

CÓRAS IOMPAIR ÉIREANN

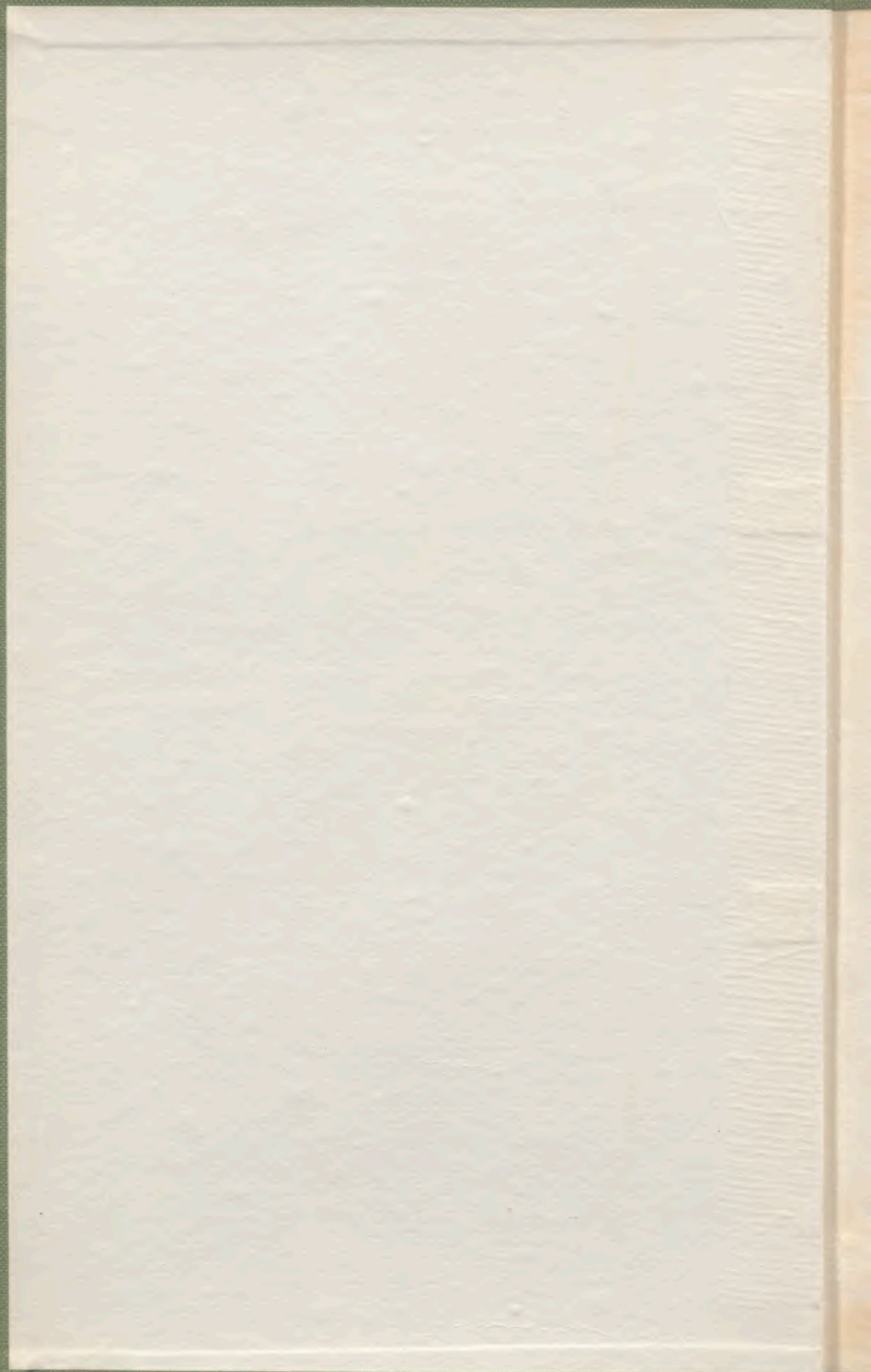
ANNUAL REPORTS

NOS. 1 TO 5.

1st JUNE, 1950,

TO

31st MARCH, 1955.







CÓRAS

IOMPAIR

ÉIREANN

FIRST  
ANNUAL REPORT

*for the period*

1st JUNE 1950 to 31st MARCH 1951



KINGSBRIDGE STATION, DUBLIN

THE ANNUAL REPORT OF THE DIRECTORS

# FIRST ANNUAL REPORT

FOR THE YEAR 1901

THE DIRECTORS OF THE COMPANY



# FIRST ANNUAL REPORT FOR THE PERIOD 1st JUNE, 1950 to 31st MARCH, 1951

## I. CONSTITUTION

1. Córas Iompair Éireann is a statutory body set up under the Transport Act, 1950, which became law on 17th May, 1950. It comprises the undertakings of Córas Iompair Éireann (1945) and the Grand Canal Company.

2. The Government, on 31st May, 1950, appointed the Members of the Board of Córas Iompair Éireann, as under :

Mr. T. C. Courtney	(Chairman—Full-time)
Mr. J. Bruton	
Mr. D. L. Daly	
Mr. P. J. Floyd	
Mr. E. H. Murphy	
Mr. W. Murphy	
Mr. J. T. O'Farrell	

3. The Members took office and the Board commenced operations on 1st June, 1950.

4. At its first meeting on 5th June, 1950, the Board appointed the following Officers :

Mr. G. B. Howden	General Manager
Mr. F. Lemass	Chief Officer
Mr. H. G. Boardman	Secretary
Mr. W. J. Bolger	Registrar

All the officials of the amalgamated undertakings, other than those mentioned above, were temporarily appointed to, and subsequently confirmed in their previous positions, except in the case of Mr. J. H. Scott, the Secretary and Manager of the Grand Canal Company, whose office, on the transfer of that undertaking, was redundant. During the period under review, the Board made the under-noted further appointments to fill vacancies which existed :

Mr. D. Herlihy	Chief Engineer
Mr. O. V. S. Bulleid	Chief Mechanical Engineer

5. The general duties of the Board are defined in Section 15 of the Transport Act, 1950, as follows :

“ 15. (1) It shall be the general duty of the Board so to exercise its powers under this Act as to provide or secure or promote the provision of an efficient, economical, convenient and properly integrated system of public transport for passengers and merchandise by rail, road and water, with due regard to safety of operation, the encouragement of national economic development and the maintenance of reasonable conditions of employment for its employees and for that purpose it shall be the duty of the Board to improve in such manner as it considers necessary, transport facilities so as to provide for the needs of the public, agriculture, commerce and industry.

“(2) It shall be the duty of the Board so to conduct its undertaking as to secure, as soon as may be, that, taking one year with another, the revenue of the Board shall be not less than sufficient to meet the charges properly chargeable to revenue.

“(3) All the business carried on by the Board, whether or not arising from undertakings or parts of undertakings vested in or transferred to it under or by virtue of any provision of this Act shall form one undertaking.”

## II. HISTORICAL

6. Prior to the advent of road motor transport, public transport was the virtual monopoly of the railways. Certain districts were served also, or solely, by canal, while suburban passenger traffic in cities, principally Dublin and Cork, was catered for by trams. Any district not served by rail or canal relied solely on animal transport.

7. The commercial development of road motor transport commenced almost immediately following the first World War, and, after overcoming initial difficulties, including the unsuitability of roads, extended widely and rapidly. At that time railways were not empowered to operate road services—power to do so was not obtained until 1927—and, in consequence, they were unable, effectively, to meet this competition which grew so rapidly that it made serious inroads in their traffics.

8. In an effort to meet this threat to their successful operation, the serious nature of which was not fully appreciated at the time, the railways made drastic reductions in their rates and fares. Further, and for the purposes of offsetting the obvious advantages of door-to-door services offered by their competitors, the railways greatly extended their collection and delivery activities and, in some cases, acquired a financial interest in, or control of certain road passenger and freight undertakings.

9. The inevitable consequences of all these activities were serious reductions in gross revenue, accompanied by greatly increased costs of working.

10. The charging powers of the railways, until 1950, were controlled by legislation. This was an undoubted handicap involving as it did the publication of rates and fares open to all, having regard to the complete freedom in that respect enjoyed by their competitors. It could not be said that the rates and fares so fixed were, in themselves, insufficient to permit of economic operation. The real trouble was that the railways, because of competition, could not obtain sufficient traffic at these rates and fares to make their working economic. In fact, the principal railway was in a position to obtain its standard charges on a small portion only of its traffic, and over 80% of its business had to be done on the basis of charges below, and often much below the standard rates and fares. In the course of years, practically all the traffic carried was secured by means of constantly reducing charges.

11. In 1927 the Railways (Road Motor Services) Act was passed, authorising railways to own and operate road services. The Great Southern Railways, which ultimately became part of Córas Iompair Éireann, promptly introduced arrangements under which the Irish Omnibus Company operated on its behalf numerous road passenger services, and later, it required the undertaking of Messrs. John Wallis & Sons, who were engaged extensively in road merchandise transport.

12. The development of road passenger services by the railways and their competitors was so great that legislation to control it was introduced in 1932. Control was exercised by way of licences covering all such services, and provided for regularity of operation, publication of time-tables and lists of fares, maintenance of vehicles, and many other



matters. Thereafter, no new road licences could be issued unless it was shown that there was need for new services. This legislation undoubtedly assisted the railways, which, in subsequent years, by purchasing licences held by numerous operators, obtained a virtual monopoly of road passenger services, except in the cities. These services, however, while developing a large volume of new traffic, were to some extent competitive with their railway services.

13. The Road Transport Act was passed in 1933. Under this legislation the operation of road motor merchandise transport for hire or reward was licensed and limited to that conducted by the statutory transport companies, and by persons who were similarly operating such services prior to the passing of the Act. The licences so issued specified certain conditions, the area of operation, the class of merchandise carried, and the unladen weight of the vehicles to be operated. In effect, no new licences for road freight working could be issued without the consent of the railways. The railway companies were empowered to acquire the licences held by individual operators. A great many of these licences were acquired at heavy cost by the Great Southern Railways. Unfortunately in many cases, the results were most unsatisfactory, as it was a common practice for the former licence holders, having received compensation from the railway, to commence trading in the commodities formerly transported by them. As a result, the railways did not secure all the traffic attached to the businesses in respect of which adequate compensation had been paid, and the former competition continued in a new guise.

14. About this time, the financial position of the Great Southern Railways had so seriously deteriorated that Government assistance was sought. It was clear that the company was much over-capitalised. Under the Railways Act, 1933, Capital and Debenture Stocks were reduced by over 50% from £27,041,030 to £12,155,535.

15. Some years before the beginning of the second World War, the Great Southern Railways had acquired a virtual monopoly of passenger traffic in the area which it served, excluding the city of Dublin. In addition, it acquired a large number, but by no means all of the road freight services. Nevertheless, the financial position of the undertaking continued to deteriorate. Despite the fact that little or no return could be earned even on the reduced capital, the Company was unable properly to maintain its undertaking; it could not renew its tracks and rolling stock at anything like the proper rate, year by year, and it had no funds with which to equip itself so as to keep its services in line with modern requirements.

16. The difficulties of the Company again made Government intervention necessary. The Transport Act, 1944, was passed, which provided for amalgamation of Great Southern Railways and Dublin United Transport Company into a new company called Córás Iompair Éireann. All the stocks of the Transport Company, both ordinary and debenture, were exchanged for debenture stock of Córás Iompair Éireann carrying a guarantee as to capital and interest. The 4% debenture stock of the Railway Company, and one half of the 4% guaranteed preference stock were exchanged for similar amount of State guaranteed debenture stock, while the other half of the guaranteed preference stock, the 4% preference stock and the ordinary stock were exchanged for common stock of the Company which carried no guarantee. The Chairman of the new Company was appointed by the Minister for Industry and Commerce and given wide powers.

17. Due to the curtailment of road transport during some of the years of the Emergency, a great deal of additional traffic was carried by the railway portion of the undertaking, while the business of the road passenger section was greatly expanded in the city of Dublin, thus enabling the new Company to operate very successfully for a

year or two, but, with the removal of restrictions on vehicles and fuel after the Emergency, the Company, from 1947 onwards, ran into serious financial difficulties.

18. In 1948, the Government requested Sir James Milne to examine and report on Transport in Ireland. His report was published in December of that year. Subsequently legislation was introduced and the Transport Act of 1950 was passed, which provided, *inter alia*, for the amalgamation of Córas Iompair Éireann (1945) and the Grand Canal Company, the substitution, in stated proportions, of debenture, preference and ordinary stocks of the two undertakings by new Transport Stock, and the appointment by the Government of all the Members of the new Board. Under this legislation, the Board is free to determine for itself what charges, by way of rates, fares or tolls, it will make, but in the matter of closing any portion of its railway, the question must be referred for sanction to the Tribunal set up under the Act.

### III. THE PRESENT POSITION

19. Legislation has imposed no restriction on the development of road transport in this country except where it is operated for hire or reward. Traders are free to own and operate their own transport. The rapid growth of road transport, which continues without any sign of abatement, is shown by Graph No. 1 and by the following figures of mechanically-propelled vehicles in use in the undernoted selected years :

1 Year	2 No. of Motor Cars	3 No. of Goods Vehicles licensed	4 Nos. in Col. 3 owned by Firms using own transport	5 Nos. in Col. 3 owned by C.I.É. or G.S.R.	6 Nos. in Col. 3 owned by other Hauliers
1925	16,211	4,950	—	—	—
1938	48,599	10,356	8,400	647	1,309
1950	85,140	24,544	19,758	560	4,226

20. The effect of this development of road transport can be studied in relation to the four main activities of the Board—(1) Railways, (2) Canals, (3) Road Freight business and (4) Road Passenger business.

#### I.—RAILWAYS.

21. The tonnage of traffic carried by railway was well maintained throughout the years, but it must be borne in mind that during those years there was a very great increase in the total of the country's transportable tonnage of traffic. Of this increased traffic, the railways secured a very small share, a share, which, but for the serious road competition, would have been very much greater. During the period under review there was an increase of about 400% in number of goods vehicles on the roads, of which by far the greater numbers are being operated by firms for the conveyance of their own goods.

22. Statistics relating to industrial output and imports show that the total volume of transportable goods increased by over 60% in the period between 1936 and 1950, and the volume of imports by about 35%. In the same period, the total tonnage of goods carried by the Board, or its predecessors, on its rail and road services, increased from 3,584,000 to 3,905,000 or only 9%. If it is assumed that in the period the traffic available for transport has increased by one-third—a conservative estimate having regard to the

increase in production and imports as shown above—the Board, had it secured its share, would have carried in 1950, 874,000 tons more, which would have increased its revenue by at least £1,000,000. In the period, the number of lorries of over 2 tons' capacity increased by 7,435. These additional lorries carrying only one-half ton per day were capable of transporting the whole of the 874,000 tons referred to above, which the railways failed to secure.

23. The heavy fall in number of passengers carried by rail is attributable to (a) the greatly increased number of motor cars—over 400% in 25 years; (b) the preference of the public for omnibus travel for certain journeys; (c) the competition from hackney motor cars; and (d) the failure to provide on the railway, travel facilities and services in keeping with modern requirements.

24. The railway system is greatly handicapped in attempting to operate as an economic unit, because the volume of traffic which it carries for the greater portion of the year is so much less than is its capacity to carry. The railway is called upon to meet violent fluctuations in carryings, and must, therefore, have available facilities which are not used fully, or are fully used infrequently. This non-utilisation of surplus capacity is one of the chief factors affecting the problem of uneconomic operation. The history of railways over the last 30 years in this, as in many other countries, shows that their present plight is attributable to the continuous, and still growing competition from road transport. This competition was, and is still so severe that it has not only deprived railways of any profit in operation, but has prevented them from obtaining even sufficient revenue for the purpose of keeping their undertakings in a proper state of repair, or finding the fresh capital required for providing rolling stock and equipment to meet the changing requirements of the public, which, to-day, are so different to what they were.

25. The Board took over a railway system ill-equipped to meet present-day transport needs. It found stations serving districts no longer important, while new centres of activity had grown up which are not served by railways. Practically all but the main line between Dublin and Cork, which is double track, consists of single line with its resulting difficulties and delays in operation. There are five branch lines, extending to 149 miles, having a gauge which differs from that of the rest of the system, thus necessitating transshipment of traffic and detrainment of passengers at the junction stations. Out of a total of 1,856 route miles of standard gauge line, 953 miles comprise the principal lines, while the balance of 903 miles consists of secondary lines and thirty-one branch lines, the latter extending to 492½ miles. Twenty-one of these branch lines, one of the connecting lines and two of the narrow gauge lines are closed wholly, or are being worked only partially. The Board also found:—passenger rolling stock mainly obsolete and in a poor state of repair; locomotives varying extensively in types, largely not inter-changeable on different lines and many unsuitable and in an unsatisfactory state of maintenance; no proper equipment for handling merchandise expeditiously and economically and station buildings and goods premises of obsolete design and lacking modern facilities.

26. Apart from physical disabilities, there are other aspects which cause concern. Very extensive equipment and a large mileage of line has to be maintained and ultimately renewed at great cost. Out of a total staff of about 22,100, over 13,270 employees are engaged in operating and maintaining the railway. The ratio of fixed charges to the total cost is, therefore, high, and with falling traffics it is impossible to make corresponding reductions in expenditure, although, conversely, a great deal of additional traffic could be carried on the railway at relatively small additional cost. Very appreciable increases have taken place over the last ten years in the cost of coal and other consumable stores, and this is an important factor in railway economics.

27. While the operations of licensed hauliers and, to a lesser extent, the evasions and infringements of the Road Transport Act, 1933, have been considerable factors in bringing about the present unfavourable position of the railways, by far the most serious has been the marked development in the use by traders of motor vehicles for the conveyance of their own goods. Such traders continue to use the public transport system for that portion of their traffic which they cannot handle economically themselves. So long as the public transport company can be relied on to carry the uneconomic portion of the trader's traffic, the use by him of his own lorries for selected traffic can be made to appear very economic.

28. The railways, being common carriers, must accept all and any classes of traffic offered, and give adequate services throughout the country at non-preferential rates, and must, therefore, provide sufficient rolling stock and facilities to meet peak and infrequent requirements. Railways operate on the basis of published rates and fares, and provide convenient and regular services in accordance with published time-tables. They, in fact, provide an essential stand-by service which is available for, and is used by traders owning their own vehicles, on all occasions when it does not suit them to use these. Elaborate and expensive precautions are necessary for the safety of passengers and goods conveyed by railways, which also provide and maintain, at great cost, their own permanent way and signalling arrangements. The benefits to the public of such safe and regular services have been available for so long that there is reason to believe they are taken for granted. The competitors of the Board, whether licensed hauliers or private traders, do not have to contend with corresponding responsibilities and obligations. Their operations are limited so that economic working is always assured, while residual or awkward traffic, and traffic consigned to relatively inaccessible places and forwarded in small lots, is left to be carried by public transport.

29. It is quite clear that this ever-growing competition from road transport with the disparities operating against public transport, is the kernel of the problem of railway economics, and unless and until something is done to bring back to the railway a large portion of the diverted traffics, it is inevitable that they continue to operate uneconomically.

30. The basic principle which was adopted in fixing charges was the ability of the traffic, based upon the value of the commodity transported, to bear such charges, and under such a system high-grade traffics bore relatively high rates, while the movement of low-grade traffics was encouraged and fostered by much lower rates, and these arrangements still operate. So long as railways carried practically all traffic available for transport, this arrangement worked quite well. It was possible to estimate the relative quantities of the various classes of traffic and to fix different rates for these which, while encouraging the flow of the low-grade traffics, still ensured to the undertaking gross revenue sufficient to meet all the costs of working and maintaining it, and remunerating the capital invested in it. The competition of road transport, however, brought about a wholly different state of affairs. Not being common carriers, and having to fulfil no statutory obligations, except such as related to safety of vehicles and such like, these competitors were able to, and did, in fact, select the traffic which it best suited them to carry, and which, unfortunately for public transport, was principally the higher-graded and rated traffics on the carriage of which it had to rely if the lower-graded traffics were to be carried at their low rates. The railways were left with a wholly disproportionate amount of low-rated traffic, which involved much higher proportionate costs of handling and conveyance. The effect of these changes was to upset completely the balance of charging used by the railways—a state of affairs which still persists and presents the greatest difficulties to the railways.

31. It will be appreciated that in conditions such as those referred to herein, conditions which began to develop after the first World War and which have got progressively worse through the years, it is impossible for public transport properly to regulate its charges to the public so as to cover fully the increasing costs which it has to meet for everything it uses, and for all the labour which it employs in the conduct of its business. It is only in a position to levy such charges as the public is prepared to pay, which, in the case of freight traffic, can be little, if anything, more than the cost at which licensed hauliers and traders consider they could supply their own transport, despite the fact that they operate under the specially favourable conditions not applicable to public transport. Such charges would be far below what they should be in the case of public transport, if regard is had to the present-day costs of operating it.

32. Railway charges, on the average, have been increased between 1938 and 31st March, 1951, by 55% in respect of passenger fares, 65% in respect of merchandise, and 50% for other traffics, passenger fares last having been increased in May, 1949, and all other charges in April, 1947. On the other hand, over the same period the prices of all stores, including coal and materials required for working and maintaining the railway, have risen by amounts varying from 100% to over 400%; the price of coal has increased by about 380%; the cost of labour has increased by over 100% in this period. Since the Board took office on the 1st June, 1950, in twelve months it has had to face increases in salaries and wages costing about £680,000 per annum, while the increased cost of stores, fuel and materials amounts to about £620,000 per annum. The effect of these increased prices is shown on Graph No. 2, appended, and it will be observed that the price of commodities required for railway operation have increased very much more than for road working.

## 2—CANALS.

33. The Board has two canal systems; the undertaking of the Grand Canal Company and that of the former Royal Canal, which for many years, was in the possession of the former Railway Company. The Grand Canal is being worked, but the Royal Canal, for all practical purposes, is not availed of for navigation.

34. The Grand Canal Company, like the Railway Companies, had been obliged to meet competition from road transport by developing its own road transport business. The canal and road activities provided sufficient revenue to enable profits to be earned each year, except for the last year of the Canal Company's existence, when it was operated at a loss. However, the canal undertaking was worked at minimum cost; little beyond what was absolutely essential for maintenance was done, while labour rates were low, and in many cases much lower than those which C6ras Iompair 6ireann (1945) had to pay. The amalgamation of the canal undertaking has been successfully and smoothly effected; the road fleet has been merged with that of the Board, and the activities of the canal section absorbed in the appropriate departments of the Board, while the staffs are being integrated as rapidly as possible. Economies in working arising from the merger should accrue, but these will be more than offset by the higher rates payable to former canal staff when integrated with those of the Board.

## 3—ROAD FREIGHT.

35. Road Freight operations were developed by the former Great Southern Railways and continued by C6ras Iompair 6ireann (1945) and the Board, in order—

- (a) by instituting collection and delivery services, to give by rail and road door-to-door services;

(b) to provide services in areas not served, or served inadequately, by rail ;  
and

(c) to meet competition on the road from licensed hauliers and traders operating their own vehicles.

36. These road freight activities have undoubtedly given better transport services to the public and to that extent have proved successful, but they have not been able to arrest the growth of other road transport operations. The services have never made any appreciable profit and have, therefore, made little or no contribution to the financial position of the undertaking, although they have undoubtedly succeeded in preventing its position from being much worse.

#### 4—ROAD PASSENGER.

37. The Road Passenger business has been financially successful and has afforded the public excellent services. Provincial services have, doubtlessly, taken an appreciable volume of traffic from the railway—a situation which would have been much worse had the business been left to competing undertakers—but they have created a large volume of new traffic, catering as they do for short-distance travel and serving wide areas remote from the railway system.

38. City passenger services, particularly in Dublin, have been worked satisfactorily and profitably, and these, together with the provincial omnibus services, afford the Board a reasonable margin of profit which offsets, substantially, the heavy losses incurred in working the railway portion of its undertaking.

### IV. FINANCIAL RESULTS.

39. The Appendix attached contains statements of the financial position. At 31st March, 1951, the receipts on Capital Account were unchanged as compared with 1st June, 1950, and amounted to £16,403,543. This represents the total amount of Transport Stock so far issued. Expenditure on Capital Account at 1st June, 1950, amounted to £14,495,675, and, after providing for Capital Expenditure, less credits and depreciation during the period, total expenditure on Capital Account at 31st March, 1951, amounted to £14,503,785.

40. In the Revenue Account, it will be seen that, after providing for depreciation, the following were the results :

- (1) Railway working, a loss of £949,037 ;
- (2) Road Passenger working, a profit of £355,760 ;
- (3) Road Freight working, a loss of £29,909 ;
- (4) Canal working, a loss of £29,219 ;
- (5) Docks, Harbours and Wharves, a loss of £10,862 ;
- (6) Working of Hotels, Refreshment Rooms and Restaurant Cars, a profit of £6,175.

Overall, there was a total loss of £657,092. It is estimated that about £400,000 of this loss resulted from the strike, which commenced on 17th December, 1950, and lasted until 29th January, 1951—a period of about 6 weeks.

41. The Profit and Loss Account shows that after taking credit for Rents, General Interest and Transfer Fees (total £44,693) and allowing for interest on Transport Stocks (total £397,589), Guaranteed Interest on Fishguard & Rosslare Railways & Harbours in Ireland (£36,228), and other Interest, Pension Trust Fund and Miscellaneous Expenses

(total £176,755), there was a total deficiency of £1,222,971. In the Appropriation Account this deficiency is included with the deficiency brought forward from the C.I.E. (1945) account adjusted by that Company's Goodwill Account and reserves, against which is set the credit from the conversion of the stocks of C.I.E. (1945). The resulting balance of £2,788,884, was reduced to £1,808,884 by a non-repayable grant of £980,000 received by the Board under the Transport & Marine Services Vote of Dáil Éireann on 15th March, 1951.

42. For the year ending 31st December, 1949, Córas Iompair Éireann (1945) incurred a loss in working—after providing for interest on debenture and other stocks—amounting to £1,205,746, while for the five months, 1st January to 31st May, 1950, the corresponding figure was a loss of £746,854.

## V. GENERAL

### SERVICES :

#### RAIL :

43. A number of additional passenger trains was introduced with the object of improving the services to the public, although it was realised that the revenue they might earn would be unlikely to cover their cost of operation.

44. In conjunction with the Great Northern Railway (Ireland) who provided the necessary rolling stock, a through service between Belfast and Cork by the "Enterprise" Express was introduced as from 2nd October, 1950. It has been highly praised and well patronised.

45. The operation of the "Radio Train" continues to be extremely popular and successful and can now be regarded as a permanent feature. For the season 1950, these trains earned a total of £20,650 in gross receipts, including about £4,500 from the catering arrangements.

46. During the period under review, 6 new passenger coaches, the first since 1937, part of 117 new passenger vehicles being built at an estimated cost of £895,000, were put into service. Work is proceeding on the construction of 1,057 new goods vehicles, at a cost of £506,000; about 160 of these were put into traffic during the 10 months under review.

47. The Board has placed an order for 60 diesel rail-cars for main and secondary line passenger traffic, and an additional 4 narrow-gauge diesel rail-cars for the West Clare Railway, at a total cost of about £1,042,500. These vehicles should enable the Board greatly to improve the quality of its services, and to operate at substantially lower costs.

48. Experiments are being conducted by the Board with the view of determining whether turf can be successfully and economically burned in steam locomotives; the results will not, however, be available for some time.

49. As already stated, a strike of certain sections of the rail operative grades commenced on the 17th December, 1950, and terminated on 29th January, 1951. This strike resulted in serious difficulties for the Board and had repercussions on our business, which cannot as yet be fully assessed. The extent of diversion of traffic is not easy to gauge because of the very heavy post-strike traffic, together with the amount of stock-piling which was evident. Many firms were influenced in providing their own transport, not alone because of our inability to handle their traffic during the strike, but because of interference by the strikers with their efforts to make alternative transport arrangements. It is estimated that the stoppage caused a loss in net revenue of about £400,000. Making due allowance for this stoppage, the volume of traffic was well maintained.

#### CANAL :

50. Mention has been made of how the amalgamation of the old Grand Canal Company with C.I.E. (1945) was carried out. The services given formerly by the Company were continued by the Board unchanged, except where the co-ordination of this section with the Board's other transport systems indicated the desirability of some alteration.

#### ROAD FREIGHT :

51. Additional equipment in the form of heavy haulage trailers, horse boxes, live-stock containers, meat containers, and furniture vans, enabled this section to obtain extra traffic.

52. The Board are the authorised Carriers for Ground Limestone purchased under the Government Scheme. It is anticipated that about 100 new tipping vehicles which have been ordered will be engaged in this work when the scheme is in full operation. In addition, the Board has placed orders for 28 new road horse boxes and for road tank vehicles and other types. All these freight vehicles will cost £170,000.

53. The collection and delivery services, particularly in Dublin and Cork, were augmented with the object of accelerating these services.

54. A new furniture repository at Broadstone was put into commission.

#### ROAD PASSENGER :

55. Additional buses, both in the city and provinces, were introduced in order to provide better services for the public. These better services had, unfortunately, an adverse effect on the net revenue position.

56. The most significant event which took place was the great expansion in the tourist programme, which was aided considerably by the number of foreign pilgrims to Rome who paid a visit to this country.

57. Extended tours, each varying from 3 to 10 days' duration, were operated for 63 American parties—total receipts £11,400. Additional various group tours produced revenue of over £2,400.

58. During the season 1st June to 30th September, 1950, the Board operated 93 scheduled tours, consisting of 51 nine-day and 42 six-day tours. Passengers carried—2,600. Gross receipts—£53,000.

59. Day tours during the same period of 4 months produced over £41,000.

60. Orders have been placed for 159 new single-deck and 50 double-deck buses, together with 20 further tour buses and 2 ambulance vehicles, at a cost of £812,000. These will be utilised to give additional services and to replace buses which are now obsolete.

61. The Board decided, for the greater comfort of its passengers, that all new provincial buses will be fitted with heating equipment.

#### HOTELS, REFRESHMENT ROOMS AND RESTAURANT CARS :

62. The six hotels owned by the Board are operating successfully and money and care are being expended to ensure that they are maintained in a first-class condition. Decorations and re-furnishing were carried out in all of them, while considerable alterations and improvements were made or are being carried out in Parknasilla and Killarney Hotels. The number and quality of the Board's catering services on trains have been extended and improved and 7 new restaurant and kitchen cars, the first since 1931, are being constructed. Alterations and improvements are being made in a number of the Board's station restaurants and refreshment rooms.



63. The contract with Gordon Hotels Limited, under which that Company was responsible for some years past for the management of the hotels, refreshment rooms and restaurant cars, expired and was not renewed.

STAFF :

64. The staff of the Board, both salaried and wages grades, number 22,100 and are catered for by 29 Unions. During the period, demands from all grades were made on the Board for increases in salaries and wages, and improved conditions of service. Discussions took place with the various Unions concerned and where agreement could not be reached the matters in dispute were referred to the Board's Joint Industrial Council or the Labour Court. The recommendations made by these bodies were accepted by the Board and it is estimated that the increases agreed to for all staffs will cost an additional £680,000 in a full year.

65. The strike of certain rail operative grades, mentioned earlier, was followed in February last by an unofficial strike of rail employees at North Wall (Midland) Goods Depot. Ninety-five men were involved, all of whom were dismissed; subsequently 87 were re-employed, six did not apply and two were considered undesirable and not re-employed.

66. The Board regrets that these two strikes, together with quite a number of threatened strikes and incidents likely to develop into strikes, were permitted to take place without the employees or their Unions having recourse to the established conciliation machinery, including the Labour Court, which is available. Action of this kind has a very serious effect on the conduct of the Board's business, but, even worse, it tends to, if it does not actually involve the Board in, loss of business which it can ill afford.

67. Discussions with the Unions have resulted in the establishment of a common form of machinery for all Unions catering for rail operative grades.

68. It was decided that all employees, both clerical and wages grades, suffering from tuberculosis, should receive enhanced sickness pay, namely six months' full pay, plus six months' three-quarter pay, and six-months' half-pay.

69. Increased pensions of up to £30 per annum were granted to superannuitants in the clerical grades who are in receipt of less than £450 per annum.

70. Extensions to the Staff Club at Earl Place, estimated to cost £13,800, were sanctioned, while repairs and decorations were carried out to the Institute and Club, Inchicore, and to the dormitories at Broadstone and Limerick. New mess and rest room facilities were provided at Cork, Limerick, Galway, Rosslare, and Empress Terrace, Dublin.

71. A new Dispensary was opened at Cork and a Welfare Supervisor appointed.

EQUIPMENT AND FACILITIES :

72. The quadrupling of the line at North Wall, including the provision of a new signalling installation and signal cabin, was completed and is now in operation. As anticipated, this development has eased considerably the free movement of trains in the North Wall area.

73. A policy of providing improved electric lighting at the Board's principal stations and goods depots has been introduced and has been completed at North Wall (Midland) Goods Depot, Waterford Goods Depot and New Wharf, and Kingsbridge Goods Depot. Work is in hand at the following stations—Limerick, Duncormick, Templemore and Wellington Bridge.

74. The modernisation of weigh-bridge facilities at North Wall (Midland) and (Southern) Goods Depots was completed.

75. A number of new mobile cranes was purchased and the facilities afforded by these cranes at the main centres have proved to be of great benefit.

76. Extensive alterations in connection with the disembarking of Trans-Atlantic passengers are being carried out at Cobh Station, the cost of which will be repaid to the Board.

77. New beet-loading facilities have been provided at Wellington Bridge and Lixnaw.

78. A programme was agreed for the provision of telephones at level crossings.

79. A new reinforced concrete wharf, capable of dealing with three vessels simultaneously, work in connection with which was in progress when the Board took office, has been brought into use at Waterford ; this wharf is equipped with 3-ton electric cranes, three of which are being installed.

80. The following unrelated items are, it is thought, of sufficient interest to warrant mention in this report :

- (1) The Board and the G.N.R.(I.) during the period entered into a joint working arrangement for traffic at Cavan Station, designed to secure more economic working.
- (2) It was decided to remove from reduced rail tickets, the conditions attached thereto of non-liability for injury to the holders.
- (3) It was decided to adopt as standard for main lines, a new 92-lb. flat-bottom rail in lieu of the 90-lb. bullhead rail formerly in use. On the present renewal programme, the annual saving will amount to £12,000, and there will be reductions in maintenance costs.
- (4) The Board has arranged with the G.N.R.(I.) to construct at its works in Dundalk, 10 new coaches for C.I.E.

## VI. FUTURE POSITION

81. The immediate and urgent problem to be tackled by the Board is to reduce the loss on working to the greatest possible extent. The means for doing so, which are available to the Board, are :

- (1) To secure all possible economies in working its undertaking ;
- (2) To increase the volume of its business ; and
- (3) To increase its charge to the public both in respect of its rail and road services, or a combination of such measures.

(1) 82. All possible steps have been, and will continue to be taken to reduce expenditure by effecting economies and devising cheaper methods of operation. A virtual stand-still has been placed on the recruitment of staff, and the redundancy which existed in certain sections is being eliminated by normal wastage. Proposed expenditure on materials and stores is thoroughly scrutinised before being sanctioned, but it is necessary to have due regard to the need, in the present state of world shortages, for maintaining adequate supplies of essential and quickly-moving stocks of commodities. In present conditions, money expended on stores and materials of an amount greater than normal

is inevitable ; as a case in point, coal for locomotive purposes involves the Board in a minimum stock of fuel, the cost of which exceeds £200,000, a much higher figure than would normally be essential.

83. The Board is examining carefully the economics of branch line operation. An experiment on the Ballinrobe Branch, under which similar services at equal charges on rail and road were made available, was made for the purpose of testing public reactions and obtaining data which would assist in considering the problem of branch lines.

(2) 84. The possibility of increasing the volume of business done by the Board is limited. All steps have been taken, and will be taken, to attract new business. Increased services with better timings have been introduced, both on rail and road. Improved facilities of all kinds are being made available to traders. New and improved rolling stock and equipment are being put into the services in order to make them more attractive. These efforts to attract more traffic will take time to fructify, but should help to secure additional traffic to our system or at any rate prevent further deterioration of the position. In the ultimate, a large increase in the volume of business can only be secured by reducing charges to the public, but this, for the reasons given, the Board cannot do. Should however, restrictions on the present freedom enjoyed by the public and traders to provide their own transport, be put into effect, the greater quantity of traffic resulting could be dealt with by the Board at charges below the present level.

