charges, see Abstract E.	147	13	10				
“ Balance	495	2	9				
By amount of Receipts payable in respect of Half-year to 30th April, 1923, under the provisions of Order in Council, dated 22nd December, 1916, being the Traffic Receipts for the datum Half-year, viz., to 30th April, 1913					1,453	14	11
<u>Less Amount retained by M.G.W.R. Co., under Agreement for working, viz., 55 per cent.</u>					799	11	1
By Interest					654	3	10
“ Transfer Fees					9	16	3
					18	6	
	664	18	7		664	18	7

No. 10—NET REVENUE ACCOUNT.

	£	s.	d.		£	s.	d.
To Balance, see Account No. 13	495	2	9				
By Balance, Revenue Account No. 9					495	2	9

No. 11—PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

	£	s.	d.		£	s.	d.
Six Months' Dividend (subject to deduction for Income Tax) to 30th April, 1923, at 5% on £54,445	495	2	9		1,361	2	6
Available from Net Revenue Account No. 10	865	19	9				
Amount to be contributed by the Galway County Council					1,361	2	6

No. 12—ABSTRACTS.

A. MAINTENANCE OF WAY AND WORKS.

NIL.

B. LOCOMOTIVE POWER.

NIL.

C. REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.

NIL.

D. TRAFFIC EXPENSES.

Half-year  
ended  
30th April, 1922

Half-year  
ended  
30th April, 1923

£ s. d.  
33 3 0

Clearing House Expenses -

£ s. d.  
22 2 0

£33 3 0

£22 2 0

E. GENERAL CHARGES.

Half-year  
ended  
30th April, 1922

Half-year  
ended  
30th April, 1923

£ s. d.  
25 3 6  
4 4 0  
14 0 2  
32 10 0  
21 10 6  
39 3 8  
...  
...

Directors' Fees - - - -  
Auditors' Fees - - - -  
Government Arbitrators' Fees and Expenses -  
Salaries - - - -  
Printing, Stationery, Postages, etc. - - -  
Rates and Taxes - - - -  
Survey Fees and Expenses - - - -  
County Councils Audits Fees - - - -

£ s. d.  
19 10 6  
4 4 0  
13 13 8  
32 10 0  
16 13 7  
26 15 1  
10 12 0  
23 15 0

£136 11 10

£147 13 10

No. 13—GENERAL BALANCE SHEET.

	£	s.	d.		£	s.	d.
To NET REVENUE ACCOUNT—				By Cash on Current, Dividend and Deposit			
Balance at Credit thereof, as per Account No. 10	495	2	9	Accounts in National Bank Ltd.	1,529	2	7
Unpaid Dividend, being Balance at Credit of				Midland Great Western Railway Co., Amount due			
Net Revenue Account at 31st October, 1922	573	12	2	by them	379	8	7
Baronial Guarantee—Amount contributed by				Sundry Debtors	6	16	0
Galway County Council for half-year to 31st	787	10	4	Income Tax Account	87	17	6
October, 1922	90	2	4				
Dividend Warrants outstanding at Bankers	56	17	1				
Sundry Creditors							
	£2,003	4	8		£2,003	4	8

No. 14—MILEAGE STATEMENT.

	Miles	Miles	Miles	Miles	Miles
	Authorised	Constructed	to be Constructed	worked by Engines	
Line owned by Company	9	9	—	9	

No. 15—STATEMENT OF TRAIN MILEAGE.

	Six Months ended 30th April, 1922	Six Months ended 30th April, 1923
Passengers, Goods, and Cattle Trains	8,947	6,039

D. TELFORD,  
W. FITZGERALD }  
Directors.

AUDITORS' REPORT.

We report to the Shareholders that we have examined the foregoing Accounts and Balance Sheet with the Books of the Company, and the Vouchers relating thereto, and have obtained all the information and explanations required by us.

In our 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 our information, and the explanations given to us, and as shown by the Books of the Company; and we further certify that they have been prepared in accordance with the provisions of Agreement entered into with His Majesty's Government, and which are continued in Irish Railways' (Settlement of Claims) Act, 1921, Clause 3.



**Loughrea and Attymon Light Railway Company**  
**LIMITED.**

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**N**OTICE is hereby given that the Sixty-eighth Ordinary General Half-yearly Meeting of the Shareholders of the Company will be held at the Company's Offices, 41 Dame Street, Dublin, on Friday, 25th April, 1924, at 11 o'clock, a.m., to receive the Directors' Report, and for other General Business of the Company.

The Transfer Books of the Company will be closed from the 16th to the 30th April, 1924, both days inclusive.

Dated this 17th day of April, 1924.

By Order,

A. WRIGHT,

*Secretary*

OFFICES—41 DAME STREET, DUBLIN.



Loughrea and Attymon Light Railway  
Company, Limited.

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# REPORT OF DIRECTORS

AND

# STATEMENT OF ACCOUNTS

FOR

SIX MONTHS ENDED 31<sup>ST</sup> OCTOBER, 1923,

TO BE

SUBMITTED TO THE PROPRIETORS

AT THE

## Sixty-ninth Ordinary General Meeting

TO BE HELD AT THE

OFFICES OF THE COMPANY,

*41, DAME STREET, DUBLIN,*

ON FRIDAY, 24<sup>TH</sup> OCTOBER, 1924,

AT 11 O'CLOCK, A.M.

### Directors :

DAVID TELFORD, Esq., F.C.A., Northcote, Temple Gardens,  
Dublin.

WILFRED FITZGERALD, Esq., 1 St. Andrew Street, Dublin.

HUBAND G. GREGG, Esq., J.P., The Grove, Old Windsor,  
Berks., England.

### Baronial Directors :

J. J. HANAFIN, Esq., Loughrea, Co. Galway.

W. G. FOGARTY, Esq., Courthouse, Galway.

MARTIN FORDE, Esq., Ballingarry, Loughrea, Co. Galway.

A. D. COMYN, Esq., LL.D., Solicitor, Loughrea, Co. Galway.

Loughrea and Attymon Light Railway Company.  
LIMITED.

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DIRECTORS' REPORT

*And Statement of Accounts for Six Months ended 31st October, 1923,  
to be submitted to the Shareholders at the Sixty-ninth Ordinary  
General Meeting of the Company, to be held at the Company's  
Offices, 41 Dame street, Dublin, on Friday, 24th October,  
1924, at 11 o'clock, a.m.*

---

The Directors have pleasure in submitting their Report and Statement of Accounts for the Half-year ended 31st October, 1923, duly audited.

The Government Control of the Irish Railways terminated on the 15th August, 1921. The Irish Railways' (Settlement of Claims) Act, 1921, however, provides that until further provision is made by the Council of Ireland, the amount payable to Owing Companies under Working Agreements shall be the same as in the datum period ended in the year 1913.

The Revenue of the Company, therefore, from Traffic Receipts is on the same basis as it was during Government Control, namely, 45 per cent. of the Gross Traffic Receipts for the datum half-year ended 31st October, 1913. For this period the total Receipts amounted to £1,541 17s. 9d., 55 per cent. of which, as heretofore, is retained by the Midland Great Western Railway Company for working, as per agreement, and 45 per cent.—£693 17s., plus interest and transfer fees, constitutes the revenue of the Company for the half-year under report.

By Account No. 11 it will be seen that the amount to be contributed by the Galway County Council is £825 11s. 7d.

D. TELFORD, *Chairman.*

A. WRIGHT, *Secretary*

41 DAME STREET, DUBLIN,

*25th July, 1924.*

# LOUGHREA AND ATTYMON LIGHT RAILWAY COMPANY, LIMITED.

*Statement of Accounts, made up to 31st October, 1923.*

No. 1—STATEMENT OF CAPITAL AUTHORISED.

ORDER IN COUNCIL.	5 per cent. Guaranteed Shares		Unguaranteed Shares	
	£	s. d.	£	s. d.
The Loughrea and Attymon Light Railway Order, 1889	-	-	15,552	0 0
	54,448	0 0		

No. 2—STATEMENT OF SHARE CAPITAL CREATED, SHOWING PORTION RECEIVED.

DESCRIPTION	Amount Created		Amount Received		Calls in Arrears		Amount not yet Called Up		Amount Unissued	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Five per cent. Guaranteed Shares	54,448	0 0	54,445	0 0	NIL		NIL		3	0 0
Unguaranteed Shares	15,552	0 0	NIL		NIL		NIL		15,552	0 0
Total	£70,000	0 0	£54,445	0 0	NIL		NIL		15,555	0 0

No. 3—CAPITAL RAISED BY LOANS AND DEBENTURE STOCK

NIL

No. 4—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.

	Amount expended to 30th April, 1923		Amount expended during Half-year 31st October, 1923		Total		Amount received to 30th April, 1923		Amount received during Half-year 31st October, 1923		Total amount received	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
To EXPENDITURE— Amount expended on Line, per Engineers' Certificates . . . Expenditure under agreement with Mid- land Great Western Railway . . .	54,445	0 0	—	—	54,445	0 0	54,445	0 0	—	—	54,445	0 0
	4,800	0 0	—	—	4,800	0 0	4,800	0 0	—	—	4,800	0 0
	59,245	0 0	—	—	59,245	0 0	59,245	0 0	—	—	59,245	0 0
	By RECEIPTS— Guaranteed Shares, per Account No. 2 . . . Midland Great West- ern Railway's Con- tribution of £4,800											

No. 5—DETAILS OF CAPITAL EXPENDITURE FOR THE HALF-YEAR ENDED 31st OCTOBER, 1923.

NIL

No. 6—RETURN OF WORKING STOCK.

NIL

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

NIL

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

	£	s.	d.
Guaranteed Capital created, but not yet issued, per Account No. 2	-	3	0 0
do.	-	15,552	0 0
Unguaranteed do.	-	15,555	0 0
		<u>15,555</u>	<u>0 0</u>

No. 9—REVENUE ACCOUNT.

	£	s.	d.	£	s.	d.
To Traffic Charges, see Abstract D	30	7	1			
„ General Charges, see Abstract E.	141	15	5			
„ Balance	535	10	11			
By amount of Receipts payable in respect of Half-year to 31st Oct., 1923, under the provisions of Order in Council, dated 22nd December, 1916, and the Irish Railways (Settlement of Claims) Act, 1921, being the Traffic Receipts for the datum Half-year, viz., to 30th April, 1913				1,541	17	9
<u>Less Amount retained by M.G.W.R. Co., under Agreement for working, viz., 55 per cent.</u>				848	0	9
						693 17 0
By Interest						11 19 5
„ Transfer Fees						1 17 0
						<u>707 13 5</u>

No. 10—NET REVENUE ACCOUNT.

	£	s.	d.	£	s.	d.
To Balance, see Account No. 13				535	10	11
By Balance, Revenue Account No. 9						535 10 11

No. 11—PROPOSED APPROPRIATION OF BALANCE AVAILABLE FOR DIVIDEND.

	£	s.	d.	£	s.	d.
Six Months' Dividend (subject to deduction for Income Tax) to 31st Oct., 1923, at 5% on £54,445				1,361	2	6
Available from Net Revenue Account No. 10				535	10	11
Amount to be contributed by the Galway County Council				825	11	7
						<u>1,361 2 6</u>



No. 12—ABSTRACTS.

A. MAINTENANCE OF WAY AND WORKS.		
NIL.		
B. LOCOMOTIVE POWER.		
NIL.		
C. REPAIRS AND RENEWALS OF CARRIAGES AND WAGONS.		
NIL.		
D. TRAFFIC EXPENSES.		
Half-year ended 31st Oct., 1922		Half-year ended 31st Oct., 1923
£ s. d. 14 1 9	Clearing House Expenses	£ s. d. 30 7 1
£14 1 9		£30 7 1
E. GENERAL CHARGES.		
Half-year ended 31st Oct., 1922		Half-year ended 31st Oct., 1923
£ s. d. 20 18 0 4 4 0 14 0 2 32 10 0 27 19 3 ... ... 19 0 0 ...	Directors' Fees and Expenses - - - Auditors' Fees - - - Government Arbitrators' Fees and Expenses - Salaries - - - Printing, Stationery, Books, etc. - - - Miscellaneous Expenses - - - Legal Charges - - - Rates and Taxes - - - Survey Fees and Expenses - - -	£ s. d. 20 18 0 4 4 0 14 0 2 32 10 0 19 12 3 ... 20 19 0 19 0 0 10 12 0
£118 11 5		£141 15 5

No. 13—GENERAL BALANCE SHEET.

	£	s.	d.		£	s.	d.
To NET REVENUE ACCOUNT—				By Cash on Dividend, Revenue and Deposit			
Balance at Credit thereof, as per Account No. 10	535	10	11	Accounts in National Bank, Ltd., and Interest	1,886	4	6
Balance at Credit of Net Revenue Account at				accrued			
30th April, 1923	495	2	9	“ Midland Great Western Railway Co., Amount due	358	1	5
Baronial Guarantee—Amount contributed by				by them			
Galway County Council for half-year to 30th	865	19	9	“ Sundry Debtors	12	17	6
April, 1923							
Dividend Warrants outstanding at Bankers	99	19	3				
Sundry Creditors	94	0	2				
Income Tax Account	166	10	7				
	£2,257	3	5				

No. 14—MILEAGE STATEMENT.

	Miles Authorised	Miles Constructed	Miles to be Constructed	Miles worked by Engines
Line owned by Company	9	9	—	9

No. 15—STATEMENT OF TRAIN MILEAGE.

	Six Months ended 31st Oct., 1922	Six Months ended 31st Oct., 1923
9,256	Passengers, Goods, and Cattle Trains	8,062

D. TELFORD,  
W. FITZGERALD } *Directors.*

AUDITORS' REPORT.

We report to the Shareholders that we have examined the foregoing Accounts and Balance Sheet with the Books of the Company, and the Vouchers relating thereto, and have obtained all the information and explanations required by us.

In our 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 our information, and the explanations given to us, and as shown by the Books of the Company; and we further certify that they have been prepared in accordance with the provisions of Agreement entered into with His Majesty's Government, and which are continued in Irish Railways' (Settlement of Claims) Act, 1921, Clause 3.



Donghrea and Attymou Light Railway Company  
LIMITED.

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NOTICE is hereby given that the Sixty-ninth Ordinary General Half-yearly Meeting of the Shareholders of the Company will be held at the Company's Offices, 41 Dame Street, Dublin, on Friday, 24th October, 1924, at 11 o'clock, a.m., to receive the Directors' Report, and for other General Business of the Company.

The Transfer Books of the Company will be closed from the 17th to the 31st October, 1924, both days inclusive.

Dated this 16th day of October, 1924.

By Order,

A. WRIGHT,

*Secretary*

OFFICES—41 DAME STREET, DUBLIN.

Midland Great Western Railway of Ireland  
Company.

Report of the Directors  
Statement of Accounts

AND

Statistical Returns

FOR YEAR ENDED 31ST DECEMBER, 1923.

TO BE SUBMITTED TO THE PROPRIETORS  
AT THE  
ANNUAL GENERAL MEETING

TO BE HELD AT

BROADSTONE TERMINUS, DUBLIN,

ON

Thursday, the 28th day of February, 1924,  
AT 12 O'CLOCK NOON.

DUBLIN :

Printed by BROWNE AND NOLAN, LIMITED, Nassau Street.

# Midland Great Western Railway of Ireland Company.

## Directors :

### Chairman :

MAJOR H. C. CUSACK, J.P., D.L., Abbeville House, Malahide.

### Deputy-Chairman :

SIR WALTER RICHARD NUGENT, BART., J.P., D.L., Donore, Multyfarnham.  
 PATRICK J. BRADY, Glena, Booterstown, Co. Dublin.  
 HUBAND GEORGE GREGG, J.P., St. George Club, Dun Laoghaire, Co. Dublin.  
 ARTHUR JACKSON, J.P., D.L., Lisroyan, Sligo.  
 MARTIN McDONOGH, Merchants' Road, Galway.  
 JOSEPH TATLOW, Kalafat, Dalkey, Co. Dublin.

## Auditors :

THOMAS GEOGHEGAN, F.C.A., 4 College Green, Dublin.

SIR SIMON MADDOCK, J.P., D.L., Mount Jerome House, Harold's Cross, 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 29th	February 28th	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 Friday, 22nd February, and will be valid for the journey to Broadstone up to and including the morning Train on 28th February, and for returning after the Meeting up to and including 1st March.

**The Dividend Warrants will be posted on the 29th 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 12 P.M., ON THURSDAY, 28TH FEBRUARY, 1924, AT Broadstone Station, Dublin.

The Statement of Accounts and Statistical Returns for the Year ended 31st December, 1923, duly audited and verified, are submitted with this Report.

### REVENUE RESULTS.

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

							1923
							£
<i>Per Account No. 8.</i>							
Receipts	..	..	..	..	..	..	1,295,609
Expenditure	..	..	..	..	..	..	1,041,419
Net Receipts	..	..	..	..	..	..	254,190
Miscellaneous receipts (net)	..	..	..	..	..	..	18,800
Total net income	..	..	..	..	..	..	272,990
 <i>Per Account No. 9.</i>							
<i>Add:</i> Balance from last account	..	..	..	..	..	..	17,048
							290,038
<i>Deduct:</i>							
Interest, rentals and other fixed charges	..	..	..	..	..	..	119,778
							170,260
Dividends on Guaranteed and Preference Stocks	..	..	..	..	..	..	58,181
Balance available for Dividend on Ordinary Stock	..	..	..	..	..	..	112,079

The Interim Dividend of Two per cent. which was paid on the Ordinary Stock for the half-year ended 30th June, 1923, absorbed £47,400, leaving a balance of £64,679 out of which the Directors recommend the payment of a final Dividend of Two per cent., being Four per cent. for the year, leaving £17,279 to be carried to next year's account.

### DAMAGE TO RAILWAY PROPERTY.

An agreement has been arrived at with the Government as to the payment of Compensation on account of the above, and during the year a sum of £40,000 has been received in part payment.

### GROUPING OF IRISH RAILWAYS.

The negotiations which have been proceeding between the Railway Companies concerned, and with the Government, regarding the grouping of the Railway Undertakings in the Irish Free State, have not yet reached the stage at which proposals can be submitted for the consideration of the Shareholders.

### DIRECTORS.

The Directors who retire by rotation are: Major H. Cusack and Mr. Joseph Tatlow, and, being eligible, they offer themselves for re-election.

### AUDITOR.

Sir Simon Maddock retires by rotation and offers himself for re-election.

The Statutory Certificates of the Engineers as to the state of the Line and 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 12 o'clock noon, on Tuesday, 26th February.

H. CUSACK,

*Chairman.*

BROADSTONE TERMINUS, DUBLIN,

5th February, 1924.





Dr

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

Cr.

To Expenditure	Amount Expended to 31st Dec., 1922		Amount Expended during year.		Total		By Receipts	Amount Received to 31st Dec., 1922		Amount Received during year		Total	
	£	s. d.	£	s. d.	£	s. d.		£	s. d.	£	s. d.	£	s. d.
LINES OPEN FOR TRAFFIC	5,630,225	5 1	305	0 0	5,630,530	5 1	SHARES AND STOCKS (No. 2)	4,201,762	0 0	—	—	4,201,762	0 0
ROLLING STOCK	922,303	16 10	45,082	0 0	967,385	16 10	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	73,519	1 0	1,853	0 0	75,372	1 0	Premium on Shares and Stocks	57,453	3 2				
Plant and Machinery	50,292	7 8	363	0 0	50,655	7 8	Premiums on Debenture Stocks	132,622	14 9				
TOTAL CAPITAL EXPENDITURE UPON RAILWAY	6,676,340	10 7	47,603	0 0	6,723,943	10 7	TOTAL PREMIUMS	190,075	17 11				
CANAL	325,575	18 9			325,575	18 9	DISCOUNT ON SHARES AND STOCKS	21,909	5 10				
DOCKS, HARBOURS AND WHARVES	71,961	17 8			71,961	17 8	DISCOUNT ON DEBENTURE STOCKS	250	0 0				
HOTELS	70,803	4 5			70,803	4 5	TOTAL DISCOUNTS	22,159	5 10				
ELECTRIC POWER STATIONS, &c.	1,144	15 5			1,144	15 5	BALANCE OF PREMIUMS AND DISCOUNTS	—	—	167,916	12 1	167,916	12 1
LAND, PROPERTY, &c., NOT FORMING PART OF THE RAILWAY OR STATIONS:—							TOTAL RECEIPTS	7,157,644	12 1	—	—	7,157,644	12 1
Used in connection with Railway Working	22,329	12 7			22,329	12 7	BY BALANCE	—	—	—	—	—	—
Not used in connection with Railway Working	53,368	15 3	5,040	0 0	58,408	15 3	TOTAL	—	—	—	—	116,523	2 7
TOTAL EXPENDITURE	£ 7,221,524	14 8	52,643	0 0	7,274,167	14 8						7,274,167	14 8

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

NOT APPLICABLE TO THIS COMPANY.

## No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR YEAR ENDED DECEMBER 31st, 1923.

	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>				
Addition to Station Houses—Kilcock and Boyle .. .. .		245 0 0		
Office for Goods Agent—Sligo .. .. .		60 0 0		
				305 0 0
<b>ROLLING STOCK—</b>				
Wagons—200 Goods .. .. .				42,761 0 0
Service Vehicles—40 ton Trucks—3 for Track Laying Plant .. .. .				1,680 0 0
20 ton Steam Travelling Crane .. .. .				641 0 0
<b>MANUFACTURING AND REPAIRING WORKS AND PLANT—</b>				
Wagon Shop Extension—Broadstone .. .. .				253 0 0
Wagon Repair Shed—Liffey Junction .. .. .				1,600 0 0
Dynamo for Track Laying Plant .. .. .				363 0 0
				47,603 0 0
<b>LAND, PROPERTY, &amp;c., NOT FORMING PART OF THE RAILWAY OR STATIONS, NOT USED IN CONNECTION WITH RAILWAY WORKING—</b>				
Land at Recess, Connemara .. .. .				4,000 0 0
House for Station Master—Sligo .. .. .				1,040 0 0
				52,643 0 0
<b>TOTAL CAPITAL EXPENDITURE FOR THE YEAR .. .. .</b>				<b>£ 52,643 0 0</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, 1924	Subsequently until Completion.	Total.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>LINES BELONGING TO THE COMPANY OPEN FOR TRAFFIC—</b>			
Simonstown Platform (Navan Race Co.) .. .. .	1,190 0 0	—	1,190 0 0
<b>MANUFACTURING AND REPAIRING WORKS AND PLANT—</b>			
Track Laying Plant .. .. .	8,957 0 0	—	8,957 0 0
Hotel at Rosse's Point, Co. Sligo .. .. .	—	Not yet ascertained	
<b>TOTAL</b> .. .. .	<b>£ 10,147 0 0</b>	<b>—</b>	<b>10,147 0 0</b>
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)) .. .. .	£ 305,000 0 0	£ — s. d.
<b>Stock and Share Capital created but not yet received (as per Statement No. 2)—</b>		
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) .. .. .		116,523 2 7
<b>TOTAL</b> .. .. .	<b>£ 518,694 17 5</b>	

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

See State- ment		Gross Receipts		Expenditure		Net Receipts		Year 1922.		
		£	s. d.	£	s. d.	£	s. d.	Gross Receipts	Expenditure	Net Receipts
10	Railway .. .. .	1,287,074	11 9	1,020,758	4 11	266,316	6 10	1,317,760	1,009,921	307,839
13	Canals .. .. .	4,700	18 4	15,475	5 8	Dr. 10,774	7 4	4,951	* 22,865	Dr. 17,914
14	Docks, Harbours and Wharves .. .. .	3,752	11 6	3,589	4 2	163	7 4	3,605	3,712	Dr. 107
15	Hotels, Refreshment Rooms and Cars, where catering is carried on by the Company .. .. .	81	5 6	1,596	17 6	Dr. 1,515	12 0	1,684	4,085	Dr. 2,401
	<b>TOTAL</b> £	<b>1,295,609</b>	<b>7 1</b>	<b>1,041,419</b>	<b>12 3</b>	<b>254,189</b>	<b>14 10</b>	<b>1,328,000</b>	<b>1,040,583</b>	<b>287,417</b>
<b>MISCELLANEOUS RECEIPTS (Net)—</b>										
	Rents from Houses and Lands .. .. .					Dr. 2,343	0 8			Dr. 2,685
	Rents from Hotels .. .. .					250	0 0			271
	Other Rents, including Lump Sum Tolls .. .. .					3,756	13 4			4,264
	Transfer Fees .. .. .					251	7 6			169
	General Interest .. .. .					16,747	4 5			3,350
	Interest on Government Stock—Royal Canal Deposit .. .. .					138	9 4			138
	* Includes £6,571 written off Canal Plant									
	<b>TOTAL NET INCOME</b> .. .. .					<b>£ 272,990</b>	<b>8 9</b>			<b>£ 292,924</b>

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

	Year 1922	
	£	s. d.
Balance brought forward from last year's Account .. .. .	17,048	8 7
Net Income (as per Statement No. 8) .. .. .	272,990	8 9
<b>TOTAL</b> .. .. .	<b>290,038</b>	<b>17 4</b>
<b>Deduct—INTEREST, RENTALS, AND OTHER FIXED CHARGES—</b>		
Chief Rents, Wayleaves, &c., including lump sum Tolls .. .. .	468	3 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% .. .. .	18,089	8 8
Rent of and Guaranteed Interest on Leased and Worked Lines— Ballinrobe and Claremorris Railway .. .. .	2,022	5 4
Loughrea and Attymon Railway .. .. .	1,348	0 10
Debenture Interest Suspense .. .. .	1,000	0 0
<b>TOTAL</b> .. .. .	<b>119,778</b>	<b>7 10</b>
<b>Balance after Payment of Fixed Charges</b> .. .. .	<b>170,260</b>	<b>9 6</b>
Appropriation to Reserve for depreciation in values of Stores Stocks .. .. .		7,000
<b>Dividends on Guaranteed and Preference Stocks—</b>		<b>170,029</b>
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>£112,079</b>	<b>8 10</b>
Dividend on Ordinary Stock, at 4% per annum .. .. .	94,800	0 0
Balance carried forward to next year's Account .. .. .	17,279	8 10
	<b>£ 112,079</b>	<b>8 10</b>

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

	Year 1922	
	£	s. d.
Balance available for Dividends and Reserve after payment of Fixed Charges, Year 1923 (as per Account No. 9) .. .. .	170,260	9 6
<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 @ 2% .. .. .	47,400	0 0
	<b>76,490</b>	<b>10 4</b>
Undivided Balance at 31st December, carried to Balance Sheet .. .. .	<b>£ 93,769</b>	<b>19 2</b>

See Abstracts.	To Expenditure	Year 1922.			Percentage of Traffic Receipts		By Gross Receipts				Year 1922	Percentage of Traffic Receipts		
		£	s.	d.	1922.	1923.	£	s.	d.	£		s.	d.	1923
	A—Maintenance and Renewal of Way and Works	269,273	16	2	263,704	20-98	20-05							
	B—Maintenance and Renewal of Rolling Stock—													
(1)	Locomotives	107,135	9	6	110,851				48,023	5	9	47,945		
(2)	Carriages	42,064	12	6	37,755				347,311	17	2	326,358		
(3)	Wagons	61,953	9	11	65,036									
	C—Locomotive Running Expenses	199,984	19	8	213,642	16-45	16-25				395,335	2	11	374,303
	D—Traffic Expenses	248,906	17	3	188,357						4,379	11	5	4,718
	E—General Charges				254,209				2,994	13	6	2,712		
	Parliamentary Expenses				448,891	16	11	33-66						
	Law Charges				31,181	7	11	2-59						
	Compensation (Accidents and Losses)—				4,725	14	0	2-23						
	Passengers										52,518	11	7	53,262
	Workmen													50,939
	Damage and Loss of Goods, Property, &c.													23,138
	Rates				4,793	15	9	38			402,709	7	10	381,733
	Taxes				31,707	6	2	2-47						
	Tithe Rentscharges				9,648	9	4	76						
	National Insurance Act, 1911—				10	19	2							
	Health													
	Unemployment													
	G—Running Powers—Balance				3,392	6	1							
	Total Traffic Expenditure	4,298	7	8	3,727									
	H—Mileage, Demurrage, and Wagon Hire (Balance)				7,690	13	9	53						
	Miscellaneous				815	7	1	60						
	Total Expenditure	1,020,758	4	11	1,009,920									
	Net Receipts	266,316	6	10	307,840									
	TOTAL	£1,287,074	11	9	£1,317,760									
									501,621	8	9	525,994		
									4,359					
									239,773					
									40,634					
									4,895					
									757,802	12	7	806,877	59-09	61-36
									1,283,062	2	5	1,314,889	100-00	100-00
									1,042	18	1	—		
									3,969	11	3	2,871		
									£1,287,074	11	9	£1,317,760		

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

		£ s. d.			£ s. d.			Year 1922
SUPERINTENDENCE—								£
Salaries .. ..	.. ..	12,185	18	3				11,401
Office Expenses, &c. .. ..	.. ..	1,339	0	7				1,338
					13,524 18 10			12,739
MAINTENANCE OF ROADS, BRIDGES, AND WORKS—								1,567
Earthworks .. ..	.. ..	2,300	15	0				15,604
Bridges, Tunnels, Culverts, Retaining Walls and other Works .. ..	.. ..	9,060	15	1				18,814
Roads and Fences .. ..	.. ..	18,955	6	1				35,985
MAINTENANCE OF PERMANENT WAY—								
Renewal of Running Lines—								
Wages .. ..	.. ..	12,912	5	1				13,970
Materials .. ..	.. ..	25,141	9	2				45,249
Engine Power and Wagon Repairs .. ..	.. ..	1,436	5	2				1,742
					39,489 19 5			60,961
REPAIR OF RUNNING LINES AND SIDINGS—								94,860
Wages .. ..	.. ..	99,843	10	10				47,518
Materials .. ..	.. ..	26,437	5	0				3,562
Engine Power and Wagon Repairs .. ..	.. ..	4,026	19	6				145,940
					130,307 15 4			10,205
Maintenance of Signalling .. ..	.. ..				2,735 4 0			4,934
Maintenance of Telegraphs .. ..	.. ..				5,112 3 8			
MAINTENANCE OF STATIONS AND BUILDINGS—								24,979
Stations, Depots, and Offices .. ..	.. ..	28,431	2	9				1,627
Engine Sheds .. ..	.. ..	3,447	9	10				201
Carriage Sheds .. ..	.. ..	152	1	0				4,885
Locomotive Workshops .. ..	.. ..	2,970	6	10				348
Carriage Workshops .. ..	.. ..	311	1	6				2,677
Wagon Workshops .. ..	.. ..	1,875	12	7				624
Other Buildings .. ..	.. ..	599	4	3				35,341
					37,786 18 9			306,105
TRANSFER FROM ARREARS OF MAINTENANCE A/c.					259,273 16 2			42,401
TRANSFER TO DEPRECIATION A/c.					10,000 0 0			
TOTAL .. ..					£ 269,273 16 2			263,704

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

(1)—Locomotives.

