

CÓRAS

ÍOMPAIR

ÉIREANN

FIRST  
ANNUAL REPORT

*for the period*

1st JUNE 1950 to 31st MARCH 1951



TWO SHILLINGS AND SIXPENCE



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KINGSBRIDGE STATION, DUBLIN





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## 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 C6ras Iompair 6ireann, promptly introduced arrangements under which the Irish Omnibus Company operated on its behalf numerous road passenger services, and later, it acquired 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 C  ras Iompair   ireann. All the stocks of the Transport Company, both ordinary and debenture, were exchanged for debenture stock of C  ras Iompair   ireann 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.E 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 timetables. 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 Dail Eireann on 15th March, 1951.

42. For the year ending 31st December, 1949, C6ras Iompair 6ireann (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.

## SERVICES :

### V. GENERAL

#### 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 16¾% 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 16¾% (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.

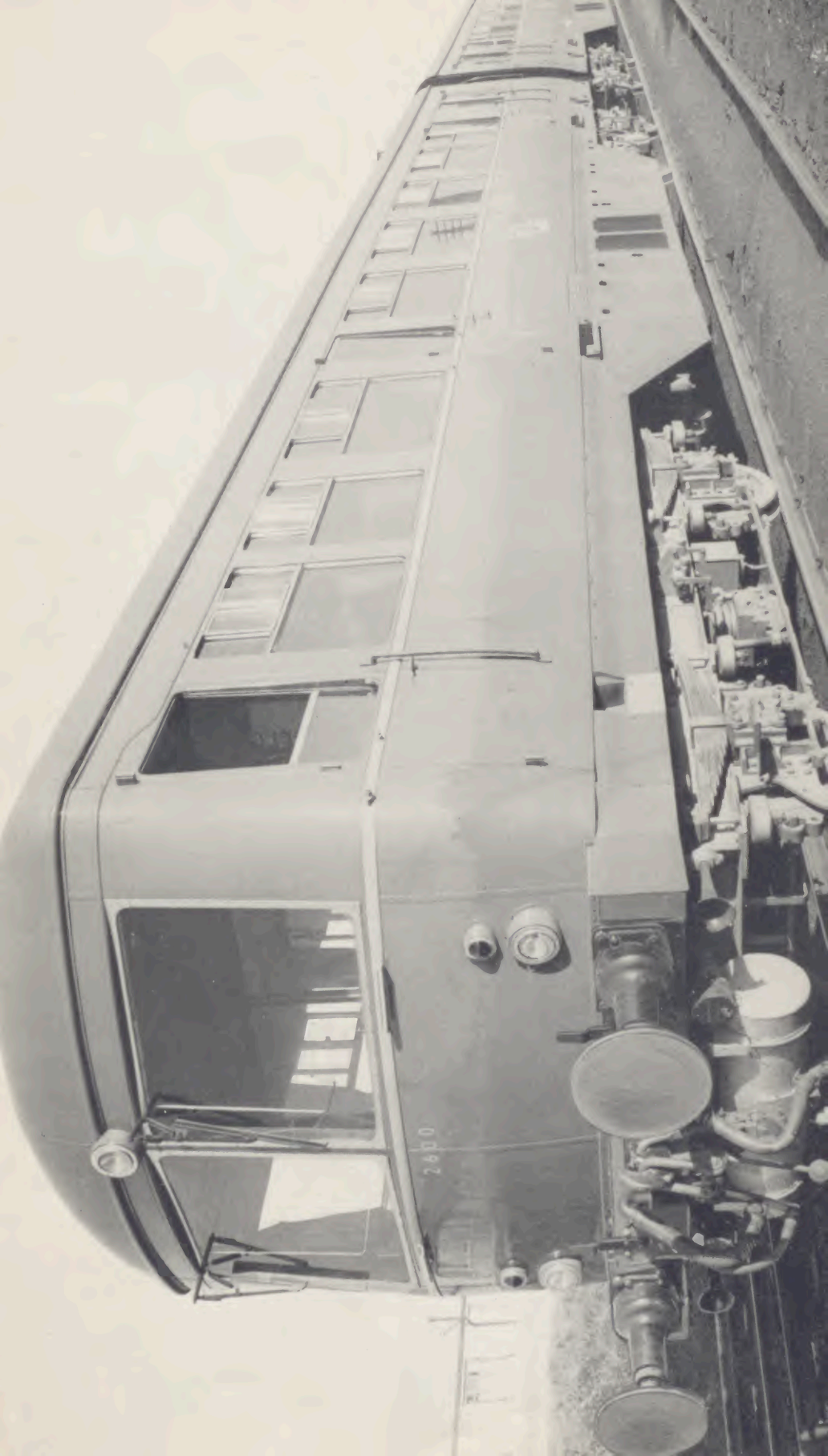
88. Unfortunately, there is as yet no indication that our costs of operation have been stabilised. Recently further wage and salary increases were made which will cost an additional £217,000 per annum. It has been estimated that, for the year ended 31st March, 1952, after allowing for the increases in 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.*



