

CÓRAS

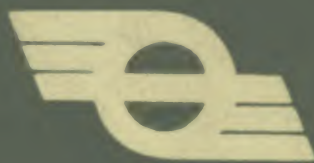
IOMPAIR

ÉIREANN

THIRD
ANNUAL REPORT

for the Year ended

31st MARCH 1953



TWO SHILLINGS AND SIXPENCE

CÓRAS

IOMPAIR

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KINGSBRIDGE STATION, DUBLIN

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

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

MR. J. BRUTON

MR. D. L. DALY

MR. P. J. FLOYD

MR. E. H. MURPHY

MR. W. MURPHY

MR. J. T. O'FARRELL

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

I. INTRODUCTION

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

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

II. ADMINISTRATION AND ORGANISATION

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

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

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

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

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

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

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

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

III. SERVICES

RAIL :

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CANAL :

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

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

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

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

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

ROAD FREIGHT :

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

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

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

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

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

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

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

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

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

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

ROAD PASSENGER :

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

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

46. The following four new routes were opened :—

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

47. Improved services were provided on seven routes :—

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

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

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

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

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

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

VESSEL SERVICE :

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

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

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

HOTELS, REFRESHMENT ROOMS AND DINING CARS :

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

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

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

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

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

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

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

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

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

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

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

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

IV. TRAFFIC DEVELOPMENT.

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

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

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

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

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

V. STAFF.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

VI. ENGINEERING ACTIVITIES.

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

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

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

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

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

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

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

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

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

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

- (a) Office accommodation at Floraville, Inchicore.
- (b) Office accommodation at Capwell, Cork.
- (c) Renewal of the roof of the permanent-way workshop at Cork.
- (d) Re-construction of the Goods Store at Harcourt Street, which was burned down some years ago.

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

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

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

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

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

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

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

VII. PRICE LEVELS.

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

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

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

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

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

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

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

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

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

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

VIII. EQUIPMENT AND FACILITIES.

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

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

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

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

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

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

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

IX. FINANCIAL RESULTS.

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

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

Railway Lines and Works.

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

Railway Rolling Stock.

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

Road Passenger Vehicles.

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

Road Freight Vehicles.

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

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

OPERATING RESULTS :

120. Railways :

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

121. Road Passenger :

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

122. Road Freight :

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

123. Vessel :

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

124. Canal and Docks, Harbours and Wharves :

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

125. Hotels, Refreshment Rooms and Dining Cars :

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

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

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

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

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

X. DEVELOPMENT.

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

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

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

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

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

T. C. COURTNEY,
Chairman

H. G. BOARDMAN,
Secretary

A. MALCOLM,
Chief Accountant

Statement of Accounts

and

Statistics

for the year ended

31st March 1953

REVENUE ACCOUNTS FOR YEAR

RAILWAY

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

ROAD PASSENGER

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

ROAD FREIGHT

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

ENDED 31st MARCH, 1953.

WORKING

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

WORKING

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

WORKING

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

REVENUE ACCOUNTS FOR YEAR

VESSEL

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

CANAL

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

HOTELS, REFRESHMENT ROOMS

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

DOCKS, HARBOURS AND

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

ENDED 31st MARCH, 1953—continued.

WORKING

1952		RECEIPTS	1953
£			£
1,027	Passengers		3,605
1,281	Goods		3,151
369	Miscellaneous		901
2,677			7,657
2,376	Balance to Profit and Loss Account		4,487
£5,053			£12,144

WORKING

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

AND RESTAURANT CARS WORKING

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

WHARVES WORKING

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

REVENUE ACCOUNTS FOR YEAR

PROFIT AND

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

APPROPRIATION

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

ENDED 31st MARCH, 1953—(continued).

LOSS ACCOUNT

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

ACCOUNT

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

BALANCE SHEET AS

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

AUDITORS'

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

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

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

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

DUBLIN,

3rd September, 1953.