(2)—Carriages.

		£ s. d.			Year 1922			£ s. d.			Year 1922
SUPERINTENDENCE—					£						£
Salaries .. ..	.. ..	2,394	3	7	2,257			1,180	18	3	1,243
Office Expenses .. ..	.. ..	977	0	1	954			205	0	7	208
					3,211			1,385 18 10			1,451
COMPLETE RENEWALS—											
Wages .. ..	.. ..	6,696	12	4	10,899						2,231
Materials .. ..	.. ..	11,914	3	7	32,400						1,731
					43,299			6,484 1 10			3,962
REPAIRS AND PARTIAL RENEWALS—											
Wages .. ..	.. ..	53,652	12	0	40,104						16,771
Materials .. ..	.. ..	17,511	11	9	18,903						9,835
					59,007			28,367 15 3			26,606
WORKSHOP EXPENSES—											
Repairs and Renewals of Machinery & Plant .. ..	.. ..	7,895	1	1	6,084						1,648
Other Expenses .. ..	.. ..	8,698	5	1	9,374						4,088
					15,458			5,826 16 7			5,736
					109,739 9 6						
Deduct Engine Power supplied to, and by, the Company (Balance) .. ..					2,604 0 0						
					107,135 9 6						
TRANSFER FROM ARREARS OF MAINTENANCE A/c.					7,599						
TOTAL .. ..		£ 107,135 9 6			110,851	TOTAL		£ 42,064 12 6			37,755

(3)—Wagons.

		£ s. d.			£ s. d.			Year 1922
SUPERINTENDENCE—								£
Salaries .. ..	.. ..	893	12	2				879
Office Expenses .. ..	.. ..	309	11	11				300
					1,203 4 1			1,179
COMPLETE RENEWALS—								
Wages .. ..	.. ..	4,324	10	9				5,532
Materials .. ..	.. ..	10,340	10	5				10,587
					14,665 1 2			16,119
REPAIRS AND PARTIAL RENEWALS—								
Wages .. ..	.. ..	21,378	16	7				19,691
Materials .. ..	.. ..	15,079	13	4				17,008
					36,458 9 11			36,699
PURCHASE OF NEW WAGONS .. ..								4,335
WORKSHOP EXPENSES—								
Repairs and Renewals of Machinery and Plant .. ..	.. ..	3,187	18	5				2,312
Other Expenses .. ..	.. ..	6,438	16	4				4,393
					9,626 14 9			6,705
TOTAL .. ..		£ 61,953 9 11						65,037

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

**ABSTRACT D.—TRAFFIC EXPENSES.**

	£ s. d.		£ s. d.		Year 1922.		£ s. d.		£ s. d.		Year 1922.	
					£				£		£	
<b>Superintendence:—</b>												
Salaries .. .. .	4,227	5 2			4,273				17,708	0 9		17,553
Office Expenses .. .. .	885	1 2			872				53,183	11 4		52,566
			5,112	6 4	5,145				29,061	8 9		30,817
<b>Steam Train Working:—</b>									92,925	9 6		91,611
Wages connected with the Running of Locomotive Engines .. .. .	94,402	13 11			92,021				10,601	4 11		11,539
Fuel .. .. .	91,477	16 5			82,230						203,479	15 3
Water .. .. .	4,005	1 0			3,435						12,475	5 9
Lubricants .. .. .	1,957	12 4			2,250						3,700	7 1
Other Stores, including Clothing .. .. .	2,894	14 5			3,329						7,968	11 11
Miscellaneous .. .. .	4,146	9 1			3,632						1,111	2 2
			198,884	7 2	187,397						Cr 1,500	0 0
												Cr 1,500
			203,996	13 6	192,542							
<b>Deduct Engine Power supplied to and by the Company (Balance) .. .. .</b>			4,011	13 10	4,185							
<b>TOTAL .. .. .</b>			£ 199,984	19 8	188,357						£ 248,906	17 3
												254,209

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

**ABSTRACT E.—GENERAL CHARGES.**

	£ s. d.		Year 1922.		£ s. d.	Year 1922.	
			£			£	
Directors' Fees voted by Shareholders .. .. .	3,000	0 0	3,000				
Auditors .. .. .	150	0 0	150				
Salaries of Secretary, General Manager, Accountant and Clerks .. .. .	13,276	12 10	13,725				
Office Expenses, ditto ditto .. .. .	1,809	8 11	2,383				
Rating Expenses .. .. .	39	7 6	—				
Fire Insurance .. .. .	554	16 9	1,730				
Superannuation and Benevolent Funds, Pensions, &c. .. .. .	7,335	8 1	7,010				
Subscriptions and Donations .. .. .	103	8 0	108				
Miscellaneous Expenses .. .. .	4,912	5 10	5,947				
<b>TOTAL .. .. .</b>	£ 31,181	7 11	34,053				
Amount paid for Hired Cartage .. .. .					3,583	13 6	5,419
<b>TOTAL .. .. .</b>					£ 3,583	13 6	5,419
Amount charged to Passenger Train Traffic .. .. .					737	18 1	1,060
Amount charged to Goods Traffic .. .. .					2,845	15 5	4,359

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

	Receipts		Payments		Balance		Year 1922		
	£ s. d.		£ s. d.		£ s. d.		Receipts	Payments	Balance
	£	s. d.	£	s. d.	£	s. d.	£	£	£
Passenger Train Traffic .. .. .	—	—	294	13 0	—	—	—	297	—
Goods Train Traffic .. .. .	—	—	520	14 1	—	—	—	516	—
<b>TOTAL .. .. .</b>	—	—	815	7 1	—	—	—	813	—

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

	Receipts	Expenditure	Balance	Year 1922		
				Receipts	Expenditure	Balance
	£ s. d.	£ s. d.	£ s. d.	£	£	£
Mileage and Demurrage—						
Passenger Train Vehicles .. .. .	160 10 4	16 5 0	Cr. 144 5 4	98	12	Cr. 86
Goods Train Vehicles .. .. .	1,668 2 7	769 9 10	Cr. 898 12 9	386	588	Dr. 202
Hire of—						
Passenger Train Vehicles .. .. .	—	—	—	—	—	—
Goods Train Vehicles .. .. .	—	—	—	—	—	—
<b>TOTAL .. .. .</b>	<b>£ 1,828 12 11</b>	<b>785 14 10</b>	<b>Cr. 1,042 18 1</b>	<b>484</b>	<b>600</b>	<b>Dr. 116</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.

NOT APPLICABLE TO THIS COMPANY.

## No. 11a.—RECEIPTS AND EXPENDITURE IN RESPECT OF GOODS MOTOR LORRIES, NOT RUNNING ON THE RAILWAY, AND NOT ENGAGED IN THE COLLECTION OR DELIVERY OF TRAFFIC.

NOT APPLICABLE TO THIS COMPANY.

## 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 1922		By Gross Receipts	Year 1922	
	£ s. d.	£		£ s. d.	£
Superintendence .. .. .	302 2 6	300	Tolls .. .. .	2,952 10 8	3,094
Wages of Toll Clerk, Lock-keepers, &c. ..	3,473 19 0	3,555	Wharfage and Cranage .. .. .	10 0 0	17
Maintenance of Canal .. .. .	10,741 19 10	11,605	Rents (Net) .. .. .	1,738 7 8	1,840
Rates .. .. .	955 2 4	834	Miscellaneous .. .. .	—	—
Taxes .. .. .	—	—			
Miscellaneous .. .. .	2 2 0	—			
Depreciation of Plant .. .. .	—	6,571			
			<b>Total Receipts .. .. .</b>	<b>4,700 18 4</b>	<b>4,951</b>
			<b>Balance—Loss .. .. .</b>	<b>10,774 7 4</b>	<b>17,914</b>
<b>TOTAL .. .. .</b>	<b>£ 15,475 5 8</b>	<b>22,865</b>	<b>TOTAL .. .. .</b>	<b>£ 15,475 5 8</b>	<b>22,865</b>



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

Dr.

Cr.

To Expenditure				Year 1922		By Gross Receipts				Year 1922	
				£	s. d.	£					£
Superintendence	..	..	..	223	7 4	268	Dock Dues—				
Maintenance	..	..	..	1,557	12 2	1,598	On Ships				820
Wages not included in above	..	..	..	398	0 0	404	On Goods				1,493
Rates	..	..	..	1,325	5 7	1,386	Wharf and Pier Dues				411
Taxes	..	..	..	—	—	—	Craneage and other Services				876
Miscellaneous	—	..	..	84	19 1	56	Rent				—
							Miscellaneous				5
Total Expenditure	..	..	..	3,589	4 2	3,712	Total Receipts				3,605
Balance	..	..	..	163	7 4	—	Balance—Loss				107
							TOTAL				3,712
				£	3,752 11 6	3,712	TOTAL				£ 3,752 11 6 3,712

## 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 1922		By Gross Receipts				Year 1922	
				£	s. d.	£					£
Salaries and Wages	..	..	..	505	17 0	1,108	Total Receipts from Hotels				1,684
Provisions, Wines and Spirits Consumed	..	..	..	160	0 10	1,184					
Repairs and Maintenance of Fittings, Furniture, &c., at Hotels	..	..	..	77	9 0	322					
Heating and Lighting of Hotels	..	..	..	7	18 9	138					
Rents	..	..	..	330	0 9	457					
Rates	..	..	..	126	8 4	227					
Taxes	..	..	..	99	9 10	56	Balance—Loss				2,401
Miscellaneous	..	..	..	289	13 0	593					
							TOTAL				4,085
				£	1,596 17 6	4,085	TOTAL				£ 1,596 17 6 4,085

## 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.

	£ s. d.		Year 1922		Number of Units	£ s. d.		Year 1922	
				£				Number of Units	£
<b>SUPERINTENDENCE—</b>									
Salaries .. .. .			30 4 7	27	Current Supplied				
Total Superintendence ..			30 4 7	27	For Power .. .. .	75,056	891 11 7	11,246	835
					For Light .. .. .	81,012	2,499 1 10	34,573	3,009
<b>GENERATION—</b>									
Maintenance of Buildings ..	24 18 3			612					
Maintenance of Plant, Machinery, and Tools ..	259 2 1			1,623					
Maintenance of Feeders, Cables, and Accessories ..	—			—					
Salaries and Wages ..	399 0 4			380					
Fuel, including Carriage ..	1,103 8 0			341					
Oil, Waste, Water, and Stores ..	259 4 1			287					
Special Items .. .. .	337 5 11			—					
Total Generation .. .. .			2,382 18 8	3,243					
<b>DISTRIBUTION—</b>									
Maintenance of Feeders, Mains and Apparatus ..	178 1 8			5					
Maintenance of Meters, Switches, Fuses, Lamps, &c. ..	601 9 8			260					
Salaries and Wages ..	197 18 10			309					
			977 10 2	574					
<b>TOTAL</b>			£ 3,390 13 5	3,844	<b>TOTAL</b> ..	156,068	£3,390 13 5	45,819	3,844

Dr.

## No. 18.—GENERAL BALANCE SHEET.

Cr.

	£ s. d.		Year 1922			£ s. d.		Year 1922	
				£					£
To Amount due to Bankers ..	7,400	7 0	—	—	By Capital Account, Balance at Debit thereof, as per Account No. 4 ..	116,523	2 7	63,880	63,880
„ Unpaid Interest and Dividends ..	7,544	15 6	7,022	7,022	£ s. d.				
„ Interest and Dividends payable or accruing, and provided for ..	54,816	16 1	54,816	54,816	„ Cash at Bankers and in hand 13,423 3 4			60,587	60,587
„ Amount due to Railway Companies ..	757	7 2	890	890	„ Cash on Deposit at Interest ..	—		31,485	31,485
„ Superannuation or other Provident Funds ..	3,201	1 1	2,807	2,807		13,423 3 4		92,072	92,072
„ Accounts Payable ..	137,243	18 3	74,762	74,762	„ Investments in Consols, 5 % War, and Irish Free State Nat. Loan Stocks ..	354,486	19 0	174,620	174,620
„ Liabilities accrued ..	8,621	16 0	6,150	6,150	„ Stocks of Stores and Materials ..	199,731	18 4	139,533	139,533
„ Miscellaneous Accounts ..	25,230	10 0	25,539	25,539	„ Outstanding Traffic Accounts ..	20,582	6 3	29,914	29,914
„ Depreciation Fund— Railway (including Arrears of Maintenance) ..	78,478	9 3	61,978	61,978	„ Amount due by Railway Companies ..	3,241	18 5	5,137	5,137
„ Irish Railways (Settlement of Claims Act, 1921, ..	367,165	0 0	367,165	367,165	„ Amount due by Railway Clearing Houses ..	12,441	7 0	8,146	8,146
„ General Reserve Fund ..	87,000	0 0	87,000	87,000	„ Amount due by Postmaster-General ..	16,300	0 0	16,815	16,815
„ Balance available for Dividends and Reserve as per Account No. 9— Dividends ..	170,260	9 6	170,029	170,029	„ Accounts Receivable ..	67,984	13 11	205,975	205,975
Reserve ..	—		7,000	7,000	„ Miscellaneous Accounts ..	45,191	9 8	53,953	53,953
	170,260	9 6	177,029	177,029	„ Suspense Account for accruing De- biture Interest ..	15,000	0 0	16,000	16,000
Less Interim Dividends paid, as per Statement No. 9 (a) ..	76,490	10 4	52,790	52,790	„ M.G.W.R. 4% Preference Stock ..	6,322	15 0	6,323	6,323
			93,769 19 2	124,239					
			£ 871,229 13 6	812,368					

## 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
	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	27 8	258 28
Athlone to Westport .. .. .	83 4	20 9	—	—	—	103 13	10 68	114 1
Mullingar to Sligo .. .. .	84 46	33 8	—	—	—	117 54	10 71	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>48 67</b>	<b>500 74</b>
<b>Minor and Branch Lines—</b>								
Galway to Clifden .. .. .	48 7	1 8	—	—	—	49 15	3 78	53 13
Clonsilla to Kingscourt .. .. .	43 8	4 51	—	—	—	47 59	7 20	54 79
Manulla to Killala .. .. .	28 43	0 38	—	—	—	29 1	3 13	32 14
Westport to Achill .. .. .	26 36	0 32	—	—	—	26 68	1 71	28 59
Inny Junction to Cavan .. .. .	24 58	0 44	—	—	—	25 22	1 20	26 42
Kilmessan to Athboy .. .. .	12 15	0 20	0 4	—	—	12 39	1 69	14 28
Kilfree to Ballaghaderreen .. .. .	9 64	—	—	—	—	9 64	0 57	10 41
Nesbit Junction to Edenderry .. .. .	9 29	0 9	—	—	—	9 38	1 3	10 41
Streamstown to Clara .. .. .	7 29	—	—	—	—	7 29	0 64	8 13
Crossdoney to Killeshandra .. .. .	7 1	—	—	—	—	7 1	0 69	7 70
Liffey Junction to North Wall .. .. .	3 12	3 12	0 5	—	—	6 29	6 24	12 53
Westport to Westport Quay .. .. .	2 5	0 3	—	—	—	2 8	0 27	2 35
<b>TOTAL .. .. .</b>	<b>516 31</b>	<b>168 20</b>	<b>0 9</b>	<b>—</b>	<b>—</b>	<b>684 60</b>	<b>78 22</b>	<b>763 2</b>
<b>LINES LEASED OR WORKED BY THE COMPANY—</b>								
Ballinrobe and Claremorris Railway .. .. .	12 48	—	—	—	—	12 48	1 6	13 54
Loughrea and Attymon Railway .. .. .	9 7	—	—	—	—	9 7	2 11	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>GRAND TOTAL .. .. .</b>	<b>538 6</b>	<b>168 20</b>	<b>0 9</b>	<b>—</b>	<b>—</b>	<b>706 35</b>	<b>81 39</b>	<b>787 74</b>
<b>GRAND TOTAL—Year 1922 .. .. .</b>	<b>538 6</b>	<b>168 20</b>	<b>0 9</b>	<b>—</b>	<b>—</b>	<b>706 35</b>	<b>80 73</b>	<b>787 28</b>

## (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 1922	
	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 1922	
		Number	
<b>Tender Engines (Wheel types)</b>			
2—4—0	20	21	
4—4—0	21	21	
0—6—0	81	80	
<b>Tank Engines</b>			
0 6 0	17	17	
	139	139	
<b>Tenders</b>	122	122	

(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.

	Number	Seats or Berths			Year 1922		Number	Year 1922
		1st Class	3rd Class	Total	Number	Seats or Berths Total		
<b>PASSENGER CARRIAGES</b>								
Carriages of Uniform Class ..	155	1,283	5,161	6,444	172	7,072		
Composite Carriages	35	548	728	1,276	38	1,384		
Restaurant Cars	2	24	24	48	2	48		
Miscellaneous ..	—	—	—	—	—	—		
<b>TOTAL</b> ..	192	1,855	5,913	7,768	212	8,504		
Sleeping ..	—							
<b>Total Passenger Carriages</b> ..	192			7,768	212	8,504		
<b>OTHER COACHING VEHICLES</b>								
Post Office Vans ..	3				4			
Luggage, Parcels, and Brake Vans ..	30				39			
Carriage Trucks ..	23				24			
Horse Boxes ..	59				60			
Miscellaneous ..	53				60			
<b>Total other Coaching Vehicles</b> ..	168				187			
<b>Total Coaching Vehicles</b> ..	360				399			
<b>OPEN WAGONS—</b>								
Under 8 Tons .. ..							102	124
8 and up to 12 Tons .. ..							430	356
Over 12 and up to 20 Tons .. ..							—	—
Over 20 Tons (other than special) .. ..							—	—
<b>COVERED WAGONS—</b>								
Under 8 Tons .. ..							1,653	1,691
8 and up to 12 Tons .. ..							263	63
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 .. ..							7	7
Rail and Timber Trucks (including Twin Trucks)							467	483
Brake Vans .. ..							73	73
Miscellaneous .. ..							52	62
							2	2
<b>TOTAL</b> .. ..							3,049	2,861

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

	Number	Year 1922
	Number	Number
Gasholder Trucks .. ..	—	—
Locomotive Coal Wagons .. ..	139	140
Ballast Wagons .. ..	110	102
Mess and Tool Vans .. ..	13	14
Breakdown Cranes .. ..	3	1
Travelling Cranes .. ..	2	2
Rail Motor Vehicles .. ..	1	1
Miscellaneous .. ..	1	1
<b>TOTAL</b> .. ..	269	261
<b>Horses for Shunting</b> .. ..	2	2

**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.**

Name	Length in Miles
Royal Canal .. .. .	96

**VI.—DOCKS, HARBOURS, AND WHARVES.**

Name	Length of Quay
Spencer Dock .. .. .	43

**VII.—HOTELS.**

Name	Situation
Railway Hotel, Galway .. .. .	Co. Galway
Railway Hotel, Recess (Destroyed) .. .. .	Co. Galway
Railway Hotel, Mallaranny .. .. .	Co. Mayo

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

Land	Acreage	Acreage Year 1922	Houses	Number	Number Year 1922
Agricultural Land .. .. .	36	36	Labouring Class Dwellings .. .. .	—	—
Urban and Suburban Land .. .. .	36	36	Houses and Cottages for Company's Servants	600	600
			Other Houses and Cottages .. .. .	14	14

**IX.—OTHER INDUSTRIES (IF ANY).**

NOT APPLICABLE TO THIS COMPANY.

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

											Year 1922.	
QUANTITIES OF PRINCIPAL MATERIALS USED—												
Ballast	..	..	..	..	..	..	..	..	..	..	33,545 c. yds.	27,660 c. yds.
Fencing	..	..	..	..	..	..	..	..	..	..	8½ miles	18 miles
Rails	..	..	..	..	..	..	..	..	..	..	1,556 tons	2,758 tons
Sleepers	..	..	..	..	..	..	..	..	..	..	65,747	79,947
MILES MAINTAINED—											M.	C.
Miles of Road	..	..	..	..	..	..	..	..	..	..	538	6
Miles of Road reduced to Single Track—												
Running Lines	..	..	..	..	..	..	..	..	..	..	706	35
Sidings	..	..	..	..	..	..	..	..	..	..	81	39
Miles of Track Renewed	..	..	..	..	..	..	..	..	..	..	10	73
											M.	C.
											538	6
											706	35
											81	39
											10	73
											538	6
											706	35
											81	39
											10	73

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

								In Company's Workshops	By Contract	Total	Year 1922
								Number	Number		Number
Locomotives Renewed	..	..	..	..	..	..	..	5	—	5	9
LOCOMOTIVES REPAIRED—											
Heavy Repairs	..	..	..	..	..	..	..	46	—	46	27
Light "	..	..	..	..	..	..	..	37	—	37	30
Locomotives under or awaiting Repair at end of year	..	..	..	..	..	..	..	23	—	23	30
RAIL MOTOR AND ELECTRIC—											
Train Vehicles, &c., Renewed	..	..	..	..	..	..	..	—	—	—	—
Train Vehicles, &c., Repaired—											
Heavy Repairs	..	..	..	..	..	..	..	—	—	—	—
Light "	..	..	..	..	..	..	..	—	—	—	—
Train Vehicles, &c., under or awaiting Repair at end of year	..	..	..	..	..	..	..	—	—	—	—
COACHING VEHICLES—											
Carriages Renewed	..	..	..	..	..	..	..	2	—	2	2
Carriages Repaired—											
Heavy Repairs	..	..	..	..	..	..	..	57	—	57	45
Light "	..	..	..	..	..	..	..	28	—	28	37
Carriages under or awaiting Repair at end of year	..	..	..	..	..	..	..	24	—	24	10
Others Renewed	..	..	..	..	..	..	..	—	—	—	—
Others Repaired—											
Heavy Repairs	..	..	..	..	..	..	..	37	—	37	28
Light "	..	..	..	..	..	..	..	64	—	64	160
Others under or awaiting Repair at end of year	..	..	..	..	..	..	..	22	—	22	11
WAGONS RENEWED—											
Completely Renewed	..	..	..	..	..	..	..	78	—	78	59
Partially "	..	..	..	..	..	..	..	—	—	—	—
WAGONS REPAIRED—											
Heavy Repairs	..	..	..	..	..	..	..	508	—	508	581
Light "	..	..	..	..	..	..	..	4,322	—	4322	4,806
Wagons under or awaiting Repair at end of year	..	..	..	..	..	..	..	204	—	204	198

XII.—ENGINE MILEAGE.

	Year 1922.																			
	Train Miles (Loaded Trains)			Total Train Miles (Including Empty Trains run for Traffic purposes on either the Forward or Return Journey)			Total Engine Miles	Train Miles (Loaded Trains)			Total Train Miles (Including Empty Trains run for Traffic purposes on either the Forward or Return Journey)			Other Miles (assist-ing Light, &c.)	Total Engine Miles					
	Coaching	Goods	Total	Coaching	Goods	Total		Coaching	Goods	Total	Coaching	Goods	Total			Coaching	Goods			
							Coaching							Goods	Total			Coaching	Goods	Total
A—MILES RUN IN RELATION TO THE COMPANY'S TRAFFIC RECEIPTS—																				
Over the Company's System by the Company's Engines	999,486	721,684	1,721,170	1,007,073	796,916	1,803,989	97,155	319,882	78,315	2,299,341	934,820	718,088	1,652,908	946,397	798,589	1,744,986	98,162	314,002	94,918	2,252,068
Over the Company's System by other Companies' Engines	7,612	9,798	17,410	7,618	9,976	17,594	2,955	11,642	744	32,935	8,940	9,101	18,041	8,940	9,122	18,062	5,680	7,807	647	32,196
Add Company's Proportion (according to ownership) of Miles run on Joint Account over Joint Lines not included in Abstract J																				
TOTAL	1,007,098	731,482	1,738,580	1,014,691	806,892	1,821,583	100,110	331,524	79,059	2,332,276	943,760	727,189	1,670,949	955,337	807,711	1,763,048	103,842	321,809	95,565	2,284,264
B—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE—																				
By the Company's Engines over Lines owned, leased, or worked by the Company	999,486	721,684	1,721,170	1,007,073	796,916	1,803,989	97,155	319,882	212,700	2,433,726	934,820	718,088	1,652,908	946,397	798,589	1,744,986	98,162	314,002	210,705	2,367,855
By the Company's Engines over other Companies' Lines	326	204	530	326	235	561	3	1	—	565	—	—	—	—	—	—	—	—	—	—
By other Companies' Engines over the Company's Line	7,612	9,798	17,410	7,618	9,976	17,594	2,955	11,642	744	32,935	8,940	9,101	18,041	8,940	9,122	18,062	5,680	7,807	647	32,196
Add Company's Proportion (according to ownership) of Miles run on Joint Account over Joint Lines not included in Abstract J																				
TOTAL	1,007,424	731,686	1,739,110	1,015,017	807,127	1,822,144	100,113	331,525	213,444	2,467,226	943,760	727,189	1,670,949	955,337	807,711	1,763,048	103,842	321,809	211,352	2,400,051
C—MILES RUN BY THE COMPANY'S ENGINES—																				
(1) Steam Tender and Tank Engines—																				
Over Lines owned, leased, or worked by the Company	999,486	721,684	1,721,170	1,007,073	796,916	1,803,989	97,155	319,882	212,700	2,433,726	934,820	718,088	1,652,908	946,397	798,589	1,744,986	98,162	314,002	210,705	2,367,855
Over all Joint Lines	326	204	530	326	235	561	3	1	—	565	—	—	—	—	—	—	—	—	—	—
Over other Companies' Lines	999,812	721,888	1,721,700	1,007,399	797,151	1,804,550	97,158	319,883	212,700	2,434,291	934,820	718,088	1,652,908	946,397	798,589	1,744,986	98,162	314,002	210,705	2,367,855
(2) Electric Traction—																				
Over Lines owned, leased, or worked by the Company																				
Over all Joint Lines																				
Over other Companies' Lines																				
(3) Steam, Petrol, &c., Rail Motors—																				
Over Lines owned, leased, or worked by the Company																				
Over all Joint Lines																				
Over other Companies' Lines																				
TOTAL	999,812	721,888	1,721,700	1,007,399	797,151	1,804,550	97,158	319,883	212,700	2,434,291	934,820	718,088	1,652,908	946,397	798,589	1,744,986	98,162	314,002	210,705	2,367,855





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, so far as possible under prevailing conditions.

A. W. BRET LAND, *Chief Engineer.*

DUBLIN, *February 5th, 1924.*

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, so far as possible under prevailing conditions.

W. H. MORTON, *Locomotive Engineer.*

DUBLIN, *February 5th, 1924.*

SIGNED FOR THE BOARD OF DIRECTORS

H. CUSACK,

*Chairman of the Company.*

PERCY A. HAY,

*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 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.*

SIMON W. MADDOCK.

DUBLIN, *February 5th, 1924.*

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		Wagons—Maintenance and Renewal—Abstract B . . . . .	10, 18
Income—Proposed appropriation of net . . . . .	8	Way and Works—Maintenance and Renewal—Abstract A . . . . .	10, 18
Interim Dividends Paid—Statement of . . . . .	8		
Land and Property . . . . .	17		
Lines open for Traffic—Mileage of . . . . .	15		
Do. run over by Company's Engines—Mileage of . . . . .	15		
Live Stock carried by Goods Trains . . . . .	20		

MAP OF THE MIDLAND GREAT WESTERN RAILWAY OF IRELAND.



SCALE: 15 MILES TO AN INCH

- 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

ATLANTIC OCEAN

IRISH SEA

*Midland Great Western Railway of  
Ireland Company.*

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REPORT OF THE DIRECTORS  
FINANCIAL ACCOUNTS

AND

STATISTICAL RETURNS

FOR THE YEAR ENDED

31st DECEMBER, 1923.

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Notice is hereby given that the ANNUAL GENERAL MEETING of the Proprietors of this Company will be held at the Company's Offices, Broadstone Terminus, in the City of Dublin, on Thursday, the 28th day of February, 1924, at the hour of 12 o'clock noon, for the purpose of receiving from the Directors, the Report, Financial Accounts and Statistical Returns for the year ended 31st December, 1923, and for transacting the general business of the Company.

Dated this 22nd day of January, 1924.

H. C. CUSACK, *Chairman.*

PERCY A. HAY, *Secretary.*

BROADSTONE TERMINUS,  
DUBLIN.

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Browne & Nolan, Limited, Printers, Dublin.

The Schull and Skibbereen Tramway and  
Light Railway.

Company's Offices: Railway Terminus, Skibbereen

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REPORT OF THE DIRECTORS,  
STATEMENT OF ACCOUNTS  
AND  
STATISTICAL RETURNS,  
FOR  
YEAR ENDED 31st DECEMBER, 1923.



# The Schull and Skibbereen Tramway and Light Railway.

COMPANY'S OFFICES - RAILWAY TERMINUS, SKIBBEREEN.

## Directors.

WM. J. ROYCROFT, Clerk of Union.  
 PATRICK HEGARTY, R.D.C., Lowertown.  
 TIMOTHY O'MAHONY, Goleen.  
 JAMES DUGGAN, U.D.C., Skibbereen.  
 PATRICK F. O'DRISCOLL, V.C., R.D.C., Coolbawn.  
 PATRICK WALSH, Townshend Street, Skibbereen.

## Secretary.

WILLIAM GOGGIN

## REPORT

The Directors submit herewith the Statement of Accounts which has been duly audited and verified, for the Year ending 31st December, 1923.

In consequence of the destruction to the Permanent Way mentioned in the last Report, the line remained closed until June 11th, 1923, when it was reopened for Traffic after the bridges were repaired and the damaged line made good.

The Loss on Working for the year 1923 as shown in the Revenue Account was Nil. To do that, the Committee decided to draw on the monies to their credit under the Irish Railways (Settlement of Claims) Act, 1921, to the amount of £2,914 11s. 1d.