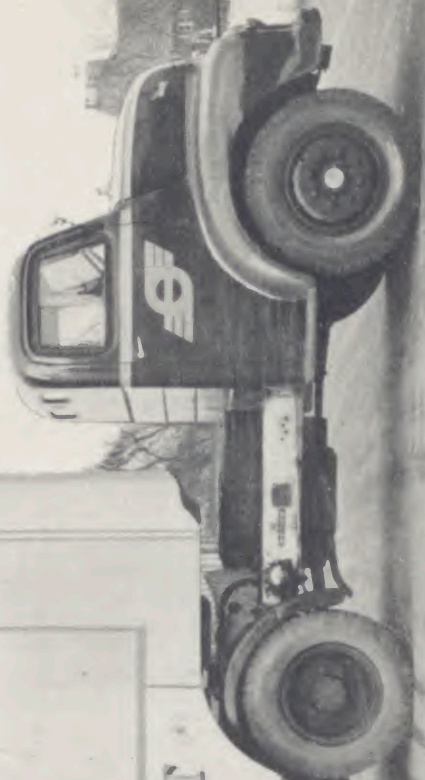


— INSULATED VAN —

HYGIENIC TRANSPORT

FOR

CLEAN FRESH FOOD







*The City of...*



City of...

ZJ5907





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 .. .. .	698,935	Passenger Train Traffic .. .. .	1,562,762
Maintenance of Rolling Stock .. .. .	845,866	Goods Train Traffic .. .. .	2,641,051
Traffic Expenses :—	£		
Fuel .. .. .	867,027		
Other Expenses .. .. .	1,846,449	Miscellaneous .. .. .	4,203,813
			80,698
			4,284,451
Other Expenditure .. .. .	413,211	Balance to Profit and Loss Account .. .. .	949,037
Depreciation .. .. .	512,000		
	<u>£5,183,488</u>		<u>£5,183,488</u>

ROAD PASSENGER WORKING

EXPENDITURE	£	RECEIPTS	£
Maintenance of Buildings .. .. .	5,641	Passenger Services .. .. .	8,273,159
Maintenance of Vehicles and Equipment .. .. .	476,183	Miscellaneous .. .. .	109,911
Traffic Expenses :—			
Fuel .. .. .	£ 411,368		
Road Tax and Licences .. .. .	131,592		
Other Expenses .. .. .	1,525,747		
	2,068,707		
Other Expenditure .. .. .	190,779		
Depreciation .. .. .	134,156		
Transfer to Renewal Fund .. .. .	151,844		
	8,027,310		
Balance to Profit and Loss Account .. .. .	855,760		
	<u>£3,883,070</u>		<u>£3,883,070</u>



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	5,274	Miscellaneous	916,216
Traffic Expenses:—	187,207		3,910
Fuel	85,819		920,126
Provender	26,181		
Road Tax and Licences	29,974		
Other Expenses	479,706		
Other Expenditure		Balance to Profit and Loss Account	29,909
Depreciation			
Transfer to Renewal Fund			
	£950,035		£950,035