(3) 85. The Board assumed office at a time when costs were rising rapidly and in all directions. As already explained, the cost of all stores, materials and fuel increased to the extent of about £620,000 per annum and labour costs at the rate of about £680,000 per annum. In order to contribute towards meeting the position created by these heavier costs of working, the Board subsequently increased the charges for its services as from 10th September, 1951, by 12½% on fares and 16⅔% on freight rates. By increasing its rates and fares the Board should be in a position to increase its revenue without any corresponding increase in its expenditure. Unfortunately, experience shows that on each occasion when rates and fares have been increased, there is a falling off in the volume of business, depending on the amount of the increase. The business so lost for the greater part is diverted to other means of transport, principally by way of greater user of vehicles by traders carrying their own goods. It has been estimated that the increases of 12½% (2/6 in the £) on passenger fares and 16⅔% (3/4 in £) on freight rates, both by rail and road, would yield increased revenue of £1,179,000 per annum, after making due allowance for the estimated loss of traffic to other forms of transport. The theoretical yield from increased charges of these amounts, however, would be about £1,495,000.

86. That there was ample justification for increasing the Board's charges is unquestionable. As already stated, the Board's charges had not been increased since May, 1949, in the case of passenger fares, and since April, 1947, in respect of freight rates ; the former were still only 55% higher than pre-war and the latter from 50% to 65% higher. The Board's costs of operation, on the other hand, have increased greatly since 1947 and 1949, and certainly by more than 100% since pre-war ; its costs for all commodities have been governed by world prices, while its labour costs reflect increases granted to compensate for the decrease in the purchasing power of money. The fact is that the cost of public transport has risen far less than practically any other service or commodity enjoyed or purchasable by the public. Increases in the price of commodities ordinarily carried by the Board are much greater than the increases made in the charges for carrying these

commodities. This is clearly demonstrated in the series of Graphs Nos. 3 to 7 appended, which show percentage increases in price of some of these commodities, together with the railway charges for such traffics between 1939 and 1950. Wholesale prices for the same period increased by 144%.

87. It can readily be shown that railway charges form a very small part of the prices of commodities generally and their incidence on the cost of living is practically negligible. The following show the cost during the period under review of transporting certain traffics a distance of 100 miles by rail :

	Rail Charge, per 100 miles
Fat beast—weighing about 12 cwts. (value £60 os. od.) .	13/3
Flour—per ton . . . . .	25/8
Butter—per cwt. . . . .	2/6
Drapery—per cwt. . . . .	4/9

An increase of 20%, or even 50%, in these charges is obviously not going to be reflected to any noticeable extent in the cost-of-living index figure.

88. Unfortunately, there is as yet no indication that our costs of operation have been stabilised. Recently further wage and salary increases were made which will cost an additional £217,000 per annum. It has been estimated that, for the year ended 31st March, 1952, after allowing for the increases in rates and fares and the known increases in wages and other working costs, the loss with which the Board will be faced will amount to over £1,740,000.

89. It is out of the question to consider any further increases in rates and fares to enable such a deficit to be eliminated and it seems clear that the Board's financial position can only be appreciably improved by the application of such restrictions on private transport as will secure to the Board substantially increased business. This, of course, would involve legislation and is a matter on which the Board has recently submitted certain proposals to the Department of Industry and Commerce. Failing this, there would appear to be no practical alternative to the continued subsidisation of public transport in the interests of the State.

T. C. COURTNEY,  
*Chairman.*  
H. G. BOARDMAN,  
*Secretary.*  
HARTNELL SMITH,  
*Chief Accountant.*

Statement of Accounts  
and  
Statistics

*for the period*

1st June 1950 to 31st March 1951

and Graphs referred to in the Report

REVENUE ACCOUNTS FOR PERIOD 1st JUNE, 1950, TO 31st MARCH, 1951.  
RAILWAY WORKING

EXPENDITURE	£	RECEIPTS	£
Maintenance of Lines and Works	.. ..	Passenger Train Traffic	.. ..
Maintenance of Rolling Stock	.. ..	Goods Train Traffic	.. ..
Traffic Expenses :—	£		
Fuel	867,027		
Other Expenses	1,846,449	Miscellaneous	.. ..
	<u>2,713,476</u>		
Other Expenditure	.. ..	Balance to Profit and Loss Account	.. ..
Depreciation	.. ..		
	<u>413,211</u>		949,037
	<u>£5,183,488</u>		<u>4,234,451</u>
			<u>£</u>
			1,562,762
			2,641,051
			4,203,818
			30,638

ROAD PASSENGER WORKING

EXPENDITURE	£	RECEIPTS	£
Maintenance of Buildings	.. ..	Passenger Services	.. ..
Maintenance of Vehicles and Equipment	.. ..	Miscellaneous	.. ..
Traffic Expenses :—	£		
Fuel	411,368		
Road Tax and Licences	131,592		
Other Expenses	1,525,747		
	<u>2,068,707</u>		
Other Expenditure	.. ..		
Depreciation	.. ..		
Transfer to Renewal Fund	.. ..		
	<u>190,779</u>		
	<u>184,156</u>		
	<u>151,844</u>		
Balance to Profit and Loss Account	.. ..		
	<u>3,027,310</u>		
	<u>355,760</u>		
	<u>£3,383,070</u>		
			<u>£</u>
			3,273,159
			109,911

REVENUE ACCOUNTS FOR PERIOD 1st JUNE, 1950, TO 31st MARCH, 1951.—(continued)  
ROAD FREIGHT WORKING

EXPENDITURE		RECEIPTS	
Maintenance of Buildings	.. .. .	Goods Services	.. .. .
Maintenance of Motor Vehicles, Horses and Equipment	.. .. .	Miscellaneous	.. .. .
Traffic Expenses :—	£		
Fuel	85,819		
Provender	26,181		
Road Tax and Licences	29,974		
Other Expenses	479,706		
Other Expenditure	.. .. .	Balance to Profit and Loss Account	.. .. .
Depreciation	.. .. .		
Transfer to Renewal Fund	.. .. .		
	£950,085		£950,085

CANAL WORKING

EXPENDITURE		RECEIPTS	
Maintenance of Buildings	.. .. .	Goods Traffic	.. .. .
Maintenance of Waterways and Works	.. .. .	Miscellaneous	.. .. .
Traffic Expenses :—	£	Rents	.. .. .
Fuel	1,220		
Other Expenses	93,269		
Other Expenditure	.. .. .	Balance to Profit and Loss Account	.. .. .
Depreciation	.. .. .		
	£149,802		£149,802

DOCKS, HARBOURS AND WHARVES WORKING

EXPENDITURE		RECEIPTS	
Maintenance of Docks, Harbours and Wharves and Equipment	.. .. .	Harbour, Light and Dock Dues	.. .. .
Operating Expenses	.. .. .	Wharf and Pier Dues	.. .. .
Dredging	.. .. .	Craneage and Other Services	.. .. .
Other Expenditure	.. .. .	Balance to Profit and Loss Account	.. .. .
	£19,356		£19,356

REVENUE ACCOUNTS FOR PERIOD 1st JUNE, 1950, TO 31st MARCH, 1951.—(continued)

HOTELS, REFRESHMENT ROOMS AND RESTAURANT CARS WORKING

EXPENDITURE	£	RECEIPTS	£
Maintenance of Buildings .. .. .	9,920	Receipts from Hotels, Refreshment Rooms and Restaurant Cars .. .. .	201,246
Maintenance of Cars and Equipment .. .. .	15,817		
Working Expenses :—			
Salaries, Wages, Office Expenses, etc. .. .. .	61,277		
Provisions, Wines, etc. .. .. .	153,193		
Other Expenses .. .. .	35,705		
Other Expenditure .. .. .	9,449		
Depreciation .. .. .	210		
Balance to Profit and Loss Account .. .. .	285,071		
	6,175		
	£201,246		£201,246

PROFIT AND LOSS ACCOUNT

Balances from :—	£	Balances from :—	£
Railway Working .. .. .	949,087	Road Passenger Working .. .. .	355,760
Road Freight Working .. .. .	29,909	Hotels, Refreshment Rooms and Restaurant Cars Working .. .. .	6,175
Canal Working .. .. .	29,219		361,935
Docks, Harbours and Wharves Working .. .. .	10,862		
	1,019,027	Rents .. .. .	6,782
Interest on Transport Stocks :—		General Interest .. .. .	37,522
3% Transport Stock, 1955/60 .. .. .	247,227	Transfer Fees .. .. .	369
2½% Transport Stock, 1965/75 .. .. .	62,500		406,628
3% Transport Stock, 1975/85 .. .. .	87,862		
	397,589	Balance to Appropriation Account .. .. .	1,222,971
Guaranteed Interest on :—			
Fishguard and Rosslare Railways and Harbours Company (in Ireland) .. .. .	36,228		
Pension Trust Fund .. .. .	150,000		
Miscellaneous .. .. .	26,755		
	£1,629,599		£1,629,599



REVENUE ACCOUNTS FOR PERIOD 1st JUNE, 1950, TO 31st MARCH, 1951.—(continued)

APPROPRIATION ACCOUNT

Balances forward from C6ras Iompair Eireann (1945) at 31st May, 1950 :—	£		£
Appropriation Account ( <i>less</i> £1,631, <i>adjustment in allocation of Capital Advance</i> ) .. .. .		2,560,198	
Goodwill .. .. .		969,209	
		<u>3,529,407</u>	
<i>Less</i> :—			
Insurance Fund .. .. .	£	150,000	
Renewal Fund .. .. .		958,562	
Sundry Credit Balances .. .. .		<u>1,259,949</u>	
			2,269,458
Balance from Profit and Loss Account .. .. .			<u>1,222,971</u>
			<u>£3,492,429</u>
Non-repayable Grant under Transport and Marine Services Vote of Dail Eireann, 15th March, 1951 .			980,000
Credit from conversion of Stocks of C6ras Iompair Eireann (1945) .. .. .			703,545
Balance to next Account .. .. .			1,808,884
			<u>£3,492,429</u>

## BALANCE SHEET AS

	Amount of Stock at 1st June, 1950	Amount received during Period	TOTAL
	£	£	£
<b>CAPITAL ISSUES :</b>			
3% Transport Stock, 1955/60 .. ..	9,889,083	—	9,889,083
2½% Transport Stock, 1965/75 .. ..	3,000,000	—	3,000,000
3% Transport Stock, 1975/85 .. ..	3,514,460	—	3,514,460
	<b>16,403,543</b>	—	<b>16,403,543</b>
<b>CURRENT LIABILITIES :</b>			
Amount due to Bankers .. .. .		238,476	
Sundry Creditors .. .. .		720,089	
Advances under Section 18, Transport Act, 1944, and Section 30, Transport Act, 1950, with interest thereon .. .. .		439,117	
Advance in respect of Capital Expenditure under Transport and Marine Services Supplementary Vote of Dáil Éireann, 30th November, 1949 .. ..		2,462,369	
Expenses accrued .. .. .		556,601	
Taxation .. .. .		85,507	
			<b>4,502,150</b>
<b>RESERVE FUNDS :</b>			
Renewal Fund .. .. .			<b>161,248</b>
			<b>£21,066,950</b>

## AUDITORS'

As Auditors appointed by the Board under Section 34 (2) of the Transport Act, 1950, examined the above Balance Sheet and the Revenue Accounts connected therewith and

No provision has been made for any interest that may be payable on the advance

The Fixed Assets are shown at the values taken over from Córas Iompair Éireann written off on the same basis as in the accounts of Córas Iompair Éireann (1945) in previous

In our opinion the above Balance Sheet is properly drawn up so as to exhibit a true best of our information and the explanations given to us and as shown by the books of

DUBLIN,

2nd January, 1952.

AT 31st MARCH, 1951.

	Amount at 1st June, 1950	Additions during Period New Assets and Renewals	Deductions during Period, Depreciation and Sales	TOTAL
	£	£	£	£
<b>FIXED ASSETS :</b>				
Railway Lines and Works	6,374,026	527,833	351,851	6,550,008
Railway Rolling Stock ..	2,490,646	208,151	186,621	2,512,176
Road Passenger Vehicles ..	1,879,065	281,016	134,156	1,525,925
Road Freight Vehicles and Equipment .. ..	834,246	27,690	83,016	778,920
Canal .. ..	671,966	—	—	671,966
Canal Barges and Equip- ment .. ..	23,908	—	902	23,006
Land and Buildings ..	1,833,090	90,480	376,619	1,546,951
Plant and Machinery ..	368,282	34,863	64,741	338,404
Docks, Harbours and Wharves .. ..	177,267	31,750	1,365	207,652
Hotels, including Catering Equipment .. ..	343,179	5,875	277	348,777
	14,495,675	1,207,658	1,199,548	14,503,785
<b>CURRENT ASSETS :</b>				
Stock of Stores .. ..			1,595,539	
Payments in Advance .. ..			213,058	
Sundry Debtors .. ..			1,259,995	
Cash at Bank and in Hand .. ..			610,973	
Investments (at cost) .. .. (Market Value £465,747)			480,482	4,160,047
FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS CO. .. ..				564,433
BARROW NAVIGATION .. ..				20,801
APPROPRIATION ACCOUNT (Balance transferred) .. ..				1,808,884
				<u>£21,066,950</u>

HARTNELL SMITH, *Chief Accountants.*

**REPORT.**

with the consent of the Minister for Industry and Commerce, we report that we have under Transport and Marine Services Vote of Dáil Éireann, 30th November, 1949. (1945) and The Grand Canal Company with expenditure during the year, less depreciation years. and correct view of the state of the Board's affairs at 31st March, 1951, according to the the Board.

CRAIG, GARDNER & COMPANY,  
*Chartered Accountants.*

STATISTICAL RETURNS FOR THE PERIOD 1st JUNE, 1950,  
TO 31st MARCH, 1951.

MILEAGE OF RAILWAY LINES

	First Track		Other Tracks		Sidings		Totals	
	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.
Lines owned by Board ..	1907	03	288	57	281	42	2477	22
Lines jointly owned (Board's share of ownership) ..		08		08		05		21
Lines leased or worked by the Board .. .. .	120	17	5	13	9	49	134	79
<b>Total .. .. .</b>	<b>2027</b>	<b>28</b>	<b>293</b>	<b>78</b>	<b>291</b>	<b>16</b>	<b>2612</b>	<b>42</b>

ENGINE MILEAGE

	Coaching	Goods	Other	Total
Miles run by the Board's Engines :—				
Steam Tender and Tank Engines .. ..	2,928,391	2,352,965	1,970,432	7,251,788
Diesel Electric Engines ..	19,554	8,728	18,948	47,230
<b>Total Engine Miles ..</b>	<b>2,947,945</b>	<b>2,361,693</b>	<b>1,989,380</b>	<b>7,299,018</b>

RAILWAY ROLLING STOCK

LOCOMOTIVES

	No.
Steam—	
Tender Engines .. .. .	345
Tank Engines .. .. .	73
Diesel Electric Engines .. .. .	6
Non-Standard Gauge—Steam .. .. .	26
	450
Tenders .. .. .	366

COACHING VEHICLES

	No.	Seats		Total
		1st	3rd	
Carriages of Uniform Class .. ..	474	2,405	24,249	26,654
Composite Carriages .. .. .	200	3,584	6,282	9,866
Restaurant Cars .. .. .	15	151	360	511
	689	6,140	30,891	37,031
Ambulance Coach .. .. .	1			
Post Office Vans .. .. .	18			
Luggage, Parcel and Brake Vans .. .. .	157			
Carriage Trucks .. .. .	47			
Horse Boxes .. .. .	175			
Miscellaneous .. .. .	71			
<b>Total .. .. .</b>	<b>1,158</b>			

STATISTICAL RETURNS FOR THE PERIOD 1st JUNE, 1950,  
TO 31st MARCH, 1951.—(continued)

MERCHANDISE AND MINERAL VEHICLES

	Under 8 tons	8 tons and up to 12 tons	Over 12 tons	No.
Open Wagons .. .. .	269	4,276	19	4,564
Covered Wagons .. .. .	1,023	3,816	4	4,843
Special Wagons for loads of exceptional dimensions and weight .. .. .				23
Cattle Trucks .. .. .				2,009
Rail and Timber Trucks (including twin Trucks) .. .. .				328
Brake Vans .. .. .				224
Miscellaneous .. .. .				71
<b>Total .. .. .</b>				<b>12,062</b>
Containers .. .. .				118

SERVICE VEHICLES

	No.
Gasholder Trucks .. .. .	31
Locomotive Coal-wagons .. .. .	466
Ballast Trucks .. .. .	392
Mess and Tool Vans .. .. .	65
Breakdown Cranes .. .. .	10
Travelling Cranes .. .. .	7
Miscellaneous .. .. .	155
Departmental Steam Locos. .. .. .	2
Departmental Petrol Rail Motors .. .. .	5
<b>Total .. .. .</b>	<b>1,133</b>

RAIL TRAFFIC AND RECEIPTS

PASSENGER TRAFFIC			
Class of Passenger	Number	Receipts	Average Fare
		£	s. d.
Ordinary—			
1st Class .. .. .	257,126	113,775	8 10-20
3rd Class .. .. .	4,825,561	948,991	3 11-20
<b>Total .. .. .</b>	<b>5,082,687</b>	<b>1,062,766</b>	<b>4 2-18</b>
Season—		£	
1st Class .. .. .	225,727	5,906	
3rd Class .. .. .	1,552,344	29,504	

GOODS TRAFFIC

	Tonnage	Receipts	Average Rate per Ton
		£	s. d.
Merchandise .. .. .	1,449,215	2,042,321	28 2-22
Coal, Coke and Patent Fuel .. .. .	164,133	124,971	15 2-74
Other Minerals .. .. .	381,003	204,112	10 8-57
<b>Total .. .. .</b>	<b>1,994,351</b>	<b>2,371,404</b>	<b>23 9-37</b>
Livestock .. .. .	No. 665,040	£ 269,647	

STATISTICAL RETURNS FOR THE PERIOD 1st JUNE, 1950,  
TO 31st MARCH, 1951.—(Continued)  
TONNAGE OF THE PRINCIPAL CLASSES OF MINERALS AND MERCHANDISE  
CARRIED BY GOODS TRAIN

Originating on Board's System								Tons
Ale and Porter (including empties)	..	..	..	..	..	..	..	143,160
Bacon and Hams, Butter and Eggs	..	..	..	..	..	..	..	24,070
Beet	..	..	..	..	..	..	..	298,090
Flour and Bran, Sharps and other Flourmill Offal	..	..	..	..	..	..	..	104,716
Grain	..	..	..	..	..	..	..	220,460
Groceries (excluding bacon, hams and butter)	..	..	..	..	..	..	..	168,636
Manure	..	..	..	..	..	..	..	80,383
Oil Cake and Cattle Foods	..	..	..	..	..	..	..	23,865
Oil Cake and Cattle Foods, Beet Pulp	..	..	..	..	..	..	..	25,796
Potatoes*	..	..	..	..	..	..	..	6,487
Timber	..	..	..	..	..	..	..	23,668
Turf	..	..	..	..	..	..	..	1,392
<b>Total</b>								<b>1,120,723</b>

NUMBER OF LIVESTOCK CARRIED BY GOODS TRAIN

Horses	..	..	..	..	..	..	..	..	No. 6,374
Cattle	..	..	..	..	..	..	..	..	465,320
Calves	..	..	..	..	..	..	..	..	21,173
Sheep	..	..	..	..	..	..	..	..	132,100
Pigs	..	..	..	..	..	..	..	..	39,267
Other Animals	..	..	..	..	..	..	..	..	806
<b>Total</b>									<b>665,040</b>

ROAD VEHICLES

<b>PASSENGER VEHICLES :</b>								<b>No.</b>
Double-deck Omnibuses	..	..	..	..	..	..	..	507
Single-deck Omnibuses	..	..	..	..	..	..	..	461
Luxury Touring Coaches	..	..	..	..	..	..	..	10
								978
<b>GOODS AND PARCEL VEHICLES :</b>								
					<b>Under 6 tons capacity</b>	<b>6 tons capacity and over</b>	<b>Total</b>	
Lorries	..	..	..	..	130	339	469	
Vans	..	..	..	..	27	—	27	
Tractors	..	..	..	..	—	59	59	
Horse-boxes	..	..	..	..	—	—	24	
								579
<b>TRAILERS :</b>								
Special purposes	..	..	..	..	..	..	..	86
Articulated	..	..	..	..	..	..	..	132
Flat 4-wheel	..	..	..	..	..	..	..	258
								426
<b>HORSE-DRAWN VEHICLES :</b>								
Wagons and Carts	..	..	..	..	..	..	..	399
								1,404
<b>HORSES FOR ROAD VEHICLES</b>								275
<b>CONTAINERS :</b>								
Furniture, etc.	..	..	..	..	..	..	..	95
Livestock	..	..	..	..	..	..	..	52
								147
STAFF CARS	..	..	..	..	..	..	..	67
SERVICE VEHICLES	..	..	..	..	..	..	..	32

STATISTICAL RETURNS FOR THE PERIOD 1st JUNE, 1950,  
TO 31st MARCH, 1951.—(Continued)

ROAD PASSENGER SERVICES

Mileage	Passengers Carried		Receipts	
	Miles Run	No. of Passengers	Receipts	Average Fare
City Services .. .. .	21,027,480	194,150,990	£ 2,037,225	d. 2·52
Provincial Services .. .. .	11,105,431	35,151,445	1,084,251	7·40
Tours and Private Hire .. .. .	1,010,150	650,364	151,683	—
<b>Total .. .. .</b>	<b>33,143,061</b>	<b>229,952,799</b>	<b>3,273,159</b>	<b>—</b>

ROAD FREIGHT SERVICES

	Mileage	Tonnage	Receipts	Average Rate per Ton
Scheduled Services .. .. .	1,821,654	178,355	£ 191,607	s. d. 21 5·8
Railhead C. & D. Services .. .. .	409,150	149,595	64,380	8 7·3
Direct Road Services .. .. .	3,543,088	823,564	361,180	8 9·3
Grand Canal Road Services .. .. .	383,069	41,889	32,722	15 7·5
	<b>6,156,961</b>	<b>1,193,403</b>	<b>649,889</b>	<b>10 10·7</b>
Livestock .. .. .	1,375,383	No. 217,362	£ 111,838	—

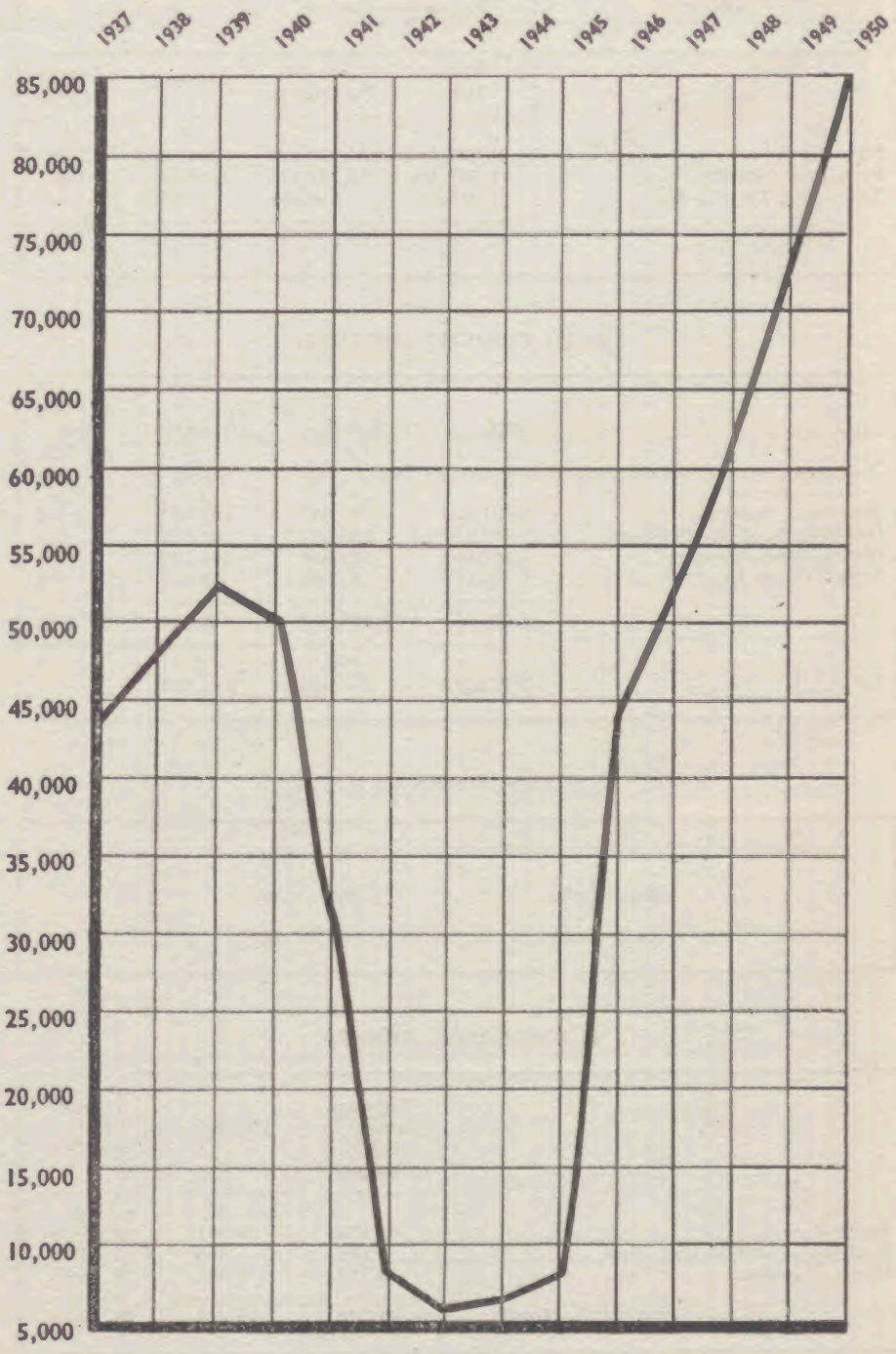
MILEAGE OF CANALS

	M.	Ch.
Grand Canal .. .. .	361	10
Royal Canal .. .. .	95	43

GRAND CANAL TRAFFIC

	Tonnage Carried by C.I.É. Barges	Receipts	Average Rate per Ton
Merchandise .. .. .	75,670	£ 89,531	s. d. 23 7·96
Coal, Coke and Patent Fuel .. .. .	825	493	11 11·42
Other Minerals .. .. .	4,779	2,953	12 4·30
<b>Total .. .. .</b>	<b>81,274</b>	<b>92,977</b>	<b>22 10·56</b>

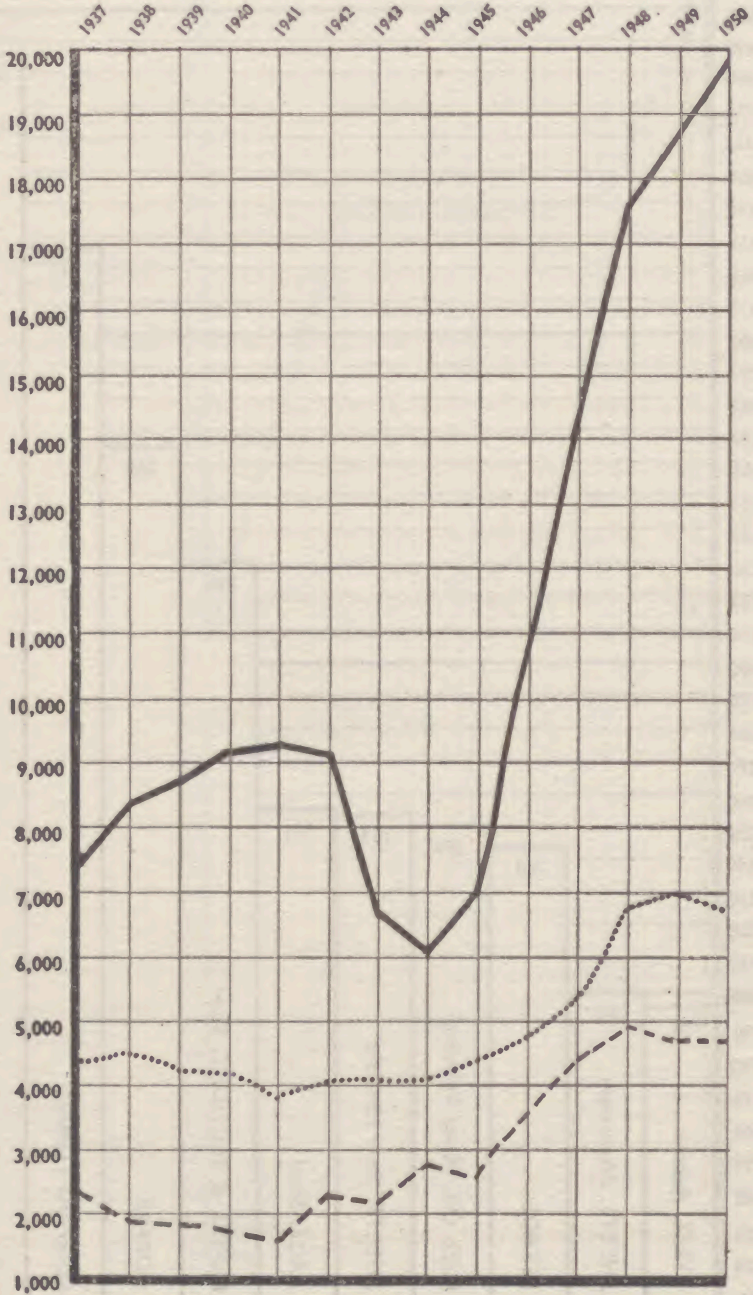
GRAPH I<sup>A</sup>                      SHOWING NUMBERS OF PRIVATE CARS TAXED  
FOR YEARS 1937-'50



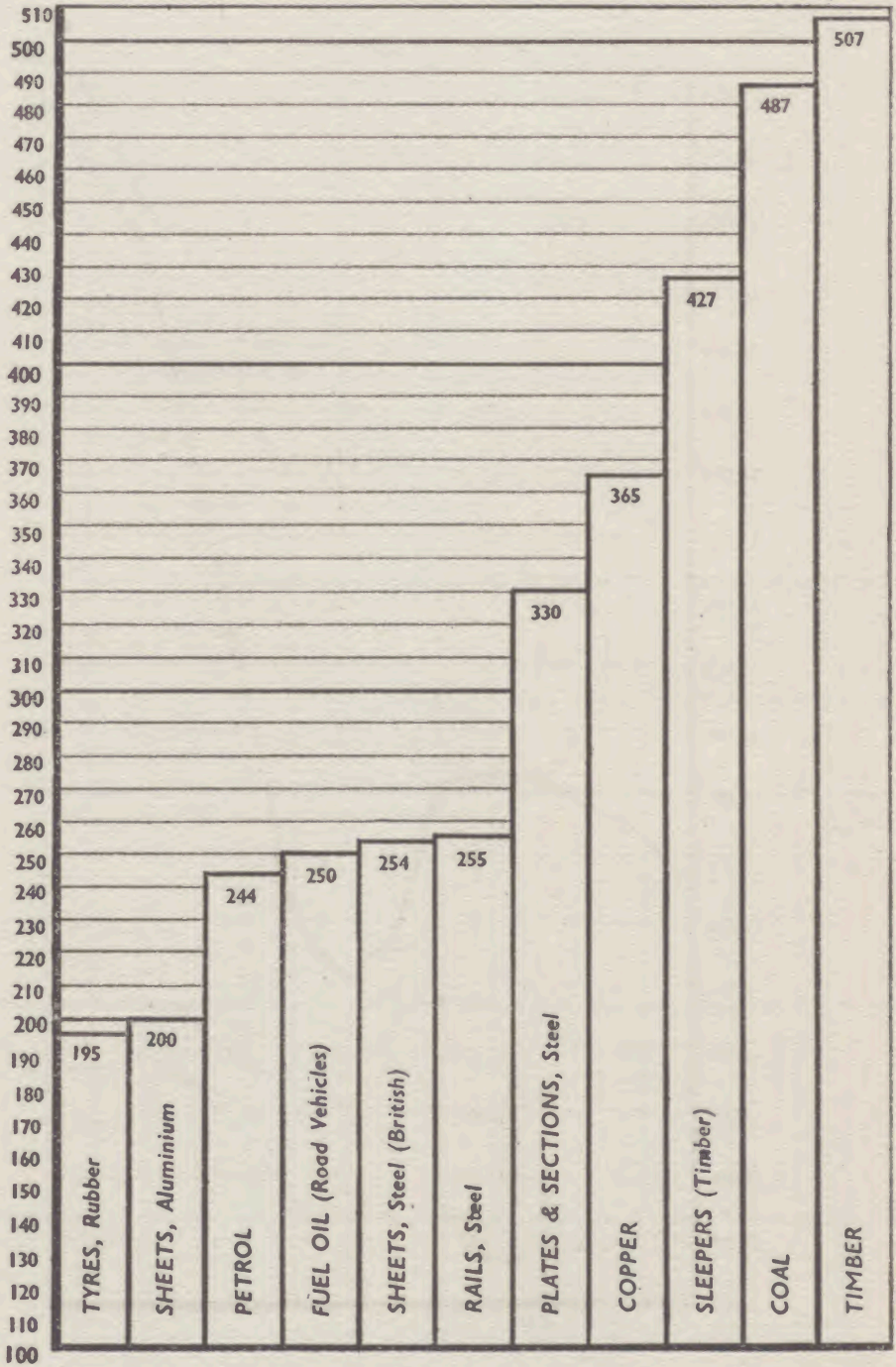


GRAPH 1B SHOWING NUMBERS OF COMMERCIAL GOODS VEHICLES TAXED FOR YEARS 1937-'50

LICENSED HAULIERS, FIRMS USING OWN TRANSPORT. PUBLIC SERVICE VEHICLES (HACKNEY)



COMPARISON OF 1951 PRICES OF PRINCIPAL ITEMS OF  
**GRAPH 2** STORES STOCKS EXPRESSED AS AN INDEX OF 1938 PRICES  
 (INDEX No. BASE : 1938 = 100)



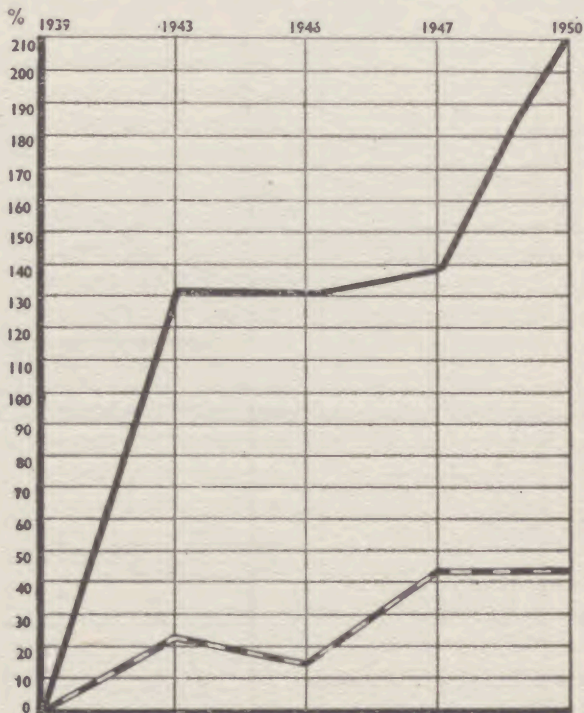
## GRAPHS SHOWING FOR SELECTED YEARS PERCENTAGE INCREASES IN COMMODITY PRICES AND FREIGHT RATES

GRAPH 3

**DRAPERY  
TEXTILES  
AND  
APPAREL.**

Freight Rates ———  
per ton. 80 miles.

Commodity Prices. ———  
% increase.



GRAPH 4

**WHEAT  
OATS  
BARLEY**

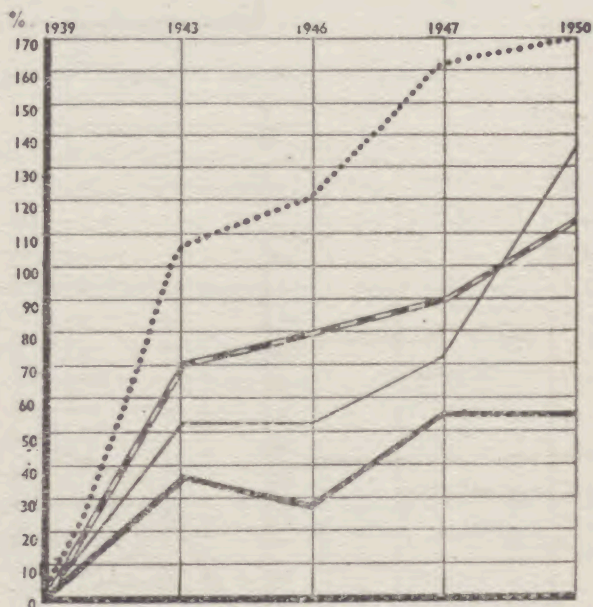
Freight Rates ———  
per ton. 80 miles.