The following is a Summary of Receipts and Expenditure on Revenue Account—

Per Account No. 8—	1923	1922
Receipts of Railway, etc.	... £2,563 2 5 ...	... £3,523 11 7
Expenditure	... 5,521 4 3 ...	... 9,686 1 11
Loss on Working	... £2,958 1 10 ...	... £6,162 10 4
Miscellaneous Receipts from—		
Rents, Bank Interest, etc.	... 43 10 9 ...	... 36 4 6
	£2,914 11 1 ...	... £6,126 5 10
Proportion of Compensation under the Irish Railways (Settlement of Claims) Act, 1921	... 2,914 11 1 ...	... 4,005 10 11
Total Net Loss	... Nil ...	... £2,120 14 11

WILLIAM GOGGIN, Secretary.

Terminus, Skibbereen,  
 March 4th, 1924.

# Schull and Skibbereen Tramway and Light Railway.

Financial Accounts for the Year ended 31st December, 1923.

## PART I—FINANCIAL ACCOUNTS.

Nos. 10 to 17 including Abstracts A to J, and Statistical Returns 10 to 11, are omitted under Authority of the Ministry of Transport.

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

Capital authorised by Privy Council	£57,000 0 0
-------------------------------------	-------------

### 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—Statement of Capital showing Proportion Received.

Description	Amount Created	Amount Received	Calls in Arrears	Amount Uncalled	Amount Unissued
Guaranteed Shares, 5 per cent.	£57,000	£57,000	Nil	£ Nil	£ Nil
Total	£57,000	£57,000	Nil	Nil	Nil

### No. 3—Not Applicable.

Dr.

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

Cr.

To EXPENDITURE:—	Amount Expended up to 30th June, 1923.	Amount Expended during year ended 31st Dec., 1923.	TOTAL	By RECEIPTS—	Amount Received up to 30th June, 1923.	Amount Received during year ended 31st Dec., 1923.	TOTAL
	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.
On Lines open for Traffic	...	...	...	Guaranteed Shares allotted	57,000 0 0	Nil	57,000 0 0
Rolling Stock	...	...	...	Ordinary Shares	...	...	...
Balance	57,000 0 0	Nil	57,000 0 0	Premium on Shares	...	...	...
	57,000 0 0		57,000 0 0		57,000 0 0		57,000 0 0

### No. 5—Details of Capital Expenditure for the year ended 31st December, 1923.

NIL.

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

	FURTHER EXPENDITURE		
	During the Year ending 31st Dec. 1923.	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.
Capital Created and not yet issued ... ..			
Balance as Credit, per Account No 4 ... ..			
			Nil
			Nil

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

See Statement		1923			1922		
		Gross Receipts	Expenditure	Net Receipts	Gross Receipts	Expenditure	Net Receipts
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
10	Railway ... ..	2,563 2 5	5,521 4 3	<i>Loss</i> 2,958 1 10	3,523 12 7	9,686 1 11	6,162 10 4
	Total ...	2,563 2 5	5,521 4 3	<i>Loss</i> 2,958 1 10			6,163
	Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921 ... ..			2,914 11 1			4,006
	Miscellaneous Receipts (Net)—			43 10 9			2,157
	General Interest ... ..		£43 10 9				36
	Loss on Working ... ..		Nil				2,121
	Received from County Council for half-year ended 30th June, 1923 ...			1,425 0 0			2,425
	" " " " " " 31st December, 1923 ...			1,425 0 0			2,566
				2,850 0 0			4,971
	Net Income ...			2,850 0 0			2,850

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

	1923	1922
	£ s. d.	£
Net Income as per Statement No. 8 ... ..	2,850 0 0	2,850
Dividend on £57,000 5 per cent. Guaranteed Shares for half-year to 30th June ...	1,425 0 0	...
" " " " " " 31st December ...	1,425 0 0	...

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

	1923	1922
	£ s. d.	£
Interim Dividend paid on £57,000 5% Guaranteed Shares, half-year ended 30th June, 1923 ... ..	1,425 0 0	1,425
Received from County Council ... ..	1,425 0 0	1,425

No. 10—Receipts and Expenditure in respect of Railway Working.

By Expenditure	1923		Percentage of Traffic Receipts	1922		Percentage of Traffic Receipts	By Gross Receipts		1923		Percentage of Traffic Receipts	1922		Percentage of Traffic Receipts
	£	s. d.		£	s. d.		£	s. d.	£	s. d.		£	s. d.	
<i>See Abstracts</i>														
A—Maintenance and Expenses of Way and Works	1,532	17 0	59.80	4,392	16 5	124.66	Passenger Train Traffic—							
B—Maintenance and Removal of Rolling Stock—							Ordinary Passengers—							
(1) Locomotives	451	9 8	17.61	706	3 3	20.04	First Class	45	14 0			88	12 4	
(2) Carriages	53	6 8	2.08	208	12 4	5.92	Third Class	969	5 5			1,095	9 3	
(3) Wagons	482	3 10	18.81	476	9 5	12.38	Season Tickets—							
C—Locomotive Running Expenses	1,068	2 11	39.33	1,579	9 10	43.69	First Class							
D—Traffic Expenses	1,085	0 1	40.38	1,423	15 1	40.40	Third Class	23	5 2			21	13 3	
E—General Charges	790	13 11	30.84	812	6 9	23.05	Total Receipts from Passengers	1,088	4 7			1,205	14 10	
Law Charges, Expenses, &c.														
Compensation (Accidents and Losses)—							Mails							
Passengers	18	1 2	.70	19	11 0	.55	Parcels up to 2 cwt., Parcels Post and Excess Luggage			85	13 11		106	2 2
Workmen	50	5 2	1.96	60	0 10	1.70	Other Merchandise by Passenger Trains							
Damage and Loss of Goods, Property, &c.							Total Passenger Train Receipts	1,123	18 6			1,311	17 0	37.23
Rates	65	13 2	2.56	44	12 8	1.26								
Taxes							Goods Train Traffic—							
National Insurance Act, 1911—							Merchandise	1,095	11 10				1,808	3 1
Health	23	19 0	.93	30	9 6	.86	Live Stock	325	12 1				367	13 8
Unemployment	9	11 8	.37	11	14 10	.33	Coke, Coal and Patent Fuel	1	0 0				20	14 4
							Other Minerals	17	0 0				15	3 6
							Total Goods Train Receipts	1,439	8 11			2,211	14 7	62.77
							Total Traffic Receipts	2,563	2 5			3,523	11 7	
							Miscellaneous—Bank Interest	48	10 9				36	4 6
							Irish Railway Clearing House	2,914	11 1				4,005	10 11
							Balance to Net Revenue Account						2,120	14 11
Total	5,521	4 3		9,686	1 11		Total	5,521	4 3			9,686	1 11	100.00

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

	1923			1922		
	£	s.	d.	£	s.	d.
Superintendence—						
Salaries ... ..	70	0	0			53
Other Expenses, &c. ... ..	20	0	0			41
Repairs of Running Lines and Sidings—						
Wages ... ..	1,335	17	9			1,477
Materials ... ..	72	11	2			2,817
Maintenance of Stations and Buildings—						
Stations, Depots and Offices ... ..	9	15	1			2
Engine Sheds ... ..						2
Wagon Workshops ... ..	13	7	2			1
Other Works ... ..	12	5	10			
<b>Total</b> ... ..	<b>1,582</b>	<b>17</b>	<b>0</b>			<b>4,393</b>

Abstract B.—Maintenance and Renewal of Rolling Stock.

(1)—Locomotives.

2)—Carriages.

	1923			1922				1923			1922			
	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.	
Repairs and Partial Renewals—							Complete Renewals—							
Wages ... ..	328	1	11			358	Wages ... ..							
Materials ... ..	123	7	9			348	Materials ... ..							
Purchase of New Locomotives ... ..							Repairs and Partial Renewals—							
Workshop Expenses—							Wages ... ..	38	16	0			182	
Repairs and Renewals of Machinery and Plant ... ..							Materials ... ..	14	10	8			26	
Other Expenses ... ..														
Transfer ... ..														
				451	9	8	706				53	6	8	208
				451	9	8	706				53	6	8	208

(3)—Wagons.

	1923			1922			
	£	s.	d.	£	s.	d.	
Complete Renewals—							
Wages ... ..							
Materials ... ..							
Repairs and Partial Renewals—							
Wages ... ..	382	2	2			357	
Materials ... ..	100	1	8			79	
				482	3	10	436

## Abstract C.—Locomotive Running Expenses.

	1923			1922
	£	s.	d.	£
Steam Train Working—				
Wages connected with the Running of Locomotive Engines ...	570	10	5	717
Fuel ... ..	365	14	10	731
Water ... ..	3	15	0	4
Lubricants and Waste ... ..	49	14	4	57
Other Stores, including Clothing and Sand ... ..	4	18	0	28
Miscellaneous ... ..	13	10	4	2
	1,008 2 11			1,539

## Abstract D.—Traffic Expenses.

	1923			1922
	£	s.	d.	£
Salaries and Wages—				
Superintendence ... ..	774 12 11			1,161
Stationmasters and Clerks ... ..				
Signalmen and Gatemen ... ..				
Ticket Collectors, Policemen, Porters, &c. ... ..				
Guards ... ..				
Fuel, Lighting, Water, and General Stores ... ..	12	19	5	8
Clothing ... ..	14	1	3	6
Printing, Advertising, Stationery, Stamps and Tickets ... ..	5	17	0	94
Wagon Covers, &c. ... ..	...			...
Expenses of Joint Stations and Junctions ... ..	202	14	0	138
Cleansing, Lubricating and Lighting Vehicles ... ..	13	1	3	6
Miscellaneous Expenses ... ..	1	14	3	1
Station Auditor ... ..	10	0	0	10
Superannuation ... ..	...			...
Total ... ..	1,035	0	1	1,424

## Abstract E.—General Charges.

	1923			1922
	£	s.	d.	£
Committee of Management ... ..	71	8	0	71
Auditors and Arbitrators ... ..	45	3	4	25
Salary of Secretary, General Manager ... ..	530	0	0	530
Fire Insurance ... ..	1	14	3	2
Superannuation and Benevolent Funds, Pensions, &c. ... ..	...			...
Miscellaneous ... ..	142	8	4	184
Total ... ..	790	13	11	812

Dr.

## No. 18.—General Balance Sheet.

Cr.

	1923		1922			1923		1922	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
To Outstandings ... ..	298	19 6	122	16 6	By Stocks of Stores and Materials ... ..	2,305	3 11	1,507	10 9
„ Balance available for Dividends and Reserve, as per Account No. 9 ... ..	2,850	0 0			„ Amount due by County Council in respect of half-year ... ..	1,425	0 0	2,424	9 9
„ Less Interim Dividends paid as per Account No. 9 ... ..	1,425	0 0	1,425	0 0	„ Cash on hands ... ..	3	12 0	0	7 6
„ Depreciation Fund—Arrears of Work in connection with Abstract A ... ..	756	16 0	393	5 11	„ Outstanding Traffic Account ... ..	26	6 6	26	15 0
„ Depreciation Fund—Arrears of Work in connection with Abstracts B1, B2, and B3, combined ... ..	5,903	13 6	6,033	3 11	„ Accounts Receivable ... ..	43	1 3	1,121	5 2
„ Miscellaneous ... ..	54	0 0	54	0 0	„ Munster and Leinster Bank ... ..	13,865	2 10	6,283	3 10
„ Suspense Account ... ..			3,335	5 8					
„ Irish Railway Clearing House Account ... ..	9,229	17 6							
	17,668	6 6	11,363	12 0		17,668	6 6	11,363	12 0

## 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 1923	1922
Lines Owned by the Company—	M. Ch.			M. Ch.	M. Ch.	M. Ch.
Main and Principal Line ... ..	14 $\frac{3}{4}$ —	...	...	$\frac{1}{4}$ —	15 —	15 —
Total ... ..	14 $\frac{3}{4}$ —	...	...	$\frac{1}{4}$ —	15 —	15 —

### II.—ROLLING STOCK.

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

DESCRIPTION	Number	Number
	1923	1922
Tender Engines ... ..	Nil	Nil
Tank Engines—4-4-0 ... ..	3	3
Tank Engines—0-4-0 ... ..	1	1
	4	4
Tenders ... ..		

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

	1923		1922	
	M. Ch.	M. Ch.	M. Ch.	M. Ch.
Lines Owned by the Company ... ..	14 $\frac{3}{4}$ —	14 $\frac{3}{4}$ —		
Lines Leased or Worked by the Company	...	...		
Total ... ..	14 $\frac{3}{4}$ —	14 $\frac{3}{4}$ —		

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

	1923	1922
	Number	Number
Open Wagons—		
Under 8 tons ... ..	...	...
8 and up to 12 tons ... ..	...	...
Over 12 and up to 20 tons ... ..	...	...
Over 20 tons (other than special)	...	...
Covered Wagons—		
Under 8 tons ... ..	21	19
8 and up to 12 tons ... ..	...	...
Over 12 and up to 20 tons ... ..	...	...
Over 20 tons ... ..	...	...
Mineral Wagons—		
Under 8 tons ... ..	5	5
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	22
Rail and Timber Trucks (including Twia Trucks)	4	4
Brake Vans ... ..	2	4
Miscellaneous ... ..	...	...
Total ... ..	54	54

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

	1923	Seats or Berths				1922
	Number	1st Class	2nd Class	3rd Class	Total	Number
PASSENGER CARRIAGES.						
Carriages of Uniform Class ...	7	32	...	120	152	7
Composite Carriages ... ..	1	10	...	30	40	1
Miscellaneous ... ..	...	...	...	...	...	...
Total ... ..	8	42	...	150	192	8
Total Passenger Carriages ... ..	...	...	...	...	...	...
OTHER COACHING VEHICLES.						
Luggage, Parcel, and Brake Vans ... ..	2	...	...	...	...	2
Carriage Trucks ... ..	...	...	...	...	...	...
Horse Boxes ... ..	...	...	...	...	...	...
Miscellaneous ... ..	...	...	...	...	...	...
Total other Coaching Vehicles ... ..	...	...	...	...	...	...
Total Coaching Vehicles	10	...	...	...	...	10

#### (F)—Railway Service Vehicles.

	1923	1922
	Number	Number
Ballast Wagons ... ..	4	4
Travelling Cranes ... ..	...	...
Miscellaneous ... ..	...	...
Total ... ..	4	4

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

	1923	1922
	Number	Number
Houses and Cottages for Company's Servants ...	8	8

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

	1923	1922
	Yards	Yards
Quantities of principal materials used—		
Ballast ... ..	616	Nil
Rails ... ..	45 No.	5,600
Fencing ... ..	770 No.	176 No.
Sleepers ... ..	...	278 No.
Miles maintained—		
Miles of road ... ..	14 $\frac{3}{4}$	14 $\frac{3}{4}$
Miles of road reduced to single track—		
Running Lines ... ..	14 $\frac{3}{4}$	14 $\frac{3}{4}$
Sidings ... ..	$\frac{1}{4}$	$\frac{1}{4}$
Miles of track renewed ... ..	Nil	Nil

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 1923	Total 1922
Locomotives renewed	...	...	...	...
Locomotives repaired—				
Heavy repairs	2	...	2	9
Light ”	11	...	11	...
Locomotives under or awaiting repair at end of year	1	...	1	2
Coaching Vehicles—				
Carriages renewed	...	...	...	...
Carriages repaired—				
Heavy repairs	1	...	1	3
Light ”	4	...	4	1
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	5	...	5	4
Light ”	27	...	27	24
Wagons under or awaiting repair at end of year	2	...	2	13

XII.—Engine Mileage.

	1923										1922										
	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	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	
	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	5,220	5,609	10,829	5,250	5,843	11,093	980	1,099	1,408	14,580	5,840	6,333	12,173	5,850	6,658	12,508	1,220	1,545	2,480	17,758	
Over the Company's System by other Companies' Engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Total	5,220	5,609	10,829	5,250	5,843	11,093	980	1,099	1,408	14,580	5,840	6,333	12,173	5,850	6,658	12,508	1,220	1,545	2,480	17,758	
B.—Miles run in relation to the Company's Expenditure—																					
By the Company's Engines over Lines owned, leased, or worked by the Company	5,220	5,609	10,829	5,250	5,843	11,093	980	1,099	1,408	14,580	5,840	6,333	12,173	5,850	6,658	12,508	1,220	1,545	2,480	17,758	
By the Company's Engines over other Companies' Lines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Total	5,220	5,609	10,829	5,250	5,843	11,093	980	1,099	1,408	14,580	5,840	6,333	12,173	5,850	6,658	12,508	1,220	1,545	2,480	17,758	
C.—Miles run by Company's Engines—																					
Over lines owned, leased, or worked by the Company	5,220	5,609	10,829	5,250	5,843	11,093	980	1,099	1,408	14,580	5,840	6,333	12,173	5,850	6,658	12,508	1,220	1,545	2,480	17,758	
Over all Joint Lines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Over other Companies' Lines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Total	5,220	5,609	10,829	5,250	5,843	11,093	980	1,099	1,408	14,580	5,840	6,333	12,173	5,850	6,658	12,508	1,220	1,545	2,480	17,758	

XIII.—Passenger Traffic and Receipts.

Class of Passenger	1923				1922			
	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	225	£ s. d. 45 14 0	s. d. 4 1	225	403	£ 89	s. d. 4 5	403
2nd ”	15,375	969 5 5	1 3	15,375	20,254	1,095	1 1	20,254
3rd ”	...	...	...	...	...	...	...	...
Total	15,600	1,014 19 5		15,600	20,657	1,184		2,0657
Season—								
1st Class	...	£ s. d.	£ s. d.	...	...	£	£ s. d.	...
2nd ”	3--2/3	23 5 2	6 6 10	3 3/3	12	22	1 16 8	12
3rd ”	3--2/3	23 5 2	6 6 10	3 3/3	12	22	1 16 8	12

## XIV.—Goods Traffic and Receipts.

	1923				1922			
	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
	Tons	£	s. d.	Tons	Tons	£	s. d.	Tons
Merchandise	3,004	1,096	7 3	1,809	3,969	1,808	9 1	1,458
Coal, Coke, and Patent Fuel	4	1	5 0	4	93	21	4 6	12
Other Minerals	48	17	7 1	48	30	15	10 0	...
Total	3,056	1,114		1,861	4,092	1,844		1,470
	Number			Number originating on the Company's System	Number			Number originating on the Company's System
Live Stock	3,267	326		3,267	3,585	368		3,585

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

Originating on the Company's System	Tons 1923	Tons 1922
Ale and Porter (including empties)	16	45
Bacon and Hams, Butter and Eggs	87	197
Brewers' Grains	...	...
Bricks, Common	...	3
Flour and Bran, Sharps and other Flour Mill Offal	914	978
Grain	...	2
Groceries (excluding Hams, Bacon and Butter)	16	2
Manure	5	...
Oil Cake, Cattle Foods	...	...
Potatoes	1	3
Stone for Road-making Purposes	...	...
Timber	...	1
Total	1,089	1,231

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

Originating on the Company's System	1923 Number	1922 Number
Horses	...	...
Cattle	592	685
Calves	367	600
Sheep	60	12
Pigs	2,248	2,288
Miscellaneous	...	...
Total	3,267	3,585

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

	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923
Total Expenditure on Capital Account (No. 4)	£ 57,000	£ 57,000	£ 57,000	£ 57,000	£ 57,000	£ 57,000	£ 57,000	£ 57,000	£ 57,000	£ 57,000	£ 57,000
Gross Receipts from Business carried on by the Company (No. 8)	3,399	3,477	3,512	3,650	3,992	5,680	8,278	11,994	11,599	3,559	2,607
Revenue Expenditure on ditto (No. 8)	5,520	5,563	4,485	4,375	6,193	7,968	10,119	14,039	14,856	9,686	5,521
Net Receipts of ditto (No. 8)	Dr. 2,121	2,106	978	724	2,201	2,288	1,842	2,045	2,132	2,121	...
Miscellaneous Receipts net (No. 8)	...	...	...	...	...	...	...	...	...	...	...
Total Net Income (No. 8)	...	...	...	...	...	...	...	...	...	...	...
Interest, Rentals, and other Fixed Charges (No. 9)	...	...	...	...	...	...	...	...	...	...	...
Dividend on Guaranteed Shares (No. 9)	2,850	2,850	2,850	2,850	2,850	2,850	2,850	2,850	2,850	2,850	2,850
Appropriation to Reserve	...	...	...	...	...	...	...	...	...	...	...
Brought forward from previous years	...	...	...	...	...	...	...	...	...	...	...
Carried forward to subsequent years	...	...	...	...	...	...	...	...	...	...	...
Proportion of amount receivable under the Irish Railways (Settlement of Claims) Act, 1921	...	...	...	...	...	...	...	...	1,125	4,006	2,914

W. GOGGIN, Secretary.

**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.**

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I hereby certify that since June 11th, 1923, when the line re-opened for traffic, the Company's Permanent Way, Stations, Buildings, and other Works, excepting those two Stations maliciously destroyed, were maintained in good working order and repair as was possible owing to existing conditions.

RICHARD EVANS, M. Inst. C.E.I., *Engineer.*

Cork, January 3rd, 1924.

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**Certificate respecting Rolling Stock.**

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I hereby certify that since June 11th, 1923, when the line re-opened for traffic, the Company's Plant, Engines, Carriages, Wagons, Machinery and Tools were maintained in good working order and repair.

P. MURPHY, *Locomotive Engineer,*

January 3rd, 1924.

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Signed by the Board of Directors.

WM. J. ROYCROFT.

JAMES DUGGAN.

PATRICK HEGARTY.

P. F. O'DRISCOLL.

TIMOTHY O'MAHONY.

PATRICK WALSH.

W. GOGGIN, *Secretary of the Company.*

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**Auditors' Certificate.**

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I hereby certify that the foregoing Accounts contain a full and true statement of the Financial condition of the Company.

RICHARD O'CONNOLLY, *Auditor.*

March 4th, 1924.

**Map of the Schull and Skibbereen Tramway and Light Railway.**





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**Schull and Skibbereen Tramway  
and Light Railway.**



**Report of the Directors**

AND

**Statement of Accounts**

**31st DECEMBER, 1923.**



W. GOGGIN, Secretary.

Company's Offices,  
Railway Terminus, Skibbereen.

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, 1923.

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TO BE SUBMITTED TO THE PROPRIETORS

AT THE

ANNUAL GENERAL MEETING

TO BE HELD AT

RAMSAY'S HOTEL, SLIGO,

On *FRIDAY, the 29th day of FEBRUARY, 1924,*

At **ONE o'clock p.m.**

---

## Directors:

SIR JOSSLYN GORE-BOOTH, BART., CHAIRMAN, Lissadell, Sligo.

CAPTAIN GEORGE HEWSON, D.L., DEPUTY-CHAIRMAN, Dromahair.

LIEUT.-COL. JAMES CAMPBELL, D.L., Hermitage, Sligo.

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## AUDITORS:—

J. HAROLD PIM, F.C.A.,

R. STANLEY STOKES, F.C.A.

} 36 College Green, Dublin.

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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 Friday, the 29th day of February, 1924, 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, 1924, to the 29th day of February, 1924, both days inclusive.

JOSSLYN GORE-BOOTH, *Chairman.*  
S. C. LITTLE, *Secretary.*

COMPANY'S OFFICE,  
ENNISKILLEN,  
5th February, 1924.

## REPORT OF THE DIRECTORS.

TO BE SUBMITTED TO THE SHAREHOLDERS AT THE ANNUAL GENERAL MEETING ON  
29TH FEBRUARY, 1924.

The Statement of Accounts and Statistical Returns for the Year ended 31st December, 1923, 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	..	..	..	..	£44,541 6 11
Expenditure	..	..	..	..	37,065 1 9
					£7,476 5 2
Miscellaneous Receipts (Net) from Rents, Interest &c.	..	..	..	..	£2,651 17 5
					£10,128 2 7
PER ACCOUNT NO. 9.					
Add Balance from last Account	..	..	..	..	709 18 11
					£10,838 1 6

After payment for amount due for Running Powers, Interest on A. and B. Debenture Stocks, there remains £4,113 1s. 6d., out of which the Directors recommend that a Dividend at the rate of 4 per cent., for the year be paid on C. Debenture Stock, and that the balance, £953 16s. 8d., be carried forward.

The Directors regret having to report the loss, by malicious damage, of eight Passenger Coaches and the destruction of Dromahair and Carrignagat Junction Signal Cabins during the early part of the year, claims in respect of which have been duly presented to the Government of the Irish Free State.

One of the Directors, Sir Josslyn Gore-Booth, retires by rotation, and being eligible, offers himself for re-election.

One of the Auditors, Mr. Stokes, also retires and offers himself for re-election.

JOSSLYN GORE-BOOTH, CHAIRMAN.

S. C. LITTLE, SECRETARY.

5th February, 1924.

# Sligo, Leitrim, and Northern Counties Railway Company.

## Financial Accounts and Statistical Returns for the Year ended 31st December, 1923.

### PART 1.—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	—	—	—	—
TOTAL, ..	£200,000	200,000	—	200,000	—	—	—	—

#### 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, 1922 ..	£ Nil.	£ 286,781	£ —	£ 100,000	£ 40,000	£ 78,981	£ 67,800	£ 286,781	£ 286,781
Existing at 31st December, 1923 ..	—	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, 1923 .. .. .									£ *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., 1924.	Subsequently until completion.	Total.
£	Lines belonging to the Company open for traffic .. .. .	£ Nil	£ Nil	£ —
	Rolling Stock .. .. .	Nil	Nil	—
	<b>TOTAL, .. .. .</b>	<b>£ —</b>	<b>—</b>	<b>—</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) .. .. .		2,040 19 10
<b>TOTAL .. .. .</b>	<b>£</b>	<b>1,178 0 2</b>

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

	1923	1922.
	£ s. d.	£
Receipts in respect of Railway Working and of separate businesses carried on by the Company .. .. .	44,541 6 11	40,158
Expenditure .. .. .	37,065 1 9	36,774
<b>Net Receipts .. .. .</b>	<b>7,476 5 2</b>	<b>3,384</b>
Proportion of amount receivable under Irish Railways (Settlement of Claims) Act, 1921 .. .. .	—	3,900
Miscellaneous Receipts (Net):—		
Rents from Houses and Lands .. .. .	88 19 6	22
Other Rents, including Lump-sum Tolls .. .. .	46 2 9	18
Transfer Fees .. .. .	2 10 0	2
General Interest .. .. .	2,333 5 5	1,102
Special Items .. .. .	180 19 9	88
<b>Total Net Income .. .. .</b>	<b>10,128 2 7</b>	<b>8,516</b>

No. 9.—PROPOSED APPROPRIATION OF NET INCOME.

										1922.						
								£	s. d.	£	s. d.					
Balance brought forward from last year's Account	..	..	..	..	..	..	..	709	18	11	£	696				
Net Income (as per Statement No. 8)	..	..	..	..	..	..	..	10,128	2	7		8,516				
TOTAL								..	..	..	..	..	9,212			
Deduct—Interest, Rentals, and other Fixed Charges—																
Chief Rents, Wayleaves, &c., including Lump-sum Tolls	..	..	..	..	..	..	..	1,625	0	0		1,625				
Interest on Debenture Stocks:—																
A Debentures, 3½ per cent.	..	..	..	..	..	..	..	3,500	0	0		3,500				
B Debentures, 4 per cent.	..	..	..	..	..	..	..	1,600	0	0		1,600				
General Interest	..	..	..	..	..	..	..	—				—				
Special Items	..	..	..	..	..	..	..	—				—				
TOTAL								..	..	..	..	6,725	0	0	6,725	
Balance after payment of Fixed Charges								..	..	..	..	..	4,113	1	6	2,487
Balance carried to Balance Sheet	..	..	..	..	..	..	..	..	..	..	..	4,113	1	6	2,487	
Less Interest at 4 per Cent. on C Debenture Stock	..	..	..	..	..	..	..	..	..	..	..	3,159	4	10	1,777	
Balance carried forward to next year's Account	..	..	..	..	..	..	..	..	..	..	..	953	16	8	710	

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

NOT APPLICABLE TO THIS COMPANY





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

	1922	
	£ s. d.	£ s. d.
Superintendence—		
Salaries .. .. .	556 18 11	572
Office Expenses, &c. .. .. .	60 2 8	41
		617 1 7
Maintenance of Roads, Bridges and Works—		
Earthworks .. .. .	141 5 0	120
Bridges, Tunnels, Culverts, Retaining Walls, and other Works .. .. .	230 12 0	130
Roads and Fences .. .. .	1,069 11 10	954
		1,441 8 10
Maintenance of Permanent Way—		
Renewal of Running Lines—		
Wages .. .. .	2,133 5 7	892
Materials .. .. .	8,092 14 0	3,854
Engine Power and Wagon Repairs .. .. .	302 11 3	563
		10,528 10 10
Repair of Running Lines and Sidings—		
Wages .. .. .	4,443 4 11	4,639
Materials .. .. .	225 5 10	235
Engine Power and Wagon Repairs .. .. .	—	120
		4,668 10 9
Maintenance of Signalling .. .. .		434 19 3
Maintenance of Telegraphs .. .. .		92 2 8
		469
Maintenance of Stations and Buildings—		
Stations, Depots, and Offices .. .. .	285 10 4	308
Engine Sheds .. .. .	15 4 10	22
Carriage Sheds .. .. .	—	2
Locomotive Workshops .. .. .	15 7 8	19
Carriage Workshops .. .. .	—	3
Wagon Workshops .. .. .	—	—
Other Buildings .. .. .	100 2 8	115
		416 5 6
		18,198 19 5
Less :—Transfer from Depreciation Fund .. .. .		5,715 9 11
		—
TOTAL .. .. .	£ 12,483 9 6	12,957

ABSTRACT B.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.

(1) Locomotives.

	1922	
	£ s. d.	£ s. d.
Superintendence—		
Salaries .. .. .	191 9 0	196
Office Expenses .. .. .	24 0 11	22
		215 9 11
Complete Renewals—		
Wages .. .. .	—	—
Materials .. .. .	—	—
		—
Repairs and Partial Renewals—		
Wages .. .. .	1,088 18 6	982
Materials .. .. .	215 11 1	386
		1,304 9 7
Purchase of New Locomotives		—
Workshop Expenses—		
Repairs and Renewals of Machinery and Plant .. .. .	52 17 1	23
Other Expenses .. .. .	269 14 0	258
		322 11 1
		1,842 10 7
Less :—Transfer from Depreciation Fund .. .. .		—
		—
TOTAL .. .. .	£ 1,842 10 7	1,867

(2) Carriages.