CANAL WORKING

EXPENDITURE		RECEIPTS	
Maintenance of Buildings	£	Goods Traffic	£
Maintenance of Waterways and Works	2,554	Miscellaneous	92,977
Traffic Expenses:—	81,120	Rents	11,106
Fuel	1,220		16,500
Other Expenses	98,269		120,588
Other Expenditure		Balance to Profit and Loss Account	29,219
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	5,276	Wharf and Pier Dues	1,083
Dredging	4,853	Craneage and Other Services	3,937
Other Expenditure	7,143		3,474
	2,084	Balance to Profit and Loss Account	8,494
	£19,356		10,862
			£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
Maintenance of Cars and Equipment .. .. .	15,317
Working Expenses :—	
Salaries, Wages, Office Expenses, etc. .. .. .	£ 61,277
Provisions, Wines, etc. .. .. .	153,198
Other Expenses .. .. .	85,705
	250,175
Other Expenditure .. .. .	9,449
Depreciation .. .. .	210
	285,071
	6,175
Balance to Profit and Loss Account .. .. .	£291,246
	£291,246

PROFIT AND LOSS ACCOUNT

Balances from :—	£	355,760
Railway Working .. .. .	949,037	
Road Freight Working .. .. .	29,909	
Canal Working .. .. .	29,219	
Docks, Harbours and Wharves Working .. .. .	10,862	
	1,019,027	
Interest on Transport Stocks :—		
3% Transport Stock, 1955/60 .. .. .	247,227	
2½% Transport Stock, 1965/75 .. .. .	62,500	
3% Transport Stock, 1975/85 .. .. .	87,862	
	397,589	
Guaranteed Interest on :—		
Fishguard and Rosslare Railways and Harbours Company (in Ireland) .. .. .	36,228	
Pension Trust Fund .. .. .	150,000	
Miscellaneous .. .. .	26,755	
	£1,029,599	
Balances from :—		
Road Passenger Working .. .. .		6,782
Hotels, Refreshment Rooms and Restaurant Cars Working .. .. .		37,522
		389
		406,628
Rents .. .. .		
General Interest .. .. .		
Transfer Fees .. .. .		
Balance to Appropriation Account .. .. .		1,222,971
		£1,629,599



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

APPROPRIATION ACCOUNT

<p>Balances forward from C6ras Iompair Eireann (1945) at 31st May, 1950 :—</p> <p>Appropriation Account (less £1,631, adjustment in allocation of Capital Advance) .. .. .</p> <p>Goodwill .. .. .</p>	<p>£</p> <p>2,560,198</p> <p>969,209</p> <hr/> <p>3,529,407</p>	<p>£</p> <p>980,000</p>
<p>Less :—</p> <p>Insurance Fund .. .. .</p> <p>Renewal Fund .. .. .</p> <p>Sundry Credit Balances .. .. .</p>	<p>£</p> <p>150,000</p> <p>953,562</p> <p>156,387</p> <hr/> <p>1,259,949</p>	<p>Non-repayable Grant under Transport and Marine Services Vote of D6il Eireann, 15th March, 1951 ..</p> <p>Credit from conversion of Stocks of C6ras Iompair Eireann (1945) .. .. .</p>
<p>Balance from Profit and Loss Account .. .. .</p>	<p>2,269,458</p>	<p>703,545</p>
<p>Balance to next Account .. .. .</p>	<p>1,222,971</p>	<p>1,808,884</p>
	<p>£3,492,429</p>	<p>£3,492,429</p>

## 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>4,502,159</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 ..	1,379,065	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 ..	1,333,090	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) .. ..			480,482	4,160,047
(Market Value £465,747)				
<b>FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS CO.</b> .. ..				504,433
<b>BARROW NAVIGATION</b> .. ..				29,801
<b>APPROPRIATION ACCOUNT (Balance transferred)</b> .. ..				1,808,884
				<u>£21,066,950</u>