Commodity Prices

Wheat per cwt. ———

Oats " " .....

Barley " " ———



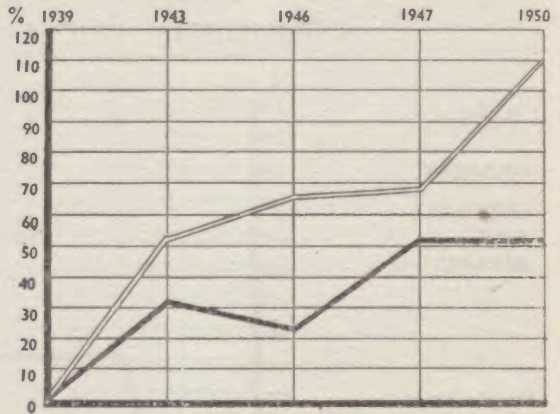
**GRAPHS SHOWING FOR SELECTED YEARS PERCENTAGE  
INCREASES IN COMMODITY PRICES AND FREIGHT RATES**

**GRAPH 5**

**BACON**

**Freight Rates** —————  
per ton. 80 miles

**Commodity Prices** = = = = =  
per cwt. (Wholesale)

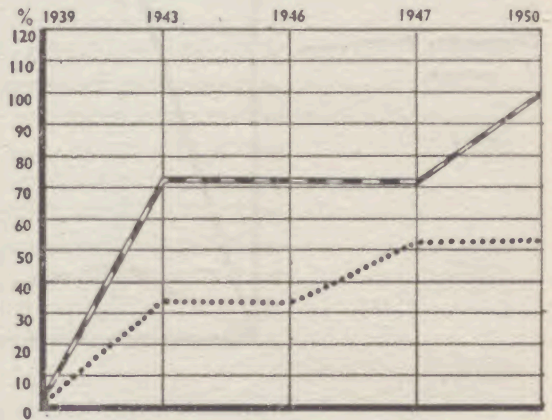


**GRAPH 6**

**BEETROOT in Bulk**

**Freight Rates** .....  
per ton. 45 miles

**Commodity Prices** —————  
per ton

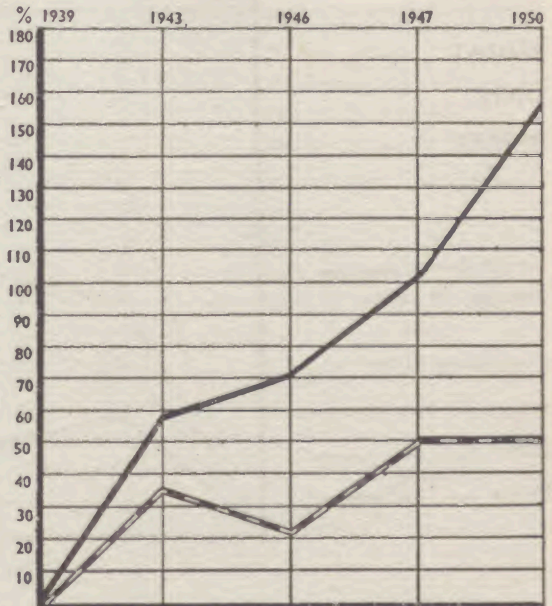


**GRAPH 7**

**CATTLE**

**Freight Rates** ————  
per truck. 80 miles.

**Commodity Prices** —————  
per head at Fairs.  
Fat. 3 years old.



CÓRAS

IOMPAIR

ÉIREANN

SECOND  
ANNUAL REPORT

*for the Year ended*

31st MARCH 1952



KINGSBRIDGE STATION, DUBLIN

MEMBERS OF THE BOARD OF CORAS IOMPAIR ÉIREANN  
ON THE 31ST MARCH, 1952

MR. T. C. COURTNEY (Chairman—Full-time)

MR. J. BRUTON

MR. D. L. DALY

MR. P. J. FLOYD

MR. E. H. MURPHY

MR. W. MURPHY

MR. J. T. O'FARRELL

# SECOND ANNUAL REPORT FOR THE YEAR ENDED 31st MARCH, 1952

## I. INTRODUCTION

1. C6ras Iompair 6ireann presents its Annual Report, with Statement of Accounts and Statistics attached, for the year ended 31st March, 1952.

2. The membership of the Board, comprising a full-time Chairman and six part-time Directors, as appointed by the Government on the 31st May, 1950, remains unchanged.

3. In making any comparison between this Report and the first Annual Report, it should be borne in mind that the period under review is a year, whereas the first Report covered a period of ten months from 1st June, 1950, to the 31st March, 1951.

## II. ORGANISATION AND ADMINISTRATION

4. The form of organisation for management and administration remains unaltered. The Board continued to foster the spirit of co-operation between all Departments at every level of employment, to promote efficiency and better services to the public.

5. It was decided to establish a Legal Department and Mr. B. A. McGrath was appointed whole-time Solicitor to the Board. A staff has been built up for this new department which includes two Assistant Solicitors.

6. The Labour Relations and Personnel Departments were merged into one called the Staff Relations Department.

7. Mr. W. J. Bolger, Registrar, retired and was succeeded by Mr. T. Dunne.

8. The vacancies created by the retirement of Mr. T. F. Brazil, Commercial Superintendent, and Mr. D. Kirwan, Operating Superintendent, were filled by the appointment of Mr. J. J. O'Dwyer and Mr. P. Heneghan, respectively, in these positions.

9. Mr. A. M. Plumer was appointed District Engineer, Dublin.

10. Mr. L. A. Luke, Public Relations Officer, retired from the Board's service but the vacancy thereby created has not yet been filled.

## III. SERVICES

### RAIL :

11. The services provided by the Board during the year were maintained at the same level as the previous year.

12. The additional revenue arising from the increase in rates and fares, which came into operation in September last, equalled the amount which was estimated would be secured up to March last.

13. In the latter part of the year, however, there was a noticeable falling off in the quantity of goods moving in the country and the Rail Department suffered in the general decline in trade.

14. Unfortunately, losses in revenue of this kind cannot be balanced by corresponding savings in expenditure. A high proportion of Railway expenses are, in any event, fixed, and for the remainder very little can be done to economise when temporary reductions in traffic take place.

15. A feature of the passenger services has been the development in Pilgrimage traffic to Knock. Bookings for Pilgrimages have set a new record this year. In order to deal more efficiently with this growing business, considerable improvements were carried out at Claremorris Station, including the provision of an additional island platform and increased toilet facilities. A second rail ambulance coach was completed and put into service.

16. There is a growing demand for the "Radio Train" by Pilgrimage organisers and it was booked for nine pilgrimages during the 1952 Season.

17. This train continues to be extremely popular and a record number of passengers was carried in the year under review.

18. To provide additional facilities for passengers new accommodation for Customs examination was erected on the East side of the Carlisle Pier at Dun Laoghaire by the Office of Public Works. To fit in with this development the Board made certain track alterations and provided additional platform space.

19. Work was also carried out by the Board at Cobh to provide modern facilities in the way of Waiting rooms, Refreshment rooms, Customs hall, etc. for transatlantic passengers. Arrangements have also been made for local passengers to be dealt with separately when Liners are calling at Cobh.

20. The Government, to the extent of 90%, has undertaken to finance the cost of this work which, up to the end of the financial year, amounted to over £31,000. The Cork Harbour Commissioners have agreed to contribute the remaining 10% of the cost.

21. New Public Address systems have been installed at both Cobh and Dun Laoghaire Pier.

22. Four broad-gauge diesel railcars were received and put into service. These railcars with two buffet cars which were specially converted for use with them, form two set trains—two railcars and a buffet car each. These trains were put into traffic, working between Kingsbridge and Waterford. The railcars are very popular with the travelling public who have commented favourably on their comfort and fine visibility.

23. It is a great disappointment to the Board that many more of these cars are not now in service. That they are not is due entirely to the strike of Electricians employed by the Board and which is referred to in a section of this Report dealing with staff matters.

24. In addition, four narrow-gauge diesel railcars were received for service on the West Clare section.

25. Three trailer coaches and two baggage cars were provided to work in conjunction with these railcars. These trains operate a faster service than formerly and stop if required at certain points between stations not previously served by steam train. These railcars have also been well received by the travelling public and their appearance and comfort have been the subject of many comments. It is hoped that their introduction will lead to increased traffic on this section.

26. Twelve new coaches were put into service during the period. This number was well below the amount programmed. The difficulty in obtaining raw material, particularly steel, together with the effect of the Electricians' strike, were the causes of this low output.

27. On the freight side the development of two traffics is of interest.

28. The first is the expansion in the dressed meat trade, to cater for which the Board put into service a fleet of rail/road insulated containers. This equipment has met with the



wishes of those concerned in the trade and has been highly commended. A further construction programme for insulated equipment has been authorised by the Board to keep pace with the expansion in the chilled and frozen meat business.

29. The second development is the bulk movement of tar and bitumen, in gradual substitution for the former system of conveyance of these commodities in drums. The Board has commenced a building programme of rail and road tankers to enable hot bitumen and tar to be conveyed in bulk and the first of these units was introduced during the year.

30. The economies achieved by this bulk transit system, as compared with the former, are apparent and the Board is taking all steps to secure as much as possible of this traffic.

31. A second diesel electric freight locomotive of 915 h.p. was completed and went into service. This locomotive is giving every satisfaction and providing the anticipated economies in operation.

32. Other rolling stock constructed during the year consisted of nine new 20-ton goods brake vans and an 80-ton machinery truck for transporting heavy machinery and transformers.

#### CANAL :

33. The gross tonnage of merchandise conveyed on the Board's canal services was maintained during the year.

34. The staffs of the former Grand Canal Company have been integrated with the other appropriate staffs of the Board and this has meant increases in salaries and wages to the former staffs as they were paid at rates below those paid to corresponding staffs in the other sections of the undertaking.

35. A warning should be given against any attempt to compare the results shown in the accounts under "Canal Working" with the results of the former Grand Canal Company. The Board's accounts include not only the result of operations on the Grand Canal, but also the net cost of maintaining the old Royal Canal and which earns practically no revenue. The net cost of maintaining the Royal Canal was £15,378 in the year. In addition, the road fleet operated by the old Grand Canal Company has been merged with that of the Road Freight Department and the result of its operations is incorporated in the accounts of the Road Freight Department.

#### ROAD FREIGHT :

36. The traffic secured by this Department during the year showed an expansion compared with the general level of traffic in the first ten months to March, 1951. The extra revenue earned by reason of the increased tonnage carried and miles operated, together with that secured by the increase in rates, exceeded the increase in cost of operation, with the result that, compared with the loss in the first ten months of £29,909, this year's working reduced the loss to £10,616.

37. Were it not for the fact that this department provides collection and delivery and other services for rail borne traffic at rates of charges which are insufficient to meet the cost of operating them, the result of the year's working would show a profit instead of loss. Arrangements are being made to alter the method of accounting to ensure that losses on these services shall no longer continue as a burden on this department and the Accounts for next year will show a true picture of the result of its operations.

38. The expansion was mainly in specialised traffics such as chilled and frozen meat, ground limestone, turf, heavy haulage and County Council work.

39. 121 Tipplers were added to the fleet during the year and they were allocated principally to ground limestone traffic and County Council work.

40. During the year the Board's vehicles transported some 93,000 tons of ground limestone and, for the new generating stations operated by the Electricity Supply Board at Allenwood and Portarlington, 10,700 tons of turf. Hired hauliers were also employed on this work and they carried 125,000 tons of ground limestone and 41,000 tons of turf.

41. The heavy haulage section still continues to develop and the rate of business is now more than double that of the first ten-month period.

42. There was considerable development in the transport of chilled and frozen meat during the year as already mentioned and the Board is continuing to provide complete road vehicles for dealing with this traffic, as well as the special insulated containers.

43. Livestock traffic by road continues to expand and during the year 25 additional livestock containers were brought into commission and the building of a further 50 has been authorised.

44. The bulk conveyance of tar and bitumen has been mentioned in connection with our rail operations and as a commencement two trailer tanks and two "lift off" tanks were supplied to the Road Freight Department during the year. It is anticipated that this traffic will continue to develop over the next few years.

45. 24 light-weight vans were purchased for the carriage of newspapers. They are more suitable vehicles than those which had hitherto operated on these services. Some of the vans were also allocated to traffic inspectors, so equipped that they can be used as mobile offices at Fairs.

46. A livestock lairage was provided at Cabra to meet requirements of livestock moving by road and facilities were constructed for unloading of road vehicles and for vehicle washing.

#### ROAD PASSENGER :

47. The Board was advised by the Government that the new building at Store Street, with the exception of the office accommodation, would be made available as a bus terminus.

48. Discussions were carried on with the Architect in regard to alterations to the mezzanine, ground floor, and portion of the basement to make these sections of the building suitable for a bus terminus.

49. The building is now being completed and it is hoped that the terminus will be open as soon as possible.

50. The construction of the new garage at Donnybrook was practically completed by the end of the year, except in the matter of electrical equipment and matters affected thereby. To the extent that it permits, the garage has been brought into use.

51. The new omnibus and road freight garage at Waterford was completed in the period and put into commission.

52. The Board constructed and placed in service during the year, 35 single-deck buses and 20 coaches. In addition, 13 single-deck and 21 double-deck buses were completed except for electrical equipment. 29 double-deck bus bodies were completed and are awaiting arrival of their chassis.

53. The 20 new coaches brought the number of these vehicles up to 52 and it was thereby possible to cater for the additional demand for tours.

54. 124 extended tours, varying between 6 and 11 days duration, were operated and brought in £62,900 in revenue. The 11-day tour was introduced for the first time and proved a complete success, eleven of the total number of tours being of this type. Extended tours were also operated on a private hire basis for 32 parties.

55. The period of day tour operation was extended from 30th September up to 22nd October and 277,000 passengers were carried, compared with 244,000 last Season. These day tours produced revenue amounting to £49,700.

56. One of the biggest traffic diversions in the experience of the undertaking occurred when the lifting of the tram lines and resurfacing of the central city area was carried out in Dublin. In all, 27 bus services were re-routed and throughout the period, which lasted for over three months, scheduled running was maintained although full use of the principal thoroughfares was very limited.

57. As a result of the experience gained the operation of buses through Grafton Street was made a permanent feature.

58. There was a considerable slowing down of bus traffic through the City due to the congestion of private cars and indiscriminate parking.

59. The anticipated gain in revenue, arising from the increased fares from the time of their introduction in September up to the end of the year, was realised and the rate of profit earned by this Department was well maintained.

#### VESSEL SERVICE :

60. In August, 1951, the Board, at the request of the Department of Industry and Commerce, assumed responsibility for the operation of the Galway/Aran Island Steamboat Service. The service vessel s.s. *Dun Aengus* at the time of the take over, required to be overhauled and this work was undertaken by the Cork Dockyard Limited.

61. As this ship is over 50 years old it is clear that she will require to be replaced very shortly.

62. The Board will endeavour to effect improvements in the service in the interest, not only of the Islanders, but also of the tourist industry.

63. The loss incurred in the operation of the service from August up to the end of March last has been included in the Board's accounts.

#### HOTELS, REFRESHMENT ROOMS AND RESTAURANT CARS :

64. The policy of maintaining the Board's six hotels in first class condition continued to be carried out during the year, and re-decoration and re-furnishing work was undertaken extensively. Alterations were made in both Galway and Sligo Hotels to permit of extensions to their dining-rooms. In addition, new stock rooms were provided at Galway.

65. The Refreshment Rooms and Bars at Harcourt Street, Westland Row, and Cobh, were re-designed and completely renovated. A separate bar was provided at Cobh for transatlantic passengers.

66. Improvements were also carried out to the Refreshment Rooms at Mullingar, Athlone and Mallow.

67. On the Dublin/Waterford route two buffet cars were provided, to operate with the diesel railcars, enabling all travellers to be served with meals at their seats.

68. A staff training scheme was initiated during last Winter which was followed by an exchange of stagiaires with Switzerland.

69. It is regrettable that the operations of this Department resulted in a loss of over £25,000 for the year. A number of factors contributed to this result, of which the following are the most significant :—

- (a) An increase of 10% in Refreshment Room and Dining Car tariffs came into operation in October, 1951, and a similar rate of increase in hotel tariffs from 1st January, 1952. The benefits from these increases, however, is reflected to only a small extent in the Accounts under review, as they came into operation after the end of the Season. The full benefit from them, covering a year's working, will appear in the Accounts for the year ending 31st March, 1953.
- (b) The increased renewals of all kind, including furniture, beds, lighting, kitchen equipment, etc., and increased re-decoration work, in many cases accompanying the installation of new equipment, which were carried out.
- (c) The marked increase in the cost of provisions and in salaries and wages.

70. The Board is confident, however, that the money being expended in modernising and improving our Hotels, Refreshment Rooms and Dining Cars will result in attracting greater business which will enable this Department to earn satisfactory profits.

#### IV. STAFF

71. The staff of the Board at the close of the year numbered 22,038, a reduction of 64 on the number employed a year ago. This reduction was brought about by vacancies arising from men retiring, etc., and which, to this amount, were not filled.

72. In the course of the year demands for increases in salaries and wages, and in some cases improved conditions, were made by all sections of the Board's employees.

73. The new machinery established for Rail operative employees was brought into operation in connection with the claims of this section of the staff and a number of recommendations which were made thereon by the Joint Industrial Council were accepted by the Board and all the Unions concerned.

74. The claims of the other grades were dealt with either by direct negotiation or by the Labour Court, and with one exception, the recommendations of the Labour Court were accepted by all parties.

75. The effect of these increases is not wholly reflected in the Accounts under review, but will be felt in the year ended 31st March, 1953. The year past, however, received the full impact of increases in salaries and wages agreed to during the first ten months' period up to the end of March, 1951. An analysis of the Board's Accounts each year, therefore, is not necessarily a reliable guide as to the extra expenditure occasioned by such increases. A better method is to calculate what the cost would be over a period.

76. A calculation has accordingly been made of the cost of increases in salaries and wages during the first twenty-two months of its existence up to the 31st March, 1952, and it shows, under this heading alone, an increase of £1,058,000 per annum.

77. The total amount paid by the Board in the year under review in salaries and wages amounted to £7,963,000, just under 66% of the Board's gross revenue receipts.

78. The Labour Court's recommendation in respect of the electricians employed by the Board was not accepted by the Unions concerned and a strike of this section of the staff began on 15th June, 1951.

79. The men resumed duty on the 12th November, 1951, while the matter was

referred to the Labour Court by way of a joint application by the Board and Electrical Trades Union (Ireland) for a ruling on the Union's claim that electricians employed by the Board were entitled to be paid the district rate of 3/8½d. In due course, the Court ruled against the claim made by the Union. Notwithstanding this, however, the strike was resumed by the men on the 15th December last. Up to the end of the year these employees had been on strike for an aggregate of 217 working days.

80. One of the difficulties of the strike was the hold up in the delivery of certain goods and equipment for the Board coming into the country, due to the action of other workers, not employed by the Board, in support of the strikers. As a consequence the Board has suffered delays in proceeding with many urgent developments and especially the introduction into service of a number of rail cars and omnibuses which are badly required.

81. The C.I.E. Superannuation Scheme, 1951, a new Superannuation Scheme for Clerical and Supervisory Staff who entered the Board's, or the previous Board's, service on or after 1st January, 1945, was introduced.

82. The Scheme was submitted to the Minister for Industry and Commerce as provided for in the Transport Act, 1950, and an order was made by him confirming the Scheme. The Scheme was approved for income tax purposes by the Revenue Commissioners.

## V. EQUIPMENT AND FACILITIES

83. A new information kiosk was erected at Nelson Pillar and is much availed of by the public. The information service provided at the kiosk extends over 15 hours on week-days and 13 hours on Sundays. During peak periods about 1,500 enquiries are handled daily at the kiosk and a similar number dealt with by the Telephone Information Bureau.

84. In accordance with the Board's policy of affording better protection for public road level crossings, progress was made with the programme for the provision of telephones providing communication with the block cabins on each side of the crossings. During the year 38 crossings were so equipped.

85. New sidings at Alexandra Road for Messrs. Irish Shell Ltd. and at Kilbarry for the Electricity Supply Board were completed.

86. A new 6-ton mobile crane was made available at Limerick for traffic purposes.

87. A mobile diesel-engined grab crane at Limerick and a skimmer at Cork were put into use for coaling engines and loading ashes and have proved most economical.

88. The Chief Engineer's Department was provided with a diesel-engined excavator with crane attachment for sleeper stacking.

89. Certain plant and equipment were purchased for the better mechanisation of Lisduff and Lecarrow quarries.

90. A new automatic inter-communication system connecting up the various workshops and offices of the Rolling Stock Engineer's Department was installed at Broadstone and has proved efficient and economical.

91. A 20-ton lorry weighbridge ex North Wall has been erected on the new wharf at Waterford.

92. Improved facilities for dealing with cattle were provided at Athenry and Clonmel stations.

## VI. ENGINEERING ACTIVITIES

93. The work in the Civil Engineer's Department during the year included the following items of interest :

- (a) The track was maintained at the usual standard and the customary safety precautions operated. 21½ miles of main line were renewed. Second-hand relaying was carried out for 32½ miles and 55½ miles of track were re-sleepered. Eighteen station yards were partially or wholly renewed. The number of new sleepers used in re-sleepering the 109½ miles of track was 219,000, each having an expected life of 35 to 40 years. The weight of new rails used in the renewal programme was over 3,000 tons.
- (b) Weed spraying was carried out on a more extensive scale and during the season 790 miles of line were treated compared with 440 miles last year.
- (c) A contract was placed for the dredging of Rosslare Harbour. During the year some 137,000 cubic yards of material were excavated at a cost of £24,300. The work will be completed during the current year.
- (d) The provision of special facilities for the servicing of diesel rolling stock was begun. Maintenance pits, with alterations to the permanent way where necessary, were constructed at Inchicore, Kingsbridge, Cork, Waterford and Bray. Similar work was carried out on the West Clare section, including the provision of larger turntables.
- (e) A scheme of improvements for Capwell Garage in Cork was commenced. Six new pits, the extension of two others and the concreting of portion of the yard were completed. New store facilities and better office accommodation were also provided.

94. Mention has been made of the difficulties encountered in the Mechanical Engineer's Department in proceeding with programmes authorised for new rolling stock owing to the shortage of steel and other constructional material. In order to overcome this difficulty the Board agreed to place an order in England for the purchase of 1,000 sets of fabricated wagon underframes together with wheels and axles, brake and draw gear, and body iron work. An order was also placed for 100 carriage underframes. It is believed that the supply of these components, together with the limited amount of steel which we should receive, will enable the construction programmes to proceed at the normal rate.

95. A turf-burning locomotive was constructed and experimental running trials were made. These proved encouraging and further developments are taking place as a result of the experience gained.

96. Oil tanks were erected at various points to serve the new diesel railcars.

97. Building programme difficulties were also encountered in the Rolling Stock Engineer's Department due mainly to the electricians' strike, and in addition to the buses and bus bodies completed, as set out elsewhere in the Report, considerable work on body sections for the single-deck building programme was also carried out.

98. A demonstration bus of a new type, with the engine under the floor, was received on loan from Messrs. Leyland Motors Ltd. and operated on trial for a period of three months. As a result it was decided that 80 of the outstanding order for 150 single-deck chassis should be of this type and an additional 18 were ordered for City services.

## VII. PRICE LEVELS

99. Commodity prices continued to rise during the year causing a considerable increase in the Board's expenditure. (See graph appended.)

100. As an indication of this increased expenditure the following table sets out the annual cost of increases in prices of materials which have taken place since the Board took office in June, 1950 :

Coal consumed in Steam Locomotives . . . . .	£ 453,000
Petrol and Fuel Oil consumed in Road Services . . . . .	112,000
Tyres . . . . .	113,000
Sundry Stores and Materials . . . . .	354,000
	<hr/>
	£1,032,000

Note : The figure for sundry stores and materials excludes material used on capital works and replacements such as rails, sleepers, etc.

101. An important factor in the incidence of price increases was the inability of normal suppliers to effect delivery, and the necessity of the Board to seek alternative markets in order to build up stocks to a level which circumstances prevailing in the world during the year under review, indicated was desirable.

102. As an illustration of this it was decided, in order to overcome the continued shortage of supplies from Great Britain, to purchase coal from the U.S.A. and Germany. The additional cost of this coal, amounting to 108,000 tons, over the normal purchase price was £200,000. Similarly, due to the inability of one of our British contractors to supply rails, it was necessary to have recourse to the Continent and 2,000 tons of German rails were purchased at £53 per ton which compared with the price then ruling in Great Britain of £40 per ton, i.e., an additional cost to the Board of £26,000.

103. The recent downward trend in the price of a number of consumer goods should not be taken as indicating any relief of significance to the Board's expenditure in the current financial year. Capital goods which form a large portion of the Board's expenditure on purchases are still scarce and prices firm. Also, contracts for many essential commodities still in short supply must be placed well in advance of their probable date of use.

104. It should be mentioned that since the end of the financial year certain additional costs have arisen. Increases in tax and in price of fuel oil and petrol have increased the cost of these commodities by £120,000 in a full year. As the Board consumes over 4,500,000 gallons of fuel oil and 1,000,000 gallons of petrol per annum, it is clear that even a small rise in the price per gallon involves the Board in a substantial sum. Sheet steel, which is in very short supply, cost, in the present year, as much as £65 per ton from Belgium compared with the price prevailing at the end of March 1952, of £47.

## VIII. GENERAL

### RELATIONS WITH MINISTER :

105. The Board maintained close relations with the Minister for Industry and Commerce on matters for which he is responsible and on general development policy, and with the Officers of his Department, and their co-operation in dealing with matters on which they were consulted is appreciated.

## TRANSPORT TRIBUNAL :

106. The members of the Transport Tribunal, established under Section 54 of the Transport Act, 1950, were appointed by the Government during the year.

107. The Board, during the period, made application to the Tribunal for orders exempting the Board from operating train services on five branch lines and since the close of the year similar applications in respect of a further five branch lines have been made.

## ILLEGAL HAULAGE :

108. The Board is satisfied that illegal haulage of merchandise and livestock by privately owned vehicles is widespread in the country and that this practice, which is a developing one, is having serious repercussions on the revenue of the undertaking.

109. From information at its disposal the Board is satisfied that the number of prosecutions made is in respect of only a small portion, in any period, of the infringements which take place. It must be commented also that successful prosecutions in a very large number of cases result in the guilty parties receiving what can only be regarded as nominal punishment.

110. Serious consideration should be given to the steps which might be taken to discourage these unlawful practices before they become a real menace to the public transport industry.

## IX. FINANCIAL RESULTS

111. The appendix attached to this Report contains the Statement of Accounts and Statistics for the year ended 31st March, 1952. As the Accounts for the first period to March, 1951, covered a period of only ten months it is impossible to give comparative figures for this year's accounts and for a number of statistics.

112. The revenue Accounts show that, after providing for depreciation, the following departmental losses were incurred :—

	£
Railway working . . . . .	1,686,761
Road Freight working . . . . .	10,616
Vessel working . . . . .	2,376
Canal working . . . . .	52,732
Docks, Harbours and Wharves working . . . . .	9,361
Hotels, Refreshment Rooms and Restaurant Cars working . . . . .	25,112
	<hr/>
	£1,786,958
	<hr/>

113. The only section which showed a profit was the Road Passenger Department, the amount being £392,834. The net operating loss, therefore, of the entire undertaking was £1,394,124.

114. The Profit and Loss Account shows that after bringing in the losses and profit on operating, taking credit for rents and transfer fees of £12,773 and charging (a) Interest on Transport Stocks of £477,106, (b) Guaranteed Interest on the Fishguard & Rosslare Railways and Harbours Co. of £43,473, and (c) Other Interest and Pension Trust Funds of £189,790, there was a total deficiency carried to Appropriation Account of £2,091,720.



115. The Appropriation Account had a balance forward at the 31st March, 1951, of £1,808,884, and adding the deficiency for the year as mentioned above, a total of £3,900,604 is shown on the debit side of the Account. This was reduced by a non-repayable grant under the Transport and Marine Service Vote of Dail Eireann on the 13th December, 1951, amounting to £1,817,000, leaving a balance forward to next account of £2,083,604.

116. It should be explained that the grant from Dail Eireann of £1,817,000 included £445,000 to meet expenditure incurred by the Board in stock piling and increased prices of stores and materials, and £212,000 representing the extent to which expenditure on renewals exceeded the depreciation provision. After allowing for these two items, the balance remaining of £1,160,000 was to meet working losses, excluding interest on Transport Stock.

117. It will be seen that, in the event, the losses excluding interest on Transport Stock amounted to £1,614,614 and the excess of £454,614, over the amount included in the estimate, is represented by additional expenses which arose from the time the estimate was made up to the end of the financial year.

118. These additional expenses could not have been foreseen when the Board submitted its forecast of losses for the year upon which the estimate was based. They were mainly made up of (a) increases in salaries and wages, (b) increases in price of coal and other materials, (c) failure to achieve anticipated economy in operating costs due to the non-arrival of diesel railcars.

119. The result of this additional loss over the amount provided in the estimate means that the Board commenced this year with a cash deficit of £454,000. This amount will require to be made good as the Board have no financial resources and this deficit can only be financed by way of Bank Overdraft.

120. In dealing with the financial results, mention should be made of the Board's subsidiary Company—Transport Subsidiary Ltd. This Company handles commercial advertising on the Board's premises and vehicles as well as acting as Trustee for a number of the Board's pension schemes. The revenue from advertising continues to expand and this year the subsidiary Company paid a rental to the Board of £40,194 which has been credited to the various operating departments in proportion to the value of the advertising media offered by each.

## X. DEVELOPMENT

121. The undertakings of C.I.E. (1945) were operating at a loss, running at £1,000,000 per annum, when they were taken over by the Board in June, 1950. The amalgamation with the Grand Canal Company did not help the position as that Company was at that time working at a loss.

122. It has been pointed out earlier in this Report that from June, 1950, up to the end of March, 1952, labour costs have increased by over £1,000,000 per annum while costs of materials have increased by practically a similar amount.

123. In order to alleviate to some extent the position occasioned by increases in expenditure, the Board, in September, 1951, introduced increased rates and fares which have resulted in greater revenue of just over £1,000,000 per annum.

124. Allowing, therefore, for the alteration in circumstances which has taken place since June, 1950, losses at the end of March, 1952, were running at the rate of £2,000,000 a year.

125. There is no evidence to support the belief that stability has been reached in costs of operation. Although reductions in prices of certain materials are to be welcomed, demands for increases in salaries and wages continue to be made on the Board.

126. In order to attempt to restrict the upward trend in operating losses and, if possible, to effect a reduction in their amount, the Board has recently embarked upon a policy of curtailment of expenditure of considerable magnitude and which inevitably and unfortunately entails a reduction in staff.

127. Coincidental with this, rates and fares (with the exception of City Road Passenger Services) were increased by the introduction of a surcharge of 5%.

128. The effects of these steps will not be known until the accounts for the year to March, 1953, are available.

129. It is obvious, however, that they cannot contribute to any appreciable extent to meeting the deficit position and that some much more drastic and fundamental approach to the problem is required.

130. There is every possibility that, if the Board was in a position quickly to provide itself with modern equipment, particularly motive power on the railways, substantial reductions could be effected in this measure of annual loss. Plans to bring about this state of affairs are being pushed on with all expedition. It is inevitable, however, that in the nature of things some years must pass before such a revolutionary change could be given effect to.

131. In the meanwhile, unless considerable additional quantities of traffic can be secured to its services, particularly the railway, the Board, it appears, must be reconciled to operating at a substantial deficit each year.

T. C. COURTNEY,  
*Chairman*

H. G. BOARDMAN,  
*Secretary*

HARTNELL SMITH,  
*Chief Accountant*

# Statement of Accounts

and

# Statistics

*for the year ended*

31st March 1952

and Graph referred to in the Report

REVENUE ACCOUNTS FOR YEAR ENDED 31st MARCH, 1952.

RAILWAY WORKING

EXPENDITURE		RECEIPTS	
Maintenance of Lines and Works	.. ..	Passenger Train Traffic	.. ..
Maintenance of Rolling Stock	.. ..	Goods Train Traffic	.. ..
Traffic Expenses:—	£	Miscellaneous	.. ..
Fuel	1,613,884		
Other Expenses	2,499,637		
	<u>4,113,521</u>		
Other Expenditure	.. ..	Balance to Profit and Loss Account	.. ..
Depreciation	.. ..		
	547,652		
	637,000		
	<u>£7,455,970</u>		
			£
			2,012,711
			3,717,434
			<u>5,730,145</u>
			39,064
			5,769,209
			1,686,761
			<u>£7,455,970</u>

ROAD PASSENGER WORKING

EXPENDITURE		RECEIPTS	
Maintenance of Buildings	.. ..	Passenger Services	.. ..
Maintenance of Vehicles and Equipment	.. ..	Miscellaneous	.. ..
Traffic Expenses:—	£		
Fuel	574,935		
Road Tax and Licences	159,712		
Other Expenses	2,006,028		
	<u>2,740,675</u>		
Other Expenditure	.. ..		
Depreciation	.. ..		
Transfer to Renewal Fund	.. ..		
	250,129		
	186,147		
	210,853		
	<u>4,083,571</u>		
	392,834		
	<u>£4,426,405</u>		
			£
			4,291,895
			134,510
			<u>£4,426,405</u>

REVENUE ACCOUNTS FOR YEAR ENDED 31st MARCH, 1952.—(continued)

ROAD FREIGHT WORKING

EXPENDITURE		RECEIPTS	
Maintenance of Buildings	.. .. .	Goods Services	.. .. .
Maintenance of Motor Vehicles, Horses and Equipment	.. .. .	Miscellaneous	.. .. .
Traffic Expenses:—	£		
Fuel	141,880		
Provender	35,546		
Road Tax and Licences	43,549		
Other Expenses	678,858		
Other Expenditure	.. .. .	Balance to Profit and Loss Account	.. .. .
Depreciation	.. .. .		
Transfer to Renewal Fund	.. .. .		
	£1,372,620		£1,372,620

VESSEL WORKING

EXPENDITURE		RECEIPTS	
Maintenance of Vessel and Equipment	.. .. .	Passengers	.. .. .
Traffic Expenses:—	£	Goods	.. .. .
Fuel	762	Miscellaneous	.. .. .
Other Expenses	3,608		
Other Expenditure	.. .. .	Balance to Profit and Loss Account	.. .. .
	£5,053		£5,053

CANAL WORKING

EXPENDITURE		RECEIPTS	
Maintenance of Buildings	.. .. .	Goods Traffic	.. .. .
Maintenance of Waterways and Works	.. .. .	Miscellaneous	.. .. .
Traffic Expenses:—	£	Rents	.. .. .
Fuel	8,554		
Other Expenses	117,637		
Other Expenditure	.. .. .	Balance to Profit and Loss Account	.. .. .
Depreciation	.. .. .		
	£201,902		£201,902

REVENUE ACCOUNTS FOR YEAR ENDED 31st MARCH, 1952.—(continued)

HOTELS, REFRESHMENT ROOMS AND RESTAURANT CARS WORKING

EXPENDITURE	RECEIPTS		
	£	£	
Maintenance of Buildings .. .. .	17,398	Receipts from Hotels, Refreshment Rooms and Restaurant Cars .. .. .	373,054
Maintenance of Cars and Equipment .. .. .	22,015		
Working Expenses:—			
Salaries, Wages, Office Expenses, etc. .. .. .	76,753		
Provisions, Wines, etc. .. .. .	217,703		
Other Expenses .. .. .	337,129		
Other Expenditure .. .. .	21,372	Balance to Profit and Loss Account .. .. .	25,112
Depreciation .. .. .	252		
	£398,160		£398,166

DOCKS, HARBOURS AND WHARVES WORKING

EXPENDITURE	RECEIPTS		
	£	£	
Maintenance of Docks, Harbours and Wharves and Equipment .. .. .	6,232	Harbour, Light and Dock Dues .. .. .	1,107
Operating Expenses .. .. .	6,614	Wharf and Pier Dues .. .. .	6,320
Dredging .. .. .	8,900	Craneage and Other Services .. .. .	7,579
Other Expenditure .. .. .	2,621	Balance to Profit and Loss Account .. .. .	15,006
	£24,367		9,361
			£24,367

REVENUE ACCOUNTS FOR YEAR ENDED 31st MARCH, 1952.—(continued)

PROFIT AND LOSS ACCOUNT

Balances from :—	£	Balances from :—	£
Railway Working .. .. .	1,686,761	Road Passenger Working .. .. .	392,884
Road Freight Working .. .. .	10,616		
Vessel Working .. .. .	2,376		
Canal Working .. .. .	52,732	Rents .. .. .	12,234
Docks, Harbours and Wharves Working .. .. .	9,361	Transfer Fees .. .. .	539
Hotels, Refreshment Rooms and Restaurant Working .. .. .	25,112		
	<u>1,786,958</u>		
Interest on Transport Stocks :—		Balance to Appropriation Account .. .. .	2,091,720
3% Transport Stock, 1955/60 .. .. .	296,672		
24% Transport Stock, 1965/75 .. .. .	75,000		
3% Transport Stock, 1975/85 .. .. .	105,484		
	<u>477,106</u>		
Guaranteed Interest on :—			
Fishguard and Rosslare Railways and Harbours Company (in Ireland) .. .. .	43,473		
Other Interest .. .. .	9,730		
Pension Trust Fund .. .. .	180,000		
	<u>£2,497,327</u>		<u>£2,497,327</u>

APPROPRIATION ACCOUNT

	£		£
Balance forward at 31st March, 1951 .. .. .	1,808,884	Non-repayable Grant under Transport and Marine Services Vote of Dáil Eireann, 13th December, 1951 .. .. .	1,817,000
Balance from Profit and Loss Account .. .. .	2,091,720	Balance to next Account .. .. .	2,088,604
	<u>£3,900,604</u>		<u>£3,900,604</u>

## BALANCE SHEET AS

	Amount of Stock at 1st April, 1951	Amount received during Year	TOTAL
	£	£	£
<b>CAPITAL ISSUES :</b>			
3% Transport Stock, 1955/60 .. ..	9,889,083	—	9,889,083
2½% Transport Stock, 1965/75 .. ..	3,000,000	—	3,000,000
3% Transport Stock, 1975/85 .. ..	3,514,460	—	3,514,460
	<u>16,403,543</u>	—	<u>16,403,543</u>
<b>CURRENT LIABILITIES :</b>			
Amount due to Bankers .. .. .		284,130	
Sundry Creditors .. .. .		1,105,800	
Advances under Section 18, Transport Act, 1944, and Section 30, Transport Act, 1950, with interest thereon .. .. .		937,367	
Advance in respect of Capital Expenditure under Transport and Marine Services Supplementary Vote of Dáil Éireann, 30th November, 1949 .. .. .		2,462,369	
Expenses accrued .. .. .		636,537	
Taxation .. .. .		90,232	5,516,435
			<u>5,516,435</u>
<b>RESERVE FUNDS :</b>			
Renewal Fund .. .. .			372,461
			<u>£22,292,439</u>

## AUDITORS'

As Auditors appointed by the Board under Section 34 (2) of the Transport Act, 1950, examined the above Balance Sheet and the Revenue Accounts connected therewith and No provision has been made for any interest that may be payable on the advance Depreciation has been written off the Fixed Assets on the same basis as in previous by the Board.