	1922	
	£ s. d.	£ s. d.
Superintendence—		
Salaries .. .. .	178 1 8	180
Office Expenses .. .. .	8 7 5	11
		186 9 1
Complete Renewals—		
Wages .. .. .	—	—
Materials .. .. .	—	—
		—
Repairs and Partial Renewals—		
Wages .. .. .	233 1 2	196
Materials .. .. .	115 12 0	282
		348 13 2
Purchase of New Carriages .. .. .		—
Workshop Expenses—		
Repairs and Renewals of Machinery and Plant .. .. .	7 6 5	4
Other Expenses .. .. .	46 15 4	64
		54 1 9
		478
TOTAL .. .. .	£ 589 4 0	737

(3) Wagons

	1922	
	£ s. d.	£ s. d.
Superintendence—		
Salaries .. .. .	178 1 9	180
Office Expenses .. .. .	8 7 5	11
		186 9 2
Complete Renewals—		
Wages .. .. .	—	—
Materials .. .. .	—	—
		—
Repairs and Partial Renewals—		
Wages .. .. .	1,456 17 6	1,510
Materials .. .. .	690 5 4	858
		2,147 2 10
Purchase of New Wagons .. .. .		—
Workshop Expenses—		
Repairs and Renewals of Machinery and Plant .. .. .	48 6 8	19
Other Expenses .. .. .	108 0 11	161
		156 7 7
		180
TOTAL .. .. .	£ 2,489 19 7	2,739

## ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	1922	
	£ s. d.	£
Superintendence :—		
Salaries .. .. .	158 0 9	155
Office Expenses .. .. .	13 19 11	15
	172 0 8	170
Steam Train Working :—		
Wages connected with the Running of Locomotive Engines	3,326 5 6	3,167
Fuel .. .. .	5,606 8 1	4,716
Water .. .. .	186 4 9	211
Lubricants .. .. .	91 0 6	151
Other Stores, inc. Clothing .. .. .	136 13 8	106
Miscellaneous .. .. .	7 17 4	18
	9,354 9 10	8,369
	9,526 10 6	8,539
Deduct Engine Power supplied by the Company .. .. .	119 8 8	171
TOTAL .. .. .	£9,407 1 10	8,368

## ABSTRACT D.—TRAFFIC EXPENSES.

	1922	
	£ s. d.	£
Salaries and Wages :—		
Superintendence .. .. .	361 14 5	334
Stationmasters and Clerks .. .. .	2,227 6 5	1,923
Signalmen and Gatemen .. .. .	466 14 1	698
Ticket Collectors, Policemen, Porters, &c. .. .. .	1,297 2 4	1,335
Guards .. .. .	639 10 3	752
	4,992 7 6	5,042
Fuel, Lighting, Water and General Stores .. .. .	90 0 5	198
Clothing .. .. .	68 0 3	67
Printing, Advertising, Stationery, Stamps, and Tickets .. .. .	343 11 11	235
Wagon Covers, &c. .. .. .	—	—
Expenses of Joint Stations and Junctions .. .. .	848 0 5	765
Cleansing, Lubricating & Lighting of Vehicles	122 5 7	111
Shunting Expenses (other than Mechanical :—		
Wages .. .. .	45 18 8	46
Other Expenses .. .. .	—	—
	45 18 8	—
Railway Clearing House Expenses .. .. .	434 0 2	367
Miscellaneous Expenses .. .. .	126 3 7	93
TOTAL .. .. .	£ 7,070 8 6	6,924

## ABSTRACT E.—GENERAL CHARGES.

	1922	
	£ s. d.	£
Directors' Fees voted by Shareholders .. .. .	150 0 0	150
Auditors and Public Accountants .. .. .	64 3 5	62
Salaries of Secretary, General Manager, Accountant and Clerks .. .. .	954 1 7	957
Office Expenses, ditto ditto .. .. .	132 9 4	123
Fire and Accident Insurance .. .. .	64 11 1	66
Superannuation Fund and Gratuities to Employees on leaving Service .. .. .	406 14 0	412
Subscriptions and Donations .. .. .	14 4 0	9
Miscellaneous Expenses .. .. .	177 19 2	300
TOTAL .. .. .	1,964 2 7	2,079

## 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.

	1922			1922		
	Receipts	Expenditure	Balance	Receipts	Expenditure	Balance
	£ s. d.	£ s. d.	£ s. d.	£	£	£
Mileage and Demurrage—						
Passenger Train Vehicles	41 18 3	0 18 0	41 0 3	16	—	16
Goods Train Vehicles .. .. .	596 5 9	46 18 0	549 7 9	151	93	58
Hire of—						
Passenger Train Vehicles	—	—	—	—	—	—
Goods Train Vehicles .. .. .	—	—	—	—	—	—
TOTAL	£ 638 4 0	47 16 0	590 8 0	167	93	74

## ABSTRACTS J AND ACCOUNTS Nos. 11, 12, 13, 14, 15 and 16.

NOT APPLICABLE TO THIS COMPANY.

Dr.

## No. 17.—ELECTRIC POWER AND LIGHT ACCOUNT.

Cr.

	1922			Number of Units	Year 1922		
	£ s. d.	£ s. d.	£		£ s. d.	Number of Units	£
Superintendence—							
Salaries .. .. .	5 0 0		5				
Office Expenses .. .. .	2 5 0		2				
Total Superintendence ..		7 5 0	7				
Generation—							
Maintenance of Buildings ..	1 15 3		1				
Maintenance of Plant, Machinery, and Tools .. .. .	14 1 7		9				
Maintenance of Feeders, Cables, and Accessories .. .. .	—		—				
Salaries and Wages .. .. .	23 3 5		16				
Fuel, including Carriage, &c. ..	—		—				
Oil, Waste, Water and Stores ..	19 17 9		15				
Special Items .. .. .	—		—				
Total Generation ..		58 18 0	41				
Distribution—							
Maintenance of Feeders, Mains, and Apparatus .. .. .	—		—				
Maintenance of Meters, Switches, Fuses, Lamps, &c. .. .. .	13 3 2		6				
Salaries and Wages .. .. .	2 13 3		1				
Royalties, &c., payable for use of Patents	—	15 16 5	7				
Rents payable .. .. .	—		—				
Rates .. .. .	—		—				
Taxes .. .. .	—		—				
Special Charges— (To be enumerated)	—		—				
TOTAL .. .. .	£	81 19 5	55	TOTAL ..	964	81 19 5	713 55

Dr.

## No. 18.—GENERAL BALANCE SHEET.

Cr.

	1922.				1922.		
	£ 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 ..	2,040 19 10	2,041	
Amount due to Bankers .. .. .	—	—	—	Cash at Bankers .. .. .	141 3 0	—	
Amount due to Railway Companies and Committees .. .. .	1,337 5 3	1,436	—	Cash on Deposit .. .. .	6,036 9 3	23,990	
Amount due to Railway Clearing Houses .. .. .	1,046 10 3	1,338	—	Investments in 5% War Loan ..	47,792 12 6	7,412	
Accounts payable .. .. .	3,209 7 9	1,546	—	National War Bonds .. .. .	—	3,907	
Miscellaneous Accounts .. .. .	4,308 17 1	3,554	—	Stocks of Stores and Materials ..	6,408 8 6	6,603	
Depreciation Funds—				Outstanding Traffic Accounts ..	781 15 4	476	
Railway (including Arrears of Maintenance) .. .. .	35,656 11 7	41,803	—	Amount due by Railway Companies and Committees .. .. .	63 7 6	—	
General Reserve .. .. .	1,000 0 0	1,000	—	Amount due by Railway Clearing Houses .. .. .	—	—	
Suspense A/c. (Irish Railways Settlement of Claims Act, 1921) .. .. .	15,402 0 0	15,402	—	Amount due by Postmaster-General ..	278 15 0	294	
Balance available for Dividends as per Account No. 9 .. .. .	4,113 1 6	2,487	—	Accounts Receivable .. .. .	1,096 14 10	22,367	
	£ 66,073 13 5	68,566		Miscellaneous Accounts .. .. .	1,433 7 8	1,476	
				TOTAL ..	£ 66,073 13 5	68,566	

**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
	Length of Road. First Track.	Second Track.	Third Track.	Fourth Track.	Over four Tracks (reduced to Single Track).	Total Miles (reduced to Single Track).		
Lines owned by Company—	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.	M. Ch.
Main and Principal Lines—1923 .. .. .	43 21	—	—	—	—	43 21	2 40	45 61
„ „ „ „ —1922 .. .. .	43 21	—	—	—	—	43 21	2 40	45 61

**(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.**

Lines Owned by the Company .. .. .	..	..	..	..	..	..	..	M. Ch. 43 21
„ Partly Owned .. .. .	..	..	..	..	..	..	..	—
„ Leased, or Worked by the Company .. .. .	..	..	..	..	..	..	..	—
„ Leased, or Worked Jointly .. .. .	..	..	..	..	..	..	..	—
„ over which the Company exercises Running Powers continuously .. .. .	..	..	..	..	..	..	..	5 23
TOTAL .. .. .	..	..	..	..	..	..	..	48 44
Add :—								
Lines over which the Company exercises Running powers occasionally .. .. .	..	..	..	..	..	..	..	—
TOTAL .. .. .	..	..	..	..	..	..	..	48 44

**II.—ROLLING STOCK.****(A.)—Steam Locomotives and Tenders.**

Description.	Number.	1922	
		Number.	
Tender Engines :— 4—4—0	2	2	
Tank Engines :— 0—6—4 .. .. .	8	8	
0—6—2 .. .. .	—	—	
0—6—0 .. .. .	1	1	
	11	11	
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).**

	Number	Seats or Berths.				1922	
		1st Class.	2nd Class.	3rd Class.	Total	Number	Seats or Berths, Total
<b>PASSENGER CARRIAGES.</b>							
Carriages of uniform class	4	—	—	240	240	5	293
Composite Carriages	1	16	20	20	56	6	296
Restaurant Cars	—	—	—	—	—	—	—
Miscellaneous	4	—	—	120	120	6	180
Total	9	16	20	380	416	17	769
Sleeping	—	—	—	—	—	—	—
Total passenger carriages	9				416	17	769
<b>OTHER COACHING VEHICLES.</b>							
Post Office Vans	—						
Luggage, Parcel and Brake Vans	—						
Carriage Trucks	2						2
Horse Boxes	1						1
Miscellaneous	—						—
Total other Coaching Vehicles	3						3
Total Coaching Vehicles	12						20

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

	Number	1922	
		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 .. .. .	108	108	
8 and up to 12 tons .. .. .	—	—	
Over 12 and up to 20 tons .. .. .	—	—	
Over 20 tons .. .. .	—	—	
<b>Mineral Wagons—</b>			
Under 8 tons .. .. .	41	41	
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>	—	—	
<b>Cattle Trucks .. .. .</b>	41	41	
<b>Rail and Timber Trucks (including Twin Trucks) .. .. .</b>	2	2	
<b>Brake Vans .. .. .</b>	7	7	
<b>Miscellaneous .. .. .</b>	—	—	
TOTAL .. .. .	199	199	

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

	Number	1922	
		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 .. .. .	—	—	

**Returns Nos.—III., IV., V., VI., VII., VIII. and IX.**

NOT APPLICABLE TO THIS COMPANY.

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

													1922
Quantities of principal materials used—													
Ballast	..	..	..	..	..	..	..	..	..	..	1,216 c yds		1,600
											M	CH	M C
Fencing	..	..	..	..	..	..	..	..	..	..	3	23	2 20
Rails	..	..	..	..	..	..	..	..	..	..	510 tons.		241 tons.
Sleepers	..	..	..	..	..	..	..	..	..	..	8,292		4,096
Miles Maintained—											M	CH	M C
Miles of road	..	..	..	..	..	..	..	..	..	..	43	21	43 21
Miles of road reduced to single track—													
Running Lines	..	..	..	..	..	..	..	..	..	..	43	21	43 21
Sidings	..	..	..	..	..	..	..	..	..	..	2	40	2 40
Miles of track renewed	..	..	..	..	..	..	..	..	..	..	4	30	2 miles.

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

											In Company's Workshops. Number.	By Contract. Number.	Total.	1922
Locomotives renewed	..	..	..	..	..	..	..	..	..	..	—	—	—	—
Locomotives repaired—														
Heavy Repairs	..	..	..	..	..	..	..	..	..	..	3	—	3	1
Light	..	..	..	..	..	..	..	..	..	..	24	—	24	42
Locomotives under or awaiting repair at end of year	..	..	..	..	..	..	..	..	..	..	3	—	3	4
Coaching Vehicles—														
Carriages renewed	..	..	..	..	..	..	..	..	..	..	—	—	—	—
Carriages repaired—														
Heavy repairs	..	..	..	..	..	..	..	..	..	..	1	—	1	3
Light	..	..	..	..	..	..	..	..	..	..	12	—	2	14
Carriages under or awaiting repair at end of year	..	..	..	..	..	..	..	..	..	..	1	—	1	1
Others renewed	..	..	..	..	..	..	..	..	..	..	—	—	—	—
Others repaired—														
Heavy repairs	..	..	..	..	..	..	..	..	..	..	1	—	1	—
Light	..	..	..	..	..	..	..	..	..	..	6	—	6	4
Others under or awaiting repair at end of year	..	..	..	..	..	..	..	..	..	..	—	—	—	—
Wagons renewed—														
Completely renewed	..	..	..	..	..	..	..	..	..	..	—	—	—	—
Partially	..	..	..	..	..	..	..	..	..	..	16	—	16	10
Wagons repaired														
Heavy repairs	..	..	..	..	..	..	..	..	..	..	26	—	26	39
Light	..	..	..	..	..	..	..	..	..	..	210	—	210	219
Wagons under or awaiting repair at end of year	..	..	..	..	..	..	..	..	..	..	7	—	7	7

	1922.				1922.				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.)		Train Miles (Loaded Trains)		Total Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or return Journey.)												
	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 Com- pany's Engines Over the Company's System by other Com- panies' Engines TOTAL	39,088	63,700	102,788	39,088	65,088	104,176	39,088	65,088	5,865	34,219	287	144,547	43,076	57,696	100,772	15,226	20,908	189	137,095
B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE— By the Company's Engines over Lines owned, leased, or worked by the Com- pany By the Company's Engines over other Companies' Lines By other Companies' Engines over the Company's Line TOTAL	34,633	57,297	91,930	34,633	58,648	93,281	2,910	24,300	2,910	24,300	287	120,778	38,306	51,595	89,901	9,546	14,623	189	114,880
C.—MILES RUN BY THE COMPANY'S ENGINES Steam Tender and Tank Engines— Over Lines owned, leased, or worked by the Company Over all Joint Lines Over other Companies' Lines TOTAL	39,088	63,700	102,788	39,088	65,088	104,176	5,865	34,219	5,865	34,219	287	144,547	43,076	57,696	100,772	15,226	20,908	189	137,095
	39,088	63,700	102,788	39,088	65,088	104,176	5,865	34,219	5,865	34,219	287	144,547	43,076	57,696	100,772	15,226	20,908	189	137,095
	39,088	63,700	102,788	39,088	65,088	104,176	5,865	34,219	5,865	34,219	287	144,547	43,076	57,696	100,772	15,226	20,908	189	137,095

XIV.—GOODS TRAFFIC AND RECEIPTS.

	1922				1922				Average Receipt per ton	Tonnage originating on the Company's System		
	Train Miles (Loaded Trains)		Total Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or return Journey.)		Train Miles (Loaded Trains)		Total Train Miles (Including Empty Trains run for Traffic Purposes on either the Forward or return Journey.)					
	Coaching	Goods	Coaching	Goods	Coaching	Goods	Coaching	Goods				
Merchandise	£	17,769	s. d.	10 0.89	Tons	16,404	£	15,417	s. d.	9 4 .98	Tons	16,533
Coal, Coke and Patent Fuel	£	4,157	s. d.	5 2.76	Tons	1,704	£	879	s. d.	5 4 .59	Tons	1,118
Other Minerals	£	778	s. d.	7 8.85	Tons	545	£	462	s. d.	10 1 .85	Tons	309
TOTAL	£	40,211	s. d.	9 6.34	Tons	18,653	£	16,758	s. d.	9 0 .92	Tons	17,960
Live Stock	Number	80,470	Number	60,940	Number	57,059	Number	8,553	Number	42,534		

XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger	1922				1922			
	Number		Receipts		Average Fare per Passenger		Number originating on the Company's System	
	Number	Receipts	Number	Receipts	Average Fare per Passenger	Number originating on the Company's System		
Ordinary—	539	£ 214 14 3	843	£ 281 10 11	s. d. 6 8 .16	719		
1st Class	1,863	572 6 9	2,792	723 18 3	5 2 .23	2,517		
2nd "	84,422	10,826 19 10	86,763	10,403 3 3	2 4 .78	76,000		
3rd "								
Workmen	38	1 16 5	8	0 5 0	0 7 .50	8		
Total	86,862	11,615 17 3	90,411	11,408 17 5	2 6 .29	79,244		
Season—	1	7 10 5	2	16 18 5		2		
1st Class	9	87 19 1	8	70 0 10		8		
2nd "								
3rd "								

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

Originating on the Company's System.	TONS.	1922.
Ale and Porter (including empties) .. .. .	233	307
Bacon and Hams, Butter and Eggs .. .. .	2,429	2,212
Brewers' Grains .. .. .	—	—
Bricks, Common .. .. .	1	—
Flour and Bran, Sharps and other Flour Mill Offal .. .. .	2,598	2,193
Grain .. .. .	7,056	6,512
Groceries (excluding Bacon, Hams and Butter) .. .. .	652	490
Manure .. .. .	551	220
Oil Cake and Cattle Foods .. .. .	44	53
Potatoes .. .. .	115	38
Stone for Road-making purposes .. .. .	19	35
Timber .. .. .	87	158
	13,785	12,218

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

Originating on the Company's System.	NUMBER	1922
		Number.
Horses .. .. .	369	301
Cattle .. .. .	34,593	26,635
Calves .. .. .	4,123	4,950
Sheep .. .. .	16,240	9,114
Pigs .. .. .	5,558	1,449
Miscellaneous .. .. .	57	85
	60,940	42,534

## XVI.—SUMMARY OF FINANCIAL RESULTS SECURED.

	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923
Total Expenditure on Capital Account (No. 4) ..	487,662	487,662	487,662	487,662	487,662	488,256	488,873	488,873	488,873	488,873
Gross Receipts from Businesses carried on by the Company .. .. .	30,833	29,588	30,736	—	—	—	—	—	40,158	44,541
Revenue Expenditure on do do .. .. .	20,130	19,882	23,401	—	—	—	—	—	36,774	37,065
Net Receipts from Businesses carried on by the Company (No. 8) .. .. .	10,703	9,706	7,335	7,683	7,853	8,162	6,407	7,792	3,384	7,476
Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921 (No. 8) ..	—	—	—	—	—	—	—	3,414	3,900	—
Miscellaneous Receipts net (No. 8) .. .. .	144	190	227	621	2,216	823	665	651	1,232	2,652
Total Net Income (No. 8) .. .. .	10,847	9,895	7,562	8,304	10,069	8,985	7,072	8,443	8,516	10,128
Interests, Rentals, and other Fixed Charges (No. 9) ..	6,696	6,686	6,690	6,694	6,901	6,725	6,725	6,725	6,725	6,725
Interest on C Debenture Stock .. .. .	1,777	1,777	790	1,777	1,777	1,777	1,777	1,777	1,777	3,159
Appropriation from Depreciation Funds .. .. .	1,485	1,457	271	3,170	—	1,448	2,925	5,689	—	5,715
Do. to do .. .. .	3,000	2,000	2,535	—	—	—	—	1,000	18,848	—
Brought forward from previous year .. .. .	1,590	963	396	477	310	1,701	2,184	755	696	710
Carried forward to subsequent year .. .. .	963	396	477	310	1,701	2,184	755	696	710	954

J. A. DEVERS,  
Accountant of the Company.



**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 as good Working Condition and Repair, as the exceptional conditions, due to the abnormal state of the country, have rendered possible.

H. E. WYNNE, A.M.I.C.E.,

*Engineer.*

MANORHAMILTON,

5th February, 1924.

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 abnormal state of the country, have rendered possible.

R. W. SPARKS,

*Locomotive Superintendent.*

MANORHAMILTON,

5th February, 1924.

(Signed for the Board of Directors)

JOSSLYN GORE-BOOTH,

*Chairman of the Company.*

S. C. LITTLE.

*Secretary of the Company.*

**AUDITORS' CERTIFICATE.**

We hereby certify that the foregoing Accounts 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, F.C.A.,

} *Auditors.*

Dublin, 1st February, 1924.

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		" " " X .. .. .	..



Lines over which the Company exercises Running Powers continuously.



Sligo, Leitrim and Northern Counties  
Railway Company.

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**Report of the Directors,  
Statement of Accounts,**

AND

**Statistical Returns**

*For the Year ended 31st December, 1923.*

# SOUTH CLARE RAILWAYS COMPANY, LIMITED.

## DIRECTORS :

WILLIAM LOMBARD MURPHY, Esq., M.D., Dartry, Upper Rathmines, Co. Dublin  
(*Chairman*).

JAMES WILLIAM LOMBARD, Esq., Folkestone House, Terenure, Co. Dublin.

EDGAR ANDERSON, Esq., M.A., B.A.I., J.P., Stanford House, Foxrock, Co. Dublin.

JOHN JOSEPH DUDLEY, Esq., 60 Wellington Road, Dublin.

\*LAURENCE AYERS, Esq., Corgraike, Knockalough, Ennis.

\*THOMAS LILLIS, Esq., Market Square, Kilrush, Co. Clare.

\*THOMAS McGRATH, Esq., Farrihy, Kilkee, Co. Clare.

\*TIMOTHY NEYLON, Esq., Ballymakea, Mullagh, Miltown-Malbay.

\*Representing the Guaranteeing Area.

*Secretary and Offices*—T. M. MURPHY, 39 Dame Street, Dublin.

## REPORT OF THE DIRECTORS AND STATEMENT OF FINANCIAL ACCOUNTS FOR THE YEAR ENDED 31st OCTOBER, 1923.

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 21st FEBRUARY, 1924, at 11.45 o'clock in the forenoon.

The Directors submit herewith the Statement of Accounts, duly audited and verified, for the year ended 31st October, 1923.

The Directors regret to announce the death in December last of Mr. W. J. Kennedy who had been Secretary of the Company since its inception. They have appointed as Secretary and Accountant Mr. Thomas M. Murphy, who has been Accountant and Assistant Secretary for the past 4 years.

The Directors, who retire by rotation—Mr. James W. Lombard and Mr. Edgar Anderson, being eligible, offer themselves for re-election.

The Company's Auditors, Messrs. Craig, Gardner and Co., offer themselves for re-election.

WILLIAM LOMBARD MURPHY,  
*Chairman.*

COMPANY'S OFFICES,  
39 DAME STREET,  
DUBLIN.

(S.C.R.—1923.)

## South Clare Railways Company, Limited.

### STATEMENT OF ACCOUNTS FOR YEAR ENDED 31st OCTOBER, 1923.

#### 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, 1923.

TO EXPENDITURE.	Amount Expended to 31st Oct., 1922.	Amount Expended during the Year.	Total.	BY RECEIPTS.	Amount Received to 31st Oct., 1922.	Amount Received during the Year.	Total.
On Line open for Traffic, &c. Rolling Stock ...	£ 130,000 10,000 £140,000	£ — — —	£ 130,000 10,000 £140,000	Shares (No. 2) ...	£ 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.

#### RECEIPTS AND EXPENDITURE IN RESPECT OF THE WHOLE UNDERTAKING FOR THE YEAR ENDED 31st OCTOBER, 1923.

Dr.	Cr.																																																																
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The Railway is worked, under a yearly agreement, by the West Clare Railway Co., Ltd.

Dr.

## GENERAL BALANCE SHEET.—31st OCTOBER, 1923.

Cr.

	1923.			1922			1923.			1922	
	£	s.	d.	£			£	s.	d.	£	
To Amount due to Bankers						By Cash at Bankers and in hand ...	4,351	0	1		1433
Unpaid Interest and Dividends ...	158	19	11	320		Cash on Deposit at Interest ...	—				1500
Amount due to other Companies ...	685	4	3	783		Amount due by Co. Clare ...	10,411	5	1		12,878
Sundry Outstanding Accounts ...	47	9	6	48		Amount due by other Companies	—				—
Dividend Reserve Fund	1,517	2	2	1,517		Sundry Outstanding Accounts ...	—				—
Depreciation Funds—						Investments in Government Stock ...	9,649	17	2		6,115
Renewal.—Permanent Way, &c.	11,203	6	6	10,858							
Balance available for Guaranteed Dividends £13,200 0 0											
Less Dividends paid 2,400 0 0											
	10,800	0	0	8,400							
	£24,412	2	4	21,926			£24,412	2	4		21,926

## MILEAGE OF LINES OPEN FOR TRAFFIC.—31st OCTOBER, 1923.

	RUNNING LINES.			Sidings reduced to Single Track.	Total of Single Track, including Sidings.	
	Length of Road First Track.	Second Track.	Total Miles reduced to Single Track.			
	M.	CH.	M.	CH.	M.	CH.
Lines owned by the Company :—						
Main and Principal Lines ...	26	0	0	56	26	56
Minor and Branch Lines ...	—	—	—	—	1	32
					28	8

## ROLLING STOCK.

(A.)—Steam Locomotives.					(E.)—Merchandise and Mineral Vehicles.				
Description.		Number.			Description		Number		
Tank Engines :—0 6 2		2			Open Wagons—				
					Under 8 tons ...		—		
					8 and up to 12 tons ...		—		
(D.)—Coaching Vehicles.					Covered Wagons—				
Description.	Number	Seats or Berths.			Under 8 tons ...				
		1st Class	3rd Class	Total	8 and up to 12 tons ...				
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					

The above-mentioned Rolling Stock is included in the Returns of the Working Company.

(S.C.R.—1923.)

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

	Acreage.	Number.
Land ... ..	Nil.	Houses and Cottages for Company's Servants 24

## MAINTENANCE AND RENEWAL OF ROLLING STOCK.

Maintained by Working Company.

T. M. MURPHY, *Accountant to the Company.*

## CERTIFICATE RESPECTING THE PERMANENT WAY, &amp;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. J. CARTER, *Engineer.*

1st November, 1923.

## CERTIFICATE RESPECTING 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.

W. J. CARTER, *Engineer.*

1st November, 1923.

(Signed for the Board of Directors.)

W. LOMBARD MURPHY, Chairman of the Company.

T. M. MURPHY, Secretary of the Company.

## AUDITORS' CERTIFICATE.

(1) We have compared the foregoing Accounts with the Books of the Company, and find them in agreement with same. (2) Accounts to 15th August, 1921 (date of de-control), have not yet been finally adjusted with the Ministry of Transport. (3) Subject to this qualification we certify that the foregoing Accounts contain a true statement of the financial condition of the Company.

CRAIG, GARDNER &amp; CO.,

*Chartered Accountants.*

24th January, 1924.

SOUTH CLARE RAILWAYS COMPANY,  
LIMITED.

## REPORT OF THE DIRECTORS,

AND

## FINANCIAL ACCOUNTS

FOR

YEAR ENDED 31ST OCTOBER, 1923.

*(Copy of Advertisement.)*

NOTICE is hereby given that the Ordinary 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 21st day of February, 1924, at 11.45 o'clock, a.m., for the purpose of transacting the general business of the Company.

The Transfer Books of the Company will be closed from the 7th February to the 6th March, 1924, both days inclusive.

By order of the Board,

T. M. MURPHY,

*Secretary.*COMPANY'S OFFICES,  
39 DAME STREET,  
DUBLIN.

29th January, 1924.

*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—21st February, 1924.

PRINTED BY ALEX. THOM &amp; CO., LTD., CHOW ST., DUBLIN.



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, 1923.**

---

To be submitted to the Proprietors at the  
Annual General Meeting of the Company,

To be held in the

Offices, Strabane Railway Station,

On THURSDAY, the 21st day of FEBRUARY, 1924,

At ELEVEN o'clock a.m.

## The Strabane and Letterkenny Railway Company.

---

### DIRECTORS:

---

CAPTAIN J. C. HERDMAN, D.L., Sion House, Sion Mills, Co. Tyrone (*Chairman*).  
CECIL ROBERT VESEY STONEY, Esq., Oakfield Park, Raphoe, Co. Donegal.  
RIGHT HON. THE EARL OF LEITRIM, Mulroy, Milford, Co. Donegal.

Appointed by the Great Northern Railway Company (Ireland):—

WILLIAM P. CAIRNES, Esq., Stameen, Drogheda, Co. Louth.  
H. S. GUINNESS, Esq., Burton Hall, Stillorgan, Co. Dublin.

Appointed by the London Midland and Scottish Railway Company:—

MAJOR JOHN A. O. W. TORRENS, D.L., Moylena Muckamore, Co. Antrim.  
A. F. COOKE, Esq., Government House, Londonderry.

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## REPORT OF DIRECTORS

FOR

YEAR ENDING 31st DECEMBER, 1923.

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Your Directors co-opted Right Hon. THE EARL OF LEITRIM, of Mulroy, Milford, Co. Donegal, to fill the vacancy on the Board caused by the death of Mr. EDWARD M'FADDEN, and, being eligible, he offers himself for election as a Director for the ensuing three years.

The retiring Auditor is Mr. J. GARDNER, who is eligible, and offers himself for re-election.

HENRY FORBES, SECRETARY.

STRANORLAR, CO. DONEGAL,  
February, 1924.

## The Strabane and Letterkenny Railway Company.

### FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR THE YEAR ENDED 31st DECEMBER, 1923.

#### 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, 1923 .. .. .	101,500	101,500
Existing at 31st December, 1922 .. .. .	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, 1923 .. .. .	£	18,500

Dr.		No. 4.—RECEIPTS AND EXPENDITURE ON CAPITAL ACCOUNT.						Cr.										
To Expenditure.	Amount Expended to 31st December, 1922.			Amount Expended during Year.			Total.	By Receipts.	Amount Received to 31st December, 1922.			Amount Received during Year.			Total.			
	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d	£	s	d
Lines open for Traffic	219,233	1	2	21	17	8	219,254	18	10	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	239,081	3	8	21	17	8	239,103	1	4									
Total Expenditure	£ 239,081	3	8	21	17	8	239,103	1	4	Total Receipts	£ 239,306	0	0	...	...	239,306	0	0
To Balance	...	...	...	...	...	...	202	18	8									
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, 1923.