HARTNELL SMITH, *Chief Accountant.*

**REPORT.**

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. (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	08	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	18	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 .. .. .	78
Diesel Electric Engines ..	6
Non-Standard Gauge—Steam .. .. .	26
	<hr/>
	450
	<hr/>
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
	<hr/>	<hr/>	<hr/>	<hr/>
	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>1,138</b>

RAIL TRAFFIC AND RECEIPTS

PASSENGER TRAFFIC

Class of Passenger	Number	Receipts		Average Fare	
		£	s. d.	s.	d.
<b>Ordinary—</b>					
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</b>	<b>2</b>	<b>18</b>
<b>Season—</b>		£			
1st Class .. .. .	225,727	5,906			
3rd Class .. .. .	1,552,344	29,504			

GOODS TRAFFIC

	Tonnage	Receipts		Average Rate per Ton	
		£	s. d.	s.	d.
<b>Merchandise .. .. .</b>	<b>1,449,215</b>	<b>2,042,321</b>	<b>28</b>	<b>2</b>	<b>22</b>
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</b>	<b>9</b>	<b>37</b>
<b>Livestock .. .. .</b>	<b>No. 665,040</b>	<b>£ 269,647</b>			

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
Total							1,120,723

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	
Total									665,040

ROAD VEHICLES

PASSENGER VEHICLES :							No.
Double-deck Omnibuses	..	..	..	..	..	..	507
Single-deck Omnibuses	..	..	..	..	..	..	461
Luxury Touring Coaches	..	..	..	..	..	..	10
							978
GOODS AND PARCEL VEHICLES :							
				Under 6 tons capacity	6 tons capacity and over	Total	
Lorries	..	..	..	130	339	469	
Vans	..	..	..	27	—	27	
Tractors	..	..	..	—	59	59	
Horse-boxes	..	..	..	—	—	24	579
TRAILERS :							
Special purposes	..	..	..	..	..	..	36
Articulated	..	..	..	..	..	..	132
Flat 4-wheel	..	..	..	..	..	..	258
							426
HORSE-DRAWN VEHICLES :							
Wagons and Carts	..	..	..	..	..	..	899
							1,404
HORSES FOR ROAD VEHICLES							275
CONTAINERS :							
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
			£	d.
City Services .. .. .	21,027,480	194,150,990	2,087,225	2·52
Provincial Services .. .. .	11,105,431	85,151,445	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	
			£	s.	d.
Scheduled Services .. .. .	1,821,654	173,355	191,607	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
	6,156,961	1,193,403	649,889	10	10·7
		No.	£		
Livestock .. .. .	1,375,383	217,362	111,838		—

