

CÓRAS IOMPAIR ÉIREANN

SECOND
ANNUAL REPORT

for the Year ended

31st MARCH 1952



TWO SHILLINGS AND SIXPENCE

CÓRAS

IOMPAIR

ÉIREANN

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ANNUAL REPORT

for the Year ended

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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. Córas Iompair Éireann 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 Tippers 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 Portarlinton, 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
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	£1,032,000
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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.—(continued)

ROAD FREIGHT WORKING

EXPENDITURE		RECEIPTS	
Maintenance of Buildings	£	Goods Services	£
Maintenance of Motor Vehicles, Horses and Equipment	3,670	Miscellaneous	1,354,978
Traffic Expenses:—	296,594		7,026
Fuel	141,880		1,362,004
Provender	35,546		
Road Tax and Licences	48,549		
Other Expenses	678,858		
Other Expenditure	62,950	Balance to Profit and Loss Account	10,616
Depreciation	109,263		
Transfer to Renewal Fund	360		
	£1,372,620		£1,372,620

VESSEL WORKING

EXPENDITURE		RECEIPTS	
Maintenance of Vessel and Equipment	£	Passengers	£
Traffic Expenses:—	176	Goods	1,027
Fuel	762	Miscellaneous	1,281
Other Expenses	3,603		369
Other Expenditure	4,365		2,677
	512	Balance to Profit and Loss Account	2,376
	£5,053		£5,053

CANAL WORKING

EXPENDITURE		RECEIPTS	
Maintenance of Buildings	£	Goods Traffic	£
Maintenance of Waterways and Works	3,042	Miscellaneous	115,715
Traffic Expenses:—	43,073	Rents	12,220
Fuel	8,554		21,235
Other Expenses	117,637		149,170
Other Expenditure	29,196	Balance to Profit and Loss Account	52,732
Depreciation	400		
	£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	£	Receipts from Hotels, Refreshment Rooms and Restaurant Cars	£
Maintenance of Cars and Equipment	17,398		873,054
Working Expenses :—	22,015		
Salaries, Wages, Office Expenses, etc.	76,753		
Provisions, Wines, etc.	217,708		
Other Expenses	337,129		
Other Expenditure	21,372	Balance to Profit and Loss Account	25,112
Depreciation	252		
	£398,166		£398,166

DOCKS, HARBOURS AND WHARVES WORKING

EXPENDITURE		RECEIPTS	
Maintenance of Docks, Harbours and Wharves and Equipment	£	Harbour, Light and Dock Dues	£
Operating Expenses	6,232	Wharf and Pier Dues	1,107
Dredging	6,614	Cranage and Other Services	6,320
Other Expenditure	8,900		7,579
	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	52,782	Rents	12,284
Docks, Harbours and Wharves Working	9,361	Transfer Fees	539
Hotels, Refreshment Rooms and Restaurant Cars Working	25,112		
	<u>1,786,958</u>		
Interest on Transport Stocks :—	296,672	Balance to Appropriation Account	2,091,720
3% Transport Stock, 1955/60	75,000		
2½% Transport Stock, 1965/75	105,484		
3% Transport Stock, 1975/85	477,106		
Guaranteed Interest on :—			
Fishguard and Rosslare Railways and Harbours Company (in Ireland)	43,473		
Other Interest	9,790		
Pension Trust Fund	180,000		
	<u>£2,497,327</u>		<u>£2,497,327</u>

APPROPRIATION ACCOUNT

	£		£
Balance forward at 31st March, 1951	1,808,864	Non-repayable Grant under Transport and Marine Services Vote of Dáil Éireann, 18th December, 1951	1,817,000
Balance from Profit and Loss Account	2,091,720	Balance to next Account	2,083,604
	<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
	£	£	£
CAPITAL ISSUES :			
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
	16,403,543	—	16,403,543
CURRENT LIABILITIES :			
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
RESERVE FUNDS :			
Renewal Fund			372,461
			£22,292,439

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
	£	£	£	£
FIXED ASSETS :				
Railway Lines and Works	6,550,008	776,400	448,502	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
	14,503,785	1,859,170	959,850	15,403,105
CURRENT ASSETS :				
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.				504,433
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 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 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
Total	2027	22	294	08	291	02	2612	27

MILEAGE OF CANALS

	M.	Ch.
Grand Canal	861	10
Royal Canal	95	43

LOCOMOTIVES

	No.
Steam—	
Tender Engines	337
Tank Engines	72
Diesel Electric Engines	7
Non-Standard Gauge—Steam	26
Total	442
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			
Total	1,159			

MERCHANDISE AND MINERAL VEHICLES

	Under 8 tons	8 tons and up to 12 tons	Over 12 tons	Number	Tonnage Capacity	
					Total	Average per vehicle
FREIGHT VEHICLES						
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 dimensions 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	1,038	14·82
Total				11,730	104,810	8·93
CONTAINERS						
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	—	—
Total				159	374	2·44
BRAKE VANS				230		

SERVICE VEHICLES

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

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

ROAD VEHICLES

PASSENGER VEHICLES :				Number	Seating capacity		
					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)	..	..	..	3	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 :						Total	No.
Special purposes	..	..	..	..	..	32	
Articulated	..	..	..	..	..	140	
Flat 4-wheel	..	..	..	..	..	118	
Others	..	..	..	..	..	10	
							300

HORSE-DRAWN VEHICLES :						Total	No.
Wagons and Carts	396
							1,405

HORSES for Road Vehicles						Total	No.
						..	283

CONTAINERS :						Total	No.
Furniture	..	..	..	..	..	105	
Livestock	..	..	..	..	..	82	
Alcohol	..	..	..	..	..	1	
							188