	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 open for Traffic	...	...	...	19	14	2	.....	2	3	6	21	17	8

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)	202	18	8
Total	£ 20,606	18	8

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

	Year 1922.		
	£	s	d
Receipts in respect of Railway Working, and of separate Businesses carried on by the Company, and under the Terms of the Irish Railways (Settlement of Claims) Act, 1921	6,635	13	11
Expenditure	3,813	18	7
Net	2,821	15	4
Miscellaneous Receipts—			
Rents from Houses and Lands	26	4	7
Other Rents	7	14	11
Transfer Fees	0	2	6
General Interest	10	8	0
Dividends on Guaranteed Shares payable by—			
Donegal County Council	640	8	0
Letterkenny Urban District Council	60	0	0
	700	8	0
Total Net Income	£ 3,566	13	4

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

				Year 1922.	
		£	s	d	£
Debit Balance brought forward from last year's Account	...	20,143	6	5	18,919
Net Income (as per Statement No. 8)	...	3,566	13	4	3,541
	Total	16,576	13	1	15,378
Interest, Rentals, and other Fixed Charges—					
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	
Debit Balance to next year	...	£ 21,342	1	1	20,143

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

**Not applicable to this Company.**

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

**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.

## ABSTRACT D.—TRAFFIC EXPENSES.

## ABSTRACT E.—GENERAL CHARGES.

## 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 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.

**Not applicable to this Company.**

Dr.

## No. 18.—GENERAL BALANCE SHEET.

Cr.

		Year 1922.				Year 1922.	
		£	s	d	£	s	d
To Capital Account, Balance at Credit thereof, as per Account No. 4	...	202	18	8	225		
„ Unpaid Interest and Dividends	...	21,603	10	3	20,405		
„ Accounts payable	...	170	2	2	170		
„ Miscellaneous Accounts	...	867	14	11	640		
		£ 22,844	6	0	21,440		
By Cash at Bankers and in hand	...	319	13	7			101
„ Amount due by Railway Companies and Committees	...	832	7	4			846
„ Accounts Receivable	...	350	4	0			350
„ Net Income—Balance at Debit thereof, as per Account No. 9	...	21,342	1	1			20,143
		£ 22,844	6	0	21,440		21,440

## PART II. STATISTICAL RETURNS.

### I.—MILEAGE OF LINES.

(A.)—MILEAGE OF LINES OPEN FOR TRAFFIC.

	RUNNING LINES.						Year 1922.					
	Length of Road, First Track.	Second-Track.		Total Miles (reduced to Single Track).	Sidings reduced to Single Track.	Total of Single Track, including Sidings.		Total of Single Track, including Sidings.				
Lines Owned by Company—	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.		
Main and Principal Lines— Strabane to Letterkenny ... ..	19	17	0	24	19	41	1	62	21	23	21	23
<i>Do.</i> <i>Year 1922</i> ... ..	19	17	0	24	19	41	1	62	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 1922.
		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 1922.	
		First Class.	Third Class.	Total.	Number.	Seats or Berths.
						Total.
<b>PASSENGER CARRIAGES.</b>						
Carriages of uniform class ... ..	8		450	450	10	510
Composite Carriages ... ..	5	48	160	208	3	156
Total ... ..	13	48	610	658	13	666
Total Passenger Carriages ... ..	13				13	

(E.)—MERCHANDISE AND MINERAL VEHICLES.

	Number.	Year 1922.
		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 1922.
		Acreage.
	A. R. P.	A. R. P.
Agricultural Land ... ..	3 0 29	3 0 29
Urban and Suburban Land ... ..	—	—
Houses.	Number.	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.**

XII.—ENGINE MILEAGE.

	Year 1922.																			
	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.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	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	19,703	17,517	37,220	19,753	17,517	37,270	507	4,900	575	43,252	17,992	18,111	36,103	18,000	18,124	36,124	532	4,930	64	41,650
B.—Miles run in relation to the Company's Expenditure—																				
By the Company's Engines over Lines owned	19,703	17,517	37,220	19,753	17,517	37,270	507	4,900	575	43,252	17,992	18,111	36,103	18,000	18,124	36,124	532	4,930	64	41,650



## XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passengers.	Number originating on the Company's System.	Year 1922.
		Number originating on the Company's System.
Passengers—		
1st Class ... ..	2,055	1,822
3rd Class ... ..	48,174	44,944
Total ... ..	50,229	46,766
Season—		
1st Class ... ..	1	—
3rd Class ... ..	8	7
Total ... ..	9	7

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	Tonnage originating on the Company's System.	Year 1922.
		Tonnage originating on the Company's System.
	Tons.	Tons.
Merchandise ... ..	4,523	6,172
Coal, Coke, and Patent Fuel ... ..	187	201
Other Minerals ... ..	322	163
Total ... ..	5,032	6,536
	Number originating on the Company's System.	Number originating on the Company's System.
Live Stock ... ..	9,280	7,595

The remainder of these Returns is not applicable to this Company.

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

Originating on the Company's System.	Tons.	Year 1922.
		Tons.
Merchandise Traffic—		
Grain ... ..	2,400	2,757
Potatoes ... ..	419	1,646
Eggs ... ..	279	281
Pork ... ..	153	183
Mineral Traffic—		
Coal ... ..	187	201
Total, ... ..	3,438	5,068

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

Originating on the Company's System.	Number.	Year 1922.
		Number.
Horses ... ..	60	16
Cattle ... ..	4,842	4,811
Calves ... ..	243	206
Sheep ... ..	4,080	2,508
Pigs ... ..	55	53
Miscellaneous ... ..	—	1
Total ... ..	9,280	7,595

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

	1914.	1915.	1916.	1917.	1918.	1919.	1920.	1921.	1922.	1923.
	£	£	£	£	£	£	£	£	£	£
Total Expenditure on Capital Account (No. 4)	239,073	239,106	239,081	239,081	239,081	239,081	239,081	239,081	239,081	239,103
Net Receipts from Businesses carried on by the Company (No. 8)	2,393	2,855	3,308	2,842	2,839	2,815	2,821	2,797	2,813	2,822
Miscellaneous Receipts Net (No. 8)	714	713	717	719	718	717	726	726	728	745
Total Net Income (No. 8)	3,107	3,568	4,025	3,561	3,557	3,532	3,547	3,523	3,541	3,567
Interest, Rentals, & other Fixed Charges (No. 9)	4,765	4,765	4,765	4,765	4,765	4,765	4,765	4,765	4,765	4,765

HENRY FORBES, Accountant of the Company.

CERTIFICATE RESPECTING THE PERMANENT WAY, &c.

I hereby certify that the whole of this Railway's Permanent Way, Stations, Buildings, and other works have, during the Year ended December 31st, 1923, been maintained in good working condition and repair.

W. K. WALLACE,  
*Engineer*

*to County Donegal Railways Joint Committee.*

24th January, 1924.

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CERTIFICATE RESPECTING THE ROLLING STOCK, &c.

I hereby certify that the whole of the Company's Plant, Engines, Carriages, Wagons, etc., have, during the Year ended 31st December, 1923, been maintained in good working order and repair.

GEO. T. GLOVER,  
*Locomotive Engineer*

*to County Donegal Railways Joint Committee.*

24th January, 1924.

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(Signed for the Board of Directors)

J. C. HERDMAN, *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.

J. GARDNER, }  
EDW. BUCKLEY, } *Auditors.*

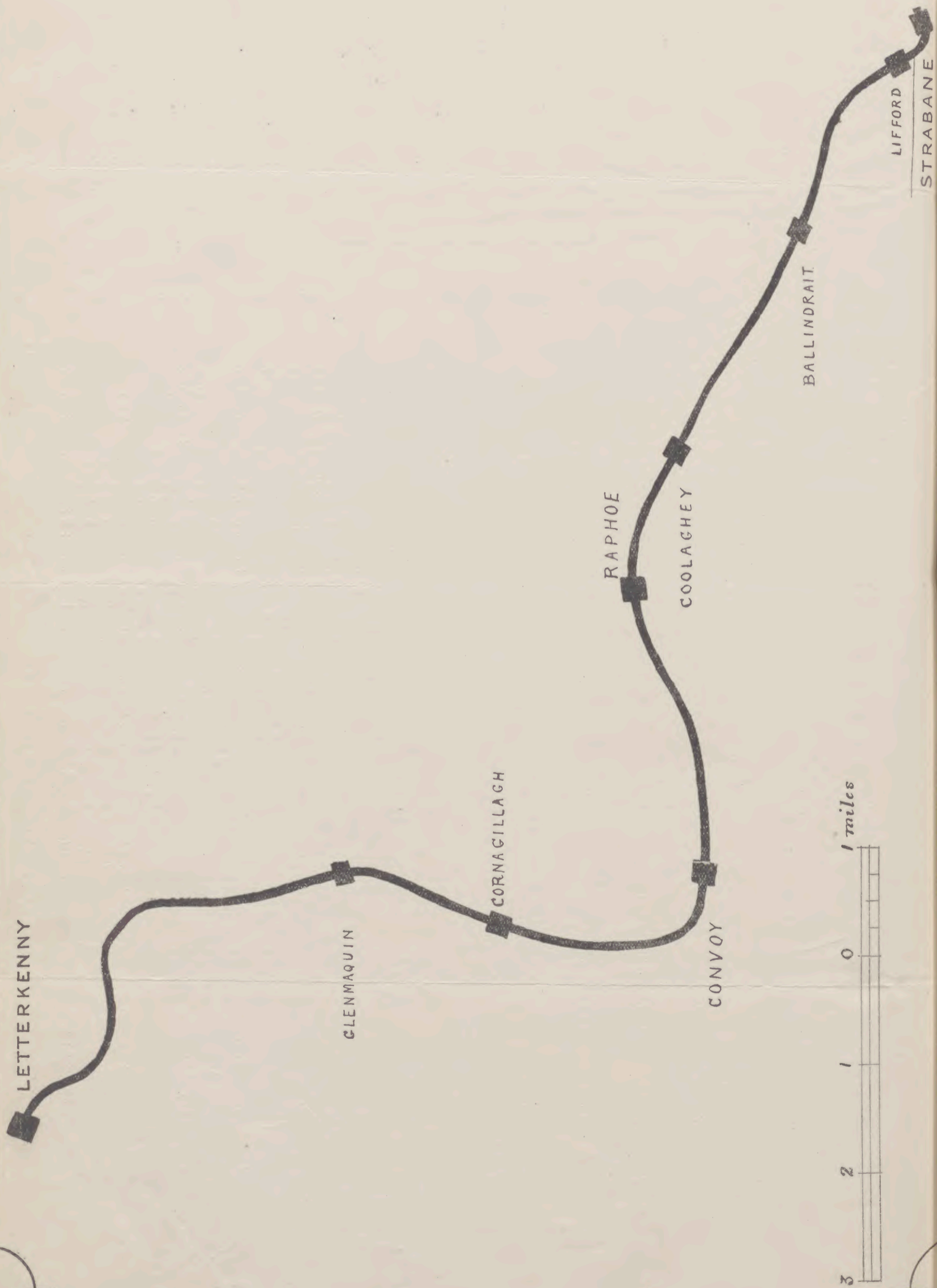
1st February, 1924.

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THE STRABANE & LETTERKENNY  
RAILWAY COMPANY.

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Report of the Directors

AND

Statement of Accounts and  
Statistical Returns

FOR

YEAR ENDED 31st DECEMBER, 1925.

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**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 THURSDAY, the 21st day of  
FEBRUARY, 1924, at Eleven o'clock a.m., for the  
purpose of transacting the ordinary business of the  
Company.

Dated this 11th day of February, 1924.

HENRY FORBES,

*Secretary of the Company.*

HEAD OFFICE,  
STRABANE,  
Co. DOWRY.

STATIONER'S OFFICE,  
RECEIVED  
7 OCT. 1923  
S. & W. R.

# SOUTHERN RAILWAY.

HALF-YEAR ENDED 30th JUNE, 1923.

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
	£	£	£	£	£	£	£	£	£
28 & 29 Vic., cap. 353, } 34 & 35 Vic., cap. 206, }	171,000	57,000	228,000	171,000	57,000	228,000			
37 & 38 Vic., cap. 196, . . .	20,000	6,600	26,600	20,000	6,600	26,600			
41 & 42 Vic., cap. 123, . . .	10,000	3,300	13,300	10,000	3,300	13,300			
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.	£
32 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
Special 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.

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.
Amount authorized to be raised by "B" Debenture 4 per cent. Stock by Scheme in Chancery, confirmed 28th January, 1881, enrolled 2nd April, 1881, . . . . .		115,000 0 0
Amount raised by Loans, . . . . .	£71,084 17 5	181,900 0 0
Receipt as per Account No. 4, . . . . .	1,491 0 0	
	£69,593 17 5	
Loan Repayment . . . . .	10,193 17 5	
Amount raised by "B" Debenture Stock, . . . . .		94,203 0 0
Balance, being available Borrowing Powers at 30th June, 1923 . . . . .		£87,697 0 0

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

	Amount Expended 31st Dec., 1922	Amount Expended during half-year ended 30th June, 1923	Total	Amount Received to 31st Dec., 1922	Less Loans Paid off	Total
<b>Expenditure—</b>	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Lines open for traffic in course of construction to 31st Dec. 1906, 1907 and 1908, £824 ls. 9d. . . . .	347,054 13 4	Nil.	347,054 13 4			
1/2 year to 30th June, 1915, £200. . . . .	1,024 1 9		1,024 1 9			
Amount paid by G. & W. Rly. Co. for purchase of Cattle tank, and Agent's office at Thurles station . . . . .	1,491 0 0		1,491 0 0			
	£ 348,078 15 1		£ 348,078 15 1			
<b>By Receipts—</b>				£ s. d.	£ s. d.	£ s. d.
Shares and Stock, per Account No. 2, . . . . .				201,870 0 0	—	201,870 0 0
Loans, per A/c. No. 3, . . . . .				69,593 17 5	10,193 17 5	59,400 0 0
Debenture "B" Stock . . . . .				34,803 0 0	—	34,803 0 0
					By Balance.	296,073 0 0
						50,514 15 1
						£346,587 15 1

## No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 30th JUNE, 1923.

Nil.

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

	FURTHER EXPENDITURE		
	During the Half-year ending 31st Dec., 1922	In subsequent Half-year	Total
	Main Line open for Traffic, . . . . .	Nil	Nil

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

	£	s. d.	£	s. d.
Share Capital Authorized or Created but not yet received, as per Account No. 2, . . . . .	2,350	0 0		
Available borrowing powers, as per Account No. 3, . . . . .	87,697	0 0		
			90,047	0 0

## No. 9.—REVENUE ACCOUNT.

Half-year, 30th June, 1923	EXPENDITURE	Half-year, 30th June, 1922	Half-year, 30th June, 1923	RECEIPTS	Half-year, 30th June, 1922	
£ s. d.		£ s. d.	£ s. d.		£ s. d.	
3,509 7 4	To Working Expenses (percentage of receipts) charged by Great Southern and Western Railway Company as per Agreement	3,510 9 4		By Passengers— Subscribers 1st Class	Receipts in respect of Railway Working under the terms of the Agreement with the Government in respect of the Control of Railways.	
247 4 5	„ General Charges (Abstract E),	413 12 6	5,809 16 1	2nd „		
449 13 1	„ Rent for Use of Thurles Station and Junction Line, maintenance and renewal of Signals, &c.,	451 5 11		3rd „		
12 0 0	„ Telegraph Rent,	*12 0 0		By Parcels, Horses, Carriages, &c.,		5,809 16 1
66 15 8	„ Clonmel Water Supply . . . . .	77 17 9		„ Mails . . . . .		
				„ Merchandise,		
				„ Minerals,		
				„ Live Stock,		
				„ Miscellaneous . . . . .		
				„ Rents, Advertising, &c.		41 1 7
1,564 0 5	„ Balance . . . . .	1,385 12 2	39 4 10			
£5,849 0 11		£5,850 17 8	£5,849 0 11		£5,850 17 8	

\* This charge may be revised.

## No. 10.—NET REVENUE ACCOUNT,

	£	s. d.		£	s. d.
To Balance from last Account . . . . .	47,456	13 6	By Balance from Revenue Account, No. 9, . . . . .	1,564	0 5
„ Interest on Loan Capital for the Half-year, . . . . .	1,589	11 6	„ Balance carried to General Balance Sheet, No. 13, . . . . .	47,482	4 7
	£49,046	5 0		£49,046	5 0

## No. 12.—ABSTRACTS. A. B. C &amp; D. not applicable.

## ABSTRACT E.—GENERAL EXPENSES.

Half-year, 30th June, 1923		Half-year, 30th June, 1922
£ s. d.		£ s. d.
1 6 11	Printing and Stationery, &c. . . . .	16 9 1
229 15 10	Rates and Taxes, . . . . .	381 9 2
4 4 0	Auditors, . . . . .	4 4 0
11 12 10	Railway Clearing House Charges . . . . .	11 10 3
0 4 10	Travelling Expenses . . . . .	
£247 4 5		£413 12 6



## No. 13.—GENERAL BALANCE SHEET.

	£	s.	d.		£	s.	d.
to Board of Works for Interest, . . . . .	298	9	5	„ Balance at Debit of Net Revenue Account, No. 10, . . . . .	47,482	4	7
„ "B" Debenture Stockholders for Interest, . . . . .	58,626	11	8	By Balance at Debit of Capital Account, No. 4 . . . . .	50,514	15	1
„ 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., . . . . .	1,811	4	10
				„ Baronial Dividend—Payments . . . . .	98,288	11	4
				„ Cash . . . . .	586	13	8
	£213,222	1	3		£213,222	1	3

## 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, 1923	Half-year ended 30th June, 1922
	25,155½	32,519

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, 18th September, 1923.

(Signed), GEO. E. SHANAHAN, *Assistant Secretary to the Commissioners of Public Works.*  
T MACINERNEY, *Accountant* „ „ „ „ „ „

We have examined the Books of the Southern Railway for the six months ended 30th June, 1923, and find that the foregoing Account is a full statement of the financial condition of the Line.

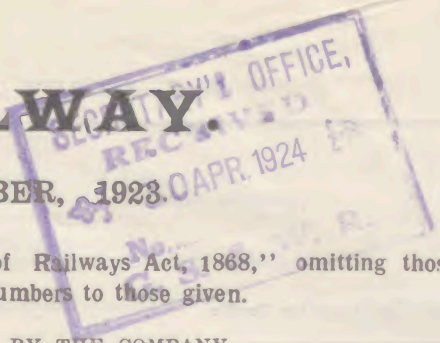
DUBLIN, 24th September, 1923.

EDWIN LILLER } *Auditors.*  
J. L. COLLINS }



# SOUTHERN RAILWAY

HALF-YEAR ENDED 31st DECEMBER, 1923.



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
	£	£	£	£	£	£	£	£	£
28 & 29 Vic., cap. 353, 34 & 35 Vic., cap. 206, )	171,000	57,000	228,000	171,000	57,000	228,000			
37 & 38 Vic., cap. 196, )	20,000	6,600	26,600	20,000	6,600	26,600			
41 & 42 Vic., cap. 123, )	10,000	3,300	13,300	10,000	3,300	13,300			
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.	£
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
Colonial 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,		115,000 0 0
Total amount raised by Loans,	£71,084 17 5	181,900 0 0
Receipt as per Account No. 4,	1,491 0 0	
Total amount raised by Loans,	£69,593 17 5	
Less Loan Repayments,	10,193 17 5	
Total amount raised by "B" Debenture Stock,	34,803 0 0	94,203 0 0
Balance, being available Borrowing Powers at 31st December, 1923		£87,697 0 0

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

Dr.	Amount Expended 30th June, 1923	Amount Expended during half-year ended 31st Dec., 1923	Total	Cr.	Amount Received to 30th June, 1923	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>			
Lines open for traffic in course of construction to 31st Dec., 1906,	347,054 13 4	Nil.	347,054 13 4	Shares and Stock, per Account No. 2,	201,870 0 0	—	201,870 0 0
Do. 1907 and 1908, £824 ls. 9d.				Loans, per A/c. No. 3,	69,593 17 5	10,193 17 5	59,400 0 0
Do. ½ year to 30th June, 1915, £200.	1,024 1 9		1,024 1 9	Debenture "B" Stock	34,803 0 0	—	34,803 0 0
	348,078 15 1		348,078 15 1			By Balance	296,073 0 0
Less amount paid by G. S. & W. Rly. Co. for purchase of Cattle Bank, and Agent's Office at Thurles Station	1,491 0 0		1,491 0 0				50,514 15 1
	£ 346,587 15 1		£ 346,587 15 1				£346,587 15 1

### No. 5.—DETAILS OF CAPITAL EXPENDITURE FOR HALF-YEAR ENDED 31st DECEMBER, 1923.

Nil.

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

	FURTHER EXPENDITURE		
	During the Half-year ending 30th June, 1923	In subsequent Half-year	Total
	Main Line open for Traffic, . . . . .	Nil	Nil

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

	£	s.	d.	£	s.	d.
Share Capital Authorized or Created but not yet received, as per Account No. 2, . . . . .	2,350	0	0			
Available borrowing powers, as per Account No. 3, . . . . .	87,697	0	0			
				90,047	0	0

## No. 9.—REVENUE ACCOUNT.

Half-year, 31st Dec., 1922	EXPENDITURE	Half-year, 31st Dec., 1923	Half-year, 31st Dec., 1922	RECEIPTS	Half-year, 31st Dec., 1922
£ s. d.		£ s. d.	£ s. d.		£ s. d.
3,837 10 11	To Working Expenses (percentage of receipts) charged by Great Southern and Western Railway Company as per Agreement	3,837 1 1		By Passengers— Subscribers 1st Class 2nd „ 3rd „	
198 10 11	„ General Charges (Abstract E), . . . . .	572 9 2	6,352 18 10	By Parcels, Horses, Carriages, &c., . . . . .	Receipts in respect of Railway Working under the terms of the Agreement with the Government in respect of the Control of Railways.
446 3 3	„ Rent for Use of Thurles Station and Junction Line, maintenance and renewal of Signals, &c., . . . . .	450 8 1		„ Mails . . . . .	
12 0 0	„ Telegraph Rent, . . . . .	*12 0 0		„ Merchandise, „ Minerals, „ Live Stock, „ Miscellaneous . . . . .	
32 12 1	„ Clonmel Water Supply . . . . .	40 5 11		„ Rents, Advertising, &c.	
			43 5 5	„ Interest on capital expenditure for years 1919 and 1920 and the 7½ months ended 15th August, 1921.	
1,890 6 7	„ Balance . . . . .	1,483 3 6	20 19 6		
£6,417 3 9		£6,395 7 9	£6,417 3 9		

\* This charge may be revised.

## No. 10.—NET REVENUE ACCOUNT.

	£	s.	d.		£	s.	d.
To Balance from last Account . . . . .	47,482	4	7	By Balance from Revenue Account, No. 9, . . . . .	1,483	3	
„ Interest on Loan Capital for the Half-year, . . . . .	1,599	1	10	„ Balance carried to General Balance Sheet, No. 13, . . . . .	47,598	2	
	£49,081	6	5		£49,081	6	5

## No. 12.—ABSTRACTS. A. B. C &amp; D. not applicable.

## ABSTRACT E.—GENERAL EXPENSES.

Half-year, 31st Dec., 1922		Half-year, 31st Dec., 1923
£ s. d.		£ s. d.
181 9 0	Printing and Stationery, &c. . . . .	6 6 3
4 4 0	Rates and Taxes, . . . . .	549 17 11
12 13 1	Auditors, . . . . .	4 4 0
0 4 10	Railway Clearing House Charges . . . . .	11 16 3
	Travelling Expenses . . . . .	0 4 10
£198 10 11		£572 9 3

## No. 13.—GENERAL BALANCE SHEET.

	£	s.	d.		£	s.	d.
To Board of Works for Interest, . . . . .	295	1	5	By Balance at Debit of Capital Account, No. 4 .	50,514	15	1
" " " B " Debenture Stockholders for Interest, . . . . .	59,328	7	2	" Balance at Debit of Net Revenue Account, No. 10, . . . . .	47,598	2	11
" 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., . . . . .	2,055	12	8
				" Baronial Dividend—Payments . . . . .	98,288	11	4
				" Cash . . . . .	924	15	0
	£213,920	8	9		£213,920	8	9

## 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 31st Dec., 1922	Half-year ended 31st Dec., 1923
	10,202½	27,038

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, 20th March, 1924.

J. J. HEALY, *Secretary to the Commissioners of Public Works.*  
T. MACINERNEY, *Accountant* " " "

We have examined the Books of the Southern Railway for the six months ended 31st December, 1923, and find that the foregoing Account is a full statement of the financial condition of the Line.

DUBLIN, 9th April, 1924.

EDWIN LILLER } *Auditors.*  
GEO. E. SHANAHAN }

(512). Wt.P.39. 5/23. FALCONER. G. 5 (S)  
(483). Wt. P.10. 50. 4/24.

572 - 9  
247  
819

214  
572  
986



# Tralee and Dingle Railway Company, Limited.

## COMPANY'S OFFICES - - TRALEE.

### Committee of Management.

AUSTIN STACK, Esq., T.D., Lismore House, Tralee,  
(Chairman).  
T. P. KENNEDY, Esq., Nelson Street, Tralee, (Deputy  
Chairman).  
P. HOULIHAN, Esq., John Street, Dingle.  
M. GRANVILLE, Esq., Dingle.  
J. O'CONNOR, Esq., Castlegregory.  
DANIEL HEALY, Esq., U.D.C., Strand Street, Tralee.

### Shareholders' Directors.

THOMAS O'DONNELL, Esq., B.L., 27 Raglan Road,  
Dublin, (Chairman).  
JUSTIN McCARTHY, Esq., Inch House, Aunascaul.  
MICHAEL O'DONNELL, Esq., Killiney, Castlegregory.

### Arbitrators appointed under the Tramways (Ireland) Act.

VALENTINE D. DOYLE, Esq., M.I.C.E., County Surveyor, Tralee.  
R. N. McCLURE, Esq., 20 Denny Street, Tralee.  
CHAS. E. LEAHY, Esq., 24 Flanders Mansions, Bedford Park, London W.4.

### Company's Auditor.

EUGENE O'SULLIVAN, Esq., Fair Hill, Killarney.

### Permanent Way Dept.,

#### Engineer.

P. J. BRENNAN.

### Traffic Dept.,

#### Manager.

J. P. TOOHER.

### Loco, Carriage & Wagon Dept.,

#### Engineer.

T. O'GORMAN.

### Secretary and Accountant.

(Executive Officer.)

T. J. O'CONNELL.

## REPORT OF COMMITTEE OF MANAGEMENT.

(KERRY COUNTY COUNCIL.)

— FOR —

YEAR ENDING 31st DECEMBER, 1923.

The Statement of Accounts and Statistical Returns for the year ended 31st December, 1923, duly audited and verified are presented herewith.

We regret that owing to the disturbed state of the District the line was closed from 1st January, 1923, to 15th May, 1923. During that time the greater part of our Staff were unemployed, but certain employees were retained for the protection of the Company's property and the making good of malicious damage to Permanent Way and Rolling Stock. The Company's claim in respect of the damage has not yet been dealt with by the Government Engineers. Under the Agreement between the Railways and the Government the Company will, however, be reimbursed only for a certain proportion of this expenditure.

Owing to the abnormal conditions prevailing the Receipts and Expenditure in the Accounts should not be taken as indicative of what the earnings and expenditure would be during a normal working year. For this reason comparative figures are omitted.

Since the termination of Government control a proportion of the monies received under the Irish Railways (Settlement of Claims) Act, 1921, has been utilized to reduce the charge against the Local Authorities to approximately the amount of their contributions in the year 1913.

A Scheme has been agreed between the Irish Railway Companies and the Representatives of the Railway-men's Unions establishing machinery of negotiation for Ireland, to deal with the questions of Salaries, Wages, Conditions of Service and Hours of Duty. The Companies are now submitting proposals to the Railway Wages Board for reductions of Wages and alterations in the other Conditions of Service.

SECRETARY'S OFFICE,

TRALEE, 20TH FEBRUARY, 1924.

T. P. KENNEDY, Deputy Chairman.

T. J. O'CONNELL, Secretary.

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# Tralee and Dingle Railway Company, Limited.