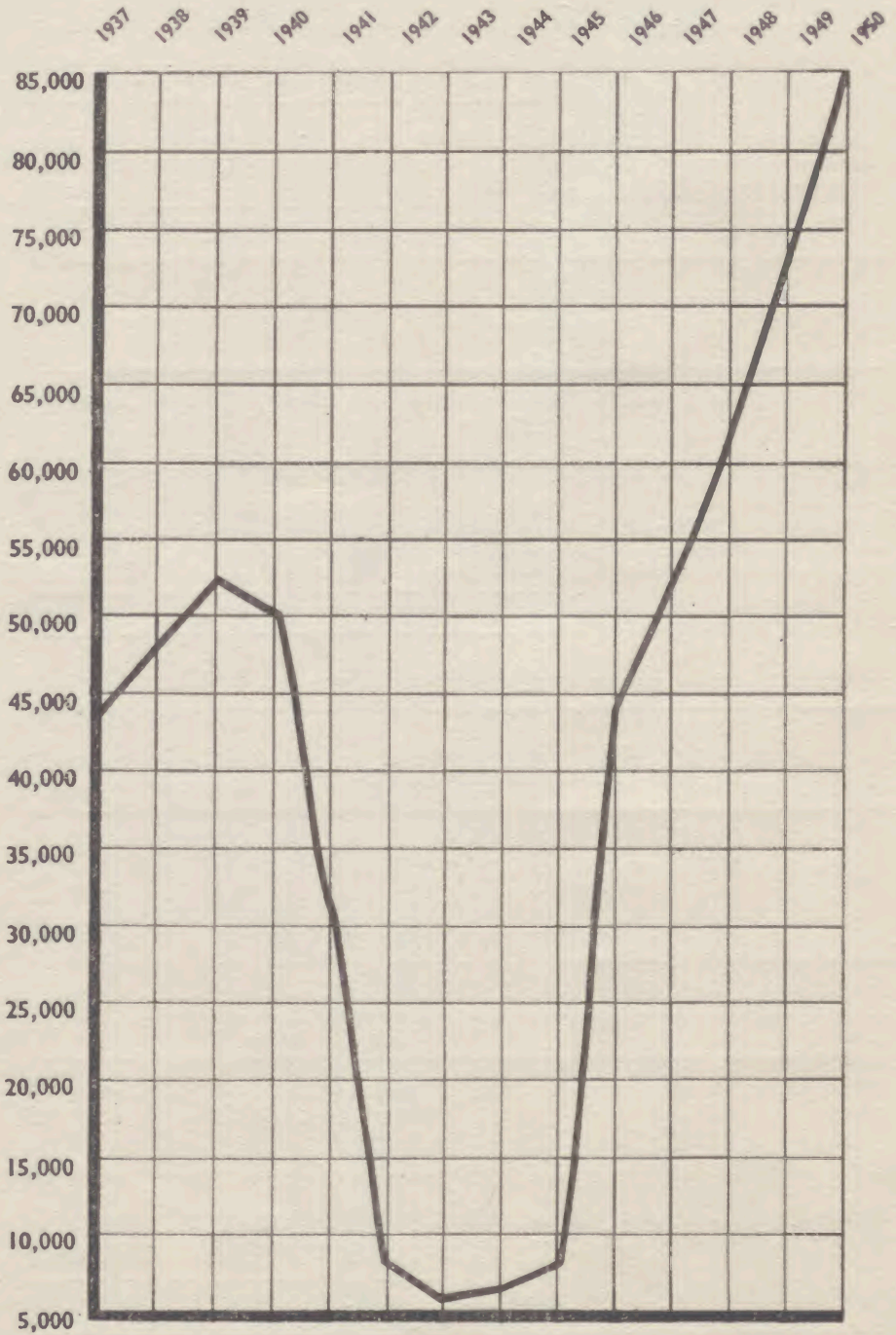
MILEAGE OF CANALS

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

GRAND CANAL TRAFFIC

	Tonnage Carried by C.I.E. Barges	Receipts	Average Rate per Ton	
		£	s.	d.
Merchandise .. .. .	75,670	89,531	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</b>	<b>10·56</b>