AT 31st MARCH, 1953

1952		Amount at 1st April, 1952	Additions during Year, New Assets and Renewals	Deductions during Year, Depreci- ation and Sales	TOTAL
£		£	£	£	£
	FIXED ASSETS :				
6,882,906	Railway Lines and Works	6,882,906	646,958	639,838	6,890,026
2,835,675	Railway Rolling Stock	2,835,675	689,638	357,135	3,168,178
1,552,852	Road Passenger Vehicles	1,552,852	213,466	149,214	1,617,104
813,906	Road Freight Vehicles and Equipment ...	813,906	111,187	129,859	795,234
672,226	Canal	672,226	1,163	3,880	669,509
22,606	Canal Barges and Equipment	22,606	163	942	21,827
1,682,186	Land and Buildings ...	1,682,186	12,662	12,251	1,682,597
361,750	Plant and Machinery	361,750	46,245	4,697	403,298
213,714	Docks, Harbours and Wharves	213,714	40	15	213,739
365,284	Hotels, including Catering Equipment	365,284	23,012	215	388,081
15,403,105		15,403,105	1,744,534	1,298,046	15,849,593
	CURRENT ASSETS :				
2,527,516	Stocks of Stores (less reserve)			2,722,758	
196,255	Payments in Advance			231,129	
904,434	Sundry Debtors			957,940	
123,924	Cash at Bank and in Hand			2,657	
459,367	Investments at Cost (less Reserve) (Market Value £432,603)			458,957	
4,211,496					4,373,441
564,433	FISHGUARD AND ROSSLARE RAILWAYS AND HARBOURS COMPANY				565,366
29,801	BARROW NAVIGATION				29,801
2,083,604	APPROPRIATION ACCOUNT (Balance transferred)				2,177,687
£22,292,439					£22,995,888

A. MALCOLM, *Chief Accountant.*

REPORT

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

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

explained in the Third Annual Report of the Board.

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

CRAIG, GARDNER & COMPANY,
Chartered Accountants.

STATISTICAL RETURNS FOR THE YEAR ENDED 31st MARCH, 1953

STATISTICS OF ASSETS

MILEAGE OF RAILWAY LINES

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

MILEAGE OF CANALS

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

LOCOMOTIVES

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

Figures in italics are in respect of the year 1952.

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

RAIL MOTOR VEHICLES

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

COACHING VEHICLES

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

RAIL SERVICE VEHICLES

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

Figures in italics are in respect of the year 1952.

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

RAIL MERCHANDISE AND MINERAL VEHICLES

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

Figures in italics are in respect of the year 1952.

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

ROAD VEHICLES

PASSENGER VEHICLES :							
	Number		Seating Capacity				
			Total		Average Per Vehicle		
	1953	1952	1953	1952	1953	1952	
Double-deck Buses ...	557	507	33,346	30,046	59.8	59.2	
Single-deck Buses ...	415	452	15,136	16,237	36.4	35.9	
Luxury Touring Coaches	52	52	1,560	1,560	30.0	30.0	
Ambulance (Berths) ...	3	3	16	16	5.3	5.3	
TOTAL ...	1,027	1,014	50,058	47,859	48.7	47.2	
GOODS, PARCELS VEHICLES AND HORSEBOXES :							
	Under 6 tons capacity		6 tons capacity and over		TOTAL		
	1953	1952	1953	1952	1953	1952	
	Lorries ...	204	220	339	339	543	559
Vans ...	63	49	—	—	63	49	
Tractors ...	—	—	67	69	67	69	
Horseboxes ...	—	—	—	—	35	32	
					708	709	
TRAILERS :							
Special purposes ...					32	32	
Articulated ...					146	140	
Flat 4-wheel ...					118	118	
Others ...					—	10	
HORSE-DRAWN VEHICLES :							
Wagons and Carts ...					390	396	
TOTAL ...					1,394	1,405	
Horses for Road Vehicles						279	283
CONTAINERS :							
Furniture ...					105	105	
Livestock ...					109	82	
Alcohol ...					1	1	
Grain ...					8	—	
Tar and Bitumen ...					8	—	
					231	188	
STAFF CARS (including 4 Station Wagons)						63	70
SERVICE VEHICLES						31	28

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

STATISTICS OF OPERATIONS

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

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

NUMBER OF LIVESTOCK CARRIED BY GOODS TRAIN

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

ENGINE MILEAGE

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

Figures in italics are in respect of the year 1952.