## FINANCIAL ACCOUNTS AND STATISTICAL RETURNS FOR YEAR ENDED 31st DECEMBER, 1923.

### PART I

## FINANCIAL ACCOUNTS.

#### No. I. (a) NOMINAL CAPITAL AUTHORISED 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.
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 re- deemed 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	—	—	—

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

To Expenditure.	Amount Expended to 31st. Dec., 1922.			Amount Expended during year.	Total.			By Receipts.	Amount Received to 31st Dec. 1922		Amount Received during year.	Total.		
	£	s	d.		£	£	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 ...	150,000	0	0	—	150,000	0	0	—	150,000	—	—	150,000	0	0

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

	Year.		
	£	s	d.
Receipts ...	11,154	2	4
Expenditure ...	21,825	5	1
	Dr 10,671	2	9
Proportion of Compensation under Irish Railways (Settlement of Claims) Act 1921 ...	7,255	6	6
	Dr 3,415	16	3
Miscellaneous Receipts (Net):—			
Rents from Houses and Lands ...	20	3	6
Other Rents ...	6	18	0
General Interest ...	89	9	10
Amount of Guarantee payable by Kerry County Council (1913 Contribution) for year ending 31st December, 1923 ...	4,655	6	7
Amount of Guarantee payable by Tralee Urban District Council (1913 Contribution) for year ending 31st December, 1923. ...	245	0	4
Total Net Income ...	1,600	0	0

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

	Year.		
	£	s	d.
Net Income (as per Statement No. 8) ...	1,600	0	0
Deduct General Interest ...	—	—	—
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, 1923 ...	800	0	0
For half-year ended 30th November, 1923 ..	800	0	0
	1,600	0	0

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

To Expenditure.	Year 1923.		Year	Percentage of Traffic Receipts Per Cent	By Gross Receipts.	Year 1923.		Year.	Percentage of Traffic Receipts
	£ s. d.					£ s. d.			
	£	d.				£	d.		
See Abstracts.									
A—Maintenance and Renewal of Way and Works ... ..	8,414	6 10		75.44	... ..	687	12 10		
B—Maintenance and Renewal of Rolling Stock—					... ..	3,564	10 4		
(1) Locomotives	£1,498	9 6			... ..				
(2) Carriages	1,069	6 7			... ..				
(3) Wagons	631	14 3			... ..				
C—Locomotive Running Expenses	£3,253	18 3		28.68	... ..				
D—Traffic Expenses	4826	8 6		72.44	... ..				
E—General Charges	...		8,080	6 9	... ..	4,306	0 6		
Law Charges	...		1,243	3 4	... ..				
Parliamentary Expenses	...				... ..	326	13 1		
Compensation (Accidents and Losses)—					... ..				
Passengers	...				... ..				
Workmen	£334	17 11			... ..	659	5 2		
Damage and Loss of Goods, Property, etc.	...		370	14 9	... ..				47.44
					... ..	659	5 2		
Rates and Taxes	...				... ..				
Payments under National Insurance Act 1911—			363	1 9	... ..				
Health	£81	2 7			... ..				
Unemployment	72	18 9		1.38	... ..	4,280	4 0		
			154	1 4	... ..				
					... ..				
					... ..				
Total Expenditure ... ..			21,825	5 1	...				195.66
					... ..				
					... ..	5,862	3 7		52.56
					... ..				
					... ..	11,154	2 4		100
					... ..	10,671	2 9		
					... ..				
					... ..	21,825	5 1		

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

	£	s.	d.	Year
Superintendence—				
Salaries ... ..	60	0	0	
Office Expenses, etc ... ..	19	4	2	
				79 4 2
Maintenance of Roads, Bridges and Works ... ..				
Earthworks ... ..	—	—	—	
Bridges, Tunnels, Culverts, Retaining Walls & other Works ... ..	544	5	5	
Roads and Fences ... ..	824	4	6	
				1,268 9 11
Maintenance of Permanent Way—				
Renewal of Running Lines—				
Wages ... ..	—	—	—	
Materials ... ..	—	—	—	
Engine Power and Wagon Repairs ... ..	—	—	—	
Repair of Running Lines and Sidings—				
Wages ... ..	3,578	2	10	
Materials ... ..	1,789	1	4	
Engine Power and Wagon Repairs ... ..	784	12	0	
				6,151 16 2
Maintenance of Signalling ... ..				101 15 7
Maintenance of Telegraphs ... ..				14 17 4
Maintenance of Stations and Buildings ... ..				
Stations, Depots and Offices ... ..	332	5	4	
Engine Sheds ... ..	329	17	6	
Carriage Sheds ... ..	—	—	—	
Locomotive Workshops ... ..	2	15	6	
Carriage Workshops ... ..	12	17	8	
Wagon Workshops ... ..	12	17	9	
Other Buildings ... ..	7	9	11	
				698 3 8
Total ... ..				8,414 6 10

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

(1)—Locomotives.

(2) Carriages.

	£	s.	d.	Year		£	s.	d.	Year
Superintendence—					Superintendence—				
Salaries ... ..	79	1	3		Salaries ... ..	79	1	2	
Office Expenses ... ..	2	3	6		Office Expenses ... ..	18	0		
				81 4 9					79 19 2
Complete Renewals—					Complete Renewals—				
Wages ... ..	—	—	—		Wages ... ..	—	—	—	
Material ... ..	—	—	—		Material ... ..	—	—	—	
Repairs and Partial Renewals—					Repairs and Partial Renewals—				
Wages ... ..	1,018	7	11		Wages ... ..	645	9	5	
Material ... ..	254	11	11		Material ... ..	322	14	8	
				1,272 19 10					968 4 1
Purchase of New Locomotives ... ..	—	—	—		Purchase of New Carriages ... ..	—	—	—	
Workshop Expenses—					Workshop Expenses—				
Repairs and Renewals of Machinery and Plant ... ..	253	4	8		Repairs and Renewals of Machinery and Plant ... ..	7	6	6	
Other Expenses ... ..	204	17	0		Other Expenses ... ..	13	16	10	
				458 1 8					
				1,812 6 3					
Deduct Engine Power supplied by the Company (Balance) ... ..				313 16 9					21 3 4
Total ... ..				1,498 9 6	Total ... ..				1,069 6 7

## (3)—WAGONS.

	£	s.	d.	Year
Superintendence—				
Salaries ... ..	79	1	6	
Office Expenses ... ..	18	0		
				79 19 6
Complete Renewals—				
Wages ... ..	—	—	—	
Material ... ..	—	—	—	
Repairs and Partial Renewals ... ..				
Wages ... ..	362	7	8	
Material ... ..	167	10	10	
				529 18 6
Purchase of New Wagons ... ..	—	—	—	
Workshop Expenses—				
Repairs and Renewals of Machinery and Plant ... ..	7	19	5	
Other Expenses ... ..	13	16	10	
				21 16 3
Total ... ..				631 14 3

## ABSTRACT C.—LOCOMOTIVE RUNNING EXPENSES.

	£	s.	d.	£	s.	d.	Year
Superintendence—							
Salaries ... ..	79	1	10				
Office Expenses ... ..		18	0				
				79	19	10	
Steam Train Working—							
Wages connected with the running of Locomotives Engines ... ..	2,097	0	8				
Fuel ... ..	1,346	12	2				
Water ... ..		26	19				
Lubricants ... ..		76	13				
Other Stores, including clothing ... ..		75	13				
Miscellaneous ... ..		21	13				
				3,644	13	8	
Electric Train Working—							
Wages of Motormen ... ..	—						
Electric Current ... ..	—						
Lubricants ... ..	—						
Other Stores, including clothing ... ..	—						
				3,724	13	6	
Deduct Engine Power supplied by the Company (Balance) ... ..				470	15	3	
Total ... ..				3,253	18	3	

## ABSTRACT D.—TRAFFIC EXPENSES.

	£	s.	d.	£	s.	d.	Year
Salaries and Wages—							
Superintendence ... ..	1,110	19	4				
Stationmasters & Clerks ... ..	1,198	14	7				
Signalmen and Gatemen ... ..	455	8	9				
Ticket Collectors, Police men, Porters, &c. ... ..	1,186	5	8				
Guards ... ..	318	3	6				
				4,269	11	10	
Fuel, Lighting, Water and General Stores ... ..		337	8				
Clothing ... ..		5	14				
Printing, Advertising, Stationery, Stamps and Tickets ... ..		14	1				
Wagon Covers, etc. ... ..		—	—				
Cleansing, Lubricating and Lighting of Vehicles ... ..		34	11				
Railway Clearing House Expenses ... ..		58	7				
Miscellaneous Expenses ... ..		106	14				
Total ... ..		4,826	8			6	

## ABSTRACT E.—GENERAL CHARGES.

	£	s.	d.	Year
Fees of Chairman ... ..	70	0	0	
County Surveyor's Inspection Fees ... ..	39	18	0	
Auditors and Public Accountants ... ..	48	5	10	
Salaries ... ..	843	7	0	
Fire Insurance ... ..	122	0	6	
Miscellaneous Expenses ... ..	119	12	0	
Total ... ..	1,243	3	4	

Dr.

## No. 18.—GENERAL BALANCE SHEET.

Cr.

	£	s.	d.	Year,		£	s.	d.	Year.
				£					£
To Unpaid Interest and Dividends	—	—	—		By Amount due by Kerry County Council ... ..	2,122	1	5	
„ Interest and Dividends Payable or accruing and provided for ... ..	800	0	0		„ Do. Tralee Urban Council ... ..	111	13	9	
„ Accounts payable ... ..	3,421	2	10		„ Amount due by Postmaster General ... ..	175	0	0	
„ Depreciation Fund—Railway ... ..	8,100	13	2		„ Cash at Bankers and in Hand ... ..	2,343	9	7	
„ Irish Railways (Settlement of Claims) Act, 1921 (Balance). ... ..	8,199	19	2		„ Cash on Deposit at Interest ... ..	6,000	0	0	
					„ Stock of Stores & Materials ... ..	7,185	18	6	
					„ Outstanding Traffic Accounts ... ..	113	16	11	
					„ Accounts Receivable ... ..	2,469	15	0	
	20,521	15	2			20,521	15	2	

## PART II.—STATISTICAL RETURNS.

## 1.—MILEAGE OF LINES:—

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

LINES OWNED BY THE COMPANY.	RUNNING LINES.								31st Dec., 1922.			
	Length of Road First Track		Second 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.
Main and Principal Line— Tralee to Dingle ... ..	32	0	0	40	32	40	0	68	33	28	33	28
Minor and Branch Lines— Castlegregory Junction to Castlegregory ...	6	0	—	—	6	0	—	—	6	0	6	0
Total ... ..	38	0	0	40	38	40	0	68	39	28	39	28
Total for year 1922 ... ..	38	0	0	40	38	40	0	68	39	28	39	28

## (B)—MILEAGE OF LINES AUTHORIZED BUT NOT OPEN FOR TRAFFIC.—Nil.

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

Lines owned by the Company	1923.		1922.	
	M.	Ch.	M.	Ch.
.....	38	0	38	0

## II.—ROLLING STOCK.

## (A) Steam Locomotives.

Description.	Number.	31st Dec., 1922.
Tank Engines—	—	—
2—6—0 ... ..	7	7
2—6—2 ... ..	1	1
	8	8
Tenders ... ..	—	—

## (D) Coaching Vehicles.

	Number	SEATS			31st Dec., 1922	
		1st Class	3rd Class	Total	No.	Seats or berths Total
Passenger Carriages—						
Carriages of Uniform Class ...	14	—	461	461	13	438
Composite Carriages ...	5	66	50	116	6	139
Total Passenger Carriages ...	19	66	511	577	19	577
Other Coaching Vehicles—						
Horse Boxes ...	1	—	—	—	1	—
Total Coaching Vehicles ...	20	—	—	—	20	—

## (E) MERCHANDISE AND GENERAL VEHICLES.

	Number.	31st Dec., 1922.
		Number.
Open Wagons—		
Under 8 tons ... ..	5	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
Special Wagons ... ..	1	1
Total ... ..	72	72

## (F)—RAILWAY SERVICE VEHICLES.

	Number	31st Dec., 1922.
		Number.
Ballast Wagons ... ..	4	4
Locomotive Coal Wagons ...	2	2
Miscellaneous ... ..	1	1
Total ... ..	7	7

## VIII.—LAND AND PROPERTY, ETC.,

## NOT FORMING PART OF THE RAILWAY OR STATIONS.

Land.	Acreage.	31st Dec., 1922.
		Acreage.
Agricultural Land ... ..	....	....
Urban and Suburban Land ... ..	....	....
Houses.	Number.	Number
Houses and Cottages for Company's Servants ...	14	14
Other Houses and Cottages ... ..	....	....

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

	1923.	
Quantities of principal materials used—		
Ballast ... ..	Cube Yards ...	945
Fencing ... ..	Miles ...	—
Rails ... ..	Tons ...	—
Sleepers ... ..	Number ...	4,846
Miles maintained—		
Miles of road ... ..	Miles ...	38 0
Miles of road reduced to single track—		
(a) Running Lines ... ..	Miles ...	38 40
(b) Sidings ... ..	Miles ...	— 68
Miles of track renewed ... ..	Miles ...	—

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

	1923.		
	In Company's Workshops Number.	By Contract Number.	Total.
Locomotives renewed ... ..	—	—	—
Locomotives repaired—			
Heavy repairs ... ..	1	—	1
Light " ... ..	17	—	17
Locomotives under or awaiting repair at end of year ... ..	3	—	3
Coaching Vehicles—			
Carriages renewed ... ..	—	—	—
Carriages repaired—			
Heavy repairs ... ..	5	—	5
Light " ... ..	12	—	12
Carriages under or awaiting repair at end of year ... ..	1	—	1
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 ... ..	10	—	10
Light " ... ..	19	—	19
Wagons under or awaiting repair at end of year ... ..	10	—	10

XII.—ENGINE MILEAGE.

	Year 1923.										Year 1922.														
	Train Miles. (Loaded Trains).					Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey).					Shunting Miles.					Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey).					Shunting Miles.				
	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Coaching.	Goods.	Total.	Other Miles Assisting, Light, &c.	Total Engine Miles.		
A.—MILES RUN IN RELATION TO THE COMPANY'S RECEIPTS:— Over the Company's System } by the Company's Engines }	18,421	18,423	36,844	18,421	18,423	36,844	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	40,750			
B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE:— By the Company's Engines } or Lines owned, Leased, } or worked by the Company }	18,421	18,423	36,844	18,421	18,423	36,844	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	48,764			
C.—MILES RUN BY THE COMPANY'S ENGINES:— Over Lines owned, leased, or } worked by the Company }	18,421	18,423	36,844	18,421	18,423	36,844	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	48,764			
	18,421	18,423	36,844	18,421	18,423	36,844	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	37,028			

## XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Year 1923.				Year 1922.				
	Number.	Receipts. £	Average Fare per Passenger.		Number. Originating on the Company's System.	Number.	Receipts. £	Average Fare per Passenger.	
			d.					d.	
Ordinary—									
1st Class ... ..	2,832	687	58.22	2,832	—	—	—	—	2,248
3rd Class ... ..	40,121	3,565	21.32	40,121	—	—	—	—	32,341
Workmen ... ..	—	—	—	—	—	—	—	—	—
<b>TOTAL ... ..</b>	<b>42,953</b>	<b>4,252</b>	<b>23.75</b>	<b>42,953</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>34,589</b>
Season—		£				£			
1st Class ... ..	2	11	—	2	—	—	—	—	2
3rd Class ... ..	17	42	—	17	—	—	—	—	17

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	Year 1923.				Year 1922.			
	Tonnage.	Receipts. £	Average Receipt per Ton.		Tonnage.	Receipts. £	Average Receipt per Ton.	
			s.	d.			s.	d.
Merchandise ... ..	5,792	4,280	14	9.34	4,859	—	—	6,229
Coal Coke, and Patent Fuel ... ..	216	97	8	11.77	170	—	—	111
Other Minerals ... ..	365	128	7	0.16	352	—	—	—
<b>TOTAL ... ..</b>	<b>6,373</b>	<b>4,505</b>	<b>14</b>	<b>1.06</b>	<b>5,381</b>	<b>—</b>	<b>—</b>	<b>6,340</b>
	Number	£		Number Originating on the Company's System.	Number.	£		Number Originating on the Company's System.
Live Stock ... ..	12,250	1,356	—	12,250	—	—	—	8,177

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

Originating on the Company's System.	Tons.	Year 1922.	
		Tons.	
Ale and Porter (including empties) ...	461	503	
Bacon and Hams, Butter and Eggs ...	410	530	
Brewers' Grains ... ..	—	—	
Bricks, Common ... ..	—	—	
Flour and Bran, Sharps and other Flour			
Mill Offal ... ..	2,257	2,866	
Grain ... ..	226	276	
Groceries (excluding Bacon, Hams and Butter) ... ..	240	192	
Manure ... ..	12	232	
Oil Cake and Cattle Foods ... ..	—	—	
Potatoes ... ..	129	165	
Stone for Roadmaking purposes ... ..	—	—	
Timber ... ..	72	96	
Fish ... ..	53	378	
<b>TOTAL ... ..</b>	<b>3,860</b>	<b>5,238</b>	

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

Originating on the Company's System.	Number.	Year 1922.	
		Number.	
Horses ... ..	20	13	
Cattle ... ..	3,095	2,448	
Calves ... ..	79	331	
Sheep and Lambs ... ..	2,767	870	
Pigs ... ..	6,289	4,515	
Miscellaneous ... ..	—	—	
<b>TOTAL ... ..</b>	<b>12,250</b>	<b>8,177</b>	



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

	1913.	1914.	1915.	1916.	1917.	1918.	1919.	1920.	1921.	1922.	1923.
Total Expenditure on Capital Account (No. 4) ... ..	£ 150,000	£ 150,000	£ 150,000	£ 150,000	£ 150,000	£ 150,000	£ 150,000	£ 150,000	£ 150,000	£ 150,000	£ 150,000
Gross Receipts from Businesses carried on by the Company (No. 8) ... ..	10,881	10,434	10,635	11,058	—	—	—	—	—	9,950	11,154
Proportion of Compensation under Irish Railways' (Settlement of Claims)- Act 1921 ... ..	—	—	—	—	—	—	—	—	—	15,994	7,255
Revenue Expenditure, on do. (No. 8) ... ..	14,180	14,559	14,724	14,768	—	—	—	—	—	29,268	21,825
Net Receipts (No. 8) ... ..	Dr 3,299	Dr. 4,065	Dr. 4,089	Dr. 3,710	Dr. 3,675	Dr. 3,308	Dr. 3,462	Dr. 3,508	Dr. 3,363	Dr. 3,324	Dr. 3,416
Miscellaneous Receipts net (No. 8) ... ..	4,899	5,665	5,689	5,387	5,403	5,072	5,201	5,234	5,012	5,070	5,016
Total Net Income (No. 8) ... ..	1,600	1,600	1,600	1,677	1,723	1,764	1,739	1,726	1,649	1,746	1,600
Interest, Rentals, and other Fixed Charges (No. 9) ... ..	—	—	—	77	128	164	139	126	49	146	—
Dividends on Guaranteed Shares (No. 9) ... ..	1,600	1,600	1,300	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600
Balance after payment of ditto (No. 9) ... ..	—	—	—	—	—	—	—	—	—	—	—
Appropriation to Reserve ... ..	—	—	—	—	—	—	—	—	—	—	—
Brought forward from previous year (No. 9) ... ..	—	—	—	—	—	—	—	—	—	—	—
Carried forward to subsequent year (No. 9) ... ..	—	—	—	—	—	—	—	—	—	—	—

T. J. O'CONNELL, Accountant of the Company.

**CERTIFICATE RESPECTING THE PERMANENT WAY, ETC.**

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.

P. J. BRENNAN, Engineer.

12th January, 1924.

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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.

12th January, 1924.

T. O'GORMAN, Locomotive Engineer.

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Signed for Committee of Management

{ T. P. KENNEDY, Deputy Chairman of the Company.  
T. J. O'CONNELL, Secretary of the Company.

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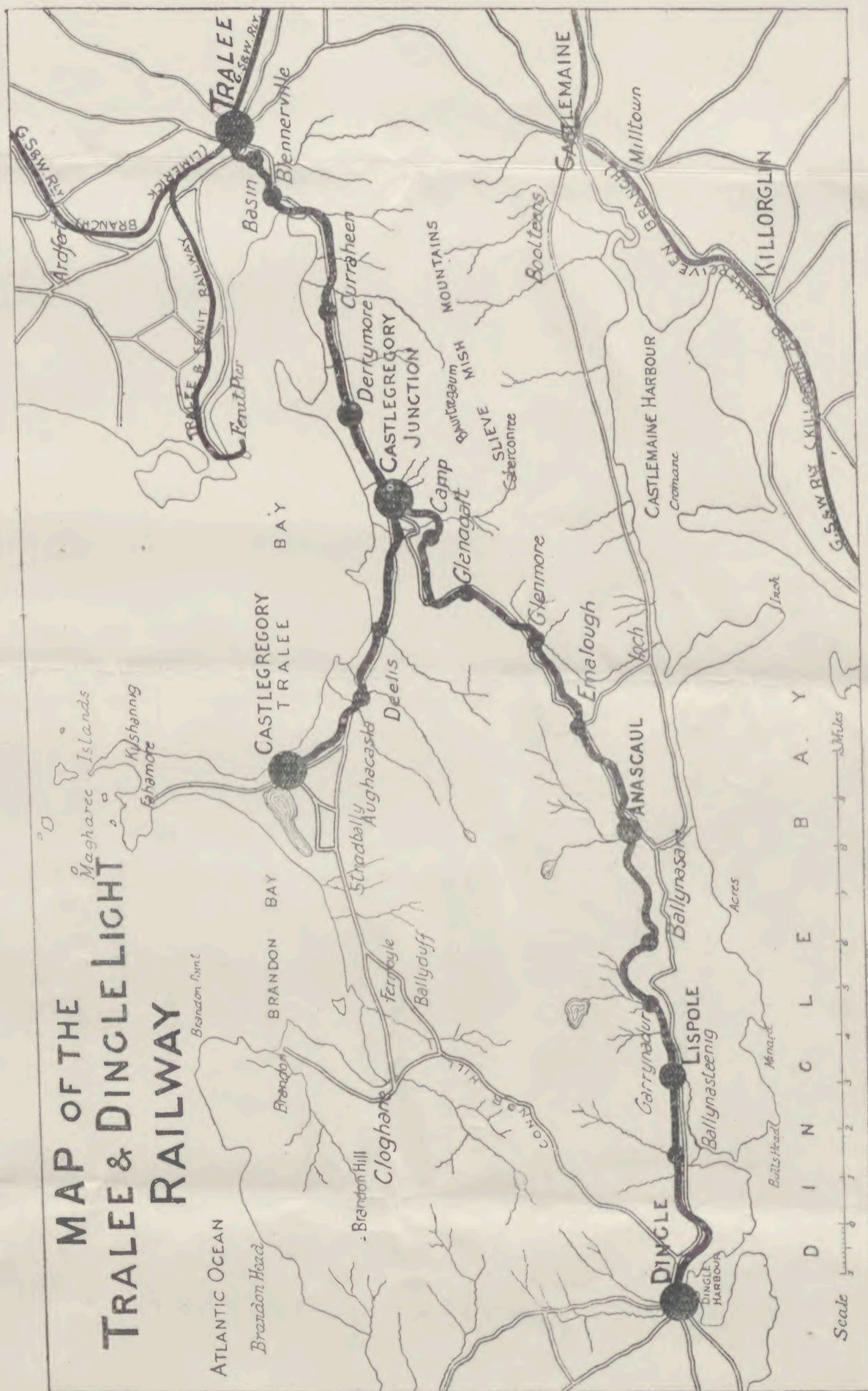
**AUDITOR'S CERTIFICATE.**

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 as shown by the books of the Company.

11th February, 1924.

EUGENE O'SULLIVAN, Auditor.



**Tralce & Single Railway Co.**

**REPORT OF THE COMMITTEE OF  
MANAGEMENT**

**FINANCIAL ACCOUNTS**

AND

**STATISTICAL RETURNS**

**FOR YEAR ENDED 31st DECEMBER, 1923.**

---

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the Shareholders of this Company will be held at the Company's Office, Tralce, on FRIDAY, the 7th day of March, 1924, at 12 o'clock noon, for the purpose of receiving the Committee's Report and Statement of Financial Accounts and Statistical Returns for the year ended 31st December, 1923, and of transacting the General Business of the Company.

The Share Transfer Books will be closed on the 29th February, 1924, and re-opened on 14th March, 1924.

**T. J. O'CONNELL,**  
Secretary.

Secretary's Office,  
Tralce, 20th February, 1924.

SECRETARY'S OFFICE  
RECEIVED  
11 AUG 1923  
No. ....  
G. S. & W. R.

THE  
Gravee and Fenit Railway Company.

---

REPORT OF DIRECTORS

AND  
STATEMENT OF ACCOUNTS TO

THE  
30TH JUNE, 1923,

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.1,

*On Tuesday, the 21st of August, 1923,*

AT 12 O'CLOCK NOON.

Directors.

THE RIGHT HON. THE EARL OF DEVON,

Powderham Castle, Exeter,

*Chairman.*

SAMUEL GORDON FRASER, ESQ.,

Askive, Kenmare, Co. Kerry.

WILLIAM HENRY McCOWEN, ESQ.,

Tralee, Co. Kerry.

JOHN HENRY LEY, ESQ.,

Trehill, Exeter, Devon.

TRALEE AND FENIT RAILWAY COMPANY.

---

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.1, on Tuesday, the 21st day of August, 1923, at 12 o'clock noon, for the transaction of the general business of the Company.

The transfer books of the Company will be closed from the 14th to the 21st day of August, 1923, inclusive.

Dated this 3rd day of August, 1923.

By order,

JAMES GEORGE VOKES,

*Secretary.*

## TRALEE AND FENIT RAILWAY COMPANY.

### DIRECTORS' REPORT.

*For the Half-Year ended 30th June, 1923.*

The Directors submit herewith the Accounts of the Company for the Half-year ended the 30th June, 1923.

Under the Irish Railways (Settlement of Claims) Act, 1921, the traffic receipts are based upon those for the year 1913. The amount of Rents is that actually collected.

The receipts for the Half-year are therefore as follows :—

	£	s.	d.
Gross Traffic Receipts .. .. .	2,004	9	6
Rents .. .. .	24	3	10
	2,028 13 4		
Less : 60% Working Expenses .. ..	1,217	4	0
	£811 9 4		
Net Receipts .. ..			

The deduction made by the Working Company in the receipts for the half-year ended 31st December, 1922, as referred to in the previous Report, was paid subsequently and is given credit for in the Revenue Account.



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	5	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	2	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*
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
30th June, 1917 ...	2,007	0	3	802	16	1	9	13	0	...	...
31st Dec., 1917 ...	2,386	5	9	954	10	4	11	9	5	...	...
30th June, 1918 ...	2,007	4	7	802	17	10	9	13	0	...	...
31st Dec., 1918 ...	2,386	4	4	954	9	9	11	9	5	...	...
30th June, 1919 ...	2,007	6	0	802	18	5	9	13	0	...	...
31st Dec., 1919 ...	2,386	7	11	954	11	2	11	9	5	...	...
30th June, 1920 ...	2,007	0	2	802	16	1	9	13	0	...	...
31st Dec., 1920 ...	2,424	0	2	969	12	1	11	13	1	...	...
30th June, 1921 ...	1,971	2	5	788	9	0	9	9	6	...	...
31st Dec., 1921 ...	2,485	7	8	994	3	1	11	19	0	...	...
30th June, 1922 ...	2,030	1	9	812	0	8	9	15	2	...	...
31st Dec., 1922 ...											
(On account)	1,451	5	3	580	10	1	}	11	11	8	...
Further payment	957	18	1	383	3	3					...
30th June, 1923 ...	2,028	13	4	811	9	4	9	15	1	...	...

\* Reduced (in accordance with subsequent correction by Working Company) from 38,848 tons, which originally appeared in December accounts.

† Decrease owing to "Rents" being temporarily disallowed.

II, VICTORIA STREET, LONDON,  
10th August, 1923.

DEVON, *Chairman.*

# TRALEE AND FENIT RAILWAY COMPANY.

30TH JUNE, 1923.

## 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	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		...		...	
Preference 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, 1922	£ 15,000	£ 15,000	Nil.	15,000
Existing at 30th June, 1923	£ 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 30th June, 1923

£ . . .

Dr.

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

Or.

TO EXPENDITURE :—	Amount Expended to 31st Dec, 1922.	Total.	Amount Expended this Half-year.	Amount Received to 31st Dec, 1922.	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

TO EXPENDITURE :—

On Land Works, &c.

70,741 2 9

BY RECEIPTS :—  
 Shares, as per Acct. No. 2  
 Loans, as per Acct. No. 3

43,850 0 0

15,000 0 0

58,850 0 0

Balance to General Balance Sheet No. 13

11,891 2 9

£ 70,741 2 9

No. 5.—Details of the Capital Expenditure.

	Half-year ended 30th June, 1923.
	£ 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 30th June, 1923.
Nil.	Nil.

Dr.

No. 9.—Revenue Account.

Cr.

Half-year ended 30th June, 1922.	EXPENDITURE.	Half-year ended 30th June, 1923.	RECEIPTS.	Half-year ended 30th June, 1923.
£ s. d.		£ s. d.		£ s. d.
1,218 1 1	To Working Expenses	1,217 4 0	By Passengers	
	60 per cent. of Receipts paid to the Great Southern and Western Railway Company		" Parcels and Miscellaneous	
	Ditto of £957 18s. 1d. <i>per contra</i> .		" Goods	
191 8 0	" General Charges	574 14 10	" Minerals	2,028 13 4
34 8 6	" Arbitration Expenses	185 16 10	" Mails	
21 16 0	" Law Costs	...	" Rents	
		26 0 1	Receipt of Deduction made by Working Company in December	957 18 1
1,465 13 7		1,997 15 9		
564 8 2	" Balance to Net Revenue No. 10	988 15 8		
£2,030 1 9		£2,986 11 5		£2,986 11 5

Dr.

No. 10.—Net Revenue Account.

Half-year ended 30th June, 1922.	Half-year ended 30th June, 1923.	Half-year ended 30th June, 1922.	Half-year ended 30th June, 1923.
£ s. d. 6,623 16 7	£ s. d. 6,599 14 2	£ s. d. 564 8 2	£ s. d. 564 8 2
To Balance from last Half-year			
„ Debenture Interest	375 0 0		
„ Guaranteed Share Interest	...	750 0 0	
„ General Interest	53 14 4	6,484 7 8	
	£ 7,028 8 6	£ 7,798 15 10	
£ 7,798 15 10			
			By Balance brought from Revenue Account
			No. 9
			Barony of Trughenackmy, in the County
			Kerry
			„ Balance to General Balance Sheet, No. 13
	£	£	7,028 8 6

Or.

Half-year ended 30th June, 1923.	Half-year ended 30th June, 1922.
£ s. d. 988 15 8	£ s. d. 6,039 12 10
£ 988 15 8	£ 7,028 8 6

No. 11.—Nil.

No. 12.—General Charges (Abstract E).

Half-year ended 30th June, 1922.	Half-year ended 30th June, 1923.
£ s. d. 50 0 0	£ s. d. 50 0 0
5 5 0	5 5 0
98 10 0	98 10 0
37 13 0	32 1 10
£ 191 8 0	£ 185 16 10
Directors	
Auditor	
Salaries of Secretary and Clerks	
Office Expenses	

No. 13.—General Balance Sheet.

Dr.	Or.
To Temporary Loans	By Cash at Bankers and on Deposit
„ Interest accruing	„ Great Southern and Western Railway Company
„ Outstanding Accounts	„ Outstanding Accounts
„ Unpaid Interest	„ Balance at debit of Capital Account No. 4.
	„ Balance at debit of Net Revenue Account No. 10
£ 19,974 7 6	£ 19,974 7 6
£ 19,974 7 6	£ 19,974 7 6

1864  
2020  
493 47

No. 14.— Mileage Statement.

Lines owned by Company	Miles Authorized.		Miles Constructed.		Miles to be Constructed.		Miles worked by Engines.	
	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.
		8		8	Nil.			8

No. 15.— Statement of Train Mileage.

Half-year ended 30th June, 1922.	Passenger Trains, Regular and Special		Half-year ended 30th June, 1923.
	Miles.	Chains.	
3,475			2,600
3,970			4,392
7,445			6,992

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, 1923, and find the same to be a true statement according to the Books of the Company.