GRAPH 1A  
SHOWING NUMBERS OF PRIVATE CARS TAXED  
FOR YEARS 1937-'50

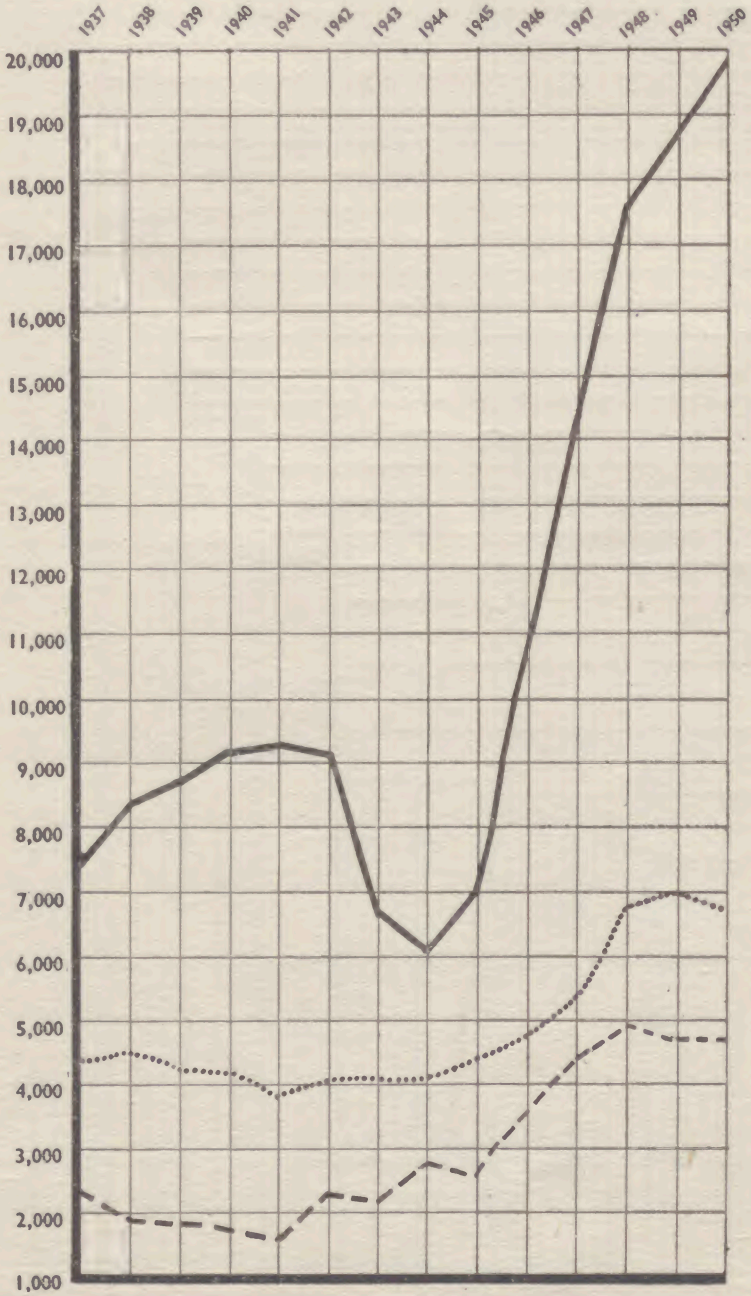