In our opinion the above Balance Sheet is properly drawn up so as to exhibit a true best of our information and the explanations given to us and as shown by the books of

DUBLIN,

22nd August, 1952.



AT 31ST MARCH, 1952.

	Amount at 1st April, 1951	Additions during Year, New Assets and Renewals	Deductions during Year, Depreciation and Sales	TOTAL
	£	£	£	£
<b>FIXED ASSETS :</b>				
Railway Lines and Works	6,550,008	776,400	443,502	6,882,906
Railway Rolling Stock ..	2,512,176	531,520	208,021	2,835,675
Road Passenger Vehicles ..	1,525,925	214,564	187,637	1,552,852
Road Freight Vehicles and Equipment .. .. .	778,920	144,835	109,849	813,906
Canal .. .. .	671,966	260	—	672,226
Canal Barges and Equip- ment .. .. .	23,006	—	400	22,606
Land and Buildings ..	1,546,951	142,523	7,288	1,682,186
Plant and Machinery ..	338,404	26,187	2,841	361,750
Docks, Harbours and Wharves .. .. .	207,652	6,062	—	213,714
Hotels, including Catering Equipment .. .. .	348,777	16,819	312	365,284
	14,508,785	1,859,170	959,850	15,408,105
<b>CURRENT ASSETS :</b>				
Stock of Stores (less reserve) .. .. .			2,527,516	
Payments in Advance .. .. .			196,255	
Sundry Debtors .. .. .			904,434	
Cash at Bank and in Hand .. .. .			123,924	
Investments at Cost (less reserve) (Market Value £424,601) .. .. .			459,367	4,211,496
FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS Co. .. .. .				564,433
BARROW NAVIGATION .. .. .				29,801
APPROPRIATION ACCOUNT (Balance transferred) .. .. .				2,083,604
				£22,292,439

HARTNELL SMITH, *Chief Accountant.*

**REPORT.**

with the consent of the Minister for Industry and Commerce, we report that we have obtained all the information and explanations which we have required under Transport and Marine Services Vote of Dáil Éireann, 30th November, 1949. accounts, but as applied to Railway Lines and Railway Rolling Stock it is being reviewed and correct view of the state of the Board's affairs at 31st March, 1952, according to the Board.

CRAIG, GARDNER & COMPANY,  
*Chartered Accountants.*

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH 1952

STATISTICS OF ASSETS

MILEAGE OF RAILWAY LINES

	First Track		Other Tracks		Sidings		Total	
	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.
Lines owned by Board ..	1906	77	288	61	281	28	2477	06
Lines jointly owned (Board's share of ownership) ..		08		08		05		21
Lines leased or worked by the Board .. .. .	120	17	5	14	9	49	185	00
<b>Total .. .. .</b>	<b>2027</b>	<b>22</b>	<b>294</b>	<b>03</b>	<b>291</b>	<b>02</b>	<b>2612</b>	<b>27</b>

MILEAGE OF CANALS

	M.	Ch.
Grand Canal .. .. .	361	10
Royal Canal .. .. .	95	43

LOCOMOTIVES

	No.
Steam—	
Tender Engines .. .. .	337
Tank Engines .. .. .	72
Diesel Electric Engines .. .. .	7
Non-Standard Gauge—Steam .. .. .	26
<b>Total .. .. .</b>	<b>442</b>
Tenders .. .. .	366

RAIL MOTOR VEHICLES

	No.	Seats		
		1st	3rd	Total
Diesel Rail Cars Standard Gauge ..	4	48	128	176
Diesel Rail Cars Non-Standard Gauge ..	2	—	82	82

## STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH 1952—continued

## COACHING VEHICLES

Type	No.	Seats		
		1st	3rd	Total
Carriages of Uniform Class .. ..	479	2,295	24,762	27,057
Composite Carriages .. .. .	201	3,663	6,320	9,983
Restaurant Cars .. .. .	15	151	860	511
	695	6,109	31,442	37,551
Ambulance Coaches .. .. .	2			
Post Office Vans .. .. .	18			
Luggage, Parcel and Brake Vans ..	154			
Carriage Trucks .. .. .	47			
Horse Boxes .. .. .	174			
Miscellaneous .. .. .	69			
<b>Total</b> .. .. .	<b>1,159</b>			

## MERCHANDISE AND MINERAL VEHICLES

	Under 8 tons	8 tons and up to 12 tons	Over 12 tons	Number	Tonnage Capacity	
					Total	Average per vehicle
<b>FREIGHT VEHICLES</b>						
Open Wagons .. .. .	259	4,259	19	4,537	43,961	9.68
Covered Wagons .. .. .	975	3,801	4	4,780	41,852	8.70
Special Wagons for loads of exceptional dimen- sions and weight .. .. .				24	524	21.83
Cattle Trucks .. .. .				1,995	14,219	7.12
Rail and Timber Trucks (including twin Trucks) ..				324	3,216	9.93
Miscellaneous .. .. .				70	1,088	14.82
<b>Total</b> .. .. .				<b>11,730</b>	<b>104,810</b>	<b>8.93</b>
<b>CONTAINERS</b>						
Large Covered .. .. .				12	30	2.50
Small Covered .. .. .				30	75	2.50
Open Brick .. .. .				100	225	2.25
Insulated meat .. .. .				11	44	4.00
Milk .. .. .				6	—	—
<b>Total</b> .. .. .				<b>159</b>	<b>374</b>	<b>2.44</b>
<b>BRAKE VANS</b> .. .. .				<b>230</b>		

## SERVICE VEHICLES

Gasholder Trucks .. .. .	No.	31
Locomotive Coal-wagons .. .. .	465	
Ballast Trucks .. .. .	389	
Mess and Tool Vans .. .. .	66	
Breakdown Cranes .. .. .	10	
Travelling Cranes .. .. .	7	
Miscellaneous .. .. .	152	
Departmental Steam Locos. .. .. .	2	
Departmental Petrol Rail Motors .. .. .	5	
<b>Total</b> .. .. .	<b>1,127</b>	

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1952—continued

ROAD VEHICLES

PASSENGER VEHICLES :				Number	Seating capacity		No.
					Total	Average per vehicle	
Double-deck Buses	..	..	..	507	30,046	59.2	
Single-deck Buses	..	..	..	452	16,237	35.9	
Luxury Touring Coaches	..	..	..	52	1,560	30.0	
Ambulances (Berths)	..	..	..	8	16	5.3	
Total				1,014	47,859	47.2	
GOODS AND PARCELS VEHICLES :				Under 6 tons capacity	6 tons Capacity and over	Total	No.
Lorries	..	..	..	220	339	559	
Vans	..	..	..	49	—	49	
Tractors	..	..	..	—	69	69	
Horseboxes	..	..	..	—	—	32	709
TRAILERS :							
Special purposes	..	..	..			32	
Articulated	..	..	..			140	
Flat 4-wheel	..	..	..			118	
Others	..	..	..			10	300
HORSE-DRAWN VEHICLES :							
Wagons and Carts	..	..	..				396
							1,405
Horses for Road Vehicles	..	..	..				283
CONTAINERS :							
Furniture	..	..	..			105	
Livestock	..	..	..			82	
Alcohol	..	..	..			1	188
STAFF CARS (including 4 Station Wagons)	..	..	..				70
SERVICE VEHICLES	..	..	..				28

STATISTICS OF OPERATIONS

TONNAGE OF THE PRINCIPAL CLASSES OF MERCHANDISE AND MINERALS CARRIED BY GOODS TRAIN

Originating on Board's System							Tons
Ale and Porter (including empties)	..	..	..	..	..	..	193,491
Bacon and Hams, Butter and Eggs	..	..	..	..	..	..	25,442
Beet	..	..	..	..	..	..	302,064
Flour and Bran, Sharps and other Flour Mill Offal	..	..	..	..	..	..	124,814
Grain	..	..	..	..	..	..	248,722
Groceries (excluding bacon, hams and butter)	..	..	..	..	..	..	283,230
Manure	..	..	..	..	..	..	121,275
Oil Cake and Cattle Foods	..	..	..	..	..	..	14,055
Oil Cake and Cattle Foods, Beet Pulp	..	..	..	..	..	..	26,434
Potatoes	..	..	..	..	..	..	8,029
Timber	..	..	..	..	..	..	27,210
Turf	..	..	..	..	..	..	67,517
Total							1,442,288

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1952—continued

NUMBER OF LIVESTOCK CARRIED BY GOODS TRAIN

	No.
Horses .. .. .	18,244
Cattle .. .. .	688,685
Calves .. .. .	37,967
Sheep .. .. .	144,117
Pigs .. .. .	25,681
Other Animals .. .. .	1,832
Total .. .. .	911,526

ENGINE MILEAGE

	Coaching	Goods	Other	Total
Steam Tender and Tank Engines .. .. .	3,825,300	3,221,388	2,624,481	9,671,169
Diesel Electric Engines .. .. .	36,074	11,935	24,870	72,879
Diesel Rail Cars .. .. .	1,175	—	684	1,859
Total Engine Miles .. .. .	3,862,549	3,233,323	2,650,035	9,745,907

STATISTICS OF RAIL OPERATIONS

<b>TOTAL ENGINE HOURS PER TRAIN ENGINE HOUR</b>	
<i>Steam</i>	
Coaching .. .. .	1.35
Freight .. .. .	2.15
<i>Diesel Electric</i>	
Coaching .. .. .	1.04
<b>TRAIN MILES PER TRAIN ENGINE HOUR</b>	
<i>Coaching</i>	
Steam .. .. .	17.85
Diesel Electric (Locomotives only) .. .. .	21.35
<i>Freight</i>	
Steam .. .. .	10.93
<b>TON MILES PER ENGINE HOUR</b>	
Per Train Engine Hour .. .. .	726
Per Engine Shunting Hour .. .. .	763
Per Total Engine Hour .. .. .	372
<b>TON MILES PER TRAIN MILE</b>	
(Train Load, in tons) .. .. .	75
<b>WAGON MILES PER TRAIN MILE</b>	
(Number of Wagons per train)	
Loaded .. .. .	18.73
Empty .. .. .	6.68
Total .. .. .	25.41
<b>WAGON MILES PER HOUR</b>	
Per Engine Hour .. .. .	245.19
Per Engine Shunting Hour .. .. .	257.54
Per Total Engine Hour .. .. .	125.61
<b>AVERAGE WAGON LOAD</b> .. .. .	4.02 tons

STATISTICS OF RECEIPTS

RAIL PASSENGER TRAFFIC

Class of Passenger		Number	Receipts	Receipts per Journey	
			£	s.	d.
Ordinary—					
1st Class	.. ..	272,101	130,240	9	6·8
3rd Class	.. ..	5,829,184	1,201,832	4	1·5
Total		6,101,285	1,332,072	4	4·4
Season—			£		
1st Class	.. ..	240,392	6,317	0	6·31
3rd Class	.. ..	1,950,115	39,862	0	4·90
Total		2,190,507	46,179	0	5·06
			Total Units	Average Receipts per unit	
Passenger miles	.. ..	.. ..	222,142,199	1·49d.	
Passenger journeys	.. ..	.. ..	8,291,792	39·89d.	
Loaded train miles	.. ..	.. ..	3,815,322	7s. 3d.	
Miles of road (First Truck)	.. ..	.. ..	2,027	£680	

FREIGHT TRAIN TRAFFIC

Classification	Receipts	Tons Carried	Ton Miles	Average Length of haul in miles	Average Receipts	
					per ton	per ton mile
	£				£ s. d.	Pence
Merchandise	2,875,003	1,903,718	163,945,992	86·12	1 10 2	4·21
Minerals	304,019	474,865	31,049,545	65·39	12 10	2·35
Coal & Coke	115,068	157,623	10,584,015	67·15	14 7	2·61
TOTAL	3,294,090	2,536,206	205,579,552	81·06	1 6 0	3·85
Livestock	£ 423,344	No. 911,526	—	74·27		
				Total Units	Average Receipts per unit	
Loaded Train Miles	.. ..	.. ..	.. ..	3,030,984	£1 4 6	
Loaded Wagon Miles	.. ..	.. ..	.. ..	60,546,600	14·74 pence	
Miles of Road (First Track)	.. ..	.. ..	.. ..	2,027	£1,334	

## STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1952—continued

## STATISTICS OF RECEIPTS

## ROAD PASSENGER SERVICES

	Receipts	Passengers Carried	Vehicle Miles	Passenger Miles (Estimated)
	£			
Dublin City Services .. ..	2,730,446	241,449,755	26,075,950	545,676,446
Other Cities' Services .. ..	362,175	35,292,700	3,090,487	65,185,616
Provincial Services .. ..	1,019,830	10,998,978	10,687,200	122,374,629
Tours & Private Hire .. ..	179,444	873,226	1,245,277	—
<b>Total .. ..</b>	<b>4,291,895</b>	<b>288,614,659</b>	<b>41,098,914</b>	<b>—</b>
	Per Journey	Per Mile	Per Passenger Mile	
Average Receipts :				
Dublin City Services .. ..	2·71	25·13	1·20	
Other Cities' Services .. ..	2·46	28·13	1·33	
Provincial Services .. ..	22·25	22·90	2·00	

## ROAD FREIGHT SERVICES

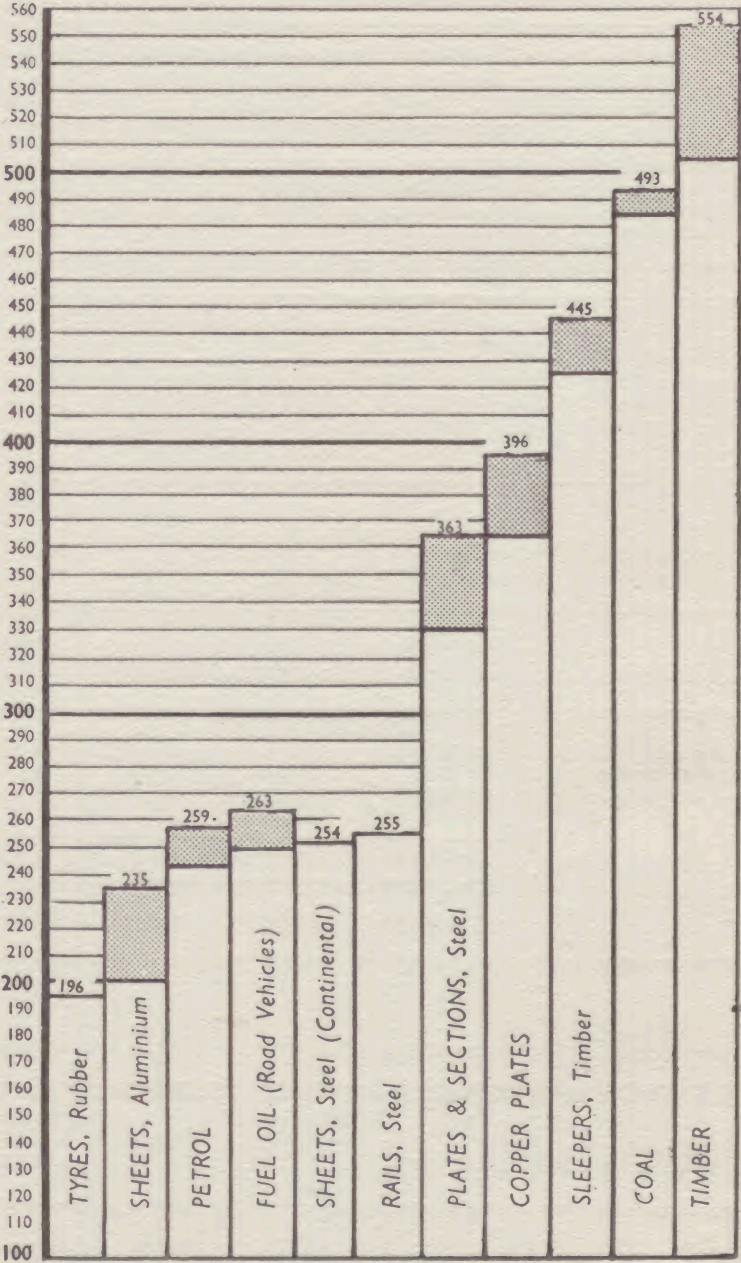
Type	Vehicle Miles	Tonnage	Receipts	Average Rate per Ton
			£	
Scheduled Services .. ..	2,289,622	212,552	241,135	28/8·3
Railhead C. & D. Services .. ..	786,795	186,033	93,041	10/0·3
Direct Road Services .. ..	6,209,133	1,269,009	656,025	10/4·1
<b>Total .. ..</b>	<b>9,285,550</b>	<b>1,667,594</b>	<b>990,201</b>	<b>11/10·5</b>
Livestock .. ..	1,644,581	No. 261,915	£ 150,552	—

## GRAND CANAL TRAFFIC

Classification	Tonnage Carried by C.I.E. Barges	Receipts	Average Rate per Ton
		£	s. d.
Merchandise .. ..	83,147	111,720	26 10·5
Coal, Coke and Patent Fuel .. ..	378	323	17 1·1
Other Minerals .. ..	5,605	3,672	18 1·0
<b>Total .. ..</b>	<b>89,130</b>	<b>115,715</b>	<b>25 11·5</b>

# COMPARISON OF 1952 PRICES OF PRINCIPAL ITEMS OF STORES STOCKS EXPRESSED AS AN INDEX OF 1938 PRICE

(Index No. Base: 1938=100.)



Represents Increase 1952 on 1951.



CÓRAS

IOMPAIR

EIREANN

THIRD  
ANNUAL REPORT

*for the Year ended*

**31st MARCH 1953**



KINGSBRIDGE STATION, DUBLIN

MEMBERS OF THE BOARD OF CÓRAS IOMPAIR ÉIREANN  
ON THE 31ST MARCH, 1953.

MR. T. C. COURTNEY (Chairman—Full-time)

MR. J. BRUTON

MR. D. L. DALY

MR. P. J. FLOYD

MR. E. H. MURPHY

MR. W. MURPHY

MR. J. T. O'FARRELL

# THIRD ANNUAL REPORT FOR THE YEAR ENDED 31st MARCH, 1953

## I. INTRODUCTION

1. Córas Iompair Éireann presents its Annual Report, with Statement of Accounts and Statistics attached, for the year ended 31st March, 1953.

2. The membership of the Board, appointed by the Government on 31st May, 1950, remained unchanged throughout the year under review.

## II. ADMINISTRATION AND ORGANISATION

3. The form of organisation for the administration and management of the Board remained unaltered.

4. The close relations with the Minister for Industry and Commerce on matters for which he is responsible and on general development policy, and with the Officers of his Department, continued, and their co-operation in dealing with matters on which they were consulted is appreciated.

5. The Board regrets to record the death of Dr. Charles J. O'Reilly, Chief Medical Officer, which occurred in July, 1952.

6. The late Dr. O'Reilly had a distinguished career in the service of the Board and its predecessors, and gave invaluable assistance in establishing the Medical and Welfare Schemes operated by the Board.

7. Dr. Maurice J. Hegarty was appointed Chief Medical Officer to succeed the late Dr. O'Reilly.

8. Mr. George B. Howden, who had been General Manager of the Board since its establishment on 1st June, 1950, resigned from the service on 31st March, 1953, to take up the position of Chairman of the Ulster Transport Authority.

9. Mr. Frank Lemass, formerly Chief Officer of the Board, was appointed General Manager in succession.

10. Mr. C. F. Tyndall, Chief Motive Power Engineer, resigned from the service and was succeeded by Mr. J. H. Dudley—formerly Assistant Motive Power Engineer—with the title of Running Superintendent.

## III. SERVICES

### RAIL :

11. Throughout the year the Board's policy of augmenting and improving services was continued and developed.

12. Rail passenger revenue showed an increase over the previous year.

13. Eighty-seven trains were operated for Knock Pilgrimage traffic, compared with seventy-seven in the previous year and this traffic shows every indication of continuing to develop.

14. The Radio Train has proved very popular for pilgrimage "Specials" and the introduction of a second radio van has enabled the increased demand to be met. For the ordinary excursion traffic, the Radio Train was operated on 43 occasions during the year as compared with 35 in the previous year.

15. A general decline in trade was experienced during the year which was reflected in a reduction of tonnage of general merchandise carried on the railway. It was possible, however, to increase revenue by the introduction of a surcharge on rates of 5% in July, 1952, later increased to 12½% in February, 1953.

16. There was considerable development in the dressed meat industry and many new factories came into production. Insulated container units, specially provided for this traffic, were fully engaged. Developments were closely studied with a view to providing all necessary facilities for securing and holding this traffic. Thirty-nine new insulated containers were put into service during the year.

17. There was also a considerable development in traffic by container, resulting in an increased demand for containers of all types.

18. The better to cater for this traffic, 25 timber trucks were converted to carry containers, and were fitted with vacuum pipes to enable them to be hauled by passenger as well as by goods trains.

19. The carriage of turf on a large scale from Southern and Western Stations, for the Electricity Supply Board's plant at Clonsast, concluded earlier in 1952 than in the previous year. This accounts for the decline in tonnage carried in the year under review.

20. The beet acreage in 1952 was lower than in 1951 but the average yield per acre was higher, with the result that the fall in tonnage carried was not so pronounced as might have been expected.

21. Six thousand five hundred and thirty-five wagons of wet pulp were conveyed during the year, as compared with 5,717 in the previous year.

22. The development of tar and bitumen traffic in bulk is of recent origin and the basis of this traffic is that of bulk deliveries to storage plants erected by County Councils at various points in their areas from which distribution is made by the County Councils' road repair vehicles.

23. The Board makes every endeavour to facilitate the County Councils by the provision of sites for erection of storage plants.

24. An additional 33 rail tar tankers and 8 road tar tankers were provided for the transport of hot bitumen.

25. The continued strike of electricians in the Board's service considerably hampered the introduction of new rolling stock. Nevertheless, 7 new composite carriages, 5 bogie Third Class carriages and 3 open centre Third Class carriages were built, together with 94 new cattle wagons and 9 light metal alloy covered wagons.

26. Sympathetic action at the Port of Dublin prevented the unloading of a number of diesel rail cars which were available in Great Britain for shipment to this country.

27. Such rail cars as had been delivered and put into service at the beginning of the period covered by this report proved very popular with the travelling public, and the Board felt keenly the delay in extending additional diesel train services for the public.

28. In the Second Annual Report reference was made to the fact that applications had been made to the Transport Tribunal for Exemption Orders releasing the Board from the obligation to restore train services on five branch railway lines. Similar applications were made this year in respect of a further five branch railway lines.

#### CANAL :

29. Canal traffic followed the general trend of trade and showed a decline for the year.

30. Revenue, however, increased as a result of the additional charges imposed in July, 1952, and February, 1953.

31. An Order was made by the Transport Tribunal, under Section 56 of the Transport Act, 1950, releasing the Board from the obligation to keep open for navigation, the Herbertstown Branch of the Grand Canal. This Branch Canal, which extends from Naas to Corbally in the County of Kildare, will be retained as a water supply to the main canal.

32. The Board made application to abandon the Blackwood Branch of the Grand Canal, and the matter was under consideration by the Department of Industry and Commerce at the close of the year.

33. At the request of the Board, the Minister for Industry and Commerce after the close of the year, approved amendment of the Bye-Laws of the Grand Canal to permit of pleasure boats being used on that canal.

#### ROAD FREIGHT :

34. Despite the downward trend noticeable in traffic generally, there was an increase in the tonnage carried by our motor lorry services during the year.

35. This improvement in the motor lorry tonnage carried was due to a large increase in the hire of lorries to County Councils, and in the conveyance of ground limestone under the Department of Agriculture Scheme.

36. Reference has already been made to the satisfactory development of the dressed meat traffic and to the tar and bitumen traffic on the rail side. This development was also noticeable on our Road Freight Services.

37. The increased tonnage of specialised traffic carried more than offset the decline in general merchandise traffic which was apparent in road as well as in rail traffic.

38. As a result of the additional tonnage carried and of increased rates during the year, the revenue from Road Freight Services improved considerably.

39. Tonnage of traffic conveyed by horse transport was maintained at approximately the same level as the previous year.

40. The operations of Road Freight Services were closely analysed, and reductions in mileage and vehicle hours achieved by imposing time standards on vehicle movement and loading and unloading. Considerable economies were thereby achieved.

41. Increased road tax on lorries will cost an additional £35,000 in a full year. This increase operated as from 1st January, 1953, and the full impact of this additional cost is not, therefore, revealed in the published accounts for the financial year 1953.

42. Ninety-seven new vehicles and 25 general traffic containers were added to the Road Freight fleet during the year, and 34 vehicles were converted for use on specialised traffic.

43. Eight lift-off hopper containers were built for the conveyance of grain in bulk, as well as six special van bodies for the conveyance of explosives, five improved "Lambourn" type horse boxes, and 27 "Gibson" type lift-off cattle containers.

#### ROAD PASSENGER :

44. In accordance with the Board's policy to augment and improve services generally, 50 new double-deck and 24 new single-deck buses were put into service during the year.

45. The revenue from Road Passenger Services showed an improvement over last year.

46. The following four new routes were opened :—

Aston's Quay—Ballyfermot Upper,  
D'Olier Street—Kilmacud,  
Nelson Pillar—Mount Merrion,  
College Street—Walkinstown Cross.

47. Improved services were provided on seven routes :—

Finglas ;	Dundrum ;	Kimmage ;
Crumlin ;	Coolock ;	Dun Laoghaire ;
and Cabra West.		

48. A commencement was made on the installation of heaters in new buses for use on Provincial Services, and it was decided as opportunity offered similarly to equip the existing Provincial bus fleet.

49. Our extended tours carried 50 per cent more passengers in 1952 than in 1951. Revenue from these tours was £33,500 as compared with £21,000 in the previous year.

50. Sixty-five private tour parties were catered for during the year.

51. For the first time day tours were operated from Killarney, Youghal, Wicklow and Sligo. The revenue from day tours—£56,100—showed an increase of over £6,000 on the previous year.

52. Increased road tax on buses will cost an additional £32,000 in a full year.

#### VESSEL SERVICE :

53. During the year under review the steamboat service between Galway and the Aran Islands was operated on a regular basis both for ordinary and excursion traffic, apart from two occasions totalling 26 days, when the vessel had to be removed for survey or essential repairs.

54. Preliminary steps were taken with a view to the replacement of the s.s. "Dun Aengus", which is engaged on this service, either by a new or second-hand steamer.

55. A loss was incurred in the operation of the service as shown in the accounts for the year.

#### HOTELS, REFRESHMENT ROOMS AND DINING CARS :

56. It is gratifying to report that the operation of the Board's hotels, refreshment rooms and dining cars, resulted in a profit of over £7,000 for the year, as against a loss of £25,000 for the previous year.

57. Economies were effected by the closing of Parknasilla and Mulrany Hotels during the "off-season", and by the reduction in staff at other hotels to the minimum necessary to meet the amount of business offering during the winter months.

58. Structural alterations at Killarney Hotel enabled eight additional bedrooms to be provided.

59. The Refreshment Rooms at Cavan and Killarney were closed permanently.

60. The closing of the Refreshment Rooms at Killarney released premises which were re-constructed as an annex to the hotel, and enabled an additional seventeen guests to be accommodated.

61. The laundry at Killarney was modernised, enabling all hotel linen and all linen from dining cars operating in the South of Ireland, to be laundered there.

62. New cocktail bars were provided at Kenmare, Galway and Mulrany Hotels, and a new dispense bar adjacent to the dining room, was provided at Sligo Hotel.

63. At Killarney Hotel a new souvenir sales shop was set up for dealing in hand-made products. This has proved very attractive and has been favourably commented on by visitors.

64. Other improvements made in hotels include the provision of built-in showers, private bathrooms "en suite" and better lighting.

65. The Refreshment Rooms at Dun Laoghaire and Limerick were improved, re-furnished and equipped with modern fittings. An additional cocktail bar and new servery were provided at Bray Buffet.

66. Three new buffet cars were built; seven dining cars and one tea car were renovated, and new cocktail bars installed in three of them. A new kitchen car was built for use on the second radio train.

67. As in previous years, an exchange of "stagiaires" was made with Messrs Cooks Wagons Lits during the "off-season".

#### IV. TRAFFIC DEVELOPMENT.

68. The Board is associated with British Railways in an office in the United States of America for the dissemination of literature and supply of information regarding our services—particularly in regard to our tours and hotels. Similar activities are pursued in France through the office of British Railways in Paris.

69. During the 1952 tourist season over one-and-a-half million pieces of literature were printed and circulated to publicise our services and hotels. Posters illustrative of Irish scenes, were printed and distributed in Europe, the United States and Canada.

70. A mobile stand was completed during the year for service throughout the country and appeared at over twenty Provincial Shows during the 1952 season.

71. Attractive window displays were made available to tourist agents throughout Great Britain, advertising our tours, hotels, and services generally.

72. The Board co-operated with Fogra Failte, Aer Lingus and British Shipping Companies in an advertising campaign to attract British visitors to Ireland.

#### V. STAFF.

73. At the close of the period under review, the staff of the Board numbered 20,537, as compared with 22,038 at the close of the previous year—a reduction of 1,501.

74. This reduction in staff was achieved mainly by a policy of non-recruitment to fill vacancies and by laying off temporary men with short service.

75. Reductions in staff formed part of an economy drive by the Board aimed at reduction in expenditure under all headings.

76. The salaries and wages bill for the year amounted to £7,996,700. The total amount paid by the Board in salaries and wages, therefore, represents 62.4% of the Board's gross revenue receipts.

77. Despite the fact that the number of staff was reduced during the year the total wages bill was £33,000 greater than that for the previous year.

78. Demands were made during the year for increases in salaries and wages on behalf of employees of the Board arising out of the increase in the cost-of-living index figure.

79. An offer of an all-round increase was made by the Board to the Trade Unions, but was declined, and the salary and wages claims were subsequently



examined by the Joint Industrial Council and the Labour Court. Increases were recommended and were accepted both by the Trade Unions and the Board. These increases amount to £591,000 in a full year.

80. The strike of electricians, which commenced on 15th June, 1951, terminated on 17th November, 1952, when all electricians, other than those who resigned from the service during the strike, resumed duty.

81. Generally speaking, good relations were maintained with the Trade Unions throughout the year, and any disputes which arose and which were not disposed of in negotiation, were settled through the machinery of the Joint Industrial Council or the Labour Court.

82. Continuation Education Courses for youths, run in conjunction with the Educational Authorities, were conducted with satisfactory results.

83. A scheme was initiated during the year whereby members of the staff who qualified by examination for associate membership of the Institute of Transport, received a special salary increment.

84. The Board made a contribution of £2,883 to the clubs and canteens operated for the benefit of employees, as compared with £4,164 in the previous year.

85. Extensive additions to the employees' club and canteen premises at Earl Place, Dublin, were completed during the year.

## VI. ENGINEERING ACTIVITIES.

86. The customary standard of track maintenance and safety precaution was continued throughout the year.

87. Seventy-two miles of track received attention during the year as follows :—

New relaying	—	16	miles
Secondhand relaying	—	16	„
Re-sleepering	—	40	„
		<hr/>	
		72	miles
		<hr/>	

88. In the early part of the year, there was a doubt as to whether or not sleepers on order would be delivered, and it was necessary to adopt a "go-slow" policy in re-sleepering. The supply position improved towards the end of the year.

89. Yard re-laying was carried out at 20 stations, as compared with 18 in the previous year.

90. Mechanical weed-spraying was used on a more extensive scale than ever before, 986 miles of track having been covered, with very satisfactory results.

91. Experimental work in Thermit welding of rails was carried on in three locations. The object of this form of welding is the reduction of maintenance costs through the elimination of joints, which require more attention than other parts of the track. Thermit welding has the advantage that it can be done on the track without recourse to large machines or expensive equipment.

92. Owing to the steel shortage, the position regarding renewal of bridges was unsatisfactory, only one steel bridge having been renewed during the year.

93. Six reinforced concrete bridges were renewed, the most notable being the pre-stressed concrete bridge near Naas. This was the first bridge of this type to be erected in the country, and it is anticipated that the experience gained in the erection will be put to good use in the future and that similar renewals in pre-stressed concrete will be cheaper on that account.

94. Substantial alterations or additions to premises were undertaken during the year, the most notable being :—

(a) Office accommodation at Floraville, Inchicore.

(b) Office accommodation at Capwell, Cork.

(c) Renewal of the roof of the permanent-way workshop at Cork.

(d) Re-construction of the Goods Store at Harcourt Street, which was burned down some years ago.

95. On the canal side of the undertaking, 13 new lock gates were made and hung during the year.

96. Thirteen and three-quarter miles of tramway tracks were removed from the streets of Dublin and Dun Laoghaire.

97. The dredging of Rosslare Harbour, which had started in May, 1951, and which was suspended in September of that year, was re-started in March, 1952. It was completed during the year, when almost a quarter-of-a-million cubic yards of material had been excavated from the Harbour. The total cost of the work was £44,929.

98. The output from the Chief Mechanical Engineer's Department, of new vehicles was affected not only by the electricians' strike but also by the shortage of steel, although the position improved towards the end of the year.

99. Reference has been made under the appropriate headings to the additional rolling stock put into service during the year.

100. A special chain testing machine was installed in the Works at Inchicore, thus enabling the examination and testing of chains and lifting gear to be carried out by our own staff.

101. The Laboratory Premises at Inchicore Works were extended to keep pace with the greater volume of work being handled there.

## VII. PRICE LEVELS.

102. The general trend of prices for the Board's purchases during the financial year followed the price pattern for the country's imports generally, as given in the official statistics.

103. During the calendar year 1952, the import price index (base 1930=100) was 314.0 for January, and had fallen gradually to 290.8 in December.

104. There were, however, exceptions to this price trend, particularly in finished engineering materials imported from Great Britain, the price of which tended to rise. This increase resulted in surcharges on long-term contracts made by the Board for equipment and engineering supplies from Great Britain.

105. The price of coal imported from Great Britain remained unchanged

during the year ; nevertheless, it was four times as great as in 1938. It was not necessary to import coal from other sources, as happened in the previous year. A proportion of our coal was also purchased from native sources.

106. The Board chartered for twelve months the collier " Irish Heather ". This was the first collier built for Irish Shipping, Ltd., and the service has been most satisfactory.