JNO. S. CHAPPELOW, F.C.A., } *Auditor.*  
 10, Lincoln's Inn Fields,

8th August, 1923.



THE  
Cralee and Fenit Railway Company.

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REPORT OF DIRECTORS

AND  
STATEMENT OF ACCOUNTS TO

THE  
31ST DECEMBER, 1923,

TO BE SUBMITTED AT THE  
GENERAL MEETING OF THE SHAREHOLDERS,

TO BE HELD AT THE OFFICES OF THE COMPANY,  
13, VICTORIA STREET LONDON, S.W. 1,

*On Tuesday, the 26th of February, 1924,*

AT 12 O'CLOCK NOON.

Directors.

THE RIGHT HON. THE EARL OF DEVON,

Powderham Castle, Exeter,

*Chairman.*

SAMUEL GORDON FRASER, ESQ.,

Askive, Kenmare, Co. Kerry.

WILLIAM HENRY McCOWEN, ESQ.,

Tralee, Co. Kerry.

JOHN HENRY LEY, ESQ.,

Trehill, Exeter, Devon.

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, 13, Victoria Street, London, S.W.1, on Tuesday, the 26th day of February, 1924, at 12 o'clock noon, for the transaction of the general business of the Company.

The transfer books of the Company will be closed from the 19th to the 26th day of February, 1924, inclusive.

Dated this 8th day of February, 1924.

By order,

JAMES GEORGE VOKES,

*Secretary.*

# TRALEE AND FENIT RAILWAY COMPANY.

## DIRECTORS' REPORT

*For the Half-Year ended 31st December, 1923.*

The Directors submit herewith the Accounts of the Company for the Half-year ended the 31st December, 1923.

Under the Irish Railways (Confirmation of Agreement) Act, 1919, clause 12, and the Irish Railways (Settlement of Claims) Act, 1921, clause 3, the traffic receipts are fixed upon the basis of the year 1913. The amount of Rents is that actually collected.

The receipts for the Half-year are therefore as follows :--

	£	s.	d.
Gross Traffic Receipts .. .. .	2,381	16	3
Rents .. .. .	26	17	10
		<hr/>	
		2,408	14 1
Less : 60% Working Expenses .. .. .	1,445	4	5
		<hr/>	
Net Receipts .. .. .	£963	9	8
		<hr/>	

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.	Tons.		
31st Dec., 1887 ...	479	5	9	191	14	4	2	6	1	10,927	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	5	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	2	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.
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
30th June, 1917 ...	2,007	0	3	802	16	1	9	13	0	...	...
31st Dec., 1917 ...	2,386	5	9	954	10	4	11	9	5	...	...
30th June, 1918 ...	2,007	4	7	802	17	10	9	13	0	...	...
31st Dec., 1918 ...	2,386	4	4	954	9	9	11	9	5	...	...
30th June, 1919 ...	2,007	6	0	802	18	5	9	13	0	...	...
31st Dec., 1919 ...	2,386	7	11	954	11	2	11	9	5	...	...
30th June, 1920 ...	2,007	0	2	802	16	1	9	13	0	...	...
31st Dec., 1920 ...	2,424	0	2	969	12	1	11	13	1	...	...
30th June, 1921 ...	1,971	2	5	†788	9	0	9	9	6	...	...
31st Dec., 1921 ...	2,485	7	8	994	3	1	11	19	0	...	...
30th June, 1922 ...	2,030	1	9	812	0	8	9	15	2	...	...
31st Dec., 1922 ...	2,409	3	4	963	13	4	11	11	8	...	...
30th June, 1923 ...	2,028	13	4	811	9	4	9	15	1	...	...
31st Dec., 1923 ...	2,408	14	1	963	9	8	11	11	8	...	...

\* Reduced (in accordance with subsequent correction by Working Company) from 38,848 tons, which originally appeared in December accounts.

† Decrease owing to "Rents" being temporarily disallowed.

The Directors who retire by rotation at this meeting are Samuel Gordon Fraser Esquire and John Henry Ley Esquire, who, being eligible, offer themselves for re-election.

Mr. John S. Chappelow, F.C.A., is the retiring Auditor, and, being eligible, offers himself for relection.

13, VICTORIA STREET, LONDON,  
16th February, 1924.

DEVON, *Chairman.*

# TRALEE AND FENIT RAILWAY COMPANY.

31ST DECEMBER, 1923.

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		...	...	...	...
Preference 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, 1923	£ 15,000	£ 15,000	<i>Nil.</i>	£ 15,000
Existing at 31st December, 1923	£ 15,000	£ 15,000	<i>Nil.</i>	£ 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, 1923

Dr.

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

Or.

	Amount Expended to 30th June, 1923	Total.	Amount Expended to 30th June, 1923.	Amount Received this Half-year.	Total.
	£ 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	43,850 0 0	43,850 0 0
			15,000 0 0	15,000 0 0	15,000 0 0
			58,850 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



No. 5.—Details of the Capital Expenditure.

Half-year ended 31st Dec., 1923.	
£	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 31st Dec., 1923.
<i>Nil.</i>	<i>Nil.</i>

Dr. No. 9.—Revenue Account. Cr.

Half-year ended 31st Dec., 1922.	EXPENDITURE.		Half-year ended 31st Dec. 1923.		Half-year ended 31st Dec. 1922.		RECEIPTS.	Half-year ended 31st Dec., 1923.			
	£	s. d.	£	s. d.	£	s. d.		£	s. d.		
1,445 10 0	To Working Expenses 60 per cent. of Receipts paid to the Great Southern and Western Railway Company	1,445	4	5	2,381	16	3	By Passengers " Parcels and Miscellaneous " Goods " Minerals " Mails " Rents	2,381	16	3
186 10 6	" General Charges	204	2	0	27	7	1		26	17	10
51 1 8	" Arbitration Expenses	...									
30 5 0	" Law Costs	30	5	0							
1,713 7 2		1,679	11	5							
695 16 2	" Balance to Net Revenue No. 10	729	2	8							
£2,409 3 4		£2,408	14	1	£2,409	3	4		£2,408	14	1

No. 10.—Net Revenue Account.

Dr.

Half-year ended 31st Dec., 1922.	Half-year ended 31st Dec., 1923.	Half-year ended 31st Dec., 1922.
£ s. d.	£ s. d.	£ s. d.
To Balance from last Half-year	6,039 12 10	695 16 2
„ Debiture Interest	375 0 0	16 8 9
„ Guaranteed Share Interest	...	48 12 3
„ General Interest	48 12 3	6,216 10 11
£6,928 15 10	£ 6,463 5 1	£6,928 15 10

By Balance brought from Revenue Account No. 9  
 „ Barony of Trughenackmy, in the County Kerry  
 „ Balance to General Balance Sheet, No. 13

£ 729 2 8  
 ..  
 5,734 2 5  
 £ 6,463 5 1

Or.  
 Half-year ended  
 31st Dec., 1923.

No. 11.—Nil.

No. 12.—General Charges (Abstract E).

Half-year ended 31st Dec., 1922.	Half-year ended 31st Dec., 1923.
£ s. d.	£ s. d.
Directors	50 0 0
Auditor	5 5 0
Salaries of Secretary and Clerk	98 10 0
Office Expenses	32 15 6
£186 10 6	£204 2 0

Half-year ended  
 31st Dec., 1923.

No. 13.—General Balance Sheet.

Dr.

Half-year ended 31st Dec., 1922.	Half-year ended 31st Dec., 1923.
£ s. d.	£ s. d.
To Temporary Loans	2,145 16 6
„ Interest accruing	375 0 0
„ Outstanding Accounts	11,150 10 2
„ Unpaid Interest	6,280 5 6
£19,951 12 2	£ 19,951 12 2

By Cash at Bankers and on Deposit  
 „ Great Southern and Western Railway Company  
 „ Outstanding Accounts  
 „ Balance at debit of Capital Account No. 4  
 „ Balance at debit of Net Revenue Account No. 10

Or.  
 £ 641 1 0  
 963 9 8  
 721 16 4  
 11,891 2 9  
 5,734 2 5

£

19,951 12 2

No. 14.—Mileage Statement.

Lines owned by Company	Miles Authorized.		Miles Constructed.		Miles to be Constructed.		Miles worked by Engines.	
	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.
	8		8		Nil.		8	

No. 15.—Statement of Train Mileage.

Half-year ended 31st Dec., 1922.	Half-year ended 31st Dec., 1923.
Passenger Trains, Regular and Special	4,608
Goods Trains	4,968
4,152	9,576

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, 1923, and find the same to be a true statement according to the Books of the Company.

JNO. S. CHAPPELOW, F.C.A., } *Auditor.*  
10, Lincoln's Inn Fields.

# WEST CLARE RAILWAY COMPANY, LIMITED.

## DIRECTORS:

WILLIAM LOMBARD MURPHY, Esq., M.D., Dartry, Upper Rathmines, Co. Dublin ( <i>Chairman</i> ).	
JAMES WILLIAM LOMBARD, Esq., Folkestone House, Terenure, Co. Dublin.	* COMMANDANT MICHAEL O'HEHIR, Courthouse, Ennis.
EDGAR ANDERSON, Esq., M.A., B.A.I., J.P., Stanford House, Foxrock, Co. Dublin.	* PATRICK VAUGHAN, Esq., Ennistymon, Co. Clare.
JOHN JOSEPH DUDLEY, Esq., 60 Wellington Road, Dublin.	* PATRICK FRAWLEY, Esq., Poulawilliam, Miltown-Malbay, Co. Clare.
GERALD VINCENT MURPHY, Esq., 48 Palmerston Road, Dublin.	* Representing the guaranteeing areas.

## REPORT OF THE DIRECTORS,

AND

## STATEMENT OF FINANCIAL ACCOUNTS

## AND STATISTICAL RETURNS

FOR

YEAR ENDED 1st NOVEMBER, 1923,

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 21st day of FEBRUARY, 1924, at 12 o'clock noon.

The Directors submit herewith the Statement of Accounts duly audited and verified, and the Statistical Returns for the Year.

Since the last General Meeting the Clare County Council have paid the Arbitrators' Awards for the Half-years ended 30th April and 31st October, 1921. The Awards for the Half-years ended 30th April and 31st October, 1922, and 30th April and 31st October, 1923, are still unpaid. A letter has been received from the Secretary of the County Council stating it is hoped to make a further payment shortly.

The Directors regret to announce the death in December last of Mr. William J. Kennedy, who had been Secretary of the Company since its inception. They have appointed as Secretary and Accountant, Mr. Thomas M. Murphy, who has been Accountant and Assistant Secretary for the past four years.

The following summary shows the Receipts and Expenditure on Revenue Account:—

Account.	1923.	1922.
No. 8. Gross Receipts of Railway, &c. ...	£ 37,748	£ 35,898
No. 8. Miscellaneous Receipts (net) from rents, interest, &c. ...	456	450
No. 8. Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921 ...	2,440	25,215
Total Receipts (including South Clare Railway) ...	40,644	61,563
Deduct:—	£	
No. 8. Total Traffic Expenditure ...	38,508	
No. 9. Interest, Rentals, and other fixed charges ...	296	
Total Expenditure (including South Clare Railway) ...	38,804	59,729
Net Revenue from the Working of both Lines ...	1,840	1,834
Add:—		
No. 8. Amount due by South Clare Railway Co. on working Account ...	409	402
Net Earnings of West Clare Railway ...	2,249	2,236
No. 8. Add Amount payable by Guaranteeing Area (W. C. Rly.) ...	4,291	4,304
Total Net Income of West Clare Railway Co. ...	6,540	6,540
No. 9. Add Balance from last year's Account ...	8,175	4,905
TOTAL ...	14,715	11,445
No. 9. Deduct, Dividend paid on Guaranteed Capital, £163,500:—	£	
25th March, 1923, up to 31st January, 1922 ...	3,270	
6th July, 1923, up to 31st July, 1922 ...	3,270	
	6,540	3,270
No. 9. Balance available for Dividend on Guaranteed Capital to 31st October last, when Guarantee is paid by County Council ...	8,175	8,175

The Directors retiring by rotation are Mr. Edgar Anderson and Mr. Gerald V. Murphy, and being eligible, they offer themselves for re-election.

Messrs. Craig, Gardner & Co., the Company's Auditors, also offer themselves for re-election.

WILLIAM LOMBARD MURPHY,  
Chairman.

# WEST CLARE RAILWAY COMPANY, LTD.

## Financial Accounts and Statistical Returns for the Year ended 1st November, 1923.

### 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 Debenture Stock.	Total.
	£	£	£	£	£	£	£	£	£
The Tramways (Ireland) Provisional 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, 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., 1922.		Expended during the year.		Total.		By Receipts.		Amount Received to 31st Oct., 1922.		Received during the year.		Total.	
	£	s. d.	£	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								
<b>MANUFACTURING AND REPAIRING WORKS AND PLANT:—</b>														
Land and Buildings ...	—	—	—	—	—	—								
Plant and Machinery ...	—	—	—	—	—	—								
<b>TOTAL CAPITAL EXPENDED UPON RAILWAY ...</b>	<b>180,000</b>	<b>0 0</b>	<b>—</b>	<b>—</b>	<b>180,000</b>	<b>0 0</b>								
<b>LAND, PROPERTY, &amp;C., NOT FORMING PART OF THE RAILWAY OR STATIONS.</b>														
Used in connection with Railway working ...	—	—	—	—	—	—								
Not used in connection with Railway working ...	—	—	—	—	—	—								
<b>TOTAL EXPENDITURE ...</b>	<b>180,000</b>	<b>0 0</b>	<b>—</b>	<b>—</b>	<b>180,000</b>	<b>0 0</b>	<b>TOTAL RECEIPTS ...</b>	<b>...</b>	<b>180,000</b>	<b>0 0</b>	<b>—</b>	<b>—</b>	<b>180,000</b>	<b>0 0</b>

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. The Line was opened for Traffic on 2nd July, 1887.

## 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.		1923	1922
10	Railways—West and South Clare (combined)—	£ s. d.	£
	Gross Receipts ... ..	37,747 12 8	35,898
	Expenditure ... ..	38,507 19 7	59,433
	NET RECEIPTS ... ..	760 6 11	Dr. 23,535
	Proportion of Compensation under Irish Railways (Settlement of Claims) Act, 1921 ... ..	2,440 0 8	25,215
		1,679 13 9	1,680
	MISCELLANEOUS RECEIPTS (Net):—		
	Rents from Houses and Lands ... ..	£307 11 4	320
	Other Rents ... ..	94 0 6	97
	Transfer Fees ... ..	16 0 0	15
	General Interest ... ..	34 7 11	19
	Sundries (Restitution Money) .. ..	4 10 0	—
	TOTAL ... ..	£456 9 9	451
	Special Items:—		
	Amount payable by the South Clare Railways Co., Ltd., viz.:—		
	Loss on working of South Clare line for Half-year ended 30th April, 1923	£491 5 11	
	Deduct Gain on same for Half-year ended 31st October, 1923	82 3 6	
		409 2 5	402
	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, 1923	£3,270 0 0	
	Add Loss on working of the line for same period	536 2 4	
		£3,806 2 4	
	Add		
	Like Dividend for Half-year ended 31st October, 1923	£3,270 0 0	
	Deduct Profit on working of Line for same period	2,785 8 3	
		484 11 9	4,303
		4,290 14 1	5,156
		5,156 6 3	5,156
	TOTAL NET INCOME—CARRIED TO ACCOUNT No. 9 ... ..	£6,836 0 0	£6,836

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

	1923.	1922.
Balance brought forward from last year's Account ... ..	£ s. d. 8,175 0 0	£ 4,905
Net Income (as per Statement No. 8) ... ..	6,836 0 0	6,836
Appropriation from Reserve ... ..	—	—
TOTAL ... ..	15,011 0 0	11,741
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 Old Athenry and Ennis 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	5
TOTAL ... ..	296 0 0	296
Balance after payment of Fixed Charges ... ..	14,715 0 0	11,445
APPROPRIATION TO RESERVE ... ..	—	—
Balance available for Dividend on Guaranteed Shares when Guarantee is paid by County Council ... ..	14,715 0 0	11,445
Deduct—Dividend for 12 months to 31st July, 1922, on £163,500 Guaranteed Capital at 4 per cent. per annum ... ..	6,540 0 0	3,270
Balance carried forward to next year's Account ... ..	8,175 0 0	8,175

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

	1923.	1922.
Balance available for Dividends after payment of Fixed charges, as per Account No. 9 ... ..	£ s. d. 14,715 0 0	£ 11,445
Deduct:—		
Dividends paid at 4 per cent. per annum on £163,500 guaranteed Share Capital, viz.:—	£ s. d.	
For Twelve months ended 31st July, 1922 ... ..	6,540 0 0	3,270
Undivided Balance carried to Balance Sheet (being provision for fifteen months dividend to 31st October, 1923).	£8,175 0 0	£8,175

TO EXPENDITURE (Both Companies).	Year 1923.		Year 1922.		Percentage of Traffic Receipts.		BY GROSS RECEIPTS. (Both Companies).	Year 1923.		Year 1922.		Percentage of Traffic Receipts.		
	£	s. d.	£	s. d.	1923	1922		£	s. d.	£	s. d.	1923	1922	Per cent.
See Abstracts.														
A.—Maintenance and Renewal of Way and Works ...	9,365	18 0	21,740		24.82	60.58	Ordinary Passengers—	16,519	9 0	13,109				
B.—Maintenance and Renewal of Rolling Stock—							First Class ...	3,689	3 4	3,167				
(1) Locomotives ...			6,940				Third Class ...	12,830	5 8	9,942				
(2) Carriages ...			2,064				Season Tickets—							
(3) Wagons ...			2,064				First Class ...	67	19 3	101				
C.—Locomotive Running Expenses	5,548	5 1	11,068		14.70	30.84	Third Class ...	171	1 7	176				
D.—Traffic Expenses	18,974	2 1	21,049		50.28	58.66	Workmen's Tickets	239	0 10	277				
E.—General Charges	3,545	17 7	3,917		9.40	10.92	Total Receipts from Passengers	16,758	9 10	13,386				
Law Charges	409	9 6	286		1.09	.80	Mails	702	11 9	1,512				
Compensation (Accidents and Losses) —							Parcels under 2 cwt., Parcels Post and Excess Luggage ...	1,363	19 1	1,684				
Passengers			39				Other Merchandise by Passenger Trains	315	18 8	246				
Workmen (including Insurance Premiums)			440				F.—Less Expenses of Collection and Delivery	1,647	13 10	1,900				
Damage and Loss of Goods, Property, &c.			15				Total Passenger Train Receipts	19,108	15 5	16,798				46.81
Rates	415	18 7	494		1.10	1.37	Goods Train Traffic—							
National Insurance—							Merchandise	12,291	8 11	12,307				
Health			186				F.—Less Expenses of Collection and Delivery	17	10 3	23				
Unemployment			193				Live Stock	4,522	10 3	5,224				
	148	8 9	379		0.39	1.06	Coal, Coke and Patent Fuel	748	6 11	454				
H.—Miscellaneous	38,507	19 7	59,433		102.04	165.62	Other Minerals	1,082	1 11	1,125				
Total Traffic Expenditure							Total Goods Train Receipts	18,626	17 9	19,087				53.19
Net Receipts (Both Lines)							Miscellaneous	11	19 6	13				
TOTAL	£38,507	19 7	£59,433				Total Traffic Receipts	37,735	13 2	35,885				100.00
							Net Loss on Working (both Lines)	37,747	12 8	35,898				
							TOTAL	760	6 11	23,535				
							TOTAL	£38,507	19 7	£59,433				



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

	1923			1922			
	£	s.	d.	£	s.	d.	
<b>SUPERINTENDENCE—</b>							
Salaries .....	618	0	7			591	
Office Expenses, etc. ....	107	6	3			192	
				725	6	10	783
<b>MAINTENANCE OF ROADS, BRIDGES, AND WORKS—</b>							
Earthworks .....	45	6	9			129	
Bridges, Tunnels, Culverts, Retaining Walls and other Works .....	331	11	0			101	
Roads and Fences .....	250	16	10			324	
				627	14	7	554
<b>MAINTENANCE OF PERMANENT WAY—</b>							
<b>Renewal of Running Lines—</b>							
Wages .....	—					1,551	
Materials .....	—					9,650	
Engine Power and Wagon Repairs .....	—					—	
						11,201	
<b>Repair of Running Lines and Sidings—</b>							
Wages .....	6,743	1	8			7,212	
Materials .....	Dr. 464	15	3			650	
Engine Power and Wagon Repairs .....	205	9	4			291	
				6,483	15	9	8,153
Maintenance of Signalling .....	—			215	6	8	161
Maintenance of Telephones .....	—			130	6	1	106
<b>MAINTENANCE OF STATIONS AND BUILDINGS—</b>							
Stations, Depots, and Offices .....	418	18	10			609	
Engine Sheds .....	11	19	9			12	
Carriage Sheds .....	0	8	4			4	
Locomotive Workshops .....	15	1	0			17	
Carriage Workshops .....	19	11	4			14	
Wagon Workshops .....							
Other Buildings .....	717	8	10			126	
				1,183	8	1	782
<b>TOTAL</b> .....	£	9,365	18 0			21,740	

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

(1)—Locomotives.

	1923			1922			
	£	s.	d.	£	s.	d.	
<b>SUPERINTENDENCE—</b>							
Salaries .....	322	14	3			344	
Office Expenses .....	24	13	3			52	
				347	7	6	396
<b>REPAIRS AND PARTIAL RENEWALS—</b>							
Wages .....	2,188	13	5			2,837	
Materials .....	309	15	8			3,049	
				2,498	9	1	5,886
Purchase of New Locomotives .....	—			—		—	
<b>WORKSHOP EXPENSES—</b>							
Repairs and Renewals of Machinery and Plant .....	522	1	10			480	
Other Expenses .....	121	11	5			178	
				643	13	3	658
<b>TOTAL</b> .....	£	3,489	9 10			6,940	

(2)—Carriages.

	1923			1922			
	£	s.	d.	£	s.	d.	
<b>SUPERINTENDENCE—</b>							
Salaries .....	171	7	0			183	
Office Expenses .....	12	6	7			25	
				183	13	7	208
<b>REPAIRS AND PARTIAL RENEWALS—</b>							
Wages .....	528	3	8			897	
Materials .....	175	10	11			959	
				703	14	7	1,856
Purchase of New Carriages .....	—			—		—	
<b>WORKSHOP EXPENSES—</b>							
Repairs and Renewals of Machinery and Plant .....							
Other Expenses .....							
<b>TOTAL</b> .....	£	887	8 2			2,064	

(3) Wagons.

	1923			1922				1923			1922		
	£	s.	d.	£	s.	d.		£	s.	d.	£	s.	d.
<b>SUPERINTENDENCE—</b>													
Salaries .....	171	7	1									183	
Office Expenses .....	12	6	8									25	
												208	
<b>COMPLETE RENEWALS—</b>													
Wages .....	—											47	
Materials .....	—											15	
												62	
<b>REPAIRS AND PARTIAL RENEWALS—</b>													
Wages .....	506	8	0									656	
Materials .....	207	19	5									717	
												1,373	
Carried Forward .....	£	898	1 2									1,643	
<b>Brought Forward</b> .....													
Purchase of New Wagons .....	—											—	
<b>WORKSHOP EXPENSES—</b>													
Repairs and Renewals of Machinery and Plant .....	36	17	11									162	
Other Expenses .....	236	8	0									259	
												421	
<b>TOTAL</b> .....	£	1,171	7 1									2,064	



# PART II. STATISTICAL RETURNS.

## I.—MILEAGE OF LINES.

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

	RUNNING LINES.								Sidings reduced to Single Track.	1923.		1922.				
	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	57	29	47	29	47
Lines Leased or Worked by the Company—																
Main and Principal Lines ... ..	26	0	0	56	—	—	—	—	26	56	1	32	28	8	28	8
TOTAL—1923, ... ..	53	0	1	46	—	—	—	—	54	46	3	9	57	55	57	55
Total for 1922, ... ..	53	0	1	46	—	—	—	—	54	46	3	9	57	55	—	—

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

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

	1923.		1922.	
	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.	1923. Number.	1922. Number.
Tank Engines:—		
Wheel Type:—		
0 6 0 ... ..	—	—
2—6—2 ... ..	4	4
0—6—2 ... ..	2	2
4—6—0 ... ..	5	3
TOTAL ... ..	11	9

### (B).—Rail Motor Vehicles.

(C).—Trains worked by Electric Power.  
(Not applicable).

### (D).—Coaching Vehicles.

	Num-ber.	1923. Seats.			1922.	
		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	

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

Description.	1923. Number.	1922. Number.
Open Wagons—		
Under 8 tons ... ..	43	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 ... ..	5	4
Brake Vans ... ..	—	—
Miscellaneous ... ..	—	1
TOTAL ... ..	168	170

### (F).—Railway Service Vehicles.

Description.	1923. Number.	1922. 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.	1923. Acreage.	1922. Acreage.	Houses.	1923. Number.	1922. Number.
Agricultural Land ... ..	—	—	Labouring class dwellings ... ..	—	—
Urban and suburban land ... ..	—	—	Houses and cottages for Company's servants ... ..	39	39
			Other houses and cottages ... ..	2	2

## IX.—OTHER INDUSTRIES.

(Not applicable).

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

	1923		1922	
	In Company's Workshops. Number.	By Contract. Number.	Total.	Total.
Locomotives renewed— Heavy repairs ... ..	—	—	—	3
Light " ... ..	14	—	14	10
Locomotives under or awaiting repair at end of year ... ..	4	—	4	3
Coaching Vehicles— Carriages renewed ... ..	—	—	—	4
Carriages repaired— Heavy repairs ... ..	6	—	6	11
Light " ... ..	16	—	16	7
Carriages under or awaiting repair at end of year ... ..	3	—	3	—
Others renewed ... ..	—	—	—	3
Others repaired— Heavy repairs ... ..	2	—	2	4
Light " ... ..	6	—	6	—
Others under or awaiting repair at end of year ... ..	1	—	1	—
Wagons renewed— Completely renewed ... ..	—	—	—	4
Partially " ... ..	—	—	—	12
Wagons repaired— Heavy repairs ... ..	22	—	22	53
Light " ... ..	50	—	50	16
Wagons under or awaiting repair at end of year ... ..	8	—	8	—

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

Quantities of principal materials used—	1923		1922	
	M.	CH.	M.	CH.
Ballast ... ..	1,980	—	2,118	—
Fencing ... ..	5½	—	7	—
Rails ... ..	—	—	773	—
Sleepers ... ..	4,286	—	7,180	—
Miles maintained—				
Miles of road ... ..	53	0	53	0
Miles of road reduced to single track—				
(a) Running Lines ... ..	54	46	54	46
(b) Sidings ... ..	3	9	3	9
Miles of track renewed ... ..	—	—	7½	—

XII.—ENGINE MILEAGE.

	Year 1923						Year 1922													
	Train Miles. (Loaded Trains).			Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey).			Train Miles. (Loaded Trains).			Train Miles. (Including Empty Trains run for Traffic Purposes on either the Forward or Return Journey).										
	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	41,059	43,001	84,060	41,165	45,079	86,244	9,203	10,677	868	106,990	36,478	49,969	86,447	36,559	51,691	88,250	11,445	13,389	1,046	114,130
	41,059	43,001	84,060	41,165	45,079	86,244	9,203	10,677	4,309	110,433	36,478	49,969	86,447	36,559	51,691	88,250	11,445	13,389	3,836	116,920
B.—MILES RUN IN RELATION TO THE COMPANY'S EXPENDITURE:— By the Company's Engines over Lines owned, Leased, or worked by the Company	41,059	43,001	84,060	41,165	45,079	86,244	9,203	10,677	4,309	110,433	36,478	49,969	86,447	36,559	51,691	88,250	11,445	13,389	3,836	116,920
	41,059	43,001	84,060	41,165	45,079	86,244	9,203	10,677	4,309	110,433	36,478	49,969	86,447	36,559	51,691	88,250	11,445	13,389	3,836	116,920
C.—MILES RUN BY THE COMPANY'S ENGINES:— Over Lines owned, leased, or worked by the Company	41,059	43,001	84,060	41,165	45,079	86,244	9,203	10,677	4,309	110,433	36,478	49,969	86,447	36,559	51,691	88,250	11,445	13,389	3,836	116,920
	41,059	43,001	84,060	41,165	45,079	86,244	9,203	10,677	4,309	110,433	36,478	49,969	86,447	36,559	51,691	88,250	11,445	13,389	3,836	116,920

## XIII.—PASSENGER TRAFFIC AND RECEIPTS.

Class of Passenger.	Year 1923.				Year 1922.					
	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.
			£	s. d.				£	s. d.	
ORDINARY—										
1st Class ... ..	13,165	3,689	5	7·25	11,568	10,383	3,167	6	1·20	9,320
3rd Class ... ..	100,093	12,830	2	6·76	82,990	67,723	9,942	2	11·23	60,982
Workmen ... ..	—	—	—	—	—	—	—	—	—	—
TOTAL ... ..	113,263	16,519	2	11·00	94,558	78,106	13,109	3	4·28	70,302
SEASON—		£				£				
1st Class ... ..	3	68	—	—	3	3	102	—	—	3
3rd Class ... ..	24	171	—	—	24	19	176	—	—	19

## XIV.—GOODS TRAFFIC AND RECEIPTS.

	Year 1923.				Year 1922.					
	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.
			£	s. d.				£	s. d.	
Merchandise ... ..	17,755	12,274	13	9·91	11,397	17,716	12,284	13	10·41	12,897
Coal, Coke and Patent Fuel ... ..	5,041	748	2	11·61	4,677	1,330	454	6	9·92	752
Other Minerals ... ..	4,019	1,082	5	4·61	3,622	3,726	1,125	6	0·46	3,393
TOTAL ... ..	26,815	14,104	10	6·23	19,696	22,772	13,863	12	2·10	17,042
	Number.	£			Number.	£				Number Originating on the Company's System.
Live Stock ... ..	26,270	4,522	—	—	26,270	28,433	5,224	—	—	28,433

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

	Originating on Company's System, 1923	Originating on Company's System, 1922
	Tons.	Tons.
Coal ... ..	4,677	752
Turf ... ..	2,853	2,702
Lime, Bricks, and Stone ... ..	451	360
Slag ... ..	103	298
Grain, Flour and Breadstuffs ... ..	5,722	7,052
Timber and Other Building Materials	188	272
Mineral Waters ... ..	209	207
Porter, &c. ... ..	1,134	1,286
Butter ... ..	1,001	829
Eggs ... ..	197	290
Groceries ... ..	587	669
Kelp ... ..	405	301
TOTAL ... ..	17,527	15,018

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

	Originating on Company's System, 1923	Originating on Company's System, 1922
	Number.	Number.
Horses ... ..	161	206
Cattle ... ..	11,363	13,937
Calves ... ..	1,781	1,718
Sheep and Lambs ... ..	2,008	2,517
Pigs ... ..	10,953	10,053
Miscellaneous ... ..	4	2
TOTAL ... ..	26,270	28,433

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

	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923
Total Expenditure on Capital Account (No. 4).	£ 180,000	£ 180,000	£ 180,000	£ 180,000	£ 180,000	£ 180,000	£ 180,000	£ 180,000	£ 180,000	£ 180,000
Gross Receipts from Businesses carried on by the Company (No. 8).	24,752	24,703	25,288	—	—	—	—	—	35,898	37,748
Revenue Expenditure, on do. (No. 8), ...	24,454	25,867	28,653	—	—	—	—	—	59,433	38,508
Net Receipts (No. 8) ... ..	298	Dr. 1,164	Dr. 3,365	1,680	1,680	1,680	1,680	2,012	1,680	1,680
Miscellaneous Receipts, Net (No. 8) ...	6,570	8,029	10,241	6,647	6,654	7,686	7,668	7,370	5,156	5,156
Total Net Income (No. 8) ... ..	6,868	6,865	6,876	8,327	8,334	9,366	9,348	9,382	6,836	6,836
Interest, Rentals, and other Fixed Charges (No. 9).	328	325	336	454	460	426	408	442	296	296
Dividends on Guaranteed Shares (No. 9)	6,540	6,540	6,540	6,540	6,540	6,540	6,540	3,270	3,270	6,540
Balance after Payment of ditto (No. 9)	—	—	—	—	—	—	—	—	—	—
Appropriation to Reserve ... ..	—	—	—	1,333	1,333	2,400	2,400	2,400	—	—
Brought forward from previous year (No. 9)	1,635	1,635	1,635	1,635	1,635	1,635	1,635	1,635	4,905	8,175
Carried forward to subsequent year (No. 9)	1,635	1,635	1,635	1,635	1,635	1,635	1,635	4,905	8,175	8,175

T. M. MURPHY, Accountant to the Company.

## CERTIFICATE RESPECTING THE PERMANENT WAY, &amp;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.

W. J. CARTER, Engineer.

1st November, 1923.