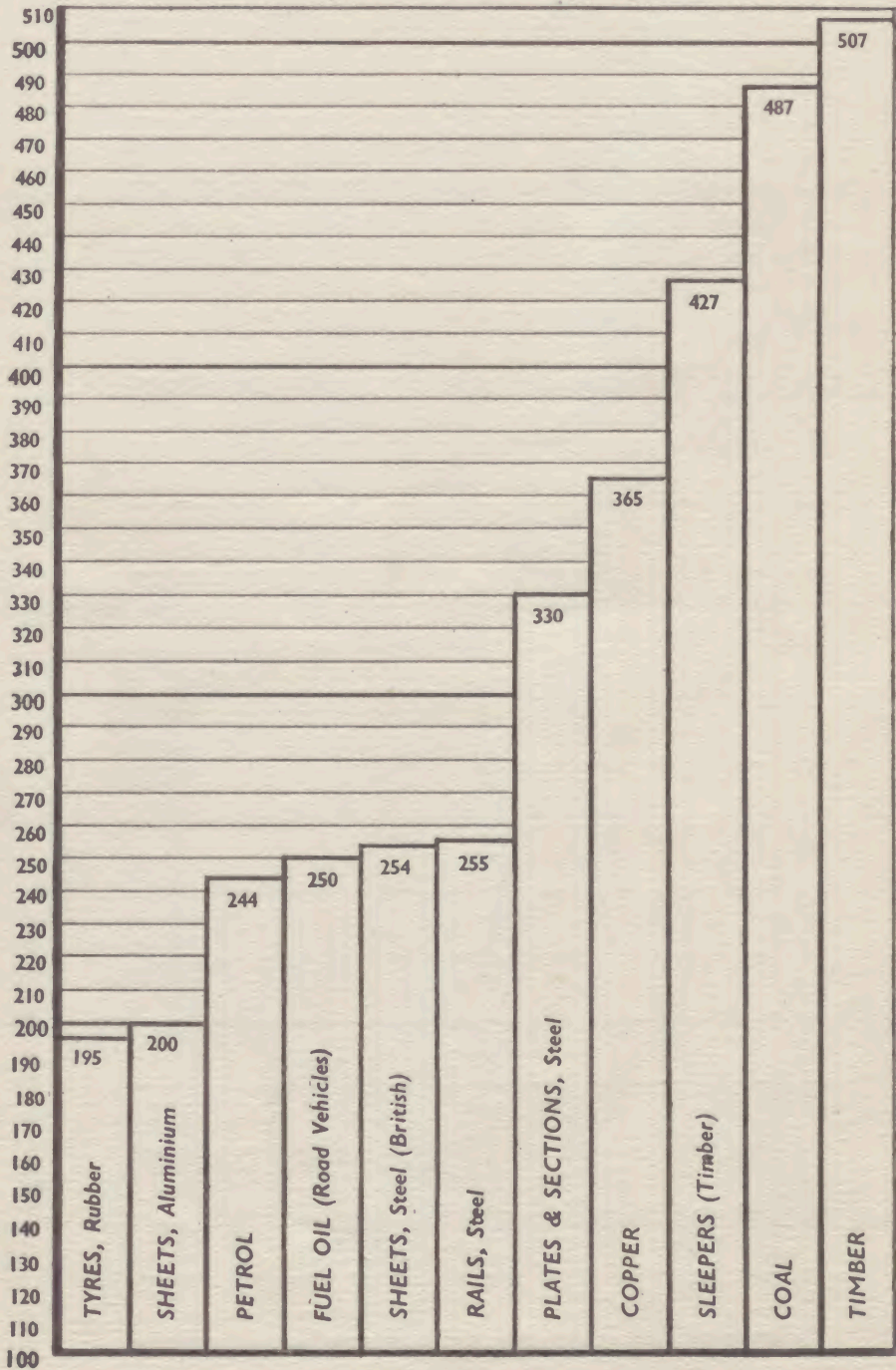
GRAPH 1B

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 PRICE  
 (INDEX No. BASE : 1938 = 100)