107. The termination of the electricians' strike in November allowed a reversion to normal methods of discharging our cargoes and eliminated the extra costs involved in the improvised methods used during the strike.

108. Taxation of 4d. per gallon on petrol and diesel oil, imposed by the Budget in April, 1952, will cost the Board £98,500 in a full year.

109. This increase, coupled with the increase in road tax, will involve the Board in additional annual expenditure of £165,500.

110. On the permanent way side, the price trend of sleepers was downwards, but as purchases have to be made well in advance, the benefit of such reductions will not be reflected until later years.

#### VIII. EQUIPMENT AND FACILITIES.

111. During the year, telephones were installed at 74 public road level crossings, providing communication with the block cabins on both sides of the crossings. This represents a year's proportion of a long-term programme for the installation of telephones at level crossings.

112. A beginning was also made on the electric lighting of signals at our principal stations and the work at Limerick Station and Waterford Central was duly completed.

113. At Mulrany Hotel, there was a change-over of electric current from the Board's D.C. supply to the Electricity Supply Board's Network during the year.

114. The Board, for economy reasons, instituted a programme for the substitution of steam-driven water pumps by electrically-driven water pumps, but the electrician's strike impeded the implementation of this policy and only two such conversions were made during the year.

115. A new 6-ton mobile crane was received and put into service, and two existing stationary cranes were transferred to Gorey and Farranfore, where traffic needs justified their installation.

116. Reference has been made elsewhere in this report to 20 goods yards having been relayed and advantage was taken to carry out concurrently extensive signalling renewals and alterations.

117. Improved facilities for the loading of beet were provided at Tullamore, Geashill, Campile, Ballycullane, Duncormick, Bridgetown and Killinick.

## IX. FINANCIAL RESULTS.

118. The Appendix to this Report contains the Statement of Accounts and Statistics for the year ended 31st March, 1953.

119. The basis of calculating the annual provision for depreciation has been revised for the year ended 31st March, 1953, as follows :—

### *Railway Lines and Works.*

Depreciation is calculated on existing average annual cost of carrying out the programme of renewals necessary over a number of years to enable the present services of trains to be operated by existing motive power units.

### *Railway Rolling Stock.*

The value of the steam locomotives in the Balance Sheet is being written off over a period of ten years. The new diesel locomotive units and rail cars are being depreciated on the basis of their original cost. The depreciation of coaching stock and wagons is provided on the replacement cost of the vehicles which will be necessary for future working.

### *Road Passenger Vehicles.*

In view of the improved design and construction of the post-emergency buses and coaches, the life of these vehicles has been extended from 10 to 12½ years, and the provision made is calculated at the replacement cost of similar vehicles.

### *Road Freight Vehicles.*

The method has not been altered, being based on original cost spread over the anticipated years of life during which each vehicle or unit can be economically employed.

This revision has resulted in an increased provision for depreciation of £338,557 as compared with the previous year.

## OPERATING RESULTS :

### 120. Railways :

Economies in railway working have more than offset increased operating costs and notwithstanding an additional £337,000 provided for depreciation, the loss on working has been reduced by over £100,000.

### 121. Road Passenger :

Although receipts improved by over £200,000, the profit on Road Passenger working was less by £130,000 than last year, due to increases in cost of fuel, road tax, rates of pay and superannuation liability.

#### 122. Road Freight :

The increased receipts (£180,000) on Road Freight working were more than offset by increased cost of fuel, road tax, rates of pay and depreciation provision. This year the account includes a credit of £50,000 from Railway Working Account representing the difference between the receipts from collection and delivery services operated for the Railway and the cost of operating those services. The result of the year's working was a profit of £33,913 compared with a loss of over £10,000 last year.

#### 123. Vessel :

In the Vessel Working Account the figures are not comparable nor are they a reliable indication of a normal working year. The vessel was taken over in August, 1951, and was out of service from October, 1951, to April, 1952, a substitute vessel being in use, and was again out of service for three weeks to the 5th April, 1953, during which no substitute vessel was used.

#### 124. Canal and Docks, Harbours and Wharves :

The Canal Working Account shows an improvement, the loss being down by £10,000, due to increased receipts and reduced expenditure, but the Docks, Harbours and Wharves Working Account shows an increase of £6,000 in the net loss over last year. Receipts fell off by about £2,000 and expenditure, including expenditure on exceptional electrical equipment and repairs to viaduct, increased by approximately £4,000.

#### 125. Hotels, Refreshment Rooms and Dining Cars :

The receipts from the operation of the Hotels, Refreshment Rooms and Dining Cars increased by over £67,000, and the result for the year was a net improvement of £32,000, compared with the previous year.

126. Rates and fares were increased for Railway, Road Freight and Canal during the year by withdrawing the then existing 5% surcharge and substituting a 12½% surcharge. City Road Passenger fares were increased by 5% and the Provincial Road Passenger fares surcharge was increased from 5% to 12½%. These increases contributed to the better revenue earned in these Departments.

127. The total net loss for the year as shown by the Profit and Loss Account is £2,017,083, which compares with £2,091,720 last year.

128. The amount in the Appropriation Account for the non-repayable Grant of £1,923,000 under the Transport and Marine Services Vote of Dail Eireann includes £450,000 for the additional loss of the year ended 31st March, 1952, referred to in paragraph 117 of the Second Annual Report. Deducting this amount from the grant of £1,923,000 it will be seen that the amount received for the year to 31st March, 1953, was £1,473,000 whilst the loss for the year, excluding interest on Transport Stocks, was £1,539,977.

129. The year ended 31st March, 1953, is the second complete year's accounts of the Board and the corresponding figures for the first complete year are shown in each account.

## X. DEVELOPMENT.

130. In the Second Annual Report for the year ended March, 1952, paragraph 130 included the following statement :—

“ There is every possibility that, if the Board was in a position quickly to provide itself with modern equipment, particularly motive power on the railways, substantial reductions could be effected in this measure of annual loss. Plans to bring about this state of affairs are being pushed on with all expedition.”

131. In January last, a full memorandum on the future working of C. I. E. was prepared and submitted to the Government. This memorandum contained proposals affecting each Department. The most important changes visualised, however, were in railway working where it was proposed that steam locomotives should be substituted entirely by diesel traction.

132. These proposals, if adopted, offered the encouraging possibility, provided the present volume of traffic carried on the Board's services would be maintained in future, of the undertaking being able to operate without any annual deficit.

133. It is not possible in this report to comment any further on the matter as the memorandum was under consideration by the Government at the close of the year.

T. C. COURTNEY,  
*Chairman*

H. G. BOARDMAN,  
*Secretary*

A. MALCOLM,  
*Chief Accountant*

# Statement of Accounts

and

## Statistics

*for the year ended*

31st March 1953

REVENUE ACCOUNTS FOR YEAR

RAILWAY

1952	EXPENDITURE	1953
£		£
1,033,754	Maintenance of Lines and Works ... ..	997,333
1,124,043	Maintenance of Rolling Stock ... ..	1,067,717
	Traffic Expenses:—	
		£
1,613,884	Fuel ... ..	1,352,456
2,499,637	Other Expenses ... ..	2,628,634
4,113,521		3,981,090
547,652	Other Expenditure ... ..	533,465
637,000	Depreciation ... ..	974,000
£7,455,970		£7,553,605

ROAD PASSENGER

1952	EXPENDITURE	1953
£		£
7,961	Maintenance of Buildings ... ..	6,915
637,806	Maintenance of Vehicles and Equipment ... ..	619,850
	Traffic Expenses:—	
		£
574,935	Fuel ... ..	676,407
159,712	Road Tax and Licences ... ..	171,615
2,006,028	Other Expenses ... ..	2,167,364
2,740,675		3,015,386
250,129	Other Expenditure ... ..	363,161
186,147	Depreciation ... ..	149,131
210,853	Transfer to Renewal Fund ... ..	227,869
4,033,571		4,382,312
392,834	Balance to Profit and Loss Account ... ..	259,792
£4,426,405		£4,642,104

ROAD FREIGHT

1952	EXPENDITURE	1953
£		£
3,670	Maintenance of Buildings ... ..	4,353
296,594	Maintenance of Motor Vehicles, Horses and Equipment ... ..	306,243
	Traffic Expenses:—	
		£
141,830	Fuel ... ..	176,755
35,546	Provender ... ..	30,253
43,549	Road Tax and Licences ... ..	49,549
678,858	Other Expenses ... ..	711,920
899,783		968,477
62,950	Other Expenditure ... ..	97,712
109,263	Depreciation ... ..	129,447
360	Transfer to Renewal Fund ... ..	1,902
1,372,620		1,508,134
Dr. 10,616	Balance to Profit and Loss Account ... ..	33,913
£1,362,004		£1,542,047



ENDED 31st MARCH, 1953.

WORKING

1952		RECEIPTS	1953
£			£
2,012,711	Passenger Train Traffic	... ..	2,252,852
3,717,434	Goods Train Traffic	... ..	3,724,155
5,730,145			5,977,007
39,064	Miscellaneous	... ..	41,582
5,769,209			6,018,589
1,686,761	Balance to Profit and Loss Account	... ..	1,535,016
£7,455,970			£7,553,605

WORKING

1952		RECEIPTS	1953
£			£
4,291,895	Passenger Services	... ..	4,491,622
134,510	Miscellaneous	... ..	150,482
£4,426,405			£4,642,104

WORKING

1952		RECEIPTS	1953
£			£
1,354,978	Goods Services	... ..	1,483,787
7,026	Miscellaneous	... ..	8,260
—	From Railway, loss on Collection and Delivery Services		50,000
£1,362,004			£1,542,047

REVENUE ACCOUNTS FOR YEAR

VESSEL

1952	EXPENDITURE	1953
£		£
176	Maintenance of Vessel and Equipment ... ..	296
	Traffic Expenses :—	
762	Fuel ... ..	3,913
3,603	Other Expenses ... ..	5,367
4,365		9,280
512	Other Expenditure ... ..	2,568
£5,053		£12,144

CANAL

1952	EXPENDITURE	1953
£		£
3,042	Maintenance of Buildings ... ..	1,970
43,073	Maintenance of Waterways and Works ... ..	39,854
	Traffic Expenses :—	
8,554	Fuel ... ..	9,102
117,637	Other Expenses ... ..	123,163
126,191		132,265
29,196	Other Expenditure ... ..	25,271
400	Depreciation ... ..	330
£201,902		£199,690

HOTELS, REFRESHMENT ROOMS

1952	EXPENDITURE	1953
£		£
17,398	Maintenance of Buildings ... ..	10,859
22,015	Maintenance of Cars and Equipment ... ..	28,984
	Working Expenses :—	
76,753	Salaries, Wages, Office expenses, etc. ... ..	82,950
217,703	Provisions, Wines, etc. ... ..	248,052
42,673	Other Expenses ... ..	40,931
337,129		371,933
21,372	Other Expenditure ... ..	21,501
252	Depreciation ... ..	153
398,166		433,430
Dr. 25,112	Balance to Profit and Loss Account ... ..	7,241
£373,054		£440,671

DOCKS, HARBOURS AND

1952	EXPENDITURE	1953
£		£
6,232	Maintenance of Docks, Harbours and Wharves and Equipment ... ..	9,938
6,614	Operating Expenses ... ..	6,937
8,900	Dredging ... ..	8,900
2,621	Other Expenditure ... ..	2,799
£24,367		£28,574

ENDED 31st MARCH, 1953—*continued.*

WORKING

1952		RECEIPTS	1953
£			£
1,027	Passengers ... ..		3,605
1,231	Goods ... ..		3,151
369	Miscellaneous ... ..		901
2,677			7,657
2,376	Balance to Profit and Loss Account ... ..		4,487
£5,053			£12,144

WORKING

1952		RECEIPTS	1953
£			£
115,715	Goods Traffic... ..		122,017
12,220	Miscellaneous ... ..		13,925
21,235	Rents ... ..		21,691
149,170			157,633
52,732	Balance to Profit and Loss Account ... ..		42,057
£201,902			£199,690

AND RESTAURANT CARS WORKING

1952		RECEIPTS	1953
£			£
373,054	Receipts from Hotels, Refreshment Rooms and Restaurant Cars ... ..		440,671
£373,054			£440,671

WHARVES WORKING

1952		RECEIPTS	1953
£			£
1,107	Harbour, Light and Dock Dues ... ..		1,331
6,320	Wharf and Pier Dues ... ..		5,386
7,579	Craneage and Other Services ... ..		6,668
15,006			13,385
9,361	Balance to Profit and Loss Account ... ..		15,189
£24,367			£28,574

REVENUE ACCOUNTS FOR YEAR

PROFIT AND

1952	EXPENDITURE	1953
£		£
	Balances from :—	
1,686,761	Railway Working ... ..	1,535,016
2,376	Vessel Working ... ..	4,487
52,732	Canal Working ... ..	42,057
9,361	Docks, Harbours and Wharves Working ... ..	15,189
1,751,230		1,596,749
	Interest on Transport Stocks :—	
296,672	3 % Transport Stock, 1955/60 ... ..	296,672
75,000	2½% Transport Stock, 1965/75 ... ..	75,000
105,434	3 % Transport Stock, 1975/85 ... ..	105,434
477,106		477,106
	Guaranteed Interest on :—	
43,473	Fishguard and Rosslare Railways and Harbours Company (in Ireland) ... ..	43,491
9,790	Other Interest ... ..	40,738
180,000	Pension Trust Fund ... ..	180,000
£2,461,599		£2,338,084

APPROPRIATION

1952	EXPENDITURE	1953
£		£
1,808,884	Balance from last year ... ..	2,083,604
2,091,720	Balance from Profit and Loss Account ... ..	2,017,083
£3,900,604		£4,100,687

ENDED 31st MARCH, 1953—(continued).

LOSS ACCOUNT

1952		RECEIPTS	1953
£			£
	Balances from :—		
392,834	Road Passenger Working	... ..	259,792
Dr. 10,616	Road Freight Working	... ..	33,913
Dr. 25,112	Hotels, Refreshment Rooms and Restaurant Cars Working	... ..	7,241
357,106			300,946
12,234	Rents	... ..	19,636
539	Transfer Fees	... ..	419
2,091,720	Balance to Appropriation Account	... ..	2,017,083
£2,461,599			£2,338,084

ACCOUNT

1952		RECEIPTS	1953
£			£
1,817,000	Non repayable Grants under Transport and Marine Services Votes of Dáil Éireann	... ..	1,923,000
2,083,604	Balance to next Account	... ..	2,177,687
£3,900,604			£4,100,687

## BALANCE SHEET AS

1952		Amount of Stock at 1st April, 1952	Amount received during year	TOTAL
£		£	£	£
	<b>CAPITAL ISSUES :</b>			
9,889,083	3 % Transport Stock, 1955/60	9,889,083	—	9,889,083
3,000,000	2½ % Transport Stock, 1965/75	3,000,000	—	3,000,000
3,514,460	3 % Transport Stock, 1975/85	3,514,460	—	3,514,460
<u>16,403,543</u>		<u>16,403,543</u>	<u>—</u>	<u>16,403,543</u>
	<b>CURRENT LIABILITIES :</b>			
284,130	Amount due to Bankers ... ..		157,810	
1,105,800	Sundry Creditors ... ..		1,158,388	
	Advances under Section 18, Transport Act, 1944 and Section 30, Transport Act, 1950, with interest thereon ...		1,434,769	
937,367	Advance in respect of Capital Expenditure under Transport and Marine Services Supplementary Vote of Dáil Éireann, 30th November, 1949 ... ..		2,462,369	
2,462,369	Expenses accrued ... ..		692,501	
636,537	Taxation ... ..		84,276	
90,232				
<u>5,516,435</u>				<u>5,990,113</u>
	<b>RESERVE FUNDS :</b>			
372,461	Renewal Fund ... ..			602,232
<u>£22,292,439</u>				<u>£22,995,888</u>

## AUDITORS'

As Auditors appointed by the Board under Section 34 (2) of the Transport Act, examined the above Balance Sheet and the Revenue Accounts connected therewith and

No provision has been made for any interest that may be payable on the advance

The basis of depreciation has been revised during the year and the new basis is fully

In our opinion the above Balance Sheet is properly drawn up so as to exhibit a true the best of our information and the explanations given to us and as shown by the books

DUBLIN,

3rd September, 1953.

AT 31st MARCH, 1953

1952		Amount at 1st April, 1952	Additions during Year, New Assets and Renewals	Deductions during Year, Depreci- ation and Sales	TOTAL
£		£	£	£	£
	<b>FIXED ASSETS :</b>				
6,882,906	Railway Lines and Works	6,882,906	646,958	639,838	6,890,026
2,835,675	Railway Rolling Stock	2,835,675	689,638	357,135	3,168,178
1,552,852	Road Passenger Vehicles	1,552,852	213,466	149,214	1,617,104
	Road Freight Vehicles				
813,906	and Equipment ...	813,906	111,187	129,859	795,234
672,226	Canal ... ..	672,226	1,163	3,880	669,509
	Canal Barges and				
22,606	Equipment ... ..	22,606	163	942	21,827
1,682,186	Land and Buildings ...	1,682,186	12,662	12,251	1,682,597
361,750	Plant and Machinery	361,750	46,245	4,697	403,298
	Docks, Harbours and				
213,714	Wharves ... ..	213,714	40	15	213,739
	Hotels, including				
365,284	Catering Equipment	365,284	23,012	215	388,081
<b>15,403,105</b>		<b>15,403,105</b>	<b>1,744,534</b>	<b>1,298,046</b>	<b>15,849,593</b>
	<b>CURRENT ASSETS :</b>				
2,527,516	Stocks of Stores (less reserve) ... ..			2,722,758	
196,255	Payments in Advance ... ..			231,129	
904,434	Sundry Debtors ... ..			957,940	
123,924	Cash at Bank and in Hand ... ..			2,657	
459,367	Investments at Cost (less Reserve) (Market Value £432,603) ... ..			458,957	
<b>4,211,496</b>					<b>4,373,441</b>
564,433	<b>FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS COMPANY</b> ... ..				565,366
29,801	<b>BARROW NAVIGATION</b> ... ..				29,801
2,033,604	<b>APPROPRIATION ACCOUNT (Balance transferred)</b> ... ..				2,177,687
<b>£22,292,439</b>					<b>£22,995,888</b>

A. MALCOLM, *Chief Accountant.*

## REPORT

1950, with the consent of the Minister for Industry and Commerce, we report that we have obtained all the information and explanations which we have required.

under Transport and Marine Services Vote of Dáil Éireann, 30th November, 1949.

explained in the Third Annual Report of the Board.

and correct view of the state of the Board's affairs at 31st March, 1953, according to of the Board.

CRAIG, GARDNER & COMPANY,  
*Chartered Accountants.*

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1953

STATISTICS OF ASSETS

MILEAGE OF RAILWAY LINES

	First Track		Other Track		Sidings		TOTAL	
	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.
Lines owned by Board ...	1888	75	288	38	298	79	2476	32
	<i>1906</i>	<i>77</i>	<i>288</i>	<i>61</i>	<i>281</i>	<i>28</i>	<i>2477</i>	<i>06</i>
Lines jointly owned (Board's share of ownership) ...		08		08		05		21
		<i>08</i>		<i>08</i>		<i>05</i>		<i>21</i>
Lines leased or worked by the Board ... ..	118	73	5	15	11	03	135	11
	<i>120</i>	<i>17</i>	<i>5</i>	<i>14</i>	<i>9</i>	<i>49</i>	<i>135</i>	<i>0</i>
TOTAL ... ..	2007	76	293	61	310	07	2611	64
	<i>2027</i>	<i>22</i>	<i>294</i>	<i>03</i>	<i>291</i>	<i>02</i>	<i>2612</i>	<i>27</i>

MILEAGE OF CANALS

	Open for Navigation		Supply Canals —not open for Navigation	
	M.	Ch.	M.	Ch.
Grand Canal:				
Main Line and Branches ... ..	194	55	13	35
	<i>200</i>	<i>10</i>	<i>8</i>	<i>00</i>
Shannon Navigation ... ..	123	00	—	—
	<i>123</i>	<i>00</i>	—	—
Barrow Navigation ... ..	30	00	—	—
	<i>30</i>	<i>00</i>	—	—
Royal Canal ... ..	95	43	—	—
	<i>95</i>	<i>43</i>	—	—
TOTAL ... ..	443	18	13	35
	<i>448</i>	<i>53</i>	<i>8</i>	<i>00</i>

LOCOMOTIVES

	1953	1952
	No.	No.
Steam—		
Tender Engines ... ..	333	337
Tank Engines ... ..	63	72
Diesel Electric Engines ... ..	7	7
Non-Standard Gauge—Steam ... ..	26	26
TOTAL ... ..	429	442
Tenders ... ..	366	366

Figures in italics are in respect of the year 1952.



## STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1953—continued

## RAIL MOTOR VEHICLES

	No.	Seats		
		1st	3rd	TOTAL
Diesel Rail Cars Standard Gauge ...	20	240	640	880
	4	48	128	176
Diesel Rail Cars Non-Standard Gauge	4	—	164	164
	2	—	82	82

## COACHING VEHICLES

Type	Seats				Number of Vehicles	
	First		Third		1953	1952
	1953	1952	1953	1952		
Carriages of Uniform Class	2,175	2,295	24,628	24,762	471	479
Composite Carriages ...	3,683	3,663	6,303	6,320	202	201
Restaurant Cars ...	115	151	466	360	19	15
<b>TOTAL ...</b>	<b>5,973</b>	<b>6,109</b>	<b>31,397</b>	<b>31,442</b>	<b>692</b>	<b>695</b>
Ambulance Coaches ...					2	2
Radio Van ...					2	1
Post Office Vans ...					18	18
Luggage, Parcel and Brake Vans ...					154	154
Carriage Trucks ...					44	47
Horse Boxes ...					174	174
Miscellaneous ...					66	69
<b>TOTAL ...</b>					<b>1,152</b>	<b>1,160</b>

## RAIL SERVICE VEHICLES

	1953	1952
	No.	No.
Gasholder Trucks ...	31	31
Locomotive Coal-wagons ...	461	465
Ballast Trucks ...	389	389
Mess and Tool Vans ...	69	66
Breakdown Cranes ...	10	10
Travelling Cranes ...	7	7
Miscellaneous ...	150	152
Departmental Steam Locos. ...	2	2
Departmental Petrol Rail Motors ...	5	5
<b>TOTAL ...</b>	<b>1,124</b>	<b>1,127</b>

Figures in italics are in respect of the year 1952.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1953—continued.

RAIL MERCHANDISE AND MINERAL VEHICLES

	Under 8 tons	8 tons and up to 12 tons	Over 12 tons	Number	Tonnage Capacity	
					Total	Average per Vehicle
<b>FREIGHT VEHICLES</b>						
Open Wagons ...	257	4,245	19	4,521	43,809	9.69
	<i>259</i>	<i>4,259</i>	<i>19</i>	<i>4,537</i>	<i>43,961</i>	<i>9.68</i>
Covered Wagons ...	934	3,800	4	4,738	41,567	8.77
	<i>975</i>	<i>3,801</i>	<i>4</i>	<i>4,780</i>	<i>41,852</i>	<i>8.70</i>
Special Wagons for loads of exceptional dimensions and weight ...	...	...	...	24	524	21.83
				<i>24</i>	<i>524</i>	<i>21.83</i>
Cattle Trucks ...	...	...	...	2,081	15,290	7.35
				<i>1,995</i>	<i>14,219</i>	<i>7.12</i>
Rail and Timber Trucks (including twin trucks)				292	2,836	9.71
				<i>324</i>	<i>3,216</i>	<i>9.93</i>
Miscellaneous ...	...	...	...	100	1,386	13.86
				<i>70</i>	<i>1,038</i>	<i>14.82</i>
<b>TOTAL</b>	...	...	...	11,756	105,412	8.97
				<i>11,730</i>	<i>104,810</i>	<i>8.93</i>
<b>CONTAINERS</b>						
Large Covered ...	...	...	...	12	30	2.50
				<i>12</i>	<i>30</i>	<i>2.50</i>
Small Covered ...	...	...	...	30	75	2.50
				<i>30</i>	<i>75</i>	<i>2.50</i>
Open Brick ...	...	...	...	100	225	2.25
				<i>100</i>	<i>225</i>	<i>2.25</i>
Insulated meat ...	...	...	...	50	200	4.00
				<i>11</i>	<i>44</i>	<i>4.00</i>
Milk ...	...	...	...	6	—	—
				<i>6</i>	—	—
<b>TOTAL</b>	...	...	...	198	530	2.76
				<i>159</i>	<i>374</i>	<i>2.44</i>
<b>BRAKE VANS</b>	...	...	...	226		
				<i>230</i>		

Figures in italics are in respect of the year 1952.

## ROAD VEHICLES

## PASSENGER VEHICLES :

	Number		Seating Capacity			
			Total		Average Per Vehicle	
	1953	1952	1953	1952	1953	1952
Double-deck Buses ...	557	507	33,346	30,046	59.8	59.2
Single-deck Buses ...	415	452	15,136	16,237	36.4	35.9
Luxury Touring Coaches	52	52	1,560	1,560	30.0	30.0
Ambulance (Berths) ...	3	3	16	16	5.3	5.3
<b>TOTAL ...</b>	<b>1,027</b>	<b>1,014</b>	<b>50,058</b>	<b>47,859</b>	<b>48.7</b>	<b>47.2</b>

 GOODS, PARCELS VEHICLES  
AND HORSEBOXES :

	Under 6 tons capacity		6 tons capacity and over		TOTAL	
	1953	1952	1953	1952	1953	1952
Lorries ...	204	220	339	339	543	559
Vans ...	63	49	—	—	63	49
Tractors ...	—	—	67	69	67	69
Horseboxes ...	—	—	—	—	35	32
					708	709
<b>TRAILERS :</b>						
Special purposes ...					32	32
Articulated ...					146	140
Flat 4-wheel ...					118	118
Others ...					—	10
<b>HORSE-DRAWN VEHICLES :</b>						
Wagons and Carts ...					390	396
<b>TOTAL ...</b>					<b>1,394</b>	<b>1,405</b>
Horses for Road Vehicles					279	283
<b>CONTAINERS :</b>						
Furniture ...					105	105
Livestock ...					109	82
Alcohol ...					1	1
Grain ...					8	—
Tar and Bitumen ...					8	—
					231	188
<b>STAFF CARS (including 4 Station Wagons)</b>					63	70
<b>SERVICE VEHICLES</b>					31	28

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1953—*continued.*

STATISTICS OF OPERATIONS

TONNAGE OF THE PRINCIPAL CLASSES OF MERCHANDISE AND MINERALS CARRIED BY GOODS TRAIN

Originating on Board's System		1953	1952
		Tons	Tons
Ale and Porter (including empties) ... ..		176,733	193,491
Bacon and Hams, Butter and Eggs ... ..		24,578	25,442
Beet ... ..		286,030	302,064
Flour and Bran, Sharps and other Flour Mill Offal		114,164	124,814
Grain ... ..		217,773	248,722
Groceries (excluding bacon, hams and butter)		233,195	233,230
Manure ... ..		89,238	121,275
Oil Cake and Cattle Foods ... ..		9,529	14,055
Oil Cake and Cattle Foods, Beet Pulp ... ..		30,901	26,434
Potatoes ... ..		7,295	8,029
Timber ... ..		22,264	27,210
Turf ... ..		11,328	67,517
TOTAL ... ..		1,223,028	1,442,283

NUMBER OF LIVESTOCK CARRIED BY GOODS TRAIN

		1953	1952
		No.	No.
Horses ... ..		12,341	18,244
Cattle ... ..		605,109	683,685
Calves ... ..		30,054	37,967
Sheep ... ..		164,214	144,117
Pigs ... ..		29,937	25,681
Other Animals ... ..		1,090	1,832
TOTAL ... ..		842,745	911,526

ENGINE MILEAGE

	Coaching	Goods	Other	Total
Steam Tender and Tank Engines	3,733,912	2,924,603	2,474,375	9,132,890
	<i>3,825,300</i>	<i>3,221,388</i>	<i>2,624,481</i>	<i>9,671,169</i>
Diesel Electric Engines ... ..	37,178	6,453	20,030	63,661
	<i>36,074</i>	<i>11,935</i>	<i>24,870</i>	<i>72,879</i>
Diesel Rail Cars ... ..	204,171	—	30,087	234,258
	<i>1,175</i>	<i>—</i>	<i>684</i>	<i>1,859</i>
Total Engine Miles ... ..	3,975,261	2,931,056	2,524,492	9,430,809
	<i>3,862,549</i>	<i>3,233,323</i>	<i>2,650,035</i>	<i>9,745,907</i>

Figures in italics are in respect of the year 1952.

## STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1953—continued.

## STATISTICS OF RAIL OPERATIONS

	1953	1952
<b>TOTAL ENGINE HOURS PER TRAIN ENGINE HOUR</b>		
<i>Steam</i>		
Coaching ... ..	1-38	1-35
Freight ... ..	2-23	2-15
<i>Diesel Rail Cars</i>		
Coaching ... ..	1-00	1-00
<i>Diesel Electric</i>		
Coaching ... ..	1-05	1-04
<b>TRAIN MILES PER TRAIN ENGINE HOUR</b>		
<i>Coaching</i>		
Steam ... ..	18-00	17-85
Diesel Electric (Locomotives only) ... ..	23-09	21-35
Diesel Rail Cars { Standard Gauge ... ..	28-08	—
{ Narrow Gauge ... ..	16-94	15-64
<i>Freight</i>		
Steam ... ..	11-28	10-93
Diesel Shunters ... ..	7-03	6-39
<b>TON MILES PER ENGINE HOUR</b>		
Per Train Engine Hour ... ..	701	726
Per Engine Shunting Hour ... ..	695	763
Per Total Engine Hour ... ..	349	372
<b>TON MILES PER TRAIN MILE</b>		
(Train Load, in tons) ... ..	71	75
<b>WAGON MILES PER TRAIN MILE</b>		
(Number of Wagons per train)		
Loaded ... ..	19-09	18-73
Empty ... ..	7-05	6-68
Total ... ..	26-14	25-41
<b>WAGON MILES PER HOUR</b>		
Per Engine Hour ... ..	258-58	245-19
Per Engine Shunting Hour ... ..	256-17	257-54
Per Total Engine Hour ... ..	128-68	125-61
<b>AVERAGE WAGON LOAD</b>		
... ..	tons 3-71	tons 4-02

## STATISTICS OF RECEIPTS

## RAIL PASSENGER TRAFFIC

Class of Passenger	Number	Receipts	Receipts per Journey	
			s.	d.
Ordinary :—				
1st Class ... ..	248,169	131,716	10	7-38
	<i>272,101</i>	<i>130,240</i>	9	6-80
3rd Class ... ..	5,811,046	1,357,186	4	8-05
	<i>5,829,184</i>	<i>1,201,832</i>	4	1-50
TOTAL ... ..	6,059,215	1,488,902	4	10-97
	<i>6,101,285</i>	<i>1,332,072</i>	4	4-4
Season :—				
1st Class ... ..	226,783	6,592	6-98	
	<i>240,392</i>	<i>6,317</i>	6-31	
3rd Class ... ..	1,943,472	43,674	5-39	
	<i>1,950,115</i>	<i>39,862</i>	4-90	
TOTAL ... ..	2,170,255	50,266	5-56	
	<i>2,190,507</i>	<i>46,179</i>	5-06	
		Total Units	Average Receipts per unit	
Passenger Miles ... ..		217,588,370	1-70d.	
		<i>222,142,199</i>	<i>1-49d.</i>	
Passenger Journeys ... ..		8,229,470	44-89d.	
		<i>8,291,792</i>	<i>39-89d.</i>	
Loaded Train Miles ... ..		3,920,741	7s. 10d.	
		<i>3,815,322</i>	<i>7s. 3d.</i>	
Miles of Road (First Track) ... ..		2,008	£767	
		<i>2,027</i>	<i>£680</i>	

Figures in italics are in respect of the year 1952.

STATISTICS OF RECEIPTS

FREIGHT TRAIN TRAFFIC

Classification	Receipts	Tons Carried	Ton Miles	Average Length of haul in miles	Average Receipts	
					per ton	per ton mile
	£				£ s. d.	Pence
Merchandise	2,942,562	1,706,654	146,159,509	85.64	1 14 6	4.83
	<i>2,875,003</i>	<i>1,903,718</i>	<i>163,945,992</i>	<i>86.12</i>	<i>1 10 2</i>	<i>4.21</i>
Minerals ...	285,397	406,402	25,418,662	62.55	14 1	2.69
	<i>304,019</i>	<i>474,865</i>	<i>31,049,545</i>	<i>65.39</i>	<i>12 10</i>	<i>2.35</i>
Coal and Coke	89,749	113,437	7,711,317	67.98	15 10	2.79
	<i>115,068</i>	<i>157,623</i>	<i>10,584,015</i>	<i>67.15</i>	<i>14 7</i>	<i>2.61</i>
TOTAL ...	3,317,708	2,226,493	179,289,488	80.53	1 9 10	4.44
	<i>3,294,090</i>	<i>2,536,206</i>	<i>205,579,552</i>	<i>81.06</i>	<i>1 6 0</i>	<i>3.85</i>
	£	No.				
Livestock ...	406,447	842,745	—	72.22		
	<i>423,344</i>	<i>911,526</i>	—	<i>74.27</i>		
				Total Units	Average Receipts per unit	
Loaded Train Miles ... ..				2,765,924	£1 6 11	
				<i>3,030,984</i>	<i>£1 4 6</i>	
Loaded Wagon Miles ... ..				55,963,463	15.97 pence	
				<i>60,546,600</i>	<i>14.74</i> ..	
Miles of Road (First Track) ... ..				2,008	£1,855	
				<i>2,027</i>	<i>£1,834</i>	

Figures in italics are in respect of the year 1952.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1953—*Continued*  
STATISTICS OF RECEIPTS

ROAD PASSENGER SERVICES

	Receipts	Passengers Carried	Vehicle Miles	Passenger Miles (Estimated)
	£			
Dublin City Service ...	2,843,232	233,169,067	25,915,401	410,377,557
	<i>2,730,446</i>	<i>241,449,755</i>	<i>26,075,950</i>	<i>545,676,446</i>
Other Cities' Services ...	367,939	35,337,610	3,726,119	61,840,871
	<i>362,175</i>	<i>35,292,700</i>	<i>3,090,487</i>	<i>65,185,616</i>
Provincial Services ...	1,080,939	10,657,735	10,040,866	123,629,726
	<i>1,019,830</i>	<i>10,998,978</i>	<i>10,687,200</i>	<i>122,374,629</i>
Tours and Private Hire ...	199,511	870,152	1,300,090	—
	<i>179,444</i>	<i>873,226</i>	<i>1,245,277</i>	—
TOTAL ...	4,491,621	280,034,564	40,982,476	—
	<i>4,291,895</i>	<i>288,614,659</i>	<i>41,098,914</i>	—
	Per Journey	Per Mile	Per Passenger Mile	
Average Receipts :				
Dublin City Services ...	2.93	26.33	1.66	
	<i>2.71</i>	<i>25.13</i>	<i>1.20</i>	
Other Cities' Services ...	2.50	23.70	1.43	
	<i>2.46</i>	<i>28.13</i>	<i>1.33</i>	
Provincial Services ...	24.34	25.84	2.10	
	<i>22.25</i>	<i>22.90</i>	<i>2.00</i>	

Figures in italics are in respect of year 1952.



## STATISTICS OF RECEIPTS

## ROAD FREIGHT SERVICES

Type	Vehicle Miles	Tonnage	Receipts	Average Rate per Ton	
Scheduled Services ... ..	2,181,389	199,854	£ 252,236	s. 25	d. 2·9
	<i>2,289,622</i>	<i>212,552</i>	<i>241,135</i>	<i>28</i>	<i>8·3</i>
Railhead C. & D. Services	512,705	148,431	81,373	10	11·6
	<i>786,795</i>	<i>186,033</i>	<i>93,041</i>	<i>10</i>	<i>0·3</i>
Direct Road Services ... ..	6,902,601	1,564,871	770,608	9	10·2
	<i>6,209,133</i>	<i>1,269,009</i>	<i>656,025</i>	<i>10</i>	<i>4·1</i>
TOTAL ... ..	9,596,695	1,913,156	1,104,217	11	6·5
	<i>9,285,550</i>	<i>1,667,594</i>	<i>990,201</i>	<i>11</i>	<i>10·5</i>
Livestock ... ..	1,489,465	No. 252,656	£ 154,131	—	
	<i>1,644,581</i>	<i>261,915</i>	<i>150,552</i>	—	

## GRAND CANAL TRAFFIC

Classification	Tonnage Carried by C.I.E. Barges	Receipts	Average Rate Per Ton	
Merchandise ... ..	79,084	£ 118,372	s. 29	d. 11·2
	<i>83,147</i>	<i>111,720</i>	<i>26</i>	<i>10·5</i>
Coal, Coke and Patent Fuel ... ..	209	218	20	10·3
	<i>378</i>	<i>323</i>	<i>17</i>	<i>1·1</i>
Other Minerals ... ..	5,031	3,428	13	7·5
	<i>5,605</i>	<i>3,672</i>	<i>13</i>	<i>1·0</i>
TOTAL ... ..	84,324	122,018	28	11·3
	<i>89,130</i>	<i>115,715</i>	<i>25</i>	<i>11·5</i>

Figures in italics are in respect of the year 1952.