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

STATISTICS OF RAIL OPERATIONS

	1953	1952
TOTAL ENGINE HOURS PER TRAIN ENGINE HOUR		
<i>Steam</i>		
Coaching	1.38	1.35
Freight	2.23	2.15
<i>Diesel Rail Cars</i>		
Coaching	1.00	1.00
<i>Diesel Electric</i>		
Coaching	1.05	1.04
TRAIN MILES PER TRAIN ENGINE HOUR		
<i>Coaching</i>		
Steam	18.00	17.85
Diesel Electric (Locomotives only)	23.09	21.35
Diesel Rail Cars { Standard Gauge	28.08	—
{ Narrow Gauge	16.94	15.64
<i>Freight</i>		
Steam	11.28	10.93
Diesel Shunters	7.03	6.39
TON MILES PER ENGINE HOUR		
Per Train Engine Hour	701	726
Per Engine Shunting Hour	695	763
Per Total Engine Hour	349	372
TON MILES PER TRAIN MILE		
(Train Load, in tons)	71	75
WAGON MILES PER TRAIN MILE		
(Number of Wagons per train)		
Loaded	19.09	18.73
Empty	7.05	6.68
Total	26.14	25.41
WAGON MILES PER HOUR		
Per Engine Hour	258.58	245.19
Per Engine Shunting Hour	256.17	257.54
Per Total Engine Hour	128.68	125.61
AVERAGE WAGON LOAD		
	tons	tons
	3.71	4.02

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

STATISTICS OF RECEIPTS

RAIL PASSENGER TRAFFIC

Class of Passenger	Number	Receipts	Receipts per Journey	
		£	s.	d.
Ordinary :—				
1st Class	248,169	131,716	10	7.38
	<i>272,101</i>	<i>130,240</i>	9	6.80
3rd Class	5,811,046	1,357,186	4	8.05
	<i>5,829,184</i>	<i>1,201,832</i>	4	1.50
TOTAL	6,059,215	1,488,902	4	10.97
	<i>6,101,285</i>	<i>1,332,072</i>	4	4.4
Season :—				
1st Class	226,783	6,592		6.98
	<i>240,392</i>	<i>6,317</i>		<i>6.31</i>
3rd Class	1,943,472	43,674		5.39
	<i>1,950,115</i>	<i>39,862</i>		<i>4.90</i>
TOTAL	2,170,255	50,266		5.56
	<i>2,190,507</i>	<i>46,179</i>		<i>5.06</i>
		Total Units	Average Receipts per unit	
Passenger Miles		217,588,370	1.70d.	
		<i>222,142,199</i>	<i>1.49d.</i>	
Passenger Journeys		8,229,470	44.89d.	
		<i>8,291,792</i>	<i>39.89d.</i>	
Loaded Train Miles		3,920,741	7s. 10d.	
		<i>3,815,322</i>	<i>7s. 3d.</i>	
Miles of Road (First Track)		2,008	£767	
		<i>2,027</i>	<i>£680</i>	

Figures in italics are in respect of the year 1952.

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

STATISTICS OF RECEIPTS

FREIGHT TRAIN TRAFFIC

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

Figures in italics are in respect of the year 1952.

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

ROAD PASSENGER SERVICES

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

Figures in italics are in respect of year 1952.

STATISTICS OF RECEIPTS

ROAD FREIGHT SERVICES

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

GRAND CANAL TRAFFIC

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

Figures in italics are in respect of the year 1952.