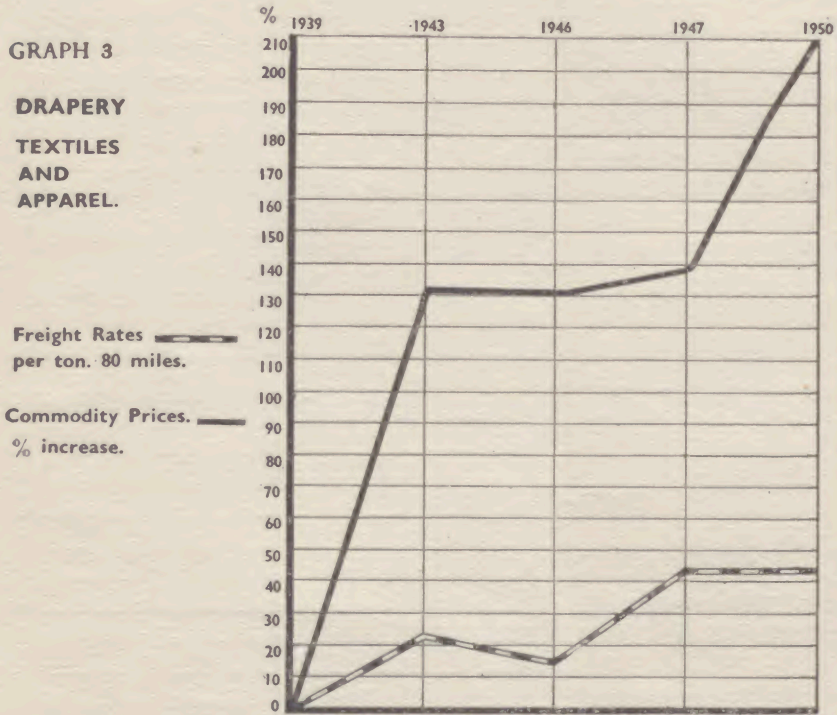




## GRAPHS SHOWING FOR SELECTED YEARS PERCENTAGE INCREASES IN COMMODITY PRICES AND FREIGHT RATES

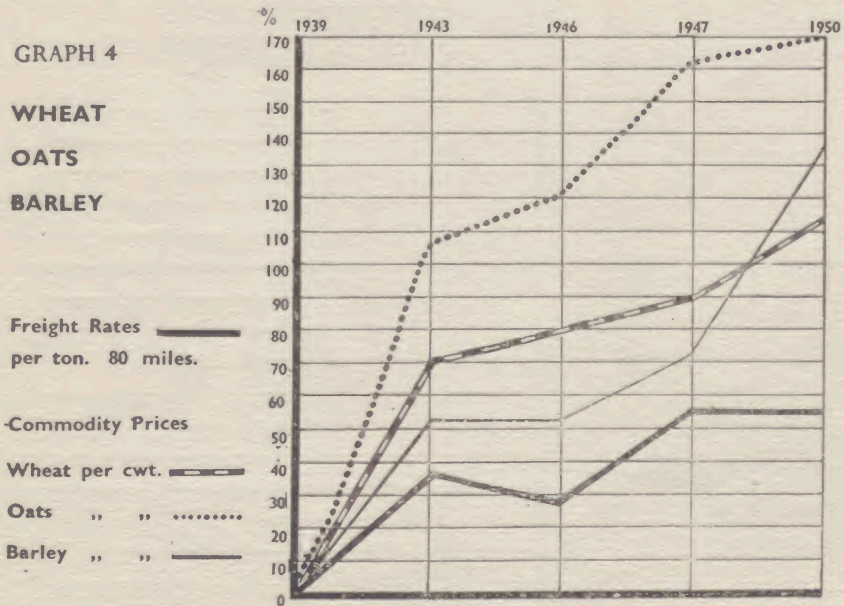
GRAPH 3

**DRAPERY  
TEXTILES  
AND  
APPAREL.**



GRAPH 4

**WHEAT  
OATS  
BARLEY**



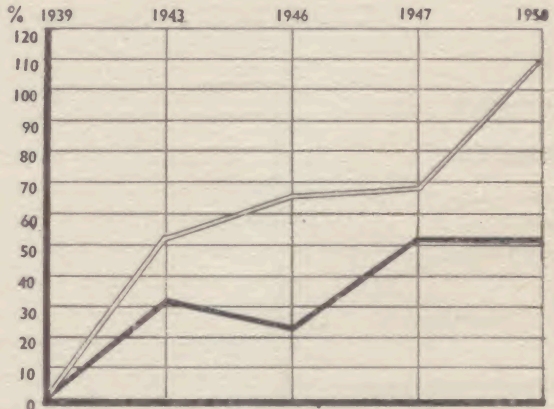
**GRAPHS SHOWING FOR SELECTED YEARS PERCENTAGE  
INCREASES IN COMMODITY PRICES AND FREIGHT RATES**

**GRAPH 5**

**BACON**

Freight Rates ————— per ton. 80 miles

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

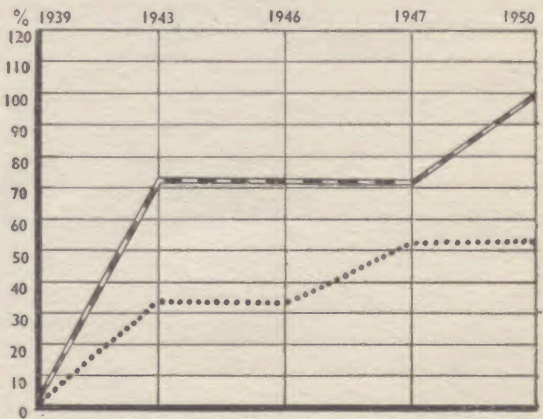


**GRAPH 6**

**BETROOT 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.