CÓRAS

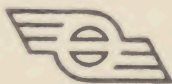
IOMPAIR

ÉIREANN

# FOURTH ANNUAL REPORT

*for the Year ended*

**31st MARCH 1954**



KINGSBRIDGE STATION, DUBLIN

MEMBERS OF THE BOARD OF CÓRAS IOMPAIR ÉIREANN  
ON THE 31ST MARCH, 1954.

MR. T. C. COURTNEY (Chairman—Full-time)

MR. J. BRUTON

MR. D. L. DALY

MR. P. J. FLOYD

MR. E. H. MURPHY

MR. W. MURPHY

MR. J. T. O'FARRELL

# FOURTH ANNUAL REPORT FOR THE YEAR ENDED 31st MARCH, 1954

## I. INTRODUCTION

1. Córas Iompair Éireann presents its Annual Report, with Statement of Accounts and Statistics attached, for the year ended 31st March, 1954.
2. The membership of the Board, appointed by the Government on 31st May, 1950, remained unchanged throughout the year under review.

## II. ADMINISTRATION AND ORGANISATION

3. The form of organisation for administration and management remained unaltered.

4. The close relations with the Minister for Industry and Commerce on matters for which he was responsible and on general development policy, and with the Officers of his Department, continued, and their co-operation in dealing with matters on which they were consulted is appreciated.

5. Mr. Hartnell Smith, Chief Accountant of the Board, was appointed Financial Adviser early in the year, and was succeeded as Chief Accountant by Mr. A. Malcolm.

6. Mr. Hartnell Smith retired from the service of the Board at the end of the year, and the Board wishes to place on record appreciation of the long and distinguished service which he gave to the Board and its predecessors.

## III. SERVICES

### RAIL :

7. During the year, 14 diesel train sets were introduced to traffic, bringing the total number of such sets in service at the end of the year, to 20. These trains have enabled improved running to be made in main line services and have proved popular with the travelling public.

8. Experience indicates that diesel trains have encouraged more frequent travel and discouraged the use of private cars for long-distance journeys.

9. A non-stop service of diesel trains in both directions between Dublin and Cork, was introduced.

10. Excursion traffic showed an increase over the previous year.

11. Over 100 special trains operated for Knock pilgrimage traffic—an increase of 16 over last year. The Radio Train was used more extensively on this service—62 occasions, as compared with 43 in the previous year.

12. Three buses were converted to ambulances for use on Knock Shrine Pilgrimage traffic, bringing the number of such units in operation to 6. With the rail ambulance units which have been in operation for some time, a complete rail and road service for conveyance of invalids to Knock Shrine is available.

13. For the usual day trips to Killarney and Galway the Radio Train was operated more extensively than during the previous season, as the service commenced during the period of An Tóstal.

14. There was an increased number of long-distance passengers and a decline in the number of suburban and short-distance passengers carried.

15. Passenger revenue increased, compared with the previous year, due to :—

(a) The benefit for a full year of the increase in fares introduced in February, 1953.

(b) The increase in the number of long-distance passengers.

(c) The introduction of day trips at single fare for the return journey, to the principal cities, available on a selected day each week from a number of stations.

(d) The increase in the number of long-distance excursions to Knock Shrine.

16. New main line passenger rolling stock was put into service during the year, comprising 28 diesel rail car units—bringing the total number of such units in service to forty—18 Third Class coaches, 10 composite coaches and 11 buffet cars.

17. Goods traffic showed an increase over the previous year, particularly in the carriage of beet, turf, gypsum, tar and bitumen.

18. The increase in the carriage of beet—142,000 tons—was particularly steep, and is accounted for by the greater acreage under beet and by an increase in the number of growers contracting for our services.

19. The grain season was also exceptionally heavy, and, in fact, overlapped the beet season, so that our services were very fully taxed during that portion of the year.

20. New freight rolling stock put into service included 320 covered wagons, 5 timber trucks, 4 machinery trucks and 30 goods brake vans.

21. In the realm of export traffics, notable features were the carriage of a large tonnage of gypsum rock from Kingscourt, and of anthracite from Castlecomer and Laffansbridge.

22. The number of cattle transported by rail—531,000—was 75,000 less than in the previous year, due mainly to :—

(a) An increase in road competition.

(b) The development of dressed meat factories, which resulted in local purchasing of stock.

(c) Direct buying from the land.

(d) The unusually heavy buying by Northern Ireland purchasers, who carried the stock in their own vehicles, or used those of private hauliers.

23. Two hundred and fifty-eight new cattle wagons were built and placed in service. These, with the other new freight rolling stock referred to in paragraphs 20 and 28, amount to a total of 634 vehicles built and placed in service.

24. To provide for the more efficient and economical washing of cattle wagons, additional equipment was provided at Limerick and Thurles.

25. There was an increase in the tonnage of dressed meat carried during the year, as compared with the previous year, although it did not quite reach the high level anticipated. Four new factories, which went into production during the year, contributed substantial traffic to our services.

26. An arrangement was introduced whereby British Railways supplied a pool of insulated containers for the shipment of cross-channel dressed meat traffic by their services. An arrangement for through booking of this traffic to Great Britain was also introduced.

27. The development of bulk haulage of tar and bitumen was marked, and a greatly increased tonnage was carried. County Councils provided themselves with the necessary equipment and facilities to avail of the bulk service. Leases of sites at stations for the installation of bulk storage plants were arranged.

28. Seventeen new rail tar tankers were put into service, making a total of 50 in operation during the year. These vehicles, with a total capacity of 83,000 gallons, were fully taxed in dealing with the traffic offering.

29. The provision of storage accommodation continued to play an important part in securing and holding traffic to rail services, and the Board was able to provide this accommodation at various points throughout the system.

30. Since the establishment of the Transport Tribunal, applications have been made to the Tribunal for Exemption Orders in respect of 11 branch railway lines, and 8 such Orders had been received at the close of the year.

31. Work commenced on the lifting of track on the Schull and Skibbereen narrow gauge branch railway line, in respect of which an Exemption Order had been obtained, and 7 miles of track had been lifted at the end of the year.

CANAL :

32. Increased tonnage carried, coupled with the benefit for a full year of the increase in rates which applied from February, 1953, resulted in a marked improvement in the revenue of this Section for the year.

33. Traffic on the canal at Derrycarney, near Ferbane, was interrupted from January to March, 1954, due to a breach which occurred in the south bank of the canal. During the interval a substitute road service was operated between Tullamore and the Shannon stations.

34. Two pairs of lock gates for the Royal Canal and 6 pairs for the Grand Canal, were constructed during the year, and a new lockhouse was built at 21st Lock, Shannon Line.

ROAD FREIGHT :

35. There was an increase in the tonnage carried by our motor lorry services during the year, which, with the increase in rates, accounted for a considerable improvement in the revenue of this section.

36. Hireage of vehicles to County Councils—a business which had been developing for some time past—produced additional revenue of £100,000, as compared with the previous year.

37. Increased carryings of ground limestone continued, and the tonnage for the year—233,000—represented an increase of 71,000 over the previous year. For this business and for County Council work, 50 tipper vehicles were added to the fleet during the year, and, in addition, 11 Austin lorries and 7 Comet lorries were converted to tippers.

38. Hired hauliers were also employed on this work and carried 283,000 tons of ground limestone during the year.

39. There was an increase of approximately 3,000 tons in the carriage of turf, the bulk of which was conveyed to the E.S.B. generating stations at Clonsast and Allenwood.

40. In respect of the transport of livestock by road, there was a decrease in revenue of £10,000. This decrease was partially offset by an increase of £7,000 in dressed meat traffic.

41. The establishment of additional meat factories tended to localise the movement of livestock, while the shipment of dead meat from local ports shortened the length of haul of this traffic, which was formerly forwarded through the Port of Dublin.

42. The opening up and extension of livestock markets in Northern Ireland resulted in a considerable movement of livestock. The bulk of this traffic was



conveyed in licensed hauliers' and owners' own vehicles, and accounted for a substantial reduction in our total carryings of livestock.

43. Twenty-three livestock containers were built and put into service. These units were required to cater for livestock traffic formerly carried on branch lines now closed, and to replace unsuitable fixed creeled vehicles.

44. Heavy haulage work continued to develop and the revenue earned—£23,000—showed an increase of £6,000 over the previous year.

45. Haulage of grain showed an increase of 10,000 tons. A proportion of the grain was conveyed in new grain hoppers which were provided, ten of which were in service at the end of the year.

46. Tonnage of cement carried during the year—110,000 tons—was the same as last year.

#### ROAD PASSENGER :

47. There was a considerable improvement in revenue on road passenger services as a whole, due to increased services, expansion of tour and private hire business, and the receipt for a full year of the increase in fares and charges.

48. Ninety-one new road passenger vehicles were built and put into service, of which 60 were single-deck service buses of orthodox type ; 25 single-deck buses with underfloor engines, and 6 double-deck coaches for service between Collinstown Airport and the City, which are operated for Aer Lingus Teo.

49. A new route, using double-deck buses, was provided between Aston's Quay and Finglas East—the site of a new housing scheme—and one of the existing services to Ballyfermot was extended to the site of the new fever hospital at Blackditch, near Clondalkin.

50. Provincial Services commenced operating from Store Street on the morning of 20th October, 1953. Ample passenger accommodation and facilities are provided. During the Christmas period no difficulties were experienced in dealing with the combined traffic of this Board and of the Great Northern Railway Board.

51. Special tours to view the illuminations during the period of An Tóstal, and extended Springtime Tours introduced at the same time, were both well supported.

52. There was an increase of 32 in the number of extended tours operated during the year, and revenue from this source increased by £10,000.

53. One hundred and seventeen tours were operated for private parties, including parties from visiting liners.

#### VESSEL SERVICE :

54. The s.s. "Dun Aengus" was out of service for survey during the first nine days of the year under review, and again from 22nd February to 24th March,

1954. A motor launch was chartered for relief duty and a regular service was thereby maintained throughout the year.

55. There was a small increase in passenger carryings. The tonnage of merchandise carried was practically the same as during the previous year.

56. The Sunday and Bank Holiday excursions suffered slightly as a result of the bad weather which prevailed during the holiday period.

#### HOTELS, REFRESHMENT ROOMS AND DINING CARS :

57. Increased receipts in Hotels amounted to £20,000 and in Dining and Buffet cars and Refreshment Rooms, £13,000.

58. Progress continued in the provision of improved telephone facilities in the Board's hotels. Telephones were installed in a number of bedrooms in each of the Board's six hotels and larger switchboards were installed at Killarney and Parknasilla.

59. At Parknasilla Hotel, a shop was opened for the sale of souvenirs. Pending the erection of a permanent one, a temporary shop was provided at Galway for the same purpose.

60. "En suite" bathrooms—13 at Killarney Hotel and 3 at Parknasilla Hotel—were provided. New beach dressing rooms were also made available at the latter hotel.

61. Improved lighting was provided in selected bedrooms in each of the Board's hotels.

62. Other facilities include a ladies' hair-dressing salon at Parknasilla Hotel, and a new dance floor in the function room at Killarney Hotel.

63. The new diesel buffet car services have proved very popular with the travelling public and receipts show an increase of £10,252 for the period under review.

#### IV. TRAFFIC DEVELOPMENT.

64. Special editions of tourist literature, with fares and tariffs shown in dollars, were printed and distributed in the United States and Canada.

65. Window displays and pictorial and map posters were made available to Travel Agents in Great Britain. Reciprocal poster arrangements with European Railways were reviewed and increased quantities of our posters supplied for exhibition.

66. Intensive press and magazine advertising was arranged and the Board co-operated with Fogra Failte, Aer Lingus Teo., British Railways and the British and Irish Steampacket Co., Ltd., in special campaigns to attract more British visitors to Ireland.

67. A new colour film—"Ireland—Land of Welcome"—advertising our motor coach tours and Great Southern Hotels, was specially produced and widely distributed with the co-operation of the Department of External Affairs, Fógra Fáilte, Aer Lingus Teo. and British Railways. The film has been very well received everywhere and has proved of value in the tourist promotion campaign.

68. A mobile stand, which had been completed during the previous year for service throughout the country, appeared at 23 provincial shows during the season.

## V. STAFF.

69. At the close of the period under review, the staff of the Board numbered 20,610—an increase of 73 on the previous year. This increase was due to employment of temporary staff recruited for special work.

70. The salaries and wages bill for the year amounted to £8,336,232. The total amount paid by the Board in salaries and wages, therefore, represented 59.4% of the Board's gross revenue receipts. Due to the full impact of increases granted in November, 1952, the salaries and wages bill was £339,564 in excess of that for the previous year.

71. Continuation Education Courses for youths in the Board's employment, were conducted during the year, and the reports submitted by school authorities indicated that the general progress of the juvenile employees attending this Course was satisfactory.

72. The Board made a contribution of £1,991 to the clubs and canteens operated for the benefit of employees.

73. The Safety First Association of Ireland has a special section devoted to Córás Iompair Éireann, and during the year, 195 awards were made to the Board's drivers who had accident-free records of from one to ten years.

## VI. ENGINEERING ACTIVITIES.

74. The customary standard of track maintenance and safety precaution, was continued throughout the year.

75. Seventy miles of track received attention during the year as follows :—

New re-laying	—	6 miles
Secondhand re-laying	—	5 "
Re-sleepering	—	59 "
		<hr/>
		70 miles.
		<hr/>

76. Yard re-laying was carried out at 15 stations, as compared with 20 in the previous year.

77. Mechanical weed-spraying of the line was carried out on an extensive scale—1,174 miles of track having been sprayed as compared with 986 miles in the previous year.

78. The overline bridge carrying the main road to the South of Ireland at Naas, was demolished and a level crossing substituted at the expense of the Kildare County Council.

79. The Matisa Ballast Tamper, which was purchased in the previous year for the mechanical packing of ballast, completed a programme of 53 miles, with satisfactory results.

80. Thermit welding of rails was carried out on 10 miles of track, enabling the defective ends of old rails to be cut off, and the sound portions welded together, to give continuous lengths of from 50 ft. to 80 ft.

81. The floor of the fixed spans of the North Channel Bridge, Cork, was renewed with steel troughing and asphalt surfacing. The cost of this work is borne equally by the Board, the Cork Corporation and the Cork Harbour Commissioners.

## VII. EQUIPMENT AND FACILITIES.

82. Progress continued in the installation of electric lighting of signals. Work was completed at Galway, Waterford West, Waterford East and Abbey Junction.

83. To permit of more efficient operation, telephones were installed at 55 public road level crossings, bringing the total number of crossings at which this facility has been provided, to 352.

84. A traffic control telephone system, which had been operating in the Dublin area, was extended to Mullingar, thus affording through communication between the traffic control office at Kingsbridge and Mullingar, including all intermediate signal cabins—a desirable facility for the prompt passage of trains.

85. The elimination of the steam-driven power plant operating the workshop machinery and loco pump at Glanmire, Cork, was achieved by the substitution of electric motor drives to the various machines and the installation of a high pressure pump, with resultant economies.

86. By the introduction of electrically-driven pumps and compressors, the steam-driven plant at Limerick for the manufacture of gas, was dispensed with, and economies secured.

87. The electrification of the various machines at Lisduff Quarry, involving the provision of a new E.S.B. sub-station, was successfully completed and brought into use.

88. Progress continued in the provision of electric lighting at railway stations, and the work at 15 stations was completed during the year.

## VIII. FINANCIAL RESULTS.

89. The Appendix to this Report contains the Statement of Accounts and Statistics for the year ended 31st March, 1954.

### OPERATING RESULTS :

#### 90. Railways :

Receipts increased and expenditure was reduced resulting in an improvement in this account of over £660,000.

Increased receipts from train traffic amounted to £573,000. The increased surcharge on rates and fares produced £395,000. In addition, receipts from passenger traffic were higher than in 1953 by over £19,000, principally from additional long-distance traffic. Goods train traffic receipts increased by over £156,000. The latter figure was due to increased carryings of merchandise, beet and other minerals, yielding over £199,000, but there were reduced carryings of live-stock and coal, from which receipts were less than last year by over £43,000. On the expenditure side economies offset increased operating costs, and savings in the cost of fuel, due to the use of diesel rail cars, were apparent. Total economies achieved on this account amounted to £90,000.

#### 91. Road Passenger :

The gross receipts were more than in the previous year by over £320,000. There was a saving in expenditure on fuel of about £50,000 due to the substitution of diesel for petrol engines in public service vehicles.

#### 92. Road Freight :

The net result of the year's working shows an improvement over last year of nearly £140,000 despite the fact that all heads of expenditure show increases due mainly to increased mileage on direct road services.

There were increased receipts in all headings of traffic carryings, except live-stock, and, of a total increase in receipts of nearly £270,000, only £95,000 was due to the increased surcharge on rates, the remainder being due to increased business.

#### 93. Vessel :

The net loss for the year of over £8,500 includes £2,000 for repairs to vessel, but otherwise the receipts and expenditure on working are normal.

#### 94. Canal :

The result of Canal working was much the same as last year although there was a serious stoppage between Tullamore and Shannon Harbour due to the canal bank having been breached by flood water. Traffic was dislocated from January to March, resulting in a loss in receipts and in increased expenditure on repairs.

#### 95. Hotels, Refreshment Rooms and Restaurant Cars :

The operation of the Board's hotels, refreshment rooms and dining cars resulted in a profit for the year of £18,458—an increase of £11,217 on the previous year. Increased expenditure was due principally to increased business, set off to some extent by economies achieved by utilisation of modern equipment.

96. Docks, Harbours and Wharves :

The net loss in the Docks, Harbours and Wharves is somewhat less than last year ; expenditure is down and receipts are slightly up.

97. The result of the year's working shows a loss of £1,021,069 as compared with a loss of £2,017,083 in the previous year, and a loss of £2,091,720 in the year ended March, 1952.

98. In other words, the results for this year show a reduction in the loss over each of the two previous years of £1,000,000.

99. This has been achieved by a combination of an increase in receipts and economies in expenditure. The increase in revenue is due not only to increased rates and fares, but also to an expansion of business in practically all sections of the undertaking. This expansion has been achieved, we believe, through being able to provide better services to the public, largely by providing up-to-date equipment, and thereby inducing the public to make better use of the transport facilities offered by the Board.

100. The policy of effecting economies continues to be pursued vigorously by the Board, and the results achieved have been of such magnitude as largely to have offset the extra cost of dealing with the additional business obtained, and the additional wage bill of £339,564 over the previous year and already referred to.

#### STOCK ISSUE :

101. In June, 1953, there was an issue of £2,500,000 5% Transport Stock 1972/77. This stock was offered to the public at £99 per £100 of stock, and was over-subscribed by almost £1,000,000.

102. Under the terms of the Prospectus, the Board undertake to set aside annually a sum amounting to 6½% of the total issue to provide for interest and sinking fund. After payment of interest at 5% per annum on outstanding stock, the balance is carried to a sinking fund which will be applied in accordance with Section 33 of the Transport Act, 1950.

### IX. DEVELOPMENT.

103. In the Third Annual Report mention was made of the fact that a full Memorandum on the future working of C.I.E. had been prepared and submitted to the Government. It was also stated that these proposals, if adopted, offered the encouraging possibility, provided the present volume of traffic carried on the Board's services would be maintained in the future, of the undertaking being able to operate without any annual deficit.

104. During the year we were informed that the Government had approved, in principle, of the following :—

(i) The purchase by Córas Iompair Éireann of diesel locomotives in substitution for their existing steam locomotives, and the provision of oil storage accommodation (£250,000), at a total estimated cost of	£5,300,000
(ii) The construction by Córas Iompair Éireann in their own works of carriages and wagons at an estimated cost (spread over the next ten years) of	£5,500,000
(iii) Other capital expenditure on improving goods stations .. .. .	350,000
	<hr/>
	£11,150,000
Less value of obsolete rolling stock .. ..	500,000
	<hr/>
Total .. ..	£10,650,000
	<hr/>

105. Approval was also given to the construction of 50 locomotives capable of burning either turf or oil, to be undertaken by the Board as soon as practicable after a suitable prototype has been developed, the financial arrangement in respect of this item to be separately considered when definite proposals are put forward by the Board.

106. The Board, in its Memorandum to the Government, indicated that by changing over entirely to diesel traction and building new rolling stock, and improving facilities at various stations and goods depots, substantial economies could be achieved. These economies were of such magnitude as to give every hope of the Board being able to eliminate its losses on operation and enable the undertaking to be placed on a fully self-supporting basis, including remuneration of all existing and new capital required.

107. After intensive study of the various forms of diesel traction, a study which extended to many parts of the world, the Board came to the conclusion that diesel electric locomotives, in combination with its diesel mechanical rail cars, offered the best solution.

108. Tenders for the supply of a number of types of diesel electric locomotives were invited from manufacturers all over the world. Thirty-one tenders were received in reply, and, after detailed study it was finally decided to place an order for the supply of 94 diesel electric locomotives with Metropolitan Vickers Electrical Co., Ltd.

109. This Company, in association with Messrs. Crossley Bros., Ltd., who will supply the engines, Metropolitan Cammell Carriage and Wagon Co., Ltd., who will supply the mechanical parts, and English Steel Corporation who will cast the bogie frames and bolsters, and motor cases, undertook to commence delivery of these locomotives one year from the date of completion of the contract, and to deliver at the rate of eight per month. The contract was signed on 5th May, 1954.

110. The locomotives to be supplied are as follows:—

Sixty—1,200 h.p. bogie locomotives, 3 axles per bogie, with a traction motor on each axle;

and

Thirty four—550 h.p. bogie locomotives, 2 axles per bogie, with a traction motor on each axle.

111. It is proposed to build a number of small diesel shunting locomotives in our Inchicore Works.

112. The work of developing the prototype turf/oil burning locomotive is progressing satisfactorily and it is hoped that a suitable prototype will be produced shortly.

113. Notwithstanding the great benefits which can be anticipated from the change-over to diesel traction, the Board continues to take every possible step to hold and win traffic to its services, and to achieve further economies in operation.

114. The Board is still firmly of the opinion that whatever steps may be necessary should be taken to transfer to the Board's rail services the heavy long-distance loads at present carried by road.

T. C. COURTNEY,  
*Chairman.*

M. J. HAYES,  
*Secretary.*

A. MALCOLM,  
*Chief Accountant.*



# Statement of Accounts

and

## Statistics

*for the year ended*

31st March 1954

REVENUE ACCOUNTS FOR YEAR

RAILWAY

1953	EXPENDITURE	1954
£		£
997,333	Maintenance of Lines and Works ... ..	1,033,422
1,067,717	Maintenance of Rolling Stock ... ..	1,030,846
	Traffic Expenses :—	
		£
1,352,456	Fuel ... ..	1,234,425
2,628,634	Other Expenses ... ..	2,722,937
3,981,090		3,957,362
533,465	Other Expenditure ... ..	495,862
974,000	Depreciation ... ..	952,800
£7,553,605		£7,470,292

ROAD PASSENGER

1953	EXPENDITURE	1954
£		£
6,915	Maintenance of Buildings ... ..	12,409
619,850	Maintenance of Vehicles and Equipment ... ..	623,414
	Traffic Expenses :—	
		£
676,407	Fuel ... ..	626,607
171,615	Road Tax and Licences ... ..	205,000
2,167,364	Other Expenses ... ..	2,250,192
3,015,386		3,081,799
363,161	Other Expenditure ... ..	297,346
149,131	Depreciation ... ..	191,389
227,869	Transfer to Renewal Fund ... ..	198,611
4,382,312		4,404,968
259,792	Balance to Profit and Loss Account ... ..	560,154
£4,642,104		£4,965,122

ROAD FREIGHT

1953	EXPENDITURE	1954
£		£
4,353	Maintenance of Buildings ... ..	5,501
306,243	Maintenance of Motor Vehicles, Horses and Equipment ... ..	344,932
	Traffic Expenses :—	
		£
176,755	Fuel ... ..	197,297
30,253	Provender... ..	31,094
49,549	Road Tax and Licences ... ..	74,978
711,920	Other Expenses ... ..	748,350
968,477		1,051,719
97,712	Other Expenditure ... ..	98,166
129,447	Depreciation ... ..	141,000
1,902	Transfer to Renewal Fund ... ..	—
1,508,134		1,641,318
33,913	Balance to Profit and Loss Account ... ..	170,120
£1,542,047		£1,811,438

ENDED 31ST MARCH, 1954

WORKING

1953		RECEIPTS	1954
£			£
2,252,852	Passenger Train Traffic	... ..	2,409,158
3,724,155	Goods Train Traffic	... ..	4,140,915
5,977,007			6,550,073
41,582	Miscellaneous	... ..	46,052
6,018,589			6,596,125
1,535,016	Balance to Profit and Loss Account	... ..	874,167
£7,553,605			£7,470,292

WORKING

1953		RECEIPTS	1954
£			£
4,491,622	Passenger Services	... ..	4,812,046
150,482	Miscellaneous	... ..	153,076
£4,642,104			£4,965,122

WORKING

1953		RECEIPTS	1954
£			£
1,483,787	Goods Services	... ..	1,752,262
3,260	Miscellaneous	... ..	9,176
50,000	From Railway, Loss on Collection and Delivery Service		50,000
£1,542,047			£1,811,438

REVENUE ACCOUNTS FOR YEAR

VESSEL

1953		EXPENDITURE	1954
£			£
296	Maintenance of Vessel and Equipment...	...	2,456
3,913	Traffic Expenses :—	£	
5,367	Fuel ... ..	4,413	
	Other Expenses ... ..	6,376	
9,280			10,789
2,568	Other Expenditure ... ..		3,311
£12,144			£16,556

CANAL

1953		EXPENDITURE	1954
£			£
1,970	Maintenance of Buildings ... ..	...	1,357
39,854	Maintenance of Waterways and Works ... ..	...	43,439
9,102	Traffic Expenses :—	£	
123,163	Fuel ... ..	7,929	
	Other Expenses ... ..	125,568	
132,265			133,497
25,271	Other Expenditure ... ..		23,284
330	Depreciation ... ..		386
£199,690			£201,963

HOTELS, REFRESHMENT ROOMS

1953		EXPENDITURE	1954
£			£
10,859	Maintenance of Buildings...	...	13,772
28,984	Maintenance of Cars and Equipment ... ..	...	18,144
82,950	Working Expenses :—	£	
248,052	Salaries, Wages, Office Expenses, etc.	88,460	
40,931	Provisions, Wines, etc. ... ..	268,176	
	Other Expenses ... ..	42,247	
371,933			398,883
21,654	Other Expenditure ... ..		24,665
433,430			455,464
7,241	Balance to Profit and Loss Account ... ..		18,458
£440,671			£473,922

DOCKS, HARBOURS AND

1953		EXPENDITURE	1954
£			£
9,938	Maintenance of Docks, Harbours and Wharves and Equipment ... ..	...	9,303
6,937	Operating Expenses ... ..	...	6,299
8,900	Dredging ... ..	...	8,900
2,799	Other Expenditure ... ..	...	2,996
£28,574			£27,498

ENDED 31st MARCH, 1954—continued

WORKING

1953		RECEIPTS	1954
£			£
3,605	Passenger ... ..		3,651
3,151	Goods ... ..		3,623
901	Miscellaneous ... ..		754
7,657			8,028
4,487	Balance to Profit and Loss Account ... ..		8,528
£12,144			£16,556

WORKING

1953		RECEIPTS	1954
£			£
122,017	Goods Traffic ... ..		129,380
13,925	Miscellaneous ... ..		10,852
21,691	Rents ... ..		19,499
157,633			159,731
42,057	Balance to Profit and Loss Account ... ..		42,232
£199,690			£201,963

AND RESTAURANT CARS WORKING

1953		RECEIPTS	1954
£			£
440,671	Receipts from Hotels, Refreshment Rooms and Restaurant Cars ... ..		473,922
£440,671			£473,922

WHARVES WORKING

1953		RECEIPTS	1954
£			£
1,331	Harbour, Light and Dock Dues ... ..		1,293
5,386	Wharf and Pier Dues ... ..		5,179
6,668	Crannage and Other Services ... ..		7,324
13,385			13,796
15,189	Balance to Profit and Loss Account ... ..		13,702
£28,574			£27,498

REVENUE ACCOUNTS FOR YEAR

PROFIT AND

1953	EXPENDITURE	1954
£		£
	Balances from :—	
1,535,016	Railway Working ... ..	874,167
4,487	Vessel Working ... ..	8,528
42,057	Canal Working ... ..	42,232
15,189	Docks, Harbours and Wharves Working ... ..	13,702
1,596,749		938,629
	Interest on Transport Stocks :—	
296,672	3% Transport Stock, 1955/60 ... ..	296,672
75,000	2½% Transport Stock, 1965/75 ... ..	75,000
105,434	3% Transport Stock, 1975/85 ... ..	105,434
477,106		477,106
—	5% Transport Stock, 1972/77—Interest and Sinking Fund ... ..	118,625
	Guaranteed Interest on :—	
43,491	Fishguard and Rosslare Railways and Harbours Company (in Ireland) ... ..	43,503
40,738	Other Interest ... ..	22,693
180,000	Pension Trust Fund ... ..	180,000
£2,338,084		£1,780,556

APPROPRIATION

1953	EXPENDITURE	1954
£		£
2,083,604	Balance from last year ... ..	2,177,687
2,017,083	Balance from Profit and Loss Account ... ..	1,021,069
£4,100,687		£3,198,756

ENDED 31st MARCH, 1954—(continued).

LOSS ACCOUNT

1953	RECEIPTS	1954
£	Balances from :—	£
259,792	Road Passenger Working .. .. .	560,154
33,913	Road Freight Working ... .. .	170,120
7,241	Hotels, Refreshment Rooms and Restaurant Cars Working ... .. .	18,458
300,946		748,732
19,636	Rents ... .. .	10,378
419	Transfer Fees ... .. .	377
2,017,083	Balance to Appropriation Account ... .. .	1,021,069
£2,338,084		£1,780,556

ACCOUNT

1953	RECEIPTS	1954
£		£
1,923,000	Non-repayable Grants under Transport and Marine Services Votes of Dail Eireann ... .. .	800,000
2,177,687	Balance to next Account ... .. .	2,398,756
	NOTE: This account is subject to adjustment to an extent to be determined in respect of refunds of moneys provided by the Oireachtas, pursuant to the statement of the Minister for Finance in Dail Eireann on the 21st April, 1954.	
£4,100,687		£3,198,756

## BALANCE SHEET AS

1953		Amount of Stock at 1st April, 1953	Amount received during year	TOTAL
£		£	£	£
	<b>CAPITAL ISSUES :</b>			
9,889,083	3% Transport Stock, 1955/60	9,889,083	—	9,889,083
3,000,000	2½% Transport Stock, 1965/75	3,000,000	—	3,000,000
3,514,460	3% Transport Stock, 1975/85	3,514,460	—	3,514,460
—	5% Transport Stock, 1972/77	—	2,500,000	2,500,000
16,403,543		16,403,543	2,500,000	18,903,543
	<b>CURRENT LIABILITIES :</b>			
157,810	Amount due to Bankers ... ..		—	
1,158,388	Sundry Creditors ... ..		975,175	
1,434,769	Advances under Section 18, Transport Act, 1944, and Section 30, Transport Act, 1950, with interest thereon ... ..		2,033,538	
2,462,369	Advance in respect of Capital Expenditure under Transport and Marine Services, Supplementary Vote of Dáil Éireann, 30th November, 1949 ... ..		2,462,369	
692,501	Expenses accrued ... ..		770,470	
84,276	Taxation ... ..		94,273	
5,990,113				6,335,825
—	<b>SINKING FUND FOR REDEMPTION OF 5% TRANSPORT STOCK, 1972/77 ... ..</b>			27,375
602,232	<b>RESERVE FUNDS :</b>			
	Renewal Fund ... ..			800,843
£22,995,888				£26,067,586

## AUDITORS'

As Auditors appointed by the Board under Section 34 (2) of the Transport Act, examined the above Balance Sheet and the Revenue Accounts connected therewith and

No provision has been made for any interest that may be payable on the advance  
Depreciation has been written off on the same basis as in the previous year.

In our opinion the above Balance Sheet is properly drawn up so as to exhibit a true  
the best of our information and the explanations given to us and as shown by the books

DUBLIN,  
27th July, 1954.



AT 31st MARCH, 1954.

1953		Amount at 1st April, 1953	Additions during Year, New Assets and Renewals	Deductions during Year, Depreci- ation and Sales	TOTAL
£		£	£	£	£
	<b>FIXED ASSETS :</b>				
6,890,026	Railway Lines and Works	6,890,026	549,761	577,025	6,862,762
3,168,178	Railway Rolling Stock	3,168,178	1,418,766	423,461	4,163,483
1,617,104	Road Passenger Vehicles	1,617,104	492,616	191,389	1,918,331
795,234	Road Freight Vehicles and Equipment ...	795,234	66,441	142,928	718,747
669,509	Canal ... ..	669,509	20	486	669,043
21,827	Canal Barges and Equipment ... ..	21,827	—	292	21,535
1,682,597	Land and Buildings ...	1,682,597	23,831	10,051	1,696,377
403,298	Plant and Machinery	403,298	31,457	7,630	427,125
213,739	Docks, Harbours and Wharves ... ..	213,739	2,001	—	215,740
388,081	Hotels, including Catering Equipment	388,081	14,791	617	402,255
<b>15,849,593</b>		<b>15,849,593</b>	<b>2,599,684</b>	<b>1,353,879</b>	<b>17,095,398</b>
	<b>CURRENT ASSETS :</b>				
2,722,758	Stock of Stores (less reserve) ... ..			2,274,975	
231,129	Payments in advance ... ..			218,575	
957,940	Sundry Debtors ... ..			1,022,224	
2,657	Cash at Bank and in Hand ... ..			63,793	
—	Cash on Deposit ... ..			939,481	
458,957	Investments at Cost (less reserve) (Market Value £1,442,906) ... ..			1,458,560	
<b>4,373,441</b>					<b>5,977,608</b>
565,366	<b>FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS COMPANY</b> ... ..				566,023
29,801	<b>BARROW NAVIGATION</b> ... ..				29,801
2,177,637	<b>APPROPRIATION ACCOUNT (Balance transferred)</b> ... ..				2,398,756
<b>£22,995,888</b>					<b>£26,067,586</b>

A. MALCOLM, *Chief Accountant.*

**REPORT.**

1950, with the consent of the Minister for Industry and Commerce, we report that we have we have obtained all the information and explanations which we have required. under Transport and Marine Services Vote of Dáil Éireann, 30th November, 1949.

and correct view of the state of the Board's affairs at 31st March, 1954, according to of the Board.

CRAIG, GARDNER & COMPANY,  
*Chartered Accountants.*

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1954

STATISTICS OF ASSETS

MILEAGE OF RAILWAY LINES

	First Track		Other Track		Sidings		TOTAL	
	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.
Lines owned by Board ...	1,888	68	287	75	297	71	2,474	54
	<i>1,888</i>	<i>75</i>	<i>288</i>	<i>38</i>	<i>298</i>	<i>79</i>	<i>2,476</i>	<i>32</i>
Lines jointly owned (Board's share of ownership) ...		08		08		05		21
		<i>08</i>		<i>08</i>		<i>05</i>		<i>21</i>
Lines leased or worked by the Board ... ..	118	72	5	16	11	03	135	11
	<i>118</i>	<i>73</i>	<i>5</i>	<i>15</i>	<i>11</i>	<i>03</i>	<i>135</i>	<i>11</i>
TOTAL ... ..	2,007	68	293	19	308	79	2,610	06
	<i>2,007</i>	<i>76</i>	<i>293</i>	<i>61</i>	<i>310</i>	<i>07</i>	<i>2,611</i>	<i>64</i>

MILEAGE OF CANALS

	Open for Navigation		Supply Canals —not open for Navigation	
	M.	Ch.	M.	Ch.
GRAND CANAL :				
Main Line and Branches ... ..	194	55	13	35
	<i>194</i>	<i>55</i>	<i>13</i>	<i>35</i>
Shannon Navigation ... ..	123	00	—	—
	<i>123</i>	<i>00</i>	—	—
Barrow Navigation ... ..	30	00	—	—
	<i>30</i>	<i>00</i>	—	—
Royal Canal ... ..	95	43	—	—
	<i>95</i>	<i>43</i>	—	—
TOTAL ... ..	443	18	13	35
	<i>443</i>	<i>18</i>	<i>13</i>	<i>35</i>

LOCOMOTIVES

	1954	1953
	No.	No.
STEAM		
Tender Engines ... ..	323	333
Tank Engines ... ..	50	63
Diesel Electric Engines ... ..	7	7
Non-Standard Gauge—Steam ... ..	26	26
TOTAL ... ..	406	429
Tenders ... ..	366	366

Figures in italics are in respect of the year 1953.

## STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1954—continued.

## RAIL MOTOR VEHICLES

	No.	SEATS		TOTAL
		1st	3rd	
Diesel Rail Cars Standard Gauge	49	588	1,572	2,160
	20	240	640	880
Diesel Rail Cars Non-Standard Gauge	4	—	164	164
	4	—	164	164

## COACHING VEHICLES

TYPE	SEATS				Number of Vehicles	
	First		Third		1954	1953
	1954	1953	1954	1953		
Carriages of Uniform Class	1,817	<i>2,175</i>	24,044	<i>24,628</i>	445	<i>471</i>
Composite Carriages ...	3,435	<i>3,683</i>	5,635	<i>6,303</i>	180	<i>202</i>
Restaurant Cars ...	—	<i>115</i>	1,005	<i>466</i>	30	<i>19</i>
TOTAL ...	5,252	<i>5,973</i>	30,684	<i>31,397</i>	655	<i>692</i>
Ambulance Coaches ...					2	2
Radio Van ...					1	2
Post Office Vans ...					18	18
Luggage, Parcel and Brake Vans ...					147	154
Carriage Trucks ...					43	44
Horse Boxes ...					173	174
Miscellaneous ...					64	66
TOTAL ...					1,103	1,152

## RAIL SERVICE VEHICLES

	1954	1953
	No.	No.
Gasholder Trucks ...	31	<i>31</i>
Locomotive Coal Wagons ...	443	<i>461</i>
Ballast Trucks ...	386	<i>389</i>
Mess and Tool Vans ...	70	<i>69</i>
Breakdown Cranes ...	10	<i>10</i>
Travelling Cranes ...	7	<i>7</i>
Miscellaneous ...	138	<i>150</i>
Departmental Steam Locos ...	2	<i>2</i>
Departmental Petrol Rail Motors ...	5	<i>5</i>
TOTAL ...	1,092	1,124

Figures in italics are in respect of the year 1953.

## STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1954—continued.

## RAIL MERCHANDISE AND MINERAL VEHICLES

	Under 8 tons	8 tons and up to 12 tons	Over 12 tons	Number	Tonnage Capacity	
					Total	Average per Vehicle
<b>FREIGHT VEHICLES</b>						
Open Wagons ...	245	4,222	19	4,486	43,521	9.70
	<i>257</i>	<i>4,245</i>	<i>19</i>	<i>4,521</i>	<i>43,809</i>	<i>9.69</i>
Covered Wagons ...	779	4,067	3	4,849	43,958	9.07
	<i>934</i>	<i>3,800</i>	<i>4</i>	<i>4,738</i>	<i>41,567</i>	<i>8.77</i>
Special wagons for loads of exceptional dimensions and weight ...	...	...	...	28	604	21.57
	...	...	...	<i>24</i>	<i>524</i>	<i>21.33</i>
Cattle Trucks ...	...	...	...	2,237	17,811	7.96
	...	...	...	<i>2,081</i>	<i>15,290</i>	<i>7.35</i>
Rail and Timber Trucks (including twin trucks)	...	...	...	291	2,854	9.81
	...	...	...	<i>292</i>	<i>2,836</i>	<i>9.71</i>
Miscellaneous ...	...	...	...	115	1,564	13.60
	...	...	...	<i>100</i>	<i>1,386</i>	<i>13.86</i>
<b>TOTAL</b>	...	...	...	12,006	110,312	9.19
	...	...	...	<i>11,756</i>	<i>105,412</i>	<i>8.97</i>
<b>CONTAINERS</b>						
Large Covered ...	...	...	...	12	30	2.50
	...	...	...	<i>12</i>	<i>30</i>	<i>2.50</i>
Small Covered ...	...	...	...	30	75	2.50
	...	...	...	<i>30</i>	<i>75</i>	<i>2.50</i>
Open Brick ...	...	...	...	100	225	2.25
	...	...	...	<i>100</i>	<i>225</i>	<i>2.25</i>
Insulated Meat	...	...	...	75	300	4.00
	...	...	...	<i>50</i>	<i>200</i>	<i>4.00</i>
Milk ...	...	...	...	6	—	—
	...	...	...	<i>6</i>	—	—
<b>TOTAL</b>	...	...	...	223	630	2.90
	...	...	...	<i>198</i>	<i>530</i>	<i>2.76</i>
<b>BRAKE VANS</b>	...	...	...	250		
	...	...	...	<i>226</i>		

Figures in italics are in respect of the year 1953.

## STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1954—continued.

## ROAD VEHICLES

## PASSENGER VEHICLES :

	Number		Seating Capacity			
			Total		Average per Vehicle	
	1954	1953	1954	1953	1954	1953
Double deck Buses ...	563	557	33,646	33,346	59.7	59.8
Single-deck Buses ...	386	415	14,910	15,136	38.6	36.4
Touring Coaches ...	52	52	1,740	1,560	33.5	30.0
Ambulance ...	6	3	Berths 36	Berths 16	Berths 6.0	Berths 5.3
<b>TOTAL</b> ...	<b>1,007</b>	<b>1,027</b>	<b>50,332</b>	<b>50,058</b>	<b>50.0</b>	<b>48.7</b>

 GOODS, PARCELS VEHICLES  
AND HORSEBOXES :

	Under 6 tons capacity		6 tons capacity and over		TOTAL	
	1954	1953	1954	1953	1954	1953
Lorries ...	253	204	340	339	593	543
Vans ...	56	63	—	—	56	63
Tractors ...	—	—	65	67	65	67
Horseboxes ...	—	—	—	—	34	35
					<b>748</b>	<b>708</b>
<b>TRAILERS :</b>						
Special purposes ...					30	32
Articulated ...					146	146
Flat 4-wheel ...					118	118
<b>HORSE DRAWN VEHICLES : Wagons and Carts</b> ...					<b>362</b>	<b>390</b>
<b>TOTAL</b> ...					<b>1,404</b>	<b>1,394</b>
Horses for Road Vehicles ...					275	279
<b>CONTAINERS :</b>						
Furniture ...					105	105
Livestock ...					132	109
Alcohol ...					—	1
Grain ...					10	8
Tar and Bitumen ...					8	8
					<b>255</b>	<b>231</b>
STAFF CARS (including 4 Station Wagons) ...					65	63
SERVICE VEHICLES ...					35	31

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1954—continued.

STATISTICS OF OPERATIONS

TONNAGE OF THE PRINCIPAL CLASSES OF MERCHANDISE AND MINERALS CARRIED BY GOODS TRAIN

Originating on Board's System		
	1954	1953
Ale and Porter (including empties) ... ..	178,699	176,733
Bacon and Hams, Butter and Eggs ... ..	24,801	24,578
Beet ... ..	420,584	286,030
Flour and Bran Sharps and other Flour Mill Offal	95,493	114,164
Grain ... ..	241,494	217,773
Groceries (excluding bacon, hams and butter) ...	245,557	233,195
Manure ... ..	83,797	89,238
Oil Cake and Cattle Foods ... ..	9,763	9,529
Oil Cake and Cattle Foods, Beet Pulp ... ..	41,234	30,901
Potatoes ... ..	7,648	7,295
Timber ... ..	14,374	22,264
Turf ... ..	30,306	11,328
<b>TOTAL</b> ... ..	<b>1,393,750</b>	<b>1,223,028</b>

NUMBER OF LIVESTOCK CARRIED BY GOODS TRAIN

	1954	1953
Horses ... ..	6,560	12,341
Cattle ... ..	530,522	605,109
Calves ... ..	26,606	30,054
Sheep ... ..	147,592	164,214
Pigs ... ..	29,952	29,937
Other Animals ... ..	351	1,090
<b>TOTAL</b> ... ..	<b>741,583</b>	<b>842,745</b>

ENGINE MILEAGE

	Coaching	Goods	Other	Total
Steam Tender and Tank Engines	2,889,061	2,930,872	2,421,749	8,241,682
	<i>3,733,912</i>	<i>2,924,603</i>	<i>2,474,375</i>	<i>9,132,890</i>
Diesel Electric Engines ...	81,642	10,839	25,670	118,151
	<i>37,178</i>	<i>6,453</i>	<i>20,030</i>	<i>63,661</i>
Diesel Rail Cars ... ..	1,280,995	—	8,998	1,289,993
	<i>204,171</i>	—	<i>30,087</i>	<i>234,258</i>
Total Engine Miles ...	4,251,698	2,941,711	2,456,417	9,649,826
	<i>3,975,261</i>	<i>2,931,056</i>	<i>2,524,492</i>	<i>9,430,809</i>

Figures in italics are in respect of the year 1953.

## STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1954—continued.

## STATISTICS OF RAIL OPERATIONS

	1954	1953
<b>TOTAL ENGINE HOURS PER TRAIN ENGINE HOUR :</b>		
<i>Steam</i>		
Coaching ... ..	1.44	1.38
Freight ... ..	2.23	2.23
<i>Diesel Rail cars</i>		
Coaching ... ..	1.00	1.00
<i>Diesel Electric</i>		
Coaching ... ..	1.07	1.05
<b>TRAIN MILES PER TRAIN ENGINE HOUR</b>		
<i>Coaching</i>		
Steam ... ..	17.39	18.00
Diesel Electric (Locomotives only) ... ..	25.07	23.09
Diesel Rail Cars (Standard Gauge) ... ..	30.13	28.08
do. (Narrow Gauge) ... ..	18.18	16.94
<i>Freight</i>		
Steam ... ..	11.21	11.28
Diesel Shunters ... ..	7.34	7.03
<b>TON MILES PER ENGINE HOUR</b>		
Per Train Engine Hour ... ..	735	701
Per Engine Shunting Hour ... ..	738	695
Per Total Engine Hour ... ..	368	349
<b>TON MILES PER TRAIN MILE</b>		
(Train Load in tons) ... ..	75	71
<b>WAGON MILES PER TRAIN MILE</b> (Number of Wagons per train)		
Loaded ... ..	19.94	19.09
Empty ... ..	7.38	7.05
Total ... ..	27.32	26.14
<b>WAGON MILES PER HOUR</b>		
Per Engine Hour ... ..	265.95	258.58
Per Engine Shunting Hour ... ..	267.17	256.17
Per Total Engine Hour ... ..	133.28	128.68
<b>AVERAGE WAGON LOAD</b>		
	tons	tons
	3.79	3.71

STATISTICS OF RECEIPTS

RAIL PASSENGER TRAFFIC

Class of Passenger	Number	Receipts	Average Receipts per Journey	
		£	s.	d.
Ordinary :				
1st Class ... ..	214,407	129,649	12	1.12
	<i>248,169</i>	<i>131,716</i>	10	7.38
3rd Class ... ..	5,757,023	1,484,021	5	1.87
	<i>5,811,046</i>	<i>1,357,186</i>	4	8.05
TOTAL ... ..	5,971,430	1,613,670	5	4.86
	<i>6,059,215</i>	<i>1,488,902</i>	4	10.97
Season :—				
1st Class ... ..	208,119	6,666		7.69
	<i>226,783</i>	<i>6,592</i>		6.98
3rd Class ... ..	1,923,957	45,967		5.73
	<i>1,943,472</i>	<i>43,674</i>		5.39
TOTAL ... ..	2,132,076	52,633		5.92
	<i>2,170,255</i>	<i>50,266</i>		5.56
		Total Units	Average Receipts per unit	
Passenger Miles ... ..		231,073,918	1.73d.	
		<i>217,588,370</i>	<i>1.70d.</i>	
Passenger Journeys ... ..		8,103,506	49.35d.	
		<i>8,229,470</i>	<i>44.89d.</i>	
Loaded Train Miles ... ..		4,169,874	8s. 0d.	
		<i>3,920,741</i>	<i>7s. 10d.</i>	
Miles of Road (First Track) ... ..		2,008	£830	
		<i>2,008</i>	<i>£767</i>	

Figures in italics are in respect of the year 1953.



## STATISTICS OF RECEIPTS

## FREIGHT TRAIN TRAFFIC

Classification	Receipts	Tons Carried	Ton Miles	Average length of haul in miles	Average Receipts	
					per ton	per ton mile
	£				£ s. d.	Pence
Merchandise ...	3,208,178	1,759,841	152,117,419	86.44	1 16 6	5.06
	<i>2,942,562</i>	<i>1,706,654</i>	<i>146,159,509</i>	<i>85.64</i>	<i>1 14 6</i>	<i>4.83</i>
Minerals ...	451,686	604,048	37,868,575	62.69	14 11	2.86
	<i>285,397</i>	<i>406,402</i>	<i>25,418,662</i>	<i>62.55</i>	<i>14 1</i>	<i>2.69</i>
Coal and Coke	93,615	105,888	7,248,468	68.45	17 8	3.10
	<i>89,749</i>	<i>113,437</i>	<i>7,711,317</i>	<i>67.98</i>	<i>15 10</i>	<i>2.79</i>
TOTAL ...	3,753,479	2,469,777	197,234,462	79.86	1 10 5	4.57
	<i>3,317,708</i>	<i>2,226,493</i>	<i>179,289,488</i>	<i>80.53</i>	<i>1 9 10</i>	<i>4.44</i>
Livestock ...	£	No.	—	73.55		
	387,436	741,583	—			
	<i>406,447</i>	<i>842,745</i>	—	<i>72.22</i>		
				Total Units	Average Receipts per unit	
Loaded Train Miles ... ..				2,763,938	£1 10 0	
				<i>2,765,924</i>	<i>£1 6 11</i>	
Loaded Wagon Miles ... ..				58,655,755	16.94 pence	
				<i>55,963,463</i>	<i>15.97 ..</i>	
Miles of Road (First Track) ... ..				2,008	£2,062	
				<i>2,008</i>	<i>£1,855</i>	

Figures in italics are in respect of the year 1953.

STATISTICS OF RECEIPTS

ROAD PASSENGER SERVICES

	Receipts	Passengers Carried	Vehicle Miles	Passenger Miles (Estimated)
	£			
Dublin City Services ...	3,110,938	234,408,600	26,975,297	447,720,426
	<i>2,843,232</i>	<i>233,169,067</i>	<i>25,915,401</i>	<i>410,377,557</i>
Other City Services ...	415,467	34,488,048	3,736,520	59,664,323
	<i>367,939</i>	<i>35,337,610</i>	<i>3,726,119</i>	<i>61,840,871</i>
Provincial Services ...	1,063,976	9,439,094	9,640,328	113,457,910
	<i>1,080,939</i>	<i>10,657,735</i>	<i>10,040,866</i>	<i>123,629,726</i>
Tours and Private Hire ...	221,665	873,939	1,361,410	—
	<i>199,511</i>	<i>870,152</i>	<i>1,300,090</i>	—
<b>TOTAL ...</b>	<b>4,812,046</b>	<b>279,209,681</b>	<b>41,713,555</b>	—
	<i>4,491,621</i>	<i>280,034,564</i>	<i>40,982,476</i>	—
	<b>Per Journey</b>	<b>Per Mile</b>	<b>Per Passenger Mile</b>	
<b>Average Receipts :</b>				
Dublin City Services ...	3.19	27.68	1.67	
	<i>2.93</i>	<i>26.33</i>	<i>1.66</i>	
Other City Services ...	2.89	26.69	1.67	
	<i>2.50</i>	<i>23.70</i>	<i>1.43</i>	
Provincial Services ...	27.05	26.49	2.25	
	<i>24.34</i>	<i>25.84</i>	<i>2.10</i>	

Figures in italics are in respect of the year 1953.

## STATISTICS OF RECEIPTS

## ROAD FREIGHT SERVICES

Type	Vehicle Miles	Tonnage	Receipts	Average Rate per ton	
Scheduled Services ... ..	2,115,428	205,930	£ 268,740	s. 26	d. 1·2
	<i>2,181,389</i>	<i>199,854</i>	<i>252,236</i>	<i>25</i>	<i>2·9</i>
Railhead C & D. Services	508,540	169,628	95,418	11	3·0
	<i>512,705</i>	<i>148,431</i>	<i>81,373</i>	<i>10</i>	<i>11·6</i>
Direct Road Services ... ..	8,870,954	2,270,592	977,580	8	7·3
	<i>6,902,601</i>	<i>1,564,871</i>	<i>770,608</i>	<i>9</i>	<i>10·2</i>
TOTAL ... ..	11,494,922	2,646,150	1,341,738	10	1·7
	<i>9,596,695</i>	<i>1,913,156</i>	<i>1,104,217</i>	<i>11</i>	<i>6·5</i>
Livestock ... ..		No. 219,908	150,397		
	<i>1,380,694</i>	<i>252,656</i>	<i>154,131</i>		

## GRAND CANAL TRAFFIC

Classification	Tonnage Carried by C.I.E. Barges	Receipts	Average Rate per Ton	
Merchandise ... ..	85,648	£ 125,104	s. 29	d. 2·6
	<i>79,084</i>	<i>118,371</i>	<i>29</i>	<i>11·2</i>
Coal, Coke and Patent Fuel ... ..	144	176	24	5·3
	<i>209</i>	<i>218</i>	<i>20</i>	<i>10·3</i>
Other Minerals ... ..	4,769	4,100	17	2·3
	<i>5,031</i>	<i>3,428</i>	<i>13</i>	<i>7·5</i>
TOTAL ... ..	90,561	129,380	28	6·9
	<i>84,324</i>	<i>122,017</i>	<i>28</i>	<i>11·3</i>

Figures in italics are in respect of the year 1953.



CÓRAS

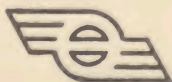
IOMPAIR

ÉIREANN

FIFTH  
ANNUAL REPORT

*for the Year ended*

31st MARCH, 1955



KINGSBRIDGE STATION, DUBLIN

MEMBERS OF THE BOARD OF CÓRAS IOMPAIR ÉIREANN  
ON THE 31ST MARCH, 1955.

MR. T. C. COURTNEY (Chairman—Full-time)

MR. D. L. DALY

MR. P. J. FLOYD

MR. E. H. MURPHY

MR. W. MURPHY

MR. J. T. O'FARRELL

# FIFTH ANNUAL REPORT FOR THE YEAR ENDED 31st MARCH, 1955

## I. INTRODUCTION.

1. Córas Iompair Éireann presents its Annual Report, with Statement of Accounts and Statistics attached, for the year ended 31st March, 1955.

2. The Board regrets to record the death on the 12th February, 1955, of Mr. John Bruton, who had been a member of the Board since its appointment by the Government on the 31st May, 1950.

3. Mr. Bruton rendered valuable and constant service to the undertaking during his period of office.

## II. ADMINISTRATION AND ORGANISATION.

4. The form of organisation for administration and management remained unaltered.

5. The close relations with the Minister for Industry and Commerce on matters for which he is responsible and on general development policy, and with the Officers of his Department, continued, and their co-operation in dealing with matters on which they were consulted is appreciated.

6. Mr. H. G. Boardman, Secretary to the Board, retired from the service and was succeeded by Mr. M. J. Hayes, formerly Staff Relations Officer.

7. The Board wishes to record appreciation of the long and faithful service Mr. Boardman gave to the Board and its predecessors.

## III. SERVICES.

### RAIL :

8. There was an increase in the number of passengers carried during the year, with consequent increase in revenue. This is mainly attributed to the improved services provided by diesel trains, and also to the continued popularity of return tickets at single fare, on a selected day each week, between certain stations.

9. The increased number of passengers carried was mostly long-distance. The introduction of an arrangement to permit of the free parking of cars at principal stations encouraged this expansion.

10. The bad weather during the holiday season in 1954, caused a reduction in holiday passenger travel.
11. Excursion traffic showed a satisfactory increase, particularly in pilgrimage traffic to Knock Shrine and in special trains for Gaelic Athletic Association fixtures.
12. The number of pilgrimages to Knock Shrine was considerably increased because of the Marian Year devotions. A total of 235 trains operated compared with 103 the previous year.
13. New passenger rolling stock consisting of 20 diesel rail car units—of which there are now 60—7 third class carriages, 15 composite carriages, and 25 light-weight suburban third class carriages, were put into service during the year.
14. The carriages are of modern design, embodying new type underframes, cast steel bogies and roller bearing axle boxes. Seating capacity has been increased and an overall reduction in weight effected.
15. Two new studio carriages for Radio Trains have been put into service and carriages required to make up two additional radio trains have been wired and equipped with loud speakers. Four Radio Trains can now be made available.
16. Diesel trains were put into service on the Waterford and Tramore Section—a self-contained line now operated solely by diesel traction.
17. As a result of abnormal rainfall and storm damage on 8th December, 1954, all traffic on main lines was blocked in the counties of Kildare and Wicklow. Conditions had returned to normal in both counties by the morning of 10th December.
18. There was an increase in the carriage of cement following an extension of Limerick Cement Factory, and a consequent increase in gypsum traffic.
19. Four gypsum hopper wagons were built and put into service.
20. Tonnage of beet carried declined by 66,000 tons, due to the bad weather conditions prevailing during the season.
21. The quantity of grain carried was similar to the previous year at 241,000 tons. The receipts, however, increased by £12,400 and amounted to £295,000. This increased revenue was due to the grain being carried, on average, greater distances than in the previous year.
22. Bad weather and the production of turf from local bogs reduced the carriage of turf to the Electricity Supply Board's plant at Clonsast.
23. The number of livestock carried increased over the previous year by 120,100 to 861,700.



24. One hundred and fifty new cattle wagons were built and put into service.
25. Dressed meat traffic showed a substantial improvement on the previous year, following the decontrol of meat in Britain in July, 1954.
26. During the year, 30 additional rail tankers were put into service for the tar and bitumen bulk traffic, bringing the total number in operation to 80.
27. Six hundred and eighty new covered wagons, 3 timber trucks and 41 goods brake vans were built and put into service.
28. The use of containers for general traffic expanded and a further 25 containers were constructed.
29. Extensive storage accommodation was provided at stations for commodities like artificial manures. The provision of such storage at points throughout the system is important in the efficient distribution of these traffics.
30. Under an Exemption Order made by the Transport Tribunal, the Board was released from the obligation to provide train services on the Crossdoney and Killeshandra branch railway line. The Tribunal also made a modified Order in respect of the Banteer and Newmarket branch railway line, authorising the discontinuance of all train services, except special services for the carriage of livestock.
31. It was decided to experiment on this latter branch with a light-weight diesel unit to provide a service of goods trains.
32. This experiment is also intended to afford an opportunity to see whether or not the people in the area of the branch line are prepared to support these services to an extent that, coupled with the economies which are to be expected from the operation of a diesel unit, the branch will no longer remain a burden on the general finances of the Board.
33. The future of certain other branches at present un-remunerative will depend on the information and experience gained from the new methods of operation.

CANAL :

34. Tonnage carried fell by 2,000 tons to 88,600, but revenue earned remained practically unchanged at £129,000.
35. Due to prolonged stormy weather, floods on the Rivers Shannon and Barrow, and ice on the canal, there were many delays to traffic.
36. Two pairs of lock gates were made for the Royal Canal. Two pairs of lock gates, two single gates and a portable deep gate were provided for the Grand Canal. Extensive repairs were carried out on Camden Lock, Ringsend, to prevent seepage of water through the sub-structure.

#### ROAD FREIGHT :

37. There was an increase of 417,000 in tonnage carried by motor lorry services during the year, and an increase of £64,779 in revenue.

38. Revenue from the hire of vehicles to County Councils was £307,557, an increase of £52,557, compared with the previous year.

39. Livestock traffic earned £130,081, an increase of £34,734, due principally to increased exports of cattle to England.

40. Revenue from cement traffic amounted to £35,395, an increase of £17,135, due to greater production at Limerick Cement Factory.

41. Revenue in respect of grain was £16,809, an increase of £2,867. Haulage of grain in bulk accounted for £8,912 of this revenue.

42. Dressed meat traffic accounted for revenue of £81,809, an increase of £18,053, due to increased exports of meat to England.

43. Transport of tar in drums earned revenue of £6,293, a decrease of £9,718, but this was offset by an increase in revenue from the bulk haulage of tar of £11,259.

44. Ground limestone traffic increased by 10,668 tons to 244,160 tons, but the revenue from this traffic declined by £41,533 to £172,485. This unusual result is due to a limitation of the subsidy paid by the Department of Agriculture for the carriage of limestone to, in most cases, deliveries made within a radius of 40 miles from quarries.

45. Owing to the curtailment of turf supplies to the Electricity Supply Board's stations at Clonsast and Allenwood, tonnage of turf carried fell by 9,764 tons, and revenue declined by £5,949, to £9,170.

46. Receipts from heavy haulage work continued to expand and once again showed an increase over the previous year. The total revenue earned by this section amounted to £36,100.

47. Due to the bad season and adverse weather conditions, the tonnage of beet carried was only 82,753, and revenue earned £48,257, a decrease of 20,567 tons and £11,670 on the previous year.

48. Twenty-five tipper lorries were added to the road freight fleet and twenty new tippers were acquired as replacements.

#### ROAD PASSENGER :

49. Revenue from omnibus services improved over the previous year by £97,000.

50. A new service of double-deck buses was provided between the City centre and Artane—a developing Dublin residential area.

51. Augmented services were provided on the Ballyfermot, Beechwood Avenue, Crumlin, Finglas East, Goatstown and Tolka Estate routes.

52. Three existing Dublin City bus routes were extended:—

Whitehall/Clonskea Service (Route No. 11), from Clonskea to Bird Avenue ;

Annamoe Road/Dartry Service (Route No. 14), from Orwell Road to Churchtown ;

Ballybough/Drimnagh Service (Route No. 23), from Galtymore Road to Crumlin Road.

53. Single-deck buses on the Aston's Quay to Blanchardstown and Clonsilla Routes were withdrawn and replaced by double-deck vehicles.

54. Thirteen single-deck buses and 35 double-deck buses were built and put into service.

55. All petrol-engined and all four cylinder diesel-engined buses have now been withdrawn from service.

56. During the year, standard type bus shelters were erected at Chapelizod Park Gate ; Swords Road (Gaeltacht Park) ; St. Brigid's Road, Artane ; Decies Road and Kylemore Road, Ballyfermot. A special shelter of approved design was also provided outside the entrance to Dublin Airport.

57. During the year, 195 scheduled tours were operated, on which a total of 4,980 passengers were carried.

58. The Twelve-Day Circuit of Ireland Tour, introduced in the previous season, proved most attractive, and each tour was fully booked.

59. Tours were arranged for 130 parties on a private hire basis, using 211 buses and earning gross revenue of £20,628. Sixty-seven of the parties were American, including some from visiting liners.

60. Two large pilgrimages to Knock Shrine were successfully catered for, namely the Meath Diocesan Pilgrimage (61 buses) and the Pioneer Total Abstinence Pilgrimage (206 buses).

61. Day Tours were operated from Dublin, Cork, Galway, Limerick, Waterford, Killarney and Tralee. There was a decline in the number of passengers carried on these tours, attributable to the poor weather conditions prevailing during the Summer.

62. Eighteen luxury tourist coaches had been built by the end of the year.

63. The removal of tram tracks between Temple Hill, Blackrock, and Cumberland Street, Dun Laoghaire, which was undertaken on 1st April, 1954,

necessitated the re-routing of services Nos. 7a and 8 via Seapoint Avenue and Crofton Road. Normal operations were resumed in November.

64. The flooding which followed the storm on 8th December caused the collapse of the Great Northern Railway Bridge at East Road, Dublin, and disrupted the omnibus service between the City and East Wall Road. The service was diverted and cannot revert to the established route until the bridge is reconstructed.

#### VESSEL SERVICE :

65. There was an improvement in both passenger and freight traffic on the steamer service between Galway and the Aran Islands.

66. The improvement in passenger traffic was due to the introduction of evening cruises, of which 15 were operated during July and August, and also to an increase in the number of passengers carried on Sunday excursions.

67. Cement for the new pier at Innishmaan, and coal traffic to meet the scarcity of turf, accounted for the increase in freight carried.

68. During the absence of the s.s. "Dun Aengus" for survey from 21st February to 13th March, the service was maintained by a substitute vessel.

#### HOTELS, REFRESHMENT ROOMS AND DINING CARS :

69. Receipts for the year increased by £24,000, and the profit from £18,458 to £26,578.

70. Additional "en suite" bathrooms were provided at Killarney, Kenmare, Mulrany and Sligo Hotels.

71. Telephones were installed in a number of hotel bedrooms during the year.

72. Room radio service was installed in guests' bedrooms at Galway and Sligo Hotels.

73. At Kingsbridge a central kitchen and snack bar buffet were completed, and have resulted in the provision of better service to the public at Kingsbridge and on dining and buffet cars.

74. A liquor bar and snack bar at Busaras were opened on 1st October, 1954.

75. Improved catering facilities were provided at Claremorris for Knock Shrine Pilgrimage traffic.

76. The previously reported success of the buffet car service continued, and receipts for the year increased by £15,000.

#### IV. TRAFFIC DEVELOPMENT.

77. Tourist brochures and folders were produced on an extended scale, with special editions for distribution in the United States and Canada, showing charges in dollars.

78. The colour film "Ireland—Land of Welcome," the making of which was referred to in the Fourth Annual Report, was in constant demand and was widely circulated abroad through the co-operation of Irish Embassies, travel agents and transport companies.

79. In America alone, over 5,000 posters were distributed to trans-Atlantic carriers, travel agents and libraries, and increased quantities were supplied under reciprocal arrangements for exchange of posters with European Railways.

80. Intensive local Press advertising was undertaken, publicising diesel train travel, day excursion fares and free car parking facilities at stations.

#### V. STAFF.

81. At the close of the year under review, the staff of the Board numbered 20,543, a decrease of 67 compared with last year.

82. The salaries and wages bill for the year was £8,519,529, an increase of £183,297 on the previous year, and the total amount paid by the Board under this heading is equivalent to 59.6% of the Board's gross receipts.

83. This increase was due mainly to increases in salaries of station masters, male clerical staff and rail operative supervisors, and to increases in wages of rail operative grades.

84. Good relations were maintained with the Trade Unions throughout the year. The recommendations made by the Labour Court and the Joint Industrial Council were accepted by the Trade Unions and the Board, and it is pleasing to record that during the year under review, no stoppages of work occurred.

85. In anticipation of the changeover to diesel traction it was clear that special training would be necessary for a number of fitters and electricians, and arrangements were made to interview and select the required number from the existing staff.

86. The first group of trainees went to Manchester in November, 1954, to receive six months' training with the contractors supplying diesel-electric locomotives. A special training course was also arranged for Depot Superintendents.

87. Special consideration was given to the problem of rehabilitation in the filling of vacancies in the staff. Fifteen members of the regular staff who had been certified as medically unfit to carry out the full normal duties of their grade were found alternative employment suited to their physical condition.

88. Continuation Education Courses for youths in the Board's employment were conducted during the year, and the reports submitted by school authorities indicate that the general progress was satisfactory.

## VI. ENGINEERING ACTIVITIES.

89. The customary standard of track maintenance and safety precaution was maintained throughout the year.

90. The length of plain track in which the sleepers were renewed was  $61\frac{1}{4}$  miles compared with 70 miles in the previous year. The pattern of renewal-of-way during the year was:—

New relaying	2 miles,	783 yards,
Secondhand relaying	14 „	804 „
Re-sleepering	44 „	586 „
	<hr/>	<hr/>
	61 miles,	413 yards.
	<hr/>	<hr/>

91. Re-laying work was carried out at 18 station yards, as compared with 15 in the previous year.

92. The Matisa Ballast Tamper, which was purchased in 1952, completed a programme of 58 miles, with satisfactory results.

93. Thermit welding of rails was done on  $15\frac{1}{2}$  miles of track.

94. Following the making of Exemption Orders by the Transport Tribunal relieving the Board of the obligation to maintain train services on a number of branch lines, 34 miles of track were lifted during the year.

95. Mechanical weedspraying was carried out on 1,317 miles of track, compared with 1,174 miles in the previous year, with satisfactory results.

96. To permit of the operation of 10 ft. wide coaches, greater clearances were provided at stations and other places on the system.

97. During the year, two overbridges were renewed in reinforced concrete, and a new pre-stressed concrete bridge over the Kingsbridge and Cork line was constructed at Kylemore Road, Ballyfermot, for the Dublin Corporation.

98. Four new pedestrian subways were constructed under the Westland Row and Bray line at Lansdowne Road, for the Irish Rugby Football Union, to provide access to the new stand under construction.

99. The lifting of tram lines in Dublin City was continued, and 2 miles of track were removed, leaving about 20 miles still in position.

## VII. EQUIPMENT AND FACILITIES.

100. It is interesting to note that in the year under review the total number of new carriages and wagons placed in service, as detailed in the section of the report dealing with Rail Services, represents the highest output ever achieved in Inchicore Works in any year.

101. In addition to the 1,200 h.p. and 550 h.p. diesel locomotives to be supplied by Messrs. Metropolitan Vickers Electrical Co., Ltd., under the main contract, a number of locomotives of about 400 h.p. was required. After detailed

investigations into the different types of locomotives suitable to meet the requirements, it was decided to build at Inchicore Works, 19 locomotives of the six-wheeled type, each fitted with a 400 h.p. supercharged Maybach high speed diesel engine and with Maybach Mekydro transmission and axle drive.

102. A lathe for the machining of axles for carriages and wagons was installed in Inchicore Works. These parts were previously imported finished, but will, in future, be machined here from rough forgings.

103. Consequent on the yard re-laying programme carried out, extensive signalling renewals and alterations were made.

104. The programme of substituting electric for oil lighting of signals at principal stations, was completed during the year by conversions at Cork (Glanmire) and Mullingar.

105. In pursuance of the Board's policy of providing telephones at level crossings, 35 installations were completed during the year, bringing the number of crossings at which this facility is provided to 387.

106. Twenty new barrier type level crossing gates were erected. These gates are lighter and cost considerably less than the type of level crossing gates used heretofore.

107. The programme for conversion, or improvement, of station lighting continued, 13 stations having been completed during the year, including the terminus at Kingsbridge, Dublin.

108. Provision of electric power at Lecarrow Quarry, involving extensive electrical installations, was practically completed at the end of the year.

109. The programme of substituting electrically-driven automatically controlled pumps for steam-driven water pumping plants, was completed by installations at Skibbereen, Kingscourt and Athenry.

110. Two new 8-ton overhead gantries have been provided at Claremorris and Athlone and the capacity of the gantry at Longford increased from 5 to 6 tons.

111. A fourth 3-ton electric crane was provided at Waterford North Wharf.

112. The chief development in building construction during the year was the provision of facilities for diesel-engined vehicles. A scheme of improvements was completed at Westland Row Station, and work was commenced on the conversion of the old erecting shop at Inchicore to make it suitable for the inspection of diesel locomotives and the overhaul of diesel rail cars.

113. During these major shop alterations essential repairs and renewal of parts for steam locomotives continued, and difficulties of shop space were overcome to allow of no delay in new building programmes and essential maintenance work.

114. Work was commenced on installations for the storage of fuel oil in bulk at a number of stations throughout the system.

115. Other constructional work included the completion of a new garage at Tralee, the provision of beet loading facilities at Killeagh and the raising of the platforms at Thurles Station.

### VIII. FINANCIAL RESULTS.

116. The Appendix to this Report contains the Statement of Accounts and Statistics for the year ended 31st March, 1955.

117. Depreciation provisions have been calculated as in the previous year, subject to the following amendments:—

#### *Railway Lines and Works :*

Following a revision of the average estimated expenditure required to carry out the programme of renewals, due to greater average life of sleepers in the running lines together with a reduction in the price of sleepers, the charge for track renewals was reduced. There was also a reduction in the provision made for expenditure on bridge and yard renewals.

#### *Road Passenger Vehicles :*

In the Third Annual Report for the year ended 31st March, 1953, it was stated that the life of post emergency vehicles, on the experience at that time, had been extended from 10 to 12½ years for the purpose of calculating the depreciation provision which is based on the replacement cost of similar vehicles. Experience gained of the improved design and construction of modern buses and coaches has indicated that the life of these vehicles should be taken at 15 years which is the basis of depreciation adopted.

As the replacement programme for road passenger vehicles is now proceeding at an annual rate adequate to renew the fleet on the basis of a 15 year life, there is no longer a need to make a separate transfer to renewal fund.

#### OPERATING RESULTS :

##### 118. Railways :

Receipts were somewhat better than for the year ended 31st March, 1954. Passenger train receipts increased by nearly £133,000. This increase was due mainly to additional traffic from Marian Year pilgrimages, the development of one day a week cheap excursion tickets from certain stations, and to the attractiveness of fast, comfortable passenger trains.