STAFF CARS (including 4 Station Wagons)						Total	No.
						..	70

SERVICE VEHICLES						Total	No.
						..	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							1,442,283

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

NUMBER OF LIVESTOCK CARRIED BY GOODS TRAIN

	No.
Horses	18,244
Cattle	683,685
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

TOTAL ENGINE HOURS PER TRAIN ENGINE HOUR	
<i>Steam</i>	
Coaching	1·85
Freight	2·15
<i>Diesel Electric</i>	
Coaching	1·04
TRAIN MILES PER TRAIN ENGINE HOUR	
<i>Coaching</i>	
Steam	17·85
Diesel Electric (Locomotives only)	21·35
<i>Freight</i>	
Steam	10·98
TON MILES PER ENGINE HOUR	
Per Train Engine Hour	726
Per Engine Shunting Hour	763
Per Total Engine Hour	372
TON MILES PER TRAIN MILE	
(Train Load, in tons)	75
WAGON MILES PER TRAIN MILE	
(Number of Wagons per train)	
Loaded	18·73
Empty	6·68
Total	25·41
WAGON MILES PER HOUR	
Per Engine Hour	245·19
Per Engine Shunting Hour	257·54
Per Total Engine Hour	125·61
AVERAGE WAGON LOAD	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	31,040,545	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. 911,520	—	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	£1,834	

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	—
Total	4,291,895	288,614,659	41,098,914	—
	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

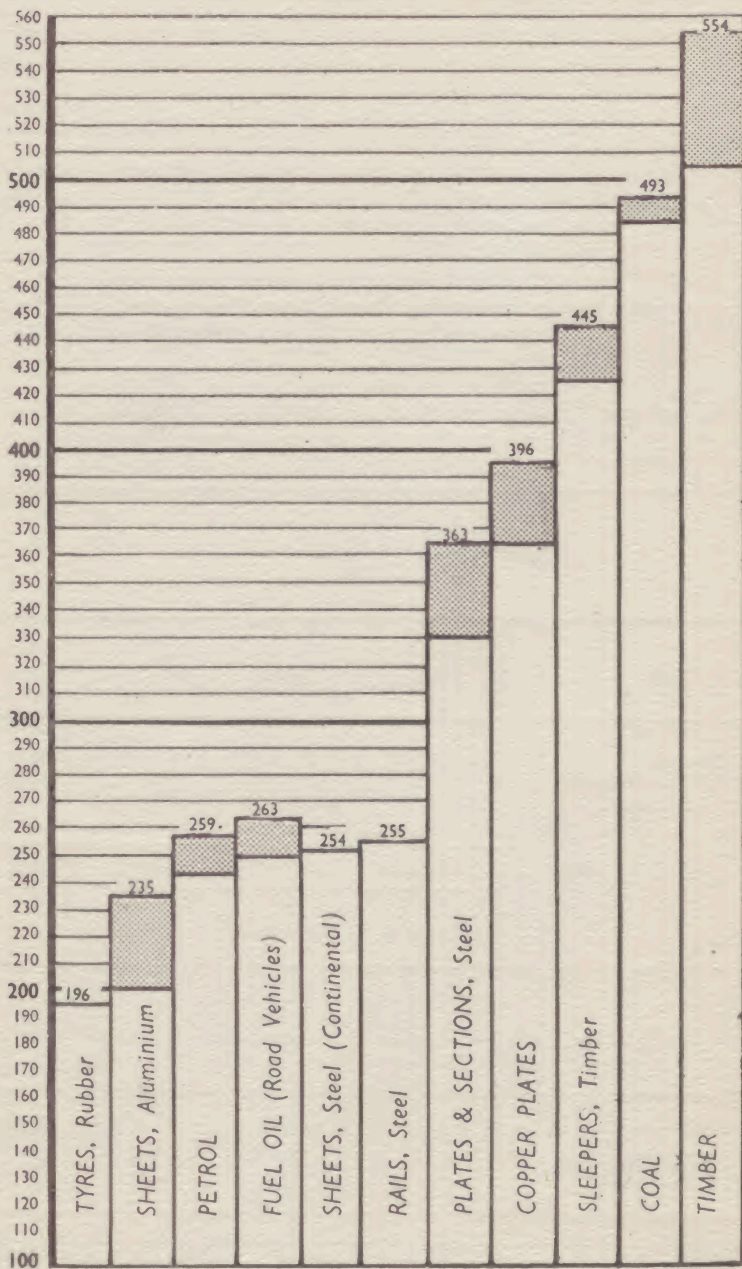
Type	Vehicle Miles	Tonnage	Receipts	Average Rate per Ton
Scheduled Services	2,289,622	212,552	£ 241,135	28/8 ·3
Railhead C. & D. Services	786,795	186,033	93,041	10/0 ·3
Direct Road Services	6,209,133	1,269,009	656,025	10/4 ·1
Total	9,285,550	1,667,594	990,201	11/10·5
Livestock	1,644,581	No. 261,915	£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

GRAND CANAL TRAFFIC

Classification	Tonnage Carried by C.I.E. Barges	Receipts	Average Rate per Ton
Merchandise	83,147	£ 111,720	s. d. 26 10·5
Coal, Coke and Patent Fuel	378	323	17 1·1
Other Minerals	5,605	3,672	13 1·0
Total	89,130	115,715	25 11·5

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.