## 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.

W. J. CARTER, Engineer.

1st November, 1923.

(Signed for the Board of Directors)

W. LOMBARD MURPHY, Chairman of the Company.

T. M. MURPHY, Secretary of the Company.

## AUDITORS' CERTIFICATE.

(1) We have compared the foregoing Accounts with the books of the Company and find them in agreement with same. (2) Accounts to 15th August 1921 (date of de-control) have not been finally adjusted with the Ministry of Transport. (3) The Stocks of Stores and materials are as certified by the Storekeeper. (4) Subject to these remarks we certify that the foregoing Accounts contain a true statement of the financial condition of the Company.

CRAIG, GARDNER &amp; CO., Chartered Accountants.

24th January, 1924.

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WEST CLARE RAILWAY COMPANY,  
LIMITED.

REPORT OF THE DIRECTORS,

AND

FINANCIAL ACCOUNTS

AND

STATISTICAL RETURNS

FOR

YEAR ENDED 1ST NOVEMBER, 1923.

(Copy of Advertisement).

WEST CLARE RAILWAY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of the PROPRIETORS of the WEST CLARE RAILWAY COMPANY, LIMITED, will be held at the COMPANY'S OFFICES, 39 DAME STREET, DUBLIN, on THURSDAY, the 21st day of FEBRUARY, 1924, at 12 o'clock noon, precisely, to receive the Report of the Directors, Statement of Accounts and Statistical Returns for the Year ended 1st November, 1923, to confirm or determine the remuneration of the Secretary and the pension to be awarded to the widow of the late Secretary, and to transact the general business of the Company.

The Transfer Books of the Company will be closed from the 7th of February to the 6th of March, 1924, both days inclusive.

By Order of the Board,

T. M. MURPHY, Secretary.

Company's Offices, 39 Dame Street, Dublin.

29th January, 1924.

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—21ST FEB., 1924.



Waterford & Tramore Railway Company.

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REPORT OF DIRECTORS  
FINANCIAL ACCOUNTS  

---

AND

---

STATISTICAL RETURNS

For Year ending 31st December, 1923.

---

TO BE SUBMITTED TO THE PROPRIETORS

AT THE

ANNUAL GENERAL MEETING

TO BE HELD AT THE TERMINUS, WATERFORD

ON

Wednesday, the 27th day of February, 1924,

AT ONE O'CLOCK, P.M.

---

WATERFORD:  
PRINTED BY N. HARVEY & CO.



# DIRECTORS

CHARLES E. DENNY, Esq., BALLYBRADO, CAHIR, CO. TIPPERARY, *Chairman*  
 WILLIAM GALLWEY, Esq., D.L., ROCKFIELD, TRAMORE, *Deputy Chairman*  
 H. W. D. GALLWEY, Esq., WOODLANDS, WATERFORD.  
 R. L. POWER, Esq., POWERSCOURT, TRAMORE.

## REPORT

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 one o'clock, p.m., on Wednesday, the 27th February, 1924.

WE present herewith Statement of Accounts and Statistical Returns for the year ended 31st December, 1923, which have been duly certified by the Company's Auditors.

The following is a Summary of the Receipts and Expenditure:—

Gross Receipts per Account No. 8	.....	£15765
Expenditure	.....	11830
NETT INCOME	.....	£3935
Balance brought forward from last Account	.....	4232
Total	.....	£8167
Out of which has been paid or provided for—		
Interest on Loans	.....	£663
Dividend on Preference Shares	.....	500
Interim Dividend on Ordinary Shares	.....	960
Deficiency in Income Tax	.....	79
		£2202
Leaving a Balance of	.....	£5965
which your Directors recommend being appropriated as follows:—		
Final Dividend on Ordinary Shares at rate of six per cent. per annum (making a total of 5% per annum for the year)	.....	£1440
		£1440
Balance forward to next year's Account	.....	£4525

During the year we received a payment of £2,842 12s. 10d. the balance of this Company's proportion of compensation, under the Irish Railways "Settlement of Claims" Act, 1921, as will be seen in Balance Sheet.

At the request of the Government negotiations are taking place between your Board and the other Railway Companies concerned in the Irish Free State on the subject of Grouping. The proposals have not yet reached the stage to be submitted for the consideration of the Shareholders.

Your Directors regret having to record the death since your last Meeting of their colleague Sir Herbert W. Davis Goff, Bart.

The Directors retiring by rotation are Charles E. Denny, Esq., and H. W. Dayrell Gallwey, Esq., and the retiring Auditor, E. W. Kelly, Esq., all of whom are eligible and offer themselves for re-election.

CHARLES E. DENNY, *Chairman.*  
 ARTHUR PROSSOR, *Secretary.*

BOARD ROOM,  
 WATERFORD.

# FINANCIAL ACCOUNTS & STATISTICAL RETURNS for Year ended 31st Dec., 1923.

## Part 1.—Financial Accounts.

### No. 1 (a).—NOMINAL CAPITAL AUTHORISED 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.
	£	£	£	£	£	£	£	£
Ordinary 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 7½ per cent.	At 6 per cent.	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 Dec., 1923	4,200	5,700	—	—	9,900	—	—	—	—	9,900
Existing at 31st Dec., 1922	4,200	6,050	—	500	10,750	—	—	—	—	10,750
Increase .....	—	—	—	—	—	—	—	—	—	—
Decrease .....	—	350	—	500	850	—	—	—	—	850
Total Amount authorized to be raised by Loans and Debenture Stock in respect of Capital created, .....										£ 19,350
Amount created but not yet available .....										9,450
Total Amount raised by Loans as above .....										9,900
Balance being available Borrowing Powers at 31st December, 1923 .....										9,450



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

	1923.	1922.
Receipts in respect of Railway Working	£ 15,395 13 9	£ 15,182
Expenditure	11,829 13 6	11,546
Net	3,566 0 3	3,636
Miscellaneous Receipts (Net) :—		
Rents from Houses and Lands	24 13 9	51
Other Rents	44 4 1	29
Transfer Fees	15 0	2
General Interest	299 8 4	136
Total Net Income	3,935 1 5	3,854

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

	1923.	1922.
Balance brought forward from last year's account	£ 4,232 3 6	£ 4,114
Net Income (as per Statement No. 8)	3,935 1 5	3,854
Total	8,167 4 11	7,968
Deduct—Interest, Rentals, and other Fixed Charges		
Rent Charges		
Interest on Loans	£ 663 12 0	712
Deficiency in Income Tax	78 13 3	124
Total	742 5 3	
Balance after payment of Fixed Charges	7,424 19 8	7,132
Appropriation of Reserve		
Dividend on Preference Shares for the year	500 0 0	500
Balance available for Dividend on Ordinary Shares	6,924 19 8	6,632
Dividend on Ordinary Shares at 5% per annum	£ 2,400 0 0	2,400
Balance carried forward to next year's account	£ 4,524 19 8	4,232

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

	1923.	Year 1922.
Balance available for Dividends and Reserve, after payment of Fixed Charges Year 1923 (as per Account No. 9)	£ 7,424 19 8	£ 7,132
Interim Dividends paid		
{ 5% Preference Shares (at 2½%)	£ 250 0 0	250
{ Ordinary Shares (at 2%)	£ 960 0 0	960
Undivided Balance at 31st December, carried to Balance Sheet	6,214 19 8	5,922

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

To Expenditure.	Year 1923.		Year 1922.	Percentage of Traffic Receipts.		By Gross Receipts.	Year 1923.		Year 1922	Percentage of Traffic Receipts.	
	£	s. d.		1923.	1922.		£	s. d.		1923.	1922.
<i>See Abstract.</i>											
<b>A.</b> —Maintenance and Renewal of Way and Works	.....	.....	1758	12.72	11.45	Passenger Train Traffic :—			£		
<b>B.</b> —Maintenance and Renewal of Rolling Stock—						Ordinary Passengers—					
(1) Locomotives	.....	£ s. d. 853 11 7	986			First Class	.....	£ s. d. 4,859 19 6			
(2) Carriages	.....	.....	673			Third Class	.....	.....			
(3) Wagons	.....	.....	311			Season Tickets—			12,109 10 6		11439
			1970								
<b>C.</b> —Locomotive Running Expenses	.....	.....	2678	12.62	12.98	First Class	.....	.....		954 8 0	
<b>D.</b> —Traffic Expenses	.....	.....	3728	17.89	17.64	Third Class	.....	.....		975 7 2	
<b>E.</b> —General Charges	.....	.....	867	24.92	24.56	Total Receipts from Passengers			1,929 15 2		2325
Law Charges	.....	.....	7	5.61	5.71	Mails	.....	.....	14,039 5 8		13764
Compensation—(Insurance)	.....	.....			.04	Parcels	.....	.....	36 18 9		16
Passenger Workmen	.....	.....	92			Other Merchandise	.....	.....	402 2 1		404
Damage, Loss of Goods	.....	.....	145	1.16	1.56	Miscellaneous	.....	.....	886 11 5		972
									30 15 10		26
National Insurance Act, 1911—			237								
Health	.....	.....									
Unemployment	.....	.....	64	.42	.42						
Rates	.....	.....	256	1.50	1.69						
Taxes	.....	.....									
Tithe Rent Charge	.....	.....	1								
Total Traffic Expenditure	.....	.....	11,829 13 6	76.84	76.05						
Net Receipts	.....	.....	3,566 0 3	23.16	23.95						
Total	.....	.....	15,395 13 9						15,395 13 9		15182

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

	£	s.	d.	£	s.	d.	Year 1922.
Superintendence—							£
Salaries .....	50	0	0				50
Office Expenses .....	—						—
				50	0	0	50
Maintenance of Roads, Bridges, and Works—							
Bridges, Tunnels, Culverts, Retaining Walls and other Works .....	254	14	5				37
Roads and Fences .....	553	7	10				35
				808	2	3	72
Maintenance of Permanent Ways :—							
Renewal of Running Lines :—							
Wages .....	—						1136
Materials .....	—						2655
							3791
Repair of Running Lines :—							
Wages .....	802	0	0				716
Materials .....	144	9	10				132
				946	9	10	
Maintenance of Signalling .....							848
Maintenance of Stations and Buildings :—							
Stations, Depots and Offices .....	129	1	7				168
Locomotive Workshop .....	19	9	4				4
Carriage Workshop .....	—						
Other Buildings .....	4	2	3				
				152	13	2	172
				1,957	5	3	4933
Transfer from "Arrears of Maintenance Fund" .....							3195
				1,957	5		1738

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

**1.—Locomotives.**

	£	s.	d.	£	s.	d.	Year 1922.
Superintendence—							£
Salaries .....				100	0	0	100
Repairs and Partial Re- newal—							
Wages .....	612	18	2				555
Materials .....	89	17	5				302
				702	15	7	857
Workshop Expenses—							
Repair and Renewals of Machinery and Plant .....	31	10	11				7
Other Expenses .....	19	5	1				22
				50	16	0	29
				853	11	7	986

**2.—Carriages.**

	£	s.	d.	£	s.	d.	Year 1922.
Superintendence—							£
Salaries .....				80	0	0	80
Repairs and Partial Re- newal—							
Wages .....	383	14	0				356
Materials .....	296	15	6				218
				680	9	6	574
Workshop Expenses—							
Repairs and Renewals of Machinery and Plant .....							
Other Expenses .....				2	0	0	19
TOTAL .....				762	9	6	673

**3.—Wagons.**

	£	s.	d.	£	s.	d.	Year 1922.
Superintendence—							£
Salaries .....				40	0	0	40
Repairs and Partial Renewals :—							
Wages .....	193	6	1				230
Materials .....	93	1	11				40
				286	8	0	270
Workshop Expenses :—							
Repairs and Renewals of Machinery and Plant .....							
Other Expenses .....				5	6		1
TOTAL .....				326	13	6	311



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

	£ s. d.		Year 1922.
	£	s. d.	£
Superintendence— Salaries .....	—	100 0 0	100
Steam Train Working— Wages connected with the running of Loco motives .....	1,436 15 5		1,423
Fuel .....	1,063 7 8		1,005
Water .....	18 10 0		7
Lubricants .....	62 11 6		62
Other Stores, including Clothing .....	73 7 0		72
Miscellaneous .....	—		9
		2,654 11 7	2,578
<b>Total</b> .....			<b>2,678</b>

**ABSTRACT D.—  
TRAFFIC EXPENSES.**

	£ s. d.		Year 1922.
	£	s. d.	£
Salaries and Wages— Superintendence .....	300	0 0	300
Stationmasters & Clerks .....	696	18 0	717
Signalmen and Gatemen .....	121	11 8	124
Ticket Collectors, and Porters, &c. ....	1,636	17 4	1,635
Guards .....	456	2 0	435
		2,911 9 0	2,911
Fuel Lighting, Water & General Stores .....	232	3 4	235
Clothing .....	104	15 0	80
Printing, Advertising, Stationery, Stamps, and Tickets .....	149	12 3	119
Wagon Covers .....	—		—
Cleansing, Lubricating and Lighting of Vehicles .....	94	14 7	42
Railway Clearing House Expenses .....	20	0 0	20
Miscellaneous .....	23	18 8	21
<b>Total</b> .....			<b>3,728</b>

**ABSTRACT E.—GENERAL CHARGES.**

	£ s. d.	Year 1922.
	£	£
Directors' Fees, voted by Shareholders .....	100 0 0	100
Salaries .....	590 0 0	586
Office Expenses .....	43 15 1	40
Fire Insurance .....	25 0 9	19
Superannuation and Benevolent Funds, Pensions, &c. ....	65 4 2	65
Subscriptions and Donations .....	10 10 0	11
Miscellaneous Expenses .....	29 10 4	46
<b>Total</b> .....	<b>864 0 4</b>	<b>867</b>

Dr.

**No. 18.—GENERAL BALANCE SHEET.**

Cr.

	£ s. d.		Year 1922.		£ s. d.		Year 1922.
	£	s. d.	£		£	s. d.	£
Unpaid Interest and Dividends ...	1	13 10	2	By Capital Account, Balance at Debit thereof, as per Acct. No. 4	9,450	0 0	8,600
Interest and Dividends payable, accruing and provided for ...	242	18 6	255	Cash at Bankers and in hand	442	15 0	3,219
Accounts Payable ...	533	13 4	432	Investments in Government Securities (at cost)	7,898	2 6	950
Liabilities Accrued ...	47	10 2	40	Cash on Deposit at Interest	8,340	17 6	1,000
Miscellaneous Accounts ...	132	2 8	176	Stock of Stores and Materials ...	1,428	2 7	5,169
General Reserve ...	5,000	0 0	5,000	Accounts Receivable ...	98	0 2	92
Arrears of Maintenance Fund ...	1,794	16 4	1,296	Miscellaneous Accounts ... (Income Tax to be deducted from Dividends)	240	18 9	263
Compensation Account (Railways Act, 1921) ...	5,595	19 6	2,756	Amount due by Postmaster-General	5	15 0	4
Balance available for Dividend and Reserve, as per Account No. 9— £7,424 19 8			7,132				
Less Interim Dividends 1,210 0 0			1,210				
		6,214 19 8	5,922				
		19,563 14 0	15,879				

## PART II.

# Statistical Returns.

### I.—MILEAGE OF LINES.

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

	RUNNING LINES.				Sidings.	Total of Single Track and Sidings.		Year 1922.	
	Length of Road First Track.		Second Track.					Total of Single Track including Sidings	
	M.	Ch.	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.

	Year 1922.	
	Miles.	Chains.
Lines owned by the Company	8	8

### II.—ROLLING STOCK.

#### (A) Steam Locomotives.

Description.	Number.	Year 1922.
		Number.
Tank Engines (Wheel Type) :—		
2—2—2	2	2
0—4—2	2	2
Total	4	4

#### (D) Coaching Vehicles.

	No.	SEATS.			Year 1922.	
		1st Class.	3rd Class.	Total.	No.	Seats
		Passenger Carriages—				
Carriages of Uniform Class	21	445	460	905	21	905
Composite Carriages	—	—	—	—	—	—
Total	21	445	460	905	21	905

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

		Year 1922.
		Number.
Open Wagons Under 8 tons	9	9
Covered Wagons— Under 8 tons	3	3
Mineral Wagons	—	—
Total	12	12

### VIII.—LAND AND PROPERTY.

	Acreage.	Year 1922
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 1922.	
Ballast	....	....	....	....	....	....	....	....	....	....	....	....	—	—
Fencing	....	....	....	....	....	....	....	....	....	....	....	....	2 miles	—
Rails	....	....	....	....	....	....	....	....	....	....	....	....	—	210 tons
Sleepers	....	....	....	....	....	....	....	....	....	....	....	....	315	1287
Miles maintained (Single Track)	....	....	....	....	....	....	....	....	....	....	....	....	m. ch. 7 20	m. ch. 7 20
Miles of Road reduced to Single Track—														
a. Running Lines	....	....	....	....	....	....	....	....	....	....	....	....	7. 20	7. 20
b. Sidings	....	....	....	....	....	....	....	....	....	....	....	....	68	68
Miles of Track renewed	....	....	....	....	....	....	....	....	....	....	....	....		1½ miles

**XI.—MAINTENANCE AND RENEWAL OF ROLLING STOCK.**

	In Company's Workshops.	By Contract.	Total.	Year 1922.
				Total.
Locomotives Repaired—				
Heavy Repairs	1	—	1	2
Light Repairs	3	—	3	3
Locomotives under or awaiting repair at end of year	1	—	1	1
Carriages Repaired—				
Heavy Repairs	4	—	4	4
Light Repairs	12	—	12	26
Carriages under or awaiting repair at end of year	2	—	2	3
Wagons Repaired				
Heavy Repairs	5	—	5	5
Light Repairs	9	—	9	8
Wagons under or awaiting repair at end of year	2	—	2	1

**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 1922.									
	Coach- ing.	Goods.	Total.	Coach- ing.	Goods.	Total.	Coach- ing.	Goods.			Train Miles. Loaded Trains.			Total Train Miles including Empty Trains run for Traffic Purposes, etc.			Shunting Miles.		Other Miles (assisting 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 Receipts:—Over the Company's system by the Company's Engines	34488	14039	48527	—	—	48527	427	469	102	49525	33715	13215	46930	—	—	46930	429	441	25	47825
B.—Miles run in relation to the Company's Expenditure: Over the Company's system by the Company's Engines	34488	14039	48527	—	—	48527	427	469	102	49525	33715	13215	46930	—	—	46930	429	441	401	48201
Miles run by the Company's Engines:—Over lines owned by the Company....	34488	14039	48527	—	—	48527	427	469	102	49525	33715	13215	46930	—	—	46930	429	441	401	48201

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 1922.			
					No.	Receipts	Average Fare per Passenger.	Number originating on the Company's System.
		£	d.			£	£	£
Ordinary—								
1st Class .....	95,460	4,860	12.22	95,452	83,850	4,629	13.25	83,850
3rd Class .....	225,243	7,249	7.72	224,792	184,548	6,809	8.85	184,548
Total .....	320,703	12,109	9.06	320,244	268,398	11,438	10.23	268,398
Season—								
1st Class .....	74	954	—	74	60	1,043	—	60
3rd Class .....	102	976	—	102	90	1,282	—	90

## XIV.—GOODS TRAFFIC AND RECEIPTS BY PASSENGER TRAIN.

	Tonnage	Receipts	Average Receipt per Ton.	Tonnage originating on the Company's System.	Year 1922.			
					Tonnage.	Receipts.	Average Receipt per Ton.	Tonnage originating on the Company's System.
		£	s. d.			£	s. d.	
Merchandise .....	1,268	387	6. 1.25	1,268	1,437	504	7. 0	1,437
Coal and Coke .....	1,236	96	1. 6.64	1,236	1,372	107	1. 6.70	1,372
Other Minerals .....	1,890	187	1. 11.75	1,890	1,808	178	1. 11.63	1,808
Total .....	4,394	670	3. 0.60	4,394	4,617	789	3. 5.01	4,617
	<i>Number</i>			<i>Number</i>	<i>Number</i>			<i>Number</i>
Live Stock .....	199	22	—	199	249	22	—	249

## XV. (A).—TONNAGE OF THE PRINCIPAL CLASSES OF MERCHANDISE AND MINERALS CARRIED BY MIXED TRAINS (Passenger and Goods).

Originating on the Company's System.	Tons.	Year 1922
Merchandise—		
Ale and Porter .....	141	150
Flour and Bran .....	40	116
Bricks .....	—	—
Grain and Oats .....	20	41
Groceries .....	83	—
Manure .....	30	158
Timber .....	31	45
General Merchandise .....	923	927
Minerals—		
Coal and Coke .....	1236	1372
Sand and Gravel .....	1890	1808
Total .....	4394	4617

## XV. (B).—NUMBER OF LIVE STOCK CARRIED BY MIXED TRAINS (Passenger and Goods)

Originating on the Company's System.	Number.	Year 1922.
		Number.
Horses .....	26	12
Cattle .....	25	28
Calves .....	8	7
Sheep .....	61	93
Pigs .....	76	107
Miscellaneous .....	3	2
	199	249

## XVI.—SUMMARY OF FINANCIAL RESULTS SECURED.

	1913.	1914.	1915.	1916.	1917.	1918.	1919.	1920.	1921.	1922.	1923.
	£	£	£	£	£	£	£	£	£	£	£
Total Expenditure on Capital Account (No. 4)	77350	77350	77350	77350	77350	77350	77350	77350	77350	77350	77350
Gross Receipts from Business carried on by the Company (No. 8)	8432	7622	8326	9066	.....	.....	.....	.....	.....	15182	15396
Revenue Expenditure on ditto (No. 8.)	4741	4281	4531	4707	.....	.....	.....	.....	.....	11546	11830
Net Receipts of ditto (No. 8.)	3691	3341	3795	4359	3651	3656	3726	3726	3976	3636	3566
Miscellaneous Receipts, Net (No. 8)	114	115	132	118	119	216	195	237	227	218	369
Total Net Income (No. 8)	3805	3456	3927	4477	3770	3872	3921	3963	4203	3854	3935
Interest, Rentals and other fixed Charges (No. 9)	543	530	543	536	846	709	777	791	792	836	742
Dividends on Preference Shares (No. 9)	500	500	500	500	500	500	500	500	500	500	500
Balance after Payment of Preference Dividends (No. 9)	2762	2426	2884	3441	2424	2663	2644	2672	2911	2518	2693
Dividend on Ordinary Stock (No. 9)	2400	2400	2400	2400	2400	2400	2400	2400	2400	2400	2400
Rate per cent. ....	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Surplus	362	26	484	1041	24	263	244	272	511	118	293
Appropriation to Reserve	500	.....	.....	500	500	.....	.....	.....	.....	.....	.....
Brought forward from previous years	2387	2249	2275	2759	3300	2824	3087	3331	3603	4114	4232
Carried forward to subsequent years	2249	2275	2759	3300	2824	3087	3331	3603	4114	4232	4525

H. G. BOARDMAN,  
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.

WATERFORD, 3rd February, 1924.

WILLIAM FRIEL, A.M.I.C.E.,  
*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.

WATERFORD, 3rd February, 1924.

E. G. JOHNSON,  
*Locomotive Engineer*

Signed for the Board of Directors

CHARLES E. DENNY,  
*Chairman of the Company.*  
ARTHUR PROSSOR,  
*Secretary of the Company.*

**AUDITOR'S 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, 1924.

E. W. KELLY,  
H. E. BENNER, } *Auditors.*

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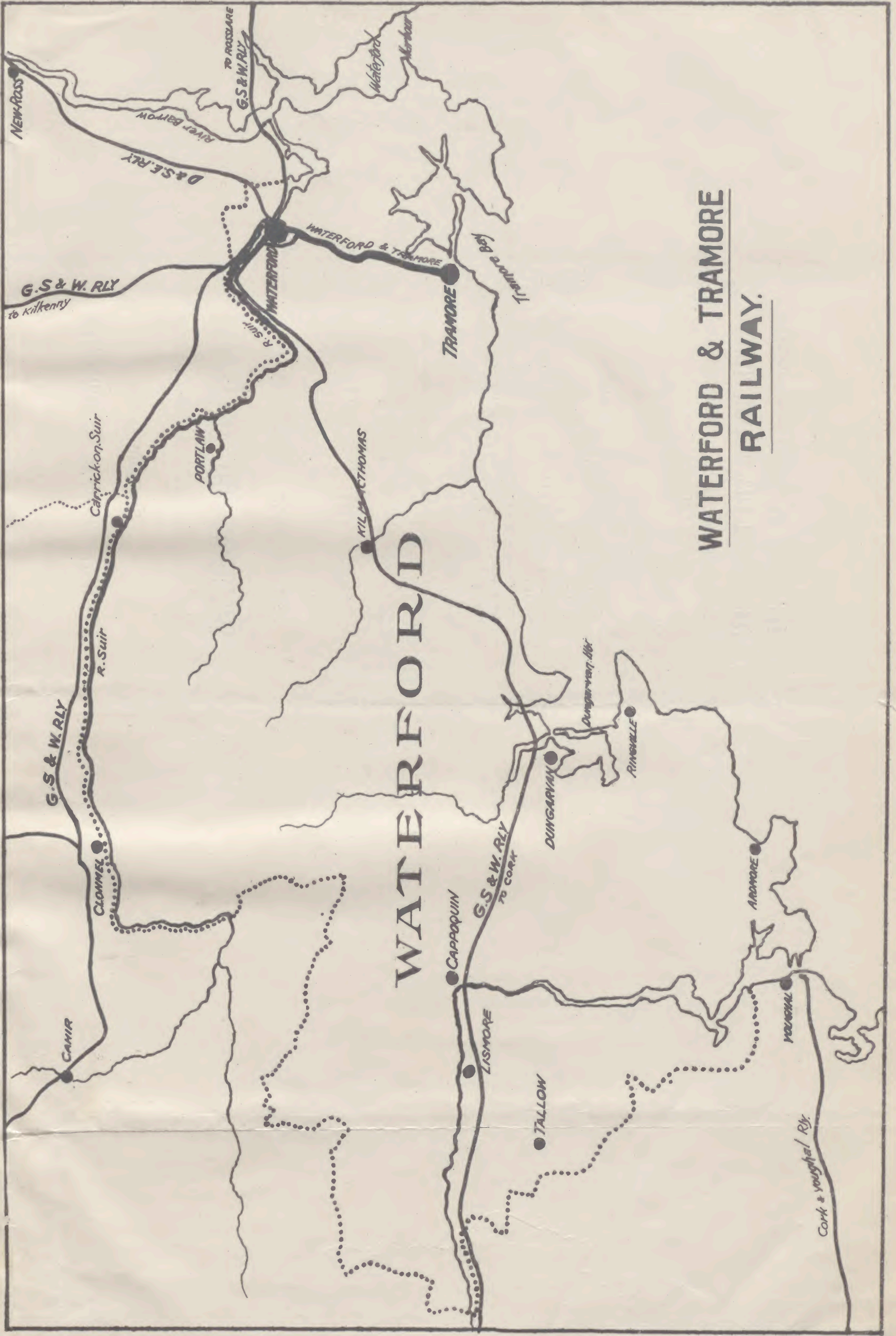
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# WATERFORD & TRAMORE RAILWAY.

**Waterford & Ramore Railway  
Company.**

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**REPORT OF THE DIRECTORS  
FINANCIAL ACCOUNTS  
AND  
STATISTICAL RETURNS,  
For Year ended 31st December, 1923**

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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 27th day of FEBRUARY, 1924, at one o'clock, p.m., for the purpose of receiving the Directors' Report and Statement of Financial Accounts and Statistical Returns for the year ended 31st December, 1923, and of transacting the General Business of the Company.

The Share Transfer Books will be closed from the 13th to the 27th February inclusive.

By Order of the Board,  
ARTHUR PROSSOR,  
*Secretary.*

Secretary's Office,  
Waterford, 6th February, 1924.

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**ANNUAL MEETING, 27th February, 1924  
DIVIDENDS PAYABLE, 1st March, 1924.**