Although goods train traffic showed a small decline, there was an increase of nearly £74,000 in livestock traffic. This was offset by decreases in beet and turf tonnages and a fall in general merchandise traffic. The unfavourable weather conditions were largely responsible for these decreases, especially in the case of beet.

There was a slight increase in expenditure compared with the previous year, but it was more than accounted for by the reduction in the provision for depreciation.

Increases in rates of pay, fuel consumption and train mileage were largely met by economies in working.



#### 119. Road Passenger :

Receipts were greater than last year by £97,000. An increase in the number of passengers carried and increased services were responsible for the greater revenue earned on City Services. Revenue from provincial services showed practically no change compared with the previous year, although there was an increase in the number of passengers carried. This is probably due to the fact that long-distance passengers prefer the better rail services available, while additional passengers are using buses between shorter intermediate stages.

There was a decline in the receipts from tours, which is attributed to unfavourable weather.

On the expenditure side, fuel costs were lower owing to the completion of the change-over from petrol to diesel-engined buses. Tyre costs also showed a reduction. These savings offset to a considerable extent the additional cost of operating the increased services.

#### 120. Road Freight :

The receipts were better than in the previous year by £68,000. All heads of expenditure are higher owing to the extra cost of additional mileage run and the extra traffic handled.

#### 121. Vessel :

Due to increased traffic and extra sailings, receipts were higher than in the previous year by over £1,400. This increase was almost completely absorbed by the extra charge for repairs and overhauls to the s.s. "Dun Aengus."

#### 122. Canal :

Ringsend Docks were closed for repairs, and this work, together with the additional cost of maintaining barges, increased expenditure over the previous year by £5,700.

The use of privately-owned barges on the Canal declined. There was a reduction in receipts of nearly £3,900 compared with the previous year. The net loss for the year was higher than 1954 by over £9,600.

#### 123. Hotels, Refreshment Rooms and Restaurant Cars :

Business continued to increase, indicating that the improvements in the Board's hotels are attracting additional customers and that the facilities offered on buffet cars are meeting a public demand. The net profit for the year was £8,000 higher than the previous year.

#### 124. Docks, Harbours and Wharves :

This account shows an improvement over last year due to additional revenue from cranes and other services at the new North Wharf at Waterford.

125. The result of the year's working was a loss of £866,535, as compared with a loss of £1,021,069 in the previous year.

126. The loss for the year compelled the Board to obtain, under Section 30 of the Transport Act, 1950, advances out of the Central Fund to meet the payments of interest on Transport Stocks falling due during the year.

127. These advances from the Central Fund had reached a total indebtedness of £2,526,000 by the end of the year. The Board was obliged to pay interest on this loan amounting to £90,991 for the year under review.

128. During the year, the Department of Industry and Commerce informed the Board that for the year under review and for future years, no payments from State funds would be made towards operating losses and revenue charges of the Board. Such provision as may be necessary would be made, however, for advances to meet interest payments on Transport Stock. The Board's losses, therefore, before charging interest on Transport Stock, will have to be met out of temporary borrowings until such time as operating losses can be eliminated by more economical working.

129. The Board was required to refund to the Department of Finance £829,000 out of the moneys provided by the Oireachtas during the years 1953 and 1954. This refund had to be met out of the £2,500,000 Transport Stock issue made in 1953.

130. The first payment of over £930,000 was made under the contract for the supply of diesel electric locomotives.

#### IX. DEVELOPMENT.

131. The year under review has been marked as one of planning and preparation for the change-over from steam to diesel traction on the railway system.

132. Maintenance and repair depots for diesel units were planned and building work put in hand, installation of oil storage facilities was commenced, and the necessary training of staff undertaken.

133. The intensive capital programme of construction of carriages and wagons proceeded at full speed and as indicated elsewhere in this Report, the production in the year under review was the highest ever achieved at Inchicore Works.

134. While this process of modernising the railway undertaking is developing, the fight to hold and win traffic to the Board's services becomes more intensive every day.

135. The attraction of traffic to the Board's system is very largely a matter of giving service to the public. That the public receives an efficient, speedy and satisfactory service is an aim which directs the continuous and active efforts of the Board.

T. C. COURTNEY,  
*Chairman.*

M. J. HAYES,  
*Secretary.*

A. MALCOLM,  
*Chief Accountant.*

# Statement of Accounts

and

# Statistics

*for the year ended*

31st March 1955

REVENUE ACCOUNTS FOR YEAR

RAILWAY

1954	EXPENDITURE	1955
£		£
1,033,422	Maintenance of Lines and Works ... ..	1,058,428
1,030,346	Maintenance of Rolling Stock ... ..	968,989
	Traffic Expenses:—	
		£
1,234,425	Fuel ... ..	1,280,711
2,722,937	Other Expenses ... ..	2,782,293
3,957,362		4,063,004
495,862	Other Expenditure ... ..	477,637
952,800	Depreciation ... ..	861,100
£7,470,292		£7,429,158

ROAD PASSENGER

1954	EXPENDITURE	1955
£		£
12,409	Maintenance of Buildings ... ..	12,451
623,414	Maintenance of Vehicles and Equipment ... ..	598,871
	Traffic Expenses:—	
		£
626,607	Fuel ... ..	613,557
205,000	Road Tax and Licences ... ..	203,718
2,250,192	Other Expenses ... ..	2,309,697
3,081,799		3,126,972
297,346	Other Expenditure ... ..	321,096
191,389	Depreciation ... ..	344,000
198,611	Transfer to Renewal Fund ... ..	—
4,404,968		4,403,390
560,154	Balance to Profit and Loss Account ... ..	658,874
£4,965,122		£5,062,264

ROAD FREIGHT

1954	EXPENDITURE	1955
£		£
5,501	Maintenance of Buildings ... ..	8,046
344,932	Maintenance of Vehicles, and Equipment ... ..	383,544
	Traffic Expenses:—	
		£
197,297	Fuel ... ..	208,935
31,094	Provender ... ..	34,735
74,978	Road Tax and Licences ... ..	78,151
748,350	Other Expenses ... ..	767,542
1,051,719		1,089,363
98,166	Other Expenditure ... ..	105,230
141,000	Depreciation ... ..	146,000
1,641,318		1,732,183
170,120	Balance to Profit and Loss Account ... ..	147,380
£1,811,438		£1,879,563

ENDED 31ST MARCH, 1955

WORKING

1954		RECEIPTS	1955
£			£
2,409,158	Passenger Train Traffic	... ..	2,541,949
4,140,915	Goods Train Traffic	... ..	4,114,731
6,550,073			6,656,680
46,052	Miscellaneous	... ..	48,938
6,596,125			6,705,618
874,167	Balance to Profit and Loss Account	... ..	723,540
£7,470,292			£7,429,158

WORKING

1954		RECEIPTS	1955
£			£
4,812,046	Passenger Services	... ..	4,910,333
153,076	Miscellaneous	... ..	151,931
£4,965,122			£5,062,264

WORKING

1954		RECEIPTS	1955
£			£
1,752,262	Goods Services	... ..	1,821,173
9,176	Miscellaneous	... ..	8,390
50,000	From Railway, Loss on Collection and Delivery Service	... ..	50,000
£1,811,438			£1,879,563

REVENUE ACCOUNTS FOR YEAR

VESSEL

1954		EXPENDITURE	1955
£			£
2,456	Maintenance of Vessel and Equipment	... ..	4,629
4,413	Traffic Expenses :—	£	
6,376	Fuel	... .. 4,920	
	Other Expenses	... .. 6,545	
10,789			11,465
3,311	Other Expenditure	... ..	2,796
£16,556			£18,890

CANAL

1954		EXPENDITURE	1955
£			£
1,357	Maintenance of Buildings	... ..	2,684
43,439	Maintenance of Waterways and Works	... ..	48,502
	Traffic Expenses :—	£	
7,929	Fuel	... .. 7,934	
125,568	Other Expenses	... .. 126,176	
133,497			134,110
23,670	Other Expenditure	... ..	22,384
£201,963			£207,680

HOTELS, REFRESHMENT ROOMS

1954		EXPENDITURE	1955
£			£
13,772	Maintenance of Buildings	... ..	19,597
18,144	Maintenance of Cars and Equipment	... ..	17,650
	Working Expenses :—	£	
88,460	Salaries, Wages, Office Expenses, etc.	91,443	
268,176	Provisions, Wines, etc.	272,872	
42,247	Other Expenses	44,118	
398,883			408,433
24,665	Other Expenditure	... ..	25,706
455,464			471,386
18,458	Balance to Profit and Loss Account	... ..	26,578
£473,922			£497,964

DOCKS, HARBOURS AND

1954		EXPENDITURE	1955
£			£
9,303	Maintenance of Docks, Harbours and Wharves and Equipment	... ..	9,860
6,299	Operating Expenses	... ..	6,380
8,900	Dredging	... ..	8,900
2,996	Other Expenditure	... ..	3,133
£27,498			£28,273

ENDED 31ST MARCH, 1955—continued

WORKING

1954		RECEIPTS	1955
£			£
3,651	Passenger	... ..	4,403
3,623	Goods	... ..	4,309
754	Miscellaneous	... ..	768
8,028			9,480
8,528	Balance to Profit and Loss Account	... ..	9,410
£16,556			£18,890

WORKING

1954		RECEIPTS	1955
£			£
129,380	Goods Traffic	... ..	129,273
10,852	Miscellaneous	... ..	7,189
19,499	Rents	... ..	19,379
159,731			155,841
42,232	Balance to Profit and Loss Account	... ..	51,839
£201,963			£207,680

AND RESTAURANT CARS WORKING

1954		RECEIPTS	1955
£			£
473,922	Receipts from Hotels, Refreshment Rooms and Restaurant Cars	... ..	497,964
£473,922			£497,964

WHARVES WORKING

1954		RECEIPTS	1955
£			£
1,293	Harbour, Light and Dock Dues	... ..	1,223
5,179	Wharf and Pier Dues	... ..	5,106
7,324	Cranage and Other Services	... ..	9,294
13,796			15,623
13,702	Balance to Profit and Loss Account	... ..	12,650
£27,498			£28,273

REVENUE ACCOUNTS FOR YEAR

PROFIT AND

1954	EXPENDITURE	1955
£		£
	Balances from :—	
874,167	Railway Working ... ..	723,540
8,528	Vessel Working ... ..	9,410
42,232	Canal Working ... ..	51,839
13,702	Docks, Harbours and Wharves Working ... ..	12,650
938,629		797,439
	Interest on Transport Stocks :—	
296,672	3% Transport Stock, 1955/60 ... ..	296,672
75,000	2½% Transport Stock, 1965/75 ... ..	75,000
105,434	3% Transport Stock, 1975/85 ... ..	105,434
91,250	5% Transport Stock, 1972/77 ... ..	125,000
568,356		602,106
27,375	5% Transport Stock, 1972/77—Sinking Fund ... ..	37,500
43,503	Guaranteed Interest—Fishguard and Rosslare Railways and Harbours Company (in Ireland) ... ..	43,514
61,768	Interest on Advances under Section 18, Transport Act, 1944, and Section 30, Transport Act, 1950 ... ..	90,991
180,000	Pension Trust Fund ... ..	180,000
£1,819,631		£1,751,550

APPROPRIATION.

1954	EXPENDITURE	1955
£		£
2,177,687	Balance from last year ... ..	2,398,756
—	Refund to the Department of Finance of moneys provided by the Oireachtas pursuant to the statement of the Minister for Finance in Dáil Éireann on 21st April, 1954 ... ..	829,000
1,021,069	Balance from Profit and Loss Account ... ..	866,535
£3,198,756		£4,094,291



ENDED 31st MARCH, 1955—(continued).

Loss Account

1954		RECEIPTS				1955	
£						£	
	Balances from :—						
560,154	Road Passenger Working	...	..	..	..	658,874	
170,120	Road Freight Working	...	...	...	...	147,380	
18,458	Hotels, Refreshment Rooms and Restaurant Cars Working	...	...	...	...	26,578	
748,732						832,832	
10,378	Rents	...	...	...	...	10,323	
377	Transfer Fees	...	...	...	...	369	
39,075	Other Interest	....	....	....	....	41,491	
1,021,069	Balance to Appropriation Account	...	...	...	...	866,535	
£1,819,631						£1,751,550	

ACCOUNT

1954		RECEIPTS				1955	
£						£	
800,000	Non-repayable Grants under Transport and Marine Services Votes of Dail Eireann	...	...	...	...	—	
2,398,756	Balance to next Account	...	...	...	...	4,094,291	
£3,198,756						£4,094,291	

## BALANCE SHEET

1954		Amount of Stock at 1st April, 1954	Amount received during year	TOTAL
£		£	£	£
	<b>CAPITAL ISSUES :</b>			
9,889,083	3% Transport Stock, 1955/60	9,889,083	—	9,889,083
3,000,000	2½% Transport Stock, 1965/75	3,000,000	—	3,000,000
3,514,460	3% Transport Stock, 1975/85	3,514,460	—	3,514,460
2,500,000	5% Transport Stock, 1972/77	2,500,000	—	2,500,000
18,903,543		18,903,543	—	18,903,543
	<b>CURRENT LIABILITIES :</b>			
—	Amount due to Bankers (£500,000 guaranteed under Section 30 (1) Transport Act, 1950) ... ..		603,875	
975,175	Sundry Creditors ... ..		1,020,302	
2,033,538	Advances under Section 18, Transport Act, 1944, and Section 30, Transport Act, 1950, with interest thereon ... ..		2,548,205	
2,462,369	Advance in respect of Capital Expenditure under Transport and Marine Services Supplementary Vote of Dáil Éireann, 30th November, 1949 ... ..		2,462,369	
770,470	Expenses accrued ... ..		882,075	
94,273	Taxation ... ..		97,153	
6,335,825				7,613,979
27,375	<b>SINKING FUND FOR REDEMPTION OF 5% TRANSPORT STOCK, 1972/77</b> ... ..			64,875
800,843	<b>RESERVE FUNDS :</b> Renewal Fund ... ..			800,843
26,067,586				£27,383,240

## AUDITORS'

As Auditors appointed by the Board under Section 34 (2) of the Transport Act, examined the above Balance Sheet and the Revenue Accounts connected therewith and No interest has been paid or provided for on the advance under Transport and Marine Depreciation has been written off on the same basis as in the previous year, amended In our opinion the above Balance Sheet is properly drawn up so as to exhibit, subject 1955, according to the best of our information and the explanations given to us and as

DUBLIN,  
24th August, 1955.

31st MARCH, 1955.

1954		Amount at 1st April, 1954	Additions during Year, New Assets and Renewals	Deductions during Year, Depreciation and Sales	TOTAL
£		£	£	£	£
	<b>FIXED ASSETS :</b>				
6,862,762	Railway Lines and Works	6,862,762	486,605	525,228	6,824,139
4,163,433	Railway Rolling Stock	4,163,433	2,329,324	406,354	6,086,453
1,918,331	Road Passenger Vehicles	1,918,331	314,369	344,000	1,888,700
	Road Freight Vehicles				
718,747	and Equipment ...	718,747	60,609	150,108	629,248
669,043	Canal ... ..	669,043	988	—	670,031
	Canal Barges and				
21,535	Equipment ... ..	21,535	260	261	21,534
1,696,377	Land and Buildings ...	1,696,377	42,352	3,297	1,735,432
427,125	Plant and Machinery	427,125	31,031	3,257	454,899
	Docks, Harbours and				
215,740	Wharves ... ..	215,740	7,948	33	223,655
	Hotels, including				
402,255	Catering Equipment	402,255	14,821	152	416,924
17,095,398		17,095,398	3,288,307	1,432,690	18,951,015
	<b>CURRENT ASSETS :</b>				
2,274,975	Stock of Stores (less reserve) ... ..			1,784,636	
218,575	Payments in advance ... ..			221,491	
1,022,224	Sundry Debtors ... ..			1,162,599	
63,793	Cash at Bank and in Hand ... ..			2,583	
939,431	Cash on Deposit ... ..			—	
	Investments at Cost (less reserve) (Market				
1,458,560	Value £451,535) ... ..			458,431	
5,977,608					3,629,740
	<b>FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS</b>				
566,023	COMPANY ... ..				571,010
29,801	BARROW NAVIGATION ... ..				29,801
—	INVESTMENT ON SINKING FUND ACCOUNT ... ..				64,875
—	ISSUE OF TRANSPORT STOCK - DISCOUNT AND EXPENSES (less				
	amounts written off) ... ..				42,508
2,398,756	APPROPRIATION ACCOUNT (Balance transferred) ... ..				4,094,291
£26,067,586					£27,383,240

A. MALCOLM, *Chief Accountant.*

REPORT.

1950, with the consent of the Minister for Industry and Commerce, we report that we have we have obtained all the information and explanations which we have required.

Services Vote of Dáil Éireann, 30th November, 1949.

as explained in paragraph 117 of the Fifth Annual Report of the Board.

to the foregoing, a true and correct view of the state of the Board's affairs at 31st March, shown by the books of the Board.

CRAIG, GARDNER & COMPANY,  
*Chartered Accountants.*

STATISTICAL RETURNS FOR THE YEAR ENDED 31ST MARCH, 1955

STATISTICS OF ASSETS

MILEAGE OF RAILWAY LINES

	First Track		Other Track		Sidings		TOTAL	
	M.	Ch.	M.	Ch.	M.	Ch.	M.	Ch.
Lines owned by Board ...	1,803	79	287	60	292	32	2,384	11
	<i>1,888</i>	<i>68</i>	<i>287</i>	<i>75</i>	<i>297</i>	<i>71</i>	<i>2,474</i>	<i>54</i>
Lines jointly owned (Board's share of ownership) ...		08		08		05		21
		<i>08</i>		<i>08</i>		<i>05</i>		<i>21</i>
Lines leased or worked by the Board ... ..	118	72	5	16	11	03	135	11
	<i>118</i>	<i>72</i>	<i>5</i>	<i>16</i>	<i>11</i>	<i>03</i>	<i>135</i>	<i>11</i>
TOTAL ... ..	1,922	79	293	04	303	40	2,519	43
	<i>2,007</i>	<i>68</i>	<i>293</i>	<i>19</i>	<i>308</i>	<i>79</i>	<i>2,610</i>	<i>06</i>

MILEAGE OF CANALS

	Open for Navigation		Supply Canals —not open for Navigation	
	M.	Ch.	M.	Ch.
GRAND CANAL:				
Main Line and Branches ... ..	194	55	13	35
	<i>194</i>	<i>55</i>	<i>13</i>	<i>35</i>
Shannon Navigation ... ..	123	00	—	—
	<i>123</i>	<i>00</i>	—	—
Barrow Navigation ... ..	30	00	—	—
	<i>30</i>	<i>00</i>	—	—
ROYAL CANAL ... ..	95	43	—	—
	<i>95</i>	<i>43</i>	—	—
TOTAL ... ..	443	18	13	35
	<i>443</i>	<i>18</i>	<i>13</i>	<i>35</i>

LOCOMOTIVES

	1955	1954
	No.	No.
STEAM		
Tender Engines ... ..	311	323
Tank Engines ... ..	54	50
Diesel Electric Engines ... ..	7	7
Non-Standard Gauge—Steam ... ..	15	26
TOTAL ... ..	387	406
Tenders ... ..	333	366

Figures in italics are in respect of the year 1954.

## STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1955—continued.

## RAIL MOTOR VEHICLES

	No.	SEATS		TOTAL
		1st	3rd	
Diesel Rail Cars Standard Gauge	60 49	696 588	2,072 1,572	2,768 2,160
Diesel Rail Cars Non-Standard Gauge	4 4	— —	164 164	164 164

## COACHING VEHICLES

TYPE	SEATS				Number of Vehicles	
	First		Third		1955	1954
	1955	1954	1955	1954		
Carriages of Uniform Class	1,749	1,817	27,042	24,044	486	445
Composite Carriages ...	3,664	3,435	5,741	5,635	187	180
Restaurant Cars ...	—	—	1,005	1,005	30	30
TOTAL ...	5,413	5,252	33,788	30,684	703	655
Ambulance Coaches ...	...	...	...	...	3	2
Radio Van ...	...	...	...	...	1	1
Post Office Vans ...	...	...	...	...	18	18
Luggage, Parcel and Brake Vans ...	...	...	...	...	147	147
Carriage Trucks ...	...	...	...	...	41	43
Horse Boxes ...	...	...	...	...	173	173
Miscellaneous ...	...	...	...	...	64	64
TOTAL ...	...	...	...	...	1,150	1,103

## RAIL SERVICE VEHICLES

	1955	1954
	No.	No.
Gasholder Trucks ...	31	31
Locomotive Coal Wagons ...	436	443
Ballast Trucks ...	387	386
Mess and Tool Vans ...	70	70
Breakdown Cranes ...	10	10
Travelling Cranes ...	7	7
Miscellaneous ...	135	138
Departmental Steam Locomotives ...	2	2
Departmental Petrol Rail Motors ...	5	5
TOTAL ...	1,083	1,092

Figures in italics are in respect of the year 1954.

RAIL MERCHANDISE AND MINERAL VEHICLES

	Under 8 tons	8 tons and up to 12 tons	Over 12 tons	Number	Tonnage Capacity	
					Total	Average per Vehicle
<b>FREIGHT VEHICLES</b>						
Open Wagons ...	242	3,736	497	4,475	43,302	9.68
	<i>245</i>	<i>4,222</i>	<i>19</i>	<i>4,486</i>	<i>43,521</i>	<i>9.70</i>
Covered Wagons ...	692	3,471	1,206	5,369	51,217	9.54
	<i>779</i>	<i>4,067</i>	<i>3</i>	<i>4,849</i>	<i>43,958</i>	<i>9.07</i>
Special wagons for loads of exceptional dimensions and weight ...	...	...	...	27	594	22.00
				<i>28</i>	<i>604</i>	<i>21.57</i>
Cattle Trucks ...	...	...	...	2,265	19,116	8.44
				<i>2,237</i>	<i>17,811</i>	<i>7.96</i>
Rail and Timber Trucks (including twin trucks)				280	2,787	9.95
				<i>291</i>	<i>2,854</i>	<i>9.81</i>
Miscellaneous ...	...	...	...	137	1,912	13.96
				<i>115</i>	<i>1,564</i>	<i>13.60</i>
<b>TOTAL</b>	...	...	...	12,553	118,928	9.47
				<i>12,006</i>	<i>110,312</i>	<i>9.19</i>
<b>CONTAINERS</b>						
Large Covered ...	...	...	...	29	110	3.79
				<i>12</i>	<i>30</i>	<i>2.50</i>
Small Covered ...	...	...	...	30	75	2.50
				<i>30</i>	<i>75</i>	<i>2.50</i>
Open Brick ...	...	...	...	100	225	2.25
				<i>100</i>	<i>225</i>	<i>2.25</i>
Insulated Meat ...	...	...	...	75	300	4.00
				<i>75</i>	<i>300</i>	<i>4.00</i>
Milk ...	...	...	...	6	—	—
				<i>6</i>	—	—
<b>TOTAL</b>	...	...	...	240	710	2.96
				<i>223</i>	<i>630</i>	<i>2.90</i>
<b>BRAKE VANS</b>	...	...	...	284		
				<i>250</i>		

Figures in italics are in respect of the year 1954.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1955—continued.

ROAD VEHICLES

PASSENGER VEHICLES :

	Number		Seating Capacity			
			Total		Average per Vehicle	
	1955	1954	1955	1954	1955	1954
Double-deck Buses ...	598	<i>563</i>	36,020	<i>33,646</i>	60.2	<i>59.7</i>
Single-deck Buses ...	395	<i>386</i>	15,455	<i>14,910</i>	39.1	<i>38.6</i>
Touring Coaches ...	50	<i>52</i>	1,500	<i>1,740</i>	30.0	<i>33.5</i>
Ambulances ...	6	<i>6</i>	Berths 36	Berths <i>36</i>	Berths 6.0	Berths <i>6.0</i>
TOTAL ...	1,049	<i>1,007</i>	53,011	<i>50,332</i>	50.5	<i>50.0</i>

GOODS AND PARCELS VEHICLES AND HORSEBOXES :

	Under 6 tons capacity		6 tons capacity and over		TOTAL	
	1955	1954	1955	1954	1955	1954
Lorries ...	285	<i>253</i>	351	<i>340</i>	636	<i>593</i>
Vans ...	55	<i>56</i>	—	—	55	<i>56</i>
Tractors ...	—	—	54	<i>65</i>	54	<i>65</i>
Horseboxes ...	—	—	—	—	33	<i>34</i>
TRAILERS :					778	<i>748</i>
Special purposes ...					30	<i>30</i>
Articulated ...					146	<i>146</i>
Flat 4-wheel ...					118	<i>118</i>
HORSE DRAWN VEHICLES : Wagons and Carts ...					362	<i>362</i>
TOTAL ...					1,434	<i>1,404</i>
Horses for Road Vehicles ...					274	<i>275</i>
CONTAINERS :						
Furniture ...					105	<i>105</i>
Livestock ...					132	<i>132</i>
Grain ...					10	<i>10</i>
Tar and Bitumen ...					8	<i>8</i>
					255	<i>255</i>
STAFF CARS (including 4 Station Wagons) ...					66	<i>65</i>
SERVICE VEHICLES ...					37	<i>35</i>

Figures in italics are in respect of the year 1954.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1955—continued.

STATISTICS OF OPERATIONS

TONNAGE OF THE PRINCIPAL CLASSES OF MERCHANDISE AND MINERALS CARRIED BY GOODS TRAIN

Originating on Board's System			1955	1954
Ale and Porter (including empties) ... ..	...	...	179,273	178,699
Bacon and Hams, Butter and Eggs ... ..	...	...	27,251	24,801
Beet ... ..	...	...	366,093	420,584
Flour and Bran Sharps and other Flour Mill Offal	...	...	86,986	95,493
Grain ... ..	...	...	241,118	241,494
Groceries (excluding bacon, hams and butter) ...	...	...	204,078	245,557
Manure ... ..	...	...	80,116	83,797
Oil Cake and Cattle Foods ... ..	...	...	11,336	9,763
Oil Cake and Cattle Foods, Beet Pulp ... ..	...	...	34,551	41,234
Potatoes ... ..	...	...	6,878	7,648
Timber ... ..	...	...	14,057	14,374
Turf ... ..	...	...	2,342	30,306
<b>TOTAL</b> ... ..	...	...	1,254,079	1,393,750

NUMBER OF LIVESTOCK CARRIED BY GOODS TRAIN

	1955	1954
Horses ... ..	10,387	6,560
Cattle ... ..	628,844	530,522
Calves ... ..	29,673	26,606
Sheep ... ..	159,168	147,592
Pigs ... ..	33,421	29,952
Other Animals ... ..	202	351
<b>TOTAL</b> ... ..	861,695	741,583

ENGINE MILEAGE

	Coaching	Goods	Other	Total
Steam Tender and Tank Engines	2,647,512	3,036,536	2,497,241	8,181,289
	<i>2,889,061</i>	<i>2,930,872</i>	<i>2,421,749</i>	<i>8,241,682</i>
Diesel Electric Engines ...	84,183	5,770	23,019	112,972
	<i>81,642</i>	<i>10,839</i>	<i>25,670</i>	<i>118,151</i>
Diesel Rail Cars ... ..	1,887,073	—	8,005	1,895,078
	<i>1,280,995</i>	—	<i>8,998</i>	<i>1,289,993</i>
<b>Total Engine Miles</b> ...	4,618,768	3,042,306	2,528,265	10,189,339
	<i>4,251,698</i>	<i>2,941,711</i>	<i>2,456,417</i>	<i>9,649,826</i>

Figures in italics are in respect of the year 1954.



## STATISTICS OF RAIL OPERATIONS

	1955	1954
<b>TOTAL ENGINE HOURS PER TRAIN ENGINE HOUR :</b>		
<i>Steam</i>		
Coaching ... ..	1.47	<i>1.44</i>
Freight ... ..	2.20	<i>2.23</i>
<i>Diesel Rail Cars</i>		
Coaching ... ..	1.00	<i>1.00</i>
<i>Diesel Electric</i>		
Coaching ... ..	1.07	<i>1.07</i>
<b>TRAIN MILES PER TRAIN ENGINE HOUR</b>		
<i>Coaching</i>		
Steam ... ..	16.95	<i>17.39</i>
Diesel Electric (Locomotives only) ... ..	26.55	<i>25.07</i>
Diesel Rail Cars (Standard Gauge) ... ..	31.61	<i>30.13</i>
do. (Narrow Gauge) ... ..	19.00	<i>18.18</i>
<i>Freight</i>		
Steam ... ..	10.93	<i>11.21</i>
Diesel Shunters ... ..	6.99	<i>7.34</i>
<b>TON MILES PER ENGINE HOUR</b>		
Per Train Engine Hour ... ..	685	<i>735</i>
Per Engine Shunting Hour ... ..	713	<i>738</i>
Per Total Engine Hour ... ..	349	<i>368</i>
<b>TON MILES PER TRAIN MILE</b>		
Train Load in tons ... ..	72	<i>75</i>
<b>WAGON MILES PER TRAIN MILE</b> (Number of Wagons per train)		
Loaded ... ..	19.96	<i>19.94</i>
Empty ... ..	7.22	<i>7.38</i>
Total ... ..	27.18	<i>27.32</i>
<b>WAGON MILES PER HOUR</b>		
Per Engine Hour ... ..	257.88	<i>265.95</i>
Per Engine Shunting Hour ... ..	268.53	<i>267.17</i>
Per Total Engine Hour ... ..	131.55	<i>133.28</i>
<b>AVERAGE WAGON LOAD</b> ... ..		
	tons 3.62	<i>tons 3.79</i>

Figures in italics are in respect of the year 1954.

STATISTICS OF RECEIPTS

RAIL PASSENGER TRAFFIC

Class of Passenger	Number	Receipts	Average Receipts per Journey	
			£	s. d.
Ordinary :—				
1st Class ... ..	189,493	123,250	13	0-10
	<i>214,407</i>	<i>129,649</i>	12	1-12
3rd Class ... ..	5,977,801	1,629,728	5	5-43
	<i>5,757,023</i>	<i>1,484,021</i>	5	1-87
TOTAL ... ..	6,167,294	1,752,978	5	8-22
	<i>5,971,430</i>	<i>1,613,670</i>	5	4-86
Season :—				
1st Class ... ..	182,475	5,890		7-75
	<i>208,119</i>	<i>6,666</i>		7-69
3rd Class ... ..	1,838,106	44,588		5-82
	<i>1,923,957</i>	<i>45,967</i>		5-73
TOTAL ... ..	2,020,581	50,478		6-00
	<i>2,132,076</i>	<i>52,633</i>		5-92
		Total Units	Average Receipts per unit	
Passenger Miles ... ..		263,626,900	1-64d.	
		<i>231,073,918</i>	<i>1-73d.</i>	
Passenger Journeys ... ..		8,187,875	52-86d.	
		<i>8,103,506</i>	<i>49-35d.</i>	
Loaded Train Miles ... ..		4,515,160	8s. 0d.	
		<i>4,169,874</i>	<i>8s. 0d.</i>	
Miles of Road (First Track) ... ..		1,923	£938	
		<i>2,008</i>	<i>£830</i>	

Figures in italics are in respect of the year 1954.

## STATISTICS OF RECEIPTS

## FREIGHT TRAIN TRAFFIC

Classification	Receipts	Tons Carried	Ton Miles	Average length of haul in miles	Average Receipts	
					per ton	per ton mile
	£				£ s. d.	Pence
Merchandise ...	3,188,222	1,710,800	152,007,880	88.85	1 17 3	5.03
	<i>3,208,178</i>	<i>1,759,841</i>	<i>152,117,419</i>	<i>86.44</i>	<i>1 16 6</i>	<i>5.06</i>
Minerals ...	375,742	515,151	30,631,633	59.46	14 7	2.94
	<i>451,686</i>	<i>604,048</i>	<i>37,868,575</i>	<i>62.69</i>	<i>14 11</i>	<i>2.86</i>
Coal and Coke	89,528	97,735	7,131,041	72.96	18 4	3.01
	<i>93,615</i>	<i>105,888</i>	<i>7,248,468</i>	<i>68.45</i>	<i>17 8</i>	<i>3.10</i>
TOTAL ...	3,653,492	2,323,686	189,770,554	81.67	1 11 5	4.62
	<i>3,753,479</i>	<i>2,469,777</i>	<i>197,234,462</i>	<i>79.86</i>	<i>1 10 5</i>	<i>4.57</i>
Livestock ...	£ 461,239	No. 861,695	—	77.83		
	<i>387,436</i>	<i>741,583</i>	—	<i>73.55</i>		
				Total Units	Average Receipts per unit	
Loaded Train Miles ... ..				2,853,605	£1 8 10	
				<i>2,763,938</i>	<i>£1 10 0</i>	
Loaded Wagon Miles ... ..				60,713,391	16.27 pence	
				<i>58,655,755</i>	<i>16.94 ..</i>	
Miles of Road (First Track) ... ..				1,923	£2,140	
				<i>2,008</i>	<i>£2,062</i>	

Figures in italics are in respect of the year 1954.

STATISTICS OF RECEIPTS

ROAD PASSENGER SERVICES

	Receipts	Passengers Carried	Vehicle Miles	Passenger Miles (Estimated)
	£			
Dublin City Services ...	3,205,529	242,558,792	27,400,776	461,346,822
	<i>3,110,938</i>	<i>234,408,600</i>	<i>26,975,297</i>	<i>447,720,426</i>
Other City Services ...	435,483	35,996,252	3,752,567	62,633,478
	<i>415,467</i>	<i>34,488,048</i>	<i>3,736,520</i>	<i>59,664,323</i>
Provincial Services ...	1,035,778	10,344,937	9,633,301	110,483,927
	<i>1,063,976</i>	<i>9,439,094</i>	<i>9,640,328</i>	<i>113,457,910</i>
Tours and Private Hire ...	233,543	895,786	1,374,150	—
	<i>221,665</i>	<i>873,939</i>	<i>1,361,410</i>	—
<b>TOTAL</b> ...	4,910,333	289,795,767	42,160,794	—
	<i>4,812,046</i>	<i>279,209,681</i>	<i>41,713,555</i>	—
	Per Journey	Per Mile	Per Passenger Mile	
Average Receipts :	d.	d.	d.	
Dublin City Services ...	3·17	28·08	1·67	
	<i>3·19</i>	<i>27·68</i>	<i>1·67</i>	
Other City Services ...	2·90	27·85	1·67	
	<i>2·89</i>	<i>26·69</i>	<i>1·67</i>	
Provincial Services ...	24·03	25·80	2·25	
	<i>27·05</i>	<i>26·49</i>	<i>2·25</i>	

Figures in italics are in respect of the year 1954.

## STATISTICS OF RECEIPTS

## ROAD FREIGHT SERVICES

Type	Vehicle Miles	Tonnage	Receipts	Average Rate per ton	
Scheduled Services ... ..	1,991,738	191,129	£ 256,035	s. 26	d. 9.5
	<i>2,115,428</i>	<i>205,930</i>	<i>268,740</i>	<i>26</i>	<i>1.2</i>
Railhead C. & D. Services	495,681	170,198	97,556	11	5.6
	<i>508,540</i>	<i>169,628</i>	<i>95,418</i>	<i>11</i>	<i>3.0</i>
Direct Road Services ... ..	9,126,394	2,675,580	1,014,172	7	7.0
	<i>8,870,954</i>	<i>2,270,592</i>	<i>977,580</i>	<i>8</i>	<i>7.3</i>
TOTAL ... ..	11,613,813	3,036,907	1,367,763	9	0.1
	<i>11,494,922</i>	<i>2,646,150</i>	<i>1,341,738</i>	<i>10</i>	<i>1.7</i>
Livestock ... ..		No.			
	1,693,213	295,083	187,590		
	<i>1,380,694</i>	<i>219,908</i>	<i>150,397</i>		

## GRAND CANAL TRAFFIC

Classification	Tonnage Carried by C.I.E. Barges	Receipts	Average Rate per Ton	
Merchandise ... ..	79,914	£ 121,494	s. 30	d. 4.9
	<i>85,648</i>	<i>125,104</i>	<i>29</i>	<i>2.6</i>
Coal, Coke and Patent Fuel ... ..	193	215	22	3.4
	<i>144</i>	<i>176</i>	<i>24</i>	<i>5.3</i>
Other Minerals ... ..	8,484	7,564	17	10.0
	<i>4,769</i>	<i>4,100</i>	<i>17</i>	<i>2.3</i>
TOTAL ... ..	88,591	129,273	29	2.2
	<i>90,561</i>	<i>129,380</i>	<i>28</i>	<i>6.9</i>

Figures in italics are in respect of the year 1954.



